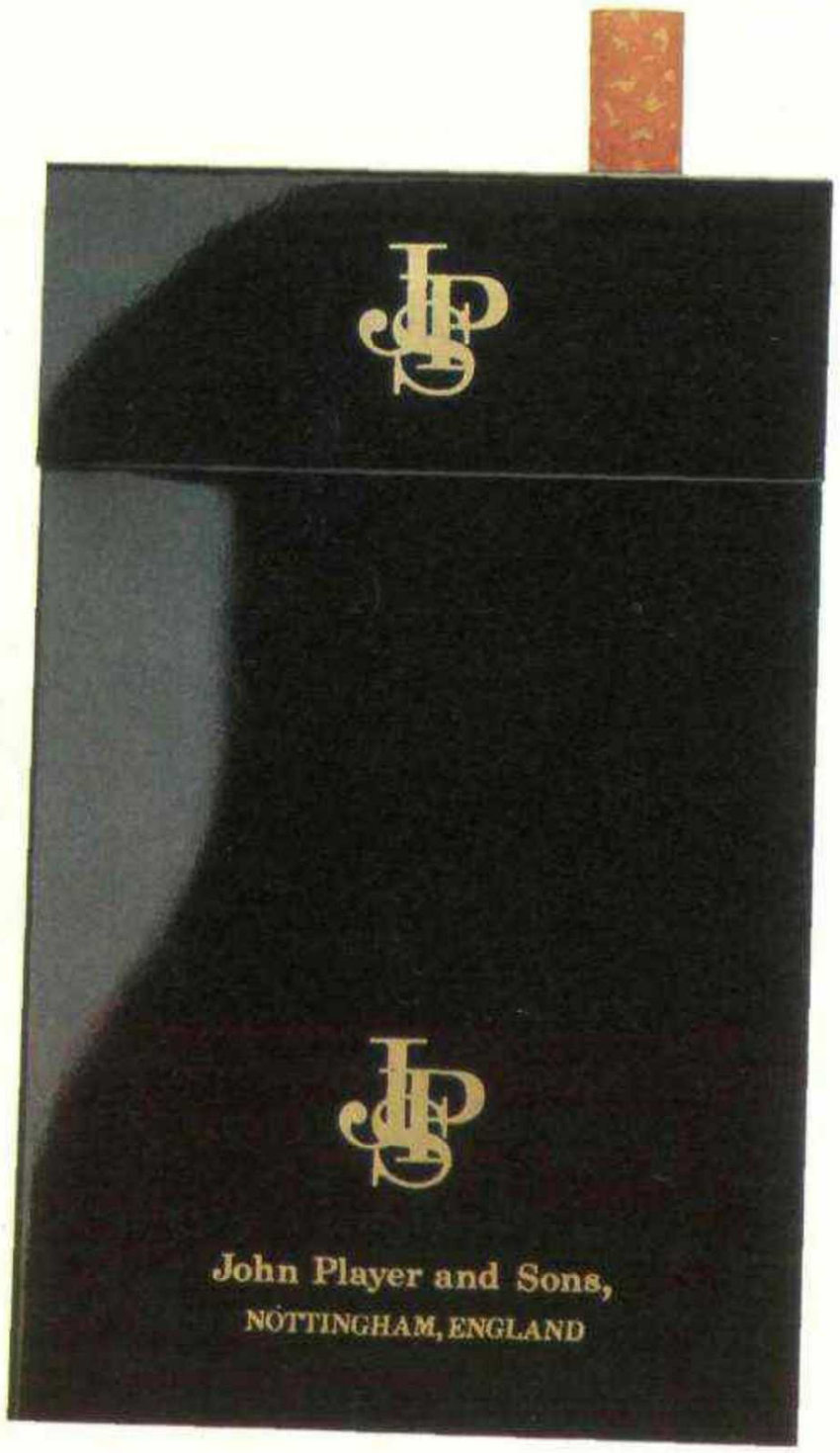
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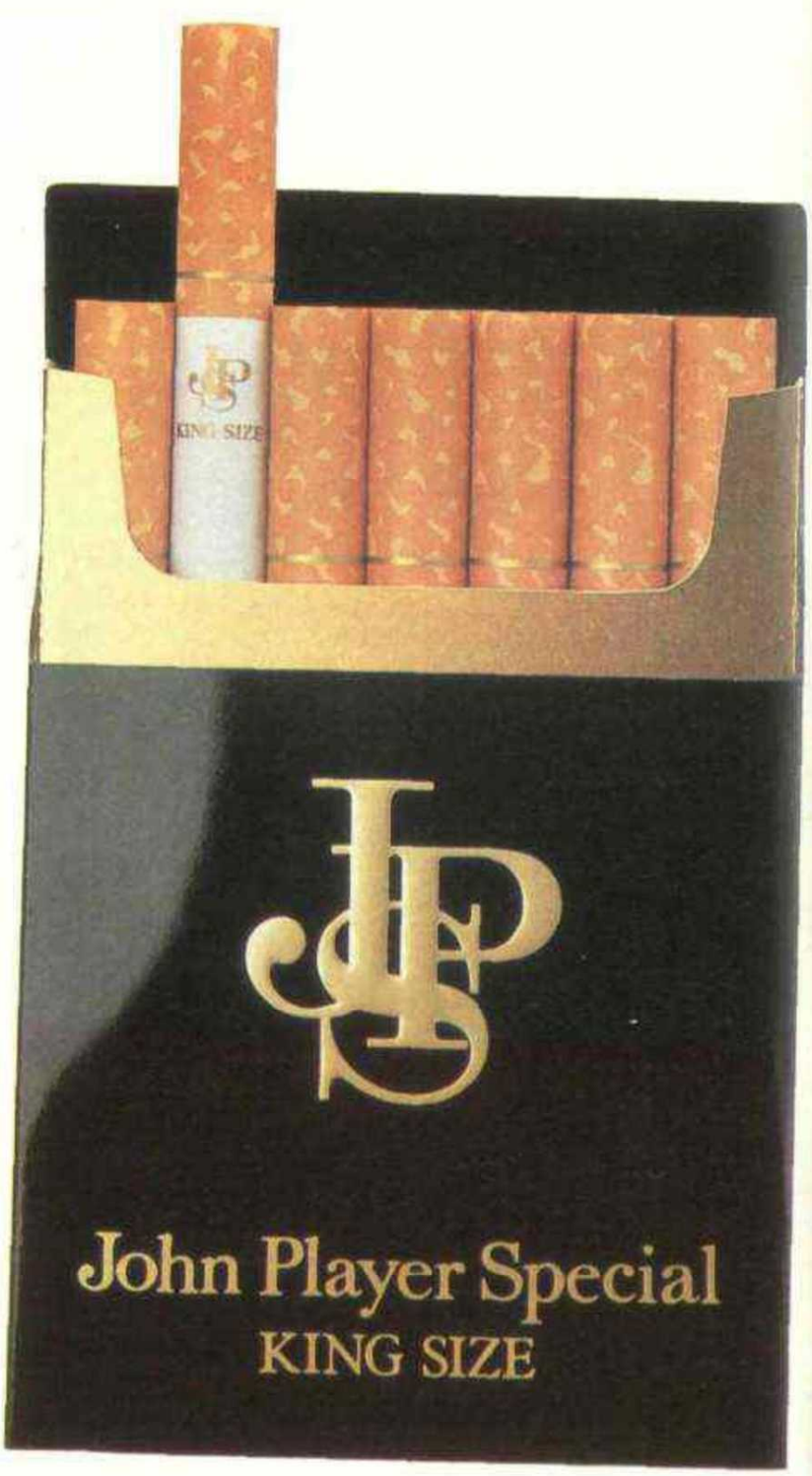
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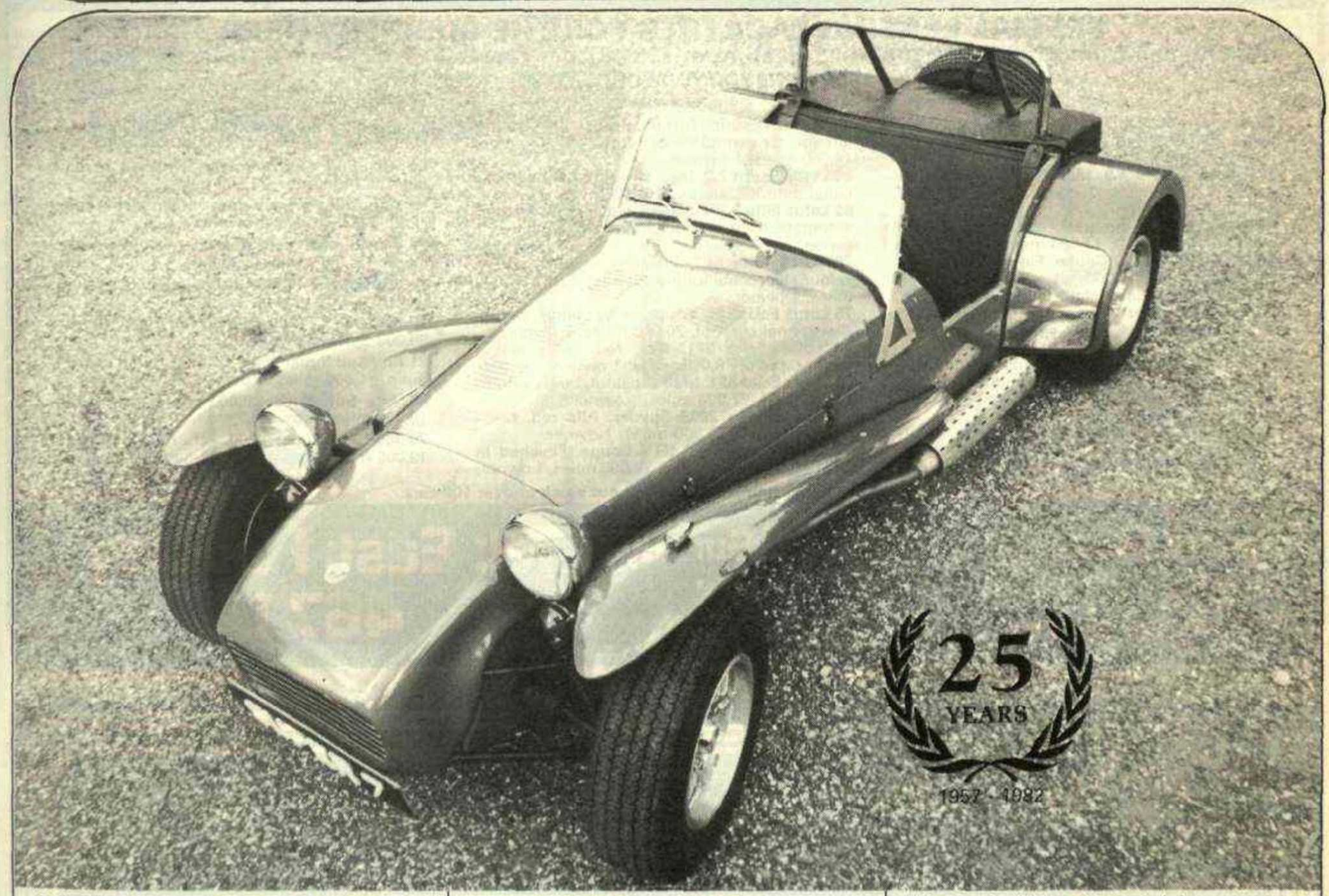
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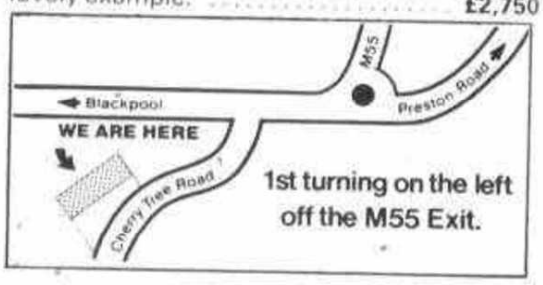
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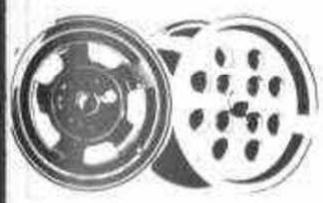
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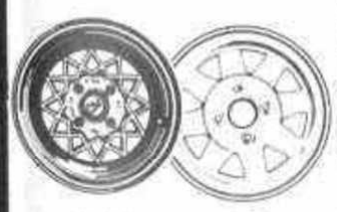
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Scimitar (F) SE6 STD.	£25.50
Scimitar (F) Up to SE5	£27.85

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Avenger (R) *	£25.56
Avenger (F) *	£27.50
Imp RAC Spec. (F) *	£17.28
Imp RAC Spec. (R) *	£24.95
Sunbeam (F) 145lb. –1" *	£27.00
Sunbeam (R) 210lb. –1" *	£22.28
Sunbeam (F) 165lb. *	£20.65
Sunbeam (R) 165lb. *	£20.65
Sunbeam (F) 195lb. –1"	£25.30
Sunbeam (R) 195lb. –1"	£19.25

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Chevette (F) Tarmac *	£21.45
Chevette (R) Tarmac *	£34.25
Chevette (F) T *	£26.85
Chevette (R) T *	£34.25
Cavalier (F) +	£26.75
Cavalier (R) +	£34.25
Magnum (F) +	£20.85
Magnum (R) +	£23.35

VOLKSWAGEN

Golf GTi 1" + (F)	£23.60
Golf GTi 1" + (R)	£21.25
Golf Std. 1" + (F)	£23.60
Golf Std. 1" + (R)	£21.25

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1" etc.	Ride Height Difference from Standard Car
STD.	Standard Specification

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Monroe H/Duty	£34.95
Spax Adjustables	£44.50
Koni (The Best)	£55.00

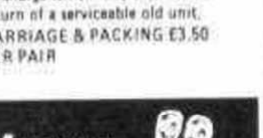
Conversions available for Sprites (Rear), MGB (Rear), Healey 3000 (Front), M1000 (F & R), Riley 1.5 (F & R). Koni Only
ALL £65 PER KIT
CARRIAGE & PACKING £3.50

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CARRIAGE £3.50 SECURICOR

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Escort CD6 & CD8	£19.95
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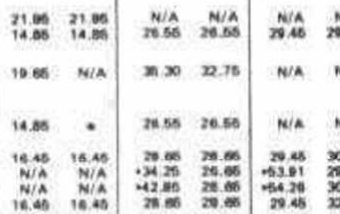


	ARMSTRONG STD		SPAX ADJ		KONI ADJ		BILSTEIN H/DUTY	
	Front	Rear	Front	Rear	Front	Rear	Front	Rear
ALFA ROMEO								
Guilia, 1300, 1600	11.50	11.50	14.85	14.85	28.85	26.55	33.18	33.
GT, GTA, GTV, GTJ, L, Ti + Super	11.50	11.50	14.85	14.85	26.55	26.55	33.18	33.
Alfetta, 1.6, 1.8, 2.0, GT, GTV, Giulietta	15.25	11.50	16.45	15.95	29.75	27.60	34.75	34.
Alfasud 1350, 1500, Super Ti	N/A	11.50	N/A	17.95	+44.80	31.40	+49.12	36.
AUDI								
100, L, GL, LS, + Coupe with Telescop... *	N/A	N/A	19.85	14.85	34.85	27.60	33.70	47.
100 L, LS, GL, GLS, 5E, 5S Avant, 200, 5T & 5E	+22.50	15.75	N/A	N/A	+44.80	29.75	+57.80	47.
BMW								
1500, 1502, 1600, 1602, 1800, 1802	+19.95	11.50	N/A	15.65	+42.85	28.85	+56.70	34.
2000, 2002, Ti, Tii, Coupe, Turbo	+19.95	11.50	N/A	15.65	+42.85	28.85	+56.70	34.
316, 318, 320, 323, 323i	+19.95	19.95	N/A	32.55	+42.85	34.15	+61.00	47.
2500, 2.8, 3 Litre, 5, L, 3.3L Saloon	+19.95	32.00	N/A	32.55	+42.85	42.85	+61.00	48.
518, 520, 525, 528, 530, 630, 633, CS, CSi	+19.95	32.00	N/A	32.55	+42.85	42.85	+61.00	50.
628, 635, CSi, 728, 730, 732, 733, 735i	+19.95	32.00	N/A	32.55	+44.80	42.85	+61.00	48.
BRITISH LEYLAND								
Mini, Clubman, Cooper, 1275 GT, Sal + Est	8.95	8.95	14.85	14.85	26.55	26.55	29.45	29.
Mini Metro	8.95	N/A	14.85	N/A	25.35	N/A	N/A	N/
MG, TD, TF, Midget, Sprite, All, MGB, MGA, Magnette	*	*	*	* Kit	*	* Kit	*	*
MGC	11.50	*	19.65	* Kit	26.55	* Kit	N/A	*
Morris Marina, Ital Sal, Est, Van 1.3, 1.8 All	*	11.50	* Kit	14.85	* Kit	26.55	*	N/
DATSUN								
Cherry 100A, 120A, F1, F11 Saloon, Coupe	+19.95	8.95	N/A	N/A	+42.85	28.05	N/A	N/
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FERRARI								
275, 330, 206, 246 GT-B-C-S	N/A	N/A	N/A	N/A	42.85	42.85	N/A	N/
Dino 308, GT6, GTB, GT4, GTS, Spider, +2+2	N/A	N/A	N/A	N/A	42.85	42.85	N/A	N/
365, GT, GT4, GTC, Daytona, 2+2, 512, 400GT Auto	N/A	N/A	N/A	N/A	47.25	47.25	N/A	N/
FIAT								
124, 125, 126	11.50	11.50	14.85	16.45	26.55	27.60	32.85	32.
131, Mirafiori	+19.95	11.50	N/A	16.45	+47.25	28.85	+53.90	32.
X19	N/A	N/A	N/A	N/A	+42.85	+42.85	N/A	N/
Ritmo, Strada	+19.95	+19.95	N/A	N/A	+45.85	+45.85	+61.77	+51.
Panda	N/A	N/A	N/A	N/A	+45.85	35.35	N/A	N/
FORD								
Fiesta 1.0, 1.1, 1.3, 1.6 *	+19.95	16.95	N/A	N/A	+44.80	42.85	+60.20	40.
Capri Mk 1, 2, 3 All	+19.95	11.50	N/A	16.45	+44.80	28.85	+57.45	33.
Escort Mk 2 1100/1300/1600 Sport Sal + Est	+19.95	11.50	N/A	14.85	+37.90	26.55	+51.76	35.
Escort Mk 2 Mexico, RS1800, RS2000	+ N/A	11.50	N/A	14.85	+47.25	31.85	N/A	35.
Escort Mk 3 Saloon, Estate XR3	+19.95	16.95	N/A	N/A	+44.80	+44.80	N/A	N/
GILBERN								
Invader Mk 3	11.50	N/A	16.45	30.65	29.75	N/A	N/A	N/
JAGUAR								
2.4, 3.4, 3.8, 240, 340, XK140, 150	23.75	N/A	19.65	19.65	36.80	36.80	N/A	N/
3.8S, 420, 420G, E Type, Mk X	23.75	N/A	19.65	23.95	36.80	31.85	N/A	N/
XJ6, XJ12, XJS	16.25	19.95	19.65	23.95	27.60	32.90	N/A	N/
JENSEN								
Interceptor	23.75	23.75	19.65	19.65	36.30	36.30	N/A	N/
Healey	11.50	11.50	14.85	14.85	32.90	32.90	N/A	N/
LANCIA								
Fulvia, Flavia Saloon + Coupe	N/A	N/A	14.85	14.85	26.55	26.55	N/A	N/
Beta Saloon, Coupe, HPE, Monte Carlo, Gamma	+19.95	+19.95	N/A	N/A	+42.85	+42.85	+57.46	+57.
Delta	N/A	N/A	N/A	N/A	+57.75	+57.75	N/A	N/
LOTUS								
Seven Series 2/3/4	22.50	22.50	21.95	21.95	42.60	40.25	N/A	N/
Elan, Elan + 2	22.50	+19.95	21.95	N/A	40.50	+44.80	N/A	N/
Eclat 520, 521, 522, 523, 524, Elite 501, 501, 503, 504	23.00	23.00	21.95	21.95	47.25	47.25	N/A	N/
Europa Series 2, inc. T/Cam	22.50	22.50	28.85	21.95	42.60	40.25	N/A	N/
Esprit	15.75	23.00	17.95	32.55	37.90	62.40	N/A	N/
MARCOS								
Coupe, 2 Seater	N/A	N/A	21.95	21.95	N/A	N/A	N/A	N/
Mini Marcos	8.95	8.95	14.85	14.85	26.55	26.55	29.45	29.
MAZERATI								
Ghibili, Bora, Messico	N/A	N/A	19.65	N/A	36.30	32.75	N/A	N/
MERCEDES Available please enquire price								
MORGAN								
Plus 4, 4+4, Series 2, 3, 4, 5, + Plus 8	11.50	*	14.85	*	26.55	26.55	N/A	N/
OPEL								
Kadett B + C Models, Saloon, Coupe, (Ex GTE), Ascona + Manta A + B	11.50	11.50	16.45	16.45	28.85	28.85	29.45	30.
Kadett D Model 1980 on	+19.95	11.50	N/A	N/A	+34.25	26.85	+53.91	29.
Monza, Rekord III + Senator (Fitted with Struts at front)	+19.95	11.50	N/A	N/A	+42.85	28.85	+54.26	30.
Commodore B, GS, +GSE, Rekord II	11.50	11.50	16.45	16.45	28.85	28.85	29.45	32.
PEUGEOT								
104	+19.95	23.00	N/A	16.45	+41.80	41.80	N/A	N/
204, 304	+19.95	23.00	N/A	N/A	+44.80	52.80	N/A	N/
305	N/A	32.00	N/A	N/A	+44.80	52.90	N/A	N/
404, 504, 604	+19.95	11.50	N/A	16.45	+44.80	32.75	N/A	N/
PORSCHE								
911 (Slate Koni or Boge type fitted) + 914	+19.95	N/A	N/A	24.45	+44.80	37.90	+111.71	47.
924 inc. Turbo	N/A	N/A	N/A	14.85	+42.85	29.75	+86.10	33.
928	N/A	N/A	N/A	N/A	52.90	52.90	69.15	62.
RELIANT								
Scimitar GTE SE5 + SE6	N/A	N/A	20.55	20.55	42.60	42.60	N/A	N/
Scimitar GT	N/A	N/A	20.55	20.55	42.60	42.60	N/A	N/
RENAULT								
R4, R5, R6, +R16	11.50	15.25	16.45	16.45	27.60	28.85	31.20	32.
ROVER								
3 Litre + 3.5 Litre	N/A	N/A	19.65	19.65	26.55	26.55	N/A	N/
2300 SDI	+19.95	N/A	N/A	N/A	+42.85	32.75	N/A	N/
2600, 3500 SDI models	+19.95	85.00	N/A	N/A	+42.85	Kit	N/A	N/
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Range Rover Heavy Duty Stabilizers	N/A	N/A	N/A	N/A	39.80	43.80	N/A	N/
TALBOT								
Hillman Imp All	11.50	11.50	17.25	14.85	31.85	29.15	N/A	N/
Minx, Hunter, Sceptre + Avenger	+19.95	11.50	N/A	14.85	+42.85	26.55	N/A	30.
Sunbeam 1.0, 1.3, 1.6 inc. Lotus	+19.95	11.50	N/A	14.85	+42.85	26.55	N/A	30.
Solara, Horizon + Alpine	11.50	11.50	16.45	16.45	28.55	27.60	32.85	32.
Simca 1000, All, 1100, 1300, 1500	11.50	11.50	14.85	14.85	27.60	28.85	N/A	N/
TOYOTA								
Celica GT, LS, ST, Carina, Corolla, 1200, 1300 inc. 1600, Cressida +	19.95	11.50	N/A	17.95	+44.80	27.60	+56.70	33.
TRIUMPH								
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Toledo, 1500, +TC, Dolomite + Sprint	12.95	12.95	29.35	19.85	31.40	31.40	N/A	N/
TR3, 4, 4A, 5 + 6 (where tells fitted)	11.50	*	14.85	*	27.60	*	N/A	N/
TR7 + TR8	+19.95	11.50	N/A	14.85	+42.85	28.85	N/A	N/
TVR								
Griffith, 200/400 Series, Vixen S1/S2 Tuscan V8, 1800S	19.95	19.95	19.85	19.85	40.25	40.25	N/A	N/
2500M, Vixen, 2500, 3000M, 3000SE, Taimar	19.95	19.95	19.85	19.85	40.25	40.25	N/A	N/
Tasmin	11.50	23.00	N/A	N/A	N/A	N/A	N/A	N/
VOLKSWAGEN								
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VOLVO								
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142, 144, 145, 164	11.50	11.50	14.85	14.85	28.85	28.85	31.20	31.
242, 244, 245, 264, 265, 343, 345	+19.95	11.50	N/A	14.85	+42.85	28.85	+56.70	34.

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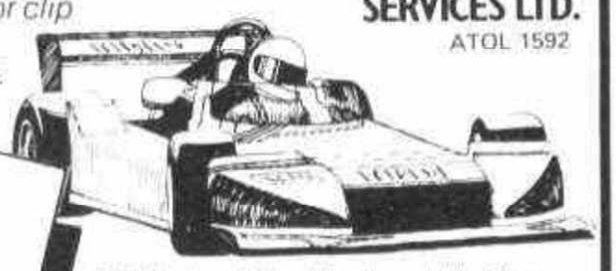
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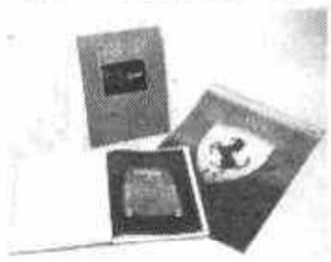
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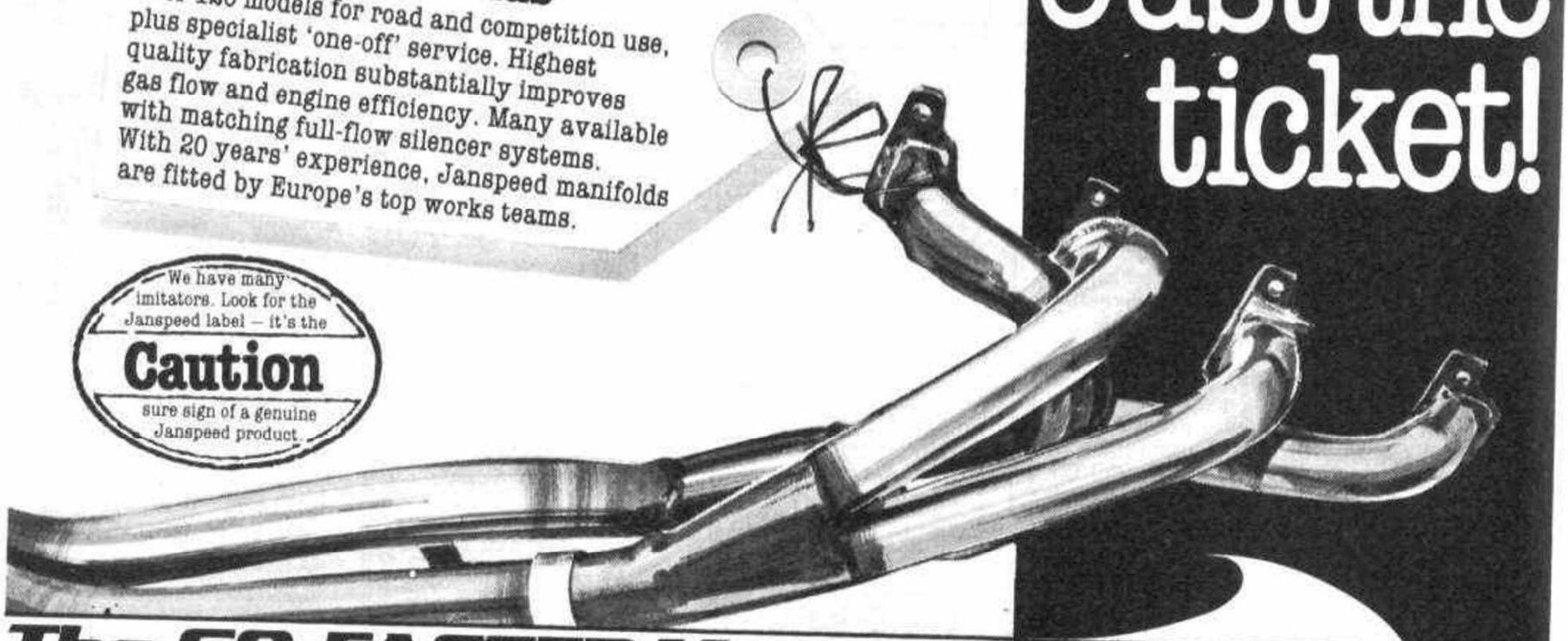
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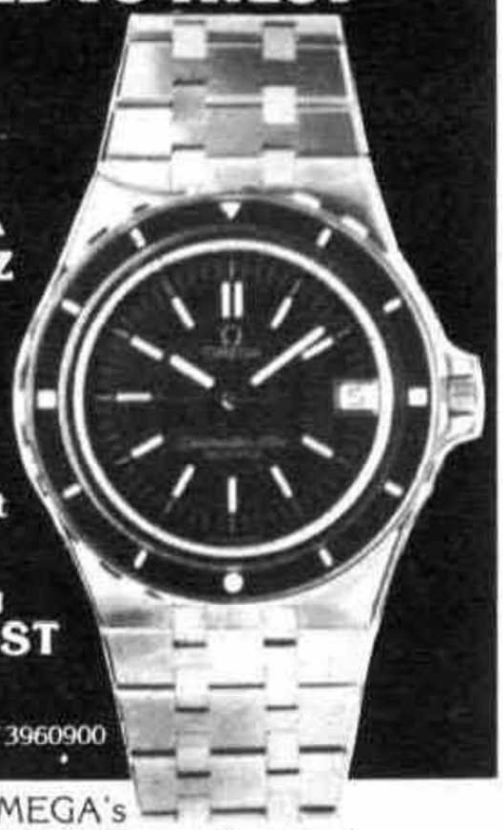
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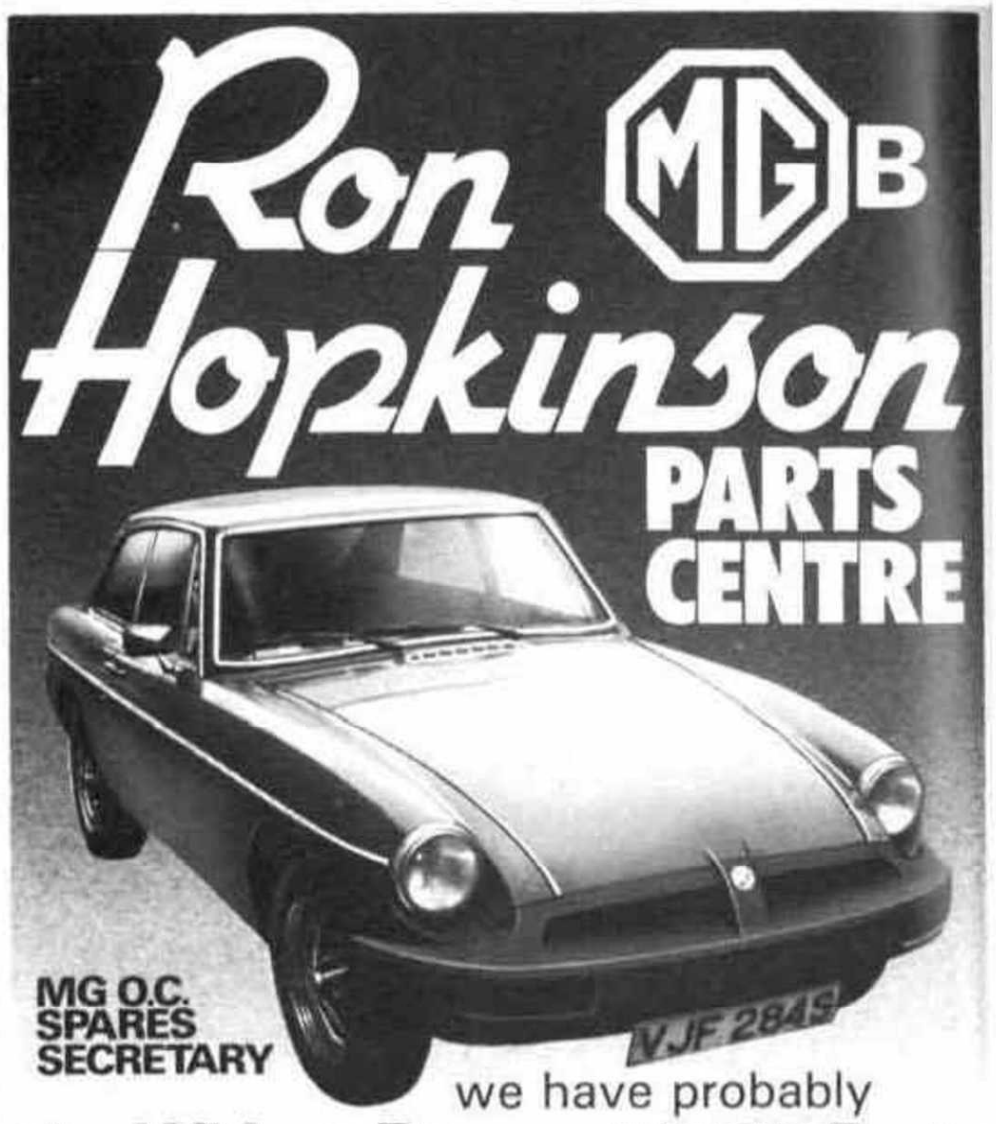
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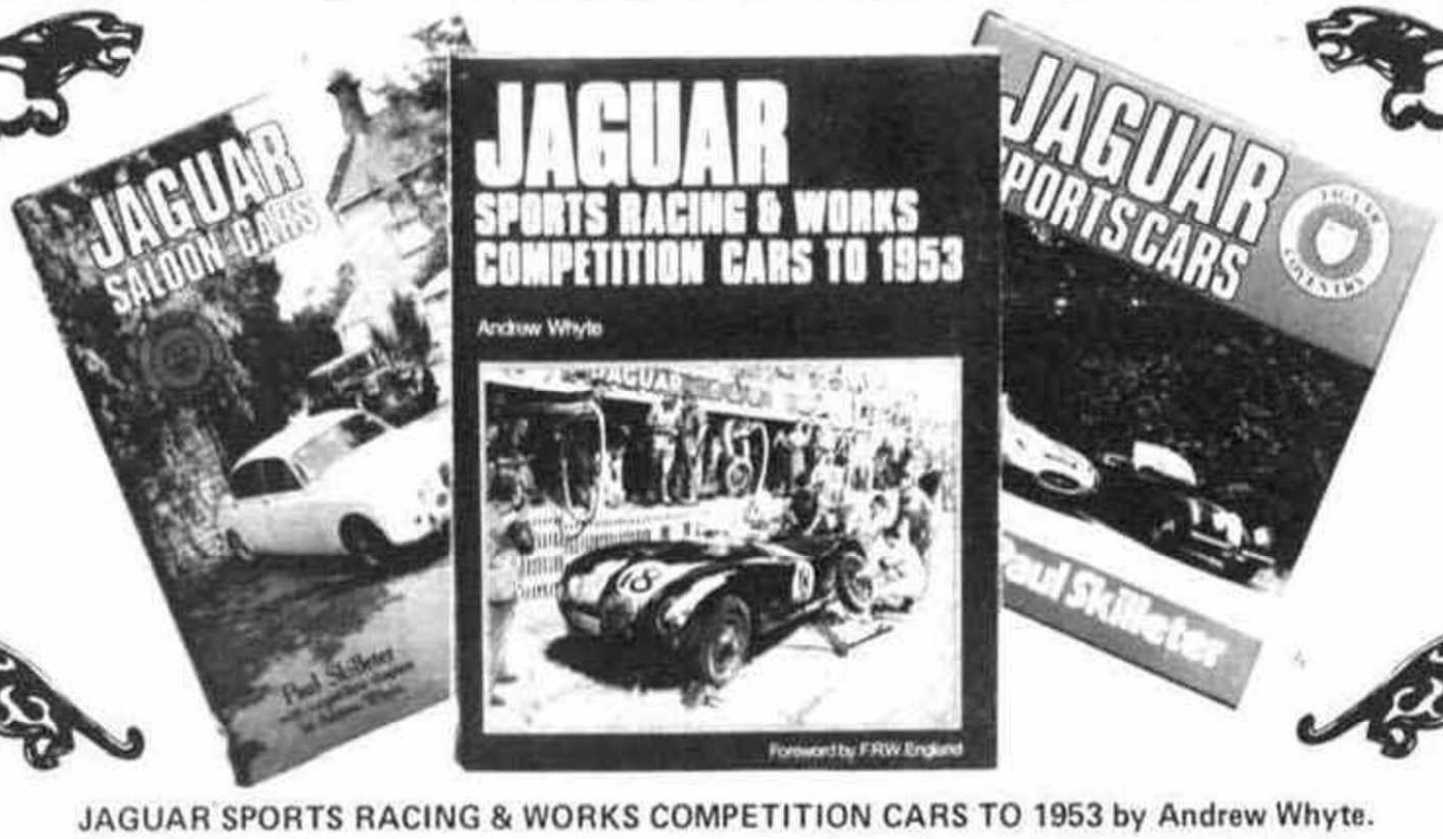
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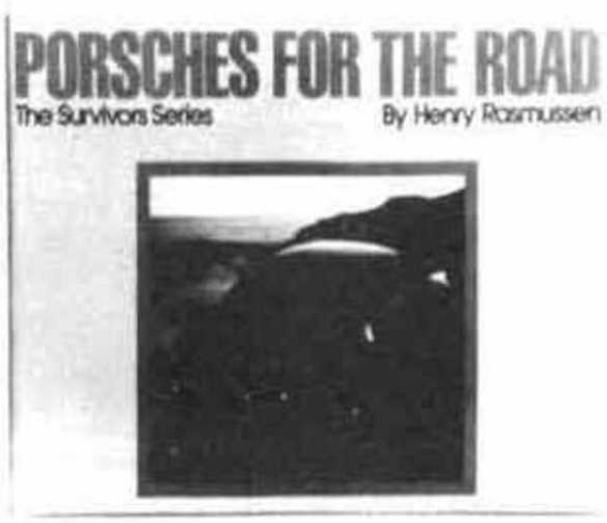


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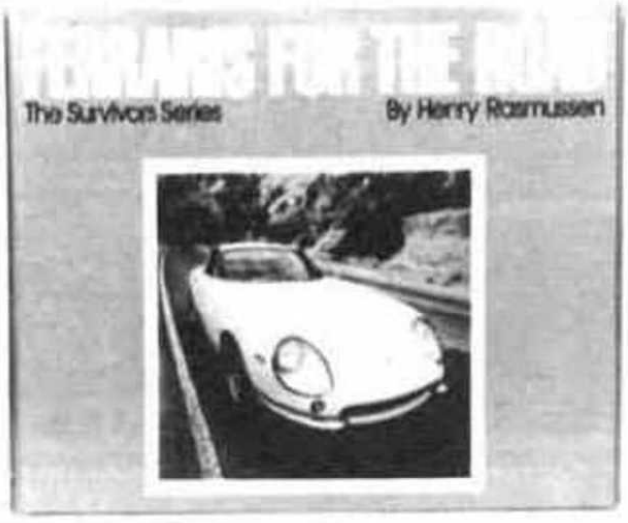
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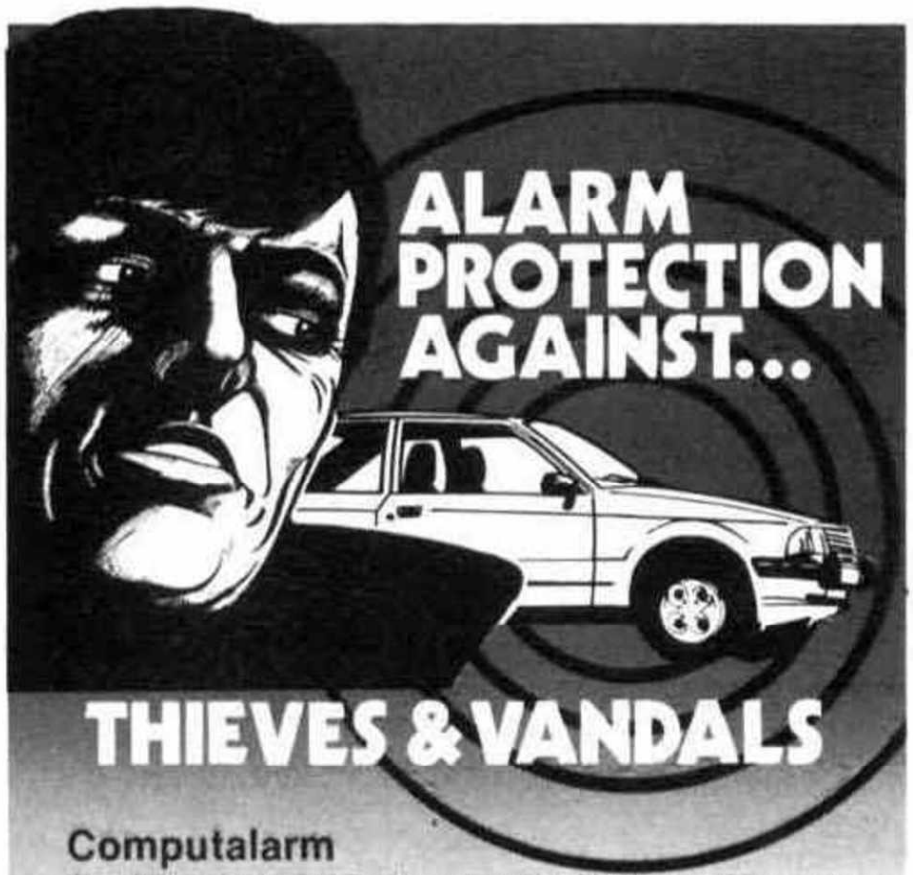
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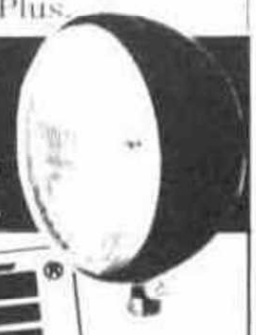
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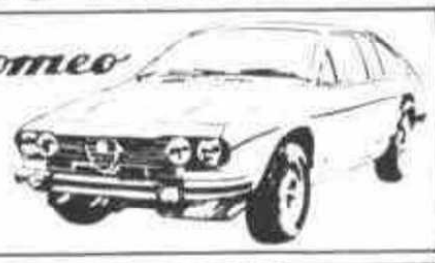
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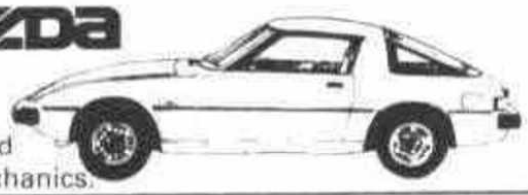


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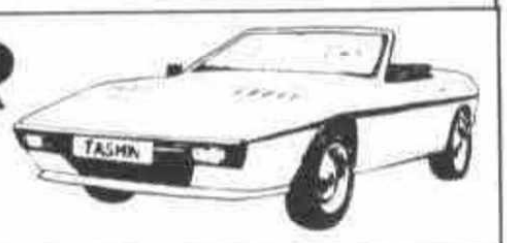
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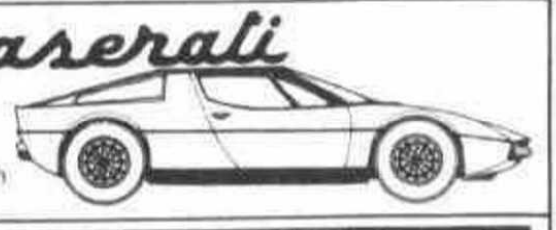
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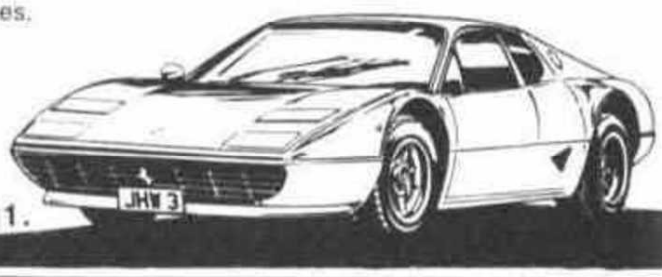
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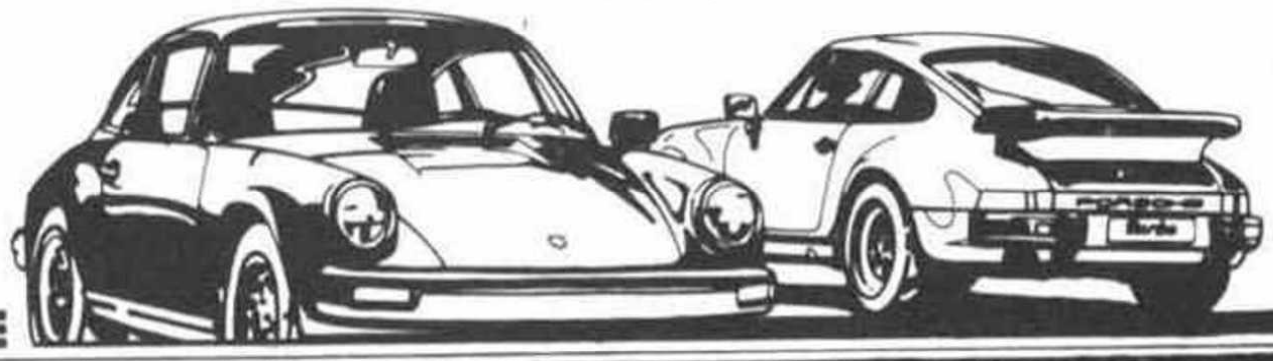
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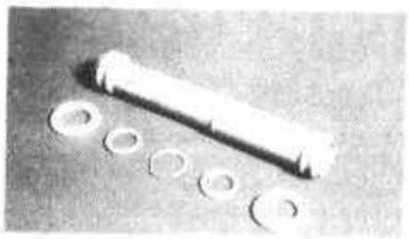


(SMALLER) TIP OF THE MONTH

"Tips" is one year old to-day, and has been beginning to get bigger than both of us! So it's having a haircut before it turns into a workshop manual, e.g. Do you get an occasional "click" from your dash as your 911 warms up? Starting with 1974 models, VDO changed from a glass to plastic lens on most of their instruments, which "clicks" as it warms up and expands!

OILY GARAGE?

As 911's grow older, they confirm the multi-unit alloy construction of the engine by erring on the oilier side of life. After rocker cover gaskets (have you fitted the new material gaskets, £2.90 + VAT each? And don't forget new Nyloc nuts as well — oil can leak down the thread), a likely source are the 4 cam carrier to crankcase oil drain tubes — affectionately known as "pushrod tubes" by the 4-cylinder generation! These are suspect to corrosion, plus deterioration of the sealing rings at each end, and whilst only costing £2.27 + VAT each, appear to require a top-end rebuild to replace them. However, fear not, as Porsche have designed a collapsible replacement that you only have to remove the exhaust heat exchangers to fit. £16.45 + VAT per kit, but it's got to be a cheap way out!



924 REAR SPOILER

Last October we advertised our bolt-on 924 rear spoiler for the first time. Unfortunately it proved to be a slightly premature ad., and we suffered a number of "development" problems — Oh, all right, some came out just a bit grotty! So as they're backed by our full refund guarantee, it was back to the drawing board. Hopefully we've now sorted it properly and it comes in a special grained matt black rubberised finish. The only snags are it's a very awkward shape to transport, and we've had to increase the price to £85.00 + VAT.



Using our experience on the large rear spoiler, we've now produced a "standard" sized rear spoiler, as above. This is a 3-part spoiler, to facilitate transport, and comes in the same matt black rubberised finish. £65.00 + VAT.

P.S. HILLCLIMBING STARTS SOON!

We've done an information sheet on what to do if you want to join in with your road Porsche (ring if you want a copy), the Porsche club has started a championship, including hillclimbing, for road going Porsches, and Porsche Agents Swingford Motors are sponsoring the Midland hillclimb championship, plus a prize for the best Porsche! Don't miss out this year!

CARS FOR SALE

1973 Carrera RS Lightweight. We have acquired a proper RDH 2.7 RS lightweight that is currently very scruffy and very much in kit form, having suffered severe frontal damage in a road accident. We could supply this car in any form to suit your pocket and spare time availability, from "as is", through repaired on body jig, to fully rebuilt. Chassis no. 9113601101, total mileage 49,000, including some tarmac rally events. Come and discuss.

1973 911E Targa. White, black trim. Recaros and all the extras, plus a full service history. Like most 911's, still going superbly at 97,000! Needs some paint tidying, hence £4,500.

CARS FOR SALE



3.3 Turbo styled 1978 model 911 SC Sport. Style with practicality! Black, tan trim, 39,000. Updated with original steel Turbo panels, fitted with Gold BBS style 8J and 9J × 16 wheels with new P7 tyres, and thoroughly checked over mechanically — New clutch, Bilsteins, major service, brake overhaul, new battery, etc. Personalised Reg no. 11 SPL. **£14,250**



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1977 model 2.7 911 Lux. Silver, black trim. This model has all the refinements (except brake servo) of the current SC, plus the reliable and economical 2.7. 67,000 full history, in superb order. **£8,750**



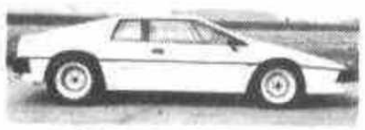
1973 2.4 911E. Irish green (dark), black trim. V. nil spec., (Recaros, E.S.R., etc.) A beautifully maintained, original, full history car. 84,000, with a full eng. rebuild at 56,000. **£5,950.**

Lotus TVR

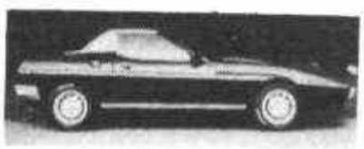
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ESPRIT III, black, hide, a/c BBS.	*£285	LIST
ESPRIT III, yellow, hide, BBS	*£278	LIST
RIVIERA, red, hide, s/roof.	*£290	LIST
RIVIERA, ice blue, hide, s/roof.	*£300	LIST
TVR S2 Coupé, met. blue.	*£280	LIST
TVR Tasmin, convertible, red.	*£200	LIST
TVR 2+2, white, auto.	*£305	LIST

USED

1981 X **ESPRIT III**, silver, hide, a/c.	*£295	£12,700

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1980 V	**ESPRIT II**, silver, black.	*£190	£9,500
1979 T	**ESPRIT II**, black, hide, s/roof.	*£180	£7,950
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1981 X	**ECLAT 2.2**, tabac	*£275	£11,950
1979 V	**ECLAT**, Auto., white, pas.	*£190	£8,450
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1978T MGB GT. Pageant blue, 19,000 miles, one owner. **£3,695**
1977 MGB GT. Brooklands green, 17,000 miles, one owner. **£3,150**
1980W MG MIDGET. Vermilion, 12,000 miles. **£3,295**
1980W TRIUMPH SPITFIRE. Inca yellow, 13,000 miles. **£3,295**
1980 FORD ESCORT LINNET. Gold, 16,000 miles. **£2,995**
1978T FORD ESCORT RS2000 CUSTOM. White, black roof, 30,000 miles, radio / stereo. **£3,795**
1978T FORD ESCORT MEXICO. Signal yellow, 27,000 miles, Recaros. **£3,250**
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1978T LANCIA 2000 HPE. Bronze, 20,000 miles. **£2,895**
1979X FORD ESCORT RS2000 CUSTOM. Black, 32,000 miles. **£4,200**
1977S FORD ESCORT RS2000 CUSTOM. Signal orange, 39,000 miles. **£3,150**
1976 ALFA 2000 SPYDER. Ivory, 41,000 miles, radio. **£3,250**
1980 TRIUMPH TR7 LIMITED EDITION. Black, 17,000 miles, sunroof, alloys. **£4,250**
1980W BMW 320. Met. blue, 17,000 miles, 5 speed P.A.S. **£6,500**
1980 SUBARU 1600 4 W.D. CAR. Met. blue, 26,000 miles. **£3,250**

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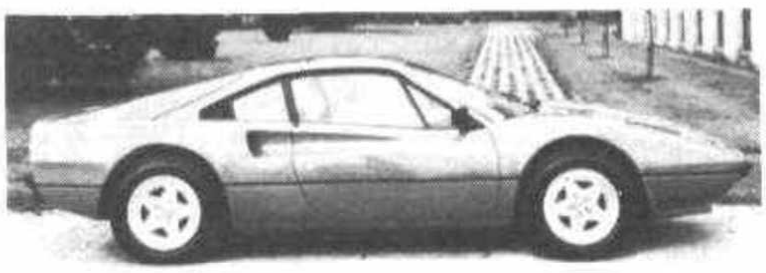
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206SP. Red, ex-Maranello works car. Believed to be one of three built.



308GTBi. Rosso chiaro/brown with air conditioning, deep front spoiler, 4,000 miles, X-Registration.



246GTS. Rosso chiaro with black interior, 19,000 miles. A particularly lovely, original car.



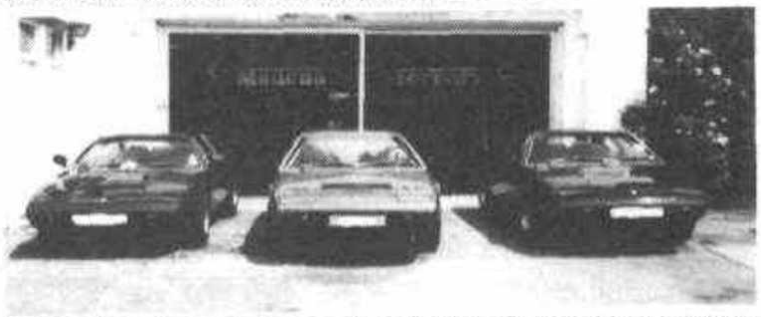
365GTS/4 DAYTONA SPYDER. Recently completed conversion to concours condition. Peru red/tan.



365GTC/4. Fine example of this unusual car, finished in metallic brown.



275GTS. Red/black. One of the Alan Jones' collection, believed to be one of 6 R.H.D. cars. Rebuilt completely to concours condition.

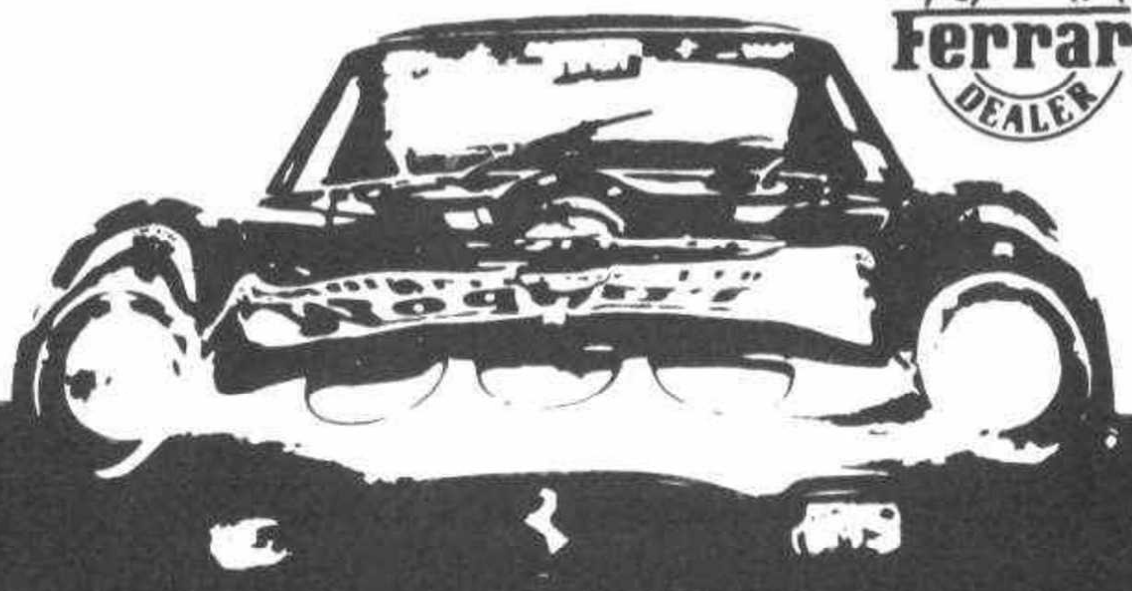


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MOTORSPORT Ford

VOL. LVIII No. 3 MARCH 1982

MOTOR SPORT

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

Fifty-eighth year of publication
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FRONT COVER PICTURE: ALAIN PROST and Renault RE36B on their way to winning the South African Grand Prix. Prost drove a superb race, taking the lead from team mate Rene Arnoux on the fifteenth lap and holding it until a rear tyre deflated on lap 41. Prost limped into the pits for a complete change of tyres and rejoined the race in eighth place. With fresh tyres, he stormed his way through the field to take the lead with ten laps to go.

ANNUAL SUBSCRIPTION RATES
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MATTERS OF MOMENT

PRE-BUDGET COMMENT

We would not like to take sides in a debate as to which has been the more detrimental to the human race, the wheel, the i.c.-engine, or television. We would probably cast our vote for TV, for which increased licence-fees have been introduced to pay for running the BBC, or to reduce the losses which most large undertakings now suffer from. ITV, which we hope will one day put on its own F1 race-coverage, manages as many, and some think better programmes, by commercial methods.

The Government will be well advised not to increase car tax and petrol tax in the Budget, although we wouldn't bet on it, especially as the Rail Strike will have to be paid for. Another waste of public money is paying for air-time on commercial TV channels to show that dramatic "belt-up" film. It is political lobbying, a softening-up before the hoped-for coup of compulsion to wear "safety"-harness, against which, however, there is still strong and influential opposition. Another source of revenue is the new licence-fees for legalised use of CB radio, although how a Government so concerned with the potential danger of moving motor-vehicles can condone one-handed driving while a CB microphone is in use is beyond logic. And so far as the "belt-up" film is concerned, what was the youth doing driving over a dangerous cross-roads at 20 m.p.h., anyway? Prevention is better than cure and it would be wiser to spend money on accident prevention, instead of publicising the obvious, especially with the Government intent on compulsion, which some experts think could be dangerous, due to ill-fitting belts, badly-designed harness (as underlined in an inquest on an 18-year-old girl killed by her "safety"-belt) and in certain unusual, but nevertheless possible, emergencies, with the "clunk-click" failing to release with a person's weight on the harness, etc.

Money was behind the childish "sit-in" by the F1 drivers at Kyalami and the Government's refusal to rescue Sir Freddie Laker, although it looks as if nearly as many jobs may be lost at Laker's as were saved in Ireland while public finance was being poured into the De Lorean car company, not to mention the astronomical amounts of our money required to keep BL going in insolvency. . . .

The increased postal-rates are another poor advertisement for the claim that the rate of inflation is coming down, and the Post Office might at least have deferred them until the Rail stoppage was/is resolved and deliveries normal again — as it is, to send a first-class letter costs more than the equal of the old 3/- but is handled by a service inferior to that prevailing in the days of the efficient Penny Post. . . .

During national emergencies it is road-transport which enables the nation to function almost normally, without trains and other public services, but it cannot be subjected to further savage taxation without dire loss of efficiency. We hope the Chancellor will be man enough, and sensible enough, to recognise this in his Budget. . . .

ROLLS-ROYCE SALES

Last month we gave prominence to Porsche's recipe for success during the recession (the German company's 1981 profit of approximately £2.35-million to last July equalled their 1980 figure, with 31,500 cars again delivered). Now we are pleased to report that Rolls-Royce Motors did very well last year, with exports valued at £77-million, 26% more cars being sold overseas than in 1980, and the USA and Canada looking like being the best future R-R market. In the UK, 1,220 cars were sold, only a small drop in the 1980 figure in spite of the "worst economic recession that most of us have ever known", said Mr George Fenn, R-R's Chief Group Executive. In the first full year of R-R Spirit and Spur and Bentley Mulsanne production these cars were well received in Australasia and Japan, as well as in the USA, and 325 more cars were made than in 1980.

ROYAL PATRONAGE

Royal patronage of motoring is nothing new. Two reigning British Monarchs were Patrons of the old Brooklands Automobile Racing Club, HRH Prince Philip, Duke of Edinburgh is President-in-Chief of the BRDC, there have been Royal visits to see racing at Silverstone and elsewhere, and HM The Queen graciously permitted that great 1977 Drive-Past at Windsor of Rolls-Royce and Bentley cars. The smaller Clubs can take heart from the accepted honorary membership of Queen Elizabeth The Queen Mother to the Ford V8 Pilot OC, and now the news that the Duke of Edinburgh has agreed to be an honorary life member of the Standard MC, His Royal Highness's first car having been a 1934 Standard Nine purchased in Ceylon in 1940. What is more, when it was learned that the Club is hoping to locate the Duke's old car, a letter from Buckingham Palace was received saying that it is thought to be somewhere in Colombo.

Motor Sport Fixture List for March

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

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

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
Mar. 2nd-7th	**Automobile Club of Portugal**	—	**Portugal**	**Portuguese Rally (World Rally Championship) (INT)**	—
Mar. 6th	West Essex CC	Langer Park Station	Felixstowe 169/295340	Langer Park Forest Stages (*R*)	—
Mar. 6th	Dukeries MC	Blacktons Garage*	Sutton-in-Ashfield, Notts., 120/498 587	Sutherland Dukeries Rally (*N*)	09.30
Mar. 6th/7th	South Shore MSC	MacGregor Garages Ltd., Station Road	Poulton-le-Fylde 102/351397	MacGregor Roskirk Trophy Rally (*R*)	—
Mar. 6th/7th	Glossop and District CC	Kennings Ltd., Brookfield	Glossop. 110/012952	Hob Hey Rally (*CJ*)	23.30
Mar. 6th/7th	Brecon MC	Cattle Market Car Park	Brecon	Gremlin Rally (*Motoring News* Championship Round) (*R*)	11.00
Mar. 7th	BRDC	Silverstone Circuit	Towcester, Northants	Race Meeting (*N/R*)	—
Mar. 7th	BARC	Brands Hatch Circuit, Dartford	Fawkham, Kent	Race Meeting (*R*)	—
Mar. 12th/14th	**AC Palermo**	—	**Sicily**	**Sicily Rally (European Rally Championship) (INT)**	—
Mar. 13th	BMRMC	Silverstone Circuit	Towcester, Northants.	Race Meeting (*R*)	—
Mar. 13th/14th	South Hams MC	Dartmoor Motel	Ashburton 202/749692	8th Nightmare Rally (*R*)	23.41
Mar. 13th/14th	Clitheroe & DMC	Primrose Garage	Clitheroe 103/741409	Clitheroean Rally (*CJ*)	—
Mar. 14th	Harrow CC	Scratchwood Services M1	176/202943	Brakefast Autotests (*R*)	10.45
Mar. 14th	MAC	Ham Farm, Clifton-on-Teme	Nr. Worcester	Sporting Trial (*R*)	—
Mar. 14th	**Autodromo International**	**Mugello**	**Italy**	**European Formula 3 Championship Round (INT)**	—
Mar. 14th	**BRSCC**	**Brands Hatch, Fawkham**	**Dartford, Kent**	**Race Meeting (World Endurance Championship) (INT)**	—
Mar. 14th	BARC	Thruxton Circuit	Andover, Hants	Race Meeting (*N/R*)	—
Mar. 19th/21st	**RACE**	—	**Spain**	**RACE Rally (European Rally Championship) (INT)**	—
Mar. 20th/21st	Chelsmford MC	Alec Lobb Garages	Braintree	Priestley Rally (*C*)	11.00
Mar. 20th/21st	Poachers MC	Guildhall	Grantham	March Hare Rally (*CJ*)	23.30
Mar. 20th/21st	Aberystwyth DMC	Penywern Country Club	New Cross, 135/637766	Theseus Trophy Rally (*C*)	23.00
Mar. 20th/21st	**BRDC**	**Silverstone Circuit**	**Towcester, Northants.**	**Race Meeting (International Trophy) (European Formula 2/3 Championship) (INT)**	—
Mar. 21st	750 MC	Ferndale Farm, Tatsfield	Kent, 187/425573	Sporting Car Trial (*CJ*)	11.00
Mar. 21st	HDLCC	Loton Park Alberbury	Nr. Shrewsbury	Speed Hill Climb) (*C*)	12.15
Mar. 21st	BRSCC Northern	Cadwell Park	Louth, Lincs.	Race Meeting (*R*)	—
Mar. 21st	**Confederacao Brazil of Automobilismo**	**Rio de Janeiro**	**Brazil**	**Brazilian Grand Prix (World Championship Round) (INT)**	—
Mar. 21st	**Automobile Club**	**Monza**	**Italy**	**European Touring Car Championship (INT)**	—
Mar. 26th	Scottish SCC	Circular Filling Station	Newhouse, 64/79306135	Monbeam Rally (*CJ*)	17.31
Mar. 27th	500 MRC Ireland	Kirkistown Circuit	Ireland	Race Meeting (*C*)	—
Mar. 27th	BRSCC	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (*N*)	—
Mar. 27th/28th	**Asa Trois Continents**	—	**France**	**Carrigues Rally (European Rally Championship Round) (INT)**	—
Mar. 27th/28th	**BRSCC**	**Mallory Park Circuit**	**Kirkby Mallory, Leics.**	**Race Meeting (INT)**	—
Mar. 28th	BARC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	—
Mar. 28th	BARC	Snetterton Circuit	Nr. Norwich, Norfolk	Race Meeting (*R*)	—
Mar. 28th	**ADAC Mittelrhein EV Sportabteilung**	**Nurburgring**	**Germany**	**European Formula 3 Championship (INT)**	—
Apr. 1st-3rd	**Soc Alberghiera Costa Smeralda**	—	**Sardinia**	**Costa Smeralda Rally (European Rally Championship) (INT)**	—
Apr. 3rd	Knutsford & DMC	Newtown, Powys	—	Plains National Rally (*N*)	10.00
Apr. 3rd/4th	**DRC**	**Donington Park Circuit**	**Castle Donington, Derby**	**Race Meeting (European Formula 3 Championship) (INT)**	—

The MCC Land's End Trial

THERE IS still (just) time to enter this Easter event, if you contact the event's secretary — John Aley, 7 Lime Tree Close, Hessett, Bury St. Edmunds, Suffolk. The event will include all the favourite classic hills, including Beggar's Roost, Darracott, and Blue Hills Mine (near Perranporth) where competitors can be seen on the afternoon of Saturday April 10th. Some over-enthusiastic doctoring of Crackington by local fanatics in recent years has led to long delays there, which meant that later competitors had to tackle Blue Hills in the dark. Unfortunately the very real danger of a competitor going over the 800 ft. cliff at the top of Bluehills has led the MCC to leave Crackington out of the trial this year; the club apologises to its regular Crackington spectators for this, and hopes that they will appreciate that it cannot have its regular competitors' safety put at risk through the antics of the local Crackington cowboys.

* * *

BMW cocktail

A NATURAL, but no less formidable for that, is the new Tom Walkinshaw alliance of 1982 model BMW 5-series and the 3½-litre six as has been used in 535i, 735i and 635i. However TWR, just one of Mr Walkinshaw's many enterprises today, is not content with a straightforward warrantied BMW six. They claim 240 b.h.p. for their tuned 3.5.

The resultant bespoilered Five costs around £18,500, or one can submit a new 528i and have a bill for £5,997.25 inclusive of VAT. TWR do badge the car "535i" but we wonder about the situation, since BMW in Germany prevented a similar move by Alpina, when they wanted to badge one of their creations 328.

BMW have yet to produce their own 535i (though we would guess that VIPs like Nelson Piquet qualify for such cars when the Motorsport division previews the production example), but fuller details of the TWR example are available from Campbell Ritchie at the Motorsport Centre Ltd, Oxford Road, Dorchester on Thames, Oxford (Oxford 341010).

* * *

New Specialist

A PAIR of familiar competition engine experts are behind The Engine Shop, an establishment recently initiated to "make and machine



A BLOW to a Model-T's pride — see page 289.

TWR claim 145 m.p.h. and 0-60 m.p.h. in 6.2 sec. for their "535i".



components, build and restore engines for classic and vintage cars (for competition or otherwise). . . . We have a drawing office and machine shop which can cope with most eventualities." The directors of The Engine Shop, North Buildings, The Old Manor House, Maids Moreton, Buckingham (telephone Buckingham 2199) are former Racing Services, Twickenham, partnership Ken Brittain and "Spike" Winter.

* * *

Swedish Rally

ALTHOUGH the Audi Quattros were overshadowed by the better handling Opel Ascona 400s on the dry roads of the Monte-Carlo Rally, in February's Swedish Rally the superior traction of the four-wheel-drive Quattros was more than evident on the ice and snow of a Scandinavian winter.

Three of them, driven by Mikkola, Blomqvist and Mouton, occupied the first three places in that order until Mikkola went off the road on the final night and was pushed further off when Mouton crashed into him.

Blomqvist's pace belied his comparative lack of 4-w-d experience and he got up to second place after an electronic fuel metering failure on the first stage dropped him to 113th. When Mikkola was delayed, Blomqvist moved ahead to win, now occupying second world championship position behind Röhrl who was third in Sweden. Vatanen (second in Sweden) shares third championship position with Mikkola (second in Monte-Carlo).

G.P.

* * *

Honda Accord

AMIDST much repetitive praise for dealers who succeed in selling every car they can lay their hands on, Eric Sulley, Honda UK's Sales Director, introduced the 1982 versions of the Accord to a mixed gathering of dealers and the press at the National Exhibition Centre late in January.

Two choices of body (either hatch-back or four-door), two choices of transmission (5-speed manual or "Hondamatic") and two choices of trim (standard or "Executive") give eight variants on the basic 1600 c.c.-powered Accord theme. It is claimed that the new cars show improvements in fuel consumption (due to external re-styling to reduce drag), interior space and noise levels. Recommended prices start at £5,190 for the manual hatch-back in standard trim and rise to £6,940 for the 4-door with Hondamatic transmission and Executive trim.

* * *

"Oh Dear" Department

AS I have explained in "Exeter Flashback," the bad winter meant transcribing some of the February editorial copy *via* long-distance Telecom, and the mysteries of shorthand caused a few things in the last issue to go awry. Thus at the end of "Matters Of Moment," please read "Milan and Naples" for "the Land of Naples", the former being the birthplace of the bigger Alfa Romeos, Alfasuds being manufactured in Naples, and in the Editor's comments on the Mazda RX-7 read "low 2-star m.p.g.", for "low rear end". I note that Mr. Foulkes-Halbard says he has been unable to find any record of "Morris" in Count Zborowski's title. I can only reply that the Count's tombstone at Burton Lazars is inscribed: "William Elliott Morris Zborowski, died April 1st, 1903, aged 45 years". — W.B.

CLUB NEWS

BARC Yorkshire Centre

THE future of the Harewood Hill Climb was very much in the balance at the end of last year when Arnold Burton, who, in the early fifties, secured the farm on which the hill lies, announced that he planned to sell up. Luckily, BARC member Steven Smith agreed to buy the land with the intention of retaining the areas immediately involved with the Hill Climb and re-selling the remainder. The plan is that the BARC should form a Company to obtain a long-term lease on the land and to capitalise improvements to the venue.

Further recent good news for the Centre is that Shell will again sponsor their own Harewood Hill Climb Championship, open to all kinds of cars from road Minis to ex-Formula One racers. Last year's series attracted over 175 members to compete, and this year's will be run on similar lines with class handicaps, to enable all kinds of cars to have a chance in the overall placings, as well as a top-ten run off for the really fast boys.

Monoposto Racing Club

A PROGRAMME of six races has been organised by the Monoposto Racing Club for the first season of Historic Formula 3 racing. A set of regulations have been formulated and the new Formula is for all cars built to the one litre formula that was so popular between 1964-70 and was responsible for the early experience of so many drivers, of which Jackie Stewart, James Hunt, Jo Schlesser and Tony Trimmer are but a few.

The series is sponsored by Gates Energy Products Ltd., the company now responsible for the manufacture of Varley Batteries. The events are organised as a championship with prize money being awarded to the top three finishers at the end of the season.

Further details from Alan Putt, "Brooklands" 10 Fairby Lane, Hartley, Dartford, Kent, DA3 8DA. Tel: Longfield (04747) 3794.

Wolseley Hornet-Special Club

THE 1,000th member has been enrolled recently, since the launch of the Club in 1950, membership remaining fairly stable, at around 140. The Club issues a duplicated magazine and its Editor has been compiling a history of Patrick Motors, who made bodies for Wolseley Hornet and other cars, and he would welcome information about other such coachbuilders, and on the original Hornet CC which was formed in 1931 and amalgamated with the Light Car Club in 1933. The Club Secretary is: R. S. Banks, Taliesin, Heath Road, Horsell, Woking, Surrey.

Ford V8 Pilot Owners Club

THIS specialised Club, which we refer to in the Editorial, was formed less than two years ago but already has 220 members. Coming activities centre around the Enfield Rally on May 29th-31st, with emphasis on the Sunday's activities, and the "Ford Festival" at Knebworth over the weekend of June 13th/14th. The Club has been looking into celebrities who have made good use in the past of Ford V8 Pilots, one of whom, Jean Kent, is featured in the January issue of the Club's magazine, *Pilot Affairs*. The annual subscription is now £10 and the Membership Secretary is: Phyliss Millard, 31 School Road, Dagenham, Essex RM10 9QB.

AC Owners Club

AN ACTIVE season was enjoyed last year, including appearances of ACs in competition events, with a Cobra coming within a fraction of a mark of winning the VSCC Pomeroy Trophy, and this year it is hoped to take members on an international weekend to Switzerland, in May with the National Rally taking place at Birtsmorton Court, near Worcester, on June 13th. The Vintage and Edwardian AC Register, started ten years ago, has been painstakingly revised by David Wakefield and lists 30 Sociable and Box-carrier ACs, seven Fivet models, including a rare twin-cylinder chassis in Russia, a BSA engine replacing the original JAP engine, 20 1921-1924 Empire and 35 1924-1928 Royal four-cylinder ACs, 39 Acedes six-cylinder 1923-1930 ACs including the ex-Bruce / Mollart Montlhéry record-breaker, and three racing ACs, one a replica, with rumours of another racing car in South America.

The Club caters for ACs of all ages and types, and operates 13 Registrars covering those from vintage to the ME3000. The President is W. D. Hurlock and the Membership Secretary is: S. E. Bathurst-Brown, 4 Portsmouth Road, Camberley, Surrey.

Maserati Club

THE latest issue of *Trident*, the Maserati Club's quarterly magazine, includes a photograph which would fit very well with the correspondence elsewhere in this issue concerning racing cars on the road (a 250F Maserati by the roadside, policeman standing by) were it not for the fact that the car carries a registration plate and was, presumably, legal on the roads of Germany where the photograph was taken, despite lack of lights and wings. Other items in this high quality production include a brief description of the new Maserati Biturbo, an article about Nello Ugolini, one time Sports Director for Ferrari, and an interesting piece about the Quattroporte of 1966.

Sunbeam Talbot Alpine Register

AT THE recent Annual General Meeting of the Sunbeam-Talbot Alpine Register Miss Sheila Van Damm was introduced by the Chairman. Miss Van Damm very willingly agreed to take on the role of Club President. During the '50s she was a very successful Sunbeam-Talbot team driver and competed in several Alpine rallies along with Stirling Moss, under the management of Norman Garrad. Miss Van Damm spoke to the Club, saying that she has Sunbeam-Talbots in her blood. She said how the spirit of competition had always run through her veins and to this end she presented the Club with the Norman Garrad Trophy, to be awarded annually in Club competition. She will personally be involved in the organisation of the competition and will present the trophy at future AGMs.

The Club has some 400 members owning Talbots and Sunbeam-Talbots made from 1936 to 1957. It is sub-divided into eight regions throughout the country and each region holds its own events and film shows. For further details contact James Wheildon, 3 Firs Road, Alderbury, Salisbury (telephone Salisbury 710407).

FORD
VAUXHALL/OPEL
MERCEDES
FIAT
FORD
OPEL
VOLVO
BL
TRIUMPH
RENAULT
PEUGEOT
AUSTIN ROVER
BMW
BOPEL
AUDI
FORD
PEUGEOT
AUSTIN ROVER
VOLVO
BMW/VW
BL
TRIUMPH
FORD
OPEL
AUDI
RENAULT
CITROEN
VW/MERCEDES
VAUXHALL/OPEL
BMW
BRENAULT
TRIUMPH
VW
TALBOT
VOLVO
CITROEN
PEUGEOT
AUSTIN
ROVER

We would have liked to give approval for all these car manufacturers to fit Uniroyal tyres....

If they hadn't approved us first.

When you think of tyres, and that's probably not often, you may not realise that most of the world's leading car manufacturers approve and fit Uniroyal tyres as original equipment. In fact, some models specify Uniroyal exclusively. For outstanding grip, performance, handling and fuel economy, make sure your car drives in our tracks.

UNIROYAL
TYRES

Tread and Shoulders Above the Rest.

The Formula One Scene

ONE thing about the world of Formula One you do know where you stand. Nobody tells the truth, decisions that are made can be revoked and any statement of clarification is invariably made to fog the real issue. If in any doubt at all then form a new committee and give it a title with initials that can be pronounced as a word. But it is all good fun and none of it should be taken seriously, it is all part of the scene to keep people interested. As Max Mosely said at Hockenheim one year when everyone was getting uptight "don't worry, at the end of the day nobody is going to get shot". What he didn't mention was that at the end of the day somebody was going to lose some money and someone else was going to make some, and to some people that is more important than whether they get shot.

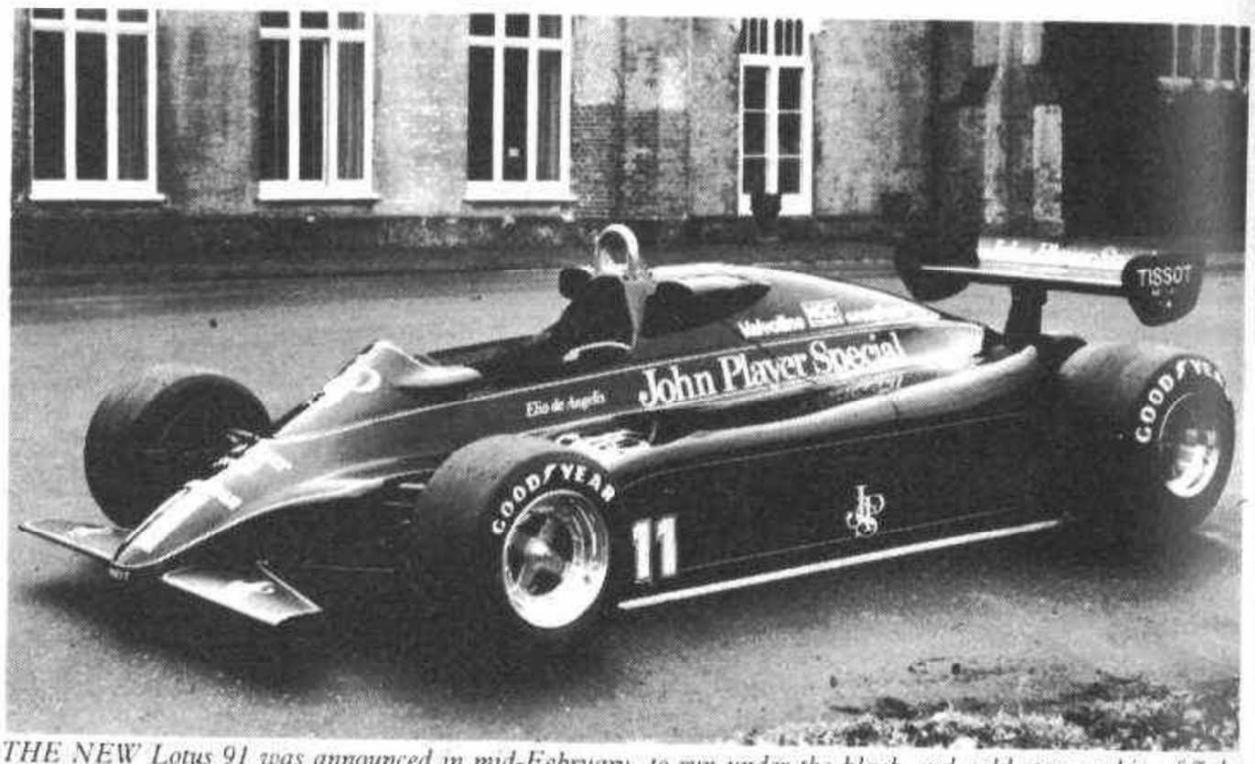
After the FIA had imposed fines and sanctions on the striking Grand Prix drivers from the South African Grand Prix a number of them gathered together in Paris and officially disbanded the GPDA (Grand Prix Drivers Association). In its place was formed the PRDA (Purdah!) which stands for the Professional Racing Drivers Association and it has been made available to all professional drivers, not just Grand Prix drivers. Back in the dark ages Stirling Moss and Louis Chiron formed the UPPI (Union des Pilotes Professionale et Internationale) but the English connotation of "union" was not popular so it was changed to GPDA. Now that has gone and the PRDA has taken its place. A drivers' union by any other name is a drivers' union.

In the United States of America there already exists a PRDA, but this stands for the Polish Racing Drivers Association, formed by Osca Koveletsky and the qualifications were simple. You did not have to be Polish, and you did not have to be a racing driver, though it was desirable that you should drive racing cars. I believe our Features Editor, A.H. was made a member as he wasn't Polish and wasn't a racing driver. I hope the PRDA does not clash with the PRDA.

All this unionism and together-ness is the result of many of the drivers refusing to pay their fines and refusing to accept the sanctions imposed on them and the "small print boys" have been brought into the arena to say what is legal and what is not, and what the FIA can do and what they cannot do, and so on, and so on, and so . . . it gets very boring. The sad part of it all is that the fracas in South Africa and the argy-bargy in Paris has frightened the South Americans into cancelling the Argentine Grand Prix, which should have been held on March 7th and at the time of writing the Brazilian Grand Prix due to be held two weeks later looks distinctly shaky. The United States West Grand Prix is due on April 4th, but if Chris Pook was to cancel it and run a race for Indy-Cars in its place it would not surprise me. For those who follow the USA professional racing scene it is a well-known fact that the Indy-Car people would like a race at Long Beach, for over the past few years the Super-Speedway racers have also been taking part in circuit racing, the present-day track car with its turbo-charged 2.6-litre engine being in effect a very big and powerful Grand Prix car, suitable for going round corners, braking and accelerating. If the trouble-makers in Formula One do not watch their step they could lose a number of lucrative races from their calendar.

Amidst all the uncertainty of drivers' licences, races being cancelled and unions being formed, came an announcement that we would not be seeing the Brabham BT50, powered by the turbo-charged 4-cylinder BMW engine, again until the San Marino Grand Prix at Imola on April 25th. Not because the engine proved fragile, as you might think, but because the engine was too powerful for the Brabham chassis! A splendid piece of company PR wording calculated to please everybody, especially Gordon Murray and Nelson Piquet. Of course, it is just possible the way things are going that the *next* Grand Prix will be the San Marino race on April 25th. If so it will be a remarkable coincidence; but Formula One is full of little coincidences like that, which is what makes it so intriguing and such a good source of copy for the daily papers and the weeklies.

At the beginning of the season the Spanish Grand Prix at Jarama was struck off the World Championship list because the organisers had defaulted on their payments to FOCA. Some outspoken team-owners said they would not go back to Jarama, even if the Club did pay up. Now they have paid up what was owing and with the Argentine Grand Prix being cancelled the Spanish Grand Prix has been reinstated, with a date in June. This now puts the Dutch Grand Prix in the list as first reserve, always assuming the Zandvoort people want to get involved, so we are back to square one. One thing that does seem to be certain is the race round the streets of Detroit on June 6th as official words about the event are beginning to appear in the post, which is all very encouraging. It will be a circuit through the streets, not in a car park, but will be safeguarded by concrete barriers and loads of old tyres, as in Long Beach, all of which should give the Circuit Inspector a few sleepless nights. With this race in the Motor City of the United States one wonders whether the "spherical elasticated attenuators" will be made of brand new tyres rather than old ones? — D.S.J.



THE NEW Lotus 91 was announced in mid-February, to run under the black and gold sponsorship of John Player cigarettes. It follows the trend of the type 87 in having a carbon-fibre / Kevlar monocoque and uses conventional rocker-arm suspension front and rear to operate inboard coil spring / damper units. Attention to detail has reduced the weight considerably below the regulation 580 kg. and a "disposable ballast" water tank (said to be for brake cooling) is used to keep the car legal. At present the normal production Cosworth DFV engine is used, with the Lotus gearbox as used on the type 87, but by the time the European season begins this new car should have the new magnesium-block Cosworth engine that it is hoped will produce 530 b.h.p. at over 12,000 r.p.m.

Thoughts from Daytona

ALTHOUGH not as well publicised as the continual embitterment of Grand Prix racing, the rift betweeen America's International Motor Sports Association and FISA is nevertheless significant.

It hasn't been the out and out war of FISA vs FOCA vs GP drivers, but more a subtle battle, fought quietly on a number of fronts by IMSA's genial, almost urbane, founder and President, John Bishop. Bishop is a tenacious fighter, and by his own admission a person who knows how committee systems can be manipulated.

That is why IMSA is run as a business. Committee meetings are the exception rather than the rule; the five man board of directors meets just twice a year, and is very much a rubber stamp for the decisions taken by Bishop and his small team who operate from an attractive 84-year-old New England style house in Connecticut.

Basically Bishop saw enough committee systems with the Sports Car Club of America. He was the SCCA's first Competitions Secretary, but left two decades ago after a row over the administration of new championships. The result was IMSA, a business very much devoted to road racing. One of Bishop's first steps on establishing IMSA was to create a new series, a six race GT Championship which pitted American performance cars such as Camaros, Mustangs and Firebirds against European sports machines, Ferraris, Porsches, Alfa Romeos and Lancias.

That was in 1971 — Hurley Heywood and the late Peter Gregg were joint winners — and since then the series has grown like Topsy. Today it has 20 rounds, a £125,000 prize fund and increased interest from competitors and spectators alike. Last year the 16 qualifying races were watched by a record 500,000 spectators — large by road racing standards, although a drop in the Atlantic compared with NASCAR races. Nevertheless, IMSA is proud of its achievement, much of which is due to the continued support of the R.J.

Reynolds Tobacco giant through its Camel brand. Reynolds has supported IMSA GT racing every year, bar one, since 1972 and in the process has paid out more than £342,500 in prize monies.

Success has however brought problems. Gradually the championship became something of a Porsche preserve. Literally from the outset Porsches have been winning IMSA GT races. At Daytona a Porsche of one type or another has won 11 of the 20 races to date. An impressive record which reached a peak in 1980 when no other marque managed to win a single race. "It wasn't just Porsche in first place". "It was Porsche, Porsche, Porsche . . .," says Bishop.

The time had come when something had to be done. Such domination would inevitably turn crowds away, and any interested manufacturers would feel the challenge of taking on Porsche in what had become its own territory a little too much to tackle.

New cars had to be brought into contention, and Bishop saw hope in FISA's proposed new Group C sports car regulations. Basically encouraging out and out sports prototypes this would have fitted the bill, but as time wore on it became increasingly obvious to IMSA that it would have to go its own way. Continual changes in regulations (still going on today) plus little sympathy for the cost and safety factors applicable to American racing eventually resulted in IMSA drawing up its own rules for GT Prototypes. With this parting of the ways came the inevitable consequence that the traditional World Endurance Championship opener at Daytona would no longer count towards the FISA series. For a time it seemed as if America would be in the ridiculous situation of not hosting a round of either the Endurance Makes or Manufacturers' Championships, but after the Daytona 24 Hours came news that Watkins Glen has asked to run a qualifier in July.

Despite the divergence of opinion on the rules affecting crowd pulling prototypes such as the aerodynamic lobster-claw March 82G, or the brutal Lola T-600, Bishop doesn't see the split as permanent. He is genuinely hopeful that in time the two sides will come together and reach a compromise. Indeed Bishop is adamant that IMSA would not have gone its own way but for the delays in formulating Group C regulations.

"The trouble is they (FISA) cannot leave the damn rules alone. We're over here in the Colonies, and you can't write a rule in October and expect a whole bunch of cars to appear for Daytona two or three months later. If we'd made the 24 Hours a World Championship round, the first GpC cars would not have been ready to race. These rules should have been out in 1979," extolls Bishop.

At Daytona, Bishop was speaking from a position of power. The first round of the new World Endurance series had yet to be run (Brands Hatch on March 14th), so there was no way of knowing how much support it would attract.

The inaugural round of the 1982 IMSA Camel GT series had a record 96 entries — so many that it was decided to hold a qualifying race for the final ten places on the grid, a fruitless exercise as it turned out — and of these, 90 made scrutineering. After seemingly endless practice sessions an impressive 69 GT cars formed up along the vast Daytona pit lane in readiness for the start on a pleasantly warm afternoon.

Heading the field was one of the new GTP cars — a six-litre Chevrolet engined March 82G, put there by Bobby Rahal with apparent ease. Of course, pole position means little in endurance races, but psychologically it augured well for the GTPs. The new breed GTPs had in fact burst into IMSA racing in May last year when Brian Redman won first time out in a Lola T-600, again with Chevrolet power. Redman won five races with the Lola, and took the IMSA title, before announcing his retirement. There are those who contribute last year's record attendances to the arrival of the Lola, certainly there is no evidence to contradict this theory.

Apart from the Bob Garretson (the reigning World Endurance Champion, in fact) prepared pole position March there was a similar 82G, but BMW 3.5 litre powered, lower down the field, as well as Redman's Lola from the previous year. A couple of factory supported Rondeau 382s were also on hand — both using 3-litre Cosworth engines, and not new development 3.9-litre DFLs — but as ever it was the Porsche 935 Turbos which dominated the front part of the grid. Of the first 12 places, nine were taken by these flame-spurting, twin-turbocharged machines, fastest the example of now Californian domiciled John Fitzpatrick who had brought in David Hobbs and American Wayne Baker to share the driving in his K3 example.

The 24 Hours promised much; so much that at the start the vast spectator infield section had to be closed. It had reached its 75,000 capacity, the whole area turned into an elephants' graveyard for motorhomes. But the promise unfortunately was never fulfilled. There were brief flashes of excitement, particularly in the opening stages when Fitzpatrick fought tooth and nail for the lead with four times Daytona winner Haywood in another 935.

Fitzpatrick, however, retired before the end of the second hour when a pin locating the camshaft drive fell out. As darkness fell Haywood also struck problems with a cracked gearbox casing which had to be welded. Later in the race the 935 engine began smoking badly, and the Porsche eventually staggered into 13th place.

It was therefore left to the JLP Racing 935 of father and son, John Paul Snr. and Jnr. together with Rolf Stommelen to literally stroll to victory. They took the lead at around the two hour mark, and from then were never really threatened. On the way to a new distance record (719 laps, 2760.96 miles) and a record average speed of 114.794 m.p.h., they only experienced one problem when the talented 21 year old Paul Jnr. ran over a bottle on the banking. He managed to keep control and headed for the pits to change the deflated tyre.

Trailing by 11 laps was another 935 driven by Bob Akin, Craig Siebert and 1981 Le Mans winner Derek Bell — a trio which also finished second last year — whilst third came, yes another 935, crewed by Mauricio de Narvaez / Jeff Wood and Garetson. The so called Stuggart Express rolled to another win. What of the new GTPs? The pole winning March eventually retired with front suspension problems after being third in the early stages, the BMW example retired with a bad vibration from the engine, and the Lola suffered piston failure.

Despite these setbacks the new GT Prototypes are bound to make their mark as the season progresses. The writing is on the wall for the all-powerful Porsche 935s, but it is going to be no easy task to make them loosen their grip. In the meantime comparisons between the IMSA and FISA championships will be inevitable. It will be interesting to gauge at the season's end which series has been the most successful. — M.R.G.

AROUND AND ABOUT

North of the Arctic Circle with Saab

JANUARY 1982 gave the British Motorist one of his rare glimpses of Arctic conditions and, for the most part, he didn't like it. With night time temperatures going down to below −15°C, even as far as −30°C in parts of Shropshire, locks froze, bottoms were chilled on frozen seats, plastic trim became extremely brittle, breaking in some cases, engines would not start and the roads, if passable at all, were extremely treacherous. We only suffer conditions of such severity once or twice a decade and therefore have an excuse for not being prepared, inconvenient and uncomfortable though
the result may be.

In Finland, however, things are different. With a winter lasting for half the year and, in the northern parts of the country, daytime temperatures of −10°C being considered "mild", snow and cold are the norm. Saab, coming from Sweden whose more northerly parts share the same extreme climate, gave us the opportunity recently to see how well various of their cars (mainly the Turbo versions) behave in the Finnish winter.

Rovaniemi is on the Arctic Circle, the airport to the north, the town to the south. We were met by a group of Saab personnel and whisked away in 900 Turbos, first across the Arctic Circle and then across a frozen river to our hotel. Temperatures that night dropped to nearly −35°C. The cars were left in the open, but frost covered though they were, starting the next morning was no more trouble than one would expect on a mild day in the UK. Modern oils help considerably, of course, but it was very impressive to turn the floor mounted ignition key and have the engine fire straight away. It needed but two attempts for the engine to catch and settle down to a fast idle, the fuel injection system instantly adjusting to the temperatures. As soon as the ignition switch is turned on, the automatic front seat heaters (written off as gimmicks in this country, but near essential in the Arctic and standard fittings on all Saabs) start to function, warming the seat to a comfortable 28°C before cutting off. A good heating system is obviously another essential for comfortable Arctic motoring, and the Saab Turbo proved to be well endowed in this department. It must have taken less than five minutes to scrape the screens of frost after starting from cold, but in that time the heater had begun to deliver air which was hot to the hand, if placed near the vent, and after a mere three miles motoring, it was necessary to turn the controls off maximum. We were particularly impressed with the way the heater would maintain a steady temperature inside the car whether travelling at speed or sitting still with the engine idling.

The Finns salt and grit their roads very lightly — the salt does not depress the melting point of the packed snow and ice enough for it to melt in the very low temperatures, the effect of the salt that is applied to the roads being to roughen the surface and assist grip. Combine this with the fact that only the main roads are kept free from snow (and even these take convenient short cuts across frozen lakes, often to avoid bridges and other structures which can then be maintained or repaired without inconveniencing traffic), and studded winter tyres become essential. The authorities, however, fearful of the effect of too many studs on the surface of the main roads, limit

the number of studs in any one tyre to 120.

Saab had contrived an ice circuit on a frozen river for us to sample the cars with different combinations of tyres. First we tried vehicles fitted with elderly 55 section Pirelli rally tyres equipped with 560 studs each on the driving wheels and "normal" 185 section Michelin winter road tyres with 120 studs on the back. The effect was to simulate front-engine, rear-wheel-drive over steering characteristics. With plenty of grip on the front wheels for traction and straight line braking (about on a par with driving a car with near bald cross-plies on a wet road) but little on the back, the car was definitely a handful, the initial understeer into a corner snapping rather suddenly into massive oversteer, and often a complete spin until driver and car were completely acclimatised.

The next set up was with road tyres all round. Although the grip on the front was considerably reduced (bald cross-plies on a damp road), and the power had to be controlled much more carefully to prevent chronic wheelspin, it was soon apparent that the car was much better mannered and could be driven round the circuit rather faster and much more smoothly than previously. If a corner was approached too fast, understeer set in to a greater or lesser extent depending on the speed of entry, and backing off the throttle soon brought steering back. Practice enabled us to promote oversteer with this set up (no, not with the handbrake, which operates only on the front wheels) but by swinging the steering wheel gently into the corner, then away and once more in. The effect was to cancel the basic understeer tendency, which in extreme situations is just as inconvenient as massive oversteer, and to maintain steering control at speeds which would have had us in the snow banks, backwards with the first set up and nose first with the second. The experts use left-foot braking, but our initial attempts to use this technique landed us in the bank and we did not try again.

Thus educated in the art of ice driving in front-wheel-drive cars, we were let loose on a cross-country journey. The population in those parts is somewhat sparse, and we could have seen little more than 20 other cars on the roads between villages. With such little traffic, and with the distances between settlements being quite significant, it is essential that the motorist be well equipped. Not only are Finnish cars well kept (not a rusty panel or dim headlamp bulb in sight), but they all carry shovels, heavy outdoor clothing and a survival kit in case of becoming stuck.

As has been mentioned, the main roads, two lanes wide, are kept clear of snow but the side roads, of little more than two cars width, are of packed snow between snow banks. Ploughs occasionally push recent snow falls into the banks to keep the roads clear. With no salt and no slush, there is nothing to change the colour of the hard snow, and it is often difficult to distinguish between white bank and white road. Unfortunately for the motorist, the banks are very treacherous, for they are not hard enough to prevent a car ploughing into them and they often cover roadside ditches. Concentration of a high order is necessary if a reasonable cross-country speed is to be maintained without leaving the road and we soon discovered that it is essential to slow right down on the narrow roads if there is any oncoming traffic, for just that two or three inches into the snow bank can mean much digging, as we discovered — twice.

To round off our brief visit, we indulged in some timed circuits of the ice track, using Turbos fitted with 560 studded tyres all round. We all thought we were beginning to get the hang of this ice racing, indulging in long, smooth slides between corners, flicking the car from one side to the other at will (well, nearly) until we were privileged to ride with our masters, Erik Carlsson and Simo Lampinen — they make it look so easy, the former massive and calm, making apparently gentle movements both of steering wheel and gear lever while the car points this way and that but hardly ever in the direction of travel, and the latter small and nimble, feet dancing on the pedals, arms never still, hand flicking at incredible speed from wheel to gear lever and back again, sliding the car in unbelievable fashion and finding time to manage a 360° pirouette on the 300 yard straight each lap and still catch up with the rest of us. . . .



DICK SHEPPARD doing his thing in a Ford Zephyr at Woodley carnival.

Call on a Stunt-Driver

ALL ASPECTS of motoring, if of an exciting nature, are of interest to sporting enthusiasts and we became aware the other day that we had never investigated the world of stunt-driving, so we asked our Secretary to fix an interview with someone whose profession is crashing motor vehicles more or less safely, in direct contrast to racing drivers whose task it is to avoid accidents.

This resulted in driving to an outwardly-normal garage on the outskirts of Gloucester to meet Daredevil Dick Sheppard, the "man of a thousand crashes". This was rather embarrassing, because we had not realised how famous Mr. Sheppard is, in his chosen profession — rather like saying "find me someone who knows something about F1 racing to talk to," and being sent to see Niki Lauda. . . . For Dick Sheppard, 52, who runs the Whitepost Garage, has gone into the "Guinness Book of Records" as the man who had written off 1,577 cars in hair-raising stunts up to the middle of 1981, sometimes disposing of as many as 30 in an hour. Yet, like many professionals who know their job and are masters of their trade, Dick is easily approachable and willingly answered our questions.

He runs a season of stunt performances for Carnival, Civic-galas and the like (using the name of "Dick Sheppard's Disaster Squad" until a similar name caused confusion), from the Spring Bank Holiday to the Autumn, and fills-in with stunt-driving for films and TV productions.

We were interested to know whether he used highly-tuned engines, for attaining the required speed up the ramp before jumping a car over a line of parked cars or through a burning van or whatever, and rally-type suspension to soften the landing. Very much to the contrary! The cars used are almost exclusively "old-bangers" out of breakers' yards, and Sheppard finds that the bigger ones, such as Ford Zephyrs, Morris-Oxfords and the like, have enough power for the most blood-curdling feats. Such cars, being expendable — up to 30 or so may be required for a showground performance, and it is a proud boast that none will be a runner at the end of a show — they are literally bought from the scrapyards. Sheppard told us he can usually spot by instinct 30 suitable ones from a yard containing, say, 500 scrap vehicles. He avoids those with "Go Faster" stickers etc., as likely to be more mechanically clapped than others. . . . A working clutch, even brakes, are unimportant, however.

Some four hours will then be spent checking over each old vehicle before it starts its exciting new career. Petrol tanks are punctured to avoid a fire risk, a gallon-can connected to the fuel pump being substituted, to be filled half-full (or ¾-full on the bigger cars), which suffices for the exciting job intended. The old fuel tanks would be useless anyway, as dirt in them could easily block the fuel-feed. Dangerous internal projections, such as control stalks, old-type door handles etc., are removed and the ignition leads are carefully checked to ensure that they won't pull out and cut the power at some terribly vital moment. The battery is covered over to prevent acid splashing about.

Certain cars are especially suited to given types of stunts and the old "angle box" (the 80-bore o.h.v. Ford Anglia with the reverse-angle rear window) is a great favourite of Sheppard's, whereas a gutless Ford Squire is less useful. The ploy is to commence the show with lesser cars and after they have become, shall we say, unserviceable, use them as obstacles for the more powerful cars to leap over, etc.

Sheppard wears a crash-hat, obviously, goggles, standard Rally-type harness with an aircraft-type quick-release, and "long-johns" beneath smart red overalls (which can be worn afterwards when working in the garage). He does *not* wear Nomex fireproof underwear like F1 drivers, saying this gives them up to six seconds' protection before they get out of a burning car, whereas he reckons to get clear in a second or so. But, like an aeroplane pilot before take-off, he *does* check his equipment very carefully before each stunt-drive. He made the honest point, when

RACING CARS ON THE ROAD

They Did See Them

A selection from readers' letters

". . . travelling to Silverstone in 1954 for the Grand Prix in my J2 MG Midget, hood down, with my new wife I couldn't believe my eyes, as just leaving Brackley on the bend by the Saw Mills coming in the opposite direction were two Ferraris being driven by brown overalled mechanics at a very sensible speed. If I remember rightly they were the 625 models of 2½-litre of the period. I told my wife to snap them with the camera, which she did, only to discover later there was no film in it! I was very vexed, but how do you explain this sort of a miss to a new wife? We often now have a laugh about it." — *D. Brogden, Compton, Berks.*

"I recall waiting in a traffic jam on the way to attend an early Silverstone meeting when the late Raymond Mays passed by on the right of the road driving R4D the famous black ERA. Two motor-cycle policemen were in attendance. Before the war in Johannesburg I recall seeing an ERA being driven through the city on its way to the Rand circuit. The noise as it passed between office blocks was shattering. Once at Southport for the sand racing I remember seeing Freddie Dixon drive his 2-litre silver Riley along the promenade and down onto the sands to join in the Southport Hundred, which was already in progress. He drove straight onto the sand and joined in the fray." — *W. G. Bright, Winsford, Cheshire.*

"In the late fifties, as a young lad, I cycled up to Silverstone for Grand Prix practice. The works Ferraris were billeted in a garage in Towcester and in the evening prior to the race I was there, watching preparation work, when one of the mechanics set off, across the A5 and down the back streeets in one of the cars, the tacho seemingly on the stop! A local bobby went berserk and set off on his bicycle in token pursuit. How that exhaust bellowed in those narrow streets! We could hear the car returning down the A5 long before it came into sight — no sign of PC49 though. What a thrill it was later to be asked to help push the car back into its transporter. To actually lay hands on a Formula One car . . . " — *Michael Wheeler, Southminster, Essex.*

"I can recall seeing a pair of Ferrari Formula One cars disappearing rapidly down the A43 in the direction of Towcester from Silverstone after practice for, I think, the British Grand Prix in 1956." — *Peter Roddis, Alconbury Weston, Cambs.*

"There was a long line of traffic stationary on the Brackley-Silverstone road and I was trundling along in the gutter on a push-bike. Sweet music rent the air as the three works Maserati 250F cars came by, driven on the wrong side of the road. I did not recognise the drivers and I suspect the mechanics were driving them to the circuit. Unfortunately it was not possible to photograph the cars as it all happened very quickly. I have many memories of watching racing cars since 1947, but this is one I am never likely to forget." — *Leonard Hemming, Cockfosters, Herts.*

"About 1930 I saw what was certainly a 2-litre Grand Prix Sunbeam being driven very quickly along the A30 near Virginia Water. I did not see it for long, but long enough. It was painted green." — *Dick Chapman, Corsham, Wilts.*

"I recall following a works HWM single-seater along the back road to Silverstone through Dadford on the way to the 1952 International Trophy meeting." — *David Venables, Hove, Sussex.*

"When living near the roundabout end of Oyster Lane, Byfleet, I was woken up one morning, about 6 a.m., by the unmistakable sound of a racing engine. Staggering to the window and parting the curtains, I was rewarded with a glimpse of the then new Cooper Maserati Formula One car disappearing up the road towards the Canada Road factory having, presumably, done a lap of the roundabout. I suppose they had been burning the midnight oil and wanted to see how the car went. The occasion was the morning of the British Grand Prix at Brands in 1966, the first year of the 3-litre formula. — *Gavin Stiell, West Byfleet, Surrey.*

"I went to the 1957 British GP at Aintree, going up on an overnight train. As we arrived at Liverpool rather early in the morning, we had some time to kill, so we had a walk through Aintree. As we passed a side road, a mechanic driving a works Maserati pulled out into the morning traffic and drove off down the main road. A 'noddy' Policeman, sitting on his Vespa, nearly fell off with shock! I didn't have a camera with me, of course." — *Charlie Tagg, Hampton, Middlesex.*

"I remember as a young lad going to Rheims where some magnificent GPs were held. I was camping inside the circuit somewhere at the top of the hill before Thillois. One morning I was woken by a single-seater of unknown make howling up the road on full song, changing up two gears as it passed a very surprised Citroën DS19 and a Renault. An even more splendid sight, in 1961, was a shark-nosed Ferrari Formula One car, with mechanic in brown overalls at the wheel, being waved into the Rue d'Erlon by a policeman. The mechanic drove up the street, found a parking space by the kerb, leapt out and into the bar for a quick drink before driving off to Ferrari HQ." — *Edward Worswick, Clitheroe, Lancs.*

"When we had International race meetings at Boreham airfield near here, quite a few cars were driven up the A12 from Chelmsford, especially the Talbot-Lagos. This was about 1951 but I regret I do not have any photos of them." — *Brian Joscelyne, Braintree, Essex.*

AROUND & ABOUT — continued

we mentioned crashes in racing, that in his case high speed is not entailed and that he weighs up the problems and reckons to avoid hurting himself, whereas when a racing driver "loses it" this is unintentional and therefore cannot be premeditated, with a safe ending worked out beforehand. Yet we cannot see many F1 "millionaires" emulating the courageous Mr. Sheppard! Not that they may want to, of course.

The depression has affected Carnival, like everything else, and Sheppard now gives perhaps 20 displays a season. In such a long career as a top stunt-driver (and motorcyclist) it is impossible to cover all his great stunts, but a few we saw on his video-stereo and in his photograph album merit a mention. We saw an old Jaguar and a Zephyr land on their noses and go end-over-end, after which not even the engines or back axles were salvaged. We saw a highly spectacular double roll by two cars, and others crumping into the line-up of cars they were trying to leap over.

Back in 1972 the Chrysler Rally Manager produced four prototype Hillman Avengers with 1,500 c.c. engines, welded-up body seams, etc., which were used for side-by-side rolls off ramps, etc., at gala showings. Also in 1972, a pyramid of six Datsuns was made up and driven in Namibia on public roads as a publicity stunt, and it was Sheppard who did the stunts in a hilarious Kelly Monteith film, when Kelly calls on an Italian taxi-driver to rush him from his hotel to the airport — and, of course, everything happens *en route*, the taxi, a Fiat 132, "catching fire" at the end of, to put it very mildly, a hair-raising drive. Sheppard supplied the taxi and Kelly rode in it for most of the stunts, including crashing through a substantial five-barred gate, after which prudence prevailed and another passenger was substituted.

There are tricks to all trades, but we are not going to expose those in the stunt-driver's repertoire — and, believe us, these do but a tiny mite to minimise the apparent risks, which so few other drivers would be prepared to face.

Finally, before leaving we asked the ultimate in stupid questions — what about life-insurance? "There isn't a chance," replied Dick Sheppard. You cannot get a mortgage without life insurance, but fortunately Dick enjoyed building his own house, on the site of his garage.

His sales stock varies widely and he confesses that sometimes, if he is short of cars for his stunts, he is not adverse to taking one that has been a poor part-exchange transaction — he likes one with a bit of MoT cover still to run, as less likely to need any attention.

Dick Sheppard is a very pleasant fellow to meet, it must be obvious that he is a skilful, resourceful, brave man, so if anyone wants a stunt show. . . . To us talking to him was a fascinating insight into another kind of motoring. Purists may object to the destruction of old cars but it is no worse than stadium stock-car racing and they have long been abandoned, anyway. Thinking of stock-car racing, we asked Dick if he had done any, saying we used to enjoy watching it at Aldershot. "Aldershot", he said, "that is one of my best recollections, I only raced there three times but I cleaned up the heat and final each time thus scoring a triple hat-trick. A versatile virtuoso. . . .



The South African Grand Prix

A Renault Runaway

Kyalami, Johannesburg, January 23rd

AFTER the drivers had been duped into giving up their strike (see elsewhere in this issue) the serious business of the South African Grand Prix got under way on Friday January 22nd, albeit an hour later than the normal starting time of 10 a.m. Due to the strike there had been no activity at all on the Thursday, when testing and qualifying practice should have started and the organisers felt forced to refund the money to those spectators who paid to come into the circuit on that day. On Friday morning while the drivers were completing negotiations with the FISA representatives the quiet of Kyalami was broken by the sound of a lone Cosworth-powered car circulating. This was the March 821 of Jochen Mass, for the amiable German had not joined the drivers strike, it was said because he was late and missed the coach that took the other drivers into Johannesburg, but he did not seem unduly worried. There was a second driver in the pits first thing on Friday morning and that was Teo Fabi who was obviously not in total accord with his fellow drivers and sneaked out of the boycott room and presented himself at the circuit. As negotiations were being completed and practice was postponed for an hour Jochen Mass was "flagged off" and the circuit fell quiet once more.

At 11 a.m. the scheduled hour-and-a-half of testing got under way as drivers filtered sheepishly in through the back of the pits to join their not-very-friendly mechanics and team managers. In front of the Brabham pits were the three turbocharged BMW-powered Brabham BT50 cars and they all carried the number 2. Bernard Ecclestone was making it very clear to World Champion Piquet that he was in disfavour and that Patrese was the blue-eyed boy. Ecclestone's reasoning was that Piquet could not be in a fit state to drive having had a poor night's sleep on a make-shift bed, as had all the other strikers, and certainly some of them looked a bit second-hand. Piquet was made to go and have a medical check-up, which said he was in good shape, but even so Ecclestone would not let him go out on the track. Patrese did all the test-driving, using the T-car and his own car, while Piquet's car sat unattended. At the other end of the spectrum was the rather tenuous sight of Morris Nunn withdrawing his Ensign car and scratching the entry for Roberto Guerrero on the grounds that his driver was not in a fit mental or physical state to tackle his first Formula 1 event after the rigours of the day-long strike and the troubled night locked-away with his fellow drivers. If the truth be known the FOCA side of the entry was in trouble with having too many cars on hand, for there were 31 available for practice and the regulations only permit 30 cars to take part in qualifying for grid positions. A pre-qualifying system should have decided the odd-man-out during the Thursday morning test-session, but the drivers strike put paid to this. By withdrawing his entry Nunn solved a lot of problems, though how he could afford to be so magnanimous is difficult to see. There were also stories that Guerrero was still contracted to the Maurer Formula 2 team and that they were causing Nunn some embarrassment. No doubt FOCA looked after the team's out of pocket expenses.

After the strike Patrick Tambay felt he could live without the industrial unrest of Formula 1 and asked the Arrows team to release him, which they did, as he was only a stand-in for the injured Surer anyway. Luckily Brian Henton was on hand and took over the Arrows number 29. Everyone else was as per the entry list and the general scene was as expected, with the turbocharged Renaults, Ferraris and Brabham-BMWs being uncatchable. At the beginning of the week there had been two days of unofficial practice and all the signs were of total domination by the turbocharged cars, with a speed differential of 15 or 20 m.p.h. down the hill after the pits, the faster cars actually clocking over 200 m.p.h. The faster Cosworth-powered cars could only vie for the honour of being first non-turbocharged car, while the V12 Talbots and Alfa Romeos were totally outclassed, as were the lesser Cosworth-powered teams. There was a mild flurry of excitement when Prost spun off into the catch fences when a rear tyre deflated, but damage was minimal though testing was stopped while the car was removed from its rather dodgy resting place.

With the delayed start to things and other minor hold-ups it was well after 2 p.m. before the qualifying hour commenced, drivers still being restricted to two sets of tyres each. Having lost the first day of qualifying this hour was all important as the results were going to decide the starting grid in one go. Ecclestone allowed Piquet to go out and almost immediately the little Brazilian put in a front row time. Arnoux was up there also, as were the Ferraris and Patrese, but Prost was only just with them as his engine was losing power. The morning damage to the rear suspension had soon been put right but it looked as though the engine had inhaled some sand or dust as he had spun off. As expected the Williams and McLaren cars were heading the Cosworth brigade, though Lauda had not got into the swing of things to start with. Surprise was the showing of Alboreto with Tyrrell, as he was well up and ahead of the Lotus team and the Talbot team. Another praiseworthy effort was that of Salazar with the Avon-shod ATS, qualifying ahead of both Lotus drivers and the Alfa Romeo team as well as many more seasoned runners. Quite early on Lauda had made a mistake in braking at the end of the long straight and run off into the catch fencing, but had managed to back out and continue on his way. When he stopped at the pits after a few more laps it was found that a front suspension member was bent, but even so he had qualified comfortably in mid-field, but not as fast as Watson. The Ulsterman was out in the spare McLaren and towards the end of the hour when rain was falling he too got into trouble at the end of the straight and bent the rear end against the barriers. Anyone who had not got in some good laps as soon as the track was open was in trouble, for the rain started halfway through the hour and the track was never dry again. Prost had changed over to the spare Renault but the rain prevented him improving on his time and it left pole-position to Arnoux, with Piquet alongside him. The Brabham-BMWs on their first serious outing were proving mighty impressive for Patrese was just behind Piquet, with only the irrepressible Villeneuve between them. Prost was fifth fastest and Pironi sixth and it was interesting that all the front-running turbocharged cars had good drivers behind the wheels. Fastest of the Cosworth brigade was Rosberg, thoroughly enjoying himself in a good car and with a good team and he was followed by Reutemann driving in his usual relentless and unflurried manner. Derek Warwick was discovering a whole new world with 30 lb. of boost to his Hart engine and some very good "sticky" Pirelli tyres on his Toleman, and had the rain not intervened he may have been even higher up the grid than he was. With this year's new rule allowing twenty-six starters instead of the previous twenty-four, Serra (Fittipaldi) and Jarier (Osella) just scraped onto the grid, whereas Boesel had qualified comfortably at his first attempt at Formula 1. Neither of the Arrows cars qualified, Baldi just missing the cut, and Henton never

ENTRY

No	Driver	Nat.	Team	Car Type	Colours	Engine	Tyres	Main Sponsors
1	Nelson Piquet	BRA	Brabham	BT50	Blue White	BMW 4 cyl. t.c	Goodyear	Parmalat Foods
2	Riccardo Patrese	I	Brabham	BT50	Blue White	BMW 4 cyl. t.c	Goodyear	Parmalat Foods
3	Michele Alboreto	I	Tyrrell	011	White Blue	Cosworth V8	Goodyear	—
4	Slim Borgudd	S	Tyrrell	011	White Blue	Cosworth V8	Goodyear	—
5	Carlos Reutemann	ARG	Williams	FW07C	White Green	Cosworth V8	Goodyear	Saudia TAG
6	Keijo Rosberg	FIN	Williams	FW07C	White Green	Cosworth V8	Goodyear	Saudia TAG
7	John Watson	ULS	McLaren	MP4	Red White	Cosworth V8	Michelin	Marlboro Unipart
8	Niki Lauda	A	McLaren	MP4	Red White	Cosworth V8	Michelin	Marlboro Unipart
9	Manfred Winkelhock	D	ATS	D6	Yellow White	Cosworth V8	Avon	Liquimoly Copec
10	Eliseo Salazar	CHI	ATS	D6	Yellow White	Cosworth V8	Avon	Liquimoly Copec
11	Elio de Angelis	I	Lotus	87B	Black Gold	Cosworth V8	Goodyear	John Player
12	Nigel Mansell	GB	Lotus	87B	Black Gold	Cosworth V8	Goodyear	John Player
14	Roberto Guerrero	COL	Ensign	N180B	Red White	Cosworth V8	Avon	Cafe do Columbia
15	Alain Prost	F	Renault	RE30B	Yellow White Black	Renault V6 t.c	Michelin	ELF
16	Rene Arnoux	F	Renault	RE30B	Yellow White Black	Renault V6 t.c	Michelin	ELF
17	Jochen Mass	D	March	821	Black Green	Cosworth V8	Pirelli	Rizla Newsweek
18	Raul Boesel	BRA	March	821	Black Green	Cosworth V8	Pirelli	Rizla Newsweek
20	Francesco Serra	BRA	Fittipaldi	F8C	White	Cosworth V8	Pirelli	Cafpi
22	Andrea de Cesaris	I	Alfa Romeo	179D	Red White	Alfa Romeo V12	Michelin	Marlboro Scaini
23	Bruno Giacomelli	I	Alfa Romeo	179D	Red White	Alfa Romeo V12	Michelin	Marlboro Scaini
25	Eddie Cheever	USA	Talbot	JS17	Blue White	Matra V12	Michelin	Gitanes ELF
26	Jacques Laffite	F	Talbot	JS17	Blue White	Matra V12	Michelin	Gitanes ELF
27	Gilles Villeneuve	CDN	Ferrari	126C2	Red	Ferrari V6 t.c	Goodyear	Fiat Agip
28	Didier Pironi	F	Ferrari	126C2	Red	Ferrari V6 t.c	Goodyear	Fiat Agip
29	Brian Henton	GB	Arrows	A4	Orange White	Cosworth V8	Pirelli	Ragno Ceramics
30	Mauro Baldi	I	Arrows	A4	Orange White	Cosworth V8	Pirelli	Ragno Ceramics
31	Jean Pierre Jarier	F	Osella	FA1C	Blue White	Cosworth V8	Pirelli	Denim SAIMA
32	Riccardo Paletti	I	Osella	FA1C	Blue White	Cosworth V8	Pirelli	Denim SAIMA
33	Derek Daly	IRL	Theodore	TR3	White	Cosworth V8	Avon	Teddy Yip
35	Derek Warwick	GB	Toleman	TG181	Red White Blue	Hart 415R t.c	Pirelli	Candy Diavia
36	Teo Fabi	I	Toleman	TG183	Red White Blue	Hart 415R t.c	Pirelli	Candy Diavia

PRACTICE TIMES (Timing by Unicom)

No.	Driver	Thursday pm	Friday pm
1	N. Piquet		1.06.625
2	R. Patrese		1.07.398
3	M. Alboreto		1.10.037
4	S. Borgudd		1.12.366
5	C. Reutemann		1.09.306
6	K. Rosberg		1.08.892
7	J. Watson		1.09.736
8	N. Lauda		1.10.681
9	M. Winklehock		1.11.808
10	E. Salazar		1.10.624
11	E. de Angelis		1.10.685
12	N. Mansell		1.11.227
14	R. Guerrero		entry withdrawn
15	A. Prost	NO	1.08.133
16	R. Arnoux		**1.06.351**
17	J. Mass	PRACTICE	1.12.100
18	R. Boesel		1.12.077
20	F. Serra		1.13.467
22	A. de Cesaris		1.10.952
23	B. Giacomelli		1.11.285
25	E. Cheever		1.11.005
26	J. Laffite		1.10.241
27	G. Villeneuve		1.07.106
28	D. Pironi		1.08.360
29	B. Henton		1.16.653
30	M. Baldi		1.13.976
31	J-P. Jarier		1.13.834
32	R. Paletti		1.15.504
33	D. Daly		1.13.418
35	D. Warwick		1.10.685
36	T. Fabi		no time

STARTING GRID

16
R. Arnoux
(Renault V6 t/c)
1 min. 06.351 sec.
3 (1 min. 09.763 sec.)

27
G. Villeneuve
(Ferrari V6 t/c)
1 min. 07.106 sec.
3 (1 min. 10.555 sec.)

15
A. Prost
(Renault V6 t/c)
1 min. 08.133 sec.
49 (1 min. 08.278 sec.)

6
K. Rosberg
(Williams-Cosworth V8)
1 min. 08.892 sec.
38 (1 min. 11.133 sec.)

7
J. Watson
(McLaren-Cosworth V8)
1 min. 09.736 sec.*
28 (1 min. 11.351 sec.)

26
J. Laffite
(Talbot-Matra V12)
1 min. 10.241 sec.
53 (1 min. 10.631 sec.)

8
N. Lauda
(McLaren-Cosworth V8)
1 min. 10.681 sec.
47 (1 min. 10.577 sec.)

11
E. de Angelis
(Lotus-Cosworth V8)
1 min. 10.685 sec.
66 (1 min. 11.785 sec.)

25
E. Cheever
(Talbot-Matra V12)
1 min. 11.005 sec.
3 (1 min. 13.141 sec.)

23
B. Giacomelli
(Alfa Romeo V12)
1 min. 11.285 sec.
40 (1 min. 13.593 sec.)

18
R. Boesel
(March-Cosworth V8)
1 min. 12.077 sec.
5 (1 min. 14.380 sec.)

4
S. Borgudd
(Tyrrell-Cosworth V8)
1 min. 12.366 sec.
25 (1 min. 13.118 sec.)

20
F. Serra
(Fittipaldi-Cosworth V8)
1 min. 13.467 sec.
4 (1 min. 12.970 sec.)

1
N. Piquet
(Brabham-BMW t/c)
1 min. 06.625 sec.
3 (1 min. 11.412 sec.)

2
R. Patrese
(Brabham-BMW t/c)
1 min. 07.398 sec.
16 (1 min. 10.666 sec.)

28
D. Pironi
(Ferrari V6 t/c)
1 min. 08.360 sec.
28 (1 min. 10.246 sec.)

5
C. Reutemann
(Williams-Cosworth V8)
1 min. 09.306 sec.
59 (1 min. 10.526 sec.)

3
M. Alboreto
(Tyrrell-Cosworth V8) (T)
1 min. 10.037 sec.
33 (1 min. 11.892 sec.)

10
E. Salazar
(ATS-Cosworth V8)
1 min. 10.624 sec.
40 (1 min. 13.080 sec.)

35
D. Warwick
(Toleman-Hart t/c)
1 min. 10.685 sec.
17 (1 min. 14.120 sec.)

22
A. de Cesaris
(Alfa Romeo V12)
1 min. 10.952 sec.
56 (1 min. 14.120 sec.)

12
N. Mansell
(Lotus-Cosworth V8)
1 min. 11.227 sec.
(—)

9
M. Winkelhock
(ATS-Cosworth V8)
1 min. 11.808 sec.
53 (1 min. 13.074 sec.)

17
J. Mass
(March-Cosworth V8)
1 min. 12.100 sec.
54 (1 min. 13.657 sec.)

33
D. Daly
(Theodore-Cosworth V8)
1 min. 13.418 sec.
36 (1 min. 14.691 sec.)

31
J. P. Jarier
(Osella-Cosworth V8)
1 min. 13.834 sec.
(—)

* Time recorded in T-car MP4/2

(T) indicates spare car used in race

Did not qualify:
30 M. Baldi (Arrows-Cosworth V8) 1 min. 13.976 sec.
32 R. Paletti (Osella-Cosworth V8) 1 min. 15.504 sec.
29 B. Henton (Arrows-Cosworth V8) 1 min. 16.553 sec.
36 T. Fabi (Toleman-Hart t/c) no time.

Entry Withdrawn:
14 R. Guerrero (Ensign-Cosworth V8)

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

really getting comfortable in the car, while Paletti (Osella) seemed a bit out of his depth and poor little Fabi never had a chance. Fabi's Toleman-Hart was steadily losing boost pressure and by the time it was traced to a thrust bearing breaking up and letting the compressor blades wear themselves out against the casing, the rain had arrived, so that he never got a full flying lap.

In spite of only having one day of official practice the starting grid did not really suffer, though it was pretty clear that a second day would have seen both Renaults on the front row. That the brand new Ferraris were right up at the front and both Brabham-BMWs on their first attempt were also there, bodes well for the future.

With all the fuss over the drivers strike and the lack of activity on Thursday the prospects for a successful race day looked pretty gloomy, but in fact all the adverse publicity that the media had been pushing out aroused the interest of the public and a very full-house turned up on Saturday under warm by cloudy skies. Amid all the usual race-day junketings there was a half-hour warm-up session for the Formula 1 cars, during which Alboreto opted to race the spare Tyrrell and Mansell had his Lotus cut out on him with an obscure electrical fault. Warwick found his Toleman-Hart lacking in brakes, so the calipers and pads off Fabi's car were transferred and at the same time his turbo-charger was looked at, as was one of the units on Arnoux's Renault. Pironi had his boost reduced drastically, while Villeneuve's was not so low, obviously to allow him to attack the Renaults and for Pironi to maintain station and rely on others having trouble.

When the clouds uncovered the sun it was very hot, but this did not happen too often so conditions were really nice and shortly after 2 p.m. the cars left the pit lane to go round the circuit to form up on the dummy-grid. On the previous evening Lauda had appeared on South African television, apologising to the public for their strike on Thursday and before the start Pironi spoke on the public address system echoing the sentiments and telling the spectators that they would all be racing at the limit and that the first six finishers would be donating their crash-helmets to a public raffle after the race. All good PR stuff which was said to emanate from a "foreign" race organiser who was concerned about the ill-feeling the drivers had brought upon themselves.

All twenty-six cars went round on the parade lap and stopped on the grid awaiting the starting signal for the 77 lap race. When the green light came on Arnoux was away and Prost was even quicker off the mark, the Renaults no longer suffering turbo-lag. Piquet was caught out, letting the revs drop too low so that the boost faded away and he crawled off, baulking his team-mate Patrese who had made a good start. Half way round the opening lap the two Renaults had already pulled out a commanding lead, with Villeneuve keeping them in sight but the rest already outpaced. As the tail-enders took the sharp left-hand Club corner Mansell's Lotus cut dead again and in the dodging about by those behind him Jarier shot off on to the loose stuff and headed straight into the barriers. Mansell pulled off on the opposite side of the road and when the field completed the opening lap we were down to twenty-four runners as in previous years; so much for the new rule.

The order was Arnoux and Prost in the Renaults, then Villeneuve in the C2 Ferrari, followed by Pironi in a similar car, then Rosberg (Williams), Patrese (Brabham), Laffite (Talbot), Reutemann (Williams), Watson (McLaren), Alboreto (Tyrrell), Cheever (Talbot), Salazar (ATS) and Piquet (Brabham), followed by Lauda (McLaren) and the rest. By the third lap the opening phase was all over for the two Renaults were running away and even Villeneuve could not hang on to them, so it was two Renaults, two Ferraris and then Rosberg valiantly leading the rest. Piquet made his second "goof" of the day when he locked up his brakes in desperation at the end of the main straight and slid off into the catch fences at Crowthorne Corner. Exit the World Champion. On the next lap Patrese finally managed to get past Rosberg, so that we now had five turbocharged cars dominating the scene while Warwick in the English turbocharged car was down in mid-field but holding his own with the lesser lights. Halfway round lap 7 an enormous plume of blue smoke issued from the right-hand exhaust pipe of Villeneuve's Ferrari engine as the turbocharger centre sleeve bearing broke up and let all the oil pressure into the turbine. The car ground to a halt before the end of the lap and any hope of the Renaults being challenged was gone. Rosberg had the gear-lever knob come off as he changed gear, which put him off his stroke and this allowed Reutemann to nip by to take fifth place. To add to the Finn's problems the wayward knob fell down into the footwell and spent the rest of the race rolling about among the pedals, while the driver changed gear with the stump of the lever.

By only eight laps the leader was up behind the tail of the field, about to lap Serra (Fittipaldi) and Boesel (March) and from then on Arnoux was in traffic. When he came up behind Warwick the Toleman driver lifted right off and pulled out of the way, only to have Winkelhock (ATS) take advantage of the move to go by as well, whereas up to that point he had been unable to challenge the Toleman-Hart. The two Renaults cruised round in complete command until lap 15 when Prost nipped by into the lead while Arnoux was off line lapping slower cars and from then on the two cars drew steadily away from the rest of the field. Pironi could not stay with the French cars and Patrese was dropping back from the Ferrari as the BMW engine was losing oil pressure. To be more precise it was losing oil from the turbo-charger bearing and Patrese was forced into retirement when the oil level became dangerously low, replenishment still being forbidden by the rules. An air of stalemate settled over the scene, with Reutemann in a safe and solid fourth place, followed by Rosberg with Watson in the wake of the Williams but never close enough to contemplate overtaking. After a slow start Lauda had messed around with some of the lesser lights, like Salazar, Cheever and Alboreto and for a time it looked as though the Austrian was not getting back into the racing groove, but it was a false impression for he gradually speeded up and worked his way forward until he was just behind Watson, obviously pacing himself to a nicety in this his first race for two years. On lap 24 Pironi stopped to change tyres, not with any hope of challenging the Renaults, but because the handling was deteriorating and he was losing too much ground and he had the ever present Reutemann behind him. The swarthy Argentinian was giving a display of driving that was an object lesson, lapping steadfastly with never a moment's anxiety, yet losing no time and not letting anyone catch him. It was Reutemann at his superb best and for those of us who have seen him at his superb worst, it was a tonic. When Pironi rejoined the race on fresh Goodyears he was down in eighth place, behind Alboreto, but now able to use all the potential of the Ferrari and he began a relentless drive up through the field. His stop had promoted Reutemann into third place with no fear of being troubled by his team-mate or the two McLarens which followed.

As half-distance approached the two Renaults were still in a world of their own, cruising round in total contempt of any opposition. Then came Reutemann, followed by Rosberg, Watson and Lauda and already Pironi had caught and passed Alboreto and had his sights on Lauda. Those were



". . . Boesel was finding it all a bit different . . ." but nonetheless he made a creditable debut in Formula One, driving for March.

the only drivers on the same lap as the leader, though Alboreto was due to be lapped by Prost within a few minutes. Laffite was leading the rest, but the Talbot-Matra was not shining, and already Cheever's V12 had failed with trouble in the fuel-injection due in part to vapour lock and in part to malfunctioning of the electronic system. Salazar was having a good run in his ATS, holding on to de Angelis in the sole remaining Lotus and leading both Alfa Romeos. Warwick had stopped for a change of Pirellis and was now running at the back of the field and Winkelhock and Mass were going steadily. Young Boesel was finding it all a bit different from a 20 minute Formula 3 "thrash", but enjoying it noneless and having to think about "driving" rather than about "racing". On lap 44 Warwick had a lucky escape when his left rear Pirelli deflated suddenly on the fast downhill right-hand bend at Barbecue. He went off the road into the catch fences, one of the too-firmly-embedded poles ripping the left side of the Toleman-Hart to pieces. After the race the deflation was traced to a suspension bolt working loose and gouging the inside wall of the tyre.

On lap 41 as Alain Prost took the very fast downhill sweep at Barbecue bend and changed direction into the Jukskei Sweep his left rear tyre deflated and he was lucky to keep everything under control. He slowed right down to limp round to the pits and naturally Arnoux swept back into the lead. By the time Prost reached the pit lane the deflated rear tyre had long since parted company with the wheel and with the stiff suspension in use today the car sagged down at the left rear and the right front wheel was off the ground! A complete new set of Michelins were whipped onto Renault number 15 and Prost steamed back into the race in eighth place, a lap behind his team-mate and just behind Alboreto's Tyrrell. With new tyres on his Renault Prost really flew and within four laps he not only caught and passed the Tyrrell but forced his way past Arnoux in a pretty unruly manner to unlap himself. By this stage of the race Arnoux was not too happy with his tyres, feeling they might not last the distance, so he was easing off his pace, so much so that Alboreto kept station with him, though a lap behind. His Michelins were picking up the rubber deposit from the track, putting the tyres out of balance at high speed so that he was suffering from bad vibrations, and at 190 m.p.h. could not really read his pit signals.

What had become a stalemate procession now turned into an intriguing situation, for Pironi was still forcing on after his pit stop, passing Lauda, Watson and Rosberg and fast approaching the relentless Reutemann who had now been promoted up to second place. Equally, Prost was forcing on even harder and picked off the Cosworth runners with ease, Lauda first, then Watson, then Rosberg, and he was fast catching Pironi, so that Reutemann had the pair of them bearing down on him. By lap 58 Reutemann had the Ferrari and the Renault right on his tail, but he carried on completely unperturbed. On lap 60 the two turbocharged cars swept by the Cosworth-powered car and Reutemann dropped from second to fourth place without actually doing anything. On lap 62 Prost dived up the inside of the Ferrari going into the Leukop hairpin, skittered round in front and was away, leaving a pretty breathless Pironi behind him, the Ferrari driver having actually held second place for a very brief period. While these two were carving their way through the field Arnoux was slowing visibly, reluctant to press any harder for fear of destroying his tyres and equally reluctant to think about making a stop for fresh ones. After Prost's enforced stop the Michelin people had checked out the three tyres they had taken off his car and were satisfied that they would have done the full race distance, so the Renault pit signalled to Arnoux that all would be well with his tyres, but due to the vibrations it was all he could do to see where he was going, without reading pit signals. On the 67th lap Prost swept by his team-mate to regain the lead and as he did so Pironi's Ferrari engine went sick and he fell back to sixth place and made a stop to see if anything could be done. The trouble was electrical, affecting the fuel-injection system and nothing could be done, so still running badly he rejoined the race, but now way down at the back of the field.

In the closing stages the relentless Reutemann caught the ailing Arnoux and took second place from him, a totally just reward for a hard and consistent drive, but sickening for the Frenchman. While all this had been happening Lauda had passed Watson and was running harder at the finish than at the start, so that he scooped up Rosberg and, with Pironi falling out, put himself in a most praiseworthy fourth place.

The remarkable Alain Prost completed the 77 laps to win the South African Grand Prix after making a pit stop and then making up a whole lap on the leaders. It had not been spectacular to watch for Prost is not a spectacular driver, but fast he undoubtedly is, his driving well suited to the very efficient Renault. A lot of people wondered why Frank Williams took Reutemann back into his team for 1982 after some of his 1981 performances, but the Argentinian's drive into second place was the true answer. A relentless and sure drive that none of the other Cosworth runners could hope to match, profiting from the troubles of the turbocharged cars. Lauda had showed that he had lost none of his cunning and had paced himself splendidly to arrive fit and fresh with his car in perfect condition at the end. For his first drive with a front-rank team Rosberg had done well, but his progress through the corners is still erratic and Reutemann's progress in the other Williams made the Finn look wilder than he actually was. Watson struggled home into sixth place with a long tale of all the things that had been wrong throughout the race, which is why his mechanics call him "John Watsrong". The curly headed Alboreto had done a good job with the Tyrrell to finish only one lap behind the winner and Winkelhock and Boesel were delighted to finish in their first Grand Prix. Poor Pironi was actually in the pits when the chequered flag came out and was classified 18th and last, a miserable result for all that effort. — D.S.J.

RESULTS

SOUTH AFRICAN GRAND PRIX — Formula One — 77 laps — Kyalami — 4.104 kilometres per lap — 316.0 kilometres — Warm and Cloudy

1st	Alain Prost	(Renault RE36B)	1 hr. 32 min. 08.401 sec. — 205.7 k.p.h.
2nd	Carlos Reutemann	(Williams FW07C 16)	1 hr. 32 min. 23.347 sec.
3rd	René Arnoux	(Renault RE35B)	1 hr. 32 min. 36.301 sec.
4th	Niki Lauda	(McLaren MP4 4)	1 hr. 32 min. 40.514 sec.
5th	Keijo Rosberg	(Williams FW07C 15)	1 hr. 32 min. 54.540 sec.
6th	John Watson	(McLaren MP4 5)	1 hr. 32 min. 59.394 sec.
7th	Michele Alboreto	(Tyrrell 011 2)	1 lap behind
8th	Elio de Angelis	(Lotus 87B 3)	1 lap behind
9th	Eliseo Salazar	(ATS-D6)	2 laps behind
10th	Manfred Winkelhock	(ATS-D6)	2 laps behind
11th	Bruno Giacomelli	(Alfa Romeo 179D)	3 laps behind
12th	Jochen Mass	(March 821 8)	3 laps behind
13th	Andrea de Cesaris	(Alfa Romeo 179D)	4 laps behind
14th	Derek Daly	(Theodore TR3)	4 laps behind
15th	Raul Boesel	(March 821 7)	5 laps behind
16th	Slim Borgudd	(Tyrrell 011 1)	5 laps behind
17th	Francesco Serra	(Fittipaldi F8C)	5 laps behind
18th	Didier Pironi	(Ferrari 126C2 056)	6 laps behind
19th	Jacques Laffite	(Talbot JS17)	retired on lap 55 — vapour lock
20th	Derek Warwick	(Toleman TG181B)	retired on lap 44 — accident
21st	Riccardo Patrese	(Brabham BT50 2)	retired on lap 19 — turbocharger bearing failure
22nd	Eddie Cheever	(Talbot JS17)	retired on lap 12 — vapour lock
23rd	Gilles Villeneuve	(Ferrari 126C2 055)	retired on lap 7 — turbocharger bearing failure
24th	Nelson Piquet	(Brabham BT50 3)	retired on lap 4 — accident
25th	Nigel Mansell	(Lotus 87B 5)	retired on lap 1 — electrical failure
26th	Jean-Pierre Jarier	(Osella FA1C)	retired on lap 1 — accident

Fastest lap: Alain Prost (Renault RE36B) on lap 49 in 1 min. 08.278 sec. — 216.385 k.p.h. (new record)

26 starters — 18 finishers

NOTES ON THE CARS AND TEAMS AT KYALAMI

TWO thing really stood out in the pit lane in South Africa, one was the impressive row of Brabham-BMW cars and the other was the smooth and beautifully made monocoques of the new Ferraris. In sharp contrast was the presentation of the new March cars which really scintillated, in black and green, and the down-at-heel appearances of the Autodelta Alfa Romeos. Team Lotus was there in force, with four cars, and the sad little Fittipaldi team had but one car. The pit lane, like South Africa was a scene of contrasts.

Brabham: With Nelson Piquet taking the 1981 World Drivers Championship and staying with the Brabham team, Bernard Ecclestone's cars took over the numbers 1 and 2. With the Williams team winning the Manufacturers Championship in 1981 I would have preferred to have seen them retain their position at the head of the Formula 1 list, but the ways of FISA and FOCA are not for me to question so for 1982 the two Brabham cars run as number 1 and number 2. It was indeed impressive to see three BT50 Brabhams lined up, all powered by turbocharged 4 cylinder BMW engines and not a BT49 or a Cosworth DFV in sight. One thing about Mr. E is that when he makes a decision to do something he does it in style. The basic design of the BT50 is as we saw briefly last year but all the detail design has been improved, and will no doubt continue to be improved as the conception covers racing miles. Piquet had the very latest car (BT50/3), Patrese had BT50/2 and the original prototype test-car (BT50/1) was the T-car. The 1½-litre 4-cylinder BMW engine has its exhaust system and turbocharger on the left, inside the side-pod and the fuel injection arrangements are on the right, a rectangular collector box feeding the inlet ports. The air intake for the very large compressor is in the side of the left-hand side pod, covered by a gauze filter and before going to the engine the compressed air is passed through a vast intercooler mounted on the left of the cockpit. All three cars were using Hewland gearboxes, even though the original BT50 design was laid down for the slim transverse Weismann gearbox. Suspension was orthodox Gordon Murray, following the principles of the BT49. One advantage the team have got over others using turbo-charged engines is that the engine manufacturer (BMW) has only to worry about the power unit, for the chassis and aerodynamics are all the responsibility of the Brabham team and Gordon Murray's ability in this department has long been proven. Major sponsorship still comes from the Italian Parmalat food company and the cars are still painted dark blue and white, but a new Brabham badge has been designed incorporating a strange insect-cum-reptile that looks like a cross between a sea-horse, a scorpion and a snake! (No comment).

BRABHAM's new badge . . .



Tyrrell: Devoid of any inspiration the "wood-yard" team were carrying on with their 1981 design, the 011, with modifications here and there to save a bit of weight and a neater and tidier layout to the rear suspension, which seemed to improve the handling. Michele Alboreto had moved up to the position of team-leader and took number 3, while Tommy "Slim" Borgudd had joined the team as number two driver with racing number 4. The Italian had a new car (011/4) and the Swede had one of last year's cars (011/1) both of which were painted all-white and the spare car (011/2) was still painted blue. All three had the sponsor's name in very large letters on each side pod — Tyrrell.

Williams: With the Brabham team moving up to the head of the list the Didcot based team took numbers 5 and 6 in the list. They had three cars on hand, all from last year, but with revised side pod edges conforming to the new allowable regulations. The edges of the pods are now allowed to run close to the ground and have rubbing strips along the bottom, but everything must be rigid. They used to be called "skirts" and they used to slide up and down on rollers and last year we had all the hoo-hah over the whole car moving up and down instead of the skirt alone. We are now back to 1980 as far as effectiveness is concerned but sliding skirts are not allowed. Like everyone else the Williams team had thrown away all their hydraulic suspension controls so were back to carrying ballast to come up to the minimum weight limit, which this year has been reduced from 585 kgs. to 580 kgs. A new trick appeared on the Williams cars, and one or two others as well, in the form of a water tank and brake operated pump that squirted water through plastic pipes into the brake disc for cooling purposes. This meant that at the end of the race if the car had to be weighed this tank counted as a fluid container and could be filled up before weighing, as with the oil and engine coolant tanks. One engineer described the system as "disposable ballast" to gain a 5 kgs. advantage.

With Alan Jones retired from the game, Reutemann moved up to being team leader and Keijo (Keke) Rosberg joined him as the number two driver. The Argentinian used FW07C/16 and the Finnish driver used FW07C/15, with FW07C/14 as the T-car. On the engineering front Frank Dernie has now taken over from Patrick Head at the circuits, while Head concentrates on work back at base and on new designs. At the end of last season Leyland Vehicles ended their sponsorship association with the Williams team and their place on the side pods and the financial difference has been taken by one of the regular Saudi Arabian sponsors, Techniques d'Avant Garde (TAG), while Saudia Airlines still hold the prime position on the rear aerofoil.

McLaren: McLaren International had a trump card in their hand in the form of Niki Lauda returning to the scene. Last year's very tidy MP4 design by John Barnard had been brought into line with this year's construction rules as regards space and stiffness around the footwell in the monocoque. A brand new car was given to John Watson, as team-leader, (MP4/5) and these uprated designs are referred to as MP4B. Lauda had the last of the 1981 cars (MP4/4) and MP4/2 was the T-car. The successful and proven carbon-fibre monocoque is still used and the cars carried the name of the USA suppliers which is Hercules. Marlboro and Unipart still take the bulk of the advertising space. While one speaks of "last year's car" there is probably very little left of the 1981 car apart from the monocoque as all usable bits are changed during a winter rebuild and modification.

ATS: Gunther Schmidt's English-based team had an entirely new look about it, blossoming out into a two-car team with drivers Eliseo Salazar from Chile and Manfred Winkelhock from Germany, both drivers bringing much-needed sponsorship money with them. From Germany came Liqui-Moly and from Chile came Copec, which is a petroleum distribution company in Salazar's home country. The team is now managed by Peter Collins, who was with Lotus last year, and the cars are smartly turned out in yellow and white, looking a bit like the Renaults at a quick glance. The cars carry on from last year with detail improvements and changes to match new regulations and are referred to as D6 models. Salazar had a brand new car, while Winkelhock had a revised 1981 car. They were both running on Avon tyres.

Lotus: The drivers for this season are unchanged, with Elio de Angelis still number 11 and Nigel Mansell number 12. They each had two cars at their disposal, one a B-version of last year's Type 87 and the other a straight Type 87. The B-version only involved detail changes, such as wider side-pods, altered weight distribution occasioned by a longer spacer between engine and gearbox, also giving a longer wheelbase, and radiators mounted horizontally with top exits instead of vertically with side exits. The spare cars were as raced last year. Elio de Angelis had 87B/3 and 87/4 and Mansell had 87B/5 and 87/2. With John Player cigarettes as the sole sponsor the cars were black and gold, the neat looking colour scheme unspoilt by silver patches for ESSEX as they were last year. Peter Warr has returned to Lotus as team-manager.

Ensign: Morris Nunn's small team were still using MN15 after a complete going-through during the winter and the colour scheme is changed to red and white. The Colombian driver Roberto Guerrero has joined the team with some money from Colombian Coffee.

Renault: No startling changes in the Renault team and anyone who studied their progress last year could see that none were needed. The RE30 design was proving itself to be a strong challenger under all conditions, from fast circuits to slow ones, and by a long process of juggling with all the variables they had overcome inherent problems with their turbo-charger layout. The 1981 cars underwent a total revision during the winter with weight-saving as high priority, while improved aerodynamics were also well to the fore. Engine power from the twin-turbocharged V6 has never been lacking and during the winter much development work was done to improve reliability at a continuous output of 550 b.h.p. From a distance you might think the Renaults were unchanged, but they were virtually all-new built up around the bones of the 1981 cars. The 1982 version is now referred to as the RE30B, the RE standing for the Renault-Elf as the French petroleum company is still 100% behind the Renault Formula 1 programme. The drivers are

still René Arnoux and Alain Prost and the only change on the Renault scene is that French journalist Eric Bhat has taken over the team's PR work from Marie-Claude Beaumont, who has moved up into higher circles within the Regie-Renault. Last year the cars were designated RE33, RE34, RE35 etc and MOTOR SPORT will be following this style for 1982. René Arnoux has RE35B and Alain Prost had a brand new car RE36B, while the spare car was unchanged from 1981 and was RE34.

March: The March cars designed by Adrian Reynard are still run by John McDonald's RAM Racing team and the two new cars in South Africa were logical developments of the 1981 cars that made such good progress during the season. In conformity with March numbering these new cars were 821 models, being numbers 7 and 8 in the rejuvenated Formula 1 series. Attention has been paid to all the usual things like weight of components, stiffness of chassis, and aero-dynamics and McDonald has joined the ranks of Pirelli on the tyre front. Two new drivers have been engaged, one being the young and promising F3 driver Raul Boesel from Brazil and his team-mate is "old-hand" Jochen Mass from Germany.

Fittipaldi: Emerson Fittipaldi's small team still look a bit shaky financially and only entered one car, for Brazilian driver Francesco "Chicco" Serra, this car being one of the 1981 cars brought up-to-date to the latest regulations.

Alfa Romeo: The Autodelta seemed to be in a bit of a quandary for their new turbo-charged V8 engine is under development, a new chassis has been constructed for it and neither project was yet raceworthy so they had to use last year's cars. With new projects nearing fruition there was little point in wasting time on last year's obsolete cars and the pair of 179 models that Bruno Giacomelli and new boy Andrea de Cesaris were using looked as if they hadn't even been cleaned since last season. Hidden away in the garage behind the pits was a new carbon-fibre monocoque car but the covers were never taken off it. With Mario Andretti gone from the team and Carlo Chiti no longer in attendance the whole team gave the impression of a ship without a rudder.

Talbot-Matra: Guy Ligier's Talbot team were looking as smart as ever and the V12 Matra engines were sounding sharp enough, but like the Cosworth engines were suffering power loss at Kyalami's altitude. It is still essentially a team for Jacques Laffite and Jean-Pierre Jabouille and looking a bit out of place in the midst of this family affair was the new number two driver Eddie Cheever. Poor Jabouille was still having to walk on crutches, but was cheerful enough as he went about the business of running the team. Like the Alfa Romeo team they have a new turbo-charged engine in the offing coming from George Martin, the Matra designer, so could do little more than mark time with the JS17 cars from last year.

Ferrari: Over the winter much was expected of the new monocoque chassis being designed by *ingenerie* 'arvey Postlethwaite at Maranello and we were not disappointed, nor were regular drivers Gilles Villeneuve and Didier Pironi. Designated the F1-126C2 the new Ferrari was a joy to look at, the sleek monocoque was a work of art and the smooth bodywork that covered it showed that the Ferrari engineers were paying attention to air-flow. The monocoque is made from aluminium honeycomb material, bonded together, with carbon-fibre bulkheads and to see a Ferrari without a pop-rivet or weld in sight was quite something. While Postlethwaite had been doing the monocoque other Ferrari engineers had come up with a revised gearbox that was neater and smaller than on the 1981 cars and the engine men had continued development on the twin-turbo V6 engine. In the garage, but not used, was one of last year's cars (049B) fitted with the 1982 bodywork and during testing it was given a run with all the aerodynamics trimmed-out, to see how fast it would go, and it clocked something in the order of 207-209 m.p.h. down the hill after the pits. The turbocharged Renaults and the turbocharged Brabham-BMWs were clocking 203-205 m.p.h. in race trim. The first C2 Ferrari was 126C2/055, which Villeneuve drove and which had been used for testing, and 126C/056 was brand new for Pironi. Apart from the new cars the only major change within the team, and an important one, was the switch from Michelin tyres to Goodyear tyres. Last year Ferrari felt that Michelin were paying too much attention to the Renault team and he was not getting the technical progress he wanted. This was the story about Goodyear before he switched to Michelin; the American firm was doing its development with the Cosworth powered teams. How long before we hear the same bleating again, that Goodyear are paying too much attention to the Williams team and not enough to Ferrari? One hopes that eventually Pirelli will be confident enough of their Formula 1 tyres to come to terms with Ferrari and then perhaps he will be happy. Or will he? For a first appearance the 1982 cars look more than promising.

Arrows: In pre-race testing the Arrows team suffered a major setback when their new car, the A4, broke and pitched Marc Surer into the barriers, inflicting severe ankle damage to the unfortunate Swiss driver. Jack Oliver called in Patrick Tambay to take his place, but after the driver's strike Tambay opted out of the offer and Brian Henton took his place. The second car was driven by Italian Formula 3 driver Mauro Baldi, in order to keep the team's Italian sponsors happy. Both drivers had 1982 models, which is a logical development from the 1981 cars with no really startling or innovative features.

Osella: The Italian team of Enzo Osella had arrived early with three cars, one of them brand new, which was earmarked for Jean-Pierre Jarier. They were the C-design which had appeared at Monza at the end of last season and the prototype car was being driven by new-boy Riccardo Paletti. In pre-race testing he had a monumental accident which more or less cut the car in two, but he escaped unurt and took over the second of the C-series cars. For this season the design has higher sides to the monocoque to aid stiffness and a different layout to the rear suspension to provide better exists for the under-car air. They have switched from Michelin to Pirelli tyres.

Theodore: Teddy Yip's private team had not intended to take part in the South African event as their new car was not ready and there was no point in modifying last year's car. However, if you commit yourself to the World Championship series you commit yourself to doing all the races, and if you don't turn up you get "leant on" by FOCA, so they turned up with what was ostensibly TY/03 from last season. Looking a little out of place was Derek Daly in the driving seat, his progress being backwards instead of forwards, Tyrrell, March, Theodore. Irish progression!

Toleman-Hart: Although one car was new, it was to the same design as the 1981 cars, apart from detail work and Derek Warwick in his new role as team-leader had this car. The second one was a 1981 car revised slightly in an experimental fashion, and was driven by little Teo Fabi from Italy, who looked as though he was not sure where he ought to be, but someone had told him to report to Alex Hawkridge, which is about what the sponsors Candy had done. Brian Hart's latest fixed-head (testa-fissa) 4-cylinder engine was now standing 30 lb. of boost and whereas the Toleman used to be a match for a mediocre Cosworth it would now seem to be more than a match for an averagely good Cosworth V8. — D.S.J.

Reflections in the Transvaal

WHEN I left England the trains were not running because the drivers had gone on strike; when I went into the Kyalami circuit on the first day of practice the Formula 1 cars were not running because the drivers had gone on strike. In both cases the reasons were vague and varied and in both cases the disruption did nobody any good at all. In my book strikes are anti-social and from the first one I experienced, in 1926, to the South African one in 1982 they have always done more harm than good, and the 1982 drivers strike was no exception. If someone does not like the game or the rules of the game and walks out then good luck to him. I might not accept his decision but I do respect him for making a decision. Many years ago I turned up to race at what was billed to be a motorcycle road race to find that half the circuit was a cross-country track on loose gravel. Not being prepared to ride my Manx Norton on a gravel path I loaded up and went home. Three or four other riders did the same thing, but those who were prepared to mix a bit of moto-cross with road racing stayed and had a thoroughly good meeting. There was no question of a strike, we merely went away and left them to it.

I said in January MOTOR SPORT that we shall be missing Alan Jones and Mario Andretti, and in South Africa we did exactly that. Jones was never one to follow the crowd, and made a big point of resigning from the Grand Prix Drivers Association (GPDA) as he could not get along with the general air of trade-unionism. Andretti was prepared to support the GPDA but he had very strong views on strikes and would have no part of any such suggestion. The bone of contention centred around the FISA licence form which drivers had to sign before receiving their Formula 1 licence, but if the truth be known it went much deeper than that.

For some years now a number of drivers have been acting rather irresponsibly at times, especially as regards contracts that they signed and sealed. Some of them have happily signed a three-year contract and then before the time was up tried to break the contract and move elsewhere. Last year the GPDA organised strike action at the start of the Belgian GP and at the end of the year a number of them were very dilatory in making decisions as to who they intended to drive for, while others (Jones amongst them) messed everyone about over whether they were retiring from Formula 1 or not. In order to make out a cohesive programme for the season ahead the FISA needs to know what everyone is going to do by the beginning of December and for a time now all the manufacturers and constructors have conformed to this request even though it was not always in their best interests personally, but they realized that it was vital to the health of the sport in general. In order to try and get some sort of responsibility into the drivers a new form was drawn up in December which was sent out before the end of the year and basically it called for the driver to say who he was driving for and for how long. There was no mention whatsoever of

contract details regarding finance, in spite of what some of the media men said. Signing the form also committed the driver to respect all the standing rules of FIA, just like anyone else getting a racing or competition licence. Some of the wording, especially as regards the legal side on insurance and claims etc., was not worded too well and was open to criticism. This form was sent out in English to drivers from Austria, Argentina, Italy, France, Germany, Chile, Columbia, Ireland, Finland, Brazil, Sweden and America so one hopes that they all had sufficient command of the Queen's English to read clearly and comprehend. Once the form was signed the Formula 1 licence (called rather waspishly Superlicence) was issued jointly to the driver and the team to whom he was committed.

Now it is a well-known fact that certain team-managers and team-owners want to see drivers in the same situation as football stars, whereby a team can "arrange" a transfer and claim a large sun of money. Equally they want to be able to put their driver up for sale. Certain drivers are dead against this idea, and I am with them all the way.

Twenty-four drivers signed their FISA forms, duly filled in, and received their Formula 1 licence, but seven drivers read the form more carefully and could see that it was the thin end of a nasty wedge, heading towards the football mentality, so they refused to sign the forms. These were Lauda, Villeneuve, Pironi, Laffite, Giacomelli, de Cesaris and Arnoux and as the time for the South African GP was getting close FISA said to sign the forms and discuss the matter at Kyalami. The twenty-four who did sign, did so (a) without reading it, (b) without understanding it, (c) without appreciating the implications, and (d) without seeing the whole form, only the second page where they had to sign. One or other of these points seemed to apply in most cases, and some drivers were pressured by their team-managers to ". . .sign quickly, and return immediately. . . ."

Preliminary discussions at Kyalami, between the end of the unofficial test days and the first day of practice, produced no real answer to various questions and on Thursday morning a motor coach was waiting just outside the paddock. As drivers arrived at the circuit they reached a picket line, where they parked their cars and climbed into the coach. When all but Jochen Mass were aboard, the coach was driven out of the circuit and down to Johannesburg to a hotel where a conference room was awaiting them; not to hold a conference with the Press or the organisers, but in which they locked themselves while Didier Pironi represented them at meetings with FISA officials, FOCA men and the race organisers. Pironi was in touch with Lauda by telephone (a Frenchman talking politics to an Austrian in English has got to be good for a laugh), and the newly-returned ex-World Champion conveyed the information to the rest of the drivers in the room. This nonsense went on all day presumably with no satisfaction on either side, but official words to the outside world were few and far between. The result was that no morning test-sesion took place and no qualifying after lunch. Kyalami was dead quiet and almost unreal. The drivers stayed locked in their hide-out all day and that night they "bunked down" on mattresses and camp beds, leaving their wives and girl friends to fend for themselves and sleep alone.

Next morning Pironi re-appeared to continue discussions and by about 10 a.m. he telephoned Lauda to say that all was well and they could come out of their funkhole. Quite what was decided was never revealed clearly, but FISA, FOCA and the South African organisers were all agreed that only a truce had been called in order to get the Grand Prix under way, and that immediately afterwards they would all be back to square one. The drivers seemed to think, or had gained the impression, that all was forgiven and they were going to get the FISA form altered. Anyone who thinks that he can go on strike, disrupt a whole day's programme, seriously put at risk the whole meeting and upset hundreds of people and then get away scot-free must be very simple or naive.

One thing in the favour of the drivers was that once back at work they all did a fine job, and as a race the South African GP was really good, in spite of how bad it may have looked on television. But once it was over twenty-nine of them had their Formula 1 licences suspended until an enquiry could be held. Jochen Mass never was involved, so his licence was not withdrawn, neither was that of Teo Fabi, as he had sneaked out of the strike-room and returned to the circuit ready to start work. Brian Henton also kept his licence as he was not involved and only stood-in for Patrick Tambay when practice finally got under way. The indignation of some people over the action of the Stewards suspending the licences the moment the race was over was truly laughable, showing a total lack of knowledge of normal procedures and the general sporting rules of the FIA as applied to any competition activity, be it Formula 1 or an Auto-test. The way some people seem to think that those in Formula 1 are above normal FIA rules is quite remarkable. It would do some people good to stop talking occasionally and spend a quiet hour or so reading the International Sporting Code as published in the Yellow Book (PSL Ltd. Price £11.95). These are the rules of the Federation Internationale de l'Automobile, to which even FISA and FOCA have to conform, let alone mere individuals like Formula 1 World Champions.

The week after the South African GP a tribunal fined all twenty-nine drivers 5,000 (USA) dollars each, and those who had been involved in the trouble at Zolder last year were fined an additional 5,000 dollars. There were also various bans from races dished out, but these were suspended for two years. The 5,000 dollar men will forgo two races if there is any further trouble, and the 10,000 dollar men will forgo five races if they do not behave themselves.

Under the surface, or behind the scenes, there are other problems to be sorted out. The race organisers agreed to pay 875,000 dollars to FOCA for the full Grand Prix package, but due to the drivers strike they only got two-thirds of the show. Who will blame them if they only give FOCA two-thirds of the total fee? This shortage will be passed on to the teams so that their budgets will be short and only the drivers are to blame. Who will blame the team-owners for stopping the drivers' pay? As I said, strikes do no good at all, and my feeling is that if Alan Jones had still been in the Williams team he would have gone out to practise on that first morning as soon as the track was open, and others may have had second thoughts. We are already missing Alan Jones. My sympathy goes out to the new-boys, like Guerrero, Boesel, Winkelhock, Fabi, Paletti and Baldi. Their great moment had arrived, they were about to take part in a Grand Prix, only to find themselves locked away with all their heroes, like Reutemann, Piquet, Villeneuve, Pironi and Lauda. I wonder if they really understood what it was all about.

A great deal of sympathy was felt for the race organisers, for over the past few years, since Alex Blignault gave up heading the organisation, the South African Grand Prix has been balanced on a knife edge. The cost of flying the whole circus down to Johannesburg is enormous and gets bigger every year, and you cannot go on putting up admission prices. Blignault always reckoned that Kyalami could only hold 85,000 people, so the rising costs are met by sponsors and advertisers, but that in itself is a tricky business. Last Autumn welcome information came from South Africa to say that the firm of Quindrick-Pointerware (a sort of Tupperware firm) had guaranteed to sponsor the race, so we saved the on-off, on-off situation of previous years. For 1982 everyone knew where they stood and it was all-systems GO. And then the drivers nearly screwed it up. Someone once said that there was no such thing as bad publicity, and the days before the South African Grand Prix proved this. All the media flak, good and bad, as well as mighty indifferent, aroused everyone's interest and when it was certain that the race would take place and practice showed that all the drivers were really getting stuck into the job, a capacity crowd turned up on race day and they were not disappointed. I heard afterwards that the television viewers were very disappointed, which is too bad, for I still think Grand Prix races should be run for those people who have paid good money to BE THERE. There is no substitute.

One nice innovation that the organisers did, which could well be copied by others, was to insert a loose leaf into the official programme giving the starting-grid positions and the lap times. This was done on Friday night and as we drove into the circuit on Saturday morning and bought a programme, there was the starting grid all nicely printed out for us. We already knew it, of course, but it must have given satisfaction to thousands of spectators who had only just arrived. RAC and Brands Hatch please note, and please do not say "it can't be done" — the South Africans did it. I know that the announcer reads out the grid and practice times on the public address system before the start of the race, but how often have you missed a row or two because you could not write fast enough, or someone has made a noise or started up an engine while you are listening. While on this subject I am still waiting for the race organiser who runs off a copy of the official results and gives them away to spectators as they leave the circuit. I am always meeting spectators after a race who dearly want to know what happened to John Watson, or exactly where did Derek Daly finish, and was Pironi fifth or sixth. Announcers do their best with the public address system but there is nothing like seeing things printed out on a sheet of paper. I have suggested to public-spirited sponsors that they would do far more good giving the spectators information rather than pouring it on the press. We get pre-race and race-day information from John Player, Marlboro, Gitanes, Ford, Saudia, Unipart, Renault, Ferrari and BMW, all of which makes good stories for the daily papers, but I know that a racing enthusiast would give anything to be able to get hold of some of this paperwork that is trampled underfoot in the Press room. The Marlboro dolly-birds, for example, spend a lot of time in and around the pits looking alluring and having their photographs taken to advertise the red and white brand. How much better if they were at the exits handing out the results as the spectators went home. It might even make some of the British give up smoking John Player Specials and change to Marlboro, but I doubt if it would make the Frenchman give up his Gaulois and change to Gitanes. — D.S.J.

TUNING TOPICS

Blydenstein's A pack Cavalier SR

THIS month we concentrate on two road cars that typify the performance industry's approach to the eighties. Inevitably one of them is turbocharged, but first a look at a car that is in terrible danger of being totally overlooked as a boring 1.6-litre rep's box, when it actually offers a lot more than current image-conscious Fords.

At very short notice W. B. "Billy" Blydenstein agreed to let us try a very simple A pack cylinder head and exhaust manifold conversion. As good fortune would have it the car turned out to be that overlooked new performance option from Vauxhall, the £6,062 Cavalier SR.

Now the SR designation on this example of the new GM Opel front drive design provides Recaro front seats; low profile 195 / 60 HR × 14 tyres (Pirelli P6 for us) and a deeper version of the standard front spoiler, with a tailgate spoiler at the rear of the five door hatch back we tried. Also very useful are the firmer damper and spring settings that come with SR, for Opel engineers felt at the model launch that they had erred a little on the side of softness with the rest of the range, feeling that sporting buyers will go for the considerably smaller Kadett / Astra series.

You will notice in that above paragraph that SR does *not* provide any extra power to complement a very fine chassis indeed. Blydenstein's men set out to rectify this omission in the simplest manner possible, preparatory to a later turbocharger conversion of the same vehicle.

They decided to provide an extra 10-12 b.h.p., or over 100 b.h.p. from the normally 90 b.h.p. and virtually "square" (80 mm. × 79.5 mm.) Family 2 SOHC GM power unit, an engine Blydenstein describes with awe as having the potential for "prodigious" power with its deep crankcase and advanced design. GM have already said that there will be a competition 1800 version with 16-valve cylinder head.

Meanwhile Blydenstein at Shepreth take this engine and its easy 7,000 r.p.m. capability to provide a £205 (plus £30.75 VAT) package that includes fitting at the works. Or you can buy the components for £135 plus £20.25 VAT. Vauxhall have paid Blydenstein the compliment of saying that their work, provided it does not increase compression ratio, does not invalidate warranty: on more complex conversions a separate guarantee is provided from Car Care Plan.

What do you get? an exchange Stage 2 cylinder head, a freeflow tubular exhaust manifold and some detail work to the fixed jet twin choke carburettor which make it run, "very slightly richer because the standard one is set so lean," according to Mr. Blydenstein.

The head is really a cleaned and gasflowed example for no parts, valves or otherwise, are replaced and compression remains at 9.2:1. Only the top exhaust manifold is provided (sub-contracted to Janspeed) because there is a very clever damper on the next stage of the exhaust system that prevents typical four cylinder resonance. Bill learned that one the hard way . . . but there is also no real need for a larger bore throughout the exhaust system on such a mild conversion. Replacing the normal cast iron manifold, the Janspeed top section runs a conventional 4-2-1 tube pattern and was rather unattractively pockmarked on this low mileage demonstrator, a victim of the direct frontal position and Britain's atrocious weather. Yet shouldn't we be looking for an attractive permanent finish on a £60 plus VAT top manifold?



EXTERNALLY there is nothing to distinguish YNK from any other Cavalier SR, the Blydenstein "A Pack" being confined to providing a few extra b.h.p. for Vauxhall's fine handling SR.

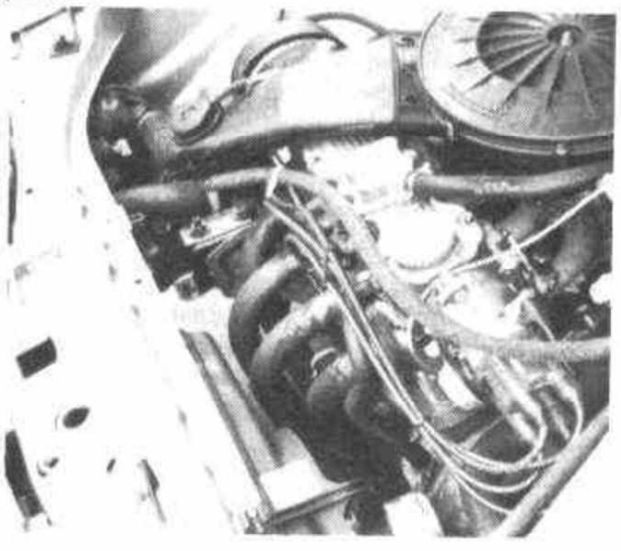
YNK 919X recalled the pre-1971 Vauxhall racing activity with those arch supporters of Gerry Marshall and Blydenstein, Shaw and Kilburn providing the Cavalier SR.

We were provided with a Sun Powertrack report showing the following figures for horsepower at the front wheels before and after conversion.

r.p.m. (all 4th gear)	Std Cavalier b.h.p.	Modified b.h.p.*	m.p.h.
1,500	18	20	20
2,000	28	30	30
2,500	37	40	40
3,000	46	50	50
3,500	56	60	60
4,000	66	71	70
4,500	73	78	80
5,000	72	84	90
5,500	77	87	100
6,000	70	87	110

* Tested with ignition retarded 1° showing slight power gain itself.

THE fabricated exhaust, mounted across the front of the car, had already suffered from its exposed position.



These interesting figures portray a horsepower curve of classic conventional tuning gain at the top end, but on the road it is a different story. Blydenstein reports 0-60 m.p.h. times of 10.8 sec. or so compared with 12.3 sec. of the standard car, but it is the way that the car will pull strongly in third gear city conditions that makes the initial impression.

The normal Cavalier is smooth running and obedient under such conditions, but this SR felt as though Mr. Blydenstein had gone back to his "you can't beat a big four" philosophy, so effective was the torque in crowded conditions.

You can make the car run without a hiccup from 1,400 r.p.m. in fourth. Because of speedometer error, of the usual gross variety that Ford and GM offer when you get a performance model on low profile tyres, my observations do not exactly tie in with the table. What is important is that from 40 odd m.p.h. and 2,000 r.p.m. this Cavalier is performing with some interest in top, while from 3,000 to 5,000 r.p.m. in top gear motorway conditions the Cavalier really gets the job done.

Vauxhall have provided a good air-cleaving body for the hatchback. The extra Blydenstein sparkle encouraged some startling averages to be maintained. This Cavalier was capable of running an honest 90 m.p.h., shown as 97 m.p.h., and 5,000 r.p.m. in fourth with no stress at all. Now the normal car will do that, possibly a little less economically as the throttle opening appears to be more, but will it then go on to astound you by pulling some 110 m.p.h., still with less noise than Ford offer at 90 m.p.h. in their admittedly smaller f.w.d. Escort?

Yet to make an account of any SR, especially the modified car, on the basis of its town and motorway prowess would be criminal. For the safe, yet thoroughly enjoyable, way in which the Blydenstein SR dismissed country road mileage was an object lesson in front-drive family car manners.

The steering is not the most informative in the world, but the accurate rack and pinion, allied to those Pirellis and effective suspension, mean that

the best can be extracted from the modified engine, even over bumpy roads, for ride comfort is excellent throughout.

Owing to the shortness of my test, two nights and a day or so, my fuel consumption period was unacceptably short. I obtained 22.4 m.p.g., including performance testing during an 80-mile check. Colleague Andrew Marshall from *Motoring News* managed 30.94 m.p.g. over a longer test spell and I accept that the car is likely to return 30 m.p.g. or more driven with brio and passing respect for the law.

Overall I liked both the well mannered Cavalier SR and the straightforward Blydenstein conversion very much indeed. Only the extra pulling power and the slightest of "tingles" from the exhaust system tell you that this is a converted car, and the m.p.g. is unlikely to suffer by such work. Well done: the Vauxhall-Blydenstein alliance lives on.

Janspeed Escort XR3-turbo

I WOULD refer to this Janspeed conversion of Ford's XR3 with the new breed of Rotomaster RM 60 "small" turbocharger as a prototype, save for the fact that 15 have already been sold. Yet there is so much more to come, including a reversion to the Ford production twin choke carburetter (Weber DFT) and the installation of an intercooler that will eventually allow the Janspeed XR turbo owner to also specify air conditioning, along with the electric windows and sophisticated sunroof that manufacturers optionally offer. Also to come, and presently being assessed at Salisbury for Ford in this turbo charged application is the production five speed gearbox, which is a necessity to get the best from the XR3 turbo's motorway potential.

The installation we tried was within a basically standard XR3, one of an early batch with all the extras fitted. It had detail suspension differences to the XR this publishing group has run for the past 12,000 miles and which we used as a direct comparison for this appraisal. Jan Odor's car has covered 7,000 miles, has a little of the front suspension positive camber adjusted out and a ride height over half an inch lower than our car at the rear. Our car has Dunlop tyres to the same standard dimensions as Jan's Pirelli P6.

In the engine bay is where the £1,178.75 (inc. V.A.T., workshop fitting and mechanical breakdown insurance) conversion makes sense. The XR is tailor-made for turbochargers, offering an exhaust system smack bang in the airstream and a cool home for the latest Rotomaster to do its boosting work from 2,000 r.p.m. to a 6,250 r.p.m. maximum imposed for the test. At the higher point there should be 7 lbs. boost — the beautifully responsive and clear VDO dial within showed 6 lbs. occasionally, 5 lbs. regularly on full throttle — and maximum power is a reported 122 b.h.p. at 5,500 r.p.m. That is compared with the Ford figure of 96 b.h.p. at 6,000 r.p.m.

The test car had a tubular exhaust system in steel but cast iron is a production certainty in the future. Perhaps the most significant change underbonnet is that Janspeed have obviously now seen that the market is willing to pay the price of the more sophisticated and expensive pressurised carburetter layout for their turbocharger kits. The example we tried was equipped with a single 36 DCNF Weber downdraught twin choke with a very neat little pressurisation box. Under development in the workshop is the XR engine with a much larger pressure chamber and the expectation of working with the normal Ford carburetter (with new gaskets to account for pressurisation) in order to try and overcome the present depressing m.p.g. figures on full boost.

The safety valve wastegate is backed up by a further electronically triggered overboost failsafe in the turbo-to-chamber delivery pipework. The latter is set at 8 lbs. The high fuel pressures demanded by the pressurised turbo layout are catered for by the Italian made Lotus fuel pressure regulator, mounted to the O/S of the Weber / pressure chamber.

Normally the XR3 carries a 9.5:1 cr. Much too high for a turbocharger installation. The motor we tried had those multi-million pound Ford researched piston domes shaved off to lower compression (still 8.6:1) but it is hoped that an enlargement of the combustion chamber will allow Janspeed to offer a compression below 8:1 eventually.

Jan paid tribute to the Ford engine as, "a tough little unit; it has survived 15 lbs. overboost already"! He also found the standard electronic ignition useful but added the sophistication of a further master system to allow instant advance and retard adjustment; a rev limiter and it will have the precautionary pressure relief in the intake system, referred to earlier.

Other detail changes include a crackle black rocker cover and a very large bore exhaust system that is continued to the tail of the car. This emits a very pleasing combination of civilised idling burble and full throttle brutality, the spinning vanes of the turbocharger removing the otherwise offensive hard edge to the exhaust note.

Inside there is the boost gauge to the right of the main fascia and a manual choke. Only the spectacle of a digital clock that goes out when the lights are switched on, and a largely unlit speedometer, tell you that any work has gone on.

Before we checked the performance, there were several hundred miles of hurried countryside running to be completed and a delivery errand to the City of London.

The Janspeed Turbo Escort added a new dimension to the meaning of small car acceleration. To try and achieve a perspective I note from a Mini-Cooper book I have just completed, that in December 1968, it took a works replica Cooper S to produce the kind of acceleration I took for granted in the Janspeed XR. Naturally the Janspeed car could also be driven through town with no qualms. Any overheating tendency being reserved for the brave who run more than 5,000 r.p.m. and 90 m.p.h. in fourth persistently. Even then it's only that the gauge moves higher than normal, nowhere near the point of triggering the electric fan.

When the five speed gearbox comes, things will be better for Janspeed and the normal owner. As the regular driver of the XR this publishing house has, I have been thoroughly intrigued by both performance and noise levels, for there is both a soundproofing kit and an update on the carburation which Ford quietly offer some owners of earlier examples.

On the road the turbocharged car backs up the Janspeed pamphlet's aggressive statement: "in standard form they tend to lack any real urge." A comment on the standard car which is supported by the statement "in third and fourth gear however the turbocharger gives them that extra sparkle which makes the car sit up and go in any gear." The Janspeed XR *feels* a lot quicker in any situation. Even the slightly improved roadholding and handling of Jan's example, compared with our own, reaching a definite pitching and jumping limit. The speed with which 6,250 r.p.m., some 110 m.p.h., comes up in fourth is breathtaking in such a small car. Overtaking performance is superb, even if you don't drive sympathetically, trying to provoke that old "Turbo lag" chestnut.

While Jan borrowed our standard car and I drove his, our road conclusions were agreed: you will be a gear higher in the turbocharged model for any given situation and the speed is likely to be 10-15 m.p.h. greater in the turbo model. However, this depends if you have just filled up and are still conscious that m.p.g. can easily be dragged below 20 on 5 lb. boost! With the smaller turbo, boost is available from about 2,000 r.p.m. and 35 m.p.h. in fourth with full boost arriving by 3,000 r.p.m. and less than 60 m.p.h.

There were some driveability points we noted. The present carburation is easy to stall until you are familiar with the sharp, long travel, clutch and comparatively large chokes. There is some surging in boost under part throttle and the oil consumption was horrendous. I did some 500 miles in all and added close to 3 pints of oil. Most lubricant was released on slowing from speed, when a tap of the throttle made the rear end haze

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BOLD "Turbo" stripes down the side distinguish the Janspeed Turbo XR3 from its normally aspirated brethren.



Behind the Grand Prix Scene

The Motorhome

IF you go into the paddock at any of the European Grand Prix races the dominant feature will be the vast articulated transporters used by the various teams and the depots for the tyre companies. In the shadows of all the large vehicles you will find giant motor caravans, known in Americanese as motorhomes. Beside a team transporter they do not look all that giant, but bearing in mind that they are normal road vehicles some of them are big. Most of the more affluent teams have a motorhome for the use of the team personnel, with a big awning out from one side to make a covered space for the workers, and the basic object of the team motorhomes is to provide basic creature comforts for everyone in the team, from owner and driver down to the apprentice mechanic. These motorhomes have become the normal thing since circuits provided good workshop space and security for the racing cars, so that if necessary a team can encompass a 24-hour day of work without leaving the circuit. With testing from 10.00 a.m. to 11.30 a.m. and qualifying from 1 p.m. to 2 p.m. there is no time for a lunch break and what most of the teams do is to provide a proper sit-down lunch for the mechanics immediately after the qualifying hour, and then it is back to work until 2 a.m. or 3 a.m. next morning, depending on what dramas have overcome the team. Most of the teams provide a large communal table under the awning attached to the side of the motorhome, at which meals are taken, while the interior of the vehicle is reserved for the team-manager, drivers, sponsors and so on, who need to discuss things in peace and quiet.

It is quite an education to wander along the paddock before the workers' lunch break and view the culinary delights being cooked up in the various motorhomes. Spaghetti and *vino rosso* in the Italian teams, veal and *vin blanc* in the French teams, steak and chips and tea in the English teams and so on. I shall always remember seeing dear old Regazzoni under the awning of the Ensign team with Silvia Nunn pouring him out a nice cup of English tea. He later insisted that he had developed quite a taste for English tea.

These team motorhomes perform a very important pyschological function that helps towards the smooth running of a team, for most people are pretty fixed in their food requirements and a well-fed mechanic is a happy mechanic, especially if it is the normal food that he is used to at home and not "that foreign muck". I used to watch Ferrari and Maserati mechanics at Silverstone with some sympathy as they poked at "pie, beans and chips", longing for a good plate of *spaghetti bolognese* and not "that foreign muck". The team motorhome not only keeps the workers happy, but eases the financial complications of everyone having to have "dinner money" and cuts down on time lost. While the initial outlay may be costly the benefits are more than worthwhile.

Now these motorhomes do not run themselves, nor are they permanent fixtures in the paddock, so each one needs a staff of two or three and it is these people I am thinking of in this article. While the majority of the motorhomes in the paddock are principally for the use of team members and friends, there are others whose main role is hospitality to selected people on behalf of a firm or sponsor involved in Formula One. Most of the big concerns like Fiat, Alfa Romeo, Renault, ELF, Marlboro and John Player have motorhomes whose role is that of hospitality unit to that section of Formula One that interests them, whether it be the Press, the Trade, other race organisers, local dignitaries, marshals, the police, the medical services or any of the other hundred and one people involved in the running of a Grand Prix event. All these motorhomes and hospitality units have to be staffed and moved from race to race, and they all have to be accommodated in the paddock if possible. The space statistics are controlled and organised by FOCA people, and every motorhome driver knows where he has to park long before he arrives at the circuit. How he gets there is his problem. This paddock layout and planning is no haphazard affair, for certain firms need to be in certain positions, while others need easy exit after the race, some need parking for a number of cars as well, others can be stationed in a limited area and so on.



THE ELF hospitality unit which caters for the food and drink requirements of the ELF people and their guests, while dispensing their hospitality to selected members of the Press.

To see what goes on in the running of a paddock motorhome I talked to Pamela and David Wilkie, who run the motorhome for the ELF petrol company. Although their brief is slightly larger than most, in that they cater for a large proportion of Press people as well as the ELF hierarchy, the operation is typical of most. They got into the business through Ken Tyrrell, when he was with the Matra team, who in turn were with ELF. As things developed and ELF decided to have a motorhome of their own and a hospitality area where the Press could gather and exchange notes, or where drivers could come to be sure of an eager audience, the Wilkies were invited to do the job. This year they will start at Imola in April and finish in September after Monza, and it is virtually a full-time occupation. During the season they co-opt assistance from Pam's brother on occasions, or take on local help as and when it is necessary. Dave does all the driving and manual work, while Pam looks after the kitchen and housework, but needless to say there is a lot of over-lapping and they work very much as a team, the prime object being to get the job done and done well.

They usually arrive at the circuit on Tuesday evening, or Wednesday morning at the latest, and once they have found their pitch and set the motorhome at rest the first thing they do is to give it a good wash and polish, to remove travel stains, for if Mr. ELF arrived and found a scruffy-looking motorhome in the paddock he would not be too impressed. As the motorhome is a large comfortable affair, geared to accommodate six or eight people, with all mod. con. such as its own heating, lighting, refrigeration, air conditioning, shower and toilet facilities, it is no great hardship for them to live in it for the next five days, though, of course, privacy is a bit restricted. Wednesday is spent getting organised locally, which means finding the local market for meat, fruit and vegetables, finding the best sort of supermarket and stocking up with food and drink. A small hire-car is essential for local running, for once parked the motorhome does not move, and if Pam cannot pick up a Hertz or Avis car on the way to the circuit, someone in the paddock will run her into town during the day. As can well be imagined all the motorhome staffs have the same problems so they all help each other out at all times. I well remember chatting to Pam in the kitchen one day when a girl came in to borrow "some flour and a cup of sugar". On enquiring who she was, Pam said "oh, that's Sarah, from the such-and-such team, she's always running short of things, poor dear, it's her first season".

Over the years in their travels about Europe the Wilkies have got to know the best places to buy certain things so they stock up on their way. You don't pass through France without stocking up with good cheeses, or go along the Mediterranean coast without gathering up some fish. While Pam is doing the shopping Dave has more than enough to do, checking the generator that runs the lights, refrigeration, air-conditioning and water heating. Servicing the Calor gas equipment, looking after the tables, chairs, awnings, and other "camping" equipment, looking over the mechanics of the motorhome itself, unpacking everything and generally getting ready to look after as many as 100 people on race-day. The general run of friends and visitors are dealt with by an outside buffet, which in itself involves tables, chairs, cutlery, plates, glasses, cups and so on, while inside the motorhome plans have to be made to feed Mr. ELF and a few of his selected staff or guests, and this involves a sit-down luncheon for eight or ten people.

It is all too easy to arrive at the ELF motorhome at lunchtime to find an enormous table of buffet-type food available, without giving a thought to how it got there. The truth is that much of it was prepared the night before inside the van, Pam and Dave usually being up until

11 p.m. or midnight preparing food, from peeling vegetables to cooking joints for a cold collation At Monza last year I had a pleasant evening meal with A.H. during which we put the world of motor racing to rights, and at about 11 p.m. we wandered back to our hotel for a nightcap, and I was forced to say "Think of Pam and Dave, they are probably even now just finishing peeling spuds, carrots, onions, and so on, the ham is nicely cooked and all they have to do before going to bed is all that washing up". And for Pam and Dave you can say the same for a dozen or more staffs of big motorhomes, for they all have to be ready for the first day of practice, then again for the second day of practice and finally for race-day. And when it is all over and the crowds have gone, they have to pack everything up, stow it all over the motorhome and on Monday morning set off for the next race, which may be 800 miles away.

With a vehicle as big as the average motorhome you need to stick to motorways where possible, so journeys have to be planned in detail, though experience helps here, but occasionally a new venue is used and then they take some searching out. It is no good arriving late at a circuit, for apart from invoking the wrath of the owner, team, or firm, for whom you are working, you would never get into your allotted spot in the paddock, even were it still available. One advantage of travelling about Europe in such a large and well-stocked vehicle is that there is no need for hotels or campsites, you are totally self-contained, which saves a lot of time on journeys. The luck of the draw is when races are close together on the map, so that you can have a day or two off, but even so the motorhome and its contents is always your responsibility and if you are careless and let it suffer from vandalism or thieves you are not going to be popular with the firm's insurance company.

Going on a camping holiday in a motor-caravan is a lot of fun for some people and they probably visualise a holiday in a moving block of flats, which some motorhomes represent, to be the ultimate. Running a motorhome in the Formula One paddock is far from being a holiday, it is sheer hard work, and if you didn't like motor racing and motor racing people it would soon drive you mad, and what is more it goes on for the whole season. Apart from the incessant noise of practice days and race day there is always the likelihood of being woken up in the night, especially the one before the race, by mechanics on an all-night work session firing up a Matra V12 or Cosworth V8. It is a way of life, and a very interesting one if you are so inclined, but it is also a job to which you have to be dedicated and from which you have to obtain satisfaction from serving others. It would not interest me as I like to be served. — D.S.J.

TUNING TOPICS — continued from page 281

reminiscent of my old Ariel Arrow 2-stroke motorcycle under hard acceleration.

Cold starting was extremely prompt, once you had remembered to pull the manual choke in placed of the normal automatic equipment. Hot starting required half throttle but was otherwise so good as not to warrant further comment.

Fuel consumption? The average figure for "my" Teesdale publishing XR3 is given alongside the Janspeed Turbo's figure for the same trip. It may be rewarding to know that I filled the tank of the Janspeed car three times during the test and got figures of 17.2, 21.2 and 20.56 m.p.g., confirming Jan Odor's fears that the consumption of the present carburetter is not acceptable in really hard use. A fact already pinpointed in rolling road tests, which had revealed that the test car was giving a healthy 130 b.h.p. from its 1.6-litres. In those tests constant speed consumption varied from 37 m.p.g. to 14.5, showing that it's only under boost, when the performance is putting an enormous smile on your face, that the m.p.g. is giving your bank manager cause for another of those cosy chats.

Finally I could not resist the challenge of finding out "wottle she do Mr?" under comparative conditions. I decided to pit my standard car, at 11,800 miles and rather desperately in need of a 12,000 mile service, against the Turbo. Same day, same track, same watch, same 6,250 r.p.m. limit, myself driving and an average of four runs in either direction.

	Janspeed pamphlet	Janspeed Turbo	J.W. XR3
0-60 m.p.h.	7.2 sec.	8.58 sec.	10.15 sec.
50-70 m.p.h. (4th gear)	5.7 sec.	7.14 sec.	8.01 sec.
Max. speed	—	112 m.p.h.*	110 m.p.h.
M.p.g.	—	21.2	28.32

*R.P.M. limited!

From curiosity I tried revving Teesdale's poor little XR to 6,750 r.p.m. in second, saving the gearchange that is demanded by a 6,250 r.p.m. limit (56 m.p.h.). I ran this test only once, but the 8.72 sec. recorded confirmed to me that the high r.p.m. potential of the CVH engine has yet to be exploited. Overall, I thought the standard car, which we have owned from the start of its life, emerged with great credit from this exercise. After all its last service had been 5,800 miles before and the XR3 is maintained in a routine manner by a non-RS Ford Dealership.

The normal XR3 is noisy and there are lots of details that need further work (rear suspension for one) but to get such invigorating performance and handling, while close to 30 m.p.g., seems attractive to me.

Janspeed's Turbo XR3 previews an ever more sophisticated and speedy future small car. As Jan Odor, exhaust tycoon and raging enthusiast says "imagine this little baby with 200 b.h.p. and air conditioning. . . .!" — J.W.

"Exeter" Flashback

AS EDITOR I wish to apologise to historical archivists and those with long memories who noticed some inaccurate and odd items in the piece published last month about former MCC London-Exeter trials. When this year's Exeter Trial had to be cancelled due to the abnormal weather it became necessary to fill the space reserved for a report. I was unable to get out of my remote place in the country, the Rover 3500 and the Reliant Kitten both proving most commendable instant-starters in the Arctic temperatures but neither being all that adept at getting to grips with icy uphill surfaces. So, although we managed to break out for food on our 1952 Ferguson tractor, I couldn't get to the office and it was necessary to telephone-in the stop-Press story, with not quite the results I intended!

Most of the errors that arose should be fairly obvious, but to prevent anyone assuming that I was suffering from galloping senility at the time, I would like to make it clear in that enforced look-back to past Exeter trials that the Imperia which got a gold medal in 1924 had a *slide*-valve, not a side-valve, engine, this being my only reason for referring to its valve-gear. When I wanted to say that Harcombe hill, reintroduced for the 1939 trial, was by then found to be tame, this came out as ". . . by then Fortame"! The other hills in that paragraph should have read Meerhay, Higher Rill, Devenish Pit and Batcombe, all introduced from 1929.

There were several other places where my secretary didn't hear me correctly; for instance, I had been careful to say that S. C. H. Davis commenced his long association with *post-war* Exeters in 1920, driving a McKenzie, as I was aware that he had competed in pre-war MCC events, but the vital two words were omitted. The point about those folk who saw a shed and left their cars in it before the start, was that the hoods were left unfurled, it was pouring with rain, and only when they returned, still in the dark, did they discover that the shed was roof-less. . . .

Finally, I see that a rather obvious note was added to my "copy" saying that Dellows and other Specials must be legal for use on the road in MCC trials. I wouldn't have picked on the Dellow because I have always regarded them as road as well as trials cars, dating from the time when I tried a certain "yellow-Dellow" for MOTOR SPORT in 1950. The MCC must have lost money through having to cancel the "Exeter" and as many motor clubs are experiencing hard times these days, you may wish to join this deserving car and motorcycle organisation, which is essential anyway if you intend to run in the Land's End trial at Easter — the sub. is £6 a year but mention of the entry fee (£1) was another item omitted from my phoned-in "Exeter" Enforced Look-Back. — W.B.

Nursery on Wheels

ANTONY JARVIS of Doddington Hall, near Lincoln, is looking for pedal cars — not because of the price of petrol, but to borrow for a major exhibition being mounted at the Hall during August 1982.

This exhibition is to be called "The Nursery on Wheels" and will cover the whole history of prams, pushchairs and pedal cars from their earliest beginnings up to the present day.

The word pedal car covers an enormous range of toys from simple trolleys with bar steering, all the way up to elaborate replicas, so long they would have taken the largest drawing room to turn in and so heavy they must have taken a race of super children to propel them.

Any owner or collector who might be interested in loaning a pedal car for this exhibition should contact Antony Jarvis at Doddington Hall, Lincoln, LN6 0RU, or telephone (052 274) 227.

* * *

Miniatures News

GRAND Prix Models of 173-175 Watling Street, Radlett, Herts, have available the first metal kit for making a miniature of the Ferrari 250GT 2+2, with its Pininfarina body. This is a 1:43-scale from Dannini Modelli. As a reminder of the first four-seat Ferrari and the impact it made at Le Mans, this kit is unique. It sells here for £6.95, plus 50p for postage. — W.B.



TRAINING. Pupils on "Eagle" microlights have their first flight experiences on the end of a tow rope.

AIR
The Microlight

CONVENTIONAL pilots sneered at them and called them toys, the public viewed them with suspicion and concern, ministry men saw them as a means of avoiding the due process of registration and licensing and hang-glider people scorned their use of engines and propellers.

However, after long discussions following a period when the authorities didn't seem to know what to do about them, microlight aircraft have achieved the respectability of recognition by the Civil Aviation Authority.

Julian Dodswell, a director of Breen Aviation which flies, maintains, sells and instructs on microlights from Enstone Airfield in North Oxfordshire, was one of the originators of the British Microlight Aircraft Association, and although the CAA viewed this body with reluctant tolerance rather than acceptance, continued representation has convinced them that the BMAA was a responsible organisation rather than a bunch of cranks who seemed to want to turn back the aviation clock.

The acceptance has also come without too many controls and microlight aviators are delighted that their form of flying is not to be stifled by all manner of needless legislation. What is more, a link has been established between microlight and light flying, with recognition of the standards already laid down by the BMAA for its A and B certificates.

The BMAA A certificate, along with a declaration of medical fitness and tested knowledge of aviation law, will be enough for local flying within eight kilometres of take-off point and does not require a Private Pilot's Licence issued by the CAA.

However, unrestricted flying for greater distances does require a PPL, and the Group D licence demands the same standards as the BMAA B certificate. This entails completing certain flying tasks and passing tests in flight theory and practice, meteorology, navigation, map reading and aviation law.

That sounds rather too ponderous for the chap who is taken with the idea of free flight from his local meadow and to blazes with all convention, but in reality it is not.

It is amazing how quickly one can become competent at both the practical aspects of flying microlights and the theoretical knowledge which is part and parcel of it. As the Breen information booklet proclaims, "It is better to be on the ground wishing you were in the air than to be in the air wishing you were on the ground".

Breen currently markets two aircraft, the Eagle with its very simple controls by one bar, and the Mirage with its more conventional stick in the hand and pedals at the feet.

Instruction on the first, following ground teaching which includes rigging and de-rigging the aircraft, is commenced without the advantage of an engine. A de-nuded aircraft is towed down the runway by a Land Rover which contains the instructor linked to you by radio. When you can control the aircraft at around fifty feet you may then progress to becoming airborne under your own power.

If you opt for the Mirage, you first take to the air in a dual-controlled light aircraft until you have grasped the principles of three-axis control. Then you are ready for the Mirage conversion course.

There are various courses available, but it's worth remembering that if you buy an aircraft from Breen your instruction is free, much as it is on light aircraft and helicopters bought elsewhere.

Another point worth remembering is the CAA acceptance of the BMAA B certificate, which can greatly reduce the number of more expensive light aircraft hours required for the issue of a conventional PPL. Even a CPL acquired by logging enough hours as a PPL holder comes some 100 hours sooner than otherwise if you are a competent, licensed mircrolight pilot

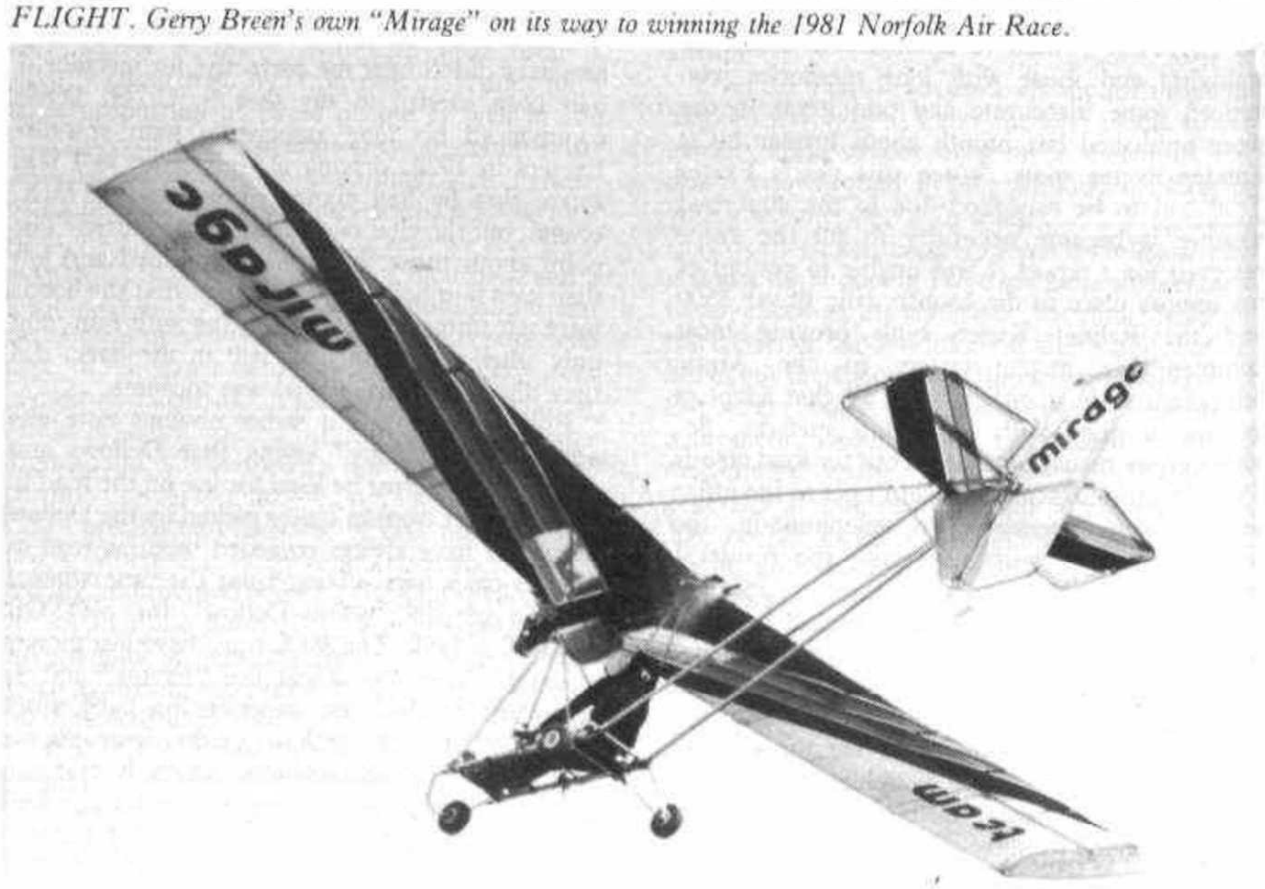
What are microlights like in appearance and behaviour? They are most certainly not replicas of Bleriot's aircraft. Very basically, they are made of an aluminium frame on which is mounted sturdy canvas which provides lift and control surfaces.

In the air they are graceful, even though the pilots appear to be slung rather vulnerably beneath them. Actually, the suspended seats are quite comfortable, even that of the Eagle which utilises movement of the seat itself to vary the positions of the control surfaces. In the absence of stick and pedals, the pilot merely pushes or pulls against a fixed bar so that his own body moves sideways, forwards or rearwards, thereby moving the control surfaces by cable links.

On the ground they look rather out of place, although there is no impression of fragility when you get close enough to see exactly what they are made of. When de-rigged, rolled and slung on the roof rack of a car, you might even be forgiven for thinking that the driver was transporting a rather large frame tent.

The Eagle has a canard wing at the nose and no conventional tailplane, whilst the Mirage is designed more or less like a conventional light aircraft. The former is powered by a 242 c.c. Zenoah two-stroke engine which can get you airborne in less than 100 feet of still air and give you a rate of climb of 650 feet per minute. Its weight is 159 lb. and its maximum speed is about

FLIGHT. Gerry Breen's own "Mirage" on its way to winning the 1981 Norfolk Air Race.



50 m.p.h. Fuel consumption is about a gallon per hour.

The Mirage has a twin-cylinder 440 c.c. Kawasaki engine which uses fuel at only one and a half times the Eagle's rate. Take-off distance is down to just 80 feet and it it will climb at 750 feet per minute to the same service ceiling as the Eagle. Its maximum speed is 65 m.p.h.

Both aircraft will, of course, respond just like gliders should pilots wish to take advantage of thermals to fly soundlessly.

Assuming you prefer Breen to assemble the aircraft for you, and you don't want any of the options such as floats (either aircraft), electric starter (Mirage only) or even instrument packs, the Eagle will set you back a VAT-inclusive price of £3,294.75, whilst the ready-to-fly Mirage costs £3,438.50. Assembling it yourself (Breen will check it for you) will knock £260.75 off the price of a Mirage.

We have been thwarted in all our plans to fly one of Breen's microlights; whenever there was an opportunity, very stong winds at Oxford made it impossible. But they are not just for fair weather fliers. Experienced men take them up quite safely in various conditions, but high winds don't really mix with good instruction for the novice.

Enstone, incidentally, is fast becoming a centre for all manner of airborne sport, including parascending and powered hang-gliding (which is not the same as flying microlights). Full details, including aircraft specification, is available from Breen Aviation, Enstone Airfield, Church Enstone, Oxfordshire. — G.P.

The RAFVR

THE Royal Air Force and the RAF Volunteer Reserve provided some good and exciting flying in the years before the war, when keen young men could graduate from the Sopwith Snipe to the Gloster Grebe and Gamecock and then to Armstrong-Whitworth Siskin, Bristol Bulldog and Gloster Gauntlet and Gladiator, and on up to the Hawker Hart, Fury, Demon, Audax, Hardy and Hind, prior to the end of the biplane years and the arrival of the Hawker Hurricane and the Supermarine Spitfire of revered memory. If any of the pilots of those carefree pre-WW2 flying days care to recall their more exciting experiences, such as forced landings, unauthorised trips to land in unofficial places, and so on, and the cars and light aeroplanes that formed an exciting background to the aeroplanes they flew, we would be glad to hear from them.

I am optimistic in this request, because while working for the Ministry of Aircraft Production at Farnborough during the war (and also editing MOTOR SPORT), I started a correspondence about forced landings in the London area in C. G. Grey's celebrated weekly *The Aeroplane* which ran for a record period and brought reminiscences from some famous pilots. — W.B.

* * *

De Havilland Centenary Celebrations

THIS year marks the Centenary of the birth of Sir Geoffrey de Havilland, who founded the great de Havilland Aeroplane Company. To celebrate this, the De Havilland Moth Club is staging a visit to many DH-related sites over the weekend of July 2nd-4th. The start will be from Chester aerodrome on the Friday, flying by Moths or other DH aeroplanes to Hatfield aerodrome on the Saturday for a big DH-orientated gathering, while on the Sunday the aviators will descend on



A DE HAVILLAND CELEBRATION of the twenties — a DH60 Moth photographed for MOTOR SPORT in 1929.

hallowed territory at the RAE, Farnborough. Details from: The Secretary, The DH Moth Club, Tangmere, 16, Thatchers Drive, Maidenhead, Berkshire, SL6 3PW; membership of which Club, which publishes an excellent magazine, *Enterprise*, costs £5 a year. The Club devotes its activities to the following DH aeroplanes — types 51, 53, 60 (of course!), 80, 82, 83, 84, 85, 86, 87, 88, 89, 90, and 94. It has 900 members, including Victor Gauntlett with his Tiger and Leopard, the 900th being Miss Olivia de Havilland, no less. On August 22nd the Club intends to repeat its flying visit to Woburn Abbey. — W.B.

* * *

Army Air Corps Silver Jubilee

IN 1982 the Army Air Corps — which can trace its origins to the first world war — celebrates its Silver Jubilee in a three-day extravaganza during the last week of July. The event, which is to be called Army Air 82, will take place at the UK's biggest grass airfield and home of the Army Air Corps, Middle Wallop, Andover, Hants, on July 23rd to 25th.

The central theme of Army Air 82 is to be the world's first International Helicopter Meet, to which over 50 of the world's Air Arms have been invited along with many civilian helicopter operators and manufacturers. An International Military Helicopter and Equipment Exhibition and Symposium will be staged by Flight International at Middle Wallop in conjunction with Heli-Meet International. The 1982 British Helicopter Championships will be one of a number of other attractions included.

Air Mail

Gliding Achievements

Sir,

That delightful book "Soaring Flight" by the late Terence Horsley has a good account of the early attempts at crossing the Channel in a glider.

As long ago as June 1931 Robert Kronfeld was towed to 10,000 feet over the coast of France and glided direct to Dover. In 1937 Philip Wills flew from Dunstable to Dover but had to abandon the attempt to cross through inadequate height, an attempt a year later by Kit Nicholson meeting the same fate, and Mr Wills had another similar experience in September 1938.

On April 22nd 1939 Geoffrey Stephenson took off from Dunstable at 2.55 p.m. in his Kirby Gull, crossed the Thames east of London, and was down to 1,000 feet when he reached Hawkinge; here he was about to land when he found a strong thermal and climbed to 6,000 feet before heading for France, landing at Le Wast, some ten miles east of Boulogne at 5.35.

There is no mention of "Sandra" or Mr Beardmore; the machine shown is not a high performance one and I doubt if it could have made the trip; perhaps the big hook on the front was used to attach a cable for an aerotow?

Upwood, Cambs. G. E. PINKERTON (Dr.)

"Sandra"

Sir,

With reference to the flight by Lissant Beardmore (MOTOR SPORT February 1982 p. 193), I can confirm that this was indeed the first channel crossing by glider. The Canadian opera-singer piloted his Professor sailplane, "Sandra", from Lympne, Kent to Saint-Inglevert Aerodrome near Boulogne in 90 minutes on 19th June 1931.

London NW11 MICHAEL HERRIDGE

Gyroplanes

Sir,

This photograph taken at an Air Rally at Ronaldsway, Isle of Man, about 1936, shows a Cierva (not Curva) Gyro-plane, the engine I think was an Armstrong-Siddeley 7-cylinder (? Lynx). I first saw one of these at Hooton Park, Cheshire about 1928/9, when Senor Cierva was touring the country on demonstration flights.



The drill seemed to be, after warming-up the engine, to taxi round the field until the requisite revs were obtained on the Gyro and then try for take-off. Not vertically, as per present-day helicopters, but fairly vertically, depending on conditions and wind direction.

Penwortham, Lancs. S. W. LAYFIELD

Random thoughts about

ENDURANCE RUNS

RUNS, more or less non-stop, of long distance or duration, have always been an admirable means of proving the durability and reliability (not quite the same thing) of a particular motor vehicle, and all along the ages there have been people, both men and women, sufficiently keen, or well paid, or both, to match their endurance to that of the machine.

On the road, or more accurately away from artificial circuits, there have been many great Marathons, both old and rather more recent. The 1907 Peking-Paris race, which it was hoped to emulate this year, involved a route of more than 8,000 miles, covered in 80 days by the victorious Itala, and the following year's New York-Paris race was a matter of over 13,000 miles, and occupied 218 days.

In much more recent times we have had the two World Marathons, the respective routes of which covered 10,000 miles in 1968 and 16,000 miles in 1970, and the recently much-publicised Paris-Dakar desert rally of three weeks' duration. There are events such as the current Coast-to-Coast "Cannonball Run" in America, involving 2,800 competitive miles, nor must we forget, in an age of under-200-mile, 1½-hour Formula One races, that as early as 1899 the distance of the year's major motor race was a prodigious 1,350 miles, or that cars in the 1912 French Grand Prix were required to run for 956 miles. These days, of course, winning at Le Mans involves packing 3,000 or so miles into the double-round of the clock.

However, the true endurance-run is perhaps better expressed as a contest of one vehicle against the clock, even at times involving one driver only, and it it such runs on which the following thoughts dwell. That leaves out the epic, pioneer, trans-Continental expeditions, often taking months, even more than a year, and involving alarming hazards and unbelievable hardships and stamina en route, about which some very good fairly recent books are available.

The greatest endurance-run of all was surely



ALL-TIME HIGH? — Mon. Lecot and the 11 c.v. Citroën Light-15 with which he did 400,000 km. in twelve months on the roads of France in 1935-36.

the one undertaken by the indomitable Mon. Francois Lecot, who drove 400,000 kilometres (248,400 miles) in a year in a *traction avant* Citroën, in 1935/36. Lecot set himself a target of 119 hours per week, and his run, which was successfully accomplished, required eight ACF official-observers, working in relays. (I believe he only stopped on Christmas Day.) The 11c.v. FWD Citroën saloon averaged around 23½ m.p.g. of petrol and consumed some 70 tyres. Lecot was 58 years of age at the time and, remembering how hard MOTOR SPORT had to drive a BMW 3.0 CSL on modern *autoroutes* in 1972 to cover 3,789 miles in four days, my bewildered admiration for the enthusiastic and determined Frenchman knows no bounds.

Turning to endurance-runs on closed tracks, the advent of which encouraged such projects, the first at Brooklands was the 24-hour run in 1907 by S. F. Edge on a 60 h.p. six-cylinder Napier, before any racing had taken place over the virgin concrete. Cocking-a-snoot at the experts who said



ANDRÉ CITROËN with the Yacco-Oil-sponsored 1½-litre four-cylinder Citroën "Petite Rosalie" after its successful onslaught on World's records at Montlhéry in 1933. It had averaged 58.07 m.p.h. for 133 days, or 185,353 miles, pausing while the track was used for a French Grand Prix!

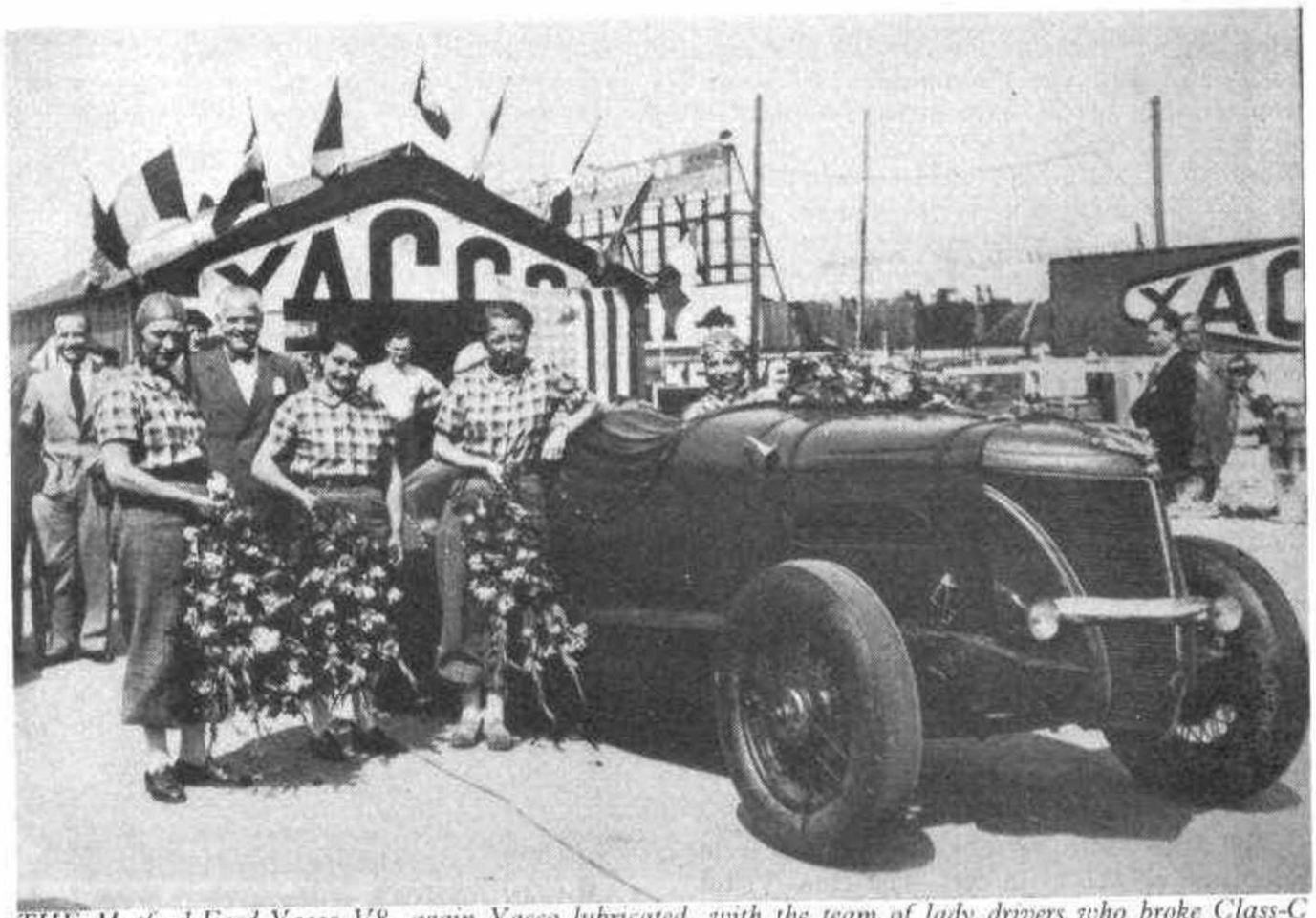
a man's heart would not stand up to the continual buffeting, Edge drove without relief, except for brief rests while the Napier was being refuelled, and was afterwards able to drive himself to the "White Lion" at Cobham, which he had made his headquarters. He covered a distance of just less than 1,581 miles, at an average speed of almost 66 m.p.h., inclusive of the depot-stops, during which 44 Dunlop tyres had to be changed, aided by having them on Rudge-Whitworth detachable wheels. Edge had arranged to have them cooled by a stream of water projected across the Track, before the rains came, a ploy used much later, without success, by Parry Thomas. This World record for the continuous 24-hour run wasn't beaten until 1924, when a 2-litre AC managed 81.27 m.p.h. for 1,949.3 miles and only required six new tyres, to Edge's 44. But that was done in France, where the Montlhéry Autodrome was free from noise problems, so the 1907 continous 24-hour run remains a British record to this day — if anyone wants to try to better it. . . .

It might be thought that the 24-hour record was the toughest proposition in the records-book, leaving aside the Land Speed Record. But when I discussed this with the late Capt. G. E. T. Eyston, OBE, the inveterate "record-man", he told me that he considered the hour-record by far the most difficult, in his day at least. Whereas pit-stops were possible over a period of 24 hours or 48 hours, after which time lost might be recovered, this wasn't possible in the case of the "hour", and tyres were a problem after the speed had risen above 100 m.p.h., nor could the engine be spared by throttling it back after the record had been taken to over 120 m.p.h. When Eyston captured this coveted honour with the single-seater 8-litre Panhard-Levassor at 130 m.p.h. at Montlhéry track, he went into training, so punishing was the task of holding the big car on the very steep bankings, although he was normally a very fit and strong man. Later, on a very cold day, on Dunlop tyres and Castrol oil, he took this record to 133.01 m.p.h. When the hour-record was held at below 110 m.p.h. Parry Thomas only contrived to break it by using quick-lift jacks operated by his efficient pit-staff at both ends of the Leyland-Thomas, when a change of the Rapson tyres at half-distance was thought prudent (this

taking only 25 to 30 sec.!) and he did not raise the record to over 110 m.p.h. until his Dunlop tyres were able to complete the run non-stop, as there was no time for a depot-stop from that speed upwards. When little Percy Lambert, who gave his life trying to go even faster, put the World's hour-record to over 100 m.p.h. for the first time at Brooklands in 1913, with the wonderful side-valve 25 h.p. Talbot, he had certainly set a tough target!

If, however, the 24-hour record was not such a tense high-speed dash, testing car, tyres and driver to the extreme, as the "hour," it could be very difficult. When Renault, with their tandem-seated 45 h.p. saloon (of which there is a replica in the Cléres Museum), sought to put it at over 100 m.p.h for the first time, they met several snags. First, no-one would ride in the cramped space behind the driver, who therefore had to watch the state of the tyres himself. Then, after some twelve hours, the cylinder head of the 9-litre engine developed a leak, stopping the first attempt. The car weighed well over two tons, so its tyres had to be changed every hour, by a team of 14 trained mechanics, using four jacks. This could be done in 52 sec. at best, including refuelling, but it was estimated that each depot-stop cost three minutes, because of slowing, stopping, and accelerating, so the Renault had to hurry. It was fortunately good for a Montlhéry lap-speed of nearly 119 m.p.h., and in July 1926 the World's 24-hour record was established for the first time at over the "ton", actually at 107.49 m.p.h. including all the stops. But it had been a close-run thing, for the supply of Michelin tyres ran out and it is said that some Dunlops had to be borrowed to conclude the run, an embarrassing position for the Publicity Department of the great French tyre manufacturer! The distance covered, 3,589 miles, was equal to the straight-line journey from London to Baghdad, which the air-lines were then trying to open up.

It was the arrival of race-tracks in Britain, France, Italy and America that made endurance runs of this kind possible. Most of them were attacks on World's or International Class-records, properly recognised by the AIACR (now the FISA), but if these were beyond reach it was always possible to devise lesser runs and have them officially observed at National Club level, so that their authenticity was substantiated. In addition, there were the trans-continent "blinds", such as the coast-to-coast run by "Cannonball" Baker in a supercharged Graham in 1933, when he averaged over 52 m.p.h. for 53½ hours, giving his name to the aforementioned Cannonball Baker Sea to Shining Sea Memorial Dash, in which a Jaguar XJ-S averaged around 87 m.p.h. in 1979, (a 4½-litre Bentley held the "record" in vintage times) unofficial record dashes across Australia, etc. Incidentally, Stanley Sedgwick, of the Bentley DC, covered the Cannonball Route-80 USA journey last year, in an Oldsmobile Cutlass saloon, the average speed, excluding the night stops, being 56.5 m.p.h. and he was booked once for speeding. Mr. Sedgwick has done a number of single-driver endurance-runs, which are described in his delightful book "Motoring My Way" (Batsford, 1976). Such runs parallel the famous John O'Groats-to-Land's End (or reverse) epic, which was an enormous challenge, from the earliest days, for cyclists, motorcyclists and car drivers, and can still be an adventure in a vintage Austin 7. Even a fast time from London to John O'Groats, which we at MOTOR SPORT used to have a stab at, starting with my pre-war run in 15¼ hours in a 4¼-litre Bentley drop-head coupé, used to be fun in the days before the 60 m.p.h. speed-limit on ordinary roads.



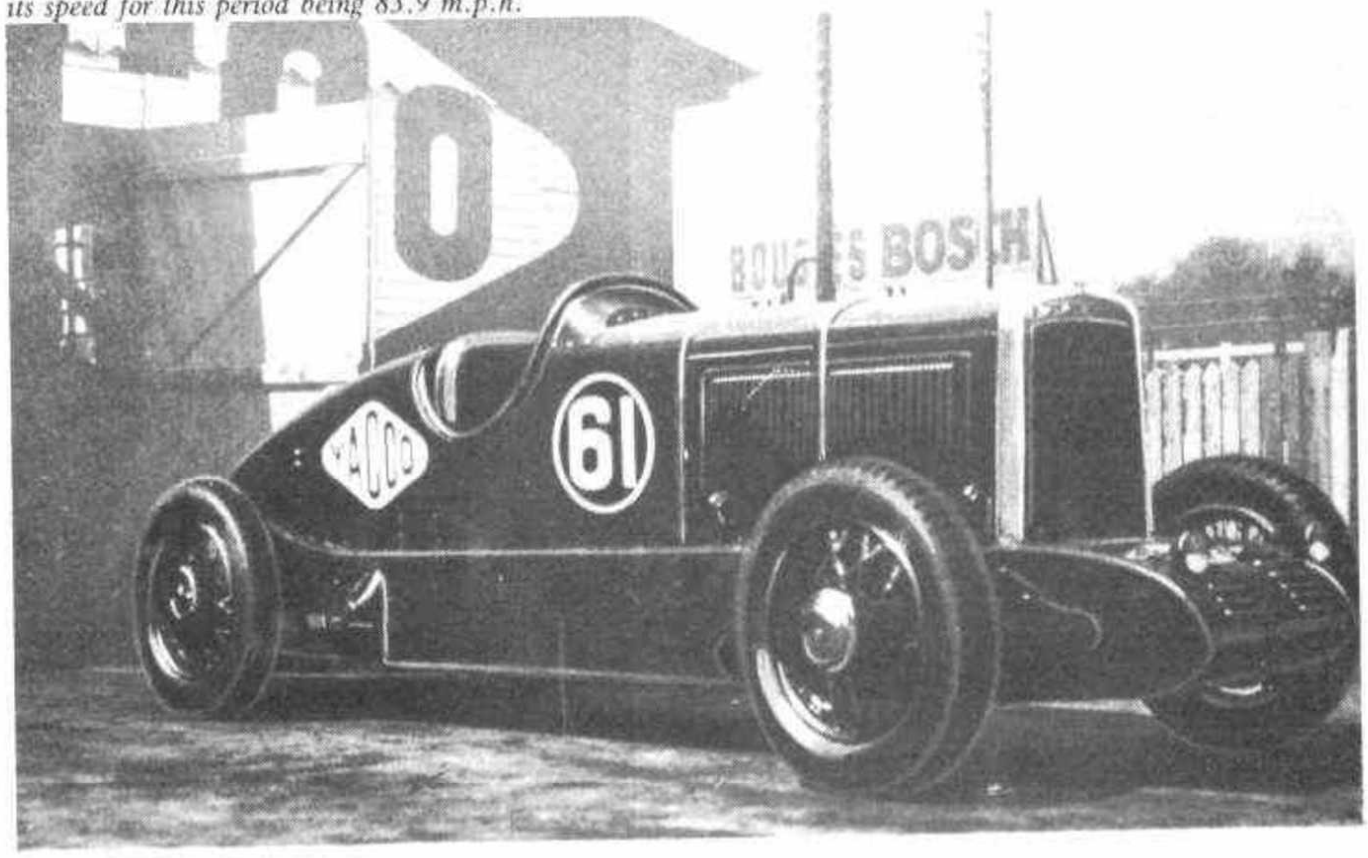
THE Matford-Ford-Yacco V8, again Yacco lubricated, with the team of lady drivers who broke Class-C records of up to ten days at 86.99 m.p.h. at the French track in 1937.

Space restrictions preclude mentioning all the more outstanding of these endurance runs and lots of these are in the record-books, because after World War One the AIACR recognised records of 2,000 miles and over. There was really no restriction on these and the most fabulous performance was again by a Citroën. Yacco Oil used to sponsor record-runs, by Ford (one with an all-woman crew), Austin and Citroën cars. The Citroëns "Rosalie" and "Petit Rosalie" took off at Montlhéry and the 1,463 c.c. model went on and on in 1933, with relays of drivers. It was a bit inconvenient when the course was wanted for the French Grand Prix! But the Citroën was displayed on a special dais while this happened, and went on afterwards, to break more and more World's records, finally stopping after 133 days! It had by then done 185,353 miles, 1,740 yards, at 58.07 m.p.h. It seems that there were seven different "Rosalie" record breaking Citroëns, including a 2.6-litre six which did 64.65 m.p.h. for 54 days, and 1.7-litre and 2-litre four-cylinder versions.

There were so many endurance feats along the years, either as record-bids, officially-observed-runs, or stunts like driving up and down a hill (the Rover Company won the coveted RAC Dewar Trophy for this, at Bwlch-y-Groes, with their then-new 14/45 h.p. model, the Singer Junior Porlock sports model took its name from such ascents and descents of the notorious Somerset hill, and I have done some stints up and down Bwlch myself, in a 2c.v. Citroën) and I also vaguely remember small Fords going round and round Goodwood, with Graham Hill as one of the drivers showing me how to take the corners. . . .

One of the more enthusiastic endurance runners was Violet Cordery (now Mrs. Hindmarsh, an enthusiastic member of the Brooklands Society). First she led a team of drivers in a successful flattening of records of up to 15,000 miles at Monza in 1926, with an Invicta (car, not steam-roller), delayed when one driver

THIS six-cylinder 3.4-litre Austin Speciale Yacco broke Class-C records of up to 11 days at Montlhéry in 1934, its speed for this period being 83.9 m.p.h.



fell asleep and damaged the car. She then did a 5,000-mile run at over 70 m.p.h. at Brooklands, troublefree in her 2½-litre Invicta, winning for the car's makers the Dewar Trophy in 1926. A World tour in a 3-litre Invicta tourer covering 10,266 miles in five months was observed for her by the RAC in 1927, and in 1929, joined by her sister Evelyn, 30,000 miles were covered round and round Brooklands in a 4½-litre Invicta at 61.57 m.p.h. and 18.47 m.p.g., oil-consumption being 894 m.p.g. plus two sump changes. The speed included five hours stationary, for servicing, and again Invictas took the Dewar Trophy.

To show that she hadn't tired of motoring, Miss Cordery spent some of 1930 driving an Invicta to Monte Carlo and back in third gear, from London to John O'Groats and back in second gear, doing London-Edinburgh-London in bottom gear, concluding with 11 circuits of the RAC's London "traffic-route" in top cog. I thought I was fond of driving, but. . . ! She was apparently persuaded from trying a 25-mile run round Brooklands *in reverse*. . . .

The Bruces also indulged in endurance, in aeroplanes as well as in cars. The Hon. Victor Bruce and his wife got records of up to 15,000 miles at Montlhéry in 1927 with an AC Six, in spite of the car sliding on the snow-covered track and overturning. Even in those days it was possible to fly out J. A. Joyce as spare driver, and as he was unfamiliar with the Paris track he practised with an AC saloon. The run was later celebrated at the Hotel Cecil in London, four days before Christmas. Another rather droll endurance feat the Bruces organised was that of motoring a 7 h.p. Jowett saloon towing a 100-gallon petrol bowser from Bradford, where these cars were made, to the Paris track, where it averaged 38½ m.p.h. for 72 hours non-stop (2,772 miles), refuelled from its own petrol-trailer, after which they took the outfit back to Yorkshire, receiving a Mayoral welcome.

A fresh facet of long-duration record-breaking was introduced by George Eyston when he set off in a 1930 Singer saloon with the bonnet sealed, to prove that the engine had received no oil or plug-changes; I gather it came to an end when the prop.-shaft fell out, but not before 24 hours had been accomplished at 50.7 m.p.h. Not to be outdone in these matters, back in December 1927 Deeley, having had some sort of an argument with his wife about it, drove a little Singer Junior 2-seater at Montlhéry for six days and nights, in very bad weather conditions, and after 98 min. for refuelling stops, had averaged 39.39 m.p.h. overall for no less than 5,671 miles.

That shows what could be done by determined, indefatigable people in very modest motor cars. As far as the one-hour, 12-hour and 24-hour World's records were concerned, however, these had been lifted far beyond the reach of ordinary mortals before the outbreak of World War Two. For instance, they then stood respectively at 177.05 m.p.h., 168.99 m.p.h., and 253.1 m.p.h., held by Ab. Jenkins' 25.3-litre Mormon-Meteor, running at the Utah Salt Flats. But at Indianapolis stock-car records were very much the norm and I expect American readers can recall some endurance runs of note with these? In 1949, our Alan Hess organised a 7 days and nights run there with an Austin A90, with S.C.H. Davis the Team Manager. 11,875 miles were covered at 71.68 m.p.h., beating the 1928 Stock Car records held by a Studebaker President.

At Packard's Proving-Ground a production Packard Eight saloon was run for 15,432 miles at 87.23 m.p.h. overall (88.76 m.p.h. running-time speed), its reliable progress being teletyped to the Packard stand at the 1935 New York Show. Ingenuity has been applied to such demonstrations of motor-endurance, as when a Packard Eight crossed America in 1925, the 3,965 miles being done non-stop by using trolley-jacks, for changing its tyres without the need for the car to come to rest, rather as with the Series II Morris Minor that was able to do 10,000 miles in just over nine days at Goodwood circuit in 1952, without its engine or its road wheels ceasing to turn, as servicing was accomplished by driving it onto a Morris-Oxford mobile-platform; somehow engine oil and wheels were changed without stopping the machinery, which could also be greased and generally serviced while still in motion. The Minor averaged 45.75 m.p.h. and 42.75 m.p.g. of fuel but wore out an off-side front-tyre in 2,500 miles, on this clockwise circuit. A crib of the American publicity, obviously. Another facet of endurance running were those day-and-night tests of new-model prototypes, run by relays of factory test-drivers, whom I used to regard with envy, such as 50,000 miles in England and on the Continent to get the bugs out of the prototype straight-eight Hillman, to give but one example.

Then there were the London—Cape Town records, Slegh and Jopling doing the 10,300 miles in 24 days, 2 hrs. 50 mins. in an Austin A70 Hampshire saloon in 1949, breaking Symons' 18/85 Wolseley time set in 1938/39 by 7 days, 19 hrs. 10 mins. The A70 managed 2,400 miles in three consecutive days and averaged 62 m.p.h. for the final two hours. And there was the Round the World in three weeks — for a 2/6d. bet — performance by Hess and his crew in 1950, aided by a KLM DL4 Skymaster when the Austin A40 Sports returned 29 m.p.h. of petrol and over 5,000 m.p.g. of oil, on one set of Dunlop tyres and Champion plugs, averaging 441 miles a day for the 9,263 miles.

I have only touched on a few endurance runs, and they can still be fun! — W.B.



AMATEURS TOO. — Here is the ordinary Singer Junior two-seater driven for six days and nights round and round Montlhéry in winter conditions in 1927, to settle a bet. It won a new Singer saloon for Mrs. Deeley.

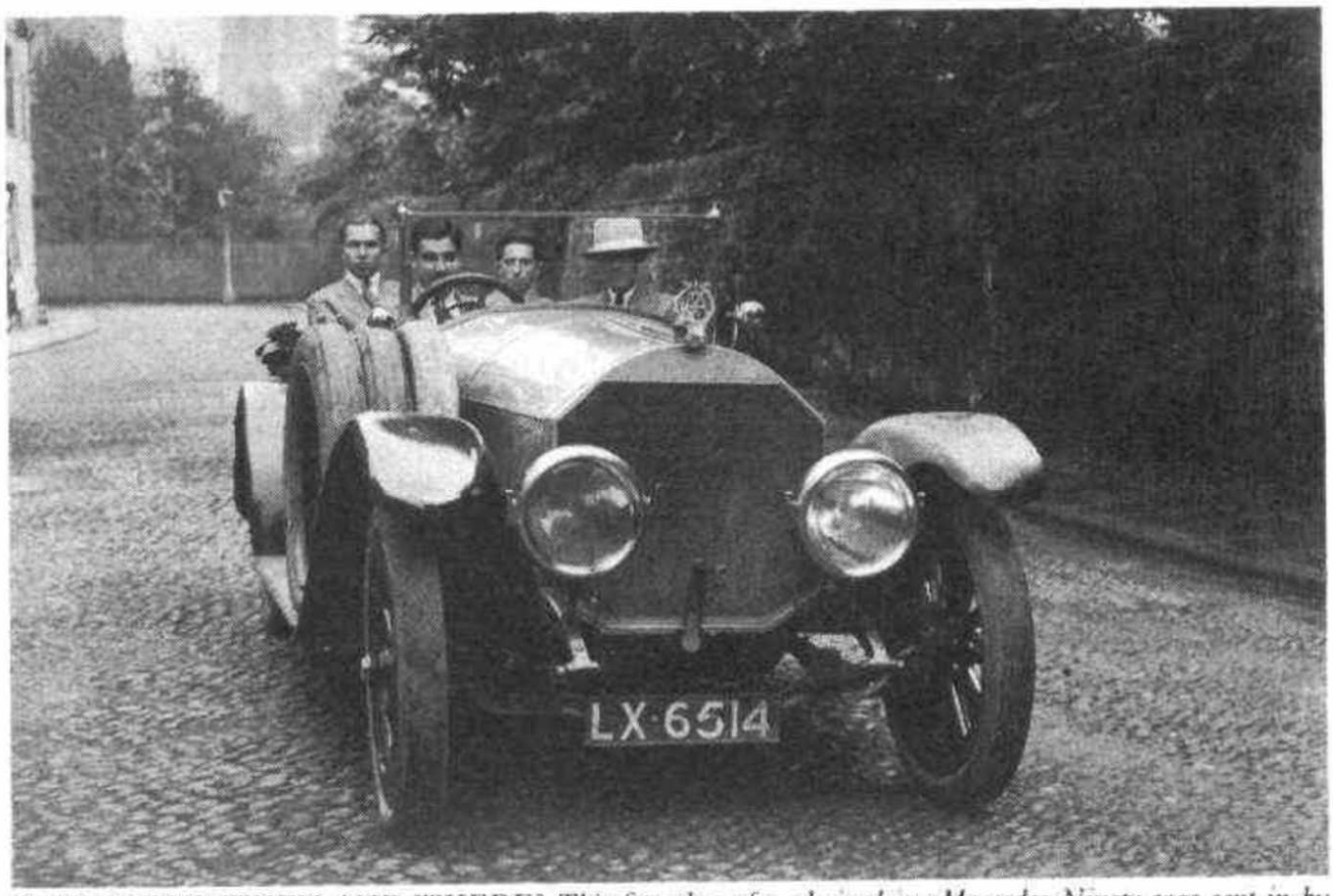
UPHILL ENDURANCE. — This sports 850 c.c. Singer made 100 ascents and descents of the then loose-surfaced Porlock Hill in Somerset, the production model being called Singer Junior Porlock in consequence.



Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

Collisions at Top Cross



WHO, WHAT, WHEN AND WHERE? This fine shot of a chain-drive Mercedes Ninety was sent in by Lt.-Col. Barrass of the Rolls-Royce Enthusiasts Club. The registration is a London number of 1919, but the car pre-dates this, by a good ten years.

ACCIDENTS are morbid happenings not often discussed in motor journals, and less-often photographed. I suppose the Police and the Insurance companies may take pictures of road accidents if a fatality has occurred or a big claim is pending. I recall that the Triplex Glass people used to run a series of advertisements round crashes in which vehicle occupants had escaped injury because Triplex Safety Glass was fitted. But on the whole, you might think, pictures of road accidents are to be deplored.

I was of this opinion until the other day, when someone gave me some snapshots of accidents which had happened in earlier times at the blind cross-roads in Ledbury, that charming Herefordshire country-town which abounds in old black-and-white timbered buildings. These snapshots had an unusual story behind them. A lady who ran a tea-shop a few doors down from the cross-roads, on the road to Ross-on-Wye, had made a habit of going out whenever she heard an accident at what is known locally as Top Cross and taking snapshots of what had happened. A slightly sordid matter, you might say, like picking at a scab — but to old-car enthusiasts, unquestionably fascinating.

Indeed, I have to confess that when I was a boy I used to go on otherwise dull afternoons in the school holidays to a somewhat similar blind cross-roads at Clapham Park in South London, with a friend (the younger son of J. B. (Jack) Hobbs, the great Test Cricket Captain) hoping to witness a motor accident. Only once, if memory serves, were we rewarded, after much anticipatory excitement — when an ABC two-seater hit a four-wheel-braked Morris-Oxford tourer, with no personal and not much mechanical damage, but some enthralling blowing of bulb-horns, squealing of brakes, bursting tyres, and subsequent profanity . . . It must have been something of this sort which enticed the tea-shop lady — a Mrs. Bruton — to rush from her shop, camera in hand, when she heard similar sounds in Ledbury. It could have become an obsession; did she, I find myself wondering, forgo holidays from fear of missing one more good prang?

That was the rather amusing story which I heard after examining the snaps I had been lent. These Ledbury cross-roads still call for caution, although these days guarded by "Stop" signs. They comprise the meeting of the roads from Ross-on-Wye to Great Malvern and Worcester (the A449) in one direction and that from Hereford to Gloucester (the A438/A417) in the other. The first of these roads narrows at the crossing and is hampered by fine old overhanging buildings. It is somewhat hazardous to large vehicles even today — I am told that some of these bump the overhang of a hairdresser's, with the ladies therein remaining imperturbable under the driers! — and what it was like when there were no warnings and brakes were weaker can be imagined.

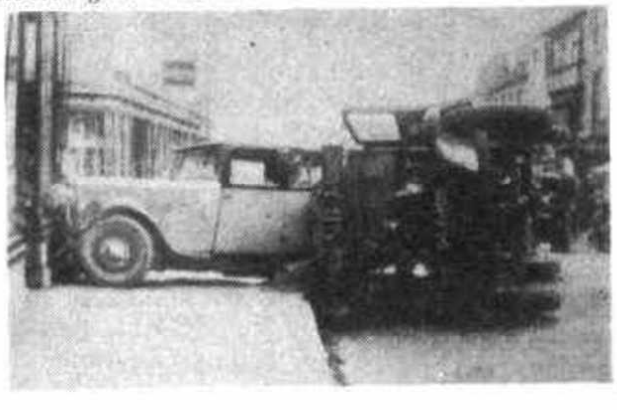
Becoming perhaps indecently intrigued, I learned that the photographs are on view in the little museum in Ledbury which you approach up the cobbled Church Lane (formerly Butcher's Row), itself a two-storey building dating back to the 16th-century. Mrs. Merry, who looks after it, very kindly opened up the building, which is shut in the winter, and let me look at all the Ledbury Cross accident-pictures they possess. The oldest set of snaps shows an accident that involved a Bristol single-decker 'bus (Reg. No. MT 4387) operating on the No. 53 route, Ledbury-Gloucester, and a one-tonner Model-T Ford (Reg. No. OB 3167) piled high with chattels. It looks as if the near-side of the 'bus hit the off-side of the Ford and that not much damage was done, although the Ford's radiator is awry, it appears to have lost a headlamp, and its chassis may have been twisted.

What is rather interesting, is that this Model-T had a non-standard cast radiator, with ribs along the top, and is quite an early model, with electric headlamps but oil side-lamps. It may have come from Birmingham. The Bristol 'bus seems to have been an import from Middlesex, no doubt bought secondhand by a local 'bus-operator. One wonders whether it had just brought a load of passengers home, or whether its "fares" were delayed on their journey to Gloucester and villages *en route?* I would think the accident happened in the mid-1930s, although a horse-and-cart can be seen in the middle of the road in one snap and there is a wicker basket on the front of the bicycle of a spectating errand-boy.

Another accident which happened one early morning in June 1933 involved one of those rare Rover Meteor Speed-Model sports-saloons, which caught an early-type Chevrolet truck that emerged at right angles to it, a blow at the rear, causing the car to end up on the pavement against a lamp-post and the Chevrolet to fall over onto its off-side, the driver presumably emerging through the open near-side door. The Rover was the type with knock-off hub caps and the Chevrolet (Reg. No. OG 6405) belonged to S. Bates, Joiners, as its smart lettering on the front of the cab proclaimed. Its windscreen is intact (Triplex?) but the Rover is seen to have a broken rear n/s window — I wouldn't think anyone was hurt. The Chevvy truck, like the Ford, may have come from Birmingham. . . .

The other pictures tell less explicit tales. One shows what is, I think, an Austin Devon saloon with very slight frontal damage, another what looks like a late-type Hillman Minx saloon that had had an altercation with an Austin Ruby, while another very smart Austin Ruby is waiting to pass. There is a Ford 100E Anglia that had run into a shop-front after another incident. An earlier Ford Eight seems to have been attacked by a Commer(?) truck and a platform lorry carrying oil drums and with the large letters "AM" on its radiator, which suggests a war-time Air Ministry vehicle, had likewise run onto the pavement, a steam-wagon waiting patiently to get by, with two policemen in attendance. The only crash apparently requiring an ambulance seems to be one involving a very long articulated platform lorry that had completely blocked the crossing, possibly after trying to avoid a pedal-cyclist. Such pictures now have a distinctly "period" fascination and it would be amusing to know whether anyone else kept a similar record of unfortunate happenings at their own pet hazard spot? — W.B.

THE photographs in Ledbury's museum were not available in time for reproduction, but we did manage to get this copy of the photograph of the accident involving the Chevrolet truck and the Rover.



Driving Tests at Brooklands again

THE Junior Car Club used to open the Brooklands season with driving tests there early in the year and in recent times the Vintage Sports Car Club has followed suit at the famous venue — the difference being, alas, that there is now no racing to follow. Nevertheless, it was nice to spend an almost Spring-like day there in the sunshine on January 31st, after the winter snows. There is so much space within the historic estate, which still retains a modicum of its old magic.

Perhaps it was this, as well as the prevailing enthusiasm for vintage cars, that brought 80 competitors to contest the eight VSCC tests. One of these consisted of ascents of the 74-year-old Test Hill, with a roll-back and re-start near the foot of the 1 in 5 / 1 in 4 gradient. (The JCC used to make cars go *down* the hill, for a brake-test, but in those days there was the length of the Finishing-straight to receive any who were unable to anchor. . . .)

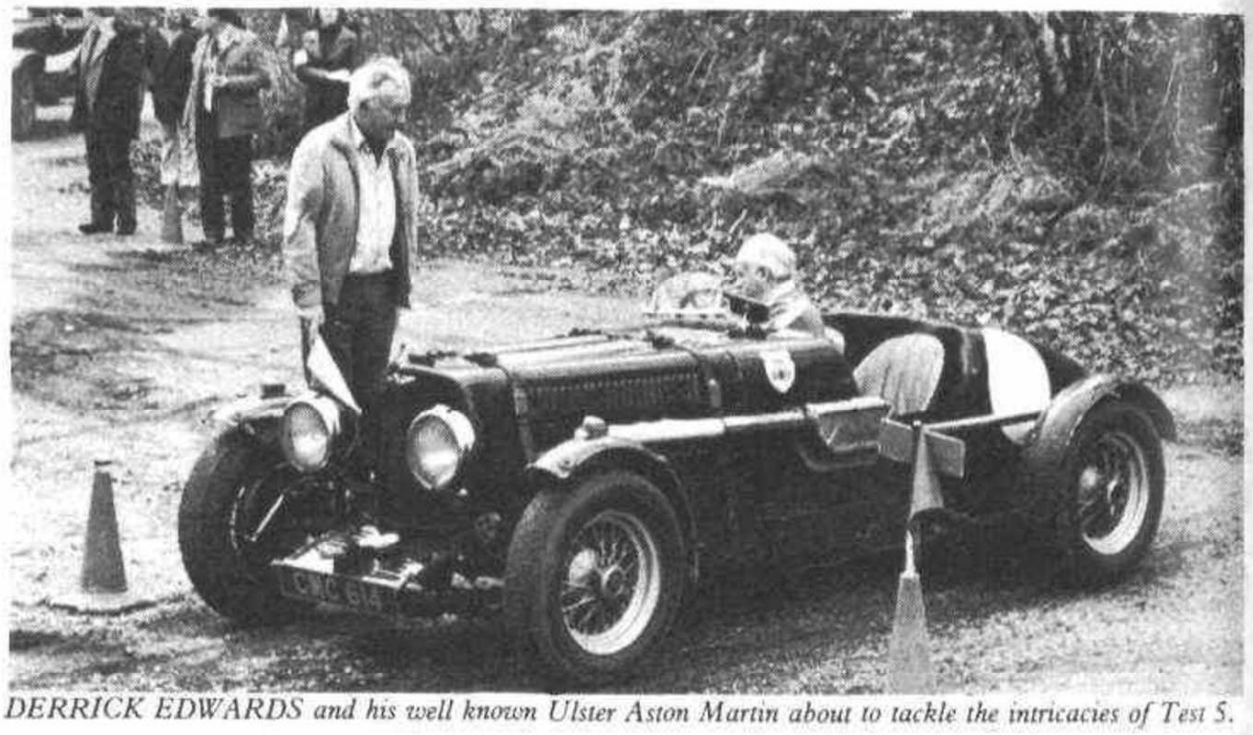
In the VSCC Test Hill Test Joy Rainey in the bulbous 8C Alfa Romeo and Burrell in the 4¼-litre Bentley Special were firm contenders for f.t.d., Roger Collings made a thunderous ascent in his 1903 Sixty Mercedes, stripped for racing, and most of the drivers were very competent. Britnell's De Dion Bouton and I'Anson's 9/20 Humber, however, both stopped about ¼ of the way up, and the courageous Hickling in the Metz 25 delighted the onlookers by making what must have been the most pedestrian ascent ever, his old motor-car just *crawling* up. It is not easy to drive, for the "clutch" pedal has to be pushed *down* for take-off, apart from its other idiosyncrasies we have told you about previously. It used to be said of the Trojan that it was *cheaper* than walking; you could say of this 1914 Metz that it is *slower* than walking, at least up 1 in 4 hills! But it succeeded and its driver got out and bowed to those below, to endorse it. . . .

To describe all eighty ascents would be tedious, so let us just record that Geggus was having stalling-fits in the Amilcar, Briscoe was changing up and down and up again in an attempt to keep the transmission chains of his GN-Ford intact, but some, like Gardner in his replica C-type MG Midget, Hescroff in a 16/90 AC, and Derrick Edwards in Aston Martin LM21, showed distinct one-upmanship, by changing up after the restart. Some stalled the machinery while rolling backwards, this being a compulsory manoeuvre before the restart, like Wilson in the big Type 49 Bugatti saloon and Malyan in the 328 Frazer Nash BMW.

Stretton must have displeased the RAC by failing to apply the brakes of his Super Sports Frazer Nash at the summit, and Cox's FWD Alvis and Winn in an Alvis Firefly didn't like the re-start. Howard seemed to be in the wrong gear in his 12/50 Alvis and was slow in consequence. Oherwise, nothing to report, for mostly the performances were highly competent.

The Paddock was nothing like as congested as on Re-Union days, but was as interesting as ever, two low-chassis 4½-litre Invictas and a Morris Minor pick-up truck being particularly noted, while Ellison's trials type 1½-litre Riley on a Mercedes-Benz 190 chassis, and Lupton's smartly-bodied 1938 1.6-litre Lea-Francis Super Sports were interesting competing cars.

Test 5 was one of four tests taking place on the Members' Banking. It involved something of a feat of memory as well as considerable driving skill, for the test-path involved one rearward and two forward lunges up the moss-covered banking with loops around bollards, placed on the gravel-covered, flat, inner-track, thrown in.



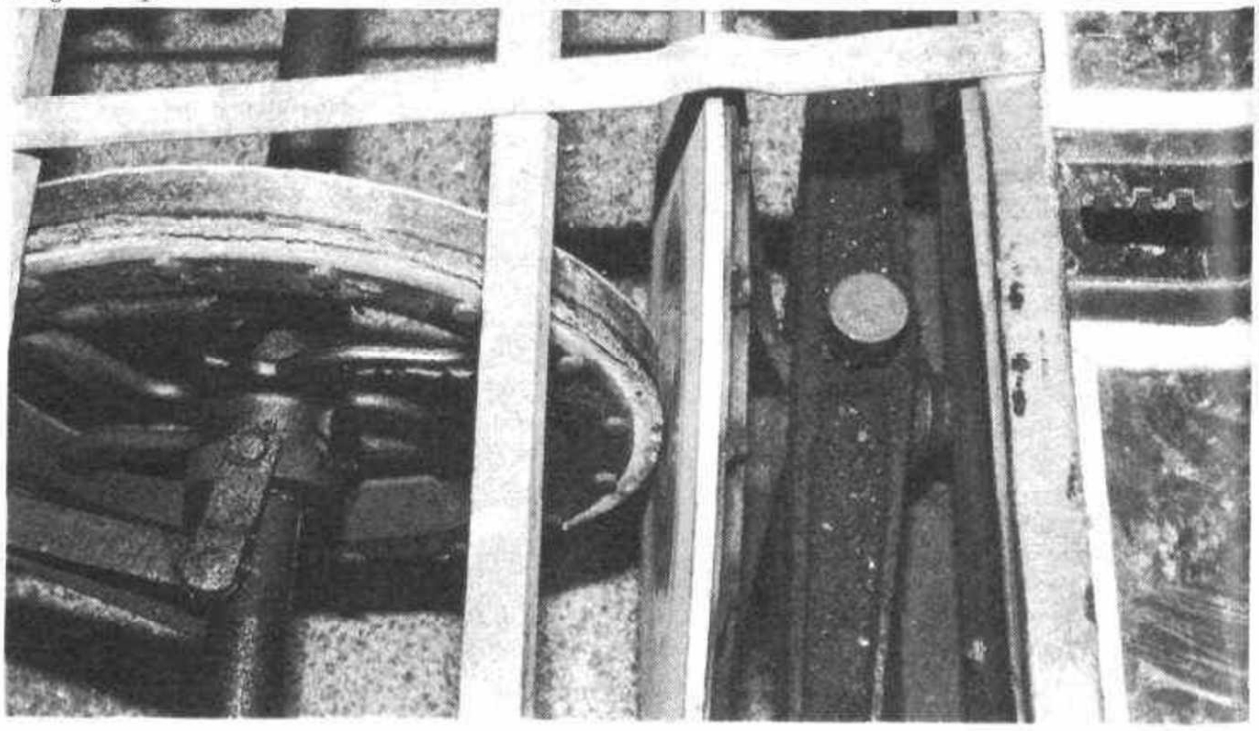
DERRICK EDWARDS and his well known Ulster Aston Martin about to tackle the intricacies of Test 5.

We only saw about half the entry attempt this test, but it was noticeable that one in three failed to take the correct route around the bollards, and nearly half the competitors suffered chronic understeer when trying to loop one particular marker placed purposefully close to the finish line. Grip was lacking in some cases, Burrell's 4¼ Bentley Special on its Dunlop Racing rubber failing to climb the banking until its third attempt (that he was trying to reverse up the banking when he should have been going forward is beside the point). Malyan, on the other hand, took advantage of the grip of his Frazer Nash BMW to climb yards further than necessary. Small cars were at a distinct advantage; the Marsh brothers being particularly impressive in their Austin Chummy. No drama, no wheelspin, no sliding, but times good enough to give them both first-class awards. Briscoe had trouble with a slipping chain, chronic understeer, necessitating use of reverse, made things worse, and a stalled engine combined with lack of a starter-motor led to the GN-Ford's steam-shrouded retirement. Hickling's spindly, but fascinating, Metz made a valiant attempt at the banking, but the friction drive was not up to the task. Collings, on the 60 Mercedes, was extremely neat, his time in the oldest car competing putting many younger vehicles to shame. Mazzotti's Benz of 1923 must have been the biggest car taking part — a credit to its driver that he only had to have two attempts to get round the tight bollard. Mrs. Cherrett amused the crowd by nudging the start line marker with her delightful Alfa Romeo saloon, upsetting the bollard and the start marshal's liquid refreshment which had been resting on it. Cox just managed to scrabble up the banking in his FWD Alvis, front wheels spinning madly. Conway, accompanied by superb Bugatti noises was neat and very fast, in the Type 43. Gardner's diminutive MG was also neat, but was caught by the tight turn round the bollard. — W.B.

Results

First Class Awards: C. P. Marsh (1925 Austin 7), D. R. Marsh (1925 Austin 7), G. M. Hare (1925 Frazer Nash Fast Tourer), R. C. Smith (1933 MG J2), D. Lake (1934 / 5 MG N), E. C. Leith (1930 Austin 7), R. A. Collings (1903 Mercedes 60).
Second Class Awards: B. M. Clarke (1929 Austin 7), P. G. Gardner (1931 MG C replica), A. F. Orttewell (1930 Alfa Romeo 1750), D. J. P. Edwards (1935 Aston Martin Ulster), M. R. Garfitt (1937 BMW), D. J. Bough (1932 / 6 Riley Gamecock).
Third Class Awards: E. W. Sturgess (1927 Austin 7), T. Dickie (1930 MG), A. Geggus (1928 Amilcar CGSS), P. L. Glover (1924 Alvis 12/50), T. J. Tarring (1927 Frazer Nash Super Sports), P. M. Baker (1932 Riley 9), N. H. S. Lees (1935 / 8 Riley Special), M. Piers-Hall (1929 Austin 7), T. J. C. Britnell (1926 De Dion Bouton IS).

NOT a bacon slicer, but the amazing transmission arrangements of Hickling's Metz. Drive is obtained by forcing the alloy disc on the right back against the friction wheel, which then rotates. It is keyed to the shaft, and the shaft is connected by inverted tooth chain to the back axle. "Gearing" is altered by sliding the friction wheel in and out along its shaft.



Halford Special

Story of a dedicated resurrection

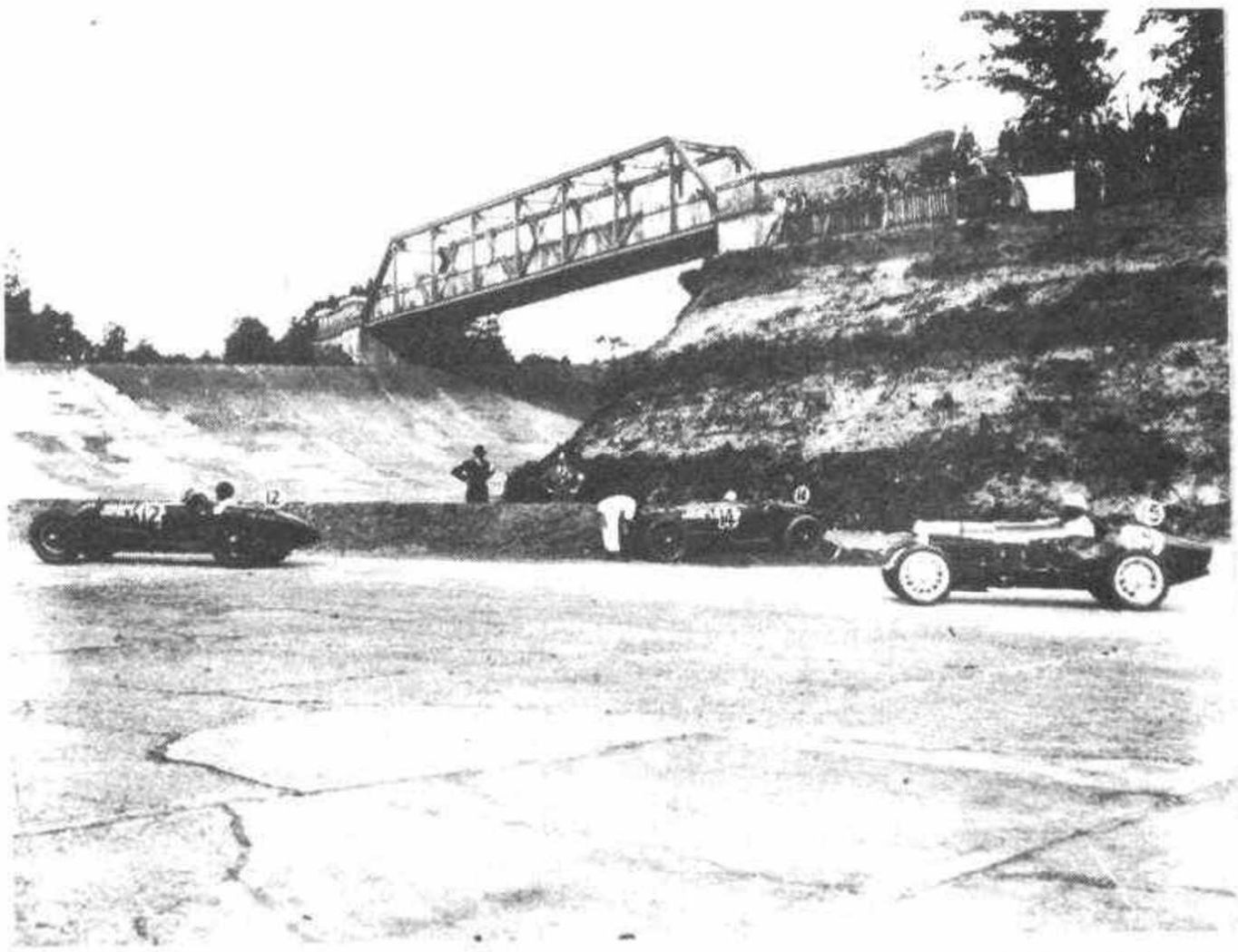
ONE of the memorable vintage events of last year was seeing the 1½-litre supercharged Halford Special racing car, evolved around Aston-Martin chassis components in 1924 by the celebrated aero-engine expert Major Frank Halford, using his own advanced twin-cam engine, in action again, especially when it ran on the Byfleet banking at Brooklands 57 years after its first appearance at that Track.

Hearing of the long and painstaking rebuild by the car's owner, James Cheyne, I wanted to do a feature on the car for MOTOR SPORT, but was frustrated by the absence of Mr. Cheyne abroad. He very generously told me of the intention to test the rebuilt racer at Snetterton in 1980 but the occasion was so fraught with possible problems and emotion that it would have been quite inappropriate for a journalist to have gate-crashed the party on that occasion. We still haven't done a feature on this very interesting car and now there is no need, because owner-Cheyne himself has written a very full and fascinating account of it in a three-part article published in *AM Quarterly*, official organ of the Aston Martin OC, edited by Brian Joscelyne, which is one of the most professional and beautifully produced of motor-club magazines.

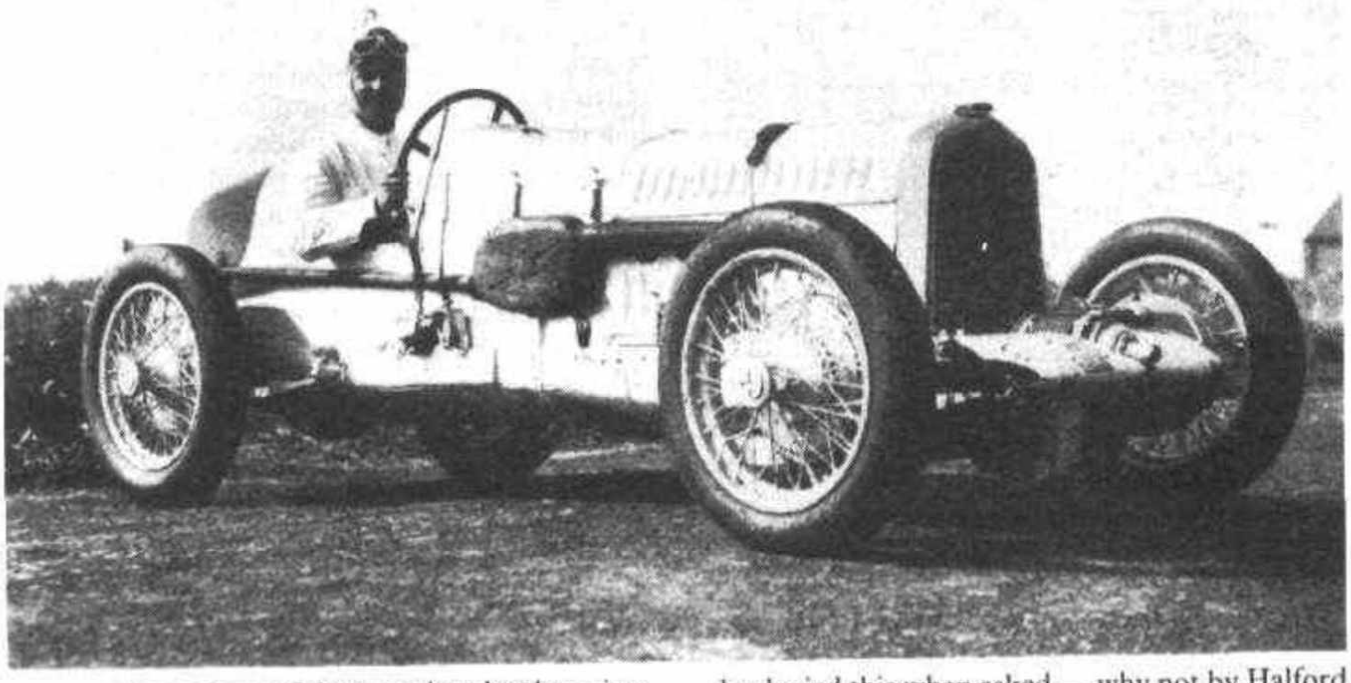
The story of how this side-valve Aston-Martin-enthusiast rebuilt the Halford Special to as near original specification as possible, after chasing its far-scattered parts for a long and eventful 15 years, is splendidly told in the three articles. You may not know, for instance, that after shortening a long wheelbase racing Aston-Martin chassis-frame and assembling the Halford, Cheyne then heard where the *original* chassis was, obtained it, and dismantled everything, so that it could be used, the cut-down frame having the surplus 9"-long side-member portions welded back in place for the Benson Aston-Martin which Morntane Engineering were constructing, it being they who had so generously agreed to the exchange of chassis frames. You may not appreciate that it took Cheyne ten years to persuade the person in possession of the second Halford Special engine, thought correct for the car, to part with it, or that he took lessons in welding at Wandsworth Polytechnic to help him with rebuilding his car, or know how many letters Cheyne had to write before tracking-down the correct Type 48RB Zenith / Gipsy Major carburetter for the car. And the exchange of parts among his Aston-Martin friends to enable the proper bits to go into the Halford Special rebuild was complicated to a degree! He even got the proper Registration number (OR 1) from an unco-operative DVLC at Swansea. . . .

The body was missing, so Nick Jarvis was asked to make a new one, which is claimed to be absolutely indistinguishable from the original, apart from a slightly lower seat to enable the owner to drive the car. (He had even tried at one stage to obtain F. B. Halford's bodily dimensions, from the Army Records Office, but without result.)

It seems that the Halford Special is about as original as can be expected of a car that virtually disappeared for some 34 years before reassembly was attempted. Parts of the two existing engines are thought to have been mixed between the two



THE HALFORD SPECIAL. Above, in action during the 1926 JCC 200 Mile Race with Frank Halford at the wheel. The car lost the constant mesh gears on the start and completed the race with top-gear only, averaging 63.2 m.p.h. and finishing in tenth place. Segrave won the race in one of the three Talbot Specials entered, at 75.56 m.p.h., Divo was second in car 12 shown above, while Moriceau in 14 collided with the sandbank, but managed to re-start, to complete the race. Below, a portrait of Frank Halford at the wheel of his creation in 1926.



power units and one of these engines has been in a foreign car (a Bugatti, I believe) for some 30 years without being used. Cheyne discovered that about the only component common to the racing-car engines and the later AE6 lifeboat power-units (which had Riley-type push-rod valve-gear) which we referred to in MOTOR SPORT many years ago, was the seven-bearing crankshaft. So no hope of parts from that source. Lord Ridley used the second engine in a speed-boat and it is thought to have spent two years on the bottom of a lake. His Lordship then revived it by cutting it lengthwise, and making a new aluminium cylinder block, to which the original twin-cam head was bolted.

So Cheyne's engine now has a separate crankcase / cylinder block and the original supercharger never having come to light, I understand that a modern industrial blower has been used. The multi-plate clutch is rumoured to have been designed by George Eyston, although he denied this when asked — why not by Halford, or if modified after Eyston bought the Halford, perhaps Ernest Eldridge did the re-design? The missing clutch linkage has been replaced with a layout which it is assumed Frank Halford would have used.

That is an outline of the highly creditable rebuilding of the one-and-only Halford Special, one of the fastest 1½-litre cars of its day; for a fuller account, see those *AM Quarterly* magazines. We greatly look forward to seeing it racing again in appropriate events this season. — W.B.

* * *

The Things They Say . . .

"Although I can enthuse over vintage cars, I think it would drive me mad to own one" — Eoin Young, in his weekly "From the Grid" column in *Autocar*.

OBITUARIES

WE REGRET to have to record the death, at the age of 75, of Lord de Clifford, OBE, the 26th Baron, last January, the funeral taking place at the end of the month. Lord de Clifford will be remembered for his enthusiasm for competition motoring before the war, and in particular for his frequent onslaughts on the Monte Carlo Rally, usually in big Lagonda cars, one of these using a Gardner diesel engine on one occasion, and frequently being highly placed. He will also be remembered for electing to be tried by his fellow Peers in 1935, following a charge of manslaughter (from which he was acquitted) after his Lagonda had collided with a chain-drive Frazer Nash and killed its driver, D. G. Hopkins, on the Kingston By-Pass.

Lord de Clifford was educated at Eton and studied engineering at London University. He served in the TA and with the RAOC and REME during WW2, reaching the rank of Colonel. He succeeded to the title of Baron in 1909 and in 1926 married the daughter of Mrs. Kate Meyrick, the London night-club owner. The marriage was dissolved in 1937 and Lord de Clifford married for a second time. The heir is the Hon. John E. Southwell Russell.

* * *

Another memorable link with MG cars has been severed by the death of Hubert N. Charles, the celebrated MG designer. Charles was working at Morris Motors at Cowley when Cecil Kimber persuaded him to do spare-time design work on the new MG models. Before joining Morris Motors in 1924, having taken an Honours Degree in engineering, Charles had worked for the Royal Air Force, Zenith Carburetters, and he was in at the beginning of Automotive Products Limited. He then joined the MG Car Company at Abingdon-on-Thames and was very closely associated with the development stages of MGs, from the 14/40s onwards.

As the MG Company prospered, Charles led the Design and Development Department and was very much related to the design and building of the successful MG record-breaking and racing cars, from the "Double-Twelve" Midgets onwards. The famous R-type all-independently-sprung MG Midget single-seater was his baby and he worked on supercharging for the Q-type MG engine in conjunction with Michael McEvoy and Laurence Pomeroy. The learned papers Charles read before the IAE must have brought motor racing to the attention of other celebrated engineers. When Lord Nuffield took over the MG Company and banned its motor-racing activities Charles returned to Cowley. Towards the end of the war he joined the Austin design-team, being the instigator of the engine used in the Austin A40, the Company's first new post-war car, which was also used to power successful MG models, such as the TF MG Midget. H. N. Charles was in his eighties when he died recently and he must have regretted British Leyland's decision to close the MG plant at Abingdon as much as any of us.

* * *

Albert Ludgate who became Chief Engineer of Lea-Francis Limited after joining their drawing office in 1946 and held the position until he emigrated to Australia late in 1952, died of a stroke on January 30th a few weeks before the SAE of Australia had planned a tribute evening to him. After going to Australia Mr. Ludgate negotiated the special Lea-Francis engines successfully used for racing in the antipodes by Alfred Bearsley.—W.B.

V-E-V Miscellany.— This year's Pioneer Run to Brighton, for veteran motorcycles, will take place on March 21st, organised, as it has been since 1930, by the Sunbeam MCC. It is an event of considerable stature in the motorcycle world and should provide almost as much spectator interest as the Veteran Car Brighton Run. The start is from Tattenham Corner on the famous Epsom (horse) race-course, the first of the paired starters leaving at 8.31 a.m. The finish is on the Madeira Drive at Brighton, where the first riders are expected around 10.45 a.m. The time control will close by 2.30 p.m. There are good viewing places along the route (A217 and A23), but please give the riders all the room you can if you encounter them while driving or riding a modern vehicle to a parking-place. Owners of vintage light cars have been in the habit of turning out to watch the riders in this well-established event and may be expected to do so again this year. The machines taking part in the Run have to be pre-1915 models.

The Chalk Pits Museum at Arundel, West Sussex, has issued a fixture-list for 1982 which includes a vintage-car rally on Easter Monday (the "Cobweb Run"), a display of vintage farm-tractors on April 18th, and a vintage motorcycle day on May 23rd, added to which Humber vehicles of all ages will gather there on June 6th, there is to be a display of stationary engines on June 20th, and vintage vehicles will join in the Anniversary Gathering on October 20th, with an array of vintage lawn-mowers being staged there on July 18th. The recession is blamed for the closure of the firm of G. W. Hodgkinson and Sons Ltd. of Buxton, according to the *Buxton Advertiser*. The Company was formed at the turn of the century and Mr. G. W. Hodgkinson, and his three sons ran it until 1960, a move being made from Scarsdale Place to the Shakespeare Hotel, where the new garage was formerly the hotel stables, the rings in the walls for tethering the horses still being in place, as is a wall-plaque commemorating the 80-year-old business. The late Mr. Fred Hodgkinson was a well-known rebuilder and competitor in VCC circles.

Mr. R. A. Shaw, of Shaw's Garage, Crawley, Renault Agents, writes to say that he was the rider of the Forecar that we illustrated in the colour-pages covering last year's Veteran Car Run to Brighton, and that it is a Rex which Mr. Shaw found in a very derelict condition in Kent in 1949. It was rebuilt by himself and two friends in time for the 1950 Run and this single-speed machine has done 31 Brighton Runs, gaining a medal every time, and has taken part in 30 Pioneer Runs, winning 30 premier awards. A reader in Co. Durham who has purchased a 1937 4¼-litre Bentley Park Ward sports-saloon, Reg. No. FPC 771, Chassis No. B35JY, would like to hear from previous owners of this car, which changed hands a number of times recently and which has been restored to a high standard but with the interior awaiting refurbishing, which is now being undertaken. Letters can be forwarded. The Morris Register is distressed by some unfortunate happenings last year, such as someone purchasing spares in an offensive manner from a breaker's yard while claiming to represent the Register, when only the Spares Registrar and the Spares Secretary are authorised to do this, with the necessary identification, and of people buying spares at Autojumbles believing they are dealing with the Register, whereas this procedure is not followed by the Register except at its Stanford Hall main event, apart from Club literature at only a few other events. It points out that it otherwise supplies spares only by Mail Order, properly invoiced under the name of its trading company, Moreg Ltd.; the display of the Club's name over an Autojumble stand or use of the Club's badge on notepaper should not, says Frank Ashley, the President, be taken as approval by, or affiliation to, the Morris Register.

The first 1982 issue of the Magazine of the Austin Seven Clubs' Association contains a recently-topical picture of an AA motorcycle patrol cleaning snow off the windscreen of an Austin Ruby saloon in the height of a blizzard (the car's radiator muff being fully rolled down, which seems curious) and interesting articles on the "Grasshopper" trials Austin 7s, the 1923 "fabric" Austin 7 racing cars, etc. The *STD Journal* of the Sunbeam-Talbot-Darracq Register for last January contained a fascinating account of the one-family 1930 Sunbeam Twenty Charlesworth all-weather saloon, Reg. No. GK 8560, purchased by Sir Ambrose Heal, after a visit to the Motor Show that year, which was passed on to his son, Anthony Heal, in 1946, and which is now being restored and run by his son Oliver Heal, the car, which originally cost £866 12/-, now showing a reading of more than 77,000 miles. Incidentally, the STD Register has announced its provisional fixture list for 1982, which includes its Wolverhampton Week-End on June 26th/27th, the RMA Sandhurst Driving-Tests on September 18th and a possible French week-end in April / May.

J. Ellis was amused to see the photograph (by Peter Birch) in the January issue of himself driving his 1923 Gwynne Eight on a moorland road north of Pateley Bridge in Yorkshire in the 1950s, during a VSCC run. The reason his passenger is seen pushing, he says, was because the engine had had a rebore and only thus could the 1 in 4 gradient be conquered. Normally, engine power and performance were very good for the size of the car. In the early 1920s Mr. Ellis recalls that he drove many miles in an 11.9 Bean, which also had to shed its passengers on 1 in 4 Pennine hills but which on ordinary roads was "a very good, strongly built car, although Morris-Cowleys could just exceed its flat-out speed". Another car Mr. Ellis recalls as "very good for its type" was his 1915 Calcott, but his 11.9 AC suffered the "best wheel wobble of any car I owned, and I have had some good wobbles in my time!" The AC's back-axle gearbox is remembered as a bad feature and its all-round ¼-elliptic springing also gave poor results. Mr. Ellis says he fears he will bore us if he continues with these reminiscences [not so! — Ed.] but he recalls that when he moved from Yorkshire to Eire he sold the Gwynne, his 1925 Isotta-Fraschini, a 1912 14 h.p. Mors "that ran as sweetly as a sewing-machine and always started first pull of the handle", his 1926 Humber 12 tourer ("another very good car") and the "best plum of all", his 1937 75 h.p. V12 Hispano Suiza, to Richards & Brown, most of the cars appearing at the time in photographs in MOTOR SPORT's advertising pages. — W.B.

Diamond Jubilee of the Austin 7

THIS year represents the Diamond Jubilee of the pre-war Austin Seven and apart from the John O'Groats Run which is being organised at Easter as part of the celebrations, and which we referred to last month, the Austin 7 Clubs Association has other plans for the occasion, sponsored, incidentally, by the Trustee Savings Bank, which seems appropriate for events associated with the immortal "Motor for the Million". The most

important of these commemorative events will be the Diamond Jubilee Rally based appropriately on Longbridge, Birmingham, over the August Bank Holiday week-end, from August 28th-30th. It is pleasing to know that permission to hold this gathering of all kinds of Austin 7s and associated exhibits in Cofton Park, within 100 yards of the Austin factory, has been granted by Birmingham City Council and that the RAC, BL Heritage Ltd., British Leyland, the A7CA, and the Austin Ex-Apprentices Association are all supporting the event. It is hoped that some 600 to 1,000 Austin 7s will be present, together with supporting items such as films, displays of accessories, an Automart, etc. Judging by the extent of the 1972 gathering, which MOTOR SPORT reported, this should be easily achieved. On the Monday a vast A7 Cavalcade will run over a 12-mile route, starting at 11.30 am and taking in the Austin works, the test-hill, the Birmingham City Centre Grand Prix course (over which F1 cars have been demonstrated), Pebble Mill, back to Cofton Park. It will have a Civic Send-off and we feel sure that many readers will wish to see this mobile tribute to a gallant little British car.

Then, at the VSCC Silverstone Race Meeting on July 10th, there is to be a Parade of selected Austin 7s and a special Austin 7 race, and at the MAC Shelsley Walsh speed hill-climb on July 11th there is to be a Demonstration Run by Austin 7s associated with the famous hill, prior to the event itself, this being especially appropriate because Shelsley Walsh was the venue for the Austin 7's first competition appearance, when the prototype (Reg. No. OK 2950) did a climb in 89.9 sec. in September 1922. Altogether it looks like a memorable year for Austin 7 enthusiasts. Entry details from Neil Bateman, 52, Damson Lane, Solihull, West Midlands. — W.B.

Vintage Postbag

Calthorpe

Sir,

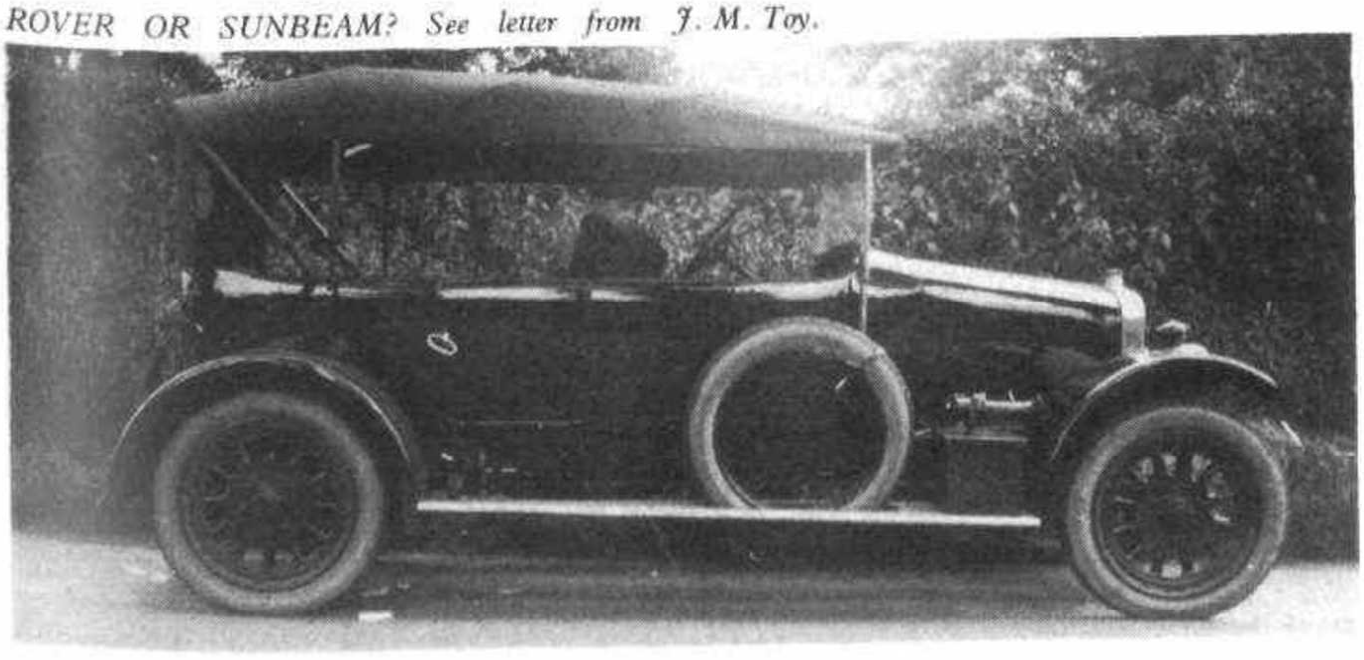
Your November article on the Calthorpe "Ghost Car" evoked some memories for my father who, as a boy, spent most of 1920 working in the Calthorpe factory. He was employed in the gearbox department, mainly on grinding-in gears, using a mixture of oil and emery, but he well remembers seeing the "Ghost Car" which at that time sported a dashboard studded with small silver coins, presumably silver threepenny-bits. Although the engine was said to be 10 h.p. the capacity was in fact 1,200 c.c.

Whilst proverbial pen is to paper, the enclosed photograph may possibly be of interest since it is a case of when is a Sunbeam not a Sunbeam? In this instance it is when the car is a Rover, or rather built by the Rover Company. The car is a 1916 16 h.p. Sunbeam (father at the wheel) which was built under licence by the Rover factory following the adoption of this model for a government contract during the war. Apart from lack of a Sunbeam badge the only other means of distinguishing the Rover-built vehicles from their Sunbeam peers was, I understand, a casting in the crankcase which made clear the ancestry.

Shurlock Row, Berks. J. M. TOY

[Was it the "Ghost Car" or a sports Calthorpe that was adorned with these coins? The Rover-built Sunbeams were well-known and gave excellent service during WW1 — Ed.]

ROVER OR SUNBEAM? See letter from J. M. Toy.



Mystery Pictures

Sir,

I was interested to see the photographs of the Sheffield-registered cars in the January issue of MOTOR SPORT, which had been sent in by Mr. Fawcett. The car on the left, which looks as though it carries the number W6 looks remarkably like an Alldays & Onions, and presumably has a swing-seat tonneau body since it has no side doors, but does have a conventional hood. The car on the right could well be a 16/20 h.p. Decauville, a make quite well known in its day even in Britain, though of course the larger models were never common. A similar car to this survives in Mexico. These details may be checked against the old motor taxation records for Sheffield, which although incomplete, should cover this early period, and are now housed with the South Yorkshire County Record Office.

I would be interested to know if anyone has any information on a couple of Sheffield-built vehicles; namely the Cooke & Wade, more normally called the Norfolk, of which a 1905-registered example survives, and a de-Dion engined vehicle called the La Plata, a number of which seem to have been in use by members of the Sheffield Automobile Club in its early days.

Claygate, Surrey D. A. HALES

Sir,

The veteran car, which Mr. Fawcett wishes to identify, is a 1906 Alldays and Onions 10 h.p. with Roi-de-Belge body, built by the Alldays & Onions Pneumatic Engineering Co. Ltd. of Birmingham. If the car bears the registration no. AH 376, it was delivered in 1906 to Mr. Peck of East Dereham.

I take the opportunity to enclose a photograph of the 1905 model, only slightly different. My brother and I rescued this car, with difficulty, from a Sussex barn in 1941, having been tipped off by Bill Boddy.



E. J. STEEL's 1905 Alldays and Onions 10 h.p.

Ten years later the rebuilding and renovation was completed, and the fun we had with that car would fill a book — well illustrated.

Delford, Worcs. E. J. STEEL

The Brooklands Miller

Sir,

Before this slips all the way into history, there are a few comments I would like to make on your very interesting "The Brooklands Miller", in last October's MOTOR SPORT.

"Crude" is one word which categorically cannot be applied to anything that Miller ever built. He always flung money away on perfection for its own sake. His brakes, rather than being "crude", were beautifully made. They were more than adequate for the oval track racing for which they were designed, and where the principal use for brakes was coming into the pits. They were absurdly inadequate for road racing, as a glance at their small-diameter drums reveals.

There were three board tracks in the Los Angeles area. The first automotive board track ever was called the Los Angeles Motordrome and was located at Playa del Rey. It was conceived and promoted by Frederick E. Moskovics and designed and built under the supervision of Jack Prince. The latter was a famous British bicycle-racer who, in retirement, built board velodromes in many American cities. The original Motordrome was destroyed by fire in 1913.

In 1920 the Los Angeles Speedway was built at Beverly Hills, then an agricultural suburb. Its instigator was Cliff Durant, son of General Motors' founder, Billy Durant, and its designer was civil engineer Arthur C. Pillsbury. Moskovics was not involved. It was here that Zborowski intended to drive his Miller.

By 1924 Beverly Hills real-estate had become so precious that the 1.25-mile banked wooden oval and its opulent grandstands or tribunes constituted a financial anomaly. All was torn down and the land was subdivided and sold at a huge profit. These facilities were replaced by the Culver City Speedway, a few miles to the west. Again, Moskovics was not involved.

No doubt the incorrectness of "de Algaza" has been brought to your attention. My friend's full, correct name is Martin de Alzaga Unzue. He is still very bitter about Bugatti and an ardent admirer of Miller. His poor showing at Monza followed a crash on the Lesmo curve during practice. It was a hastily patched-up car and driver that gamely took the start.

La Tour d'Aigues, France GRIFFITH BORGESON

Mouldering Magnette

Sir,

I have recently rescued the rolling chassis of an MG Magnette (c.1935) from a Nottinghamshire farmyard. The registration number is MG 3612. Lacking engine and gearbox, I fear I cannot

Continued overleaf

provide an engine number nor can I locate the chassis number.

The car has been rebodied, presumably shortly after the Second World War, with tubular steel frame, clad in aluminium, to make a "Special" of the "airfield racer" type.

I would be grateful if any reader can give me any historical details whatsoever on the history of this car and perhaps even where its engine/gearbox (or one similar) might be found.

Mansfield, Notts. JOHN R. SETCHELL

[Letters will be forwarded. — Ed.]

A Daimler Conundrum

Sir,

May I add a little further confusion to the "Daimler Conundrum" you propounded in the January issue in respect of the Daimler given to Winston Churchill in March 1932 by his friends on his return from America.

In "Winston S. Churchill, volume V, 1922-1939", Martin Gilbert makes two references to the car, stating that, on Brendan Bracken's initiative, a group of his friends decided to buy Churchill a Daimler to celebrate his recovery. He goes on to say that Churchill's ship, the *Majestic*, docked at Southampton on March 17th, and that his friends were there to meet him with the Daimler. A footnote lists the eight donors as Lord Burnham, Sir Harry Goschen, Esmond Harmsworth, Lord Lloyd, Lord Londonderry, Sir Harry McGowan, Sir Archibald Sinclair and Bracken.

I am afraid that this sheds no light on the model of Daimler. However, if each of the donors gave £50, the car would have cost £400, not £5,000, and if they were at Southampton to greet Churchill, he would not have had to send them telegrams of thanks.

Ettington, Warks. A. J. D. NICHOLL

[The mystery deepens! — Ed.]

Sir,

I join you in paying a well-merited tribute to the ITV drama-documentary "Winston Churchill — The Wilderness Years" but am not among those experts who may be able to explain for you the huge original price-tag of £5,000 placed on Churchill's Daimler 35/120 in the book by Martin Gilbert. In the early 1930s I believe that even the big Rolls-Royce Phantom II with 7-seater limousine body was available to customers at little more than £3,000. In 1930 the 12-cylinder 40/50 h.p. Daimler (6,511 c.c.) was on offer at £2,625 inclusive of 7-seater coachwork. By 1932, prices would not have been much inflated beyond those figures.

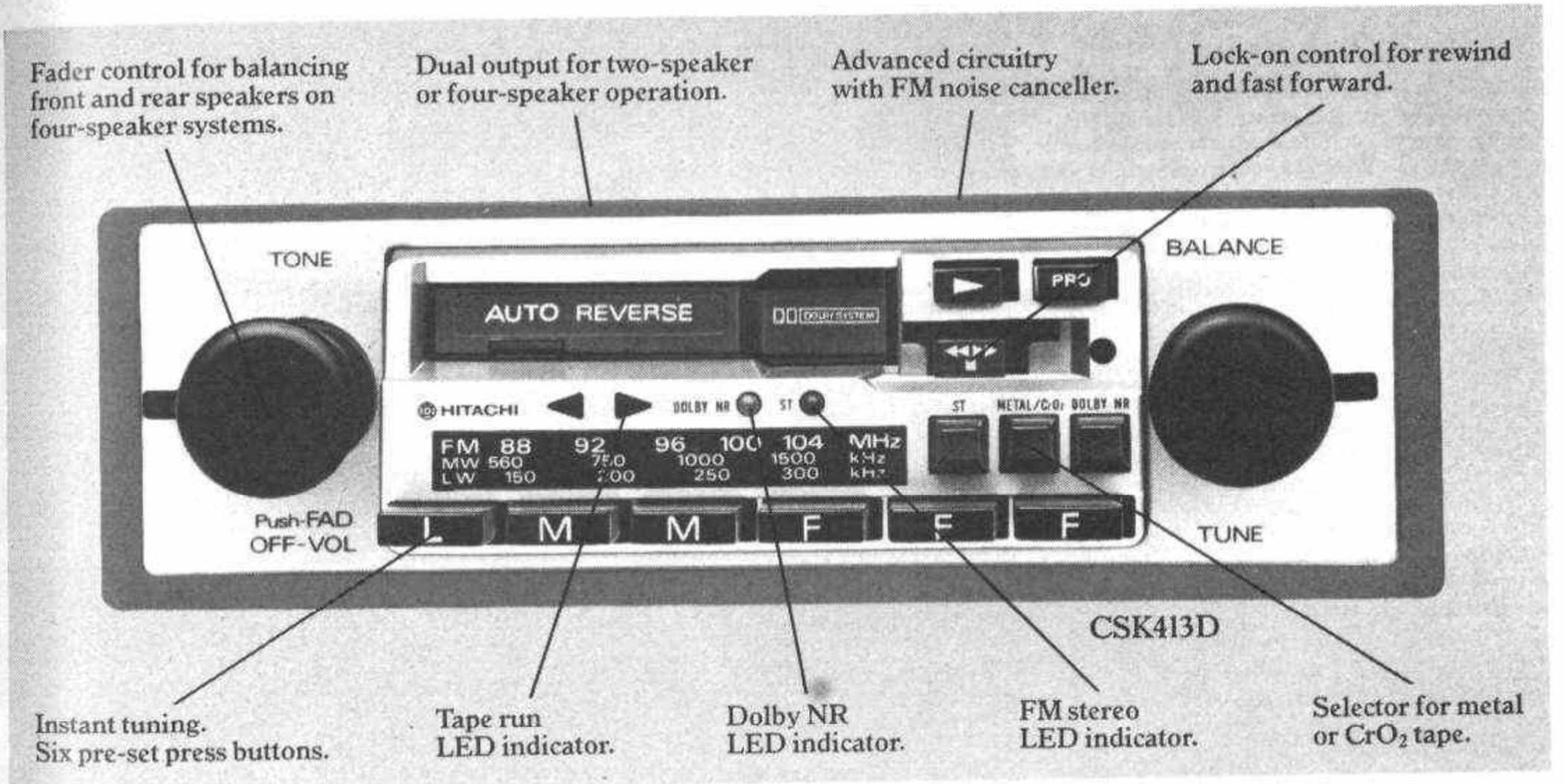
What I am really interested in telling you is that the *actual* Churchill car, a 1932 35/120 Daimler Barker Limousine Landaulette, was advertised for sale by Vintage Autos Limited (Hyde Park) in the June 1975 issue of your own MOTOR SPORT. The car was described as "original and unrestored" and was being offered with the original log book (signed by Sir Winston) in a glass case. A photograph of the actual car is reproduced in the advertisement and those readers who file their MOTOR SPORTs methodically will now be able to gaze upon that rare advertisement. What a piece of automotive history must now reside in some happy collector's stable! I am sure that the car was snapped up by an eager purchaser in 1975 (before the dreaded recession was ever heard of). It will be interesting to see if you will be able to bring the present owner into the open, so to speak.

Continued on page 296

Where to find your nearest stockist:-

Bedfordshire Camden Car Radio, Lake Street, Leighton Buzzard • Herbert Robinson, Windsor Road, Bedford **Berkshire** Berkshire Car Radio, 1 Market Place, Bracknell • Mototec, 175 Bath Road, Slough **Birmingham** A. B. Fletcher, 25 Great Lister Street • A. T. Gimms, 15 Sutton Street • D21 Radio & Electrical Wholesale Ltd., 590 Bristol Road, Selly Oak • Studio Musica, 140 Sandy Lane, Camp Hill **Bradford** Autosound, 15/17 Spring Gardens, Manningham **Bristol** Winterstoke Garage, 50 Winterstoke Road **Cambridge** Aylestone Auto Electrical, Aylestone Road **Cardiff** Radiocraft (Sonus) Ltd., 251/253 Cowbridge Road, Canton **Cheshire** Car & Home Stereo, 219 London Road, Hazel Grove, Stockport • Car Radio Centre (Sale), 183 Washway Road, Sale • Car Sound, Trafford Street, Chester • Specialised Equipment, 341 Wellington Road North, Stockport • T.S.A. Services, 33 Greek Street, Stockport **Chesterfield** Chesterfield Car Radio, 37 Longedge Lane, Wingerworth **Clywd** T. E. Roberts (King Street) Ltd., 26 King Street, Wrexham **Cornwall** Car Radio Fitting Specialists Ltd., 17/23 Truro Road, St. Austell **Coventry** Carwood Motors Ltd., Herald Way • Henleys (Midland) Ltd., Kenpas Highway **Cumbria** Rickerby Ltd., Currock Road, Carlisle **Derbyshire** MG Auto Electrics, Kempton Park Close, Ascot Drive Ind. Estate • Millards Tyre & Battery Service, 16 Corporation Street, Chesterfield • R. Townsfrow Radio & TV, The Green, Clowne, Nr. Chesterfield **Devon** Mobile Sound Centre, 248 Torquay Road, Preston, Paignton • Turnhills Garages Ltd., Bretonside, Plymouth **Doncaster** Economic Factors, 10/13 Holmes Market, Wheatley **Dorset** Auto Radio VRS Ltd., 106 Castle Lane West, Bournemouth • Wireless Supplies Unlimited, Old Christchurch Road, Bournemouth **Dyfed** J. H. Roberts, 7 High Street, Lampeter • Weslec, Brondusbury Park, Aberystwyth Road, Cardigan **Essex** Car Audio Specialists, 7 Hyland Parade, Wood Street, Chelmsford • Entertainment Repair Services, 187 Becontree Avenue, Dagenham • C.C.S. Richmond, 216 High Road, Woodford Green **Glamorgan** J & B Electronics, 67 St. Helens Road, Swansea • Tonyrefail Motors Ltd., Penrhiwfer Road, Tonyrefail **Gloucester** Ray Electrical, 287 High Street, Cheltenham • Moons of Gloucester Ltd., London Road • Regent Car Radio, 7 Gloucester Road, Cheltenham **Gwent** Gwent Car Sounds, Rudry Street, Newport **Gwynedd** W. A. & F. G. Evans, Regent Garage, Caernarvon Road, Criccieth • Llandudno Autosound Ltd., 18 Vaughan Street, Llandudno **Hampshire** Makaijans Ltd., 44/46 New Road, Tadley, Basingstoke • Andover Motor Factors, 8 Anton Trading Estate, Andover • W. F. Ware TV Ltd., 27 The Green, Stubbington • S.G.M. Electronics, 4A Lenton Road, Alton • Auto Services (Shirley) Ltd., 246 Shirley Road, Southampton • Driversmind, 193 May Street, Basingstoke • H. R. Knight Ltd., 69 Milton Road, Portsmouth **Hereford** Harrison & Macklin, Foley Trading Estate **Hertfordshire** Baldock Car Radio, 3 Hitchin Street, Baldock • F.C.P. Motors, 185/187 Turners Hill, Cheshunt • Autosound Services, 80 Queens Road, Watford • J & R Car Radio, 94 High Street, Stevenage • Inca Car Audio, 11 Cole Green Lane, Woodhall Shopping Centre, Welwyn Garden City • Russell Auto Electrics, 13/27 Loates Lane, Watford **Huddersfield** Express Ignition, St. Andrews Road, Aspley **Hull** Jordans of Hull, 45/47 Witham **Humberside** A.C.C. Limited, 38 Boothferry Road, Hull • C. H. Turner Ltd., 1/5 Corporation Street, Grimsby **Isle of Man** Industrial Equipment (I.O.M.) 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Janet Ltd., 1/A Car Audio Equipment, 351 Lea Bridge Road, Leyton • London Car Radio Centre, 25/31 Taunton Place, NW1 • Sextons (In Car Equipment) Ltd., 330 York Road, Wandsworth SW18 • Pinerealm, 1/A Mach One, 125 Golders Green Road, NW11 • Tanford Motor Services, 2 Woodlands Way, Putney SW15 • Wadham Stringer (Chiltons) Ltd., 59 Sidcup Road, Lee SE12 • Cavendish Sales, 281/283 Whitechapel Road, E1 • Hi Fi General, 39 Bedford Hill, Balham SW12 • Neasden Electronics, 51 Dudden Hill Lane, NW10 • Sounds Fantastic, 55/57 Anerley Road, SE19 • Stereo on Wheels, 22 Chiswick Lane, W4 • Video Wheels, 24/62 Market Square, Edmonton N9 **Manchester** Sound & Time, 59 Bury New Road **Merseyside** Sound Trac, 2 Chester Road, Whitby, Ellesmere Port • Wirral Car Radio, 2 Singleton Avenue, Birkenhead **Middlesbrough** M.W. Motors Ltd., Granville Road Garage, Granville Road • Car Sounds, 1 Union Place **Middlesex** ICE Stereo Systems, 175 Stanwell Road, Ashford • S.K. 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To conclude, I feel that all TV and film producers who make intelligent use of "period" motor vehicles in drama or documentary productions set in the earlier decades of our century, deserve our fullest congratulations and encouragement. The recent eleven-part ITV adaptation of Evelyn Waugh's masterpiece "Brideshead Revisited" is a case in point. The superb acting and settings of the production were enhanced, in my view, by a liberal offering of veteran, vintage and post-vintage machinery, which imparted even greater realism and enjoyment to the entire dramatic synthesis. As far as this enthusiastic viewer could detect, there were no glaring anachronisms in the choice of vehicles seen on the screen. So, well done ITV and thank you sincerely for a real treat! I am sure W.B. will agree.

Dublin F. F. N. CORRY

[Yes — and I was interested to see the vintage sleeve-valve Mors in the opening stages of "Brideshead" — Ed.]

On the Road

Sir,

The article by D.S.J. on racing cars on the road prompted a search through some old photographs, bringing to light the two enclosed. They show, on a suburban street in Melbourne, the 18-litre Mercedes built for the 1908 Semmering hill-climb. When on leave in June 1945 I was given a ride on this magnificent machine and permitted to drive it, through the kindness of Lyndon Duckett who owned it at the time.

The car had neither silencer nor mudguards, nor indeed any coachwork except for a pair of modern aircraft seats, yet the enlightened city fathers were quite happy with its regular use on the road in that trim. The photo of the passenger's view will explain why overalls were mandatory wear for the crew.

Leatherhead, Surrey CLAUD POWELL

Racing Sunbeams

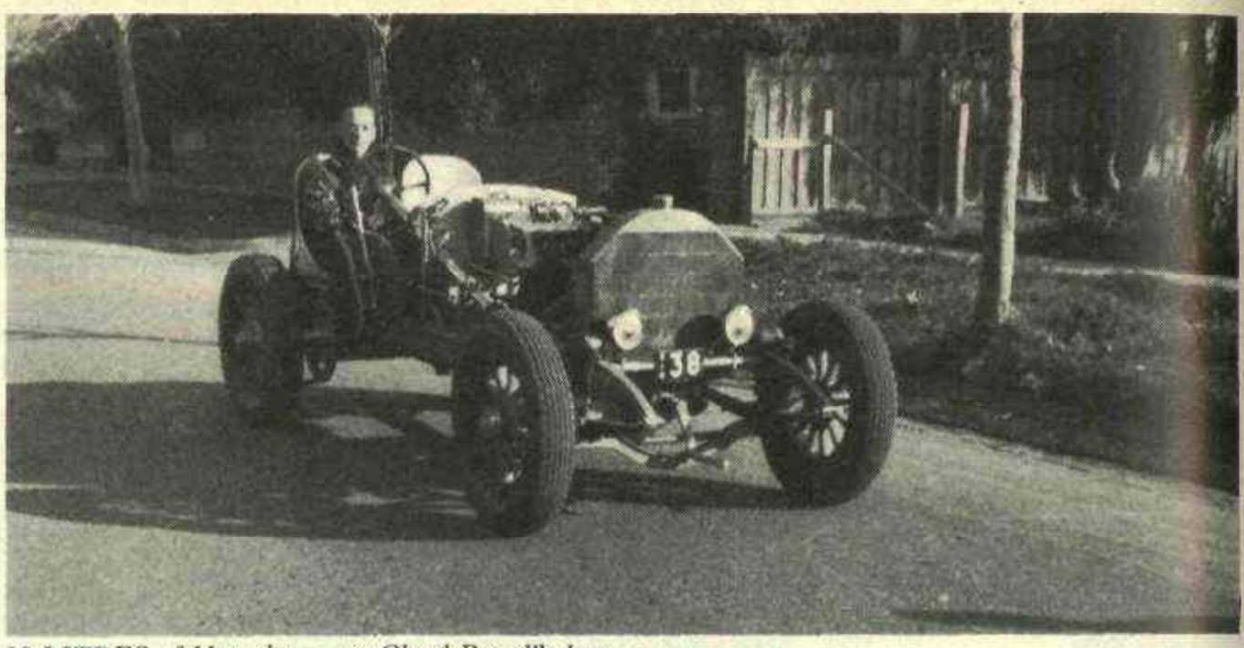
Sir,

If any reader has any information, photographs memorabilia, etc., on the Racing Sunbeams (not Rootes) I would be very grateful for the opportunity to buy, copy, or just look at anything that will provide background information to a book I am preparing. In particular I am interested in anything relating to the Experimental Shop and its employees and to the racing mechanics.

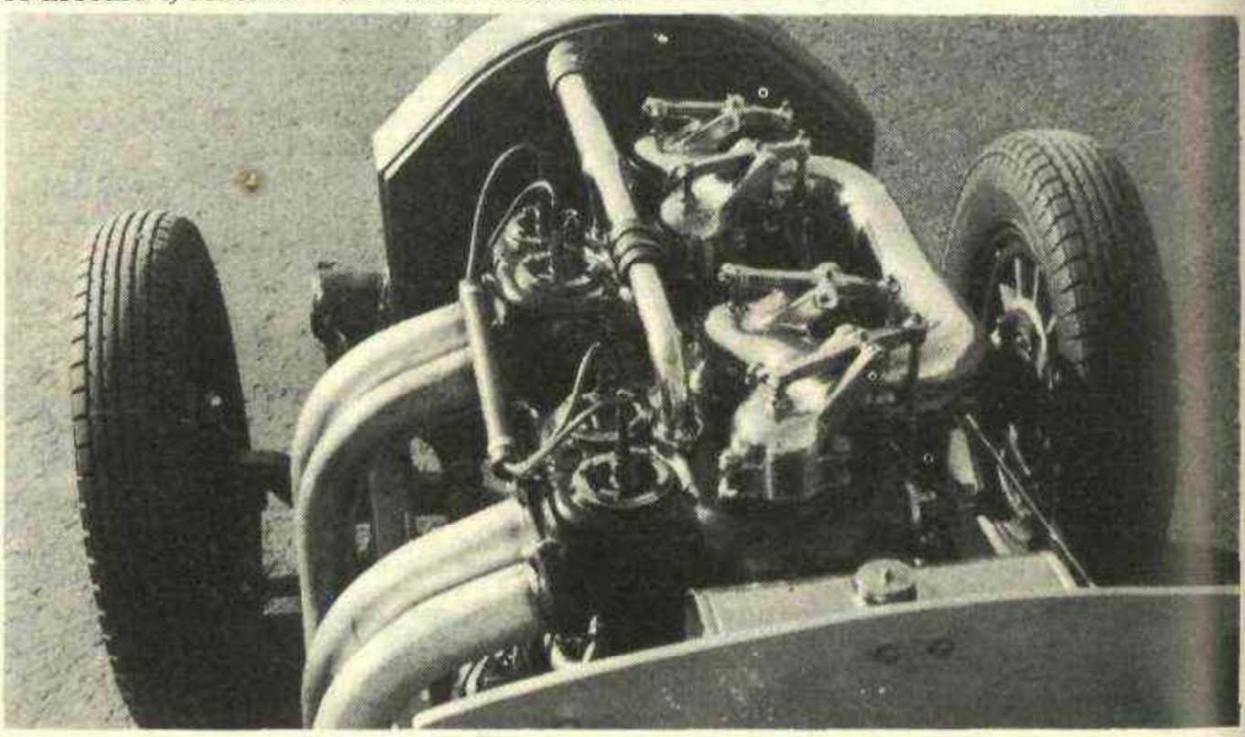
Lilleshall, Salop J. J. RIDLEY

[Letters can be forwarded — Ed.]

V-E-V Odds & Ends.— The front cover of the *Jowetteer*, magazine of the Jowett CC, recently carried a picture of a sports-car made in S. Africa from flat-twin Bradford parts, complementing an article within about how another Bradford was converted into an open Special for MCC trials, and we believe an ex-saloon 1934/5 Jowett in Wales is likely to be made into something similar, rather fun, if given an exhaust pipe down each side, from each of the flat-twin cylinders. We heard of a 1927 Austin 7 Chummy, with a spare reconditioned engine and five new tyres being offered for £900 very recently, so perhaps prices of the older cars are dropping — this is certainly more realistic than the £2,500 to £3,500 or more asked for such cars by the more avaricious motor-copers. A 1924 l.h.d. 5cv. Citroën was restored in Oxfordshire recently for its 57-year-old owner. The Brooklands Society has announced three forthcoming fixtures — the BS Trophy Race at Thruxton on May 3rd, the Annual Re-Union at the Track on June 27th, and its annual Dinner, at Woking, on November 25th.



18-LITRES of Mercedes — see Claud Powell's letter.



The Winter issue of the *Morris Register Journal* fully maintains the expected interest and standards of this club magazine; indeed, this 21st Anniversary issue has gone to some excellent colour pages. The photographs sent to the Register from old family albums this time include some fascinating backgrounds to pre-war Morris vehicles, such as a shop in Old Welwyn advertising Fry's cocoa, Gilbey's invalid port and Force wheat-flakes, while outside waits the shop's 1928 8/10 cwt Morris light van, and an Essex baker's shop proclaiming "Bread as supplied to HM The Queen", outside which stands a 1920 back-braked Morris-Oxford tourer in the care of two ladies. (Signs like this have all but disappeared but those for Colman's mustard and Colman's starch can still be seen in a Welsh village. — Ed.) A 1932-type Theo-Multiple electric petrol pump is still in use, we hear, in a Suffolk village — is this the oldest, or are any hand-worked pumps still in service? Small world — a postcard which turned up in a "flea-market" recently showed a Railton Series-III Fairmile drop-head coupé being slung by crane onto a boat at Dieppe in the late 1930s and the Railton OC reports that the same car is still in existence, in a dismantled state.

No doubt Austin 7s are being smartened up and restored, ready for the Jubilee Rally at Longbridge in August. But what of a 1937 Ruby saloon found recenly in very good and quite original order in the shed it had occupied since 1952? Given new plugs, petrol, and a battery it was driven out under its own power. The Railton OC has made a memorial to the memory of the late Reid Railton 1895-1977, carved in slate, but after it was refused by the NMM is wondering where it should be displayed, due to the uncertainty about the future of Brooklands — at the Leyland factory in Lancashire, perhaps, or beside the preserved Leyland Eight owned by BL Heritage Ltd? The not-very-long-formed Vauxhall OC has published another register of Vauxhalls. It lists the amazing number of pre-1941 cars known to exist throughout the world. *Aeroplane Monthly* for February had a pleasing piece by Air Commodore A. H. Wheeler about carefree brief ownership of an ancient Blackburn Velos in 1933, and is publishing much about Flying Fleas, including Stephen Appleby's pre-war memories.

We hear that Bill Lake has decided to dispose of his 1922 GP Sunbeam, which however will remain in this country, for something rather more practical, such as a road-equipped 8C Alfa Romeo. Anniversaries are reaching saturation point, surely, but another has recently been announced, namely the Bentley DC's visit to the IoM to celebrate the first Bentley team victory achieved when W.O. ran his 3-litres in the 1922 TT, and no doubt a good time will be had there, from August 30th to September 5th, when this 60th anniversary is recognised. International Alvis Day happens this year at Knebworth Park, on May 16th. — W.B.

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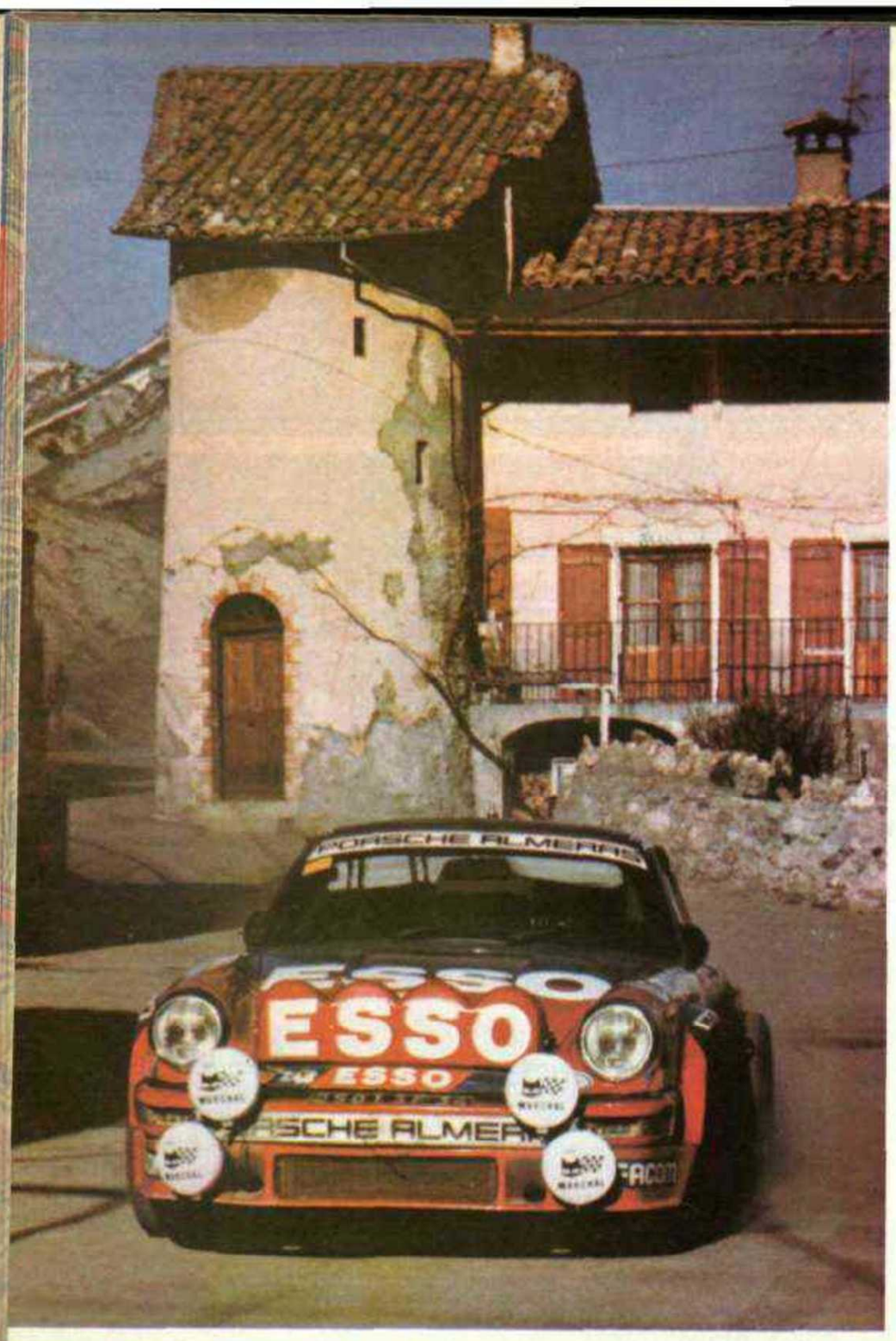
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MONTE CARLO RALLY

Private Porsches like that of Thérier (left) were set up for snow and were wearing tyres too rapidly on the dry tarmac, whilst the Opel Asconas such as that of Walter Röhrl (above) were more versatile with their much lower power but superior handling. Below, the Opel team is shown at an orderly service point where no frantic repairs were required in a hurry. Kleint, who finished seventh after hitting a rock and losing time, is pictured talking to Röhrl, sitting in the car. Röhrl, and co-driver Christian Geistdörfer, went on to win in a most convincing manner, finishing nearly four minutes ahead of Mikkola in an Audi Quattro. Thérier was third, despite the problems caused by excessive tyre wear.



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AUDIOLINE

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

Waldegård (top left) had countless problems with his Porsche and stopped right at the end with gearbox failure, whilst Mikkola could not recover from an early time loss to finish higher than second in his Audi (top right). Kleint (below left) lost much time having his Ascona repaired after hitting a rock, Saby's Renault 5 Turbo (below) was not entered by the factory and Andruet's Ferrari (bottom) stopped early against a bridge.

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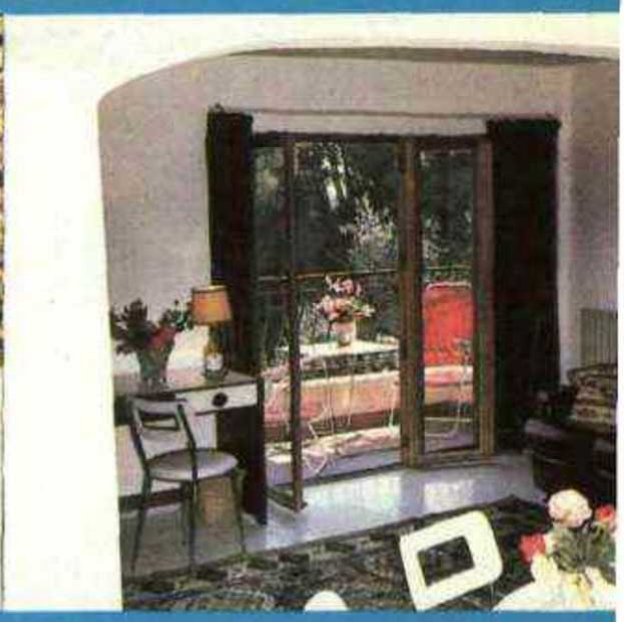
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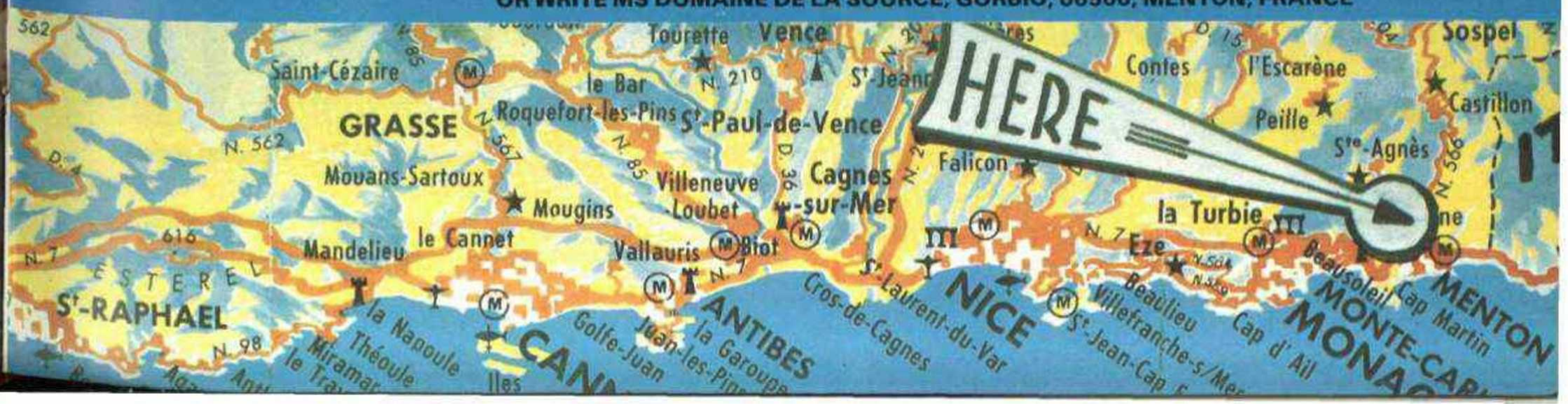
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Michèle Mouton began in fine form but hit an ice patch early in the second leg and crashed heavily into the side of a house. Below, it's not easy to work in crowded service areas, as Almeras mechanics discovered when working on Frequelin's Porsche.





SOUTH AFRICAN

THE turbocharged Renault RE30Bs totally dominated the South African convincing winner. Above, Prost heads the Ferrari 126C2s of Gilles Villeneu disappeared out of the picture. A pit stop to replace a failed rear tyre (top right, Keke Rosberg's Williams FW07C leads Giacomelli's Alfa Romeo succumbs in a cloud of oil smoke early in the race as a turbocharger bearin winner Prost celebrates with smiling second place man Carlos Reutemann, bringing his McLaren MP4B home a competent fourth. Top left, Winkelhoc corner. Centre left, Alboreto drove smoothly to seventh place in his Tyrrell but eventually dropped back to third place. Here he is oversteering wildly

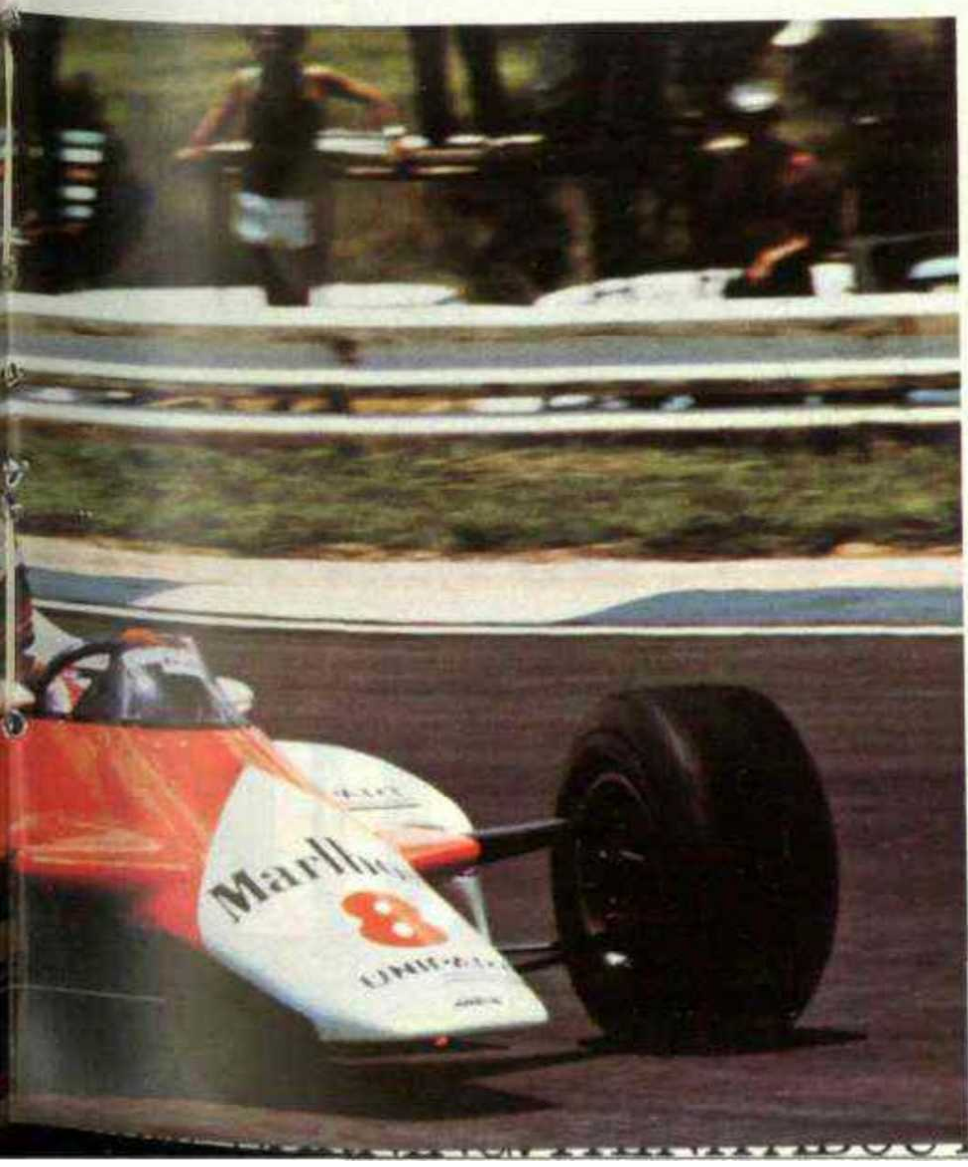






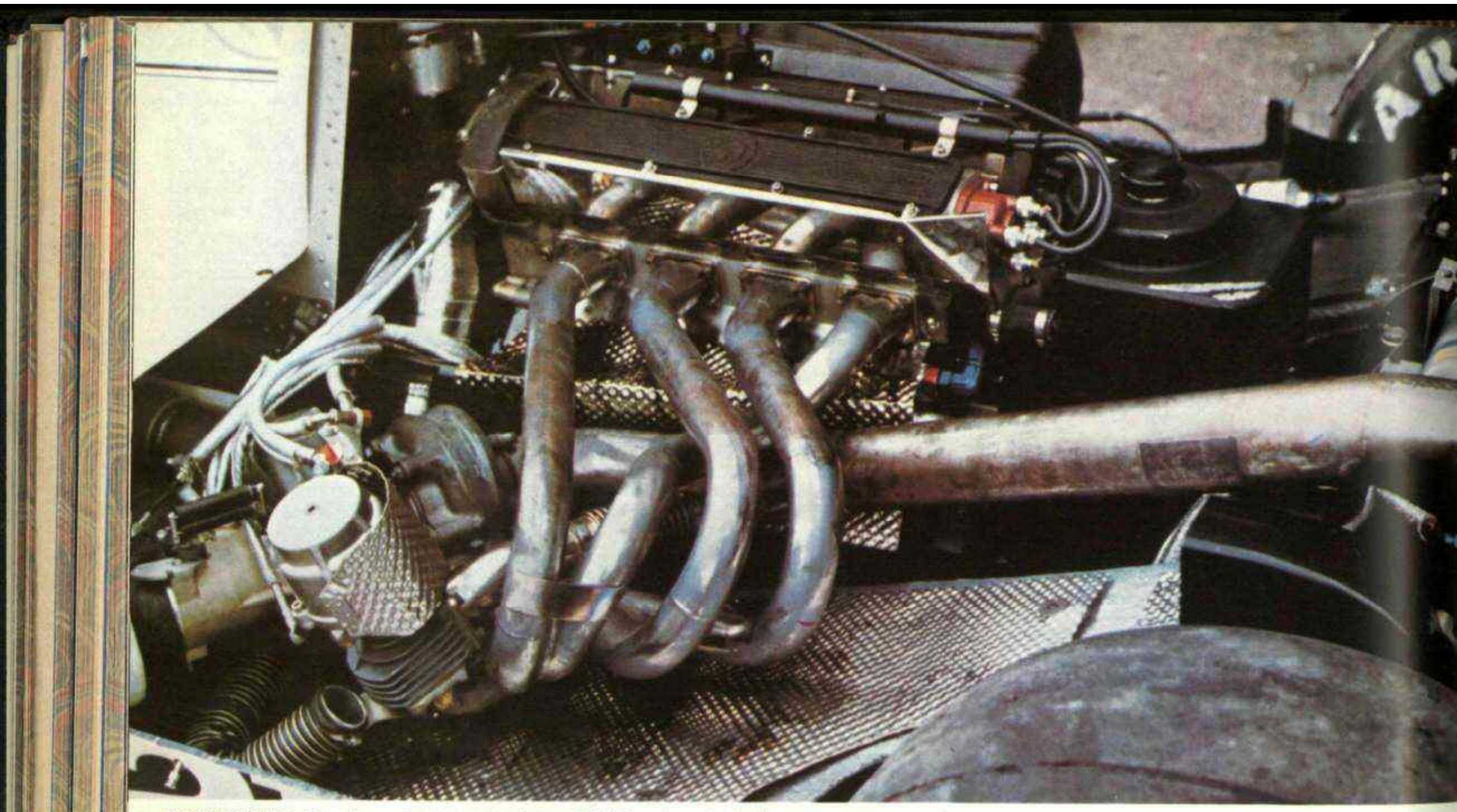
GRAND PRIX

Grand Prix at Kyalami on January 23rd, Alain Prost emerging a
e and Didier Pironi into the first corner, René Arnoux already having
ight) subsequently delayed Prost but he fought back to win. Upper
nd Borgudd's Tyrrell 011. Lower right, Villeneuve's Ferrari turbo
fails and allows oil through into the exhaust system. Bottom right,
elow, Niki Lauda made his Grand Prix return after a two-year lay-off,
's ATS leads de Angelis's Lotus 87B and Rosberg round Clubhouse
11. Bottom left, the luckless René Arnoux had two spells in the lead
t Leeukop corner.

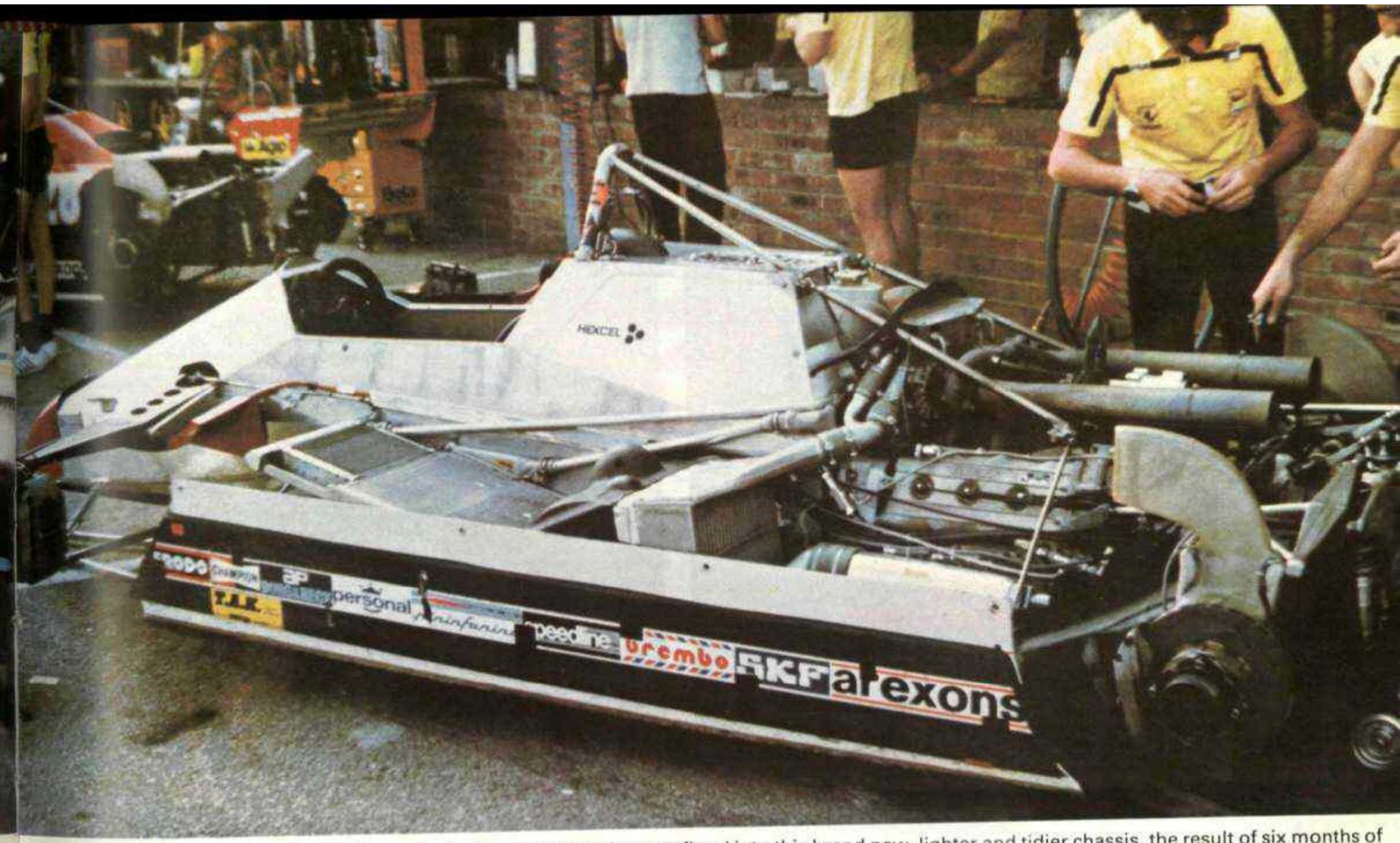








RACE DEBUT 1: The four-cylinder turbocharged BMW unit made its first race appearance installed in the Brabham BT50s at Kyalami. There were three such cars present in South Africa — and not a Cosworth DFV in sight in the Brabham pit!

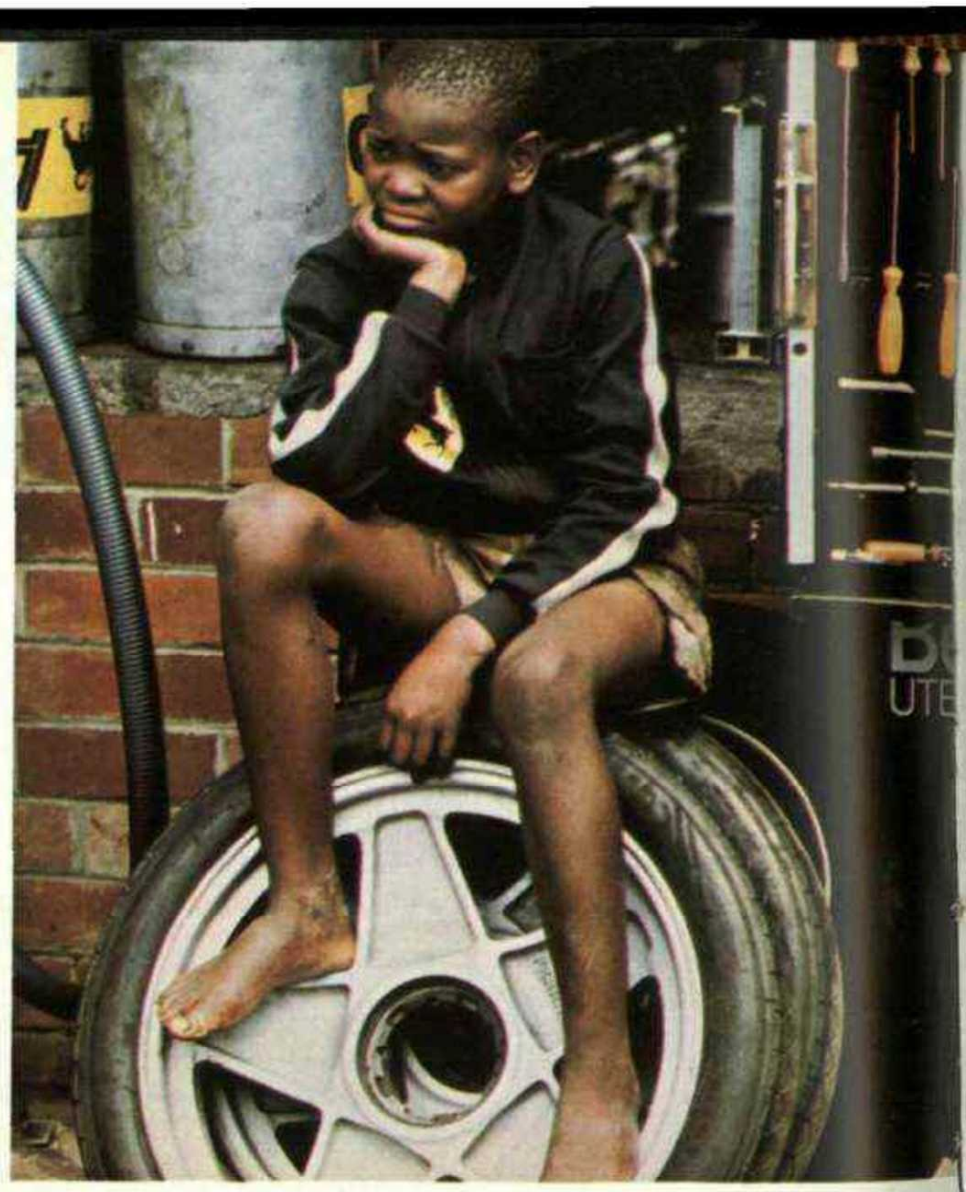


RACE DEBUT 2: Ferrari's 120-degree turbocharged V6 engine was fitted into this brand new, lighter and tidier chassis, the result of six months of dedicated work by Dr. Harvey Postlethwaite.



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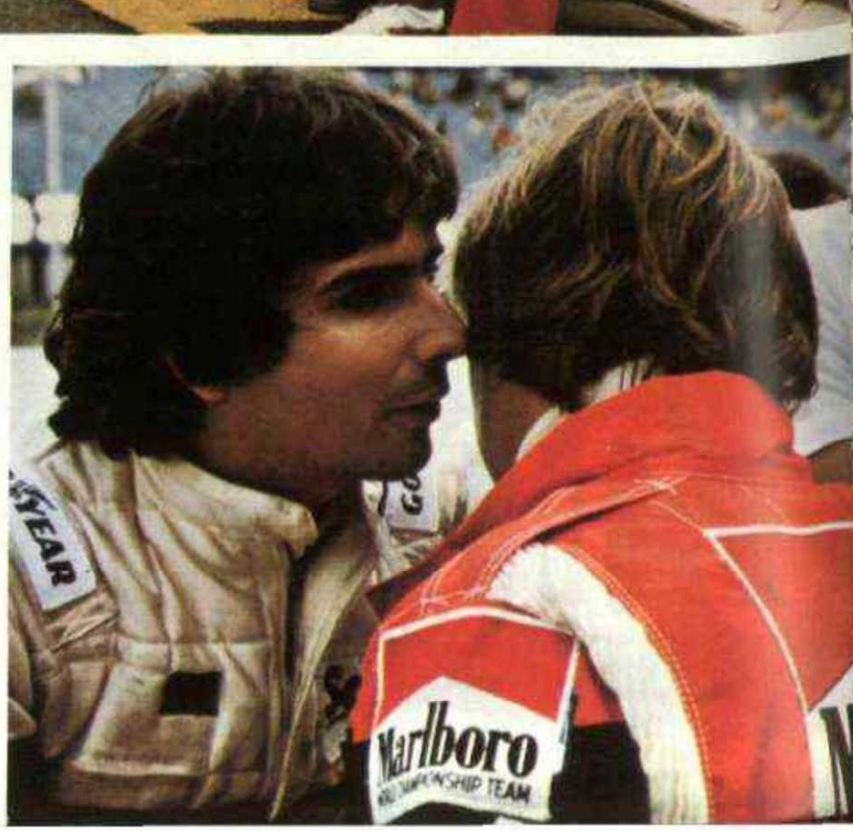


KYALAMI — THE DRIVERS' STRIKE

THE first day of practice for the South African Grand Prix was marred by a drivers' strike, leaving the pit lane (above left) untypically silent despite the presence of all the Formula One machinery. Top right, a local helper sits on a Ferrari "slave wheel" and ponders the inactivity. Right, the McLaren team personnel sit it out on the pit lane guard rail while (below left) the team chiefs consider the problem. Ecclestone has his back to the camera in company with (from l. to r.) Audetto and Oliver (Arrows), Tyrrell, Warr and Chapman (Lotus). Bottom right, when the drivers came back the following day, the problems were still unresolved. Here Piquet whispers conspiratorially in Pironi's ear.





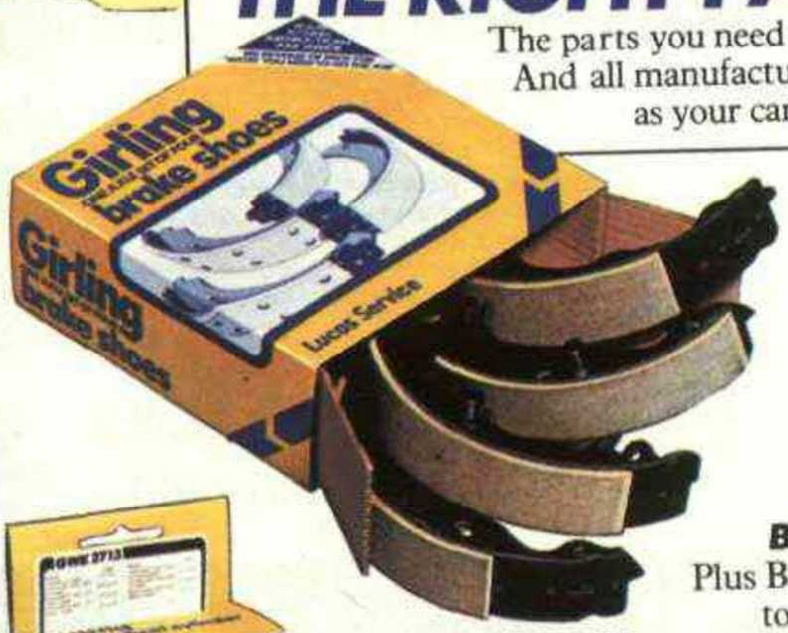


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SOUTH AFRICA'S F1 STARS

Before Scheckter there was Love and Charlton . . .

RIVALS: John Love can be seen gritting his teeth as he hurls his Gunston March 701 round Kyalami's Clubhouse Corner during the 1971 South African GP, fending off a close challenge from arch-rival Dave Charlton at the wheel of a Lucky Strike liveried works Brabham BT33 which he had hired for the occasion. Following Charlton is Tim Schenken's Surtees TS9B and Chris Amon's Matra V12.

JODY SCHECKTER will be remembered as one of the worthy Grand Prix drivers of the 1970s, bursting onto the Formula One scene like a shooting star in 1973 and crowning a pretty distinguished career by winning the 1979 World Championship title driving a 3-litre flat-12 cylinder Ferrari 312T4. But the curly-haired youngster from East London was by no means the first South African to have turned people's heads when he was slotted into a works Yardley McLaren at the end of 1972. What's more, Jody Scheckter never took part in South Africa's own national Formula One Championship, a series which thrived from the mid-1960s to the mid-1970s. Looking back, it seems somehow strange that this country, so far distanced from the European "hub" of F1 activity, should have sustained a national contest catering for Grand Prix cars. But sustain one it did, successfully, for many years. And, before the name Scheckter became a household word, there were two other drivers who stood out head and shoulders above their rivals as they battled for supremacy in South Africa. They were John Love and Dave Charlton. Both now retired from single-seaters, they happily retain an avid motor racing interest and were present at the recent South African Grand Prix at Kyalami.

European enthusiasts may well remember John Love's exploits in Britain during the early 1960s when he was a regular competitor in both Formula Junior and saloon cars. Dave Charlton's career has also taken him out of Africa on occasion, notably in 1972 when he sampled a handful of European Grands Prix in his own car. But the two men sustained an intense rivalry in South Africa for almost ten years, Love holding sway as the man to beat initially with Charlton gradually dislodging him from his perch in the early 1970s.

Motor racing success came John Love's way relatively late in life. Born in Bulawayo, Rhodesia, in December, 1924, he actually saw active War service with the Rhodesian forces participating in the Italian invasion. During the course of these operations Love found himself camped in the Monza park and, after unearthing

Continued on page 313



LATER LOTUS: After some experience with a Lotus 49C, Charlton switched to this Lotus 72 to win the South African Championship in 1972 and 73.

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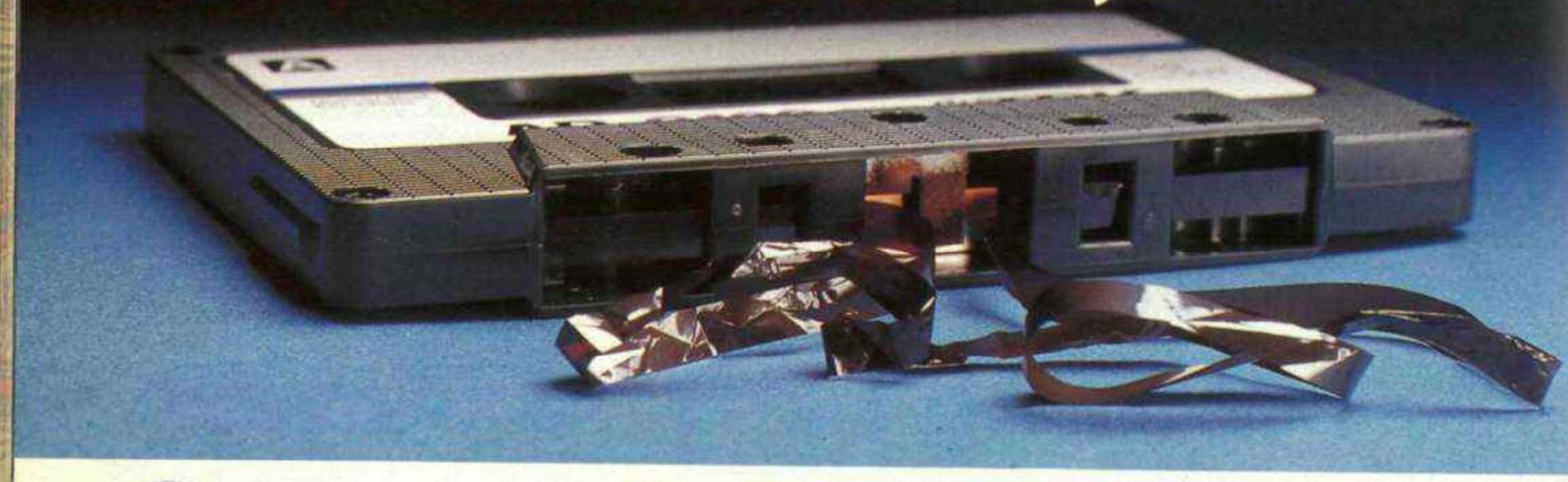
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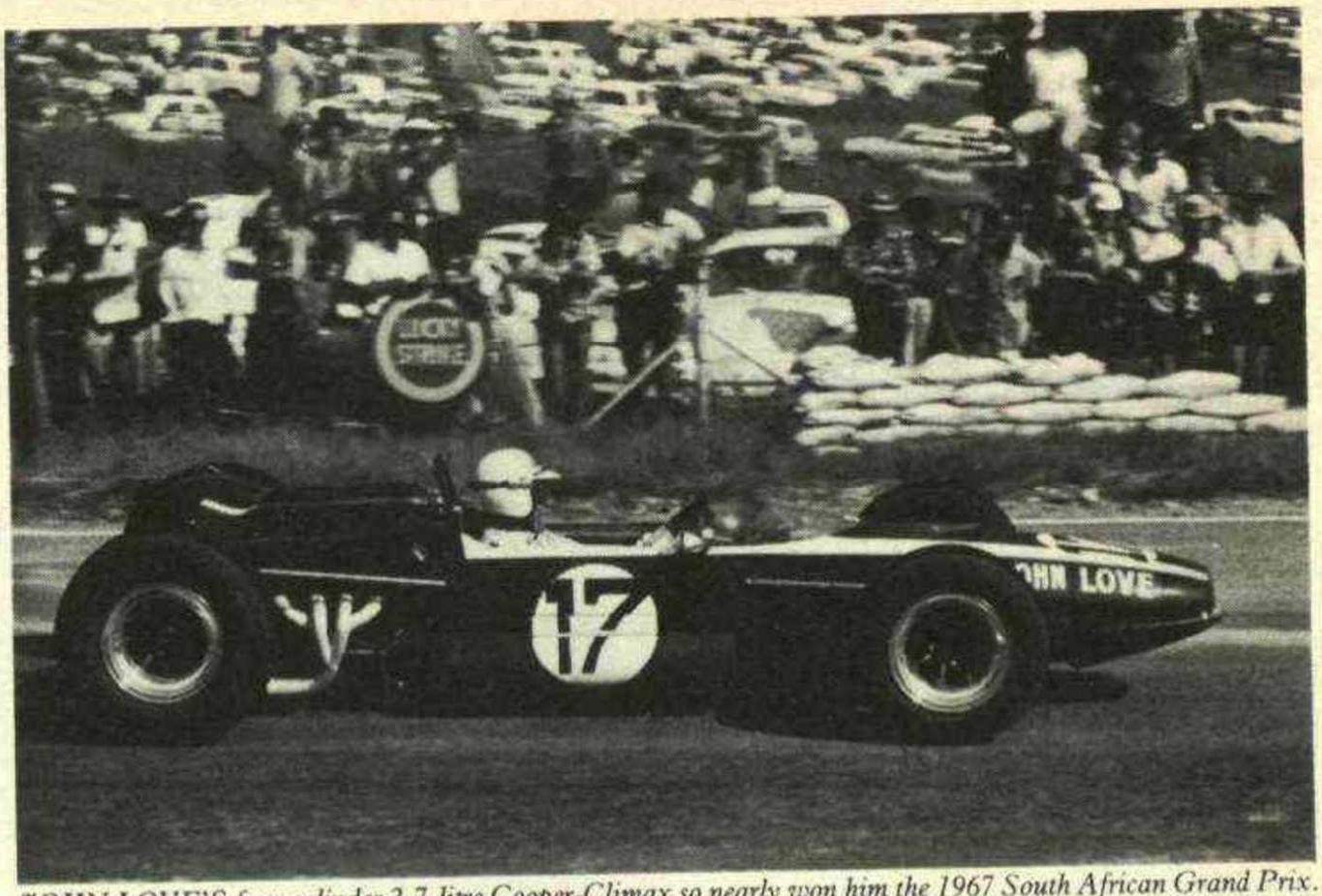
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JOHN LOVE'S four-cylinder 2.7-litre Cooper-Climax so nearly won him the 1967 South African Grand Prix. Only a late-race pit stop dropped him to second behind Pedro Rodriguez's Cooper-Maserati.

SOUTH AFRICA'S F1 STARS — continued

an old Zundapp motorcycle in a haystack, actually managed to squeeze in a few laps of the famous track on this precarious machine. His enthusiasm thus fired, he took to racing motorcycles back in Rhodesia after the War and graduated to four wheels with an ex-Moss Cooper-JAP which had somehow found its way to that neck of the woods. From there he worked his way through a Riley Special before acquiring a Jaguar D-Type, OKV 3, the 1954 Reims winner which he found for sale in the advertisement columns of a British motoring weekly magazine. That lasted Love through until the end of the 1959 season at which point he decided to come to England to see if there was any chance of landing a drive over here. Love recounts with some amusement that he travelled over to Britain with a racing friend, one Jimmy Shields, and they both turned up at Lotus to ask Colin Chapman for a drive. "I told Chapman that I raced a D-Type and Jimmy raced an ERA!" reflects Love. It didn't take long for the Lotus boss to disabuse them of the notion that they might be about to earn a works Lotus seat on the strength of that experience!

Love did however find a ride at the wheel of an F/Junior Lola Mk.1 and his speed in a race at Albi attracted the attention of Ken Tyrrell who offered him a drive in one of his Coopers at Pescara. Despite a practice accident he managed to finish third behind Denny Hulme and Lorenzo Bandini. For the 1961 season he received a Tyrrell contract and finished fourth in the British F/Junior series behind Trevor Taylor, Peter Arundell and Tony Maggs. Despite a big shunt the following winter in the Natal GP at Westmead whilst driving a spaceframe LDS-Porsche special, Love returned to Britain again in 1962 and won the British Saloon Car Championship in a works Mini-Cooper, despite being billed officially as number two driver to John Whitmore. Partnering Maggs in the Tyrrell F/Junior Cooper team, Love gained a fine reputation that season, but a shunt at Albi proved to be a turning point in the Rhodesian's career. He badly injured an arm and was unable to take up an F1 Cooper test drive at Monza the following week. Thus, Maggs eventually got the number two Cooper with Bruce McLaren for 1963 and Love decided to return to Africa to pursue his racing ambitions.

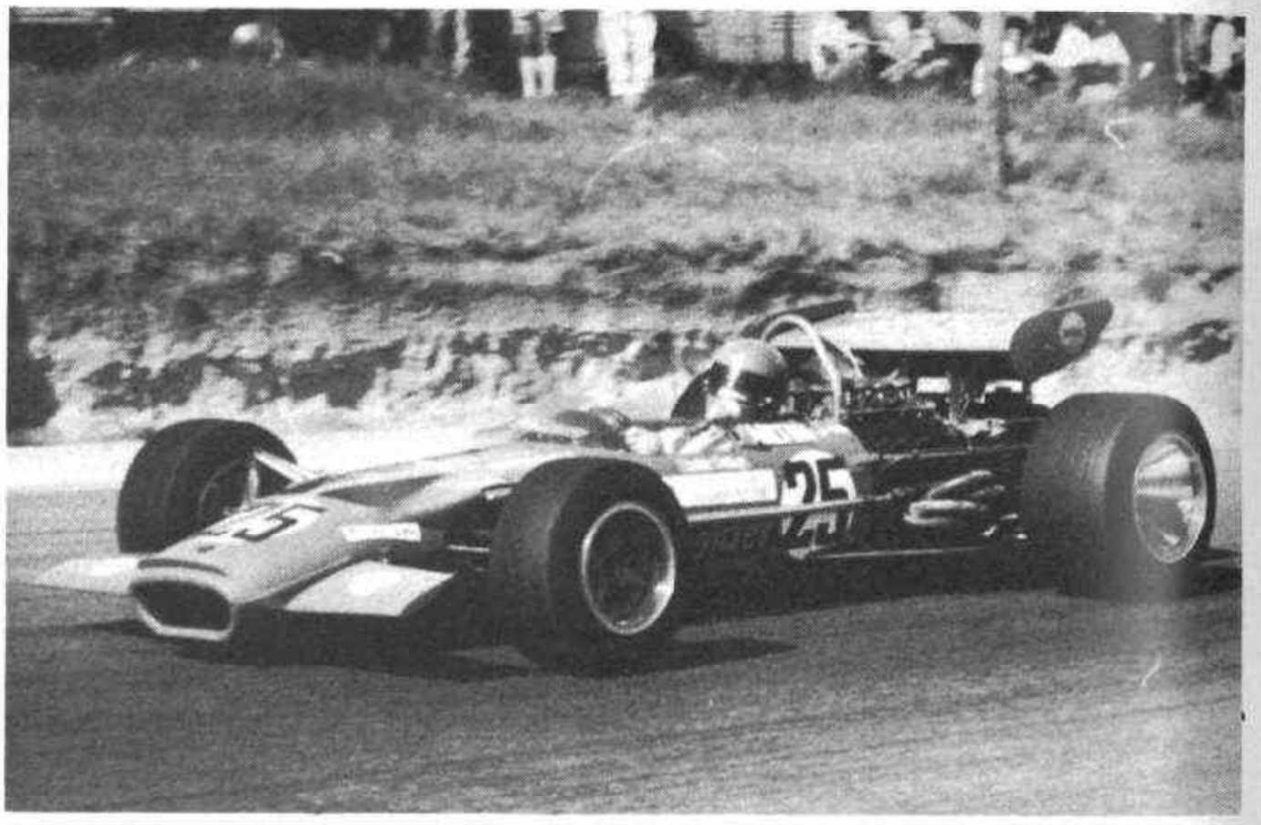
Love took with him an ex-McLaren Cooper-Climax which Bruce had used in 1961 and supplemented that shortly afterwards with an ex-Tasman Cooper with which McLaren had done the 1963 Tasman series — the sister car, in fact, to that in which Teddy Mayer's brother Tim had been killed at Longford, Tasmania. Fitted with a 2.7-litre, four cylinder Coventry Climax engine, John Love used it to win the South African F1 Championships in 1964, '65 and '66. And it was at the wheel of this car that he *almost* won the 1967 South African Grand Prix at Kyalami.

It was only the second season of the 3-litre Formula One and very few people had got decent-handling cars organised in time for the '67 South African race. In terms of chassis performance the Brabham-Repco V8s were in a class of their own; the first Cosworth DFV was six months away and both the BRM H16s and Cooper-Maseratis handled more like long distance lorries than precision racing cars. What's more, the frontal areas of some of these 3-litre GP machines were substantial, there being very little concession to the matter of aerodynamics, about which comparatively little was understood in those far-off days. Love's outdated Cooper was slim and slippery in comparison with many of its rivals — a fact which was underlined when the practice times were published. At the start of the race only the two Brabham-Repcos, Clark's Lotus 43-BRM H16 and Rodriguez's Cooper-Maserati were quicker than Love's private machine. As the leading competitors gradually dropped by the wayside during a race run in tremendous heat, Love's Cooper gradually pulled through the field. And when Hulme's Brabham-Repco pulled in to investigate brake problems Love surged into the lead, only 18 laps from the chequered flag. Unfortunately, even with extra tankage fitted specially for the occasion, Love's Cooper was running short of fuel. Gradually the Climax engine began misfiring, eventually cutting out completely as John headed for the pits. Extra fuel was hurriedly added and Love resumed, but by that time he'd lost the lead to Rodriguez's plodding Cooper-Maserati and had to settle for second place at the finish. "That would have been my greatest achievement if I'd managed to pull off a win", he recalls sadly.

Although Love had enjoyed three seasons' success with the Cooper-Climax, by now he realised that a multi-cylinder machine would be needed if he was to fend off new rising star Dave Charlton in the South African F1 Championship. Charlton had recently fitted a Repco V8 into his old Brabham, replacing a 4-cylinder Climax like Love's, so John sold the old Cooper and acquired an ex-works Brabham-Repco BT20 which had been used by Hulme and Brabham the previous season.

Charlton, by then just thirty and fourteen years younger than Love had gradually been building up his reputation over the previous two seasons. Although a South African citizen, Charlton was born near Redcar, Yorkshire, in November 1936 but moved to South Africa with his mother when he was in his early teens. Charlton first sprang to prominence when he won the 1960 SAGP supporting sports car race at East London in an Austin Healey 100 / 6 and, two years later, also made the "pilgrimage" to Europe to try his hand racing against the "pro's". Despite acquiring an ex-John Whitmore Lotus 22, Charlton's efforts resulted in virtually no race finishes and an exhausted bank balance. When he returned to South Africa, somewhat disillusioned, he had to scrape around running an Austin A40 in club races during 1963, unable to afford anything more ambitious. But he gradually got things together again the following year and turned a few knowledgeable heads with some sterling drives at the wheel of a Ford twin-cam engined Lotus 20. He came to the attention of staunch racing enthusiast Aldo Scribante who bought him a Brabham BT11 powered by a ubiquitous "Climax 4" and he took on a full South African F1 season in 1966. He admits that he never got to challenging Love during the course of that year, but after fitting a Repco V8 he won the 1967 Rand Autumn Trophy race — and beat Love's Cooper-Climax by four seconds. It was the first time Charlton had triumphed over the reigning title-holder.

Several trips to Europe punctuated Charlton's 1967 season and, anyway, Love had acquired that newer Brabham BT20 with which he successfully held onto his South African title. In 1968 he held onto the old Brabham-Repco, but still didn't get on terms with Love. Not surprising, in view of the fact that the Rhodesian was determined to keep one step ahead of his rivals and, realising the threat posed by Charlton, replaced his Brabham BT20 with an ex-works Lotus-Cosworth 49. Love had never been particularly impressed with the Brabham-Repco's handling, actually remarking that he thought it behaved "like a ten ton truck". And that from a chassis which was generally regarded as good when compared with its contemporaries. In that connection it should be recalled that, after the 1968 South African GP, Dave Charlton was invited to test a works Cooper-Maserati at Silverstone in preparation for driving it in the few Grands Prix which Lodovico Scarfiotti was unable to appear. For better or worse, Charlton decided to give John Cooper an honest assessment of the factory machine; "It's bloody awful", said Dave flatly. And that was the end of any F1 career with Cooper, before it had even started!



DAVE CHARLTON followed Love's example and acquired a Lotus 49C in time for the 1970 South African GP. But for a deflated tyre, he would have scored Championship points in this event.

In 1968 and 1969 Love thus continued to take the SA F1 titles, aided in the latter season by Charlton side-tracking to a F5000 Lola T140 which brought him just a single victory in the Rhodesian Grand Prix. Then Aldo Scribante bought Charlton a Lotus 49C with which he got as high as fifth place in the 1970 South African GP before being forced into the pits for a tyre change. With this car Charlton really "clicked" in the 1970 South African championship, Love by this time having switched to a March 701 — which was something of a mistake. Charlton won nine victories to wrest the title from Love, his Rhodesian rival, at long last.

By this time considerable rivalry had brewed up between the two drivers' sponsors, Love being backed by the Gunston tobacco company while Charlton raced under the Lucky Strike colours. Into 1971 it was clear that the Lotus 49C driven by Charlton — who had the bonus of a works Brabham drive in his home GP — was still going to have the legs of Love's March. Thus, when Dave pulled out an early lead in the national championship, Love's sponsors authorised him to replace the Bicester machine with a Surtees TS9B which at least got John back into the race winner's circle again. But it wasn't sufficient to wrest back the Championship. What's more, at the wheel of the TS9B, Love was involved in two very spectacular accidents, both at Kyalami. One occurred under braking for Clubhouse, the Surtee's throttle sticking open during a national championship race as John chased Charlton for the lead. The car sliced between two layers of guard rail, opening them up and allowing them to half swallow the TS9B. Love was trapped in the cockpit for some time, but emerged — miraculously — without a scratch. The following Spring he was dicing with Helmut Marko's BRM during the South African GP when he lost control of the Surtees going through the fast kink before the pits, crashing heavily and damaging the car very badly.

For Love, that was the end of his F1 career. Team Gunston, apparently convinced that an agile F2 machine would be quick enough to see off Charlton's F1 cars, purchased a couple of Chevrons for Love and Ian Scheckter to drive. But there was no way in the world that they were ever going to get on terms with a Cosworth

THE last two SA F1 titles were won in 1974 and 75 by Charlton using this McLaren M23/1 which Hulme had put on pole position for the '73 South African GP, the car's racing debut.



Fun with a Fiesta XR-2

THE sporting new Ford Fiesta XR-2 was described in the January issue. To say that it is a fine little fun-package should be obvious, with a 1.6-litre engine in the compact 12′ 2″-long baby Ford. Fun indeed it is! As I left the Standard House car-park in a smart all-black XR-2, a paint finish that costs £76.86 extra over the basic price of £5,500, it occurred to me that I was in something of the same position as was our Editor of long ago, Capt. Richard Twelvetrees, when he went off on test in a saucy little 16-valve Bugatti or a shining all-aluminium 12/50 duck's-back Alvis Super Sports, except that I was warm and comfortable within a three-door Hatchback. However I did not have any anxiety about oiling-up of sparking-plugs, illegal noise, or of being trapped in a 20 m.p.h. speed-limit. . . .

Yet there was a similar fun-factor, even in the London traffic, for I found I was staying mostly in second and third gear as the XR-2 slipped easily and quickly through the traffic, as Twelvetrees must have done 57 years earlier, especially in the Bugatti. Out on the M4 my wife and I fell to discussing the ever-absorbing subject of what my next car might be. As if in answer, three or four different kinds of BMW slipped by at slightly over the legal speed, at which the Fiesta was decently quiet, 70 m.p.h. being equal to just under 3,800 r.p.m. in top gear. Only by going to 80 m.p.h. and over does a buzzy noise-level intrude — rather as if the XR-2 was designed to encourage legality.

As if to continue our conversational theme, apart from big Rovers and a Mercedes-Benz, at the luncheon-stop a 5.8-litre Ford V8 LTD parked beside our equally smart XR-2. Continuing towards Wales, I soon became aware that the fuel-gauge was indicating empty, although we had started with an almost-full tank. This was a weakness, because the 7½-gallon tank (with lockable filler-cap) gives a range of under 200 miles when driving hard, the tank does not encourage "brimming", and the gauge shows zero when over 1½-gallons remain. Filling up next day at the local BP station showed that consumption on the fastish run home was 33.5 m.p.g. and that the XR-2 is causing much interest, when a girl running an ordinary Fiesta came out to admire it, it being her ambition to own one, a trend repeated in another Welsh town, where the car attracted considerable attention. Rightly so, although I disagree with Ford advertising "a full complement of instruments", as only heat and



THE sporting Ford Fiesta XR-2 with a utilitarian ancestor.

fuel-gauges are provided between the 140 m.p.h. speedometer and 7,000 r.p.m. tachometer, with a digital clock up by the roof. But these are easy to read and nicely lit, and the switches are also convenient and well-lit, except that a steering-wheel spoke blanks those for rear window heater and wipe / wash. Triple control stalks are used, the l.h. one for lamps, dip, horn and turn-indicators, somewhat confusing as a r.h. stalk has to be used to get sidelamps. The Recaro front seats are very comfortable, the rear seat reasonably accommodating, folding to enhance luggage carrying. Stowages include front-door bins, two open cubbies for the driver, fascia shelf and an unlockable cubby for the front-seat passenger.

The XR-2 will exceed 100 m.p.h., do 90 m.p.h. in third gear, reached in only 26½ sec., go from 0-60 m.p.h. in 9½ sec., 50-70 m.p.h. in 7.2 sec., yet if "Aunt May" gets hold of it, she will be able to hold top gear of the 4-speed box at 30 m.p.h. and accelerate away from 1,500 r.p.m. (91 lb/ft torque at 2,800 r.p.m.), so smooth and docile is the engine, in spite of giving 84 (DIN) b.h.p. at 5,500 r.p.m., against 66 b.h.p. from the Fiesta 1300. As the road-clinging and cornering power from the revised suspension and Pirelli P6 tyres are tremendous, this is a pure fun-car in miniature. Ford's excellent gear shift, a light if somewhat "quick" clutch, and, after a modicum of pedal-lag, powerful brakes, enhance the enjoyment, and the Lucas headlamps (with Hella spot-lamps) are excellent on dip or full beam. The small steering wheel has a thick rim and the column is slightly slanted to the right, as on some single-seat racing cars but the driver does not notice this; the turning circle is ungenerous. The suspension gets quite frisky at times and is harsh over bad bumps, but the ride remains good, so the balance between "stiction" and comfort is commendable. No rev.-limit for the push-rod o.h.v. engine is quoted but there is no need to go beyond 6,500 r.p.m., and 5,000 r.p.m. suffices in ordinary quick driving. The exhaust note or over-run boom are moderate.

Make no mistake, the XR-2 is a fast and captivating little car, bound to endear itself to Ford believers, of whom I am one, and ripe for racing. The overall fuel thirst was 32.3 m.p.g. The bonnet release is on the n/s for the self-propping lid and all under-bonnet services are accessible. — W.B.

SOUTH AFRICA'S F1 STARS
— continued.

DFV-powered F1 car and Charlton finally succeeded Love as the man to beat in South Africa.

In the summer of 1971 Charlton had been invited to drive a works Gold Leaf Team Lotus 72 in the British GP at Silverstone as a prelude to buying one of these cars and bringing it to South Africa. He retired on the opening lap of the British race, his car's engine spewing out smoke even on the starting grid, but the car was a good buy and helped him retain the South African Championship in 1972 and 73. Charlton even found time to return to Europe for a handful of GPs the following year, but he was troubled by peculiar motion sickness in a couple of events and never proved much of a threat to the establishment.

At the end of the 1973 season the international oil crisis, prompted by events in the Middle East, affected South Africa very seriously and a temporary ban on motoring sport seemed likely to result in the cancellation of the entire season's racing. Fortunately the South African GP was saved and a national F1 series subsequently took place. Now challenged by youngsters such as Ian Scheckter (elder brother of the 1979 World Champion) and Eddie Keizan, Charlton took another step to maintain his pre-eminent position by acquiring an ex-works McLaren M23 to replace his Lotus 72. Although he seemed psychologically unable to reproduce his national championship Kyalami form when the Grand Prix circus visited South Africa, the M23 enabled Charlton to keep on top and win the last two national SA F1 titles in 1974 and 75, although by the latter season Ian Scheckter was winning a lot of races and proving very competitive indeed.

There the story of John Love, Dave Charlton and their domination of South African F1 finished. Worried about the spiralling cost of operating GP cars, the South African Motor Racing Club effected a change in their championship regulations for 1976. From that point onwards the national single seater series was to be for Formula Atlantic machines and the country thus fell into bland uniformity with several others around the world. The South African F1 championship could hardly be judged as an epic slice of motor racing history by the standards of some Grands Prix, but it had been immensely popular for well over a decade and provided fans with some splendid, hard-fought racing. To judge by the comments of South African enthusiasts we have talked to, it is sadly missed. — A.H.



PRINCE BIRA driving Connaught A8 in the British GP at Silverstone. The lack of air-collector box on the bonnet indicates the car is running on fuel-injection.

Historic Grand Prix Cars

THE 1951 Grand Prix season ended on a very high note, with terrific battles between the supercharged 1½-litre Alfa Romeos and the unsupercharged 4½-litre Ferraris. Alfa Romeo had been monopolising the scene with their Tipo 158 and Tipo 159 and their defeat by Ferrari on three occasions had everyone agog with excitement and anticipation for the 1952 season. By this time, Maserati had faded from the scene and the much-publicised V16 BRM was still a bit of a joke. Before the 1952 season began Alfa Romeo dropped a bombshell by saying they were pulling out of Grand Prix racing. The reasons were numerous but basically it amounted to the fact that the Tipo 159 had met its match so a replacement was needed. There was a replacement in the offing, but more important Alfa Romeo was undergoing a vast industrial upheaval and industry was their life blood, so all available resources where needed to launch their manufacturing world into a new era. This left Ferrari without any serious opposition, though promises were still coming from the BRM factory at Bourne, but promises were not enough for race organisers. Before the World Championship season began there was a race at Turin for Formula 1 cars and at the time BRM were testing at Monza. They had every intention of taking part in the Turin race after their testing and a "run-off" between the supercharged V16 BRM 1½-litre and the unsupercharged 4½-litre Ferraris looked promising. At the last moment the Monza test team were recalled home to Bourne and Ferrari was left without any opposition at Turin.

This put the race organisers into a panic, for the World Championship series calendar was already drawn up and it looked as though BRM were going to continue as non-starters, leaving only the Ferrari works team and a handful of private owners with obsolete machinery. Almost overnight the CSI switched the World Championship series from Formula 1 to Formula 2, which saved the day for the organisers and the years 1952 and 1953 saw the World Championship races run for unsupercharged 2-litre cars. There was little doubt that the change would be popular for Formula 2 had already got a pretty good calendar of events lined up with a big supply of entries. Notably, Ferrari was running a Formula 2 team as well as his Formula 1 team, and Maserati, Gordini, HWM, Cooper and Connaught were all active in this lesser category. Suddenly, small firms who were dabbling in International racing with Formula 2, found themselves involved in Grand Prix racing for the World Championship. Among these was the Connaught firm on the Portsmouth Road near Guildford in Surrey.

The Connaught firm, financed by Kenneth MacAlpine, with Rodney Clarke as conceptualist and Mike Oliver on engine development, had produced a very neat little single-seater powered by their own 2-litre development of the 1,750 c.c. Lea-Francis 4-cylinder engine, with inclined overhead valves operated by short pushrods from two camshafts mounted high in the cylinder block. An ENV pre-selector gearbox was used, a large-diameter tube ladder-frame, with wishbone independent front suspension and de Dion rear suspension. The A-type Connaught was notable for its very good road-holding and handling, but lacked power compared to Maserati and Ferrari. One of the concepts behind the Connaught design parameters was a low polar-moment of inertia, which demanded that all the weight masses should be within the wheelbase, at a time when nobody thought it unusual to hang a 40 gallon fuel tank out behind the rear axle and a water and oil radiator ahead of the front axle. The A-type Connaught had its fuel in pannier tanks slung each side of the cockpit and attention was paid to details like the de Dion tube being located over the rear axle line rather than behind it. Great attention was paid to fore-and-aft weight distribution and the car was remarkably well balanced. Bolt-on alloy wheels were used at a time when the Italians were still using heavy splined hub wire-spoke wheels, and many aircraft practices were used for fittings and fasteners, which today are normal procedure.

As well as selling cars to private owners a works team was run and it was one of the team cars that is featured this month.

Connaught Type A 1952
Chassis No. A8
Engine No. C16

The Connaught A8 was built during the winter of 1952/53 and the engine was fed by Hilborn-Travers fuel injection in place of the normal Amal carburetters. It was part of the works team for the 1953 season and was the last of the A series to be built, on a 7 ft. 1 in. wheelbase; the two subsequent AL series cars had a wheelbase of 7 ft. 6 in. A8 was used by the factory team in most of the major races of 1953, being driven by John Coombs, Stirling Moss and Prince Bira. Its best performance was in the British Grand Prix at Silverstone when the Siamese (Thai) Prince brought it home into 7th place, behind three Ferraris and three Maseratis. It was the first British car to finish and the first non-Italian car to finish, rather like today being the first Cosworth-powered car to finish behind a row of turbo-charged cars. The race was over 90 laps of the Silverstone circuit and after a pit-stop to change plugs and a 360-degree spin late in the race "B. Bira" was eight laps behind the winning Ferrari, but on the same lap as the sixth placed Maserati. Ahead of them were Ascari, Fangio, Farina, Gonzalez and Hawthorn, so it was no disgrace to be beaten.

Bira also drove A8 at Reims in the Grand Prix de l'ACF and was leading "the rest" behind the factory Ferraris and Maseratis when the oil leaked out of the final-drive step-up gears. In the German Grand Prix, run on the Nürburgring, Bira again had to retire in A8 when a valve rocker broke. Before the end of the season A8 was replaced by a new car in the works team and was sold to Guy Jason-Henry who had a couple of small races with it, one at Goodwood and the other at Snetterton.

The years 1952 and 1953 should have been the last of the old Formula 1 for a new Formula was due to come into being in 1954. As Formula 2 had taken over the major role for World Championship events most of the factories engaged with 2-litre cars made plans to stay in the major league for the new Formula which stipulated a maximum of 2½-litres for unsupercharged engines. Connaught built their B-series cars with 2½-litre Alta engines and the A-series cars became obsolete as far as Grand Prix racing was concerned, though there was still some Formula 2 activity, but only on a small scale. A8 was taken back into the factory and in 1954 it was sold to Mike Young who used it in a few national events. In 1955 Young had aspirations of doing a few Formula 1 events so he acquired a 2½-litre HWM-Alta engine and installed it in A8 in place of the Lea-Francis-based 2-litre. This involved some alterations to the front end, altering the oil tank and moving the steering rack and making new bodywork, though the original bodywork was kept. The 2-litre engine C16 was put into a Lotus X sports car for club racing.

In its new guise A8 was driven by Young in the smaller events and early in 1956 he took the car out to South Africa, racing in Capetown, Johannesburg, and Pietermaritzburg. He then went on to Salisbury in Southern Rhodesia but there suffered a major engine blow-up. The car was shipped home by sea while its owner flew home, but then the Suez crisis brewed up and it was October before the ship reached the London

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RALLY REVIEW

Monte Carlo Rally

MUCH has been said of the technical achievement of Audi in producing a four-wheel-drive car which has not only the power to win rallies but handling properties to match it, rendering it manageable at speeds which bring it close to the limit of adhesion.

Other manufacturers have tried 4-w-d in the past and rejected it because it created handling difficulties which their drivers did not like, but Audi's success with the Quattro has sent rivals scurrying to their drawing boards, bent on producing a similarly driven model of equal or even improved ability. Indeed, expensive research programmes have been initiated in efforts to match Audi's apparent mastery of the complexities of 4-w-d.

Alas, just as the grass in the other field often only *appears* to be greener, so the successful machinery of rivals is not necessarily superior in every respect, and when a "conventional" car won January's Monte Carlo Rally, beating the sophisticated Quattros, designers began wondering whether their labours were really justified.

The Monte Carlo Rally, once the ultimate competition which the sport could offer, is no longer on its lofty pedestal and it is largely the ties of tradition which perpetuate the aura which competitors, mainly privateers, find attractive.

Professional teams, including those of manufacturers, are not in the habit of choosing their rallies for old time's sake, and since the Monte is the most expensive of European events many of them kept away this year to conserve their budgets for other rallies.

This year only two factory teams tackled the rally, Audi and Opel, and they were joined by a trio of professional crews who, with private backing, hired Porsche 911SCs. These, plus a brace of Renault 5 Turbos and a lone Ferrari 308, formed the lean nucleus at the head of the field from which the winner would undoubtedly emerge.

It was expected by most people that an Audi Quattro, with its superior traction, would be the winning car, but when the rally turned out to be more like the old Coupe des Alpes than a winter event, with no snow on any of the special stages, the advantage of the Quattros became insignificant.

The winning car was a front-engined, rear-wheel-driven, non-turbocharged Opel Ascona 400 of the Rothmans Opel Rally Team and its drivers were Walter Röhrl and Christian Geistdörfer who won the World Rally Championship in 1980 driving a Fiat 131 Abarth.

One of the hazards of reaching the top of any ladder is that there is then only one way to go, and in terms of achievement there is no doubt that Röhrl slipped a long way downwards in 1981. His contract with Mercedes came to nothing when that team suddenly stopped rallying, and he spent a year in the doldrums, trying this car and that, occasionally competing and always pondering on the possibility of a worthwhile contract to drive a car of winning potential.

It was not a year which he will wish to remember, but though he did not get much opportunity to score wins he lost none of his skill and launched himself back to the top by this convincing victory in Monte Carlo. The frustration of 1981 may also have made its mark on his personality, for the former Röhrl pessimism had given way to confidence and self-assurance.



THE Audis understeered while . . .

On the subject of the car once again, it is true that the absence of snow diminished Audi's advantage, but the Quattros nevertheless had some 50 b.h.p. more than the Asconas, so where did Röhrl score over Mikkola and Mouton?

The answer lies in ease of handling. Although the Quattro handles better than other 4-w-d cars before it, it is nevertheless not an easy car to drive. Mikkola took a long, long time getting used to it and even now he has to work very hard indeed to put up a competitive performance. It is by no means forgiving, and if its driver pushes it beyond its cornering limit the chances of recovery are very small.

Not so the Ascona. Knowing that Audi had traction and power advantages, the Opel people concentrated hard on developing such things as suspensions so that the Ascona's handling would be superior to that of the Quattro. What is more, they wanted it to be a forgiving car so that its drivers would not always be on a knife edge.

Aiding them in this respect for some time has been Rauno Aaltonen, former BMC works driver in Mini-Cooper days and still an occasional competitor. His expertise at testing and setting-up a car is well known, and Opel manager Tony Fall, another former Mini driver, drew up a contract with Aaltonen to undertake a development programme involving not only factory cars but those of dealers outside Germany.

Before the Monte Carlo Rally Aaltonen spent much time putting various components, settings and tyres to the test in the Alps and the result was a car so manageable that Röhrl at first felt that it was down on power. But he soon realised that this was an illusion created by its ease of handling and he commented afterwards that it was as easy to control as a child's toy.

Mikkola, then, could not afford for a moment to risk going beyond the limit of cornering adhesion, whilst Röhrl had a greater margin of error and knew that if he did overstep the mark he would probably be able to recover.

One of the vital tactics for any serious team in the Monte Carlo Rally is to arrange for drivers to have advance information of the state of the special stage road surfaces, and it is important that this information should be as up-to-date as possible. On this they base their choice of tyres, and when a stage is half dry and half snow-covered they must decide whether to lose

. . . the Porsches oversteered.



time on the tarmac and gain it on the snow by using studded tyres, or vice versa by using slicks or other unstudded tyres.

Accurate information on the proportions of each surface condition is essential for the correct tyre choice, which in turn is essential for a winning time on that stage.

Another importance of advance knowledge is to be warned of precisely which bends are icy and which are not in order that no unexpected ice patch on an otherwise dry road will send a car sliding off the road.

All this information is provided by experienced men — the best are those who have been competitors in the rally — driving ahead of the field following a leapfrog schedule and returning to stage starts to furnish their competing drivers with the vital detail.

This year it seemed on the face of it that ice-note crews, as they are called, would have a comparatively easy time. But dry roads are more difficult to log than those entirely covered by snow, for a solitary patch of black ice on one corner can be far more dangerous to a competitor than twenty visible miles of solid snow.

Another hazard the ice-note crews had to face was that created by the over-zealous police. Anxious to have as few spectators' cars as possible parked in special stages, where they would become the worst of hazards if their occupants chose to leave before the stages ended, the police closed many of the roads long before the times listed in rally information bulletins.

When this happened, ice-note crews found it impossible to enter the stages and their drivers were left to tackle them with only their own pace notes and with no information on ice patches.

This is precisely the trap into which Michèle Mouton fell. Early in the second leg, after staying right up with the leaders in the first, she went into the famous "chute" stage from Pont des Miolans to the gorge at St. Auban without any reliable ice notes and on an unexpected patch of ice in the village of Briançonnet her Quattro slid bodily and crashed head-on into the side of a house.

The deceleration was so violent that co-driver Fabrizia Pons was rendered immediately unconscious, whilst Mouton herself injured a knee and was very dazed.

By the time this happened Mikkola had already lost touch with the lead by collecting a puncture and a broken wheel which led to the failure of a rear driveshaft, leaving him with front-wheeldrive only for the remainder of that stage.

The young Italian driver Cinotto, driving the third works Quattro, went out when he chose to continue on a flat front left tyre which lost its grip entirely when given most of the weight of the car on a right hairpin. The car went off the road and the damage to the steering was such that it could not continue.

Andruet, too, had a very short event in his Ferrari which slid on another isolated ice patch and crashed into the end of a low, stone bridge parapet.

Meanwhile the Porsches, set up more for snow and ice than for dry tarmac, were wearing out their rear tyres alarmingly quickly, whilst the Audis were wearing their front tyres rather fast. The former were experiencing oversteer, often violently, whilst the latter had their safe cornering speed reduced due to understeer.

At one stage, high above the village of Burzet in the Ardeche region, at the most westerly extremity of the route, Röhrl made the mistake of choosing lightly studded tyres when his rivals opted for no studs at all. The small ice patches were confined to the summit and the German driver lost nearly a minute and a half to rival Mikkola.

His lead was thus whittled down 94 seconds, but he wasted no time increasing it as Mikkola strove to stay with him. In an effort to improve the handling of the Quattro he had its suspension moved up and down but he could still not achieve what he wanted, and finally on the last night of the rally he reluctantly accepted that he could make no impression on the Opel driver and settled for second place.

That position had been occupied by Röhrl's Opel team-mate Jochi Kleint, but he hit an unexpected patch of snow on the Col du Turini, probably kicked or shovelled on to the road by spectators, slid into a wall and sustained damage to wheel, suspension and steering which delayed him considerably. They struggled to the end of the stage with co-driver Wanger helping Kleint to wrench the steering wheel around, later losing so much more time in repair that they dropped to seventh place.

Another late incident was that which stopped Björn Waldegård, another former World Champion, who was driving one of the private Porsches. He had endless trouble during the rally, collected more than seven punctures (he lost count after that) and even a loose steering column. On the final stage of the event he lost all his forward gears and completed the stage only by reversing up the hills and coasting on the downgrades. Alas, the gearbox could not be replaced in the time they had available and they did not make the finish.

That the event had been out of character was a comment made by nearly everyone, but the Monte Carlo ceased being a snow rally many years ago and has for a long time been an event of mixed surfaces. It just so happened this year that the mixture leaned almost entirely towards the dry.

The Asconas performed reliably and sure-footedly, but there would have been a better comparison had not Mikkola experienced such delays. When both cars run properly throughout the whole of an event a more reliable means of comparing them will be possible. — G.P.

MONTE CARLO RALLY

1st	W. Röhrl/C. Geistdörfer (Opel Ascona 400) (4)	8 hr. 20 min. 33 sec.
2nd	H. Mikkola/A. Hertz (Audi Quattro) (4)	8 hr. 24 min. 22 sec.
3rd	J-L. Thérier/M. Vial (Porsche 911 SC) (4)	8 hr. 32 min. 38 sec.
4th	G. Frequelin/J-F. Fauchille (Porsche 911 SC) (4) (12m)	8 hr. 37 min. 40 sec.
5th	B. Saby/F. Sappey (Renault 5 Turbo) (4)	8 hr. 43 min. 34 sec.
6th	D. Snobeck/D. Emanuell (Renault 5 Turbo) (4)	8 hr. 50 min. 28 sec.
7th	J. Kleint/G. Wanger (Opel Ascona 400) (4) (22m)	8 hr. 59 min. 40sec.
8th	P. Touren/J-L. Alric (Renault 5 Turbo) (4)	9 hr. 06 min. 34 sec.
9th	J-P. Ballet/'Tilber' (Porsche 911 SC (B)	9 hr. 09 min. 00 sec.
10th	J. Barth/R. Kussmaul (Porsche 924 (B)	9 hr. 09 min. 46 sec.

199 starters, of which 92 completed the final leg.
Figures in brackets indicate road penalties which are included in the last column totals.

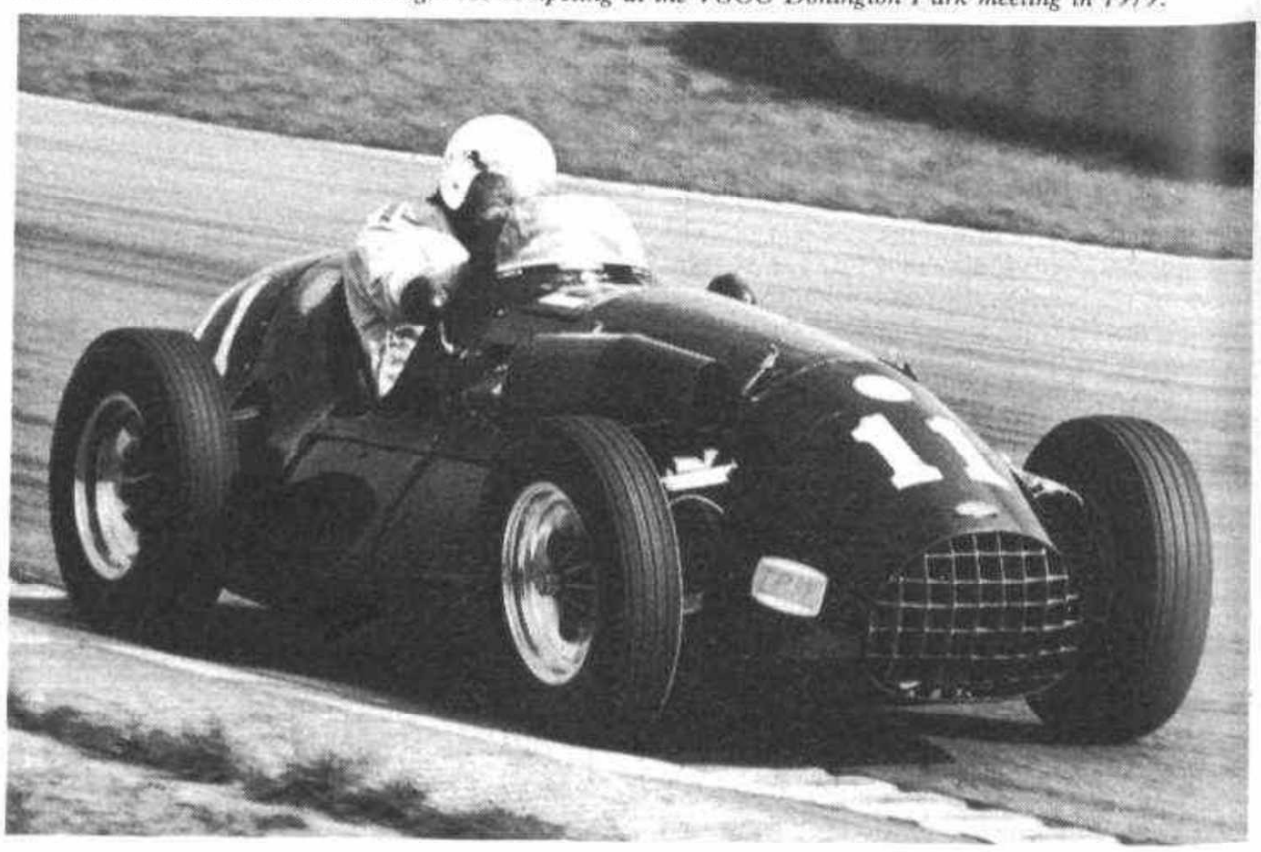
HISTORIC GP CARS — continued

docks. By this time Young had decided to give up racing, due to pressure of business commitments, so after being rebuilt the car was sold. The new owner did little with it, but passed it on to a group of enthusiasts who had an HWM single-seater and they bought it principally for the HWM-Alta engine. The car A8, less engine, was sold to Phil Bowker who much later located the Lotus Mark X which was still using engine C16. He bought the engine and when the present owner of A8, Gerry Walton, bought the car he also bought its original engine. The original bodywork panels had stayed with the car so Walton was able to put it all together again as it had been in 1953.

Gerry Walton races A8 regularly in Historic Racing, at VSCC events and in the Lloyds and Scottish sponsored races, and while it is not fast enough to compete against 2½-litre Grand Prix cars, and especially those using 3-litre engines, it gives the owner a lot of pleasure and a lot of good racing. He has the satisfaction of knowing that he is driving an Historic Racing Car at the sort of speeds it went at when it was new, unlike some cars of the fifties that go much faster now than ever they did when they were factory cars!

While the Connaught A8 was not built expressly as a Grand Prix car, it became a Grand Prix car due to the sudden change in the regulations. When you see Gerry Walton's Connaught you can say "that's the car Prince Bira drove in the British Grand Prix, the German Grand Prix and the French Grand Prix", among other events. — D.S.J.

GERRY WALTON and Connaught A8 competing at the VSCC Donington Park meeting in 1979.



BOOK REVIEWS

"Ferrari — Catalogue Raisonne, 1946-1981" Edited by Augusto Costantino, two volumes, 485 pp. 11¼" × 9½" (*Albion Scott Ltd., Bercourt House, York Road, Brentford, Middlesex, TW8 0QP*. £69.50)

If you can afford a Ferrari you can also afford an expensive house or mansion, a demanding wife or mistress, and if you decide you want to have this latest Italian Ferrari "catalogue" in addition, you will pay dearly, too. It comes in two volumes, in a single sleeve, and is not quite so extensive as the page numbering suggests, as it is in three languages, English, Italian and German. There are many illustrations, including fine colour plates, commencing with Enzo Ferrari's Alfa Romeo days.

This two-part "catalogue" can be said to carry on where the history of the Alfa Romeo period of Ferrari's competition activities left off, and which are so well covered in "Scuderia Ferrari", reviewed last month. The first volume contains an introduction to Ferrari-the-Man, after which the separate chapters deal with the Ferrari designers, coachbuilders who have put bodywork on the illustrious productions of Maranello, and the racing drivers who have sat in their cockpits, from Cliff Allison to Luigi Villoresi, concluding with a roll-of-honour to those who lost their lives in Ferraris. There is also a tabular list of those who drove under the prancing-horse banner from 1947 to 1981 and some tabulated results achieved by them, but confined to outright wins. There are also some rather lurid double-spread colour-drawings of race scenes, and the book's text tends to be in the popular idiom, e.g., "monstrous fireballs" to describe the bigger of the pre-war Grand Prix racing cars, etc.

The second volume is the technical one, classifying 93 Ferraris, from the Tipo 125S to the Mondial S, in chronological order, the racing cars mixed with the sports/racing and road-going Ferraris, with specifications, short descriptions, many photographs, drawings, power-curves, etc., and with engine data separately tabulated. It is inevitable that much if not all of this technical information has appeared previously, in other Ferrari books of which the titles are legion, but it is useful to have it all together between four covers, so this coffee-table Ferrari offering should appeal to many of those who run these fabulous motor cars. — W.B.

"Home James — The Chauffeur in the Golden Age of Motoring" by Lord Montagu of Beaulieu and Patrick Macnaughten. 177 pp. 9½" × 6¼". (*Weidenfeld & Nicholson Ltd., 91, Clapham High Street, London, SW4 7TA*. £9.50)

This is the long-promised book about chauffeurs for which Lord Montagu began collecting material a considerable time ago and to which more than 1,000 chauffeurs, employees of chauffeurs or descendants of both have contributed. The result should have been extremely satisfying. But although the book provided by Lord Montagu and his co-author will no doubt be regarded as the standard work on the subject, it is clearly aimed at a general readership and lacks the depth to interest the more knowledgeable and avid motoring enthusiasts. So that we make so bold as to suggest that they may have preferred MOTOR SPORT's "Chauffeur's Corner"-series, wherein each driver was remembered separately in some detail and the cars he drove more fully described — and this seems the place to remark that, if anyone knows of any more retired chauffeurs who drove in the 1920s and 1930s, we would be glad to hear of them, with a view to reviving the series . . .

"Home James" certainly covers almost every facet of chauffeuring and is sprinkled with entertaining and amusing anecdotes, some of them rather improbable. There are many revelations about chauffeurs that the historian / enthusiast will be glad to read of. But mostly the book is more a summary of what this calling was like, from the earliest days onwards. Individual chauffeurs and the cars they drove get scant mention, or certainly less than we had expected and would have appreciated. Some of the well-produced photographs do show named chauffeurs with their masters' cars, but other pictures are mere makeweight.

However, some chauffeurs employed by famous people are named, including those who served the Montagus. The Introduction is by Barbara Cartland, who got us off on the wrong foot by saying that she organised the first ladies' race at Brooklands, won by Princess Averil Imeretinsky in a supercharged MG Midget", and that Glen Kidston was killed while piloting the aeroplane from which the multi-millionaire Alfred Lowenstein fell to his death over the Channel, which is nonsense . . .

That this book is aimed at the popular market can be gauged by its chapter headings, such as "Chuff Chuff", "Start up, James", and so on, but credit must be given to the authors for remembering to include every facet of chauffeuring, even to chauffeurs in books, plays and films. It is surprising, however, that when dealing with chauffeurs in books the classic examples in C. N. and A.M. Williamson's "The Lightning Conductor" are omitted — chauffeurs abound in this splendid farce which, had it been filmed, would surely have been at least as memorable as "Genevieve". And what of Dr. Watson acting as Sherlock Holmes' chauffeur in the Model-T Ford in the great Detective's last case? There is a good deal about Royal chauffeuring, much of it about Stamper and the Royal Daimlers before the first World War, but also concerning the Prince of Wales' driver at the time of the abdication, with the Buick but this is all rather overshadowed by the more detailed writing in Brian Smith's book on the "Royal Daimlers."

There are some worthwhile lines about the Rolls-Royce Chauffeurs' School and the fact that the Daimler School did not open until much later, in 1929, and was a mere four-days' course. Another pleasing part of the book is the dust-jacket, with a fine study of an Edwardian chauffeur on its back cover and a reproduction of an impressive Armstrong Siddeley advertisement for the front cover.

As I have said, there are many anecdotes in this book, such as the one, twice repeated, of the Dutchess who asked her chauffeur's name. "James, Your Grace", was the reply. "Christian name or surname?" "Christian name, Your Grace". "I always call my servants by their surnames. What is your's?" "Darling, Your Grace". "Home James". . .! Some of the stories seem a trifle contrived, like those about urine pots and jars, or the one about one of the leading Czech racing-drivers, Prince George Christian Lobkowick, and his chauffeur Vaclav Pecka (who remind me of Rodney Walkerley's fictitious motor-racing characters, such as "Odol Paraffini," and Nevil Lloyd's invention of "Count Nittwitz, that dud Czech" and "Sonia Anyetzofa") who engaged in a race home in two Bugattis, one of which, a Type 43, was a present for the Princess, which they had collected from Prague. The high speed caused the Type 43 to wilt and the entire night had to be spent in reviving it — we must leave to Hugh Conway what they would have had to do to the over-driven engine, in the Royal garage. . . .

For the general reader "Home James" is an all-embracing book on its subject, even to comments on chauffeurs' livery, their wages, the tricks they got up to, not all of them honest, how they washed cars and the conditions under which they worked, etc. It is just that I do not think it will appeal particularly to MOTOR SPORT readers. Sometimes one comes upon a motoring book intended for general reading that comes off — notably as with "A Passion For Cars" by Anthony Giggs (David & Charles, 1974), which should be read by members of Clubs associated with Rolls-Royces, Daimlers, and even Goggomobils, etc., if they can get hold of a copy. I am not certain that the same can be said of "Home James". — W.B.

"Land Rover-The Unbeatable 4 x 4" by K. & J. Slavin and G. Mackie. 256 pp. 9¾" 6¾". (*Gentry Books Ltd., 15, Pont Street, London, SW1X 9EH*. £10.95).

Graham Robson has already given us a very all-embracing book about the inimitable Land Rover, but those who love this 4 x 4 dearly — and there are many active Clubs for them — will presumably not be averse to reading another. This new book is by the Slavins, who export Land-Rovers all over the World, having used them for African and other expeditions, and who have formed Quest-80s Limited, and by George Mackie of Rover's, who also built the fourteen Marauder sports-cars based on Rover components. So it has authority. It is also very full in its coverage of all versions of the vehicle, up to the Range-Rover, with the bulk of it about the work of the Land-Rover Special Projects Department, where Mackie worked until his retirement last year.

The book contains also a great many good pictures, including colour-plates. — W.B.

"The Post-War Rover: P4 and P5" by James L. Taylor. 136 pp. 8" x 5½" (*P4 Spares, 60, Woodville Road, London, NW11 9TN*. £4.50+75p *packing and postage*).

I used to think that it might be fun to have a motor-business specialising in the older P4 and P5 "auntie" Rovers, when these were reasonably-priced substitutes for new executive cars, but that as outwardly all P4s are so similar, it would be desirable to publish a booklet for potential customers, explaining the differences under the bonnets and body-shells. This is just what this very all-embracing soft-cover book is, only much more so. It will be found not only useful reading for Rover owners but should increase their pride in these older cars from Solihull. Dr. Taylor has gone-to-town with a vengeance on the subject, Thus, his book is absolutely packed with data about all the P4 and P5 Rovers, from the 1949 Rover 75 "Cyclops" model to the vee-eight 3½-litre P5s. More than that, all sorts of data, specifications, performance figures, prices, chassis numbers and commission numbers, etc. figure in this useful work, and the development story of each model is told in detail, the text backed up by many excellent, clear pictures, for the book is on art-paper.

This is followed by an Owners' Guide, about how to recognise the different models — 60, 75, 80, 90, 95, 100, 105R, 105S and 110 P4s and the Mks I to III and Series A and B P5s — their

performance, colours, how to choose a good one, modifications and conversions, even the miniatures of them that could enhance the sideboard. . . . The book does not stop there! It includes rare types, such as the "Cyclops" drop-heads and the Farina-bodied P4s, and has Appendices on the gas-turbine Rovers, the 3-litre convertibles and estate-cars, even on the 3-litre Rover rally-cars of 1962-64, all illustrated. Five pages are devoted to George Mackie's Marauder sports-cars. You can't ask much more, for less than a "fiver"!

If it were not that even good cars quickly rust, this book could well induce all of us to motor about in these older Rovers. My only regret is that Dr. Taylor seems to have by-passed MOTOR SPORT in his Rover researching; and we *did* do so much enthusing over these Aunts and Great-aunts when they were in production. . . .

W.B.

"Fast Lane Summer — North American Road Racing" by Leon Mandel. 96 pp. 7½" × 8¼" *(Van Nostrand Reinhold Co. Ltd., Milly Miller's Lane, Wokingham, Berkshire, RG11 2PY.* £12.70; *paper cover*, £7.60).

This is an account of a season (1980) spent with the Gavin Brown CanAm team, as seen by a technical motoring-writer, following the career of Sullivan in a Lola-Chevrolet. It was first published in California and reads that way. But it should make good holiday-reading, perhaps between bouts of European F1 racing, and it has many very good Baron Wolman colour illustrations. The Foreword is by Mario Andretti.

W.B.

"FIA Year Book of Automobile Sport 1982 Edition" 896 pp., 5¾" × 4¼". *(Patrick Stephens Ltd., Bar Hill, Cambridge, CB3 8EL.* £11.95)

With the new, 1982 edition, the "FIA Year Book of Automobile Sport" celebrates its 15th birthday. It has been completely restyled and reset, including a new cover design, and has more pages — 896 in all. All the regular features are included in this, the official handbook of World competition motoring, published in association with the FIA. The book features pictures of leading drivers and the 1981 FIA Championship winners; illustrated technical details of the year's most successful competition cars, the 1982 homologation list, the full texts of the International Sporting Code (including Appendices H, J, K, L and M), current circuit safety criteria, and the full 1982 FIA Championship Regulations. Also included are details and maps of the World's major racing circuits and hill-climb courses, the indispensable "blue directory" of names and addresses, the 1982 International Sporting Calendar (in easy-to-follow two-colour style), names and addresses of clubs organising FIA events, and 1981 FIA Championship results-tables. — W.B.

* * *

The sixth "Motoring History Book of the South Australian Sporting Car Club" has appeared, consisting of a collection of photographs of 1898-1918, edited, as were the preceding books in the series, by George Brooks, which is a guarantee of authenticity. At one time we in this country were inclined to be insular, not bothering much about what had happened in other parts of the World. But that has changed, and with the increasing scarcity of historic photographs, this is just as well, while Australians should find this 56-page (10¾" × 8½") picture book quite enthralling, as they try to identify backgrounds against which the cars were photographed, etc. We see George Brooks, presumably the editor's father, with his curved-dash Oldsmobile, fitted with solid rear tyres, Mlle. Serpollet demonstrating a Gladiator motor-tricycle in Adelaide in 1898, a 1903 meet of the South Australian Automobile & MCC, a 1908 60 h.p. Napier with the chauffeur who came from England to help the new owner, several Nagent-Hobsons, including one that was driven from to Melbourne in 1912, a great many Model-T Fords naturally, incidents that happened to a Prince Henry Vauxhall exuberantly driven by Mr. Wurst, a rare Cuttings tourer, a Lancia and a Rolls-Royce owned by the Angus family *circa* 1910, the Ford used by the famous Francois Birtles in 1915, and many other interesting things, in a total of 55 pictures, some from obviously very old prints.

* * *

Continuing the publishing side of its business, the AA has brought out a book, full of colour and other pictures, about "Driving Emergencies — How To Cope", which may not tell MOTOR SPORT readers anything they don't already know, but which might be useful for their wives and girl-friends. It sells for £2.95, or for £3.35 by post.

* * *

Yet another book about "How To Collect And Restore Pre-WW1 Cars" has appeared, this one by Orest Lazarowich, available from Albion Scott Ltd. for £4.95. — W.B.

* * *

Excellent value for those who indulge in continental motoring is Collins' Road Atlas of Europe in matching format to their best-selling Road Atlas of Britain. The Europe Atlas contains 60 pages of maps, mainly at 16 miles to the inch, together with over 20 pages of city plans. The index lists 39,000 places. The maps themselves are based on work by Hallwag AG of Bern and are clear to read except in areas of dense population where attempts to show too much detail for the scale make strict concentration necessary to follow a chosen route. Collins claim this to be the first large-format European road atlas — with maps at 16 miles to one inch, a cross-country journey of some 350 miles can be undertaken without having to turn a page. Ideal for the continental salesman and armchair traveller alike at £4.95.

* * *

The RAC's 1982 Guide and Handbook, containing over 600 pages of valuable information for the UK traveller, is now available at £4.50. Street plans appear in the Gazetteer opposite the entry for the appropriate town, rather than being tucked away in a separate section, and the maps in the centre of the book seem rather clearer than previous editions. We hope the printers managed to get the covers the right way up on everyone else's copy. . . .

* * *

Transport enthusiasts are decidedly fortunate when it comes to books relating to the history of 'bus companies and the like, for accurate records are often made available to researching authors, which is scarcely the case when the motor-racing past is being investigated. In this respect we have referred frequently to the excellent books published by the The Transport Publishing Co. of 22, Longmore Road, Simmondley, Glossop, Derbyshire, and their latest, "North Western" — Volume 2, illustrates the enormous amount of detail Eric Ogden (actually the Rev. Ogden, who is a priest of the Church of England, Assistant Accountant at Manchester University, and an honorary curate of Lydgate in the Diocese of Manchester) has been able to uncover in this 153-page (8¼" × 9½") book, which costs £12 post free, or £10, with £1 for postage, in card-covers. Not only are there masses of very fine pictures — I liked especially the one of a Leyland TS4 coach passing through Harewood in 1934, with a Singer Junior saloon picking up a lady at a deserted roadside corner and other 'buses and what looks like a Model-A Ford saloon in the background, and that of a Bristol L-type six-wheeled single-decker emerging from a bridge under the Bridgewater canal near Durham Waterhouses, which it just about fills. The photographs have reproduced so well that people who were young when they were taken may well be able to recognise themselves, as, to give but one instance, in the fine photograph of Blackpool Bus Station taken on August Bank Holiday 1932. Those are only some of the gems, and there are a few colour-shots into the bargain.

Even the tow-vehicles used by "North Western," and the 1925 Morris-Cowley two-seater, their Morris Ten vans, and the 8 cwt. Commers used by them are illustrated, and as 'buses last a long time, some quite early ones figure in Volume 2 of this absorbing history, which, to make my opening point, even has details of fuel consumptions, Inspectors' reports (some very amusing), route-numbers, even to school services, route-maps, fleet-lists, code-references, destination-layouts, old company advertisements, passenger-information, etc. — a model history of a great 'bus company. — W.B.

* * *

Haynes of Yeovil have brought out "Porsches For The Road" by Henry Rasmussen in a UK edition of Motorbooks International's title in their "The Survivors Series". There has been Porsche history aplenty and this one, containing 11 of Rasmussen's own colour plates and 150 b.&w. prints, is in the "with-it" idiom. But for those who must have all, here is yet another Porsche offering, priced at £19.95. — W.B.

Cars in Books

NOT so much cars in books this time, as some reflections about cars in the fine TV production of Evelyn Waugh's "Brideshead Revisited — The Sacred and Profane Memories of Captain Charles Ryder", based on the book of that title published by Chapman & Hall in 1945. So many vintage and later motor-vehicles now feature in TV plays and documentaries, to the financial and some consider prestige benefit of their owners, that separate coverage would be permissible if one were intending to look at the phenomenon in detail. Here I am just musing over how the Producer of "Brideshead" coped.

In the book, which is clearly largely autobiographical, Waugh quotes the car which Lord Sebastian Flyte borrowed, to drive with his friend Charles Ryder from Oxford to his family's country seat, Brideshead (patently in Wiltshire or Somerset, *not* Yorkshire) in 1923 as an open, two-seater Morris-Cowley. It seems the natural choice for an undergraduate perhaps buying his first car, against all Proctorial edicts, in Oxford, as it was made close by, in Cowley. In the film the car depicted was a pre-war sleeve-valve Mors tourer, the car once owned, unless I am mistaken,

Continued on page 322

Letters from Readers

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

Maserati 8CTF

Sir,

May I add some further information to your article on Cameron Millar's 8CTF Maserati, chassis number 3031. These big Maseratis have always fascinated me and I have done some very searching investigation into their activities at Indianapolis and was pleased that Denis Jenkinson (D.S.J.) agreed with my findings, even though they opposed his original 1968 observations. There are two distinct features of 3031 which identify it in any photograph and these are: (1) the number of cross-bars on the radiator grille, and (2) a unique fairing over the left-hand steering drop arm.

During its sojourn in the USA, 3031 spent some time with a 4-cylinder Offenhauser engine installed in place of the straight-eight Maserati unit and it first ran in this form at the Pikes Peak hillclimb in 1948. It subsequently appeared at Indianapolis in 1949-50-51 with the Offenhauser engine, but in 1952 and 1953 it had its Maserati engine back in place. The following list shows the activity of 3031 during its stay in the United States.

Indianapolis 500 Mile Race

Year	Driver	Race No.	Result
1940	R. Dreyfus	22	Did not start
1941	M. Rose	3	Retired lap 60
1946	R. Snowberger	25	Retired lap 134
1947	R. Snowberger	25	Retired lap 74
1948	P. Russo	25	Retired lap 7
1949	H. Banks	21	Offy eng. DNQ
1950	S. Webb	21	Offy eng. 20th
1951	J. Barzda	49	Offy eng. DNQ
1952	J. Barzda	53	DNQ
1953	J. Barzda	69	DNQ

Pikes Peak Hill-climb

1946	L. Unser	25	FTD 15 min. 28.7 sec.
1947	L. Unser	25	FTD
1948	L. Unser	25	Offy eng. 7th
1949	R. Snowberger	21	Offy eng. 9th

In 1941 it ran under the name of the Elgin Piston Pin Special; in 1947-48-49 it was called the Federal Engineering Special; in 1950 it was the Fadeley-Anderson Special; and in 1952-53 it was the Californian Speed Equipment Special. In the four appearances at Pikes Peak it was owned and entered by R. (Dick) A. Cott who was also the owner/entrant at Indianapolis for those years.

It is nice to know that 3031 is in such good hands and that it is still active. Unfortunately its sister 3030 lies dormant with a hole in the crankcase where it threw a connecting rod. It is still in the USA and the owner says he will rebuild it "one day". The third of the trio, 3032, is in the Indianapolis Museum, a fitting resting place for a car that competed eight times in the 500 Mile Race, finishing five times, winning it twice (1939 and 1940) and scoring two third places and one fourth.

Bridgeport, Connecticut, USA WILLIAM B. DIGNEY

[When Cameron Millar acquired 3031 the USA dealer who sold it said it had finished 4th at Indianapolis, which is why I got crossed up in my Indianapolis researches. It was the sister car 3030 which finished 4th (in 1946 driven by Emil Andres) and the best that 3031 achieved was 12th, but the truth would not have been worth so much money. Doubtless the vendor would have liked to have said it was the 1939/40 winning car, but that was not possible as the whereabouts of 3032 was known, so he took the next best finishing position gained by an 8CTF Maserati. My thanks to Bill Digney for his painstaking researches into the Indianapolis history. — D.S.J.]

The No-stroke Engine

Sir,

I refer to the description on page 152 of the rotary engine of Herr. Dr. Felix Wankel as being "effectively a two-stroke".

In the classical Otto cycle the four component parts of the cycle (induction, compression, expansion and exhaust) occur as separate events, usually, but not necessarily, in the same enclosed combustion space. That this cycle is usually carried out inside a cylinder with a reciprocating piston connected to a rotating crankshaft gives rise to the common name of "four-stroke".

In a "two-stroke" engine, the sequence is shortened by combining the parts of the cycle in such a way that only two piston movements are required for the complete cycle. Thus in a "two-stroke", two or more of the parts of the cycle must occur simultaneously in the same combustion space.

For the "rotary" engine, it is clear, both from your own and other descriptions and diagrams, that each enclosed combustion chamber goes through the four parts of the Otto cycle as quite distinct events during one revolution of the rotor.

The problem arises in trying to find another name for this cycle because there is no immutable relationship between the rotations of the crankshaft and the rotor — it depends entirely on the design of the internal gear ratios and the shape of the rotor housing. In the diagrams shown on page 152, the rotor would appear to be geared at ⅔ of the crankshaft speed. Therefore, during one crankshaft revolution the rotor rotates through ⅔ revolution and produces two power strokes. If a "four-stroke" produces ½ and a "two-stroke" produces one power stroke per crankshaft revolution per cylinder, can we then say a "rotary" engine is a "one-stroke"? Alternatively, if we say that the rotary engine has the equivalent of three cylinders per rotor, then it must be a "three-stroke".

Even this pedantry would be inadequate to describe a rotary engine with other than 3:2 internal gearing. It mostly shows that derived terms should not be used to describe things for which they were not intended.

Tadworth, Surrey ROBERT WALKER

[Mr. Walker is quite right to pull me up for describing the rotary engine of the Mazda RX7 as "effectively a two-stroke" on the basis that one complete cycle requires but one revolution of the main rotor. The difference between two and four stroke engines is in the timing of the four parts of the cycle relative to the mechanism. It is not right to suggest that in a two-stroke the induction and compression take place *simultaneously* in the same combustion space — they don't. But they do take place on the same up-stroke of the piston while the expansion and exhaust share the down-stroke making two strokes of the piston (and one revolution of the crankshaft) necessary for a complete cycle. All goes to emphasise the point made in the last sentence of Mr. Walker's letter. "Stroke" is a word which can only sensibly be applied to a rotary engine when preceded by "no". — P.H.J.W.]

Overpricing

Sir,

It is somewhat difficult to express the acute sense of disillusionment and even outrage one feels as evidence steadily accumulates to the effect that the majority of motor vehicles sold in the United Kingdom are grossly overpriced.

I first chanced upon this allegation in a copy of the *Sunday Times* published last year. More recently a colleague has purchased a British saloon on the Continent at a most substantial financial saving. Finally there has come the ITV television programme "World About Us" transmitted on January 25th. This presentation appeared to indicate clearly enough that some form of unholy cartel or market-rigging has long been operated by the native motor industry which discriminates against the home consumer. The UK market will apparently bear a mark-up of anything amounting to some forty-five per cent in excess of identical vehicle selling prices say, in Belgium. Misgivings were heightened when viewers were informed that the Ford Motor Company, British Leyland and the SMM&T were invited to participate in the programme but all had declined. Why, I wonder? Moreover, Ford and Leyland among others are said to now be busily engaged in preventing the purchase in Belgium of right hand-drive-cars by British citizens. At this point in the programme subterfuge, evasion and contradiction by those representatives interviewed was embarrassing to behold.

In recent times the motoring weeklies have expended considerable ink and effort in stating that several imported cars are being dumped on the UK market following supposed governmental subsidies in their manufacturing countries. Now it would appear that these vehicles may in fact be retailing at a fair and reasonable price. Thus it may well be that instead of standing up for the hard-pressed British motorist these organs are not unknowingly abetting this national "rip-off" since little has been heard from them on the overall question of UK car prices. If these periodicals are ignorant of what appears to be going on they are indeed miserably informed as to the British motoring scene.

May one now request some straight answers to the present allegations. Are you there Ford, Leyland and SMM&T? It would assist if we might have a table of comparative prices for representative ranges of vehicles as retailed on the one hand in the UK and as sold in Belgium on the other. A clear breakdown of the differences and the reasons therefor would also help in clearing the air.

Orpington, Kent. K. W. DAWS

Colt Lancer Turbo

Sir,

After purchasing my Lancer Turbo in August last year, I waited with great interest for your road-test report, as I had already read the road-tests in the other major publications.

I was naturally pleased to read such a good report, as I am delighted with the car, which so far has run trouble-free and covered some 6,000 miles. However, I feel that you have made an error in reporting the braking system as being a servo disc / drum set-up, when it is, in fact, discs all round.

Chalfont St. Peter, Bucks. M. R. CUFF

[Apologies for the slip — the Lancer Turbo has indeed discs front and back, servo-applied 10.1" ventilated for the front wheels, ordinary 9.7" discs on the back wheels, with the hydraulic circuit split front / rear and a balance-valve for the rear brakes, adjustment of the pads being automatic, and the hand-brake working on the back discs. And very well in all respects do these brakes work, being fully in keeping with the Lancer Turbo's truly impressive performance. — Ed.]

Who Was First?

Sir,

In commenting upon the article "Perfecting the Passat" December 1981, K. W. Daws (MOTOR SPORT letters February 1982) rightly supposes that the divided, folding rear seat, as found in his 1969 Skoda, was not the first of its type.

My recollection of this particular seat arrangement goes back to the original US-built Dodge Charger (introduced in 1964). Is this a record? I doubt it!

Isleworth, Middx. R. J. C. TAYLOR

Schuler Satisfaction

Sir,

Having owned Range Rovers for six years, and never being happy with the gearboxes because of the slow, heavy change and noise level, I had for some time contemplated whether or not to have my present Range Rover converted to an automatic gear change, but after reading your article in the December 1980 edition of MOTOR SPORT regarding the conversion offered by Schuler Presses in conjunction with Ferguson, I decided to look into the possibility further.

I therefore contacted Schuler Presses of Sunninghill, Berkshire, and was impressed by the efficient reception that I had to my enquiries from Mr. Toby Silverton and his staff — no high pressure salesmanship, but a good honest road test in one of their converted Range Rovers. After considering automatic conversions offered by competitors, I decided that although the Schuler Presses conversion was more expensive it offered a lot more for my money, and I placed my order to have the work carried out. Arrangements were made within a week for me to take my vehicle to the Ferguson Works at Coventry, and three days later I collected the car duly converted.

To say that I was absolutely delighted with the way that the car performed is an understatement. Gone was the howl from the transfer gearbox which had been replaced by Ferguson Formula transmission incorporating a viscous coupling, and all the transmission snatch which one associates with the Range Rover had completely disappeared. On the open road the car is now as quiet as many luxury saloon cars, and the whole car handles very much better, especially on tight corners.

I have driven the car every day throughout the atrocious weather conditions of this winter over snow, ice and mud, and the car has not given me one moment of anxiety. I can honestly say that the Schuler conversion was worth every penny, and the vehicle has been completely transformed. It is a real pleasure to own it.

In closing, I would state that I have no connection with Schuler Presses or Ferguson, except as an entirely delighted and satisfied customer.

Watford, Herts N. MOLE

Pit Stops

Sir

The world of Grand Prix racing should take careful note of the Editorial Leader in your February issue. I am sure that you are right in suggesting that pit stops would enhance races, they would improve the spectacle and bring into the limelight the valued work of pit personnel.

Because of the obvious danger inherent in refuelling during the race and because safety is so much considered today, I wonder if it might be possible to revert to the use of special racing fuels instead of normal petrol pump fuel as demanded today by the fuel companies. The much lower flash point of methanol based fuels made refuelling so much safer.

You report that the Riley Register poses the question of roll-over bars on pre-war racing cars. The VSCC and others have done wonders to prevent these anachronisms on pre-war cars and on some historic post-war cars. We must do all we can to prevent further intrusions, as you say the bone-dome crash hats look absolutely dreadful in historic cars. I am sure MOTOR SPORT will continue to press for the right things and let us hope that authority will take heed.

I can help with regard to three of the MG queries — in answer to Karl J. Weissmann, I used to know that MG J4 OJ 9483, it was the one that F. Allen overturned so spectacularly at Southport in 1934. The car crashed rounding one of the pylons, Allen was completely unhurt. The front wheels of the MG hit one of the deep ruts which were always a hazard on the sharp corners in sand racing. These circuits were always right-handed and in such accidents the driver was usually thrown clear and the much greater danger was always to the riding mechanic, if one was carried. This was how May Cunliffe had her tragic crash killing her father who had been riding with her as mechanic. I well remember Raymond Mays refusing Peter Berthon's entreaties to ride with him at Southport as he considered that the left-hand seat was far too dangerous.

The present owner of the NA MG Magnette BHX 238 asks if anyone knows who drove that car at Donington in April 1935. The driver on that occasion was Fred Thatcher's friend H. Levy. I knew that very attractive pale blue MG quite well and even drove it once myself, taking as my passenger Fred's famous actress sister, Heather.

Your Benfleet reader asks for any information about his J2 which he thinks was owned by Doreen Evans. I knew Doreen's J2 very well which was registered AGY 339 and I have several pictures of Doreen competing with it. I have written about Doreen and that car in my book, "MG Past and Present", but if he likes to contact me I may be able to give him further information.

Kineton, Warks. A. F. RIVERS FLETCHER

Autocavan

Sir,

Further to your article in the December issue of MOTOR SPORT relating to the 1.8 Autocavan racing Golf. I think there is another facet of that company's activities and character that should be brought to the attention of your readers, and that concerns their relationship with their ordinary run-of-the mill day-to-day customers.

As an ageing enthusiast seeking to obtain more performance from an equally ageing VW camper, I approached Autocavan in the latter part of 1981 and purchased a Nikki carb conversion and one or two other "goodies". Although the total order could have been of no significance I received nothing but good humoured help and advice.

Having carefully modified the adaptor manifold, etc., to their suggestions it would not fit properly and I could not obtain full throttle. I immediately wrote to the company seeking their guidance, and as a result of a telephone call presented myself and my box of problems to them on a Saturday morning at a time when they were awash with worthwhile customers.

However, in spite of this, once again, I obtained kindness, help and, above all, good humoured patience, whilst they pointed out the error of my own ways in one area and then proceeded immediately to carry out further modifications without charge with the result that the installation has now proved an outstanding success.

Recently I telephoned seeking a replacement regulator and was told that they had the right model in stock and a price was quoted. However, when calling to collect we found that I had been quoted for the wrong model and the regulator I actually required would cost around £4 more. An understandable mistake and of no great significance. They were surprised that I was not annoyed and was willing to pay the extra without question. Believe you me, it is a pleasure to deal with such people.

Needless to say I have no connection with the company or any of its staff, and have no interest other than in hoping that the company and its cheerful good humoured staff remain and prosper as some small recompense for the majority of the drab, dreary and unenthusiastic idiots who seem to becoming the norm in so many spares and service departments.

Chichester, Sussex R. EDWARD OWEN

CARS IN BOOKS — continued

by that great enthusiast Leslie Seyd, who lost touch with it when he was abroad during the war, and which long afterwards turned up in the hands of Dudley Gahagan. Later in the book, when Sebastian and his friends, including Charles Ryder, are bored with a party in London and decide to go on to "Ma Mayfield's" night club (Kate Merrick's, no doubt), they again borrow the luckless Hardcastle's car and as there is no mention of any change, it was presumably still the Morris-Cowley. I know that when Sebastian, Charles and Mulcaster leave the club for the home of one of the prostitutes they have picked up, two of the men and one girl ride in the back, which would mean rather a crush in the dickey-seat; but in such merry mood (if one can apply that to Sebastian!) this would be quite in keeping. Lord Sebastian is apprehended in Shaftesbury Avenue for driving while drunk and duly appears in Court (but with the affair suitably played down) and Hardcastle as a result loses the use of his car, which as an undergraduate he is not supposed to have, and has to be taken out to several dinners by way of appeasement. . . .

It seems a pity that the Producer could not have found a *circa*-1923 Morris-Cowley for these parts, which should surely not have been too difficult. Instead of which, the Mors appeared again. Then, earlier in the film, when Julia, then the most dazzling *debutante* that London season, drives Sebastian from the local station ("Melstead Carbury") to Brideshead, they are seen in a very fine and sporting six-cylinder open Delage, well known in VSCC circles. But, remembering that this was supposed to have taken place in the high summer of 1923, wouldn't a 14/40 Delage have been more appropriate, perhaps one of the boat-tailed sports models? One of which could also have easily been found.

In the scenes where the Brideshead family's chauffeur-driven Rolls-Royces are involved, the TV film seems to have got it right, and for good measure one may mention that, in the book, Evelyn Waugh makes the caddish Rex Mottram, who marries Lady Julia under a considerable cloud, run an Hispano. It is also amusing, but not surprising considering that the story is set in the 1920s, that in it one comes upon places like Gunter's in Berkeley Square, the Café Royal, the Ritz Grill, Trumper's the hairdressers, and so on, which appeared, *in real life*, in the "Diaries of an RFC Officer", which we serialised in MOTOR SPORT some time ago.—W.B.

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LANCIA FULVIA Coupé S3, Reg. No. HEN 343 N (1975), metallic silver/red, sunroof, radio, new tyres, in good condition, 59,000 miles, £900 o.n.o. Tel: Lytham 737216 (evenings). (93724

BRISTOL 408, 1964, good condition, for details Tel: 0247 815663 evenings. (93725

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PORSCHE CARRERA 2.7RS, 1973, 210 DIN b.h.p., all steel turbo flared, P7s, silver, black leather Recaros, 80% ltd slip diff, electric sunroof, 70,000 miles on first engine, genuine reason for sale (love affair with turbo), £6,000 — but watch your licence. Tel: Brussels (Belgium) 2 425 60 37. (93701

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LOTUS EUROPA Special 1975, white, oatmeal interior, service history, possibly the only chance to buy what can only be described as virtually a new car £5,495. Tel: Alton 88961. (93975

UNIQUE COLLECTORS Opportunity to buy a one owner 1964 3.8 white E-Type Jaguar, original log book. Tel: 0705 371082. (93976

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1936 ALVIS Silver Eagle Sporting Saloon by Cross & Ellis. 57,000 miles from new with 3 owners, fully documented history from new. Not restored but in excellent original condition, black with brown leather interior, as clean underneath as on top, current M.o.T. splendid post vintage fast touring car, £5,000 o.n.o. Tel: Ripley, Surrey (048643) 3466 home, 2669 work. (93979

BENTLEY S1, 1957, p.a.s., new wings and sills, stripped and resprayed tudor over shell grey, interior refurbished, 2 owners last 12 years, immaculate with M.o.T. £5,500. Tel: 0633 422328. (92388

ALFETTA GTV 78T. One owner, attractive, reliable car, sunroof, towbar, needs tidying, 70,000 miles, hence price £1,550 o.n.o. Tel: 061-773 5662, Lancs. (92390

1949 RILEY 1½-litre, superb car, taxed and M.o.T., original black finish, new roof fabric. £1,850 o.n.o. Also rare military Austin Seven. Further details. Tel: 0437 5368. (92840

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TRIUMPH TR6, 1974, 41,000 miles only from new, Pimento with black interior. Rustproofed throughout. Immaculate condition. Ideal enthusiast or collector £4,000. Tel.: Mablethorpe (05213) 7214 or 2316. (93191

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JAGUAR V12 E-Type Roadster 1974, red h/s tops, low mileage, excellent condition, registration JAG 22. Offers over £8,000. Tel.: Harpenden 3137. (93195

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LANCIA BETA Coupé 1600 c.c. 1981 June. S/radio, 2,000 miles, mint condition, as new. Genuine 1 owner car, Private sale. £3,950. Tel.: Canterbury 62079. (93584

TR6, ONLY 32,000 miles, 150 b.h.p. model, 1973, royal blue, light blue trim, overdrive, 2nd / 3rd / 4th, new soft top, M.o.T., car in first class condition. £3,250. Tel.: 046276 542 evenings only. (93604

TVR 1600M, 1977, yellow with black vinyl roof, sunroof, alloys, tints, excellent condition. £3,450. Tel.: 061-737 7643. (94007

FERRARI 275 GTB, Competition, chassis 3869, Maserati 4 CLT, chassis 1606. Albert Obrist, Römerstrasse 83, CH-4153 Reinach. Tel.: 61 76 20 23. (94006

A RARITY: Mercedes about 1917. An open 7-seater, not renovated but complete. Answer in English to Ivan Bostram, Nolgården, Korsberga 54400 Hjo, Sweden. (94016

BENTLEY 1936 Gurney Nutting two door aluminium body, sliding roof, dark blue, re-chromed, re-upholstered, little left to complete. Space needed, sensible offers around £10,000 invited. Ref. D. J. R. (office hours) 0245 420816; (home) 0245 72610. (94060

JAGUAR 1965, 3.8 S-Type, body and mechanics in good condition, garaged for 6 years awaiting restoration, unfortunately space urgently required, hence £500. Tel: North Weald 2280. (94061

BENTLEY S3 Continental, Park Ward, two door, fixed head saloon, regal red, beige trim, well maintained, £12,500. Tel: 05644 2158 (h); 021-643 6811 (o). (94063

NEW LOTUS Elan, no but nearest now available, just completed to concours standard. Tel: 66 54279 evenings. (94064

MG TF 1954, red, good condition, new leather interior, new hood, side screens and tonneau cover. M.o.T. 1 year, offers over £5,000. Tel: 01-508 9427 day; Hatfield Heath 291 evenings. (94065

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FERRARI 250GT Pininfarina Spyder, 1958, in rosso chiaro, first series, 45 built, R.H.D., perspex headlamp covers. £35,000. Anders Janson, Verbergagatan 190, S-703 52 Orebro, Sweden. Tel: Sweden / 19 / 187198 evenings. (94159

MORGAN 4/4 2-seater, 1968, 1600 c.c., wire wheels, British Racing Green, log and photo record of 5 month careful rebuild including wings off bare metal respray, engine and gearbox overhaul, reluctant sale, £4,350 o.n.o. Tel: Coventry 450870. (94160

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1971(K) LOTUS Elan Sprint, FHC for sale, red over white, engine rebored, new pistons, cams, bearings, pumps, chain, valves, seats, guides, new galvanised Lotus chassis, new dampers, carpets etc. Would exchange for twin cam Lotus Seven. £4,000 o.n.o. Tel: Cross Hills 33237 (Skipton N. Yorks). (92159

ASTON MARTIN DB6, 1969 automatic, brown, new engine 15,000 miles, red leather interior, stereo, sun roof, electric windows, excellent condition, maintained Richard Williams. £5,600, must sell, moving house. Day 01-493 1189 or High Wycombe (0494) 715249. (94351

JAGUAR E TYPE V12 Roadster, 1974, 34,000 miles only, two owners, primrose yellow with black leather, fitted head restraints, chrome wheels, tinted glass and Bosch stereo system. Absolutely superb, only used in dry. £6,800. Tel: 01-950 1245. (94307

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RS2000 CUSTOM 1980, V-Reg, only 14,000 miles, taxed, Director's car, white with chocolate interior, special coachlines, stereo / radio cassette, glass sunroof, Recaro seats, tinted windows, alloy wheels, absolutely pristine condition. £4,850 o.n.o. for quick sale. Tel: Epsom 28972 (daytime) Ashtead 75259 (evenings / weekends). (94346

TR4A 1967, very good condition, Surrey top, wire wheels, overdrive £1,725. Tel: Swansea 0792 51323. (94347

GOLF GLI Convertible, May 80, 18,000 miles, fitted with nearly £1,000 worth of extras, completely unmarked, cost new nearly £8,000. £4,995 or exchange for late manual Mercedes estate with cash adjustment. Tel: Belper 5497. (94348

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1938 TALBOT 3-litre, partly restored, all offers considered, view Leicestershire. Weavers, Leuchars 471 extension 491 daytime. (94400

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MG J2, 1934, completely restored, original engine, new M.o.T.; must be seen, excellent condition. £4,200. Tel: D. D. White 032 574 303. (94396

TRIUMPH GT6, 1973, yellow with black interior for sale by lady owner, immaculate condition, with extras as follows, tinted windows, h.r.w., manual with o/d, adjustable shock absorbers, electronic ignition, Kenlowe fan, five push button radio, head rests, twin exhausts, new tyres and M.o.T. £1,795 o.n.o. Walton-on-Thames 42155 after 7.30 p.m. (94395

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LOTUS 23 Twin cam, Minilites, H.S.C.C. classic race winner 1981, rebuilt for 1982. £8,000. Lotus Elan 26 R-12-B, classic championship class winner 1980. £5,000. Gathercole, Yoxall 472285 (0543) eves. (94534

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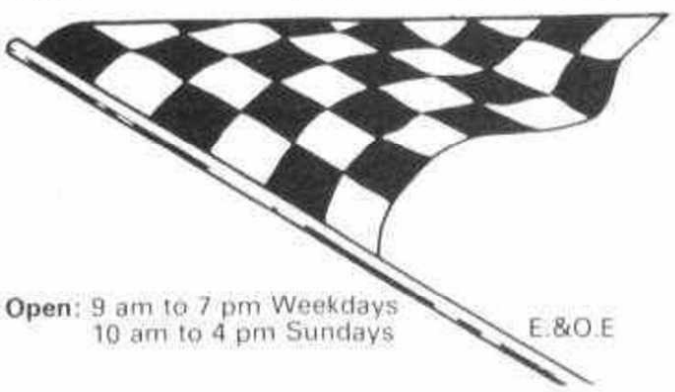
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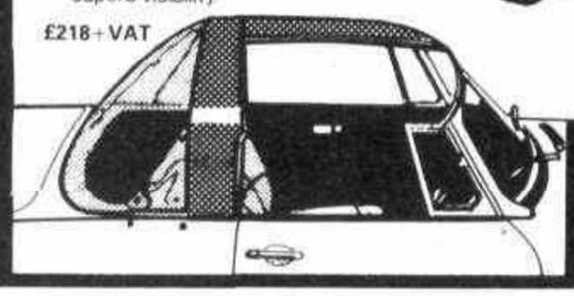
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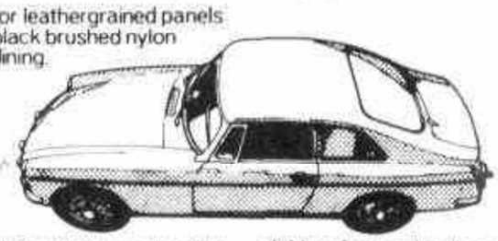
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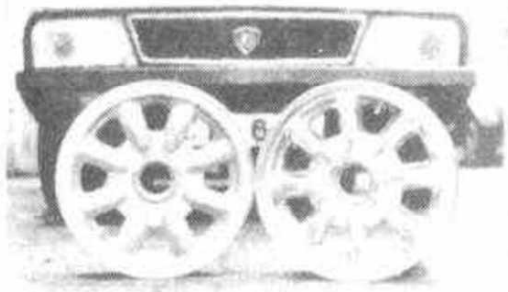
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265	£39	£10.25
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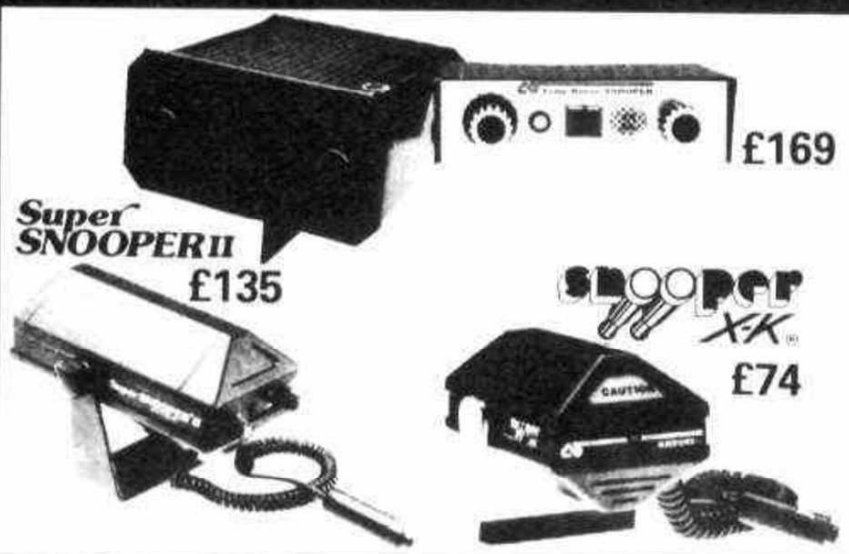
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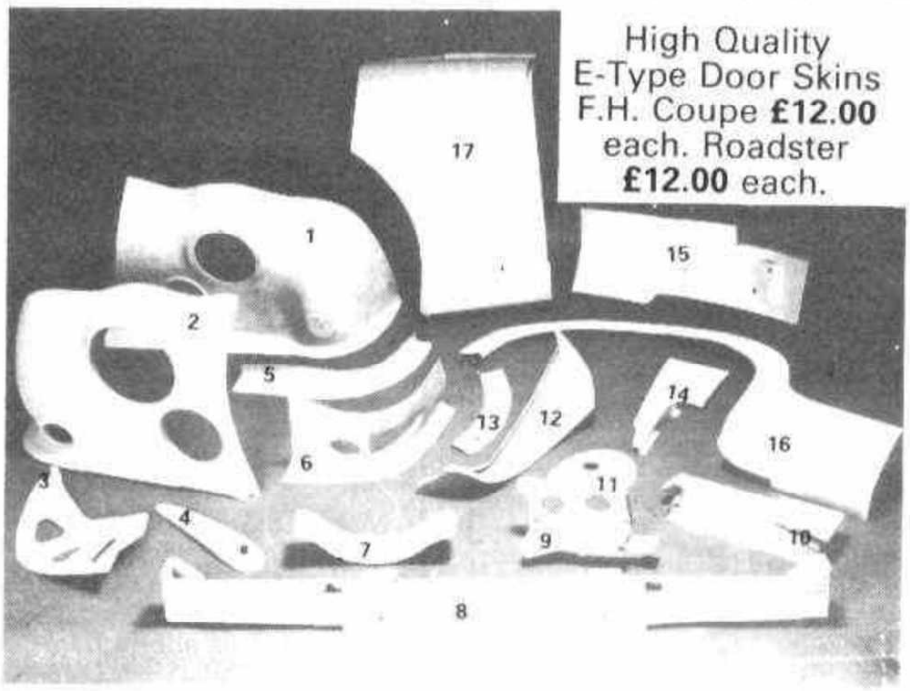
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Ah! That smile on your face as you slide into the driving seat of your brand new car! A dream of a car. Breath-taking! (So is the price!) But if your traded-in pride and joy is Waxoyl-proofed, that's something else to make you glad. For, with every pound you gain in Dealer's top 'Book' price over 'average' 3 yr-old condition price, helps cut what your new car's cost you. Could be quite a bonus. Up to £600 in fact. Which should please you greatly! (Perhaps you might care to check comparitive car prices?) **Built-in lubricant,** yet another Waxoyl bonus! Livens up old car. Engines "pull" better as sprayed plugs and distributor dispels water. 'Tired' electrical insulation revives!

How Waxoyl holds 'Showroom' Condition

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

Up to £100 plus VAT at Rustproofing Centres

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

Waxoyl 'Know-How'

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

'Tadpole' Molecules

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



HOLD CAR IN 'PROUD OWNER' Condition

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DO-IT-YOURSELF RUSTPROOFING

WAXOYL

with FINNIGAN'S *Fast Working* New, Adjustable Spray, Trigger operated 'SUPER JUMBO' Applicator

AA REPORTS after FOUR WINTERS
"No rust on visible WAXOYL treated areas"

NORTH SEA OIL — **LAING** off-shore's largest Rig uses WAXOYL on sea-washed equipment

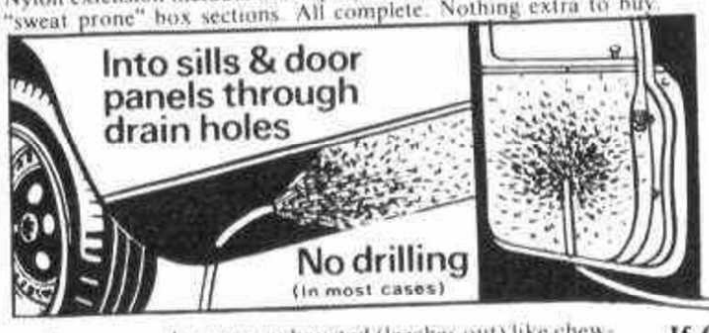
One of world's biggest OIL COMPANIES says: "Of all rustproofers tested, ONLY WAXOYL KILLS existing rust"

ICI recommend WAXOYL for brine circulation pipes

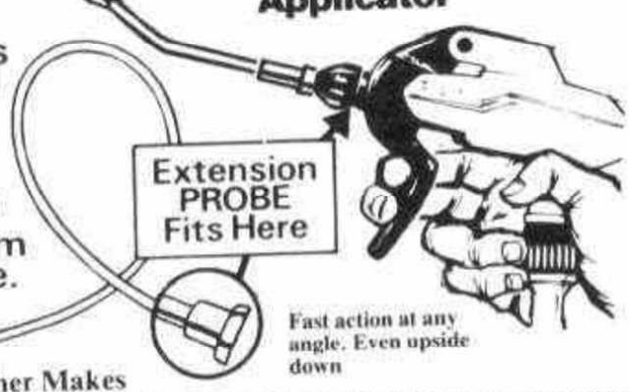
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With Finnigan SUPER 'JUMBO' Applicator

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.



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



Fast action at any angle. Even upside down

Rust Knaws Upwards

Inescapable air moisture spews rust spores on metal deep in-below chassis and car body. Spores grow, multiply fast. Metal feeds its own erosion! Treachery spreads. Underframe rots. Box section condensation sprouts ghastly rust 'bubbles' on wings, doors, bonnet, boot lid. Brush-on rust killer! Useless. There's ten times more of the 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 Wheel arch "look-see". Like big world users, you too, can always trust Waxoyl.

Waxoyl holds 'Showroom' condition'

Why Big World Users Trust Waxoyl

Waxoyl Kills Rust with no come-back (The only rustproofer that DOES, according to test results by one of world's biggest oil companies.) *'Rust stopping qualities very good'* reports Swiss Gov't. after Lab. tests. *'Most satisfactory'* says Chrysler Centre, Basle, Australia, N.S.W. *'On Rover 3,500 coating still intact in corrosive sea air'* Motor Magazine. *'Remains active indefinitely'* Westerly Marine, Portsmouth; *'Protection excellent on marine diesel oil tanks'* (Tank bases standing on supports otherwise impossible to rustproof.) *'Fantastic stuff'* says Citroen Car Club Veteran Motorists Mag: *'No sign of corrosion on '72 car; does inhibit existing rust'* Autocar Mag. *'One of cheapest, effective ways to protect a car'* Chesterfield: *'9 Yr. old Volvo looks less than half its age'* Civil Eng'ng Polytechnic: *'On Mole Valley Flood Scheme, base steel instrument cases in open countryside rust-free to date!'*

If Considering Other Makes

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

Year After Year Protection

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

USUALLY PER RETURN DESPATCH

TRIAL OFFER 500ml (88Pt) TIN for your oil can test behind chrome strips or brush on door edges free brake linkages. See Waxoyl chase water off metal.

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200 Litre **£215 Prices incl. carr. & VAT**	

SPECIAL KIT OFFER
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RUST NEVER HAS A CHANCE. New car or old car. Thanks to Waxoyl unique Inhibitor. Enormously powerful *penetration!* And *Tenacity* against relentless *vibration* which soon disintegrates many an otherwise respectable rustproofer. Tenacity holds 'Showroom' condition ready for Waxoyl surprise pay-off on trade-in. PLUS! Smooth ride pleasures. Long-life Waxoyl built-in Lubricant soaks into moving parts. PLUS! Top value for money! If you can't wait to enjoy wonderful Waxoyl benefits, order now. FREEPOST.

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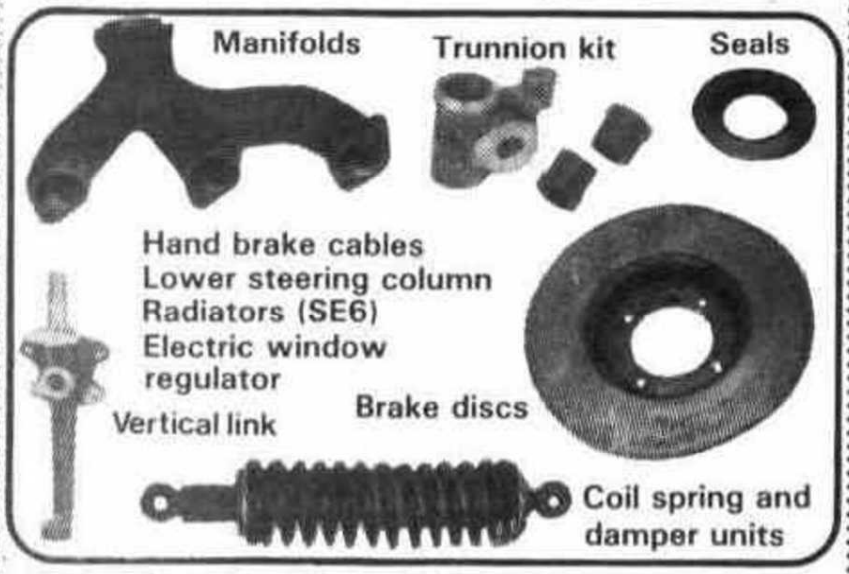
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1977	**JAGUAR XJ6 4.2 COUPE.** Auto, p.a.s., electric Sundyn, air conditioned, low mileage, greensand, black vinyl roof	£3,595
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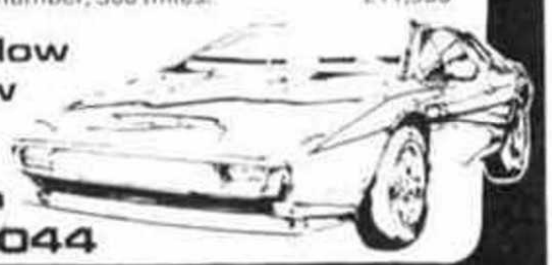
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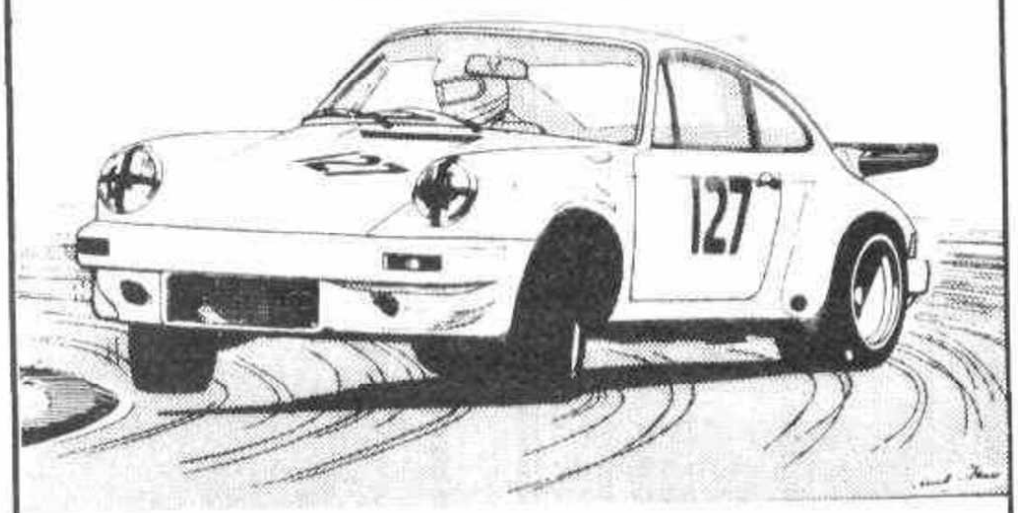
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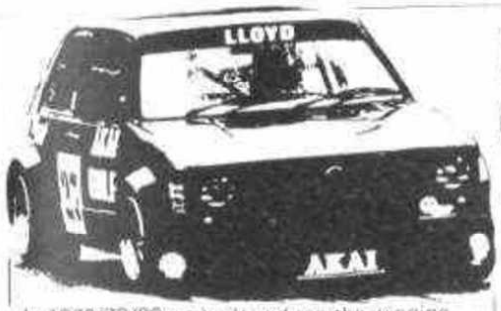
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Owner only and wife/Any driver/Named driver, age .....
Make of car ..... model .....
C.C. ..... Year ..... Car Garaged/Left in open.
Present insurers ..... Value ..... No claim bonus ..... years
Age of youngest driver ..... Quote for Annual/Quarterly policy.
Details of all accidents and convictions should be enclosed, including those of additional drivers.

NO STAMP NEEDED

DVM

S. YORKS

TVR



SCIMITAR

We should entitle this month's offering "Where have all the bargain hunters gone?" because the lack of action on February's 'megabuys' was spectacular. Where can one buy a brand spanking new Scimitar GTC for £10,800, or an immaculate SP250 Daimler for £3,500, or a beautiful black Marcos Volvo for £3,995? At DVM we confidently thought it would be like 'Star Wars' and we didn't even get a 'Close Encounter'. Shame on you all — you've all got 'recession syndrome' — an awful disease indeed! OK, then, we'll try it once more. . .

BRAND NEW SCIMITAR GTC. O / drive, magic windows, radio stereo. **Only £10,800**
SCIMITAR GTE 1979. Overdrive, light brown / tan, 28,000 miles, radio. **£5,700**
MG 'B' ROADSTER 1980. Rustproofed, stage 1 engine when new, immaculate. **£4,350**
PORSCHE 924 1978 'T' Reg. Minerva blue, elec. windows, factory sunroof, radio / stereo. **£5,950**
TURBO TVR 3000M 1978 'T' Reg. Carnival red, 16,000 miles, superb, radio / stereo system, superb condition, superb performance. **£7,900**
DAIMLER DART SP 250 1960. Fibreglass body, excellent throughout — a very collectable, practical drophead at a reasonable price. **£3,500**
MARCOS VOLVO 3-LITRE. The best engine, the best colour — a rare buy. Reg'd. 1971. **£3,995**
TRIUMPH TR6 PI ROADSTER. H & S tops, yellow, 43,000 miles. **£2,495**
MG 'C' ROADSTER 1968. Overdrive, white, wires, a very good, low mileage, genuine example. Full tonneau — hard top available. **£2,150**
TVR 3000M 1973. 63,000 miles, bills available showing engine overhaul, respray and re-upholstery. **£2,850**
LOTUS ELAN + 2 1967. Brown, Corbeau seats, rebuilt twin cam, nice condition. **£1,595**
MG 'B' GT 1978. Red, sunroof, overdrive, very good condition, 43,000 miles. **£3,195**
LOTUS EUROPA S2 1971. Red, in beautiful condition with original paintwork. Exceptional. **£2,850**
TRIUMPH STAG 1976. Hard and soft tops, emerald green, manual with overdrive. Mechanically faultless and reliable, 50,000 miles. **£3,595**
TRIUMPH DOLOMITE SPRINT 1975. White / blue, alloy wheels, excellent performance. **£1,195**
DAIMLER V8 250 1966. 2 owners, low mileage, immaculate. **£2,250**
MG 'C' ROADSTER BRG. Ex Jersey car, so very good body, just arrived!

SCIMITAR — PARTS & SERVICE

Immaculate sports cars (esp. TVR / SCIMITAR) bought for cash or sold on commision. Please enquire for details.
Service available on ALL makes — sick Stags a speciality!

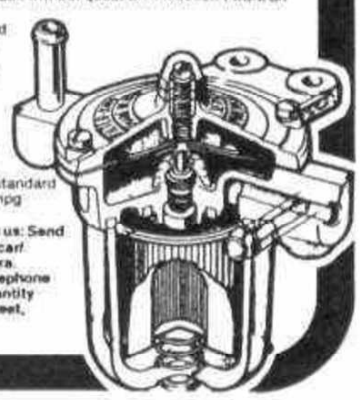
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The Filter King comes complete with all necessary parts and full instructions for quick and easy fitting. Alfa Romeo and Maserati fit Malpassi regulators as standard on their road cars and Ford, Vauxhall, Talbot and Lancia fit them to their competition cars. World patented but beware of imitations! Over 60,000 already sold in the UK. Many British companies and Local Authorities have already equipped their fleets and have proved the savings are real.



*Based on minimum expected saving in first year covering 10,000 miles at 25mpg with petrol at £1.50 per gallon. RAC Official Certified Road Trial 903 in February 1975 on a standard Marina 1.3 with a Filter King fitted showed a 10.6% overall mpg improvement. Spare filter elements £1.50; four for £5.

Available from accessory shops and garages or direct from us: Send £18 incl p&p, insurance and VAT (two for £33). Please state car/caravan/van make and model. Delivery ex stock. COD £1 extra. Service with a smile! Access and Barclaycard welcome. Telephone until 7pm. Or send sae for more details. Trade and larger quantity enquiries welcome too. Contact Developments, 13 Boult Street, Reading RG1 4RD. Berks. Tel: 0734 598955.

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FOR SALE—continued

MARCOS 3-LITRE, V6, steel chassis, sunroof, original mags, new engine, full M.o.T. One owner since 1972. £3,000. Tel: 0532-577357. (94542

GILBERN Mk. 2, late 71, new stage 1 recon. engine, s.s exhausts, glass sun roof, stereo cassette / radio, taxed Sept. Long M.o.T. all usual Gilbern refinements. £1,950 o.n.o. White. Tel: 0752 263517 evenings. (94544

MGB SPORTS coupe, limited edition, 1981, Ziebart proofed, Targa-hardtop, overdrive, tow-bar, radio cassette, sheepskin covers, as new, under 900 miles. £6,000 o.n.o. Tel: 01-804 1212 ext: 304 — 9-5 p.m. 01-360 6516 evenings and weekends. (94545

TVR TAIMAR Oct. 78T, burgundy / oatmeal coach *band. £5,250. Henley in Arden, West Midlands (056* 42) 4568. (94546

MG TC 1947, red, fawn hood, black interior, rebuilt chassis up, new M.o.T. £4,950. Tel: 0565 2690. (94547

MG TA 1936, previous winner of Premier Class 1971 Beaulieu Concours, little used since. £3,950. Tel: Alderminster (078987) 526. (94548

MGB GT, G reg, w/w, black, bills in excess of £2,000, available for inspection, £1,250 o.n.o. Tel: 0803 211668 day. (94172

CRUMPET for sale or exchange. Contest 25, 1973 Boat Show exhibit, Dutch built, 5 berth Sloop, moored Hamble River, very full inventory. Competed 1979 Azores And Back Race, rigged single handling. Exchange vintage Bentley, Rolls, Lagonda, etc., or property. Waller, The Red House, Sonning-on-Thames. *Tel.: 0734-693082.* (94784

TR7 AUTOMATIC. 1979T, white, 36,000 miles, two careful owners, very clean. £3,250. Tel.: Kerridges, Needham Market 720222. (94785

GOOD HOME required for three open cars. Carefully renovated during the past year. No. 1 Replica 1926 Bentley four-seater on 1947 4¼ chassis, finished in British Racing Green. No. 2 Morris Minor, 1955, split screen, convertible, finished black with red hood. No.3, Morris Minor 1000 convertible, 1962, finished smoke grey with black hood. Ring for further details and appointment to view Geoff Shrive, Toddington, Beds. Tel.: 05255 2957. (94786

MORGAN 4/4 2-seater. May 1981, superb in "Great Gatsby" cream, tan hood, side screens, matching leather, reclining seats, trim and head restraints, wires, *rustproofed, nominal mileage, a most stylish* and elegant car. Dealers asking £8,000 plus for similar examples. Very realistic at £7,450. Tel.: Nottingham 231592. (94787

CITROEN LIGHT 15, 1950, concours winner, 51,000 miles genuine, manuals, tools. £3,000. Tel.: Worthing (0903) 504592. (94788

BUGATTI. Small collection restored T38 boat-tail roadster, similar to T35 bodywork, Brescia Grand Prix, T43 Supercharged roadster. No bargains, but market priced, very sound restored cars. PO Box 217 Hampton Falls N.H. Tel.: 03844 or 603 926 3744. (94766

DE TOMASO PANTERA GTS, 1974, r.h.d., blue and black with white lettering, v.g.c. £5,650. Tel.: Orpington 29275. (94767

EX-COLIN CHAPMAN Range Rover. 1974, M-Reg., genuine 43,000 miles, p.a.s., excellent condition. £3,750 o.n.o. Tel.: 0908 55 271 (N. Bucks). (94768

1951 COOPER-JAP 500 c.c. racing car, very original, stored some years. £3,650 o.n.o. Tel.: 0908 55 271 (N. Bucks). (94768

FOR SALE—continued

MERCEDES 500K ROADSTER. 1935, showstopping, total restoration in silver and gunmetal, prize winner many times. Offers in $450,000 range considered, important trades considered, looking for large chain drive Mercedes or early race cars. PO Box 217 Hampton Falls, New Hampshire. Tel.: 603 926 3744. (94766

LAGONDA LG45 TOURER, 1938, in very good restored condition. $37,500. 1937 V12 sunroof saloon in good restored condition, $25,000. F.O.B. New Hampshire. Enquiries to PO Box 217, Hampton falls, New Hampshire. Tel.: 603 926 3744. (94766

JAGUAR (3,442 c.c.). 1963, one owner, now deceased, indicated mileage 37,000. £2,500. Tel.: Plymouth 491721 (day). (94769

TVR 3000M. 1977, beautiful example, model band, tape, stainless exhaust, extras, 70,000 but mechanically refurbished, immaculate. £3,650. Tel.: Appley Bridge (Wigan) 02575-2835. (94770

BENTLEY 3-LITRE ENGINE. 1926, good order, £2,300. Also two 20" wheels / tyres, front hubs, rear axle nosepiece, four star diff cage, crownwheel & pinion, rear back plates, brake drums, 6½ bonnet. Offers. Tel.: 06073 3335. (94771

ALFA ROMEO SPYDER. 1973, taxed and tested, beautiful condition, new works hood and springs, any trial. £1,485 o.n.o. Tel.: 051 608 3287. (94772

E-TYPE V12 JAGUAR. K-Reg., 54,000 miles, signal red, black interior, chrome wheels, whitewall tyres, radio, etc., rust free, exceptional condition throughout. £6,250. Tel.: 061-485 1049. (94773

LANCIA FULVIA COUPE 1600HF Lusso. K-Reg., Rosso Corsa / black, seven months tax and M.o.T., maintained by professional engineer and "Lanciana", very fast and clean, some history. Offers around £1,350. Can be viewed at "Lanciana", 11 MacLeod Street, London, SE17. Tel.: 01-703 0295 LMC member. (94774

MORGAN +8, 1979, Bugatti blue, 12,700 miles, stone leather immaculate. £8,400 o.n.o. Also selling 1972 +8, ivory red leather. £4,700 o.n.o. Tel.: 0732 850 670 (Hadlow). (94789

ALFA ROMEO 2000 GTV. Excellent condition, beige, tinted windows, radio, 49,600 miles. £1,375. Tel.: Worthing 210065. (94792

TALBOT DARRACO 16 h.p. Saloon. 1922, maroon and black with beige cord interior, concours condition, very rare. £4,975. Tel.: Christchurch 476555. (94665

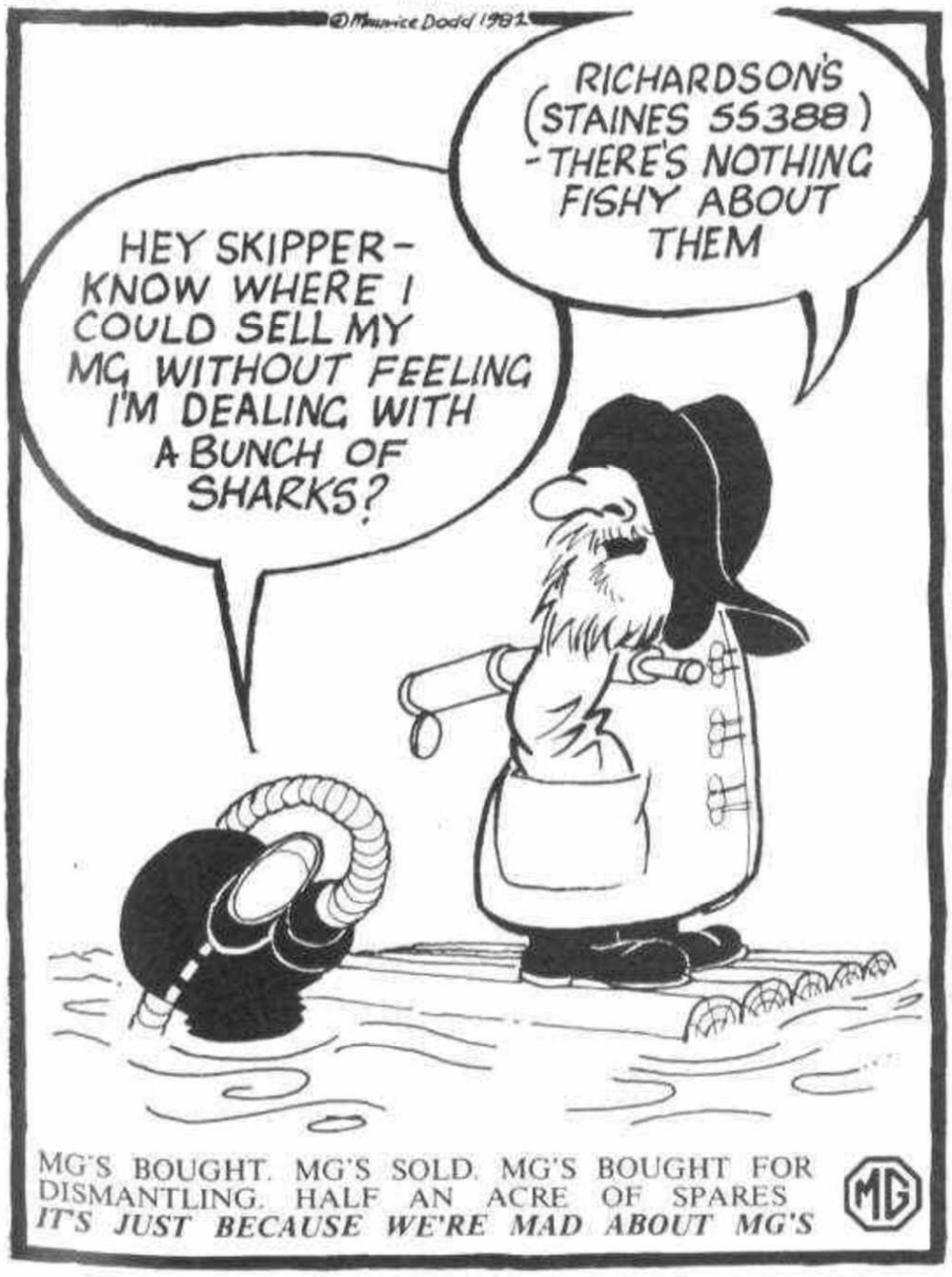
MGA ROADSTER. 1962, red with red interior, completely rebuilt 1980, concours condition. £3,500. Tel.: Christchurch 476555. (94665

SSI. 1934, rebuilt as two-seat special, engine and mechanics original, in good running order, used daily last summer. Offers. Tel.: Capel Curig (06904) 268 (evenings). (94791

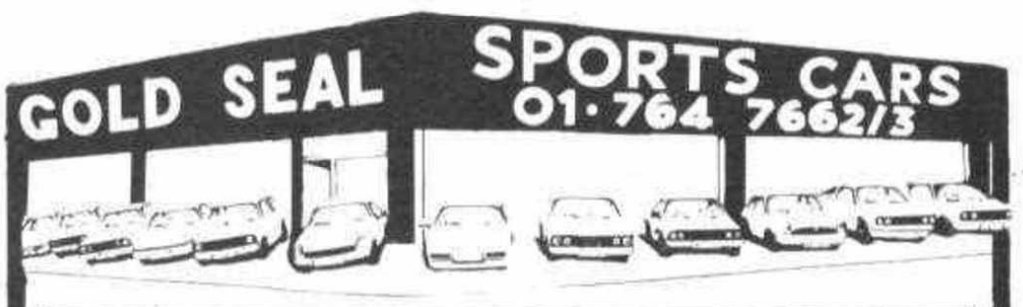
RADBOURNE FIAT 128 3P. 1977, full conversion including twin 40's, indecently fast, extras include alloys, component radio / cassette, immaculate condition. £1,550 o.n.o. Tel.: 01-675 5177 evenings. (94664

E-TYPE, SERIES II F.H.C., white with tinted glass, sunroof, c.w.w., rebuilt mechanics, one owner past nine years. Tel: Hoddesdon 44949. £4,450 o.n.o. (94652

LANCIA DELTA 1500, metallic blue, 1981 (W), tints, alloys, radio, 15,000 miles, garaged all winter, company car forces reluctant sale. £3,250 o.n.o. Tel: Berkhampstead 6656. (94653



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£16,995 PORSCHE TURBO 3.3 1978 T-REG. Metallic silver with black hide and tartan cloth, air conditioning, electric sun roof, Bluespot radio/cassette etc.



£7,795 JAGUAR XJS 1978 T-REG. Superb in yellow with black hide, auto. with p.a.s., air conditioning, etc.



£7,995 PORSCHE 911 1975 P-REG. French blue with russet trim, electric sun roof, electric windows, radio/cassette, service history. Outstanding.



£6,295 DATSUN 280 ZX 2+2 AUTOMATIC 1979 V-REG. Metallic brown with gold coachlines and biscuit trim, only 9,000 miles recorded.



£4,495 SAAB 99 TURBO 1978. Black with red velour, metal sun roof, alloy wheels, radio/cassette.



£3,995 FORD CAPRI 3.0S 1979. Black with sunshine roof, tinted glass, alloy wheels, radio etc.

£15,645 ROLLS-ROYCE SILVER SHADOW 1975 P-REG/(1976 SERIES). Metallic blue with magnolia hide, service history.

£14,495 PORSCHE 928 MANUAL 1979. Magnificent in pale Casablanca gold with check cloth, air conditioning, *electric seats, expensive radio* cassette. One owner, 17,000 miles. A FN service history.

£8,995 PORSCHE 924 LUX AUTO 1981. Metallic silver with black pinstripe cloth, electric windows, alloys, digital radio/cassette etc.

£6,995 OPEL MONZA 1979 V-REG. Metallic ice blue with crushed velour upholstery, factory sunshine roof, electric windows, alloy wheels with P6 tyres, central locking, radio cassette, 24,000 miles, auto. with p.a.s.

£6,995 BMW 733i MANUAL 1979. Metallic Kashmir with biscuit velour, p.a.s. electric sun roof, electric windows, alloy wheels, twin electric mirrors, central locking, tinted glass, radio/cassette.

£5,995 VAUXHALL ROYALE COUPÉ 1979. Metallic silver, burgundy velour. Auto. with p.a.s., metal sun roof, electric windows, tinted glass, alloy wheels, central locking, radio/cassette.

£5,995 BMW 728 AUTOMATIC 1978. *Metallic reseda green with olive* trim, factory sunshine roof, central locking, tinted glass, radio/cassette.

£5,495 JAGUAR XJS 1976. White with red hide, auto. with p.a.s. Air conditioning, etc.

£4,995 MERCEDES 280 SE 1975. Ivory with tan interior, auto. with p.a.s. Central locking, radio/cassette etc.

£4,995 SUNBEAM TALBOT LOTUS 1979 V-REG. Black with silver stripe. 2.2 litre Lotus engine, 5-speed gearbox, alloy wheels, radio/cassette, 17,000 miles only.

£4,995 SAAB 99 TURBO 1978 T-REG. Black with red velour, metal sun roof, radio/cassette, alloy wheels.

£4,995 CITROEN MASERATI SM 1972. Future classic in pristine white with black hide, air conditioning, radio/cassette, 2 owners, 36,000 miles.

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£4,395 TRIUMPH TR7 CONVERTIBLE 1980. Persian aqua with 5-speed gearbox, radio/cassette, 10,000 miles.

£3,995 VOLVO 345 MANUAL 1980. Ivory with blue cloth interior, luxury 5-door hatchback.

£3,295 ALFA SUD SPRINT 1.5 1979. Yellow with tan cloth, tinted glass, sunshine roof, etc.

£2,995 ALFA ROMEO 2000 GTV 1979. Dutch blue with parchment interior, one owner.

£2,895 ALFA ROMEO GIULIETTA 1.6 1979. Black with charcoal interior, *sunshine roof*, radio/cassette, one owner, 18,000 miles.

£2,595 TOYOTA CELICA 2000 GT LIFTBACK 1978. Metallic blue with ivory trim, twin cam engine, 5-speed gearbox, one owner from new.

£2,595 LANCIA BETA SPYDER 2000 1977. Signal orange with tan trim, radio/cassette etc.

£1,095 BMW 2002 1972 L-REG. White with blue cloth.

£995 SUZUKI GS 550L 1980. 4-cylinder d.o.h.c. 6-speed gearbox, alloy wheels, lots of chrome, 7,000 miles.

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1981	**LOTUS ELITE 2.2.** Monaco white, radio / tape, 4,200 miles.	£13,999
1980	**LOTUS ELITE 2.2.** Automatic, gold metallic, PAS, 9,500 miles.	£11,999
1980	**LOTUS ELITE 2.2.** Carnival red, PAS, a / cond., Sundym, radio / tape.	£11,499
1981	**ALFA ROMEO ALFASUD SPRINT.** Bronze, tan trim, 4,000 miles.	£4,999
1979	**BMW 525.** Automatic in red metallic, beige velour trim.	£5,499
1980	**(W) BMW 528 i.** Auto, PAS, tints, el. aerial / mirrors, 11,000 miles.	£9,999
1979	**BMW 320.** Low mileage in blue metallic, sunroof.	£5,299
1976	**BMW 320A.** Automatic in blue, radio, HRW.	£2,899
1979	**(V) BMW 728.** Blue, grey trim, PAS, radio / tape.	£6,999
1979	**BMW 525.** Silver, blue trim, sunroof, radio.	£4,999
1980	**AUDI 80 GLE.** Green, sunroof, alloy wheels, etc.	£4,499
1978	**CITROEN CX 2400 GTi.** Silver, tints, alloy wheels, radio.	£2,999
1980	**CITROEN CX.** Athena red, tan trim, PAS, radio / tape.	£3,999
1979	**CITROEN CX.** Pallas c-matic inj. PAS, sunroof, etc.	£3,999
1980	**COLT SIGMA GLX.** Silver, grey trim, radio / tape.	£3,999
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1979	**FIAT X19 TARGO.** 5 speed in gold, tints, radio / tape.	£3,499
1979	**FIAT 127 SPORT.** Black, black trim, radio, HRW.	£2,399
1979	**FIAT 131 MIRAFIORI.** Red, beige trim, radio / tape.	£1,999

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Automatic 4 door saloon, Silver on grey.
Maroon hide trim, power steering, radio, etc.
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1979	**LANCIA BETA 2000 ES.** White, blue trim, sunroof, alloy wheels.	£2,999
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1978	**MGB GT.** Yellow, sunroof, o / drive, radio, HRW.	£3,299
1980	**MG MIDGET.** Smart roadster in yellow, radio, etc.	£3,499
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1979	**OPEL REKORD.** Berlina white, sunroof, alloy wheels, etc.	£4,999
1979	**PEUGEOT 504 FAMILY ESTATE.** White, blue trim, radio.	£3,999

1981 MERCEDES 500 SL
Automatic Coupé in petrol blue metallic, PAS, el. windows, radio / cassette, hard / soft top options, 7,049 miles only.
£19,975

1978	**RELIANT SCIMITAR GTE.** Auto beige, PAS, radio / tape, etc.	£4,799
1980	**RENAULT 5 GORDINI.** Black, a/whs., s/rf., radio/tape.	£3,799
1981	**RENAULT FUEGO GTX.** Beige, tints, a/whls., radio / tape.	£5,699
1979	**SAAB 900 TURBO.** Blue, alloy wheels, radio / tape.	£5,999
1978	**SAAB 99 GL COMBI.** Automatic in brown, matching trim.	£2,999
1981	**(X) TRIUMPH SPITFIRE.** Hard / soft top, blue, 300 miles only.	£4,499
1981	**TRIUMPH TR7 DROPHEAD COUPE.** In gold, 7,000 miles only.	£5,499
1981	**TRIUMPH TR7 5-SPEED COUPE.** Green, sunroof, radio / tape.	£4,699
1980	**TRIUMPH TR7.** 5-speed, yellow, s / rf., r / tape, etc.	£4,299
1979	**TRIUMPH TR7 5-SPEED COUPE.** red, sunroof, HRW.	£3,499
1978	**TRIUMPH TR7.** Automatic, in yellow, radio / tape, HRW.	£2,899
1977	**(S) TRIUMPH SPITFIRE.** Low mileage in white, black trim.	£1,999
1981	**(Reg.) VANDEN PLAS 1500.** Bronze, leather trim, radio.	£3,999
1980	**VOLKSWAGEN SCIROCCO 'STORM'.** 5 speed, s/rf., a/whls., leather.	£4,999
1979	**VOLKSWAGEN GLS.** Auto blue, vinyl roof, radio.	£3,699
1978	**VOLKSWAGEN PASSAT GLS.** Auto, green, radio / tape.	£3,299
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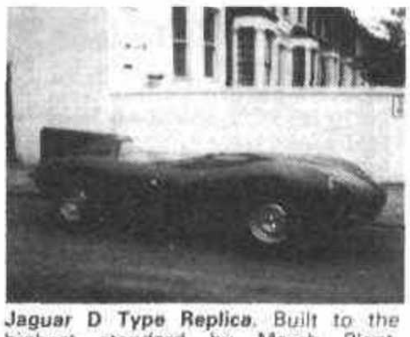
Straight EIGHT



Rolls Royce Corniche Convertible, late 1972, Compliant suspension, beautiful Seychelles blue / grey hide trim, navy mohair hood, radio / stereo, whitewall tyres, an extremely attractive example. **£16,950**



Ferrari Daytona Spyder by Autokraft. Absolutely pristine, Masons black with red hide interior, black mohair hood, surely the most attractive example of this the ultimate convertible. **POA**



***Jaguar* D Type Replica.** Built to the highest standard by Marsh Plant. Finished in Ecurie Ecosse blue with tan hide, triple Webers, the vehicle has covered only 1,700 miles and is undoubtedly the best example available. Must be seen. **POA**



Jaguar E Type, V12, 2+2, 1973, Gleaming black with matching hide interior, tinted glass, radio / stereo, chrome wire wheels, etc. **£5,650**
also
E Type V12 2+2, 1973, Primrose yellow / black hide interior, chrome wheels, radio / stereo, etc. **£5,650**



Mercedes 600 Saloon. Extremely well kept example in light gold with black hide trim, 4 head restraints, new whitewall tyres, radio / stereo, tinted glass, power everything including rear seat. Fantastic value for this most prestigious saloon car in the world. **£9,950**



Bentley TII, 1978, Splendid Brewster green, matching hide trim, one owner, chauffeur driven, whitewall tyres, incredible value. *(similar to above)* **£17,750**

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Rolls Royce Silver Shadow, 1976, Long wheel base, lefthand drive, one owner, service history, low mileage, beautiful garnet / black hide trim, Everflex roof. **£16,650**
Rolls Royce Silver Cloud I, 1957, white / beige hide trim, power steering, radio, etc., very attractive. **£5,750**
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Mercedes 350 SL, 1973, gold, hard / soft tops, auto, pas, radio / stereo, etc. **£6,950**
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MORGAN 4/4 2-seater, 1975, red, s.s. exhaust, wires, luggage rack, superb condition, £4,650. Tel: 0724 843280 evenings. (94657

BENTLEY S1, 1956, excellent body and mechanics, unmarked interior, 153,000 miles, tudor over velvet green, £4,850. Tel: Leicester 766460 412005. (94658

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V12 E-TYPE Jaguar 2+2, auto, black, 1972, M.o.T., bills for £450, lovely condition, £4,500. Tel: 0202 740664 (home). (94661

PRIVATE COLLECTION for sale. Bentley Mk. III 1949 Countryman Estate by Radford, p.246 J. Green Bentley Book, 1 of 6, very rare, finished green/grey interior, £6,000. Tel: 01-543 4833. Alvis TA 2100 D.H.C. 1952, new hood and interior, new tyres, finished sable/cream, rare car, £4,500, totally restored. For details. Tel: 01-543 4833 anytime. (94662

ALFA ROMEO 1.8 Alfetta saloon, 1977, 56,000 miles, service history since new, undersealed, Koris radio/cassette, tinted glass, burglar alarm, £950. Tel: Wargrave (Berks) 3977. (94663

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1977 JAGUAR XJS auto, yellow, black roof, every extra, superb condition, tax & M.o.T. on both, £13,000 for the pair or will split. Tel: James, Winsford 2327 (Cheshire) anytime for details. (94780

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LOTUS EUROPA Special, big valve engine, taxed & M.o.t.'d, £1,995, part ex possible. Tel: Edenbridge 865219. (94779

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WOLSELEY WASP saloon, 1934, O.H.C., requires simple restoration, rare model. Tel: 0754 880695 evenings (Lincs). (94675

1961 JAGUAR 3.8 Mk. II, by Coombs, black, rebuilt engine, very fast, no offers or exchanges, £4,000. 1961 Ferrari 250 GTE, silver blue, 69,000 miles, R.H.D., paintwork faded and chrome work poor, hence £6,500. Tel: Potters Bar (Herts) 51974. (94670

DATSUN 260Z, 1978, 52,000 miles, M.o.T. August, new clutch, bronze and champagne, £2,900. Tel: 0532 587182 or 658786. (94671

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1954 MG TF 1250. Black, last owner 10 years, wire wheels. **£5,400**
1965 Sunbeam Tiger. Hard/soft top, last owner 11 years. **£2,995**
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1972 Triumph GT6 Mk. III. French blue, radio. **£1,745**
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E-TYPE 4.2 F.H.C., 1965, black, stored for past six years, recent £4,500 refit, £6,500 o.n.o. Tel: Reading 61544 evenings. (94680

ALFETTA GTV 2-litre, 1977, S-Reg, red, new tyres, new exhaust, stereo, good condition, £2,200 o.n.o. Tel: Pulborough 3417. (94681

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WHITE MGB GT, 1971, v.g.c., £950 o.n.o. Tel: 946 3032. (93471

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TRIUMPH TR3, 1957, exceptional condition, completely original, two owners since new, beige with brown interior, hardtop, £2,950 o.v.n.o. Tel: Wokingham (0734) 785943. (95013

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TR7 1978. Tahiti blue, sun roof, V-Reg	£2,495	**MGB GT 1974.** White, o/drive, 52,000m	£1,795	**Fiat X1/9 1979.** Metallic blue	£3,195
TR7 1977. White, sun roof	£2,095	**MGB GT 1973.** Teal blue, o/drive	£1,695	**Mini 1275 GT 1978.** Black	£1,995
Spitfire 1979. Pageant blue, 13,000m, h/top	£2,695	**MGB GT 1972.** White, w/wheels, o/drive	£1,395	**Stag 1976 R.** White, o/drive, h/s tops	£3,250
Spitfire 1978. Red, 23,000m	£2,295	**MGB 1979.** Pageant blue, 29,000m	£3,395	**Stag 1976.** French blue, auto, 43,000m	£3,150
Spitfire 1977 S. White	£1,945	**MGB 1978 T.** Red, 27,000m	£2,895	**Stag 1973.** White, auto, rebuilt engine	£1,795
Spitfire 1976. White, o/drive, 23,000m	£1,795	**MGB 1978.** White, 28,000m	£2,795	**Stag 1972.** White, o/drive, h/s tops	£1,495
Spitfire 1974. Mimosa yellow	£1,295	**MGB 1976 R.** (77 spec), sandglow	£2,295	**Alfa Romeo 2000 GTV.** Metallic blue	£1,495
TR6 1974. White, o/drive	£2,195	**Midget 1979.** White, 26,000m	£2,695	**Escort Sports 1.3 1976.** White, s/roof	£1,595
TR6 1973 M. Red, h/top, o/drive	£1,995	**Midget 1977 S.** Brooklands green, 22,000m	£2,095	**TR4A 1966.** Red, o/drive, 50,000 miles	£1,695
TR6 1970. Black, alloy wheels, L.H.D.	£1,495	**Midget 1974.** White, hard top, 48,000	£1,495	**Porsche 924 Lux 1978.** Metallic green, 23,000m	£5,650
GT6 1973. French blue	£1,495	**Midget 1974 N.** Tundra	£1,395	**Escort RS2000 1977.** Yellow	£2,695

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MGB GT (Chrome bumper model), registered September 1974, only 16,658 miles from new, M.o.T., spare unused, chrome Rostyle wheels, overdrive, H.R.W., tools, manual etc., showroom condition, sensible substantial genuine offers only please. Tel: Farnham Common 5980 (near Slough — M4 and M40). (95039

1931 ROLLS-ROYCE 20/25 Maythorn Limousine, mechanical renovation complete, body interior and exterior work required, £4,000. Tel: 01-504 6912 for details. (95041

1935 AUSTIN 10 h.p., long M.o.T., present owner 18 years, 1 previous, £1,500. Tel: Malmesbury 3401. (95027

1933 ALVIS Firebird drophead coupe; very clean, sound condition, much renovated, M.o.T. and ready for use, £4,750. Also 1930 Alvis 12/50 open tourer, excellent order, very attractive, lovely new trim, excellent mechanics, £6,500. Interesting exchanges considered cash either way. Would like Speed 20, Bugatti 4-cylinder, W.H.Y.? Tel: 01-737 3861, 01-761 4241. (95029

LAGONDA 1933 16/80 tourer, very good bodywork, engine re-metalled, needs assembling. £3,850. Tel: Lincoln 750228. (95030

LOTUS ELITE 502, 1974, 55,000 miles; regency red with oatmeal trim, superb condition throughout, £3,500, would consider part exchange, phone Newport, Gwent 62232 or Cwmbran 66743. (95033

PORSCHE 911E 1972, low mileage, immaculate condition, serious offers, £6,500 o.n.o. Tel: 359 2242 (home), 636 8010 (work), Webb. (95031

ESPRIT S-REG. immaculate, new clutch, exhaust, tyres, radio, M.o.T. 1983, £4,950. Tel: 01-204 8660. (95035

VOLVO 1800ES. Sports estate; 1972, white, tan interior, o/drive, M.o.T. and tax, excellent, £2,600. Tel: 09285 76235 Runcorn, Cheshire, possible viewing London. (95034

OPEL ASCONA 1.9 SR 2-Door Sports, 1977, "S" Reg, 41,000 miles, superb condition, Pioneer stereo £1,795. Tel: Little Budworth 388. (94984

LANCIA FULVIA S2 Coupé 1.3, 1972, Silver, 43,500 miles, really excellent original condition, 2nd owner 9 years. Best offer. Tel: 01-660 1091. (94988

AUSTIN SEVEN Box Saloon, 1932, M.o.T. £2,200. Tel: John Manser, Hailsham (0323) 841787 (weekends only). (94989

TRIUMPH HERALD 13/60 Convertible, 1969. Good condition. Genuine mileage 45,900. £500. Tel: Broadhembury 0404 84 210. (94996

JAGUAR 3.4 Mk. II, 1967. Manual o/d, 49,000 miles, two owners, absolutely immaculate. Must be one of the best and at a realistic price. £3,000 o.n.o. Tel: Kinver 3607. (94990

BENTLEY 3-LITRE VDP, 1924. Maroon and black, fully restored. £24,000 o.n.o. Bugatti Twin Brescia kit of parts minus gearbox. £9,000 o.n.o. Anthony Willson, Foxcott, Kilmeston, Alresford, Hants. Tel: Bramdean 349. (94991

MORRIS MINOR Two-Seater, 1931. In excellent order. £2,100 o.n.o. Tel: 051 526 0308. (94992

PORSCHE 911T Targa 2.4, "M" Reg. Glacier blue, black trim, full history, 65,000 miles. Truly superb, must be seen. PCGB member. £5,495 o.n.o. For further details Tel: Bristol 875623 (after 6 p.m. weekends). (94994

SUNBEAM TIGER 4.2, 1966. White. Reg. No. PEY 296. M.o.T. July 82. Body restored, new front wings, inner and outer sills, door skins and rear wing, no rot. Recent exhausts, new quality hood and new battery. Requires retrim. A very fast bargain. £1,095. Tel: Winsford, Cheshire (06065) 56674. (94995

BENTLEY 3½-LITRE Park Ward Saloon, 1934. Cream over brown, engine overhauled, new king pins, rewired, runs beautifully. £7,950. Tel: Halifax (0422) 51328. (94997

A40 AUSTIN, 1959. Very good body, interior, tyres, battery, tax. £75. Tel: Leigh Sinton 32550 (Worcs.). (94998

DAIMLER 2½ V8 Saloon. Absolutely outstanding condition having covered only 37,000 miles. 1964 model in gold with cream leather. House purchase forces quick sale hence ridiculous price. £1,950 o.n.o. Tel: Southport (0704) 68427. (94999

MORGAN 4/4 Modsports. BRM. Twin cam, Lotus c-r gearbox, slicks etc. Ideal hillclimbs, sprints, circuits (not a road car). Completely rebuilt and fully sorted. £2,750. Tel: Bristol 877666. (95000

RILEY SPORTS SALOON, 1935. Excellent, original bodywork, interior, mechanicals. First class running condition. £2,500 o.n.o. Tel: 0273 493297. (95001

MORGAN THREE WHEELER, 1935. Super Sports. Complete car in good condition but less engine. £3,650 o.n.o. Tel: Redditch 24163. (95002

DAIMLER DART SP250, 1962. Mileage 6,750. Concours winner. £4,950 o.n.o. Tel: Abbotts Ann (Hampshire) 281 (evenings). (95187

MORRIS MINOR 1000 Saloon, 1963. White, one owner, 38,000 miles. Excellent condition and performance. M.o.T. certificate. Offers invited. Tel: 01-894 5522. (95188

MGB, Classic Bermuda hardtop. Set wire wheels, knock on hubs, tyres, tonneau, twin carbs., batteries, windscreen, leather steering wheel. Offers. Jones, 81 Eastlands Park, Bishopston, Swansea, West Glam. (95003

DATSUN 280ZXZ 2+2, 1979, 18,000 miles, silver metallic, immaculate. Reg. No. PEC 1 V. £5,750. Bridge End Garage, Levens, Kendal, Cumbria. Tel: Witherslack (0448 52) 441. (95167

REGISTRATION VL6 with Sunbeam Stiletto. £1,500. Bentley 3-litre, 1926, Superb, original aluminium Gurney-Nutting Tourer. £19,500. Tel: Huntingdon 216228 (early/late). (95169

AC ACECA, 1961. Bristol engine. Recently resprayed and mechanically very good. New M.o.T. £4,950 o.n.o. Tel: Tavistock 4370. (95170

LANCIA MONTE CARLO, "S" Reg. Metallic gold. One previous owner. New M.o.T., radio cassette. Excellent condition, used as second car. £2,595. Tel: Cardiff 764645. (95172

ROVER 3-LITRE, Admiralty blue, tan hide interior, 1966, 14,700 miles. Unused last five years. Offers. Tel: Rugby 822315. (95174

MORGAN 4/4 2-seater, 1979. Red, black upholstery, alloy body, wire wheels, +8 spots and wipers, twin carbs., aero's, roll bar and lots, lots more. Offers. Tel: 0385 730454. (95175

ALFA ROMEO 2000 Spyder, 1976. Dark blue, 47,000 miles, fully overhauled. Drives beautifully, reluctant sale. £3,200. Tel: Salisbury (0722) 332718. (95176

E-TYPE MK. 1, 1965, 4.2 f.h.c. Silver blue. Off the road last seven years. New clutch, discs, pump, sills, exhaust, paint. M.o.T. Complete top-end overhaul. Superb investment. £4,950. Tel: Hele (039288) 363. (95177

DATSUN 280ZX, 1980. Automatic, metallic bronze, 14,500 miles only, superb condition, must sell. Hence £5,250. Tel: Mrs. Attwood, Ringmer 812327. (95178

SUPERCHARGED MERCEDES 500K, 1936. Works Cabriolet B body. First owner Sir Peter Horlick. This magnificent low mileage car is in process of restoration and now just requires completion of coachwork and trim. £34,000. Tel: 03745 4174. (95179

TROJAN, 1926. Duple bodied tourer. Superb condition, chain driven, etc. A most unusual car. £4,000. Tel: Gosport 24322. (95180

LOTUS ELAN S2 130/5, 1974. Recent engine rebuild, M.o.T. Nov. '82. Stereo. £2,550. Tel: Aberdeen (0224) 742967. (95182

PORSCHE 356B COUPÉ, 1960. M.o.T. Superb, original inside and out. £3,900 or p.ex. Tel: 01-221 0619. (95183

LAGONDA RAPIDE, 1963. Aston DB5 engined luxury saloon. Rare car in restored condition. New M.o.T. Genuine low mileage. £4,950. Tel: Tavistock 4370. (95170

LOTUS ELAN 545E FHC, 1970. A well above average car having recently had a new chassis, rebuilt engine, and many new parts. Used daily. Same owner for past 5 years. £2,000. Tel: 01-997 9732 (Ealing). (95184

POTENTIAL COLLECTORS VEHICLE, 1965. Long w/base Austin Gypsy, 2 & 4 wheel drive, high and low ratio. Recent M.o.T. Genuine 29,400 miles. £550. Tel: 047 872 254 (after 6 p.m.). (95185

1924 AUSTIN 7 Tourer restored to first class condition. Offers invited. Simons, 78a London Rd., Chippenham, Wilts. Phone 50279. (95218

LOTUS ELAN +2 S130, 1973. Brown/silver metalflake, oatmeal interior, electric window's, alloy's. This car has been stored in magnificent showroom condition since May 1981, maintained regardless of cost, inc. rechroming of b/bars and w-nut's. Total professional engine rebuild inc. gas flowed cyl. head, balanced crankshaft assembly, brake overhaul, complete with 6 months' tax, 12 months' M.O.T., £3,750. Tel: York (0904) 23802 daytime, 791493 Home. (95219

HISTORIC PORSCHE 911, GVB 911D ex AFH/Elford works prepared racing 2-litre, unique car (pictured in most Porsche Books) for track or exciting road use, only 19,000 miles with condition to match, totally rust free and with all the competition extras. Worth £10,000, but I will take £7,500 for quick sale. Roger Connel 04867-80111 (Office), Cranleigh (Surrey) 4135 (Home). (95168

MG ZA MAGNETTE, 1955, 54,000 original miles, excellent mechanics and coachwork, M.O.T. Drives beautifully. £650. Slough 31458. (95220

LOTUS ELAN +2S 130/5, maroon with oatmeal trim. Late 1972, 1,500 miles since engine/gearbox rebuild. Excellent condition with long M.O.T. £3,250. Tel: Seighford 241 (Staffs). (95214

MGB GT V8, 1976. Damask red, black cloth interior, stereo radio, used as 2nd car. Excellent condition, 42,000 miles. £3,700. Tel: Reigate (07372) 48173. (95216

1979 MG MIDGET, 1500 c.c., in yellow with black interior. Approx. 18,000 miles from new, in very good condition with radio. £2,650 or W.H.Y.? Tel: 0472-87349 (evenings). (95217

PORSCHE 356A Super, 1957. Superb condition. Thoroughly renovated throughout. Easily made concours. Must sell hence bargain price £2,500. Bristol 422120. (95212

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1963 AUSTIN HEALEY 3000 Mk. 2. Metallic blue, black upholstery, chrome wire wheels, overdrive. **£4,750**

1977 MORGAN +8. Yellow, ally, 13,000 miles, radio. **£7,900**

1976 MORGAN +8. Silver, 26,000 miles. **£6,500**

1979 4/4 2-SEATER. BRG, ally, wire wheels, 3,000 miles. **£7,500**

1960 ASTON MARTIN DB4 GT. Chassis No. 39 of 75 built, cricket white, red leather, concours, full history. **£16,500**

1981 X-REG [illegible]RGAN 4/4. Delivery mileage [illegible]n and brown, leather upholster[illegible]e wheels. SOLD **POA**

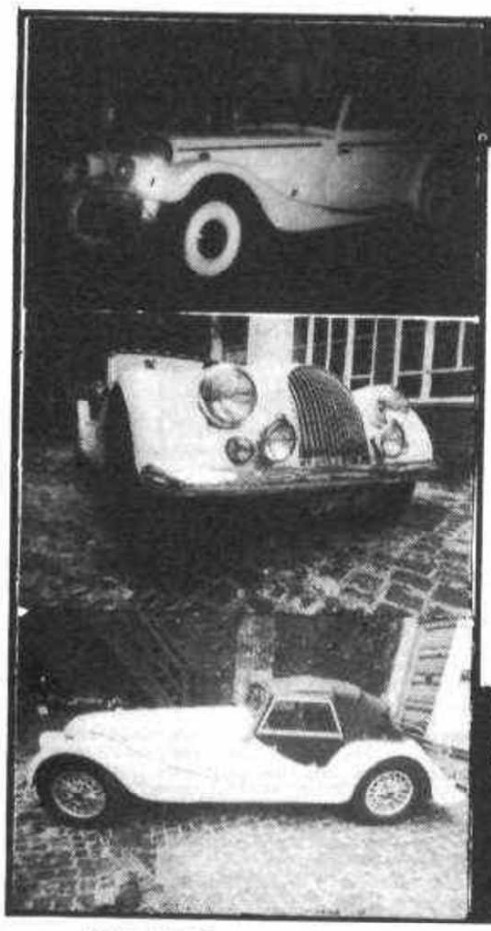
1980 W-REG ESCORT RS2000. Yellow, sunroof, 7,000 miles, one owner, never raced or rallied. **£4,850**

1980 V-REG MG MIDGET. Blaze red, radio, stereo, one owner, immaculate. **£3,250**

V-REG TR7. Sienna brown, 29,000 miles, tartan interior, radio / stereo, one owner, excellent condition. **£3,375**

1977 TRIUMPH [illegible]. Sienna brown, hard/soft to[illegible] wire wheels, radio / stereo, two o[illegible]s. SOLD **£3,999**

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The Stapleton Brothers have returned from their blimping expedition with a **Morgan** PRIZE. After their march through the larch defending their marque, they return with a **Morgan** Plus 8 Coupe 1951 flat radiator (photo): Finished in yellow and judging by the photo's of the car before it was done up somebody has spent quite a lot of money on it. For those not in the know this **Morgan** Coupe is also the twin spare wheel model. Another **Morgan** Plus 4 built 10 years later is fitted with wire wheels, tonneau and duel tone paint work. Modern **Morgan** motoring (the ride's the same) starts with a 1980 **Morgan** Plus 8 finished in signal red, black leather interior, door mirror, tonneau cover, which has only purred over 4,000 miles. The **Morgan** is also fitted with rear fog lights. Sunbusting and outrageously attractive is the 1980 **Morgan** 4/4 2-seater. All that means is the **Morgan** is finished in yellow, 72 spoke wire wheels, leather folding and reclining seats, bonnet straps, rear fog lights and according to the '78 AA members handbook map scales, the **Morgan** has covered 77.77 inches. Silky smooth like a good bottle of claret is another 1980 **Morgan** Plus 8. Colour, of course, is deep, deep maroon offset by cream leather interior. Folding and reclining seats with matching hood, sidescreens and tonneau. Mileage covered by this **Morgan** is 111.11 inches. The **Morgan** 4/4 in Signal Red with standard wheels, tonneau, spare wheel cover and bucket seats if of '78 vintage. The car has covered 12,000 miles not inches and has got a simply sensational bonnet strap. The **Morgan** Plus 8 of the same vintage does not have a bonnet strap but has stone leather interior, mediocre sort of inches and is finished in Nut Brown. Alloy body, wire wheels, bench seat, wing mirrors, signal red is the description given to our 1977 **Morgan** 4/4 2-seater. Before your eyes alight upon this masterpiece we also hope to have another 1980 **Morgan** Plus 8 which was supplied by us and has been looked after by us ever since. This **Morgan** is finished in silver and has covered 10,000 miles. Not so with our 1978 **Morgan** 4/4 4-seater which has only covered 4,800 miles. Black interior, folding and reclining seats, luggage rack, tonneau and door mirror. The colour mistakenly called British Racing Green is the colour of our 1974 **Morgan** Plus 8. 37,000 miles. We can only describe this car as being a very nice original car which has been in service with somebody who knew how to treat a **Morgan**: Extra of the month last month was the wire wheel brush. This month's **Morgan** EXTRA is the **Morgan** tool kit bag (black or brown). Job satisfaction is guaranteed with a clean tool.

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FOR SALE—continued

TR6 1970 (J). Red, T&T, recent professional bodywork rebuild. Triple carb converions for better economy and maximum performance. Immaculate overall condition. A beautiful car. £2,995. Tel: Gargrave (07 5678) 498 (evenings). (95209

1981 (X) MORGAN 4 / 4 2-seater. Nut brown; cream hood, sidecreens, tonneau and matching reclining leather seats. Extras: wire wheels, +8 spotlights, door handles, reversing lights. Fully rust-proofed with 5 year guarantee. Only done 600 miles. Offers. Tel: 01-658 6625 (evenings). (95210

MINT RILEY PATHFINDER 1956. Some history. 29,000 only. Superb original condition. Real rarity. £1,250 must surely be modest? Bristol 422120. (95212

STAG 1975, manual O-drive, hard top, immaculate, low mileage, sports wheels, XVS tyres, radio cassette, hrw, tinted glass, soft top v.g.c. £4,195. Tel: 01-574 1666. (95213

TVR 3000ML, N-reg, metallic blue with black vinyl roof and sunroof, sundym glass and walnut dashboard. Radio cassette, new spax adjustables and exhaust system. Very nice condition bodily and mechanically. Taxed and new M.O.T. £2,500. Tel: 01-303 3713 outside office hours. (95202

DAIMLER DOUBLE Six Coupe, 1977 fuel injected. Personal registration No. ROE 336. Squadron blue with hide upholstery. Air conditioned. 63,000 miles. Excellent condition. Blue spot FM radio / stereo. £2,950. 01-521 7233 (office). Great Dunmow (0371) 3821 (Home). (95203

AUSTIN SPRITE, 1971, Blaze. Two Owners, current owner nine years. Warranted 49,000 miles. Superb condition. Suit enthusiast collector. £1,300. Tel: 0403 68637 (Horsham, Sussex). (95204

XJS, GM 400 automatic, four years old, shimmering silver metallic paint, voluptuous black leather upholstery, complete history and service record for covered 25,000 miles, unmarked and in exceptional condition, truly concours winner. An offer over £7,000 will secure this luxury performance car. Tel: Maidstone 59351. (95205

OVERSEAS POSTING forces reluctant sale of Jaguar V12 Roadster, 1974, immaculate condition, 29,000 miles hardtop £5,750. Also Alfa Romeo Alfetta 2.0 1978, 31,000 miles Zeibarted no rust and in excellent condition £1,800. Ascot (0990) 26427. (95194

SAAB TURBO, 1978, 3 door, 20,000 miles only. One owner and driver, garaged, never damaged, meticulously kept and in beautiful condition. Complete service history, one year SAAB Breakdown Insurance. £4,500 o.n.o. Tel: 01-957 4930. (95195

ASTON MARTIN DB2/4 Mk. III, drophead DBA engine o/drive, £9,950. Plex cheaper Aston or vintage car. Cholderton 257. (95196

JAGUAR E-TYPE V-12, M registration 2+2. 32,000 miles. Superb condition, £5,250 o.v.n.o. Tiverton 253608. (95198

ALFASUD 1.5 Super, 4 door, series three. 7,000 miles, 1981 "W". Dark blue, vinyl roof, lady doctors car in excellent condition. £3,650 o.n.o. Tel: Picmere (Cheshire) 3202. 95199

PININFARINA 504 COUPÉ. Fully equipped, metallic brown / champagne velour, 2-litre fuel injected, 27,000 miles, £2,250. Office High Wycombe 25252, ext. 38. Home Marlow 5699. (95189

BMW 3.0 CSA. 1973M, metallic blue, blue interior, electric sunroof, average mileage, BMW service history, excellent condition. £3,500. Tel: Norwich (0603) 713711 evenings. (95242

FOR SALE—continued

TRIUMPH SPITFIRE 1500, 1976, overdrive, red s / top, excellent condition, stereo, economical. £1,650. Tel: 01-311 1608. (95190

ASTON MARTIN DB 2 / 4 Mk. I 1954. White, good condition, A.M.O.C. member, in general use. £2,750. Leeds 675712, evenings. (95191

CAPRI 3000S, 1977, excellent condition, fully Zeibarted, one owner, 41,000 miles, tax M.O.T. stereo, £2,250 o.n.o. Bedford 55822. (95192

MORGAN 4/4 4-seater, 1977S. Good condition. Wire wheels, rack, bonnet strap etc. Offers around £4,800. Colchester 230 785. (95193

MGB GT, 1974, vinyl roof, sunroof, stainless exhaust, new XZX's, radio, overdrive, 51,000 miles, superb condition. £1,850 o.n.o. Tel: Nelson 68447. (95241

MORGAN V8. 1981, 7,000 miles, guards red, one owner, leather trim, stereo, many extras. £9,000. Tel: Kenilworth (0926) 53803. (95243

LOTUS ESPRIT 'S', Yellow, immaculate condition, 36,000 miles. £5,500. Tel: Woking 23295. (95244

MGB GT V8. 1975, white, tinted windows, radio cassette, electric aerial, excellent condition. £2,750 o.n.o. or p.ex Midget. Tel: 092 685 382 (evenings). (95245

CITROËN DS23 PALLAS. 1974, white, 57,000 miles, black leather upholstery (good), EFI semi-auto. £800 o.n.o. Tel: Lumsden (04648) 257 (Aberdeenshire). (95246

JENSEN HEALEY. 1972, black, M.o.T., taxed, very low mileage, workshop and parts manuals included. £1,150 o.n.o. Tel: Knowle 3933. (95247

ISO GRIFO. First registered November 1972, r.h.d., pop-up light model, fitted with all possible options and including personal reg. no., beautiful and rare, a real classic. £5,750 or possible exchange. Tel: 01-997 2210, 01-346 5674. (95249

TRIUMPH SPITFIRE 1300, 1968, overdrive, exceptional condition for year, low mileage, hardtop, tonneau, M.o.T. October 1982, expanding family forces sale. £850. Tel: Findon 3876. (95254

MERCEDES 350 SLC. 1972, light metallic green with matching velour interior, sunroof, sports Merc wheels, expensive stereo system, air conditioning, l.h.d., X-Reg., absolutely mint condition throughout. £4,570. Tel: Dartford 21013. (95255

MERCEDES SPORTS 230 SC. 1964, h.s.tops, personal Reg. No., white and black matching interior, superb example. £3,995. Tel: Dartford 21013. (95255

ALFA ROMEO 1600 GT Junior. 1976, yellow, black cloth, 38,000 miles. £1,995 o.n.o. Tel: 021 554 6597 day, 021 454 0329 evenings. (95256

MGB BT V8. 1973, damask, recent respray, new sills, engine / gearbox overhauled, new M.o.T. £2,450 o.n.o. Tel: Sanders Rugeley (08894) 78972. (95257

MG TD 1951, maroon coachwork, red leather, black hood, wire wheels, black hood, wire wheels. M.o.T., complete restoration just completed. On inspection any serious purchaser will appreciate this value. £6,000 o.n.o. Tel: 0602 875456, 0773 811791 home. (95258

ROLLS-ROYCE 20 h.p. 1928 chassis for restoration with professionally built tourer body frame. £4,000 o.n.o. 1925 Star 14/30 chassis in pieces with tourer body frame. £2,000 o.n.o. Tel: Burton (0283) 214305. (95259

FERRARI 365 2+2 Saloon. 1969. Dark blue, low mileage. Beautiful. £8,450 o.n.o. Citroen Maserati SM. 1974. EFI. Metallic brown. Excellent. £3,950. Tel: 0480 62934 (evenings). (95222

FOR SALE—continued

LOTUS ELITE 503 MANUAL. 1979 (V), red with tan cloth interior, one owner, low mileage, immaculate throughout. £7,595. Tel: 01-693 7002. (95260

MORGAN PLUS 8. 1969. Rebuilt, reregistered 1978. Many extras, much recent work including overhauled Moss box. Dark blue, stone leather upholstery. Superb. Extension forces sale. £6,995. Negotiable. Tel: Andover 54660. (95221

SUNBEAM ALPINE MK. V. 1967. 1,725 c.c. 21,000 miles only. Dark green with black trim. Overdrive, detachable hard top. An unrestored car, devoid of corrosion that drives as well as the day it was made. £2,475. Tel: Hertford 50197. (95223

PORSCHE 912. 1968. Club Concours winner 1980 and 1981 in 911 class. One owner with full AFN service history, full documented personal mileage log. Colour sand with black trim. Virtually a new car. £4,975. Tel: Hertford 50197. (95223

VOLVO 1800ES Sports Estate. 1972. Maintained to original specification. Manual overdrive, gold, tan interior, low mileage. £2,950. Tel: Gt. Missenden 4484. (95224

ROLLS-ROYCE. 1924. 20 h.p. Barker tourer. Professionally restored to an exceptionally high standard. Colour burgundy/black with fawn interior. Full weather equipment and tool kit. Less than 100 miles since completion of restoration. Genuine reason for sale. £25,000 or offers. Tel: Rayleigh (Essex) 742285. (95225

LOTUS ELITE 501. Bronze. 1979. 32,000 miles, immaculate. £7,250 o.n.o. or exchange for Morgan. Cash adjustment either way. Tel: 0977 73231 or 684068. (95226

PORSCHE 911 TARGA. 1974 model. Low mileage, manual change, good condition. £6,250. Tel: 01-940 3904. (95227

MG J2. 1932. Very original, sound, unrestored car. Correct mechanics, wheels, brakes, headlamps, instruments, reconditioned radiator. Head part rebuilt. £3,250. MG J2. 1933. Complete rolling chassis and mechanics, new petrol tank. £1,500. New body available. Tel: 0844 291725. (95228

MORGAN 4-SEATER. 1975. 31,000 miles. Well-maintained, service history, green, wire wheels, leather seats. All the right extras. £5,250. Tel: Banks, 01-831 6561 (daytime). (95229

A MORGAN for Easter? How about my Dec. '81 4/4 4-seater. Green, wire wheels, tonneau, reclining seats, head restraints, underseal. Just run in. Yours for £8,500 o.n.o. Tel: Upavon (Wilts) 441. (95231

MG TA. 1936. ADA 764. Requiring total restoration. Complete with new Naylor body (panelled in aluminium with new doors). Car partially dismantled. Nothing lost. £2,350. Tel: Egham 37735 or Staines 52398. (95232

DAIMLER DART SP250. Superb condition, white, red leather trim. £1,950 o.n.o. Priced to sell. Tel: 01-590 3322. (95233

ALFA ROMEO PARIS. Yes, Paris! 1932. Grand Sport Corsica 4-seater. Unique chassis and coachwork. Good order. Original. Around £31,000. Tel: 06793 3224. (95234

ROESCH TALBOT 110. 1935. Salamanca coachwork by James Young. Splendid original car. Recently restored. About £15,750. Tel: 0892 38038. (95234

E-TYPE JAGUAR. 1966. 2+2. Dark blue, grey interior, c.w.w., h.r.w., w.w. tyres, tinted screen. Exceptional condition, low mileage. £3,400. Possible part exchange. Tel: Bridgend 0656 4789. (95298

FOR SALE—continued

ALFA ROMEO 2000 Spider Veloce Convertible. 1978. 23,000 miles. Navy blue with maroon interior. One owner, immaculate condition. £5,000. Tel: 01-352 4328. (95236

ALFA ROMEO GTV 2000. 1977. Metallic blue, beige interior, radio. M.o.T. Full service history. VG condition. £1,400 o.n.o. Tel: Cheltenham 584532. (95237

MORGAN PLUS 8. 1974. Black with stone leather trim, only 24,000 miles and history from new. Lovingly maintained, in really good condition, no rot, examine as closely as you like, get in before the spring rush at £5,000 o.n.o. Tel: David Tym, 01-828 4461 (office) or 01-693 7548 (home). (95239

PORSCHE 911 SC Targa. 1979. Brilliant Grand Prix white with cork pin stripe. Front rear spoilers, 21,000 miles. 2nd service just completed with four new Pirelli's fitted, n.s. remote mirror, tints, outstanding stereo with dictating facility. Also radio telephone if required. £12,800 o.n.o. Tel: 0328 4980. (95238

MG M-TYPE. 1930. Complete rolling chassis and mechanics, new windscreen and Rotax lamps. £1,350. 1929 MG M-type rolling chassis and mechanics. No radiator shell. £850. New bodies available. Tel: 0844 291725. (95240

SCIROCCO 110 BHP GLI. 1980. 15,000 miles, superb condition. Enhanced by 6" alloys, electric aerial, matching storm spoiler on unmarked red coachwork. £4,300 o.n.o. Tel: Mr. Jackson 051 424 2564 daytime (Widnes). (95291

CAPRI 1.6 GL. White, chocolate cloth interior, 10 months old, 5 year bodywork guarantee, tinted windows, radio etc., under warranty, showroom condition. £4,350 o.n.o. Tel: Sheffield 884851 (after 5.00 p.m.). (95290

VETERAN SCAMMELL 6-wheel-drive heavy breakdown. Meadows petrol engine. 2 power winches. Carefully stored last 15 years. Above average, will appreciate and earn. £2,000. Ford 4D diesel breakdown truck. Fitted Harvey-Frost twin jib crane. 20 years old. Stored under cover. £500. John Jordan, Holme Mills, Biggleswade, Beds. Tel: 0767 312001. (95293

LOTUS SUPER 7. Immaculate condition. Grey leather upholstery, 8½" wide Revolution wheels, 1,650 c.c. half race engine, less than 1,000 miles since complete rebuild. One owner for last 9 years. £3,850. Reason for sale, no room for carry cot. Tel: 021 455 9903 (9.30-6.00) 021 426 3750 (after 6). (95294

NORTON MANX 350 c.c. Racer. Excellent condition. Offers around £3,750. Tel: 0564 826459 (no time wastors please). (95295

AUSTIN A40 SPORTS. 1952. Open four seater. Good condition. M.o.T. August 1982. £650 o.n.o. Exchange classic m/cycle. Tel: Birmingham 743 6945. (95296

RENAULT 5 TURBO. Mid-engined 160 b.h.p. supercar. Finished in red with red and blue interior. 1982 model. LHD, electric windows and door mirror, delivery mileage only. Posting forces sale. Price £13,000 o.n.o. Delivered to UK all tax/duty paid. Trevelyan, Athlone Bks., Sennelager, BFPO 16, W. Germany. (95297

DAIMLER V8 250. 1968. 66,000 miles, one family ownership, original tools etc. Very good condition throughout. £1,350. Tel: Lymm (092575) 3177. (95299

RELIANT SCIMITAR. 1974. Burgundy, sports wheels, stainless exhaust, superb throughout. £1,750 o.n.o. Tel: 0702 47005 (evenings). (95307

MORGAN +8. 1969. Moss box, original axle ratio. One of the few early +8s left in this country. £3,750 o.v.n.o. Tel: (0926) 32862. (95302

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FOR SALE—continued

BMW CHEETAH 4-seat saloon. Circa 1965. 56,000 miles. First class condition, genuine bargain at only £450. Going abroad so must sell. Tel: Skipton (0756) 2972 (anytime). (95303

RILEY. 1935 22T 2.4-seater special. Full Sprite engine, 8:1 pistons, c.f. head, 5:1 axle. Crashed about 10 years ago, untouched since. Total rebuild needed. £1,150. Tel: 01-898 6299 or 741 0409. (95304

LOTUS ELAN Sprint FHC. 1972. White. Completely rebuilt using new components, 145 b.h.p. engine. Not used competitively. £2,995. For full specifications Tel: Uxbridge 31888. (95305

JAGUAR XK 120 Roadster. 1952. Restored to Concours condition. Old English White. Red leather trim, engine compartment prepared by Mike Hawthorn's racing mechanic. Trim, hood and tonneau by Suffolk & Turley. Langford twin stainless steel exhaust. Registration Number NRR 333. A beautiful car. £12,000. Aston Martin DB5 Convertible. 1966. Recently rebuilt on DB6 chassis to resemble "short chassis" volante. BRG. Beige trim, new hood, chrome wire wheels, immaculate condition. £8,500. Collector disposing of part collection. Tel: Mr. Craddock on Godalming (04868) 22279 (home) or 01-991 0309 (office). (95306

PORSCHE 911S TARGA. 1969. 2-litre injection. Orange, black interior, recent new sills, valances etc. Excellent mechanically. P.B. radio. £2,500 o.n.o. Tel: Lavenham 247952. (95308

TR6. 1974 ("M" Reg.). Mimosa. 46,000 miles. Hard/soft top white, tonneau cover, o drive, excellent condition throughout. Many extras. 12 months tax. 9 months M.o.T. £2,750 o.n.o. Tel: 061 449 8556. (95301

TVR 3000M. "M" Reg. Low mileage, used summer only, metallic blue, black vinyl roof, sunroof, Sundym, h.r.w., radio, electric aerial, stainless exhaust, Konis, electronic ignition. Immaculate throughout. £2,995. Tel: Wakefield (0924) 372454. (95310

ROLLS-ROYCE PHANTOM 1. Barker Limousine. 1926. Complete, original, unique and very rare. Also Rolls Phantom 1 complete running, original chassis. Prices negotiable. Nudd, Hemington House, Shardlow. Tel: Derby 792177 (any time). (95311

MERCEDES SPORTS 280 SL Automatic. F Reg., 40,000 miles. £5,800. Tel.: 0604 83006 (evenings). (95312

LOTUS 2+2 130/5. 1973, JP5, commemorative model, collector's item, black and gold, M.o.T., v.g.c. £3,300 o.n.o. Tel.: Coalville 35774 after 5 p.m. (95313

VW SCIROCCO GLS. 1977, platinum, M.o.T., superb condition. £2,450 o.n.o. Tel.: Coalville 35774 after 5 p.m. (95313

MGB GT V8. 1975, chrome bumpers, Ziebart, 55,000 miles, excellent condition. £2,750. Tel.: 0532 588351 (office) or 0937 72802 (home). (95314

TR4A. 1965, signal red, very attractive, reliable and economical, reluctant sale. £1,100. Tel.: Rugby (0788) 76328. (95315

FROGEYE SPRITE, respayed white, new red interior, hood, wire wheels, tyres, gearbox, clutch, offers invited. Tel: Fowlmere 609 eve. weekend (Cambs/Herts border). (95354

MGC GT. Beautiful condition, extensively rebuilt, old English white, w.w. £2,200 or exchange Saab Combi Coupé. Tel.: Maidenhead 39922 ext. 54 day or evening (home). (95330

LANCIA BETA MONTE CARLO. Reg. August 1978, metallic silver, burgundy cloth trim, electric windows, detachable glass roof, stereo cassette, immaculate example of this eye catching, mid-engine coupé. £3,295. Waite. Tel.: 01-730 4544, ext. 274. (95317

JENSEN HEALEY. M Reg., Mk. I, white, M.o.T., taxed, fast, economical. £1,590. Tel.: Colchester 46665. (95319

P1800S VOLVO 2+2 Sports Saloon. 1964, full M.o.T. (9390SC), requires tidying, bargain, £825. Two door A35/1959, one owner, restorable, 27,000 miles, 5966 AC, taxed (spare engine), £250. Wanted: cash priced racing car, similar transporter. Riley, Barnt Green, Birmingham. Tel.: Birmingham 445 2551. (95320

TVR TAIMAR. November 1979 'V', blue, cream band, s/roof, 23,000, tasty, £7,000. Tel.: Milton Keynes 663369. (95322

DAIMLER 15 Sports Saloon. 1935, sunshine roof, original, needs some renovation. Offers. Tel.: 021-773 3605 after 6 p.m. (95323

MARCOS 3-LITRE V6. 1969, genuine 43,000 miles, banana yellow, mag. wheels, sunroof, factory built, present Navy officer owner eight years, M.o.T. till September. £2,700 or offers. Tel.: Preston, Lancs. 742813. (95321

MORGAN 4/4. Four-seater, red, November 1980, 6,000 miles, wires, rustproofed, extras. £7,300 o.n.o. Tel.: 0302 530448. (95324

ROLLS-ROYCE PHANTOM V James Young Sedanca de Ville. One of the last PV built, perhaps the most elegant and beautiful model ever, impeccable condition, P.O.A. Tel.: Chelmsford (0245) 87571. (95329

ROLLS-ROYCE SCIII. 1964, black pearl over silver, West of England cloth upholstery, genuine 100,000 miles, Waxoyled annually, present owner four years, purchase of Shadow causes sale. £8,995. Tel.: 0454 773133 (Bristol). (95325

LOTUS EUROPA TWINCAM. 1973, lagoon blue, oatmeal trim, radio stereo, alloy wheels, low mileage, immaculate. Offers. Tel.: 021-705 5980. (95327

LOTUS ELAN +2 S130. K-Reg., 40,000 miles, metallic blue, six months M.o.T. and tax. £1,900 o.n.o. Tel.: Cheriton Bishop 476. (95328

E-TYPE JAGUAR 4.2 FHC. Wire wheels, radio, new tyres, lovely car, taxed and M.o.T. £3,775 o.n.o. Tel.: Buckley 543935 (nr. Chester). (95316

TR6. 1972. 150 b.h.p., Saffron, o/d, 205 tyres, probably one of the best non-concours models around. £2,600 o.n.o. Tel.: Wickham (Hants) 0329 832452. (95331

TVR 3000M. 1978, 28,000 miles, extras, one owner, immaculate. £4,650. Tel.: Hammond Winchester 4411, ext. 7142. (95332

LANCIA FULVIA RALLYE. First registered 1978, immaculate, 35,000 miles, 12 months M.o.T. £1,950. Tel.: 051 632 2407. (95333

MERCEDES 450 SLC. 1974, metallic silver green, electric windows, electric sun roof, 57,000 miles, radio cassette, superb condition. £6,750. Tel.: Cardiff 568978. (95350

RENAULT 30TS, automatic, silver, August 1980, 10,000 miles only, mint condition, unrepeatable. £4,750. Tel.: Alcester (0789) 762672. (95351

AUSTIN A35, 1959, original black paintwork with red interior, one lady owner from new, excellent condition. £275. Tel.: Luppitt 623 (Devon). (95346

John Britten

Morgan TVR



There was a mechanic called Bill
Who owned a nuclear drill
We found part of a Morgan
Outside Glamorgan
And a TVR perched on a hill.

Good Grief **Nysha**, these limericks of yours get worse and worse!! However, on with the motley for the month of March. Those of our readers with keen eyes will notice that the size of the advertisement has shrunk — not because of the economic recession but to allow the sales staff to spend less time writing this stupid advertisement and more time preparing cars for sale (that's our excuse and we're sticking to it). First on the agenda is our stock of **new TVR's** which is steadily being whittled away after last month's offer of a night out with **Nysha** and this month's special offer is a night out with **Marcus!** Seriously though, we do have an exceptionally good stock of **new TVR's** and several more arriving in the pipeline. We have just delivered our first **Tasmin 200** and were really pleasantly



surprised with the performance of the mighty **2.8's** smaller brother — certainly a splendid addition to the range and very good value at under **£10,000**. Mind you, a **2.8 Tasmin Convertible** with the **"Best of Britten Bonus"** allowance is also good value (phone for more details). Moving on to the second hand **TVR's** top of the list we have an **81 TVR Tasmin 2+2, white,** patriotic red and blue stripes, moon roof, one owner from new, exceptionally good condition, especially considering the car has done 20,000 miles in 9 months which is reflected in the price of **£8,500** roughly half what it cost new! **1978 TVR Taimar, white,** metallic green modelband, oatmeal trim, radio cassette, sunroof, two owners from new, 30,000 miles, very shiny and new looking, **£5,250. 1978 TVR Taimar, squadron blue,** silver modelband, sunroof, radio cassette, ex-factory car, **£4,950. 1977S, TVR Taimer, white,** brown modelband, Wolfrace wheels, radio, sunroof, previously owned by local enthusiast, **£4,750. 1977 TVR Taimar Turbo, maroon,** sunroof, radio cassette, leather seats, Wolfrace wheels, exceptional value and performance per £, a real adrenalin stirrer at **£5,950. 1978 TVR 3000M, brown,** neutral modelband, oatmeal interior, 28,000 miles, beautifully clean and pristine example, **£4,850. 1975 TVR 3000M, white,** brown modelband, vinyl roof, radio cassette, ex property of milkman turned Fighter Pilot, **£3,500. 1972 TVR Vixen, yellow,** brown vinyl roof, exceptionally well rebuilt, fitted with lotus twin can engine with stunning acceleration, **£2,450. "A tale of four TVR's"** — there once was a photographer by the name of **Mike Peters** who traded in a **silver TVR Convertible** that he purchased elsewhere, for a newer **red TVR Convertible**. After a year of happy ownership he traded this in against a newer **gold TVR Taimar** and we are happy to annouce that this month he has traded his **gold Taimar** in for a **Cosmos Blue Tasmin Convertible**. Interestingly enough his **gold Taimar** had been previously owned by a local businessmen who had traded it in for the **Cosmos Blue Tasmin**, which **Mike** now owns. Small world isn't it! All this is a long way of saying that we now have a **1980 TVR Taimar, gold,** brown modelband, moon roof, radio cassette, 18,000 miles, immaculate inside and out, price **£6,950. 1979 TVR 3000S Convertible, black,** black leather seats, Wolfrace wheels, recently taken in exchange for convertible turbo **£5,950. 1978T TVR 3000S Convertible, metallic**



blue, radio cassette, one owner from new, slightly well used example, hence the low, low price of **£4,250**. Well that has got all the **TVR's** out of the way so now for our other love — **Morgans. 1981 Morgan +8, two tone metallic green,** matching green leather interior, side screens and hood, 5,000 miles, one owner, aluminium, roll over bar, almost like new and not as expensive as one might think. **1977S Morgan +8, Deep**



Brunswick Green, black leather trim, 24,000 miles, has passed through these portals before. **1976 Morgan +8,** metallic silver, gunmetal wings, black leather, previously resided amongst haggises. **1973** (December) **Morgan +8, Royal Ivory,** red leather trim, wings off respray, ageless registration number, excellent condition. **1981X Morgan 4/4 2-seater, silver body, gunmetal wings** (again), wire wheels, leather trim, delivery mileage only, premium price for premium car. **1977 Morgan 4/4 2-seater, deep brunswick green,** wire wheels, bucket seats, alloy body, 22,000 miles, quite exceptional condition. **1977 Morgan 4/4 2-seater, "yoke" yellow** (really), brown leather, matching hood, wire wheels, alloy body, one owner, 10,000 miles, super car if you can put up with the colour. **1977 Morgan 4/4 2-seater, red,** wire wheels, alloy body, luggage rack, 16,000 miles, bit of a plain Jane but a very 'onest 'arry (who writes this rubbish). **1971 Morgan 4/4 2-seater, Westminster Green,** one owner, brooklands aeroscreens, badge bar, tonneau cover, resplendant in new coat (which is more than can be said for **Marcus** as he has just arrived back in the office "fresh" from his favourite muddy, stagnant ditch — the joys of being a dog owner) **Morgan 4/4 4-seater, 1975, black,** wire wheels, luggage rack, bonnet strap, spotlamps, unbelievably low mileage having had new speedo fitted at some time, sound in wind and limb. **1977 Morgan 4/4 4-seater, signal red,** wire wheels, luggage rack, 40,000 miles, nice new double duck hood (quack, quack). Interest continues to run high for our **do it yourself kit projects,** that is our own **Arkley** that converts a tired Midget into a spritely, head turning, funmobile for a mere **£330 plus V.A.T.** and, of course, the thoroughly modern **Midas** which will either convert your British Leyland rustbucket into a sleek, stunning, supercar of the 80's for **£2,250** or can be bought as a complete stunning, sleek supercar of the 80's for **£6,250.** Last month we had a **Mini-Jem** in stock of 1970 vintage — for a while it was parked next to the **Midas** but all we heard were cries of **"Daddy, Daddy"**.

Rapidly running out of time and space but in the **"Others"** department we have an immaculate **BMW 3-litre CSL** for **£3,950,** a superb **1976 VW Beetle convertible** for **£4,750,** a very nice **1978 Datsun 260Z Gold,** for **£2,950,** a terrific **1979 Lotus Elite 503, metallic blue** for **£6,950** and a splendid **1977 MG Midget, primrose** at **£1,850.** Must close now as there is no wicked for the peaceful — that doesn't sound right? But it sounds very apt!



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1927	**AUSTIN HEAVY 12 TOURER.**	£6,350
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1936	**AUSTIN 7 TOURER.** Excellent.	£2,500
1938	**AUSTIN 12/6.** Immaculate.	£2,000



1963	**RELIANT SABRE 6.** Rare and fast.	£1,395
1975	**LOTUS EUROPA.** 5-speed sp.	£2,995
1950	**AC 2-LITRE.** 2-dr aluminium sal.	£750
1958	**AUSTIN A35.** Sound, full M.o.T.	£375
1932	**MORRIS MINOR 'FAMILY EIGHT'.**	£2,500
1939	**HILLMAN MINX.** v.g cond.	£1,250
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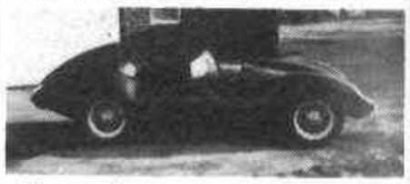
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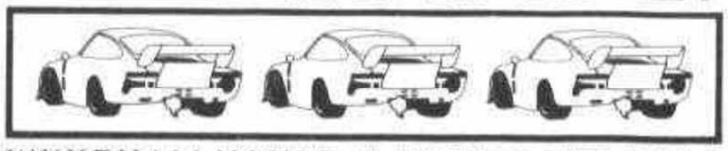
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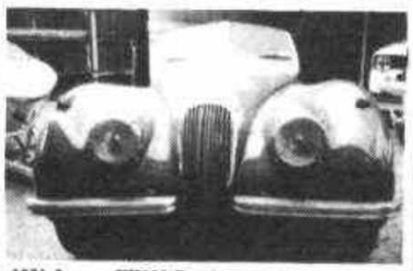
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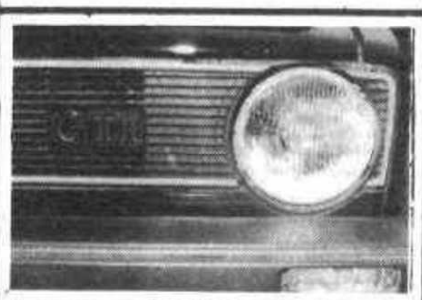
1968 Jaguar E-Type fixed head coupé. Black, red leather interior, chrome wires, full mechanical restoration including recon engine etc., new bonnet. *(Similar to above)* **£3,500**



1974 Porsche Carrera Targa. Left hand drive, 2.7 mechanical injection, 25th Anniversary Model, whales tail, air conditioning, 50,000 miles, 2 owners, new P6 tyres. *(Similar to above)* **£7,950**



1951 Jaguar XK120 Roadster. Left hand drive, red with white interior, wire wheels, history, no rust, tax paid UK. **£5,500**





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1982 Golf GTi. Anthracite, sunroof. List

1982 Golf GTi. Mars red, sunroof. List

1982 Golf GTi. Alpine white, sunroof. List

1982 Golf GTi. Black, sunroof. List

Pre-owned

1980 Golf GTi. Alpine white, double h/lamp grill, P6 Pirellis, one owner. £4,750

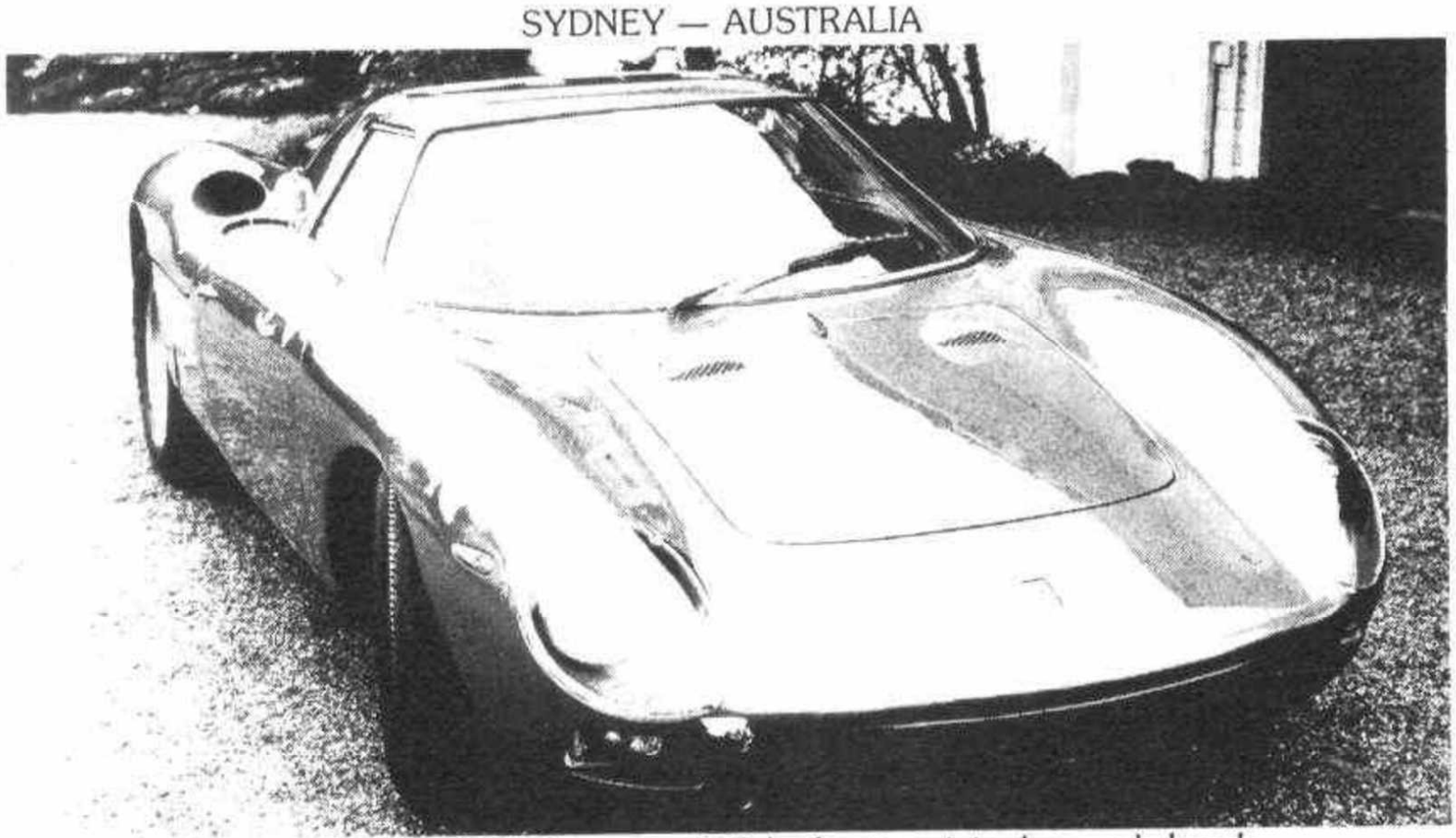
1979 Golf GTi. Silver, 4 sp., 28,000 miles, radio/cassette. £4,250

1981 Golf GTi. Diamond silver, 11,000 miles. £5,250



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An appallingly wet, cold and miserable **February 7th** did not deter a remarkable number of stalwart enthusiasts (masochists!) from attending my regular monthly gathering at **'THE GOAT' Pub** that day. At least five vintage and post-vintage **Bentleys** arrived, accompanied by ten BBC members, together with assorted **TR's** (from the Register), **Porsche, Rolls-Royce, Pre-Leyland Morris, Lotus (Super Seven and Turbo Esprit!), Mercedes, MG, Jaguar etc.,** and the inevitable **open Morgan,** our keenest supporter! The previous month had seen half a dozen **Ferraris** join the assembly, so if I try and provide better weather for March, **will you try and make it another splendid turn-out on the 7th at NOON?**

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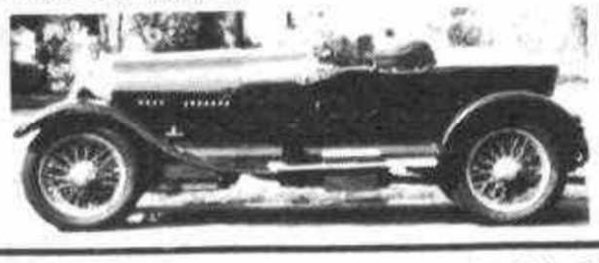
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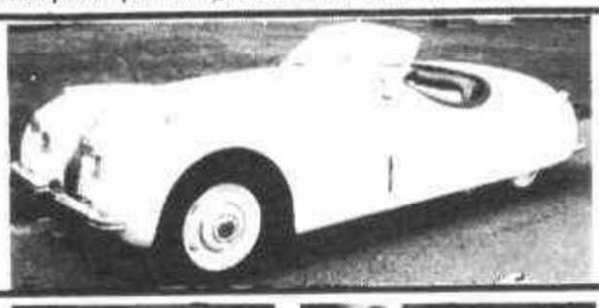
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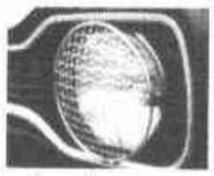
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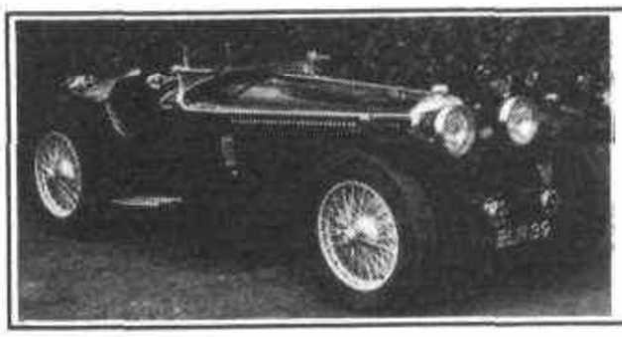
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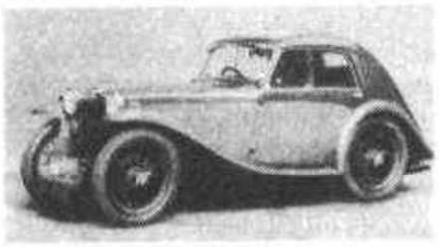
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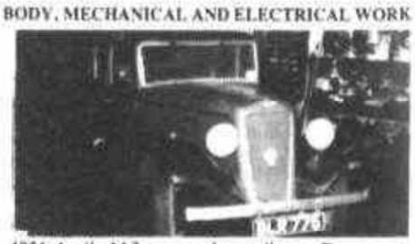
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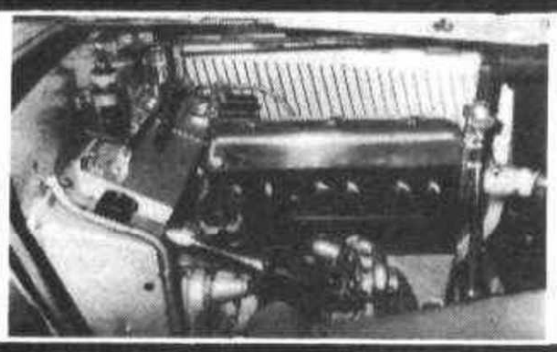
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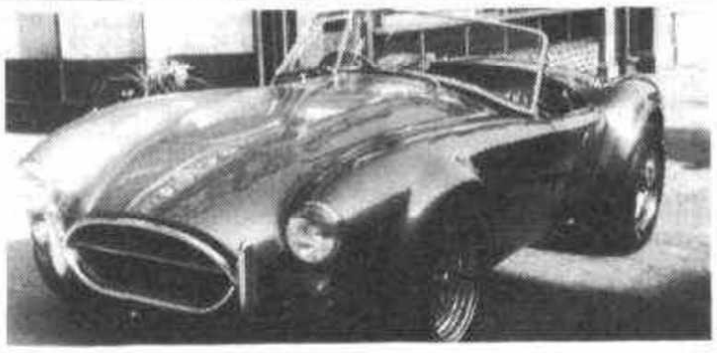
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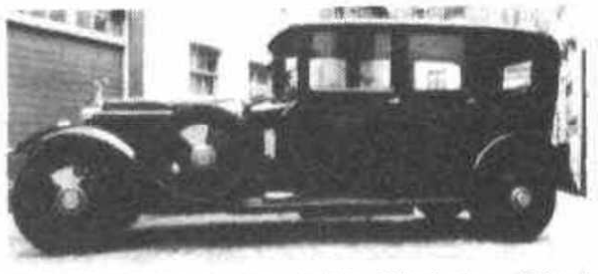
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Following the considerable upturn in the market, we are in urgent need of cars of the type we sell, and would be pleased to hear from anyone wishing to part with the finest in pre-war Rolls-Royce and Bentley, or the best in English and Continental sports cars.



Rolls-Royce Phantom I, 1926; Windovers D-back limousine, with all the finest period detailing V-windscreen (opening), speaking tube, Grebel headlamps, scuttle-mounted Grebel sidelamps, Ace wheeldiscs, nickel grille and mascot, carriage doors, etc. Finished in Black and Burgundy, with black leather upholstery in the front and grey Bedford cord in the rear, this is a superb Vintage Rolls-Royce for either formal occasion, business use or for the private enthusiast.

WANTED–continued

LOTUS SEVEN. Any condition. Tel.: Dennis Sher on 01-458 3506. (94345

PHANTOM III ROLLS-ROYCE. Preferably Sedanca or close coupled body. No D back limos. Please enclose full details including price to Box No. 6630. (94308

WANTED: Pre-1960 British motorcycle in good, original, running condition, preferably with M.o.T. Tel.: 01-622 2673. (94666

WANTED. ALVIS Pre-war tourer, drophead preferred but any model considered, immediate decision and cash. Tel.: Luton 53036. (94650

PRE-WAR CAR badges wanted: new cyclecar club, Light Car Club, Morgan Owners Club, or Three Wheeler Club. Alderson, 36 Stone Delf, Fulwood, Sheffield S10 3QX. (94841

BOOKS, MAGAZINES & brochures. Anything considered, racing subjects of particular interest. Milligan, 27 Knowle Avenue, Ainsdale, Southport, Merseyside. (94845

LOTUS ELAN CONVERTIBLE wanted. Must have good chassis and engine, no objection to tatty paint or interior, will pay up to £1,200 cash, will travel. Tel.: 0695 421 405. (94847

ALVIS SPEED / 4.3 tourer. Bugatti 4-cylinder, any condition or convertible 8-cylinder for renovation. Type 507 BMW, 3-litre Lagonda tourer. Vauxhall 30/98 (chassis only considered). 1750 Alfa (prefer supercharged 2-seater but anything considered). Tel.: 01-737 3861, 01-761 4241. (95029

LARGE PRE-WAR 2/4-seater tourer wanted in top condition. Reliable straightforward drivers car for everyday summer use. Nothing fussy or exotic. £12,000 cash limit. Tel.: Metheringham 20503 (Lincs). (93577

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SUPERCHARGED MERCEDES wanted. Any spares or literature for these models. Tel.: 03745 4174. (95179

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MISCELLANEOUS

BUCKINGHAMSHIRE, RESTORATION and maintenance of vintage, P.V.T. and classic cars, facilities include M.I.G. and gas welding, bead and shot blasting, turning, rewiring. Please contact: Tim Walker (Restoration) Aylesbury 748419. (95390

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BENTLEY SPARES for sale Mark VI, distributor caps, condensers, points, fan belt, 6.70 x 16 tyres, wheel, tube, Wilmot Breeden rear overriders etc., SII Petrol Pumps, Forest Row 3620 mornings, evenings, weekends. (95400

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FOR SALE, highest offer, Motor Sport August 61-May 63, February 64-September 64. (3 Vol.). Hogerheide 8, Costerbeek, Holland. (95420

15 FOOT PILE of mags (over 1,000). British American, many poor : incomplete hence £50 o.n.o. also exoticar brochures. Tel: Orpington 39708. (95440

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MOTOR SPORTS, 1961 to 1978. 5 missing, £30. Lucas electric klaxon horn, £15. Dykes Automobile Encyclopedia, dated 1918. £7.50. Renault Dauphine, Morris Eight, Morris Minor, Ford Prefect DIY manuals, £1.50 each. Tel: Ossett 275751 (evenings). (95300

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MISCELLANEOUS – continued

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MG L TYPE engine assembled and complete £1,350. MG KD engine dismantled £850. K radiator £180. N.P. gearbox £160, wanted N and PB cylinder blocks. Tel: 0844 291725. (95230

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MG PA 2 str., ash body frame, made up and ready to panel, also a cam cover and 2VA 19" road wheels, wanted for a PA, a crown wheel and pinion, water pump, and supercharger. Tel: 035 04 (Perthshire) 238. (95181

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DONINGTON MONOMARQUE Books, Maserati 250F, Denis Jenkinson, £3.65. Grand Prix Tyrrells, Doug Nye, £3.65, four-wheel drives, Alan Henry, £3.65, set for £10, post free, Mike Kettlewell, Mill House, Eastville, Boston, Lincolnshire. (95019

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MISCELLANEOUS – continued

CLEAROUT SALE. Now clearing remaining rare Lucas headlamps, spotlamps, horns, badges, mascots at giveaway prices, mostly restored and all types, 1920-1940, plus Rolls-Royce Ghost, Phantom, 20/25, Bentley pre-war originals, RAC, AA, Brooklands badges, P100 glasses, SS Jaguar spares etc. Tel: 03057 70463. (94301

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FORTHCOMING EVENTS

LONDON STOCKWELL SPRING Swapmeet for model car collectors. Saturday, April 3rd, 10.15 a.m. St. Michaels Church Hall, Stockwell Park Road, SW9. Dinky, Corgi, Solido etc. Buy — Sell — Exchange. Details Tel: 01-733 9964. (95292

COBHAM FESTIVAL of Motoring and Grand Autojumble. 18th July 1982, St. Andrews, Cobham, Surrey. Trade & club stands and autojumble stalls. Details for stalls phone Terry Wellington on Oxshott 3704. Stands ring Dave Rubie on 01-330 6475. (95197

AUCTION SALE including 12 vintage and collectors cars and spares. Approximately 650 lots. April 3rd, St. Anns Street, Salisbury. Catalogues 80p. John Jeffery, 62 Castle street, Salisbury. (95211

BOLTON AUTOJUMBLE and Fleamarket, Saturday, March 20 in the Sport Centre, Silverwell Street, Bolton, 10 a.m. to 5 p.m. Bargains in Car and Bike bits for your restoration. (93720

SOUTH WALES Autojumble and Car Mart at Tredegar House, Newport, Sunday 6th June 10.30 a.m. veteran, vintage, classic cars and motorcycle spares, for stalls and car mart ring 0633 842852 or 0633 420856. (94161

DONCASTER RACECOURSE giant Autojumble and collectors car mart, Saturday, 10th July 10 a.m. to 5 p.m. the big one for classic vehicles, spares, literature, mascots etc., 12 ft. stalls £5, automart £2 pre war, £5 pre 1960 vehicles. Details Tel: Doncaster 854161. (94296

GRAND AUTOJUMBLE, March 27th, 10.30 until dusk, Tackley eight miles north of Oxford, big event centred around village pub, food and drink, car park £1 (up to six occupants), entry free, few stalls available, Elder, Airfield, Enstone, Oxford. Tel: 0869 40606. (94315

ALVIS OWNER Club East Anglian Autojumble: Sible Hedingham Hall (Essex, off A604). Sunday March 14th, 9-5. Admission 10p, stall £5. Enquiries John Oliveira 0279 850348. (94350

BIRMINGHAM VINTAGE, Classic and Collectors Car and Bike Show, including autojumble at Bingley Hall, Broad Street, Birmingham, 1st, 2nd, 3rd May. Up to 400 stalls selling spares, accessories, etc, plus trade stands, club stands, car and bike mart, vehicle displays etc., open 11 a.m. to 5 p.m. all days, for details send s.a.e. to P. D. Smith, 87 Worthington Road, Fradley, Lichfield, Staffs. Tel: Lichfield 23922 or 53508 (state which category). (93203

THE 5th Enfield Pageant of motoring and collectors Bazaar, 29th / 30th / 31st May, veteran to collectors cars, motorcycles, commercial vehicles etc. Special display areas for one make clubs, national gathering of Ford cars and trucks, autojumble and collectors bazaar, over 1,000 stall bookings expected, £10 daily, book two days and get third day free! s.a.e. E.D.V.V.T. (M), High Ridge, Chadwell Rise, Ware, Herts, Ware 68585. (93218

ANNOUNCING THE third Bristol Classic Car Show, sponsored by Thoroughbred and Classic Cars Magazine on 2nd, 3rd and 4th April 1982. Trade stands, Club stands, 3-day Autojumble, Auction and much more. At the Bristol Exhibition Centre. Adults £2.00, accompanied children free. All enquiries to The Bristol Classic Car Show. Tel: (0272) 731610. (92462

LONDON SPRING AUTOJUMBLE 25th April. Vincent Square, Westminster. Details S.A.E. Priory Grange Garages Limited, 2nd floor, 73 New Bond Street, London W1Y 9DB. (92561

SOUTH WALES Autojumble, 10.00 a.m. Saturday, 27th March 1982, St. Thomas Church Hall, Swansea. Bookings SHVR, 20 Highpool Close, Newton, Mumbles, Swansea. Tel: 69680. (91969

YEOVIL FESTIVAL of Transport, August 14th, 15th 1982. Entries invited for all classes. Closing date Monday 14th June. Details from Chris Hicks, 116 Legion Road, Yeovil, Somerset. Tel: 0935 22319. (93624

CLUBS

PORSCHE CLUB Great Britain. Membership open to owners and enthusiasts throughout the world. Details from Roy Gilham, Executive Director, PCGB 64 Raisins Hill, Pinner, Middlesex. (90945

AC OWNERS: If you own an AC or are interested, why not join our club. Monthly magazines, meetings sprints, concours, dinner dance, filmshows, etc. Details from Membership Secretary, 4 Portsmouth Road, Camberley, Surrey TU15 1LA. (61278

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MASERATI INFORMATION exchange since 1976, glossy magazine, tech tips, meets, largest international Maserati club, European dues $60 (US), brochure $5, Francis G. Mandarano, Box 772, Mercer Island, Washington 98040, USA. Tel: (206) 455-4449. (89409

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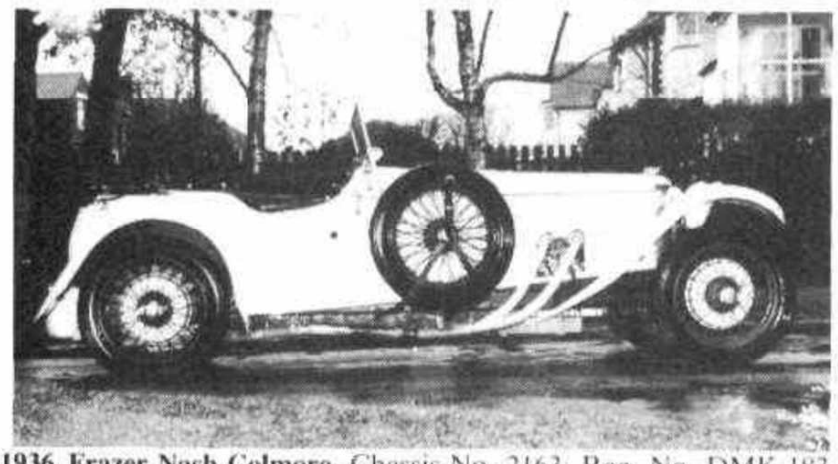


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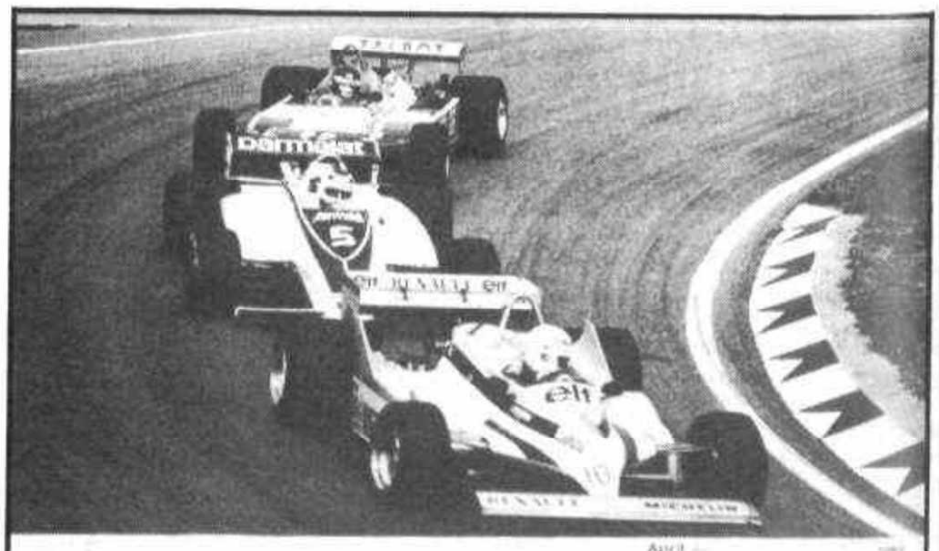
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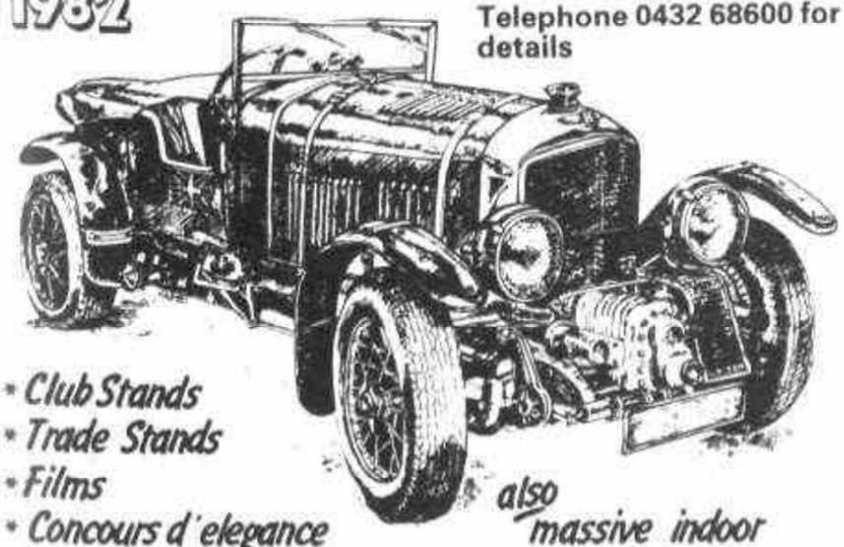
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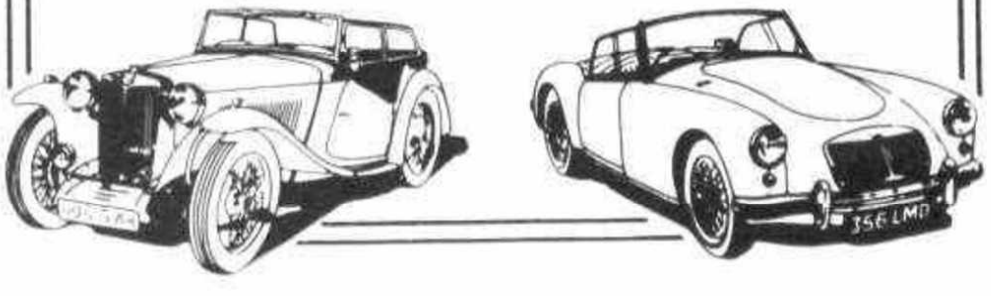
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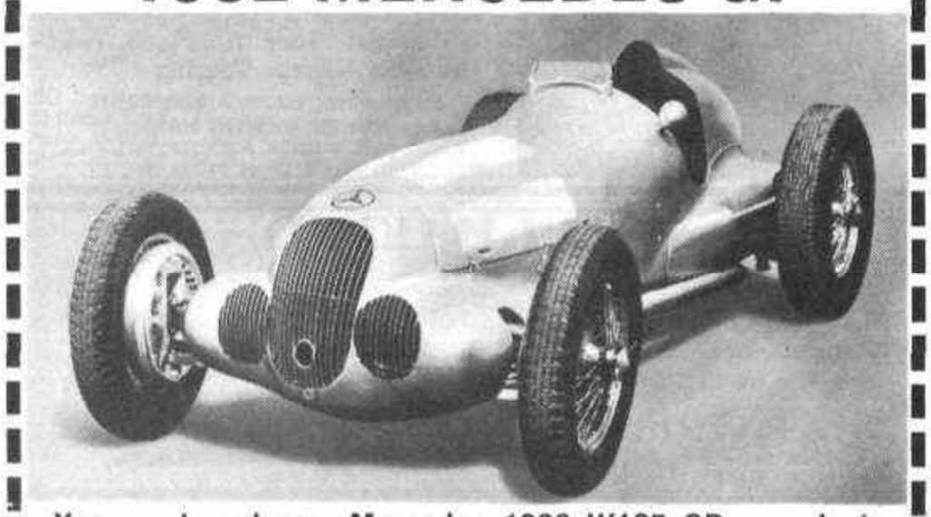
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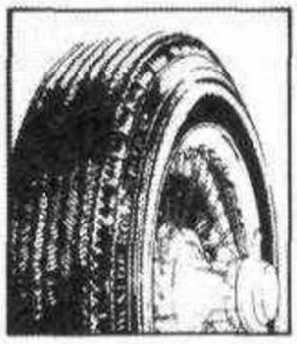
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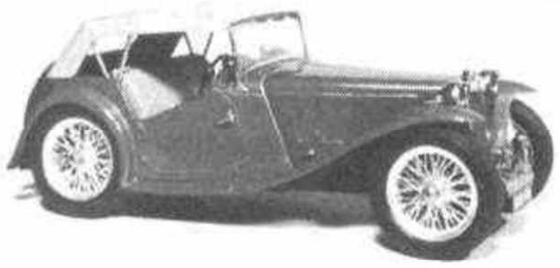
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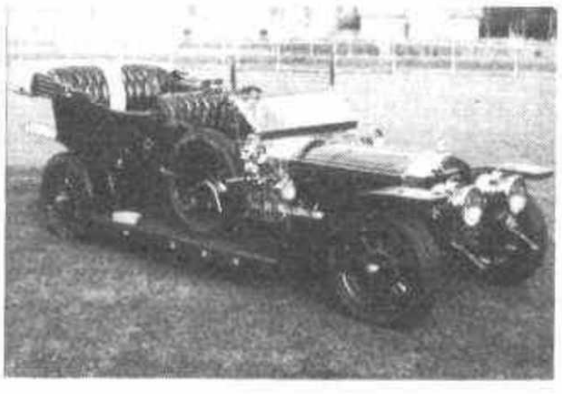
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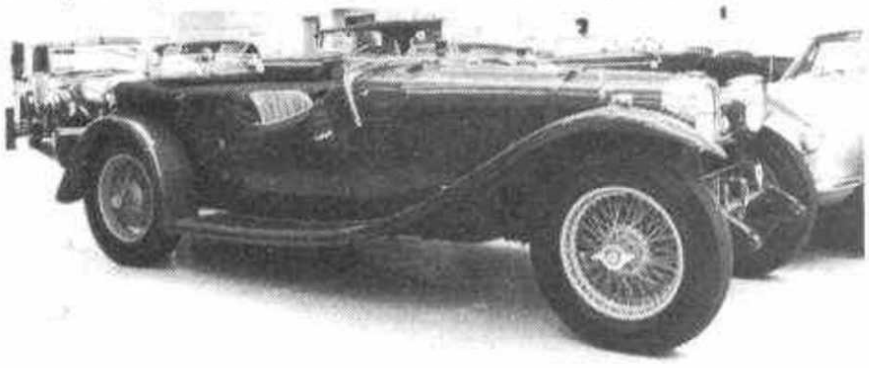


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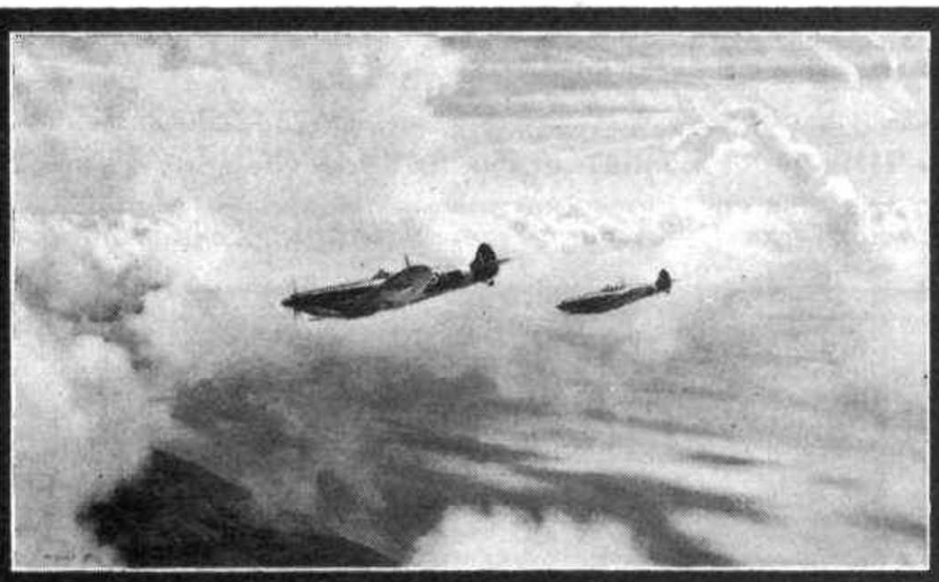


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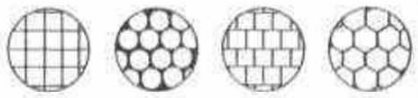
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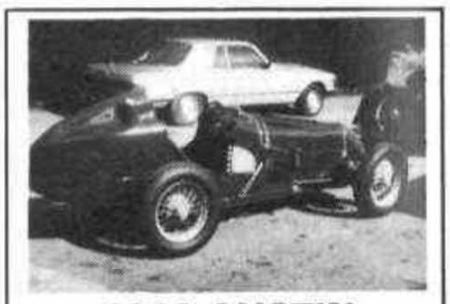
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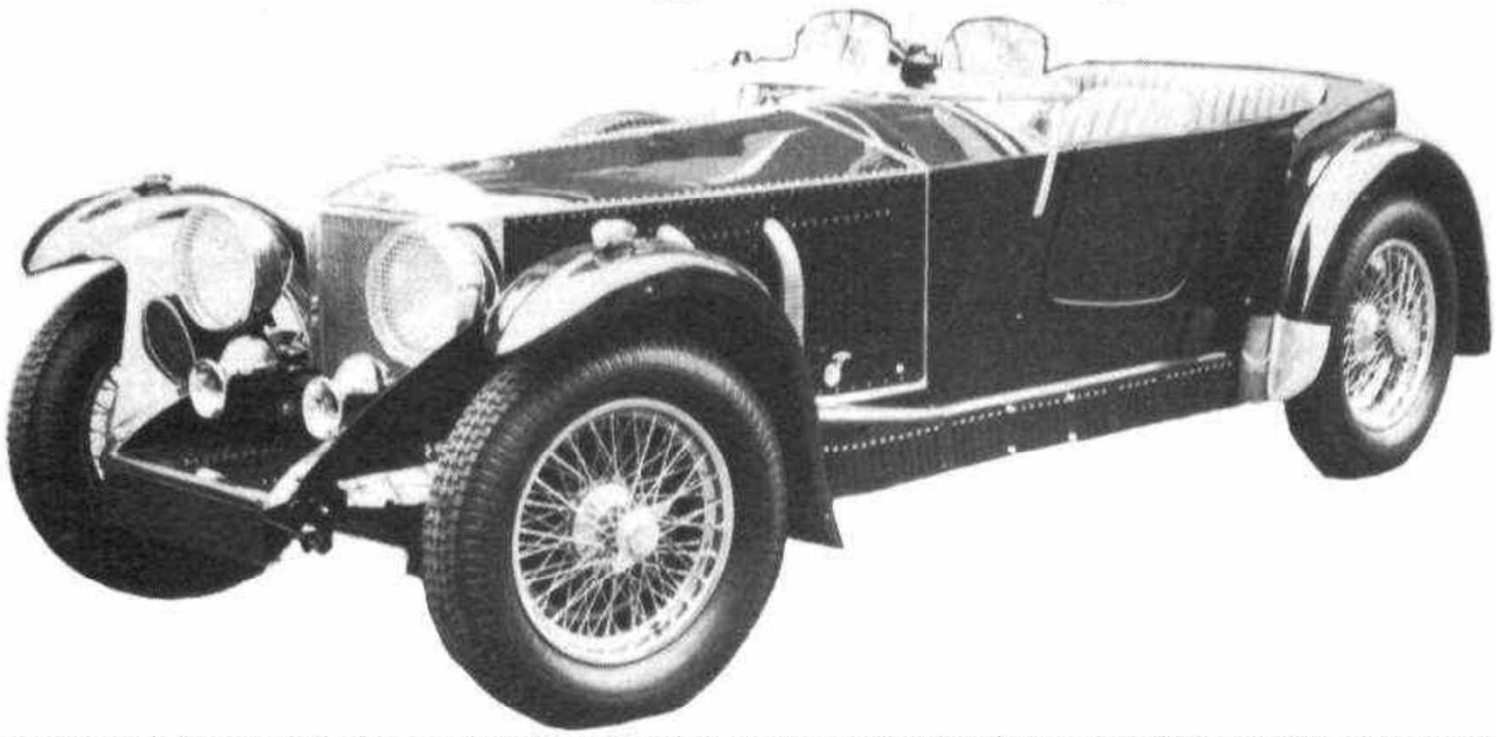
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1932 INVICTA S type Low Chassis 100 m.p.h.



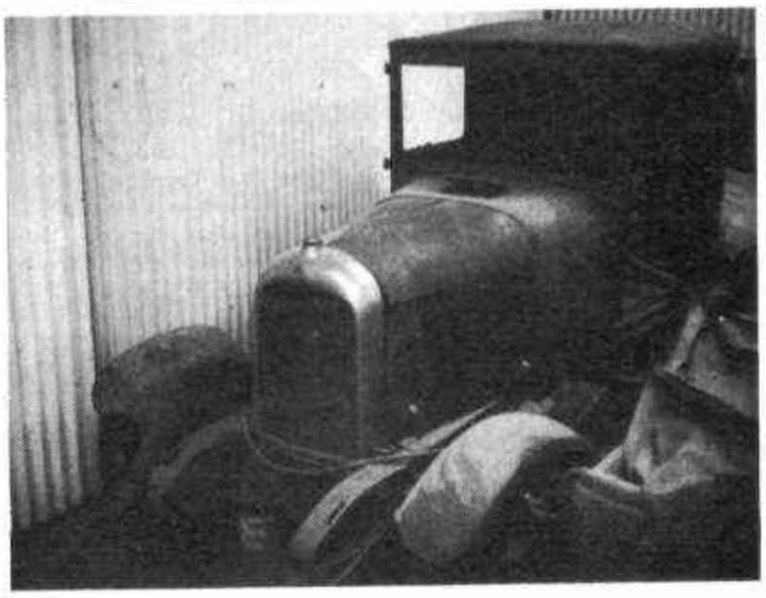
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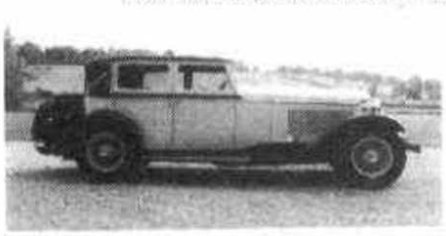
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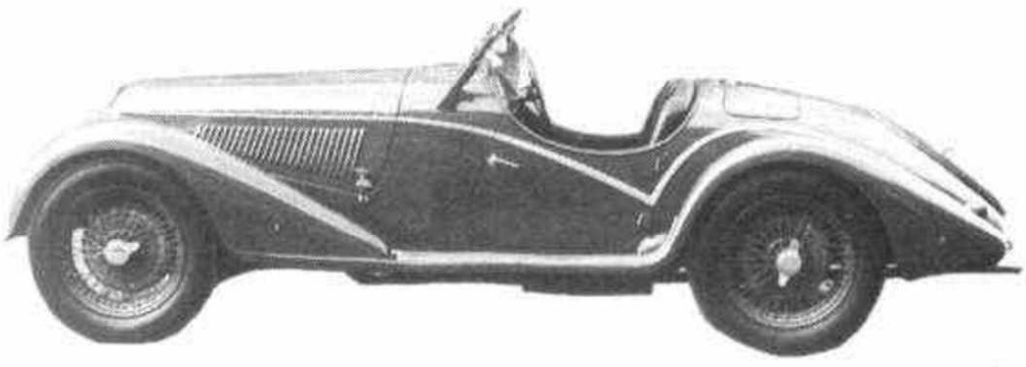
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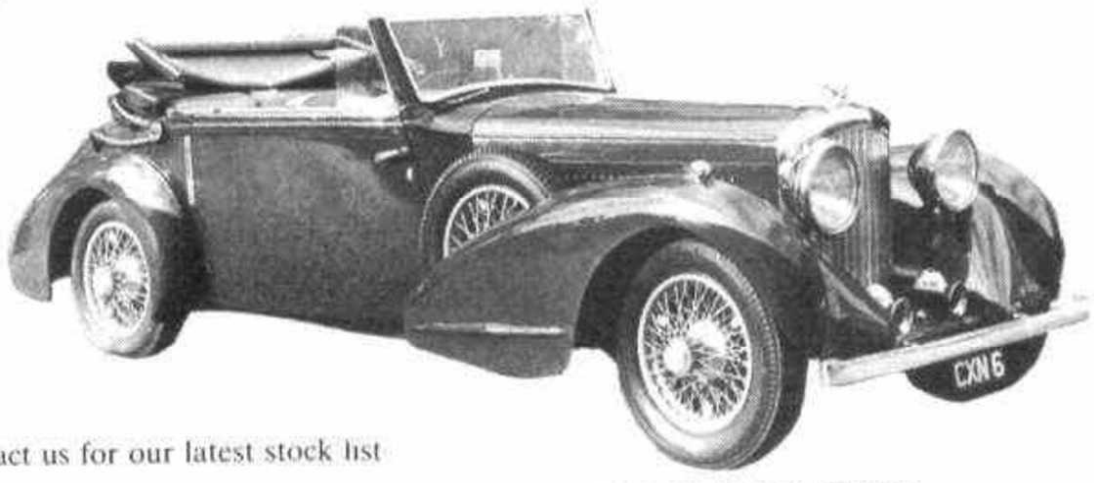
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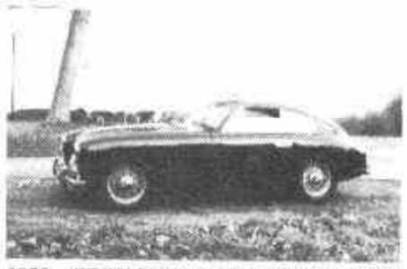
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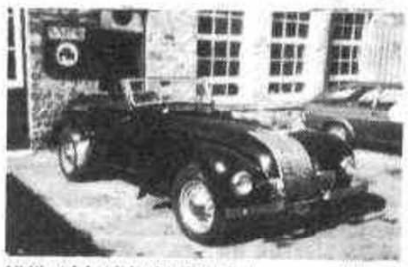
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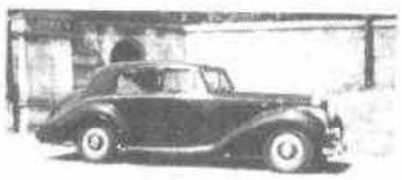
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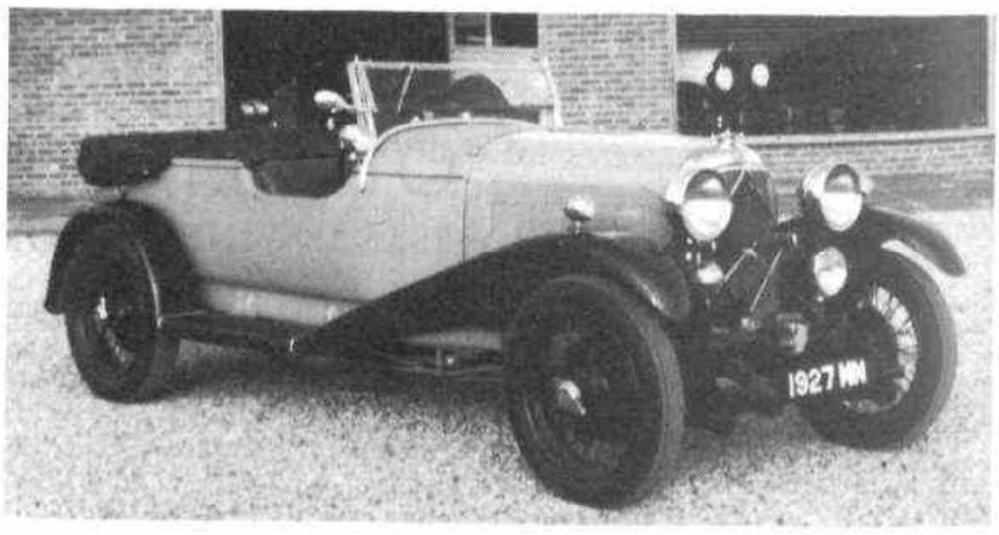
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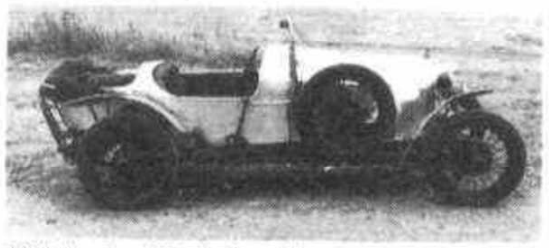
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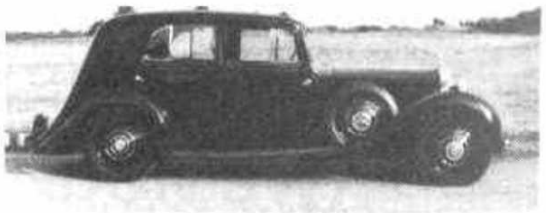
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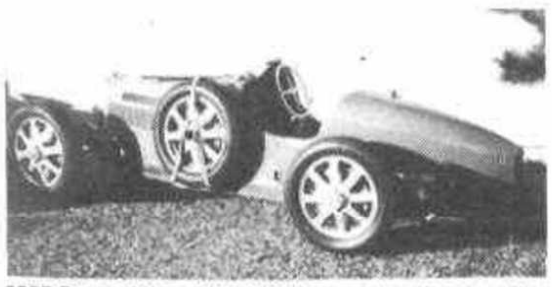
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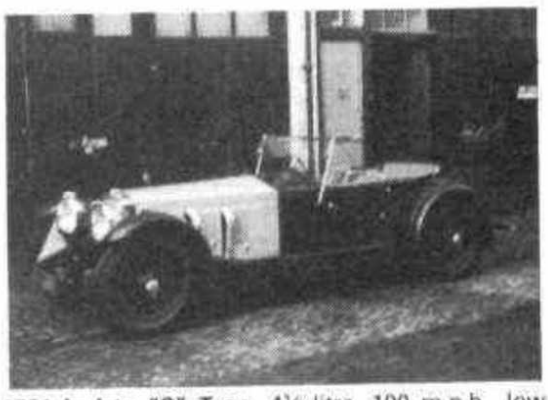
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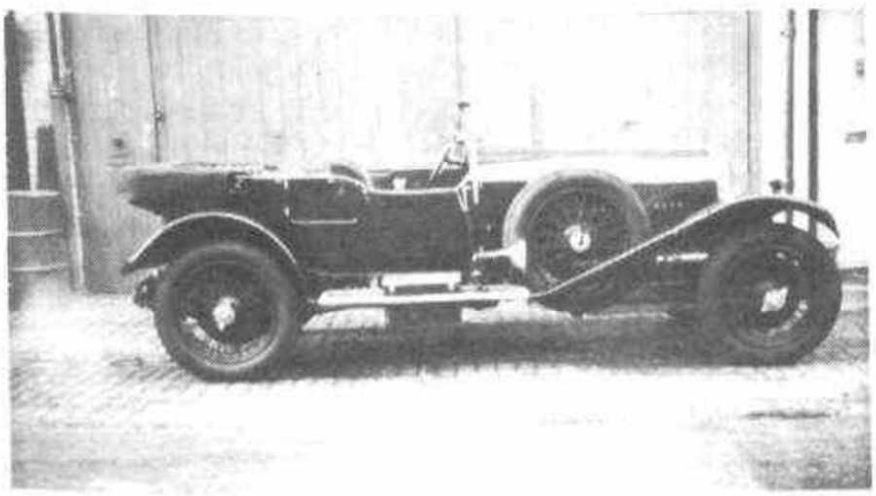
1925 Bugatti Type 35 GP. 2-litre restoration nearing completion. (Similar to above.)



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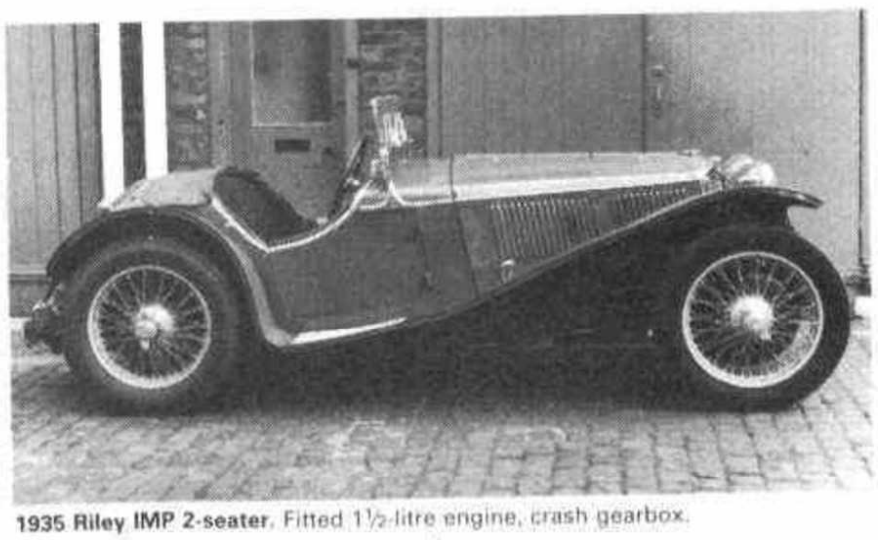
1931 Invicta "S" Type. 4½-litre. 100 m.p.h., low chassis model. Undergoing restoration.



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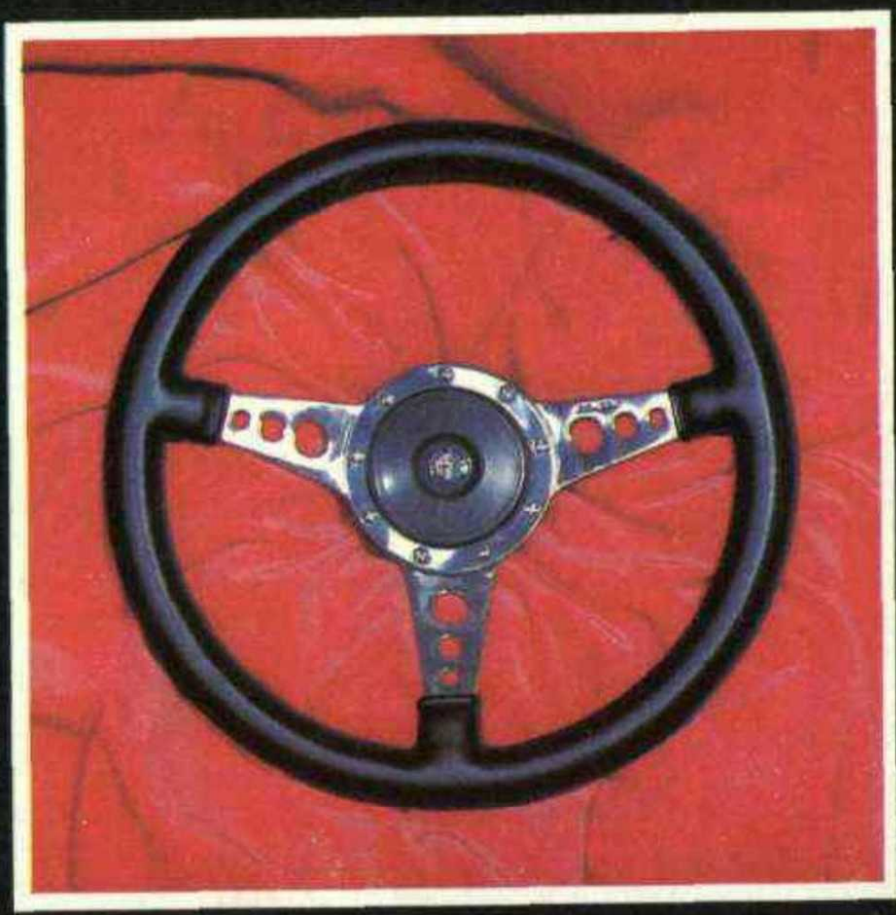
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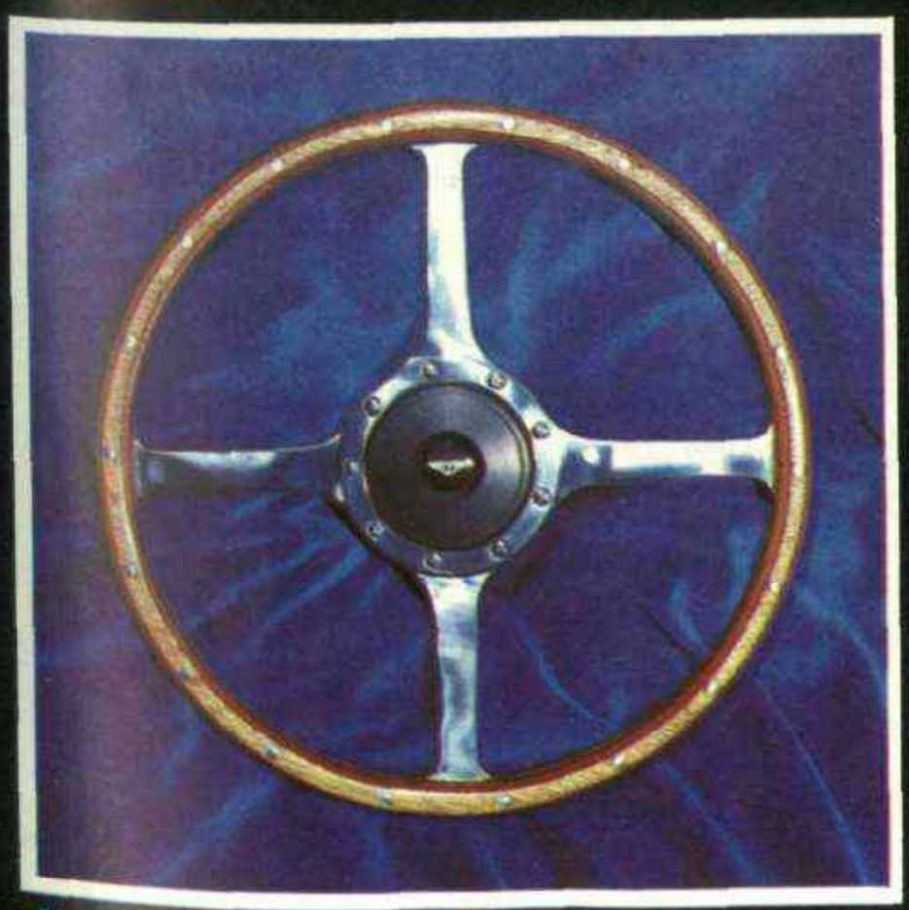
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