October 1980 Vol. LVI No. 10 50p

MOTOR SPORT

Founded in the year nineteen twenty-four

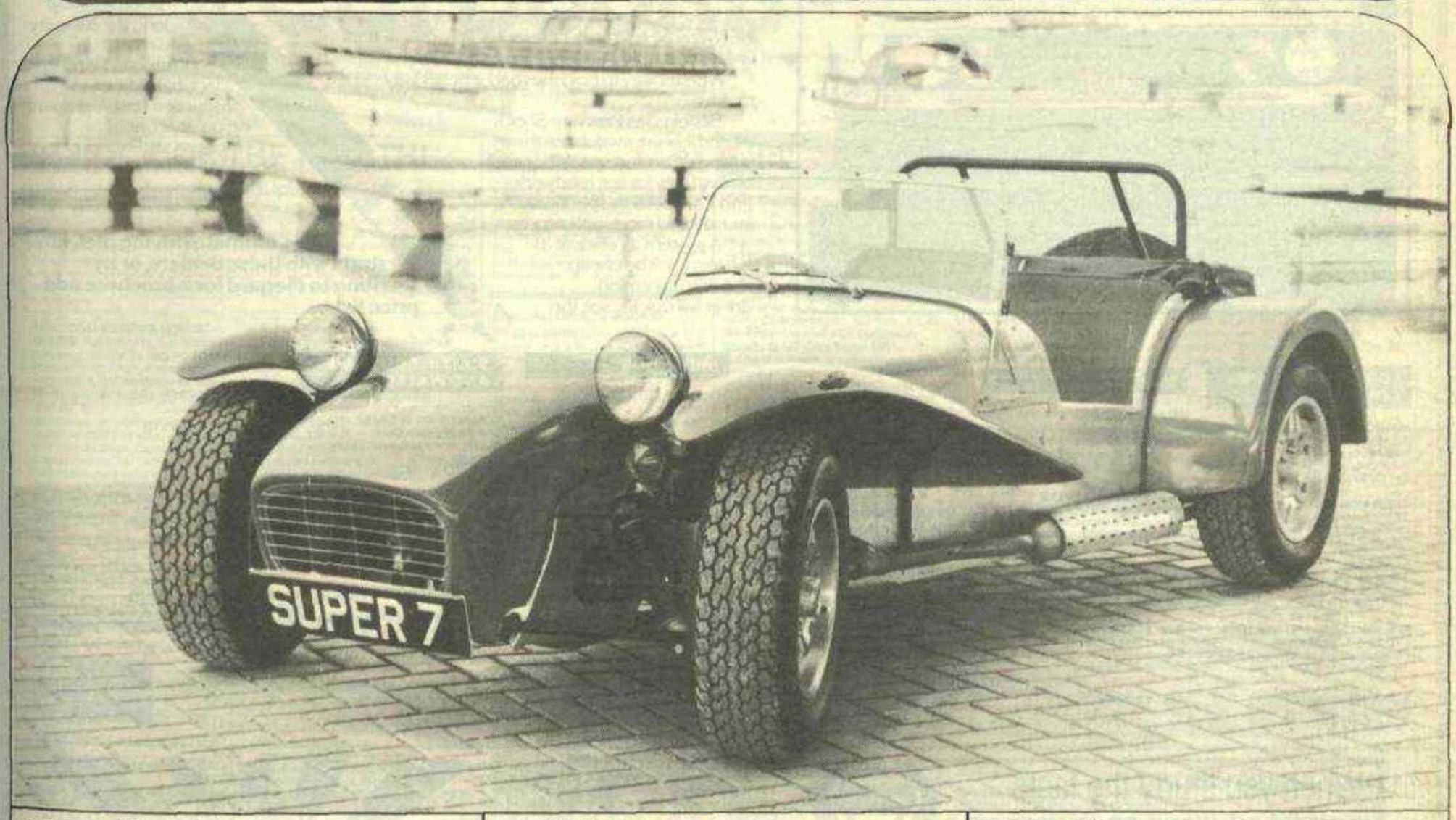




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Caterham Cars

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SUPER SEVEN EXEMPT FROM NATIONAL TYPE APPROVAL
Consultations with the Department of Transport have resulted in an announcement in Parliament. Norman Fowler Minister of Transport has given permanent exemption from National Type Approval for amateur built vehicles.
The **Caterham Super Seven** could pass the tests necessary for National Type Approval. Where these tests assist export sales they have been carried out. The complete test programme for the UK market is very expensive and for a specialist manufacturer would result in a considerable increase in the price to the customer. Lotus pioneered the concept of the enthusiast saving money by supplying the cars in easily assembled component form.
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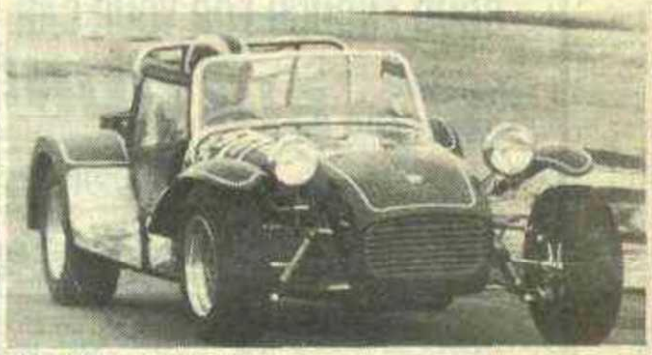
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Super Seven can be seen racing at the following events:— Prod Sports October 4th 5th Silverstone, 11th Aintree, 19th Mallory Park. Mod Sports 26th October, Thruxton.



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Next meeting Thursday 3rd October. White Hart, Godstone, Surrey.
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The spray head is **precision engineered**—not an assembly of bits and pieces—to give a **genuine all-round spray** of fine mist under great pressure covering a **true 360°** spherical area to ensure **total penetration** of RUST STOP into every crevice.

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Another major advance—Black Knight introduce Black Wax—a heavy bituminised wax-based underbody coating for use on NEW CARS OR USED CARS WITH NO UNDERBODY CORROSION. Dries to a smooth, flexible super abrasion-resistant finish.

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TRY THIS SENSATIONAL TEST Take a piece of heavily rusted metal; immerse it completely in strong brine, then without allowing it to dry dip it into Black Knight RUST. STOP and hang it outside to face the worst conditions. Even years later you will not find any further rusting.
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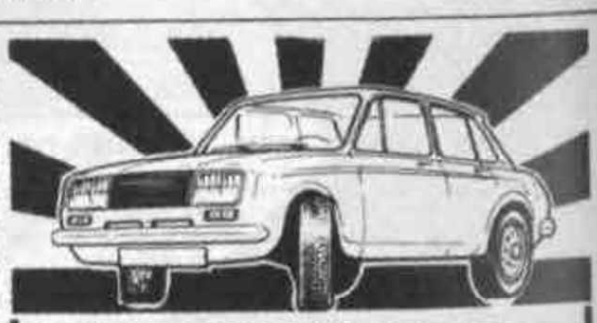
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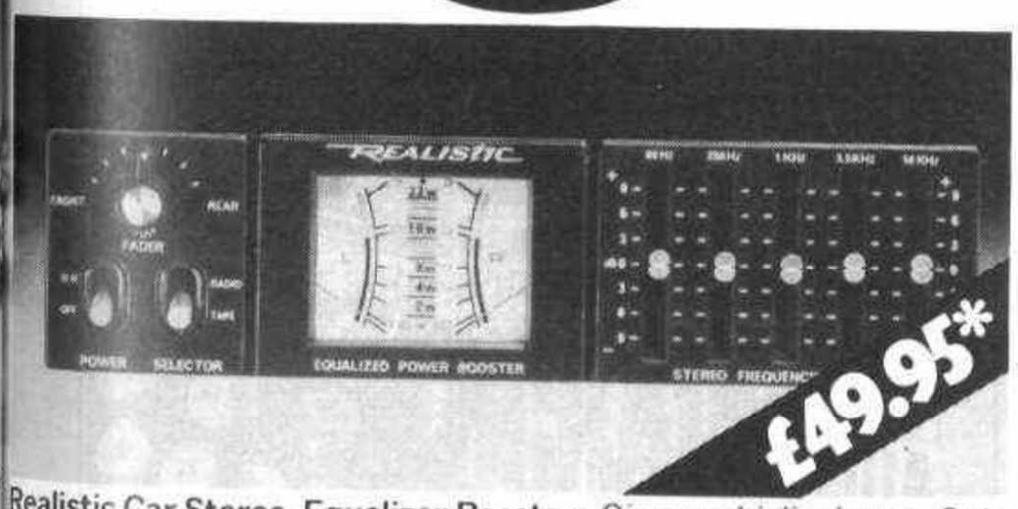


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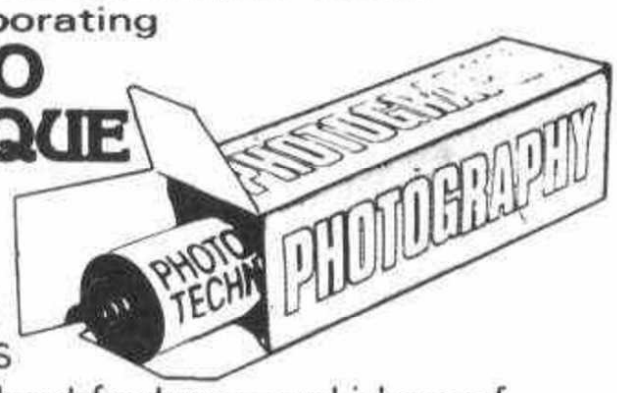
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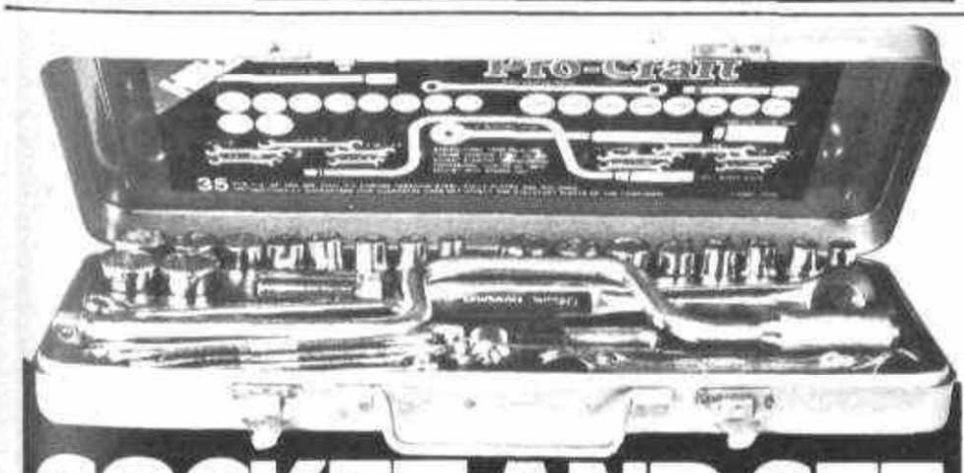
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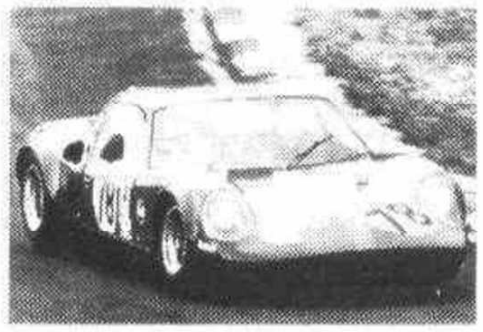
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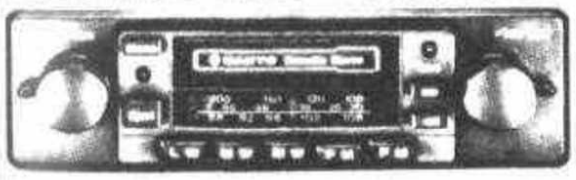
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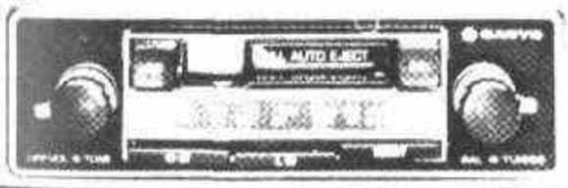
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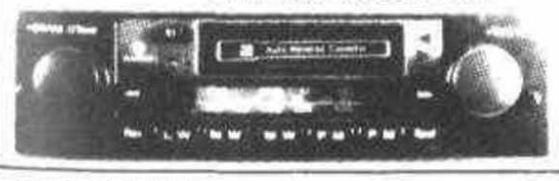
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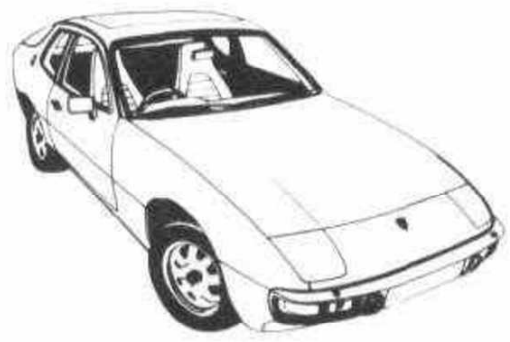
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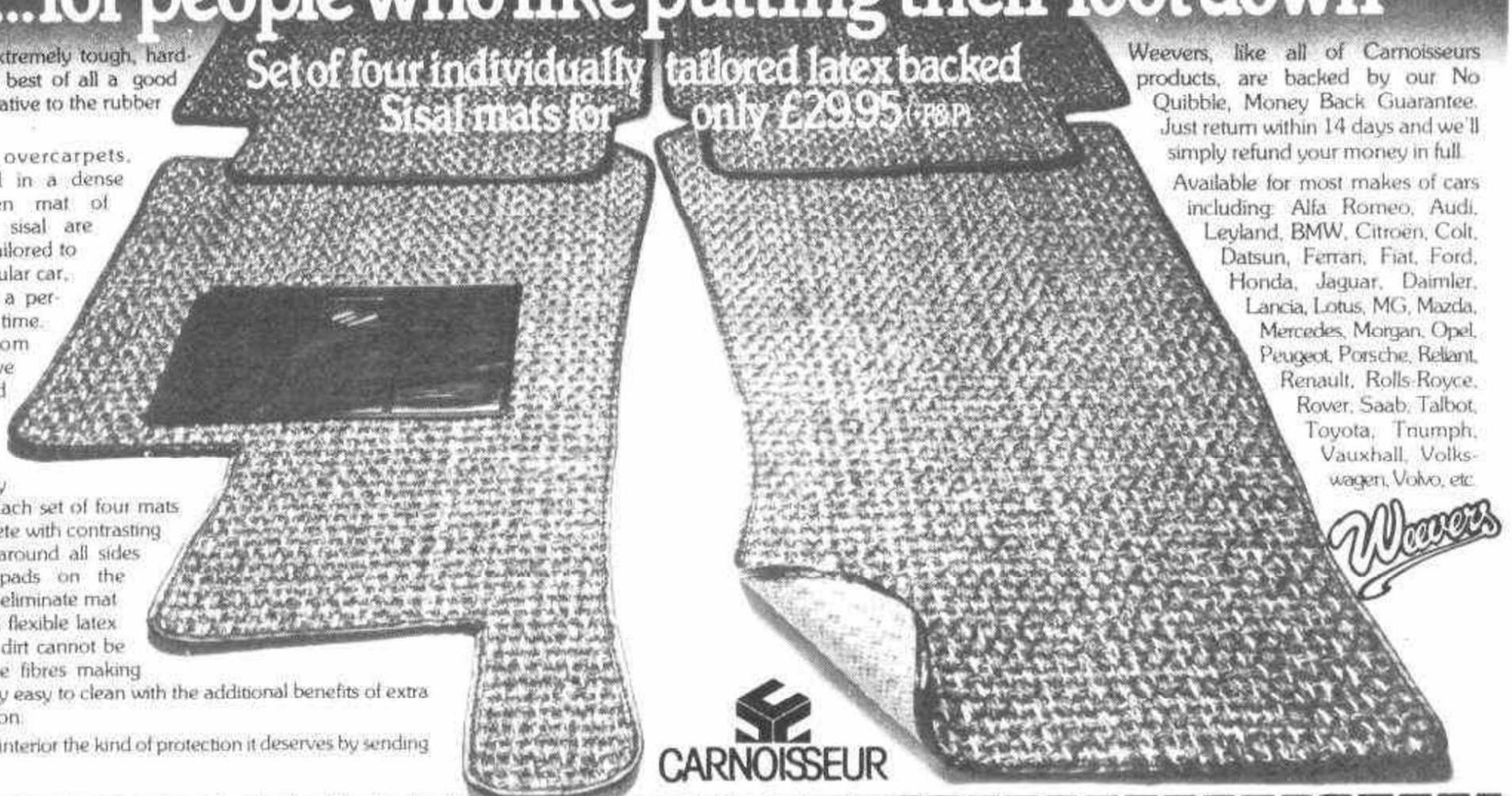
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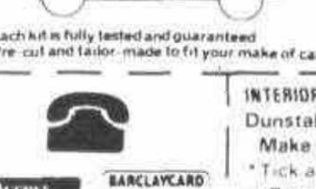
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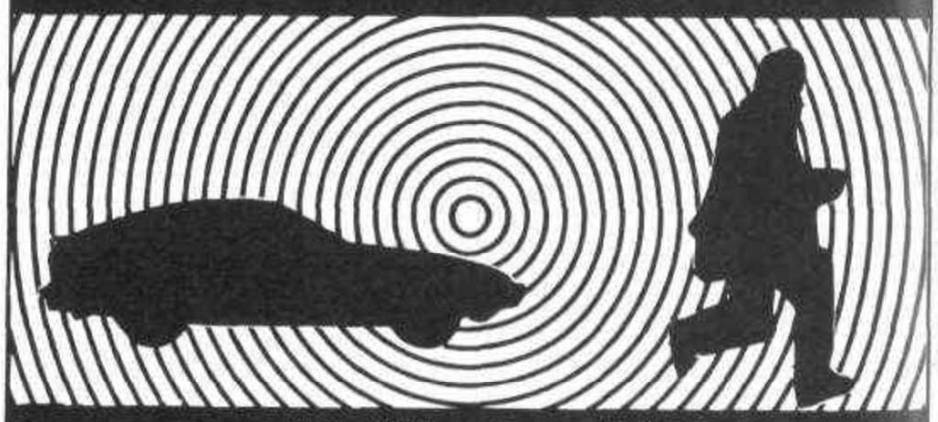
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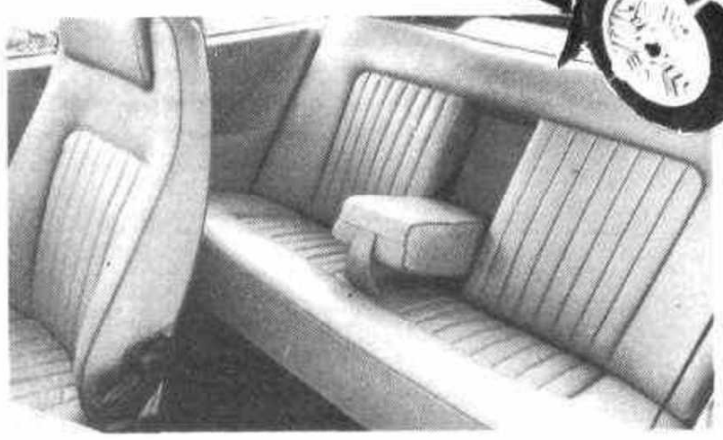
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FLAT OUT. Capt. G. E. T. Eyston's exciting book about racing in the Twenties against some all-time greats and breaking umpteen records. He was so keen to smash one particular record that he kept going while flames were "coming through the louvres in the top of the bonnet and curling all round the top of the steering wheel". As Sir Malcolm Campbell wrote in the original edition published in 1933, "It will appeal irresistibly to those who would step outside the pages of humdrum existence". New impression, superbly bound in leather, blocked in 22c gold, autographed by the late George Eyston and numbered, £19.99. (Cloth-bound edition with dust jacket, £7.49)

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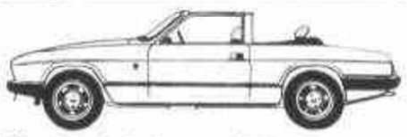
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CARS FOR SALE

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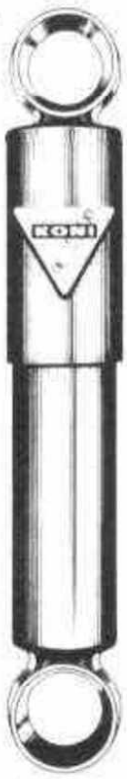
1973 911T LUX. Bahia red. **£5.450**
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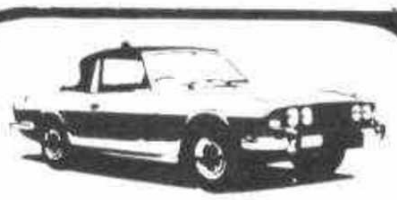
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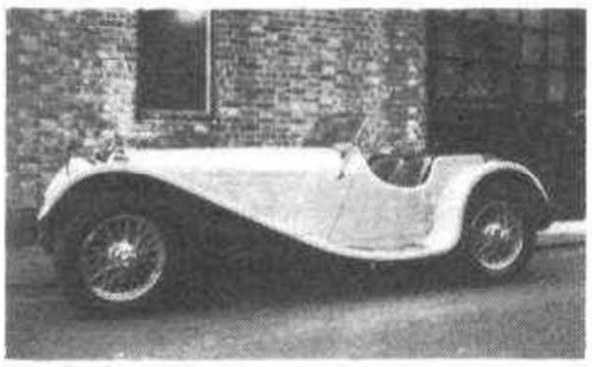
Aston Martin Zagato. 1962, Ruby red, 15,000 miles only since new, one owner, in superb original condition.



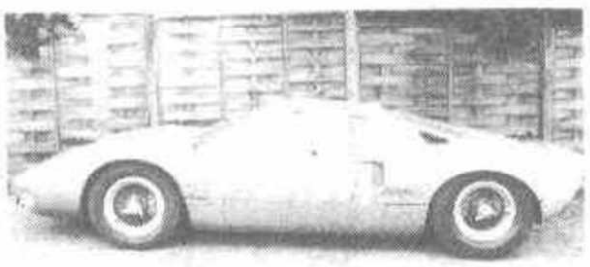
Mercedes 300SL. 1959, black with beige interior, 35,000 miles, completely original and unmarked.



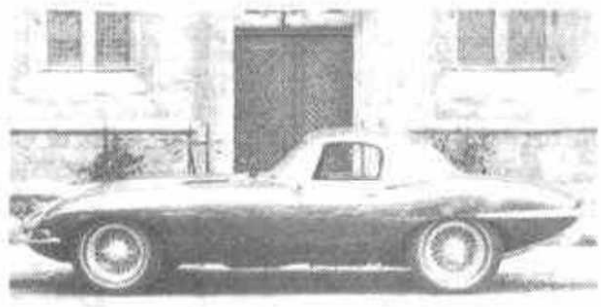
AC Ghia Cobra 427. Red with black interior, unique and interesting car (see Classic Car Sept 79). In excellent condition.



Jaguar SS100. Chassis 39010. Reg No. LWT 207, 3½-litre, fitted with larger carbs. and bronze head, green with tan interior.



Ford GT40 4.7. Chassis 1023GT40P. Blue, with both Borrani wires and BRM wheels. Excellent history. Car in mint original condition.



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In addition to the sale and service of the type of car listed above, we also sell and service Porsche cars. Our stock at time of copy included the following:—

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1979 T 911 SC Sport coupe, white, 9,000 miles.
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All the above cars receive a thorough service in our workshops prior to collection. We can arrange lease finance, hire purchase etc. Please contact us if you are contemplating the sale of your late model, low mileage Porsche, Aston Martin, Ferrari or Jaguar E-Type. Top prices paid, by cash or bankers draft.

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Alfa Sud Sprint Vel.	£414.90	£138.30	De Tomaso Pantera GTS	£1,592.58	£530.86
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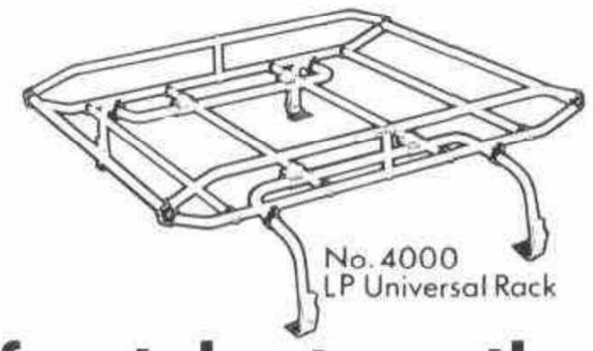
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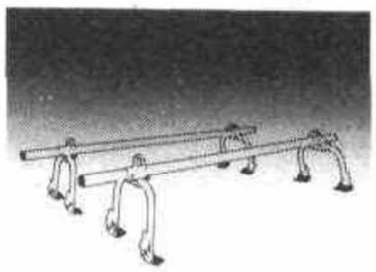
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'Showroom' condition means simply, that (barring accidents) your car stays equal to proud display on top-class Dealers' sales floor. Possesses quite remarkable road worthiness. Promises all round driving pleasure. *And passes rust scrutiny test with flying colours!* Waxoyl holds key to 'Showroom' condition. Kills dead existing rust rot. No car age limit so long as metal polarises to Waxoyl. Makes safe load-bearing chassis members, suspension, jacking points, shock absorbers, *every rust trap in entire vehicle system.* Future rust attack no longer a problem.

Up to £85 plus VAT at Rustproofing Centres

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

Waxoyl 'Know-How'

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

'Tadpole' Molecules

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



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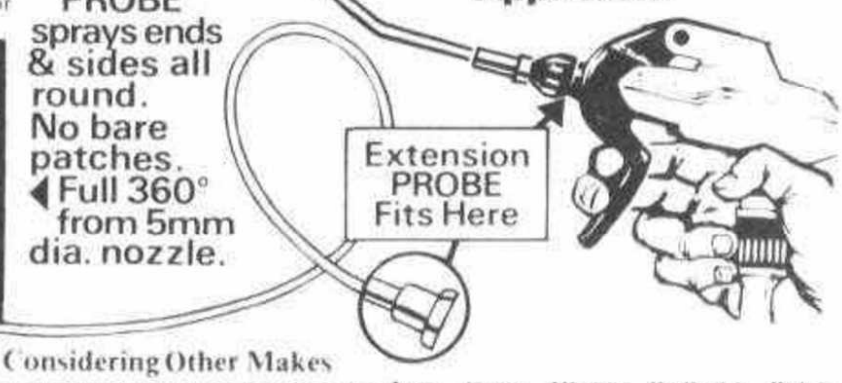
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With Finnigan SUPER 'JUMBO' Applicator

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





Rust Knaws Upwards

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

Salt & Water Spray Tests

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

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

Waxoyl holds "Showroom" condition

Why Big World Users Trust Waxoyl

Waxoyl Kills Rust with no comeback! (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 23 car, does inhibit existing rust'* Autocar Mag. *'One of cheapest, effective ways to protect a car'* Chesterfield. *'9 Yr. old Volvo looks less than half its age'* Civil Engineering Polytechnic. *'On Mole Valley Flood Scheme, base steel instrument cases in open countryside rust-free to date'*

If Considering Other Makes

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

Year After Year Protection

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

Waxoyl Users Find Other Uses

Almost invisible Waxoyl spray suffices to waterproof and protect Leatherware. Super for Work Boots! (Says Scottish user) Metal Guttering, Boat Trailers, Washing Machine Casing. Preserves wood attached to metal (nothing else protects both at same time) Boat Trailers, Lengthens battery life in Car, Fork Lift Truck, Incredible protection for Oil Tanks on bases otherwise impossible to rustproof. Protects exterior Electrical Switches & Light Sockets, Farm Machinery, Prevents & Kills Wooly Aphis (spray Apple Trees before buds open) Corrugated Iron, Gates, Hinges, Padlocks, Bolts. Anything & everything vulnerable to damp.

ALL PRICES INCLUDE CARR. & VAT

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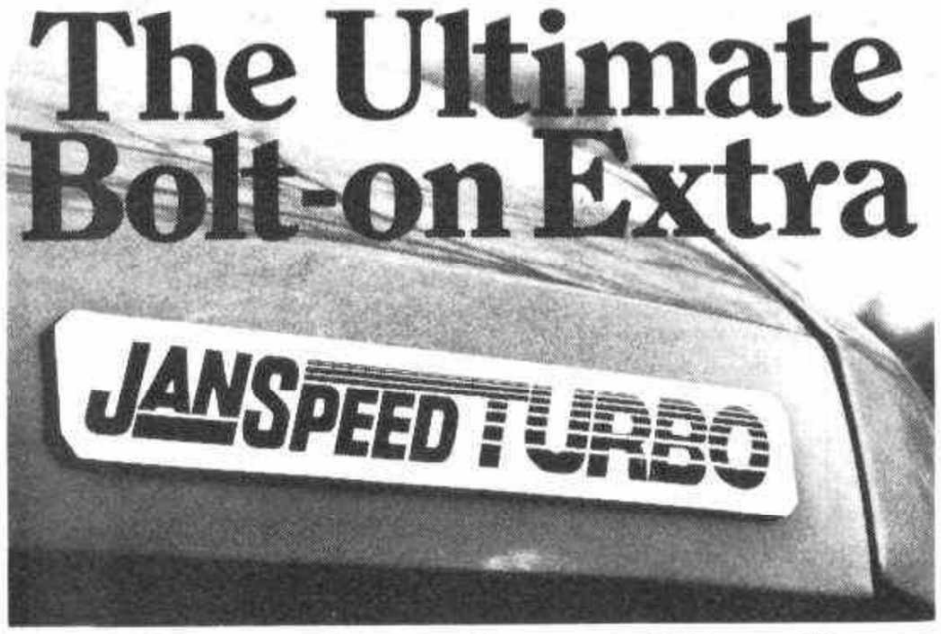
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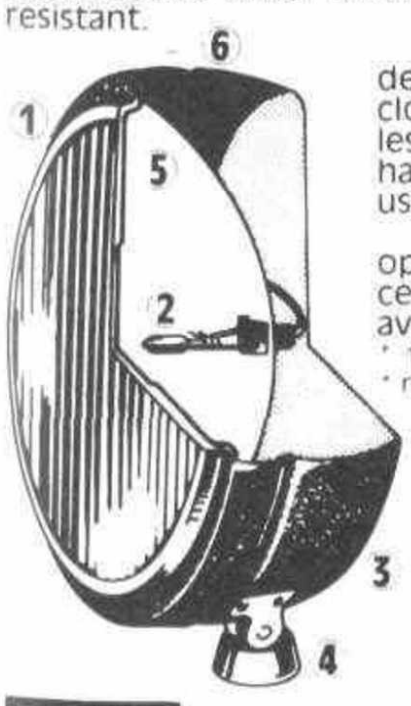


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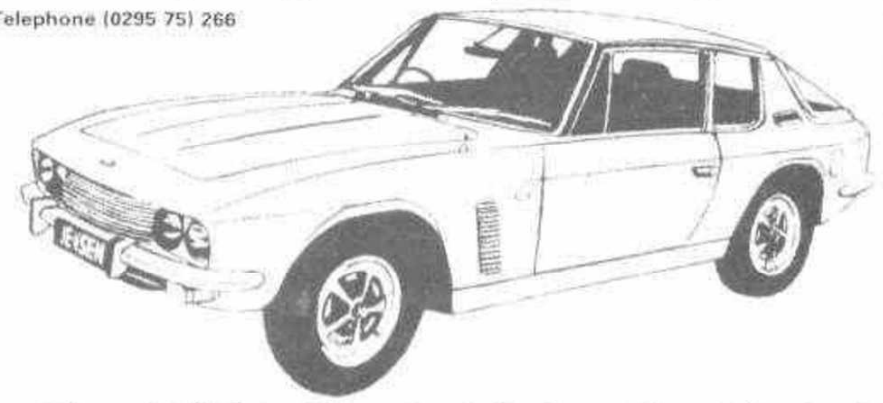
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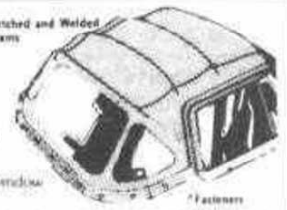
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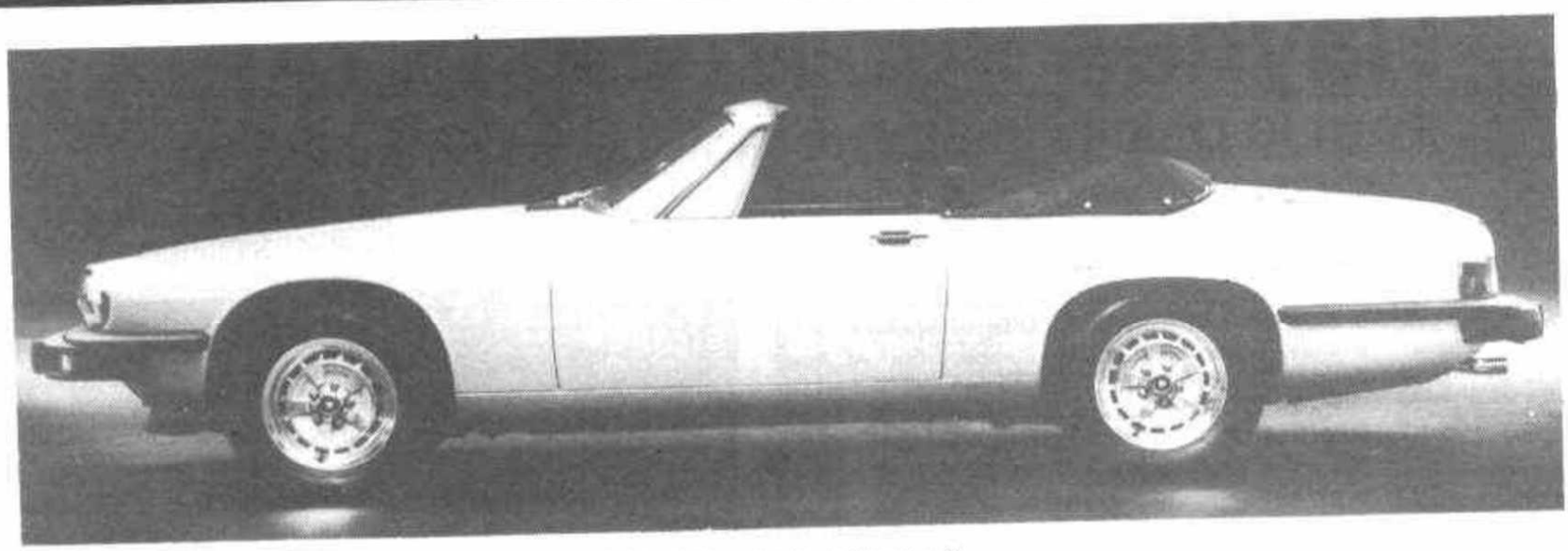
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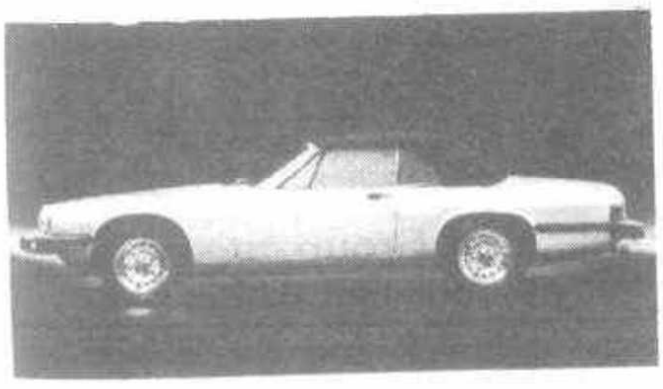


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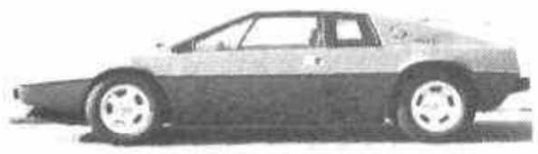
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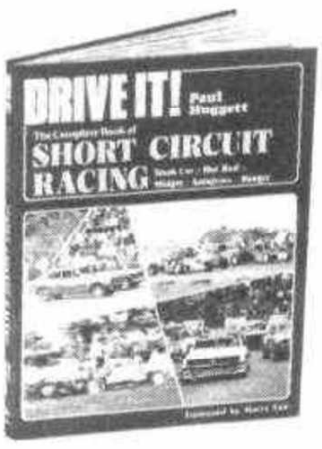
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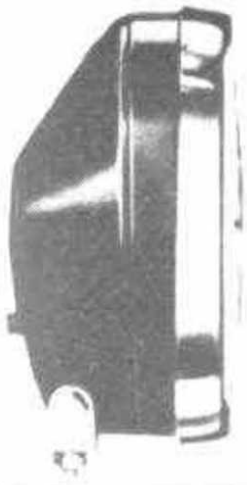
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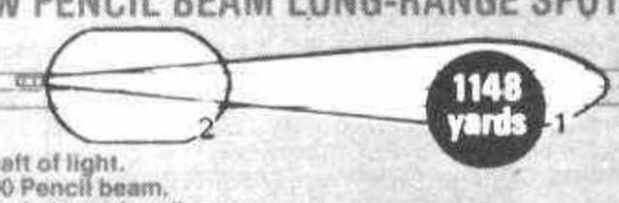
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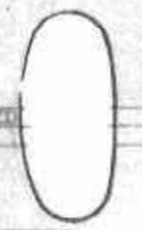
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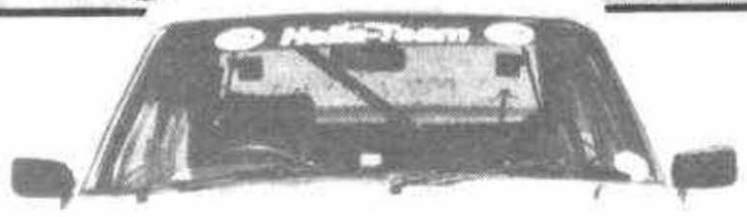


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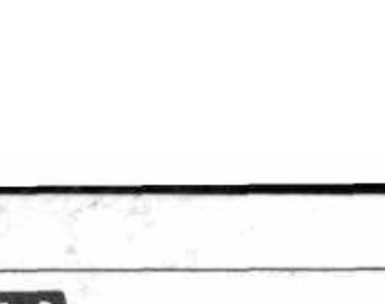
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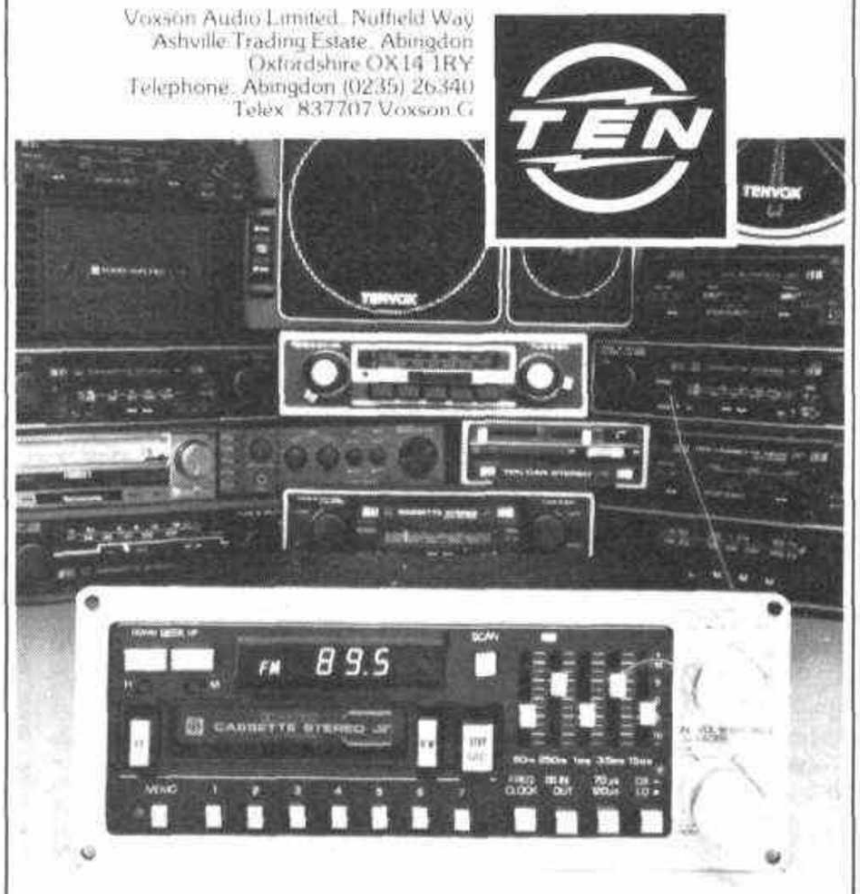
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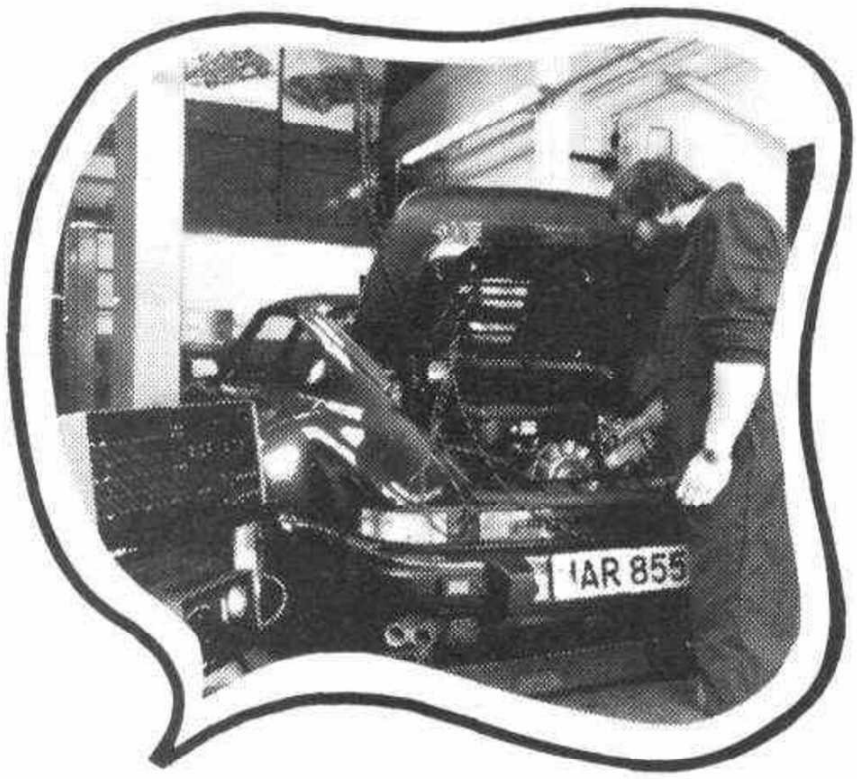
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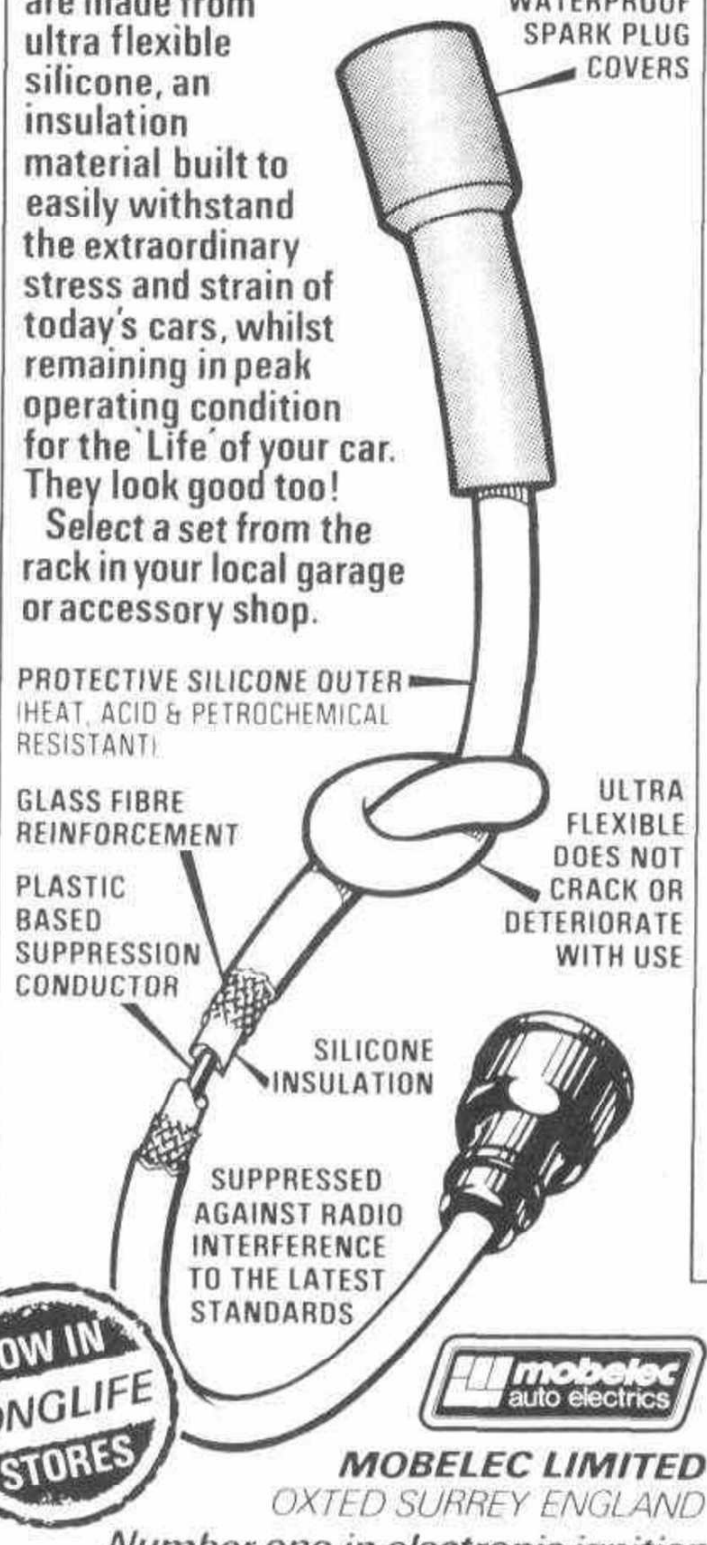
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MOTOR SPORT

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

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FRONT COVER: The winning Fiat Abarth, driven by M. Alén, during a special stage on the Rally of the 1000 Lakes.

ANNUAL SUBSCRIPTION RATES

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MATTERS OF MOMENT

■ NEW MODELS

"He that will not apply new remedies must expect new evils" — Francis Bacon, 1561-1626.

At this month's Birmingham Motor Show, that great replacement for London's Earls Court Motor Exhibition of yore, which will be open from October 17th to 26th, there will be many new models and other interesting innovations to bring the crowds, no doubt of vast proportions, to the National Exhibition Centre on the outskirts of the great City of Birmingham. The Motor Show apart, there is to be another unleashing of cars of all kinds, including Formula One machinery in the hands of seven top racing drivers, over the Birmingham street-circuit, a unique event sponsored by Lucas in collaboration with Goodyear, Shell, Leyland Vehicles, British Leyland Cars, the SMM & T, and Lloyds & Scottish Finance. This "Lucas Kings of the Streets" spectacle will commence with a parade of Bugattis and will very likely attract an even bigger crowd of keen onlookers than the 122,000 or more who were said to have come to watch in 1978. It is a free show — no paying for admission — and the date is October 12th.

Reverting to the new models that will be on display inside the NEC Motor Show Hall, three very important ones are a new Rolls-Royce, the new Ford Escort, and the long and expectantly-awaited British Leyland Mini Metro. To take these in the order in which we have been allowed to sample them on the road, the Rolls-Royce, the name of which had to remain a well-guarded secret until the Paris Salon opened its doors to the Press on October 1st, is in our view more a revised Silver Shadow II than a completely new model; although the new price asked for it may well make this seem surprising! A description and driving impressions of the latest car from Crewe will be found on page 1484. The advent of a revised Rolls-Royce is always an event of much glamour and considerable news-value. So, having driven up to the factory to try the newest edition of "The Best Car in the World," in our "Thrifty Executive's Silver Shadow" (i.e., a Rover 3500 which, in common with the R-R, has a light-alloy V8 engine with push-rod valve gear, a Borg-Warner automatic gearbox, self-levelling suspension and even Triplex XXX safety-glass) we began to think on the way home of past R-R new-model releases.

The advent of the New Phantom in 1925 was a notable step-forward in Royce technology, because it was the first new model for the famous British Company since the side-valve 40/50, which had then been in production for the almost record long-run of 19 years*. The New Phantom had overhead valves in what was very much the former chassis, but endowed with the famous R-R mechanical-servo four-wheel-brakes that had hung fire before being provided freely for the Ghost-type cars. First technical descriptions of the new Rolls-Royce broke in May 1925 and the Company advertisement announcements said simply that Rolls-Royce were able to offer the New Phantom for delivery to their clients.

In fact, as Anthony Bird admits in the splendid standard reference book on R-R cars, this P1 "was not so much a new car as a re-engined version of the old one". Which is about as much as might now be said of the change from Silver Shadow to 1980/81 Silver Spirit. Yet the excitement with which the new 7.6-litre o.h.v. Royce (larger by 260 c.c. than its illustrious predecessor) aroused in 1925 was considerable.

Just as Royce had felt his way to above-head valves for his big car with an engine first developed for his R-R Twenty, so the great mechanic waited four years before modifying the chassis of the P1 to better suit the car's increased performance over that of a Ghost. The New Phantom Rolls-Royce was then new no longer, so it became the P1; the introduction of the Phantom II was occasion for enthusiasm and excitement as before. (After Mr. Sidgreaves had denied in August rumours of a new model!) The story broke in September 1929, with a four-page description in *The Autocar* and Company advertisements stating in the expected dignified manner that another new Rolls-Royce model had made its début.

Much more exciting should have been the Rolls-Royce Phantom III announced in 1935, because with it a 7.3-litre V12 hydraulic-tappet engine and i.f.s. this really was a new model. Perhaps the proximity of another war and the fact that the engine wasn't endowed with overhead-camshafts, so that one couldn't quite feel one was motoring behind a road-version of the famous R-R Schneider Trophy racing aero-engine, made this announcement seem slightly less of an event than had been the respective births of the P1 and the PII.

Today's Rolls-Royce Silver Spirit is far less of a new car than was P3 and P2, although it typifies the steady engineering advance which has for so long been a hallmark of the Derby/Crewe products. But times change and unless a pleasant surprise awaits us, you are unlikely to find a dignified R-R advertisement in our pages, announcing the new R-R model Silver Spirit. Possibly because Rolls-Royce are shy of being one of the few leading motor-manufacturers who eschew all forms of competition motoring. . . .Their engineering research continues, of course. At the time of our visit to Crewe turbocharging was being investigated and a Buick Riveria Turbo stood outside the Engineering Department.

Continued overleaf

*In fact "The Guinness Book of Car Facts & Feats" gives the longest ever production run by a basic private-car design as that of the flat-twin Jowett (1911-53).

Motor Sport Fixture List for October

★ **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
Oct. 3rd/5th	**Association du Rallye du Vin**	—	**Switzerland**	**Wine Rally (European Rally Championship)** *(INT)*	—
Oct. 4th	BRSCC	Oulton Park Circuit	Nr. Tarporley, Cheshire	Race Meeting *(C)*	14.00
Oct. 4th	Burnham-on-Sea	Marine Parade	Weston-super-Mare	Weston Speed Trials *(N)*	14.15
Oct. 4th/5th	2300 Club	Main Street, Tobermory	Mull	Tour of Mull (Motoring News Rally Championship round) *(R)*	14.30
Oct. 4th/5th	**BRDC**	**Silverstone Circuit,**	**Towcester, Northants**	**Aurora AFX British Formula 1 Championship** *(INT)*	—
Oct. 5th	**SCCA**	**Watkins Glen**	**U.S.A.**	**USA Grand Prix East (World Championship round)** *(INT)*	—
Oct. 5th	Midland Rallycross	Long Marston	Nr. Stratford-upon-Avon	Rallycross *(R)*	12.00
Oct. 5th	BARC—SW	Gurston Down	Salisbury, Wilts.	Hillclimb *(R)*	14.00
Oct. 5th	Harrow CC	North Weald Airfield	Epping (167/490/637)	Winnie Rally 80 *(CJ)*	11.00
Oct. 5th	BARC	Brands Hatch Circuit, Fawkham	Dartford, Kent	Race Meeting *(C)*	14.00
Oct. 5th	BARC	Croft Autodrome	Nr. Darlington, Co. Durham	Race Meeting *(R)*	14.45
Oct. 5th	**ADAC-Hessen e.V.**	**Kassel Calden**	**Germany**	**European Formula 3 Championship** *(INT)*	—
Oct. 5th	HDLCC	Hagley Hall	Nr. Stourbridge, West Midlands	Autocross	13.30
Oct. 5th	TEAC	Lydden Hill Circuit	Sittingbourne, Kent	Race Meeting *(R)*	—
Oct. 7th/11th	**AC di San Remo**	**San Remo**	**Italy**	**Sanremo Rally (World Rally Championship)** *(INT)*	—
Oct. 11th	PMC	Silverstone Circuit	Towcester, Northants	Race Meeting *(R)*	—
Oct. 11th	BRSCC	Aintree Circuit	Liverpool	Race Meeting *(R)*	14.00
Oct. 11th	Quinton MC	Knighton	Glos.	D W Tyre Service Acropolis Rally	—
Oct. 11th	Wolverhampton & South Staffs CC	Aberystwyth	Wales	Rally *(N)*	08.00
Oct. 11th/12th	**ASA Morvan**	—	**France**	**Chataigne Rally — (European Rally Championship)** *(INT)*	—
Oct. 11th/13th	**Oesterreichischer Automobil Sport Club**	—	**Austria**	**OASC Rally (European Rally Championship)** *(INT)*	—
Oct. 12th	Herts County Automobile & Aero Club	North Weald	167/491038	Sprint *(R)*	13.00
Oct. 12th	BARC	Snetterton Circuit	Nr. Attleborough Norfolk	Race Meeting *(R)*	14.00
Oct. 12th	BARC	Mallory Park Circuit	Nr. Leicester, Leics.	Race Meeting *(R)*	14.00
Oct. 12th	SMRC	Ingliston Circuit	Nr. Edinburgh	Race Meeting *(R)*	—
Oct. 17th/19th	**Real Automovil Club de Espana**	—	**Spain**	**Spanish Rally (European Rally Championship)** *(INT)*	—
Oct. 18th	BARC	Oulton Park Circuit, Nr. Tarporley	Cheshire	Vandervell British Formula 3 Championship *(R)*	14.00
Oct. 18th	HDLCC	Stone Manor, Mustow Green	Nr. Kidderminster, Worcestershire	Autotests *(R)*	10.30
Oct. 18th	750 MC	Silverstone Circuit	Nr. Towcester, Northants	Race Meeting *(R)*	12.00
Oct. 18th/19th	Devizes & District MC	Hopton Barracks Nr. Devizes	173/021629	Driveshaft Rally *(R)*	23.00
Oct. 18th/19th	Chester MC	Underground Car Park, Nicholas Street	Chester. 117/403663	More & Gamon Trophy Rally *(R)*	—
Oct. 19th	BRSCC	Brands Hatch Circuit, Fawkham	Nr. Dartford, Kent	Race Meeting *(C)*	14.00
Oct. 19th	BRSCC	Mallory Park Circuit	Nr. Leicester	Race Meeting *(C)*	14.00
Oct. 19th	BRSCC	Croft Autodrome	Nr. Darlington, Co. Durham	Race Meeting *(R)*	14.45
Oct. 24th/26th	**ASAC Corse**	**Corsica**	**France**	**Tour of Corsica (World Championship Rally)** *(INT)*	—
Oct. 25th/26th	Carmarthen MC	Wm. Davies, Carmarthen	159/414193	Autumn Rally (Round Motoring News Road Rally Championship) *(R)*	23.00
Oct. 25th/26th	**DRC**	**Donington Park Circuit**	**Castle Donington, Derby**	**Race Meeting** *(INT)*	—
Oct. 26th	BARC	Thruxton Circuit	Nr. Andover, Hants	Race Meeting *(R)*	14.00
Oct. 26th	HDLCC	Hoo Farm, Wilden Lane	Kidderminster, Wores.	Worcestershire Production Car Trial	10.30
Oct. 26th	750 MC	Snetterton Circuit	Norwich, Norfolk	Race Meeting *(R)*	14.00
Oct. 26th	Alfa Romeo OC	Curborough	Nr. Lichfield	Sprint *(C)*	—
Oct. 30th/Nov. 2nd	**Racal Clube**	**Algarve**	**Portugal**	**Algarve Rally (European Rally Championship)** *(INT)*	—
Nov. 1st/2nd	**BRSCC**	**Brands Hatch Circuit, Fawkham**	**Nr. Dartford, Kent**	**Race Meeting (Formula Ford Festival)** *(INT/C)*	**10.30**
Nov. 8th	BARC	Thruxton Circuit	Nr. Andover, Hants.	Race Meeting	—

MATTERS OF MOMENT

Continued from previous page

However, to have a new Rolls-Royce and a new Ford announced at the same time is quite something! Of course, one cannot expect the same impact from the Erika-Escort Ford as the Model-A Ford made in 1927, with traffic coming to a standstill in New York, the police having to be called out, and showrooms windows broken as vast crowds rushed to catch a first glimpse of this New Ford. For Model-A was the replacement for the sole Ford private-car, the immortal Model-T to be made over the previous 18 years and the Dearborn plant had been actually closed down to re-tool for it. The New Escort has, on the other hand, to take its rightful place beside those other already firmly-established great Ford models, Fiesta, Cortina, and the Granada, cars that make it clear why Ford-of-Britain has for so long topped the UK sales-race. We have long held the view that Ford understands the needs of car-owners as well as anyone and what the term "transport" means better than most: anyone at the Motor Show who is undecided as to what make to purchase will in our opinion not go far wrong with a Ford. . . .

Moreover, the 1980 Ford Escort is compietely new — front-drive, and an engine with alloy-block, hemi-heads, overhead-camshaft, hydraulic tappets (except for the 1,100 model), all-round independent suspension, etc. You can read a description of it on page 1496. The official announcement came on the day the new cars were in the Dealers' showrooms — we hope we shall be able to publish a full road-test report in the very near future.

So anxious were Leyland Cars to get the Mini Metro properly introduced that the Press and the Media were shown it, and allowed to drive it briefly, some one-and-a-half months before its official release date, a dreadful temptation for unprincipled journalists and photographers to break the BL embargo. As a conscientious journal MOTOR SPORT cannot tell you anything about this little car, which is of such enormous importance to BL and to this country, until next month. Nor did the Editor attend the London preview of the Mini Metro, having been present when the Morris Mini Minor was announced in 1959, he remembers all too clearly and with how much pleasure the incredible technical breakthrough represented by Alec Issigonis's tiny package, the subsequent hard work involved in telling his readers what this entirely new baby-car was all about, and the sense of pride that this first transverse-engined front-drive car with its gears in its sump, devoid of cart-springs, and running on special 10" Dunlop tyres, had been designed and made in Britain. (That Alec Issigonis was later knighted was entirely appropriate). We sensed that the preview of the Mini Metro might be an anti-climax just as we sense that in the New Escort Ford have another winner. But we hope we are wrong and we intend to tell you, one way or the other, in the November MOTOR SPORT.

■ THE FIGHT IS STILL ON

There has been a development in the much-criticised proposal by the Conservative Transport Minister to tax *all* private cars, irrespective of whether these are on the public road or stationary in their private parking places — the later announcement that pre-1940 cars may be exempted from tax. We contacted the Tax Department and Swansea confirmed that, if implemented, this would mean tax-free use of pre-1940 cars on the road, as well as exemption from the ill-conceived idea of taxing them while they are unused. Do not be misled by this Utopian-sounding proposal.

The tea-consuming bureaucrats of Whitehall and Wales have made promises before, which have been broken! Politicians have a nasty way of crushing optimism, once a row has died down or the votes have been won. So do not accept lightly this sop to pre-war car enthusiasts. It could mean restricted use of such cars, fresh legislation, perhaps EEC-based, being applied to them, and very possibly a later possessions-tax levied on them to adjust for the free useage of the road

allocated to them. Moreover, this seeming let-out by Norman Fowler will benefit only one section of car-owners; it would do nothing for those who, not necessarily wealthy, are restoring pre-war cars (and therefore not using them on the road), and that includes all manner of Classics and cars in other categories, the Dealers with cars in their showrooms, the Museums and so on. Protest about any change in car-tax methods to your MP, TODAY. More over, if pre-war car are tax-exempted, this will encourage those devoid of insurance and/or DoE test-certificates to sneak onto the road; or else the legislation and checking to obviate this may well cost more then continuing with the existing system.

By the way, we have been conned again; instead of the four-day licences promised from Swansea, the minimum period for a licence has just been raised from four to six months.

Volvos for 1981

A CERTAIN amount of restyling has taken place right across the Volvo range, but most apparent in the well-known 200 series cars. The aim has been to achieve a "more elegant and classical appearance" and has been implemented by a fresh approach to the styling of the front and rear bumpers, lights and grilles, and different treatment around the glass area. The effect is to make the car shorter and lighter, and rather more sleek, although still very much a Volvo. Inside, the instrument panel has been completely re-designed, and the "oddments" storage space has been increased. The 340 range has been expanded for 1981 to encompass eight versions. Improvements include new shock absorbers, better insulation, and a higher torque figure at lower r.p.m. Prices for these "more British than British" cars start at £6,657 for the 200 series and £4,397 for the smaller 340 models. — P.H.J.W.

OBITUARY

Alfred Neubauer

ALFRED NEUBAUER died at his home in Southern Germany during the night of 21st August. He was 89, and had been in good health up to the time of his death.

Neubauer saw service in the first world war and joined Austro Daimler shortly afterwards, becoming one of their driving team and taking part in the 1922 Targa Florio. The following year, he moved to join the Mercedes team, contesting the Monza Grand Prix in 1924. It was not until Mercedes and Benz joined forces in 1926 that he turned his hand to team management, the role in which he was to become world famous.

He had a wonderful eye for potential driving talent, taking on Hermann Lang and Richard Seaman when they were comparatively unknown, and encouraging Caracciola in his first successful years, but it was as a tactician and organiser that Neubauer excelled. Having started by giving Mercedes some successes in sports car racing in the early thirties, he went on to lead the teams which dominated international formula racing in the immediate pre-war years; always calm and imperturbable, he would be seen at the trackside in his baggy suit with a host of stop watches hanging about his neck.

After the war, Mercedes did not take part in international competition until 1952, but again Neubauer was team leader, and gave the three pointed star a first and second victory at Le Mans that year, the two 300 SL cars finishing within two kilometres of each other after twenty four hours running. 1953 was something of a rest year, to enable Mercedes to develop their Grand Prix car, the W 196, in time for the 1954 season. Once again, Neubauer was in charge, and his impeccable organisation paid off, with the new car



finishing in first and second places on its first outing at the French Grand Prix. The following year saw the well known Mercedes victory in the Mille Miglia, with Moss and Jenkinson in a 300 SLR and Mercedes victories in the Belgian, Dutch, British and Italian Grand Prix events, which gave Fangio the world championship. Between its introduction in 1954, and its last race in 1955, when Mercedes-Benz withdrew from international racing, the W 196 had won ten races, had been beaten only three times, and had failed to finish only once. A fine record, which stands as a monument to the ability of the Mercedes racing manager — Alfred Neubauer.

P.H.J.W.

The VSCC at Madresfield

THE VINTAGE SCC again held driving-tests and a beauty-show at the erstwhile speed-trials venue at rustic Madresfield Court, near Malvern, on September 7th. It was a day out in the sunshine, watching leisurely tests among a concourse of interesting cars. Even the Clerk-of-the-Course obliged, by arriving in the touring GN once used by Harbutt, the plasticine maker. It is the i.o.e. model with the single headlamp and has had only two owners since being laid up in 1927. Beside that cyclops-lamp it has an ingenious rear-view mirror incorporating a gradient-meter and a thermometer.

Space precludes reference to more than the first test, an acceleration, braking and reversing manoeuvre combined. Cookson in his 12/60 Alvis took his gear-changing slowly, Brian Gray got his Chummy Austin moving quickly, Noott had a 3-litre Bentley with cycle-type mudguards and slab fuel-tank the brake-lining rivets of which sounded to be eating up the brake drums, and Ghosh's 30/98 hoodless Vauxhall entertained us by juddering its back axle when called upon to reverse smartly and stalling its motor when required to progress in a forward direction. Knight performed a neat run, in his very spick OM, even its sump being notably span. Mrs. Cherrett's 1½-litre smoky Alfa Romeo reversed cautiously, Heath's Ulster Aston Martin disturbed the Sunday quiet, Colquhoun started slowly but was neat, in his 2-litre Lagonda, Elsom's Frazer Nash fast, while Beebee's Lea-Francis positively raced, even a stalled engine being rapidly rectified by a quick jab of the thumb on starter-button. Shaw's Marendaz Special was quiet and neatly conducted, Cann had his Aston Martin really moving, stopping it on sliding back wheels, Smith's MG did an unflurried run, Hescroff's 16/80 AC was slow to reverse at first, Widgery crunched the cogs of his Vernon-Derby which sports an external exhaust stystem and an "F" plaque, and the Hall Frazer Nash was delayed by dogs reluctant to go into their kennels.

Watson's Armstrong Siddeley Fourteen coupé, top folded, was as sedate as expected, Millham did everything exactly right, in his Lancia Augusta, and Roger Collings was having, for him, a slow day, by using his Edwardian Darracq, which his brother was driving in his first VSCC competition event, and getting in reverse more quickly than the car's owner!

It sounds trite to remark that Price's Rolls-Royce 20/25 was extremely quiet, but it was, Gausen's off-white 12/70 Alvis tourer was all closed up and it anchored with protesting brakes, Richardson's Talbot 75 motored itself too far in the reversing thing, Donovan's fine Sunbeam tourer was suitably sedate, Wood's aged Riley coupé executed a neat run, exuding fluid from below, and Brotherton drove his Lea-Francis coupé fast. Beebee now appeared in a Chummy Austin, being very quick, Sturgess couldn't locate first gear in his Austin 7 and reversed slowly, whereas John's Austin 7 put up a very fast, polished performance. Bourne's Rolls-Royce 20 was carefully conducted, and Taylor's Rolls-Royce 20/25, with polished wheel discs, was very much in the BC-in-the W tradition.

Mellish had brought one of his several Crossleys (there was another in the car-park), a rare competitor was Stote's l.h.d. 5.7-litre Cadillac tourer, Wickham stalled his 12/50 Alvis on the reverse, Edwards had LM21 Aston Martin out again, Neale had this test completely right, with his Frazer Nash, but the most modern car competing, Malyan's 328 Frazer Nash BMW, stalled its engine, the starter proved useless, and it had to retire. Walker brought the only other Edwardian besides the Collings' Darracq, his great 40/50 Royce tourer, which did well, emitting slight squeals from its clutch, and, the VSCC officials being gentlemen, the test was kept open for Kettel's 18/80 MG while repairs were effected to a broken half-shaft. — W.B.

Results

Class 1, Standard Sports Cars: First Class: B. R. Beebee (Lea-Francis) & D. R. Smith (MG). Second Class: M. R. Elsom (Frazer Nash) & D. R. Hescroff (AC). Third Class: J-P. Ghosh (Vauxhall), P. Harris (Vauxhall) & R. S. Kettell (MG).
Class 2, Standard Touring, Saloon and Light Cars: First Class: J. A. Millham (Lancia). Second Class: E. Widgery (Vernon Derby) & N. M. Taylor (Rolls-Royce). Third Class: R. V. Watson (Armstrong Siddeley) and N. S. Skilbeck (Austin.
Class 3, Hybrid cars: First Class: G. T. Neale (Frazer Nash). Second Class: D. J. P. Edwards (Aston Martin).
Class 4, Edwardian Cars: First Class: J. Walker (Rolls-Royce).
Concours award: D. R. Hescroff (AC).
Ladies Award: Monica Gray (Austin).

CORRECTION

The car incorrectly captioned as a Hampton, on page 1512, is, in fact, the very rare, First World War Herbert light-car, used at that time by RFC pilot, "X" — W.B.

The Silver Spirit



SPECULATION over the name of the new Rolls-Royce can now be ended with the news that the Silver Shadow is to be replaced by the Silver Spirit, the Silver Wraith by the Silver Spur and the T2 (Model-T) Bentley by the Mulsanne. The Corniche two-door convertible and Camargue models continue unchanged.

The new cars employ the same floor-pan as the previous model, but are wider by two inches and slightly lower. The extra width is accentuated by the treatment of the headlamps at the front and by the rear lamps which link with the number plate panel to give a full-width display. The waist line is lowered, and the bumpers, which have large wrap-around at the rear, are integrated with the styling of the rest of the car. All the exterior fittings comply with world-wide safety regulations, including the radiator mascot which disappears into the shell on the slightest impact.

The reduction in overall height of the car has not meant any loss of either ground clearance or internal head room, for the head lining has been fitted closer to the roof and the rear seats have been completely re-designed, giving much more lateral support and considerable improvement in comfort. Head rests are fitted to all seats, as are lap and diagonal seat belts. A lap only belt is provided for an occasional third rear seat passenger, for whom there is room if the centre arm rest is folded up. Two door mirrors are now fitted as standard equipment (previously a passenger's door mirror was an extra), and both of these are electrically adjustable, the controls being positioned between the two front seats. Also between the seats are the two eight-position joy-stick type switches for adjusting the position of the seating. The door frames are of increased strength, and the fittings are recessed in thick padding. The instrument panel from the Shadow is retained, but a digital display showing time of day, external temperature and journey elapsed time is positioned in the centre of the traditionally veneered dash panel. The air conditioning system follows the extremely efficient design employed on the Shadow, but has been uprated. The central locking system has been retained, but is now controlled by door rail plungers rather than switches on the door panels. The parking brake has been changed to foot operation, being released by a hand grip under the dash.

It is interesting to note that the bodyshell of the Silver Spirit is of sufficient strength for it to have been possible to carry out all crash impact tests, side penetration tests and roof strength tests with a single bodyshell.

Mechanically, the major alteration is to the design of the rear suspension. This is now brought into line with the suspension already in use on the Camargue and Corniche. The semi-trailing arm layout is designed in such a way that the roll centre of the car has been raised, and the wheel camber change increased, so the car rolls less and the wheels are kept more upright on the road. The suspension is now mounted on a sub-frame, rubber mounted on the body at its four corners. The substantial coil springs of the Shadow have been decreased in size, and gas springs which provide a rising spring rate with increasing load have been fitted, which have enabled Rolls-Royce to soften the suspension slightly without any loss of load carrying ability. The shock-absorbers are incorporated in the gas spring units. The track has been increased by ½", and further improvements in fuel economy are claimed for the well-proven 6¾-litre light alloy V8 engine, although how much of this improvement is due to the better aerodynamic properties of the new body style is not clear. Plans are under way for further improvements in this area with reduced overall vehicle weight and a reduction in engine capacity being on the cards for the future.

Once behind the wheel, the benefits of the re-styling start to become apparent with a big improvement in visibility (the glass area has been increased by 30%). The engine fired immediately, and at tickover was quite imperceptible, slipping the electric gear selection lever into the drive position produced a slight settling in the suspension and the car started to creep forward as soon as the brakes were released. Gentle throttle openings wafted the car through traffic with barely noticeable gear changes and there was a slight, mute, roar from the exhaust as power was increased to take the car up to motorway cruising speeds. However, it is not until the car is taken off the motorway and used on sweeping, curving, uneven, hilly roads that the driver will feel he is driving a different model; it is in such conditions that Rolls-Royce engineers' claims for the new rear suspension layout become justified. The handling of the car is much more positive, making it easier to position the car on the road with precision, and the lurch which was a characteristic failure of the Shadow when pushed round corners, or having to change direction suddenly, has been very much reduced giving passengers a much more comfortable ride when the driver is in a hurry. Road rumble is also much reduced.

Obviously these alterations in styling and improvements have not been achieved for nothing, and the new car will be rather more expensive than the replaced model. At their press launch in the South of France recently, Rolls-Royce would not commit themselves on a price, but did say that the Silver Spirit would not cost more than £50,000. A number of cars have already been made, enough, we are told, for there to be a Spirit in all UK Rolls-Royce dealers showrooms on October 1st . — P.H.J.W.

BROOKLANDS REVISED

WE ARE glad to be able to announce that, following many requests, Bill Boddy's classic book, "The History of Brooklands Motor Course — 1906–1940", which had been out-of-print for some time and so has become a costly "collector's item", has now been re-issued by Grenville Publishing Co. Ltd., *in a new edition, with later revisions by the author.*

The 1980 edition follows the format of the earlier volume, covering the full history of the old and famous Motor Course from the time of its construction, with many details of this, to the last meeting held there in 1939, on the outbreak of the war, and what subsequently happened to the historic Track and Aerodrome, up to the formation of the Brooklands Society, but W.B. says he has done his best to eradicate some of the errors that crept into the original volume and that he has added additional material.

So this book of 362 pages, measuring 10" × 7", represents the standard history of Brooklands, supplemented by 120 art-paper plates of photographs, 293 illustrations in all, with the maps. As the late Lord Brabazon of Tara says in his Foreword, "It is given to few people to write a standard reference work that will for ever be referred to, but this is what Mr. Boddy has done . . . factually it is remarkable, yet readable, and enjoyable from cover to cover."

It is all there, the early days, the long-distance races, including the JCC 200 Mile Races and the BRDC "500s", etc., the personalities and the cars that raced on the old Track, both famous and obscure. The book was written after W.B. had studied the official BARC archives, lap-speeds and record-books, and he also drew on a mass of correspondence he had conducted with those who raced at Brooklands, before embarking on his weighty task. The new edition of "The History of Brooklands Motor Course" contains a Vehicles Index, which the first editions lacked, for quick reference to any car or aeroplane in the book, as well as a Personalities Index, and among the extensive Appendices the list of Brooklands Certificates has been brought up to date. It is significant that the different cars mentioned in the text alone run to well over 400, from ABC to Zedal, and the Personalities Index is, if anything, longer, while 25 different aeroplanes are included.

This book, the standard reference work about Brooklands, is priced at £15.90 and is available from the MOTOR SPORT offices or from any good bookseller.

THE DUTCH GRAND PRIX

— A very good race

Zandvoort, August 31st

AFTER the FOCA bosses had managed to raise the price of their "Circus" this year, the promoters of the Dutch Grand Prix went ahead and organised their race at Zandvoort. As the Formula One world assembled in the main paddock on Thursday, the overall scene was one of greyness and gloom. At the best of times the North Sea looks mud-coloured, and the seaside bucket-and-spade aspect of Zandvoort is only brightened by artificial light and tinsel. When the sky is mud-coloured and meets the sea in an unbroken line, Zandvoort is not the best place to be.

Friday morning was grey and cool, with a fresh breeze blowing down the main straight, but at least it was dry and looked like staying that way. A scan along the pits before the morning test-session began showed some interesting things and some changes. The McLaren team had their brand-new M.30 car for Prost to drive (see notes on the cars), Alfa Romeo had put Vittorio Brambilla into car number 22, the number previously used by poor Patrick Depailler. Jochen Mass was still suffering from the bruises sustained in his practice accident in Austria a fortnight earlier, but was planning to race for the Arrows team nonetheless. *In our article reporting the German Grand Prix in the September issue of MOTOR SPORT there appeared a sentence referring to The Arrows Team. The reference was published by us on information that we have ascertained and now recognise was totally untrue and we accept that there is no foundation for the said reference and the imputations contained therein, and we regret that it was ever made. We are glad to take the earliest opportunity of correcting our error and of expressing to all members of The Arrows Team our apologies and regret of any distress or embarrassment caused to them by the said original article.* ATS had a brand new D4 model to replace D4/02 which had been destroyed in a testing accident at Silverstone, Lotus were still running a three-car team, Renault were smiling when they heard people talk about "equality now we're at sea-level", Ligier were anxiously fingering their Goodyear tyres, hoping they were the right ones (they will be on Michelin next year, in all probability), the Williams team had their Union Jack and Saudi Arabian flags flying strongly in the breeze in front of their pits and Ensign had both their cars ready to go, with Geoff Lees recruited into the team alongside the local lad Jan Lammers. Before things got under way officially Jean-Pierre Jabouille was doing some filming with a camera mounted behind the cockpit. There were 28 drivers ready to "race" for 24 places on the grid, the question not being one of "who was going to get in" but more of "who was going to be left out."

The cars hadn't been running long before there was a flurry down at the Tarzan hairpin as a McLaren ploughed across the run-off area into the barriers. It was John Watson, whose brakes had apparently failed as he went into the corner, and he was lucky to escape with only a shaking. It wasn't McLaren's morning as the new car had been held up while a 200 p.s.i. oil pressure in the Nicholson Cosworth V8 was investigated; the oil pressure release valve had stuck and it meant lifting the car up onto trestles while mechanics worked away underneath. During the hiatus while Watson's wrecked car was collected, Piquet's Brabham was towed in as the engine had broken. Everything got under way again and continued uninterrupted for the allotted time, nothing startling happening, but everyone was getting settled in for the afternoon timed session. Spare cars were tried out, tyres checked, springs changed, aerodynamic devices adjusted and altered, anti-roll bars changed, and so on. Jochen Mass decided to opt out of the event as he was still suffering from the after-effects of his Austrian accident and was finding the pounding incurred by today's hard springing was affecting his vision and almost causing "black-out". Standing in the Tyrrell pits was young Mike Thackwell, watching the overall scene preparatory to having a drive in a third Tyrrell in the North American races. The Arrows team manager wasted no time in co-opting the young lad and fitting him into one of their cars.

Due to various delays in the morning the afternoon timed hour started twenty-five minutes late, but it allowed the Arrows mechanics to re-adjust everything for both their drivers. Patrese's engine had blown up in the morning so he was being fitted into the spare car, while Thackwell was being fitted into the car vacated by the burly Mass. It wasn't long before Daly was into the Tyrrell pit for new side-skirts, having damaged them over kerbs, which was a tiresome repeat of what he'd done in the morning, so that his maintenance bill was mounting up. Brakes were taking a hammering at the end of the straight for with improved cornering power and improved adhesion with the latest tyres the drivers could go deeper and deeper into the braking area. Any number of cars were arriving back at the pits with smouldering brake pads and very hot discs. There were no real surprises at the important end of the field, the Renaults, the Williams and the lone charger of the Brabham team, setting the pace, with Giacomelli doing some spirited driving in the Alfa Romeo. The Ligier team were not right up the front, there being dark mutterings about not being able to obtain the Goodyear tyres they really wanted. Their driver's description of how the cars handled sounded a bit like the Ferrari drivers when describing their Michelin tyres. The Williams team and Piquet had no complaints about their Goodyear tyres, and the Renault drivers were very happy with their Michelin tyres. All tyres *look* the same, but some seem better suited to some cars than do others!

The two Renault drivers were never seriously challenged, there being little wrong with the cars, the engines, the tyres, or anything else and were all smiles at being able to set the pace *even* at sea-level, where their turbo-chargers were not supposed to have an unfair advantage over the atmosphere 3-litre engines. It was Arnoux ahead of Jabouille all the way, with Reutemann, Jones and Piquet bunched up together behind the "turbo-twins". Jones tried the T-car as well as his own, and actually recorded his best time in it; then he switched back to his own car. Piquet had no option but to use the spare Brabham, as his own was having its engine changed. There was gloom in the Fittipaldi pit for Rosberg had crashed in F8/1, not due to his exuberant driving this time, but due to a front suspension failure, and the car was too badly damaged to repair on the spot. They were not the only team to suffer a breakage, for a rear lower wishbone mounting on the Lotus 81/B had broken and sent Mansell off into the sand, and then a rear hub bearing shaft broke up on 81/3 which de Angelis was driving. Jones came slowly into the Williams pit with his throttle linkage adrift, had it fixed and roared off again, still chasing that elusive two-hundreths of a second which would move him ahead of his team-mate and up into third position. He took the right-hand bend behind the pits in his usual manner, on full-throttle, took his foot off the accelerator and onto the brakes in the split second available as the car went from the left of the road to the right, to line up for the left-hand hairpin, but the throttles did not close immediately and the Williams performed a classic example of the well-known phrase "it flanged the guard-rail". There was nothing that the Australian could do as the car bounced along the steel rail and with the right front suspension demolished as well as the rear end, he stepped out unscathed, but as he said later "I actually saw stars for a moment". This was another car beyond immediate repair, and a phone call to Didcot got the test-car crew on its way in a van with the basic ingredients of FW07B/5 on board.

It had been a hectic day with a McLaren, a Fittipaldi and a Williams *hors-de-combat*, a number of blown-up Cosworth engines being crated-up in preparation for "return to sender" and a number of cars being repaired and strengthened. The pace at the front of Formula One is indeed fast and furious these days and there were some pretty sweaty drivers about when it was all over. A cautious John Watson had circulated in the spare McLaren, a slightly awed Mike Thackwell had gone quite well on his first try at Formula One, finding the G-forces on his neck far greater than anything he had ever experienced and the heaviness of the Arrows steering almost more than his 19-year-old physique could cope with, and Mansell and Fittipaldi looked as if they were not going to take part in Sunday's race, unless they found some more speed.

There was rain on Saturday morning, but it did not last and the test-session took place in windy and sunny conditions, or at least it started like that. Piquet was still using the spare Brabham, Laffite was in the spare Ligier and Rosberg was in the old original F7 Fittipaldi. In the paddock the Williams team were building up a new car around the basis of FW07B/5, while the salvageable bits off FW07B/9 were being loaded into the Sherpa van along with the damaged monocoque to be

PRACTICE TIMES

No.	Driver	Friday pm	Saturday pm
1	J. Scheckter	1.18.87	1.19.22
2	G. Villeneuve	1.18.63	1.18.40
3	J-P. Jarier	1.18.98	1.19.51
4	D. Daly	1.19.71	1.19.68
5	N. Piquet	1.17.85 (T)	1.18.14
6	H. Rebaque	1.19.63	1.18.89
7	J. Watson	1.23.49 (T)	1.18.53 (T)
8	A. Prost	1.19.07	1.19.68
9	M. Surer	1.19.74	1.19.44
11	M. Andretti	1.18.60	1.18.66
12	E. de Angelis	1.18.86	1.18.74
14	J. Lammers	1.20.21	1.20.11
15	J-P. Jabouille	1.17.74	1.18.31
16	R. Arnoux	**1.17.53**	**1.17.44**
20	E. Fittipaldi	1.20.62	1.19.57
21	K. Rosberg	1.20.53	1.20.75 (T)
22	V. Brambilla	1.20.17	1.19.60
23	B. Giacomelli	1.18.52	1.18.59
25	D. Pironi	1.18.94	1.18.99
26	J. Laffite	1.18.15	1.18.74 (T)
27	A. Jones	1.17.82 (T)	1.18.31 (T)
28	C. Reutemann	1.17.81	1.18.28
29	R. Patrese	1.19.95 (T)	1.18.90
30	M. Thackwell	1.22.80	1.20.22
31	E. Cheever	1.19.53	1.19.38
41	G. Lees	1.19.94	1.19.72
43	N. Mansell	1.20.76	1.18.97 (T)
50	R. Keegan	1.20.32	1.19.96

taken back to Didcot straight away, the test-team having driven out overnight with the monocoque and components for FW07B/5. Meanwhile Jones was out in FW07B/7. Reutemann stopped out on the circuit in FW07B/8 when its engine blew up, and there being no spare car he had little option but to stand around doing nothing. Another Cosworth engine blew up, this time in the new McLaren M30, so Prost used M20C/5 and Watson was still in his spare M29C. A squall of rain interrupted the morning activity, but not for long, and when it was over those with nothing to do had lunch, but the Williams and McLaren mechanics set-to to change engines in their stricken cars.

As the wind was getting stronger a number of teams changed gear-ratios and fitted smaller rear aerofoils, to try and get more speed on the straight, without losing anything on the corners. The final hour of timed practice was from 1 p.m. to 2 p.m. and the new McLaren M30 was back in action again, but Reutemann's Williams was still being finished off. Piquet was back in his own car, Brabham BT49/7, but the spare was on hand for him and had been fitted with a B-specification rear end, which uses a Weismann transverse shaft gearbox, and the suspension to go with it, with the spring units directly behind the gearbox, operated by long rocker arms. All this gave a much clearer path for the air exiting under the car, the Weismann gearbox being tall, but very slim. Rebaque, in BT49/6, had been using this type of rear end all the time, and indeed this car has had the Weismann layout for three races now.

The general consensus of opinion was that the track was slower than yesterday, with the stronger wind blowing fine sand onto the surface, but if this was so nobody told Arnoux, for he went even faster than before. The rebuilt *chicane* had added about 2 seconds to the lap times, and Arnoux's best was 1 min. 17.44 secs., compared to his best practice time last year of 1 min. 15.461 secs. None of the other front runners could match their Friday times, though it was not for want of trying. Jones was running with the bare minimum of petrol in the tank and missed his pit signal to come in, setting off on one more lap, but he didn't complete it for he ran out of petrol on the far side of the circuit. Cursing his luck and wondering what to do he was amazed to find practice had been stopped, and a course car towed him round to the pits! It hadn't been stopped for him; Geoff Lees had spun his Ensign and marshals were struggling to get him out of the sand, while some of the other drivers were still roaring past at unabated speed in spite of yellow flags. To retrieve the situation the organisers stopped practice and as they did so the Ensign was push-started and roared off! However, the short break was just the luck that Alan Jones wanted.

Everyone got going again and with barely half-an-hour left the Lotus team fitted Mansell into Andretti's spare car, 81/2, as he seemed to have reached the limit of the possibilities of the experimental car 81/B and was not fast enough to be in the top twenty-four. Straight away he moved up to sixteenth place, so that Lotus really had to believe that there was a difference in the road-holding of their cars. It seems that there were various versions of side-pods, with different shapes underneath, and they had finally hit on something that gave them an advantage. Andretti and de Angelis were tenth and eleventh, respectively, which was quite good for Lotus these days! A surprise to a lot of people was to see John Watson ahead of the two Lotus cars, in ninth place. He was suffering no after-effects from his Friday accident and claimed that he had now grasped the technique for driving a ground-effect car. Better late than never! Due to the short stoppage practice went on until seven minutes past 2 p.m., but the important part of the scene did not change. The two Renaults were at the front, followed by the two Williams, with Reutemann one hundredth of a second faster than Jones. Even missing the first twenty minutes of this final hour did not deter the Argentinian, he was still a fraction faster than Jones, even though neither of them matched their Friday times. Piquet was in fifth place, and unable to improve on this he gave the spare car a few laps just before the end, but stopped out on the circuit "out of fuel" said the Brabham people, as they pushed the car through the paddock with the rear end on a trolley-jack!

While Ligier were grumbling about their tyres not providing the predictable adhesion they had become used to, Ferrari were actually quite pleased with their Michelins for a change, and Villeneuve responded with seventh place on the grid, while Scheckter was twelfth. Rosberg had found the old Fittipaldi hopeless and gave up trying, Thackwell went quite well at his first try, but not well enough, Lammers just could not get any results from the Ensign on his home track, and Keegan improved over his previous time, but not by enough, so these four were the ones who were to be spectators on the morrow. The Renault team were grinning contentedly, happy with their Michelin tyres, satisfied at the performance of their turbo-charged V6 engines at sea-level, and having no complaints about their road-holding or anything else. They were listening for the cries from their competitors of "ban the turbo-charger", but there weren't any. The Ferrari turbo-charged engine is imminent, Alfa Romeo are quietly working away, the Brabham team are using turbo-charged BMW engines next year and the best rumour of the weekend was that Cosworth Engineering were going to put the V6 Renault engine into production for general sale.

To say that the rain came down on Sunday morning would have put it mildly, you would have thought the sea had overflowed! The weather forecasters promised that all would be sunshine and bright by mid-day, but no-one really believed them. In Holland you are not allowed to cause a public disturbance before mid-day on Sunday, and the noise of racing engines is considered to be a disturbance, so the pre-race warm-up half-hour could not take place until 1 p.m., the race being due to start at 3 p.m. Everyone hoped for no trouble, for they had enough problems trying to gauge what the weather was going to do and what tyres and gear ratios to use, for the strong wind had turned through 180-degrees and was now a head-wind on the main straight instead of the tail-wind it had been for the past two days. When the warm-up began the rain had stopped and the wind was drying the track as you watched, so that though some drivers set off on wet-weather tyres they were soon in the pits to change over to "slicks". Jones was still in the Williams T-car though the newly-built one was standing by ready to go, Piquet's spare car had been converted back to a Hewland gearbox and appropriate rear suspension, Mansell was back in Lotus 81/B as the T-car had to be kept available for Andretti, in case of any last minute problems with 81/1 and everyone else seemed to be in pretty good order. As predicted the sun appeared, everything dried up and the wind settled down to a still breeze and there were sighs of relief all round as preparations were made for a "dry" race, and some teams were having final thoughts on gear ratios.

Well on time the cars left the pit lane one at a time and were driven round to the assembly-grid in front of the main grandstand, Piquet, Reutemann, Pironi and de Angelis all pulling off into the pit-lane either for a quick word with their staff, a minor adjustment, or merely to sneak in another warm-up lap. The front of the grid looked pretty orthodox, but it was a change to see Villeneuve and Watson so well placed, and Giacomelli's position was something we are becoming accustomed to. Brambilla had qualified the second Alfa Romeo quite comfortably, on his

STARTING GRID

15
J. P. Jabouille
(Renault V6 t/c)
RE23
1 min. 17.74 sec.
3 (1 min. 22.41 sec.)

16
R. Arnoux
(Renault V6 t/c)
RE25
1 min. 17.44 sec.
67 (1 min. 19.35 sec.)

27
A. Jones
(Williams-Cosworth V8)
FW07B/7 (T)
1 min. 17.82 sec.
66 (1 min. 19.82 sec.)

28
C. Reutemann
(Williams-Cosworth V8)
FW07B/8
1 min. 17.81 sec.
68 (1 min. 19.78 sec.)

26
J. Laffite
(Ligier-Cosworth V8)
JS11/15/03
1 min. 18.15 sec.
67 (1 min. 20.29 sec.)

5
N. Piquet*
(Brabham-Cosworth V8)
BT49/7
1 min. 17.85 sec.
51 (1 min. 20.13 sec.)

23
B. Giacomelli
(Alfa Romeo V12)
179/03
1 min. 18.52 sec.
37 (1 min. 20.64 sec.)

2
G. Villeneuve
(Ferrari flat-12)
312T5/048
1 min. 18.40 sec.
67 (1 min. 20.01 sec.)

11
M. Andretti
(Lotus-Cosworth V8)
81/1
1 min. 18.60 sec.
67 (1 min. 20.31 sec.)

7
J. Watson
(McLaren-Cosworth V8)
M29C/2 (T)
1 min. 18.53 sec.
15 (1 min. 22.37 sec.)

1
J. Scheckter
(Ferrari flat-12)
312T5/046
1 min. 18.87 sec.
55 (1 min. 20.56 sec.)

12
E. de Angelis
(Lotus-Cosworth V8)
81/3
1 min. 18.74 sec.

29
R. Patrese
(Arrows-Cosworth V8)
A3/5
1 min. 18.90 sec.
28 (1 min. 22.32 sec.)

6
H. Rebaque
(Brabham-Cosworth V8)
BT49/6
1 min. 18.89 sec.
1 (1 min. 53.27 sec.)

43
**N. Mansell
(Lotus-Cosworth V8)
81/B
1 min. 18.97 sec.
10 (1 min. 23.25 sec.)

25
D. Pironi
(Ligier-Cosworth V8)
JS11/15/02
1 min. 18.94 sec.
2 (1 min. 21.32 sec.)

8
A. Prost
(McLaren-Cosworth V8)
M30/1
1 min. 19.07 sec.
54 (1 min. 20.77 sec.)

3
J. P. Jarier
(Tyrrell-Cosworth V8)
010/5
1 min. 18.98 sec.
55 (1 min. 21.27 sec.)

9
M. Surer
(ATS-Cosworth V8)
D4/03
1 min. 19.44 sec.
57 (1 min. 21.41 sec.)

31
E. Cheever
(Osella-Cosworth V8)
FA1/1
1 min. 19.38 sec.
32 (1 min. 22.55 sec.)

22
V. Brambilla
(Alfa Romeo V12)
179/02
1 min. 19.60 sec.
20 (1 min. 23.28 sec.)

20
E. Fittipaldi
(Fittipaldi-Cosworth V8)
F8/2
1 min. 19.57 sec.
13 (1 min. 22.67 sec.)

41
G. Lees
(Ensign-Cosworth V8)
MN12
1 min. 19.72 sec.
17 (1 min. 23.46 sec.)

4
D. Daly
(Tyrrell-Cosworth V8)
010/2
1 min. 19.68 sec.
52 (1 min. 21.68 sec.)

Did not qualify:

50	R. Keegan (Williams FW07B/2)	1 min 19.96 sec.
14	J. Lammers (Ensign MN14)	1 min 20.11 sec.
30	M. Thackwell (Arrows A3/3)	1 min 20.22 sec.
21	K. Rosberg (Fittipaldi F8/1)	1 min 20.53 sec.

* Time recorded in Brabham BT49/3
** Time recorded in Lotus 81/2

first appearance for nearly a year, which should have made the non-qualifiers think a bit. As 3 p.m. approached engines were started and the green flag waved to set the field off on its parade lap behind the two Renaults, ready for the start of the 72-lap race. All twenty-four cars lined up correctly on the starting grid, in two staggered rows, with Arnoux at the front and when the green light shone they all made superb starts, though some were better than others. Zandvoort always provides an exciting "drag-race" down to the right-hand sweeping hairpin of the Tarzan corner, the track being very wide all the way round, with quite a steep banking so that all manner of liberties can be taken in the opening rush, and they were. Arnoux was well away but Jabouille's engine hung-fire as he changed into second gear and Jones was past him on the outside and side-by-side with Arnoux as they turned into the corner. Jones clung to the top of the slight banking, right round the outside of the Renault and dived down into the lead as they left the corner. Laffite and Reutemann both passed the hesitant Jabouille and everyone streamed round the hairpin behind the pits and up over the hill across the sand dunes.

By the end of the opening lap Alan Jones had a surprising lead, surprising to him as well, for he expected the Renaults to power by down the long straight. As he started lap 2 he was thinking "it shouldn't be this easy . . ." and rounding the tight hairpin behind the pits he looked in his left-hand mirror to see where the Renaults were. That was his big mistake. While thinking about what was happening behind him he let the Williams slide too far to the right as he left the hairpin and he skated over the bevelled kerb and smashed the right-hand sliding-skirt as he came back onto the track. As he took the next left-hand bend he could feel the car was unbalanced and realised he had done some damage. He still led through the back sweeps and onto the straight, but then headed for the pit-lane, furious with himself as he watched Arnoux, Laffite, Reutemann, Jabouille, Piquet, Villeneuve, Giacomelli, Andretti and the rest go by.

As they plunged off on the third lap Jones stopped at his pit, pointing to the right side of the car, and his mechanics went into action removing the side panels, detaching the damaged skirt and its spring mechanism and fitting a new one. On lap 3 Laffite overtook Arnoux, while Jabouille overtook Reutemann as did Piquet and Giacomelli, so we had French drivers and French cars in the first three places. Arnoux challenged briefly for the lead on lap 4, but failed and then settled into second place and as the leaders went by at the end of lap 5 the Williams mechanics finished their work and Jones fairly rushed back into the race. Not with the intention of some professional drivers in the past, who cruised round after such a long stop, but with the determination to "drive like hell and have a go". He was a full three-and-a-half laps behind when he rejoined the fray and lesser men would have given up and gone off for a beer. While all this had been happening there had been disasters all round. Rebaque retired at the pits at the end of the first lap with gearbox trouble, de Angelis had been forced to dodge Patrese and in doing so collided with Pironi and Jabouille's Renault was feeling very unbalanced and he pulled into the pits at the end of lap 6. All four tyres were changed and he set off again to see if the Michelins were the trouble. This had let the remarkable Villeneuve into third place, the Canadian driving with all his natural vigour even though he knew the Ferrari would use up its Michelins before very long, while immediately behind him Nelson Piquet was settling in nicely, his Brabham BT49 feeling absolutely right. On lap 7 he took third place from Villeneuve and pulled away to join Laffite and Arnoux and by ten laps these three were out on their own and Giacomelli now passed Villeneuve and Reutemann lined himself up to do the same. With the race barely settled down we had lost Rebaque, de Angelis and Pironi, while Fittipaldi was in the pits with brake trouble and Jabouille and Jones were far behind. Laffite still led from Arnoux and Piquet but then there was a gap before Giacomelli appeared in fourth place, leading Villeneuve, Reutemann, Andretti, Watson and Jarier, then another gap to the odds and ends at the back of the field, led by Patrese with Scheckter, Daly, Prost, Cheever, Surer, Mansell, Lees and Brambilla following. As Scheckter came in to change tyres Piquet moved up into second place and at the end of lap 12 the young Brazilian driver sat it out side-by-side with Laffite down past the pits into the Tarzan braking area. He was on the bumpy inside line and the Brabham was pitching horribly but Piquet was determined and as they stood on the brakes he was in the lead and away, after a brave and decisive manoeuvre.

Arnoux was not completely happy for his Renault had more brake balance to the rear wheels than he would have liked, which meant he could not take liberties under braking. Although there is a cockpit control for altering the front-to-rear brake balance he had been warned severely not to use it, because the last time he had altered it during a race he had got muddled and turned it the wrong way. Consequently, when he was pressured by Giacomelli he had to give way, which dropped him back to fourth place, ahead of Reutemann and Andretti. Trouble was still rife back down the field, Mansell had spun off when his brakes failed on the Lotus 81/B, Watson's brief moment of glory faded when his Cosworth V8 started to vibrate dramatically, forewarning of an imminent blow-up, so he retired immediately, Jabouille had tried yet another set of tyres with no improvement to the handling so now the differential was suspected as being the cause of the trouble, and Fittipaldi came creeping back into the pits still in trouble with brakes; right under his rear aerofoil was the Ferrari of Villeneuve, eager to get to his pit for another set of Michelin tyres. Meanwhile Alan Jones was pounding on really hard amd was amongst the tail enders who could have been excused for thinking he was leading at a furious pace, if they had not seen him go into the pits. He was still three laps behind the leaders, but it did not diminish his pace ". . .I came here to drive a racing car. . . ."

Once past Laffite's Ligier the Brabham team-leader pulled away relentlessly, driving beautifully and looking supremely confident, while Gordon Murray the designer and his pit-crew watched with satisfaction and kept their young star fully informed of his progress. For once Andretti was feeling happy and confident in his Lotus 81/1 and he showed this by passing Reutemann on lap 20 and then closing up on Arnoux to challenge for fourth place. Laffite was beginning to drop back a little and this encouragd Giacomelli to greater efforts and he began to close up on the Ligier and could see second place as a distinct possibility. As Surer went by on lap 29 making an awful noise from a split exhaust manifold on the ATS, Patrese retired his Arrows with a blown-up engine. Alan Jones was now closing up on the mid-field runners, but still three laps behind, and Reutemann made an attempt to outbrake Andretti for the Tarzan corner and failed miserably.

By half-distance, 36 laps, Piquet had it all sewn up barring trouble, for he was something like twelve seconds ahead of Laffite and running the race at his own pace. Giacomelli was within striking distance of second place and Arnoux was still holding fourth place ahead of Andretti, and Reutemann, while Jarier was keeping up with them. Then came Daly, Prost, Cheever and Surer, the two Ferraris being a lap behind due to their pit stops and Jones still three laps down. On the next lap Giacomelli was right up with Laffite and on the back of the circuit he tried to outbrake the Frenchman going into the second chicane, got all crossed up and bounced over the kerbs damaging the side-skirts. Meanwhile Reutemann had made another abortive attempt to outbrake Andretti going into the Tarzan corner, the Lotus driver being in fine form and refusing to give way. Giacomelli's mistake dropped him back to seventh place and the damage caused was to slow him up and eventually cause his retirement. While first and second places looked secure, third place was still wide open between Arnoux, Andretti and Reutemann and to add spice to the situation Alan Jones now caught up with this trio. For a while he sat behind Reutemann and then went by on lap 44 and Andretti thought he'd got double-vision when he saw a green and white Williams car in each mirror! While Reutemann had seemed content to follow the Lotus, Jones had other ideas and made to overtake, but Andretti was having none of it. He had no idea that Jones was three laps behind, he could have been on the same lap, and any Williams car was opposition to his fourth place. For three laps we had a good old battle, with no quarter given and none asked for, which must have upset some of the ex-drivers who now act as television commentators. At the end of lap 48 Jones got it just right and got by Andretti, wagging a finger at him as he did so, but it had been good clean racing, with both drivers having implicit faith, as you must do when you run that close to each other. Having been shown how to do it by his team-leader Reutemann passed Andretti as they started lap 51, thus taking fourth place, but with little hope of doing anything about Arnoux in third place.

Scheckter had stopped for another set of tyres and a few laps later Villeneuve also stopped for another set, it seeming odd that the Ferraris needed three sets of Michelins to do the race distance while Renault could run through non-stop on what appeared to be the same tyres. We were now approaching lap 60, with only twelve to go and Piquet was so confident out in front that he was able to ease off and take his time. At the end of lap 58 Giacomelli gave up the unequal struggle with his damaged Alfa Romeo and retired at the pits, while Daly went out of the race in his Tyrrell in a more spectacular fashion than he had done at Monaco earlier in the season. As he braked for the Tarzan corner to start lap 61 the left front brake disc shattered and tore one of the calipers from its mounting; the errant caliper flew out radially and punched a hole in the alloy wheel rim and went into the tyre. With no front brakes and a flat tyre the Tyrrell ploughed off across the sand, the wheel and hub assembly broke off, the left front corner dug into the sand and the car spun upwards to an incredible height and crashed down on top of the tyre barrier, fortunately the right way up. A rather shaken Irishman was helped out, with a slight cut on his leg and lots of bruises, justifiably wondering what had happened.

With ten laps left it now became noticeable that

Arnoux was closing the gap between his Renault and Laffite's Ligier, for now that most of the petrol load had been used up the Renault felt more stable under heavy braking so the wiry little Frenchman was piling on the steam. Jones, Reutemann and Andretti tried to stay with the Renault, but they couldn't and the turbo-charged car drew away in pursuit of the Ligier. It all began to happen rather quickly and the Ligier pit did not alert their driver so that by lap 69 the Renault was in Laffite's mirrors. At the end of the next lap it powered past into second place, Arnoux wisely waiting until the end of the long straight before he went by, thus preventing Laffite from diving into his slip-stream. Arnoux was now braking to the maximum and it was all over. Piquet came home a worthy winner, having taken the lead from the opposition rather than inheriting it and once ahead no one had looked like troubling him. A chirpy Arnoux finished second, half-a-second ahead of Laffite and with a twinkle in his eye told his rival that he had "turned up the turbo-boost in the closing laps" but everyone knows the Renault runs on a fixed boost pressure. Reutemann was fourth and we waited for Andretti to finish a good fifth, but he never appeared. With half a lap to go the Lotus ran out of petrol. Cutting it fine is one thing, but this was ridiculous and it meant that Jarier, Prost and Villeneuve all went by the stricken Lotus, dropping it to eighth place. On the slowing down lap Jarier stopped and gave Andretti a lift back to the finish, but he was not too amused at Team Lotus. Alan Jones drove hard right to the end, having made up half a lap on the leaders and was not particularly overjoyed at seeing Piquet on the winner's rostrum as he was too close for comfort in the World Champion table. While Nelson Piquet acknowledged the applause Gordon Murray stood in the crowd below smiling contentedly, but there was no sign of the Brabham team owner Mr. Ecclestone, he seemed to have disappeared. — D.S.J.

(Photographs appear on pages 1547 and 1551)

Results

DUTCH GRAND PRIX — Formula One — 72 laps — Zandvoort — 4.252 kilometres per lap — 306.144 kilometres — Dry and Windy

1st	N. Piquet (Brabham BT49/7)	1 hr. 38 min. 13.83 sec. — 186.995 k.p.h.
2nd	R. Arnoux (Renault RE25)	1 hr. 38 min. 26.76 sec.
3rd	J. Laffite (Ligier JS11/15/03)	1 hr. 38 min. 27.26 sec.
4th	C. Reutemann (Williams FW07B/8)	1 hr. 38 min. 29.12 sec.
5th	J-P. Jarier (Tyrrell 010/5)	1 hr. 39 min. 13.85 sec.
6th	A. Prost (McLaren M30/1)	1 hr. 39 min. 36.45 sec.
7th	G. Villeneuve (Ferrari 312T5/048)	1 lap behind
8th	M. Andretti (Lotus 81/1)	2 laps behind — not running at finish
9th	J. Scheckter (Ferrari 312T5/046)	2 laps behind
10th	M. Surer (ATS D4/03)	3 laps behind
11th	A. Jones (Williams FW07B/7)	3 laps behind

Fastest lap: R. Arnoux (Renault RE25) on lap 67, in 1 min. 19.35 secs. — 192.907 k.p.h.

Retirements: H. Rebaque (Brabham BT49/6) transmission, on lap 2; E. de Angelis (Lotus 81/3) accident, on lap 3; D. Pironi (Ligier JS11/15/02) accident on lap 3; N. Mansell (Lotus 81/B) brake failure, on lap 16; E. Fittipaldi (Fittipaldi F8/2) brake trouble, on lap 17; J. Watson (McLaren M29C/2) engine vibration, on lap 19; V. Brambilla (Alfa Romeo 179/02) accident, on lap 22; G. Lees (Ensign MN12) accident on lap 22; J-P. Jabouille (Renault RE23) transmission trouble, on lap 24; R. Patrese (Arrows A3/5) engine failure, on lap 30; E. Cheever (Osella FA1/1) engine failure, on lap 39; B. Giacomelli (Alfa Romeo 179/03) accident damage, on lap 59; D. Daly (Tyrrell 010/2) brake failure, on lap 61; M. Andretti (Lotus 81/1) out of petrol, on lap 71.

24 starters — 11 finishers

Notes on the cars at Zandvoort

Ferrari: With the appearance of the turbo-charged 1½-litre V6 Ferrari imminent it was no surprise to find the 312T5 cars much as before. There was 046 (Scheckter) and 048 (Villeneuve) with 045 as the spare, but reliability and driver care was such that the spare car was not used.

Tyrrell: As in Austria Jarier had 010/5 and Daly had 010/2 repaired after its accident at Osterreichring. The spare was 010/1.

Brabham: A regular feature in the Brabham team is BT49/6 which is referred to as a B-specification car, as it uses the slim, transverse-shaft Weismann gearbox and the suspension with the spring-units mounted close together behind the gearbox. This specification accomplishes a number of things, notably a lower polar-moment of inertia as there is little weight out behind the centre-line of the rear wheels, and a better exit for the under-car air from the side-pods. As usual Rebaque was driving this car. The two cars for Piquet were BT49/7 and BT49/3, the latter the spare car, and on Saturday afternoon it was fitted with a B-specification rear end similar to that on BT49/6, but on Sunday it was converted back to normal Hewland gearbox layout.

McLaren: There was a certain amount of enthusiasm in the Colnbrook team as they had a brand new design for Prost to drive. This was the M30 which from a distance could have been mistaken for an M29C, but in fact it was of all new construction, incorporating all the knowledge gained with the M29 and eradicating a lot of the faults. The riveted monocoque was much stiffer both in bending and in torsion and the suspension front and rear was much more rigid, while improvements had been made to the underside of the car. Its progress in practice was hampered by continual engine trouble so that it was difficult to evaluate the potential of the new car. However, some satisfaction was gained from the fact that it ran the race non-stop though Prost was hampered by gear selection difficulties. John Watson started practice in M29C/3 but brake failure caused him to crash the car. It was not instantly repairable so he took over M29C/2, to which improvements had been made to the underside of the car by strengthening the side-pod mountings. When the M30 was in trouble Prost practised with M29C/5.

ATS: Pre-race testing at Silverstone saw Marc Surer have a lurid accident which demolished D4/02 (D4/04 by the team's numbering) but fortunately the young Swiss driver escaped unhurt. Another car D4/04 was nearly completed at the Bicester factory so this was rushed through and finished in time to act as a spare for D4/03 which Surer raced. Before the end of the meeting the team's Austrian designer Gustav Brünner had resigned.

Lotus: Andretti still showed a preference for the 81/1, the car with the low sides to the cockpit, keeping 81/2 with the high sides as his spare. 81/3 was driven by de Angelis and 81/B, with revised rear suspension mountings, by Mansell. Alternative side-pods were tried and Andretti seemed to hit on a configuration that suited him, with encouraging results.

Ensign: Rather ambitiously the Morris Nunn team entered both their cars, MN14 for Lammers and MN12 for Lees.

Renault: Few problems in the team from Regie-Renault, Jabouille as usual in RE23, Arnoux in RE25 and the spare was RE22, though it was not needed. Opposition to turbo-charging thought the 3-litre engines would more than match the turbo-charged 1½-litres now that we were at sea-level, but it did not turn out that way, the Renaults were still first and second on the starting grid. Renault team-manager Jean Sage suggested with a wry smile that perhaps the next race should be held *below* sea-level!

Fittipaldi: The Reading-based team seem to have continual ups and downs and this weekend was a "down". Rosberg crashed F8/1 when a front suspension strut collapsed and the car was not instantly repairable, so he tried to qualify with F7/1. Emerson Fittipaldi used F8/2.

Alfa Romeo: The Auto-Delta team took Brambilla back into their ranks, he taking over number 22. They had three cars, all with the newer smaller V12 engine unit mounted lower on the monocoque. Although the team build entirely new cars from time to time they retain the original 1979 identity plates. Brambilla was driving a brand new car, number seven to be built, identified as 179/02; Giacomelli was driving 179/03, the sixth car in the series and 179/01 (the third car) was the team spare.

Ligier: Slightly confused by their tyre situation the Ligier team opted for the aerodynamic configuration they deemed best for the Dutch circuit, but things did not work out as planned. Laffite used JS11/15/03 and JS11/15/04 in practice, racing the former car, while Pironi used JS11/15/02.

Williams: Jones started practice with FW07B/9 and Reutemann with FW07B/8. The previous spare car TW07B/5 had been transferred to the Test and Development department and FW07B/7 which last appeared at the British Grand Prix, which it won, was now the team spare. In practice Jones crashed FW07B/9 pretty comprehensively and overnight the monocoque and major components of FW07B/5 were rushed out to Holland and the car was built up complete in the paddock. Jones raced FW07B/7.

Arrows: Patrese used A3/5, Mass and Thackwell A3/3 and A3/4 re-appeared as the spare car.

Osella: The usual two cars for Cheever, with FA1/1 being raced.

RAM Williams: The ex-works Williams FW07B/2 for Keegan. — D.S.J.

* * *

Change of Secretary

LEO BERTORELLI has had to relinquish his position as secretary of the Alfa Romeo Owners Club due to pressure of work. He is succeeded by Alan Taylor of 37, Amerland Road, SW18. In addition to publishing a monthly magazine on matters Alfa Romeo, the Club organises a number of events during the year including practice days, sprints, driving tests and so on.

The Audi 80 Coupé



THIS new car from Audi is now available in Europe and will be coming to the UK in right hand drive form early next year. A visit to Vienna recently to try the car has shown that it is well worth waiting for. It is a delightful car to drive, it is quiet and has plenty of room for four people, a large boot, good performance and excellent fuel economy. The exact specification of the UK cars has not yet been decided, neither has the price, but it is likely to have many features normally considered as optional extras fitted as standard, and to be priced at about £7,500 inclusive of taxes.

The bodyshell owes a great deal to the "Quattro", and shares many of the body panels. Slightly wedge shaped in profile, the low front has four square headlamps over a substantial wrap around bumper and plastic spoiler. The rear is rather square, and reminds me of the Alfa Romeo Giulietta from dead astern, but the box shaped back has been sucessfully blended into the rest of the car and does not look like an afterthought as on the Alfa. Again there is a substantial wrap around bumper, and the boot lid carries a spoiler across the width of the car. Below the spoiler is a full width red reflective panel linking the two corner light clusters. The bumper line is continued around the car by a wide moulding, which like the bumpers, is made of steel covered in resilient plastic material to protect the car from minor bumps.

Inside, the level of trim is excellent, and the accommodation very comfortable. The seats and door panels are covered in an attractive tweed material, the floor is carpeted and the head lining is a single piece moulding of sound-absorbing material. The seats themselves are extremely comfortable, being firm and yet not transmitting any road shocks to the body. The individual front seats give excellent lateral support and the driver's seat is adjustable for height (albeit in a rather crude pivoting manner) as well as for rake and fore-and-aft position. The rear seats are designed to accommodate three people, but I feel that the third person might feel somewhat cramped. For two, the rear is very comfortable with plenty of head and leg room and a fold down centre arm rest. Lap and diagonal inertia seat belts are fitted to the four corner seats, and a lap only belt for the occasional position in the middle at the back.

The steering wheel has four horizontal spokes and a well padded centre, which when pushed actuates the rather mute horn. The instrument panel is well shrouded and houses clearly marked dials for speed (on the left) and r.p.m. Between the two main dials and above the usual display of warning lights are two gauges, one for fuel tank level and the other for inlet manifold depression, marked "Econ", which effectively gives the driver an idea of the amount of fuel he using at any given time. Between these gauges is a small arrow, pointing upwards, which lights up from time to time to tell the driver that he could change up a gear: not a gimmick, it could be very helpful for the slightly hard of hearing, or for those who play loud music, as the car is very quiet, but it is really intended to help the economically minded motorist to get the most from his petrol. (It took me some ten miles to work out and confirm, by judicious gear changes, the purpose of this arrow, and I could not then make up my mind whether to try to keep it permanently illuminated, or to try my skill at driving economically by attempting to prevent it from lighting at all!) Three further dials for oil pressure and oil and water temperatures are positioned low down on the centre console, below the radio. Switches for lights, heated rear window, hazard warning lamps and accessories are positioned on either side of the instrument binnacle. Indicators and flashers are controlled by the left hand stalk on the steering column, while the right hand one looks after the wiper functions. Heating and ventilation is controlled by levers and a four position fan switch mounted on the centre console, and air is delivered from adjustable vents on either side of the dash and in its centre. There were comments that the ventilation system was not sufficient to cope with the rather warm and sunny conditions in which we tested the car, but I was able to maintain a comfortable temperature inside the car without opening windows, admittedly at the expense of having the fan on fast speed. A good capacity glove box is located above the passenger's knees, and there are plenty of cubbyholes for the storage of oddments. The glass is bronze tinted, and there was annoying reflection in the windscreen from the top of the dash in sunny conditions.

The suspension follows established Audi practice, with Macpherson style struts located by triangular wish-bones at the front and a coil sprung, torsion stabilised dead axle at the back. The rack and pinion steering is precise and incorporates the self-stabilising geometry pioneered with the Audi 80 in 1972. There is an option of progressive power assistance. The brakes are disc at the front, drum at rear, and, with Audi's self stabilising steering, the brake circuits have been split diagonally. The calipers on the front are fully floating and a large capacity servo is fitted, making the brakes feel extremely reassuring. 175/70 HR 13 Dunlop D 4 tyres are fitted to wide rim light alloy wheels. Wider, lower profile tyres are available as an option, although I cannot believe that they could improve significantly the road holding of the standard equipment.

The engine is a slightly shrunk version of Audi's 5 cylinder engine. A reduced throw crankshaft has brought the capacity down to just under two litres, which will give Audi an advantage in some markets where there are heavy tax penalties for cars above this magic size. The smaller throw has enabled Audi to use a cast crankshaft as opposed to the forged unit used on the larger cars, and thus effect a useful cost saving. Otherwise, the engine is very much as in the larger cars, with the oil pump running directly on one end of the crank, the water pump incorporated in the light, but rigid, cast iron crankcase and doubling up as a tensioner for the toothed belt drive for the single overhead camshaft. The valves are parallel and are operated directly by way of bucket tappets. The exhaust manifold is of a new (but unspecified) material, which is shortly to find its way onto the larger engines, and the inlet manifold and carburation is also slightly amended from the larger units, although the thinking is much the same: the electrical heating element is retained, and the manifold is water heated, although the passages are now incorporated in the casting, obviating the requirement for external hoses. The compression ratio is 10:1, and the power output is quoted as 115 b.h.p. at 5,900 r.p.m. The torque curve is flat around the maximum at 3,700 r.p.m.

Either a five-speed manual gearbox or three-speed automatic is used, the former having a light and easy change and the latter being very smooth in operation. Fifth gear on the manual is an extra high ratio top for economical cruising, top speed being attained in fourth gear. Sadly, the legal requirements which make it necessary for the car to be able to start off on steep grades when fully laden, and with a trailer behind, have meant that bottom and second gears are quite low, leaving a gap between second and third which would annoy the really sporting driver.

On the road, the car is beautifully quiet with very little wind noise and hardly a trace of mechanical noises from the extremely smooth engine. The claimed 0 to 100 k.p.h. (62 m.p.h.) of 10.3 seconds and top speed of 115 m.p.h. show the car to be no slouch and coupled with the excellent handling, comfortable and firm ride with little body roll, it will be possible to cover long distances, fast, safely and effortlessly. The fuel consumption figures are, perhaps, the most impressive aspect of this fine car — 43.4 m.p.g. at a steady 56 m.p.h., 33.2 m.p.g. at 75 m.p.h. and 22.6 m.p.g. for the so called urban cycle — figures which would not disgrace many smaller, lower performance cars. The economy has been achieved by great attention to detail, particularly in the design of the carburation system, and by reducing body drag to the lowest possible figure. Coupled to a petrol tank which holds 15 gallons, this low consumption gives the Audi 80 Coupe a tremendous range of 450+ miles between fills.

A car worth waiting for. — P.H.J.W.

(Note: The performance and fuel economy data quoted above apply to the manual version — the figures for the automatic are 12.5 sec, 110 m.p.h., 36.7, 29.1 and 22.8 m.p.g. respectively.)

RACING CAR DEVELOPMENT
The K3 MG Magnette

WHEN THE MG Car Co. was at the height of its racing activities in the nineteen-thirties they offered the 1,087 c.c. supercharged K3 Magnette as a ready-to-race model, in sports car trim with mudguards and lamps or stripped in pure racing trim. Many of them were turned into pure single-seater racing cars and one of them was constructed as such from scratch. This was number 23 in the production series and it was specially built in the Abingdon racing department for Capt. George Eyston, and consequently had the works number EX135 given to it.

Eyston's idea was to have a dual-purpose car that could be used for road-racing events as well as track events, using suitable body styles for each activity. In the normal K3 Magnette the engine and propshaft were mounted on the centre-line of the chassis, with the driver sitting alongside the propshaft. This placed the seat on top of the chassis side-rail, so it was not a particularly low, but it did mean that regulation two-seater bodies could be fitted for sports car events, or offset single-seater shells for racing events. In EX135 the engine was mounted at an angle of 6-degrees to the centre-line so that the propshaft ran diagonally towards the left rear corner of the chassis. A special rear axle was made with the differential/crownwheel and pinion housing offset to the left, and the left-hand chassis side rail was made with a bulge in it to accommodate the housing. This layout allowed the driving seat to be mounted *between* the propshaft and the right-hand chassis rail, giving the possibility of building a much lower car. A special semi-circular radiator core was made and a very simple aluminium bodyshell was made for road-racing, which followed the lines of this radiator. For record-breaking and track events a very sleek bodyshell was made, with a minimal opening in the front for radiator air, only the driver's head protuding form the cockpit surround, and a long pointed tail with head-fairing behind the cockpit. This special body was painted with longitudinal stripes of cream and brown, the MG racing colours, and the car was nicknamed "Humbug". When EX135 was being built at Abingdon in the spring of 1934 MOTOR SPORT went to see it and called it the "Magic Magna", following on the popular name given to Eyston's previous record-breaking car which was the 750 c.c. "Magic Midget". The Magna was a production 6 cylinder sports MG, and the Magnette was a more exciting competition version of it. By the time EX135 was completed it was being called the "Magic Magnette".

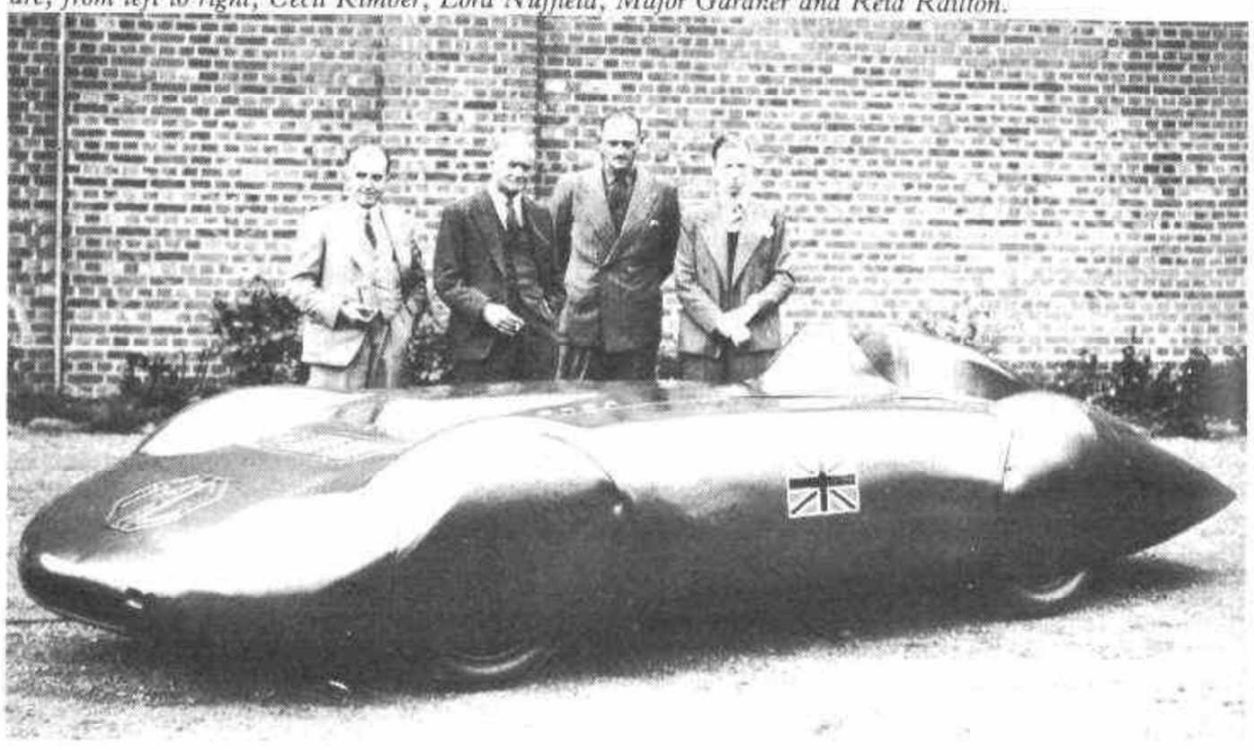
During 1934 Capt. Eyston raced EX135 in the International Trophy at Brooklands, where it retired with clutch trouble, in the Mannin Beg race in the Isle of Man, where it finished 3rd, and in the British Empire Trophy Race at Brooklands, on an artificially contrived road-course, which it won. At the end of the season the road-racing body was removed and the sleek track-racing body was fitted. In this form it ran in the 500-mile race on the banked Outer-circuit and was in the lead at one point, averaging 116 m.p.h. Then a ball-race seized in the rear axle and the car spun off the track. This was followed by a bout of record-breaking at Montlhéry in which Eyston took records in the 1,100 c.c. Class for the flying-start mile and kilometre, the 200 kilometres and for 1 hour.

In 1935 the car passed to Donald Letts, still in its record-breaking form as regards bodywork,



Capt. G. E. T. Eyston is seen finishing 3rd in the Mannin Beg in the Isle of Man in 1934 with the "Magic Magnette", alias K3023, alias EX135, in its road-racing form.

The special K3 MG in its record-breaking form driven by Major A. T. G. Gardner, using the chassis from EX135, the engine from K3007 and with totally revised body form by Reid Railton. Standing behind the car are, from left to right, Cecil Kimber, Lord Nuffield, Major Gardner and Reid Railton.



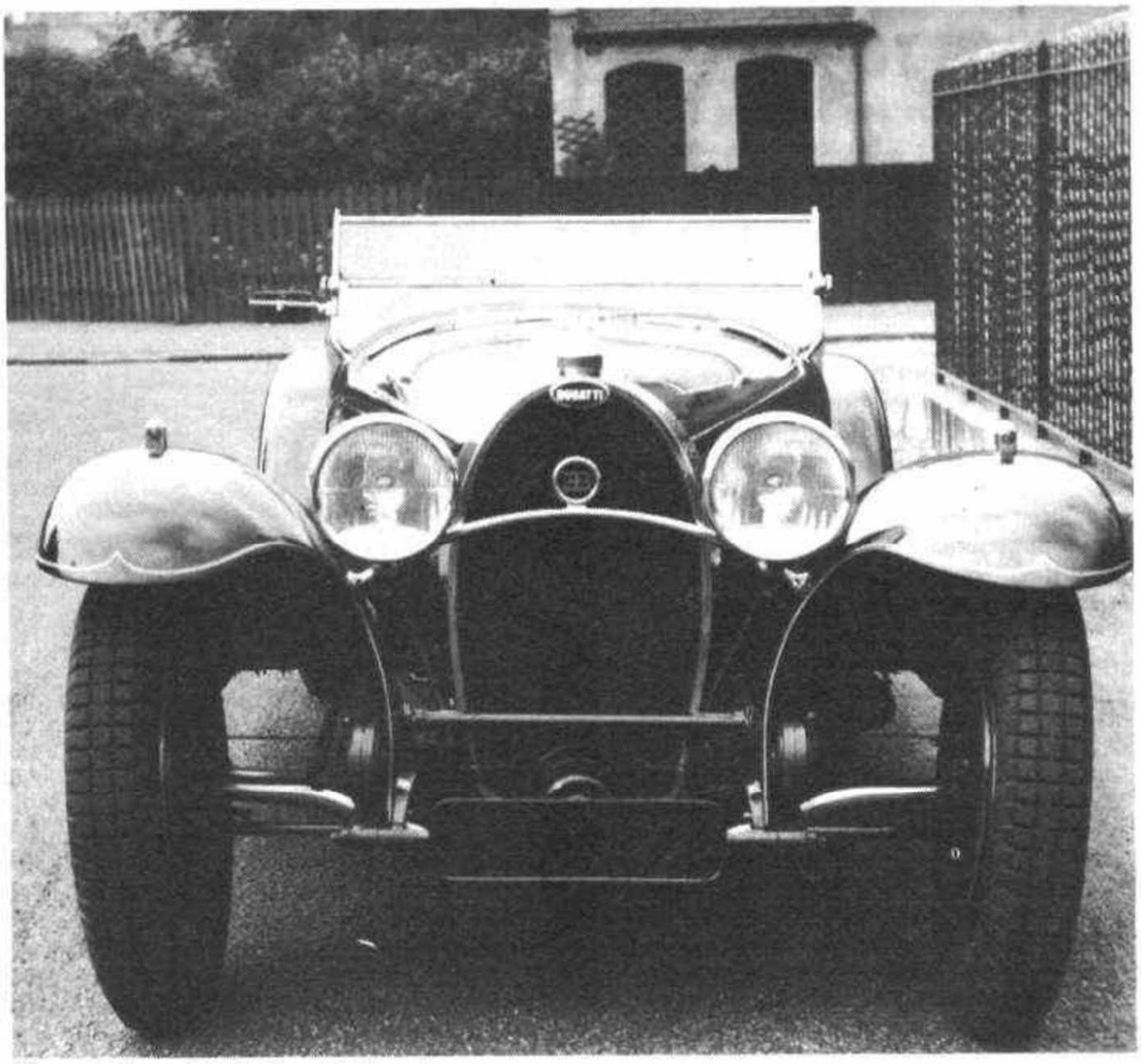
and he raced it at Brooklands with the Bellevue Garage of Wandsworth, South London, doing the preparation. Meanwhile, in another part of the K3 MG world which was subsequently to affect the fate of EX135, Major A. T. G. Gardner had acquired K3 MG number 7 from R. T. Horton. This was a narrow single-seater which Horton had developed into a very fast track-racing car, with the assistance of R. R. Jackson and his Brooklands tuning shop.

In October 1937 Major Gardner took the ex-Horton car to a "Speed Week" held on the Frankfurt-Darmstadt autobahn, and he set Class G records at 148 m.p.h. which was a pretty impressive speed from 1,100 c.c. in those days. German engineers who were there with Auto Union suggested he should fit an all-enveloping bodywork, enclosing all the wheels. The following winter Gardner got the support of the MG Car Company to build a pure record-car, for K3007 was really no more than a highly-developed track-racing car. With the blessing of Lord Nuffield and Cecil Kimber a serious project was started by the MG experimental department, with Reid A. Railton assisting on the aerodynamics of the bodywork, and Robin Jackson continuing the development work on the engine. The first step was to acquire K3023, or EX135 as they still knew it, from Bellevue Garages, in order to utilise the special offset transmission line and low seating position. As the car was only going to run in a straight line the driving position was laid back at a shallow angle to reduce overall height, a rectangular steering wheel being used, with high gearing so that it only had to turn a few degrees in each direction. The Jackson-developed engine was taken out of the ex-Horton car and put into EX135 and Railton designed a superb bodyshell which enclosed all the wheels. It had a ducted radiator system and each wheel was enclosed in its own box, with great attention paid to air-flow over, under and through the car. Railton was one of those natural geniuses with a flair for getting it right first time, and without recourse to a wind-tunnel he made all his calculations. The result was that the first record-run by the rejuvenated EX135 saw a speed of 186.58 m.p.h.

The Bugatti Type 55

AT ONE TIME people used to claim that the racing car of today was the touring car of tomorrow, but they were looking at the world through rose-coloured spectacles and trying unsuccessfully to justify the sport of motor racing. During the nineteen-twenties and thirties it could truthfully be said that the racing car of today might become the sports car of tomorrow, but they were still sports cars that were happier in competition on the track than on the open road or in the towns. In 1932 the Bugatti factory introduced a new sports car in the Type 55 which was a pure Grand Prix, underneath a very svelte body. By the current standards sports car, the Type 55 was luxurious and the two-seater roadster bodywork sported voluminious mudguards, full width windscreen and very comfortable leather upholstery. It was essentially a road-going two-seater with luggage accommodation in the rounded tail and all the attributes of a very usable touring car. Mechanically it was a production version of the Type 51 Grand Prix car, complete with supercharged twin-overhead camshaft straight-eight engine. The only real difference from the Grand Prix car was a lower compression ratio in the engine to enable it to run on petrol/benzole mixture rather than racing alcohol fuel.

Whereas most sports cars of the time were functional in their appearance the Type 55 was also elegant and to add to the effect the roadster bodywork was offered in two-tone paintwork of black and red, black and yellow, black and green or black and blue. The Type 55 roadster was an eye-catcher in the best tradition; and it performed as well, with a top speed of over 110 m.p.h. As well as the standard roadster a few fixed-head coupés were built, but the noise level inside was pretty high. One or two roadsters came to Great Britain in 1933-34 and a couple more have been imported from France in recent years. In the infamous Schlumpf Collection in Mulhouse there are at least six Type 55 Bugattis, and three of the rare coupés. Without doubt the Type 55 is a



The real thing. A 1932 Type 55 Bugatti.

classic among Bugattis, and a classic among sports cars, but would you believe that someone is making a new one! This is being constructed from some old Bugatti components and a lot of new ones that are being made these days, while the bodywork is being constructed from scratch. As there are a number of Grand Prix Type 51 Bugattis being raced actively these days in historic racing it has been worthwhile for the owners of these cars to get together and have vital engine components made in small batches, as well as wheels, brakes and similar parts. Consequently it has been possible to build up the mechanical components for a Type 51 or a Type 55 from mostly new parts.

A real Type 55 Bugatti is not only rare, but is an exciting car to drive, and owners of them tend to keep them because there are not many about, but now, who knows? If this first one fetches a good auction price there may be more. — D.S.J.

for the flying mile, with no aerodynamic problems.

In 1939 the German Automobile Club organised a "Speed Week" on a specially built stretch of autobahn without a central reservation, at Dessau, south-west of Berlin. Major Gardner was there with EX135 (which combined K3007 and K3023) and pushed the Class G records up to 203.5 m.p.h. On the spot the MG technicians bored out the cylinder block by 20 thou, fitted oversize pistons, and ran the car again in the 1,500 c.c. class though the capacity was only a fraction over 1,100 c.c., and set records at 204.2 m.p.h. The motor racing engineering world at large found the speeds almost unbelievable for such a small engine, but the records were official.

The car was retained by the MG Car Company and after the war it was rejuvenated once more and used for all manner of short-distance records with various engines installed. It was finally pensioned off when a totally new record-breaking car was built at Abingdon in 1954, following the same lines. It remained in the safe-keeping of MG and has now passed into the British Leyland Heritage, but to MG enthusiasts K3023, or EX135 as it is better known, in the heritage of the MG Car Company and Major Gardner; long before British Leyland was ever dreamed of.

D.S.J.

New All British Glass Sunroof

IN FEBRUARY last year, we featured an article on the fitting of a "Sport Twin-Top" two-piece glass sunroof to the Editorial Rover. Now *Skyport* have a single-piece, removable glass sunroof which they call the "Panarama". At *Skyport's* request, we took a staff Alfa Romeo GTV to their Abingdon HQ to have one of the new roofs fitted. The methods employed are just as described for the "Twin Top", but the interior finishing is rather neater and the whole job is carried out in a remarkably short time.

Apart from the fact that the new roof is a single panel, the big improvement comes from the ease with which it may either be tilted slightly open, or removed completely, both operations being controlled by a single, sensibly sized toggle hand-grip which is very easy to use. As the panel is flush fitting, there is no wind noise when it is closed and very little when tilted open. The noise level with the panel completely removed will depend on the aerodynamics of the car.

Three sizes are available, with either a black or a lustre finish for the frame. A wind deflector and a storage bag for the glass are optional extras. Prices start at £135 plus VAT for the small size as fitted to the Alfa Romeo, and there is a 12 month parts and labour guarantee. — A.B.



The Alfa 6



WHEN ALFA ROMEO announced their new six cylinder saloon in Italy early in 1979, a right-hand-drive version for the British market was promised for the Autumn that year. J.W., who went to the launch of the new car, predicted that things would take a little longer, and events have proved him right with the r.h.d. edition arriving in the UK only last month. One or two detail changes have been made since the initial introduction and the car now available to the British Motorist is to a high specification.

The appearance is obviously Alfa Romeo, with shades of large BMW about the side view at the rear, and is very attractive with clean, flowing lines. Substantial wrap round bumpers and large tyres on light alloy wheels make the car look smaller than it is.

At the heart of the Alfa 6 is the first six cylinder Alfa Romeo engine for many years. The 60° V-6 is very light for its 2,492 c.c., having light alloy block, sump and cylinder heads. The nitrided crankshaft runs in four main bearings and is driven by flat topped pistons on short, stiff connecting rods. The engine is "over square", with a bore of 88 mm. and stroke of 68.3 mm. The single overhead camshafts are driven by toothed belt and operate the inclined 41 mm. inlet valves directly and the sodium filled exhaust valves through very short pushrods and rockers, this arrangement making it possible to have near hemispherical combustion chambers. The camshaft drive belt is tensioned by a hydraulically operated device which ensures that there is no risk of jumping a tooth at high engine speeds.

The early Alfa 6 cars were fitted with three twin choke Dellorto down-draught carburetters, but the version now being imported into the UK has six individual single choke devices under a massive air cleaner. Power output is 160 b.h.p. at 5,800 r.p.m. on a 9:1 compression ratio. The maximum torque is developed at 4,000 r.p.m. and is quoted as 162 ft. lbs. Alfa Romeo claim that 200 b.h.p. would be readily available from this engine, but in the interests of flexibility, economy and longevity, power has been limited to a lower maximum, but one which is still rather more than other normally aspirated 2½-litre mass production engines.

A three speed ZF automatic gearbox is mated directly to the engine, in contrast to the Alfettas, where the gearbox lives with the final drive. This forward location of the gearbox has been employed to assist with the balance of the car — the engine being so light. The final drive is again by ZF, through a limited slip differential, set at 25%. The drive shafts have what the Alfa press handouts call "double homokinetic joints".

The front suspension is by torsion bar and wishbones, has telescopic dampers and is fitted with a substantial anti-roll bar. The arrangement at the back is De Dion, the cross tube being located longitudinally by an 'A' bracket, mounted at the front on a flexible spherical joint. Lateral location is by two parallel struts mounted across the car behind the De Dion tube. Coil springs, an anti-roll bar, and telescopic shock absorbers complete the arrangement.

The brakes are disc all round, the front having 10½" ventilated discs, operated by four piston calipers. The solid rear discs are mounted inboard and are of 10.2" diameter. A braking power regulator is fitted to the rear braking circuit and a large servo assists the driver.

The steering is power-assisted rack and pinion, again by ZF, and the power-assistance is of variable ratio — giving most help when the car is stationary or moving slowly, and reducing the power employed as the speed increases. The steering column is in two pieces connected by a universal joint.

Electrics, in the main, are by Bosch and are protected by a whole battery of fuses, very clearly and neatly laid out over the o.s. front wheel arch, under a perspex cover. The ignition is by distributor and coil, but incorporates a Bosch electronic unit.

The layout under the bonnet is very neat, and all the parts that one might wish to check while undertaking routine maintenance seem to be readily accessible, which should help with servicing bills. The container for windscreen washing liquid is especially capacious, and sits, opposite the fuse box, over the n.s. wheel arch. The battery is conveniently located in the front n.s. quarter of the engine bay, where it is easy to inspect without having to lean across the car, or duck under the bonnet. The well insulated bonnet lid itself is hinged at the rear and is supported by a conventional prop, but gas filled assister struts are fitted. The release catch is on the n.s. of the car, and the safety catch, like so many others, is not easy to operate as the gap created by pulling the main release catch is very small for large hands. Two "courtesy" lamps are fitted on the underside of the bonnet which illuminate the engine bay if the bonnet is opened when the side lights are on.

The quality of the exterior finish on the test car was superb, and Alfa Romeo's description of the painting process to which the body shell is subjected is impressive reading. The shell itself owes much to previous models, but is rather longer and slightly wider. The extra length has been useful to the body designers not only for the increased passenger and luggage accommodation that is possible, but also to improve the capacity of the shell to absorb crash impacts.

Great attention has been paid to the reduction of all forms of noise and vibration. Dampening bellows are fitted to the exhaust pipes, the centre section of the De Dion axle is damped, and the whole of the underside and interior of the car up to window level are sprayed with a thermosetting plastic material. The under side of the bonnet and the bulkhead are heavily insulated, and all interior panels, including the rear bulkhead are coated with a cotton flock layer, just over half an inch thick, preformed to shape, and in three pieces. The doors and roof are lined with various other materials, including expanded polystyrene, as appropriate and the final interior trim consists of Bouclé carpets, Velour door panels and seats, and Texalfa console and pillars.

Seating is extremely comfortable, with plenty of leg room for rear seat passengers. The bench rear seat has a central arm rest, which can be folded away if three people are to be accommodated. Head-rests are fitted to the four corner seats. The person in the middle would not have quite such a comfortable ride as those along-side, but would be more comfortable than in the rear seat of many so-called quality saloons. In addition to being adjustable for rake and fore-and-aft position, the driver's seat is fitted with a motor drive to alter its height, this adjustment being actuated by a rocker switch on the forward edge of the seat frame. The adjustment is more than adequate to accommodate the tallest drivers, as well as those only five feet tall. The pedals are placed in the natural position, and there is a rest for the left foot alongside the large brake pedal.

The controls are well positioned, and come to hand easily. The transmission control lever is centrally placed, and is fitted with a comfortable spherical knob, which has to be lifted to select the neutral, reverse or park positions. The switches for the electric windows are very conveniently placed on top of the transmission tunnel, alongside the handbrake and just behind the gear selector. Rear seat passengers have to lean slightly forward to adjust their windows, but the driver simply has to let his left arm flop down to find the buttons he requires. The switch for the hazard warning lights and for the electric aerial also live on the transmission tunnel. A stereo cassette player and radio was in the central console of the test car, but this item is optional, a simple radio being the standard equipment. The large capacity front ashtray lives between the gear selector and the radio, leaving only a very small space for a pair of sun-glasses, which managed to get in the way whenever any adjustment to the radio was required.

There are three steering column stalks, well



positioned to prevent any confusion. The single right hand stalk operates the two speed and intermittent wipers and the powerful electric washer. The lamps are turned on by rotating the longer, more distant stalk on the left side, and are dipped by raising the stalk to its top position. The indicator and headlamp flasher stalk is quite short, but is easy to reach with the finger tips. A graduated five position rotating switch is positioned on the left of the steering column to enable the driver to adjust the height of the headlamp beams to compensate for variations in load.

The driver's door mirror is adjustable electrically from within the car, a small switch for this purpose being positioned on the underside of the driver's door-pull. A similarly shaped switch alongside it enables the driver to lock or unlock all the doors from within the car (the boot is not included). Using the key in the driver's door lock locks all doors, but only releases the one door.

The instrument panel is viewed through the 'T' spoked, well-padded, steering wheel, which contains two horn pushes, let into the horizontal spokes. On the left is the 0 to 120 m.p.h. electronic speedometer, complete with odometer and trip, while matching it for size on the right is the 0-7,000 r.p.m. tachometer, hatched from 5,800 r.p.m. and red lined at 6,200 r.p.m. Below each of these clear and easy to read dials are three pushbutton switches — controlling on the left, the rear fog lamps, front fog lamps (not fitted to the test car, but provision has been made in the wiring circuit for this optional extra) and the heated rear window, and on the right, any other electrical option, the parking lights (the other lamps are extinguished with the ignition) and isolation switch for the electric windows: this latter to prevent itchy juvenile fingers playing with the readily accessible transmission tunnel switches.

The central part of the hooded instrument panel is divided into three sections, each topped by a cylindrical dial/vertical needle instrument. The left panel gives water temperature, with five warning lights for main beam, excessive water temperature, side lights, indicators and fan arranged below. The central panel has the oil pressure gauge at the top, with a Veglia electric clock below and the right hand panel gives an indication of the fuel level in the tank and has the low fuel, charging circuit, choke, brake pad wear and handbrake warning lights, together with a rheostat to adjust the intensity of the panel lights. Below the clock there is a clear but perhaps rather pointless indicator to show the driver which position the gear selector is in.

The choke lever is under the dash, above the driver's knee, and has a very positive action. Also under the dash is a lever to enable the driver to adjust the rake of the steering column.

Air conditioning is an option that many customers for the Alfa 6 are likely to want, but was not fitted to the test car. Nonetheless, the ventilating system was extremely good, with adequate supplies of cool air being available as required, even in quite warm weather. The controls are housed in the central console, above the radio, and are clearly marked. The fan has three speeds and there are adjustable ventilators on either side of the dash, in the centre above the radio and between the front seats.

Spaces for bits and pieces abound, there are map pockets in the backs of the front seats, a large rear window ledge, a shelf in front of the passenger above the dash, as well as another open shelf below the capacious, lockable glove compartment. The boot is deep and carpeted. The interior equipment is completed by three separately switched interior lights, one in the centre at the back, one in the centre at the front and a rotating, adjustable light, again in the centre at the front, which is very useful for nocturnal map reading without destroying the driver's night vision.

Starting from cold, the choke is required, but the engine will run freely without this device after about thirty seconds running in moderate conditions. If the car is driven from rest on a cold engine, it could be very embarrassing, as the engine coughs and splutters and will not pull smoothly: it is well worth being patient for that half minute or so, simply allowing the engine to warm on a fast tick-over, before driving away. The oil pressure comes up to 60 p.s.i. immediately, but drops back to the specified 40 p.s.i. at normal running speeds as soon as the oil is thoroughly warm. The cast alloy sump is heavily finned, reminding me of the pre-war Alfa Romeo supercharger casings, to prevent the oil from overheating. Warm engine re-starts can be embarrassing unless the accelerator pedal is left well alone until the engine has fired.

Once under way, the engine pulls very smoothly throughout its range. The automatic gearbox provides very smooth upward changes, but is very sensitive and rather jerky downward changes will occur when not required, for instance when depressing the throttle slightly to keep pace with town traffic. On the open road, the car is a joy, although personally I would have preferred a manual gearbox. Acceleration is excellent and my rather crudely obtained 0-60 time was in the under ten second bracket. Alfa Romeo claim a standing 400 metres time of 16.7 sec., and a top speed of 121 m.p.h. and my impressions after driving the car for some 700 miles give me no reason to think that these figures are optimistic. The steering is precise, enabling the driver to position the car very accurately at high speeds and the handling neutral with no apparent vices. In damp conditions, it is easy to make the inside wheel squeal when taking tight corners, despite the limited slip differential. The ride is firm and taut, and the body roll described by J.W. in his impressions of the car at its launch in Europe as being in the "Gallic angles of lean league" must have been improved, as I found the car remained quite flat when cornering fast on open curves, and did not roll unduly on tighter bends, even when pushed hard. The brakes are, perhaps, the most outstanding part of this fine car: beautifully progressive, the top the Alfa 6 in a very short distance and inspire the driver with great confidence.

Wind noise is commendably low, and does not make itself apparent until well above normal motorway cruising speeds. Under hard acceleration, there is a rather annoying amount of noise from the engine and transmission area, which seems to be a combination of induction roar and exhaust noise, coupled with a certain harshness from the gearbox. This was the most annoying thing about the car, as far as I was concerned, but as one does not use hard acceleration for much of the time, it is not a major criticism, for under normal road conditions the car is pleasantly quiet, with an absence of any mechanical noise from the engine.

Two other little niggles — first the seat belt clip was not easy to insert without looking at what one was doing, and the keep which prevents the clip slipping down the parked belt was inoperative, necessitating a minor search at the bottom of the door pillar and second, the door catches on the body work were very exposed, and managed to deposit grease on two of my passengers' coats.

The fuel tank is filled from high up behind the rear doors on the offside and holds a commendably large 17 gallons, the warning light coming on when some three gallons remain. If the tank is filled to the brim, the interior of the car will smell of fuel for a few miles, which makes filling up rather awkward. My average consumption was just under 22 m.p.g., which accords with Alfa Romeo's claimed 15.1, 29.9 and 24.8 m.p.g. figures for the so called urban cycle, steady 56 and steady 75 m.p.h. tests. Automatic petrol supply cut-off switches are fitted in the boot and in the engine bay, and these operate if the car suffers an impact or if the oil pressure drops below the specified minimum.

The price for this car, which has proved to be very successful in the European market, is £11,900, car tax and VAT included. A 12 month warranty, including breakdown recovery insurance, three days car hire and free selected routine service parts for the first 27,000 miles, is part of the deal.

Sadly, there are no plans to market the 5-speed manual gearbox version in the UK. — P.H.J.W.



BOOKS FOR THE AUTUMN

"The Engines Were Rolls-Royce" by Ronald W. Harker, OBE. 202 pp. 9½" x 6". *(Collier Macmillan Ltd., Stockley Close, Stockley Road, West Drayton, Middlesex, UB7 9BE* £7.95).

It has been said, perhaps optimistically, that everyone has at least one book in them. Ronald Harker, brother of W. E. Harker of Harker Special memory (he still has his V8 racing car), who was test pilot, Export Sales Manager, Military and Industrial Liaison Officer and Military Adviser to Rolls-Royce, has managed two. This may have been why, when I began to read "The Engines Were Rolls-Royce", sub-titled "An Informal History of that Famous Company", I had the impression that I had heard it somewhere before. However, this is unfair, because there is much in this book not to be found in Harker's earlier "Rolls-Royce From the Wings" which we reviewed at the time of its publication.

While advanced students of Rolls-Royce engineering history may not learn much that was previously unknown to them from this book, it has some personal stories about life at the Company which are worth having. Harker points out that when he announced that he wanted an engineering career his father told him and his brother there was only one firm at which to be apprenticed — Rolls-Royce, the best — although the boys favoured Sunbeam's, because Segrave had just won the French Grand Prix in a Wolverhampton-built car. There is no doubt but that Mr. Harker, Senr., was right. But it would be nice if someone who was apprenticed to Sunbeam's, or to one of the other then-famous motor manufacturing firms, would set down what it was like, and even perhaps dispute that only at Derby, in those days, were true engineers moulded. Incidentally, I knew the comparatively high cost of being articled as a pupil to Rolls-Royce, or to Napier's at Acton for that matter, when my war-widowed mother investigated, at about the same time as the Harkers began at Derby. . . .

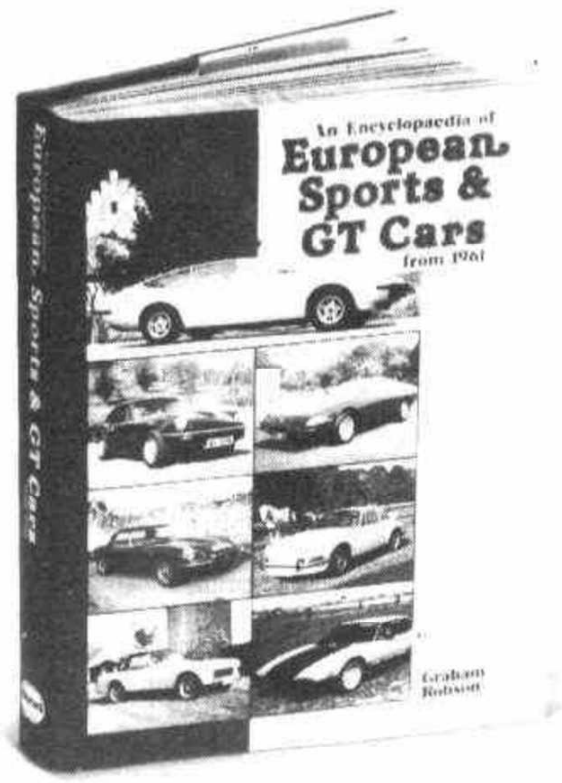
Some of this book is quite superficial, padding, using long-familiar scraps of Rolls-Royce history. I believe it was intended for American readers and I note that even American printers can let through the occasional error. That apart, avid R-R know-it-alls will want to add this one to their collection, for the personal anecdotes and inside stories, especialy about "Hs" (Lord Hives) that the author puts in. But be prepared for a lot of pictures you will have seen before. — W. B.

"Flying and Ballooning From Old Photographs" by John Fabb. 120 pp. 10" × 7½" *(B. T. Batsford Ltd., 4, Fitzhardinge Street, London, W1H 0AH.* £6.95).

A varied and fascinating collection of pictures here, which must appeal to many of our readers, even if the range is rather too general and spread-over for specialised study. The book is divided into eight sections, about Ballooning, Airships, Lady Aeronauts, Fatalities, Navy and Army Flying, Personalities, Kites and Gliders and Heavier-than-Air Power Machines. All this is very much of the pioneering years, prior to WW1, with pictures from the author's collection, supplemented by others from various expedited sources, including the Tonbridge Historical Society. There is a very brief introduction and each picture has a short caption. The ballooning photographs are many and well selected, and later in the book we see a photograph of the traction engine and trailer used by the Royal Engineers Balloon Division at Aldershot in 1908. Those who know Farnborough should enjoy the several views of Laffans Plain as it was in the early flying period and machines are seen at Hendon before the war, one shot being of policemen at the inaugural meeting there in July 1911 being refreshed with Crossman & Paulin's beer.

The fatalities are rather gruesome and could have been omitted. The book is one of a series on various ancient topics. Reproduction of the 116 illustrations is only mediocre. — W.B.

"An Encyclopaedia of European Sports & GT Cars from 1961" by Graham Robson. 471 pp. 10" × 7". *(Haynes Publishing Group Ltd., Sparkford, Yeovil, Somerset, BA22 7JJ.* £15.50).



This thick volume is a useful guide to the cars it encompasses and who better to compile it than the industrious Graham. It gives the sort of information many students require, backed up with good photographs and tabulated specifications, for cars ranging from the AC Ace to the VW-Porsche, these being placed in different categories, with additional brief introductions by the author. The book is a weighty tome, with some pictures in colour and a good index. A companion volume, covering such cars, but from 1945 to 1960 is on the stocks of this prolific publisher of motoring titles. — W.B.

"Down The Hatch" by Mark Kahn. 160 pp 8¾" × 5½" *(Carole Pengelly, 14, St. Albans Street, The Haymarket, London SW1.* £6.95)

Here is another title to add to the now decently comprehensive list of books about individual racing drivers. This one is concerned with the life and fast times of the popular Tony Lanfranchi, "motor racing's last cavalier" (how do they know?), to quote the sub-title. Lanfranchi may not be a F1 runner but he has in 21 years won over 400 awards in 1,200 races, crashing 14 times, so the book's publisher tells us, and Kahn has done a racy story about the hero of many a Brands Hatch battle. Tony is sponsored by *Mayfair*, for whom he had 48 wins in three seasons in their Opel Commodore, which may or may not be why the opening pages of his biography are punctuated by his early sexual adventures. This is, indeed, a light-hearted book that pairs-up well with the biography of Gerry Marshall, by Jeremy Walton. Because Lanfranchi has driven a great variety of cars, in rallies as well as races, and because he knows so many participants, the story holds one's interest and is, of course, about modern and comparatively recent racing.

In fact, if any vintagent expects to read a bit about how Tony acquired his taste for the game from a dad who raced an upright Alfa Romeo at Brooklands he will be disappointed, because there is no connection — I know, because I once asked Tony about this, thinking he might respond, but he just gave me a puzzled look. His father was a caterer, which is why Tony, when a 2nd.-Lt. in the Royal Artillery, asked for a transfer to the Catering Corp., and got it. But there is a picture of the Austin Seven Chummy Tony drove in 1960, and his first car was a Dellow, in 1955, and he did his first race in a Healey Silverstone and he has even raced a supercharged Ford Thames van, at Rufforth. But mostly this book is of faster things, and very readable. — W.B.

"Car Repairs Properly Explained" and **"Car Doctor A-Z"** by B.C. Macdonald. 192 pp each, 7" × 4¼", paperback. *(Elliot Right Way Books Kingswood, Surrey KT20 6TD. 75p + 15p P&P).*

These companion paperback volumes have been updated on several occasions since their first publication in 1966, but have now been completely revised. The former deals with routine simple repair jobs which the car owner may wish to carry out himself. There are chapters covering all the major assemblies, and the advice given is sensible, if very general and rather basic. The chapter on the engine covers only the task of decarbonising the cylinder head, and the chapter on bodywork runs to only six pages, while that on M.o.T. Test preparation is but two pages, despite being mentioned on the front cover as a special feature. One piece of advice contained in the book is worth quoting — it comes from the chapter entitled "Methodical Working and What to do when Things go Wrong":— "Do not dismantle anything you have no knowledge of without having some written instructions and preferably illustrations of the component . . .". Wise words, which effectively advise the reader to buy a manual for his particular car, rendering the book superfluous. On the other hand, "Car Doctor, A-Z" will be found to be very useful by the home mechanic who is baffled by any strange malady apparent in his car. The volume is divided into thirty chapters, each starting with a resumé of symptoms and followed by descriptions of the causes and cures. Also included is a section of questions and answers on each topic. The experienced mechanic will not learn much, but to the novice, this book would be of great value.

P.H.J.W.

"Bath As It Was" by Reece Winstone, FRPS. 76 pp. 10" × 7" *(Reece Winstone, 23 Hyland Grove, Henbury Hill, Bristol 9.* £5.70 post free).

This is another of the prolific Reece Winstone pictorial books, with self-explanatory title. It will not only be of nostalgic appeal to those who knew the City of Bath and its environs before the war changed so much of town and countryside, but it is quite a feast of photographic memory for

omnibus and tramcar enthusiasts. For my part, I like looking at old road scenes, for the vehicles one sees in their natural habitat, as distinct from looking self-conscious at some rally or motor-show. Mr. Winstone has begun to quote the makes of vehicles in the captions to many of his pictures and in this book alone we have an unidentifiable veteran or Edwardian in Plate 18, a Ford 8 saloon in Plate 22, and a brass-radiator Model-T Ford tourer, hood-up, passing a horse-drawn four-wheeler in Bridge Street, Bath, in 1910, with one of the familiar Charron "blue taxis" in the background.

A 1937 shot of Milsom Street shows a Standard turning into it and a Ruby Austin parked at the kerb, there is what looks like a Chrysler and an Armstrong Siddeley 14 in Plate 31, showing the High Street in 1930, while Plate 41 includes a Trojan tourer (on pneumatic tyres), an MG Magna, and what I think is a Triumph Super Seven coupé. Other pictures provide glimpses of Jowett, Ruby Austin, bull-nose Morris and an American tourer, and there is a fine 1934 picture of a vintage Austin 12 tourer about to pass a tram at narrow New Bridge. Nor is that all of motoring interest, because Mr. Reece names the makes of the 'buses he includes, such as the AECs and the chain-driven Commer used on the Sham Castle to Golf Links Service from 1913-19, equipped with a double-deck body that had once graced a Milnes-Daimler or a Straker-Squire, now cut-down to a single-decker. This Commer is seen later, gas-equipped, during WW1. And what of the abandoned LGOC NS type 'bus offered for £15 as a two-roomed home, in 1935?

If you thought cars mingling with horse-drawn vehicles belonged only to the WW1 and earlier period, there is a picture which refutes this; a Sunbeam or Star saloon is seen in Pulteney Street in 1934 with Bath's last horse-cab passing by. We see that by 1934 white lines have begun to appear on the roads in Bath. A mini-roundabout has obliterated the pleasantly rural scene depicted in the book's Plate 55, where 'bus and tram services met at Rathford Road in 1910, nor will the New Bridge "Trams Converge" AA sign have survived. A ROP petrol-pump globe appears in one picture, the Vauxhall Register should like the photograph of the ornate seven-seater Vauxhall used in 1938 to bring visitors to the Grand Pump Room Hotel, and we note that as late as 1937 the 8-m.p.h.speed-limit sign could be seen in Bath's Royal Victoria Park. A Lagonda Tricar snapped in 1904, a Commer solid-tyred char-a-banc outside the Guildhall in 1913 (known as the "Green Torpedo Motor-Car" and off for a tour of Cheddar, Glastonbury and Wells), and a posed picture of what I think is a Buick tourer and three sidecar-outfits at Castle Combe in 1913 (where we went for the motor-racing after WW2) are other fascinating pictures, as is the shot of WW1 motor-ambulances (Model T Ford and what is possibly a Talbot). WW2 pictures show traffic-lights reduced to slits of light in 1939, with a Standard Eight in the background, Standard and Rover saloons in war-time white-edging, and other cars seen in New Bond Street, Bath, during the war include Ruby Austin, Riley and Standard-Morris cars seem to have been scarcer in the West than they are in London pictures of the period. Finally, from our point of view, there is a picture of the smart Bedford van, disc-wheeled and its driver in livery, used by Colmer's of Bath in 1938 — they would have sold you a lawn mower with grass-box for the equivalent of 85p, which makes one query whether wages have truly kept pace with Inflation!

While this book is aimed at those interested in Bath as a City, I think there must be a place for general road scenes of different periods, if not overdone — London Passenger Transport have a big collection of London scenes, for example. If anyone is fed up with his present job and has a camera, the idea should be considered — after all, Mr. Winstone has sold more than 150,000 of his books on Bristol alone, and a turnover of some £600,000 can't be bad! Incidentally, he used a Standard Ten saloon for his pre-war photographic expeditions. — W.B.

* * *

Mrs. Daphne Bampton has had another stab at a motoring title. Her earlier "Rare and Exciting Cars" was unexpectedly readable, from a then-unknown author, and she has now given her attention to "Rare and Interesting Commercial Vehicles", a book published by Venton Educational Ltd., of Melksham, Wiltshire, priced at £8.95. Members of the HCVC, in spite of their specialised knowledge, may find this little book a pleasant surprise. It covers briefly the histories and purpose behind 19 individual commercials, including the Lacre road-sweeper, Foden steam-waggons, and a 1903 tramcar.

* * *

A great many books about trucks and other commercial and public-service vehicles have been coming from the Presses, some of specialised one-make interest. A more general approach will be found in "Trucks" by Alan Thomas, a colourful 160-page 11¾" × 8½" book by The Hamlyn Group of Astronaut House, Hounslow Road, Feltham, Middlesex, TW14 9AR, selling at the reasonable price of £6.95.

* * *

Paul Huggett has produced for Foulis a picture-book about what he calls short-circuit racing, that is to say, racing by stock cars, old and modern, hot rods, midgets, bangers and even worse, and on autograss and other circuits. The book runs to 191 (11" × 8") pages, is packed with rather dark shots of racing of these sorts, accidents included, and lists World Champions and circuits in these fields. The price is modest for these inflationary times — £4.95.

* * *

Not exhausted, apparently by his BMCRC History reviewed above, Peter Hartley has given us a very full account of the Ariel motorcycle, in his book "The Ariel Story", a soft-cover publication running to 316 pages, with index, the page size being 9½" × 5½". The competition activities of the make are not neglected, and the indexed story covers the period 1845 (with push-bicycles) to the post-war Hartley Ariels, those machines tuned so effectively by the author's late father. A mammoth task well done, this is another one by Argus of Watford, and priced at £6.95, and of course the author isn't in Borstall, merely lives there!

* * *

The Goose and Son title "Always In The Picture — A history of the Velocette motorcycle", by R. W. Burgess and J. R. Clew, which they published in 1971, has been revised and enlarged and this 285-page 10" × 7" work, telling in picture and story, with a Foreword by Alec Bennett, the complete history of the famous Velocette, is now available from the Foulis imprint, by the Haynes Publishing Group of Yeovil, for £8.95. — W.B.

* * *

The Airlife Publishing Company of 7, St. John's Hill, Shrewsbury, Salop, have republished Edward Bishop's book "The Wooden Wonder", about the DH Mosquito. It costs £6.95.

A very large-format book has arrived from the Megden Publishing Company of Huntington Beach, California (PO Box 217), about American racing motorcycles. The page size is 12" × 11", there are 260 of them, and each contains usually one large picture, sometimes a number of excellent photographs, of racing motor-bicycles from 1900 to the end of the vintage years in 1940. The early pictures are mostly of those legendary Indians, like the vee-twins made famous by riders of the calibre of Jake de Rosier and others, board-track racing is dealt with, including the photographs shown to the Grand Jury when it was considering the accident at New Jersey Motordrome in 1912 that cost eight lives, and racing over the ¼-mile and ¼-mile banked-tracks, on the boards, at dirt-tracks, up freak hills, etc. is all there, while Dr. Joseph Bayley (who better?) gives us another look at motorcycle racing at Brooklands, from the viewpoint of the American machines used there, although some of his pictures have naturally appeared elsewhere. Mainly, though, it is the big photographs and reproduced advertisements, etc., of the period, that make this book look so attractive, pictures of machines like the eight-valve Harley-Davidsons, the o.h.c. Reading Standards and American Excelsiors, the Super-Xs and Hendersons, and even hybrid Anglo-American machines concocted by British riders competing in the States. The author is Stephen Wright and the price is £11.00 post-free by US Funds or International Money-Order only.

* * *

These days one-make car books are matched by those about motorcycles. The famous BSA is covered in the Haynes Publishing Group's book "The Giants of Small Heath" by Barry Ryerson, which includes the two-cylinder BSA cases and the BSA Scout, and costs £7.95. The publisher's address is Sparkford, Yeovil, Somerset, BA22 7JJ.

* * *

The Motorcycle World Championship is the subject of a big picture book from Hamlyn, the text by Lynne Chown, and the price a realistic £5.00. — W.B.

* * *

THE MOTORISTS' Atlas of Western Europe, published by the Automobile Association and available through book shops as well as AA offices, will be a useful addition to the map-shelf for those who enjoy planning continental journeys. Its 11 × 8½" pages give clear maps of primary and secondary roads at a scale of 16 miles to the inch, with distances between small towns on primary routes being shown in blue in kilometres. The format can be rather annoying in that the atlas deals with each country separately, with a brief description of the land as an introduction to each section. This becomes aggravating when, for instance, wishing to plan a route from Marseille to Graz, as one has to consult widely different sections of the map with no indication on the edge of one page to show which page to go to next. However, within each country, there is generous overlap from page to page, and there are little arrows to show which page to drive onto next. The index is good, with town plans for the capital cities (but not for other large towns) although one or two of the towns are spelt non-English fashion, which seems rather strange for a book intended for the home market: how many potential customers will be in the habit of spelling Vienna "Wien"? The price is very reasonable at £3.95. — P.H.J.W.

The New Ford Escort



FORD-OF-BRITAIN has long held an enviable lead in home-sales. For example, their placing for last August was first, with 52,414 cars sold, against BL's second place with 16,965 fewer sales, the successful Ford models breaking up into 20,821 Cortinas, 13,390 Fiestas and 10,981 Escorts sold that month — these are official SMM & T figures. Of course, not all these Fords were made here — Fiestas came in from Spain and others came from Germany. That the once so popular Escort ebbed in the V-registration race, dropping behind the Fiesta, can be attributed to the ageing of the old rear-drive model. Ford has now put this right with the introduction last month of the FWD New Escort.

The New Escort is a significant addition to the growing number of small Euroboxes made to one basic technical pattern, for Ford has gone over to the transverse-engine, front-drive package pioneered, for practical purposes, 21 years ago by the Issigonis Mini-Minor, Ford having had very good experience of this layout, and a good reception, with their Fiesta. There are three New Escort body styles, three-door hatchback, five-door hatchback, and Estate-car. There is the option of three engine sizes, 1,100 c.c., 1,300 c.c. and 1,600 c.c. The economy 1,100 c.c. power pack is a development of the push-rod-o.h.v. Fiesta's smallest unit, but the larger engines in the New Escorts or Erikas are the brand-new Ford CVH design, incorporating hemispherical combustion-chambers, the classic racing-car arrangement, with the valve heads tangential to the hemi-surface but with the valve stems canted-over at a compound angle to the cylinder axis, using a 45 deg. included valve-angle on a plane turned through 7 deg. to the transverse section through the cylinder — if I make myself clear! Anyway, Ford call this their "Compound Valve-angle Hemispherical chamber" engine, the ingenious design of which obviates using twin-overhead-camshafts, each valve being operated by its own cam through an angled rocker pivoting on a stud fulcrum. The cylinder head is of aluminium and compression-ratios ranging from 8.5 to 1 to 9.5 to 1 are used. The engine will sustain 6,000 r.p.m., with short-term runs of 7,000 r.p.m. The stiff iron cylinder block and crankcase encompass a five-bearing crankshaft. Auxiliary drives are mostly of the positive type, the o.h.-camshaft is driven by a toothed-belt, and the more powerful versions of the CVH engines use breaker-less ignition. Power outputs of these New Escorts range from 55 (DIN) b.h.p. at 5,700 r.p.m. from the 1,100 c.c. push-rod o.h.v. Valencia model, through 69 (DIN) b.h.p. at 6,000 r.p.m. from the 1,300 c.c. CVH engine and 79 (DIN) b.h.p. at 5,800 r.p.m. from the 1,600 c.c. CVH power unit, to 96 (DIN) b.h.p. at 6,000 r.p.m. from the high-performance twin-choke Weber-fed 1600 CVH design.

Ford claim reduced drag, lower noise levels, larger disc front brakes than on any other small family car, and Police-tested door and boot locks. All models have four-wheel independent suspension, by MacPherson struts in front, a new system of coil-spring and transverse pivoting arms at the back, and all use rack-and-pinion steering. New seats, sophisticated heating and ventilation, and much improved detail design, extending to a foolproof fuel-filler, easy-to-replace electrical fuses, improved electrical connections, and instruments electronically stabilised for accurate read-outs, are among the claims made by Ford for the New Escort. Cost of ownership is said to have been substantially reduced by lower servicing times and costs; the New Escort, they say, needs less than two hours' attention on average every 11,000 miles. Much improved aerodynamics should reduce petrol consumption and help to keep the windows clean. Smaller than the old Escort, there is more interior space in the New Escort, as expected of an Issigonis layout. The luxury Escort Ghia will be available and the up-model GL, Ghia and sporting XR3 New Escorts will have such top-car items of equipment as microprocessor monitors of oil, coolant and screen-washer levels and brake-pad condition, electrically-operated windows, a sliding and tilting sun-roof, stereo sound systems, power-operated radio aerial, and central door-locking, thus putting the New Escort above its station, as it were — a luxury small-car for thrifty-minded, fuel-conservationist Executives.

The New Escort of most appeal to MOTOR SPORT readers will presumably be the 3-door XR3, with the 96 b.h.p. version of the 80 × 79.5 mm. (1,596 c.c.) overhead-camshaft engine. It has cast light-alloy wheels, 185/60 HR14 tyres, ventilated front-brakes discs, and a drag-coefficient with tailgate spoiler, deeper front airdam, etc., of only 0.375, the top speed is given as 113 m.p.h., with acceleration in keeping.

With their New Escorts The Ford Motor Company looks well-placed to maintain its substantial lead in the UK sales-race. It has already announced some notably-competitive prices for the completely-new Escort range — 1000 three-door Hatchback, £3,374; 1300 five-door Hatchback, £4,361; 1600GL five-door Hatchback, £4,518; 1600 Ghia five-door Hatchback, £5,033. I somehow sense that these Ford New Escorts will be very good cars indeed. They are the outcome of five years' development work involving 5,000 Ford engineers, scientists, technicians and planners. The New Escort will be built at Halewood, near Liverpool, like the previous generations of Escorts, and at Saarlouis in Germany, while component assemblies will come from Britain, France, Germany, Belgium and N. Ireland, with a sister car being built in N. America.

When I asked for a pre-release test of this important new Ford model I was refused, but was offered a brief sampling of the New Escorts last month. I preferred to forgo the short drives but hope that MOTOR SPORT will be able to publish full road-impressions, preferably of one of the quicker New Escort models, very shortly.

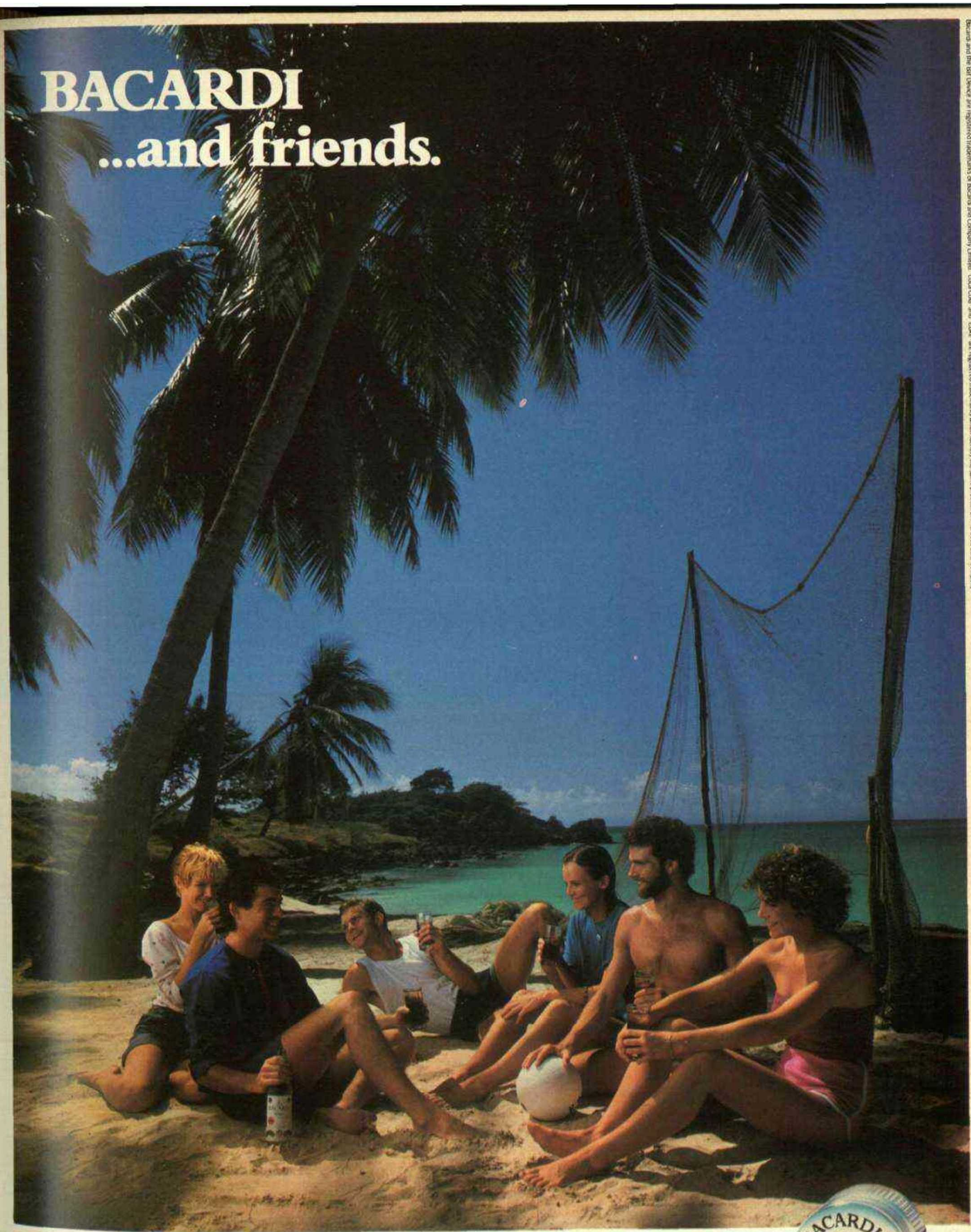
W.B.

Two Singers

WE HAVE received an interesting comment from Mr. Terence J. Barnes, whose late father used to be the "gaffer" of the Singer Competition Team, about the photograph at the bottom of page 1323 in last month's MOTOR SPORT. Those who keep their back numbers may care to look again at this picture of the Dorcas Special in the Paddock at Shelsley Walsh in September 1935, when they will see that in the background are two Singer Nines, No. 22 and No. 23. The 1935 TT race had been a disaster for the Singer team, all three retiring when the steering failed. Alf Langley's Singer crashed at Bradshaw's Brae when its steering-arm broke and shortly afterwards the same thing happened to the Singers driven by Norman Black and S. C. H. Davis, Davis's car landing on top of Black's, also at Bradshaw's Brae. None of the drivers was badly hurt.

D.S.J. has reminded me that in those days many TT competitors hurried to get their cars ready for the September Shelsley Walsh hill-climb; in three weeks' time, in fact. Sammy Davis was no doubt very anxious to have his Singer there, to avenge its miserable TT debut. Mr. Barnes tells us that car No. 23 in our picture is the Singer in which Stanley Barnes won the 1,100 c.c. Sports Car Class at that 1935 Shelsley Walsh meeting, but only because it was the only car in this class. It did 65 sec. on its one run, mis-firing preventing a second ascent. It was AVC 483. In the TT it had been withdrawn after the other three Singers had crashed, so was ready to go unscathed to Shelsley Walsh — I wonder what steering-arms they used for the hill-climb? Car No. 22 in the picture is the Singer hurriedly put together by Reg Bicknell and his mechanics from the wreckage of the Langley and Black TT cars, so as to restore car AVC 482 that had run as No. 37 in the TT, driven by Davis. Instead of its long-tailed body to AIACR sports-car regulations it ran stripped at Shelsley, with a sprint body. It was unplaced. — W.B.

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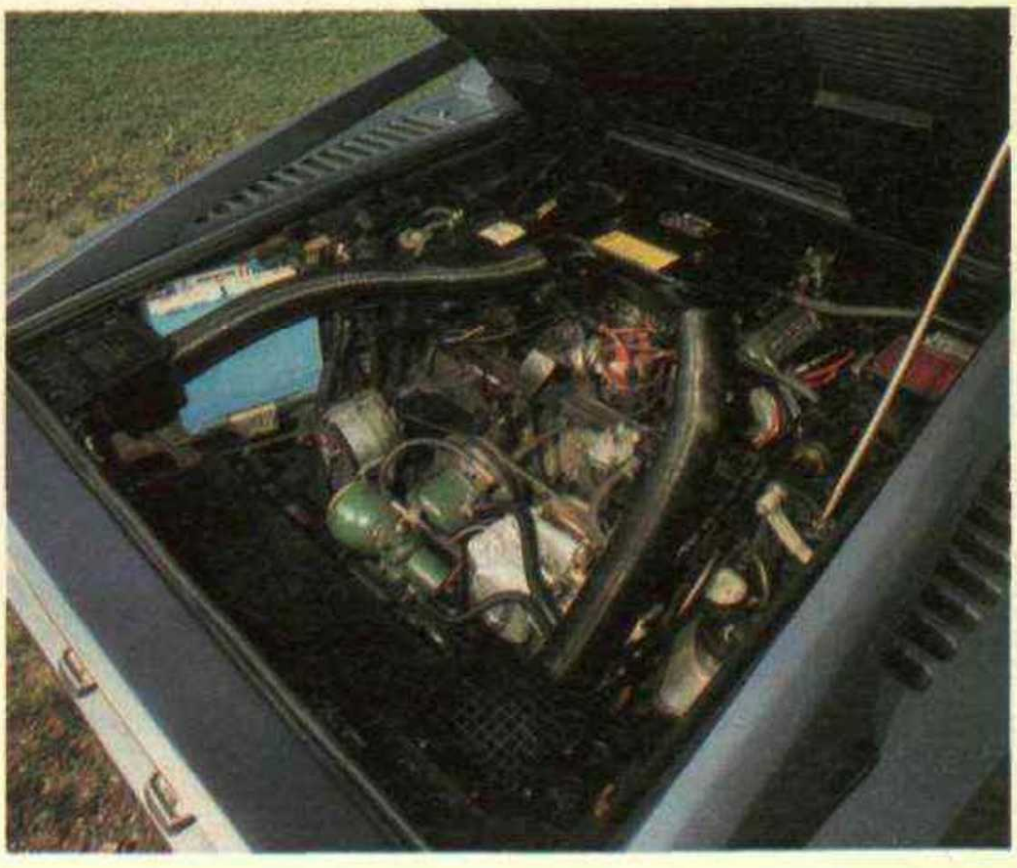


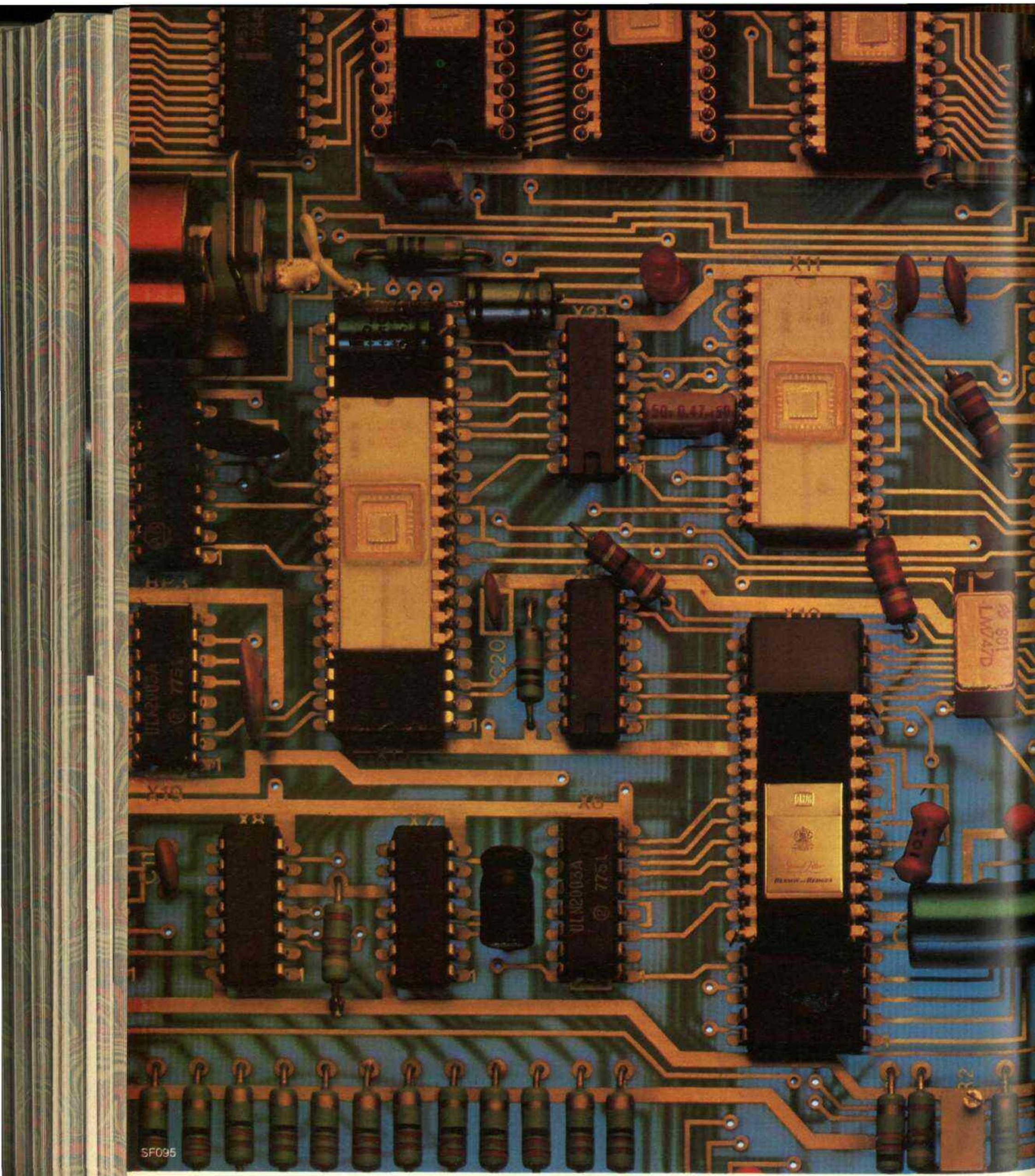
The Maserati Merak SS

THE NAME Maserati, along with Ferrari and Lamborghini, has the ring of the ultimate about it, thinking in terms of fast Grand Touring cars. The Merak mid-engined coupé was introduced by the Modena Company in 1972 and MOTOR SPORT published impressions of it five years ago. In that form the mid-placed vee-six-cylinder engine (with its cylinder banks at the unusual angle of 90 deg.) developed 190 (DIN) b.h.p. at 6,000 r.p.m. Later the SS version of the Merak was introduced, with the power output increased to 220 b.h.p. at 6,500 r.p.m., and I have been driving the impressive-looking Maserati in this form.

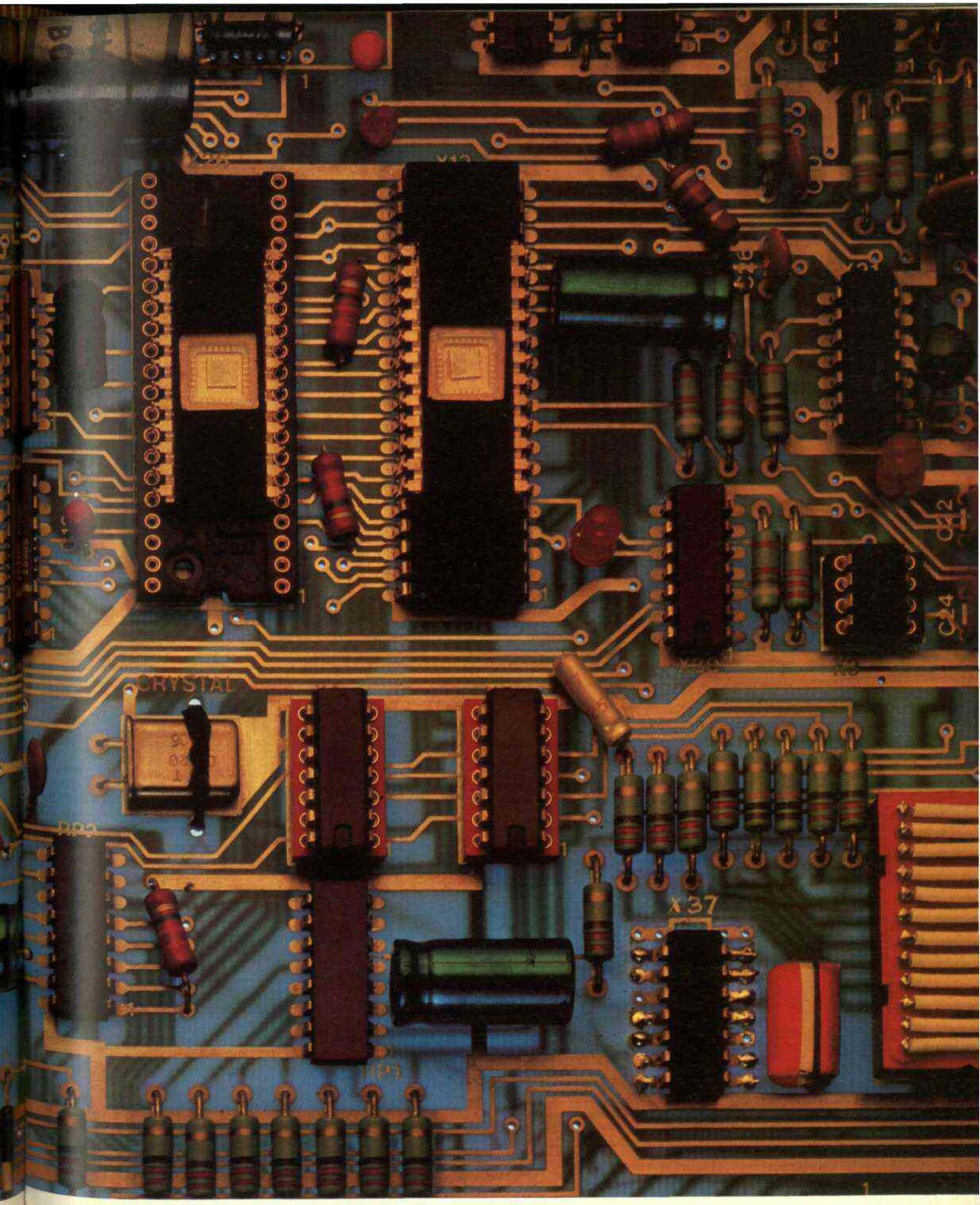
The specification is in keeping with the car's high-speed appearance and capabilities. Suspension is independent front and rear, using coil-spring controlled wishbones, the drive goes to the back wheels through a Citroën SM five-speed gearbox and limited-slip differential, there is



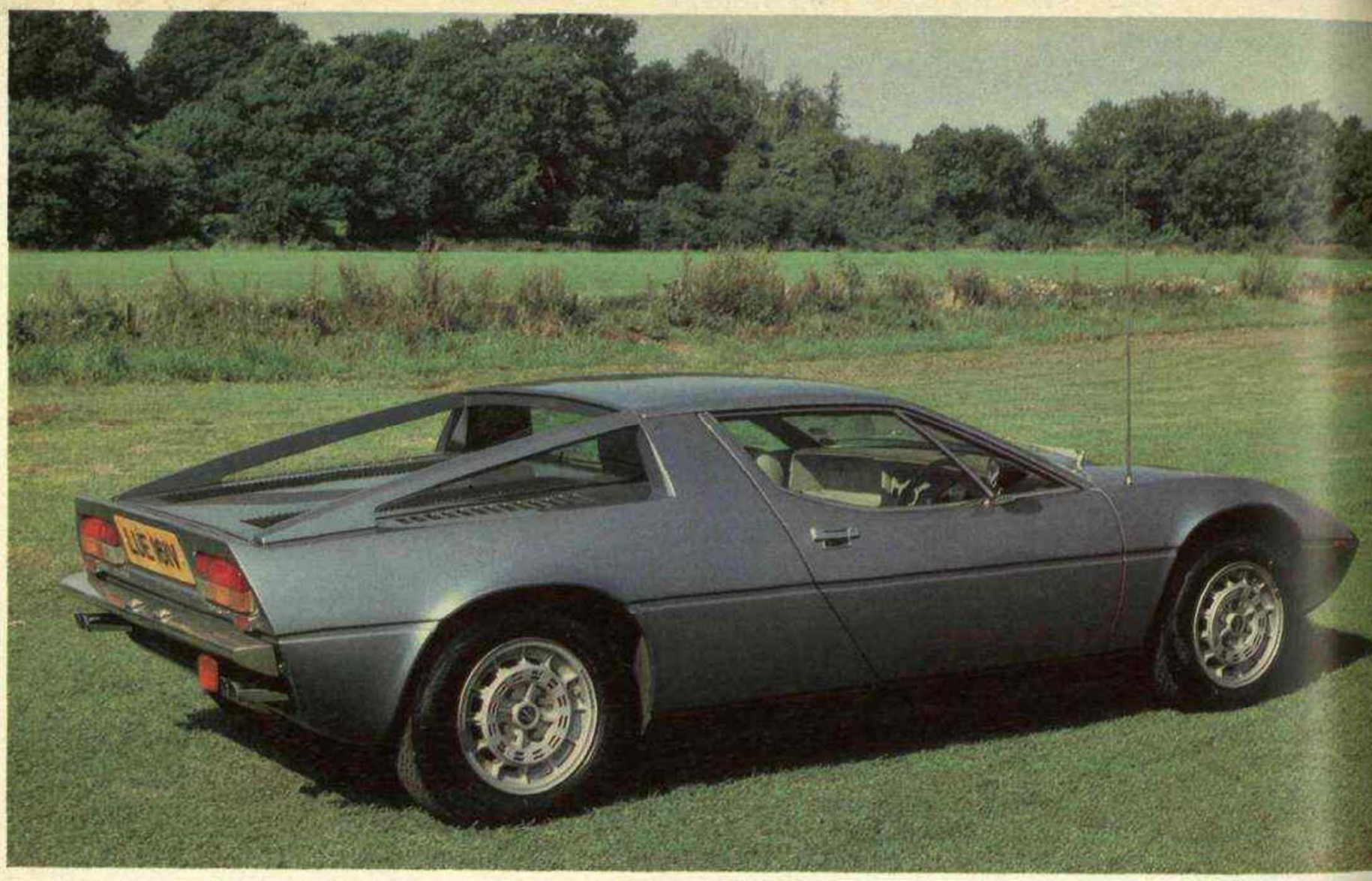




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rack-and-pinion steering, and the all-round disc brakes inboard at the rear are power-applied, Citroën-style.

The body is a steel two-door shell designed by Giorgio Giugiarao for Ital-Design, whom BL has brought into the news recently. The boot is under the front bonnet and a flat deck covers the behind-seats power pack, which it is said was produced very expeditiously by Ing Alfieri, who in effect cut two cylinders off a V8 Maserati engine, hence the unusually wide cylinder angle. The light alloy engine used for the Merak SS has a bore and stroke of 91.6 × 75 mm (2,965 c.c.), with twin-overhead-camshafts to each cylinder bank. It is fed by triple two-choke Weber carburetters and electronic ignition is used. The servo-assisted single-plate clutch and the gearbox are mounted on the transaxle, which has a hypoid-bevel final-drive. The compression-ratio is 9.0 to 1. The Campagnolo light-alloy road wheels are shod with 195/70 VR 15 tyres, on the front. 215/70 tyres on the back, Michelin XWX on the test car. A Michelin 150 × 19 get-you-home spare, which I believe to be illegal in this country, is carried above the engine, where there isn't room for a bigger wheel; so what do you do with the punctured wheel and tyre? The Merak's wheelbase is a usefully short 8' 6", and the wheeltracks vary, being 4' 10" at the front, 4' 9" at the rear. The Merak is 14' 2" long and just over 5' 8" wide, dimensions that give the squat, businesslike look, while the roof is only 3' 9½" high. With four exhaust pipes ending at the tail below the bumper, the stiffening tubes running down to the tail above the engine deck, those fat "boots", and the snub nose with faired-over headlamps, the Maserati Merak is a very impressive and eye-catching, as well as a handsome, motor car. The dry weight is given as 2,866 lb.

The mechanical components owe much to the Citroën SM and, indeed, the Merak w announced originally by Citroën at their Pa Show launch, although the engine is built Maserati of the Viale Ciro Menoti in Modena, Agents in Great Britain being the Mode Concessionaires of West Bromwich, who a handle the Maserati Kyalami and 4.9-li Khamsin, as well as the De Tomaso Deauvi Longchamp and Pantera GTS.

Reverting to the Maserati Merak SS, the fi impression is of a very wide, very low car in wh the driver sits almost on the floor, looking over the wide front wheel arches, with not mu forward vision. In fact, in traffic driving, t never really bothered me, but the wide ty should be kept clear of protruding kerbs wh cornering close. The comfortable front seats ha semi-racing type cushions intended to hold driver snugly but as the adjustable squabs are fi much of this advantage is lost. The squab-angle adjustable by operating a small knob at the base the seat on the right but a slightly greater range

continued on page 15







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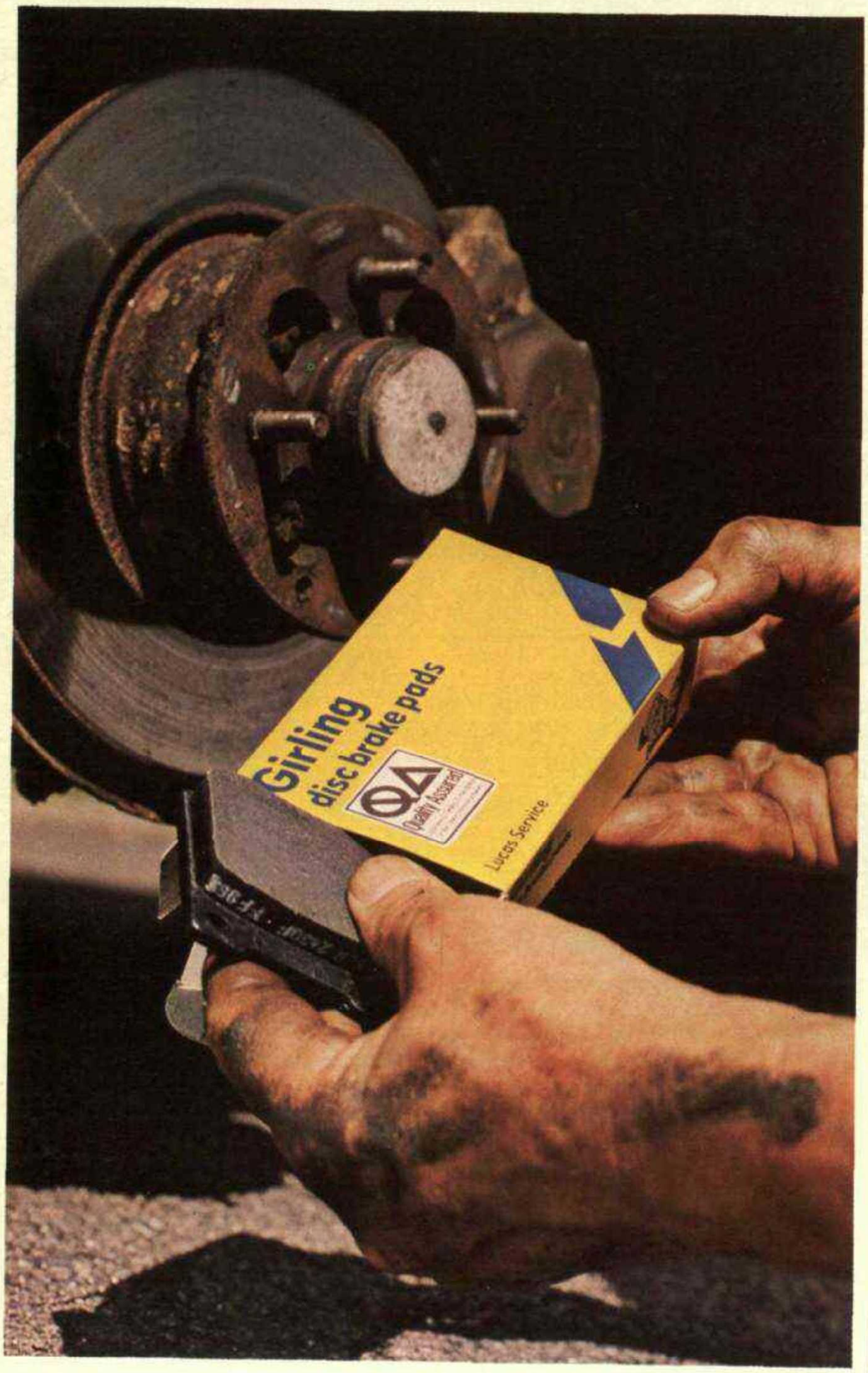
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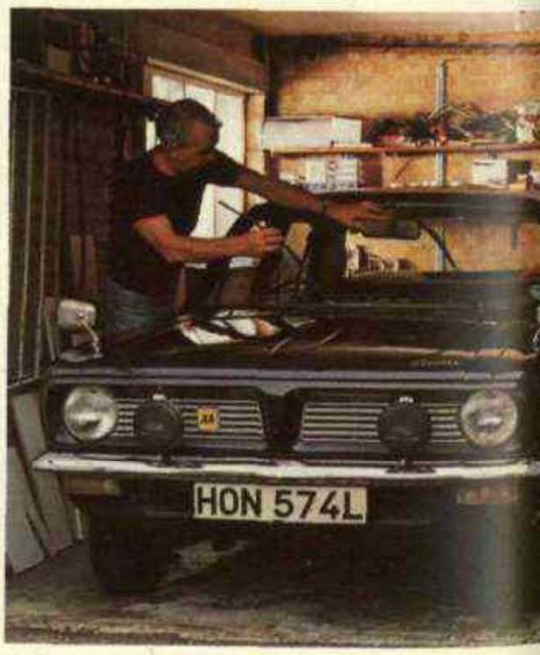
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The Maserati Merak SS

(continued from page 1502)

settings would be an advantage. (The same knob gains access to the rear seats). The leather upholstery was appreciated but it costs £622.92 extra (with VAT). It was of a light shade which could soon get dirty and some wear was noticeable, after 9,000 km. The entire facia is covered in a matching stitched leather, except for the velour trim on its top face, but the combination of dark brown trim on the console and the contrasting black steering wheel is unfortunate, and the carpeting is different again. The rear seats were made possible when the shorter V6 engines was adopted for the Merak against the V8 of the Maserati Bora but they can be forgotten. It would be cruelty to inflict them on all but the tiniest children; the space is very restricted and shut in and the back rests absolutely vertical, the cushions lift out but, instead of the Merak being termed a 2+2, a simple shelf for luggage would be more sensible.

There is evidence that the change to right-hand control has not been particularly well-contrived. The small 13¼" diameter steering wheel, three-spoked with a thick leather-laced rim, (uncovered spokes on r.h.d. cars) is in keeping with a fast car of this nature and its rake can be adjusted quite usefully, locked with an under-facia lever but the in-and-out adjustment of the steering-column, locked by a knob, is only about half-an-inch, so might as well be forgotten, like those cramped back seats. The long hand-brake lies horizontally on the driver's right but when used to hold the car (the hand-grip incidentally tended to turn in one's hand) was just where it could hurt his anatomy when the driver was lowering himself into his seat. Then in a car fitted with r.h.d. conversion and priced at well in excess of £20,000, one would have expected the speedometer to read clearly in miles-per-hour; even the mileometer readings are in kilometres. Nor have the wipers been changed over, for a r.h.d. car.

The Maserati has triple steering-column stalk-controls, with the turn-indicators' one on the right, unusual in a Continental car, the left-hand stalk controlling two-speed screen-wipers with washers, and the other r.h. stalk the lamps settings. It is all too easy to flick the wipers' stalk inadvertently. The Carello E-20 headlamps recessed beneath flaps, require operation of a little lever on the right on the facia to bring them up, before they can be flashed. There is manual provision for keeping them up if the mechanism fails. But in daylight driving the 1.5 seconds' time-lag before the lamps are raised gives inadequate time for this. There is a little switch for putting out the parking-lamps but care should be taken that the warning light is not overlooked otherwise, if the concealed headlamps are also "on", the battery will soon be discharged. When the headlamps are raised and on full-beam two green lights come on, quite small but too bright at night. The pad in the centre of the steering-wheel sounds the pneumatic horns but there was an area when pressing this had no effect, which could be awkward.

The driver is confronted by this very wide leather-clad facia, which has a downward section angled towards him on the left. The speedometer and tachometer have very big dials, with the oil-pressure gauge between them and the other small dials to the left. These Veglia Borletti instruments with their white needles on black dials are like those of a pre-war luxury car. The speedometer has total and trip with decimal-reading odometers, contains the warning lights for heater-fan and choke in use, alternator charging, and it reads to 300 k.p.h. It has, as I have remarked, only very small m.p.h. digits. The matching electronic tachometer has warning lights for headlamp full-beams, parking and other lamps in use, and it reads to 8,000 r.p.m., with a red-warning from 6,500 r.p.m. The small dials are set in line to the left, three at the top of the facia for oil temperature, fuel level and water temperature, the two below these, flanked by the switches for the electric windows, being a clock with second-hand and the battery-meter.

Below these dials are two plated vertical quadrant-levers, one for heat admission, the other for enriching the carburetters for cold-starting; as they are side by side and unlabelled it is all too easy for a person unfamiliar with the car, and feeling cold, to choke the engine! "Air-conditioning" is said to be a standard fitting, and on its cold setting high-speed air streams can be admitted from three vents on the facia cill and one on the dash, with others, for the feet, down on the floor console. These ducts can be rotated, using some care, and hand-operated plastic flaps close them. Turning the air-conditioner knob had little effect on the blasts of cold air, the vents whistle when only partially open, and three separate controls are involved. I wrote off this "air conditioning". A minute plated pip zeros the trip mileometer reading and plating is used for the interior and exterior door handles, etc. Very small red lights warn of hand-brake on and brake pads worn. The facia-mounted Clarion stereo-radio has a retractable aerial with a separate switch. To the right of the tachometer are two small knobs for setting the intermittent screen wiper speed to operate at intervals of from three to 30 seconds, instrument-lighting, with the press-in hazard-warning button between them. To the extreme left of the facia is the warning-light for rear window-demister on. Below these controls are a line of tumbler-switches controlling, from l. to r. facia lighting, rear-window demisting, the two-speed fan speed which functions quietly (with settings from 1,400 r.p.m. or 2,200 r.p.m.) and the changeover from loud to soft horn note, inoperative on the test car.

There is an ash-tray in the front central arm-rest, with lighter. In a concave area to the extreme right of the facia still covered in stitched leather is a small but deep lined, lockable cubby-hole. The Maserati trident motif adorns internally the centre of the steering wheel and the rubber area of the floor mats and the word "Merak" appears below the cubby-hole. The front seats have neat head-restraints, and tinted glass is standard.

This Maserati is a very fast straight-line car. Maximum speed is said to be 153 m.ph, which is of only academic interest to those who wish to remain endorsement-free. However, it is a projectile that you can squirt to well over 100 m.p.h. almost anywhere, at your peril. As the twin-cam V6 engine pokes out a maximum torque in the order of 188 ft.lb. at 5,400 r.p.m. acceleration is thus magnificently impressive — and safely usable. Opportunity did not permit of measuring the whole range. But the familiar 0-60 m.p.h. time is a mere 7.7 seconds, with the desirable ability to move rapidly from a steady 30 m.p.h. to 50 m.p.h. in under 9½ seconds, using 4th speed. Yet for all its immense urge the Merak is a surprisingly docile car. It will actually idle in 5th gear at 1,500 r.p.m. if one is so oddly inclined and power begins to arrive from 2,000 r.p.m. The real increase is felt from, however, around 3,000 r.p.m. but so swiftly does speed build up, even in the higher gears, that on congested roads this enjoyment is apt to be continually curbed. The engine idles at 1,000 r.p.m. and rasps happily up to 7,000 r.p.m. It is also notably smooth. From cold it needed some churning round before it burbled into life.

The clutch is somewhat fierce, calling for moderate care if a smooth take-off is wanted, and a quick gear shift can also result in an unwanted jerk. The gear lever, short and gaitered, has long movements across the gate and while it selected the gears with reasonable precision, its floppy movement with a gear engaged is rather disconcerting. Reverse is below 5th, to the right, easy to engage and well guarded, by having to lift the gear lever. It is, in fact, a notchy change, and a rapid final upward shift into fifth position can cause a loud graunch. In addition, the spring-loading into the bottom and second-gears side of the gate is too strong, so that when requiring to go direct from 5th into 2nd one is apt to inadvertently select 4th gear. Not entirely a fitting gear change for the car, no doubt due to the complication of mid-engine linkages. The power-brakes, while being superbly reassuring for bringing speed down, were very "sudden" until I got used to applying them, and at times there is a feel of very slight hunting beneath one's foot. The pedals permit heel-and-toe gear-shifting and there is a rest for the left foot when it is off the clutch pedal. There is slight left-hand bias to the pedals.

The Merak is at its best on smooth roads, cornering very fast indeed without roll and with that splendidly usable, instant acceleration for picking off the "mimsers", although here the vagaries of the gear change can spoil things if a lower gear is needed instantly. On rough roads things are not so good. The kick-back sometimes transmitted through the steering wheel can only be called vicious and the ride, stiff under any circumstances, can cause sharp reactions, while much bump-thump is transmitted by the wide tyres. A driver's car, yes; but this expensive Merak reminded me at times of the "boy-racer's" kit-cars of the 1950s; a sort of very costly closed Morgan, perhaps. It is great fun; but what hard work!

For softer driving these comments do not apply so forcibly, although I was not too happy about nearly spraining a wrist when trying to sound the horn, not to have instant lamps-flashing was an embarrassment, and it was annoying to have the fuel-level warning light winking when about half-a-tankful remained. The ignition-key is awkwardly placed under the steering wheel too. The steering, heavy at first, is light enough at speed and geared high, at 3¼ turns, lock-to-lock, and it is taut and accurate except on rough roads or under hard braking, apart from that vicious kick-back if a pot-hole is encountered. There is generally neutral cornering, with some sudden understeer at higher speeds. There is mild and inconsistent castor-return steering action.

An indicated 70 m.p.h. in the Merak equals about 3,800 r.p.m. in 4th gear, or 3,200 r.p.m. in 5th, so the car is extremely high-geared. The normal temperature readings are approx. 85°C for the oil and 70°C for the coolant, while at 60 m.p.h. the oil-pressure reads around 40 lb. per sq. in.

The speed and r.p.m. readings are obscured to some extent by the steering-wheel rim. There is a small but effective faired external mirror on the

Continued overleaf

driver's door but it is not adjustable from within the car. The foresaid "air-conditioning" is said to be accurate to within 14°C, which isn't very accurate and it has no calibrations on the knob controlling it and is unnecessarily complicated. The leather-trimmed doors contain good "pulls" combined with shallow pockets but otherwise, presumably following the philosophy that loose objects are better not kept in fast cars, there is no other oddments stowage. These heavy doors unfortunately lack "keeps".

The carpeted front boot, claimed to take 9½ cu.ft. of luggage, is opened by a plated lever down by the driver's right foot and its front-hinged light lid is self-supporting. To open the engine compartment lid calls for pulling up another plated lever, this one normally hidden by the o/s door, and this lid has to be propped-up. The engine is dwarfed by the services and is covered by the Fiam air-cleaner with ducting passing round both sides of the spare wheel and the Scaini Drynamic battery is partially buried. The oil dip-stick was reasonably easy to use, as is the oil filter of the surprisingly compact and efficient-looking twin-cam engine. According to numerous stickers and the data plaque, Maserati prefer you to use Agip lubricants. The windscreen and window glass is by Saint Gobain.

To revert to the detail work, there was a protruberance of the base of the steering column that occasionally brushed my right toe when turning the steering wheel, it seems that Maserati may have insurance problems, because no-one under the age of 30 was permitted to drive the test car (although I would have thought it more suited to the younger drivers, with their quick reactions), and the Merak, with another Maserati and a Lotus Elan, have been the only cars to ground mildly on my rather agricultural country-house drive. The car comes with an impressive roll of tools, including a hammer and the sparking-plug-removal implements.

The screw-type fuel-filler cap is under a locked flap on the near-side of the engine decking, so the tank is very easy to fill to the brim. Annoyingly the flap will not snap shut. I drove the Merak largely in the August Bank Holiday traffic, but was able to get in some interesting squirts between the hold-ups. Used like this, fuel-thirst worked out at 17.2 m.p.g. As the tank takes 18.6 gallons, refuelling does not have to be done too frequently. Oil consumption was in the region of 500 m.p.p. The car had a single Carello fog-lamp and rear towing-hooks and normal "pips" on the cills lock the doors. There are deep sun vizors with a vanity mirror in the passenger's; the passenger's door needed a slam to prevent it from bouncing onto the safety catch. There is mild reflection at times in the sloping windscreen but this was not troublesome. The electric windows take two seconds for raising and the same time for lowering.

The Merak costs £23,621, as tested. It is most definitely a very quick car, coming into its own for motoring very fast on smooth main roads, or for Motorway cruising. A fine "boulevard car" but less happy on cross-country runs, over rougher surfaces, when its refinement is called into question. It is pleasant to drive normally, harder work at speed, when I can think of other cars I would prefer. It falls down, too, in some of the detail work as mentioned; but to Maserati buffs perhaps none of this matters very much. —W.B.

Aston Martin Factory Visit

WHEN GEOFF COURTNEY, the Aston PRO, arranged for me to drive Aston Martin's press car, AMV 8, recently my first reaction was one of disappointment. The car, fitted with Torqueflite automatic gearbox, gave the impression of being rather sluggish in comparison with the published performance figures and did not live up to my expectations. It was fast but did not appear to be outstandingly so and the ride was not as taut as I would have liked.

Needless to say, when Geoff came to hear of my disappointment, he was very keen to demonstrate to me that AMV 8 was anything but sluggish in performance or woolly in feel and invited me to spend a day at the Newport Pagnell factory, checking the car's performance and seeing the factory at work.

The car still did not feel fast, but a trip in the passenger seat, with one eye on the rev counter and the other on my watch soon convinced me that 60 m.p.h. comes up in just on seven seconds, and I began to be impressed. As a passenger, I thoroughly enjoyed our short journey, finding the ride very comfortable and the car quiet at speeds which are best not mentioned. The Vantage version, on the other hand, does feel fast — very fast: not surprising perhaps, as the car is probably the world's fastest production car. The differences between the basic version and the Vantage seem few on paper, but the effect is startling. The engine is much uprated, with larger Weber carburetters and different camshafts, the shock-absorber settings are rather harder, and to accommodate the difference in characteristics between the Avon tyres on the basic model and the P6 Pirelli tyres of the Vantage, the steering geometry is slightly altered. A ZF five-speed manual gearbox (optional on the basic version) transmits the power to the unaltered De Dion rear axle. Otherwise, the two cars share the same specification: but they are very different cars. The Vantage simply rockets up to the legal limit in an astonishing 5½ sec., feels very taut and firm and clings to even a damp road in an extraordinary manner. The basic model is a luxury car with sporting performance, while the Vantage is an out and out sports car with luxurious accommodation.

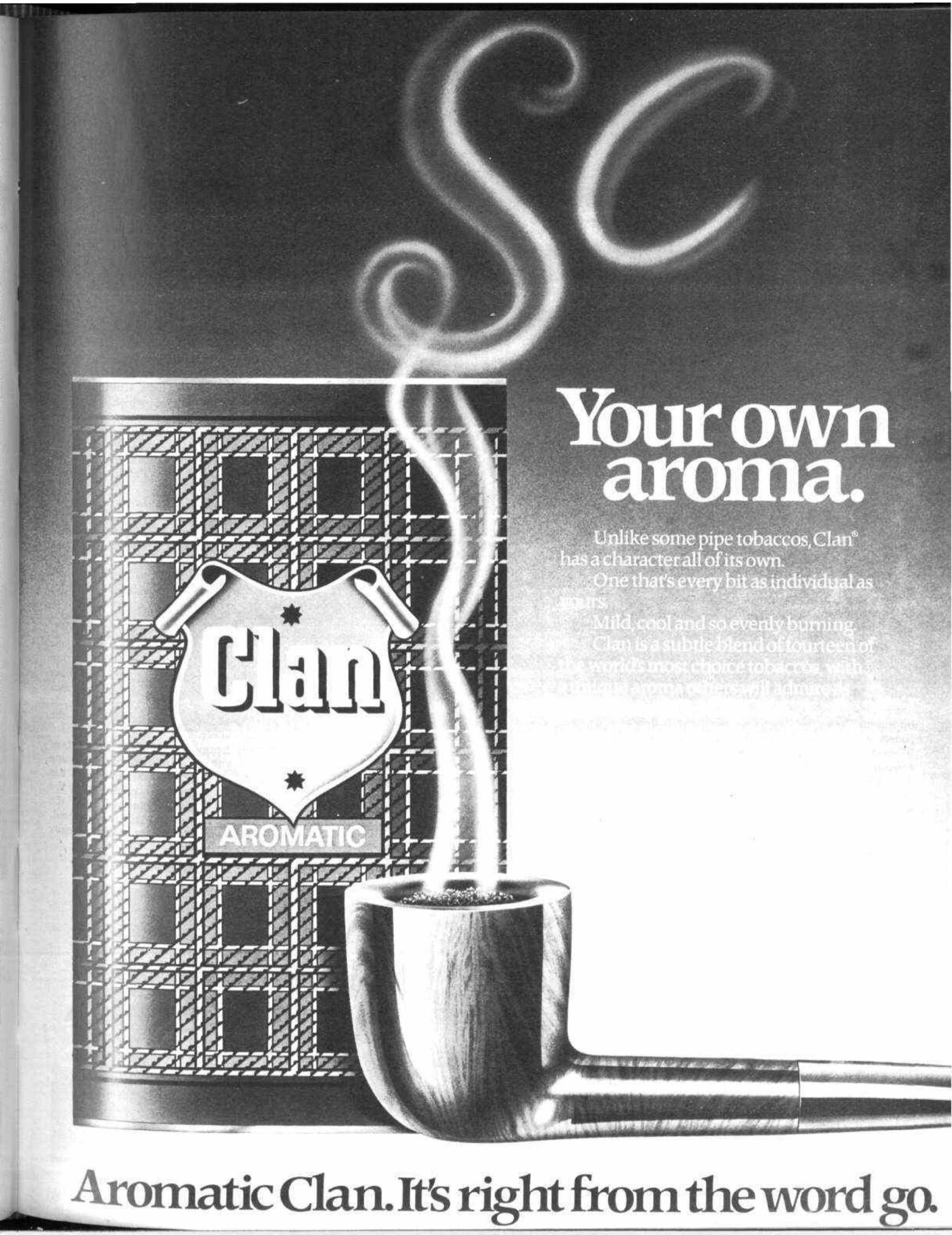
How are these cars made? The management set great store by the quality of the workmanship and the enthusiasm of the workforce throughout the factory. Rex Woodgate, one time mechanic for Stirling Moss, is the man in charge of quality control, and jokingly considers himself under-employed. Other small volume manufacturers make use of many bought out assemblies in their vehicles which necessarily lead to a number of compromises in the design of the car. Aston Martin do buy-in components, and do use one or two off-the-shelf items, but not many, and those which they do buy-in are usually made to Aston Martin design or adapted to Aston's requirements, thus reducing the element of compromise to a minimum. The majority of the car is made, from raw material to finished article, within the factory, with hand finishing and personal inspection at each stage of manufacture.

The car starts its three-month journey through the factory with a full specification sheet, each car being built to a customer's own requirements. Using their own presses and jigs, AM cut, bend and press all the various steel panels which will eventually be required in the construction of the car. Small items are scribe marked from templates, cut out on a guillotine or nibbler, and pressed or bent to shape by hand using fly-presses and rolls where necessary. Other, larger, panels are formed on a hydraulic press. The steel floorpan and body frame is constructed in three sections, each being assembled by hand on the appropriate jig before the composite parts are welded together. The three sub-assemblies are then united on a large jig, welded together, and very carefully checked to ensure that all dimensions are correct, that the windscreen and door apertures are the correct shape and that the welding is up to standard. The chassis number is affixed at this stage, and the rough edges are tidied up before the whole frame receives a very careful and thorough cleaning and washing.

The suspension pick-up points are carefully

The bonnet of a V8 being rolled into shape.




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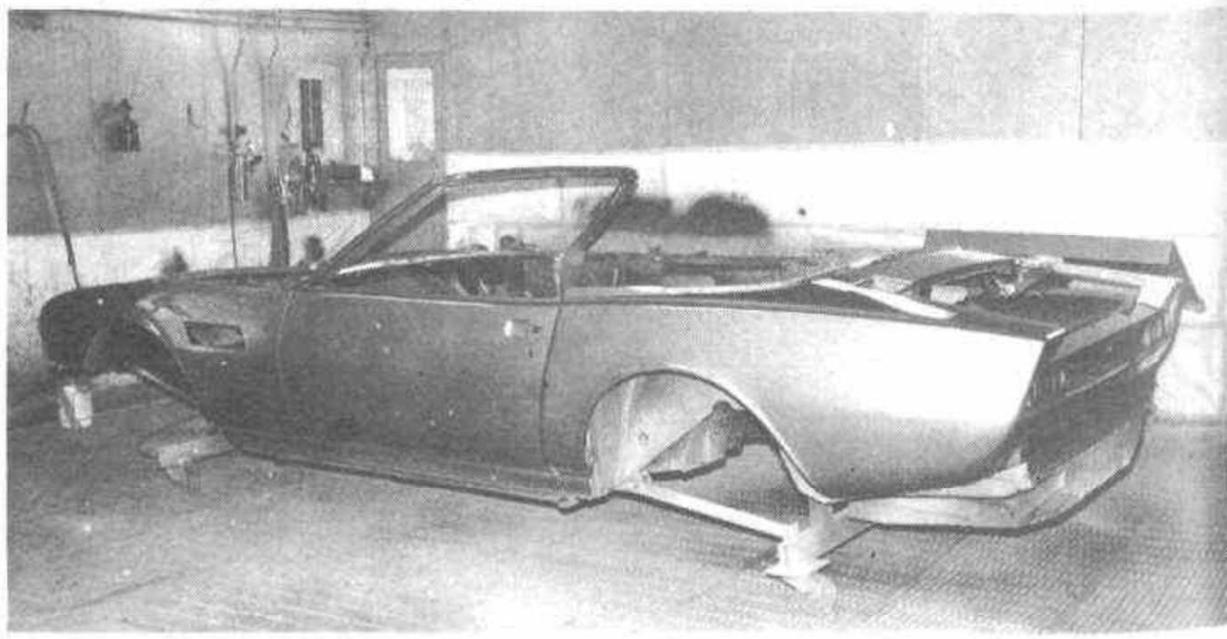
The body panels are all hand finished using traditional methods.

masked and the clean frame is carefully coated with a zinc-phosphate primer before the underside of the frame is covered with a bitumastic underseal. The areas where the body panels will actually contact the steel frame are covered with linen tape to prevent any corrosion-inducing electrolytic action between the steel frame and the aluminium skin. The panels which form the major parts of the skin are bought-in in the form of rough pressings which are hand finished on suitable jigs to the correct shape. Smaller panels are rolled and beaten out by hand on the spot. The lower panels are undersealed before being fitted to the steel frame with pop-rivets. The doors are fitted at this stage, and the bonnet and boot lid are offered up and checked for size. The panel beater now goes to work checking over the whole car, removing any dents which may have been caused by a careless hand, tidying up the naked edges and smoothing off any roughness on the outer surfaces. A further check that the windscreen aperture is the correct size follows.

The complete body is then washed down, de-oxidised and washed down again before being sprayed with a zinc-chromate etch-primer. This is followed with two double coats of epoxy primer and a sealer, the whole body being rubbed down carefully at each stage. Four coats of the final colour are applied to the exterior and the interior is sprayed matt black, before the car leaves the paint-shop to have the mechanical components fitted.

First stage along the short production line is to fit various items of ancillary equipment to the shell and to start fitting some of the trim. Great care is taken not to damage the paintwork, or to put dents into the body, fibre-glass wing protectors being employed at all stages. After the door fittings, air conditioning unit, battery leads, wiring harness, wiper drive, horns and roof lining have been fitted, a start is made on installing some of the soundproofing material to the interior of the car — Aston Martin use a special foam-lead-foam sandwich to line the floor pan, this expensive and heavy material being extremely effective.

The completed bodyshell in the paint shop.



The next stage is to make the body shell mobil by fitting the full suspension layout and a set o dummy wheels. The De Dion rear suspensio goes on first, and this is assembled alongside th production line. A Salisbury differential unit i used, with inboard Girling ventilated discs on th output shafts, and is installed into Aston's ow sub-frame. The De Dion tube is made outside th factory to an A-M design, and the suspension i located with a trailing Watts linkage. Shoc absorbers are by Koni. The coil spring an wishbone front suspension is assembled directl into the car, which is held down to the floor by massive chain while the springs are compressed The springs themsleves are bought outside, bu the wishbones are machined within the factor from forgings. Again, Girling ventilated discs an Koni shock absorbers are used.

Once the slave wheels are fitted, the car i pushed forward to receive further soundproofin material around the bulkhead, and to have th remainder of the engine bay components fitted such as the twin servos, copper alloy brake pipe (made up on the spot), fuel lines, steering colum and so forth. The engine which has bee assembled to the correct specification for the car and thoroughly tested in the factory's testin department, sits in a cradle alongside th assembly line ready for installation with th appropriate gearbox just as soon as the engine ba is ready to receive it.

Fuel tanks, switches, instruments, yet mor soundproofing, heater ducts, door glass, stainles steel exhausts, trim, windscreen and all the rest o the components to make a roadworthy car (bu excluding exterior bright trim, carpets and seats find their way onto the car in what appears to be rather haphazard order, but which I am assured a totally logical sequence to enable each job to b completed in the simplest way, and therefore wit least likelihood of error.

A slave driving seat is fitted, and the car is mad ready for its first road test. Any faults found ar rectified, and the car again tested until everythin functions as it should, rattles and other noise eliminated and the tester satisfied that the ca comes up to the high standards which th customer will expect.

The body is then prepared for the final coats o paint, applied with great skill by operators usin hand-held spray guns. Once the paint ha hardened, the areas which will be covered by th exterior trim are carefully polished, and th brightwork fitted. The interior trim is completed although the carpets in the front are not actuall

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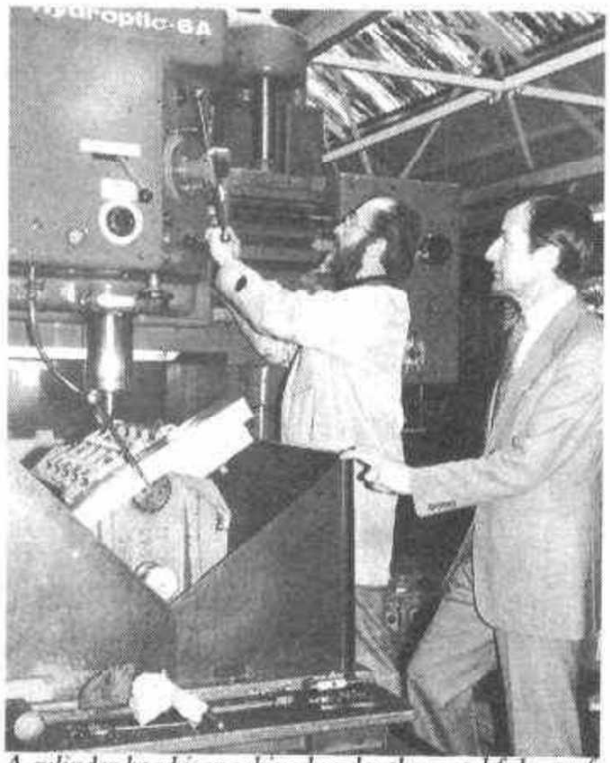
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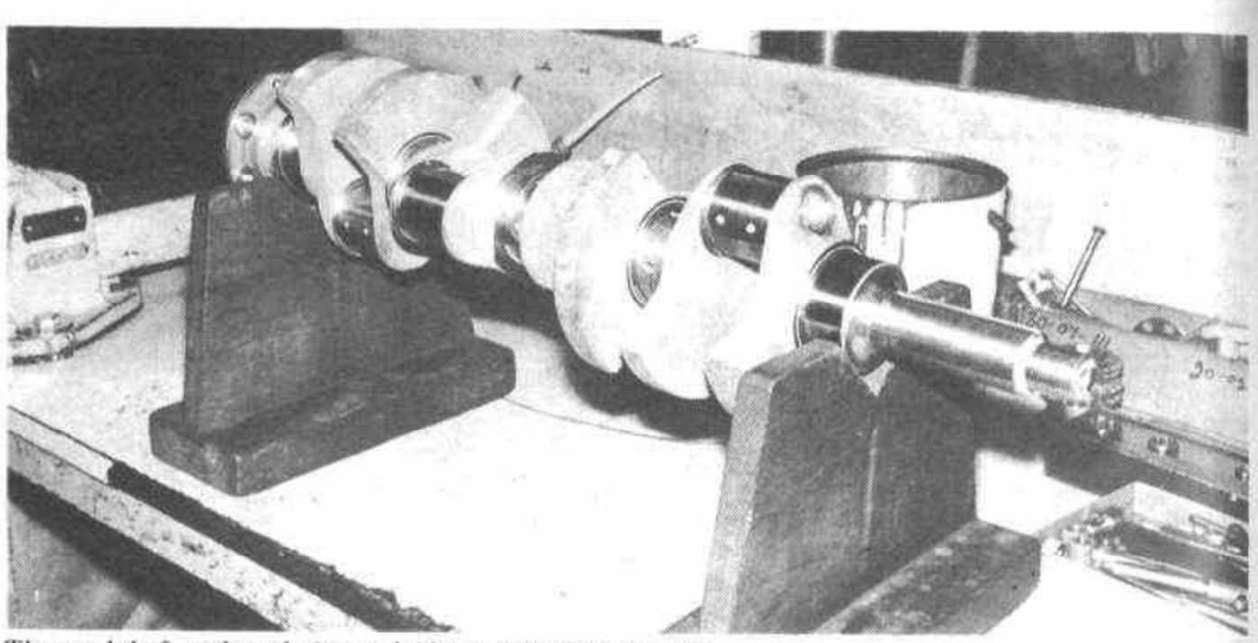
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A cylinder head is machined under the watchful eye of AM Managing director, Alan Curtis.



The crankshaft, rods and pistons, laid out ready for balancing.



fitted until the customer arrives to collect the car. A final road test is undertaken to ensure that no faults have crept in during the final installation of the trim, and then some three months and 1,100 man-hours after the first steel panels were welded together, the car is given a thorough polishing and very careful visual check before being signed out as ready for the customer.

Aside from the main production line, there are the machine shop, engine assembly shop, engine testing bay, trim shop and service department. The machine shop is concerned not only with producing the parts needed for the main production line, but also with the manufacture of spare parts for all Aston Martins going back to the DB5 and 6 series. Forgings and castings are produced by outside suppliers, and parts from water-pump spindles to cylinder blocks, from connecting rods to mounting brackets and from stub-axles to wishbones are carefully machined and checked.

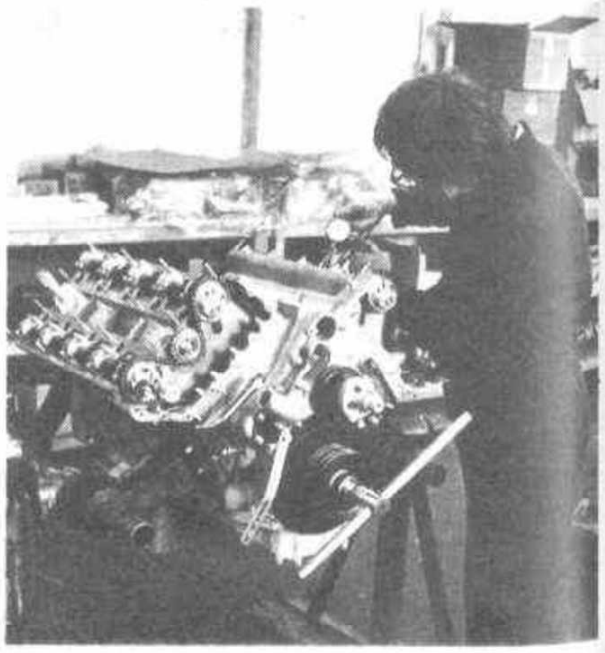
As is well known, each Aston Martin engine is assembled by one man, for a specific car. There are many detail differences between, for instance, engines destined for the US market, those which are to have manual transmission and those which have automatic . . . and then there is the Vantage, not to mention the Lagonda, which shares what is basically the same engine. The fitter collects one of the extremely stiff blocks from the machine shop, thoroughly cleans it, and heats it to insert the steel liners, before giving the block a pressure test to ensure that it will hold water. A matched set of Hepolite pistons is mated to a set of balanced forged rods and a Laystall nitrided, five-main bearing crankshaft is used, being very carefully balanced before installation. The cylinder head has hemispherical combustion chambers and is given the same water pressure test before it is assembled with balanced valve gear and the duplex chain-driven camshafts (made by Reece) appropriate for the specification of the engine. All the various ancillaries, such as power steering pump, air pump (to blow clean air into the exhaust manifold to assist with meeting the emission control requirements), alternator, air conditioning pump etc. are fitted, and the engine wheeled to the engine testing bay. Here it is coupled up to a dynamometer and tested for some 4½ hours, checking that the power (no figures are quoted) is up to specification, that the torque curves are within limits and that the fuel consumption is as it should be. Only when the power unit meets the design performance is it released for fitting to the car being prepared to receive it on the production line.

In contrast to the noise of the machine shop, the trim room is a haven of peace, where the luxurious smell of fine hides dominates the atmosphere. Just as a customer chooses the colour of paint which will decorate his car, so he has complete choice in the shade of hide which will surround him. Eight hides are required for each car, and these are carefully matched for grain and colour before the various shapes are cut-out from master templates. Machinists stitch the seams, and upholsterers pad and shape the different items as appropriate to the specification of each particular car.

The service department caters for all Aston Martins from the DB4 onwards, and will carry out all kinds of work to a customer's requirements, whether it be a simple service, or a major change of specification. Tucked away in a corner of the service department is the research and development area, where all sorts of interesting projects are undertaken: rather to my disappointment, but not to my surprise, I was carefully and tactfully steered away from this part of the factory, but I did see AML 1, the factory's own Lagonda, having something done in the engine bay, and I am told there is a very special Vantage lurking in this area. . . .

So that is an outline of how the Aston Martin is made. The Lagonda is assembled on a production line alongside the Aston, and the same methods of manufacture and the same degree of care are employed, although, of course, there are many detail differences between the two lines. Both are very fine cars built in the highest traditions of English craftsmanship: needless to say, such standards are not cheap, and in these rather difficult economic times, there are fewer people able or willing to purchase ultimate quality. Sadly, this has meant that the factory has had temporarily to go onto part time working. But having survived so many financial crises in the past, the current management (recently joined by Vintage Bentley enthusiast Victor Gauntlett) is determined that the joint names of Aston Martin and Lagonda should survive. I hope they do: personally, I would not be a customer for the basic (hardly an appropriate word in this context) model, but I could thoroughly enjoy losing my licence if I owned a Vantage. — P.H.J.W.

An engine undergoing final assembly.



AIR

An Occasional Section Devoted to Aeronautical Affairs

An Aero-Watcher's Random Recollections



The prototype Austin Whippet, of the type described in last month's Air section

IN MY school-days I divided my time between motor racing and aeroplanes, which my mother no doubt thought was better than bird-watching. It became an obsession to visit as many aerodromes in the vicinity of London as possible, where I would hang about waiting for some activity, as other kids waited for steam-rollers to start work. How one envied the hidden denizens of the sheds and Flight-Officers, who actually *knew* when the next machine was due to fly!

These happy expeditions took me to Brooklands, which had the double attraction of racing cars to be examined at close quarters in the Paddock when one tired of the flying, if one chanced making what was probably a frowned-upon brisk walk across the grass flying-ground to the Weybridge side. Later, at Brooklands, I was to see that Vickers Vildebeest torpedo-biplane break up in the air, pilot and observer landing safely using their parachutes, one on the roof of a shed. They never did find the aerial-torpedo the Vildebeest was carrying, although notices offering a reward for its recovery were posted up in local Police Stations. Less fortunate was the pilot of a School DH Moth, who was giving his girl-friend a flight and, probably under-shooting and not wishing to land in the notorious sewage-farm, did a stall turn and crashed outside the Track boundary. I was on the Railway straight with Cecil Burney at the time — one moment there were two Moths aloft, then suddenly there was only one. We got into his Bentley and raced to the unhappy scene, along with other cars.

I had my first experience of flying, from Brooklands, in an early DH Moth. It was a cold morning, I had only a light coat, and the pilot was trying out his new Contax miniature camera. This entailed putting the Moth in a climb, taking both his hands off the controls, hanging over the side of the cockpit to look for suitable subjects to photograph, then recovering only when a wing had dipped and a stall was imminent. The combination of chill and spin caused me to feel sick for days afterwards, but nevertheless I walked on air. . . . It was at the same place, groping my way along the Aerodrome road in my Austin 7 in a thick fog, that I heard not far away the sound of an idling Rolls-Royce Kestrel engine. Just visible was a Hawker Hart, with two Sidcot-suited figures standing beside it. I expressed suprise that they should even taxi out on such a day, let alone fly, but they said cheerfully that they had landed to relieve themselves, adding "You can always find Brooklands, by following the railway line". With which, they climbed in, opened up, and quickly vanished into the murk.

Kenley was a popular haunt of mine, before the war. I found it by accident, when, with a school friend, I had set off for a picnic. Coming up a country lane, we saw an aeroplane land on the open space ahead of us. Thinking it had force-landed, we ran towards it with heroic ideas of telling the pilot where he was and helping him find a telephone. He waved us away crossly but it was sometime before it dawned on us that we were in the middle of an operational RAF airfield. You see, in those days, there was no fencing of any kind round the Kenley ground, only a few warning notice-boards and a white line, such as those on tennis courts, marking the boundaries. A road even ran close to the field and after a carter, standing up on his horse-drawn vehicle, had been knocked off it by an incoming aeroplane, a special notice was put up, advising such persons to "remain seated while crossing the 'drome". (If anyone has a picture of this notice, I would be glad to see it. The only one I have is of a similar notice I saw on the beach at Southport, where a joy-ride DH Fox-Moth was operating into the 1950s.) In those pre-war days the cumbersome Vickers Virginias flew out of Kenley, where my favourite aeroplane of the time, the Gloster Gamecock, might be seen.

My aerodrome visits pre-war took me to Stag Lane, already hedged with new Edgware housing estates, but from where many School DH Moths were doing seemingly endless "circuits-and-bumps", and to Hendon for the never-to-be-forgotten Air Displays. Before I had my Austin 7 I used to avoid the difficulty of getting a seat in the Underground back into London by walking to the next station up the line, where the trains would slide in with empty carriages.

I was at Brooklands for a BRDC 500 mile Race the day a Vickers Virginia crashed almost on the Byfleet banking during a stalled take-off. It had to remain in there all day, as the racing cars whined and thundered past. Not all these school-boy visits came off.

In later times, but still prior to the war, I got to know a pilot of some skill, who told me was going to test-fly someone's new Flying Flea at Heston and invited me along to watch. Alas, the Flea buzzed splendidly, its wing just visible above the long grass at the edge of the field, but it never got off the ground. When they removed the sparking-plugs from its inverted Scott two-stroke engine so much oil came out that it ran up their sleeves! Hanworth Air Park was another pleasant place to go to; there was always a chance of seeing some racing Aston Martins as well as B. A. Swallows and the like.

The pilot who gave me my first flight used to take jockeys to point-to-point races, as this enabled them to ride in two different meets on the same day. "Where do you land?", I asked. The reply was that there is usually a handy field near a race-course and the riders could be in their silks and run from it to the start. The pilot then pretended to look for a faulty sparking-plug while the race was in progress, to appease the inevitable policeman who would arrive on a bicycle, finding it only when he saw the riders running back towards the aeroplane. A *carefree* age!

I was a staunch reader of *The Aeroplane*, to the extent of taking a long 'bus-ride from South London to Piccadilly so as to get my copy the day before it was on the book-stalls. This led to its famous Editor, C. G. Grey, asking me to report the 1936 King's Cup race from the Bristol Control. When I told him I have never seen an air race, only motor races, he retorted "All the better, you will be unbiased"! My copy was published in full, unaltered. I have never been able to decide whether this was because I had learned more about aeroplanes than I realised or because of the casual aspect of the journalism of the period. When war broke out I went to the RAE at Farnborough, to be interviewed for a job entailing more technical writing and was surprised to discover that this top-secret aerodrome was, like Kenley, then unfenced — I believe the "Keep-Out" notices could still be seen beyond the fencing that was put up when the war warmed up — and may still be there. I got the job but was even more suprised to discover that the Farnborough experts who interviewed me had never heard of the Gnome rotary engine. They looked sideways at me when I showed them a description I had written about it, saying tersely: "You bolt a crankcase to the air-frame so the cylinders cannot revolve". Later, I had another shock when my Head of Section, looking over a Spitfire drawing, asked, absolutely seriously, why he couldn't see the slipstream, the purpose of the drawing being to show how this could buffet dangerously air-crew draped over the tail of the more powerful Spits, while the engine was being run-up! — ANON.

The Wartime Diaries of an RFC Officer

(continued from September issue)

AT THE beginning of August 1917, the writer of these diaries, whom I am calling X, had been motoring about in a 1915 Rolls-Royce and he then spent a night at Joyce Green, before going by train ("Had awful journey") to Wye, where he inspected a RFC Squadron. The social round was scarcely interrupted; X bought four tickets for "Wanted, A Husband" but no-one went. He spent some time at the Mercedes Company in London and working on cars at his home garage. One Thursday he got the Metallurgique and the Fiat from the former premises and he, Capt. Ripley and his friend Gerald went in the Metallurgique, accompanied by Tollerton and a girl in the Fiat, to Newmarket, starting at tea-time — "Had a wonderful run toward the end. Did 15 miles in 12 mins.". X was bound for Thetford the next day, lunching at the aerodrome and going on to Harling Road, where he had tea with Orton and inspected the Squadrons.

That trip concluded with Capt. Ripley leaving for Hendon on a Triumph, X and Gerald going to Cambridge in the Metallurgique, and their girl friends in the afore-mentioned Herbert, where they swam, watched by the men. After that Gerald left for York but X and the girls went after dinner over to Cambridge again, to see a loyal play and stay at the Varsity Arms Hotel. On the Sunday X motored over to Wigton to see a Col. Barrett, returning to Newmarket in time for lunch, after which "Tollerton took the Met. back". X left the following day for London in the Fiat, arriving by 11.30 a.m. Lunches, dinners, plays and dances passed the time when X was not inspecting Squadrons at Hounslow or was "at the Group, or to the Brigade seeing the General".

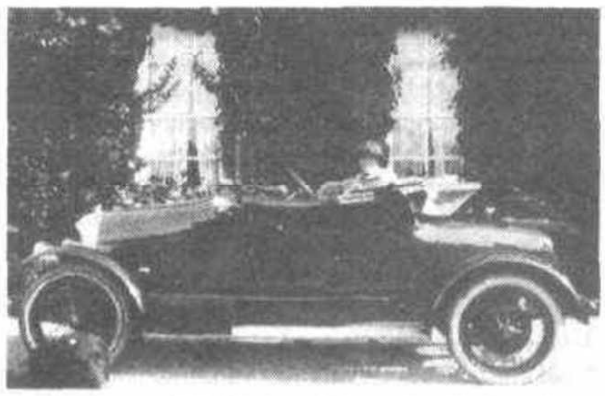
Such visits, and inspecting the Squadrons at Hendon did not interfere with dressing for dinner, dining, for instance, at the Savoy, and then going to the Alhambra and on afterwards to a dance. More serious occasions concerned "getting Hughie Happell a Flight", at Hounslow, and seeing the Squadrons there.

X had not abandoned flying, because for August 19th, 1917, there is a diary entry for that Sunday reading: "Got up early meaning to fly to Newmarket but weather looked too dud. So started off in green Rolls and got there in time for lunch. Spent the whole day there and messed about with the old boat in the moat. After dinner started back and got home just after 2. Very dark night indeed". Such was motoring in a Rolls-Royce 63 years ago. . . .

It was not apparently all fun and driving, because X was often very busy, either at his office, at Dover, where he went by train, and at Croydon, and after such visits he might confer with Col. Warner and then dine with Tom Lithgow and Count Zborowski. X had to see another Medical Board at this time and he was frequently in the company of the young Zborowski. However, there were also occasions like the fancy-dress ball on the Isle of Wight, after they had collected the fancy costumes from the Group and driven down to Portsmouth in the trusty Fiat. This was possible no doubt because X was on sick leave; he would drive the Fiat to Chichester, or take it to Cowes *via* Southampton, for parties at "Seaview". It is interesting to find that driving about the Island, over to Ryde for example, and getting a boat back to the mainland, presented no difficulties inspite of the war, apart from one boat being very late, and that the old Fiat could get from Southampton to London in about four hours, including stopping for tea in Basingstoke.

All this came to an end when X was examined by Sir Alfred Fripp and sent to No. 1 London General Hospital. Or it might have ended, for anyone but X. Because he managed to get out and see Red Cross cars at Tooting and then dine at the Hyde Park Grill. However, one entry reads: "In this ruddy hospital. Bored stiff. Did nothing and tried to get out but no luck. No-body seemed to know anything about me. Kept in bed all day . . . Awfully tired of this horrible prison." X's mother and fiancee came to see him. He was examined by a Dr. Atkinson who found nothing wrong but would not let him get up "and to cap it all stopped me seeing visitors". Even his fiancee and his mother were refused — "This place is Hell".

It called for drastic action. X wrote to his mother and the doctor arrived with Major Drysdale, RAMC, and they were going to see the CO and try to get X out for a bit. On September 4/5th, 1917, there was an air-raid during the night. X was seen again by the doctors, who promised he could leave in a week or ten days time. Visitors were again permitted, X eventually got up, and was allowed in the garden. He had been reading "39 Steps". But the faithful Fiat had been returned to the Park Motor Co., at Wilton's request.



A Hampton of the kind used occasionally by X.

The outcome was that X was granted six months unfit for General and Home Service, to do only light duties for the following three weeks. He celebrated coming out of hospital by having his hair cut and taking a train to Newmarket, where he spent the evening working on the Herbert, which was being used for local runs, to Cambridge, etc. It was used for a lighthearted race against Gerald in a Hillman. The little car may have been an oddity but it sufficed for journeys between Newmarket and London and back. Tyre trouble was experienced when going to Thetford to inspect the aerodrome and on a foggy drive back to Newmarket with Tollerton. But X had his eye on a Napier. X inspected the aerodrome at Sedgford and painted the Napier, in which he, his mother and Tollerton later drove to Brighton. While there X inspected a Squadron at Shoreham, borrowed an Austin for a local ten-mile drive, and then got into the Napier to return to London. He went to bed for two hours after dinner — a wise precaution, as he was going on to Lou Zborowski's dance, — "Had a great cheerio and got home about 6.30 a.m. and went to bed again". Zborowski would have been about 21 years of age at that time.

Up in Cambridgeshire the Herbert was used for odd jobs, such as taking Tollerton to collect a Ford which had been hired from Crisswell's (where X obtained his tyres) for Lithgow and which the Air Mechanic drove to London. But the little Herbert was game for doing the run down to London in 2¾ hours, "a topping run", perhaps influenced because X had his fiancee with him and it was a glorious late-September day. But the car had odd jobs done on it from time to time, to keep it in order.

In October 1917 we find X driving down to Canterbury with Zborowski in his 40/50 h.p. Mercedes limousine. They had dinner and played billiards until midnight, and the next morning Zborowski motored X into Canterbury so that he could catch the 12.25 train back to town, after they had looked at some cars.

It seems that X was now using a Daimler, for some more long runs, hampered on one of them by carburetter trouble.

Although the war was in progress there was a motor-sale at Bury which X attended with Litchfield. He was having a cabriolet body put on the Napier, while he had worked until midnight one day, on the Herbert, which was still game for the Newmarket-London haul. The friendship with Zborowski was evidently ripening, because X dined with the young Count at Prince's and afterwards showed him round his garage. The Daimler was shown to a Canadian Officer, the car having been collected from Tooting with the help of Tollerton, probably from Palmer's well-known premises; they were agent for the Bedelia, among other makes. It was now October but X still drove up and down between London and Newmarket to see his girl, starting off one Sunday in a Sizaire but when it burst a tyre having to substitute the Napier chassis, — "Got there about 6.30. Very cold". Nevertheless, the return journey, with his friend Gerald, was accomplished on the Monday on that Napier chassis, in time for lunch, and the Sizaire was then shown to B. C. Hucks, presumably the famous pilot.

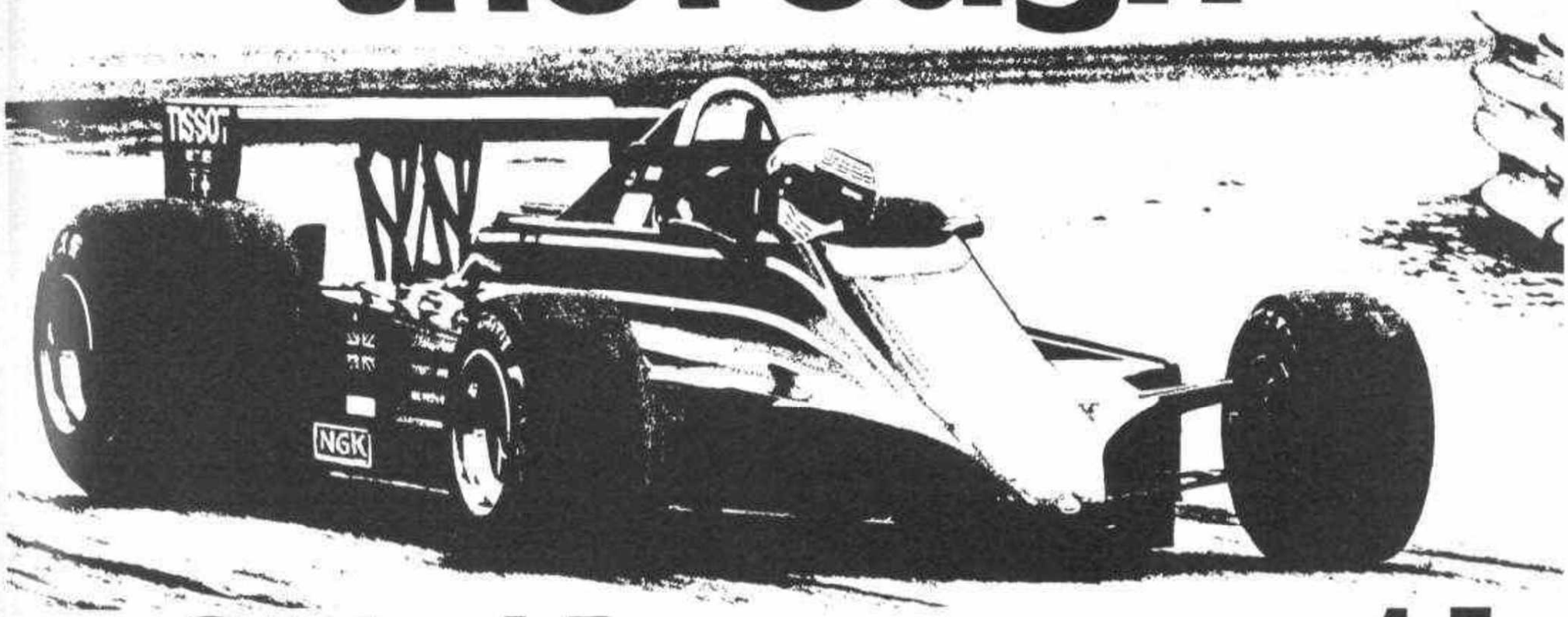
X would give Hucks breakfast at Ennismore Gardens, lunch and dine with Col. Shelmedine, and see "Arelette" in the evening, prior to having a drink with Zborowski, who had a flat in town, as well as the house near Canterbury. There had been a search for a suitable body for the Napier, and eventually one was found at Moss & Sons, and X decided to have it. The Daimler was being used for runs such as out to Northolt and then on up to Newmarket, and on to Thetford next day, Tollerton being seen on the way soldiering on in the little Herbert, so he was picked up and taken on to Thetford. Dr. Wilkins had been driving the Daimler and he was shown the body for the Napier. From the place where X stayed, near Newmarket, he noted on October 19th, 1917, "Zeppelins came over the house and I heard one ever so plainly". He had now promoted Tollerton to Acting Sergeant. X would drive in the Daimler to Harling Road, work there, and take a Staff Crossley back to Newmarket, writing reports in the evening for dispatch by Segt. Mansfield. X had much RFC work to occupy him at Narborough too, but going out there the Daimler's radiator burst, so he had to be driven back by Tollerton in a Staff Crossley. If dining at the Bachelors Club with Capt. Channcey, GSO-2nd to the Brigade and dining and having a smoking evening at home with Capt. Law, GSO-3rd. to the Brigade, is anything to go by, X was well thought of in the Irish Guards.

(To be continued)

NGK. Takes



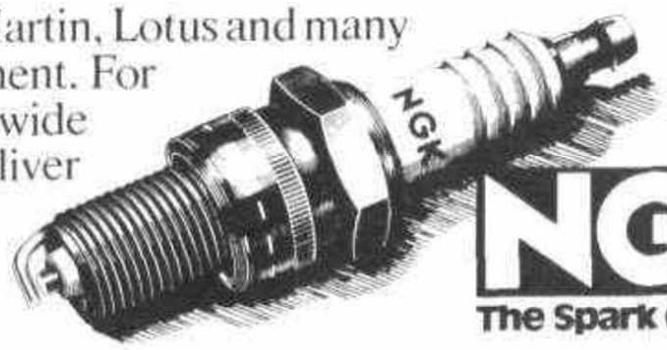
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THE BILSTEIN team experimenting on the track at Paul Ricard with Porsche cars.

FACTORY VISIT

Bilstein: gas-damping expertise reaps a reward

"OF COURSE, it's got Bilsteins on it . . ." That dismissive statement, one that forms a normal part of the British enthusiast's dialogue and has even led to the formation of companies with German-sounding names to emphasise quality, prompted our curiosity recently. Bilstein gas pressure shock-absorbers, originally developed by the West German concern as one of seven worldwide de Carbon licence holders, are now a feature that is taken for granted on the autobahns, race circuits and rally tracks of the world. How did they gain such an enviable reputation and become such a part of our motoring lives? And why do they not contest Grand Prix, where Koni now rule the roost?

In short, who are Bilstein?

MOTOR SPORT travelled to the picturesque town of Ennepetal, about an hour by autobahn outside Cologne, to answer these questions. In a small office overlooking the original 1873 foundry, we renewed our acquaintance with long time manager of Bilstein's press and sports programmes, Hugo Emde. In the afternoon we had the privilege of meeting managing director Dr. Petzsch, who effectively runs the fashionably diversified Bilstein factories, though there are still female descendants of August Bilstein (1847-1915) with active interest in the performance of the company today.

The Ennepetal works were the site for a company primarily involved in making interior metal fittings for houses and factories, particularly metal fittings for windows. The First World War led to a natural expansion of metal pressing and manufacturing skills, some acquired in munitions production. However it was August's son Hans who faced the tricky task of managing his father's now multi-skilled company through the inflation-stricken Twenties period of German history and the Thirties, which were daunting not only for the worldwide recession, but also for the dictator's Nazi policies, which made an impact on Bilstein between 1933-45, just as they did on the rest of the world.

However, the company that steered through these dangerous reefs successfully was now a recognised part of the automotive component industry. By the Thirties Bilstein had emerged as manufacturers not only of household fittings, but also as makers of car bumpers, wheeled lifts for garage work and car jacking equipment.

Today garage equipment like the hydraulic jacks and cranes of all types are an important 20 per cent of the business, which also covers window fittings (30 per cent) as well as dampers, which Herr Emde reckoned accounted for 50 per cent of the company's 1979 turnover of 130,000,000 Dm. (approximately £30.2 million).

However, the shock-absorbers really divide into a number of separate stories themselves. Mass production — over 1,000 units in an order by Bilstein's definition — takes place only at the modern Mandern factory. Employing 950 people and all the benefits of construction from scratch (in 1956), Mandern produces all the window fittings for which Bilstein are also known inside the industry, as well as the large shock-absorber runs for customers like Ford, who use Bilstein damping on the Granada, Capri S and the new Escort XR3. In talking of Mandern one senses how Bilstein have protected themselves against a fall off in business in any particular area. For

example Emde told us "VW are small-run customers on the shock-absorber business with Bilstein, but very big customers for jacks." If you don't succeed in one area, there's always another avenue to try from the Bilstein salesman's viewpoint.

The sites we visited were all concentrated around the town of Ennepetal, our particular interest drawn by the two-storey *August Bilstein Werk III*, factory. Crouched down beside the railway lines and attendant crossing a short car ride away from *August Bilstein Strasse*, this modest building houses the limited production run damper business, a separate competition department, a busy experimental division and all the attendant quality control sections that we found to be almost an obsession within the building.

Learning principles into practice . . .

A Lufthansa world map on one wall and souvenir pictures, mainly of competition over the years, looked down from the walls of that compact Ennepetal office as Hugo Emde recalled Bilstein's early struggles with the French Professor de Carbon's gas-pressurised telescopic shock-absorbers.

In this connection it is important to realise straight away that a Bilstein damper is not just filled with pressurised gas; a Bilstein is constructed on a single tube principle, that tube divided into an upper and lower chamber. However the lower chamber (the one closest to the bottom mounting point) is filled with nitrogen at a pressure — depending on application — of around 350 p.s.i. A dividing piston seals the gas chamber off from the working piston and conventional piston sliding rod, which is surrounding by an hydraulic light oil — again in a number of varieties (viscosities and additives) to suit the application.

The principles in the increasingly popular strut applications of Bilstein pressurised damping are similar, but with one extremely important variation. The piston rod does not slide up and down. It is fixed upside down to the floor of the strut with the oil and gas unit above, and a top use of bearings to absorb lateral forces. The shock-absorber tube is thus working on a large bearing surface which allows vertical movement as well as a better absorption of side forces.

Emde recalled Bilstein's experiences with the de Carbon system during the years after the July 1st 1954 granting of licence to build dampers along these principles. "I think de Carbon had tried to sell his ideas everywhere without too much success. For ourselves, we had three years of problems trying to seal the dampers properly. Right to '57 we had these terrible problems . . ." He laughed weakly in mock exasperation of the Teutonic mind trying impose perfection upon an unruly but brilliant Gallic principle. Outright laughter as he said, "the bloody things were leaking oil as they were produced from our factory to be transported to the train!

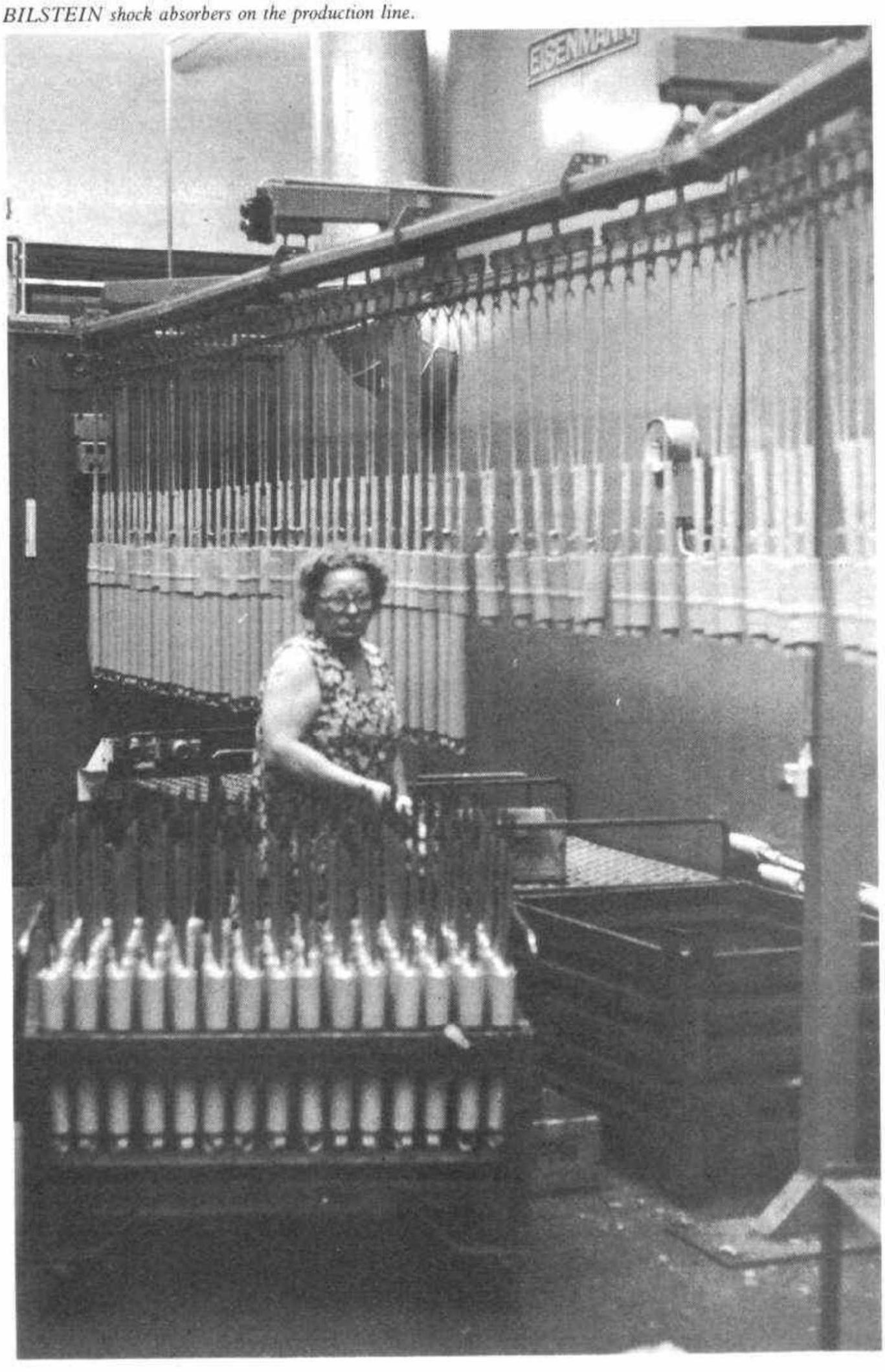
"Then we find an answer. It is in the sealing, a double sealing ring, which prevents all these leakage troubles and is effective to 240°C. In fact we still use this kind of double sealing ring today, though the new Golf and Erika Escort sports model have a new Teflon ring system."

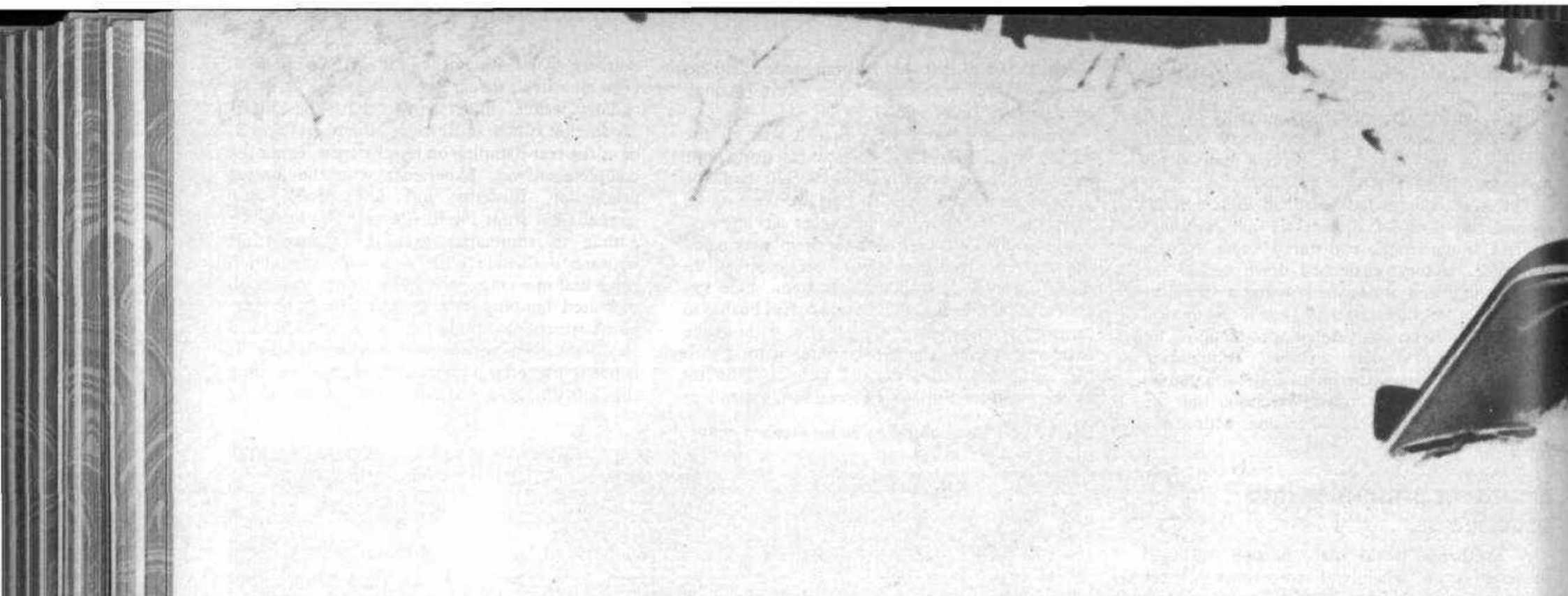
Production of Bilsteins with the double sealing system was effective in 1958. Interesting to note that it was Mercedes who were the first customers in what Emde succinctly describes as "the Adenauer-type saloon, the bigger 300 type". That was in 1958 and that year Bilstein made 3,000 gas dampers: ten years later they were making 150,000 such units a year!

Emde remembered, "At first it was all the bigger type Mercedes that were using our dampers . . . particularly the 190/220 and the 220S of that series, but by 1961 we were on all Mercedes. Of course they are bigger cars anyway, so our product was very good for them, making all the difference in damping out vibrations that can reach through a suspension system. Our gas system allows the designer to make hard bushes to control the suspension properly, but without the harshness because the gas damping helps absorb that compared with a normal damper. This has worked well for Ford and Mercedes independent rear suspension systems, and it can be a big help, even on a live axle car like the Capri."

The writer understands that the mass-production system of Bilsteins offered on Capri S, or as the rear damping on lesser Capris, is not the complete answer. Experience with the limited production Bilsteins and low profile tyre combination from Pirelli (P6 and P7) leads the author to summarise that the improvement between a Bilstein built to a mass production price and one constructed at a slower pace with increased damping capacity, offers the same large improvement as replacing worn conventional shock-absorbers with a good sporting damper. It is possible to offer a Capri with ride and handling that we simply would not have believed of the

BILSTEIN shock absorbers on the production line.





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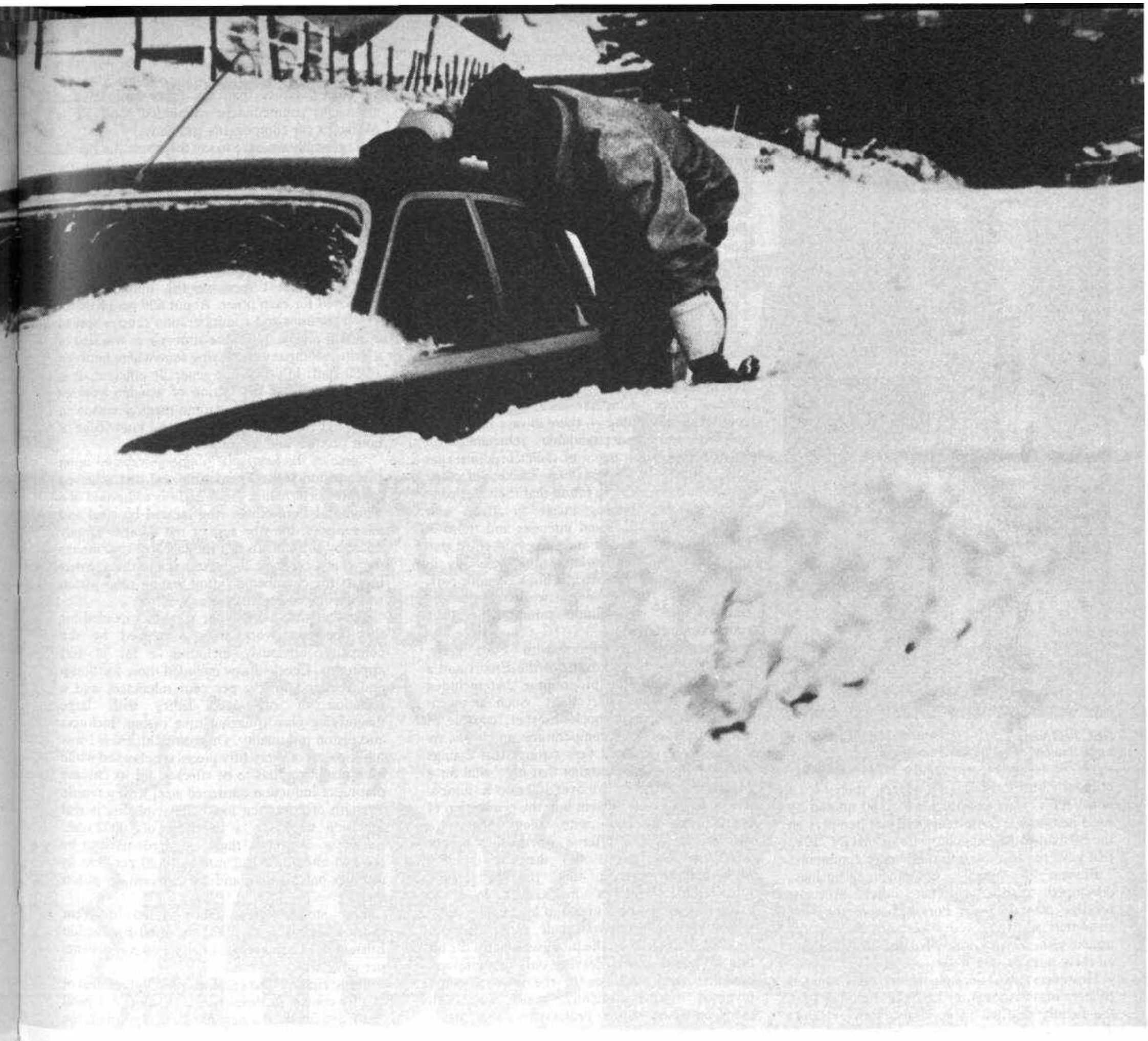
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SECTIONED display shock absorbers, showing the large number of components involved.

original 3-litre Ford. However, there is a non-VAT (15 per cent) price of £180 quoted by Ford just for the front struts and rear dampers on the Bilstein-equipped demonstrator, MHN 710V, that gave rise to those complimentary comments.

Bilstein's original equipment business developed gradually. That other Stuttgart prestige manufacturer, Porsche, were the next customers and the Swedes were not slow on the uptake either with both Volvo and SAAB taking an early interest.

However, it was once again Mercedes who led Bilstein into new areas as Emde told us, "in 1959 the factory decided to endurance run a 190 D diesel saloon from Stuttgart to Johannesburg, so this was our first competition customer! As Mercedes did various long rallies — like in Argentina for example and then winning the European Rally Championship twice [Walter Schock in 1960 and Eugen Bohringer two years later — J.W.] so we became involved."

Emde was similarly involved from the start. He and his wife are the hosts at the fully equipped Bilstein mobile competition works that operate from a converted coach-style body, a familiar sight at so many European race tracks during the season, and an integral part of the German Championship.

"At first we were just using slightly modified production dampers. Our first official year was 1960 in competition and that's when the 220 SEb was the car for Mercedes. Later we had SAAB and Volvo along with their rallying cars and DKW's little two-strokes along for racing. You remember those fantastic little cars? They were so quick! When Porsche went into 1½-litre Formula One (1961) we went with them and so it went on building and building. . . ."

By 1965 Porsche were converted to Bilstein for all their sports racing machinery and this was obviously a significant step for Bilstein as Weissach developed from class contenders into a dominating power in Seventies sports car events. Emde was particularly proud to record their involvement in the 1,000 b.h.p. plus Can Am Porsche 917 developments, where Mark Donohue's efforts made the world's most powerful circuit racing car an entirely manageable beast. America became a routine stop for Emde in addition to his roving role in Europe, where French had been added to English and some Italian to help in his ambassadorial/sporting managerial role.

Historically speaking there were two extremely important milestones in the late Sixties and early Seventies. In 1967 Mercedes decided that they needed more dampers than Bilstein could countenance building — there always has been a marked and understandable reluctance for Bilstein to put too many of their corporate eggs just in the shock-absorbing basket of their activities. Thus Bilstein found that they needed to promote their sporting image to attract new custom. Emde's personal interests and those of the company coincided and increased effort was put into supplying works teams, especially in rallying. "A shock-absorber is not a glamour part, so we have to show it works better by competition," says Emde summarising their sports commitment.

It was here the links with Ford grew, particularly with the advent of the Escort and a World Championship programme that included the East African Safari Rally. Such an event demanded a special shock-absorber, capable of operating at very high temperatures and loads. As routine Ford expected very strong strut casings with the traditional wedging that is so vital for a MacPherson strut to live over 100 m.p.h. jumps. The Safari also led Bilstein into the production of competition dampers with alloy casings to disperse heat (and offer a worthwhile weight advantage over steel) and the use of 25% Molykote to ensure that the piston/tube lubrication shield is maintained even at extraordinary temperatures and loadings.

The 1970 milestone was tragic. August Bilstein was killed virtually on the premises when a car hit him in January 1970, leaving only his wife and daughter (who still live in the town) directly involved in the company, which has been managed by non-family professionals ever since.

Running tour

By the time we had absorbed so much information and spent an informal lunch half hour primarily discussing why Bilstein were *not* in Formula One, the factory "walkabout" became a sprint against the departure time of our airplane from Cologne! Incidentally the reasoning for not being in Formula One seemed much like Porsche "the engineering information from touring car and rallying competitions is much more useful to us than racing in Formula One. I like Formula One personally and I know many of the people, but for the company Grand Prix is about a little bit show-business rather than business-business," said Emde with a chuckle.

We spent our time on tour largely devoted to *Werk III* and its contents. Entering by a top gallery and looking down on the masses of steel tubing being joined by their precision-made internals struck an oddly familiar note. The way of working and the obvious age of the buildings (basically add-on facilities to the original Twenties structure), rather than the super-white clinical approach, immediately reminded one of a Midlands car components company.

Regretfully we have to say that there the British comparison ends. Once on the shop floor the quick interchange of comment between Emde as a member of senior management and everyone working the machines, or those supervising them, served as a reminder that it is not so much the machinery and environment that matter when trying to reproduce quality on a production line, as the mutual respect of the human beings employed for each other. About 600 people work at the factories and administration centres spread around Ennepetal, but the atmosphere was that of a British company employing somewhere between 16-60 staff: informal but generally efficient. It is not a miracle or a selection of wonder workers who produce results for some magical reason in West Germany, just hard graft and knowledge of both product and customers.

Some of the key facts to emerge centred upon those piston seals. The double seal that achieved reliable performance for Bilstein is composed of a Viton and Permbunan ring located by steel and alloy plates, like the rest of the damper largely made by Bilstein. In fact the machine that inserts the oil at a constant 20 degrees C and the one that inserts the chamber dividing sealing rings/piston was developed by Bilstein as well.

I gather that most of the machines needed for this specialist work were developed by the company, obviously including a lot of test apparatus. Checks I saw included those for bump and rebound to 7½ per cent tolerances and a selection of eagle-eyed ladies with large magnifying glass quizzing tube casing thickness and piston rod quality. On casing thickness I was told two out of every fifty pieces are checked while each piston rod has to be checked for its chrome plating of induction hardened steel with a tensile strength of "over ten tons". That plating is real precision work, to a tolerance of .0002 mm. thickness. However, those standards have to be reached and the reject rate is 10-20 per cent as routines on this item and 5-8 per cent on piston seals.

The stores carry about 4,500 different shock-absorber parts for the limited production Bilstein range, an average of about 60 components per unit.

Static rigs are also employed for a great deal of quality control or development testing. A typical test I saw involved a new Escort damper with the rebound stop inside the damper itself undergoing 20,000 cycles of rebound operation check with an 11 lb. or so load. That is nothing compared with a routine 1 million cycles in other tests.

Dampers are also checked for operation in sub-zero climates. Pretty well everywhere you look in the test department a machine is torturing a damper or strut — sometimes it will prove to be one made by Koni or another rival. No, I'm not going to repeat what Bilstein said about their rivals, I'm sure they'd say the same things about Bilstein!

It was interesting to find that Bilstein now find themselves in something of a Michelin situation where everyone is doing their best to produce a competitive version of their product — Böge and Monroe were examples cited, but they are far from the only ones who have decided that the gas pressure system can offer protection against oil foaming within, and a stability of ride, plus durability qualities that a straightforward twin

(Continued on page 1520)

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BILSTEIN
continued from page 1518

tube conventional damper does not match. It was also pointed out that another reason "it is impossible to match our product" is the patented grease used to keep those sealing rings sliding and sealing.

A detailed look at a Porsche 3.3 turbo front strut showed the kind of thinking that is necessary when supplying the manufacturers of a 160 m.p.h. car. "Here we will use a 40 mm. thick casing, instead of 30 mm. for something like a VW, and this improves the steering a lot at the high cornering forces a Porsche can reach. There is also a reserve chamber of grease just to make sure lubrication is maintained at these kind of loads — and also three internal bump stops are necessary," said Hugo. A lot of this expertise obviously came from their racing experience to judge by expert books relating to damper development on the 911.

Incidentally the factory numbering system covers type, the fourth figure covers setting and then a fabrication number of up to seven figures. This allows them to tell on which day and on which machine the damper was made, helping swift rectification of any faults that do arise.

On most of the units you see offered for retail sale, finish will be in the company yellow and contain a steel tubing case. Racing and some rally applications may have a threaded ride height adjustment casing in either steel or alloy, while Mercedes (again!) are now taking some of the lightweight aluminium cased Bilsteins with an Aachen specialist electro-coating. This gives a matt plastic look to the finish and makes the case as rigid as steel, without the weight penalty.

On the original equipment side some new internally sprung, Teflon-seal, dampers were being produced for BMW's 3-series and there was a lot of background work going on to improve the range of applications for the new Escort/Golf seals. Research seems to be pretty constant into oil grades that can be used — Esso alone supply four grades with additivies that cater in varying degrees for a quiet ride and other damping characteristics — and the variety of gas pressures that can be used to modify damping.

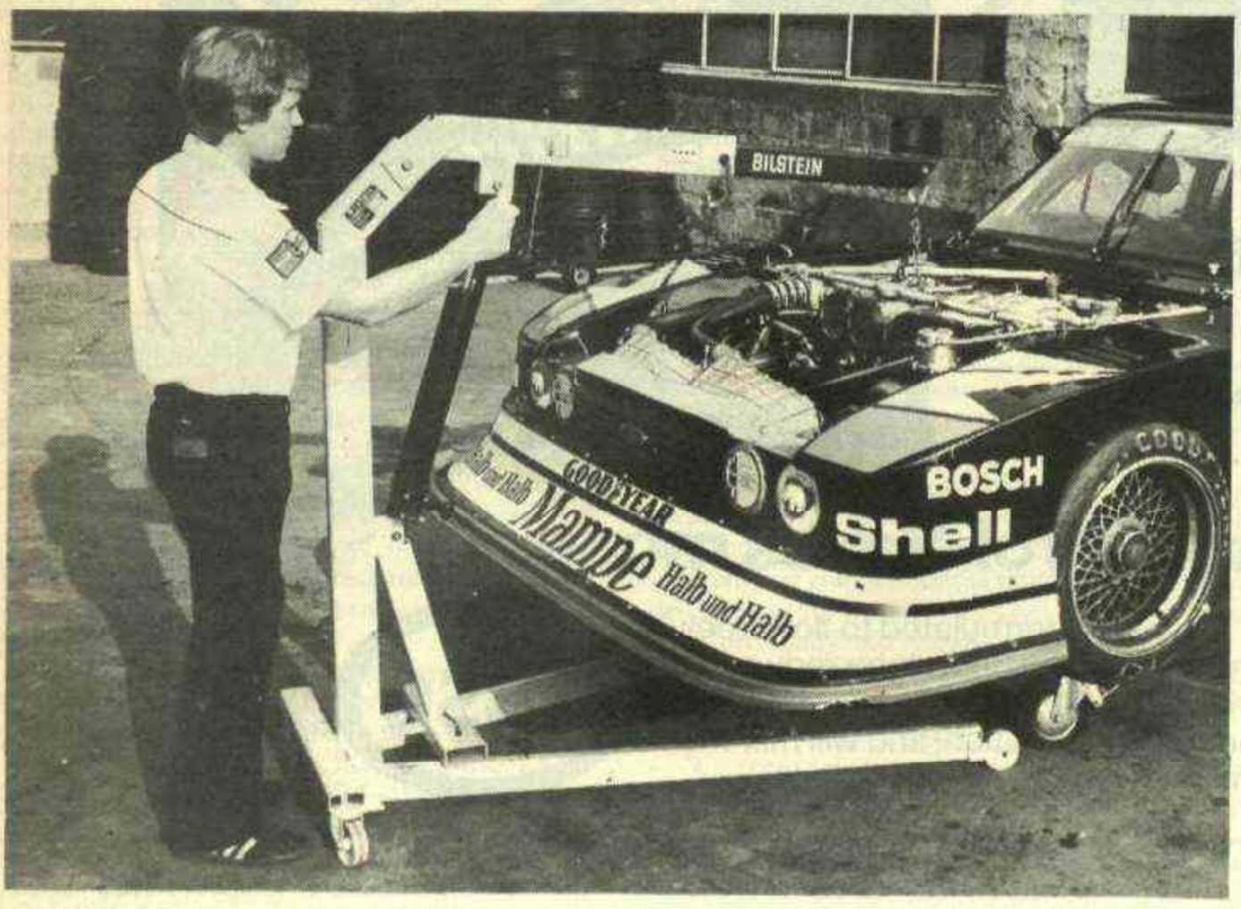
What is the difference between production Bilsteins and racing units? Emde answered, "the main changes are in the settings — we can take care to make it suitable for the application, the type of course, the damper will meet and in the changes we can make to get absolutely the best performance. A few years later and these ideas can be in production . . . Like competition made us put alloy cases on, thread the casings, wedge the struts, try new oils, and additives, and save 50 per cent on weight. In racing we are maybe a little bit in the hands of the driver, but with somebody like Klaus Ludwig in the Turbo Capri in Hockenheim we can say exactly what is needed to give more or less understeer/oversteer at a particular place, or to stop the car weaving if there has been a change in tyres or conditions. We get so much information from a man like Ludwig that it is easy to make progress, but some of the others . . ." Emde throws his hands up while naming some prominent names who got to the top with heart, not science! There is a machine to run the dampers through a simulated dry lap of Nurburgring, but recent Mercedes rally results show machines cannot substitute for competition experience completely!

It's only a small department — perhaps 30 people in all on the competition side, but since 1972 they have produced about 120,000 competition dampers including some 50,000 MacPherson strut types. When I called there was a lot of orders on hand from Australia, not only from the GM Holden outfit but also from the Frank Gardner-managed BMW turbo racing project (ex-McLaren USA) Emde commented that he is still in almost daily contact with the Australian veteran who dominated British touring car events for so long with a variety of Fords and Chevrolets.

Other customers were a typically varied bunch from Polonez, Opel and Ford factory efforts, through to Mercedes for their rally cars, some development material for Audi's Quattro four-wheel drive (I got the impression that rival equipment was being primarily used at this stage of development for the turbo Audi), to Porsche. Then there were privateer operations like Super Vee customers, Hans Heyer's German Championship Lancia Montecarlo turbo and Dave Brodie's Capri. Once the parts are all to hand each until will probably require in the region of six hours' hand assembly work.

Development tends to be at the factory of the manufacturer concerned, followed by possible general sales later. So there is no Bilstein test track — though you could fairly say it was anywhere in the world where these now all Bilstein products are used — J.W.

SHOCK ABSORBERS are not Bilstein's only product. Here one of their engine jacks is demonstrated



Stolen Humber

WE ARE pleased to hear that the 1923 Humber Saloon stolen from a lock-up garage earlier in the year, as reported in the August issue of MOTOR SPORT, has been recovered and returned to its owner.

Miniatures News

ALONG the years there has been a number of commercially-available toy cars able to accommodate the fortunate child-owners of parents wealthy enough to indulge their off-springs' fancies in this direction. One recalls pedal-propelled or electrically-driven replicas of Packard, Cadillac, Rolls-Royce, LSR Sunbeam, Vauxhall, 200-Mile-Race Alvis, bull-nose Morris, Model-T Ford and many others, apart from children's cars built for them in the home workshop. Of such commercially-made miniatures two of the best were the tiny 7.5 h.p. Citroëns which the Citroën Company itself made available to lucky Parisian children, and Ettore Bugatti's famous scaled-down, electric Grand Prix Bugatti single-seater, neither of which should need any introduction to our readers.

The difficulty of acquiring one of these models is now considerable, for they are much sought after and we do not, in fact, recall seeing a pedal-driven 5 cv Citroën, although they were out and about *circa* 1925. A replica of the latter is now available from Lely Small Cars, Peter Lely's company that describes itself as designers and manufacturers of fine quality children's cars, operating from 34, Cotman Road, Norwich, NR1 4AF. Their 5 cv Citroën pedal-car is a single-seater, with an overall length of 4' 6", weighing about 50 lb. The pointed-tail body is of fibre-glass, ideal for kids of four-to-eleven-years-of-age. It is mounted on a steel chassis, which has dual rear-wheel braking, and equipment includes a bulb horn and working lamps and speedometer. The lamp-switches are on a wooden facia, and the speedometer includes a mileage recorder. The disc wheels run on ball-bearings, the tyres and battery are of cycle size, so easily replaceable, and the drive is by enclosed chain from the pedals, to a stainless-steel back axle. The young driver has r.h. brake lever and the steering column, carrying the padded aluminium wheel, is adjustable, a luxury not enjoyed by drivers of full-size Citroën 5 cvs! Individual number plates are available, each car is separately coded, and there is a choice of brilliant yellow, wine-red or deep blue paint-finish. The snag is that you have to have a very indulgent Father Christmas or a rich daddy to acquire one, as the price is £966, with VAT. However, it is good to see a proper make as a replica miniature, even if Citroën did it rather better all those years ago. — W.B.

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THE RALLY OF THE 1000 LAKES

WHENEVER we hear racing circuits being called dangerous our immediate reaction is to say that cars should always be driven according to prevailing conditions, and that danger is something which is created, not a phenomenon which is there in the first place.

After all, a district nurse (and no offence meant to that honourable profession) driving a solitary saloon car around Silverstone could put herself into greater peril than the World F1 Champion driving a Grand Prix car at racing speeds around the very same circuit.

Danger comes about from a combination of circumstances, and it's a common fallacy to pick out one of them and call it dangerous; a particular bend, for instance, or a complete circuit, or, in the context of this article, a rally special stage.

Silverstone itself can hardly be called dangerous. Nor, for that matter, can other racing circuits, rally stages, rugby fields, boxing rings or any other arena in which people meet in contest and match their skills to the utmost extreme.

Just as it is the players who make or mar a theatrical production, not the scenery, so it is the contestants in a motor competition, not the road or circuit, who create danger situations. A boxing match can often become dangerous, but one would hardly blame the ring itself.

But we must admit that circuits, roads or stages can quite often catalyse the creation of danger. Some are better catalysts than others, or perhaps we should have said worse, and danger is more likely to be present at some places than others. No doubt it is this which has given rise to the common but erroneous practice of referring to bends or other road situations as "dangerous".

If we had to choose from all the world's rallies the event which is most likely to produce the greatest number of danger situations, we would unhesitatingly pick the Rally of the Thousand Lakes. But in so doing we would not be levelli any criticism whatsoever at the organisers. Th produce a fine competition, and it is up to ea competitor how he behaves on it. It so happe that leading drivers on that event have become determined to squeeze the utmost performan from themselves and their cars that they ve often overstep the infinitesimally thin line whi separates success from disaster, and there a

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Mikkola and Toyota in characterisic pose.

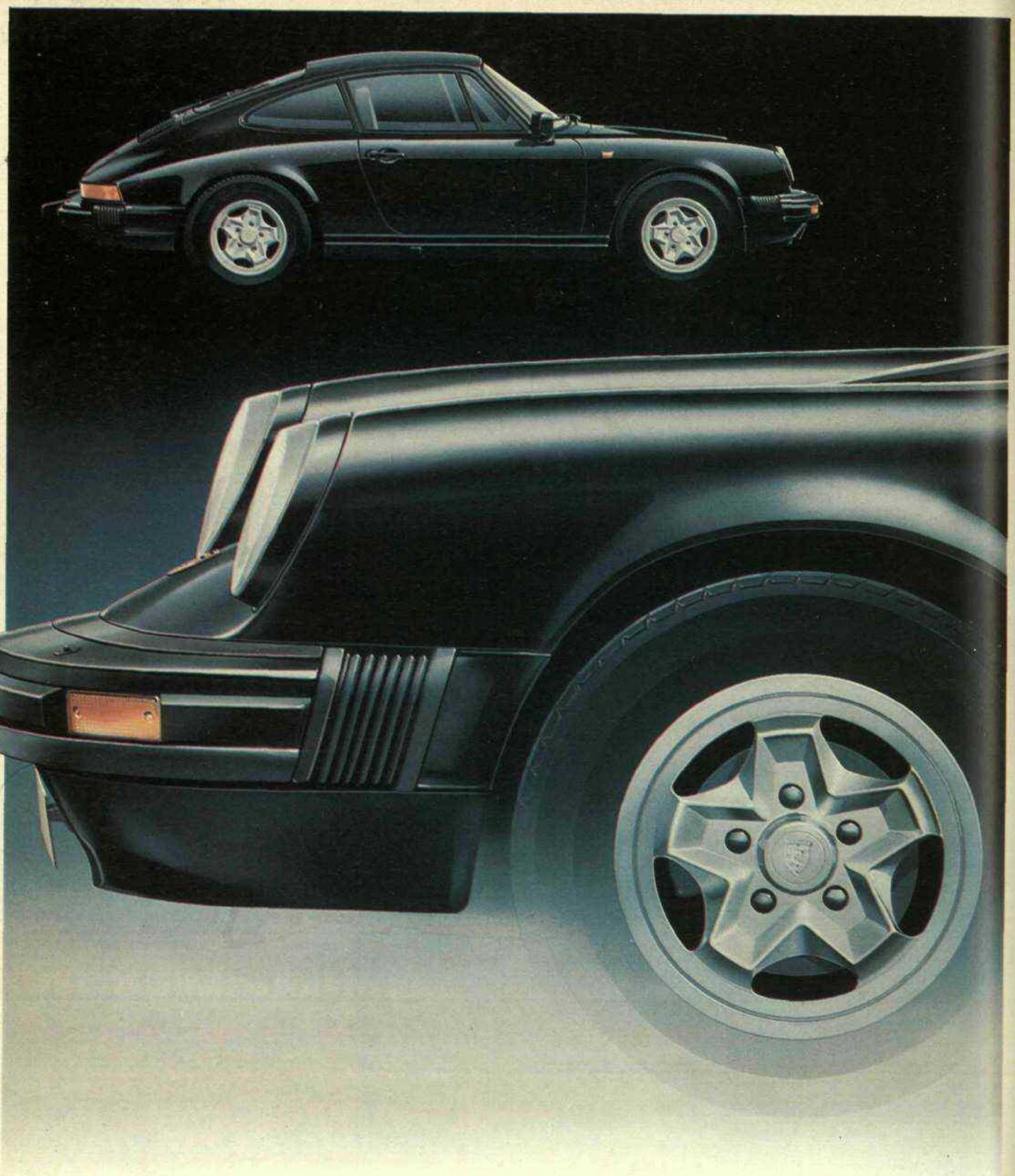


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†DoE Test: mpg (l/100km). Urban: 21 (13.4). Constant 56mph (90km/h): 35.3 (8). Constant 75mph (120km/h): 29.1 (9.7).

continued from page 1522

sometimes fearsome accidents in which cars are catapulted end-over-end off the road and into the trees.

Although Finland's main roads have tarmac surfaces, most lesser roads have not, for seasonal temperatures are so extreme that tarmac roads invariably need considerable repair work after each spring thaw. If all roads were of tarmac the annual repair bill would be gigantic, so much of the road network is left with smooth, almost sandy surfaces, well founded and often with a bonding compound sprayed over the top dressing.

Public and private roads get this treatment, and the result is a choice of extremely durable roads for the organisers of the Rally of the Thousand Lakes.

Furthermore — and this is where our comments on danger become appropriate — Finnish road makers of the past tended to go over hills, down into dips and around obstructions, saving themselves the cost and trouble of making cuttings and embankments. The product of their labour-saving is a cross-hatching of the most undulating roads imaginable. There are no mountains as we know them, but those undulations have created blind crest after blind crest which, coupled with twists which are often cambered the wrong way, lend themselves to what have become known as so-called "dangerous" special stages.

Over the years, cars have acquired more power and strength, whilst competitors have become more skilful, not only at driving but at accurately describing roads in pace notes and even committing them to memory, for this is the only rally in Finland which allows any form of practice and few Finns are well versed in the science of making and using pace notes.

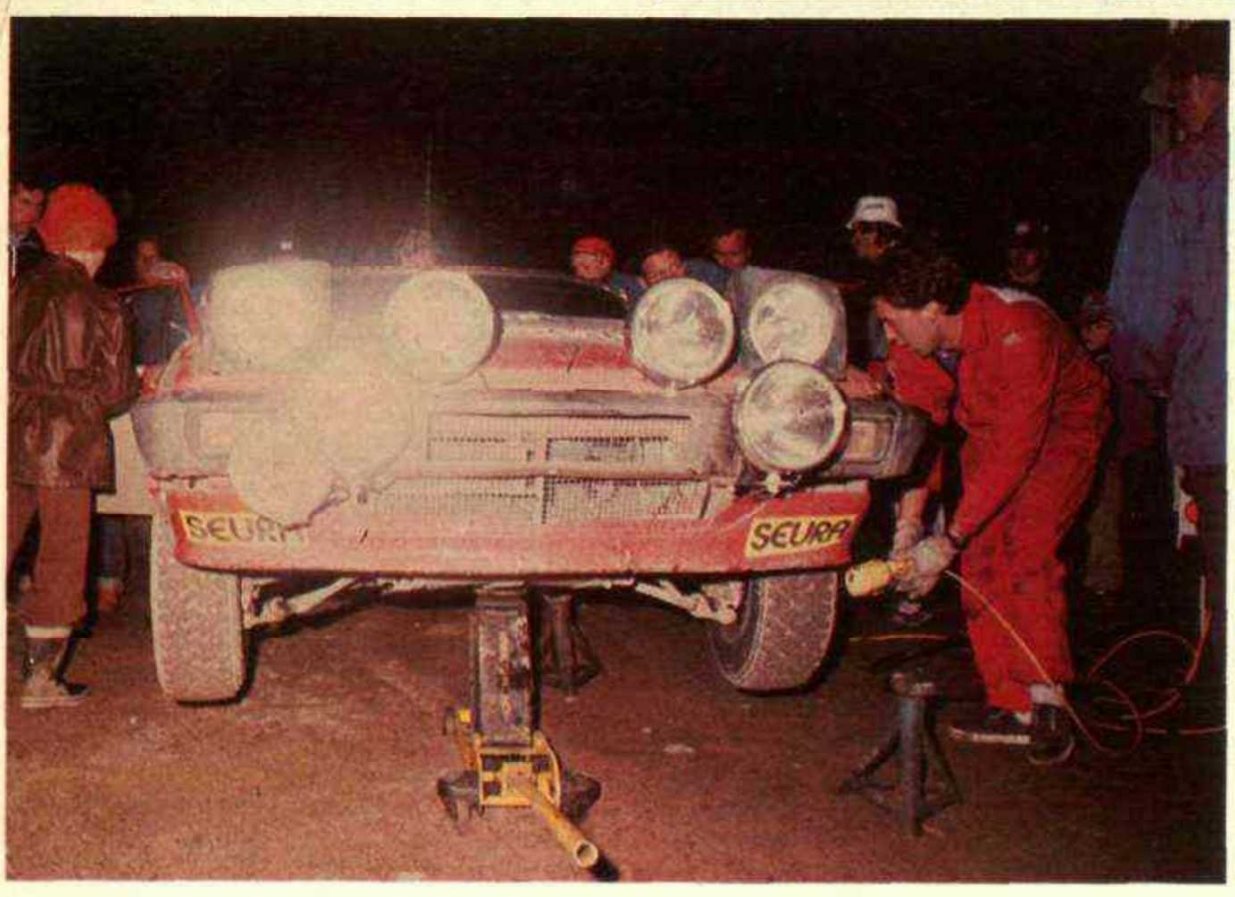
The evolution of good rally cars has not always been at the same rate as the increase in drivers' skills, and whilst some complain that their cars do not have enough power, others have a little more underfoot than they can manage and sometimes overstep themselves with abrupt and expensive consequences.

Others, certainly the professionals, know their limits, but are nevertheless tempted on occasions to take chances, knowing that rivals will be doing likewise. On the Thousand Lakes, with its brows, twists, jumps, bad cambers and loose surfaces, such chances are not taken lightly and certainly not too often.

The special stage distance is comparatively low, and the aggregate time taken by this year's winner on the competitive sections was less than four and a half hours. The pace, accordingly, is extremely fast, for no-one can afford the luxury of playing himself in. Ten-tenths must be achieved right from the start, for every single second can count, unlike such events as the Safari in which hours can often separate the runners.

Markku Alén, Fiat's Finnish driver, set out in just that frame of mind, determined that he was going to take no more than the first hundred yards to play himself in. He knew that every second would be important in this series of 47 sprints, and he started well by making best time on the first stage.





Above: Vatanen and Richards finished second for Ford.

Left: Makinen's TR8 in the hands of the service crew.

Top: The third placed TR8 of Eklund and Sylván.

Centre: Johansson and Spjuth were fourth in their Opel Ascona.

Bottom: Greitel and Mesteton in typical 1000 Lakes jumping pose.







Escort driver Ari Vatanen, on the other hand, did seem to start with a fraction in reserve and lost the initial advantage to Alén, though it should be mentioned that he did have a spot of fuel starvation for a while, cured by keeping the fuel at a higher level in the tank than before, thus preventing the air-sucking which probably caused the trouble.

Throughout the first part of the rally Alén slowly built up his lead over Vatanen to just over a minute, then in the second leg they stayed fairly well matched until Alén's final winning margin was 56 seconds. Both were driving as they had never driven before, bettering their 1979 times and providing the thousands of spectators with an incredible display of car control as the Fiat and the Ford were leaping into the air from the tops of crests, coming down to earth and staying there just long enough for the driver to resume control and apply steering to point the car in the right direction for the next bend or jump.

Adhesion was a most intermittent thing, and all controlling actions had to be taken during the brief moments that cars were squarely on the ground, neither in the air nor resting very lightly with suspensions at the bottom of their travel.

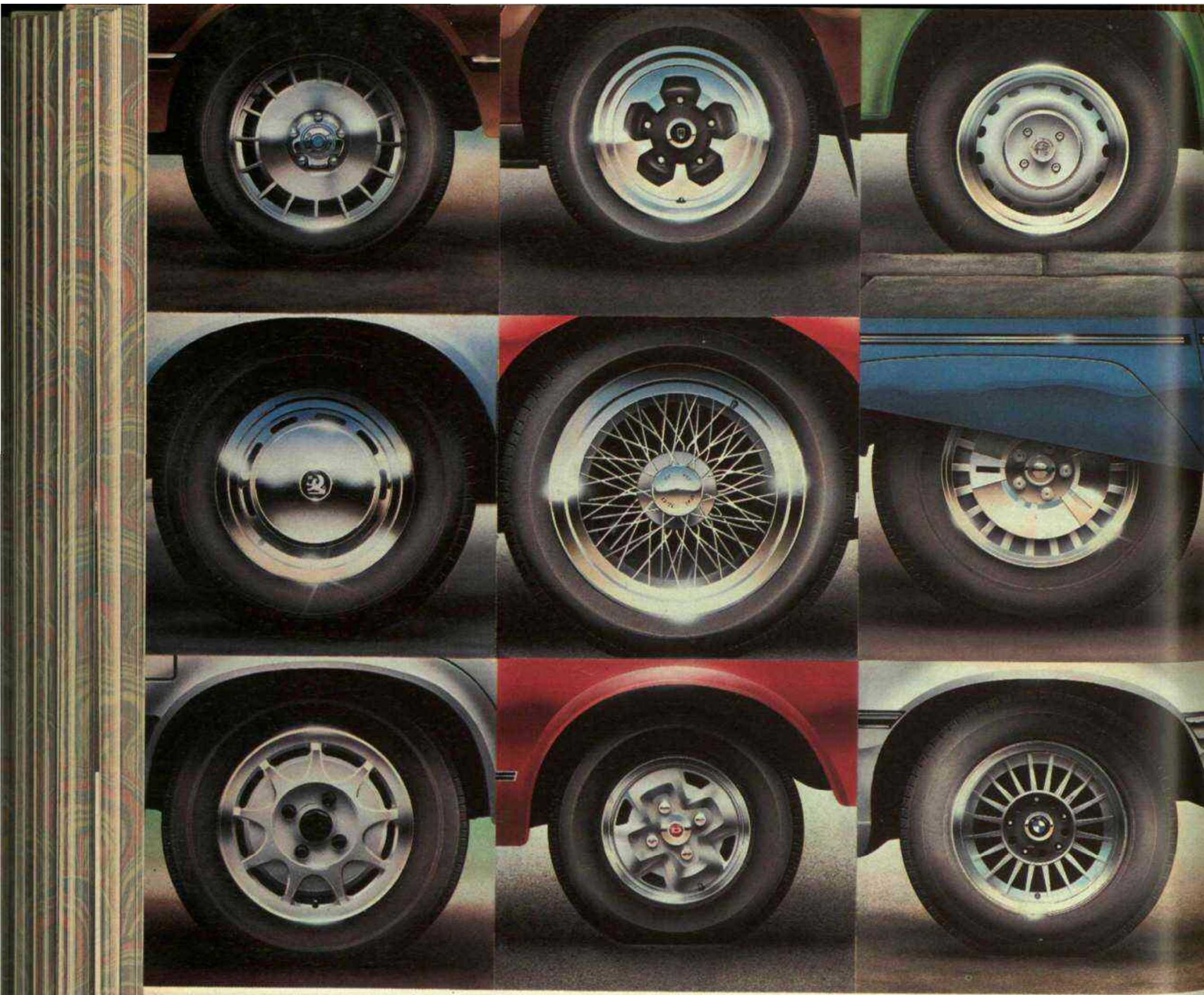
These two drivers were very much in a class of their own, challenged only by each other, and the tussles behind them were for third place and downwards. Prominent among those behind the leaders were Hannu Mikkola in a Toyota Celica and Anders Kulläng in an Opel Ascona 400, but the former had a halfshaft break as he let out the clutch on the start line of a special stage, whilst the latter landed very heavily and awkwardly after an enormous jump and broke two wheels.

Pentti Airikkala was expected to be up among the leaders but he never got the chance at all, for on the very first special stage his Vauxhall Chevette holed one of its pistons. He hid his disappointment very well, as did the staff from Britain's Dealer Team Vauxhall, but after two concentrated weeks of intense practising to learn as many of the stages by heart as well as to commit them to paper as pace notes, it was a bitter blow.

Another retirement was that of Henri Toivonen, whose father Pauli Toivonen won the 1966 Monte Carlo Rally in a Citroën after Mäkinen's Mini was disqualified due to that famous lighting infringement. Toivonen Jnr. drives for the Coventry-based Talbot team, and in the early stages he showed that he could very well be among the leaders at the finish. Alas, he rolled his Sunbeam-Lotus so badly that it appeared to be no more than a twisted, battered hunk of metal afterwards.

After rather dismal weather for most of the rally, the skies cleared on the final night and there was more than a little frost in the air. For the finish on Sunday the sun shone, matched by the enthusiasm of the massed crowds of spectators. The atmosphere of this event really has to be experienced to be appreciated. There is a certain amount of commercialism, of course, but the Finns seem to have a way of promoting things without setting up a complete circus as F1 people do. They work hard, play hard, enjoy boisterous celebrations, but indulge equally in quieter

(continued on page 1568)



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VSCC
DONINGTON PARK

THE Vintage SCC held its final race-meeting of the year at Tom Wheatcroft's Donington Park circuit on September 14th. There had been VSCC racing at Donington in 1939 and the Club returned there last year, the circuit having in the meantime been made into the finest in this country, as we were reminded on this occasion, enjoying the many well-contrived permanent facilities, including the electric scoreboard across the course that conveys results and congratulatory messages to winning drivers very promptly after each race. You can still see racing at Donington this year, at the National Motorcycle Championships on October 5th and the TV Rallysprint and Motor Show racing on October 25th/26th.

Here we are concerned with the Shuttleworth & Nuffield Trophies Vintage Race meeting. It began with a 5-lap Scratch race which Dods in his 1936 AC Special absolutely ran away with, to a win at 64.46 m.p.h. A long way behind the somewhat smoky six-cylinder from Thames Ditton came VSCC President James Crocker in his Lagonda Rapier, which overtook Lees' 1½-litre Riley Snipe, a car rebuilt since its Cadwell shunt, on the last lap. Dods had lapped at 67.88 m.p.h. On lap two Whittaker's Chrysler had departed backwards at the hairpin, a predicament from which it was later removed with some difficulty and delay. The remarkably effective back-braked Straker Squire of Adrian Liddell motored round ahead of the closely-matched Frazer Nashes of Whale and Hopkins.

The Melville and Geoghegan Trophies Handicap then ran for eight laps, R. J. B. Smith's twin-port Meadows Super Sports Frazer Nash taking both cups, after an easy victory at 63.12 m.p.h., lapping at 64.06 m.p.h. Tony Jones' Frazer Nash "Patience" and Farquhar's Riley 9 followed Smith home, the latter having lost time by an off-course excursion. Craig Collings was next in, but had almost run out of petrol in his father's 4½-litre Bentley, Vessey's Lancia Lambda non-started due to run-bearings, and Weeks, having had the flywheel detach itself from the Morgan three-wheeler's JAP engine, ran with an Anzani power unit. It was hoped that Schellenberg would have run his 3/4½ Bentley but it was reported that he was Eigg-bound — by the weather!

Having got over that, we had a 5-lap Handicap to relax us, but tension was provided by seeing whether Rodney Felton in his Monza-like 2.6-litre Alfa Romeo could score more points towards the MOTOR SPORT Brooklands Memorial Trophy contest, in which he was tying with Moffatt and Black. He could and did, for although on scratch, he stormed through the field to cross the line in second place, seemingly level with Newman's 1½-litre Riley that had gone off 60 sec. earlier. The winner was Brydon's big 1935 Alvis, at 63.25 m.p.h., but Felton had lapped 11.3s. faster, and it was a "photofinish" with Newman. In the end the Judges gave Felton second place. So to the 8-lap John Holland the field right behind, the Cognac winning at 69.11 m.p.h. Stirling's Norris Special was second, Roger Howard's partially-blue Type 37A Bugatti keeping its third place ahead of Fuad Majub's Pacey-Hassan which qualified for the Birkin Trophy of the BDC. Derrick Edwards then took the next race, a 4-lap Scratch race, in his well-known blue Ulster Aston Martin, at 60.86 m.p.h., from Zeuner's Type 37 Bugatti, which lapped at the identical speed, and Bellenie's 1½-litre Riley Sports Special.

The real business of the afternoon came with the 12-lap Shuttleworth & Nuffield Trophies Scratch race. The Hon. Patrick Lindsay and Martin Morris had been racing their later historic possessions at the TT Meeting at Silverstone but had arrived post-haste to race some more at Donington, Martin driving there in his C-type Jaguar. These two began to make the running, in their 2-litre ERAs, until Lindsay spun off at Redgates on lap five, rotating twice! That left R11B right out in front, with Bill Morris in the ERA "Hanuman" holding second place, to take the 1,500 c.c. Nuffield Trophy, pursued by Chris Mann in the Henry Wessells' Tipo B Alfa Romeo with which Shuttleworth won the very first Donington Grand Prix in 1935. Alas, a needle-valve stuck up and by lap nine it was out, due to losing all its fuel. R11B is said to have

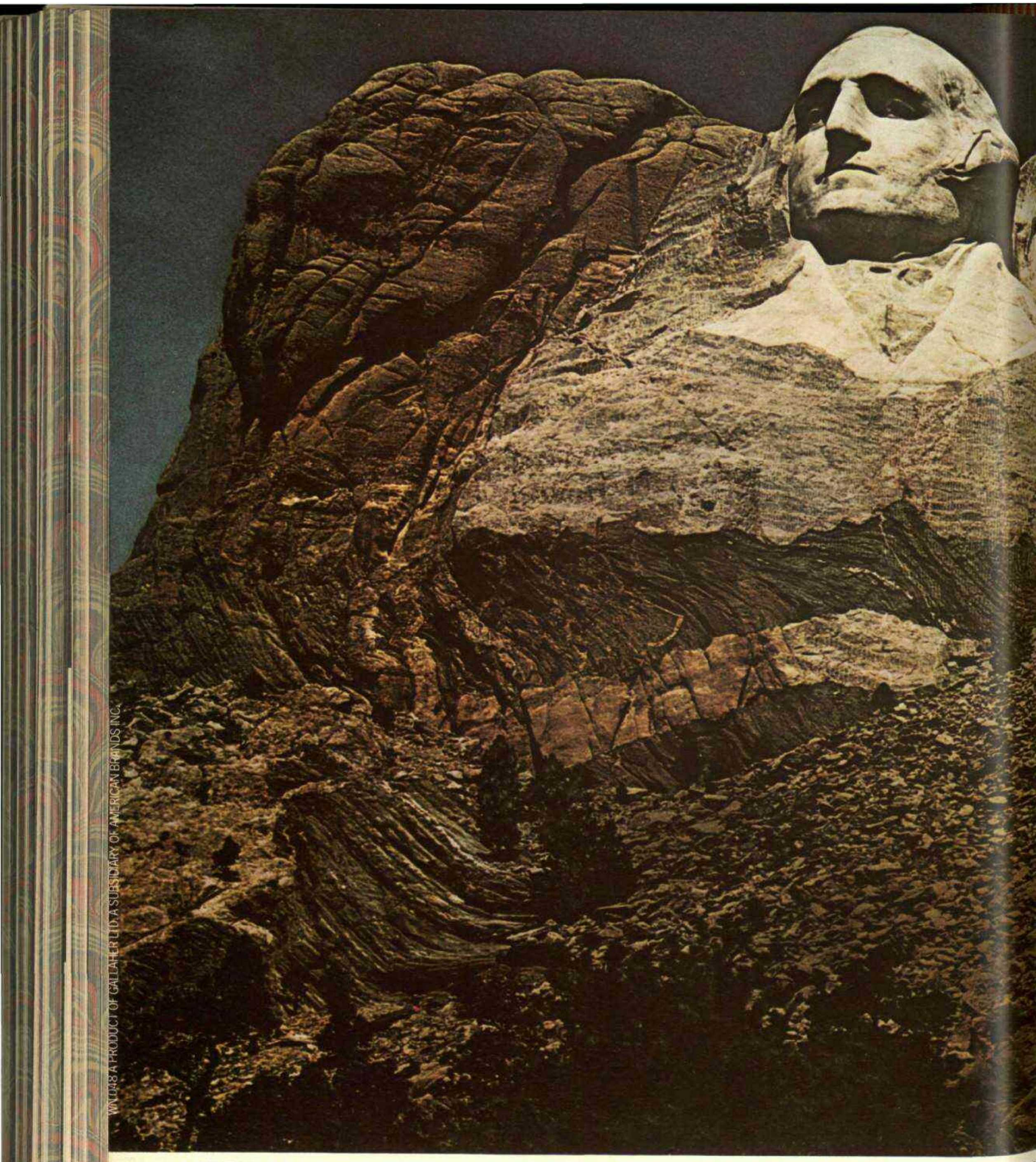
Continued on page 1533



CHRIS MANN at the wheel of the ex-Richard Shuttleworth P.3 Alfa-Romeo.

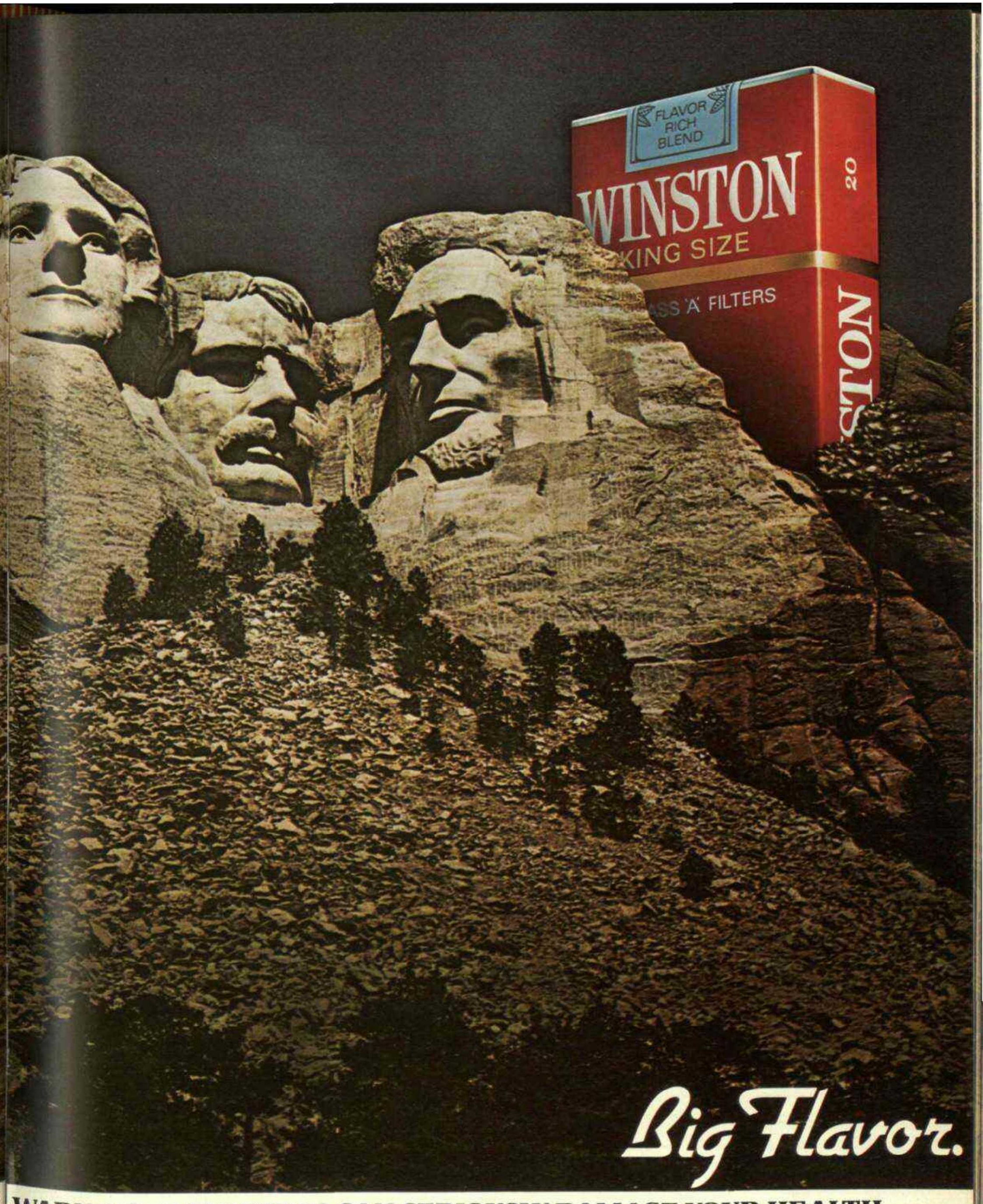
DICK SMITH had a popular victory in the Melville and Geoghegan Trophies race with his very much lowered Meadows engined Frazer Nash.





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BRIAN WEEKS takes his Morgan onto the grass to avoid passing heavier metal in the form of Adrian Liddell's Straker Squire, Roger Collings' Speed 6 Bentley (driven by Julian Ghosh) and Tom Threlfall's Lancia.

DONINGTON PARK — continued

gained more power in its "continuous history" including 1980 cylinder-head mods. Lindsay had restarted, to no avail, so Footitt brought the Cognac home in third place, although it sounded off-song, ahead of Margulies' 4CL Maserati. The race would have been better had some of the cars closely associated with its title appeared. "Hanuman" averaged 70.67 m.p.h.

Next came a 4-lap Handicap, which Davney's P-type MG powered by a Riley 9 engine won at 52.17 m.p.h. from Pugh's 1928 Frazer Nash and Walker's flying Austin 7 Chummy. The 12-lap Scratch dice for Historic Racing Cars promised interest and provided it when Alain de Cadenet's 1959/60 3-litre GP Aston Martin proved that it was very definitely more than a match for Neil Corner's same-age and capacity Dino Ferrari. Not that Neil wasn't trying. He was, as the angles of his motor-car out of the hairpin indicated. But he lost by 10.2 sec., de Cadenet winning in masterly fashion, at 79.14 m.p.h., having lapped in 1 min. 27.1 sec. or 0.3 sec. quicker than the Ferrari. Discreetly behind, in third place, ran Martyn Chapman's 3.8-litre Monza Lister Jaguar, which finished 17.8 sec. after Corner. Making up for his previous spin, the undefeatable Lindsay had "Remus" ahead of all the other post-war cars, and he kept it that way, placing fourth ahead of Macpherson's 1953 Cooper-Bristol that had only displaced Vine's sister car on the last but one lap, when that car went sick. Derrick Edwards was having a drive in Mason's A-type Connaught and Sankey and Kergon, conducting 250F Maseratis with somewhat discontinuous histories, distinguished themselves by finishing last. The Meeting was by now running late. It concluded with a 4-lap Fast Handicap, perhaps called this because Vic Norman in Corner's Ferrari was required to do an extra lap. This odd handicap proved an impossibility, in spite of a lap equal to de Cadenet's fastest in the big race. Simon Phillips' Lotus 16 won at 74.92 m.p.h. from Lees' Riley Snipe and Pilgrim in Nickalls' Lagonda Rapier, Dods AC fourth.

All that remained was for Winifred Boddy to present to Rodney Felton the MOTOR SPORT Trophy (with which goes £150 prize). Having blown up his Bugatti at Cadwell Park, Moffatt, tying second with Richard Black, wasn't present (they will each receive the divided 2nd and 3rd prizes, representing £87.50) but the former's splendid 1922 white two-seater 3-litre Bentley rumbled up to see the cup presented. — W.B.

A grinning Rodney Felton with the MOTOR SPORT Trophy.



RESULTS:—

Shuttleworth & Nuffield Trophies Race:
1. M. H. Morris (ERA), 75.33 m.p.h.
2. W. R. G. Morris (ERA)
3. R. Footitt (AC-GN Cognac)

Historic Racing Cars Scratch Race:
1. A. de Cadenet (Aston Martin), 79.14 m.p.h.
2. N. Corner (Ferrari)
3. M. Chapman (Monza Lister Jaguar)

John Holland Trophy Race: R. Footitt (AC-GN Cognac), 69.11 m.p.h.

Melville & Geoghegan Trophies Race: R. J. B. Smith (Frazer Nash), 63.12 m.p.h.

5-lap Scratch Race: M. H. Dods (AC Special), 65.46 m.p.h.

5-lap Handicap Race: J. Brydon (Alvis), 63.25 m.p.h.

4-lap Scratch Race: D. Edwards (Aston Martin), 60.86 m.p.h.

4-lap Handicap race: S. F. Phillips (Lotus), 74.92 m.p.h.

Fastest lap of the Meeting: A. de Cadenet (Aston Martin) and V. Norman (Ferrari), 1 min. 27.1 sec.

MOTOR SPORT 1980 Brooklands Memorial Trophy Contest:
1. R. Felton (Alfa Romeo) 80 points
2. H. Moffatt (Bugatti) and R. Black (Bentley), tie, 67 points each.

MARTIN MORRIS had a convincing win in the Shuttleworth and Nuffield Trophies Race with his ERA R11B.



THE ITALIAN GRAND PRIX

Another win for Piquet



NELSON Piquet in Brabham BT49/9, a new car, on his way to winning the Italian Grand Prix.

Imola, September 14th

SOME TWO years ago there was a lot of dissatisfaction with the Monza Autodromo as the scene of the Italian Grand Prix, even though it was the traditional home of the race. Negotiations were opened to hold the Grand Prix at Imola, to the east of Bologna in the Province of Emilia Romagna, but the circuit was not ready so last year saw the Italian GP still at Monza. The Automobile Club of Milan did a fine job of work in restructuring the whole paddock area and improving the circuit so that after the 1979 event a lot of people began to wonder why the plans were going ahead to run the event at Imola in 1980. Plans to settle the deal were too far advanced to be changed so this year the Italian Grand Prix took place at the Imola Autodromo which is called the Dino Ferrari circuit, after the long-dead son of Enzo Ferrari, and the Automobile Club of Bologna took over the organisation. Apart from a new *chicane* that was too tight, the whole event went off very well and everyone is now faced with the problem of where to run the Italian Grand Prix in future. Whatever happens, Monza is the true home of the Italian Grand Prix, but nonetheless Imola is well capable of handling a big Formula One event.

Facilities in the way of pits, paddock and administration buildings are more than satisfactory and the circuit is interesting in that it is fast, goes up hill and down hill, but does have too many artificial wiggles to slow cars down. It is probably not appreciated that the circuit was originally on ordinary public roads but over the years the AC of Bologna have acquired the land and fenced the whole thing in to make a permanent Autodromo. It's most unusual feature is that it runs in an anti-clockwise direction.

Testing on Friday morning was delayed as Emilian fog had grounded the medical emergency helicopter before it could set off for the circuit. Some of the Alfa Romeo team had arrived by a private helicopter from their hotel near Bologna and it had had an accident on the landing pad behind the paddock and put some of the mechanics in hospital. Meanwhile Brambilla and Engineer Chiti had arrived by road and had had an accident with a lorry and put the lorry-driver into hospital. The more important teams had already done some practice on the circuit, while Ferrari and Alfa Romeo have used the circuit for testing. Interest was high on Friday morning as the turbo-charged 1½-litre V6 Ferrari was expected, but in fact it did not arrive until late in the afternoon, long after Friday's activity was finished. Surprise of the day was the performance by the Renaults for though they had done Michelin tyre tests on the circuit it was felt that the *chicanes* with their sharp corners (one actually is a first gear affair) would not suit the French cars. It is becoming increasingly clear that everything suits the Renaults these days, there being few serious handicaps to the turbo-charged 1½-litres.

During the morning there were the inevitable alarums and excursions, some tiresome, some frustrating and some disastrous. Fittipaldi set off in F8/2 and only got half way round his first lap when the throttle slides on his Cosworth DV jammed shut and prevented him even getting back to the pits slowly. Pironi was driving his Ligier in real anger, doing heroic things under breaking downhill and traversing some of the bumpier corners in terrific power-slides, yet his lap times were way off the general pace. Nigel Mansell was warming-up in the Lotus 81/B and moved over to let a faster car through only to get on the loose stuff at the edge of the track and slide off into the barriers. Damage was minimal, but he had to abandon the car and some while later Manfred Winkelhock, replacing Jochen Mass in the Arrows team, did the same thing and collided with the abandoned Lotus, resulting in two unrepairable cars and both drivers missing the timed afternoon practice. The Osella team started using their new car, but not for long, as the Cosworth engine blew up and Brambilla's Alfa Romeo shook its rear aerofoil off. Alan Jones had engine trouble on his Williams, took over the spare and that had engine trouble as well so that there was plenty of work for everyone to do.

The message from the morning test-session was that the Renaults were going to be the pace-setters, with Giacomelli and his V12 Alfa Romeo on terrific form and improving all the time, so that the best Cosworth powered car looked like being in fourth place. The Williams team were vying for this dubious honour, with Nelson Piquet in his Brabham right behind them. The Ligiers were right off the pace and as is becoming more and more obvious the Goodyear tyre technology seems to be suited to, or even produced for, the Williams and Brabham teams rather than for the French cars.

Sure enough the Renaults set the pace in the timed hour, looking smooth and neat and not at all exciting, compared to some other cars that were being driven spectacularly in their efforts to keep up. Italian national pride was overcoming local enthusiasm and Giacomelli and the Alfa Romeo were being cheered everywhere, especially when "little Bruno" got between the Renaults on the lap time lists. Jabouille had set the fastest lap in 1 m. 34.339 sec. on his third lap, and then more or less sat back, though he did do ten more laps during the afternoon, whereas Arnoux did a total of 21 laps, making his best in 1 min. 34.759 sec. on his 17th lap. Giacomelli tried desperately to keep with Arnoux, but just could not get into the 1.34 bracket, though he came close with 1 min. 35.082 sec. which gave him third place ahead of all the Cosworth powered cars and both Ferraris. The Cosworth battle ended with Jones ahead of Piquet, with Reutemann very close behind, all in the 1.35 bracket, while Villeneuve led the rest in his Ferrari T5 though he was eagerly awaiting the arrival of the new turbo-charged Ferrari. Neither Mansell nor Winkelhock went out in the timed hour and the two Ensigns were at the bottom of the list, the usual system operating whereby only 24 of the 28 entries could qualify for the starting grid.

Although the Imola circuit has a respectable average speed, of over 117 m.p.h., there are lots of sharp corners which should have been



anathema to the turbo-charged Renaults, but they seemed to cope remarkably well, and they were having no problems with their Michelin tyres, just as Alfa Romeo were quite happy with their Goodyear tyres, and it did not pass without notice that the first three places were taken by manufacturers cars and the first "home-built" special was fourth. Brakes were giving everyone a worrying time, not because they were being unduly hard anywhere, like at Zandvoort at the end of the long straight, but they were being used all the time with very little distance between applications to allow them to cool down. The technicians from Ferodo and AP-Lockheed were in continual demand, especially by Renault for the little 1½-litre engine doesn't help on retardation like a 3-litre Cosworth on the over-run. After most people had gone home on Friday afternoon one of the old Ferrari transporters arrived with the turbo-charged 126C inside.

Before the Saturday morning test session began the turbo-charged Ferrari was naturally the centre of attention and though it was the second one built it was still in the nature of a travelling test-bed; at least that is what it looked like, even though everything was newly designed, including the gearbox/final drive unit and all the suspension. When the engine was started we realized we were entering a new era in Ferrari history with an entirely new noise issuing from the short exhaust pipes. Needless to say it was Villeneuve who was to drive the car and during the morning we had a taste of 1981 when the two Renaults went by closely followed by the turbo Ferrari. At the beginning of the pit straight there is a sharp right-hand corner, so acceleration counts from here on. Longines had their speed-meter set up for the Ferrari team at the head of the pit wall and the T4 Ferrari flat-12 of Scheckter was recording 210 k.p.h. as it went through the speed trap, the Renaults recorded 21 k.p.h., the Alfa Romeo of Giacomelli was also on 214 k.p.h., while most of the Cosworth cars around 210 k.p.h. Villeneuve's first lap showed

PRACTICE TIMES

No.	Driver	Friday pm	Saturday pm
1	J. Scheckter	1.36.827	1.37.571(T)
2	G. Villeneuve	1.36.350	1.35.751(T)
3	J-P. Jarier	1.38.007	1.36.181
4	D. Daly	1.37.683	1.37.215
5	N. Piquet	1.35.414	1.34.960
6	H. Rebaque	1.36.511(T)	1.35.872
7	J. Watson	1.37.388	1.36.450
8	A. Prost	1.37.284	1.37.541
9	M. Surer	1.38.509	1.37.270
11	M. Andretti	1.36.511	1.36.084
12	E. de Angelis	1.37.722	1.36.919
14	J. Lammers	1.41.800	1.38.215
15	J-P. Jabouille	**1.34.339**	1.34.411
16	R. Arnoux	1.34.759	**1.33.988**
20	E. Fittipaldi	1.38.162	1.36.758
21	K. Rosberg	1.37.136	1.36.091
22	V. Brambilla	1.37.488	1.36.929
23	B. Giacomelli	1.35.082	1.34.912
25	D. Pironi	1.36.444	1.36.422
26	J. Laffite	1.36.972	1.37.306(T)
27	A. Jones	1.35.177	1.35.109
28	C. Reutemann	1.35.471	1.34.686
29	R. Patrese	1.36.495	1.35.618
30	M. Winkelhock	no practice	1.38.212(T)
31	E. Cheever	1.37.931(T)	1.36.884
41	G. Lees	1.38.745	1.38.451
43	N. Mansell	no practice	1.37.661(T)
50	R. Keegan	1.37.848	1.37.169

STARTING GRID

16
R. Arnoux
(Renault V6 t/c)
RE25
1 min 33.988 sec.
26 (1 min. 38.31 sec.)

28
C. Reutemann
(Williams-Cosworth V8)
FW07B/8
1 min. 34.686 sec.
54 (1 min. 36.65 sec.)

5
N. Piquet
(Brabham-Cosworth V8)
BT49/9
1 min. 34.960 sec.
51 (1 min 36.31 sec.)

29
R. Patrese
(Arrows-Cosworth V8)
A3/5
1 min 35.618 sec.
29 (1 min. 38.43 sec.)

6
H. Rebaque
(Brabham-Cosworth V8)
BT49/6
1 min. 35.872 sec.
16 (1 min. 38.47 sec.)

21
K. Rosberg
(Fittipaldi-Cosworth V8)
F8/1
1 min. 36.091 sec.
58 (1 min. 37.00 sec.)

25
D. Pironi
(Ligier-Cosworth V8)
JS11/15/04
1 min. 36.422 sec.
57 (1 min. 37.59 sec.)

20
E. Fittipaldi
(Fittipaldi-Cosworth V8)
F8/2
1 min. 36.758 sec.
15 (1 min 39.58 sec.)

31
E. Cheever
(Osella-Cosworth V8)
FA1/B1
1 min. 36.884 sec.
50 (1 min. 38.36 sec.)

22
V. Brambilla
(Alfa Romeo V12)
179/02
1 min. 36.929 sec.
3 (1 min. 42.24 sec.)

50
R. Keegan
(Williams-Cosworth V8)
FW07B/2
1 min. 37.169 sec.
33 (1 min. 38.82 sec.)

9
M. Surer
(ATS-Cosworth V8)
D4/04
1 min. 37.27 sec.
43 (1 min. 39.41 sec.)

15
J.-P. Jabouille
(Renault V6 t/c)
RE23
1 min 34.339 sec.
44 (1 min. 36.45 sec.)

23
B. Giacomelli
(Alfa Romeo V12)
179/03
1 min. 34.912 sec.
2 (1 min. 39.78 sec.)

27
A. Jones
(Williams-Cosworth V8)
FW07B/9
1 min 35.109 sec.
47 (1 min. 36.08 sec.)

2
*G. Villeneuve
(Ferrari-flat 12)
312 T5/048
1 min 35.751 sec.
4 (1 min. 39.86 sec.)

11
M. Andretti
(Lotus-Cosworth V8)
81/1
1 min. 36.084 sec.
28 (1 min. 38.17 sec.)

3
J.-P. Jarier
(Tyrrell-Cosworth V8)
010/5
1 min. 36.181 sec.
54 (1 min. 37.99 sec.)

7
J. Watson
(McLaren-Cosworth V8)
M29C/2
1 min. 36.450 sec.
15 (1 min. 38.59 sec.)

1
**J. Scheckter
(Ferrari-flat 12)
312T5/043 (T)
1 min. 36.827 sec.
23 (1 min. 38.46 sec.)

12
E. de Angelis
(Lotus-Cosworth V8)
81/3
1 min. 36.919 sec.
40 (1 min. 37.64 sec.)

26
J. Laffite
(Ligier-Cosworth V8)
JS11/15/03
1 min. 36.972 sec.
46 (1 min. 38.59 sec.)

4
D. Daly
(Tyrrell-Cosworth V8)
010/2
1 min. 37.215 sec.
33 (1 min. 39.74 sec.)

8
A. Prost
(McLaren-Cosworth V8)
M30/1
1 min. 37.284 sec.
55 (1 min. 37.78 sec.)

* Time recorded in Ferrari 126C/049 (turbo)
** Time recorded in Ferrari 312T5/046

Did not qualify:
43 N. Mansell (Lotus 81/2) 1 min. 37.661 sec.
30 M. Winkelhock (Arrows A3/4) 1 min. 38.212 sec.
14 J. Lammers (Ensign MN14) 1 min. 38.215 sec.
41 G. Lees (Ensign MN12) 1 min. 38.451 sec.

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

222 k.p.h., then 223 k.p.h., then 219 k.p.h. so clearly the turbo-charged 1½-litre V6 had power. It's throttle response was not as good as the Renaults, but even so Villeneuve got down to 1 min. 36.628 sec. compared to his best T5 lap of 1 min. 36.350 sec., which was not a bad start for the

(Story continued on page 1538, more photographs overleaf)





ITALIAN G

Above, Reutemann (car 28) made a superb sta between the two Renaults, but his clutch start and the rest of the field surged past him.

Top right: The leaders at the end of the first l Piquet, Giacomelli and Villeneuve.

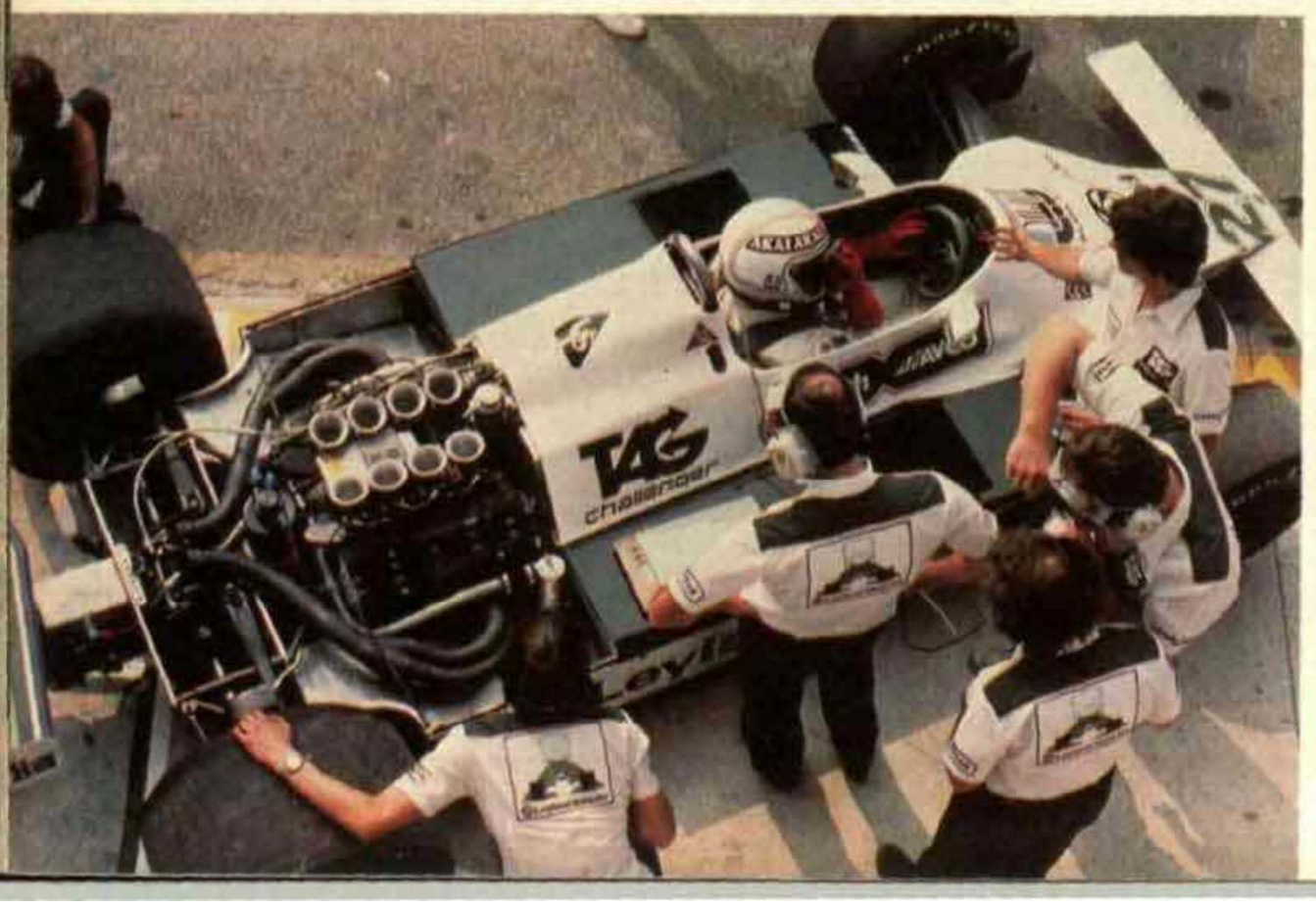
Centre right: Scheckter taking a short cut at

Below right: Being fended off by the marsh barrier in the early stages of the race.

Below: Giacomelli was fourth fastest in prac cars with the Alfa Romeo. He was up in third p Villeneuve forced past him in the Ferrari, on exploded. Giacomelli had no option but to ru some suspension parts.

Below left: An aerial view of Alan Jones' W

Left: Reutemann had a somewhat unhappy r worked his way back up the field, only to lose stormed his way back up the field to finish th









RAND PRIX

t from the second row of the grid, forcing his way
ed to slip badly after he had changed to second,

ap as they approach the pits — Arnoux, Jabouille,

the Acqua Minerale chicane during practice.

al's flag, Brambilla spins his Alfa Romeo into the

tice in the Alfa Romeo, splitting the two Williams
lace on lap four behind Piquet and Arnoux, when
y to have a monster accident when a rear tyre
n over the debris, puncturing a tyre and bending

lliams in the pits during practice.

ce. After suffering from clutch slip at the start, he
fo rth gear for a spell. When fourth came back, he
ir t.







first public appearance of the new Ferrari turbo-car.

In other parts of the pit lane there was much activity, Jones had a tiresome misfire on the spare Williams car, Jarier had a big moment out on the circuit when a tyre failed on his Tyrrell, there was a strong smell of Ferodo from some cars, Giacomelli was still fast with the Alfa Romeo but Renault were concentrating on tyre and brake pad wear as well as fuel consumption because the weather was getting very warm and 60 laps round the Imola circuit was going to call for careful calculations. Nigel Mansell was being allowed to run Andretti's spare Lotus car, 81/2 and Winkelhock was in the spare Arrows preparing for the final hour of qualifying which was going to see the slowest four left out of the race.

By 1 p.m. the sky had clouded over and the air was heavy and sultry, which was just as well for a clear sky would have produced unbearable heat. Alan Jones set off in the spare Williams, all three Lotuses were out on the track, Villeneuve was still in the turbo-Ferrari and Scheckter was in his own T5, number 046. The South African charged off and promptly had a monumental crash on the fast bend at the end of the pit straight. The car was reduced to scrap but the driver stepped out unscathed, admitting he had gone too fast, too soon, before the tyres had got up to working temperature. Practice was stopped while the mess was cleared up and Scheckter prepared to set off in the spare T5, number 043. The Renaults were instantly out in front, even though Jabouille only managed six timed laps for he had been forced to take avoiding action when an Ensign got in his way and bent the steering slightly on the Renault, so the car was put back in the garage for a check-over. As he was fastest qualifier of the afternoon at this point and his yesterday time was even faster, there was little need for him to go out in the spare car, which was set-up in the cockpit for little Arnoux anyway. Those immediately behind the Renaults were certainly trying hard and both Jones and Piquet had lurid spins as they drove right to "the ragged edge" and over. Reutemann, Giacomelli and Piquet had got into the 1 min. 34 sec. bracket, which meant they were in with the Renaults, but then Arnoux took the wind out of their sails by turning a lap at 1 min. 33.988 sec., the first and only driver to get below 1 min. 34 sec. Alan Jones changed over to his own car, from the spare, but try as he might he just could not join the elite in the 1.34 group.

Villeneuve did fifteen laps in the turbo Ferrari, with a best lap in 1 min. 35.751 sec. and then switched to his flat-12-cylindered T5, but could not match the time, so everyone at Ferrari was pretty happy with their new car. Just behind Villeneuve was young Hector Rebaque, who got a good "A-for-effort" with a time that gave him ninth place on the grid. For the rest most of them were where we have become used to seeing them, except for the two Ligier drivers, with Pironi in thirteenth place and Laffite in a lowly twenty-second place, the whole confidence of the team having evaporated and been replaced by panic, so that they got in a worse muddle than ever. Cheever was well pleased with qualifying the new Osella in sixteenth place and dear old Brambilla was comfortably in. Not unexpectedly the two Ensign drivers, Lammers and Lees, were out, as were Winkelhock and Mansell. Formula One is not an easy game to break into if you don't have the inspired talent of a Villeneuve or a Piquet.

Sunday morning was warming up nicely, a haze over the sun preventing it from burning, but the air temperature was very warm which did no make the tyre and brake people too happy. Some teams, like Williams, were fitting extra large ai scoops to the brakes, others like McLaren and Renault were fixing additional air feeds in the form of flexible tubing strapped on to existing ducts. Villeneuve was going to race his flat-12-engined 3-litre, Scheckter was using the *muletta* and 045 had been brought from Maranello as a reserve. The turbo Ferrari had done its job, of showing where Ferrari was going next year, and had kept faith with the fans. The warm-up half-hour from ten minutes past midday passed off without major incident and everything was set for the 3 p.m. start. ATS were running their newest car, Osella were running their new one, Piquet was in the latest BT49 Brabham, and Prost in the M30 McLaren. As the cars set off from the pit lane to do an initial lap round to the assembly grid Giacomelli got a terrific reception, as did Villeneuve. Ferrari enthusiasts in the enormous crowd had banners proclaiming "Go Ferrari, we're still with you" and other said "Forza Bruno" or "Giacomelli con l'Alfa vincere". A rather poignant banner said "Imola 1, Monza 0". The heat in the Autodromo, bounded by concrete walls, was becoming a bit over-powering as we waited for the last five minutes. Rosberg, de Angelis, Cheever, Fittipaldi, Pironi and Reutemann had all sneaked in a second warm-up lap by passing through the pit lane instead of joining the assembly grid. With Alan Jones in a lowly sixth position and Reutemann in third position with a clear run in front of him between the Renaults, it was all down to the Argentinian this time, as far as the Williams team were concerned, but the odds were that Giacomelli would try and jump the lot of them. In orderly fashion all 24 cars followed Arnoux round on the parade lap and you could not help but be



THE NEW 126 c Ferrari which made its debut in practice in the hands of Villeneuve. This Turbocharged 1½-litre car put in some most impressive lap times, but is still very much of a mobile test bed for the new engine, and was not used for the race.

impressed at the sight of the two Renaults at the head of the field for the third consecutive race. As the whole field waited for the green light to shine Reutemann over-heated his clutch linings and as he surged away between the Renaults and changed into second gear his clutch slipped madly and everyone dodged round him. Piquet and Giacomelli took advantage of the blockage and were up behind the Renaults and Villeneuve was right with them. The idea that Renaults are slow off the mark is another story that is a thing of the past.

Arnoux led Jabouille on the opening lap with Piquet right behind them followed by Giacomelli (wild cheers from the Alfa fans), then Villeneuve, Rebaque, Jones, Pironi, Jarier, Watson, Andretti, Patrese and the rest. The last three cars to come down the hill on the back of the circuit, into the double left-hand bend taking them back towards the pit area, were Brambilla, Rosberg and Reutemann, all going quite gently, the Williams driver nursing his clutch until it gripped properly again and for some inexplicable reason they literally fell over each other, but all managed to keep going. On lap two there was no significant change and Reutemann was hopelessly last, having "thrown it all out the window" for Frank Williams. Third time round and it was Jabouille leading, but the tenacious Piquet had got between the Renaults and was trying to take the lead. Next time round you could hardly see the Brabham, it was so tucked up under the back of the Renault, and as they accelerated towards the two-ess-bends before the pits it nipped out of the slip-stream and into the lead. While the Piquet followers were grinning contentedly the Ferrari fans were screaming hysterically because Villeneuve had overtaken Giacomelli and the Alfa fans were shouting in dismay. After five laps the order was Piquet (Brabham), Jabouille (Renault), Arnoux (Renault), Villeneuve (Ferrari), Giacomelli (Alfa Romeo), Rebaque (Brabham) doing very well, and Jones (Williams). Pironi was leading the mid-field runners, but was already a fair way back, and Reutemann was trailing along at the back now unable to make fourth gear stay in. As the leaders were heading for the tight left-hand hairpin at *Tosa*, Villeneuve was on full song into the preceding right-hand curve when his left-rear tyre burst. The Ferrari bounced from side to side of the track and the whole rear end of the car was torn off. Giacomelli, who was following narrowly missed the wreckage but ran over the debris and punctured a tyre, which put him off into the scenery as well. It was a bad day for Italy for Brambilla had taken to the rough stuff on the previous lap and destroyed a rear tyre, which flailed round and demolished the rear suspension and the aerofoil, and Scheckter in the remaining truly Italian car was down in thirteenth position. The animation amongst the Ferrari and Alfa fans was destroyed in one move and all they could do was watch the confident Nelson Piquet draw away from the opposition. Jones had scratched past Rebaque and though he was now fourth with the retirement of Villeneuve and Giacomelli, he had lost touch with Piquet and did not look like regaining it. Villeneuve was very lucky to step out of the wreckage unscathed and Giacomelli was a bit shaken by it all.

Laffite was running in an unhappy position between Scheckter and Keegan and on lap 8 he spun at the foot of the hill, was missed by those immediately behind but as he gathered himself together he elbowed poor old "auntie" Reutemann off onto the dust in a most unruly fashion. Arnoux was in trouble with a rear shock-absorber playing up and had to succumb to



JACQUES Laffite really trying to catch up lost ground for Ligier.

pressure from Jones and Cheever was now running last after a quick pit stop to cure an oil leak on the new Osella. Reutemann had now decided how to drive the circuit without using fourth gear, and began to get a move on, passing Daly and Surer and then Prost and de Angelis, but the race was a third run before he did that. By 15 laps it was really all over for Piquet was out on his own, Jabouille was an unchallenged second, Jones an unchallenged third and Arnoux was being harassed by Rebaque. Then came Jarier leading Watson and Andretti, Pironi on his own, Patrese equally alone, Scheckter followed by Keegan and Fittipaldi with Rosberg about to join them. At the end of lap 18 Keegan, Fittipaldi and Rosberg were in a tight bunch, too close for any of them to be strictly on the correct line and the result was that Fittipaldi crossed the bad bumps on the last left-hander before the straight up to the pit area, slightly off-line and a bit askew. Instantly the yellow car bounced out of control and spun off to the outside of the corner and hit the guard rails travelling backwards, which put it out of the race. Marshals wheeled it out of harm's way while Fittipaldi wondered just what had happened. In trying to pass Arnoux's Renault Rebaque got off course and damaged the suspension of his Brabham and then Watson got all crossed-up on his own as a rear wheel bearing broke up on his McLaren; he limped back to the pits to retire.

Slowly but surely Jones was gaining on Jabouille's Renault, but he was not making any serious inroads into Piquet's lead and at exactly half distance the Williams moved into second place. A long way back, in fourth place, Arnoux was fending off attacks from Jarier and Andretti, the three of them running in excitingly close company. Reutemann seemed to be stuck behind Rosberg for an awfully long time and Piquet was lapping the tail-enders as if they were not there. On lap 34 Derek Daly had a moment of inattention and ran ever so slightly wide on the last left-hander, where the racing-line had thrown up a carpet of "marbles". Instantly the Tyrrell under-steered straight on, spun on the grass verge and hit the barriers with a sickening thud almost exactly where the Fittipaldi had crashed. The Tyrrell was not driveable or wheel-able so a huge mobile crane reached over the wire mesh fence and lifted the wreckage off the circuit. Daly was unhurt. Although Jarier and Andretti passed and repassed neither of them could get by Arnoux and on lap 41 the Lotus coasted to a stop with a dead engine, leaving Jarier still trying desperately to get by the Renault. Patrese had dropped out and Reutemann had got past Rosberg at long last and then got past Pironi, so with Andretti's retirement he found himself sixth. He now had another problem to add to his sorry tale of woe for a piece broke off an exhaust manifold pipe and lost him quite a lot of power, but to balance this he had discovered that fourth gear was all right after all! Piquet was now not far behind the number two Williams with the likelihood of lapping it, but Reutemann at last got wound up and closed on the Arnoux/Jarier dice. This in itself was not going too well for Arnoux's defective shock-absorber had come adrift and Jarier's brakes were fading, not from wear but due to a fluid leak in the system to the rear ones. For a glorious moment on lap 47 the Tyrrell driver got ahead, but then the brake pedal feel got worse and he dropped back again and Reutemann went by both the Tyrrell and the Renault. Jones was also in brake trouble as one of the calipers was too close to the disc and the fluid was boiling which produced a spongy feel to the pedal. He had made up some ground on the flying Piquet, but the dark-eyed Brazilian had it all well weighed up. The Brabham BT49 was running perfectly and Piquet had it in the bag all the time, driving fast and neatly, with coolness and confidence, winning the way he had in Long Beach and at Zandvoort, Jabouille lost a certain third place when his gearbox broke with six laps to go and this let Reutemann inherit third place. Jarier struggled valiantly with his lack of brakes, but had to give it best with only five laps to go, after a praiseworthy battle. Poor Arnoux could only creep to the finish with his disabled Renault, dropping to tenth place.

On paper the second and third places to the Williams team looked pretty good, but in reality it was a poor performance relative to what they should have done. The Brabham team had another good reason to feel more than satisfied with their driver, their car and their preparation. Behind the first three was a row of mixed feelings, the other nine finishers being either unimpressive or unfortunate. — D.S.J.

(Notes on the cars and results appear on page 1578)

THE MANX INTERNATIONAL RALLY

TONY Pond and Fred Gallagher (above) won the Manx Rally on September 13th by nearly four minutes from second place crew, Ari Vatanen and Dave Richards (Ford RS, below right). The Triumph TR7 V8 was pressed hard during the event by the 2.3-litre Vauxhall Chevette (below) of Jimmy McRae and Mike Nicholson. Pond was fastest on twenty of the stages, Vatanen and McRae on nine each, but McRae would have been fastest on aggregate if a problem with the distributor had not cost him seven minutes ten stages from the finish.





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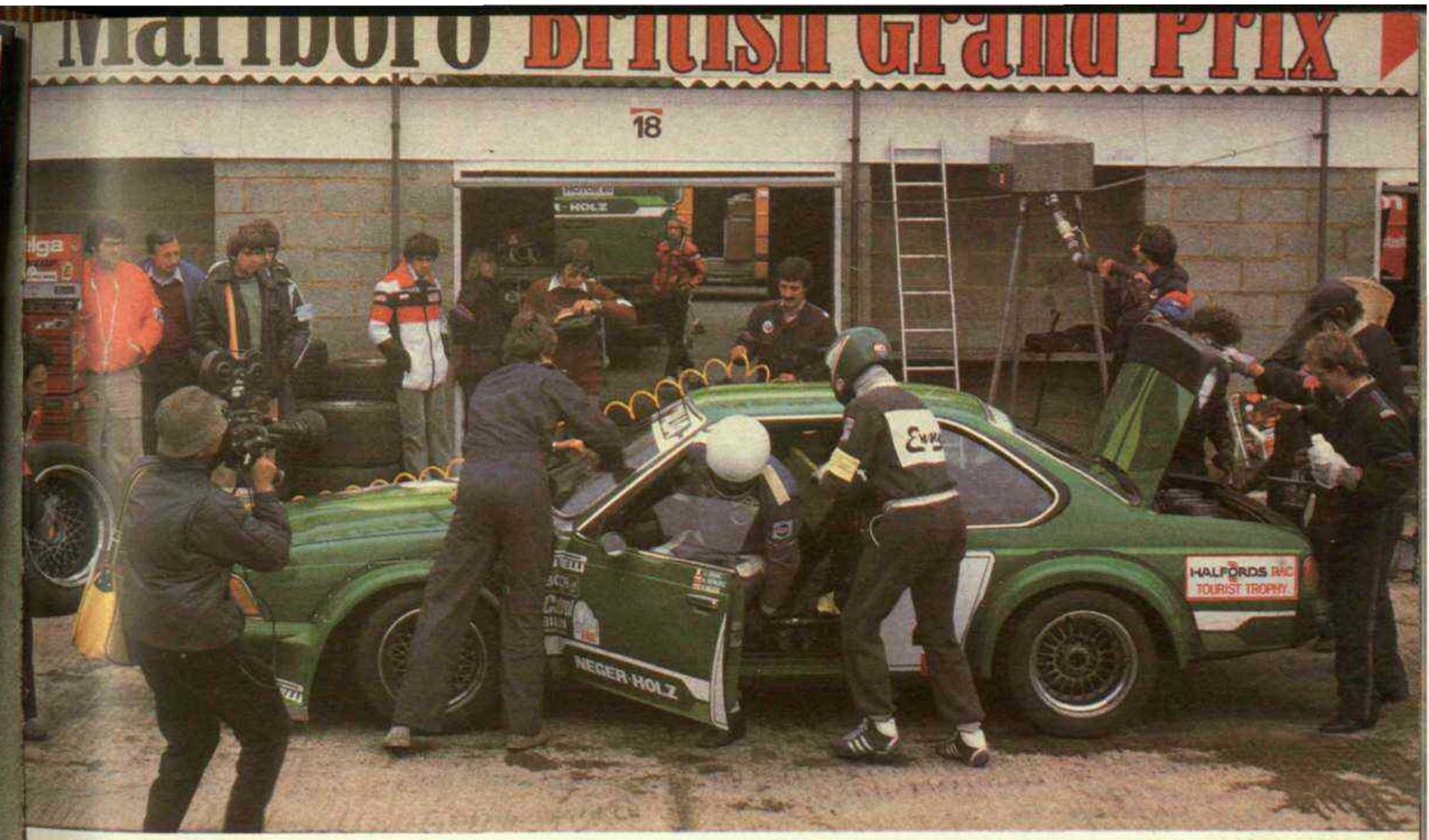

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THE RAC TOURIST TROPHY

JOOSEN (above) led the race in the early laps in his Italia entered BMW 635 CSi, but by lap six was suffering from brake trouble, allowing Werginz to take the lead. Muir (left) led the Group 1 cars, in eleventh place overall, during the earlier stages of the race, but succumbed to the Woodman/Buncombe Capri which eventually won the Group 1 section, finishing in eighth place overall. Kelleners and Mueller (below left) were third with their 320 BMW, but the Unipart Rover of Allam and Needell (below right) which had put up some excellent times in practice lost all chances when an impromptu pit stop was required to replace a drive belt.







THE RAC TOURIST TROPHY NOT the British Grand Prix, a the label on the pit canop might suggest but a 107 lap race on the Grand Prix circuit at Silverstone fo the most prestigious trophy in British saloon car racing. The winning ca (above) was the Italia entered BMW 635 CSi of Grano, Neger and Werginz giving the German manufacturers their fifth successive win. The Zakspee Escort (below) of Ludwig & Niedzwiedz was second, only 31 second behind after just over three hours. The Lotus Sunbeam (right) challenge for third position during the race before engine failure caused Facetti t retire.

(Continued overleaf)

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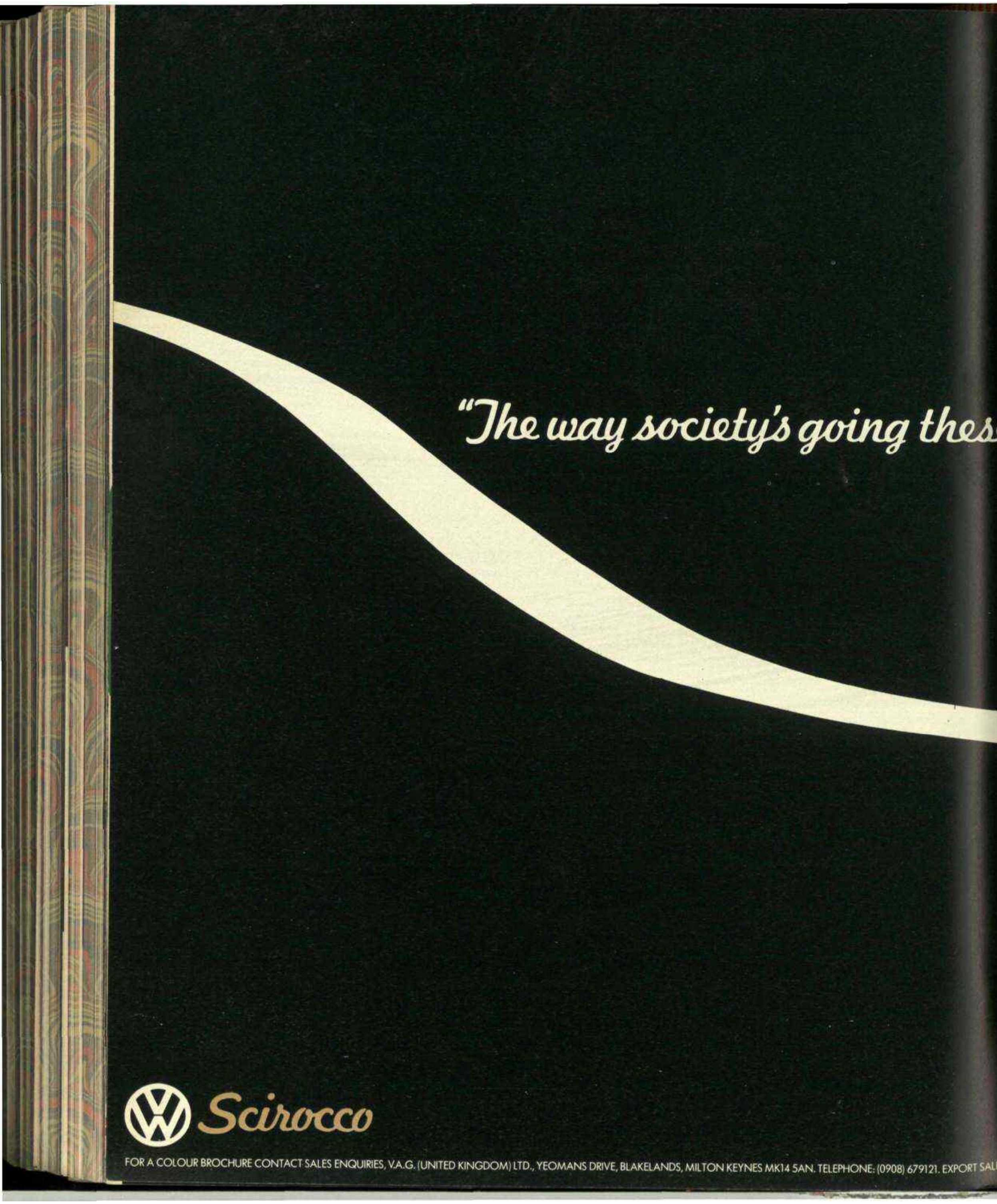
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DUTCH GRAND PRIX HAVING FORCED his way from fourth position on the grid to the front, Alan Jones (Williams) leads the field. He managed to pull out two seconds advantage on the first lap, but ran wide on the second, grounding the skirts of his car and thus requiring a lengthy pit stop to repair the damage. René Arnoux (below) was fastest in practice and took his Renault into second place.


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DUTCH GRAND PRIX

Above: Nelson Piquet brandishing his hard won trophy after a tremendous drive in the Brabham. He managed to take the lead from Laffite and Arnoux after Jones had dropped back.

Centre: Bruno Giacomelli (Alfa Romeo) challenging for second place, but failing to make it through over exuberance, spinning and damaging the skirts of the car in the process.

Bottom right: Derek Daly's Tyrrell and Alain Prost's new McLaren having a close tussle in mid-field.

Below: Jacques Laffite (Ligier) led the race in the early stages when Jones was in the pits. Piquet passed him on lap 12, and Arnoux in the closing stages after Laffite had eased up, thinking himself secure.









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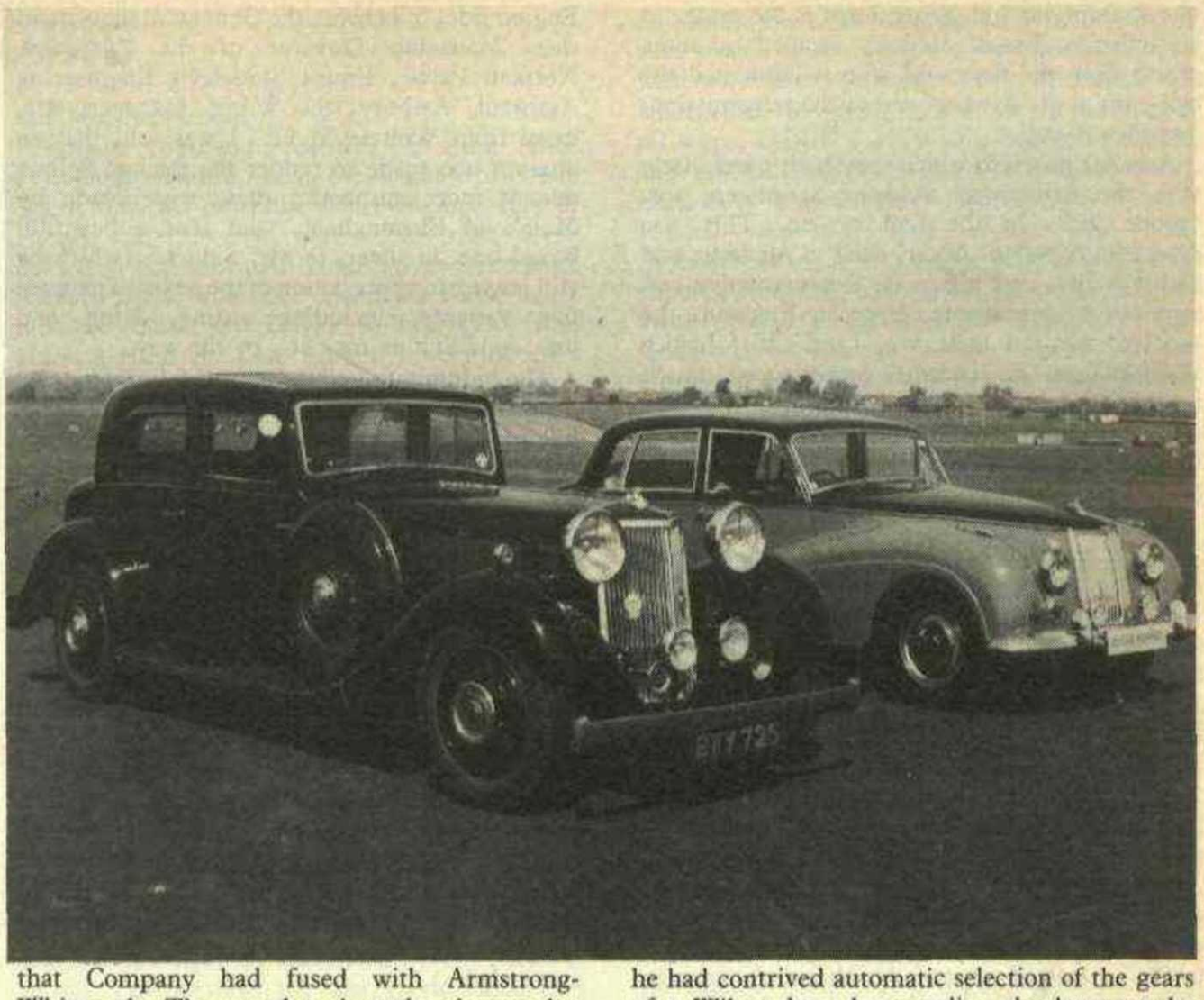
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Talking with Ernest Siddeley



MR. ERNEST Siddeley, younger son of Sir John Davenport Siddeley (later the Rt. Hon. Lord Kenilworth OBE, FRAeS), talked to me the other day about Armstrong Siddeley Motors of Coventry, which made fine motor-cars, "to aero-engine standards", from 1919 to 1960. The first of these cars was the massive 30 h.p. model, which was based on the American car of Howard Marmon, as detailed in the history of the make which I wrote for MOTOR SPORT in 1958 (November and December issues). It was this car that established the Armstrong Siddeley tradition of pointed radiators and its deep chassis side-members, etc. were copied from those of the Marmon. The Armstrong Siddeley Thirty had a six-cylinder push-rod o.h.v. power unit, with the cylinder blocks in three pairs. It was designed by F. R. Smith, who had been Napier's Chief Engineer. He stayed with Armstrong Siddeley to design their Puma aero-engine, etc. Miles Thomas (later Baron Thomas of Remingham) is recalled as the first motoring writer, when he was working for *The Motor*, to be allowed to road test the Thirty. This model was soon being produced at the Parkside factory in Coventry, at the rate of about 20 a week and was, of course, a car favoured by HRH The Duke of York. Ernest Siddeley remembers the Duke taking a trial run at Cambridge on a test chassis, with wooden box for a seat! There was an occasion when the Duke was extremely angry, being displeased with the car, so Ernest Siddeley, who from flying Maurice Farman short and long-horns in the RFC in 1915, had returned from the war to assist his father on the engineering side of the Company (his elder brother, the Hon. Cyril Siddeley, looked after sales) went post-haste to Chesterfield House, to discuss with Wood, the Duke's personal chauffeur (who used to race motorcycles entered by the Duke at Brooklands) what the trouble was. It turned out that HRH could not reach the car's accelerator pedal! Mr. Siddeley, using an adjustable spanner that Lucas had given away as a Christmas present, put that right on the spot and, from raging at the car, the Duke came out to try it again, and was delighted.

When front-wheel-brakes were deemed desirable, for 1924, a Perrot installation was devised, which Sir John Siddeley tested on the Continent. Incidentally, Sir John Siddeley was a true pioneer. He had driven a 6 h.p. Daimler in the 1,000 Mile Trial of 1900, built his first Siddeley car in 1903, and was responsible for the Wolseley-Siddeley, and the Siddeley-Deasy after that Company had fused with Armstrong-Whitworth. They used to buy the sleeve-valve engines from the Daimler's but made their own Lanchester-type worm-drive back axles.

When Armstrong Siddeley adopted the Wilson self-change gearbox, this was first tested in a Thirty chassis. Daimler decided on the fluid flywheel in 1930 and Percy Martin asked if he could borrow an Armstrong Siddeley Thirty for three days, when they were experimenting with it. Sir John Siddeley was happy to comply, telling him to keep the car as long as he wanted it — these gentlemen lived opposite one another in Kenilworth at the time and were close friends. Percy Martin said three days should be sufficient and enquired when Sir John Siddeley would be returning from London. He was told by which train and said he would meet it, with the borrowed Thirty. Having put Sir John Siddeley in it he drove the car into the wall at Coventry Station — it had been fitted with a fluid flywheel and this was Percy Martin's way of demonstrating it! So the first practical fluid flywheel in conjunction with the Wilson box was tested, not on a Daimler, but on an Armstrong Siddeley. Armstrong's never cared much for this but they were later to use the Newton centrifugal clutch with their famed self-change gearbox, to enable the engine to idle with first gear engaged. Ernest Siddeley recalls that the adoption of the Wilson box was a quick decision on his father's part, around 1928/29; he was in London at that time but, as the works manager had died suddenly, was told "to return to Coventry tomorrow" to deal with this development, and as he was also required to build torpedo engines for the Admiralty, this was a busy period for him. Incidentally, apart from the Wilson box being used for racing, by ERA, MG, Connaught, and HWM and by Sir Malcolm Campbell for the rebuilt V12 4-litre Sunbeams and Whitney Straight for his Maseratis, AS sent boxes to Auto-Union (who never raced them, however) and even Ettore Bugatti sent them a car for such conversion. Around 1935 a man called Lewis begged to show them a Lanchester Ten on which he had contrived automatic selection of the gears of a Wilson box, by coupling the lever to the pedal, which was adopted later by London Transport for their 'buses.

When the first self-change Armstrong Siddeley was being tested an inadvertent change into reverse gear sheared the nose-piece off the back axle. The car was towed in and the next day Walter Wilson came up to Coventry to look into the problem. He solved it by moving the control of the brake bands to the other side of the epicyclic box, so that it had an unlapping, instead of a wind-up, action. K. Lee Guinness, who was an Armstrong Siddeley Director, asked about this when going out in a Thirty but it was shown to him, by changing immediately into reverse, that there was no problem. On another occasion, when Ernest Siddeley and his wife were on the Continent testing a car, the self-change box jammed in top gear at the gates of a level-crossing near Paris. Mr. Siddeley knew Mr. Ainsworth of the Hotchkiss factory, and they drove into St. Denis on the starter, to the nearby Hotchkiss works. Next day Walter Wilson's son Gordon came out and found that a pin had broken off, jamming the box; a pleasant week was spent in Paris while a new spindle was machined and fitted! Thus were the early difficulties of this "fool-proof" transmission eradicated. . . .

Ernest Siddeley, as Engineering Director of the Company, did a considerable amount of test-driving on the Continent. He liked to drive across France, trying to reach Biarritz in a day, after crossing on the night boat, and he would cover 2,000 miles or so in the week, often taking his wife with him and contriving to return by the opposite route, if it were the week of Le Mans, in order to watch the race. One such test-run they had got as far as Bordeaux when a terrible noise developed in the engine of the Seventeen he was driving.

The pistons were suspected, so oil was inserted into the cylinders (as had once cured scuffing problems when starting up a Panther aero-engine), but to no avail. So the car was driven to an hotel. During the night the solution

was thought out and, going down to the garage in his pyjamas, Ernest Siddeley scraped up some grease from the floor and with it lubricated the ball-joint at the flywheel-end of the transmission, and all was well. . . .

Another problem which they had, particularly with the Armstrong Siddeley Seventeen, was vapour locks in the fuel system. This was especially prevalent in cars used in Australia and South Africa, and a Service Representative was sent out to investigate. Even in England, the problem was not unknown. Lord Chief Justice Goddard (as he became) experienced much trouble of this sort with his Seventeen, but "he was very patient about it". His car was taken back to Coventry and thoroughly tested, by coupling both rear wheels to Heenan & Froud dynamometers and using glass petrol-pipes. The fault was traced as having its source in the Claudel Hobson triple-diffuser carburetter. After rectification, Mr. Siddeley had another car taken to Brooklands, so that it could be driven at full-throttle for a long time, to prove the cure. Reverting to earlier days, cars like a Chevrolet, an Essex, the little 5 c.v. cloverleaf Citroën, and a Model-T Ford were investigated at the Parkside factory, before the rugged £360 Armstrong Siddeley Fourteen was being evolved, a car which sold well all over the World, made at the rate of 100 a week. The Twelve which followed "was not a success", recalled Mr. Siddeley, "as the small side-valve six-cylinder engine had very little power". Again he was called back from London to Coventry to develop it and Sir John Siddeley even called in Ricardo to try to inprove its performance. Even so, many owners enthused over the smallest Armstrong Siddeley, including H. S. Linfield of *The Autocar*, and the smart coupé version, intended for "The Daughters of Gentlemen", sold well. Eventually, Ernest Siddeley told me, his father went for quite high-performance models, such as the 20/25 h.p. which would exceed 80 m.p.h., largely as a result of the good showing made in the 1931 Monte Carlo Rally by S. C. H. Davis. Although Armstrong Siddeley's didn't race, they competed in more rallies and Alpine Trials than may be remembered. Douglas Scott was responsible for the rally cars, in which something like a hundredweight was saved by Inglis of the body shop, by using aluminium panels and the engine given a high compression-ratio, etc., so that a short 17 Armstrong Siddeley, driven in the Torquay Rally by Douglas Scott, was a match for Aldington's Frazer Nash BMW. The red, white and blue team of Fourteens that toured England for publicity purposes in 1925 was remembered, and we talked of pre-war celebrities who had driven Armstrong Siddeleys, including Sir Stenson Cooke of the AA, W. G. McMinnies of Morgan 3-wheeler memory, who in 1929 took a Twelve tourer to Le Mans and on to Nice at some 25 m.p.g. of petrol, C. G. Grey, Editor of *The Aeroplane* ("His bark was worse than his bite" said Mr. Siddeley) who had a number of these cars (he once told me that he took delivery of a new one and on enquiring how far he should run it in, he was told "just as far as the factory-gates, Sir; it's already been run-in" and that Cyril Siddeley thought bumpers were very definitely for careless drivers only), and W. F. Bradley, who drove a Siddeley Special from London to Istanbul — Mr. Siddeley still has a nice memento of this long journey. . . .

Mr. Siddeley also mentioned some of the old workforce at Coventry, like the difficult Chapman whom the Car-Section wanted to "sack" but who, at Mr. Siddeley's instigation, went to the Aero Engine side, to become the General Manager and then Managing Director of the Company, Norman Payne, Ernest Siddeley's Engineering Assistant, Astbury, the Works Manager, who came from Wolseley's, etc. I was told that an attempt was made to render the famous Sphinx mascot more authentic; these were made by Mole's of Birmingham, who sent a beautiful boxed one, in silver, to Mr. Siddeley (which he still posses) in appreciation of the order. There are five variants, including sitting, lying and head-only Sphinx mascots, by the way.

The hiduminium-alloy-engined 5-litre Siddeley Special was again Sir John Siddeley's idea. This fine car led to some interesting times with three Michelin-shod Railcars running on pneumatic tyres and powered with Siddeley Special engines — perhaps the French were running short of Bugatti Royale engines! What I did not know was that a lot of work had been done, before the war intervened, on a Siddeley Special intended to attack the World's 24-hour record under the leadership of Capt. George Eyston; presumably they were after Abe Jenkins' 127 m.p.h. run at Utah, with his Jenkins Special, which he later put out of reach. "Eyston would sometimes arrive at the factory at 3 a.m. in the morning, in top hat, white tie and tails from some official function" Mr. Siddeley recalled, "and the night-shift loved it". As the open-bodied Siddeley Specials could exceed 90 m.p.h. in standard form, this long-distance record bid might well have succeeded. . . .

It was Mr. Ernest Siddeley who introduced final chassis testing *after* the body had been fitted, as more expeditious than doing a separate chassis test-run; Armstrong Siddeley made their own coachwork, of course, and their own Wilson gearboxes. It is felt that, while the cars were made to aero-engine standards, there was not much connection between the two, inasmuch as car-engine tolerances were the finer. Thinking back to before the 1914/18 war, the Stoneleigh lorry chassis — it had a very difficult gear-change — used a Daimler engine. The name was revived in 1922 for the two-cylinder air-cooled Stoneleigh light-car but it became known as "Siddeley's Failure" and worse. . . . At the opposite extreme, the Siddeley Special was a most impressive car — it was remembered that Jack Barclay borrowed one to try, taking it to the South of France, and on his return he wanted the agency but was dissuaded by Rolls-Royce.

I was interested to learn that Mr. Ernest Siddeley visited America and Canada in 1919, when no doubt the secret importation of that Marmon was arranged. When hydraulic tappets were needed for the Siddeley Special engine Henry Royce did his best to obtain the details from Ernest Siddeley, — no doubt for the Phantom III R-R — who told him to work it out for himself and, thus frustrated, Royce tried to get Wallace of Iliffes, who published *The Autocar*, to obtain the drawings for him. Very interesting, too, was the information that when Armstrong Siddeley decided to use i.f.s. for their post-war cars, Mr. Ernest Siddeley went to Stuttgart, warned by his father to be cautious, and secured the Mercedes Benz design. Daimler-Benz were quite co-operative, charging about £400 and a small royalty on each suspension unit built in England, but AS had to buy a small part for each one from Mercedes, so that Germany could keep a check on how many cars were made! At the time of the Hawker-Siddeley merger Mr. Siddeley was asked to look after Fred Sigrist, when he and Sopwith and Spriggs came to inspect the Coventry factory — Sigrist, like Owen Clegg, could *smell* "if a thing wasn't right". Apparently Sigrist liked what he saw and when Mr. Siddeley asked Tom Sopwith how the gearbox of his Rolls-Royce was behaving, the great man replied "All Synch and no mesh". . . . One up perhaps, for Armstrong's self-change system!

I concluded this fascinating conversation by enquiring about the motor-cars Ernest Siddeley has owned. He had, naturally, almost every kind of Armstrong Siddeley, starting with a Thirty two-door "Sociable", which he took over the Pyrenees in 1925 equipped by Dunlop with their balloon tyres. These quickly wore out but fresh ones were sent, *by air*, for collection at the end of the outward run. Of all these Armstrongs, which Mr. and Mrs. Siddeley named after different Greek gods or godesses, his favourite one was the Twenty. After car manufacture ceased at Armstrong Siddeley's, Ernest Siddeley was told that a Bentley gave one "a new kick in life", so he had a 4¼-litre. When these Derby-built Bentleys were first announced, though, he had tried both models at Sidgreave's request, and thought the 3½-litre the better-balanced car. After the Bentley he had two Mercedes-Benz in succession, a 230 coupé and a 2.8 saloon. His present car is a Renault 30 Automatic and for local runs Mrs. Siddeley uses a Renault 5. — W.B.

An Armstrong Siddeley on an Alpine Pass in the thirties.



Bentleys at Silverstone

THE TRADITIONAL last-Saturday-in-August Bentley Drivers Club meeting at Silverstone had two anniversaries to celebrate this year — the 50th year since the last Bentley win at Le Mans, when two Speed Six Bentleys came home first and second to give the British Company its fifth win in the eight year history of the race and the 70th anniversary of the founding of the Morgan Motor Company. The former was marked by a race with the nearest thing current day regulations would allow to a Le Mans start, and the latter by an enormous parade of Morgans. The racing was without serious incident and was blessed with fine weather which helped to make a most enjoyable day's sport for competitors and spectators alike.

Events started with a display of replica First World War aircraft, which should have been followed by the appearance of the Hon. Patrick Lindsay's Spitfire, but sadly this failed to appear — it was rumoured that Tony Bianchi, who should have been at the controls, was suffering the effects of the French fishermen's blockade.

The first race, starting promptly at 1.00 p.m., was an eight lap handicap race for a selection of cars, ranging from Peter Askew's incredibly fast 4/4 Morgan, through a number of +8s, to a series of Mk. VI Bentley specials, with a couple of Jaguars thrown in for good measure. Credit laps made following the race rather difficult, and the commentator was as confused as anyone else, but the timekeepers declared Graham Bryant as the winner (Morgan +8) with Alan Kennedy second (Morgan 4/4) and Malcolm Paul third (Morgan +8).

Race two was another eight lap handicap, this time for pre-war Lagonda and Bentley cars, although one Bentley was seen to be running with a post-war engine. With the exception of Harvey Hine (driving David Llewellyn's well-known 3/8-litre Bentley Special) and Gordon Russell in his single-seater 8-litre car, all the other competitors had credit laps. First away was one of the three Lagondas, Colin Bugler's 4½ tourer, with a start of one lap and 1 min. 15 sec. over Hine. Richard Black was campaigning his white 3-litre, fitted with beaded edge front tyres, John Walker his slightly later Speed model 3-litre, fitted with an immaculate blue four-seater body and full length wings, while Stanley Mann had an extremely stark special Speed Six. Tim Llewellyn was at the wheel of "Bluebell", a special 4½, George Tabbenor in his enormous Speed Six, spoilt for me by Union Jacks and small wheels, and David Rens in one of the least sporting of vintage Bentleys, a 4-litre. James Crocker's nippy little Rapier and David Hine's rather larger Meadows engined car were attempting to uphold Lagonda honours, and were very evenly matched, Crocker having the advantage on the corners. Black, who had two credit laps succeeded in holding all the opposition at bay, and won the race from Grafton's 4¼ and Bugler's Lagonda. Hine and Russell were trying very hard throughout the race, Russell getting very sideways at Woodcote on occasions, but neither was able to make much impression on their very stiff handicaps.

The field for the third event was made up entirely of Morgans — ranging from Rob Wells' Modsports +8, which led from start to finish, to apparently standard early fifties +4s. Wells set a tremendous pace, and no-one was able to keep anywhere near him. Peter Askew (4/4) was chasing Bruce Stapleton (+8) for second place while Graham Bryant led a small gaggle of +8s which were evenly matched and all trying to get into fourth position.

Vintage Bentleys featured in the Pace Petroleum Handicap race, over eight laps. Once again, the two powerful 8-litre-engined cars of Russell and Llewellyn were at the back of the field, and had enormous handicaps to overcome. Richard Black won once again, his 3-litre being followed home by David Rolfe's 4½, from Harvey Hine in Tim Llewellyn's "Bluebell". Mandy Collings, who is probably the youngest driver racing at the moment, being but 17½ years old, did very well to finish sixth in her Speed Six Bentley, five places ahead of Tabbenor's car which shared the same handicap. Fuad Majzub was racing a very neat special bodied 3-litre car, managing to come home just ahead of Mandy, but unable to catch Walker's 3-litre which finished fourth.

Bill Tuer treated the crowd to a demonstration of three-wheeler Morgan motoring when he won the fifth event of the day, an eight lap all-comers handicap. A later four-wheeled version of the Malvern marque owned by N. Stechman came second, followed closely by Alan Wiseberg's MG-B. Poor Stuart Harper, whose three-wheeler Morgan is well known to the followers of the VSCC racing scene, dropped out of the race when the front end of his prop-shaft broke — the rear end had broken at the Hawthorn Trophy Meeting in July. Further down the field, David Taylor and Derrick Edwards were having a tremendous dice in a pair of pre-war Aston Martins, the decision finally going to Taylor's rather special car.

Before the main race of the day, the track was filled with over 70 Morgans, ranging in age right back to the first days of the company, and all apparently different. One grey and red four-wheeled version had crew clad in evening dress with hair dyed to match the colour of the car. Commentary was given by Peter Morgan.

The big race was entitled *Le Mans Retrospective 50th Anniversary Dash for* The Times *Trophy for Bentley Cars*, and was to be run over ten laps. The start was to be Le Mans style, and just to add to the flavour of the event, competitors had to stop in the pits at some stage after their second lap and before their eighth to change a wheel, using a jack which had to be carried in the car. The field was lined up in echelon along the outside edge of the GP circuit at Woodcote, engines turned off, and drivers facing their cars some 20 yards away, helmets and goggles in place. Eddie Hall, who had driven Derby Bentleys in competition in the thirties and fifties, had come over from his home in Monaco to drop the flag, and the drivers dashed to their cars. It was difficult to see quite who was first away, but there was not much in it. The pit road was far more interesting than the actual race, with scrutineers dashing about checking that wheels had been replaced securely in the hurried pit stops. Quickest stops were the least hurried, and David Llewellyn scored well here, which must have helped him to win the race. Gordon Russell, who came home second, was rather flustered during his stop and tripped across his exposed stub-axle, but quickly recovered and was away with little wasted time. Mandy's brother Craig was driving the Collings' Speed Six, and employed a lump of wood to raise the front axle instead of a jack. Others were using trolley jacks, nearly breaking their backs as they lifted them out of the car, some were using modern hydraulic pillar jacks, while there were plenty of very vintage screw jacks in evidence. The Vintage group, having knock-on hubs, were at a distinct advantage over the later cars, although Ian Benthall managed to bring his Mk. VI special into third place, making fastest lap of the race in the process. Charles Teall was fourth with his very pretty, if somewhat over polished, Mk. VI special, but he was a whole lap behind the first three.

And so to event seven, a splendid dice between three-wheeled Morgans and MG cars, over eight laps. Bill Nicholson led with his MG-B from start to finish, but the real racing was for second place, with Bill Tuer's three-wheeler chasing Eric Hoult (MG-A) for second place, and succeeding in taking and holding on to it until a burnt piston put him out of the race at the end of the sixth lap. Vic Ellis in another MG-A was third.

Vintage and PVT cars formed up on the grid for the eighth race, an eight-lap handicap. The result went to David Taylor's hot Aston Martin Le Mans, which again had a thoroughly good dice with Derrick Edwards' Ulster Aston until the latter went sick, followed by Nick Lees' Riley Special. David Roscoe's 4.3-litre Alvis Special came storming through the field to finish third, just pipping James Crocker into fourth place at the finish.

Last race of the day was on a scratch basis, over ten laps, and was for all-comers, but with classes for members of the AC Owners Club and for Crewe Bentley Specials. Rob Wells (+8 Morgan) was in pole position, once more, and led from the start to finish some 30 seconds ahead of a close bunch who had been battling throughout the race for second place, which finally went to Nick Green (AC Cobra), some three seconds ahead of Charles Morgan (+8) and Martin Colvill in another Cobra. In winning this race, Rob Wells achieved what is believed to be the fastest lap of the club circuit by a Morgan — a shattering 59.4 sec. — equivalent to 97.45 m.p.h. — P.H.J.W.

(Results on page 1559)

The start of the Le Mans Retrospective Race.



Faith in the Cyclecar

THE HEADING does not refer to a bobbed-haired "flapper"in her sporting GN or Morgan, as well it might, but to a rather courageous journey undertaken in 1922 in one of the crudest examples of the cyclecar breed. Special endurance runs done for publicity purposes or to break records apart, I think that, of long runs by ordinary mortals, the journey I am about to describe must rank as one of the more optimistic; even if everything went far better than a pessimist would have been justified in expecting.

The vehicle in which this Continental run was essayed was the tiny Xtra cyclecar, made in London Road, Chertsey. Crude is surely the permissible, operative word! For bodywork the Xtra had a sort of motorcycle sidecar, to accommodate the driver only. It was made of ash, covered with three-ply. Duplicated transverse leaf springs supported the two front wheels, dispensing with a front axle. The power-pack lived in the tail, engine and transmission being mounted on a forked sub-frame which was hinged to the main frame and its movement controlled by coil springs, one taking the load, the other any rebound. The engine was mounted at the front of this sub-frame. It was a 2¾ h.p. Villiers two-stroke, with that single-cylinder air-cooled engine's well-known flywheel-magneto. Two speeds forward were provided on the Xtra by an ingenious friction-drive, consisting of two wheels of compressed-cork, of different diameters. A single chain from the engine passed over two sprockets that drove these friction wheels. By moving a lever, one or other of the friction wheels could be made to engage a flat rim riveted to the single rear road-wheel. This was a better way of using friction to drive a car than sliding discs across one another, as on the GWK, Unit No. 1, etc. The front wheels of the Xtra were turned by rack-and-pinion and a contracting brake worked on a rear-wheel drum. The "sidecar" was painted grey, lighting was by diminutive acetylene lamps beside the single-pane windscreen, and the fuel tank held three gallons.

The Xtra ran on what looked suspiciously like bicycle wheels, but as these took 26" × 2¼" Avon tyres, perhaps they were borrowed from a carrier-cycle! (These days, the smallest tyres you see at vintage events, on properly-shod old cars, are Dunlop's 26 × 3 or 710 × 90 beaded-edge covers, and these wear out quickly enough, so that I swallow every time my 1922 Talbot-Darracq with its "solid" back axle takes an acute corner! But I believe the original tyre-size for it was 700 × 60, over which the Xtra's Avons were perhaps a marginal improvement!) The makers listed the contraption at 95 guineas but, even so, it is surprising that anyone fell for it; however, a few did, and a number of years ago MOTOR SPORT had a letter from a reader who had owned one. By 1923 there was the option of the 3½ h.p. Villiers engine and by 1924 the price had been reduced to 70 gns. for the 2¼ h.p. model, 75 gns. for the more powerful version. The Xtra wasn't a vehicle, I would have thought, in which you would want to go down to the post or even as far as the local! Yet, and this is the point, one of these tiny cyclecars was delivered to a customer in Switzerland in 1922 — by road.

This monstrosity of a cyclecar — or so it must have seemed to many who saw the driver setting off in the little machine, which was only 4' 6" wide — was shipped from Newhaven to Dieppe one Sunday night. Admittedly, at about the same time a GN had done a Scottish tour at 48.5 m.p.g. and 1,000 m.p.g. of oil and a Tamplin cyclecar had covered 500 miles in 24 hours in this country, up the Great North Road and back, at 45 m.p.g. of petrol and 1,000 m.p.g. of oil, the only trouble experienced being three breakages of the driving-belt fasteners. But that was with a JAP-engined two-seater, not with a two-stroke engine of only 269 c.c. which was not so much as fan-cooled.

However, the Xtra got to Paris without trouble. In Paris the Michelin establishment provided maps of the rest of the route, mostly over by-roads of untarred macadam. Through the beautiful Fontainebleau forest, where the Bol d'Or cyclecar races were held, the little Xtra hummed, but some 40 miles out the engine stopped. The magneto rocker-arm had broken. A spare arm was in the spares-kit (all spares were packed in hard grease to prevent damage from vibration, offered as a useful tip!) but it had no platinum point. After unsuccessful attempts to fit that from the broken arm the engine ran satisfactorily without the point. At a village near Sens a blacksmith was found who actually had a spare platinum point, which he filed down and riveted to the new rocker arm. The driver still had 200 miles to cover to Lyons, where he was due the next morning — he had spent a day in Paris on business and was, maybe, a salesman for the oddity he was driving. The hills at Avallon brought the Xtra off top speed but it pulled up them at half-throttle, on the other speed. The ascending was slow, but sure. Until, that is, the engine stopped again. This time it was for want of petrol, whereupon the driver discovered that the spare tins of fuel and oil that he had packed had apparently been stolen. The solution was drastic. He coasted three miles downhill, to a grocer's shop. Alas, the grocer, although a French grocer who stocked petrol, was temporarily out of it. So three litres of paraffin was purchased and on this, using a double dose of engine oil, the Xtra functioned contentedly enough! The hills got worse but the Xtra, on its unusual fuel, made light of them, even that of the seven-mile climb at Chamelot. Darkness then overtook the traveller, so he stopped at Lozanne for the night. Next day he ran round Lyons to keep his appointment, quite a feat, from what I remember of naviating across the complex city.

Then it was on towards Geneva, the mountains commencing at Merionat but the Xtra climbing the gradients without faltering, although one suspects at a crawl. A short distance after re-making acquaintance with the Rhone and crossing its bridge, the Frontier was reached, where courteous officials showed much interest in the manifestation from England. It was still not lunch time.

Who, one wonders, had fallen for the idea of using an Xtra in mountainous Switzerland; and what fun if an Xtra should turn up at the next VSCC Cyclecar Rally! — W.B.

Heritage Collection at Syon Park



Some of the exhibits in the Heritage Collection on display outside the converted greenhouse in Syon Park.

AS REPORTED briefly last month, British Leyland's Heritage Collection has been moved from Donington Park to a new home in the beautiful surroundings of Syon Park, near Brentford. The move has given Leyland better opportunities to show the cars, and to use them, both for display purposes in the grounds of Syon Park, and in various events. The main collection is housed in a converted greenhouse, which feels as if it would make an aircraft hangar look small, and the cars are arranged around the walls with one or two special displays in the centre. The plaques on the vehicles give only scanty information, such as make and date, but a beautifully illustrated and well written catalogue is available for those wishing to take an intelligent interest in the exhibits.

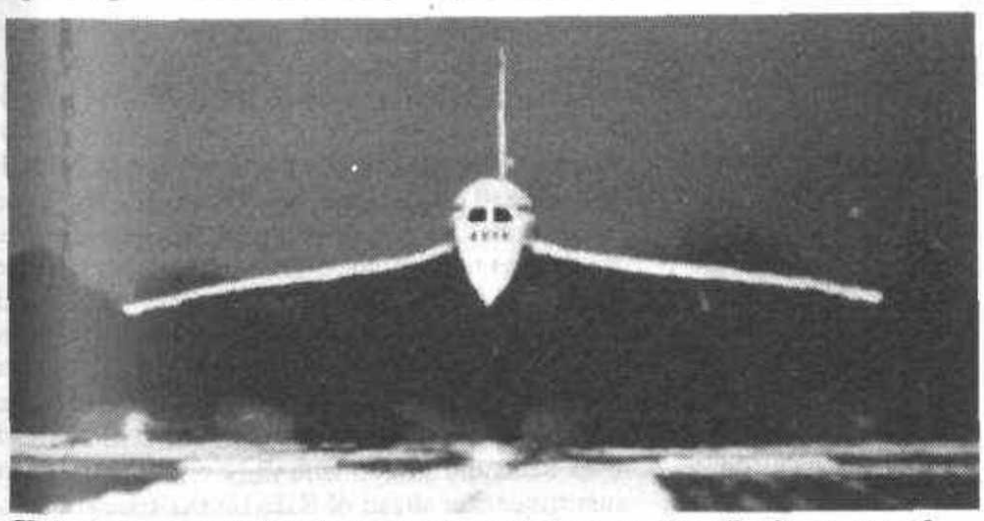
A few yards away from the main collection is another building (perhaps a potting shed?) which houses a display of one-off, prototype vehicles, sectioned engines and a couple of early commercials. This building also contains a class room/lecture hall with full projection equipment, which is available to schools and other education establishments.

Six permanent staff are employed at Syon Park, and on special occasions, extra staff will be drafted in to demonstrate some of the vehicles on the roads of Syon Park, giving rides to certain lucky visitors. — P.H.J.W.

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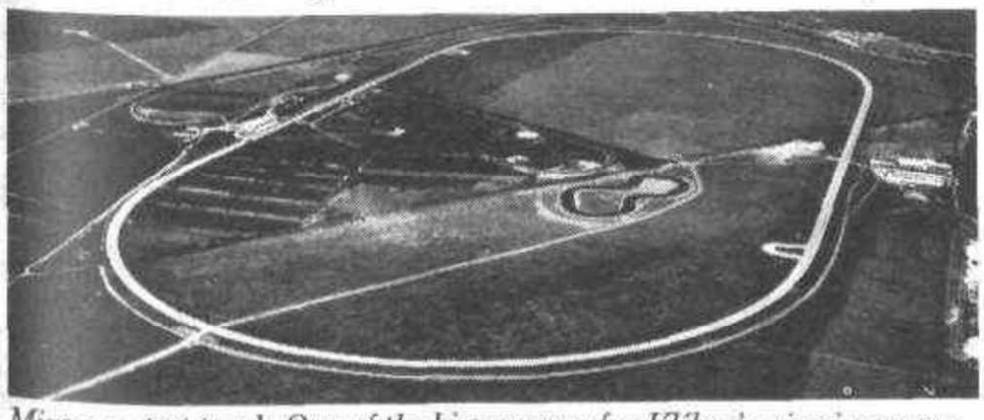
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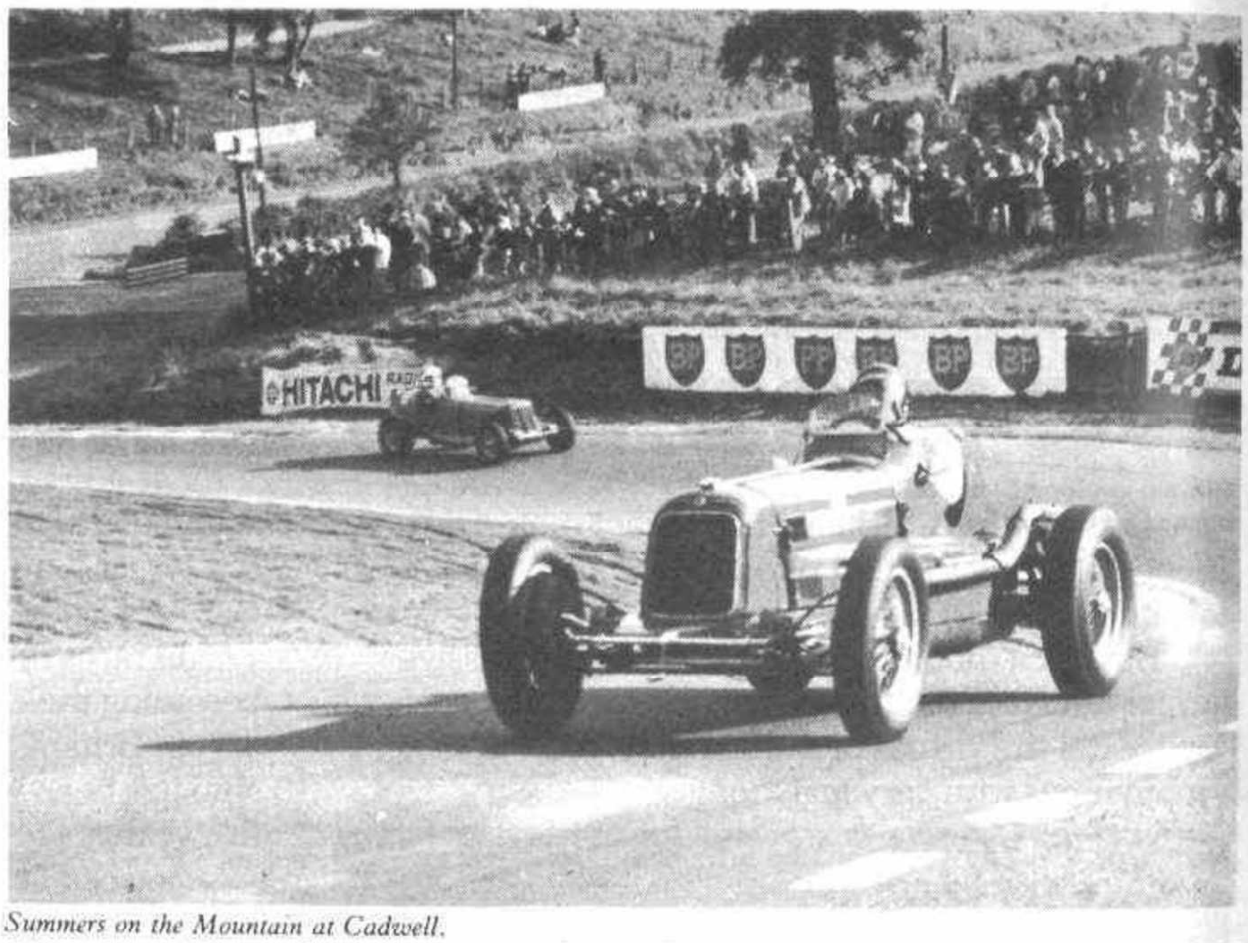
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VSCC Cadwell Park



Summers on the Mountain at Cadwell.

RODNEY FELTON had two hard-fought and well-deserved victories with his Monza type Alfa Romeo, taking the "Williams" Monaco Trophy in the process. Richard Black and David Taylor added to their successes at Silverstone the previous day by both winning and being placed in a race each. Martin Stretton took his recently acquired Meadows engined Frazer Nash to win two handicap races, having had the complete chain transmission in pieces during the lunch break to replace a bearing. Martin Morris won the Allcomers' Race despite missing the starting signal. Robert Wicksteed was unhurt when his early Alvis 12/50 rolled over on the Mountain and there were no other incidents to spoil a fine Bank Holiday Sunday's racing at the picturesque, if crude, Lincolnshire circuit. The course cars were an immaculate pre-war Aston Martin and the 1980 prototype Lea-Francis, pictured in the August edition of MOTOR SPORT.

The nine race programme started with the Spero and Voiturette Trophies Race for cars under 1,100 c.c., run on a scratch basis over eight laps. Previous winners Freddie Giles and Nev Farquhar (GN Morgan and Riley Brooklands) shared the front row of the grid with Martin Eyre and Dennis Barbet (Austin Ulster and Riley Special) leading the rest of the full field lined up behind. Farquhar made a tremendous start, followed closely by Barbet, but Giles seemed to be in trouble, having difficulty in getting away. At the end of the first lap, Farquhar led from Barbet and Giles was some distance behind in third place, the GN Morgan spluttering and banging badly. Eyre had dropped out with a broken brake cable, and Brian Smith was lying fourth in his Riley Brooklands. By the end of the second lap, Barbet was pressing Farquhar hard. Giles had retired with a holed piston, Smith was third and leading the Voiturette Class in fourth position was David Tedham with his Austin Chummy. By lap four, Barbet had taken the lead from Farquhar, whose car was misfiring badly, and Smith and Tedham were pulling out a good lead over the rest of the field, although they were unable to make any impression on the eventual winner Barbet.

The second event was a scratch race over five laps. Pat Fleming and James Crocker (Riley & Lagonda Rapier) had the front row of the grid, but it was Paul Nickalls (Lagonda Rapier) who took the lead from the second row at the start, building up a good advantage on his first lap with Crocker and John Seber (Wolseley Hornet) dicing together for second place, some distance behind. David Taylor in fourth place was trying very hard and delighted the crowd with some very sideways cornering in his Aston Martin. Taylor was up into third place on the second lap, and had taken the lead from Crocker on the third, Nickalls having spun, losing two places in the process.

John Charles had been unable to ship his single seater Frazer Nash over from the continent, and Giles car was unable to run, leaving Ian Stirling's Norris Special at the back of the grid for the Frazer Nash GN Handicap race. The first group away were the more touring cars, Martin Stretton's Meadows engined version squeezing into the lead from Roger Newton's Exeter, Paul Shaw in Mark Joseland's Fast Tourer and David Leigh's unpainted TT Replica. Mike Gibbs' Exeter was making a welcome reappearance after an upset some six years ago, and with Brian Hopkins' TT Replica, had a thirty second disadvantage from the leaders. Chris Bird in the very special Frazer Nash built by the Archdale brothers and Tony Jones in "Patience" were nearly at the back of the grid, and were fighting hard to catch up with the leaders. At the end of the second lap, Hopkins was up into fourth place behind Stretton, Newton and Shaw, while Jones and Bird were struggling through the field in seventh and ninth positions. At the start of the last lap, Stretton had a commanding lead from Newton who was by now being pressed by Hopkins. Jones was in fourth place and closing on the leaders rapidly, while Bird in fifth position was driving in a very determined manner. Stretton kept his lead, but Newton succumbed to Hopkins and Bird just managed to pass Jones on the finish straight to come in fourth.

The next event, a five lap handicap, was won by Garry Bishop driving Frank Hernandez' Austin Swallow, who came through from mid-field to take the lead from Richard Black (3-litre Bentley) on the last lap. Mike Quartermaine was third in his well-known 30/98 Vauxhall, and John Brydon (Alvis) did well to come from the back of the grid into fourth place, being chased hard by David Duffy (Alvis Riley).

"Williams" was the name under which William Grover raced in the first Monaco Grand Prix in 1929. He won the event in his Type 35B Bugatti and was presented with a very fine silver trophy, which his widow passed on to the Bugatti Owners Club. The VSCC run a race at Cadwell Park for this Trophy on behalf of the BOC, and the event is open to two-seater Grand Prix cars. This year, the BOC were out in force, determined that a Bugatti should win, with seven GP cars opposing two Alfa Romeos and the Edwardian Straker-Squire. Nev Farquhar's Irish GP Riley Brooklands was withdrawn from the grid when it was discovered that the magneto he had installed after the Spero race had failed to cure his mis-firing problems.

Pole position went to Hamish Moffatt (Type 35B) with Bernard Kain's similar car alongside. The two Alfa Romeo Monzas, David Black and Rodney Felton occupied the second row with John Ward (Type 35B) and John Marks (Type 51A) immediately behind them. At the end of the first lap, only a couple of seconds separated the leaders, Moffatt, Kain and Felton. Black and Ward were fighting for fourth place and Marks was having problems keeping Roger Howard's road equipped Type 37A at bay. By the end of the second lap, Moffatt had pulled out a useful lead over Kain and Felton who were very close, Felton just squeezing ahead of Kain on the start straight. Third time round, Felton was catching Moffatt whose car was misfiring badly, Black and Ward were wheel to wheel and Howard was ahead of Marks. On lap four, Felton and Kain both passed Moffatt and Ward was pulling away from Black, but Moffatt's misfire had cured itself, and he was driving really hard, determined to win back his lost position. He soon passed Kain, who was having gearbox trouble, eventually losing third gear altogether, and was rapidly closing on Felton, but on the penultimate lap, a piston collapsed on the Bugatti, and Moffatt had to be content with second place. Kain came in third, despite having a white hankerchief waved in his face by his pit crew, and Ward fourth.

Event six was another handicap race, this time over four laps, and was won by Richard Black (3-litre Bentley) from Nick Lees (Riley Special) who just squeezed past Mike Quartermaine (30/98 Vauxhall) in the closing stages of the race. Malcolm Cann was fourth with his 2-litre Aston Martin.

The Challenge Trophy originated by Chas. Wilkinson, the Cadwell Park proprietor, to commemorate the birth of his son, is contested at different Cadwell Park meetings each year. This year was the turn of the VSCC to stage an event for this silver tray and the race chosen was the Allcomers' Scratch Race, over ten laps. Pole position went to Martin Morris in ERA R11B with Ben Morris (who is no relation) driving ERA R12B next to him. Donald Day in R14B shared second row with Sir John Venables-Llewelyn in R4A, while Bill Summers at the wheel of David Black's 8CM Maserati occupied the third row with Ron Footitt's Cognac Special. Julian Ghosh, Guy Smith and Dudley Gahagan (Vauxhall

Model T Ford Frolics

THIS YEAR's Model T Register Chilterns Rally attracted a very good entry of ten pre-1917 cars and even more after this date as well as a selection of commercials. The two day event embraced social happenings, a non-competitive road section of 52 miles and driving tests at the well appointed premises of the Lorch Foundation (part of the Elga Group) at Lane End, after an excellent lunch served by that organisation.

The only unlucky competitor was a black radiator tourer that broke a stub axle; when we left, repairs were well in hand. The longest distance to the rally was covered by Les Croft's 1921 tourer, with 185 miles. The "Brazil" one-tonner butcher's van was crewed by correctly-attired driver and mate and had wicker baskets on its roof for excess loads of sausages and pies, but its engine expired during the driving tests. One driver was aided in the tests by a small boy who expertly grappled with the ball that had to be picked up and deposited on a pylon, opening the door of a 1920 mid-door Sedan to do this: does this body count as a *Tudor?* Incidentally, this was quite a family occasion, many other children riding in the cars and sometimes helping in the tests.

Reg Tildesley came in his 7 cwt., 1916 pick-up — apparently this 7 cwt. designation includes the driver — and Clifford Gott's very smart 1923 tourer carried a Shell-Mex petrol can. It is interesting to note that one brass radiator tourer had very small section Firestone front tyres and Ward's Riverside rears. Pat Saunders' 1913 two-seater was very well turned out, the "C", "B" and "R" clearly readable on its pedals, its front springs bound, while Peter Minhinnett's 1913 tourer had Ford Model 16 brass gas headlamps and the benefit of KW "road smoothers" on the front axle. Les Croft's 1924 7 cwt. van wore the Model-T Ford register insignia, Philip Toler's 1916 tourer carried baggage behind a lazy tongs retained on its nearside running board and possessed a Klaxon horn.

Bruce Lilleker's 1915 tourer needed two bites at the reversing test, in spite of shouted instructions to the driver from the tonneau-lady; Minhinnett, with two children in his tonneau hit two pylons, while Frank Baker's very presentable 1916 runabout was hampered when reversing by a hood furled at 45 degrees, although its screen had the top panel folded down, and it sported an anonymous petrol tin. The very nice 1926 saloon with nickel-plated radiator, in which I rode on a former rally, had an energetic girl passenger who cranked it up after the driver stalled its engine.

Model-T's are well suited to such driving tests, and this Rally was notably well organised. W.B.

The lunch is being delivered at the Model "T" Rally.



Special, Alvis engined Frazer Nash and K3 MG respectively) completed the field.

The starting signal was given by young Christopher Wilkinson, whose name the trophy bears, and this caught Martin Morris completely by surprise, enabling the whole field to pass him before he moved. Bill Summers shot into the lead from the third row, Footitt who had hurtled past the stationary Morris on the grass, was close behind with Day and Venables-Llewelyn hot on his heels. By the start of the second lap, Summers had built up a commanding lead over Footitt, Day and Venables-Llewelyn who were closely bunched, and Martin Morris was thundering along behind. Second time past the start line saw Morris up into fourth place, ahead of Venables-Llewelyn, and by lap four he was in second place trying to close the gap between him and the leader, Summers. Day and Venables-Llewelyn were scrapping for third position and Footitt in fourth place was some distance ahead of Smith. As the leader approached the startline to start his fifth lap, Morris was on his tail, trying to find a way past. As Summers crossed the line, the ERA was alongside, and battle for the lead was over, Summers holding out his hand, palm upwards, to indicate that there was nothing he could do to prevent Morris forging ahead. Day and Venables-Llewelyn were still having their own dice for third position, swapping places a couple of times before the decision went to Day.

The last two events of the day were both short races, one a four lap scratch race which Martin Stretton won from Pat Baker (Riley) and Averil Scott-Moncrieff (Frazer Nash) and the other a five lap handicap race which Rodney Felton just managed to win from David Duffy, Tom Threlfall (Lancia) and David Taylor in an extremely exciting finish to a happy and relaxed meeting. — P.H.J.W.

Results

Spero & Voiturette Trophies Race: 1, D. Barbet (Riley Special) @ 60.37 m.p.h.; 2, B. Smith (Riley Brooklands); 3, D. Tedham (Austin Chummy). Voiturette Trophy won by D. Tedham. Fastest lap by winner at 62.12 m.p.h.

Event 2, five lap scratch race: 1, D. Taylor (Aston Martin) @ 61.74 m.p.h.; 2, J. W. T. Crocker (Lagonda Rapier); 3, P. Nickalls (Lagonda Rapier). Fastest lap by winner at 63.48 m.p.h.

Event 3, five lap handicap for Frazer Nash cars: 1, M. Stretton (Meadows 'Nash) @ 57.01 m.p.h.; 2, B. Hopkins (TT Replica); 3, R. Newton (Exeter). Fastest lap by C. Bird (Special 'Nash) at 60.72 m.p.h.

Event 4, five lap handicap race: 1, G. Bishop (Austin Swallow) @ 56.55 m.p.h.; 2, R. Black (Bentley); 3, M. Quartermaine (Vauxhall). Fastest lap by D. J. Duffy (Alvis Riley) at 64.29 m.p.h.

The Williams Monaco Trophy Race: 1m R. Felton (Alfa Romeo Monza) @ 67.37 m.p.h.; 2, H. Moffatt (Bugatti type 35B); 3, B. Kain (Bugatti type 35B). Fastest lap by H. Moffatt at 68.99 m.p.h.

Event 6, four lap handicap race: 1, R. Black, (Bentley) @ 53.62 m.p.h.; 2, N. Lees (Riley Snipe); 3, M. Quartermaine (Vauxhall). Fastest lap by N. Lees at 61.46 m.p.h.

Allcomers Scratch Race for Wilkinson Trophy: 1, M. Morris (E.R.A.) @ 70.75 m.p.h.; 2, W. Summers (Maserati); 3, D. Day (E.R.A.). Fastest lap by M. Morris at 72.84 m.p.h.

Event 8, four lap scratch race: 1, M. Stretton (Frazer Nash) @ 56.31 m.p.h.; 2, P. Baker (Riley); 3, Mrs. A. Scott-Moncrieff (Frazer Nash). Fastest lap by winner at 57.73 m.p.h.

Event 9, five lap handicap race: 1, R. Felton (Alfa Romeo) @ 66.82 m.p.h.; 2, D. Duffy (Alvis Riley); 3, T. Threlfall (Lancia). Fastest lap by D. Day at 69.89 m.p.h.

The Things They Say

"One hundred and thirty owners have burnished their bodywork and adjusted their sprockets ready for a nostalgic rendezvous at Le Mans . . ." — Greg Strange writing about the Bentley Drivers Club pilgrimage to Le Mans in the *Sunday Express* of August 31st. Interesting to see these chain-drive Bentleys! — W.B.

BDC SILVERSTONE MEETING

continued from page 1555.

Results

Event 1, eight lap handicap: 1, G. Bryant (Morgan +8) at 84.72 m.p.h.; 2, A. Kennedy (Morgan 4/4); 3, M. Paul (Morgan +8). Fastest lap by P. Askew (Morgan 4/4) at 87.84 m.p.h.

Bentley v Lagonda eight lap handicap: 1, R. Black (3-litre) at 59.04 m.p.h.; 2, B. Grafton (4¼); 3, C. Bugler (Lagonda 4½). Fastest lap by H. Hine (3/8 Bentley) at 79.74 m.p.h.

Morgan ten lap scratch race: 1, R. Wells (Plus 8) at 95.03 m.p.h.; 2, B. Stapleton (Plus 8); 3, P. Askew (4/4). Fastest lap by winner at 97.45 m.p.h.

Pace Petroleum Handicap for Vintage Bentleys, eight laps: 1, R. Black (3-litre) at 59.83 m.p.h.; 2, D. Rolfe (4½); 3, H. Hine (4½ "Bluebell"). Fastest lap by T. Llewellyn (3/8) at 79.08 m.p.h.

Event 5, eight lap handicap: 1, W. Tuer (Morgan 3-wheeler) at 77.36 m.p.h.; 2, N. Stechman (Morgan +4); 3, A. Wiseberg (MG-B). Fastest lap by winner at 79.41 m.p.h.

Le Mans Retrospective 50th Anniversary Dash for *The Times* Trophy for Bentley Cars: 1, D. Llewellyn (3/8) at 70.13 m.p.h.; 2, G. Russell (4/8); 3, I. Benthall (Mk. VI Special). Fastest lap Benthall at 83.05 m.p.h.

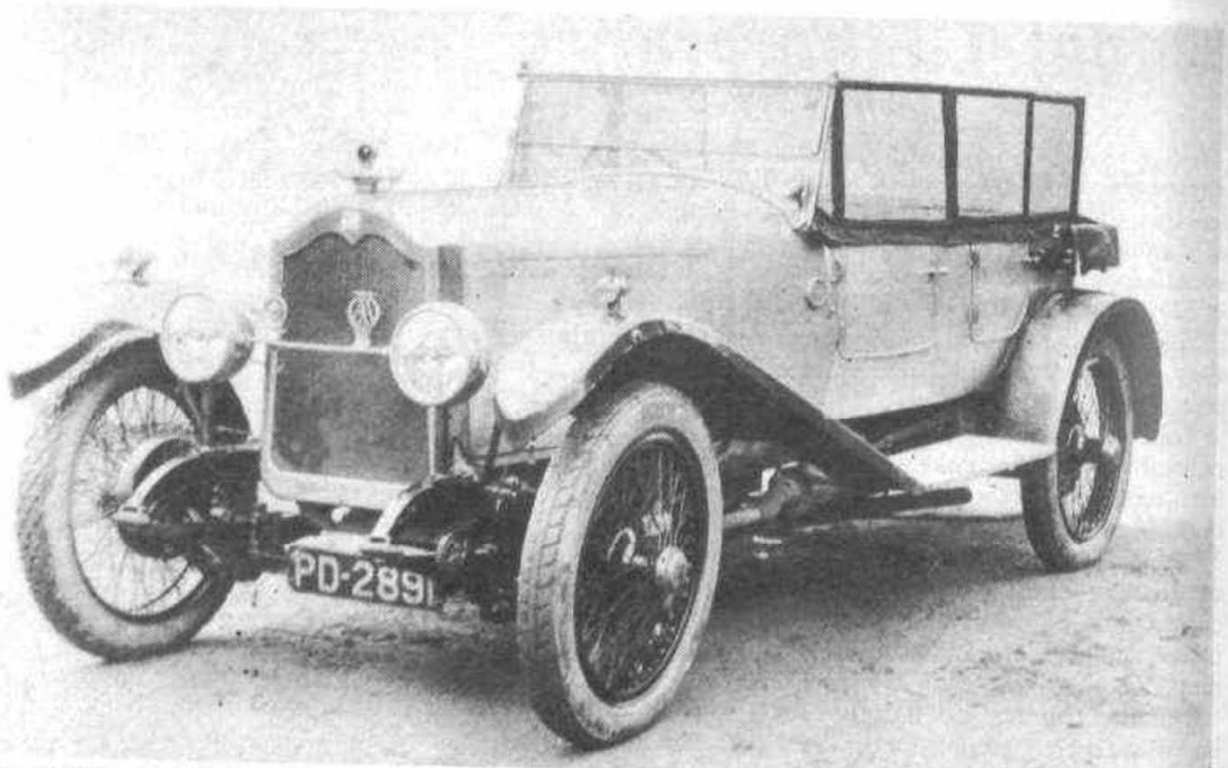
Three-Wheel Morgan v MG eight lap scratch race: 1, W. Nicholson (MG-B) at 81.48 m.p.h.; 2, E. Hoult (MG-A); 3, V. Ellis (MG-A). Fastest lap by winner 82.7 m.p.h.

Vintage and PVT eight lap handicap: 1, D. Taylor (Aston Martin Le Mans) at 69.36 m.p.h.; 2, N. Lees (Riley Special); D. Roscoe (Alvis 4.3). Fastest lap by Roscoe at 73.18 m.p.h.

Event 9, ten lap scratch race: 1, R. Wells (Morgan +8) at 95.64 m.p.h.; 2, N. Green (AC Cobra); 3, C. Morgan (Morgan +8). Fastest lap by winner at 97.45 m.p.h.

BUICK BY-GONES

[The Buick has tended to be neglected in these pages, although it was one of America's and Canada's outstanding makes. Consequently, we are glad now to publish this article by the late Mr. Russell Johns, who joined Lendrum & Hartman, the then-London and Home Counties Concessionaires for the Buick, in 1925, at the age of 16, as a fitter-improver. Mr. Johns served with this well-known firm, which later had the Buick concession for the whole of Great Britain, from 1925 until his retirement, returning to it in 1937 after a spell of working on the Royal Daimlers and Buicks at Marlborough House and in the Royal Mews at Buckingham Palace. Unfortunately, Mr. Johns died shortly after these reminiscences were written. — Ed.]



A 1924 Buick, with those external-contracting front brakes, the sporting body of which was put on the chassis by Jarvis's of Wimbledon for £165.

AMONG the many long-established names in the Motor Trade which are linked with one make of car, Lendrum & Hartman and Buick are synonymous. The firm was founded by the late Captain F. W. Hartman, RNAS, as London and Home Counties Buick Distributors in 1920 with showrooms at 26, Albermarle Street, Piccadilly, London W1, and works at Old Oak Lane, Willesden Junction, NW10. The word "Service Station" had not then come into use and the term "works" was much more appropriate, as every trade needed for the complete repair and servicing of a motor car was to be found on the premises. These included blacksmiths, welders, trimmers or upholsterers, machine shops, paint shops and a spare-parts department. This was a very unusual and advanced establishment for the 1920s.

The premises had been vacated by General Motors, who had occupied them since the early 1900s, and they had long been the home of the Bedford-Buicks which did service in the 1914-1918 war as ambulances. General Motors had started a Buick assembly-line in a much larger factory at the Hyde, Hendon. This operated until 1931, up to which time the writer was sent there for several Service Courses and also to collect new Buick cars and chassis.

In 1931 Lendrum & Hartman became Buick Concessionaires for Great Britain. This was for several reasons, chief among which were that General Motors had purchased Vauxhall-Bedford and had ceased to assemble Buicks at Hendon. The depression that followed World War One was then at its peak and sales had fallen off. In addition, Captain and Mrs. Hartman were on excellent personal terms with the United States principals of General Motors and Lendrum & Hartman had a very good sales and service record. Lendrum & Hartman then commenced to import Buick cars from the Canadian factory, as these qualified for "Empire Preference". This was part of a Government scheme for helping the economy and allowed slightly lower Import Duties on products from the British Empire. A separate new car department and a modest assembly line was started and several of the General Motors staff at Hendon who did not wish to transfer to Luton were employed. During 1932 the cars were imported with the bodies as shells and in primer. These were then sprayed, upholstered, window glasses fitted, and were prepared for delivery. In the following years the cars arrived finished, needing only to be altered to comply with UK motoring regulations.

From the very early days Captain Hartman had had specialised bodies built on Buick chassis. In the 1920s the most popular were two-seater coupés with dickey seats, built by Page & Hunt of Farnborough, Surrey and limousines by Vanden Plas of Brussels. The chassis for the latter were shipped from the London docks and they returned finished to Harwich, several at a time, escorted by the Lendrum & Hartman Belgium representative. During the 1930s many Buick seven-seater limousines were built by Thrupp and Maberly and by the Mayfair Carriage Company. The Carlton Carriage Company contributed four-seater drophead coupés and Maltbys of Folkestone convertibles. Maltbys, I recall, were pioneering hydraulic hood-operation in 1937-38. The quality of the materials and workmanship of the coachbuilders was very high. As an example, the only woods used for the body frame by the Carlton Carriage Co. were ash and walnut. The customer could also choose any colour paint finish he wished, as well as the colour and type of the interior upholstery.

My position, when first employed by the company in 1925, was that of a fitters-improver. I was sixteen years of age and I recall being quite pleased with my wage of five old-pence per hour, this being a welcome increase of twopence per hour on my previous salary! Working conditions were very different from today's. The hours of work were from 8 a.m. until 5.30 p.m. Monday to Friday, and from 8 a.m. until 12.30 p.m. on Saturday, a total of forty-seven hours. Tea-breaks were taken at your work bench and smoking was not permitted. It was the practice of some car owners to "lay-up" their cars during the winter months and this could result in a shortage of work. In those days this meant no pay for the hourly worker.

The Buick Motor Co., which celebrated its Silver Jubilee in 1929 had, from its inception, used four and six-cylinder o.h.v. engines. This gave Buicks an advantage at a time when the majority of car engines had side valves. The engines, rated at 18 h.p. for the four-cylinder and 27 h.p. for the six, were extremely flexible. When road testing or demonstrating a Buick could, in top gear, accelerate from walking pace smoothly and without stress and could also give an impressive top-gear hill-climbing performance. Advertising stunts of the 1920s included a couple dancing on the roof of a Buick saloon while it was being driven in London's West End. (A film clip of this, taken at the time, is used to introduce the P. G. Wodehouse — Bertie Wooster TV series.) Another Buick was driven up a long flight of stairs in the grounds of the Crystal Palace.

In the Near East a fleet of Buick cars was being used for a passenger service from Damascus to Baghdad, a desert journey pioneered by the Nairn Brothers. The convoy was shot-at on its first journey. It is hard to recall in these days of easy travel how difficult it then was to journey inside many Third World countries.

Until the early 1920s the Buick's overhead valves were exposed and the 1917 instructions regarding lubrication included squirting a few drops of oil into the two rocker-arm holes every 100 miles! If this was ignored for long, squeaks, and clatter from rapid wear, quickly followed. The valves were fitted into round "cages" which were inserted into the top of the cylinder block and were secured with round castellated nuts. It was necessary to reseat both the cage and valve seats when decarbonising. Great care had to be taken to use the grinding paste sparingly and ensure that none descended into the cylinders.

Detachable cylinder heads were introduced on all 1924 Buick engines. Until then, to decarbonise the engines it was necessary to remove the engine and the gearbox under-tray. This was a really filthy job, as the tray was large and cumbersome and secured by springs and clips so it was usually given to the fitters "mate" or improver. The tray's purpose was to prevent rain and mud reaching the engine and ignition. It became thick with oil and grease on the inside and this caught any nuts, washers and "what have you" that were dropped under the bonnet. Then, having first removed the valve cages, engine sump, oil-pump, con-rods and pistons, the improver donned cap and goggles and got under the engine. With a long tool he proceeded to chip and scrape the carbon deposit from the cylinder top. Another interesting method, that was only possible on engines using cast-iron pistons, was as follows. Having removed the sparking plugs, and positioned the piston at

the top of the firing stroke, i.e. with both valves closed, a smouldering piece of rag was inserted in the plug hole. Oxygen was then introduced, resulting in a spectacular shower of sparks as the burning carbon was extracted, *via* the plug hole.

Two ingenious units used on Buick engines prior to 1926 were a single unit starter-motor generator and a vacuum tank for transferring petrol from the rear tank to the carburetter. After starting the engine by depressing a pedal which manually engaged the starter gear, the starter-motor operated. When the engine started and the pedal was released the unit, by means of an unusual brush-switch arrangement, became a generator. This was made possible by the motor generator being driven by a shaft from the engine timing gears, through a free-wheel mechanism that automatically disconnected the drive when the unit was acting as a starter-motor. A one-way clutch, built into the starter gear ensured that no damage was caused if the starter pedal was not released immediately the engine fired. For good measure the ignition distributor was also attached to and driven by this ingenious, powerful, and reliable motor-generator. The round fuel-feed vacuum tank was approximately 6" in diameter and 12" high. It consisted of two chambers, the inner filling, and the outer or supply chamber. A float in the filling chamber was connected by means of a trip arrangement to two valves on the unit cover. One valve opened a connection to the inlet manifold creating a vacuum inside the filling chamber. Petrol was thus drawn into the chamber and the float rose, operating the trip mechanism. This closed the vacuum valve and opened the other valve, which vented the tank to atmosphere. This enabled the fuel to drain, *via* a simple flap-valve, to the lower supply chamber and thence to the carburetter. The float then descended and the sequence was repeated. It was necessary, initially, to prime the tank with petrol by means of a plug in the cover of the vacuum tank.

A Marvel updraught carburetter of simple design was used prior to 1936 and, from that year, downdraught Stromberg and Carter carburetters were fitted. 1924 saw the introduction of four-wheel brakes, replacing the two-wheel brakes previously used and the traditional method of paint and varnish for the bodywork was superseded by sprayed cellulose painting. The foot brake was of the mechanically-operated, external-contracting-band type, applied to the four wheels and the hand-brake operated an expanding band inside both rear drums. The steel bands were lined with riveted brake linings and it was necessary to requisition three metres of brake lining if all bands required attention! Adjustment of band brakes after relining was a tricky busines. The bands had a tendency to become flattened while being removed for replacing the riveted lining. To obtain the required clearance between the band and drum around the entire circumference it was necessary, in addition to setting the several adjusting nuts, to use a feeler gauge and a "bit of force". If the band was not circular a spoon-shaped lever was introduced between the band and the drum and, by levering and tapping with a hammer, the band on both sides of the lever was coaxed into shape! The result, if care was not taken, was over-heating and inefficient braking. Care was also required to ensure that the many rods and levers operating the brakes were correctly set. These four-wheel brakes were a great improvement but they required to be lightly applied frequently in wet conditions, if efficient braking was to be maintained. [However, I still remember, from schooldays, how impressed I was with the power of the Buick four-wheel-brakes — Ed.]

Wooden artillery-type wheels, with the tyre fitted to a demountable rim and bolted with a wedge to the wheel, were in use prior to 1930-31. Wire-spoked wheels then came into use and in 1936 the pressed-steel wheel finally arrived.

A three-speed "crash" gearbox was thankfully replaced by a syncromesh box in 1931 and this year also saw the entry of an "in line" eight-cylinder engine which continued, with many improvements, until 1949.

The Buick clutch was a very substantial dry-plate type until 1935, when it was replaced by a single-plate Borg & Beck clutch. With the advent of syncromesh gearshift an effort was made to ease the chore of gear changing. A small red pedal was placed on the toeboard next to the clutch pedal. When the pedal was depressed this operated a valve fitted below the inlet manifold and this allowed suction to operate a servo piston connected to the clutch mechanism. After selecting the gear, and accelerating, this caused the suction to the servo to be cut off and the clutch to engage at a rate that could be adjusted separately for each speed. This method was used until 1933 but was temperamental due to expansion of the alloy used in the various valves, and it also subjected the clutch-release bearing to abnormal wear. A universal joint, enclosed by a ball joint, was fitted to the rear of the gearbox and was lubricated by oil from that unit. While an excellent design, it had a weakness for, when wear developed, it allowed the gearbox oil to drain, *via* the torque-tube, to the rear axle. Fortunately the rate of leak was slow and usually disclosed itself before any damage was caused.

Cantilever rear and semi-elliptic front springs were used until the early 1930s and when, in 1934, front coil springs and independent front wheel suspension was introduced, the increased comfort was most evident. Shock-absorbers were not fitted as standard equipment until 1931, when hydraulic piston-type were used. A manual adjustable system was fitted to the 1932 cars, operated by a lever mounted on the steering column, but this was discontinued the following year.

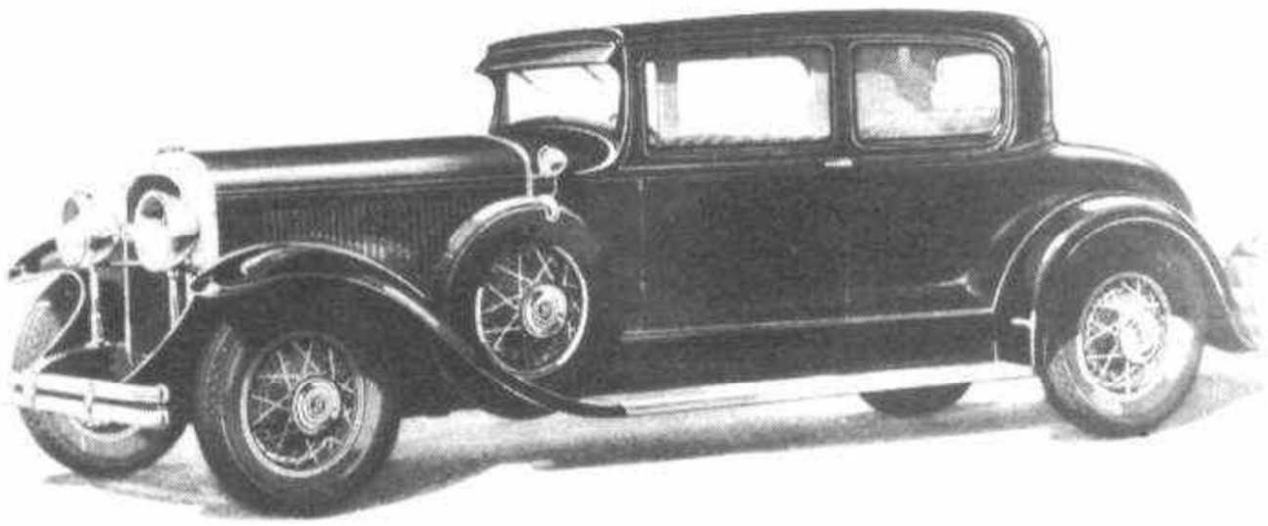
1930 was the year in which brake shoes replaced bands and these continued to be mechanically operated. A vacuum-servo was added in 1934 but was superseded in 1936 by Lockheed hydraulic braking. The Buicks produced from 1934 to 1938 were all outstanding, with the 1938 models being, in my opinion, the best of the pre-World War II productions. The models remained unchanged during 1934 and 1935. Undoubtedly, in preparation for the radical change in the design of 1936 cars.

The cars for 1934/1935 were the last to have a rear folding luggage-rack, a fabric-covered roof, wooden-framed doors, cast-iron pistons and an updraught carburetter. They were robust-looking cars, and with a spare wheel on each front wing mounted in wells, with metal covers, they also had good looks. The cruciform chassis was massive, with a box-section re-designed for the new independent-front-wheel suspension. The running boards were made of steel, with a stout rubber covering moulded to the metal. Many cars had seats covered with leather, the hides being sent from England to the McLaughlin-Buick factory in Oshawa, Canada. The comfort and powerful braking, thanks to the new suspension and servo brake assistance, made the 1935 Buick an outstanding car to drive. The early convertible models were subject to front-wheel wobble when cornering at speed. This was due to chassis flexing at the front but did not occur with the more rigid saloon bodies. It was overcome by fixing a triangular frame of tube rather reminiscent of a bicycle frame to the chassis under the bonnet.

The new re-designed 1936 Buicks had alloy pistons, downdraught carburetters, all steel bodies, hydraulic brakes, pressed-steel wheels, and a rear luggage boot which made an immediate and favourable impression on the owner. The design changed little in 1937 and 1938. However, the 1938 model had re-designed pistons and all-round coil-spring suspension, with telescopic shock-absorbers.

With the approach of war, and petrol rationing, a conversion of the eight-cylinder engine to four-cylinder was offered to owners. This was effected by removing the two front and two rear pistons and connecting rods, together with the push-rods operating the o.h.v. of these cylinders. With modifications to the distributor-cap, and the rebalancing of the flywheel, this gave an acceptable performance. The result was improved petrol consumption, from approximately 16-18 m.p.g. to 25 m.p.g. Naturally, acceleration and power on hills was very much diminished, but a demonstration car resulted in some 200 owners deciding to have their engines converted. Yet around 1930 a gallon of one brand of petrol could be bought for 11 old-pence, i.e., equivalent to the present 5p. The brand name was ROP, which stood for Russian Oil Products. [They advertised on our back cover — Ed.]

A Buick model 68 of 1930.



During 1934 a member of the Royal Family — Lady Patricia Ramsey, a grand-daughter of Queen Victoria, ordered a Freestone & Webb limousine to be built on a Buick chassis. Her chauffeur, Fred Rix, came to the Willesden works daily to see the building of the chassis, and he went on to do the same at the coachworks. This car was used by its owner until well into the 1960s. The body had been built especially high in order that the owner, who was over 6′ tall, could enter and alight gracefully.

During the autumn of 1935, the then Prince of Wales paid a surprise visit to Buick's Albermarle Street showrooms. Captain Hartman was hurriedly summoned from a nearby hairdressers to personally attend to this very special customer. The works manager then had an appointment with the Prince at York House to take instructions regarding the details of his special requirements and he was then sent to the Canadian factory to supervise the building of the two cars ordered. The fittings included a 2-wave radio with controls in the rear-seat armrest. The rear quarter-windows were replaced by panels, and inside mirrors with recessed lights, and folding reading lamps, were covered by sliding panels. The rear window was only five inches high and could be covered by an electrically-operated rear blind. Two batteries were fitted below the driver's seat, with a double-pole throw switch, enabling the spare battery to be instantly used in an emergency. Marchal headlights and fog-lamps were fitted, the wiring being modified to reduce voltage-drop to a minimum. A Smith's hydraulic "Jackall" system was also supplied, together with Goodyear "Lifeguard" inner tubes, which made a tyre blow-out unlikely.

The interior fitments of this Royal Buick included a pipe-rack, cocktail-shaker, drinks and glasses-cabinet, a food-container, cutlery, telephone directories, gold cigarette boxes (presented by Captain Hartman) and a holder for Swan Vesta matches (as HRH did not use any other means to light his pipe or specially made filter cigarettes). A manicure set was fitted in the rear-seat centre folding arm-rest and an interior heater, which was an uncommon fitting in pre-war cars, was fitted into the centre division-panel. The cars were delivered early in 1936, by which time HRH had become His Majesty King Edward VIII. Unlike the usual cars belonging to the Monarchy, both Buicks were registered and had the following numbers: CUL 457 and CUL 421. The second car was used by Mrs. Simpson who, after the King's Abdication, became the Duchess of Windsor. This car was driven by a Mr. Wagstaff, who was Second Royal Chauffeur. Mr. George Ladbroke, who had been in the service of His Majesty for almost 20 years, was Head Chauffeur and invariably drove him on all occasions.

I was fortunate in being selected to service both these cars, which were first garaged at Marlborough House and later at Buckingham Palace. My instructions were to spare neither effort nor expense to maintain them. Once in every four weeks I spent a whole day at the Royal Mews, checking and servicing as was required. Captain Hartman had ordered two duplicate, but different-coloured, cars for use in an emergency but fortunately they were never required.

Some months later I was asked by Mr. Ladbroke if I would change my job and take charge of vehicle maintenance at the Royal Mews. After several official interviews, and with the approval of Captain Hartman, I accepted the job and was first sent on a week's instruction course to the Daimler works at Hendon. When I commenced my new job, which I found included allocating the driving jobs to the several under-chauffeurs, I missed the urgency of "works" life. The facilities and equipment were excellent, but at that time somewhat old-fashioned, but it was planned to re-equip and modernise the car department. In November 1936 the crisis between the King and the Establishment regarding Mrs. Simpson resulted in his Abdication. Both Buicks were in daily use during this critical period. One was used to convey Mrs. Simpson to her temporary home and her subsequent wedding in the South of France. The other carried the King, after his Abdication speech on the radio, from Windsor to Portsmouth, *en route* to Austria. This car was returned to London and prepared for the winter's journey to its owner. The car was eventually replaced by a 1939 Buick and is now in an Italian car collection.

With the Accession of King George VI a more sedate atmosphere was noticeable and less use was made of the cars. This, together with the departure of the Buicks and Mr. Ladbroke, decided me to accept Captain Hartman's offer to return to his employ in 1937. In that year Princess Marina, Duchess of Kent, ordered a Buick limousine. This was equipped with "purdah" glass which could be wound up to obscure both rear quarter-windows. Servicing was carried out at her Belgrave Square address and her chauffeur Mr. Field and I co-operated well. While the new King used Lanchester cars for his personal use, a Buick convertible, with a lengthened chassis, was prepared at the Oshawa factory for his use during his 1939 Canadian Tour.

Among the many notable customers were the following:—

Earl Lichfield, Lady Brownlow, Lord Herbert, Hon. Mrs. Charles Greville, Earl of Lincoln, Lord Dalrymple, Lord Gage, Gracie Fields, George Formby, Firth Shepherd, Diana Dors, Mr. Raymond (Teazy Weazy), Edmundo Ros, Jack Hylton, Jack Payne, Mr. Moore (of Littlewoods), Barbara Hutton, Whitney Straight, Sir Giles Scott, Mr. Cohen (Tescos), M. Cartier (of Bond St.) and Sir John Ellerman.

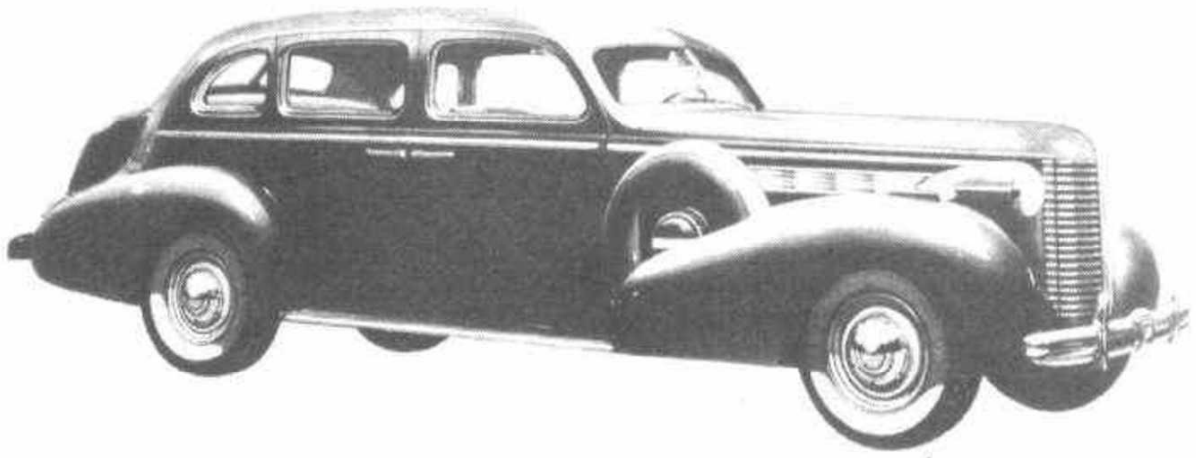
With the arrival of notables and exiles during the war years a small Service Department was required in addition to the war work being carried out at Willesden. I was instructed to deliver King Peter of Yugoslavia's Buick to a small isolated country house near Huntingdon and had some difficulty in locating the place as all direction signs had been removed "for the duration". Soldiers in Yugoslav uniforms stopped me when some distance from the house and escorted me the last few hundred yards. King Peter came out to inspect the car. We then went into the kitchen and, after asking questions about the car, he said "I must get the garage key", took it from a hook on the dresser, and put the car away personally. His mother Queen Marie, then purchased a Buick which I demonstrated for her in Chelsea. Queen Wilhemina of the Netherlands' Buick was brought to the works for servicing, as were those of Polish Marshal Sikorsky and Russian Ambassador, Maiskey.

Within a short time of General de Gaulle's arrival in England a Buick limousine was presented to him by a Director of Cartiers and Captain Hartman. Whenever the car came to Willesden for service we were always amused by the chauffeur's attire. With his coloured cloak and kepi he could well have been a member of the cast of "The Desert Song". In contrast to his appearance, he came from North London and had a marked cockney accent! Another famous owner, Admiral Sir Max Horton VC, who was C in C Western Approaches, had his HQ in a large block of flats in North London. He was a "character" and capable of giving us, and his naval-rating chauffeur, a "broadside", using nautical terms if all was not well with his car.

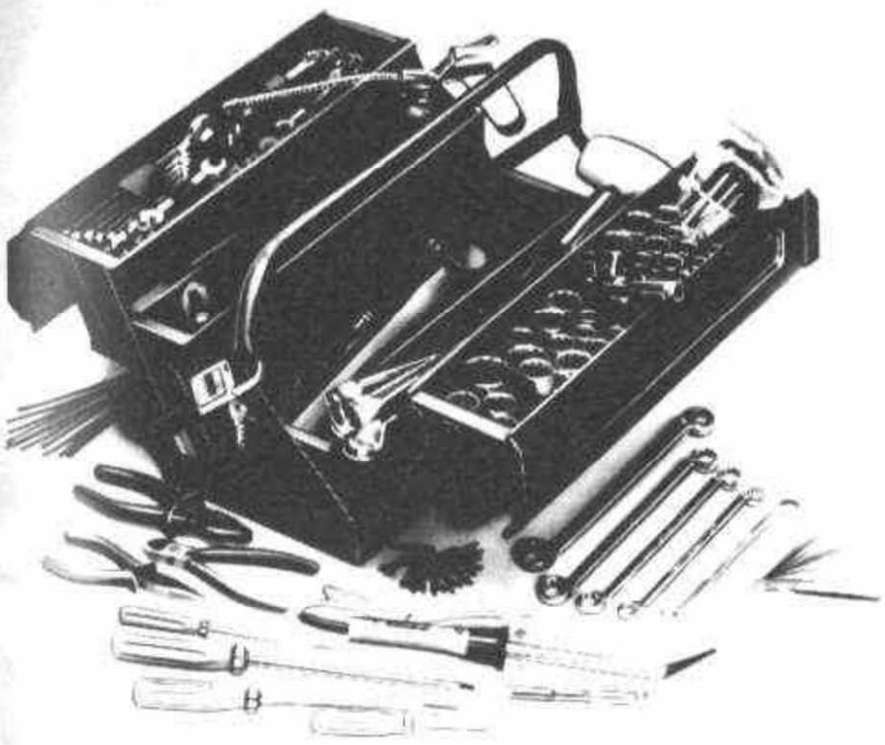
With the arrival of the American Forces the works were instructed to prepare a bullet-proof car for the use of General Eisenhower. This was done, using armour plate inside the doors, flooring, roof, etc., as well as special Triplex glass and Dunlop tyres, and I recall the great effort required to close the weighty doors. I had hoped to meet the new owner when I delivered the Buick to a house near Hampton Court but only met the General's *aide*.

The General's sergeant-driver was extremely security-minded and stayed with the car whenever it was in the works. He kept the car locked at all times, only unlocking it to permit adjustments to be made. His martial appearance was completed by a pair of revolvers, and a dagger which was inserted in one boot. Racks had been fited to the interior of the limousine for such an assortment of weapons that it resembled a small armoury! The windows could not be opened because of the thickness of the glass, and ventilation had to be arranged for later, as this requirement had been overlooked.

The variety and scope of jobs during these years, which saw cars develop, mature and become so reliable, gave one a sense of satisfaction and a belief in Buick's motto at that time — "WHEN BETTER CARS ARE BUILT BUICK WILL BUILD THEM".



The impressive model 41 Buick of 1938.



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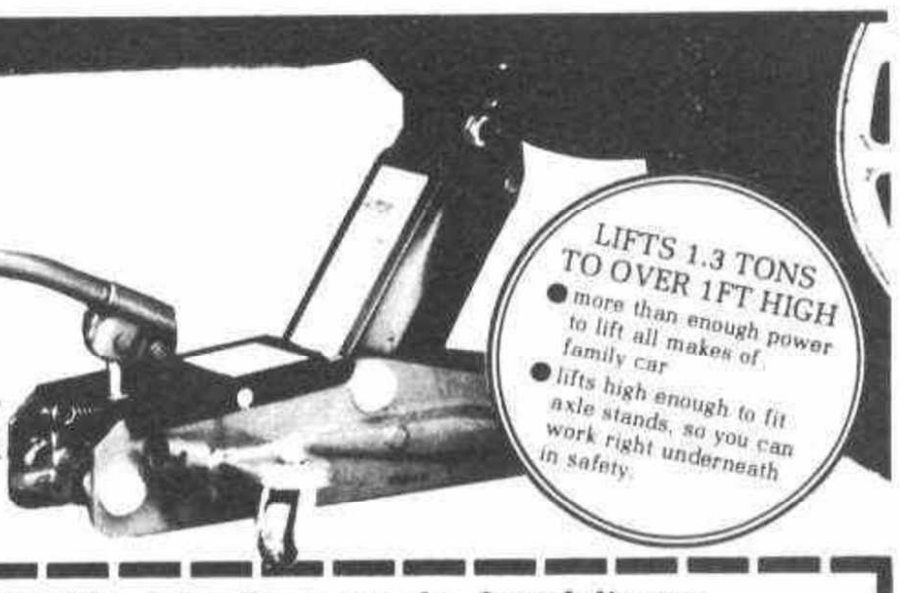
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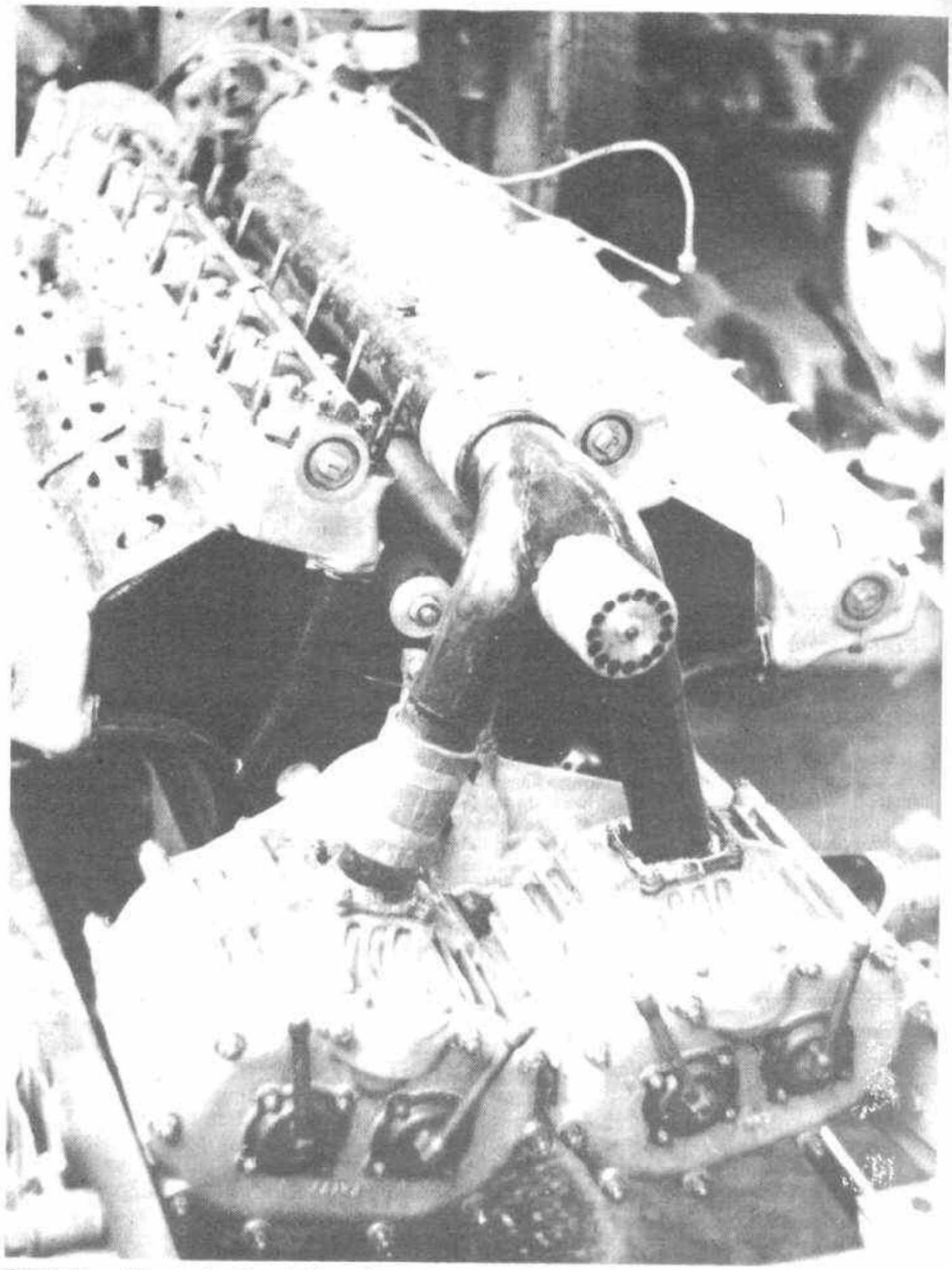
Sunbeam Supercharging

LAST MONTH D.S.J. made the 4-litre V12 Sunbeam Tiger the subject of his "Racing Car Development" series. He stated that when this famous car took the Land Speed Record on Southport sands early in 1926, driven by Major (later Sir) Henry Segrave it had a large supercharger driven off the front of the crankshaft and as usual he was right. However, that is not quite the whole story, as the accompanying photograph emphasises.

True, when Louis Coatalen dispatched this comparatively-compact Sunbeam, then known for some reason that eludes me as "Ladybird", on its LSR mission it did have a single large, geared-up supercharger. Incidentally, Coatalen presumably had three reasons for attempting to raise the fastest-ever record with a conventional type of racing car. Firstly, he had sold the 350 h.p. V12 aero-engined Sunbeam to Capt. (later Sir) Malcolm Campbell, who had progressively beaten the Sunbeam Motor Company's coveted record with it. Second, money could be saved and good publicity gained if the LSR could be wrested from Campbell using a car of modest engine size and wheelbase, employing components from the existing 2-litre GP Sunbeams. Thirdly, the speed necessary to capture the record was such that unless the bid was made abroad, there were no available courses in Britain where it could be safely accomplished unless the car making the timed runs could attain over 150 mph quickly in a short distance, which Coatalen saw as calling for light weight as well as about the same power as the huge aero-engined record-cars were developing. Hence his 4-litre job.

Reverting to its supercharger, this was far from successful. On a practice run at Southport the aluminium casing split after the rotors had distorted and fouled it. The first record attempt had to be abandoned and the Sunbeam returned to Wolverhampton, which must have irked the methodical de Hane Segrave, who would have known that the public had been informed in advance that he would make the runs either at 9 a.m. or 1 p.m. that day depending on the tides and the state of the beach. Capt. Irving, who had designed the car, wanted to fit two smaller superchargers but time was against this, as after the end of March the beach would not again be suitable until the Autumn. Instead he tried modifications to the single supercharger, which he hoped would give it a life of three minutes. Six casings had cracked previous to this and when Segrave returned to Southport a fortnight after his first appearance there, there was clearly not much confidence in the outcome.

The Sunbeam was towed to the start of the timed section to save its delicate supercharger, the radiator was filled with hot water, the car was warmed up by driving it slowly to the Southern end of the course, after which Segrave used only about three-quarters throttle for his first timed-run. He then opened right up for the return run but by then the supercharger was nearing the end of its useful life and when the car struck a gulley and left the ground for some 49 feet, the engine overrevved, the blower must have exceeded 5,000 r.p.m. by quite a margin, and its casing again split open, just after passing the end of the flying kilometre.



The Sunbeam Tiger engine in twin-blown form.

However, inspite of his cautious South-North run the Sunbeam had recorded 152.33 m.p.h. for the two-way kilometre, so the LSR was raised, if by only 0.139 sec. The five-mile, ten-mile and equivalent kilo. records which the Sunbeam had also been after were abandoned, and its speed for the two-way mile (149.33 m.p.h.) was not high enough to break that record. Nevertheless the Sunbeam was afterwards put on show at Selfridge's in London and at premises of George Harvey Lee in Liverpool. . . .

Presumably by the time when the "Southport" Sunbeam ran in the Spanish GP (in July 1926) Irving's twin superchargers, as seen in the accompanying photograph, had been fitted. It seems likely that Irving used two spare superchargers intended for the 2-litre GP Sunbeams, as these instruments, one per engine, had boosted the GP cars at about the same pressure (7lb. sq. in.) as that wanted for the 4-litre V12 power unit. A Solex carburetter fed each supercharger, as on the GP cars. It seems that the original inlet manifolding may have been used, but with the twin blowers it sat lower between the vee of the cylinders, the two superchargers being less high than the single one. It looks as if the single blower may have been set slightly to the o/s of the centre-line of the engine, presumably to accommodate the gearing-up, and that the original hose-joint between it and the inlet pipe was retained in the new installation, with a second riser-pipe, without a hose joint, brazed on and bolted direct to the second, or n/s supercharger, and that then, or later, the opportunity was taken of incorporating blow-off (or pressure-release) valve on the front of this inlet piping, which appears to have been lacking with the single supercharger. The details of the two-blower layout can be studied on the ex-Neil Corner Sunbeam in the Midlands Motor Museum at Bridgnorth, because, as D.S.J. stated, the engines were unchanged when T&T's (and Reid Railton) modified the two V12 Sunbeams for Sir Malcolm Campbell in 1931/32.—W.B.

Vintage Postbag

"The Motor Racing of Charlie Martin"

Sir,

I do not read all the motor papers regularly these days but I did read your story of Charlie Martin in the August issue of MOTOR SPORT which delighted me.

What a man he is, what a driver he was, what a sportsman and what a good friend, both racing and as it were "off duty"!

There was one event not mentioned — it was not really important compared with Charlie's many other excellent performances — but it did provide a good deal of excitement and a lot of fun.

This was the Shelsley Walsh International Hill Climb on September 11th 1937.

So far as I can remember, we all knew that Ray (Raymond Mays), the "King of Shelsley", was certain to make fastest time and it appeared to transpire that it was a question of whether Charlie or I were going to be second or third. I believe that I was a fraction of a second faster than Charlie in my P3 Alfa Romeo on the first climb. Charlie was driving an ERA.

But on the second run, Charlie put his foot down like, as we all know, he really could and beat me by a fraction of a second, so he was second and I was third.

I think I have got the date right because I have a silver tray presented to me by the MAC for "fastest time in class 5 for supercharged cars", presumably meaning for 3-litre racing cars. September 11th 1937 is inscribed on the tray. Anyway, your excellent archives could verify this.

However, an amusing incident occurred at this event. When we had finished our climbs, for some reason or another, Charlie had no transport back down the hill to the paddock. I cannot recollect whether it was because his ERA would not work any more or whether he was just up there watching proceedings. Anyway, he asked me for a lift so I brought him back down the hill on the back of my P3, apparently much to the pleasure and amusement of the spectators lining the hill.

I enclose herewith a photograph depicting the incident. I am sure Charlie will remember this.

We had a really good laugh and enjoyed ourselves immensely. You showed a photo of Charlie in his P3 at Brooklands. This was one with the conventional front suspension. He had this before I was lucky enough to acquire the ex-Nuvolari 2,904 c.c. P3 with the independent Dubonnet front suspension. My first race in this, I think, was at Donington Park — must have been 1936 — and Charlie was there with his P3. I must say without any experience of such a magnificent car at that time, it gave me a lot of food for thought.

As Charlie was lapping me, we exchanged cheery waves. After the race, I asked him how he drove such a machine so damn fast. He laughed in customary fashion but gave me some jolly sound advice.

If I am not being presumptuous, I would say that, in my opinion, Charlie ranked with Dick Seaman as a driver.

London SW1 KENNETH D. EVANS

Sir,

The article in the current issue of MOTOR SPORT about Charlie Martin's racing was most interesting, as during the late 1940s and early 1950s I was employed at MS CC Boys & Sons' garage at Fishbourne near Chichester and Charlie Martin was a regular customer. When I first encountered him he was running a Lancia Aprilia which he drove in the manner that one would expect an ex-racing driver to do. He was greatly admired by the staff at the garage, as he was a very down-to-earth person, and he was never so fastidious about the external appearance of his cars as some of the lesser talented customers were. He liked his cars to *go*, and the mechanics who had the good fortune to be driven by him all remarked on how smooth, fast and efficient his driving was.

Numerous anecdotes could be related about his adventures with his Lancias (he had two Aprilias), his little Corgi motorcycle and his 2½-litre Riley, which I believe replaced the Lancias, unless he retained them but I did not see them after the Riley came on the scene. The Riley's registration was HRH 965 and I have looked for it at Vintage-Vehicle rallies, etc., but have never seen it. If some member of the Riley RM Register has this car, then no doubt he will be pleased to know that it was once owned by a very good racing driver. It is nice to know that Charlie Martin is still about and I have no doubt that the mechanics who were at Boys garage 30 years still remember him.

Whilst at Boys garage I was involved in a very interesting project, that of rebuilding a 1920 Wilton. This car which was owned by a Mr. Fry was rebuilt from the chassis up. It had a four-cylinder engine, a cone clutch, a short drive shaft to the gearbox which was mounted on cross members of the chassis, and torque tube drive to the differential. There was quarter elliptic springing at the rear and I believe semi elliptic at the front. A two-seater boat type wooden body with only a near-side door and the handbrake and gear lever were both outside. As the original radiator had been lost a 4½-litre Bentley one was cut in half and used. There was an outside petrol tank at the rear and behind that the spare wheel. Rudge Whitworth wheels were used. There was no hood that I can remember and the car was painted in British Racing Green, the same shade as the vintage Bentleys. Mr. Fry who some said was connected with Joe Fry of Freikaiserwagen fame then went to Wilton in Wiltshire to live taking the Wilton to Wilton. Does anyone know what become of this car?

Mr. Fry also had a 1928 Lancia Lambda in which we installed a Standard Vanguard engine and gearbox, when the life of the Lancia engine expired, but he did not seem to think that it was a great improvement. Does anyone in the Lancia Club have a Lambda with a Vanguard engine? No doubt, if these cars still esist, some reader of MOTOR SPORT will know.

Emsworth G. H. BELL

Sir Henry Royce

Sir,

Regarding your report in your July issue concerning the Sir Henry Royce Memorial Foundation, a quotation from the speech by Lord Hives caused considerable amusement to my neighbour and myself, who have spent their holidays for many years at the delightful village of Canadel.

I refer to the sentence "Royce would like to walk down to the harbour at Le Canadel . . . you could see the pebbles the water was so clear". Our mirth stemmed from the fact that the shore at Canadel is almost pure sand and definitely has no vestige of a harbour, the only boat landing being restricted to a mini-jetty. However, only yesterday we both lunched with a mutual friend who attended, in his Rolls, the gathering a few years ago with the R-R.E.C. and we looked at their report of Lord Hives' speech. Here we found that he apparently said "we visited with Royce the harbour at the nearest town", this of course referrring to Cavalaire, where there is now a moderate marina based one presumes on the old harbour — but I still have my doubts about pebbles.

I fear that the Royce villa and its surroundings are now seriously threatened by the apparently uncontrolled and avaricious developers.

Breinton P. A. MORGAN

Another Special

Sir,

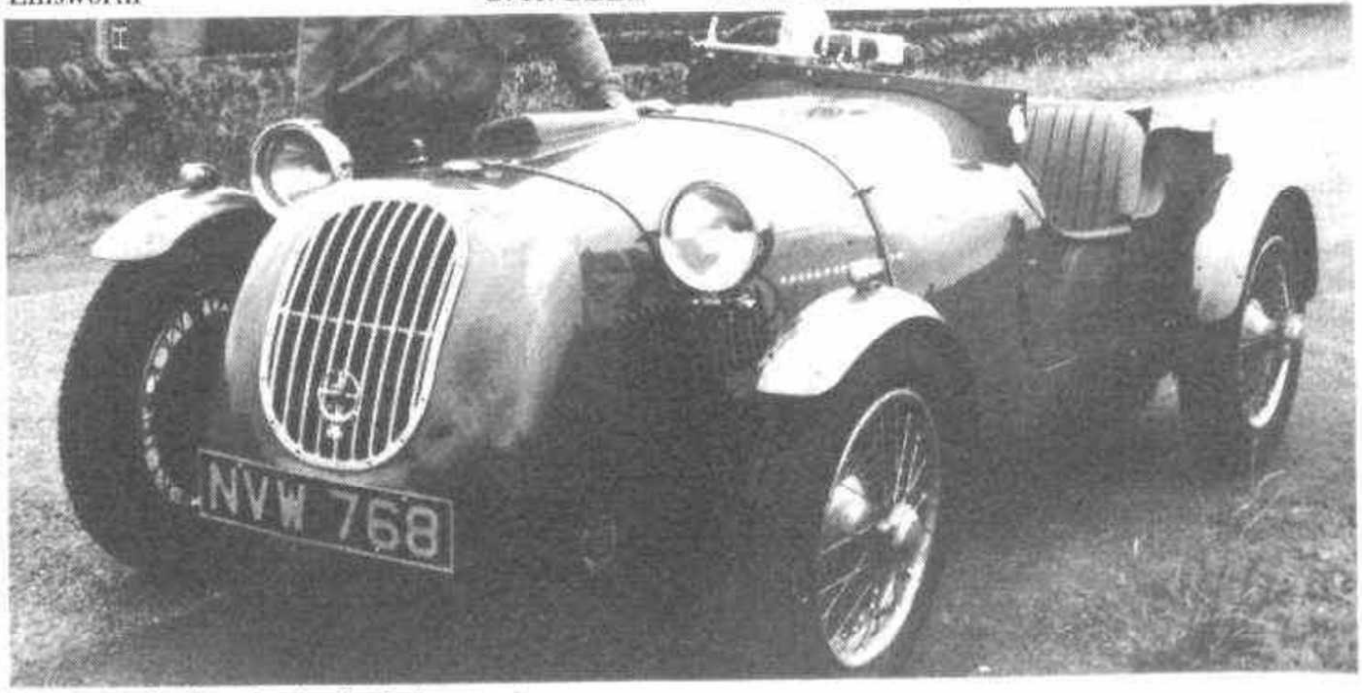
The article in July's issue about the HWM car reminded me of my own car which I have been restoring for a couple of years. I'm anxious to trace the history of the car and would be grateful if you could publish my letter and the photograph in the hope that some of your readers may recognise it.

The car is built on a 6" deep open channel underslung chassis and shortened to 8' wheelbase. It is fitted with a SS100 2½-litre engine and back axle. The front axle is a mystery but looks like an Invicta type. Large friction shock-absorbers are fitted all round. The body is professionally built in alloy on a steel angle-tube frame in the style of the late pre-war years and early post-war, in a remarkable likeness to Alfa, Healey Silverstone or HWM cars.

The log book quotes the car as RBW-Type Jaguar chassis No. R53.

Bradford, W. Yorks S. KUKURUZOVIC

[We wonder if the late Col. Rixon Bucknall had anything to do with the car. Letters will be forwarded. — Ed.]



The special referred to by S. Kukuruzovic.

Napier Railton Memories

Sir,

I was most interested to read your contribution to the ongoing saga of the Napier Railton, because I was a spectator at Brooklands at the Easter Meeting 1937 when John Cobb pushed it to the record-breaking race average of 136.03 m.p.h. My father who was a business friend of John Cobb happened to meet John at lunchtime in the Moorgate Arms on the Monday after the meeting. After congratulating him, he asked John to autograph the picture of the car (showing all four wheels off the ground) that had appeared in that morning's *Daily Mail* under the caption "Cobb hits world's fastest race speed". This he duly did on the pub counter at the Moorgate and today it hangs in my pub, one of my few possessions that have survived the war. Jenks saw it last time he had a pint with me.

Sandton, South Africa PETER THEOBALD

Alfa Romeo 8C 2900

Sir,

You may have heard by now that I have recently found and purchased the 8C2900A Alfa Romeo that High Speed Motors had before the war, Reg. No. DLY 163. In collecting up its history I have obviously spoken at length to Anthony Crook, who sold the car to the USA at the end of 1946 (see ad in Dec. '46 MOTOR SPORT). I have also spoken to Mr. Tunnard-Moore who was an associate of Robert Arbuthnot at High Speed Motors. He tells me that Arbuthnot bought the car (yellow with some brown trim) in the spring of 1939, from "a Chinaman". The car was overhauled by Ramponi, painted light opalescent blue, and driven on the road by Tunnard-Moore (who had to abandon it on the way back from Brooklands one day with clutch trouble) and Arbuthnot (who took a humped back bridge too fast on his way to Donington and the chassis sagged on landing). The weld marks from this second incident are still evident! I am sure that you remember the car well — it was featured in MOTOR SPORT at least twice in the war. I am interested in tracing its history before the spring of 1939. DLY 163 seems to be a January 1937 registration number so it had been in the country some time. Questions that come to mind are:—

(a) Was such a car on the Show stand at the end of 1936?

(b) Could "a Chinaman" have in fact meant one of the Thai (Siamese) who followed "B. Bira" over to London?

(c) Could it have been bought here by an Indian maharajah, registered but taken straight off to India from where Arbuthnot rescued it?

I wonder if any of your readers can shed any light on this period in the car's history as I would very much like to fill in this gap. I can trace the history completely back to Arbuthnot buying it from today. Is anyone who worked at High Speed Motors still alive?

London, SW6 SIMON MOORE

[Letters will be forwarded. — Ed.]

Canley Memories

Sir,

I cannot let yet another milestone of motoring history pass by without recording that the Canley factory of BL in Coventry has commissioned its very last motor car, a Triumph Spitfire. It was in September 1916 that the new Standard Motor Company factory at Canley began to take shape, and the skeleton steelwork formed a new landmark in what had hitherto been a quiet piece of Warwickshire countryside. BE-12, RE-8 and Sopwith aircraft, totalling 1,600 examples, were made there before the Armistice and from then on, apart from the Hitler War, it has been cars all the way.

The variety of Standard models is too numerous to catalogue, but many were evocative of Warwickshire towns and villages with names like Kenilworth, Warwick, Leamington and, later, Stratford, Charlecote and Wellesbourne. Canley then turned its attention to the ubiquitous Standard Nine, first in worm-drive form (1927) and later as Big and Little Nine versions. The 1936 Flying Standard range, produced under the dynamic Captain John Black, who had succeeded Standard founder, R.W. Maudslay, in 1934, was successful enough to warrant extensions to the Canley Works which was producing 144 cars per day. Standard 8, 12 and 14 production was the cornerstone both before and after the Second World War, which was also to have, in its aftermath, the acquisition of Triumph. Canley produced its last Flying 8, the 83,135th example, on July 9th, 1948, and then it was into Vanguard production with a vengeance.

Maudslay, Black, Dick, Stokes and others more recent have all stepped onto the terrazzo tiled floor of the vestibule at Ivy Cottage, Canley, the old Standard office building. Set in the tiled floor is the Standard badge, now faded with the passage of countless feet, which incorporates the Union Jack and the words Standard — Coventry. How long will this last relic survive and how long too will the Standard slogan "Count them on the Road" be applied to the surviving products of Canley?

Bigbury-on-Sea JOHN DAVY

* * *

V-E-V Odds & Ends.— Among the many Clubs opposing the suggested all-vehicles-whether-in-use-or-not Tax is the Austin Ten DC, which is also relying on the good work done by the Historic Clubs Joint Consultative Committee to look after its interests, while the 750 MC is also of the opinion that the new proposals would "do more harm than good" to the vintage and classic car movement. *The 750 MC Bulletin* for August contained an interesting article by J. V. Bowles, about his pre-war Austin 7 competition activities, including reference to his association with DFPs at the time when the first 3-litre Bentley was being built in the mews premises occupied by the DFP Concessionaires, and an article by Chris Gould about building a poor man's Austin 7 "Grasshopper" engine, among other material smacking nicely of the pre-war days. There was also a report of the 1980 National Austin Seven Rally at Beaulieu, with an awards-list too long to reproduce here. But we note that Tony Lucas won the Austin Cup, Barry Keely the Montagu Cup, and Peter Martin the Gordon England Trophy. At the Austin Ten DC's Knebworth Rally Dave Ralph's Austin Cambridge saloon took the award for best car of this kind. A South African reader has sent us a cutting relating to the Royal Hotel at Campbeltown in Scotland, which is in the throes of changing hands. *The Campbeltown Courier and Argyll Advertiser* (which is known locally as "The Two-Minutes Silence") recently published a picture of the hotel's taxi and hire-car fleet, in pre-1914 days. It appears to have comprised two Delaunay-Bellevilles, a Daimler, and a Wolseley-Siddeley tourer.

Yet another anniversary was that of the Brighton Speed Trials, the 75th of the series having been run off last month — over the once-traditional standing-start half-mile, instead of over the later-substituted one-kilometre. The Brighton & Hove MC has been digging into its archives and has come up with some interesting data about what happened after the first of the Brighton speed-trials along the Madeira Drive (then the Madeira Road) was held in 1905, at, they say, the instigation of the great Brightonian Harry Preston. The course was a special tarmac road laid by Brighton Town Council along the sea front, from Palace Pier to within a ¼-mile of the Black Rock, where the elevated Madeira Terrace gave such an excellent view; and still does, the famous road being used these days for the finish of the VCC Veteran Car Run and the VMCC Historic Commercial Vehicle Run, and for other motoring events. The speed trials were first run as a four-day event, from the Black Rock end, but later the start was from the pier end. In 1905 Clifford Earp's six-cylinder Napier covered the f.s. kilometre at 97.25 m.p.h. and Henri Cissac did 86 m.p.h. on his 14 h.p. twin-cylinder Peugeot motorcycle, according to the Club's hand-out. The event was then moribund until 1923, and in 1924 the better-known ½-mile paired, standing-start, timed-runs were instituted. FTD was made by Spencer's 494 c.c. Douglas motorcycle, in 26.0 sec. (69.2 m.p.h.) and the fastest car was the AC driven by J. A. Joyce, in 28.0 sec. (64.2 m.p.h.), a car owned now by Mrs. Robbie Hewitt. It is thought that the ban on public-road speed events in 1925 put a stop to these Brighton Speed Trials until, in 1932, someone realised that the Madeira Drive is a private road, built indeed for motor racing, and coming under control of Brighton Corporation. Be that as it may, the speed trials happened again that year, a motorcycle, Storey's 996 c.c. Brough-Superior, again making FTD, in 22.2 sec. (81.08 m.p.h.), according to Dr. Joseph Bayley's records. The fastest car that year was Malcolm Campbell's 4-litre V12 Sunbeam, in 23.60 sec. (76.27 m.p.h.). The following year it was the same, Storey's Brough clocking 23.19 sec. (77.59 m.p.h.) against the 24.20 sec. done by Whitney Straight's 2.9-litre Maserati. Then in 1934 Noel Pope's Brough kept it up, recording 22.39 sec. (80.36 m.p.h.) for the motorcyclists, against Shuttleworth's 23.80 sec. (75.63 m.p.h.) in his 2.3-litre GP Bugatti. In 1935 the bikes ran right away, with Eric Fernihough's great run on his Brough Superior in 20.28 sec. (88.70 m.p.h.). Of the cars Shuttleworth used his 2.9-litre Alfa Romeo to clock 22.68 sec. or 79.41 m.p.h. The year 1936 saw that stupendous record by Fernihough's Brough Superior in 20 seconds exactly, equal to 90 m.p.h. over the s.s. ½-mile course, Cummings in the 3-litre Vauxhall Villiers made best time of the cars, in 22.89 sec. (78.60 m.p.h.). No-one bettered Fernihough's record up to the war. In 1937 Waite's 490 c.c. Norton did 25.13 sec. (73.20 m.p.h.) and in 1938 we saw Williams' 496 c.c. Cotton manage 23.22 sec. (77.51 m.p.h.). In the car classes, the 1937 FTD went to Geoffrey Taylor's 2-litre Alta in 22.84 sec. (78.80 m.p.h.) and in 1938 he got this down to 22.45 sec. (80.17 m.p.h.), so at last the four-wheelers had justified their excursions to the seaside! Incidentally, I remember how insignificant the cups given for FTD on two wheels were, beside the magnificent car awards. The Club's archives claim that this Brighton fixture saw the motor-racing debuts of Sir Malcolm Campbell, Stirling Moss and Mike Hawthorn. This year's RAC/VCC Veteran Car Run to Brighton takes place on November 2nd.

W.B.

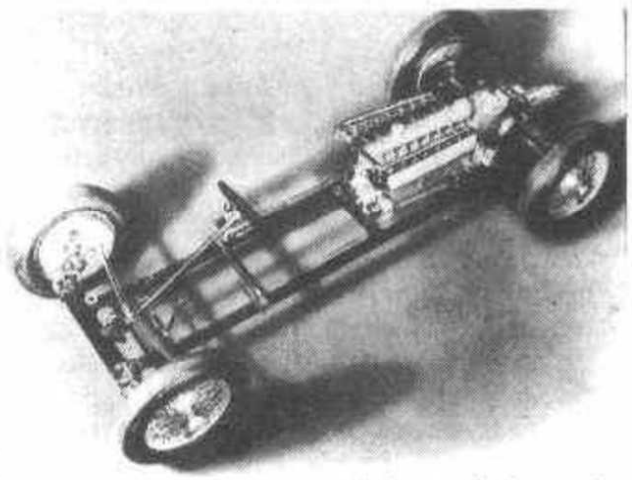
Auto Union

A NEW Grand Prix Formula was introduced in 1934 restricting maximum weight to 750 kg. (1,650 lb.) and bodywork to a minimum width of 85 cm. The weight was measured without tyres, oil, fuel and water. At the same time Germany was rising from the doldrums thanks to the efforts of the Third Reich and encouragement was given, in the form of military contracts, to firms who supported motor racing, and in particular the new Grand Prix Formula. The object was to demonstrate to the world at large that Germany was technically far in advance of everyone else. Daimler-Benz needed little encouragement to re-establish their Mercedes-Benz racing team down in southern Germany, in Stuttgart. In the north-east, not far from Berlin, a new motor manufacturing combine had been formed by Horch, a large heavy engineering concern who made big luxury cars as well, Audi who were in the middle car market, Wanderer who made sporting cars and DKW who were in the small car world and the motorcycle world; of the four Horch had the greatest resources of engineering and manufacturing plant. The combine was called Auto Union (for many years spelt erroneously with a hyphen), and their badge was four interlinked rings, to represent the four companies Horch, Audi, Wanderer and DKW. This new combine saw motor racing as a way of publicising their products, apart from encouraging military contracts to Horch in the way of tanks, lorries and similar equipment. They decided to have a go at Grand Prix racing with the new Formula and bought the design of a racing car from Dr. Ferdinand Porsche, who had his own design studios in Stuttgart. Always interested in the sport, Dr. Porsche had designed a revolutionary (for 1933) car for the new Formula, and wasted no time in selling the idea to Auto Union.

The P-Wagen as it was called, had independent suspension to all four wheels, at a time when the rest of the racing world were just beginning to dabble with independent front suspension. The front suspension was by trailing arms and transverse torsion bars, and the rear by swing axles and a transverse leaf spring. The engine was a formidable supercharged V16, the two banks of eight cylinders at an included angle of 45 degrees, with a single camshaft above the vee operating the inlet valves by followers and the exhaust valves by transverse pushrods and small rockers. A single Roots-type supercharger was mounted vertically at the rear of the engine. The revolutionary feature was that this V16 engine was mounted just ahead of the rear axle, with a 5-speed gearbox projecting out behind the rear axle. Immediately in front of the engine was a single large fuel tank and in front of that sat the driver, with his feet in between the front wheels. If this layout sounds like the description of a Williams or a Ligier it is perfectly true, but even Dr. Porsche's P-Wagen was not the first to use this layout. In 1922 Ferdinand Porsche had been design assistant to Dr. Rumpler and they had designed a similar layout of racing car for the Benz firm. The 1933 P-Wagen had a chassis constructed from two large diameter tubes parallel to each other, with tubular cross-members, the water radiator was right at the front and the bodywork fitted tightly all round the mechanism.

The first P-Wagen created quite a stir in Grand Prix circles, not only for its appearance, but for its speed and acceleration and the fact that it had come from an entirely new concern. It was entered as the Auto Union and Dr. Porsche was retained as consultant chief engineer for the racing department, working with engineers from Horch, Audi and DKW. The Auto Union team fought homeric battles against the Mercedes-Benz team, both in Grand Prix racing and in record-breaking, and in 1936 Auto Union were undisputed Grand Prix champions with their C-type. The engine had started as a 4.3-litre, being enlarged in 1935 to 4.9-litres and eventually to 6.1-litres for 1936, all the time the car remained within the 750 kg. weight limit, much use being made of electron and magnesium. After the first season the rear springing medium was changed from transverse leaf-spring to longitudinal torsion bars, but otherwise the basic conception of the car remained unchanged. While the Auto Union engine did not match the rival Mercedes-Benz engine for sheer power, it had far better torque characteristics and the car's rearward weight distribution gave it much better traction and acceleration. In fully streamlined form for record-breaking an Auto Union first set records at 199 m.p.h. over short distances, and later was capable of 270 m.p.h. with fully enveloping bodywork. In Grand Prix road-racing form the cars were undoubtedly capable of 175 m.p.h. An Auto Union set standing-start acceleration records for the kilometre and mile in 1937 that stood until the late 1950s when a sling-shot American dragster finally beat the figures. The 750 kg. Formula ended in 1937 and the last event was at Donington Park and was won by a C-type Auto Union. In 1938 a new Formula started, restricting supercharged engine capacity to 3-litres, for which Auto Union built entirely new cars.

The German Motor Show was held in Berlin in those years and it was the normal thing to do to close the roads leading to the exhibition halls and have a parade of German racing cars running through the streets of the capital. Auto Union built up one of their C-type chassis as a show exhibit, prior to the 1936 season, and later it was sent to the Deutsches Museum in Munich. This museum is the equivalent of the British Science Museum in London and the Auto Union chassis



The Auto Union chassis, with V16-cylinder engine, prepared for exhibition purposes

was on display in the motoring and transport section. As the Auto Union racing factories were at Chemnitz and Zwickau they were in the thick of aerial bombardment during the war and everything was apparently destroyed. After the war these towns were in the Russian-occupied zone and all trace of Auto Union racing cars disappeared, except for the chassis in the Munich museum.

In 1952 at the 25th anniversary of the Nurburgring there was a small exhibition of German racing cars outside the paddock and this sole remaining chassis was on show. Daimler-Benz had scattered their racing cars throughout Germany, Czechoslovakia and Rumania, at their various agents and most of them survived the war, but Auto Union did not seem to have had the same forethought. The Auto Union chassis on show at the Nurburgring was complete apart from bodywork, scuttle, instrument panel, fuel tank and all the minor controls, pipework and similar details.

When Germany was split into East and West, with a pretty firm barrier between the two sides, Auto Union was split up. There was no question of Horch moving from Zwickau in the east-zone and Wanderer were a small concern that did not get restarted. DKW and Audi opted out into the west and took with them the Auto Union

An Auto Union V16 racing in Italy in 1937.



trade-mark of the four interlinked rings and the name Auto Union. DKW reformed in Ingolstadt and became the post-war Auto Union, concentrating on small cars and motorcycles and ran a very active motorcycle racing department in the immediate post-war years. Audi flirted with other big manufacturers like Daimler-Benz and Volkswagen and today are an integral part of the Volkswagen/Porsche combine and have taken over the Auto Union mantle from DKW.

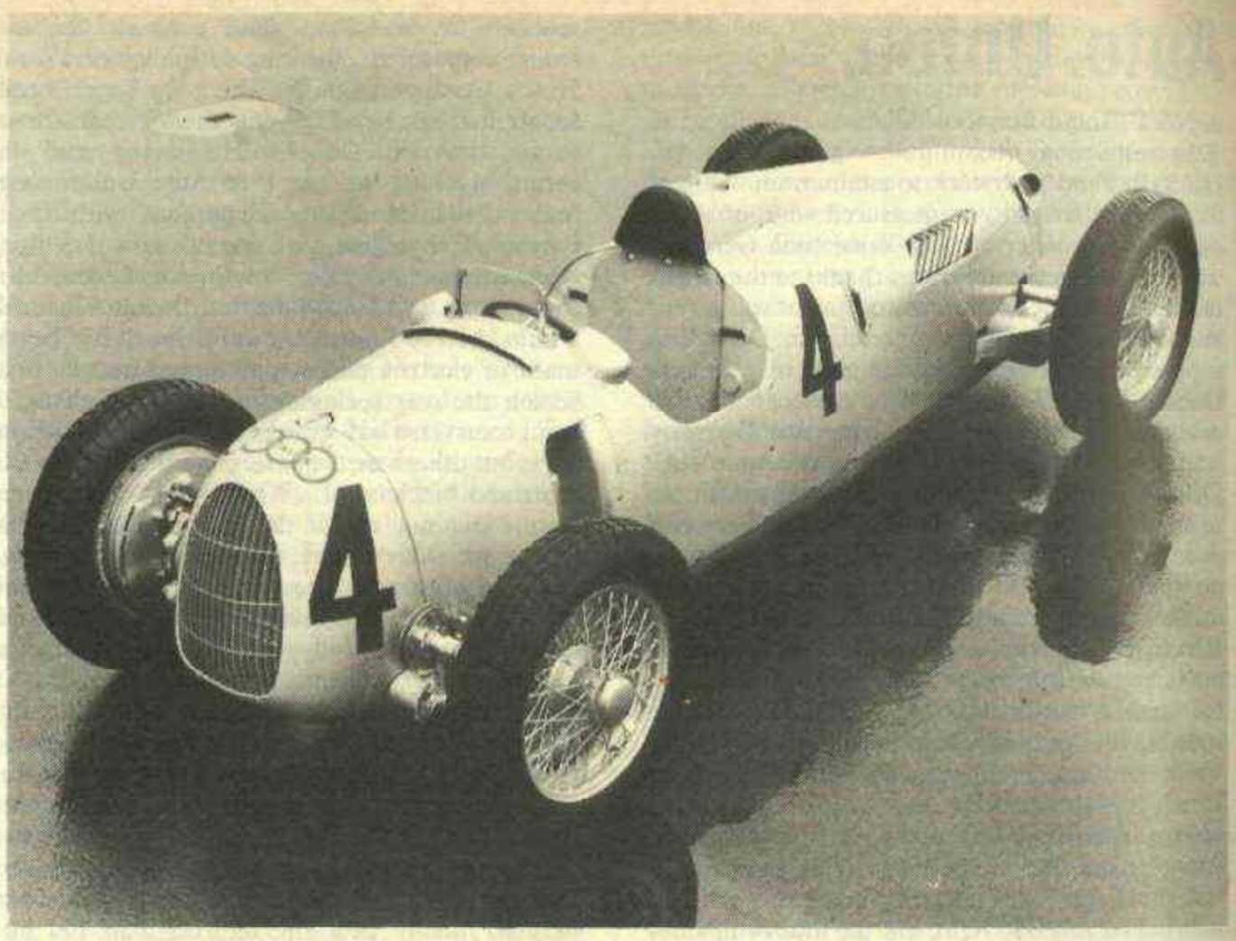
In recent years two Auto Unions have come to light in Russian occupied countries, the first a 1938 V12 3-litre in Czechoslovakia and the second a short-chassis V16 hill-climb car in Latvia. The V12 was spirited out into the west and changed hands a couple of times before Antique Automobiles in Lincolnshire got the job of restoring it. It had been a show car that had been on display in dealers showrooms and was missing some vital parts, such as crankshaft and connecting rods and gearbox internals. Antique Automobiles acquired a 1939 engine through contacts in East Germany and this was installed in the 1938 chassis, while the empty gearbox was replaced by a modern Formula One Hewland gearbox and final drive. The car was made to run. The V16 short-chassis hill-climb car had come from Moscow for a rally and as far as we know it went back to Moscow, though rumour has it that an American has acquired it.

Conscious of their background as one of the circles in the Auto Union badge, Audi took the decision to remove the C-type chassis from the Munich museum to rebuild and complete it. This was done at the Audi factory at Neckarsulm, the old NSU factory, and it was finished last spring. At the recent historic car meeting at the Nurburgring on August 17th Paul Pietsch, the only surviving driver of the V16 Auto Union, gave a demonstration run with the car and the low bellow from the 16-stub exhausts of the remarkable V16 engine was heard in the Eifel mountains for the first time for 43 years.

The rebuild and completion by the Audi factory was a true works project, everything being stripped and checked and rebuilt, and surprisingly most of the internals of the engine and gearbox were in good condition. Much work was needed to fabricate all the missing parts and small details, but everything was done meticulously. The bodywork was made and re-made until it was absolutely correct and the end result is difficult to fault, the only criticism could be that it is too exact and too perfect, but presumably Auto Unions were perfect when they left the racing department before going on test. By the time they were seen in public and photographed they had collected some warts and blemishes.

In this age of fake historic cars, or bodged-up rebuilds, it is heartening that the Audi firm have done such a superb job, an example to all. This project can only be described as a rebuild and completion, not a restoration or resurrection, for the chassis was never complete when it was built for show purposes.

To celebrate the bringing to life of this fascinating car the German publisher Halwart Schrader has brought out a very interesting book on the history of Auto Union. Written and compiled by Stefan Knittel it contains a wealth of interesting material never seen before, gathered from all quarters, from old employees of Auto Union and there is a collection of pre-war photographs previously unpublished. At the moment there is only a German version of the book, but for anyone interested in Auto Union racing cars it is a "must" and can be bought from Schrader & Partner GMBH, Tal 33, 8000 München 2, Germany for the equivalent of about £13. — D. S. J.



The rebuilt and complete V16 Auto Union as finished by the Audi/NSU factory in 1980. The optional fairing over the front suspension seen in 1952 has been omitted

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RALLY OF THE 1000 LAKES

continued from page 1527

activities which match the tranquil serenity of their silent forests and calm lakes.

No event in the world could copy the character of the Rally of the Thousand Lakes. It is a unique contest, and the sooner the FISA declares that it will be back in the manufacturers' section of the World Championship (in 1980 it is only in the Drivers' Championship), the better.

Fiat now has a very strong grip on the Championship, for not only is the make leading the manufacturers' section, but its two drivers hold first and second places in the drivers' section, Walter Röhrl in the lead and Markku Alén second. As this is writen, the next round is the Motogard Rally in New Zealand in mid-September. — G.P.

Results

1st	M. Alén/I. Kivimäki (Fiat 131 Abarth) (4)	4h 24m 11s
2nd	A. Vatanen/D. Richards (Ford Escort RS) (4)	4h 25m 07s
3rd	P. Eklund/H. Sylván (Triumph TR8) (4)	4h 35m 25s
4th	B. Johansson/R. Spjuth (Opel Ascona 400) (4)	4h 36m 43s
5th	L. Lampi/P. Kuukkala (Ford Escort RS) (4)	4h 37m 02s
6th	T. Salonen/S. Harjanne (Datsun 160J) (2)	4h 39m 00s
7th	T. Rainio/E. Nyman (Toyota Celica) (4)	4h 44m 23s
8th	E. Pitkänen/R. Fehrmann (Datsun 160J) (2)	4h 47m 43s
9th	H. Enomaa/J. Ahava (Sunbeam Lotus) (2)	4h 50m 22s
10th	P. Geitel/R. Mesterton (Datsun 160J) (2)	4h 57m 59s

124 starters, 68 finishers

V-E-V Miscellany:— We hear that the 1907 17-litre Itala which Major (later Sir) H.O.D. Segrave ran during the first World War and which was probably the car referred to recently in "The War-Time Diaries of a RFC Officer" is now in America. Another reference in this series was to Archie de Pass, whom a reader informs us was the brother of Lady Madge Kitson, mother of General Kitson, the expert on urban-guerilla warfare. Our informant says he was given de Pass' RFC cigarette-case ("then for Turkish only") when he joined the RAF and that he came from a family of wealthy plantation-owners and was in the Royal Navy during WW2. This reader, the Rev. A. ffrench-Mullen, would like to know what became of the 3-litre Austro-Daimler he once owned, which he gave to a friend and which was last heard of as in the possession of a Swansea ice-cream manufacturer, in about 1960.

L. Robinson & Co. (Gillingham) Limited, makers of the celebrated "Jubilee" hose-clips (and one of our more staunch advertisers, incidentally, in years gone by) recently acquired one of these clips that had lain under water, on a WW2 Halifax aeroplane, since 1942 and another from a 1935 Pegasus engine that had been buried for 38 years in the Hebrides. Both these clips were in serviceable condition and still operate freely. These "Jubilee" clips were first made in 1922 and Robinson's would like to know of any others that have withstood similar rough treatment, to hear of any which have survived longer, perhaps in normal conditions, or to trace any of their original 1922 clips. Letters can be forwarded. The *Romford Observer* has been publishing local memories of the First World War. One of these articles included an account of how Capt. William Leefe Robinson took off from Suttons Farm, Hornchurch, and shot down a zeppelin. It included a picture of the pilot in his Prince Henry Vauxhall, from which we are reminded that its Reg. No. was LP-6803. *The Packard Cormorant*, the American Packard magazine, has been publishing articles by Gwilym G. Griffiths about Packard artists, that in the Spring 1980 issue being about John Held, Junr., the dramatic cartoonist of the F. Scott Fitzgerald period.

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Motor Show
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Aurora British Formula One Championship

A Review

EXPERIENCE, cool determination, and a budget generous enough to run one of only two proper ground effects chassis — although not necessarily in that order — have given Emilio de Villota a commanding lead in the 1980 Aurora AFX British Formula One Championship.

However, the title chase has not been an easy one for the RAM Racing Williams FW07 pilot, and it is largely due to consistency that he has edged atop a stern three-man battle. Frequently he has followed in the wheeltracks of team-mate Eliseo Salazar (bottom, in Williams FW07), and as the season wore on the Clowes Racing Arrows A1G of Guy Edwards posed an increasing threat (leading the August Bank Holiday race at Brands Hatch, top).

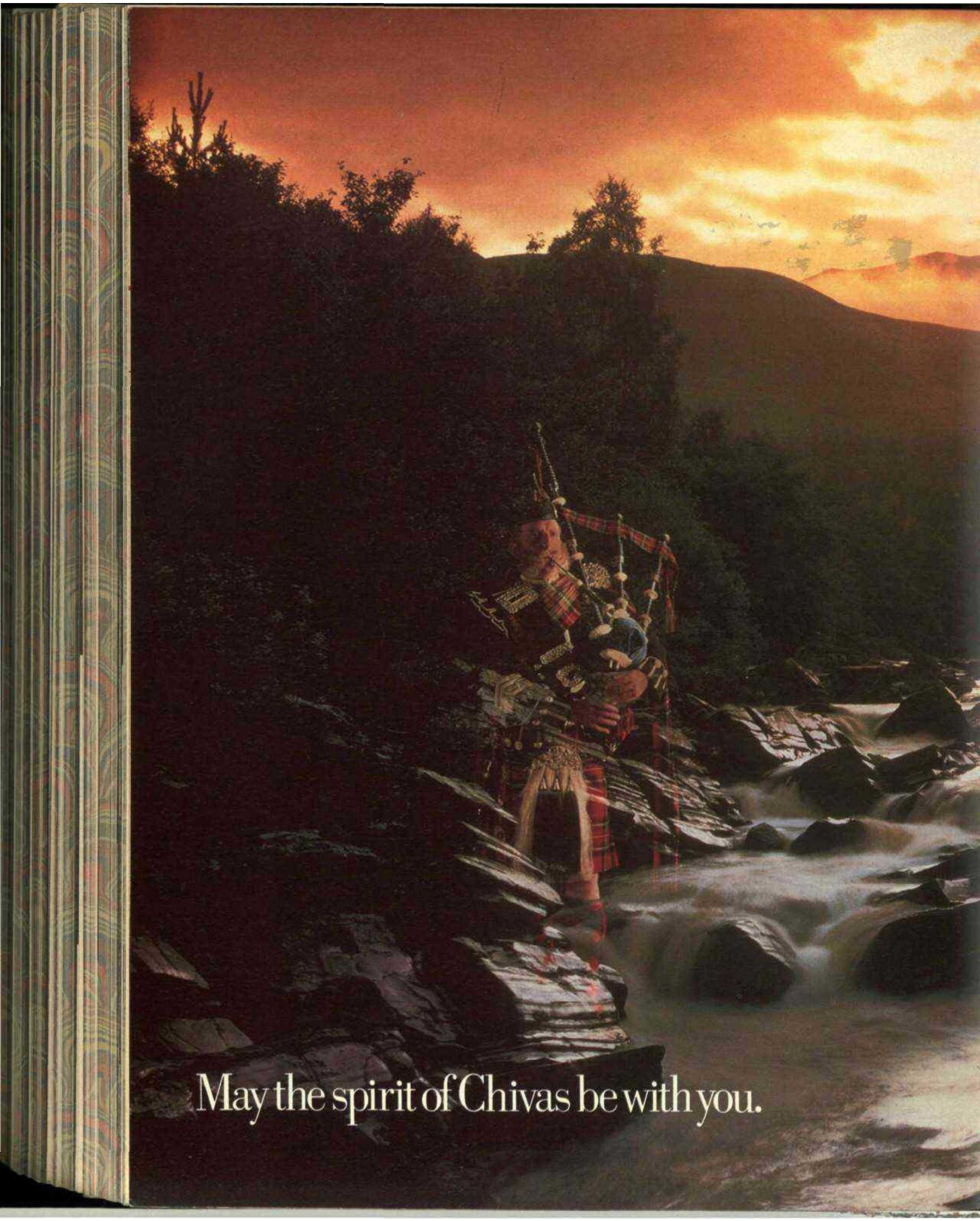
For the former Embassy Hill Grand Prix contender it has been a trying season, with constant handling problems induced by the latest crop of standard Goodyear G50 tyres — these are substantially harder than last year's supposedly similar canvasses, and have affected none more so than the Arrows. A major revision of weight distribution and aerodynamics brought the car back to competitiveness, only for Edwards' championship hopes to disintegrate along with a Ford-Cosworth at Brands Hatch.

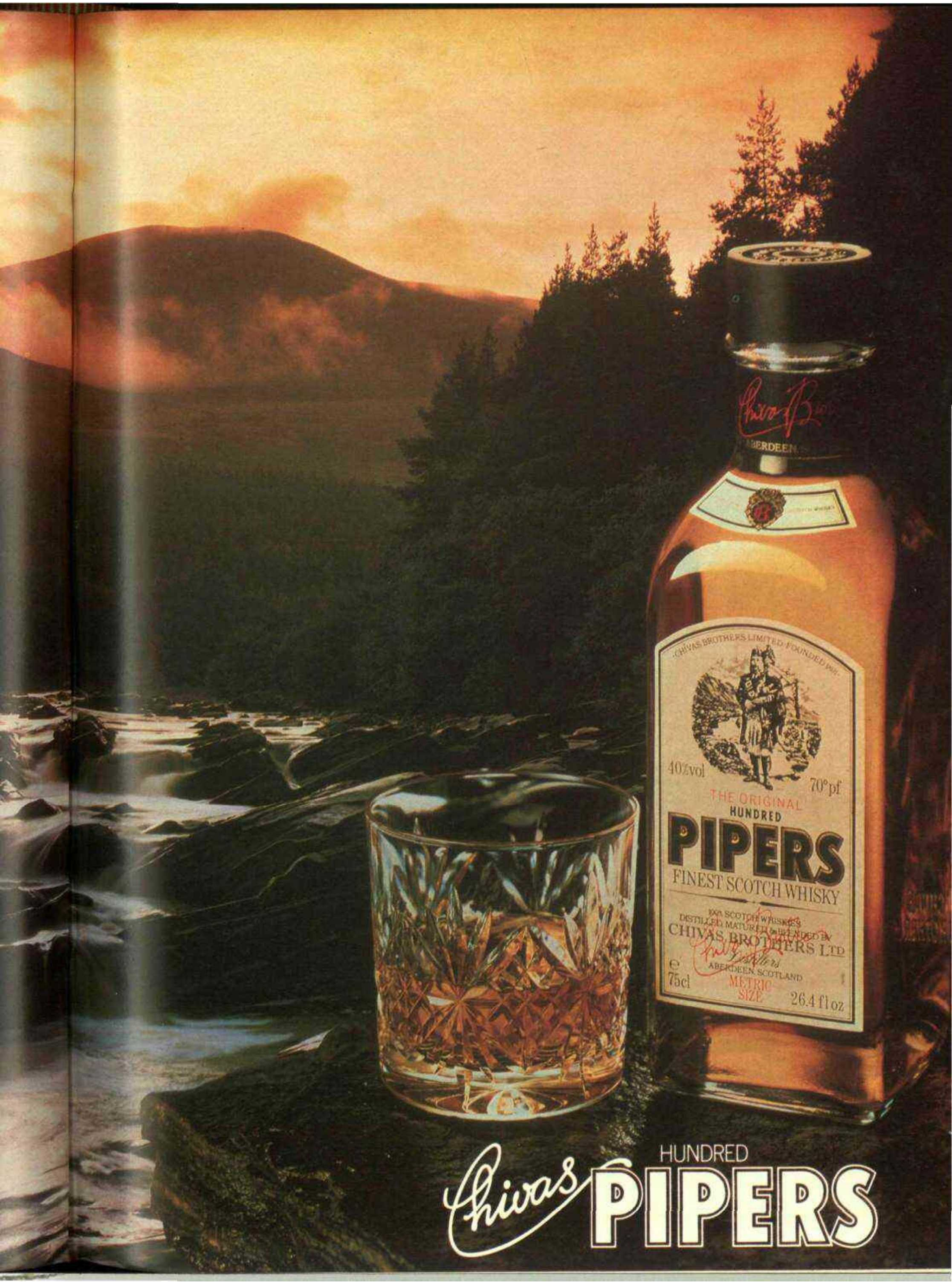
In contrast, the Williams have had little trouble in attaining grip, and with Salazar third in the table behind Edwards, both RAM drivers are hopeful of progressing to the Grand Prix arena next year. So, too, is the other star of the series, Theodore Racing Wolf WR3 driver Kevin Cogan (centre). The American Formula Atlantic graduate has been dogged by engine failures, but his press-on attitude should put him in good stead when he drives a RAM Williams FW07B in the approaching two North American GPs. — P.R.B.



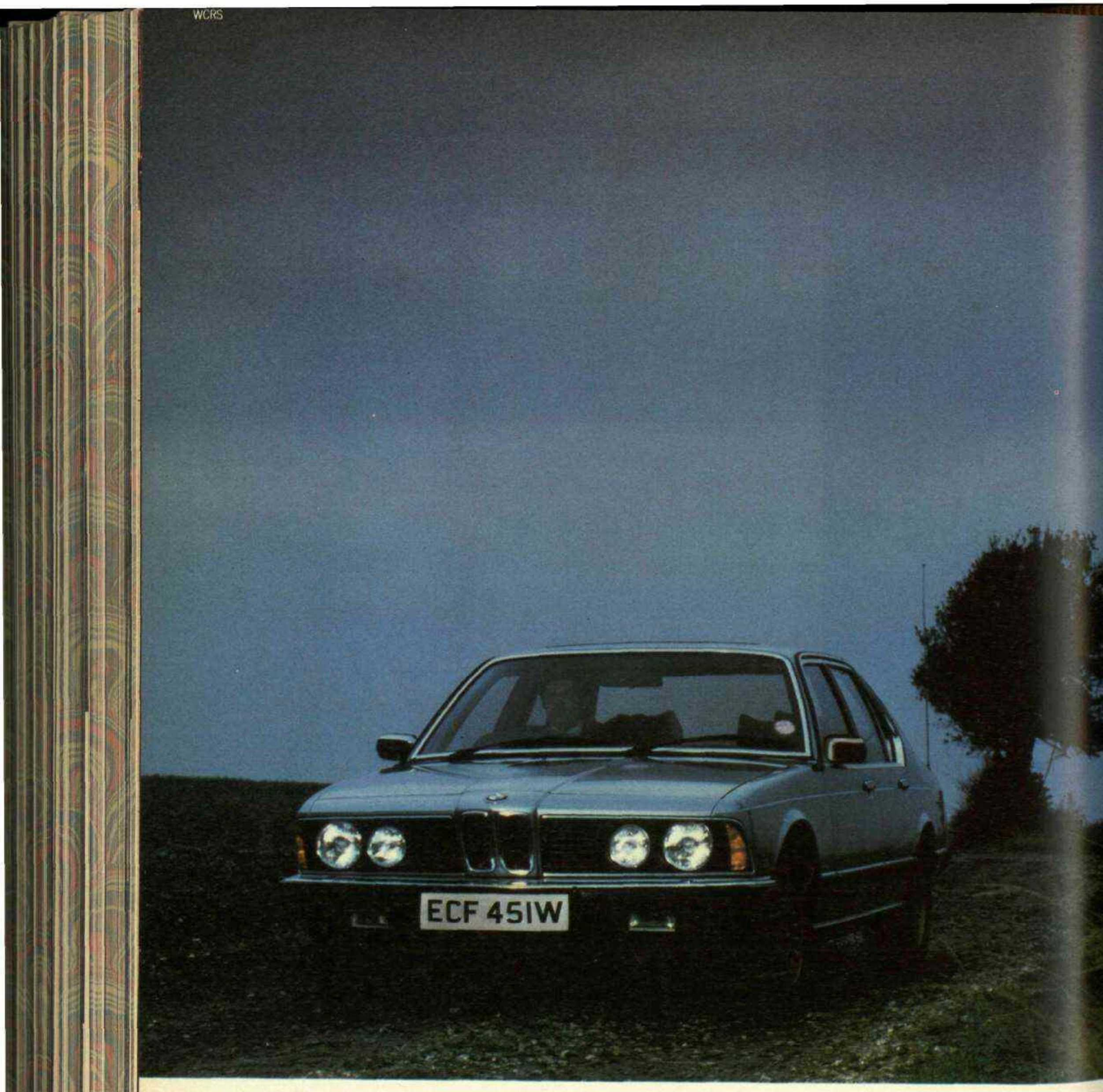





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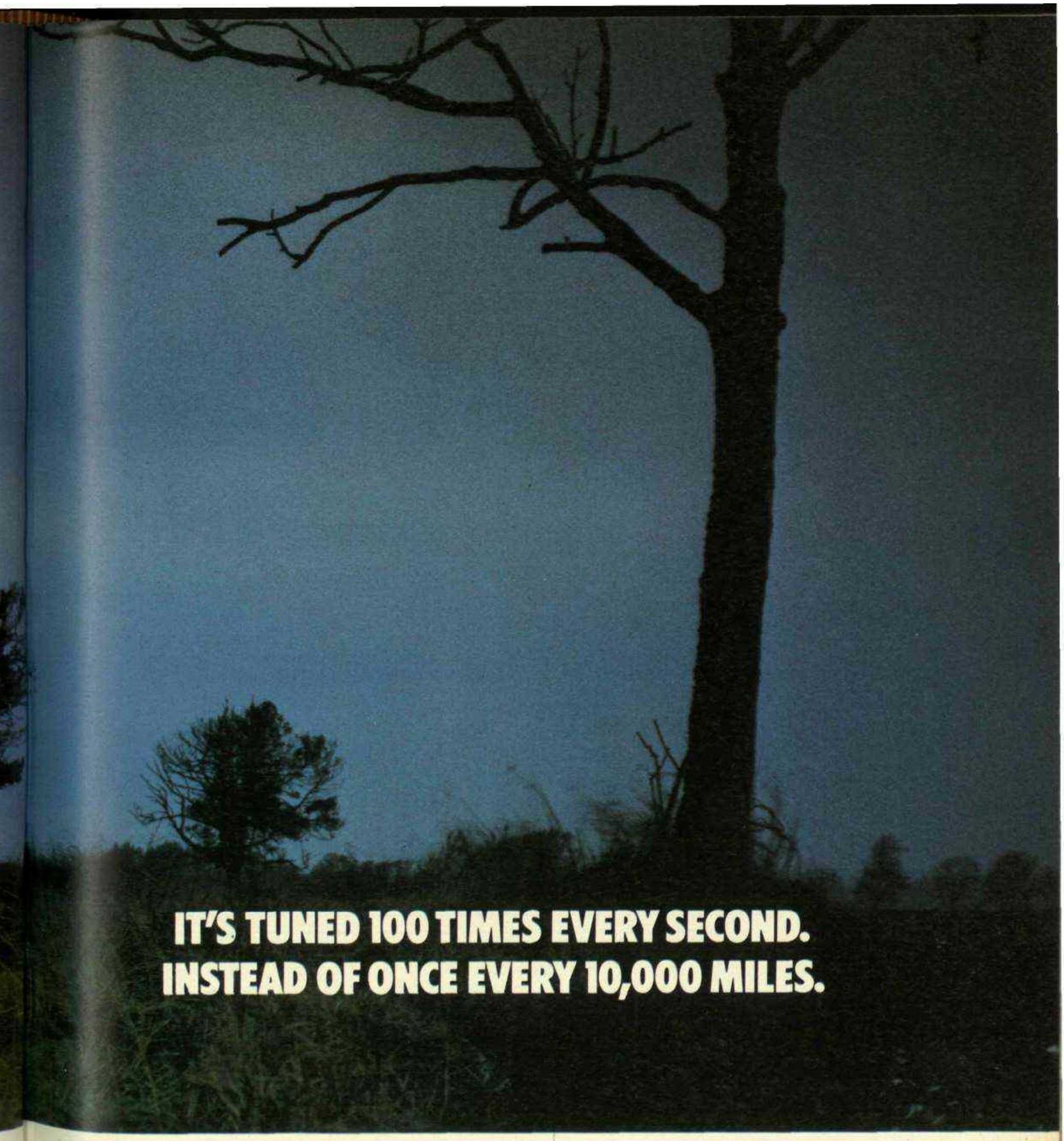
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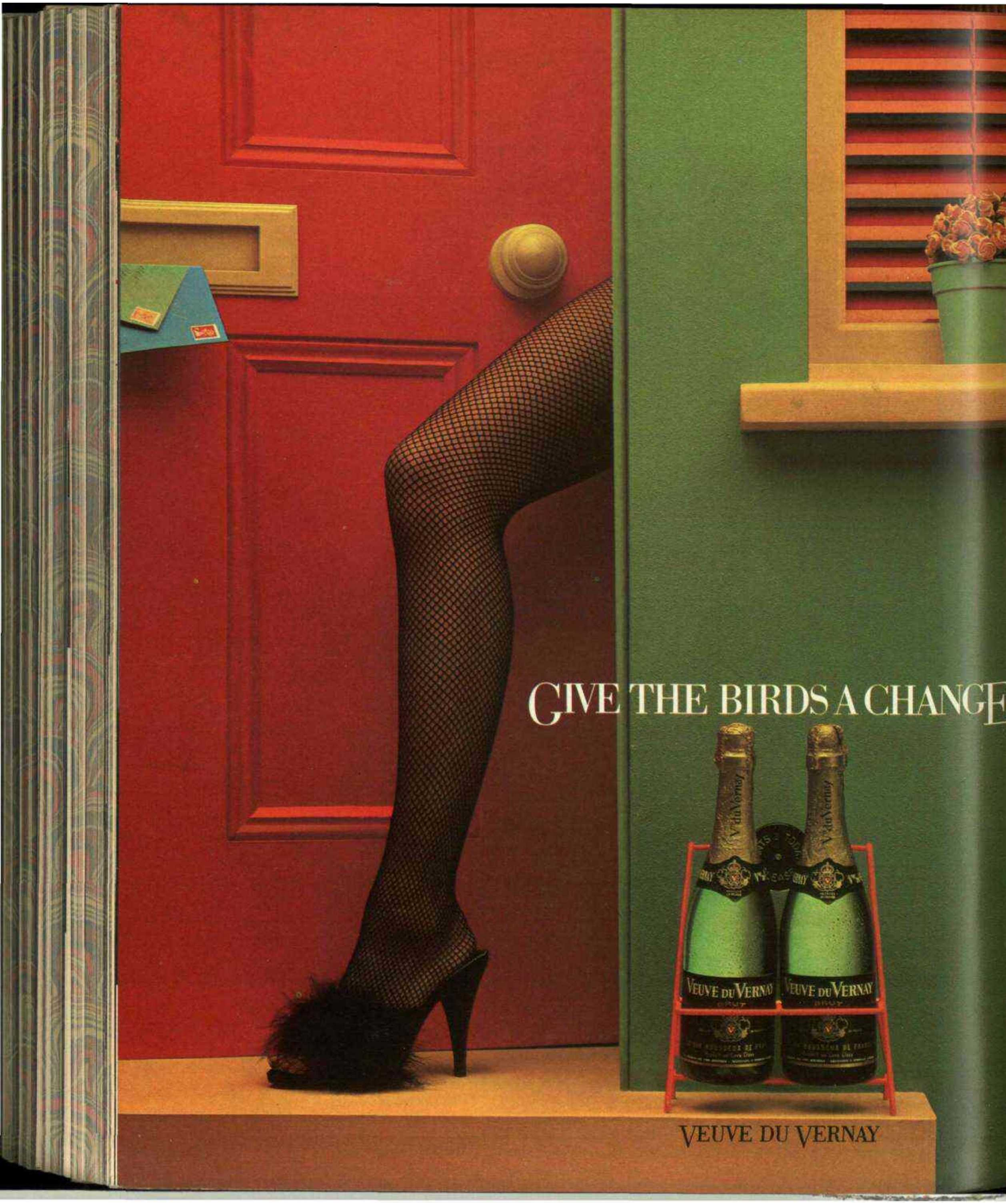
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Notes On The Cars At Imola

AS THIS was the last European Grand Prix for this year, and the last opportunity for factories to do anything close to home, both Ferrari and Alfa Romeo took the opportunity of making clear their intentions for 1981. Ferrari ran their turbo-charged 1½-litre V6 during practice and Alfa Romeo had their turbo-charged 1½-litre V8 engine on show in the pits, with the information that it would appear in racing some time during the 1981 season in Europe. Renault merely consolidated their position by remarking that they had not made any alterations to their cars since Zandvoort, to which we replied that there did not seem any real cause to after the way they had gone at sea-level.

Ferrari: The long-awaited turbo-charged 1½-litre V6 Ferrari appeared for the second day of practice. This was 126C-049 and though it was the second turbo-car, the first being 047, it was still in the nature of a travelling test-bed and what might be termed "a bit of a lash-up". However, it went very impressively, driven by Villeneuve and when he was not driving it he was in the old flat-12 car number 048. Scheckter was using 046 until he destroyed it in the early minutes of the Saturday afternoon timed session in a monumental high-speed crash due to going too fast before the tyres were properly warm. He then took over the *muletta* number 043. On Sunday 045 appeared as a reserve car.

Tyrrell: There had been some cutting-and-shutting and stitching together at the wood-yard after the German and Dutch GP events. Daly's wrecked car was re-constituted using the repaired monocoque from Jarier's Hockenheim crash so the car took the official designation of 010/2-4. It will be recalled that it was 010/4, travelling under the number 010/3, which had been demolished at Hockenheimring and that a new car was built up in the paddock around a brand new monocoque so that the completed car was 010/5 even though it was still 010/3 on paper. This car was used at Imola by Jarier, and referred to by the team as 010/3-5. The ways of the special builder are indeed complicated.

Brabham: The Chessington-based team are certainly well organised for building new cars and BT49/9 was brand new for Piquet, while BT49/7 was his spare car, though Rebaque had occasion to use it during practice. The young Mexican's car was his usual one BT49/6, but converted back to Hewland gearbox layout. In fact there were no Weismann gearboxes to be seen, though Pete Weismann was in attendance.

McLaren: Before this meeting the McLaren team's 1981 plans were announced, in which McLaren Racing is to join a Formula Two team to become McLaren International with the financial backing of Marlboro to continue in Formula One. John Barnard takes over the design work and Gordon Coppuck has been made redundant, so the new man takes over the M30 project. Alain Prost was in the M30, with M29C/5 as spare and Watson was in M29C/2.

ATS: No changes in this team for Marc Surer, D4/04 to race and D4/03 as spare.

Lotus: Andretti's preferred car 81/1 has at last been updated with the high sides added to the cockpit, giving more stiffness to the monocoque, thus allowing stiffer springs to be used. His spare car was his usual 81/2, while de Angelis had 81/3 as usual. The experimental 81/B had similar single-piece rocker arm rear suspension as the other cars and was driven by Mansell in the first test-session. He crashed the car slightly and abandoned it beside the track and a little while later an Arrows ran into it and demolished the front suspension and the front of the monocoque. Mansell used 81/2 on the second day of practice. This accident caused the Lotus mechanics to write on the noticeboard in their pit "Lotus 81/B died today".

Ensign: The same two cars as always, MN14 for Lammers and MN12 for Lees.

Renault: With the ability to be on the front of the grid at 5,000 feet and at sea-level and on fast circuits and ones full of *chicanes*, like Imola, there cannot be too much wrong with the 1980 Renault cars. Jabouille was in RE23, Arnoux in RE25 and the spare was RE22. In other words, all was in order.

Fittipaldi: F8/1, the car Rosberg crashed at Zandvoort, was totally rebuilt around a new and slightly improved monocoque, thus retaining its identity. Emerson Fittipaldi used F8/2 and the old F7/1 was brought along "for emergency use".

Alfa Romeo: Although in their home country the Milanese team were not exactly on home ground in the Emilia-Romagna area of Italy; in fact, they were very much in Ferrari country. None-the-less they put on a strong show with three V12-engined cars that improve every time you see them. Brambilla was in the seventh car built, carrying 179/02, Giacomelli was in the sixth car built carrying 179/03 and the third car built was the spare, carrying the identity 179/01. In one of their pits, for all the people "on the inside" to see, was a nice little engine display, the units being mounted up on plinths. 1978 was the 3-litre flat-12 engine, 1979 was the 3-litre V12 engine still in current use, and 1980 was the new 1½-litre turbo-charged V8 engine ready for next year.

Ligier: This team's plans for next year involve an association with Talbot and Matra, which will bring about a whole new scene for them with the industrial necessity of changing from the ELF petrol company, Goodyear tyres and Cosworth engines. Meanwhile they have either lost their way as regards choosing a compromise of adjustments to suit a given circuit, or outside influences are affecting their judgement. The latest outside influence is the announced departure of Didier Pironi at the end of the season, to join the Scuderia Ferrari. For Imola Pironi took over JS11/15/04 while Laffite fluctuated between JS11/15/03 and JS11/15/02.

Williams: After Zandvoort the monocoque of FW07B/9 was repaired, following its practice crash and it was returned "as new" to Alan Jones, while FW07B/7 retook its place as the T-car. Meanwhile FW07B/5, which had been assembled in the Zandvoort paddock went back to its "test-car" rôle. Reutemann retained FW07B/8. Keegan was in FW07B/2 under the RAM Racing banner.

Arrows: With Jochen Mass still suffering the after-effects of his Austrian accident his place was taken by Manfred Winkelhock, a German national driver. On the first morning of testing he lost control of A3/3 and rammed the abandoned Lotus 81/B. Thereafter he took over A3/4. Patrese used A3/5. With very little warning designer Tony Southgate left the team, David Wass moved up into his place and Gustav Brunner (from ATS) joined the team.

Osella: A brand new car for Cheever, FA1/B1. It followed the basic lines of the earlier cars but had a slimmer monocoque and detail improvements from knowledge gained with the earlier cars. The original car FA1/1 was present as the reserve car. — D.S.J.

Results

THE ITALIAN GRAND PRIX — Formula One — 60 laps — Imola Autodromo — 5.00 kilometres per lap — 300.00 kilometres — Very Warm and Hazy

1st	Nelson Piquet (Brabham BT49/9)	1 hr. 38 min. 07.52 sec. — 183.440 k.p.h.
2nd	Alan Jones (Williams FW07B/9)	1 hr. 38 min. 36.45 sec.
3rd	Carlos Reutemann (Williams FW07B/8)	1 hr. 39 min. 21.19 sec.
4th	Elio de Angelis (Lotus 81/3)	1 lap behind
5th	Keijo Rosberg (Fittipaldi F8/1)	1 lap behind
6th	Didier Pironi (Ligier JS11/15/04)	1 lap behind
7th	Alain Prost (McLaren M30/1)	1 lap behind
8th	Jody Scheckter (Ferrari 312T5/043)	1 lap behind
9th	Jacques Laffite (Ligier JS11/15/03)	1 lap behind
10th	Rene Arnoux (Renault RE 25)	2 laps behind
11th	Rupert Keegan (Williams FW07B/2)	2 laps behind
12th	Eddie Cheever (Osella FA1/B1)	3 laps behind

Fastest lap: Alan Jones (Williams FW07B/9) on lap 47, in 1 min. 36.089 secs. — 187.326 k.p.h.

Retirements: Vittorio Brambilla (Alfa Romeo 179/02) tyre failure and accident, on lap 5; Bruno Giacomelli (Alfa Romeo 179/03) puncture, on lap 6; Gilles Villeneuve (Ferrari 312 T5/048) tyre failure and accident, on lap 6; Emerson Fittipaldi (Fittipaldi F8/2) accident, on lap 18; H. Rebaque (Brabham BT49/6) damaged suspension, on lap 19; John Watson (McLaren M29C/2) hub bearing failure, on lap 21; Derek Daly (Tyrrell 010/2-4) accident, on lap 34; Riccardo Patrese (Arrows A3/5) accident, on lap 39; Mario Andretti (Lotus 81/1) engine failure, on lap 41; Marc Surer (ATS D4/04) engine failure, on lap 46; Jean-Pierre Jabouille (Renault RE23) gearbox failure, on lap 54; Jean-Pierre Jarier (Tyrrell 010/3-5) brake failure, on lap 55.

24 starters — 12 finishers

FORMULA ONE TREND OF DESIGN

Tachometers

TO THE racing driver in full action the most important instrument is the one that indicates what speed his engine is doing. He knows, for example, that his Cosworth DFV develops maximum horsepower at 10,800 revolutions per minute, so it is up to him to use the gearbox to keep the engine at this figure for maximum performance. The intelligent drivers will also know the r.p.m. at which maximum torque is developed by the engine and will have studied the brake horsepower curves and the torque curves of the engine to get a "feel" for when the engine is working at its best for any conditions. The r.p.m. figures are all important. The instrument used to indicate the speed at which the crankshaft is revolving is the tachometer, often loosely called a rev-counter. In fact, a rev-counter, or revolution counter, is something else altogether and is an instrument used in experimental work to literally count the number of revolutions of a shaft, and this instrument used with a stop-watch to measure a time interval will give you the revolutions per minute of the shaft. An instrument that records revolutions *and* time, with a read out in the resultant numbers is a tachometer, and it is these instruments that we are looking at in Formula One, as seen at the recent Austrian Grand Prix. I mention the actual occasion because the pace of

Turbo-charging in Formula One — Ferrari and Alfa Romeo

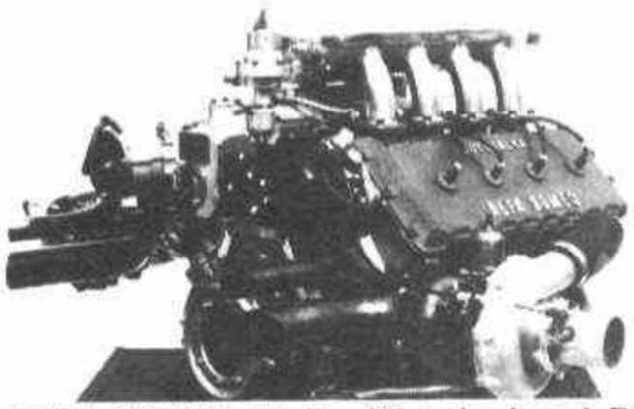
IT IS now three years since the first turbo-charged 1½-litre Renault appeared in Formula One and to begin with a lot of people scoffed at the idea of a boosted 1½-litre engine being able to match the power of an unblown 3-litre engine. Renault do not make any wild claims for their little V6 engine, relying on its performance to speak for itself. In the last three Grand Prix races the Renaults have proved conclusively that they have a lot more horsepower than Ferrari, Alfa Romeo or Cosworth 3-litre engines. The Ferrari engineers have been working on a turbo-charged 1½-litre V6 engine all season and it made its first public appearance at Imola. The four-camshaft V6 engine has an angle of 120-degrees, with the exhaust camshafts inside the vee and the inlets outside. This allows short exhaust pipes from each bank of three cylinders to feed straight into turbines mounted above the engine, with the compressors forward of the turbines, so that you have the two compressors immediately behind the fuel tank. The outlets from the turbines run rearwards into pressure-release valves and there are short tail pipes just ahead of the final-drive unit. Air intakes for the compressors are on each side of the fuel tank and the compressed air feeds out each side into inter-coolers mounted in the side-pods. From under these coolers the inlet manifold runs rearwards into collector manifolds with individual inlet pipes running upwards under the cylinder heads. Apart from being a compact arrangement, with all the exhaust pipes and the turbo-charger units in the vee of the engine it leaves the under-side of the power unit free from piping of any sort.

The transverse-shaft gearbox is much more compact than on the T5 Ferrari and is still ahead of the final-drive unit. Rear brakes are outboard, using twin calipers to each disc and the coil spring suspension units are inboard and operated by rocker arms. Front suspension follows similar principles, with rocker arms operating inboard coil-spring units, but the tubular structure carrying these rocker arms looks a bit crude, as does the cockpit structure and the footwell box of riveted aluminium sheet.

Designated the Ferrari F1-126C and carrying on the chassis serial numbers from the T5, the car that appeared at Imola was number 049, and b.h.p. was mentioned as being "about 550" using German KKK turbo-charger units. Enzo Ferrari insists that the C indicates *Competizione*, not *Compressore*.

Alfa Romeo have been bench-testing their turbo-charged 1½-litre engine with satisfactory results and it is now ready to be installed in a test-chassis and run on their private track at Ballocco. It is a V8 cylinder layout, with the two banks at 90-degrees and has a bore and stroke of 74 × 43.5 mm. with a displacement of 1,496.7 c.c. This tiny stroke allows a maximum of 11,600 r.p.m. and the two turbo-chargers boost the power output to a quoted 550 b.h.p. All this on 98-100 octane pump petrol. With a misty look into the past Alfa Romeo called this new engine the Tipo 158, indicating 1.5-litres 8 cylinders. It is a very neat and compact looking engine with alloy block and alloy heads of conventional four-camshaft layout with single central sparking plugs. A jack-shaft in the vee drives the SPICA fuel-injection pump, mounted towards the rear, and at the front of the engine this shaft drives a triangular-run toothed rubber belt drive which drives a water pump mounted low down on the right of the crankcase and the oil pumps on the left of the crankcase, as on a Cosworth DFV. On each side, the four exhaust pipes feed into a KKK (Kühnle, Kopp & Kausch) turbo-charger which then exhausts rearwards alongside the gearbox, with the smaller exhaust pipe from the waste-gate above. The compressor is outboard of the turbine, taking in air from the side and feeding it forwards to an intercooler and then into a collector tube above the engine with four inlet pipes running downwards to the inlet ports on each cylinder head. Right and left systems are identical. An ignition distributor is driven off the rear of the right-hand inlet camshaft and an alternator off the rear of the left-hand inlet camshaft.

With turbo-charged engines from Ferrari and Alfa Romeo ready for 1981 we shall enter on a new era of sound. The advent of the flat-12 Ferrari caused the passing of the musical high-pitched scream of Ferrari V12 engines, lamented by true Ferrari enthusiasts and now the harsh bark of the flat-12 Ferrari engines will give way to an entirely new sound from the turbo-charged V6 engine. Alfa Romeo's rather raucous exhaust note from their flat-12 and their V12 will give way to the comparatively woolly sound of a turbo-charged V8. The 1980's are certainly heralding a new era in Grand Prix racing. — D.S.J.



ALFA ROMEO 1½-litre V8 turbo-charged F1 engine, Tipo 158.

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development in Formula One is so strong at the moment that details change from week to week.

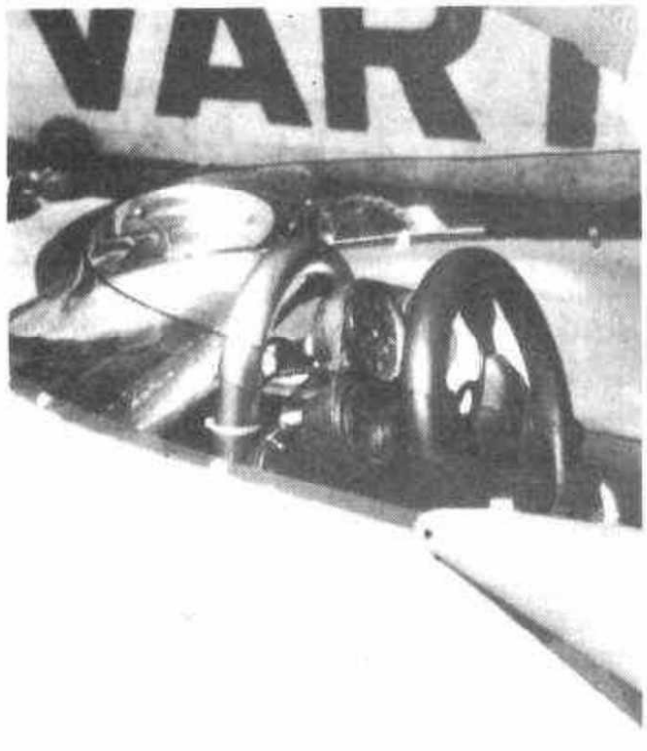
At one time tachometers were driven by a flexible cable off the end of a camshaft, or any similar convenient place, with the necessary reduction correction in the instrument so that your reading was the crankshaft r.p.m. Nowadays there are electrical instruments and impulses can be taken from the ignition system. But the most popularly used instrument is a cable-driven one by Smiths Industries, which is no longer in production. These are serviced by Thos. Richfields and feature a black dial with white figures. The dial is numbered from 1 to 12 with five divisions marked between the numbers. At the bottom of the dial is the important legend RPM × 1,000, so that a reading of 8 on the dial means 8,000 r.p.m. and each division between the large numbers represents 200 r.p.m. This type of instrument is used by McLaren, ATS, Lotus, Ensign, Fittipaldi, Arrows and Osella. Some of them have a red line on the dial to indicate maximum r.p.m., others have a second needle that is moved by the main needle so that it stays at the maximum figure reached. These "tell-tale" needles used to be almost universal but now only McLaren, Ensign and Arrows use them. ATS have a fixed red line at 10,800 and Lotus and Fittipaldi have their red lines at 11,200. Naturally, the only part of the dial that interests the driver is the segment between 9 and 12, so most of them have the instrument rotated in the panel so that the vital segment is uppermost. Most drivers view the instrument through the steering wheel and the top end of the scale is all they really see.

Tyrrell, Renault and Williams all used an electrical instrument made in Germany called Contactless, which is fed from the ignition system and has a black dial with yellow figures reading from 4 to 12 and the important legend × 1,000 r.p.m. The Tyrrell cars have their instruments red-lined at 11,100, while the Williams are red-lined at 10,800 (at least Alan Jones' race-car is). The Renaults have no red line. On the Jones car there is a thin red segment on the glass pointing at 10,800, so that if the engine is taken beyond that the yellow needle will disappear from view. Jones drives with the needle always in view, but only just! Again instruments are rotated in the panel to suit individual drivers' taste, but mostly they like to see the all-important needle pointing straight upwards at maximum r.p.m.

Ferrari, Brabham and Alfa Romeo all use identical cable-driven instruments made by Veglia and these are marked off in very large, white figures on a black background, from 4 to 14, accompanied by the legend Giri × 1,000 (Giri being the Italian equivalent of r.p.m.). On Scheckter's Ferrari there is a yellow segment at 12,000 and a red segment at 12,600, while Villeneuve has the red segment at 12,500 and no yellow segment. Brabham have no maximum indicator and neither do Alfa Romeo. On the latest Lotus SIB there is a Veglia instrument, rather than the Smiths used on the other Team Lotus cars, and this one has figures from 2 to 12 (Giri × 1,000) with a tell-tale needle and the figures covered over from 10,800 onwards.

Alone on the instrument scene are the Ligier team, all their cars using black faced cable-driven MATRA instruments reading from 1 to 14 with the red line at 11,200 — D.S.J.

The Ferrari Veglia tachometer is at the top of the instrument panel and is viewed through the steering wheel.



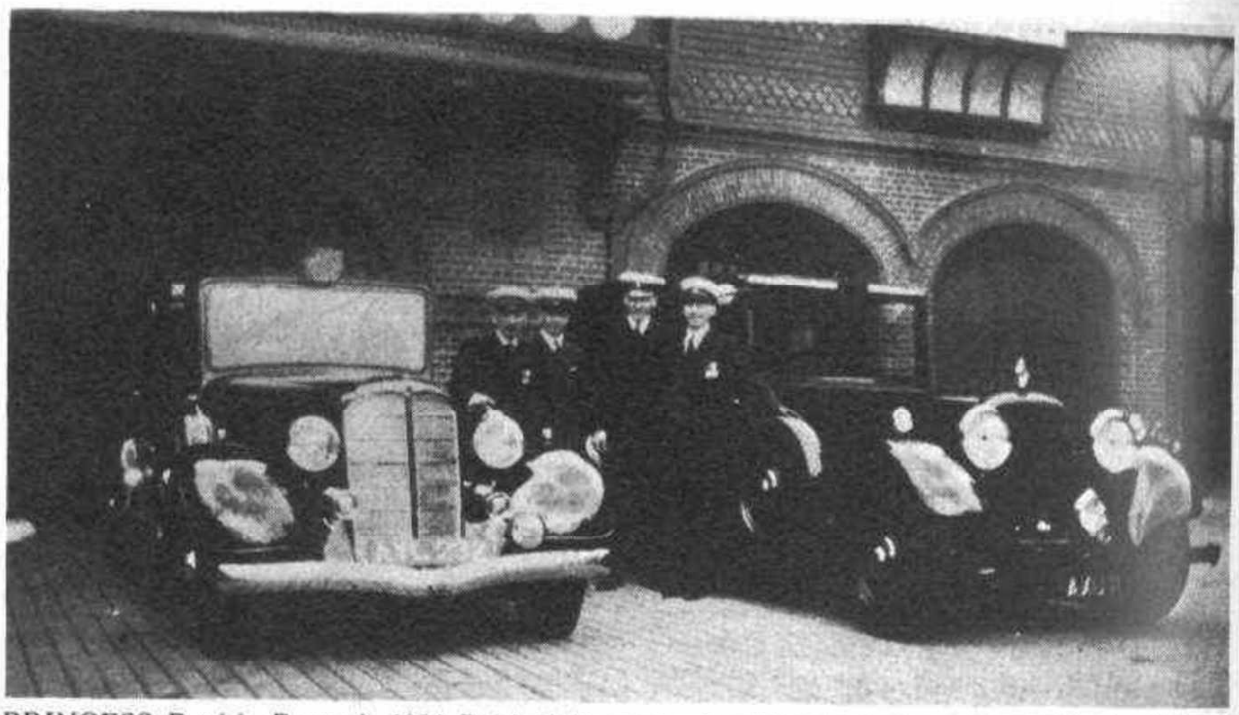
BUICK POSTSCRIPT

[The following notes and photographs relating to his long association with Buick and Lendrum & Hartman by the late Mr. Russell Johns arrived too late for inclusion in "Buick Bygones" (see pages 1560-1562) but are of such interest that we are glad to include them. — Ed.]

The manager responsible for reorganising and maintaining the efficiency of the works from 1924 to 1939 was Mr. M. G. Armstrong. He had been recruited by Capt. Hartman from The Buick Co. of Boston USA and proved to be a most able and popular manager. He was assisted by Mr. Ted Taylor, his under-manager, who had previously been employed by General Motors. A very popular Canadian, Mr. R. H. Berryman, headed the Reception Department; he had served in the First World War with observation balloons so was quickly in to barrage balloons in the first years of the last war. He was later instrumental in getting production started in the Volkswagen works in Wolfsburg after the war. Other prominent employees at that time included Mr. Whitelock, who was head of the Production Department, Mr. Randall, head of the Spare Parts Department, which had 20 bays at the Willesden depot and employed 22 people to look after the Buick, La Salle and Cadillac spares, and Mr. S. Baker, the works accountant.

BUICK House at Albemarle Street, W1.





PRINCESS Patricia Ramsey's 1934 Buick (left) stands alongside a Royal Daimler outside the Duke of Connaught's house at Bagshot. Her chauffeur, Fred Rix, is on the left of the group.

Lendown & Hartman's Service Station and Production Department covered 114,000 sq. ft. and employed more than 200 personnel. The Company issued a cartoon-type map showing that the New Car Production Department (meaning car preparation department) was at 63 Minerva Road, Willesden, close to the service station at Old Oak Lane, where over 12,000 cars a year were handled in the 1930s. As has been said, full facilities were available, including a Devilbliss cellulose-spraying installation for respraying six cars at a time, and an oil and grease section containing five pits. Incidentally, Lendrum & Hartman's operated their own new-car delivery service and Mr. Berryman's staff were instructed to show anyone interested over the Buick Service Department without prior appointment. A stylish Bedford breakdown track was kept in readiness there. The show rooms were at Buick House, Albemarle Street, W1 — telegraphic address "Buickgen, Piccy, London".

Reverting to life at the Royal Mews. With five chauffeurs the vehicle fleet, which included a 36-seater Leyland staff coach, was kept very busy. The drivers, having had an easy time during the reign of King George V, did not like the "taxi-like" routine of the new regime.

At that period a job at the Royal Mews included free accommodation, an annual suit of clothes, an overcoat every two years and underwear supplied, also a flat with heat, light and hot water. After ten years service you became pensionable, at a time when pensions in the motor trade were almost non-existent.

I drove the Duke of Windsor on the several occasions when he returned to the UK, using a car loaned by Capt. Hartman.

Incidentally, the Russian Trade Delegation's car was a hybrid, having a 1934/5 Buick engine but using a Packard rear axle and luggage-grid.



THE Author in his first Buick, a 1923 four-cylinder model bought for £7/10/-. The photograph was taken by Miss Alice Tatt, who later became Mrs. Johns, the author's wife, at Richmond Park in 1930. Other Buicks owned by Mr. Johns included 1927 & 1929 saloons.

LENDRUM and Hartman's new car delivery and production department at Minerva Road, Willesden, at the same period.



And Another Thing . . .

HAVING discussed in this month's V-E-V pages the supercharging arrangements of the 4-litre V12 Sunbeam racing-car, that versatile Wolverhampton design which not only broke the Land Speed Record but was used subsequently for long and short-distance track racing, road-racing, sprints, record-attacks and in later years for VSCC racing, I have been thinking more about the technical details of these successful Sunbeams. When D.S.J. featured them in his "Racing Car Development" article last month he said they comprised "two Grand Prix cylinder blocks on a single crankcase". Other writers have said the same thing, but if L.C. Cresswell's drawings of the 2-litre six-cylinder GP Sunbeam which were prepared at the time when Lawrence Pomeroy was writing his "Grand Prix Car" volumes and contemporary descriptions are correct, the 1924 2-litre GP Sunbeams had two blocks of three cylinders, whereas the 4-litre V12 Sunbeams had three blocks of paired cylinders on each side, as can be seen in photographs of this V12 engine. In both cases the bore and stroke were the same, i.e. 67 mm. × 94 mm.

Admittedly this is one of those very minor points of no importance to anyone but historians, and D.S.J. agrees that Coatalen and his engineers would have been unlikely to have literally used 2-litre GP components when building the V12 racing-cars. Only historians get irritated when they are not sure of such details. But in this case the Museums can come to their aid, because there is a 2-litre GP Sunbeam in the National Motor Museum at Beaulieu and the ex-Neil Corner 4-litre V12 Sunbeam; as rebuilt for Sir Malcolm Campbell, resides in the Midland Motor Museum at Bridgnorth. — W.B.

Letters from Readers

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

Licensing A Motor Car — 1980

Sir,

They told us that the local authorities were inefficient. So, They created, at vast public expense, the Welsh Whale, a paragon of efficiency to be. You, Sir, alone amongst the outspoken, later told us in a delightfully scathing editorial, that alas, the New Creation was 34 times less efficient, costwise, than the local authorities had been.

I live world-wide, currently in Japan, but maintain two cherished cars in London. Having occasion to contribute to the Road Fund Farce, I dispatched my application to the renowned Celtic Colossus which suffered acute instant dyspepsia, rejected my document package and caused it to be returned to Japan with a stereotype advising that vehicle licences are now issued by local authorities and that the "local" authority for London is Dundee (!). I concluded that your excellent editorial had not fallen on deaf ears.

Having sent the application to Dundee, I entered a mood of complacency: all would be well and my vehicle taxed. But no, I had overlooked the vagaries of a bungling bureaucracy. The package was again returned. I had used Form V10 as stipulated by the leaflet enclosed by the Monster, but Form V10 was extinct: I should use Form V10 Rev Feb/79 (enclosed), which was not enclosed. A £6 phone call to a friend in London enabled me to receive the new form and the application was made, for the third time, a month ago, since when nothing has been heard.

Three interesting points arise from my experience.

(1) Surely the computer experts in deepest Wales must have heard of Dundee and might, under the circumstances, have forwarded my application there instead of Japan?
(2) If, as advised, the Mammoth no longer issues licences, of what possible use can it now be to the public?
(3) While the Old Country is content to employ hordes of unproductive civil servants and to submit to the savage taxation (not least the motorist) necessary to maintain these zombies in their ivory towers, it can never hope to be other than the Sick Man. The economically successful countries long ago discovered that the road to national prosperity is via production, sales and service. It is also high time the remnants of the British Motor Industry learnt this lesson for I, amongst many, am a convert to Swedish and German machinery, which have unparalleled back-up facilities and dependable quality control.

Despairingly Yours, yet not totally lost.

Takasago-shi, Japan JOHN RILEY

Allard Front Suspension

Sir,

Apparently the point of Mr. Hume's letter in your September issue is that when he "proposed the logical arrangement . . ." he was unaware that I had designed this layout and several others in the 1930's and had tried to persuade Allards to use it. Obviously he hadn't done his homework, but by coming to the right conclusion he at least proved his competence. The "amazing" thing is that for 30 years he has regarded his design as original! Perhaps nobody told him that from 1935 to 1939 I supplied all the Allard front suspension units with single steering arm having steering joints in line with the axle pivots. If so, I hope it won't come as too much of a shock to him now.

To be fair, one must realise that Dudley Hume and Colin Chapman were still at school when I was pioneering swing-axle suspension, so I had a very good start on them.

It was during the period 1946/54 when I was engaged in the textile engineering field that these young men entered the motor industry and by the time I returned they were regarded by their generation as pioneers. By then the swing-axle IFS was being copied by Buckler, Mallock and many others although, sadly, not always well. As Rudyard Kilping put it:

The copied all they could follow,
but they couldn't follow my mind.
And I left them sweating and stealing,
a year-and-a-half behind!

The 100 m.p.h. plus LMB Popular effectively demonstrated the superiority of properly applied swing axles over contemporary designs, and the only limitations (at which Mr. Hume hints) were those imposed by the ignorance of the imitators.

There is little doubt that Colin's early Club racing experience on an LMB-sprung Austin 7 influenced him to use the system on the Lotus 7 but, he like Allard, did not at the time appreciate the importance of steering synchronisation nor did he understand the relation between c/g and roll centre on swing axle design. Neither did I when I started, but I learned a lot over the years, mostly the hard way.

Guildford LESLIE BALLAMY

Mille Miglia

Sir,

I am in the process of writing a history of the great road race, the Mille Miglia. May I, through your magazine ask anyone with first hand knowledge of any of this series of races to get in touch with me at the above address.

All letters will be answered, and anybody who has a story to tell will find a fascinated listener or correspondent in me.

Lingfield,
Surrey JULIAN HUNT

[Letters will be forwarded — Ed.]

Citroën Rally Successes

Sir,

Whilst I realise that the following information will be well past the relevant edition of MOTOR SPORT — due to the fact that my magazine is forwarded via surface mail — I feel, in the interest of accuracy, that I should draw your attention to the concluding paragraph of your road test of the Citroën CX 2400 GTi.

I quote page 820 June 1980:

"and if Citroën does not have Renault's motor racing image they can at least point to victory in the 27,000 km. London-Sydney Marathon."

Whilst I would be first to agree that the Citroën driven by Lucia Biambi and Jean-Claude Ogier were the moral victors, they were eliminated in the last section by a head on collision with a Mini, the rally being won by Andrew Cowen and Colin Malkin in a Hillman Hunter of all things, the year 1968.

Citroën did win the World Cup Rally of 1974 driven by a rally driver Ken Tulman with fellow Aussie Jim Reddish and André Welinski and could it be this event to which you refer?

For the history books — Ken Tulman was the winner of the first Redex Trial in Australia in 1953 also in a French vehicle — one of the first 203s in Australia and was also the surveyor of the Australian section of the 77 London to Sydney.

Many thanks for a great magazine.

Mayfield, Australia DAVID B. WALLIS

[Which goes to show that one should read publicity material very carefully! —Ed.]

Cooper-JAP Eligibility

Sir,

Mr. D. C. Andrews of Towcester is sad and cross that his Cooper-JAP is not eligible for historic races. He challenges anybody to justify its exclusion.

Well, OK, I accept the challenge. In the winter of 1965-66, the VSCC admitted front-engined cars up to the end of the 2½-litre formula. I should know, as I was on pole position for the first race in 1966, which I failed to win due to driver incompetence and fright. The VSCC knew perfectly well that 2½-litre rear-engined Coopers and Lotl would be a great deal faster, but also knew that they would be a great deal duller. Some of us agree — and even if we don't agree, one can hardly deny the Club the right to organise what racing it likes. The later organisers have followed the lead as regards single-seaters, but not (sadly) for sports cars.

I cannot conceive that this is news to Mr. Andrews, who lives almost within walking distance of Silverstone, and who bought his Cooper-JAP some unspecified time after 1970.

The current "replica" controversy has nothing whatever to do with Mr. Andrews' case.

Yateley R. C. BERGEL

Sir,

Mr. Andrews has certainly become the victim of the strangulating rules which are preventing enthusiasts from actually enjoying themselves, but still enable commercial bodies to go racing.

Perhaps Mr. Andrews could succeed in getting his car or himself accepted if he considered the following solutions.

1) Rename the car JCB-Cooper.
2) Borrow Mr. Smith's replica Moss (when found) to drive the authentic car.
3) Change his name to D. Stirling-Moss.

The fact has been overlooked that Cooper-JAPS are a "special case" of rear engined single-seaters. These cars are a special case because the engine is at the rear of the car solely to prevent the driver from being bathed in methanol and Castrol R, and being bombarded with aluminium debris issuing from its JAP engine. This is no joke as the Morgan driver will testify.

The Cooper-JAP does not derive any advantage over front-engined cars which do not use JAP engines.

Ilchester H. J. CHIVRALL

On the Road

Sir,

If you want to start an interminable correspondence, it has struck me that Campbeltown (which has no traffic lights) is as far from a traffic light as any town in Britain. The nearest ones I know are at Alexandra, something like 100 miles away.

Natal IAN F. RENNIE

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TVR 3000 M 1975, 49,000 miles, taxed and tested, sunroof, radio/cassette, Cobras, tinted glass, distinctive paint work. Offers invited over £3,000. Tel: Lapworth 2161 day or 0214455310 evening. (63877

PORSCHE 924 turbo, 7,500 miles, perfect condition, £13,800 o.n.o. For details Tel: Preston Capes 374. (63876

FABULOUS MOTORHOME 1979, 23' Chevrolet Cobra, beautiful vehicle with all luxuries, has gas conversion for super economy, 12,000 miles, £11,900 o.n.o. Tel: Preston Capes 374. (63876

MERCEDES BENZ 280 SL, 1968, appreciating classic, rebuilt engine, superb condition throughout. Must sell, best ofer around £6,250 secures. Tel: 01-642 8605. (63879

MORGAN F4 1950, good condition, new hood, body primed ready for spraying, offers to Tel: Ruislip 75016. (63880

DAIMLER 1938 EL24 Charlesworth de luxe limousine body, only three owners, 57,000 miles. This car has been kept to a very high standard, further information and offers Tel: 0495 244638. (63881

E-TYPE 4.2 Roadster, Series 1½, full M.o.T., carmen red coachwork, white hood, recent mechanical overhaul with rebuilt engine, new exhaust, all bills, chrome wire wheels, chrome boot rack, radio. A beautiful classic, £6,000. Tel: 01-688 1431. (63882

JAGUAR MK. II 3.8 1961, manual, overdrive, carmen red, Sundym class, large chrome wire wheels, sunroof and much more. Totally superb condition hence £3,500 o.n.o. Tel: 01-995 7465 or Godalming 7252. (63884

BRISTOL 405 1957, grey, good condition but owner overseas since 1978 £1,400 o.n.o. Garaged Crowborough. Tel: Frome 2075. (63885

MG MAGNETTE ZB 1958, interior and exterior in superb condition, M.o.T., tax, first offer over £1,250. Tel: Wokingham 780731. (63886

CONCOURS TR4. Saffron, alloy wheels, full stage 3 engine rebuilt by SAH. A1 mechanics, judged 5th in class 1980 International TR meeting, superb car, £2,500. Tel: Farnborough (Hants) 517221 office, Turgis Green 308 (Weekends). (63887

LANCIA FULVIA Coupe C-Reg., 1216 c.c., 58,000 miles, good rust-free exemple, M.o.T., tax February '81, £750. Tel: 0602 257238 after October 9th. (63888

MGB GT N-Reg., citron, chrome bumpers, 53,000 miles, taxed and tested, stainless exhaust, radio, overdrive, Sundym, garage maintained by caring lady owner, £1,900 o.n.o. Tel: Boston Spa 844902. (63889

ALVIS 1940 Speed 25 DHC, last used in 1971, stored in a dry shed ever since, in rough condition needs renovation, can be started and driven, £8,500. Tel: Chiltham 220. (63890

AUSTIN HEALEY 100/6, 1957 red, rebuilt 1978, under 2,000 miles since, immaculate, £5,250 Beal, "The Paddocks" Burton Pidsea, Hull. Tel: 0964 70620. (63891

MGB ROADSTER 1978, white, 18,000 miles, o/d, tonneau, h/rests, radio, taxed. Immaculate on top and underneath, £3,300 o.v.n.o. Tel: Cheltenham 514515. (63892

LOTUS MK 6 MG, rebuilt to original spec., XPAG MG engine, all aluminium panels, M.o.T., tax, £2,500. Smith, Westfield House, Armitage, Staffs. PX considered. Tel: 0543 490232. (63893

MK IV MINI 1293 Cooper S, built reg., Sept. '79 from largely new parts including complete Java green shell. All 'S' running gear, Harris built 1293 'S' unit. Very comprehensive spec., under 3,000 miles; enthusiast's dream £2,850. For full details Tel: Andover 3344 (Hants) evenings/weekends. (63895

AUSTIN HEALEY 3000 Mk. III, 1967, red with black interior, wire wheels, overdrive, radio, sound condition, engine recently rebuilt, not yet run in, bargain at £2,800. Tel: 947 0765. (61398

JAGUAR 3.4S, 1968. Blue, auto., p.a.s., recent new engine and gearbox. Good interior, new carpets, radio, M.o.T., excellent condition, many spares available. £995 o.n.o. Tel: 01-360 7390. (64324

PORSCHE 912, 1967/8. Sand beige, black trim really outstanding example. New roof lid, recent new exhaust and SP tyres, 68,600 miles. Personalised number, taxed and M.o.T. Dec. Radio and stereo. Bargain £2,850. Tel: 04516 370. (64325

MGC ROADSTER, December 1968. White, overdrive, wires, Bermuda stainless exhaust. Three owners, present owner nearly 5 years. 48,000 recorded miles which condition suggests correct. This is a very sound original MGC for sale at £1,900. No offers. For further details Tel: Dinnington (090978) 6121 (Sheffield area). (64327

PORSCHE 924 Turbo. Feb. 1980. Silver metallic, 3,000 miles. £12,450. Tel: 021 356 4337 (daytime) 021 353 7720 (evenings). (64328

COOPER T56 Formula Junior 1960 BMC. Sound, original unrestored condition. In correct rear wheels. Not ready to race. £2,750. Smith, Westfield House, Armitage, Staffs. Tel: 0543 490232. (64302

E-TYPE, 1970, 4.2 FHC. Light blue, excellent condition. £4,650. Tel: 0434 83250. (64305

AUSTIN SEVENS, 1928. Running chassis. 1935 Ruby Saloon. Low mileage. Tel: Warwick 497641. (64306

JAGUAR 3.8 S-Type, 1965. Green, 30,000 miles, recent M.o.T., wire wheels, tool kit untouched, leather work, upholstery & woodwork like new, excellent condition inside & out. Offers. B. Garbutt, Burstwick, N. Humberside. Tel: 09644 3125. (64308

JAGUAR 3.8S Auto. with p.a.s. 1965. One elderly owner and 35,000 miles with service history from new. The obvious collector's car at recession value. £1,850. Negotiable. Tel: 01-589 6929 (Chelsea). (64309

LANCIA FULVIA Rallye 1.3S 'R' Reg. Superb condition, average mileage, 10 months M.o.T., new radials, sunroof, stere radio cassette. £1,750. Tel: Meriden 22778. (64312

FOR SALE—continued

ALFA 1600 Spyder. 1967. Very good original/mechanical condition. Taxed/M.o.T. March 1981. £1,200 o.n.o. Tel: 061 330 1826. (64310

REAL COLLECTORS ITEM. 1957. Morris Minor 1000 De Luxe Saloon. Clarendon grey, unmarked red leather upholstery, authenticated, 35,000 miles only, one lady owner/user. Stored since March 1979. M.o.T. Sept. 1981. Superb Concours condition. Best offer up to £2,000. Finance possible. For further details Tel: Evesham (0386) 2712 (evenings/week-ends). (64311

RILEY LYNX 12/4, 1935. 4-door, 4-seater sports tourer. Very original and sound, recent engine rebuild, M.o.T. Good weather equipment, tonneau, and hood cover. £4,700 o.n.o. Tel: Sparsholt (096 272) 447. (64313

MGB GT V8, 1974. Chrome bumpers, citron, M.o.T., sunshine roof, 55,000 miles, good condition. £2,650 o.n.o. Tel: Nelson 699254 (evenings). (64314

PORSCHE 911. Later model 2.7, 1974. Bitter chocolate, tan cloth interior, latest alloys, impact bumpers, electric sunroof & windows, Sportomatic, Agavox stereo, £300 agent service July. Superb looking Porsche, bargain. £5,895. Exchange especially Golf GTi. Tel: Trowbridge 66132. (64315

AUSTIN HEALEY 3000 Mk. III, 1966. Low mileage, chassis-up rebuilt. Superb condition. £5,500. Tel: 078976 2540 (Warwickshire) evenings. (64316

AUSTIN-HEALEY 100/6. Reg. May 1957. Triple carbs., new overdrive, exhaust & chrome. Immaculate condition, taxed, 10 months M.o.T. Bargain £3,450. Tel: Mr. J. P. Alston, Ipswich 75571 (day). (64317

1974 EUROPA Special JPS, Sunroof, radio, Sundym, alloys, oatmeal. Needs tidying. £2,950. Tel: 01-959 0595. (64319

PORSCHE 911E, 1969 model, 2-litre injection, bitter chocolate, reg. 2900 E, absolutely superb, must be finest available. Rapidly appreciating investment. Tel: 041 647 3225 (evenings). (64320

FERRARI DINO 246 GT. Dismantling car. All parts available including engine, gearbox, bodywork, rolling chassis. Tel: Brookwood (04867) 2384. (64321

ASTON MARTIN DB5. Silver, navy leather, 5-speed, Z/F box, c.w.w., Sundym electric windows, h.r.s., Selectoride, radio, electrics., stored 8 years, AMOC owner, M.o.T., taxed. Further details. Tel: 0734 57993. (64322

CLYNO CENTURY 9 h.p. Tourer. 1929. Dismantled, restoration started, no time to complete. All mechanical parts, tyres, artillery wheels, instruments, handbook, no body. Replica body can be arranged. Inexpensive at £750. Tel: Bolton (Lancs.) 53234. (64323

TR3A, 1958. Chrome wires, o/d, works steel hard top, Lawrence tuned engine, rebuilt by present owner to very high standard. £3,250. Tel: Maidenhead 0632 70074. (64279

TR7 CONVERTIBLE. White, auto., 'V' Reg., only 3,800 miles from new. Superior spec. for USA market. LHD, hence only £4,350 o.n.o. Tel: 01-935 0015 (day). (64280

TRIUMPH TR3, 1956. BRG. O/drive, hard/soft tops, tonneau, tan interior, Aero screens, spares. M.o.T. July 81, taxed Nov. 80. £1,600. Tel: Lindfield 2980 (Sussex). (64281

MG PB. Superb car in immaculate condition throughout. Winner of numerous Concours awards and achieved 196 points out of 200 at major MG CC Concours. Probably the finest pre-war MG available. Private sale. £7,250 o.n.o. Tel: 01-947 3835 (home) 01-491 2700 (work). (64282

JAGUAR XK150. DHC, blue, excellent condition, taxed and tested. Offers over £4,000. Tel: Doncaster 65423 (daytime). (64283

MGB GT V8. 1975. Chrome bumpers, sunroof, stereo/8-track radio, alloy wheels, o/drive, new exhaust, M.o.T., taxed £3,000. Tel: 051 334 9210. (64284

BMW R45, 1979. Red, 1,600 miles, immaculate touring machine. £1,300. Tel: 037974 721. (64286

LOTUS ELITE 502. May 1974. 27,000 miles only, blue with beige trim, air-conditioned, electric windows, stereo radio/cassette, recent thorough overhaul. £3,500 o.n.o. Tel: 01-935 6600 x 4354 (office hours) 01-668 3166 (evenings/weekends). (64289

ALVIS FIREFLY Saloon, 1932. Wilson pre-selector gearbox, M.o.T. £1,950. Tel: Woldingham 2224. (64287

WHY DOESN'T somebody buy my very rare BMW 2800 CS Coupé. Silver & blue, sunroof, radio, 8 track, taxed & M.o.T. What a car for £1,995 or near offer. Tel: 0234 (Bedford) 51054. (64290

DAIMLER V8 250, 1964. Good body, crank reground, new bearings, rings, exhaust. Valves, torque converter, brakes overhauled. £475. Tel: Chandlers Ford 68274 (Hants.). (64292

20ft BEDFORD Hawson Motorcaravan. 3½-litre petrol engine, 40,000 miles, two 2' 6" bunks, frig, cooker, day & night heater, h & c running water, separate wc/shower. 80 gall. water, 50 gall. reserve petrol tanks, ample storage, 15' x 8' awning, heavy duty tow bar. In excellent condition. £5,000. o.n.o. Tel: Plymouth 263567. (64295

COSWORTH SUPER 7, 1966, Series III, true Cosworth 1,500 c.c. twin Weber 40, 42,000 miles, green/yellow, J. S. Pearce, alloy wheels, new wider tyres, immaculate, full history, very quick. M.o.T. £2,750 o.n.o. Tel: 051 639 2631. (64147

OPEL MONZA 3.0 E. 1979 V. 9,000 miles, one owner, silver/black interior, 180 b.h.p., fuel injection, steel sun roof, electric tinted windows, central locking, alloy wheels P6's. Stereo radio/cassette. Potential classic investment. £7,950 (new £12,600). Tel: 01-657 1606. (64296

MERCEDES 280 SL. 1969. Silver grey, hard/soft tops, 98,000 miles, well maintained. £3,850. Tel: Harpenden 60532. (64297

1937 RILEY 55K 12/4. Extensively overhauled professionally, dynamo, mag., springs, shackles & engine. New carpet & chrome. Bargain £750 o.n.o. Tel: 01-540 5159. (64298

FOR SALE—continued

MORGAN 4/4 4-seater, 1977, 17,000 miles, deep Brunswick green, luggage rack, tonneau. £5,350. Tel: Doncaster 710002. (64300

4.7 TVR V8 S/E, in excellent condition after recent overhaul. Cobra performance for £6,000. Sensible offer or part exchange considered. Tel: Good Easter 465. (64301

DAIMLER 2½ V8 saloon, automatic, 36,000 miles, one of the finest available, gold with cream hide. Quite outstanding, much admired. I vowed I would never sell it, but regrettably must. £2,295. Tel: Southport (0704) 68427. (63930

LOTUS ELAN 2+2 130/5, 1973, superb condition, low mileage, new M.o.T. £3,200. Tel: Peterlee 865746. (63931

MGB GT V8, 1974, exceptional condition, chrome bumpers, sunroof, teal blue/tan fabric, 44,000 miles, new Goodyear Grand Prix's, radio, air horns, halogens, recently serviced and M.o.Td. £3,250. Tel: 01-373 5684. (63932

CLASSIC JAGUAR. Drophead coupé, special equipment model in indigo blue, red interior, 15" chrome wire wheels fitted with virtually new Dunlop SP 68 radial tyres, 'C' type head on polished engine, black duck fully lined hood, original HMV radio, spotlights, tools, hood envelope, etc. Britax full harness seat belts. The chrome and woodwork is superb and even the electric clock works. This 1956 XK140 is in outstanding condition, has been the property of the present owner for fourteen years and used during summer months only (the wheels are a devil to keep clean). Price £9,500. Tel: Leicester (0533) 736218. (63933

LOTUS CORTINA Mk. 1, 1965, M.o.T. Feb. '81, excellent cond. two owners, original white/green, low mileage, £1,200 o.n.o. Tel: 03743 69044 (Canvey Island, Essex). (63935

LHD PORSCHE 911 2.7-litres, first registered 1975, only 50,000 miles, front and rear spoilers, turbo arches, stereo, metallic silver finish, very attractive and reliable classic. £7,150. Tel: 02516 6963 (Surrey). (63938

MG-A 1960, 17,200 miles, in very good condition, careful owner, bargain £2,500. Tel: 0481 44655 after 5 p.m. (63937

LANCHESTER 10, 1946, in remarkable condition, royal blue. Give away price £1,500. Tel: 0481 44655 after 5 p.m. (63937

1938 AUSTIN 7 Ruby 4-seater tourer, sound, usable condition, many spares including rolling chassis. £3,000. Tel: 061 633 3942. (63959

E-TYPE V12 1972, manual roadster. Major recent work done on engine/clutch. This car is in excellent condition and is one of the best of its year. £5,500 o.n.o. Tel: 04446 6229 (Sussex) for details. (63940

MG MIDGET, Sept. '78, 25,000 miles, vermilion red/black trim complete with soft top tonneau and Lenham hard top. Anti-theft isolator, immaculate condition, meticulously maintained. £2,450. Tel: Shrewsbury 61459 for test run and viewing. (63941

BENTLEY CONTINENTAL, 1957 S1 James Young 4-door, Earls Court show car and 1 of 15 to design No. CT29. Lavender grey with grey hide in good original condition, sunroof, p.a.s. £9,000 no offers. Tel: Rugby 813587. (63943

LANCIA GAMMA coupé, 1978, T-Reg., 16,000 miles, one owner, radio, white/blue trim, excellent condition. Offers around £4,400. Tel: 01-462 6240 days, evenings Farnborough (Kent) 55390. (63944

1960 FORD PREFECT 107E, immaculate, 30,000 miles, numerous new spares, sensible offers to: N. Campbell, Bolsover Cottage, Hope, Sheffield. (63945

1927 VAUXHALL 14/40 2-seater dickey, very original and sound with bottom end and electrics recently rebuilt, new tyres, paint, weather equipment, etc. M.o.T. Literature and a ton of engine spares, £8,500 for further information Tel: 01-626 7315 days, 01-381 3655 evenings. (63948

1935 RAILTON STRAIGHT EIGHT, light sports tourer, completely rebuilt to last nut and bolt, taxed, M.o.T., ready to race. £6,250. Tel: 061 485 1873. (63948

ROVER 10 1938, one owner to 1977, good condition for age, £2,500 o.n.o. Tel: Saffron Walden 27170 evenings. (63949

LOTUS ELAN Sprint DHC, 1971, K-Reg., Koni shock absorbers, maintained by Lotus dealer, £3,200 o.n.o. Tel: Checkendon 680606. (63950

V12 E-TYPE 2+2 K Reg., rust free and excellently maintained with complete service history, £5,950 o.n.o. Tel: 0531 820569. (63951

ALVIS 1932 SA Speed 20 VDP tourer, original and in excellent condition, £15,000. Clinkard Assington Colchester. Tel: 0787 227378. (63952

GOLF GTI new, W-Reg., in silver with good radio/cassette and possible sunroof (it's on order) will not be cheap. Tel: Mick 01-788 7827 or Esher (Surrey) 62923. (63953

MG TD 1950, immaculate throughout, BRG, red upholstery, taxed, regularly used, 62,000 miles, £5,400. Tel: 01-940 1538. (63955

LOTUS ELAN +2S 130/5. After more than 3 years of glorious Lotus ownership, I must now reluctantly part with my 'baby', as business and family pressures mean I can no longer give her the time and attention she deserves. A very pretty 1973 (M) model, all bronze with oatmeal trim and alloy wheels, taxed and M.o.T. until next March. A little work (what Lotus doesn't need it?) could bring to concours condition, so I welcome offers around £3,200. Tel: Biggleswade (0767) 317448. (63956

RARE FIAT, Silver coupé 1600, 1969, electric windows, receding headlights, Motorola radio, stereo, £1,200 o.n.o. Tel: 677 3882 evenings. (63957

DAIMLER SP250 1963, soft/hard tops, recent: respray, tyres, brake o'haul, carpets, hood, outriggers. Makers oil pressure. £1,900. Tel: 01-650 0278. (63960



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FOR SALE—continued

VOLVO P.1800S M65, 71,000 miles, resprayed, radio, overdrive, excellent condition, first to see will buy, £1,950 o.n.o. Tel: Smith, Ribchester (Lancs) 474. (63958

ALFETTA 1.6GT, 1978, S-Reg., plum with beige interior, one owner, 50,000 miles, regularly serviced. Recent new tyres, exhaust, brakes, excellent performance and economy, £2,300. Tel: Macclesfield 26340. (63959

E-TYPE JAGUAR FHC, 1969, 4.2; under 60,000 recorded miles, some history, very original car, fitted centre lock, alloy wheels, sunroof, etc. Requires attention to rear brakes and sill for M.o.T. £2,200 part exchange considered. Tel: Leeds 576683. (63961

MASERATI GHIBLI coupé, 1969, yellow/black interior, 76,000 km., recent service history, radio/stereo cassette, tax/M.o.T. December, excellent condition, £5,900. Tel: Ashford (Middx) 46783 evenings and w/ends. (63962

LANCIA FULVIA S3, 1.3 coupé, 1974, 28,000 miles, Lancia Dealer serviced, fine condition, sunroof, radio/cassette, new exhaust, unused spare wheel, £1,850 o.n.o. Tel: 01-989 7413 (home) 01-638 2075 (office). (63963

BENTLEY MK. VI 1950, standard steel saloon, mechanically sound, stored since last M.o.T. in May 1977, body requires some renovation, £1,650 o.n.o. Tel: 01-995 3982 evenings. (63964

PORSCHE 924. Under 7,000 miles, 1979 white turbo bodywork, herringbone interior, electric door mirrors/tinted windows, cassette, stunning condition, £7,450, p/exch. considered. Tel: 01-302 7766. (63965

AUSTIN 7 Special, aluminium body, running order, £395. Tel: Rainford 2259 (Merseyside). (63966

ALVIS IN ALBUQUERQUE. Classic beauty, grey lady sports saloon, midnight blue over pearl grey, wire wheels, leather upholstery, veneer dash etc., low mileage and known history from new. Driven from New York 1979 hence mechanically excellent. $12,500. Initial enquiries to Flint 505 298 5786. (63967

JAGUAR 3.8S, 1965, ivory, red interior, manual, HRW, radio, good condition, any trial, £1,650 o.n.o. Tel: Worthing 64665. (63968

1953 A40 Somerset, good original condition, many spares, recent M.o.T. Offers Tel: (0594) 33518 evenings. (63972

LOVELY ORIGINAL Morris 1938, Reg. No. BMW 623, sunroof, taxed, M.o.T., handbook, logbooks, tools, 2nd owner, £1,550 o.v.n.o. Tel: Horley 6125. (61636

V12 E-TYPE Roadster, August 1974, recorded mileage 4,500, rarely used, regular concours winner, white/black, c.w.w., cassette, absolutely immaculate, £12,000 — no offers. Tel: 02912 4559. (61689

BMW 323i 1980, as new, only delivery mileage, 148 miles, black, sunroof, alloy wheels, 5-speed. £8,000. Tel: 01-291 2402 days, 01-464 7100 evenings. (64381

AUSTIN HEALEY 100M, white, red trim, superb condition, much work carried out over last seven years, increase in family forces sale, £3,700. Tel: Titchfield Hants 43031 ex. 2564 (office). (64382

VOLVO 1800ES 1973, blue/black, excellent condition, new M.o.T. and tax, must sell for personal reasons. Tel: Cosham 379481 ex. 109. (64383

LANCIA FLAMINIA Supersport 3C, Zagato aluminium body (similar DB4) very rare one of 150 made 1964-65, 2.8-litre V6, 148 b.h.p., 135 m.p.h. £3,000 including spares. Also new windscreen. Offers Tel: Theydon Bois (Essex) 2241. (64385

ALVIS SPEED 20, 1934, complete rolling chassis and front end much work done, some spares, £2,000. Tel: Theydon Bois (Essex) 2241. (64386

TRIUMPH TR2, 1955, BRG, very sound, original example, reluctant sale after 12 years ownership, realistic offers invited. Tel: North Petherton (0278) 662984. (64388

PORSCHE 911 Targa, LHD, 1972, T-Reg., excellent condition, no dealers, part exchange considered. £3,450. Tel: Derby 768261. (64389

JAGUAR 420 1968, green, o/d, F-Reg., M.o.T. Sept. '81, tax Dec. '80. Respray, new ex. radio, good cond., reliable, £1,950 o.n.o. Tel: Hayton 444 (0228 70 444). (64390

FORD FAIRMONT Est., 1976, 4.9 V8 auto., 65,000 miles, met. brown, elec. windows, two way elec. tail gate, tax Dec. '80, M.o.T. Sept. '81, good clean all round cond., £1,995 o.n.o. Tel: Hayton 444 (0228 70 444). (64390

ALFA ROMEO Alfetta 2000L, black, with stereo cassette radio, towbar (only used for small trailer, no caravans). March 1978 but registered UK Oct. 79 (T). 50,000 miles all driven by me, but only 10,000 on present tyres. Regularly serviced by Alfa specialists. Has the advantage, not alas always appreciated, of LHD, hence VLP, despite VGC of £1,500. Harris, Old Rectory, Nomans Heath, Tamworth. Tel: 082 784 720. (64391

AC ACE BRISTOL, red, 1957, first class bodily and mechanically, registered historic car. Present ownership eight years. Offers Tel: Rambaut, North Rode (Cheshire) 419. (64392

1932 LAGONDA Special Six. Rare VDP 2-seater, rebuild needs completing. Not much to do, high standard of work, much money spent. Tel: Ormskirk 72345 daytime. (64394

PORSCHE 911S 2.4, WBN 22, complete engine overhaul, bills of £1,500 spent at main Porsche agent. Immaculate all round condition. Genuine reason for sale, finance possibly arranged, £4,550 o.n.o. Tel: Didmarton 045423 685. (64395

TRIUMPH STAG 1976, automatic, topaz orange, black vinyl hardtop, 43,000, tax and M.o.T. Aug. '81, electronic ignition, electric aerial, 12 mth. AA warranty, £3,250. Tel: 021 475 2485 (private sale). (64396

FERRARI BOXER 365, all red with black leather, wide wheels, absolutely immaculate, £14,500 might p/ex. Tel: Sharpthorne 810018. (64397

1928 HUMBER 9/20 coachbuilt saloon. Supplied to original doctor owner at Olympia Motor Show, and only owned by him and self since. Original leather upholstery and cloth head lining in superb condition. Supplied with radiator muff, snow chains and side jacks. All good tyres and sound mechanics. This car is probably unbeatable for original condition, £3,800. Tel: Ashtead (Surrey) 72187. (64398

TR6 1973, red, 150 b.h.p., superb condition, new M.o.T. £1,695 o.n.o. Tel: 05095 4089 office hours, 0533 374558 05097 2948 evenings. (64399

AC ACE-BRISTOL, 1960, exceptionally original condition, hard and soft tops, new and used spares, taxed, new M.o.T. Tel: Malmesbury, Wilts. Tel: (066 62) 2779. (64400

JAGUAR V12E K-Reg, midnight blue, Webasto sunroof, manual, stainless exhaust, no rust, £4,950. Tel: 0625 73781 evenings. (64401

1934 SUNBEAM 3.3-litre sporting narrow 4-seater, bodywork suitable road or competition, weather equipment good condition, M.o.T. Going abroad so £3,750 o.v.n.o. Tel: 051 652 5298. (64403

FOR SALE—continued

LOTUS SUPER Seven (Reg. 1976), Lotus colours, all possible extras, beautiful car, price £4,200. Tel: Malvern 5816. (64405

ASTON MARTIN DB6, 1969, 59,000 miles, celeste blue, excellent condition, manual, radio, stereo, £5,000 o.n.o. Tel: 01-606 8099 office hours. (64406

A35 2-DOOR saloon, 1959, green, long M.o.T., recent 1100 c.c. engine, exhaust, tyres VGC, lady owner 4 years, enthusiast maintained, £750. Stapleton, Willow Cottage, Lt. Dunmow, Essex. (64407

MORGAN PLUS 8. January 1980, 700 miles, lightweight, leather interior, XWX tyres, Cibie head and spotlights. Gunmetal with stone interior and hood. £9,750 o.n.o. Tel: 061 427 2044 evenings and w/ends, 061 430 5827 days. (64408

1927 LEA Francis Tourer, ex. Barry Dove car, well known early post-war years. £3,850. 1929 Lea Francis Sports Saloon, £2,850. Tel: 0564 823209 Nr. Bham. (64409

1926 ROLLS Twenty GSK 26, replica barrel sided tourer, yellow/black, many spares included, owing to house removal, £9,750 for all. Tel: 0762 871207 after 6 p.m. (64410

FERRARI DINO 246 GT, 1973, 24,500 miles only, Giallo fly, with black leather interior, wide wheels and arches, radio/stereo, electric aerial stored for 3 years and absolute concours condition. Tel: 0698 382629. (64411

GP LAGO Talbot 4500 c.c. famous original car, VSCC/FIA documented, mechanically rebuilt, ready for 1981 Historic Season, serious enquiries leave telephone number. Box 6429. (64412

LAGONDA 1928 2-litre high chassis Speed model, open 4-seater, very good mechanical condition, attractive sound and original bodywork, offers between £8,000 and £10,000 considered. Tel: Ipswich 72222 ext. 247 days (J. R. Stokes). (64415

BMW 3.0 CS Coupé, 52,000 miles only but engine reconditioned as new at 47,000. Silver with blue interior. Power steering, electric windows and aerial. New tyres all round. In absolute mint condition. 'W' registration as owner retaining personal number plate. £3,200. Tel: Winkfield Row 2689. (64413

LOTUS ELITE Bristol Body, 5 bearing cam Climax, Webers, beautiful condition "cult car of 80's" (Motor). £4,000. Tel: 0772 684374 evenings. (64414

FERRARI DINO 246GT, Dec. '72, red, 42,000 miles, excellent original condition, full M.o.T. reluctant sale by FOC member. £8,950 o.n.o. Tel: 021 444 6012. (64329

JAGUAR MK 2 3.4-litre, 1963, manual/overdrive, golden sand with tan trim, completely corrosion free condition, unmarked bodywork and chrome, faultless mechanics, new M.o.T. £1,750 or would consider sensible part exchange. Tel: Earldoms 373 (Nr. Southampton). (64338

ROLLS-ROYCE 20/25, 1934, very pretty sedanca de ville by Park Ward. Partly restored. £7,500. Tel: Chesterfield (0246) 6335. (64337

MGC 1968 Roadster, excellent bodywork, mechanics, new exhaust, chrome wires, perhaps one of the best available. £2,400. Tel: Gloucester 417079. (64336

ASTON DB4 1960, fine example, mechanically excellent, very good all round condition, 5 new Turbospeed, alloy rims, unused 5 years, photo available. Much loved car by senior citizen, reluctant sale. £4,500 o.n.o. Tel: 0493 728110. (64335

MORGAN 4/4 two-seater, May 1980, signal red with black upholstery, genuine 800 miles only, thus totally "as new" recently serviced by Morgans. £7,250. Tel: Wolverhampton 54651 ext. 262 (weekdays) or Suckley 563 (evenings and w/ends). (64333

FERRARI DINO 246GT, yellow, 49,000 miles, new M.o.T., superb condition, lovingly cared for by FOC member, £10,750. Tel: 01-657 8664. (64332

BRISTOL 401. Two cars, one £3,500 and one £1,500 both good value. Lots of 2-litre spares including 406 parts. Also 405 less engine and gearbox £450. Tel: 021 430 3767. (64330

LOTUS ELAN Sprint 1973 FHC, maintained by present owner since 1974, just completed 60,000 mile service, radio-cassette, HRW and full year's M.o.T. £3,300. Tel: Winchester 62890. (64331

V12 E-TYPE JAGUAR. August 1973 M, 53,000 miles, white body, black trim, chrome wheels, roadster, manual gearbox, new tyres, exhaust and water works, cassette radio, full M.o.T., one previous owner, superb looking car. £6,500 offers. Tel.: Thompson, Bourne End (Bucks) (06285) 20516. (64419

PORSCHE 911E. 1969, metallic blue, white interior, electric roof, s. wheels, tinted glass, history, 69,000 miles. £2,950. Tel.: Gerards Cross 85117. (64420

CAPRI 2.0S, November 1976, Roman bronze, Cadiz fabric trim, 38,000 miles, excellent condition. £2,150 o.n.o. Tel.: 01-346 2025 after 7 p.m. (64421

E-TYPE V12 2+2. M-Reg., auto., 39,000 miles, electric sunroof, chrome wheels, whitewall tyres, beautiful condition. £6,100. Tel.: Potters Bar 59539 day, 01-446 1933 evenings. (64422

RARE CONVERTIBLE FOUR SEATER. 1966, Mercedes 300SEW, cabriolet, auto., power steering, brakes, very good body, paintwork, chrome, hood, stored two years, no M.o.T. £3,450 o.n.o. Modern car considered in part payment. Trent, 10 St. Mary's Road, Doncaster. Tel.: Doncaster 67615 day, 23097 evenings. (64416

LAMBORGHINI JARAMA 'S'. 1975, r.h.d., red with white leather interior, must sell, so only £6,250 o.n.o. Tel.: Cheshire 09286 256. (64417

PORSCHE 924 LUX. 1979 model, Reg. October 1978, white, radio, s/r, 5 gears, 28,000 miles. Offers. Tel.: Mottram (0457) 63289. (64423

E-TYPE 2+2. 1970, exceptional throughout, sunroof, cww, stereo, a truly magnificent specimen. £3,950. Tel.: Bristol (0272) 686645. (64424

OSCA MASERATI. 1966, exceptionally rare Pininfarina styled drophead in concours condition, metallic silver. £3,450. Tel.: 0761 52390. (64424

WOOD & PICKETT COOPER "S" MK. III. 1971, low mileage, luxurious interior including electric tinted windows, refined yet very different. £2,250. Tel.: 0761 52390. (64425

MG-B GT V8. 1975, blaze, electronic ignition, front and rear spoilers, new tyres, exhaust and petrol tank, Ziebarted, stereo, excellent condition. Offers around £2,750. Tel.: 0632 859588. (64426

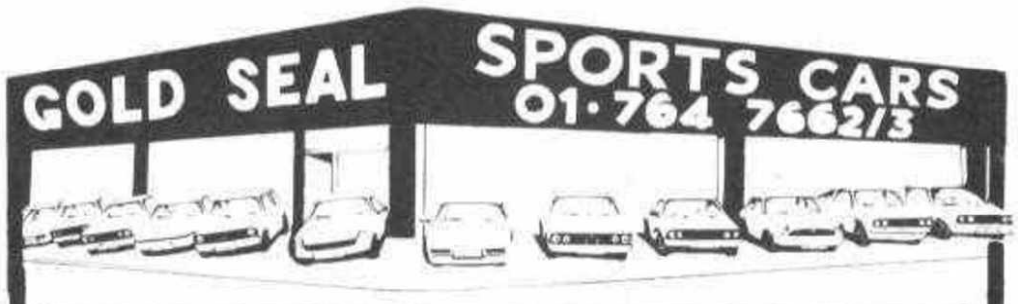
E-TYPE V12 2+2. 1972, red, auto., nice car. £3,750. Also Scimitar GTE, new shape, 1976, auto., nice car, £2,950. Tel.: 0924 270002 (home). (64427

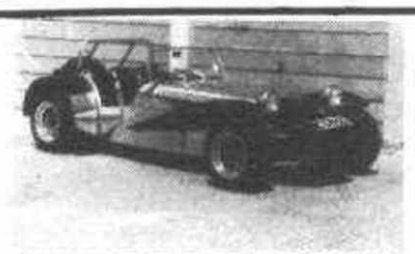
LANCIA FULVIA S3. N-Reg., silver, metallic red, resprayed, sunroof, radio, excellent condition. £1,950. Tel.: Lytham 0253 737216. (64428

ALLARD K1 ROADSTER. 1947, complete, original. £3,000. Tel.: 01-340 3911 (evenings). (64439

ASTON MARTIN DBS. Vantage manual, beautiful. £3,000. Tel.: 01-340 3911 (evenings). (64439

BMW 3-LITRE CS Automatic Coupé. Ceylon gold, really immaculate throughout, radio/stereo, long M.o.T. £4,200 o.n.o. Consider part exchange. Tel.: 04895 2933. (64440





£6,395 LOTUS SUPER 7 TWIN CAM, 1980 300 miles only, stunning in black and silver, everything chromed or polished, too many extras to list. A showpiece.



£6,495 LOTUS ECLAT 521, 1977, finished in yellow with light brown cloth upholstery, fitted with alloy wheels and radio.



£4,495 ALFA ROMEO ALFETTA 2000GTV 1978 T, finished in white with grey-blue velour upholstery. Tinted glass, bluespot p.b. radio, digital clock, map reading light & fire extinguisher. 10,000 miles.



£7,295 DATSUN 280 ZX 2+2, 1979, bright red with black cloth, 5 speed gearbox, radio cassette etc. 8,000 miles.



£3,865 LANCIA BETA 2000 HPE 1978, finished in met. silver with red cloth upholstery. Fitted with steel sun roof, tinted glass and Sharp AM/FM radio/cassette player with elec. aerial. 12,200 miles.



£2,195 BMW 3.0Si 1973, finished in met. Polaris silver with dark blue velour upholstery, power steering, elec. sun roof, R.M. 65,900

£9,995 BMW 633CSi COUPE, 1978 V, finished in met. Reseda green with full green velour trim, fitted with alloy wheels, elec. windows, tinted glass, central locking and Bluespot radio with elec. aerial.

£7,395 FERRARI 308 GT4, 1975 P-REG, white with black leather interior, air conditioning, radio cassette etc., service history.

£6,995 RELIANT SCIMITAR GTE 1979, finished in bright red with black cloth upholstery, overdrive, power steering, Wolfrace wheels, tinted glass, p.b. radio.

£5,995 MERCEDES-BENZ 200, 1977, finished in Colorado beige with tobacco cloth check upholstery. Fitted with p.b. radio, 17,900 miles.

£5,995 MERCEDES-BENZ 280 SL COUPE/CONV. 1970, finished in med. blue with dark blue tex upholstery. Automatic, power steering, tinted glass, Phillips radio-cassette. 2 private owners. M.B. overhauled engine.

£4,995 ALFA ROMEO 2000 SPYDER,1971, finished in white with black upholstery, fitted with 5-speed gearbox, P.b. radio, 1 owner. R.M. 18,000.

£4,995 COLT SAPPORO 1979, metallic silver grey, fitted 5 speed gearbox, p.a.s. electric windows, alloy wheels, radio cassette etc.

£4,995 TRIUMPH STAG AUTO PAS 1977, carriage brown with tan interior, hard soft tops, alloy wheels, radio etc.

£4,995 B.M.W. 520/6 1978, manual p.a.s. finished in metallic polaris silver with B.M.W. Motorsport flashes, blue cloth interior, metal sun roof, tinted glass, head rest, radio-cassette.

£4,795 DATSUN 260Z 2+2 1977, finished in white with black cloth upholstery. Fitted with alloy wheels, radio-cassette player. 1 owner, 22,900 miles.

£4,595 BMW 320 AUTOMATIC 1977, finished in met. red with grey check cloth upholstery. Fitted with steel sun roof, tinted glass, P.B. Bluespot radio.

£3,995 BMW 3.0 CSA COUPE, 1973, met. baikal blue with dark blue velour upholstery, steel sun roof, elec. windows, tinted glass and double door mirrors.

£3,995 ALFA ROMEO MONTREAL 1975, right hand drive in blue with tan cloth, electric windows, alloy wheels, radio cassette.

£3,895 RENAULT 5 GORDINI 1979 V. REG., metallic blue with black cloth trim, radio, alloy wheels, 12,000 miles.

£3,645 MERCEDES-BENZ 250 2.8, 1976, finished in ivory with blue cloth upholstery, fitted with automatic, power steering, central locking, radio-cassette and H.R.W.

£3,395 VOLVO 343 MANUAL, 1979, deep carriage green with black interior, factory metal sunshine roof, 1 owner, 15,000 miles.

£2,795 BMW 2002 CABRIOLET 1973, finished in Chamonix white with navy & grey houndstooth cloth upholstery, alloy wheels and Bluespot, p.b. radio.

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ASTON MARTIN DB4 CONVERTIBLE. 1962, red/black, rebuilt engine, gearbox, brakes, etc. Derusted, hardtop. Offers over £7,500. Also over £1,000 worth of new spares, including windscreen and most decorative trim parts, for sale as whole. Tel.: 01-946 4665. (64430

TR4A IRS. 1966, Wedgwood, Surrey tops, o/d, w/w, *full M.o.T., usual extras, excellent* condition throughout. £1,975. Tel.: Cheddington (0296) 668846. (64432

CORVETTE STINGRAY 427. Split roof, 1969, immaculate, white all over, chrome engine, Wolfrace, £1,400 just spent (exhaust, headers, decoke, Konis, carburettor) superb and unspoilt, must be seen, might p/ex. £4,850. Tel.: Bognor Regis 829631 business. (64433

VOLVO P1800S, 1964, grey with red interior, fair condition but noisy back axle, long M.o.T. £600. Tel.: Normandy 3586. (64434

MG MIDGET. M-Reg., 1973, immaculate, only 11,000 miles, original, standard, radio, hardtop hood (as new), tonneau cover, Supertrol, mullard green. Substantial offers considered. Tel.: Heathfield (Sussex) 3903. (64435

MORRIS MINOR. MDW 565, 1956, split screen, four door, 63,000 miles, spare gearbox, reasonable condition. £500 o.n.o. Tel.: 021 743 3918. (64436

RILEY RME. 1954, mechanically sound but engine dismantled needing attention. £250 o.n.o. 13 Chichester Close, Bicester, Oxon. Tel.: Bicester 41456. (64441

STANDARD 9½ H.P. 1915, two-seater and dickey v.c.c. £8,500 o.n.o. Tel.: Yeovil 26736 after 6.30 p.m.. (64442

FOR SALE—continued

MK. II JAGUAR, AUTO, 3.4. 1968, M.o.T. December 40+ p.s.i. Hot, dark blue, red interior, new carpets, 85,000, cross-plies, nice condition. £1,175. Also 1969 Mk II Jaguar, auto., 240, M.o.T. February 1981, 40+ p.s.i. hot, dark green, beige interior, 77,000 miles, stainless steel exhaust, radials. £675. Both cars being excellent motorway cruisers, new bumpers, spot lamps, sidelamps, electronic ignition, secondhand n/s wing if required. Tel.: Maidstone 674563. (64437

MAGENTA T-REG. White/black, soft top, M.o.T., tax, modified MG1100 engine, reconditioned gearbox, alloy wheels. Corbeau GT7 seats. Extras include galvanised chassis/subframe. £1,380 o.n.o. Tel.: Fareham (0329) 237999 Hants. (64438

ARMSTRONG SIDDELEY. 1958 Sapphire 346, good both in appearance and mechanically — engine recently rebuilt, new exhaust, etc. £1,500. Tel.: Tadworth 3196. (64443

LOTUS ELAN +2S 130/5. 1972, genuine 21,000 miles, blue with silver flake top, stereo radio cassette. £2,700 no offers. Tel.: 07014 54395 (Portsmouth) after 6 p.m. (64444

MARCOS VOLVO 1800S, 1965, leather trim, all usual extras, needs a little loving. £1,475. Tel.: 01-673 6283. (64445

RENAULT ALPINE A110 Berlinette 1600S, 1975, French metallic racing blue, 5 speed rollover cage, 0-60 mph under 7 sec. 135 m.p.h., fabulous road car. Tel.: 01-673 6283. (64445

FERRARI 365 GT4 2+2. 1973, "M" registration, metallic green, beige interior, 62,000 recorded miles, company director's car carefully maintained, service history. £9,000 o.n.o. Tel.: 0270 (Crewe) 583461 9.15-5.15. (64454

FOR SALE—continued

BMW 3.0 CSL. Golf yellow, cassette, radio, recent engine overhaul, new tyres, 60,000 miles, a very smart example. Tel.: Saffron Walden 40123. (64446

SCIMITAR COUPE. 1966, wire wheels, overdrive, M.o.T. February 1981, good running order, due to house move, will accept any reasonable offer. Tel.: Chepstow (02912) 4533. (64447

LOTUS ELITE 503. N-Reg., white, p.a.s., a/cond., r/stereo, new clutch alarm, 45,000 miles only, dealer maintained, above average example. £5,500. Tel.: 051-220 7908. (64451

ALVIS TD 21 DROPHEAD. Good condition, much money spent, hood tatty. £2,800 or swop, w.h.y. Tel.: 051 546 0329. (64452

MG TA DTF 35. Running, but in need of restoration. Best offer over £1,000 by November. Also Lagonda LG45 JR 5094 pillarless, stored many years after engine overhaul. Best offer by November. Tel.: 0271 860944 weekends. (64449

LANCIA FULVIA 1600 HF. 1972K, 62,000 miles, sunroof, radio, Ziebarted, tax February 1981, M.o.T. July 1981, £1,300 o.n.o. or p/ex 2000HF. Tel.: Newbury (0635) 200733 9 a.m.-5.30 p.m., 0635 34408 evenings/weekends, Mr. Wren. (64448

TR6 1972. Good condition throughout, below average mileage, overdrive, soft top, M.o.T. till June '81. Used as second car. Careful lady driver. £1,750 o.n.o. Tel.: Leeds 787787 after 6.15 p.m. or weekends. (64108

BMW 3 OSI, registered 1979, HHP 360V LHD, December 1975, taxed, M.o.T. next July. Alloy wide rims, electric door mirrors and windows, very fast, 5-speed manual box, tow ball and pneumatic adjustable rear suspension, £1,850 o.n.o. Tel.: (0203) 450647. (64109

FOR SALE—continued

LOTUS 30 ex-Clark/JCB/Sadler. Ford 4.7 V8, choice of Webers or f.i. ZF gearbox. Potential winner in Gp 2 Historics (10 years ago a Lotus 30 was lapping Silverstone in 59.6 sec., Brands in 51.8). Now nearing completion of total restoration. Price negotiable around £10,000. Tel.: 3036 730987. (64111

***1923 CHEVROLET** Open 2/4-seater, superb rare* English coachwork, original buttoned upholstery, mechanically excellent, original log book, 3 owners and believed 13,000 miles only. Tel.: Kingswinford 277239 evenings. (64114

EX-WORKS AUSTIN HEALEY 3000. 56 FAC, 1963, Sebring car driven by Hopkirk/Morley, lightweight aluminium body, 200 bhp engine, very fast and original, 27,000 miles only, superb road car. £13,500 o.n.o. No time wasters please. Tel.: Wolverhampton 712001 (Office). (64115

LOTUS ELITE. N Reg., 1974, regency red, oatmeal trim, a/c, tinted electric windows, radio cassette, full history, fabulous car, possible exchange. £3,895. Tel.: 0480 74732 (Cambs). (64116

VINTAGE MG. Two-seater sports, 1933 J2, sound condition, but engine requires attention. Offers. Tel.: 021-476 5135. (64107

ALVIS 11/40 4-SEATER TOURER. 1922, the second oldest Alvis and only surviving 11/40, completely original, mechanically superb, reluctant sale due to purchase of Brooklands 12/50. Tel.: Wolverhampton 711997 (days). (64117

TR6. The car for the connoisseur. One of the last of 1975, P-Reg., pimento red, unmarked black interior, expensive radio cassette, £500 of Wolfrace wheels and tyres, must be seen to be believed. £4,500. Tel.: Offley 542. (64129

AUTO SERVICE GARAGE

1977 Opel Manta Coupé. Met. green with tan cloth, auto., outstanding value at **£2,495**

1978 Lancia 1600 HPE — Blue with cloth interior, one owner, 21,000 miles only. **£3,595**

1979 Chrysler Alpine GLS — Yellow with cloth interior, radio/stereo, glass roof, 16,000 miles only, 1st class condition throughout. **£3,895**

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October sees the second NEC Motor Show here in the Midlands and no doubt it will be better than the last one. Do come and talk to us on the works stand but bear in mind that the new car delivery will now be some time in the 1990's! However we should be able to find a second hand vehicle to suit most tastes.
At press date we have —
1976 +8. Royal ivory, black leather
1976 4/4. Yellow, wire wheels
1973 4/4 Seater. Blue, reclining seats, wire wheels
1970 4-Seater. Silver, black leather
NON MORGANS
1978 Afa Sud. White, radio, 25,000 miles **£1,650**
1977 MG Midget. Red **£1,600**
1977 Porsche 924. Black/silver **£5,500**
1972 Porsche 911E. Yellow. Recent engine and heat exchanges **£4,250**
We have a large stock of tee shirts and sweat shirts, books and other Morgan items. Please ring for details. As always Morgans bought, sold, tuned and serviced also sold on commission.
The racing date to follow this month is the 6 hour relay at Silverstone on October 18th.

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ALL QUOTED MILEAGES ARE WARRANTED.
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PLEASE NOTE STOCK CHANGING DAILY, PHONE FOR YOUR CHOICE OF CAR — WE MAY HAVE IT IN STOCK OR COMING IN.

12 MONTHS EXTENDED WARRANTIES AVAILABLE — ASK FOR DETAILS

1979 (June) B GT. Red, one lady owner, 6,765 miles **£4,445**
1979 B GT. Black/orange, one owner, 6,892 miles, headrests, tinted, o/d **£4,475**
1979 B GT. Russet brown/orange, one owner, 3,676 miles, spare unused **£4,495**
1978 (T) Midget. Inca yellow/black, 10,300 miles, cassette, leather wheel, tonneau **£2,595**
1978 B GT. Inca yellow, one owner, 9,895 miles **£3,575**
1978 B. Green/orange trim, 10,473 miles, tonneau, headrests, spare unused **£3,695**
1976 MGB GT V8. Black, two owners, 41,301 miles, overdrive, radio, electric aerial, £242 pre-sale service **£4,495**
1973 Model MGB GT, Automatic. Bronze yellow, sunroof, radio, £120 pre-sale service, lady owned **£1,995**
1973 (Nov) B. 2-seater. Bracken, o/d, tonneau, various bills .. **£1,745**
1972 (L) MGB GT. White, overdrive, £300 spent by us recently **£1,295**
1970 (69 Model) MGC GT. Purple, one of the last with black trim, reclining seats, wires, radio/cassette, last owner MG Club member **£2,975**
1968 MGC GT. Rare automatic model, two owners, sold by us to last **£1,395**
1968 MGC GT. B.R.G./Black **£1,195**

SPECIAL OFFER ON THE ABOVE GTs — SUNROOFS FITTED AT £115

1964 Austin Healey 3000 Mk. III. White/red, last owner 3 years, overdrive, wire wheels, original Autocar test car *(illus)* **£3,695**
1963 Bentley Series III. Two-tone green, local owner last six years **£7,545**
1967 Cadillac De-Ville. Metallic green, 40,609 miles, ex-late Paul Getty **£2,495**
1977 (October) Datsun 260Z 2+2. Metallic aubergine, 14,564 miles, alloy wheels, 5-speed, stereo, plus self-seeking radio **£4,775**
1978 Fiat X19. 1,290 c.c, orange, Targa hard top, £328 pre-sale service **£3,195**
1979 Reg. ('78 model) Ford Thunderbird. 2-door coupé, gold, one owner, 22,073 miles, air conditioning, radio, automatic, PAS, electric windows **£3,495**
1967 Jaguar 420. Automatic, radio, new tyres, approx £500 spent by us **£895**
1977 Reg. ('71 model) Maserati Indy. Met. green, 5-speed box, air cond. PAS, complete history file available **£5,500**
1923 Lagonda KK 11.9 h.p. 2-seater plus dickey **£4,500**
1973 Lotus Elan Sprint. F.H.C., blue/white bottom, 62,075 miles, radio/cassette, engine work 8/1/80 (£480) **£3,745**
1972 (November) Lotus Europa twin cam. Big valve engine, J.P.S. colours, bills for £654, specialist work just carried out (needs running in) **£3,295**
1972 Lotus Elan Sprint. FHC, two-tone brown and white, new remove/a/top sunroof, 42,237 miles, complete history file available *(illus)* **£3,545**
1972 Lotus Europa Twin Cam. Red, 42,707 miles **£2,995**
1971 Lotus Europa S2. Grey/black, two owners only, radio, electric windows, June '79 engine rebuild with new clutch, approx. 1,000 miles since **£2,795**
1971 (K) Lotus Elan Sprint. Yellow **£3,195**
1969 Marcos 1600 coupe. Green, sunroof, mag wheels, last owner Marcos Club member **£2,545**
1979 Reg. ('71 model) Mercedes Benz 280 SL. LHD, convertible, hard/soft top, power steering, manual, radio/cassette *(illus)* .. **£4,295**
1977 Morris Marina 4-door 1.3 Super. Brown, one owner, 18,687 miles **£1,395**
1978 Scimitar GTE. Celtic brown/light tan, 21,813 miles, Sundym, overdrive, rear wiper, electric windows and aerial, radio/cassette *(illus)* **£4,695**
1978 Triumph Spitfire. Yellow, one owner, o/d, 12,890 miles, headrests **£2,795**
1977 Triumph Stag Convertible. Racing green, tan trim, one owner, electric windows, radio, PAS, overdrive, alloy wheels **£4,695**
1976 (Oct.) Triumph TR7. White/black, 24,631 miles, lady owner **£2,245**
1975 Triumph Stag. Hard and soft top, blue, 37,711 miles, one owner, auto., tinted, radio/stereo *(illus)* **£3,295**
1974 Triumph TR6. Green mallard, hard top, radio, overdrive **£2,795**
1949 Triumph Roadster 2000. Green/beige, absolutely beautiful **£7,750**






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"Crumbling Croissants Squirtman, Crud City didn't miss us. The Mayor asked me who I was. When I told him he groaned and went back to his wife". "Don't worry Robin just push the Kittenmobile so we can get down to the **Morgan** shop and see their cars". "Creaking timbers Squirtman shall I push it all the way or can we spare the odd thimble full of rocket fuel. 2 star?".

"Mind your crackle Robin. Those sort of words are not appreciated in the **Morgan** shop." "Dribbling eye shadow Squirtman look at this 1979 **Morgan** Plus 8 Nut brown body and beige wings. Stone leather interior with matching hood and sidescreens. Chrome luggage rack and bonnet strap. 5,000 miles." "Robin if I hadn't saved my money by putting it in the gas meter I could have bought that at £8250." "Never mind Squirtman look at this **Morgan** Plus 8 in British Racing Green, black interior, two owners, who were fans of yours, 10,000 miles, 1976 registration and priced at £6,450." "Robin, you know I can't get on with green since my indulgance with French golden's." "I told you to think of England. Holy Metro's this **Morgan** Plus 8 was built in the year 1977 wasn't that when you know what happened? Signal red could be significant and the fact that it has black leather interior with a new luggage rack. The price is also £7,250. Oh Squirtman could this **Morgan** have the great **Morgan** secret that you have been seeking for so long?" "Robin I must confess that my liatard is wringing wet with **Morgan** verbs. Another British Racing Green **Morgan** 1979. 4/4 1600cc engine, wire wheels, roll bar, bucket seats, 13,000 miles, £6,450. "Steady Squirtman your knees are looking knobbly. Go and rest in the Kittenmobile while I search on. 1974 **Morgan** 4/4 4 seater, signal red, wire wheels, stone leather interior, 11,000 miles, two owners. Just as well Squirtman didn't see that one at only £4,850. Fied lice 1969 **Morgan** 4/4 signal red, must be in this month, wire wheels, 40,000 miles, serviced at the **Morgan** shop from new." "I'm back from my rest Robin feeling much better since I was convinced that **Morgan** was beyond my purse but I see that **Morgan** books are within my scope. They have the new Ken Hill book and the new **Moggie** book by Colin Musgrove". "Can I buy that brush for the Kittenmobile it's only £3.95. No, Squirtman it doesn't have **Morgan** wire wheels. That brush is especially made for that task! "Robin, where's the Kittenmobile's front spoiler?".

morris stapleton

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FOR SALE—continued

RENAULT 5 GORDINI. 1979, gold, below average mileage. £3,950 o.n.o. Tel.: Moreton-in-Marsh 50024 after 15th October. (64118

MINOR 100 4-door deluxe. 1964, genuine 18,000 miles, full history. £1,500 o.n.o. Tel.: Christchurch 471971. (64119

MORGAN 4/4 TWO SEATER. December 1975, orange, 50,000 miles, one owner, used daily. £4,700. Tel.: 021-705 6789 ext 290 (daytime), 021-445 2557 (evenings/weekends). (64121

MG ZB MAGNETTE VARITONE. Ivory over maroon, 1957, 52,000 miles, taxed and tested, original log book and unused tool kit, v.g.c., MG Owners Club member. £1,700 o.n.o.. Tel.: Watlington 2871. (64122

MGA 1500 COUPÉ. 1958, excellent condition, black, green interior, genuine enquiries only. £2,900 o.n.o. Tel.: 02407 3126 evenings. (64123

DAIMLER SP 250. 1960, owner now living abroad, so must sell this superb car. Paintwork, chrome, interior excellent. Chassis perfect. Only driven 2,000 miles in last 2½ years (less than 60,000 total). Not a rebuild. Maintained to this very high standard by late second owner from 1964-1977. Since then only routine servicing necessary. A truly excellent model. Will pass any test, M.o.T. to June 1981. Offers around £3,500. Tel.: Dartford 25870. (64124

AUSTIN HEALEY 3000 MK. 1. 1960, registration 3 MKN, low mileage, all usual extras, small fortune spent over the years, much loved family heirloom must go. £2,750. Tel.: Woking 60491. (64125

VINCENT BLACK KNIGHT. The 1954 Show machine. GRP cowlings very good. Very sound mechanically. Offers over £3,800. Tel.: 0309 72637. (64126

MG TF. 1954, 1,250 c.c., original and good condition. M.o.T., one year, taxed, needs slight attention to trim. £5,000 or nearest offer. Tel.: Shenstone 480632. (64127

JENSEN INTERCEPTOR. 1976, white, 36,000 miles, must be one of the last produced and excellent investment. £6,500. Tel.: Chelmsford 66833. (64128

LOTUS ECLAT 521 AUTOMATIC. 1978, T Registration, 15,000 miles, brown with beige interior and vinyl roof. Offers invited. Tel.: Chelmsford 66833. (64128

TRIUMPH TR5 SPORTS CAR. 1968, only 32,000 miles from new, full comprehensive history to verify mileage, primrose yellow, black interior, wire wheels, overdrive, completely original car in superb condition. Realistically priced at £3,750. Tel.: Offley 542. (64129

FERRARI 308 GT4. 1975, red with a/c, electric windows, 25,700 miles. Offers around £5,500. Tel.: Brentwood 227381 evenings. (64131

BLACK COMMEMORATIVE model E-Type V12 Jaguar drophead. Chassis No. 2839, 19,000 miles, rare opportunity to acquire one of these cars in mint condition. Offers over £15,000. Tel.: 061-688 8288. (64134

PORSCHE 911 CARRERA RS 2.7. 1973, 210 b.h.p., the value of this car increases. It has been restored to original condition, immaculate. £10,500. Tel.: 01-822 3012. (64140

MERCEDES CABRIOLET. Rare 1960 220SE, mechanically and bodily excelent, needs hood and some work, exclusive valuable classic. £2,450. Tel.: Upper Warlingham 4404. (64142

MG-C GT. November 1970, tartan red, sunroof, wire wheels, overdrive, very good condition throughout, M.o.T., growing family forces sale. £1,350. Tel.: Portishead 848961. (64143

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BMW 530i. 1974. This is one of the very rare right hand drive 5 series cars with factory fitted 3-litre injection engine. Tremendously fast and powerful yet 20+ m.p.g. Mahle wheels, electric windows, radio. Well cared for Managing Director's car. £2,750. Tel.: Wrington (Nr. Bristol) 862608 (office) Blagdon 62783 (evenings). (64136

COVETED FORD ESCORT. H-Registration. Twin carb, 1600GT engine, Mexico gearbox, air spoilers, sports wheels, sunroof, bucket seats plus many many extras. £750 o.n.o. Tel.: 01-366 4582 after 7.30 p.m. (64138

ESCORT MK II 1700. All steel BDA engine, tarmac specification, dry sumped, dual circuit braking system, Atlas axle, big radiator, high capacity water pump 24 volt starting system, terratrip, Luke harness, intercoms, etc., genuine reason for sale, £4,000 o.n.o. Tel.: Wakefield 61548. (64139

GHIA CAPRI 3000. 'V', cosmos metallic blue, 6,000 miles only, auto., s/roof, r/cassette, r/spoiler, alloys, p/steering, beautiful car returning 25 m.p.g., taxed. £7,500 new, asking £5,100. Tel.: Wincanton (0963) 32844. (64141

JAGUAR E-TYPE Roadster 4.2 Series II. Manual, p.a.s., c.w.w., rare opportunity to acquire genuine 38,000 mile example, service history, original rustfree coachwork, superb unmarked interior, still drives like new, must be seen. £6,950. Tel.: 01-504 2064. (64144

DOLOMITE SPRINT. 1977, overdrive, stereo VHF radio/cassette, M.o.T. July 1981, 36,000 miles, excellent condition. £1,800. Tel.: 051-526 8660 (Merseyside). (64145

LANCIA FULVIA S3 COUPÉ. 1975, but T-Registered, 42,000 miles, two owners, Ziebarted, super condition, thoroughly maintained, must sell. £1,745. Tel.: Morley 536785. (64146

TR6. 1972, white, Ziebarted, many new parts, 12 months test. £1,600 o.n.o. Tel.: Retford (0777) 703183 after 6.0 p.m. (64148

MARCOS 1500 GT. Concours class winner, owners club 1980. 1600 Ford. Only requires inspecting to appreciate. Re-sprayed, trimmed and carpeted. New tyres. Exhaust. Engine rebuilt 5,000 miles. An eye catching appreciating car. £2,950. Tel.: (Aughton Green, Lancs) 422507. (64149

JAGUAR XJ 5.3L. 1977, metallic silver, black vinyl roof, red, leather. Air conditioning, Sundym glass, radio/stereo cassette with quad speakers, tow bar. 48,000 miles, beautiful condition and choice of personal or "W" registration available. £5,950. Tel.: 0624 25557 (office), 0624 842982 (home). (64150

LOTUS ESPRIT. 1977 (June), 22,000 miles, white, new tyres, S2 features, immaculate. £6,250 o.n.o. Tel.: Sellindge 3396 (Kent). (64152

BENTLEY SII. 1962, midnight blue over silver dawn in constant use. Offers. Talbot Head Hotel, Upton-upon-Severn, Worcs. Tel.: 2194. (64153

MG-B ROADSTER. August 1978, one lady owner, 17,700 miles, unmarked as new. £3,250. Tel.: Dorking 882565. (64155

BMW 2000 AUTOMATIC. 1972, taxed, M.o.T. April 1981, two owners, 52,000 miles. New acquisition forces sale. £800. Tel.: 0702 587646 after 6 p.m. (64156

LANCIA 1600 HF. September 1972, 18,000 miles, beige with black interior, located central London. £2,500. Tel.: 01-235 3125 breakfast time or after 6 p.m. (64158

MASERATI 4CL. 1939, totally rebuilt from chassis up, must be best example in existence. Sensible offers. Box No. 6428. (64157

FOR SALE—continued

LOTUS ELAN SPRINT. 1971, dhc, superb car, recent engine overhaul, service history, etc. £3,000 o.n.o. Tel.: Kidsgrove 5654. (64488

PONTIAC FIREBIRD. 1979, 4.9-litre, automatic, p/s, p/b, air conditioning, rally wheels, rear spoiler, gold metallic tan interior, very sharp eyecatcher. £4,950. Tel.: 0329 281197. (64490

VAUXHALL LIGHT SIX Saloon Deluxe, 14 h.p. 1st January 1936, black and green, original throughout, complete with all fittings, leather upholstery, etc. In need of a degree of rectification although in full running order. £700 o.n.o. Tel.: 0742 899338. (64491

LOTUS EUROPA JPS. In black, five-speed, 36,000 miles, 51st of limited edition (with commemorative badge), one of the finest original examples in the country; cannot be described as less than immaculate, an appreciating asset. £3,995. Tel.: Coventry 24660 (daytime), Coventry 417149 (evenings). (64492

MORGAN +8. 1978, black alloy body, natural leather, XWX tyres, luggage rack, spare wheel cover, door handles, locking petrol caps, badge bar, Cibies, complete rust protection, 14,000 miles. Third car use only by one owner from new. £7,600. Tel.: Amersham 6278. (64493

MERCEDES 350SL AUTOMATIC. December 1976, 32,000 miles from new, h/s tops, stereo, spare wheel and ashtray unused! £9,950. Tel.: 01-622 1278 daytime. (Mr. Woolley). (64494

CONCOURS TR6. 150 bhp model, superb throughout, consider Stag, MG-B V8 etc., in p/exchange, price reflects condition. £2,750. Tel.: Southport 40185. (64495

MGTC 1948 rebuilt throughout, superb condition, M.o.T. December, £5,750. Tel.: Clitheroe 26026 day Bolton 41101 (64496

MERCEDES 230 SL. Red, convertible, 1967, hard/soft tops, present owner 8 years, new tyres, radio, tonneau, superb to driver. £3,495. Tel.: 01-947 8888. (64508

XJS JAGUAR. 1969, immaculate condition, s/s silencers, new clutch, susp/steering renewed, new battery, any trial or exam, M.o.T. June 1981, taxed July 1981. £850. Tel.: 0625 72489. (64497

PORSCHE 911S. 1969, lhd, silver registered Belgium, suitable export USA, recent rebuilt carbs, engine checkover, excellent nearest. £2,500. Tel.: Rudgwick 2272. (64498

ASTON MARTIN DB5 VANTAGE. One registered owner from new, beautiful condition with service records. All usual refinements plus radio, manual and stainless exhaust. Year's tax. £4,500. Might take interesting part exchange. Tel.: Stubbington (03295) 5164. (64499

DAIMLER SP250. 30,000 miles, h/s tops. £2,500 no offers. Roberts, Tel.: 0795 842832 (Kent). (64500

TRIUMPH TR6. 1973, pimento with hard top, 55,000 miles. £2,395. Further details Tel.: 061 428 4895. (64501

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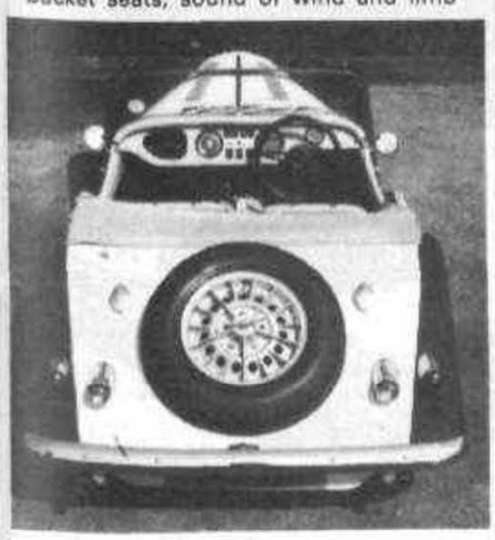
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Morgans** awaiting new owners this month include a **71K, Morgan 4/4 2-seater,** Royal Ivory, wire wheels, bucket seats, sound of wind and limb and fresh from Tunbridge Wells. **76 Morgan 4/4 2-seater,** Brunswick Green, chrome wire wheels, stone leather, the more friendly bench seat! with life saving cushions **78 Morgan 4/4 2-seater,** Brunswick Green, plain specification but unsullied condition which more than makes up. **V Registered 4/4 Morgan, 2-seater,** Signal Red, reclining seats, 1,100 miles, round and round the IOW. **80 Morgan 4/4 2-seater,** Black, wire wheels, red leather, spot lamps, outside handles, only 600 miles. **80W, Royal Ivory,** red leather, wire wheels, never used by previous owner. We estimate the delivery on new **Morgans** to be over **15 years** so you will certainly need a secondhand one in the meantime! Our stock of **Morgan 4/4 4-seater** or family models is sadly depleted so if you have got one to sell . . . The two we do have are **73M, Golden Yellow,** wire wheels, reclining seats, one careful owner, now Hong Kong bound. **76R, November,** Brunswick Green, wire wheels, reclining seats, bought back from Yorkshire by Roger and young son. Did you know that if you travel on British Rail with an under-5-year-old not only is the fare free but also the breakfast (we're thinking of selling 5-year-olds!). **Our 75 +8 Morgan** is registered **JK 9874** at no extra charge. Brunswick Green, 39,000 miles, woodrim wheel, badge bar, wind deflectors, brass grab handles, previous owner has bought a Porsche. **77S +8 Morgan,** Signal Red, one coal merchant owner, covered 6,000 miles (never in his working clothes). **80W +8 Morgan,** Black, stone leather, 200 miles. A late arrival, **74 Nut Brown, +8 Morgan,** number plate **MF V8,** muppet returning home, must sell owing to mean minded US Government regulations. New **TVR Tasmin** in stock for immediate driving pleasure — phone us for details of October special deals. Our two new **3000S Convertibles** are definitely your last chance to own one of these most underrated models from new. They are good looking, great fun to drive, and definitely an appreciating classic. They had lots of bad press at their inception but their good points far outweigh. We also have four **T Registration Convertibles,** two in **Racing Green,** two in **Charcoal,** priced between **£5,350** and **£6,000,** but hurry! **1975P 1600M,** in Golden Yellow, with vinyl roof, alloy wheels, radio. Also **1976 1600M,** Metallic Blue, sunroof, radio cassette, 29,000 miles. **Overdrive 77S 3000M,** Silver with latest style charcoal modelband. Sizzling **Turbo, 77,** Wolfrace wheels, sunroof, electric windows, at staggering half new list price. Another last chance is a **Brand New Taimar,** unregistered, unused and available at 1979 June list price. Autumn is a busy time for people building **Arkley** kits — what better way to while away those evenings of Autumn mists. We are still holding the price at **£330** plus VAT for the bodywork and they are available ex-stock at present but please reserve yours in good time. Our 7 page, lavish brochure is available at 50p together with a stamped addressed envelope. Everybody else seems to be asking considerably more for equivalent **Lotus 7** than we are for our **1979 Black** and polished alloy, 1,900 miles, chrome roll bar, alloy wheels, Vegantune big valve Twink. Also in our **Lotus** collection are three **Europa Specials.** A **1973/74** model, Olympic Blue with alloy wheels, very reasonably priced at **£2,850. 1974** in Black and a **1975,** also Olympic Blue, a very original and well cared for model at **£3,950. MG's** are back in the news at Arkley with a very nice **1979 Midget** in Nut Brown. A **1977 R, MGB Roadster** in Light Blue with overdrive, a local low mileage car. 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BMW 323i 1978 'T' Registration. Fjord blue, sunroof, with contrasting cloth trim and tinted glass. **£5,950**

BMW 323i T-Reg. 1978. Polaris silver with blue velour and tinted glass **£5,950**

BMW 528 S-Reg. 1977. In fjord blue with velour trim **£4,950**

BMW 528 1977 Model. In reseda green with contrasting cloth trim, automatic transmission, electric windows, Alpina alloys, steel sunroof. **£4,750**

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Bentley T Series 1976 Model. Moorland green, magnolia hide, service records. **£17,950**

Jeep CJ7 Renegade V-Reg. Chocolate metallic with white hard top, beige levy trim, manual transmission, p.a.s., sports wheels, 6,000 miles, RHD **£4,975**

Mercedes 350 SE 1977. In regency red with parchment trim, ESR, well cared for example **£9,575**

Daimler Coupe 4.2 1976. In fern grey with olive trim, ESR, stereo, lovely low mileage example **£5,250**

Capri 3.0 Ghia 1978. In silver with black vinyl roof and red cloth trim, manual transmission, incredible example. **£4,250**

Renault 5 Gordini 1979. Metallic blue, with black trim and sunroof **£3,950**

Porsche 911 Coupe 1974 N-Reg. Silver, blue trim, s.c. spoilers. **£7,950**

Lotus Europa JPS 1974. In black with oatmeal trim, very clean example **£4,750**

MGB GT 1980. In glacier white, 2,000 miles, radio cassette, manufacturer's warranty **£5,250**

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B.M.W. 3.0 SI, met. Silver, sunroof, vinyl roof, blue velour, superb condition throughout, Reg No. FLG 11K. Bargain £1,250. Tel: Penn 4748 (evenings). (64605

FERRARI 275 GTB, 1964, believed Earls Court demonstrator Ghiari Rosso, Borrani wire wheels, much recent work, suspension rebuild, new clutch, etc. Owner emigrating, first offer over £14,000. Ashtead 72788 (Surrey). (64557

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ASTON MARTIN DB6, vintage 325 b.h.p. engine, manual ZF, in near concours condition. £5,500 o.n.o. Tel: (0491) 36390. (64560

ALFA Alfetta GT 1.8, 1976, red, coach lines, tints, radio, 30,000 miles, new tyres, M.o.T. to June 1981. £1,750. Redbourn 3242 (64563

MG TD2 1953, little used since complete restoration, BRG with matching trim. A little titivating required to bring this car to a very high standard, best offer around £5,000. Tel: Dronfield 417724. (64564

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LOTUS SEVEN SERIES III. 1969, 1600 GT, aluminium, B.R.G. taxed, M.o.T., many new parts. £2,400 o.n.o. Tel.: Bollington 72382 after 6 p.m. (64672

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Continued on page 1594

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MISCELLANEOUS

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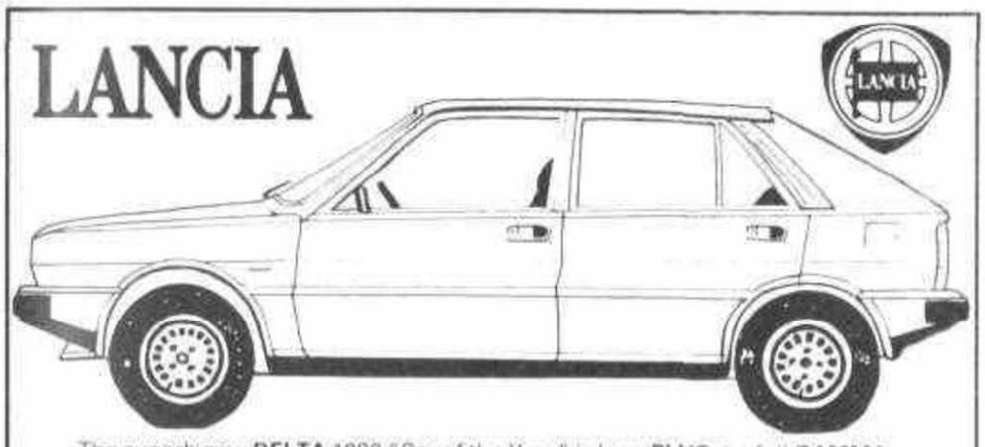
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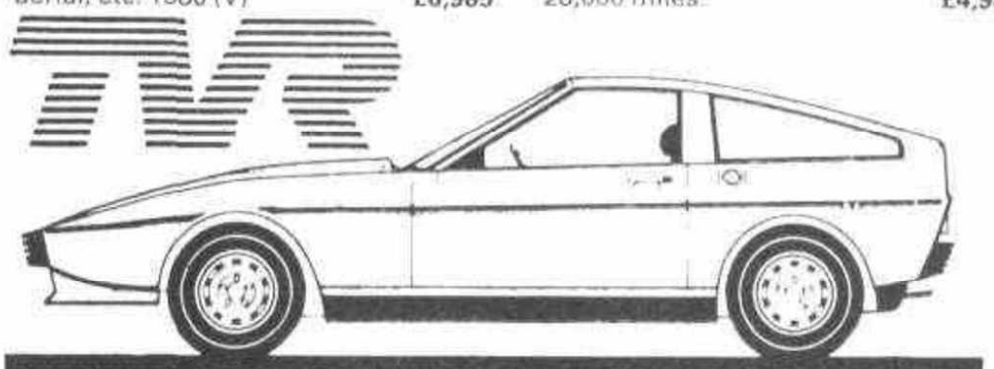
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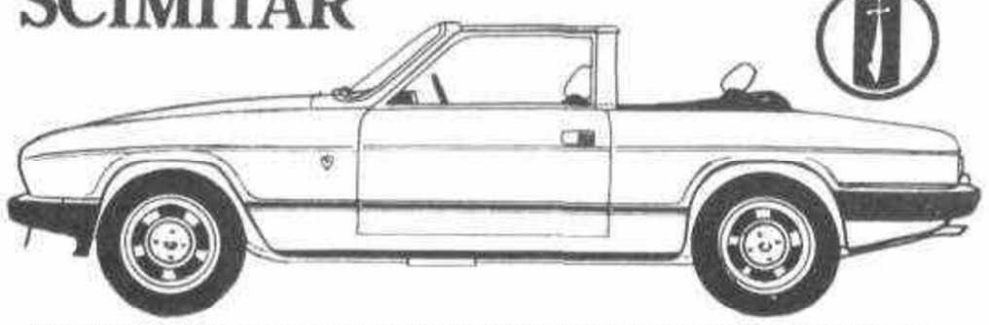
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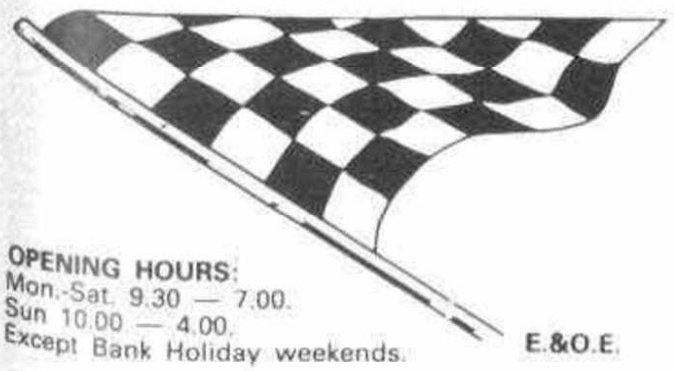
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FOR SALE—continued

AC 2-LITRE SALOON, 1950, taxed, tested, £1,400. Tel: (evenings) Gloucester 35076. (62862

MGTA 1938, completely restored, new body, r wings, hood, carpets, trim, leather seats, immaculate condition, M.o.T. to July 1981, taxed, first offer over £4,500 secures. Cooper Cambridge 69751 ext. 29. (62865

LANCIA FULVIA COUPE S3, 1975, brown with cloth interior, excellent condition, service bills etc. available, taxed and year's M.o.T. House purchase forces regretful sale, £1,750. Plymouth 47616 (evenings) or 21371 ext. 248 (Burkill). (62239

1966 TRIUMPH SPITFIRE, 19,000 miles from new, always garaged, outstanding condition, one lady owner retired from driving, offer over £1,500. Tel: Hinckley 212481 evenings/weekends. (63397

FERRARI 250GT rare Pininfarina two seater not more common 2+2. 1959. 1129GT, restored over eight years including steering, suspension, transmission etc. etc. Brakes completely rebuilt, coachwork thoroughly renovated, sprayed red. Fitted overdrive, superb condition, M.o.T. Taxed, for sale by F.O.C. member with or without reg. OPK2 or exchange red 308GTB. Tel: Weyhill (026477) 2497 for full details. (63399

FIAT 130 coupe. Pininfarina designed. 3.2-litre, auto, PAS, silver blue, radio-cassette, good tyres. The most beautiful car I have ever driven. My buying another one (1975) to keep indefinitely, forces sale of my 1973 'M' for £2,400 o.n.o. Tel: (0908) 77792 after 8.30 p.m. (63279

ALFASUD TI, 1351 cc, 13,000 miles. This exceptional, meticulously prepared 1979 example is fitted with twin 40 mm. Webers and Lumenition ignition. £7,900 o.n.o. Peter Kenny. Tel: Harpenden 61834 (evenings). (63392

ZAGATO ALFA ROMEO 1300 and 1600 c.c. Just imported duty paid, low mileage, rare, must be seen. Tel: 042484 440. (63282

MG-B GT, with overdrive. LH drive. Only 54,000 km. White, very good condition. MoT until Dec. £2,000 o.n.o. Tel: Bordon 4130. (63386

MORGAN 4/4 1959. Reg. No. 735 JRB. 1600 specification. Concours class winner at Beaulieu International Morgan Rally this July. Subject to a 3 year rebuild, with new chassis, rear axle, body, wings, reconditioned 1600 GT engine/gearbox. Ivory aluminium body/chocolate wings. Interior completely trimmed in tan leather. Under 5,000 miles. Superior to new in most respects. Offers around £6,000, or early Plus 8 and cash. Tel: (0229) 42705 or 42419 (Cumbria). (63389

LEA-FRANCIS 1949 14 HP. Shooting brake. Original condition engine runs, but needs restoration. Unique opportunity to purchase this rare car. £750 o.n.o. Tel: 01-546 0847, eves'. (63280

MERCEDES 250SE coupe. 1964. LHD. PAS, electric sunroof, one owner since 1972, long MoT, well maintained. Must be seen. £1,950. Tel: Woking 67434. (63391

TR6, 1973, red, hard/soft tops, chrome wire wheels, Pioneer s/radio/cassette. Only 43,500 miles. Excellent condition. £2,300 o.n.o. Tel: Bracknell 29077. (63393

JAGUAR E-TYPE V12 2+2. Primrose with black interior, sundym, h.r.w., headrests, radio, electric aerial, lovely condition. £5,500. Tel: 01-524 3939. (63400

MORGAN PLUS 8, 1972, 5,000 genuine miles, mint condition, black leather interior, signal orange. £5,900. Tel.: Stonyhurst 025486 252 evenings. (63404

FERRARI 308 GTB. Yellow fly/black hide. Fibre glass version, air conditioning, stereo, stainless exhaust, Maranello supplied, careful history, pristine, 26,000 miles. £10,250. Tel.: Harpenden (Herts) 62101 (office). (63402

LANCIA FULVIA 1600 HF LUSSO, 1972, absolutely mint condition. Beautifully resprayed in original colour (Lancia blue) with gold coachlines. New Cibie lighting, Konis, exhaust, carpet. New tyres, full M.o.T. Dellorto carbs, sunroof, personal registration. Regularly serviced, all bills, service history. £2,100. Tel.: Southend-on-Sea (0702) 47662. (63403

MORGAN +8, 1978. 3,100 miles, light metallic blue, black leather interior, lightweight body, rustproofed, XWX tyres, reclining seats, luggage carrier. £8,500 o.n.o. Tel: 0983 64575 after 10th October. (62235

DATSUN 260Z. Reg. No. 2 FYS. Dark blue, superb car, 7" Wolfrace wheels, with new 205/HR tyres, plus five spare alli wheels and good tyres. Webasto sunroof, black alli rear visor. Stereo radio/cassette, straight through exhaust. 1974, real eyecatcher in beautiful condition. £3,200 or £2,900 without the Wolfrace wheels. Might sell Reg. No. separately for about £250. Tel.: Cranleigh 4078 (Surrey). (63416

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AUSTIN HEAVY 12/4 Fabric Saloon. All original including bodywork, upholstery, carpets, tools, luggage carrier, etc., present owner 10 years. £5,250. Tel.: 021 472 6571 (Birmingham). (63414

JAGUAR MK. II, 1966, 2.4 auto., wires, mechanically very sound, slight rust on body, long M.o.T., taxed. £525 o.n.o. Tel.: Hastings (0424) 432544. (63413

LANCIA MONTECARLO CONVERTIBLE. Blue, electric windows, Motalita steering wheel, radio cassette, only 9,600 miles, much regretted sale, car must be seen. £4,950 — guaranteed until 1.1.81. Tel.: 01-834 4059 evenings, 01-586 7758 day. (63412

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ORTHOPAEDIC reasons force disposal of mint 308 GT4. Will sell or part exchange for similarly tampered low mileage 911 S or Carrera. Must have service history. Tel.: Richards evenings 04914 2200. (63410

LANCIA FULVIA S3 RALLYE COUPE. May 1975, brown, 44,649 miles, M.o.T. May 1981. £1,500. Tel.: Barnsley 45371 eves. (63482

FRENCH SALMSON, VAL 3 chassis, 4 push-rod engine, rebuilt to high standard, needs body to complete. £2,500. Tel.: 01-892 2213. (63481

RED HONDA, 5,800 miles, F-Reg., taxed, M.o.T. April 1981, radials, good runner. Offers around £450. Tel.: Mayfield 3270. (63480

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GT6 MK. III, Overdrive, tidy, smart car on hardly worn XZX's. Diff and silencer just replaced. 1972, average mileage. £1,500 o.n.o. Tel.: 0632 (Newcastle) 852766. (62229

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WOLSELEY 1500, 1963, one owner from new, excellent condition, M.o.T. March 1981. £500. Tel.: 0532 892309. (63479

ALFA ROMEO ALFETTA 1.6 GT. Red, T Reg., 15,000 miles, one owner, stereo, radio, t/glass, bargain, £3,300. Tel.: 023022857. (63478

CAPRI GT, 1975, fitted Ferguson four wheel drive, M.o.T., 11 months, new exhaust, battery, diff, tyres, resprayed, excellent tow car. Offers around £3,000, PX considered. Tel.: Ambleside 2325 (Cumbria). (63477

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JENSEN INTERCEPTOR, 1973, J Series, private sale, tyres, autobox and converter replaced, low mileage, £2,900 o.n.o. Tel.: Welwyn Garden 27473. (63629

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MG MIDGET, September 1974 (N), tundra (green) with brown trim, 31,800 miles, radio, electric aerial, chrome luggage rack, full tonneaux, v.g.c., fully documented history, reluctant sale due to family increase. £1,450 o.n.o. Tel.: Bagshot 74958. (63624

LOTUS ELITE 501, 1976, absolutely pristine, yellow/oatmeal, Hitachi stereo, must go, owner awaiting new Lotus. £4,250. Tel.: 041 773 2966 office, 041 956 1047 home. (63622

MG-B, 1966, well maintained, M.o.T. to May 1981, good running order, new hood, starter, dynamo, distributor, tyres, complete de-coke, etc. £1,000 o.n.o. Tel.: Beaconsfield 5062. (63621

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LOTUS ELITE 503, 1974, power steering, Wolfrace wheels, registration MCW 10, 26,000 miles, 3 months Autogard warranty. £3,995. Tel.: 0633 568 daytime, 0633 434652 evenings. (63510

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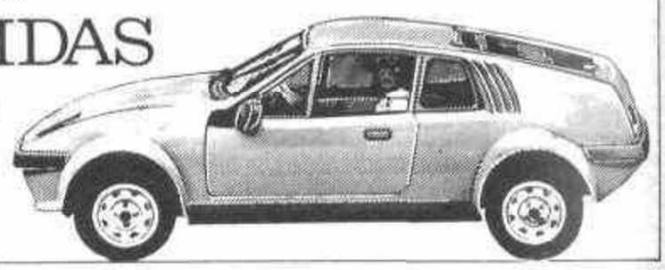
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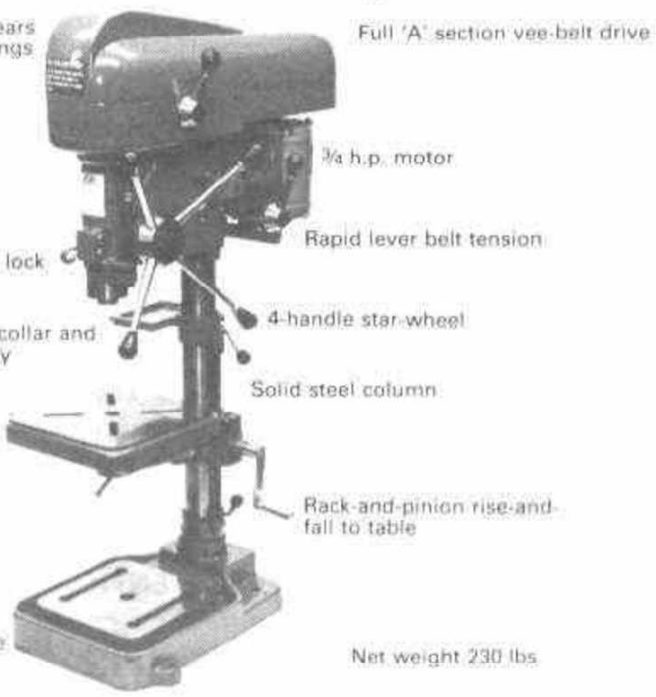
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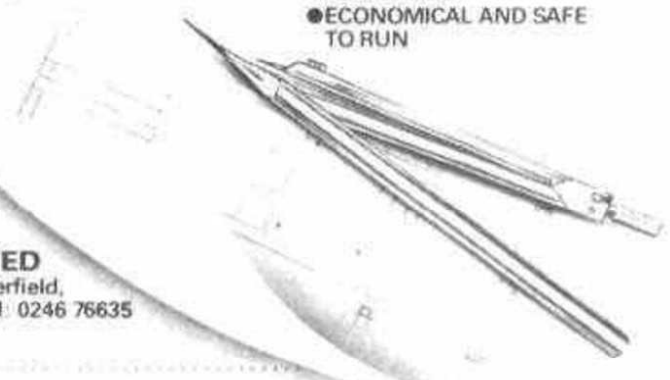
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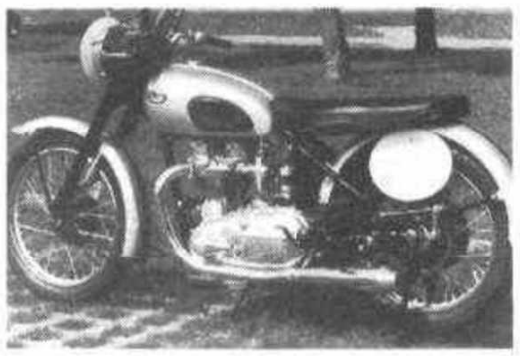
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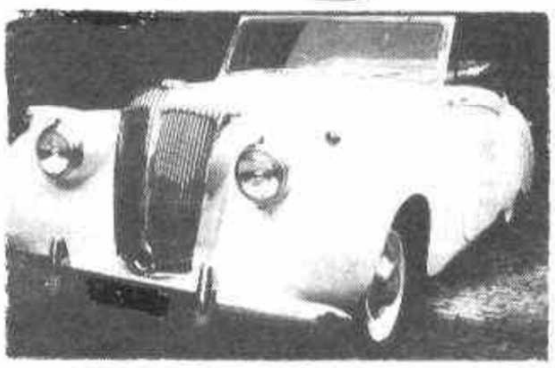
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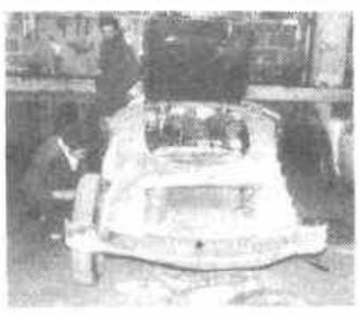
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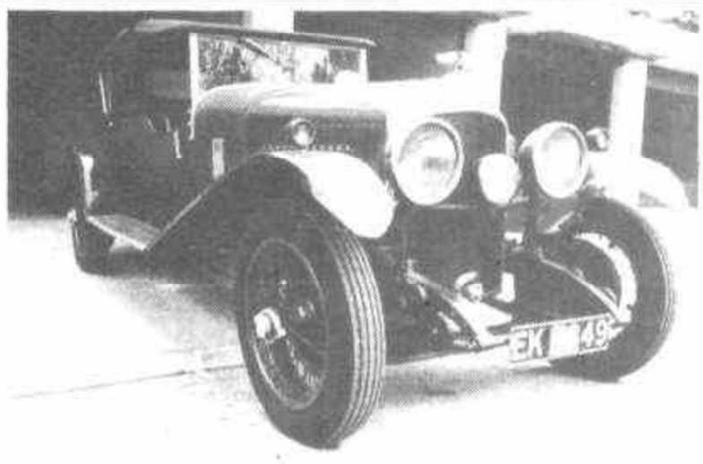
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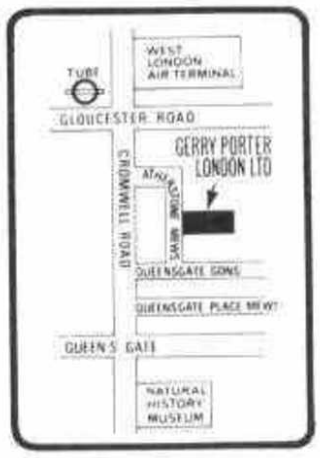
Rolls-Royce 20/25 Sports Saloon by Thrupp and Maberly, 1934. Owned from new by one family, this car has unusually stylish coachwork, including louvred bonnet, boot-mounted spare wheel etc. Much recent work includes new carpets, headcloth, repolishing of all wood cappings, etc.



Rolls-Royce Silver Wraith by Hooper, 1953, excellent condition, in Ebony Black with Biscuit midriff. All exterior chromework is in very fine condition, opulent interior in tan leather throughout, with new lambswool rugs, superb veneers, new headcloth.



Rolls-Royce 25/30 close-coupled limousine with division. Most attractive car in superb restored condition. Ebony black paintwork with Royal Blue hide interior.



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Rolls-Royce Silver Wraith LWB Touring Limousine by James Young, 1956. Most elegant car, in really nice condition, having been owned by one family from new; Embassy black paintwork, with a superb finish, matched by excellent original Midnight Blue hide interior.



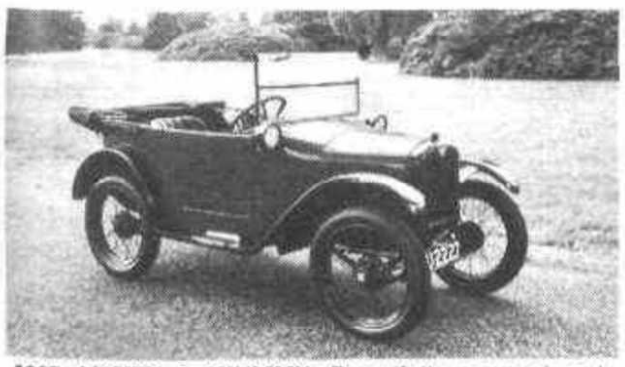
Rolls-Royce Phantom V Mulliner-Park Ward Limousine. Most impressive car, in Royal Blue over Air Force Blue, fitted flagstaffs etc. Interior in tan hide throughout, drinks cabinet complete with all fittings, etc.



Bentley R-Type, 1953, Tudor Grey over Shell Grey, with Wine Red interior. Excellent rust-free coachwork. (Photo shows similar car).

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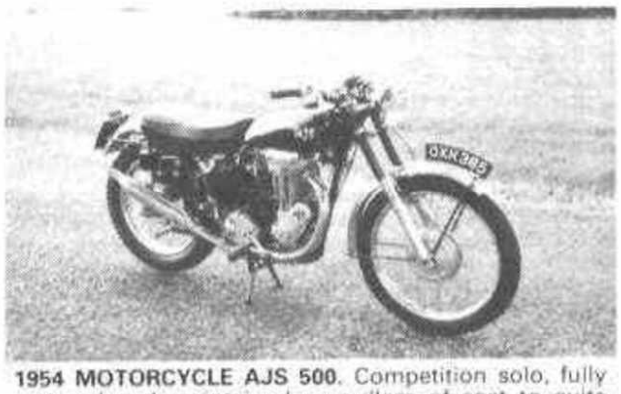
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1964 Bentley S3. Brown over light gold metallic, red interior, lambswool rugs to front and rear, 79,000 miles. Very scarce in this condition, personal number. **£12,000** *(illus)*



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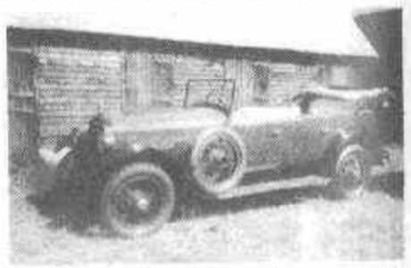
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'59 COOPER MONACO — 2-litre Climax FPF; owned by me since 1975; 4 year restoration now complete; best presented example in the world; registered competitor with the HSCC & FIA; fully race prepared & tested. **Photo shows Cooper at Silverstone last month.**



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The photo above shows the HWM in the line-up at the Stirling Moss Tribute Day, in original single-seater form. The photo opposite shows it in road trim (10 min. conversion). In both forms it is registered with the HSCC & FIA for Historic Racing; fully "track-tested" too.

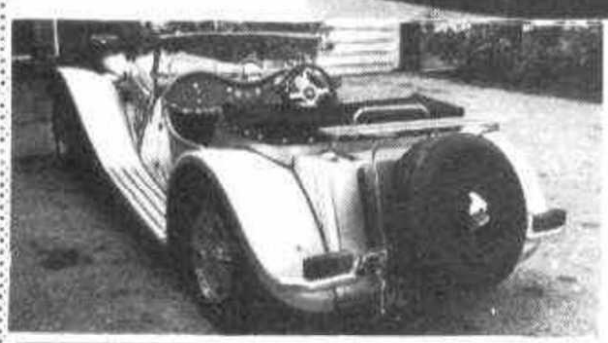
'71 MERCEDES 280 SE 3.5 CONVERTIBLE — my own car, simply the best in existence; white with red trim, restored by CP Autokraft; unique with air cond., '300' Series s/steel trim; show-prepared engine compartment etc.; only the highest superlatives can justly describe the splendours of this — the ultimate example of the "ultimate classic convertible"! **£20,000.**



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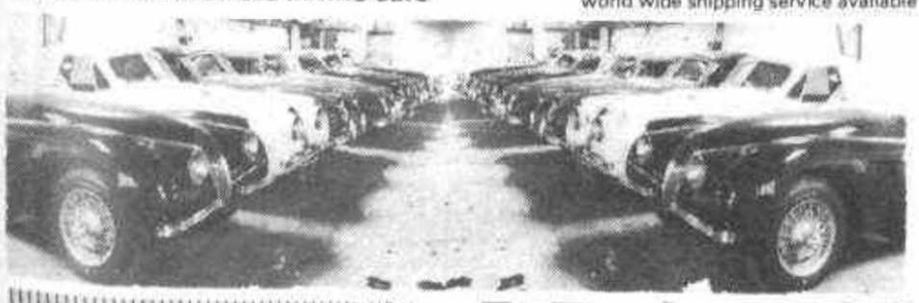
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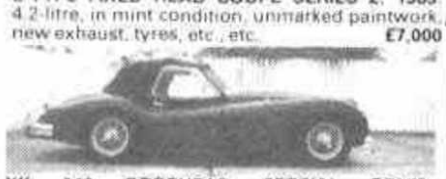
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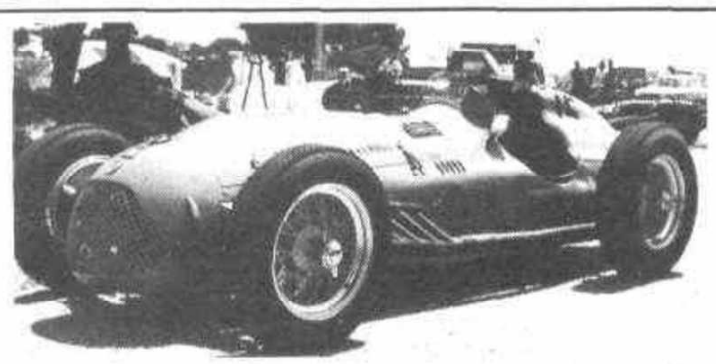
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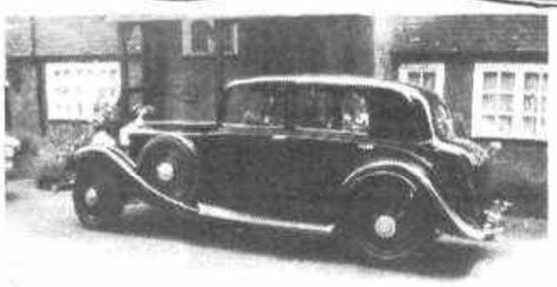
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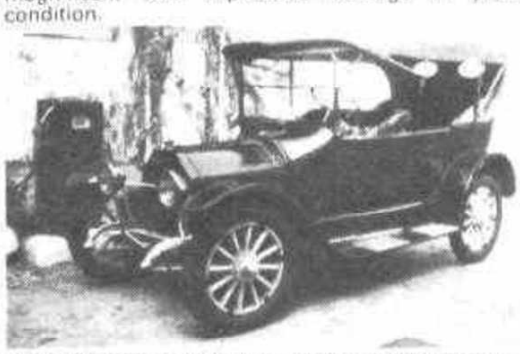
ROLLS-ROYCE 1936. 30 h.p., 4-door, owner driver sports saloon, with superb coachwork by H. J. Mulliner, twin side mounted spares, extended boot with drop-down lid encasing a full complement of fitted *tools, light brown hide trim and inlaid woodwork.* A magnificent and impressive carriage in pristine condition.



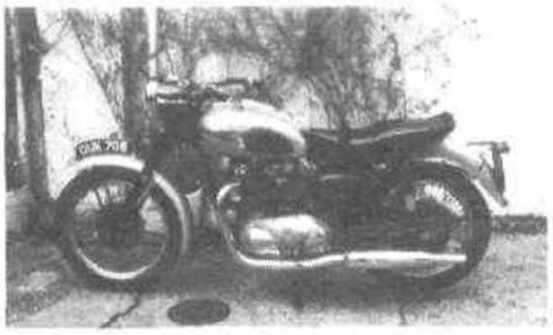
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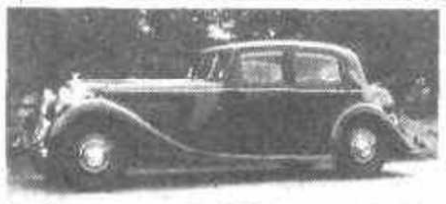
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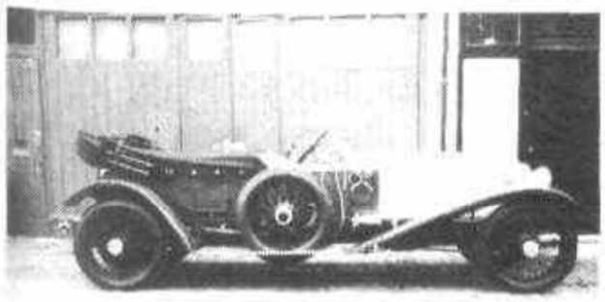
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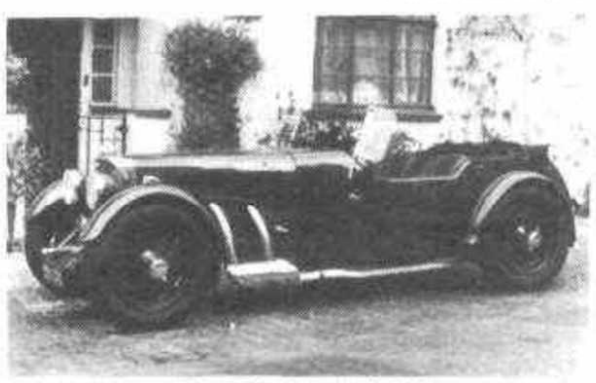
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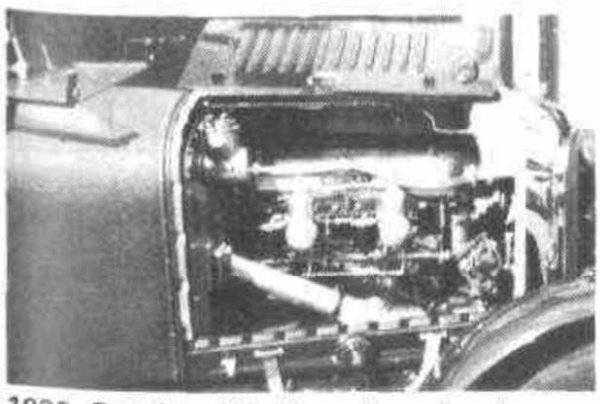
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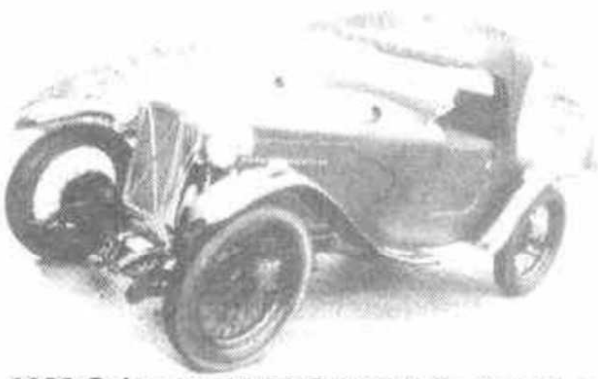
1931 Bentley 8-litre. Park Ward touring limousine, chassis No. YF5022, actual car pictured in "50 Years of the Marque"



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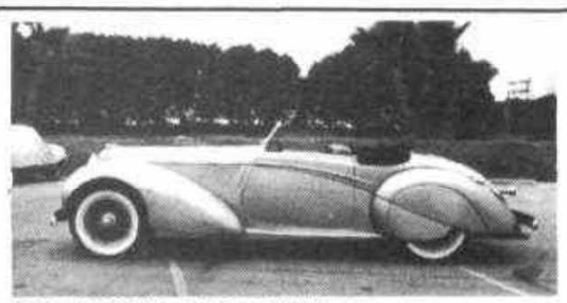
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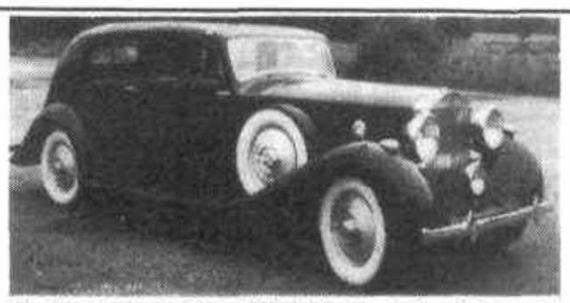


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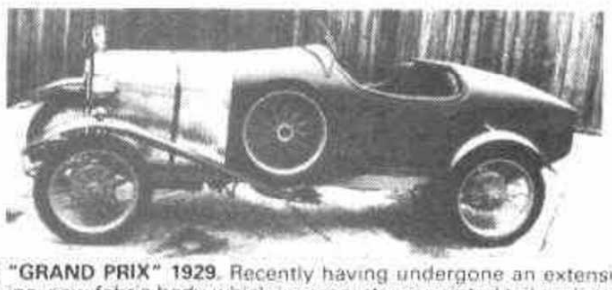
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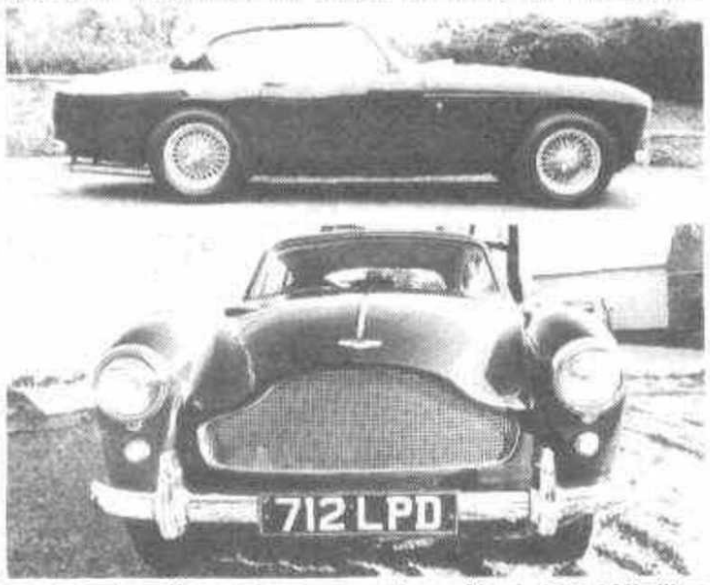
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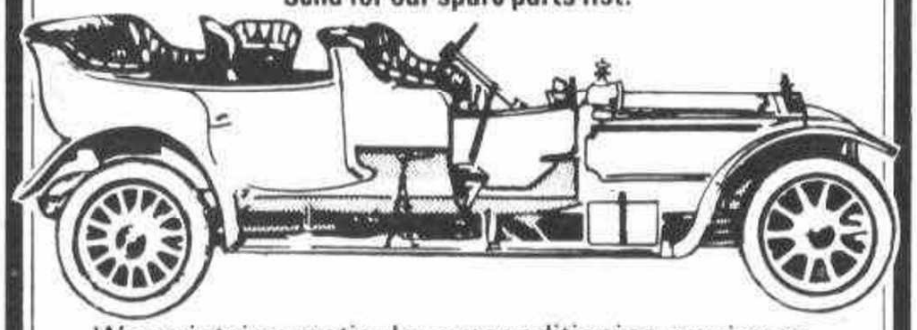
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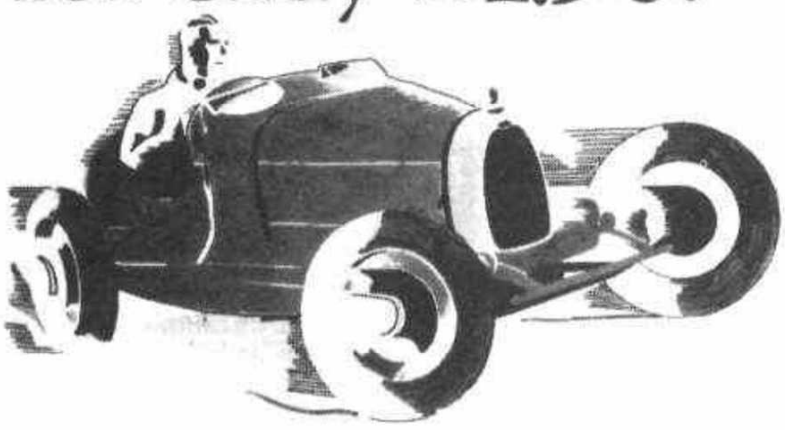
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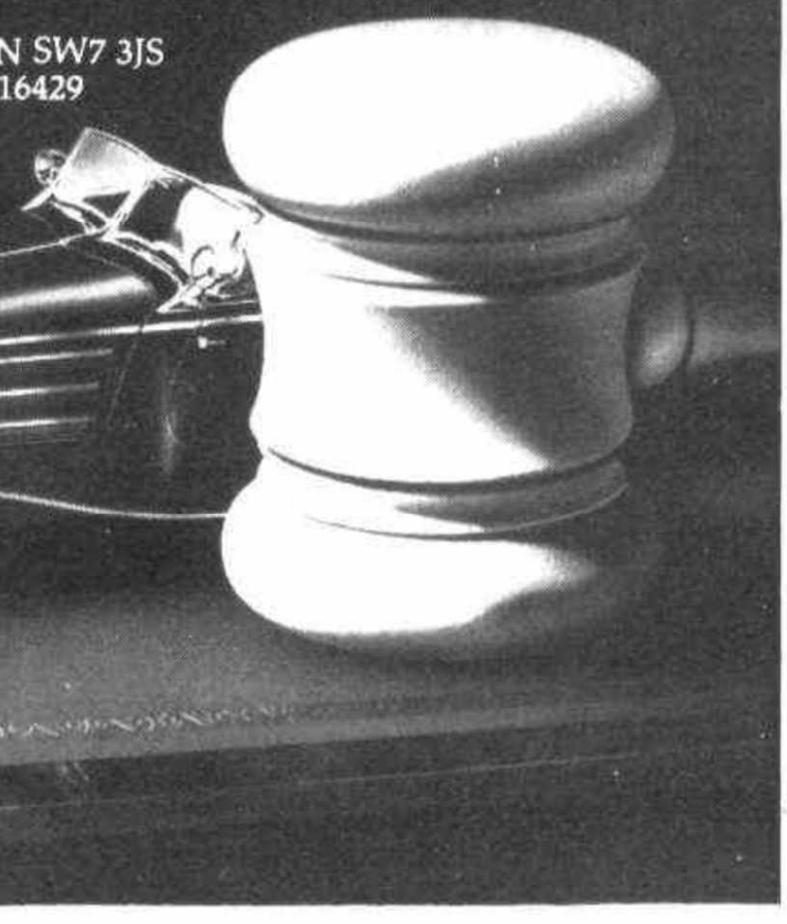
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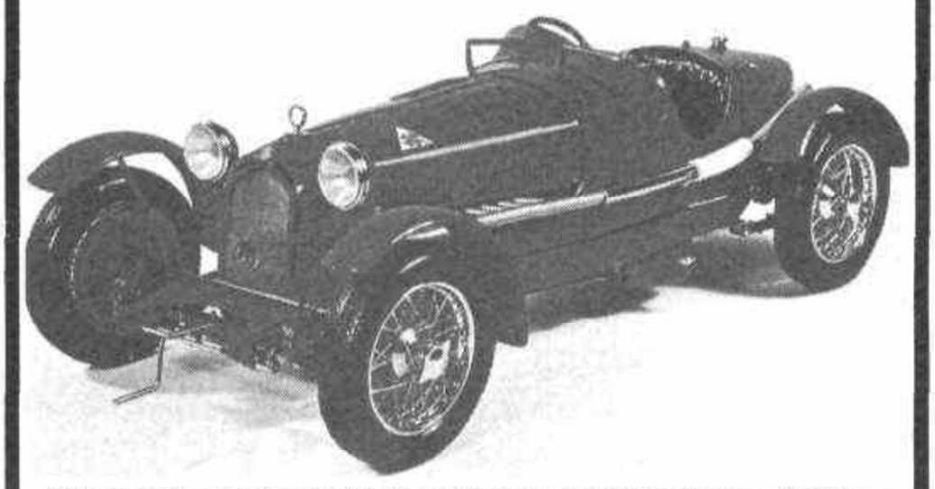
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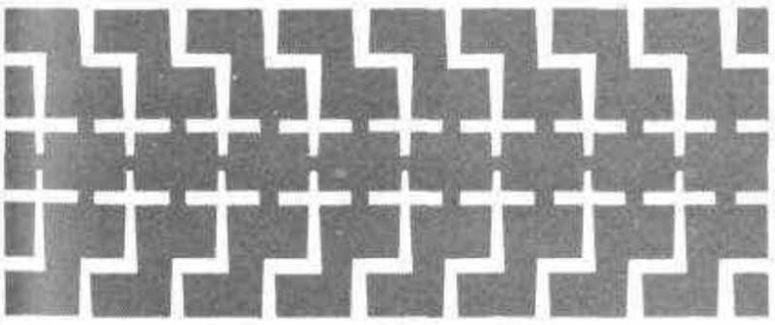
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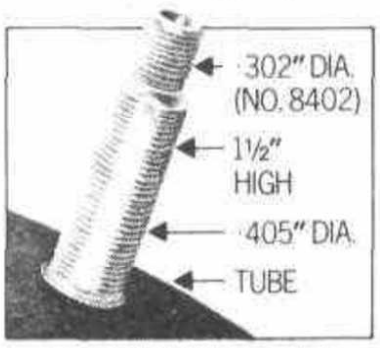
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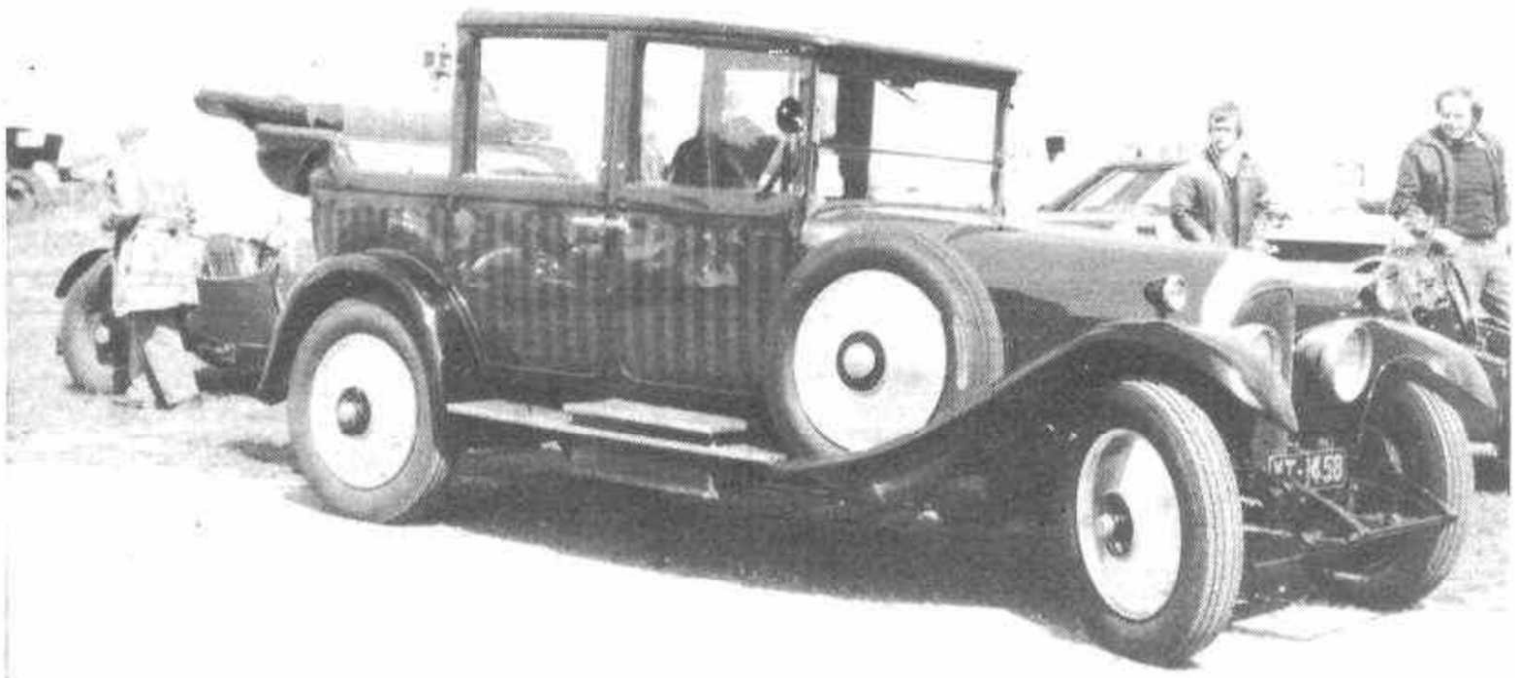
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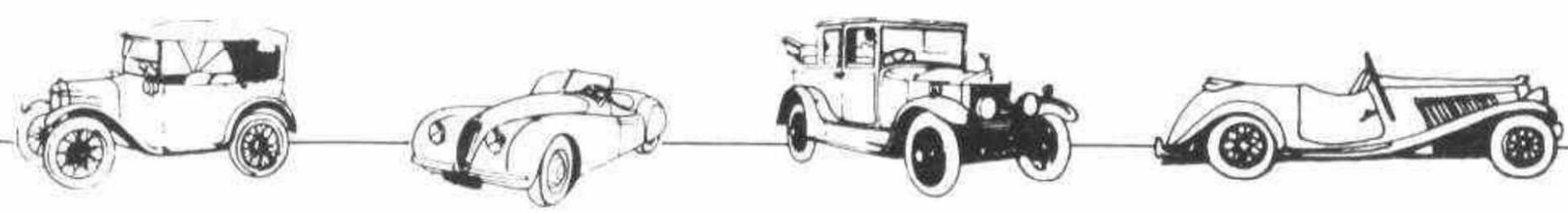
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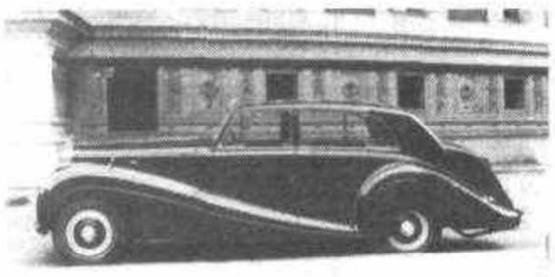


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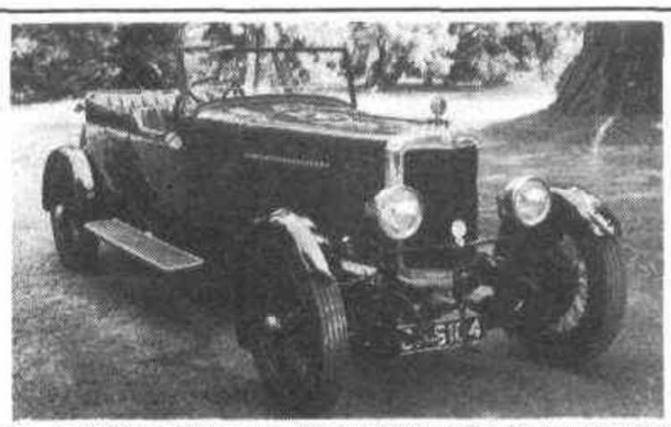
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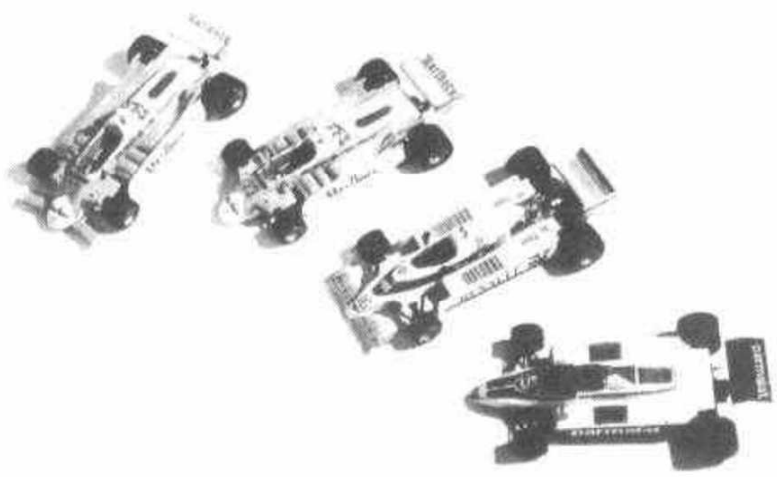
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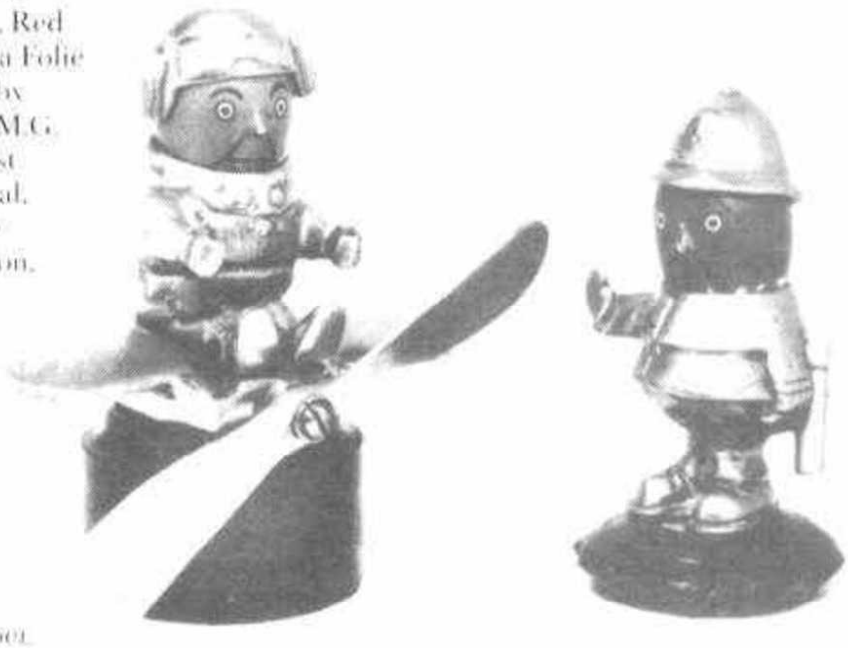
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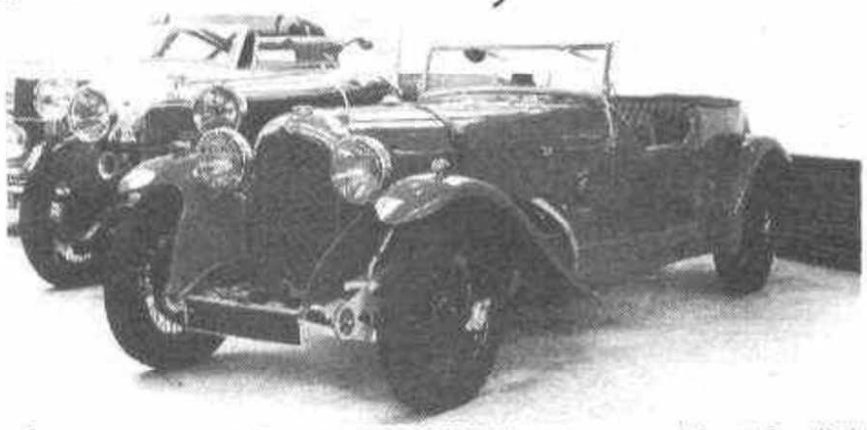
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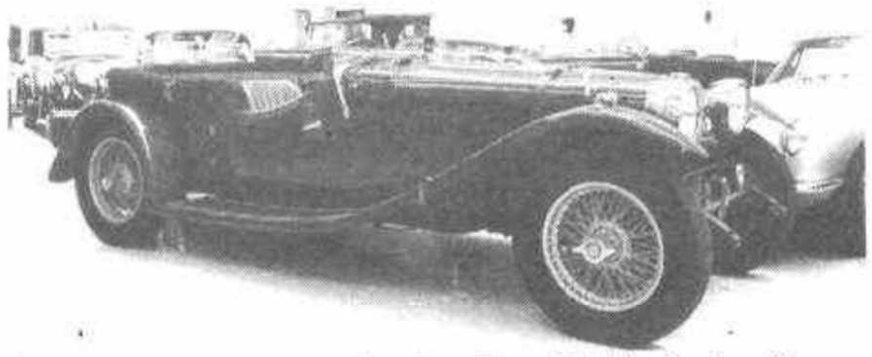
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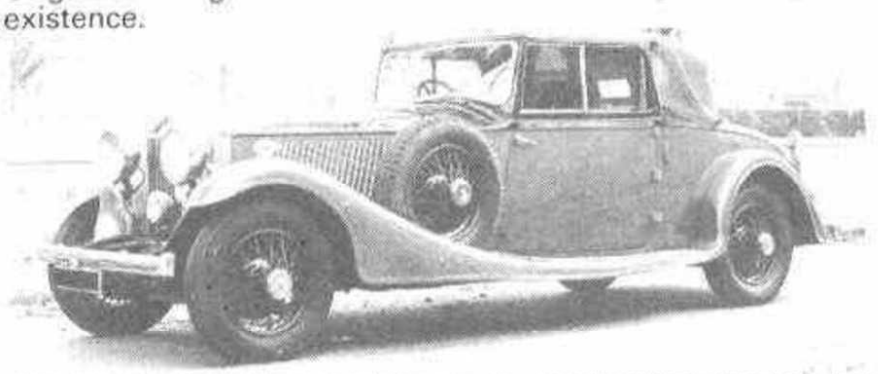
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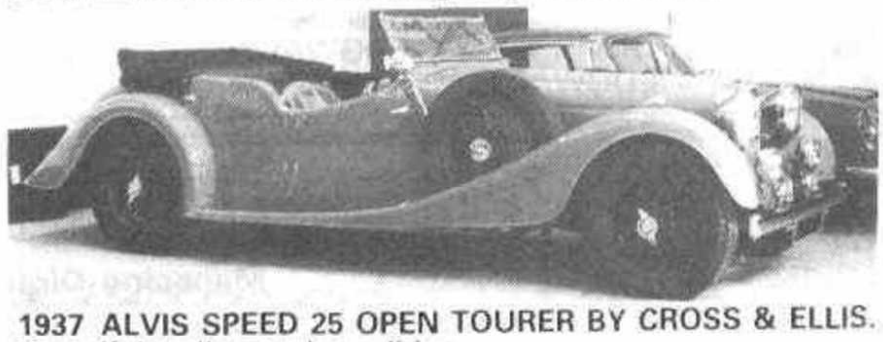
1933 ALVIS SP20 SA. Vanden Plas. British Racing Green. Restored.



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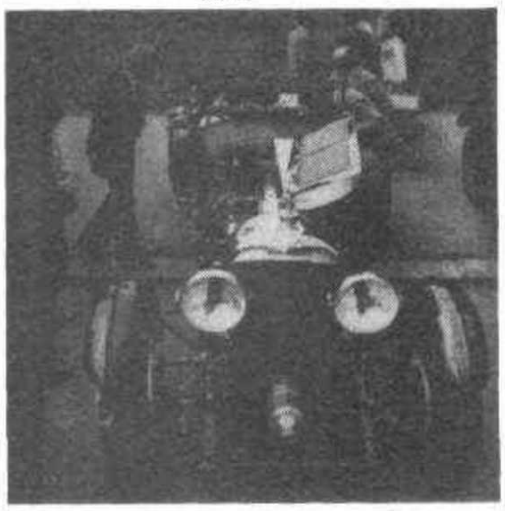
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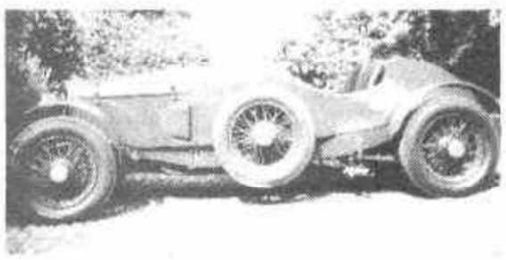
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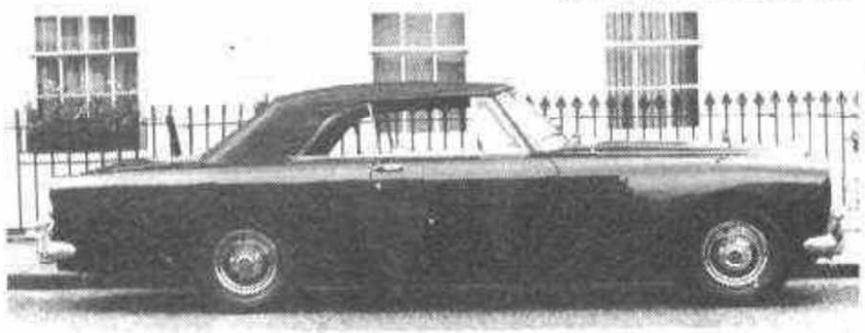
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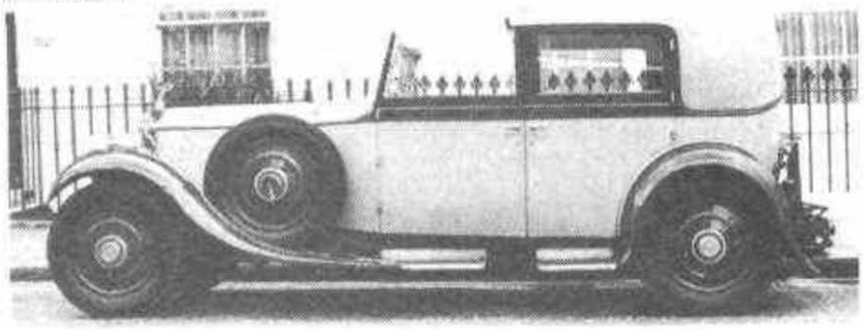
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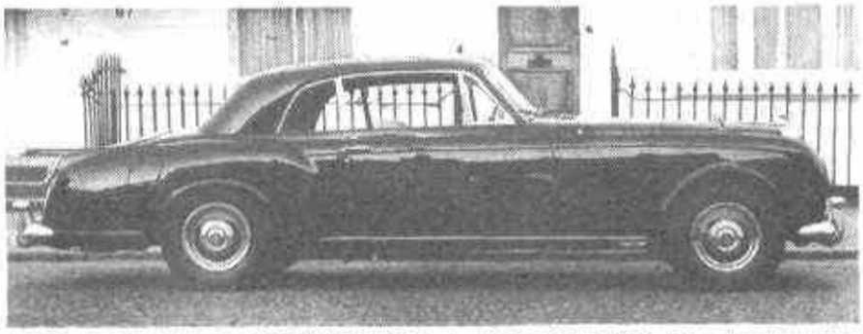
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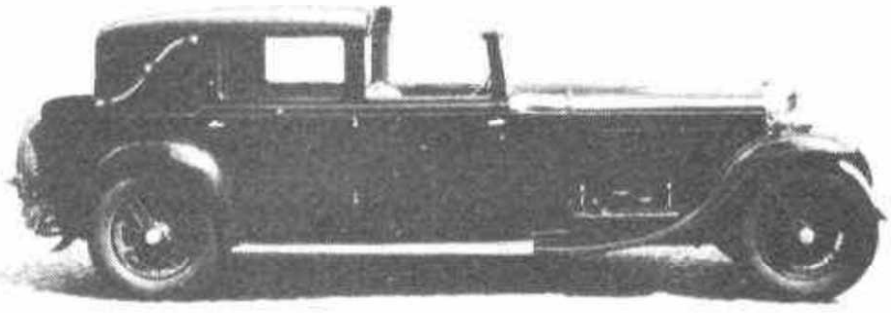
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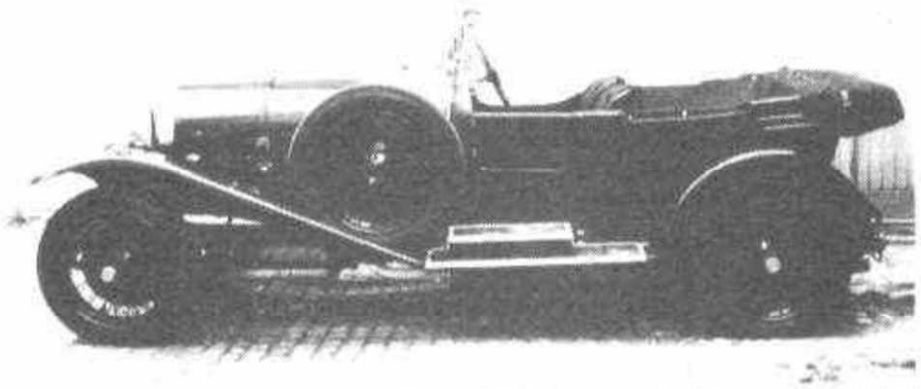
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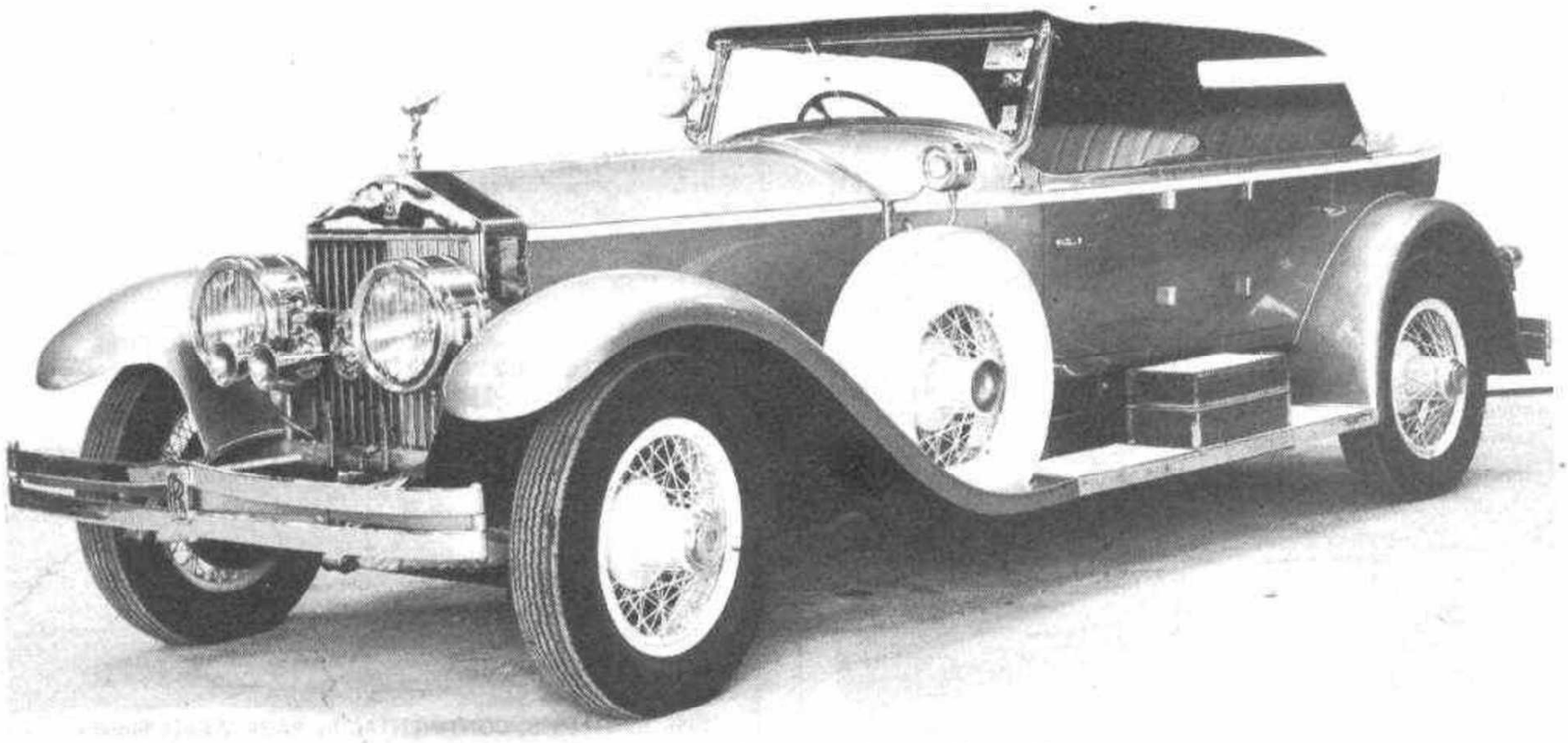
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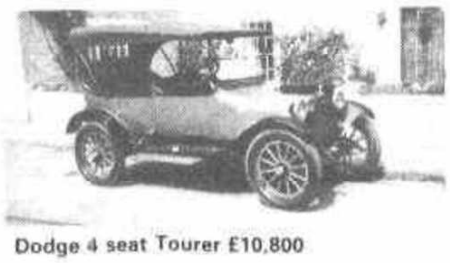
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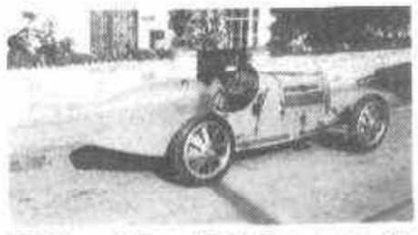
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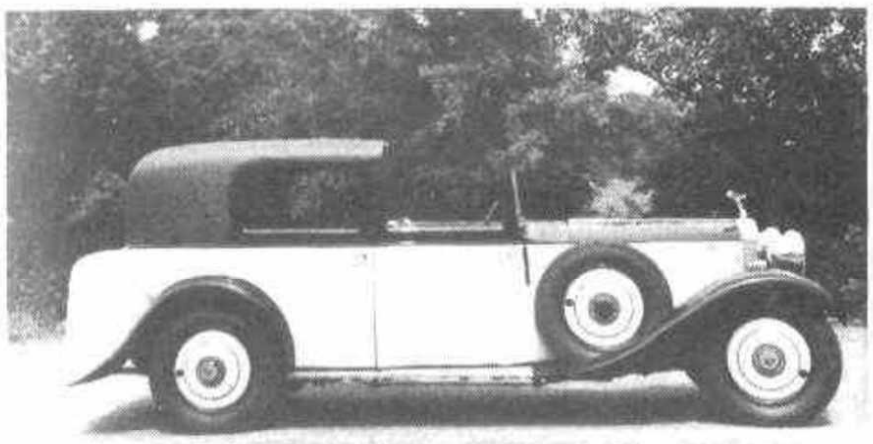
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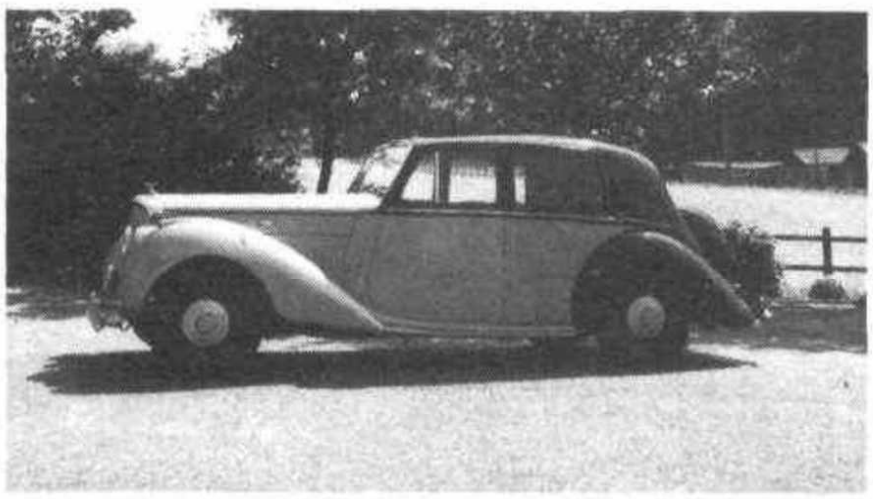
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BENTLEY S-SERIES CONTINENTAL two door "fastback" saloon by H. J. Mulliner. First registered 1956. Finished in shell grey with grey hide upholstery.

BENTLEY S3 four door saloon. First registered 1963. Finished in sand with red upholstery. 98,000 miles only.



BENTLEY T-SERIES four door saloon. First registered 1972. Finished in sand and sable with beige hide upholstery. 97,000 miles. Air conditioning.

BENTLEY MARK VI four door saloon by H. J. Mulliner. First registered 1947. Finished in silver blue with matching upholstery. 4¼-litre engine converted to full flow. Only three owners from new and 70,000 miles only.

ROLLS-ROYCE PHANTOM VI limousine by H. J. Mulliner, Park Ward. First registered 1969. Finished in Regal red over black with beige leather upholstery throughout. Cocktail cabinet. Radio cassette, tape recorder to rear. Only 38,000 miles from new. Air conditioning to front and rear compartments.

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