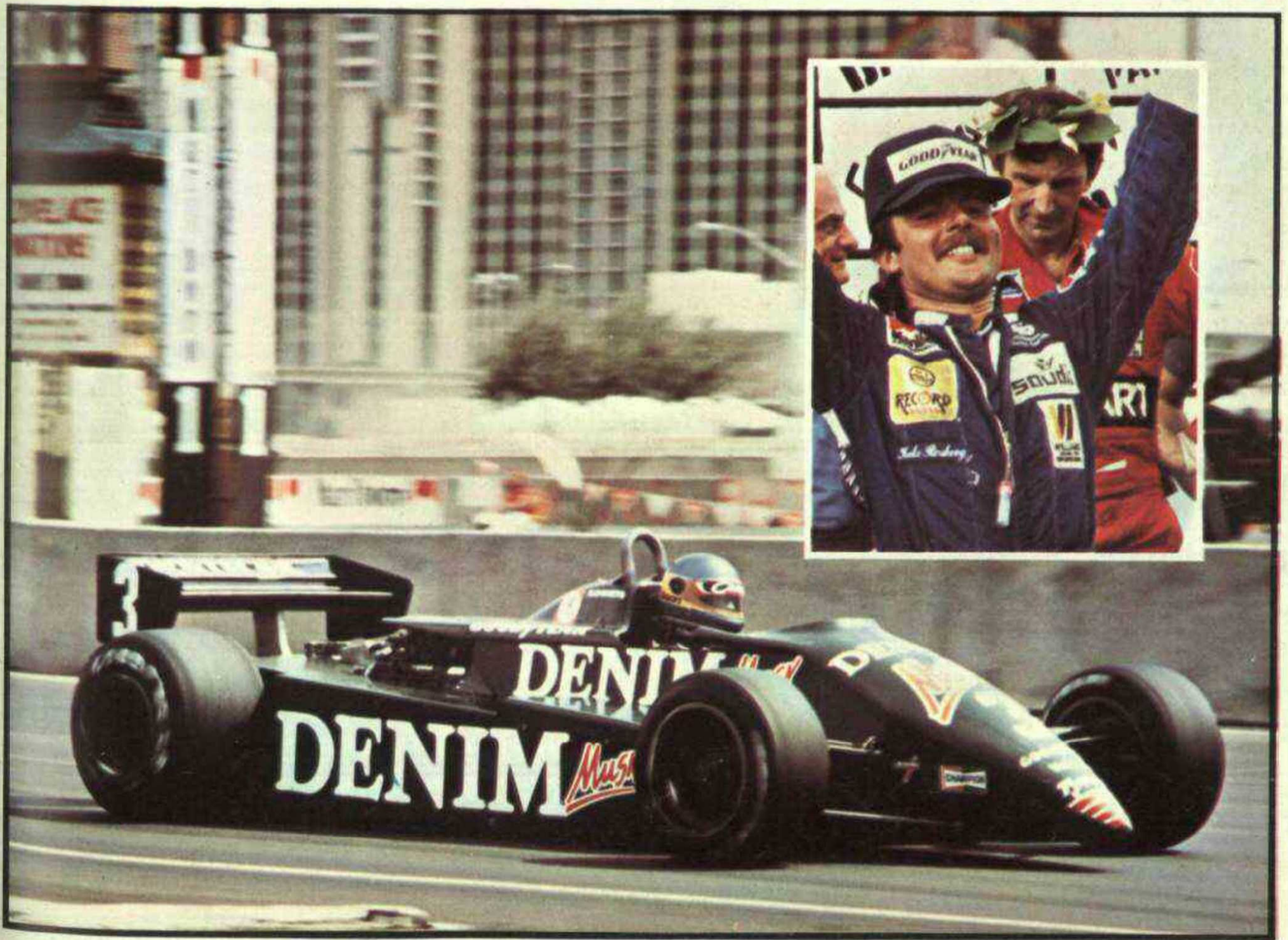
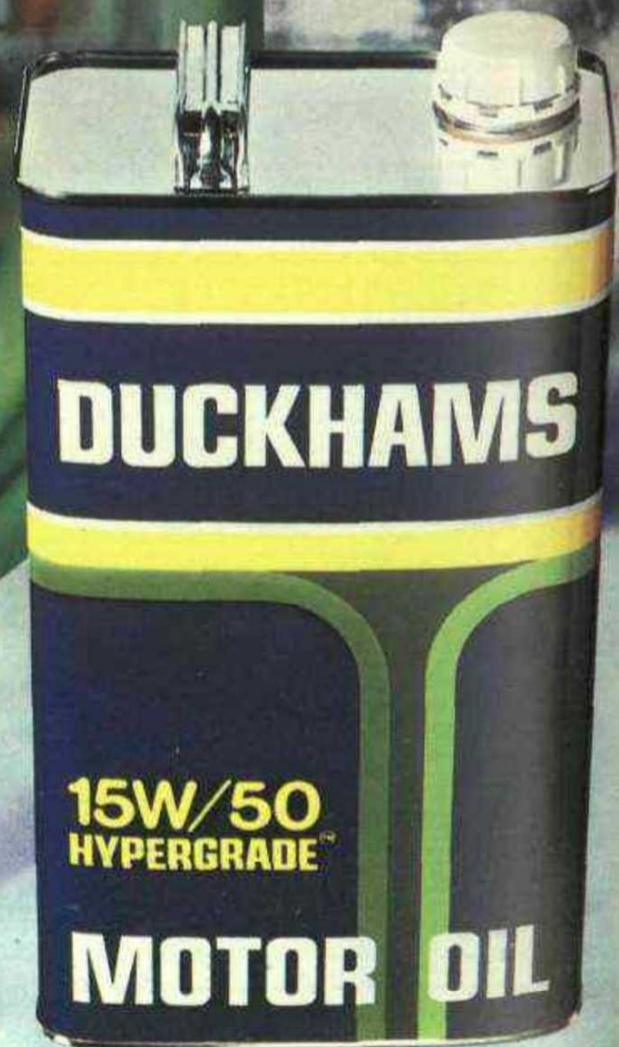
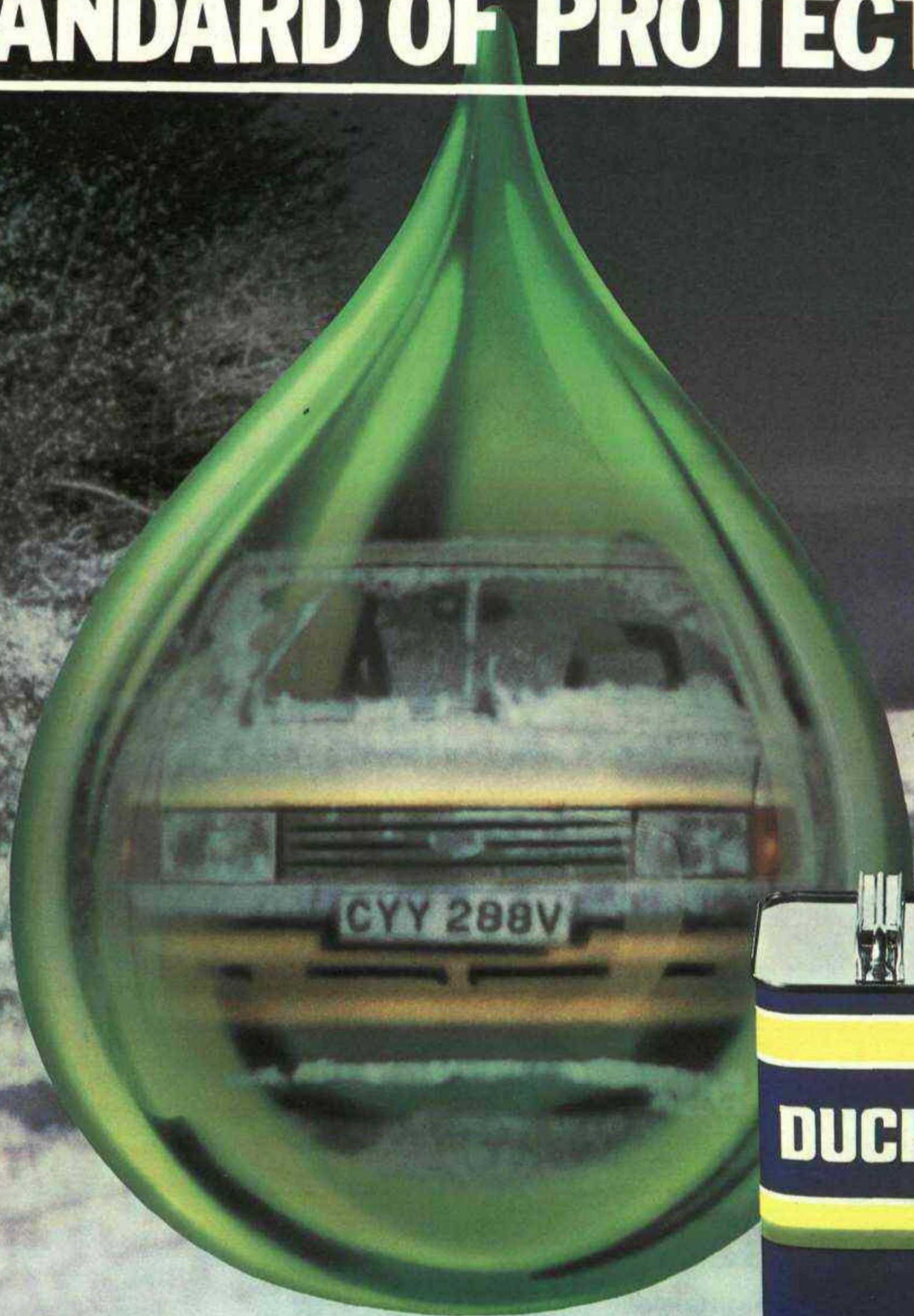


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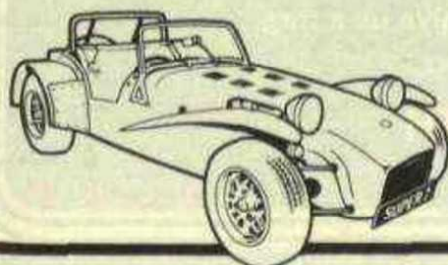
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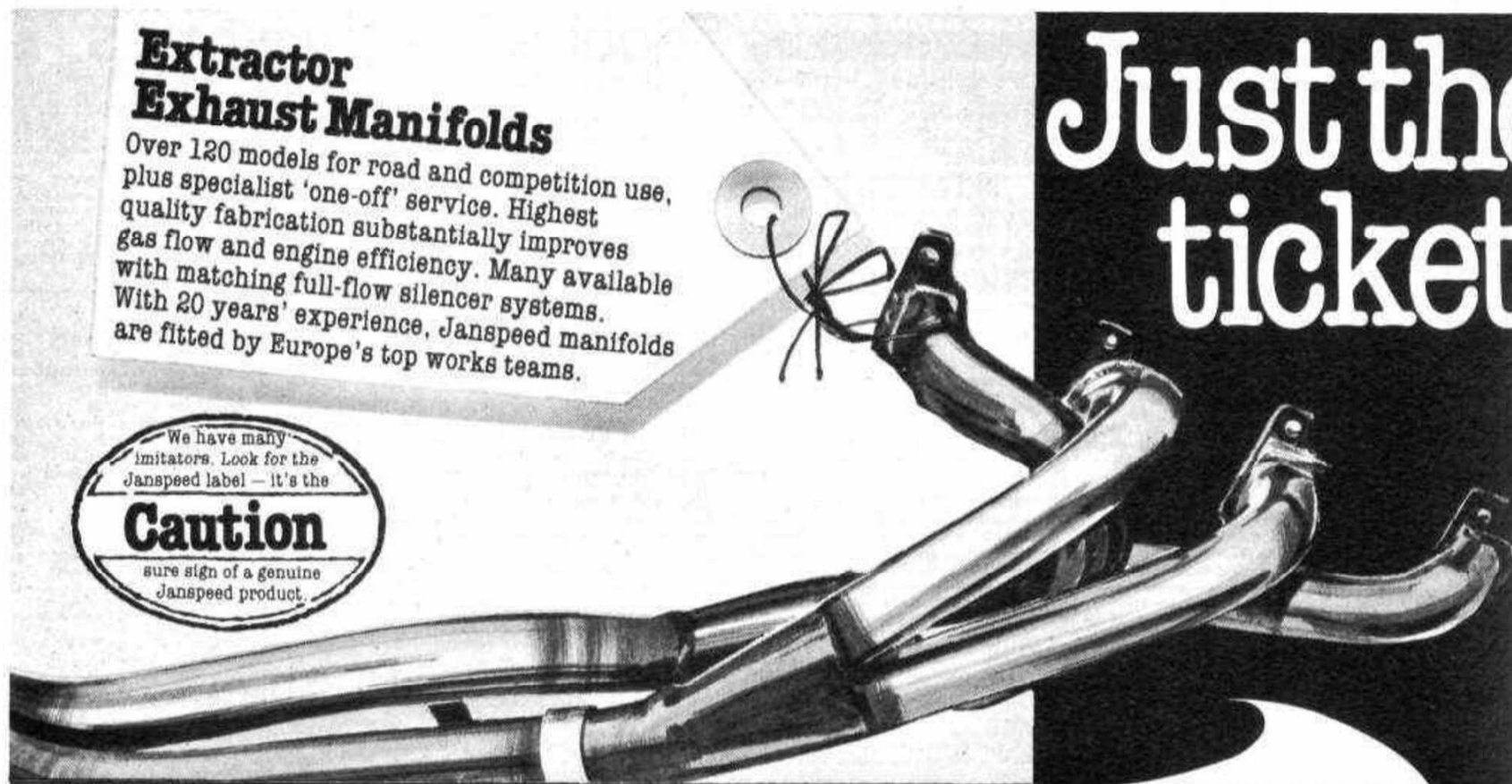
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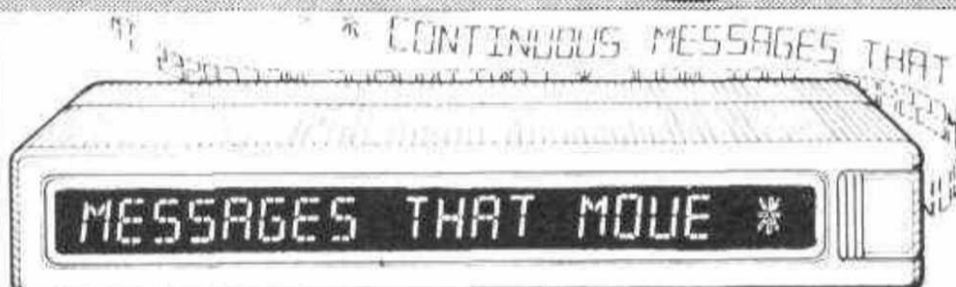
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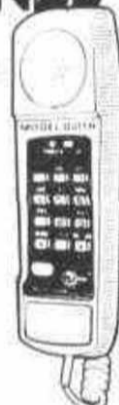
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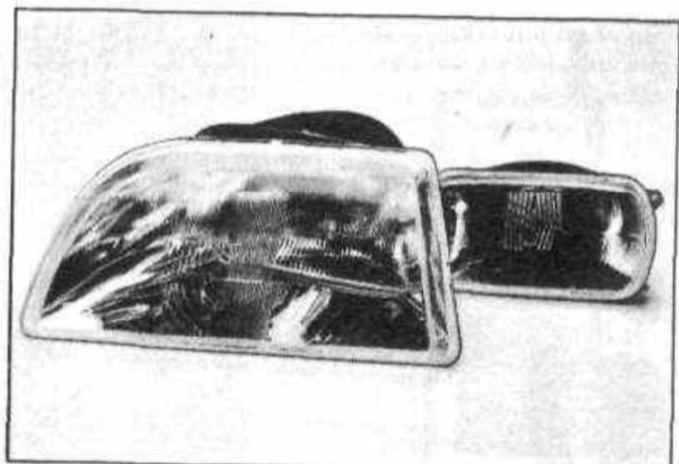
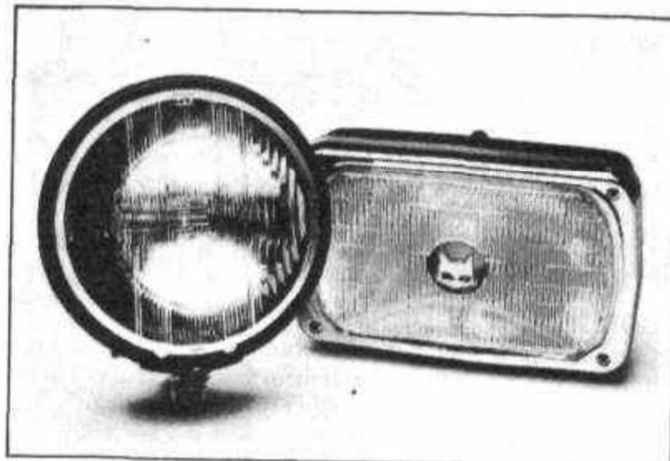
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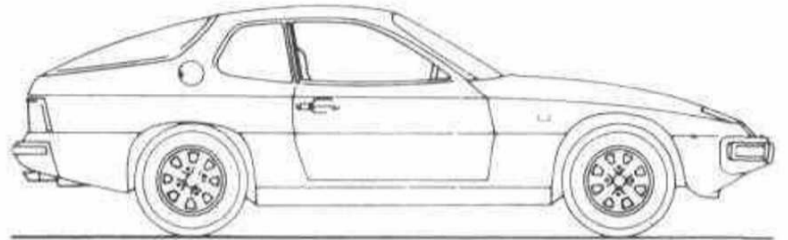
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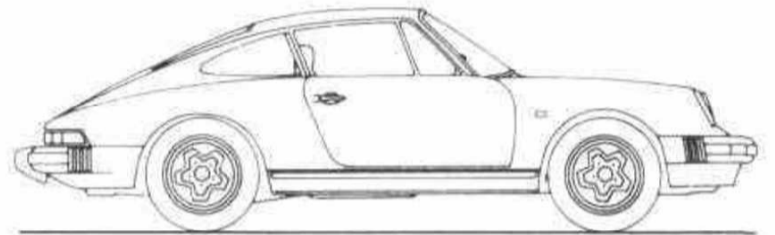
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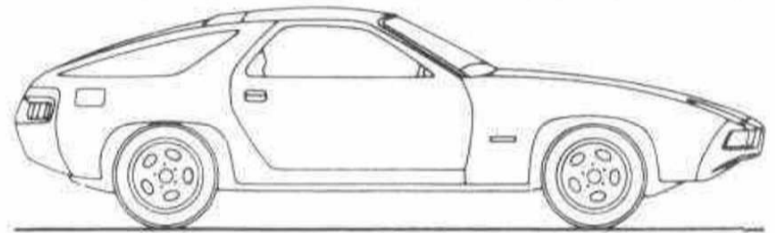
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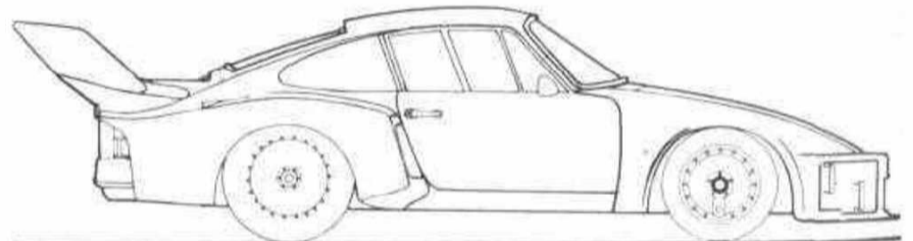
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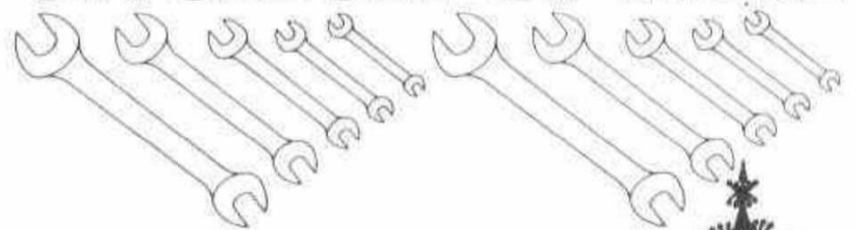
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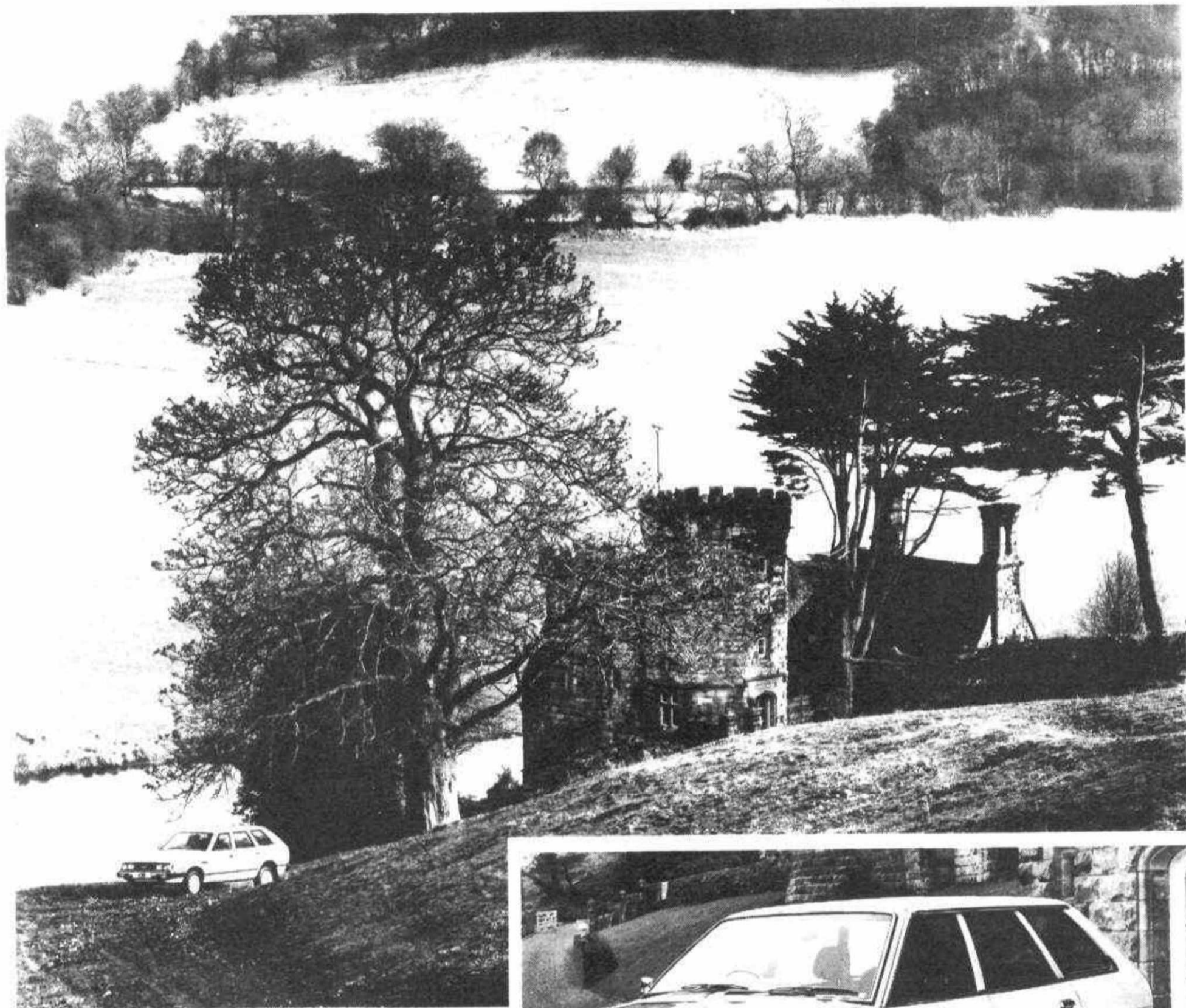
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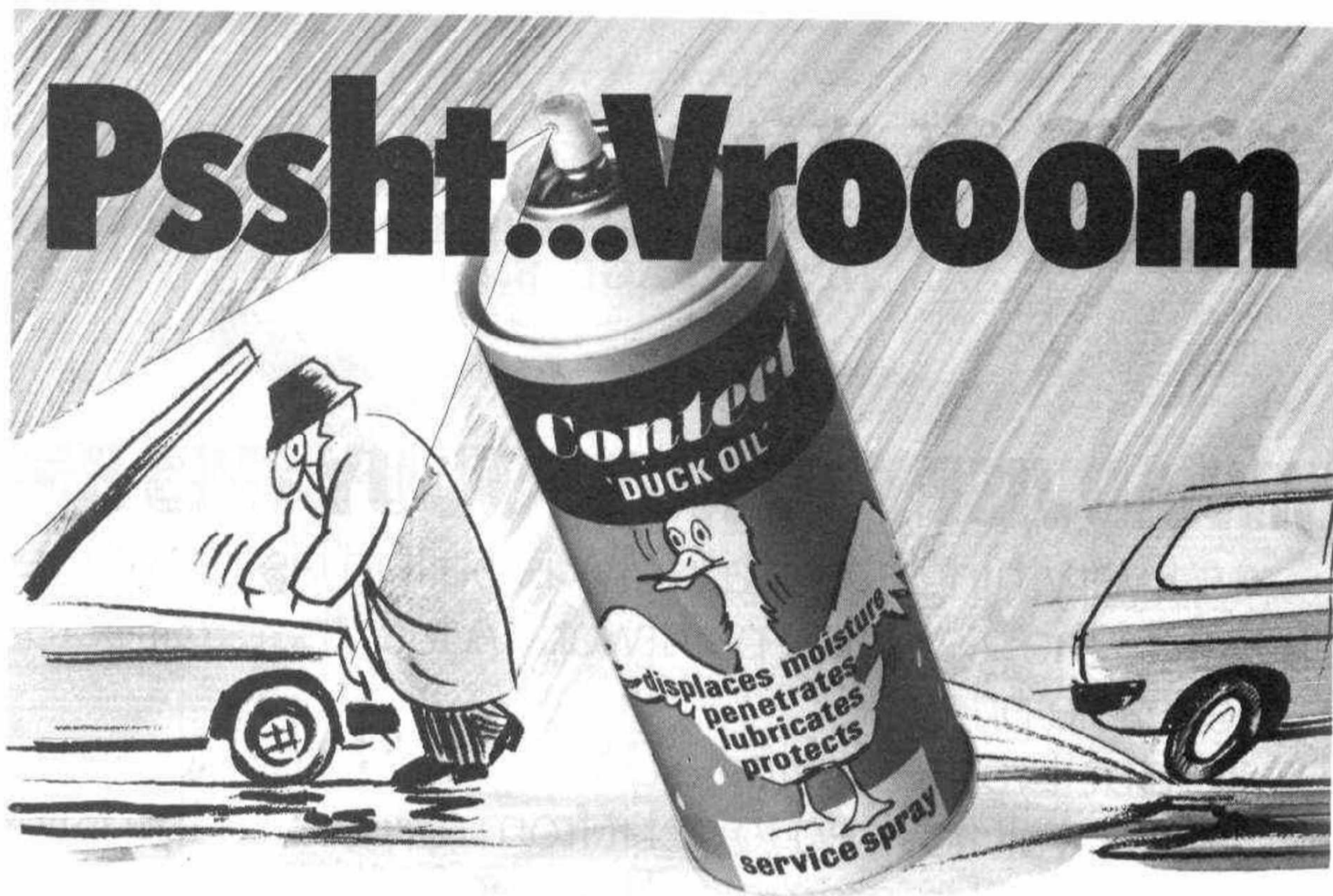
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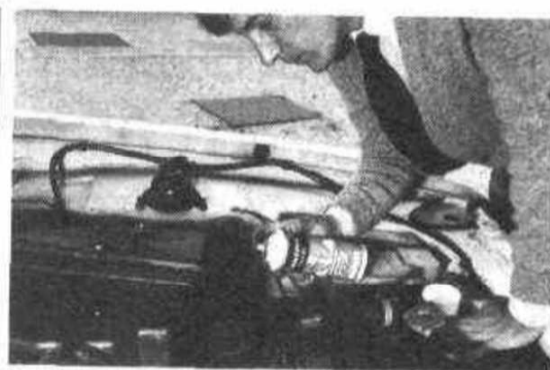


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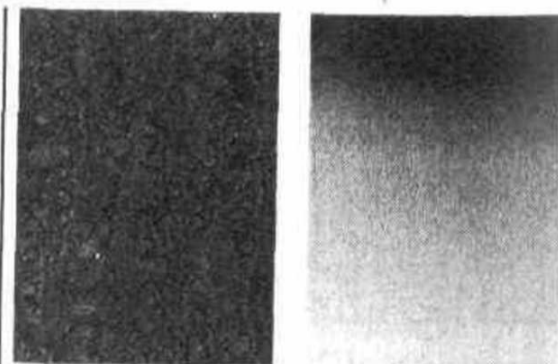
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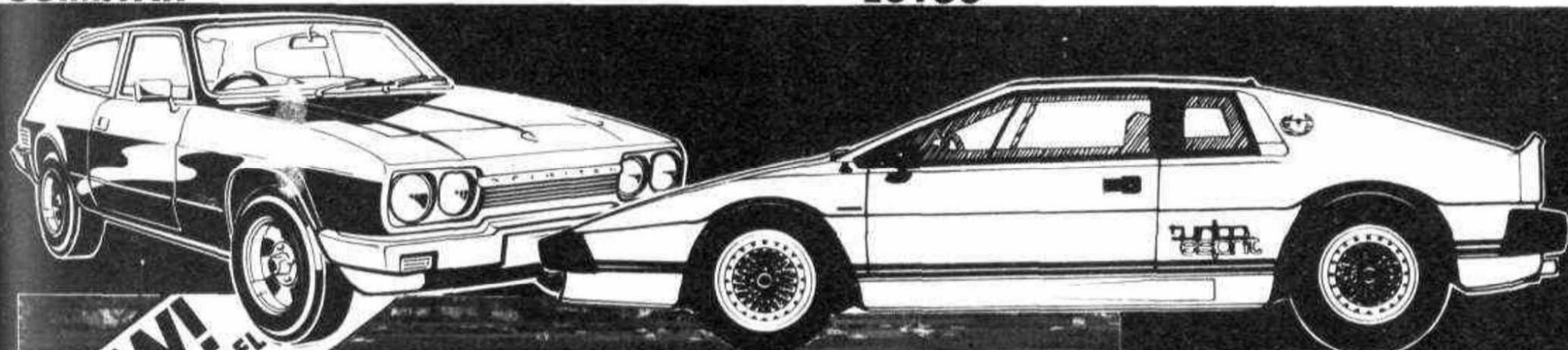
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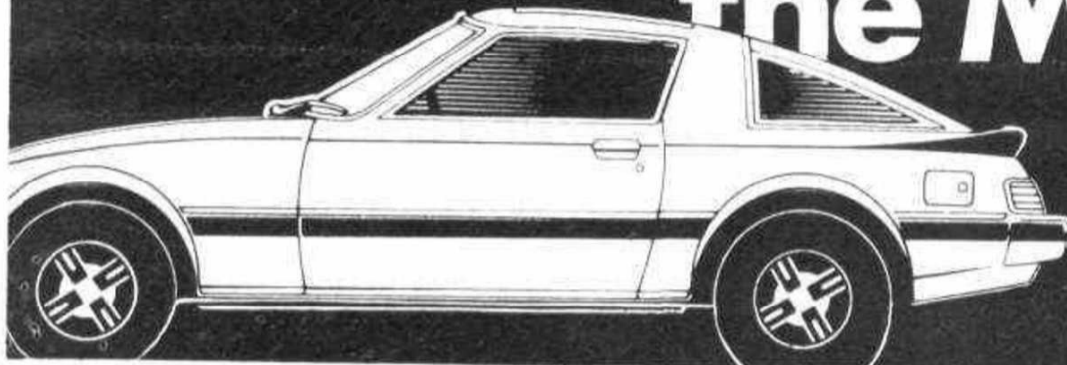


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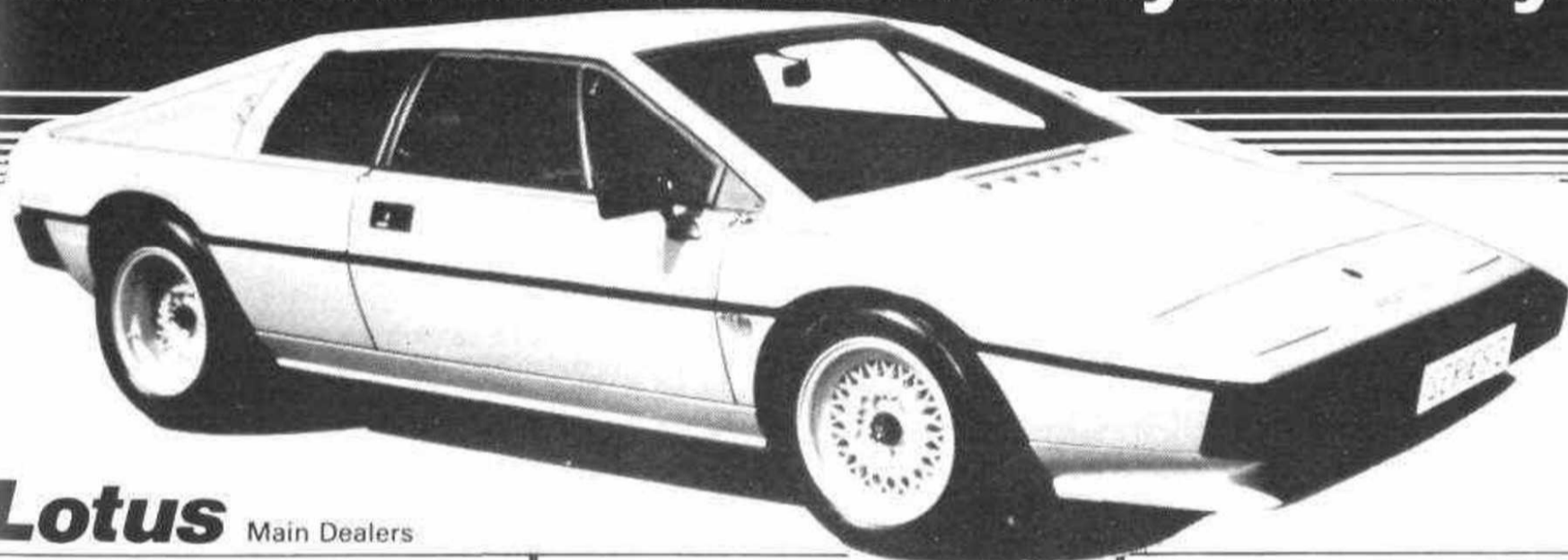
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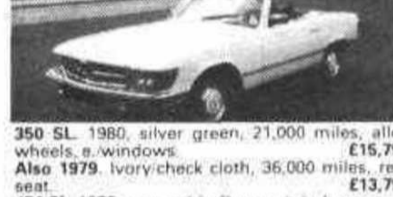
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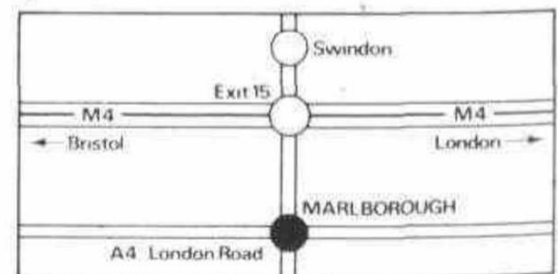
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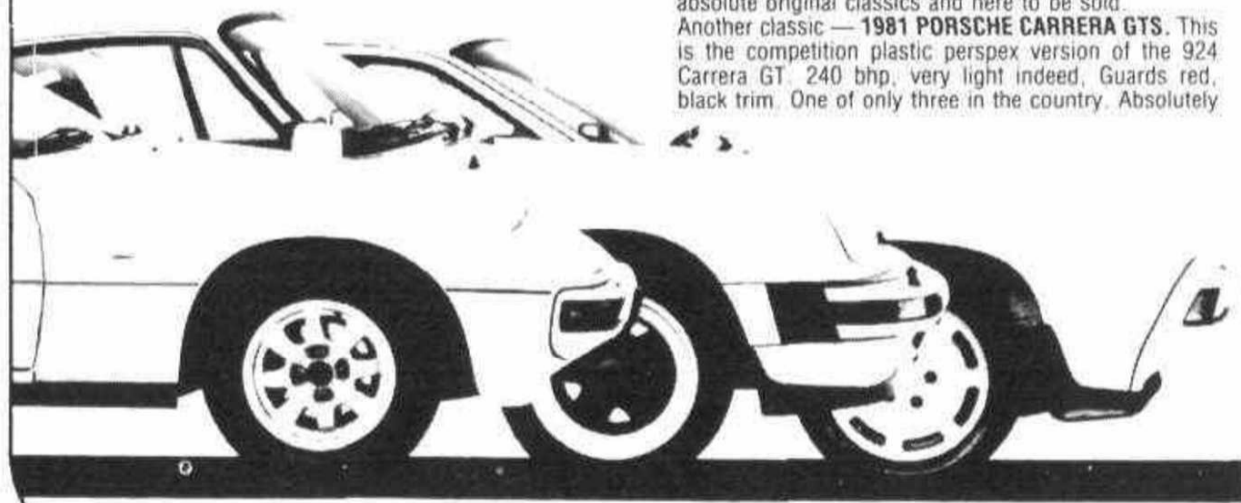
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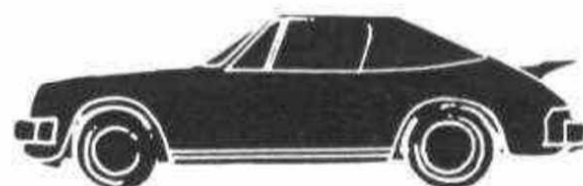
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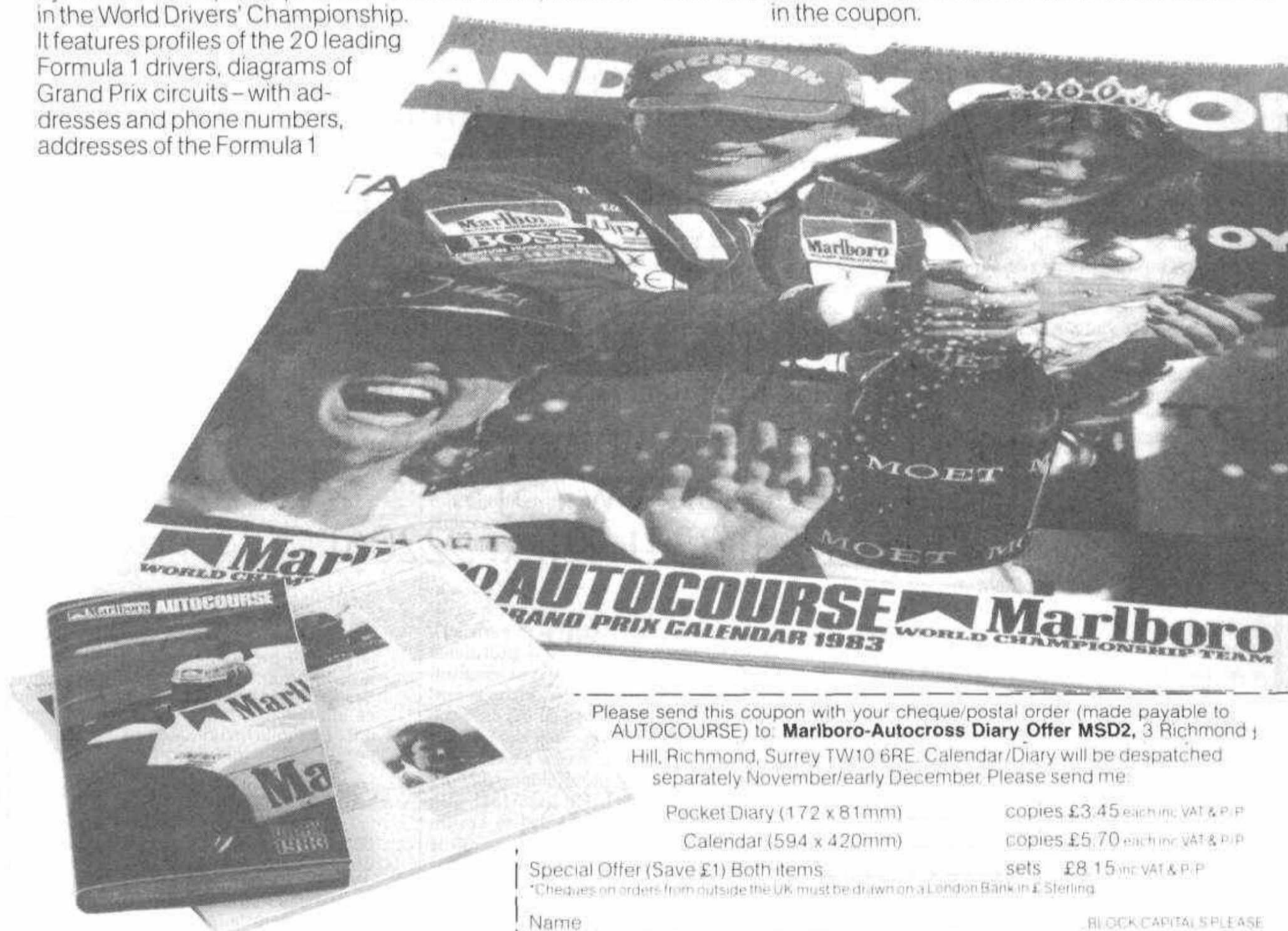
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FRONT COVER PICTURE: MICHELE ALBORETO scored the first win of his Formula One career with a well-judged drive in the Las Vegas Grand Prix, final round of the 1982 World Championship contest. However, it was Keke Rosberg (inset) who had the most to celebrate as fifth place in that race clinched the Drivers' Championship for the determined Finn.

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MATTERS OF MOMENT

SHOWTIME SOLILOQUY

Although less so than in Olympian and Earls Court times, the British Motor Show, which concluded recently in Birmingham, marks the near-close of another momentous motoring year. It has been a year that will long be remembered in general terms as well as in a motoring context.

Nineteen-eighty-two saw the successful conclusion of a bloody war to regain British possession of the Falklands Islands. Whatever your politics or personal views, this must go down as a remarkable example of a perfectly carried out military operation, which has put this little country very much "back on the map", earning us increased and new-found respect, at a time when prestige was ebbing. Let us trust that a fresh impetus for British Trade will follow, so badly needed to reduce unemployment and Inflation. We have the cars to appeal to World-markets. For svelte travel and top-prestige, whichever is craved (and some crave both), the Rolls-Royce Silver Spirit rules supreme, as its forebears have since 1907. Jaguar can claim their traditional value-for-money, and outstanding hushed high performance from their inimitable V12, and one of the finest six-cylinder twin-cam engines of all time. Rover, providing reliability can be built-in, have a range of extremely pleasing cars that are also useful load-carriers. We have desirable small sporting cars, such as the MG-Metro, the evergreen Morgans, and the Ford Fiesta XR2 and Escort XR3i (to be joined by the Sierra XR4). Aston Martin, Lagonda and Lotus challenge the World's exotic motor cars. All *should* be set fair for the British Motor Industry.

Nineteen-eighty-two has not been lacking, either, in significant technical progress and interesting new models. Turbocharging is becoming almost as commonplace as those other once-rare and inspiring specification items, fuel-injection and breakerless-ignition, although it may just be that ordinary supercharging, as revived by Fiat and which we shall be able to sample here on the Lancia Trevi Volume X next year, may prove better, in the long term. Lancia, who pioneered independent front suspension, the space-type tubed chassis-frame, and the ball-gate gear lever on vintage models, pioneered the 5-speed gearbox and used i.r.s. on their pre-war Aprilia saloon, are now the first to produce a transverse-engined 4WD road car, say Lancia's Press Office, their prototype Delta Turbo 4x4. At the Paris Salon there were Audi and Peugeot cars that actually *talked* to their drivers if anything was amiss, from a door unlatched to an unreleased handbrake. However enjoyable it may be to listen to the voice of Patricia Lipp in your Audi, we hope that this is merely a Showtime aberration, which can be classed with cars that come apart and rejoin, dance, or flip over, in the more lurid Motor Show displays. But we have a horrid feeling it may not be . . .

It has been the year when Ford announced the new Sierra, excitingly styled as if to persuade even family-car folk and fleet-users to overlook the financial recession; perhaps Citroën can pride themselves for this, as Rover once borrowed Citroën's easily renewable body-panels . . . Technical pundits have the joy, too, of deciding who is right, Ford in retaining RWD for this Cortina-replacement, or Vauxhall in using FWD for the rival Cavalier. Of course, Mazda has it that the Sierra was there already, in the guise of their 626 and judging by the effectiveness of the Mazda 323 and the fact that only Mazda with the RX-7 has mastered the Wankel rotary-engine for a continuing production model, Ford should take note.

The scare of a World petrol-shortage has receded, and now the hassle on the fuel front has changed to eliminating lead from petrol. Various methods have also been used to reduce fuel consumption. We were intrigued to read recently of the VW Polo Formel-E exceeding 50 m.p.g. throughout a full road-test done by a specialist journal. Never having got more than about 47 m.p.g. overall from economy babies such as our Fiat 126 and Reliant Kitten, we hope to investigate, because from a car with a top speed of over 90 m.p.h., this is better than our long-time cry for a genuine 60 m.p.h. / 60 m.p.g. small-car.

It has been a year in which the long-lived Morris name was announced as being dropped, when De Lorean ran into trouble, when in motor racing, the F1 Drivers' World Championship ran to the very last round (see page 1481), and it will be the last in which we shall be legally permitted to enjoy motoring as a relaxation, instead of being reminded by compulsory belting-up that we are riding in machines more lethal than air-lines.

It has been a year when the vintage and historic movement has continued to flourish in spite of unsolved problems relating to originality and how far rebuilds of ancient machinery should be permitted to go. A year in which some Motor Museums have closed and others opened. A year in which, in spite of ever-safer cars, whatever the belt-up protagonists think (and Mrs. Thatcher wasn't among them) speed-limits have not been raised, but car-tax has. Yet trailer-caravans, those snail-like "mobile chicanes" that clutter up our roads and whose tow-car drivers can only see behind if, like a submarine captain, they have a periscope, go untaxed.

Continued overleaf

Motor Sport Fixture List for November

★ 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
Nov. 4th-7th	Racal Clube	Algarve	Portugal	Rally Algarve (European Rally Championship) (INT)	—
Nov. 6th	BARC	Thrupton Circuit	Nr. Andover, Hants	Race Meeting (N/R)	—
Nov. 6th	Soar Valley MC	Post House Motor Hotel	Braunstone Lane, Leicester 140 567019	Gems Brock Stage Rally (R)	10.30
Nov. 6th-7th	Teifi Valley MC	Public Car Park, Newcastle-Emlyn	M1 Junction 21 145 306406	Permapost Fencing Gilwendeg Rally Round Motoring News Rally Championship (R)	22.45
Nov. 7th	SDMC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (R)	—
Nov. 13th	BARC	Thrupton Circuit	Nr. Andover, Hants	Race Meeting (N/R)	13.00
Nov. 13th-14th	Dursley MC & LCC	Stonehouse, Glos.	Glos. 1466795601	Scorpion Rally (R)	23.00
Nov. 13th-14th	Lampeter & DMC	Mart premises, Tregaron	Fawkham, Kent	Lloyd Motors Rali Bro Caton (C)	23.00
Nov. 14th	BARC	Brands Hatch Circuit	—	Race Meeting (N/R)	13.00
Nov. 14th-15th	BARC	Le Cuvage des Compagnons du Beaujolais, Larcenas	—	Keyes-Fibre Beaujolais Rally	24.00
Nov. 19th-20th	Real Automovil Club Cataluna	Cataluna	Spain	Cataluna Rally (European Rally Championship) (INT)	—
Nov. 21st-25th	RAC	York Castle	York	Lombard Rac Rally (World Rally Championship) (INT)	09.00
Nov. 21st	BRSCC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (R)	—
Nov. 27th-28th	Knighton MC & Llandrindod Wells MC	Maryvale Farm Services, Whitehall Garage	Knighton 148 288722	Radnor Pacemakers Rally (R)	23.00
Nov. 27th-28th	Rugby MC	Rugby Autocar, Ansty Road, Wyken, Coventry	140 37687652	Dunsmore Rally (R)	—
Nov. 28th	Lotus Cortina Register	The Post House Hotel, Queens Drive, Ossett	Wakefield	—	—
Dec. 4th-5th	Birmingham University MC	Leominster Car Auctions	Kingsland, Herefordshire 149 437596	November Rally (C)	—
Dec. 5th	BRSCC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (R)	—

MATTERS OF MOMENT

Continued from previous page

If we are about to experience a winter as severe as the last one, many people will be thankful that 4WD is being developed by several manufacturers, for saloon cars as well as for cross-country Jeeps, with the Audi Quattro leading a trend started effectively by makes like Subaru and Daihatsu, etc., after a long monopoly of this slippery-surface-defeating technique in farm-form by Land Rover and Range Rover. In the sphere of top high-performance car, the Bentley has made a notable breakthrough with the Mulsanne Turbo and Maserati and Ferrari have interesting advances to announce.

Although some of you may take your motoring pleasures in power-boats and others may be flying ultra-lights, land motoring remains the average man's prime means of getting out and about in a personal possession, in comparative freedom, in spite of neglected roads, higher petrol prices, increased running costs, including the licence-fee, and restrictive legislation against us. Writing this before the Birmingham Motor Show opens (see pages 1472-1474 for a "Stop-Press" report) we wish you all well, during what is left of 1982 . . .

COMING SHORTLY

Two major motoring sporting events will take place this month. November 7th is "Brighton Sunday", when veteran cars, all made prior to 1905, will take part, as they have done since 1927, in the Veteran Car Run, from Hyde Park in London to the famous Sussex seaside town. This is an occasion which delights experts and ordinary spectators alike. But we would once again remind those who turn out to watch of two things — (1) the old cars taking part have brakes up to MoT test standard but not necessarily anything like as effective as those of modern cars, and their engines are apt to overheat on hills. So please give all of them as wide a berth as you possibly can — cutting in to take photographs is very troublesome for the driver of a veteran — and (2) Brighton gets very congested on this day, even traffic into it coming to a standstill for long periods. So it is advisable to spectate from the numerous places on the route where it is easy to park, instead of following the veterans for the entire distance.

The entry this year numbers 302, plus 51 reserves. There are 62 De Dion Boutons and two more cars with this make of engine, a fine tribute to the lasting qualities of the vehicles of the Comte Albert de Dion and Mon. Georges Bouton, who are sponsoring the Run, will see 13 of this make in the entry list, including, one of their own. Oldest car is an 1982 Benz. The Run has Royal support, as in former years, as HRH Prince Michael of Kent will be driving the BL Heritage 1899 Wolseley. Many of those taking part are regular Brighton Run supporters, like courageous John Bolster with the 1903 Panhard-Levassor he has taken through so many of them, Pilmore-Bedford with his 1901 Lanchester, Tom Lightfoot with his quick 1902 Mercedes and his wife on the 1902 Beaufort, Bill Lake this year with his Panhard, Brig. Maple with the BL Heritage Albion, Sears on the Clement Talbot, Pointer with his Wolseley, Lord Strathcarron in the coupé comfort of his little Georges-Richard, Peter Hampton on his "racing" Sixty Mercedes, with his brother John Panhard-mounted, Maurice Smith, DFC, driving a Humberette, Roger Collings with his Sixty Mercedes, his wife Judy at the helm of the Darracq, and other "regulars" too numerous to list. Lord Montagu will take the dependable NMM 1903 De Dion, other cars from the Beaulieu Museum being the 1901 Progress and the huge De Dietrich, the latter in the care of Count Labia. The AA has its well-known 1964 Renault landaulette, the RAC a 1904 Thornycroft, Daimler-Benz of Stuttgart has put in diverse entries consisting of its 1902 Benz and a vast 1904 Mercedes, Renault has its own entry, as has Vauxhall Motors, Whitney, Locomobile, Skene, Gardner-Serpoller, Stanley and Turner-Miesse steam cars and more than one electric car provide variety on a varied petrol-theme. Indeed, the drivers come not only from Britain, but from America, Austria, Belgium, Switzerland, Germany, Denmark, Spain, France, Italy, Ireland, Holland, Portugal, Sweden, Finland, and even from Australia.

Originally the Run was a lighthearted way for enthusiasts to discover how their ancestors motored. It has since become a form of social-advancement, "Show-Biz" propaganda, so that it is now exceedingly difficult to secure a

drive or even a ride. A great occasion, nevertheless. The cars start to leave Hyde Park from about 8 a.m. and they should be arriving on the Madeira Drive, Brighton, around 11 a.m., having officially finished the course at the Pylons, a few miles out. Enjoy it, but please keep out of the way. . . .

Then on November 21st-25th the RAC International Rally will be taking place round Britain, attended by great numbers of enthusiastic and mostly knowledgeable onlookers. There will be spectator-stages, details of which will no doubt be published in *Motoring News' Rally Guide* on November 17th. But some spectators will inevitably penetrate to stages where no special facilities are provided. Remember that it is imperative that for the future of this kind of motoring sport they obey marshals' requests, keep well away from rally cars travelling fast, often at night, and that young children are kept under control. We hope for good weather for the Veteran Car Run but bad conditions may make the RAC Rally more exciting and competitive. Go well clad, with a torch. Follow it closely, supporting your favourites. But for St. Christopher's sake, don't get run over. . . .

BROOKLANDS

No sooner had the Brooklands Track Ltd. announced its link-up with Gallaher Ltd., for the intended salvation of part of the old Brooklands Motor Course, than we heard that just beyond the area this combination intends to save and museumise, North West Surrey Minerals Extraction may remove minerals from the site. Will no-one leave Brooklands alone! Brooklands Track Ltd. instituted a Public Enquiry last month into this further set-back to its aims.

On the subject of presentation of British heirlooms, there has understandably been enormous excitement over the raising of the warship "Mary Rose", which sank 470 years ago. The cost of this recovery project and subsequent restoration will be some £4,000,000. The restoration may take another 20 years. There will be some 700 skeletons of soldiers and seamen who perished in the wreck to dispose of.

How Brooklands Track would benefit from £4-million (which represents more than a pound

extra in every unemployed's pocket). Brooklands gave much pleasure within remembered times to a great number of people, can one warship, forgotten for nearly 500 years, claim that? It could be restored in less time. The very few fatalities that occurred at Brooklands were resolved a long time ago! Brooklands, too, had had Royal patronage, from two recent British Kings. . . . These observations deserve to be made, we think, but to show there is no ill-feeling, we draw your attention to the fact that Mercedes-Benz (UK) Ltd. is offering a G-series Mercedes-Benz as a prize in a competition to aid the Mary Rose Trust (entry for which costs £250 — apply, Aquis House, 27/37, Station Road, Hayes, Middx.) and that the address of The Mary Rose Development Trust, is: Old Bond Stire, 48 Warblington Street, Portsmouth, PO1 2ET. But don't forget Brooklands. . . .

Colerne, September 19th

THE VSCC held an interesting event at Colerne airfield near Bath when they ran a standing-start kilometre speed trial with times recorded for the standing 1/4-mile and the kilometre and terminal speeds at the end of the measured kilometre. A first-class entry was received and some interesting facts and figures resulted. Fastest time of the day went to David Morris in his father's 2-litre ERA R11B, with 14.30 seconds for the 1/4-mile, 25.32 seconds for the kilometre and a terminal speed of 133.3 m.p.h. Cameron Millar's 8CTF Maserati and Geoffrey St. John's Type 51 Bugatti improved on the terminal speed, both clocking 135.1 m.p.h. but they could not match the acceleration of the ERA. Lord Raglan's Type 51 Bugatti almost equalled the ERA over the 1/4-mile but got left behind on the kilometre and on maximum speed. In the post-war class Anthony Blight's road equipped (and driven to the meeting) 1950 Le Mans Talbot-Lago clocked 14.85 seconds for the 1/4-mile with a terminal speed of 119.8 m.p.h. Impressive in the sports car classes were Dick Smith and his son who both clocked over 100 m.p.h. with the family Meadows engined Frazer Nash. Outstanding was the performance of Gordon Russell with his single-seater 8-litre Bentley Special who did the 1/4-mile in 14.90 seconds and a thundering terminal speed of 128.2 m.p.h.

In a motor cycle demonstration Colin Clifford recorded 13.05 seconds for the 1/4-mile, 25.39 seconds for the kilometre and a terminal speed of 114 m.p.h. on his 1928 Douglas 750 c.c. flat-twin, while MOTOR SPORT's D.S.J. did 14.92 seconds for the quarter and 106 m.p.h. terminal speed on Clifford's 1928 Douglas 600 c.c.

D.S.J.

Results

Sports Cars 1,500 c.c.	1st:	R. J. B. Smith (Frazer Nash)	17.47	32.32	101.5
Sports Cars over 1,500 c.c.	1st:	C. P. Marsh (Bugatti T35)	18.51	33.95	95.7
Special Sports 1,500 c.c.	1st:	A. D. Jones (Frazer Nash)	18.65	35.14	88.5
Special Sports over 1,500 c.c.	1st:	B. Summerfield (Avon-Bentley s/c)	15.16	27.65	117.0
Pre-1940 Racing 1,000 c.c.	1st:	B. Gray (Hardy Spec. V-twin)	15.43	28.37	115.0
Pre-1940 Racing 1,500 c.c.	1st:	A. K. Stephens (ERA R12C)	15.01	27.32	111.1
Pre-1940 Racing over 1,500 c.c.	1st:	D. Morris (ERA R11B)	14.30	25.32	133.3 FTD
Post-War Historic Racing	1st:	A. Blight (Talbot-Lago)	14.85	27.19	119.8
Edwardian Cars	1st:	T. Threlfall (Th. Schneider)	19.02	35.63	89.7
Bentleys Vintage & PVT	1st:	G. Russell (8-litre Bentley Sp.)	14.90	26.64	128.2

Fastest Ten:

	1/4-Mile	Kilometre	Speed m.p.h.
(ERA R11B) D. Morris	14.30	25.32	135.1
(Bugatti T51) Lord Raglan	14.31	25.64	133.3
(Bugatti T51) G. St. John	14.45	25.70	128.2
(Bugatti T35C) I. Preston	14.52	26.27	124.2
(Maserati 8CTF) C. Millar	14.53	26.64	119.8
(Talbot-Lago) A. Blight	14.85	26.83	117.0
(Bentley 8-litre) G. Russell	14.90	27.19	115.0
(ERA R12C) A. Stephens	15.01	27.32	
(Avon-Bentley) B. Summerfield	15.16	27.65	
(Hardy Special) B. Gray	15.43	28.37	

OBITUARY

Claude Hill, CEng., FIMech.E, MSAE

CLAUDE HILL, a pioneering designer of four-wheel-drive passenger cars, has died. As a director and chief engineer of Harry Ferguson Research Ltd., Claude Hill was responsible for designing the Ferguson four-wheel-drive prototype vehicles and the four-wheel-drive system on the much acclaimed Jensen FF car. This car was the forerunner of the current generation of four-wheel-drive cars.

Claude Hill, who was 75, was born in Birmingham and educated at Kings Heath School and Sparkhill Institute. He served an apprenticeship with Renwick and Bertilli Ltd., and then joined Aston Martin Ltd., which he left in 1929 to join Morris Engines in Coventry, where he worked in the Production Drawing Office.

After one year with Morris Engines he returned to Aston Martin as Chief Draughtsman. With the exception of a year at Vauxhall as chassis draughtsman, he remained at Aston Martin until 1949. He was successively Chief Designer, Technical Manager and Technical Director and Chief Engineer. In the late 'forties he was responsible for the design of the Aston Martin "DB1" which, by substitution of the Lagonda engine, subsequently became the DB2.

Claude Hill left Aston Martin in 1949 to join Harry Ferguson Research and was appointed to the board of that company in 1960. During the 'sixties he was responsible for Ferguson's pioneering research into production four-wheel-drive passenger cars, culminating in the announcement of the Jensen FF in 1967.

After his retirement in 1972, he continued to act as a consultant to Ferguson until his death on September 12th, 1982. — J. T. Braithwaite.

RAC Rally

WE have received more details of this year's Lombard RAC Rally, which will be based in the City of York. The route has been extended further into Scotland and Wales than previously, adding an extra day to the four of last year, and will total 1,800 miles. The Minister of Sport will flag away the first car, Mikkola's Quattro, from York Castle at 9 a.m. on Sunday, November 21st, which as usual will be the day that most of the spectator stages occur around stately homes and parks.

The finish is at York Racecourse at 10.30 a.m. on Thursday, November 25th.

CLUB NEWS

The Triumph 2000/2500/2.5 Register

THERE is now in existence a club specifically formed to cater for the owners of the Triumph 2000 range of vehicles — the "Triumph 2000 / 2500 / 2.5 Register".

It was formed by a group of fellow enthusiasts in the High Wycombe area, and membership is approaching 400, both nationally and internationally — with members in USA, Europe, and Australia. A bi-monthly magazine — *Six Appeal* — is provided in return for an annual subscription of £6.00 (£10.00 overseas) plus a once-only joining fee of £2.50. Members receive full access to the Register's new and used spares-operation, its library service, technical advice on all aspects of Triumph motoring and repairs, and tuning. Six copies of *Six Appeal* are sent to all members throughout the year. The Register meets annually for a whole weekend during the summer, as well as attending other car shows, where the Concours d'Elegance is the main attraction. Local groups meet on a monthly basis throughout the country, and there is a full list of Register regalia — badges, clothing, etc.

The membership Sec. is N. R. Barber, 29, The Lawns, Peron, High Wycombe, Bucks.

Historic Commercial Vehicle Society

UNTIL recently, the Society was known as the HCV Club, so there will no doubt be a period of confusion here. Vehicles of this sort are to be seen more and more often at gatherings of various sorts, and the Society's register extends to over 3,000 preserved lorries and buses. Social activities are organised individually by the local areas, and information on these and the Society in general is available from M. J. Banfield, Iden Grange, Cranbrook Road, Staplehurst, Kent.

Standard Motor Club

THIS nationwide club is for all Standard, "Avon" Standard, Standard Swallow and SS cars. There are currently 700 members, each of whom receives the magazine, *The Standard*, 10 times a year. In the latest issue there are details of a scheme by which owners of classic vehicles can make their cars available for film hire work! For details of membership, contact Mr. L. Fish, 1 York Gate, Southgate, London N14 6HS.

Classic Car Show

OVER 300 classic cars will be on display at the Brighton Metropole Hotel during the three days of this show, which will be opened by Steve Ovett. It runs from Friday to Sunday, November 5th, 6th and 7th, the last of these days coinciding, of course, with the London to Brighton Run, and the doors open at 10 a.m. each day, closing at 8 p.m. on Friday and 6 p.m. over the weekend.

The Things they Say . . .

"SINCE 1921, Beaulieu Garage have met the demand for more exacting motoring. In the sixties, Louis Chiron, ex-Bugatti racing driver, acted as special consultant to Beaulieu Garage." — from an advertisement in a weekly motoring journal. Historians ignore! — W.B.

RALLY REVIEW

Cyprus Rally

TOP-HEAVY, cluttered by coefficients, and with so many qualifying events that they frequently overlap, the European Rally Championship never seems to attract attention until about half-way through the year, when two or three drivers have emerged as potential winners of the series. Only then are efforts intensified, and the policy of some teams appears to be to tick over for the first half of the year, then to decide whether the chances of championship laurels are good enough to warrant the expenditure of a greater effort in the second.

Alas, this is not always the best strategy, and disappointments at the end of a series have often been mixed with regrets that the year had been tackled piecemeal rather than as a whole.

This might have been in Jim McRae's mind when, after dominating the early stages of September's Rothmans Cyprus Rally, he was delayed when a front strut punched its way up through his Ascona's bonnet, then stopped altogether by a broken ball joint.

McRae's accumulation of points began with two wins in Ireland, a third place in Belgium and a second in Scotland, but had the Scottish driver's backers of the Rothmans Opel team provided him with the means to enter a few more qualifying events he might have been in a better position now that the season is almost over.

Had he won in Cyprus, McRae would have been excellently placed to become the first British driver to be full European Champion, but it was his nearest rival, Tony Fassina of Italy, who won, thereby settling his position as 1982 Champion. Fassina was also driving an Opel Ascona 400, but for the Italian Conrero team, and each outfit operated quite independently. However, inter-team rivalry was nothing but the friendliest, and Italian mechanics did not hesitate to allow their welding equipment to be used to repair McRae's broken front suspension.

The breakage might have had a contributory factor in a somewhat increased pace to make up for road penalties incurred at the first two time controls. Co-driver Ian Grindrod experienced "brainfade", as he put it, and twice booked into controls three minutes early before discovering his error.

The inference from some reports was that this caused bad feeling between the pair, and one even made a point of the Scotsman's chances being ruined by his English partner. This was not true, of course, for they remain the best of friends, with an excellent rapport in the car, and both are sufficiently experienced to realise that no-one is above making a mistake, be he driver or co-driver.

An Italian FISA inspector seemed to think that the organisers should have prevented the mistake. Indeed, he even refused to listen to the organisers' point of view and turned a discussion into an argument without need. It is, of course, a competitor's responsibility to arrive at his proper time, certainly not the task of marshals to advise him of it, and the FISA man showed a distinct lack of knowledge in this respect.

Fassina's win was by the comfortable margin of over nine minutes from Dimi Mavropoulos, the London Cypriot, partnered by Scot Dave Adams in a Sunbeam Lotus, whilst third place went to 1981 winner Vahan Terzian in a Mitsubishi Lancer. Another Scot, Ivor Clark, had to find a substitute local co-driver when Terry Harryman sent word that he couldn't make it, but both he

and Ulsterman Ernest Kenmore, failed to finish.

The superb event in which the prematurely shortened duel for European supremacy took place enjoys the highest coefficient, four, in the championship, but in terms of toughness it can match the challenge of most world series events.

The special stages vary from comparatively smooth dirt roads near the coast to much rougher ones in the mountains, all strung together so compactly that practice is not the long, seemingly interminable process it is on less-tightly-knit rallies. What is more, there is no tedium about preparation. Cyprus is a beautiful island which enjoys a delightful climate, its people are invariably friendly and its rally organisers helpful and generous beyond measure. Regrettably, there were few foreign entrants even though the Rothmans-backed event picks up most of visiting competitors' tabs, and the only possible deterrent must be the time it takes to get cars to and from the island.

We must resist the temptation to go on extolling the virtues of this splendid rally, so we will do no more than reaffirm that this is definitely one worth experiencing. A letter to PO Box 2279, Nicosia, Cyprus, will get you information on next year's event. — G.P.

1st	T. Fassina/R. Dalpozzo (Opel Ascona 400 Gp 4)	13 hr. 35 min. 18 sec.
2nd	D. Mavropoulos/D. Adams (Sunbeam Lotus Gp. 2)	13 hr. 44 min. 43 sec.
3rd	V. Terzian/Y. Theophanous (Mitsubishi Lancer Gp. 2)	13 hr. 59 min. 57 sec.
4th	C. Panayotides/A. Yiapanas (VW Golf GTI Gp. A)	15 hr. 08 min. 47 sec.
5th	C. Kirmitsis/P. Demetriades (Honda Accord Gp. A)	15 hr. 11 min. 32 sec.
6th	X. Demetriou/N. Neophytou (Talbot Sunbeam Gp. 2)	15 hr. 32 min. 09 sec.
7th	M. Shakallis/A. Christodoulides (Peugeot 104 ZS Gp. A)	15 hr. 38 min. 07 sec.
8th	A. Gemenis/I. Gepezis (Datsun 160J Gp. 2)	16 hr. 04 min. 14 sec.
9th	T. Panayides/A. Karallis (Subaru 1600 Gp. A)	16 hr. 15 min. 15 sec.
10th	K. Assiotis/A. Andreou (Peugeot 104 ZS Gp. 2)	16 hr. 17 min. 39 sec.

55 starters, 24 finishers.

Sanremo Rally

RALLYING is essentially a form of competition between individual crews; two people and their car against all the other pairs and their cars. There is no constant and necessary co-operation within a group of crews to produce a single, collective score, as there is between the players of a football team. If you consider each crew as a single competitor, it's really a case of every man for himself.

That is the principal element of the sport, and it remains predominant in the public eye. But eyes which see deeper have no trouble detecting that it's not quite like that any more, at least, not among the top echelon of fee-earning competitors.

Professionalism is so advanced that behind each crew nowadays are specialist car builders, engineers, mechanics, administrators, equipment providers, managers, tacticians, publicists, sponsors and various others. Among them, the craving for product publicity has become such an obsession that the important thing is not so much *who* wins, but what he or she *uses* to win. Teams help to create idols of their drivers, but foremost in their minds must be the amount of publicity which rubs off on the cars they drive.

Until 1979 the World Rally Championship was for makes only, which suited manufacturers admirably. But it was hardly good for the sport since there was no real, live champion, no figurehead, no-one who could appear on television and become known to the public.

Then, after years of lobbying — not the least of



SCENIC backdrop on the Sanremo.

which was by this magazine — came a championship for drivers, and in its three years (1982 is the fourth) it has become more prominent than the series for makes. In 1981, for instance, the manufacturers' title went to Talbot, but more readily recalled is the fact that the drivers' title was won by Ari Vatanen, well known as a Ford driver.

Manufacturers have not been slow to recognise this and, whilst they still strive to win the series for makes, it is more important for them that the driver who becomes World Rally Champion should be driving one of their cars.

In 1982 two manufacturers have emerged as close contestants for the makes title, Opel and Audi. The two drivers fighting for the personal title are Walter Röhrl, who drives an Opel, and Michèle Mouton, who drives an Audi. Each team therefore has a double interest in the series, and whilst it is good publicity for Opel if any Ascona wins a rally, and for Audi if any Quattro wins, the primary object is to ensure victory by a driver who stands to become World Champion.

Thus in the Sanremo Rally it was not enough for Audi just to have any Quattro take first place; it had to be the Quattro driven by Michèle Mouton. Similarly, Opel's objective was not only to have an Ascona in the lead, but to have it driven by Walter Röhrl.

And that is where team manipulation begins to interfere with a sport in which the essence is every car for itself.

Audi amassed all its troops for an onslaught in Italy. Not only did they take their own works drivers, Michèle Mouton and Hannu Mikkola, but they gathered their dealer-backed people from various countries, Franz Wittman from Austria, Stig Blomqvist from Sweden, Michele Cinotto from Italy and Harald Demuth from Germany. The idea was to fill as many leading places as possible with Quattros to minimise the points scored by Opel, Röhrl in particular, and to enable some manipulation to take place towards the end so that the highest number of points was scored by Mouton. It was a rugby scrum, and the ball had to be passed to the right player.

Opel, on the other hand, took works Asconas for Röhrl and Henri Toivonen, and were backed only by the two locally-entered cars of Massimo Biasion and Dario Cerrato.



COLLAPSED suspension meant that Tabaton's Lancia had to be man-handled onto a jack.

These two outfits were the main contestants at Sanremo, although there was a buffer in the form of three Lancias, each a rear-engined Rally, two entered by the factory and one privately-backed. The two works drivers were Markku Alén and Fabrizio Tabaton, whilst the third was Fulvio Bacchelli, the tall man from Trieste who used to be a Fiat works driver.

There was a time when the old Rally of the Flowers had superb dirt roads right on its doorstep, in the mountains behind Sanremo, but all of them have long vanished beneath the tide of tarmac. For a while, the organisers were content to run the event on these tarmac roads, but in the past few years they have gone in search of unsurfaced roads with the result that the route is now stretched across much of the whole width of Northern Italy, going as far as Tuscany.

The stages are good, but the intermediate road sections are long and boring, whilst service crews seem always to be on the move.

The first group of stages were on those nearby tarmac roads, then the body of the rally lay in the distant dirt roads before the finale again on tarmac. Audi's advantage was firmly based on those loose-surfaced roads, whereas in the Opel camp Röhr was confident that whatever he lost on the dirt he could regain on the tarmac.

However, after that first group of five tarmac stages it was neither an Opel nor an Audi in the lead. In fact it was the Ferrari 308 GTB of Antonio Tognana, entered by the Jolly Club, 20 seconds ahead of Alén's Lancia. The Opels of Cerrato, Toivonen and Röhr came next in that order, followed by the Audis of Mikkola, Blomqvist and Cinotto.

Michèle Mouton, the girl Audi wanted to get into first place, was not exactly on peak form and was down in 19th place. She did recover many of those places, but not really her best form and she was the first to admit this.

As soon as the rally got to dirt roads, the man who stood out above everyone else was Stig Blomqvist. After the eleventh stage he had moved into the lead, and after four more he had extended that to a whole minute over Alén's Lancia which was performing far better on dirt roads than anyone had imagined. Bacchelli had gone off the road, as had poor Wittmann who had been labouring with Kleber tyres when all the other

Quattro drivers were using Pirelli. It wasn't his choice, of course; the better Pirellis were simply not available for him.

Meanwhile the weather became very unsettled, and there were violent thunderstorms, very heavy rain and even showers of hail. Many of the stages were soaked, putting more of a premium on Audi's four-wheel-drive system, whilst others turned out to be dry and dusty.

When the rally came to its second stop, at Siena (the first had been in Sanremo after the tarmac stages) Blomqvist's lead was over two minutes. Alén was still in second place, another two minutes ahead of Cinotto. Mouton was up to sixth, but Mikkola, troubled by a puncture and the failure of one differential, was eighth.

The next group of stages saw no diminishing of Blomqvist's determination. The memory of driving to orders in Finland and allowing himself to be beaten, still rankled, and this time he was going to show who was in command, which he did most dramatically. Mouton was over six minutes behind him, Mikkola another two seconds and Cinotto another minute. The leading Opel was Toivonen's whilst Röhr, the World Championship leader, was down at seventh.

Although he had said earlier that he could regain his losses, Röhr had become rather despondent. Never a tenacious man, he showed all his old pessimism, although that might have been a performance intended to be reported back to his opponents.

After the third stop, at Pisa, the rally turned back towards Sanremo, and it was on this leg that Alén's Lancia stopped with engine failure after a quite remarkable drive. This left the contest to Audi and Opel, but when the cavalcade got to Sanremo the odds were decidedly in Audi's favour.

Four of them were entrenched at the head of the field, in the order Blomqvist, Mikkola, Mouton and Cinotto. Toivonen's Opel came next, followed by Demuth's Audi, and then Röhr Opel in seventh place. It seemed that he had misjudged his final push, if that was still his plan, for he was all of eight minutes behind the leader with only seven stages left, totalling 150 km.

But the talking point at this stage concerned the leaders, for it was thought that Röhr could not possibly exert any influence. Would Blomqvist

and Mikkola be told, before the last stage, to slow down so that Michèle Mouton could win and thereby collect twenty valuable championship points? No-one was actually admitting to anything, but a senior Audi man did say that although they could not order Blomqvist to slow down, this would certainly be "recommended" to him. Nothing was said of Mikkola, but he is a full-time factory driver after all.

The situation illustrates the point made in the opening paragraphs, for Audi had a massive frontal phalanx and could manipulate it as they wished. But Mouton's advantage over Röhr was only little over two minutes, whilst she was nearly six behind the leader.

As it happened, manipulation by Audi never became possible, for no-one thought that Röhr would push as hard as he did on that final night. On roads which were damp but not really wet, he was fastest by half a minute on the first stage, followed by Toivonen, Cinotto, Mikkola and Mouton.

The two Opels continued to make best times, and on the third from the end the German driver got ahead of his French lady rival. From that moment, there was no question about Blomqvist or Mikkola slowing down. They had to stay up there to keep Röhr out of the top points. Actually, Blomqvist was not driving at 100%, for his advantage was such that he could afford not to take any risks.

Toivonen, with one stage to go, got up to third place, just five seconds behind Mikkola, so on that final stage he made a tremendous effort. All tools, spares, even the spare wheel and jack, were removed from the car, and fuel was kept to a minimum. Alas, that was tempting fate, and he collected a puncture which slowed him and dropped him back to fifth.

Blomqvist's drive was brilliant, and even though he has spent some time switching from one car to another after the closure of Saab's competitions department, he has lost none of his fine edge of skill. His demonstration of that was clear for all to see, but he has to thank Röhr's final charge for being allowed to take the victory which he most certainly deserved.

Röhr collected twelve championship points, but since he had already scored seven times, the maximum, he had to drop his lowest score which was ten. Mouton, on the other hand, kept all her ten points, and the situation afterwards was Röhr 101, Mouton 82.

As this issue of MOTOR SPORT is published, the circus will be embroiled in the penultimate round, the Ivory Coast Rally, in which Mouton will also be able to keep all of whatever she scores. It seems, then, that matters will not be resolved until the final round in November, the RAC Rally of Great Britain which starts at York on Sunday the 21st. — G.P.

Sanremo Rally Results

1st	S. Blomqvist/B. Cederberg (Audi Quattro Gp 4)	8 hr. 37 min. 47 sec.
2nd	H. Mikkola/A. Hertz (Audi Quattro Gp 4)	8 hr. 40 min. 03 sec.
3rd	W. Röhr/C. Geistdörfer (Opel Ascona 400 Gp 4)	8 hr. 40 min. 14 sec.
4th	M. Mouton/F. Pons (Audi Quattro Gp 4)	8 hr. 40 min. 59 sec.
5th	H. Toivonen/F. Gallagher (Opel Ascona 400 Gp 4)	8 hr. 41 min. 43 sec.
6th	M. Cinotto/E. Radaelli (Audi Quattro Gp 4)	8 hr. 52 min. 51 sec.
7th	A. Kulläng/B. Berglund (Mitsubishi Lancer Turbo Gp 4)	9 hr. 02 min. 09 sec.
8th	M. Biasion/T. Silvierio (Opel Ascona 400 Gp 4)	9 hr. 25 min. 50 sec.
9th	L. Lupidi/A. Montenesi (Renault 5 Turbo Gp 4)	9 hr. 32 min. 03 sec.
10th	V. Caneva/L. Roggia (Citroën Visa Gp B)	10 hr. 03 min. 48 sec.

90 starters, 27 finishers

MOTOR SHOW REVIEW

NEC, Birmingham, Oct. 19th

AFTER seeing the comment last month that the Sierra was probably the most significant car at the Show, I thought I need not go further than my local Ford showroom, which would save me a long and tiring journey to the NEC. Then I remembered that cars with names like Ferrari, Jaguar, Maserati, Lotus, BMW and Mercedes-Benz etc. were being shown there, so I thought perhaps I should get out the Alfa 6 and have a look... especially as we call this paper MOTOR SPORT. So I went first to the Alfa Romeo stand, to see whether I was the only person likely to be using an automatic Alfa with one carburettor per cylinder (six in all — which may partly explain its thirst of 19.4 m.p.g.). And, yes, there it was, flagship of all the many covetable cars on the 'Alfa' Romeo Stand. Then it was to the Rolls-Royce / Bentley stand, where I had been told hot and cold food would be available, and you could see how a grill is made. I thought they meant a mixed grill but it turned out to be the grille that distinguishes a Spirit from a Mulsanne. I have always thought of Skodas as sort of Shop-Stewards' transport and have had nothing to do with them, but the new model — 120 Rapid coupé had to be investigated — ideal for getting away from a rigged ballot perhaps? It is a 1,174 cc two-door four-seater and as this is now one of the few remaining rear-engined cars, its 14 cu. ft. of luggage space is reached through a side-opening bonnet, quite the vintage touch...

It is nice to see exciting competition cars on display and the most exciting was the World Championship-winning F1 Williams FW08. Surprisingly, it was shown on *Autocar's* stand, although its talented driver Keke Rosberg is *Motor's* lad. But Porsche had the Rothmans-Porsche 956 that gave Derek Bell his third Le Mans victory, partnered by Jacky Ickx, on view by the afternoon of Press day, claimed it to be "undisputedly the fastest car at the Show," giving its speed as 221 m.p.h. Lotus had a Goodyear-equipped JPS, but no-one knew which one it was! Datsun was proclaiming its Safari success, with a suitably-sandy No. 1 Saloon, and Audi Sport UK had an Audi Quattro apparently ready for the RAC Rally. Renault showed a F1 Renault-Elf, Michelin-shop labelled "Prost" and BMW had the power behind a Brabham BT50.

In this glittering exhibition, spread over those seven halls there was a reminder that we are now firmly linked to the rest of Europe in the Vauxhall-Opel stand, but Ford did not openly advertise the fact that their cars might come from Germany and Spain, as well as from Britain. It was all started by the Society of Motor Manufacturers and Traders (founded in 1902) at the Crystal Palace in January, 1903, with some 200 exhibitors and many demonstration runs given, an Exhibition repeated in 1904. The British Motor Show then moved to Olympia, from 1905 to 1914, after which that hall was used to hold German prisoners-of-war. The SMMT Show opened there again in 1919, with an overflow to White City in 1920, 1921 and 1922, 'buses' taking visitors between the two halls, as they do from overflow car parks to the NEC in the 1980s. By 1923 Olympia's new National Hall was ready to house all exhibits under one roof again with motoring increased three times since 1922, it is good to remember that by 1931, with Olympia's recently-completed Empire Hall, along with the National Hall, able to make things easier, Britain held the absolute speed-records on land, in the air, and on water, as the appearance of



NIGEL Mansell's Lotus 91 was the centrepiece of the Hethel company's display.

Sir Malcolm Campbell's Napier-Campbell "Bluebird" (246.09 m.p.h.), Kaye Don's Rolls-Royce-powered "Miss England" (110.22 m.p.h.) and the Rolls-Royce-engined Supermarine S6B seaplane (407.5 m.p.h.) testified. This went some way to restoring moral at a time of (as now) financial depression and widespread unemployment. By 1937 the Motor Show had moved to Earls Court. It went to the West Midlands' NEC in 1978, with a new £7.6-million hall opened in time for the 1980 Show. This year the Home Secretary, the Rt. Hon. William Whitelaw performed the Opening Ceremony, in spite of his many other occupations, perhaps thinking that as his Police Forces are soon to have the additional burden of checking drivers' belt-up arrangements, he should support such a Show (The excuse "Sorry Officer, but I always wear braces" will not be acceptable, we gather).

The SMMT is to be congratulated on having almost all the promised exhibits in place on the morning of Press day but earns a very black mark for having no catalogues available, letting in all manner of non-badge-holders, and closing the Press car-park at 10.30 a.m. on Press day — motor shows don't change!

Names like Boillot and Talbot mean something to motor-racing historians and they drew me to the latter stand, where the newest draw was the topless Samba, to which an openable Vauxhall Cavalier full of fur-coated girls was a foil to the Samba-dancers. This little package seemed such a nice way of obtaining plenty of fresh air that I began to pine for the open road (a term still viable, in Wales, in winter), so I retraced my steps to the parked Alfa 6, having to climb over a railway line on the way, as if to remind me that this is the Age of the Train. I wonder? — W.B.

NEC Natterings

We wonder how many "oiled" visitors hailed cabs on the **Carbodies** stand?

The **Royal Mail Stamps** stand had at each corner an historic car, the original 40/50 h.p. Rolls-Royce Silver Ghost, an Austin 7 fabric box-saloon, a 1935 SS1, and a brass-radiator model-T Ford Tourer.

It was nice to see **Ferrari** proudly announcing that they are World Champions, 1982, on the "tower" above their quietly presented display.

BL had the show at its feet, surely with the 135 m.p.h. Rover Vitesse and MG-Metro Turbo?

Colt were pressing the fact that they offer more Turbo-charged cars than anyone else, and you had the Turbo-diesel **Rover** and **Lancia** showing the old-way of applying supercharge. But there was no information about the Rover Vitesse at the **BL** stand.

We arrived at the **Mercedes-Benz** stand just in time to witness an awful roll-over accident happening, on video.

The economy-theme persisted, with a gaudy yellow-and-black 2CV **Citroën** Charleston, priced at well under £3,000. Its little exposed headlamps followed a vintage flavour, like that side-opening **Skoda** "bonnet".

I was distressed to see a sad Kangaroo being led around, its front paws in boxing-gloves, and some tiny Ponies in very restricted pens, one being suckled by its Mare. The latter were publicising the Hyundai's Pony range. Am I a foolish sentimentalist in believing the Motor Show is not the place for easily frightened animals?

Lancia had a competition orientated display, with a Group 6 Lancia-Martini pointing downhill off its raised dais and a Group B Lancia Rally, the glass top of its bootlid revealing the supercharged twin-cam mid-engine. They also generously showed a Le Mans colour film even down to the gory accidents in spite of Porsche having won the race.

I felt rather self-conscious, wearing trousers with old-fashioned turn-ups, until I encountered another pair — on the **Morgan** stand, where else?

I will now hand over to a colleague for a report on the serious aspects of the Show. — W.B.

MOTOR SHOW 82

It used to be the case that the launching of a new model actually took place on the manufacturer's stand at one of the important Motor Shows. Today, not only have those in the trade already seen, and sometimes driven, the supposedly secret product, but the general public too will have been fed more-or-less unofficial leakages, together with grainy photographs of prototypes in testing. All of this rather diminishes the excitement to the level of publishing in *The Times* an engagement which has long been a fact.

What the Show does provide is an opportunity to compare side-by-side the offerings of rival manufacturers, all presented in what is hoped to be the most tempting possible manner. Whether the "gift-wrapped" approach sells individual cars is debatable, but inasmuch as it reminds the motorist that his car will soon be out of date, it must be of benefit to the industry.

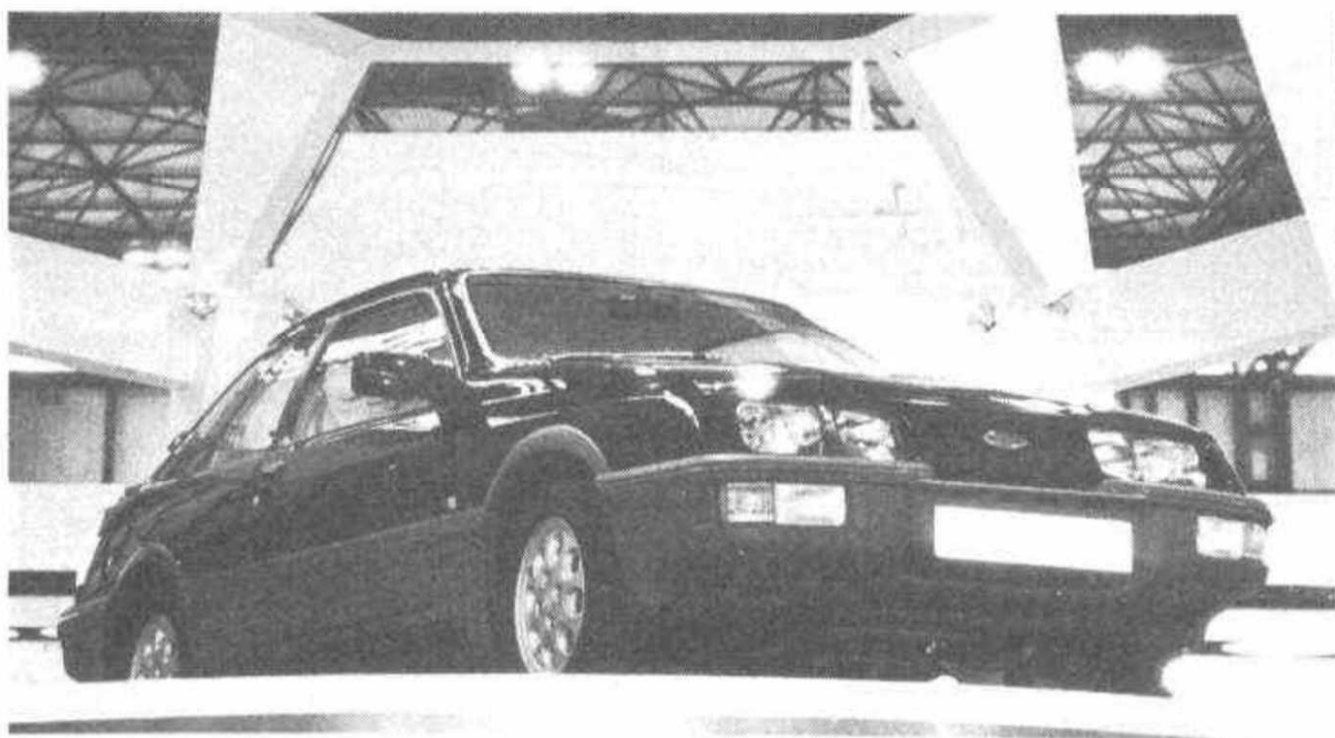
To this end, it is the aim of every company to have something new to display, and Ford certainly have this year. On the crest of the tidal-wave of publicity for the boldly-styled Sierra, the XR4 finally took its bow as the sporting model in the new range. Powered by an injected version of the 2.8-litre V6, the three-door hatchback develops 150 PS and boasts a five-speed 'box and ventilated front discs, necessary on low-drag cars. Externally, it is the double-deck rear spoiler which sets the XR4 apart, and which helps to make the car even more slippery than the base models.

Following the success of the XR3, Ford have decided to delete it — but only to introduce the XR3i, on which the power goes up to 105 PS, top speed is increased to over 115 m.p.h., and, with the aid of an over-run fuel cut-off valve, consumption is better also. Suspension alterations mean that the car sits lower than before, but the only other clue to the change is the discreet 'i' on the tailgate. Should that package not satisfy you, you might look at the RS1600i. Hottest new Escort yet, Ford hope it will make its mark in Group A racing. Certainly its 50-profile tyres, striking alloy wheels and enlarged rear spoiler mark it out, while a 115 PS CVH power unit combined with competition suspension should maintain the reputation of the Ford Motorsport department.

In the face of the current wave of turbochargers, Lancia are promoting the virtues of supercharging with their Trevi Volumex saloon. Their claim is that because of the wide spread of power available at low engine speeds, the system is very fuel-efficient, and they are reinforcing their confidence by using it in the Lancia Rally, an impressive mid-engined two-seater with which they have contended the European Rally Championship. Since 200 of these must be built in order to compete, some will be available as road-going versions, and with 205 PS pushing the car up to 137 m.p.h., it will be a lucky man who manages to obtain one.

Much more easily obtainable will be the Panther Kallista, which aims to fill the gap left by the demise of the MGB, Midget, and TR7. Reminiscent of the old Lima, the Kallista is now based on Ford mechanicals, offers more room under its all aluminium body, and is cheaper! A 2.8-litre version will be £6,800, but if 96 PS is enough power, then a mere £5,850 will enable you to enjoy open-air motoring in the 1.6.

Another manufacturer adding fuel-injection to its range is Audi, whose sporting four-seater Coupé will be joined by an injected version



HIGH on its elevated stand, the 3-door Ford XR4 (above) will remain out of reach until it becomes available early next year. Audi's new 100 (below) attracted many eager to examine the novel method of mounting the flush-glass side-windows.



capable of 122 m.p.h. using the unique five-cylinder 2.2-litre engine. Acceleration from 0-60 m.p.h. is of the order of 9.1 seconds, while fuel-consumption averages 21.2 m.p.g. on the urban cycle and 43.3 m.p.g. at 56 m.p.h. An impressive list of equipment is standard on the Coupé, including electric windows, central locking, sunroof, alloy wheels, and headlamp washers.

Big brother of the Coupé, the four-wheel-drive Audi Quattro could be seen for the first time with right-hand-drive. Many of those who have driven the Quattro in its original left-hand-drive only form commented that it seemed no handicap, but this latest modification will dispel any reservations that potential customers might have had. Otherwise, changes are limited to the addition of two-stage differential locks, and a revised headlamp layout with twin lamps under a single lens.

Attracting the greatest attention, however, was the new Audi 100. This model, claim the company, is the most aerodynamically efficient production car ever, with a drag-factor of 0.30, an improvement of 30 per cent over the European average. Such a big step has naturally required a huge investment of time and money, particularly in the development of the revolutionary flush-glazing system which is crucial to the

smooth airflow over the car, and which was the object of intense interest to a contingent of Japanese motor executives visiting the Show.

The already pleasing little Astra further benefits from the SR treatment from General Motors, gaining a 90 PS 1.6-litre engine and a new wide-ratio gearbox as well as the black cosmetic treatment of the Opel Kadett SR it replaces. The Opel Manta, on the other hand, has been given a smaller engine in the interests of economy, but designed on a new principle so as to combine that benefit with less noise and wear while suffering no loss of performance. The unit is known as the LET engine, the letters standing for Low End Torque, and has been designed to run efficiently at lower than usual speeds. According to GM, the 1.8 LET unit, which replaces the previous 2.0-litre in the Manta, will produce nearly 90 per cent of its torque at only 2,000 r.p.m.

Having campaigned a two-litre version of the little 343 in European rallycross events for some time, Volvo were displaying the production model, the 360, alongside the 1400 c.c. 340s. The sporting version is known as the 360 GLT, and uses the Bosch fuel-injection system to push the power output to 115 PS. In addition to the almost obligatory front and rear spoilers, the GLT capitalises on the well-balanced transaxle layout with lowered suspension, gas rear shock-



ASTON MARTIN Tickford's Capri 2.8T has performance to match its looks.

absorbers, and low-profile tyres.

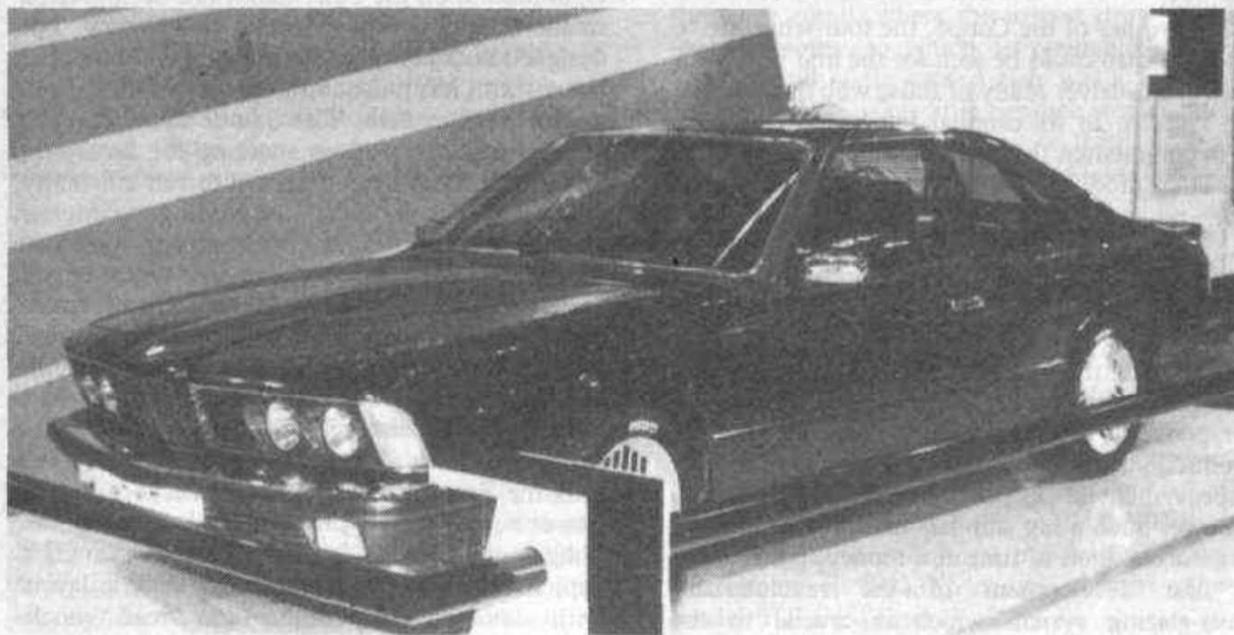
One car which was something of a surprise at the Show appeared on the Aston Martin Lagonda stand. No, it was not a replacement for the venerable V8 — although it shared the same stand, its humble origins meant that it was firmly fenced off from the more exclusive products of the group. It was the latest exercise of Tickford, AML's coachbuilding subsidiary, and was a rather dramatic restyling of a Capri 2.8i. By utilising a turbocharger, power is boosted to 205 PS, with 60 m.p.h. arriving in "about six seconds", and 140 m.p.h. not so long after that.

Better axle location plus a limited-slip differential should help keep it on the road and avoid damaging the elaborate body panels which impart something of a road-racer look. Inside the 2.8T are to be found the ubiquitous Recaro seats, trimmed in Connolly hide, and a walnut dashboard and although the example on the stand is the only one built so far, it is hoped to offer them in a few months time at around £14,000.

In the same hall was to be found the Lotus stand, always the focus of much attention. This year, the Elite, Esprit and the superb Esprit Turbo remain substantially unchanged; instead, it



LOTUS displayed the remodelled Eclat Excel (above) — quicker, lighter, roomier and more economical than before. Below, the BMW Observer is a handsome coupé with disappearing glass roof panels.



is the turn of the Eclat "Excel" to take the stage. The Eclat, while undoubtedly a clever package, was never satisfactory visually, and Colin Chapman's development team have done an excellent job of remodelling it so that the now-beautiful body reflects the considerable engineering improvements they have wrought. The rear suspension benefits from experience gained with the Turbo Esprit and now uses an upper link so that the half-shaft no longer carries cornering loads. The 2.2-litre 16-valve power unit is unchanged, but with a more efficient transmission, lightened bodyshell, and better drag co-efficient, the overall performance is better in all respects — for instance, the 0-60 m.p.h. time comes down from 7.5s to 7.0s. Visually, the car has a softer nose and new window-line, together with remodelled rear quarters and boot section, all of which combine to make the Eclat Excel a most desirable grand tourer.

An automatic transmission that is more economical than a manual gearbox — that is BMW's claim for a soon-to-be-available option on the 7-series saloons. This is made possible by a mechanical clutch which "bridges" the torque converter in the overdrive fourth gear. This ratio is so high that at 100 m.p.h. the 735i engine is turning at only 3,020 r.p.m. A number of small aerodynamic improvements further increase economy, the most obvious of which is a redesigned front grille. On a separate stand, but also BMW based, was the Observer Coupé, commissioned by the magazine of that name to explore civilised open-air motoring. The solution developed by MGA, the Coventry-based design company, has a glass roof and rear light which both retract into the boot at the press of a button, overcoming the usual problems of fold-down canvas hoods. The only drawback is that the side-rails are fixed, so that it is no easier to get in and out of than the coupé.

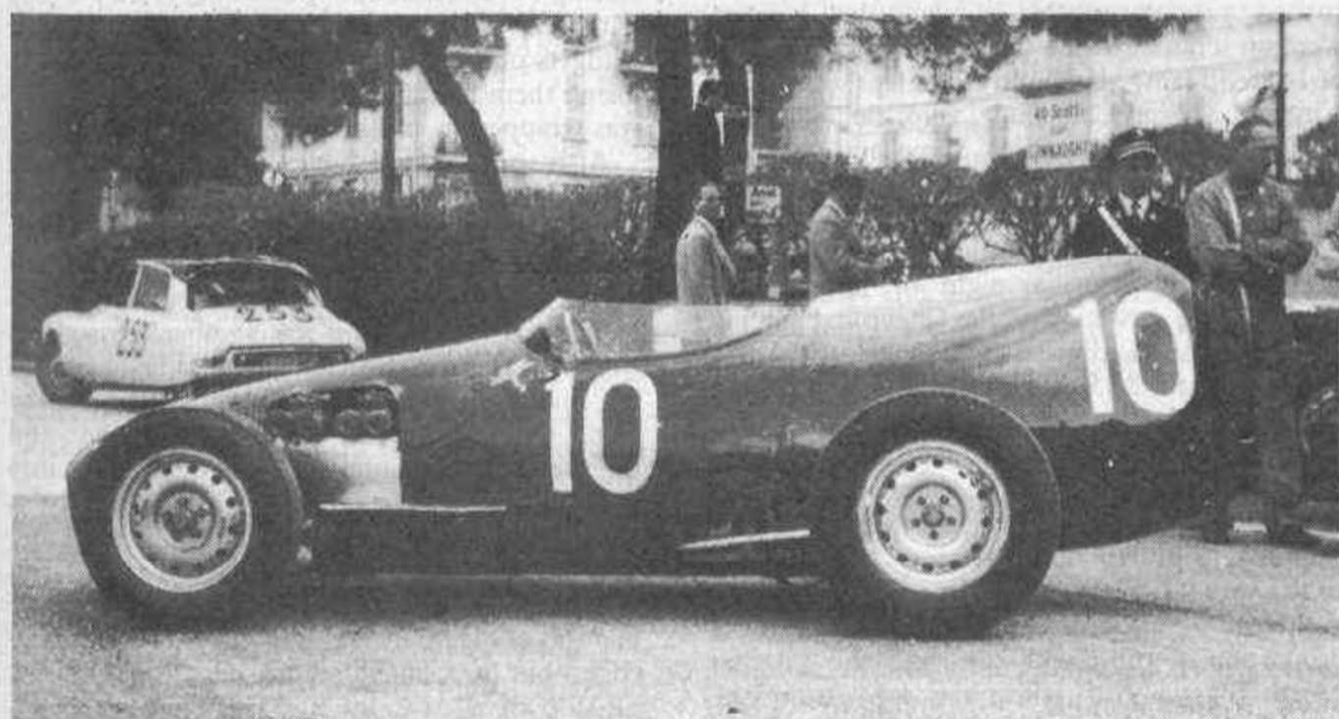
On the Ferrari stand, a casual glance might suggest that there was little change, but in fact close scrutiny revealed the legend "Quattrovalvole" on the tail panels of the 308 GTB and GTS and the 2+2 Mondial. All of these models boast the recently developed 32-valve engine, as standard, which endows them with more power (240 PS) and substantially improved economy, to the point where the 155 m.p.h. 308 almost rivals family-car frugality at 23.7 m.p.g. overall! As for the 400i, Modena engineers have concentrated on improving performance at lower revolutions by revising gear ratios, and have developed a hydropneumatic self-levelling rear suspension for increased comfort. The flagship of the *marque*, the BB512i, remains unchanged.

The 911 SC Cabriolet was the star of Porsche's display (apart of course from the 956 with which they have just won the World Championship for Makes) and although mechanically identical with the existing coupé, seems set to further enhance the success of the classic 911. Meanwhile, demand for the new 944 has been such that the Turbo version of the 924 has been discontinued, leaving the 911 the only turbocharged model. Yet again, claims of better performance and economy are made for the '83 version, with figures of 25 m.p.g. plus possible.

Disappointingly, the Maserati Biturbo was not to be seen, due to transport problems. A compact 2+2, this technically interesting car looks as if it will be good value for the enthusiast when it is finally available here. Instead, a Quattroporte features on the stand; quite the opposite of the Biturbo, it is a full five-seater four-door limousine offering sumptuous high-speed travel for a fortunate few. — G.C.



ABOVE: Connaught B3 in its original form at Snetterton in 1955, with Leslie Marr driving. Below, the car as it raced at Monaco in 1957, showing the "dart" body and short nose it retained until recently. This was its last race as an Alta-engined factory car.



Historic Grand Prix Cars

THE first B-type Connaught appeared in August 1954 and caused quite a stir in the motor racing world because of its all-enveloping streamlined single-seater bodywork. This was B1 and though Rodney Clarke drove it around the Goodwood circuit on a demonstration it was not ready to race, or to be more precise Connaught Engineering were not ready to race. The small firm, situated on the old Portsmouth Road just outside Ripley in Surrey, was financed by Kenneth MacAlpine partly as a hobby and partly to pay for his own personal racing programme, but money was not unlimited so the racing team was run on a tight budget. They had been quite successful in the 1950-53 years of Formula Two, but it strained their resources to the limit when they embarked on a new design for the 1954 Formula. Much was pinned on the Coventry-Climax "Godiva" V8 engine for the new 2½-litre Formula, and when it was obvious that it was never going to become available Connaught Engineering had to hastily switch to an Alta engine being built by Geoffrey Taylor. In a joint effort the 2½-litre 4-cylinder engine was developed by Connaught and Alta and this unit was installed in B1, which had double-wishbone and coil-spring front suspension and a de Dion rear suspension sprung on torsion bars. A pre-selector gearbox was mounted at the rear, just ahead of the chassis-mounted differential unit and the Alta engine was mounted well forward in the tubular ladder-type chassis frame, with the driving position also well forward, virtually in the centre of the wheelbase. Connaught were well advanced in steering, road-holding and handling theory and believed in low polar-moments of inertia, and basic understeer with a bias towards neutral steer.

The first B-type did not race until 1955, by which time three more cars had been built, B2 another "streamliner" for MacAlpine, B3 also with the all-enveloping streamlined bodywork for Leslie Marr, and B4 for Rob Walker with a conventional single-seater body. Underneath, all the cars were the same, except that Walker's car had a smaller fuel tank capacity as he did not intend to race it in 300-mile Grand Prix events. The following year Connaught built three more B-types but by this time they had abandoned the fully-enveloping bodywork as they found the disadvantages outweighed the advantages. It was particularly vulnerable in accidents, even minor ones, and cost a lot of time and money to repair, while handling at race meetings was a major headache as the complete upper half lifted off in one piece and, apart from needing four mechanics to deal with it, there was never anywhere to put it when it was removed. The 1956 cars were B5, B6 and B7 and that was the sum total of B-types built, for in 1957 the firm got into financial difficulties and before the whole thing became a total disaster Rodney Clarke wisely folded the firm up. Of the seven B-types built it is B3 with which we deal this month.

Connaught B-type 1955 Chassis No. B 3 Engine Connaught/Alta and Jaguar D-type

As mentioned, this car was built to the order of Leslie Marr, who had previously owned an A-type Connaught, and his main activity was in the smaller National meetings rather than Grand Prix events, but none-the-less the car was built to full Formula One specification and, unlike the prototype when it first appeared in 1954, it had the latest Dunlop alloy disc wheels. Leslie Marr raced the car in small events, going as far west as Davidstow Airfield in Cornwall and east to Snetterton. Naturally enough he took part in his own Grand Prix, at Silverstone, but retired when he spun off the airfield track. He ran in the Gold Cup race at Oulton Park in 1955, but once again spun off the track into retirement. At this time the winter Tasman races in New Zealand and Australia were very popular and were run to Formula Libre rules, so Marr had the 4-cylinder Alta engine removed by Connaught Engineering and a 3.4-litre D-type Jaguar unit installed, still retaining the all-enveloping streamlined bodywork and the longer engine fitted in remarkably neatly, even though the two long external exhaust pipes were a bit of an afterthought. Down-under Marr finished fourth in one race, but retired in another with trouble in the Jaguar oiling system.

Returning to the UK Marr did not race again and subsequently Connaught Engineering bought B3 off him and it returned to the Ripley works and became an experimental car. For the 1957 season the works team comprised B1, B2, B5, B6, and B7 and a full season of Grand Prix events was planned, the keynote of which was assured starts for three cars in every race with guaranteed starting money so that the team could plan on being self-supporting. Adding B3 to their existing cars meant that they could ring the changes on two sets of three cars, thus ensuring a race-worthy trio at all the races. While the other cars had normal slim single-seater bodies, all thoughts of continuing with the "streamliner" having been abandoned, B3 was fitted with a one-off body designed on an interesting aerodynamic theory of the time. Its original all-enveloping body was removed and scrapped, and the Jaguar engine disposed of, a Connaught / Alta 4-cylinder taking its place. This engine actually came from B1 which had been destroyed in a fire at Syracuse. In its new guise B3 appeared at Goodwood for the BARC Easter meeting, in unpainted form, driven by Stuart Lewis-Evans, and ran third but annexed the lead when the two cars ahead ran into trouble.

The new bodywork had the widest part just ahead of the rear wheels and it then tapered away to the rear, while the front was very low and chisel-shaped and in side elevation the line of the body rose constantly to the tip of the tail. It was referred to as being "dart" shape, though *Autosport* unkindly dubbed it the "toothpaste tube", while at the factory it was called "Moby Dick" for obvious reasons. After Goodwood it was painted Connaught green and it formed part of the team for the Monaco Grand Prix, again driven by Lewis-Evans. In deference to the confined spaces on the Monte Carlo circuit the long chisel nose was replaced by a short blunt one which was less vulnerable, and speeds round the Principality were such that aerodynamic stability did not cause any problems. As so often happens at Monaco it was a race of attrition and "Moby Dick" finished fourth out of six finishers, the last

of which was not actually running.

Without warning two major Grand Prix events, the Belgian Grand Prix at Spa-Francorchamps and the Dutch Grand Prix at Zandvoort, were cancelled due to financial problems and this put the Connaught team into a quandary for their whole existence was geared to a full season of racing. The loss of income from two major events tipped the scales, and before the firm became engulfed in debt Clarke closed it down. All the cars were race-prepared and an auction sale was held and B3, still in its Monaco form with blunt nose and "toothpaste tube" bodywork, was bought by B. C. Ecclestone, along with B7 a normal "Syracuse" type car. Our "Bernie" intended to run a Formula One team with Stuart Lewis-Evans as his principal driver, but the cars were no longer competitive in Grand Prix events so the idea never really got off the ground, though B3 did have some further outings during 1958.

Lewis-Evans drove it in the Tasman series, retiring in the New Zealand Grand Prix at Ardmore when the oil pressure disappeared and finished third in the Lady Wigram Trophy. At the 1958 Easter Goodwood meeting he again drove B3 and finished fifth, and then in the Aintree "200" Paul Emery drove the car and finished fifth. It was entered for the Monaco Grand Prix for American Bruce Kessler to drive, but it did not arrive and he and Emery shared Ecclestone's other car B7, but neither of them could qualify. In the British Grand Prix Ivor Bueb drove B3 but retired with loss of oil pressure in the pre-selector gearbox and by this time Ecclestone realised he was not going to get anywhere with the old Connaughts so they were put up for sale. B3 had one more outing in 1958 when Tony Skelton competed with it in a Formule Libre race at the last Brands Hatch meeting of the year and then it disappeared into what can be called the "club racing world". It was still exactly as it had last run as a works car, at Monaco, with the short blunt nose cowling and the long tapering and rising tail.

During this time Rodney Clarke had emigrated to Jamaica where he went in for property dealing, but eventually he returned home and began to collect Connaught "souvenirs". Among these was B3, which he kept at his motor showrooms in Guildford, along with other B-type Connaughts. Eventually he sold B3, minus its engine, to John Harper who installed a Jaguar engine and ran it in Historic racing events.

While Harper undoubtedly had an historic car, its history was muddled, though the details were clear. The car was in its 1957 form outwardly, but mechanically was in its 1956 form, the two entities being very different. After much heart-searching and taking into account the scarcity of 2½-litre Connaught / Alta engines and their fragility, and the ready supply of Jaguar engines, John Harper had Maurice Gomm rebody B3 with an all-enveloping "streamliner" body as it had been fitted with originally when it was built for Leslie Marr. With its present Jaguar engine it now stands as B3 the Tasman car, born out of B3 the 1955 Grand Prix car. On the sidelines Harper has the "toothpaste tube" bodywork and if a 2½-litre Connaught / Alta engine appears he then has the possibility of creating B3 in its 1957 Monaco Grand Prix form.

Whatever combination of bits are used, B3 in some form or other still lives and still races. Very soon after finishing the streamlined bodywork Harper discovered to his cost the major drawback of Connaught's original 1954 idea. He was involved in a minor accident of someone's else's making, at Brands Hatch, and the bodywork suffered in consequence, but it has since been straightened out. — D.S.J.

STEWART WRIGHTSON

4-HOUR RELAY RACE

NOW that there is such a proliferation of rival formulae in racing, grids tend to be closely matched. The ultimate examples of this are of course the various one-make championships such as the Unipart Metro Challenge. It was interesting, therefore, that the two races held at Oulton Park on October 2nd should be so diverse.

The first was a round of the Champion of Oulton Formula Ford 1600 series, involving almost identical machines, while the main event was the Stewart Wrightson 4-hour Relay Race, in which a range of widely differing vehicles competed on handicap. The object of such a race is to accumulate as many laps as possible, using a team of cars which can be interchanged freely as long as only one is on the track at a time.

Winner of the Formula Ford race was Richard Peacock in his Crossle, who beat the Van Diemens of David Mellor and Martin Allinson into second and third respectively. Attention next turned to the relay teams, of whom the Chevrons were on scratch, with a big gap to the next team, of 14 credit laps. Maximum credit laps went to the Vintage Sports Car Club who fielded three Alvises, an Aston, a Riley Snipe and a Frazer Nash TT replica.

The grid was flagged away under an overcast sky at 1 p.m. and soon settled to a steady pace, presenting the unusual sight of mid-engined sports-racing cars such as the Chevrons tangling with road cars as diverse as Aston Martin DB4s and the Austin A35 of Tim Blackburn. The first casualty was Geoff Mansfield's TR3A which retired after hitting the armco at Deer Leap. Being a handicap event, the commentators had the full responsibility of trying to make things comprehensible to the spectators and, indeed, coped very well.

Interim positions took into account a proportion of the credit laps, and showed that Team Ginetta had taken the lead from the organising club, Lancashire & Cheshire Car Club, who included a rally Chevette in their line-up.

Impressive for their silence were the Turbos of Dealer Team Saab, although the shriek of a locked tyre betrayed how close Andrew Grocott came to spinning at Fosters. The same tight corner saw the Wolseley 15/50 of Chris Logue mount the outer kerb, but he continued with undiminished speed back on to the circuit.

Although Team Chevron were leading on the road, it was the Ginettas who retained first, pursued by the Escort / Golf / Lotus Team "Cheshire Vagrants." David Ellis was piloting his thunderous V8 Aston, untouchable on the

THE handsome Riley Snipe of Nicholas Lees.



straights, but not as nimble as the little Chevrons in negotiating traffic.

By half-way, L&CCC, the home team, were challenging for the lead, while the TR Register had pulled themselves up into third, pursued by the VSCC. It was a pleasure to watch the D-Type of David Duffy flying the flag for the Jaguar Drivers Club, although the team were not really in the hunt on corrected laps. The Chevrons seemed to have an uphill struggle against their handicap, being appreciably faster than their rivals but never figuring on the leader board, and in his determination to rectify this, Richard Dodkins spun off at Old Hall and could not restart for some minutes.

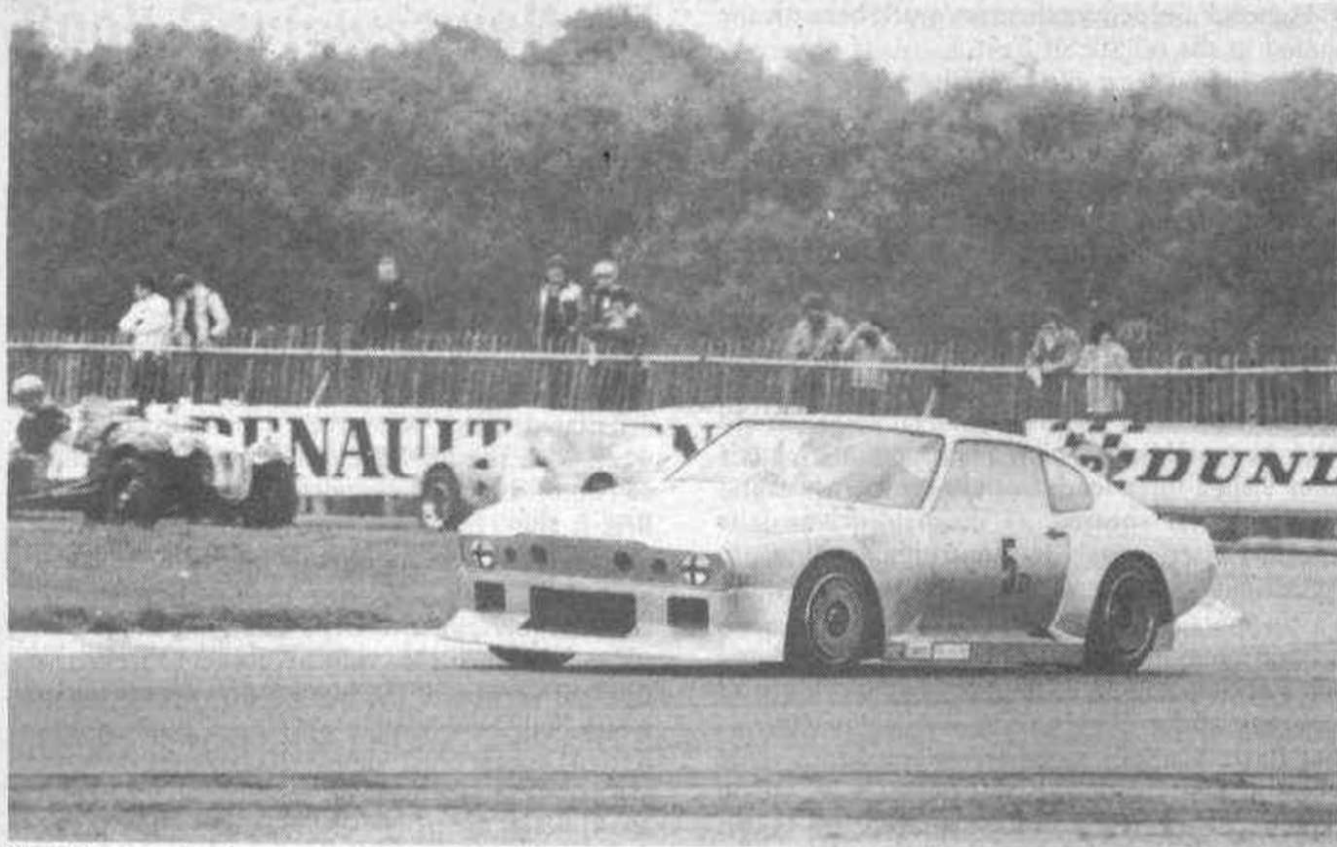
For a while, Grahame Dowler in his Midget managed to hold off Ellis's yellow Aston by dint of sticking firmly to his line, but inevitably the power of the big machine told in the end. It was noticeable that, mechanical problems excepted, the faster teams kept each of their cars out for regular periods. The Saabs, on the other hand, were making more changeovers than anyone, which did not improve their average. Safety first Racing were caught out by an unexpected pit-stop with only 13 minutes to go, when one of their Midgets pulled in and no replacement was ready, losing them perhaps half a lap before Max Tyler was strapped in and sent off to rejoin the fray.

After nearly four hours of racing, the final minutes were amongst the most exciting, the VSCC suffering their second misfortune at Fosters only seven minutes before the flag fell. In practice, Rob Dean's Alvis Silver Eagle had damaged a wheel, and it was another Alvis, John Brydon's Speed 20 Special, which came to grief in the final dash. The balance-weights flew off the front off-side wheel, and the sudden and unexpected axle-shimmy sent the car tail-first into the armco, and it was retired. Meanwhile, Aston and Ginetta were intent on a fighting finish and the Saabs continued to swop drivers. Adam Wiseberg was lucky to avoid black-flagging, as the boot-lid of his MGA was standing on its left-hand edge, but it seemed secure enough. The last pit-stop of all was by Richard Thwaites, who, after a steady, neat and fast drive in his Chevron B6, was replaced with only three minutes to go by Richard Dodkins. Team Ginetta took the flag and overall victory at 5 p.m., local clubs being second and third, with a ladies team fourth.

The handicapping produced a close array over the rest of the field, although Team Chevron might have expected more recognition for their top road-distance performance. — G.C.

Results:

- 1st — Team Ginetta, 214 laps
- 2nd — Lancs and Cheshire CC, 208 laps
- 3rd — Cheshire Vagrants, 206 laps
- 4th — Lenham Storage / BWRDC, 204 laps



THE immaculately prepared Hyde Vale Aston Martin, part of the winning team at Silverstone.

750 MC RELAY

SILVERSTONE

ONLY a week after the Oulton Park event, the 750 Motor Club held their annual Six hour relay race at Silverstone. It was on an altogether bigger scale, fielding 27 teams of from four to six cars. With six hours racing over the short Club circuit, lap totals were bound to be high, and the handicap figures reflected this. The Chevron team were again on scratch, while at the other end of the scale the 750 Club's own Austin 7 *equipe* started with an impressive 128 laps in hand.

In order to ensure that only one car from each team is on the circuit at any one time, a coloured sash has to be transferred from car to car in the pits during a changeover, although in fact the "sash" takes the form of a strip of velcro-backed fabric, each car being equipped with a corresponding velcro panel on its side. Should a car stop on the circuit, the relief driver must stop and collect the sash before continuing.

The grid was flagged away at midday, and a clue to the story of the race was given at the first corner where Barry Robinson's Porsche RSR just led from Richard Dodkins' Chevron. But it was only seven minutes later that we saw the first visitor to the pits — the Firenza of Tony Davies which had a loose plug lead. Almost immediately after, the first E-type pulled in, oil spraying onto the screen, and its place was taken by David Duffy's D-type. Out on the track, Chevron and Porsche Players (as opposed to Gentlemen) were setting the pace, with the very rapid Turner of Dave Broom and Chris Kingwell's Alfa GTV providing the spectacle. Half-hour results showed Turners ahead on handicap.

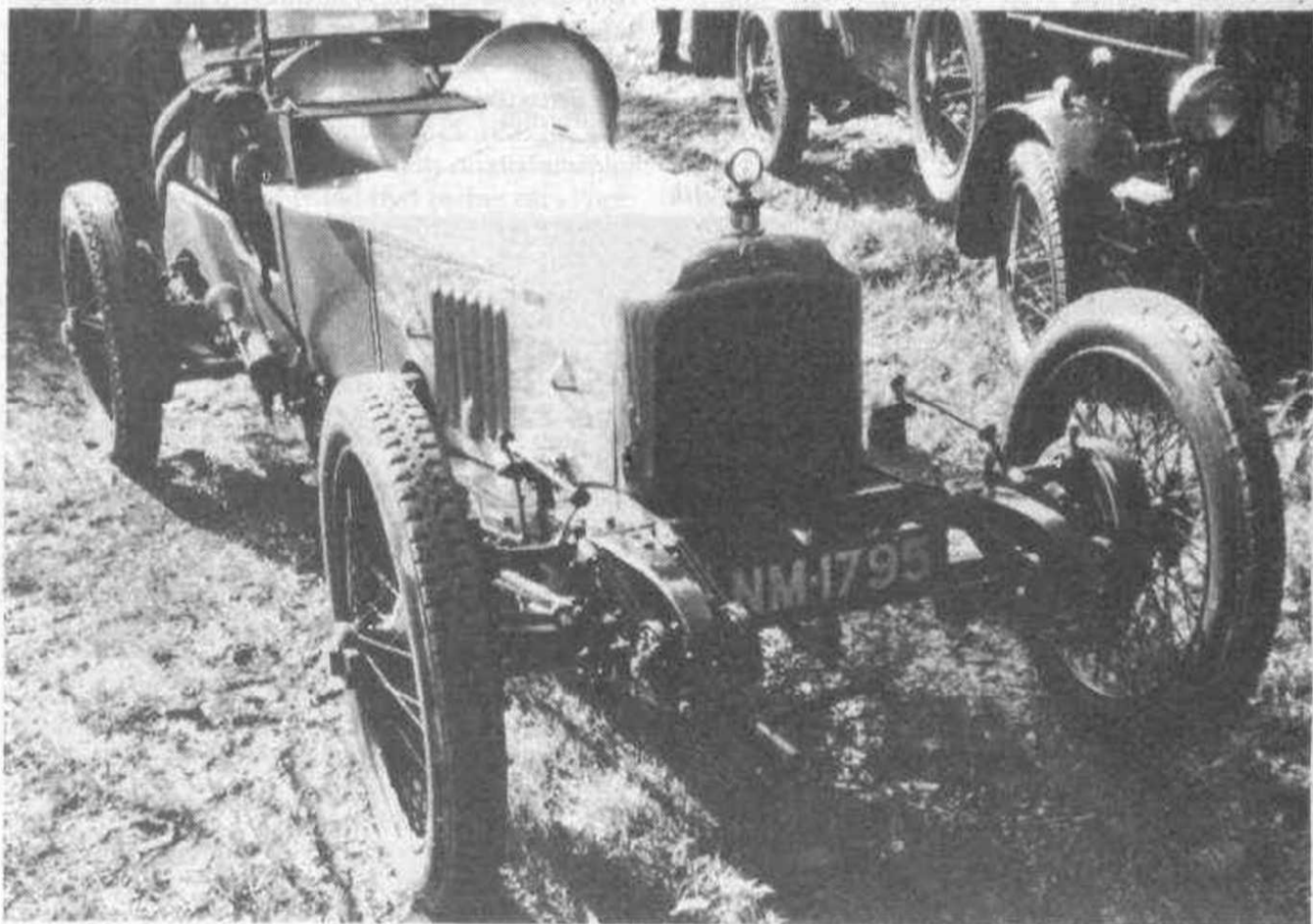
It was under braking into Becketts that the first coming-together happened — Peter Clark hit the Mallock he was following, luckily without dramatic results. Meanwhile, Doyle's Dino had come to a halt on the circuit after sounding sick for several laps, and, although it restarted, it was only to make its way to the pits.

Bentley Drivers Club were pleased to find themselves second behind the Turners, chased by "Oxford Rats", whose effort was spearheaded by the Autocavan Golf. A shortage of rear brakes

temporarily sidelined the Stratos of David Scheldt, slowing the team, while poor Davies' Firenza was again in trouble — this time a plug-top disintegrated. The 'Nash team manager was disconcerted to see Tim Walton arrive minus a rear wing, after his TT Replica was struck from behind approaching Maggots, and the missing fender had to remain by the side of the track, in sight but out of reach.

By 1.30, the Porsche-Chevron tussle had gained a third party — Aston Martin Post-War, who were now third on the road and on handicap. Had there been a concours prize, their Hyde Vale DBS V8 must surely have won it, as well as being one of the fastest entries. CCC's Rover made a splendid sight leaving Copse sideways, but Dave Newman had the same problem on two successive laps, twice spinning his Mk 6 Bentley Special at Becketts, where John Foster did likewise in his lightweight E-type. He commented later that the

"ANOTHER shock we had was coming upon a 1922 TT Vauxhall stripped for racing . . .", (See Welsh report overleaf).



car was not at its best and was probably no faster than his XK 150! A further problem for Jaguar hit their fastest car, Sisson's 4.2 E, which threw a rod on Club Straight.

For a while it looked as if the Aston challenge might diminish, because a routine inspection on Prater's V8 discovered a cracked disc, but hurried 'phone calls to nearby Newport Pagnell resulted in a replacement being obtained and fitted before the end of the race. Even worse trouble afflicted the London CC; after suffering a blown gasket, a bent valve, and a disintegrating piston, they were left with only one car, which, although not healthy, did complete three hours solo racing.

Some of the cars looked as if they had come straight from the showroom, and it was rumoured that Bill Cowling had pinched his secretary's XR3 for the day! Amongst pure competition cars, the Clubman's team lost a lap when Kevin Buley, sent out to take over from David Orchard's stationary Centaur, missed the sash and had to go round again. By this time, the Astons had taken the lead, followed by Lancia and TR, the Porsche Players having lost time when Robinson's RSR ploughed into the catch-fencing at Woodcote, although there was still only a lap between them and Chevron on the road after five hours racing.

Peter Millward, carried away perhaps by the prospect of victory, had to be signalled three times before he brought in the Lola-Aston in the closing stages, but attention was by then focussed on Sadler's attempt to fight off the Chevrons, both vying for overall victory. This struggle saw Sadler have a moment at Woodcote, but only after seeing Morgan's Chevron pass him and immediately blow its clutch. On the stroke of 6 p.m. it was Sadler who took the flag by yards, but it was not enough to regain the laurels. Aston held their first place on handicap, as well as third overall, with the TR Register only a few laps behind, closely followed by the Oxford Rats. — G.C.

RESULTS 750 MC 6-hour Relay:

Overall: 1. Apollo Racewear Team Chevron, 339 laps
2. Porsche "Players", 338 laps
3. Aston Martin OC Postwar, 335 laps

Handicap: 1. AMOC, 366 laps
2. TR Register, 360 laps
3. Oxford Rats, 358 laps

VSCC Welsh Weekend

THE Vintage SCC went to Wales, as it always does in October, for a road trial ending there, driving tests, a *Concours d'Elegance*, and its two-day Welsh Trial (12 "sections" in all), for the tougher pre-1931 cars. Entries had fallen from 93 last year to 70. We feared at first that the depressed financial climate must at last be curbing the activities even of the affluent vintage movement, but were relieved to learn that the event had inadvertently been missed out of the last two issues of the Club's newsletter — which shows the need for publicity. Advertisers, please note!

The road event is now a poor shadow of its former endeavours, for then you earned marks for the mileage you could pack into 24 hours or so before checking-in at Prestigne, route deviations being notified by telegram. Whether the VSCC decided that British Telecom earns sufficient already, without additional reimbursements, or thought that as old cars are getting older every year they should not be subjected to such strain (watch their race meetings and that cannot be valid) or that the thing was just too complicated, we don't profess to know. The fact remains that competitors now have to cover only 100 miles in the 24 hours prior to signing-on at Knighton, for the beauty-show, and DTs, the latter now called "Autotests". All rather sad, to one who used to think the "Welsh" represented high adventure, in an aged motor, before the war. . . .

A round dozen essayed the seven 1982 tests, after a Brescia Bugatti had decided its clutch wasn't up to it, and a Salmson and a Lancia Lambda had failed to turn up. Davies drove his dignified AC sedately, Diffey his Humber rather differently. Price, using his Ballot in lieu of his Rolls-Royce, displayed a wide turning circle, Glover used his beetle-back Alvis hard, Knight was extremely good in his OM, which you could distinguish from Hancock's OM because it has its handle-brake *inside*, and MacMillan had substituted a DISS Delage which he has been rebuilding over 16 years, for his more familiar Rolls-Royce.

Longden drove a Firestone-shod Model-A Ford coupé with a roll-up back panel to its hood, so that the inmates can be sociable to inferior beings riding in the dickey — also useful in driving-tests (this makes at least five active Model-As in the VSCC, we think). Ron Sant had to reverse before the line in Test-2, and the absolutely splendid 1925 Daimler RI-6-30 Hamshawe limousine of C.

THE 1929 Austin Seven of D. S. Price on the Welsh.



B. Hancock needed momentary work beneath the bonnet in the middle of Test-3.

The Sunday part of the trial seemed to effect more mechanical mayhem than usual. First we followed two Cup-Model Austin 7s, to Cwmhwyope. Coming into Knighton, we saw Collings' 1913 Züst being towed away, it having succumbed to clutch trouble, and we heard that the Speed Six Bentley from this famous stable also broke down later. In Knighton, for the traditional lunch break, Dowell's big Sunbeam was seen towing-in Harper's MG Midget, which had also lost its clutch, in its first trial. Hewson, in the other M-type Midget, blew a head gasket, White's Riley 9 shed three teeth from its crown-wheel and a 12/50 Alvis sheared its magneto-drive. Jane Arnold-Foster was a non-runner, due to mysterious carburettor maladies possessing her Austin 7.

Pondering on the entry in Knighton, we noted that Barker's Austin 7 Chummy had a cylindrical fuel tank and a battery in its rear compartment, that Barry Clarke's metal A7 saloon had a spare wheel in that position, R. N. Parker's A7 saloon likewise, while W. B. Parker's fabric A7 saloon had *two* spare wheels on the back seat. When we were young, before the Pill, this place in an Austin 7 was reserved for young children. As we were thinking about this, a very Royal-looking Daimler glided silently past the muddy rabble parked at both sides of the road. Almost immediately afterwards loud noises, as of gunfire, were heard. For a moment we feared the worst . . . until Ghosh hove into view, his 30/98 Vauxhall having shed its exhaust-pipe and silencer. Another shock we had was coming upon a 1922 TT Vauxhall stripped for racing. We were not imagining things, it really *was* there. It turned out to be the one built up from parts supplied by Tony Brooke after Raymond Mays had finished with them, and it has No. 5 engine in a new replica chassis-frame. But it was quite a shock (albeit a very pleasant one) from which we have scarcely recovered; so we will leave the results to tell the rest of the story. — W.B.

RESULTS

Road Section, Concours D'Elegance and Driving Tests:
 First Class Award J. A. Knight OM
 Second Class Award P. G. Diffey Humber
 Third Class Award Mrs. A. Cherrett Alla Romeo

Road Section and Trial: First Class Awards:
 H. Spence (Bowler Trophy) 1930 Lea-Francis
 R. G. Winder 1930 Austin
 S. D. Harper (Prestigne Trophy) 1928 Austin
 T. G. Threlfall 1928 Ford
 D. Downes 1927 Austin
 R. J. Campbell 1930 Ford

BL News

Metro turbo and Rover Vitesse boost Austin Rover's performance range

AUSTIN ROVER'S increasingly performance orientated image was given a further boost this week with the introduction of specialist versions of two of the Group's most popular models. The first is the 112 m.p.h. MG Metro turbo which, following a few months behind the normally aspirated MG Metro, seems certain to considerably enhance BL's small car range. The second is the 135 m.p.h. Rover Vitesse, an uprated version of the big 3.5-litre sports saloon, which will be available only on a built-to-order basis. Despite this, almost 2000 Rover Vitesse's are expected to have been produced by the end of 1983, making it a convenient and obvious contender for Austin Rover's Group A saloon racing aspirations.

The Metro turbo is the first turbocharged petrol engine car to be introduced within the BL organisation (there's a Rover diesel turbo on offer, remember), and with 93 b.h.p. from its 1,275 c.c., MG's new baby has a claimed 0-60 m.p.h. time of 9.9 sec. with commendable docility and economy. We at MOTOR SPORT will be particularly interested to test Austin Rover's claims that the Metro turbo betters the normally aspirated MG Metro's fuel consumption figures in certain circumstances. A Garrett AirResearch turbocharger is employed in conjunction with a sophisticated electronic control systems which means that the turbo's effect doesn't come in with a dramatic rush on full boost at 4,500 r.p.m. Complementing the turbocharged engine is a package of chassis modifications including ventilated disc brakes at the front, uprated Hydragas suspension with stiffer springing and damping, a rear anti-roll bar and a thicker front anti-roll bar for improved handling. There's a deep aerodynamic front spoiler in addition to the existing, distinctive MG Metro rear spoiler, and black wheel-arch extensions plus lavish "Turbo" external identification to distinguish the car from its non-turbocharged stablemate. Internally, the Metro features a well-appointed, almost lavish, level of trim highlighted by the excellent high-backed sports seats. Initially, the MG Metro turbo will be available on a built-to-order basis with a tax paid price of £5,649.86.

The Rover Vitesse is billed as the fastest production car ever to carry that marque's identification, its fuel-injected V8, 3,258 c.c. alloy engine developing 190 b.h.p. with the ability to streak from 0-60 m.p.h. in 7.1 sec., thereby making it probably the quickest production saloon currently available on the UK market. Externally distinguished by a large black polyurethane foam spoiler mounted on the tailgate, plus a deep front spoiler, the Vitesse sits one inch lower than the regular 3500 saloon on its race-bred suspension. Wide section, low profile tyres on 15-inch alloy wheels and ventilated front disc brakes complete the performance package and a very high level of interior trim is an additional appealing factor towards justifying a tax paid price tag of £14,950. MOTOR SPORT hopes to bring you more detailed assessments of these two exciting new machines when we have had a chance to drive them. — A.H.

Book Reviews

"Turbocharging & Supercharging" by Alan Allard. 192pp. 9½" x 6¾" (Patrick Stephens Ltd., Bar Hill, Cambridge, CB3 8EL. £8.95).

In view of the notable increase in turbocharging of not only racing car but of private car and commercial vehicle and diesel engines, a book devoted expressly to the subject is opportune. Alan Allard is well qualified to write such a book, because for many years, since in fact the cessation of car manufacture by his famous father's Allard Motor Company, this Company specialised in supercharging proprietary car engines and fitting supercharging sets, in association with Chris Shorrock and his well-known Shorrock superchargers.

The author reminds us that Sydney Allard used Marshall superchargers on his J2 Allard soon after the war and that he and his father drove supercharged Ford Anglia 105Es in the 1960 and 1961 Monte Carlo Rallies. But probably it was with the Dragsters pioneered by Sydney in this country and afterwards driven so successfully by Alan Allard that they became acknowledged experts. Alan's World record for the two-way s.s. ¼-mile of 9.3 sec., made in 1967 with his engine on only seven of its eight cylinders was a traumatic experience, described in the book. It was with what was most likely the first GMC 6-71 supercharger, imported from Los Angeles in the early 1960s, for adaption with Hillborn fuel injection on the Chrysler hemi-head engine of the Allard Dragster, the first big projectile of this kind outside the USA, that much of the technique of applied boost was learned.

However, the book is not only about how to fit a turbocharger or a mechanically-driven supercharger to an engine. It covers the history of forced-induction to the i.c.-engine, it includes a brief introduction to supercharging (but you should learn how to spell "Duesenberg", Alan!), and subsequent chapters deal with volumetric and thermal efficiency with notes and illustrations about different types of supercharger — roots, vane, centrifugal and turbo — and methods of driving superchargers, low-pressure supercharging, induction systems and engine cooling, turbocharging and supercharging for maximum boost, how to turbocharge small diesels, together with additional chapters about manufacturers' systems (including Lotus, Porsche, Renault, Saab, Mercedes-Benz and BMW 745i), trends and developments (Allard thinks most if not all diesel engines will be turbocharged within the next ten years) and useful names and addresses.

The book is full of learned information and graphs and the many very good illustrations should delight drag followers and other users of souped-up motor cars. It is topical, especially now that Fiat / Lancia are back with a mechanically-driven supercharged catalogue model. — W.B.

"Looking Back With Jesse Alexander" — by J. Alexander and L. C. Crane. 159pp. 8" x 11" (At Speed Press, PO Box 5400, Santa Barbara, California 93108, USA)

Jesse Alexander followed the European racing scene between the years 1954 and 1967 from his home in Switzerland travelling to races from the Targa Florio to Silverstone in his Porsche 1600. This is a picture book of his work from action photos to workshop photos and World Champions to newcomers when he was working as a free-lance enthusiast for European racing, supplying photos to American magazines such as *Road & Track*, *Sports Cars Illustrated* and *Time*

Magazine. If you enjoyed the days of Fangio, Moss and Hawthorn or Phil Hill and Dan Gurney you will enjoy this book. If they are all before your time there is much to be learnt from Alexander's photographs — in particular the one of Peter Collins, Eugenio Castellotti and Olivier Gendebien in the pits at Rheims listening to Fangio explaining something. Recently John Watson said in an interview that there is no respect for established Grand Prix drivers by the "new boys" these days, and opined that it was the cause of a lot of poor behaviour today both on and off the track. Alexander's photo of the English, Italian and Belgian drivers listening to the great Argentinian 'ace' illustrates graphically what Watson is missing today. But then we are lacking a true leader like Juan Manuel Fangio.

MOTOR SPORT readers will enjoy the photo on page 33 of the 1956 staff of their favourite magazine in full flight at Silverstone. W.B. and D.S.J. enjoyed it. The contents of this book are extremely varied and offer the unusual, such as Roland Bugatti in the cockpit of the abortive transverse mid-engine Type 251 and Jean Behra trying the chassis of his F2 Colotti designed Porsche single-seater for size. There is action as well, from a front-engined BRM on the Avus banking to a rear-engined one at Monaco.

D.S.J.

The publishing event of 1968 in the motoring sense that caused the most excitement was Ebury Press' great work by G. N. Georgano and his team of knowledgeable contributors, "The Complete Encyclopedia of Motorcars, 1885 to the Present". It was a stupendous task, especially as illustrations not only of most of the makes but of many of the models of those makes, included were all part of it. There cannot be many motoring historians who would confess on oath to not using Georgano's Encyclopedia pretty freely, certainly as a work of confirmation or as a starting point in their research. That this was so is surely evident by the book's success — it was reprinted a year after the first publication, again in 1970 and 1971, and it went into a second edition in 1973. Now we have a fully revised third edition, dedicated to the memory of these two great motor-history researchers, George Ralph Doyle (who started it all going) and John Pollitt. The new edition of this enormously important Encyclopedia runs to 688 large size (11" x 8½") pages and it is packed with pictures, making it all so fascinating even judged merely as a "good-browse" — and it is clearly far more valuable. It again runs from 1885 to the present, but to include the new material that brings it up to date, it is sad that racing cars "not usable on public roads", to quote the Introduction to the Third Edition, have had to be eliminated. That apart, this great reference work costs a mere £25, and should be bought immediately by those motoring writers who have not access to it, and by all reputable libraries. There is a colour-pages section to back-up some 2,400 other illustrations, the front of the dust jacket depicts a Cook-bodied 1929 4½-litre Bentley tourer, and within there are the biographies of 4,300 makes, running we are told to half-a-million words. Since the first edition appeared, 230 fresh makes of car have made their appearance and over 200 new black-and-white pictures have been added. What more can one say? This weighty book, in both meanings of the word, claims to cover every make of car in the World. The publishers are Ebury Press, National Magazine House, 72, Broadwick Street, London, W1V 2BP and, we repeat, the price is only £25. — W.B.

One entry, chosen at random of course, gives an idea of the contents: NO NAME see Horley.

HORLEY (GB) 1904-1907. Horley Motor & Engineering Co., Horley, Surrey. Horley was one of the earliest companies to achieve the magic figure of 100 gns. for a complete car. This was the light shaft-drive two-seater powered by an 8 h.p. single-cylinder MMC engine which was introduced in 1904 and made for nine years. In 1906 the engine became a 9 h.p., and in 1907 it was replaced by an 8½ h.p. two-cylinder White & Poppe unit, and the price increased. The Horley Company also made vans with Aster engines. The original 100 gns. model was sometimes called the "No-Name — GNG". Enough, you see, for historians with more space to build on. The only error spotted so far is the endowing of the sports Mathis, referred to elsewhere in this issue of MOTOR SPORT, with more than one o.h. camshaft. The prominent makes receive more coverage, the Ford Companies, for example, getting some 45 column-inches and 22 photographs.

"The Complete Guide to the Volvo 1800 Series" by John Creighton. 96 pp. £6.50.

"85 Jahre Berliner Automobil Ausstellunger 1895-1982" by Rupert Stuhlemmer. 286 pp. £22.50.

"AC and Cobra" by John McLellan. 175 pp. £14.50.

These three 10" x 7"-size books are all from Dalton Watson, of 76 Wardour Street, London, W1V 4AN. The first is explanatory from its title. The second is an enormous feast of German cars and cars from other nations, including Rolls-Royce, bodied in Germany. The text is in German, but those unable to master this can enjoy the vast number of beautifully reproduced pictures. Most are of the Berlin Motor Exhibitions, but the Avus track is also featured, as are Grand Prix Auto-Unions and Mercedes, and even veteran cars used for demonstration or display at German Motor Shows. The AC book is most welcome, as presenting the AC story, although this has been oft-told, by Jock Henderson and others, in the beautiful Dalton Watson pictorial format, on high-quality art-paper. We have seen previously many of the photographs used, and almost all the early racing ones, but how the publishers have managed to reproduce these so clearly must be their secret. From the 3-wheeler AC Sociable and early Weller-designed AC light cars, through the racing and record-breaking exploits of the Anzani and six-cylinder o.h.c. ACs of the 1920s, on to the Hurlock models and the subsequent ACs, with a great deal on the Cobra, it is mostly all there, including the belt-drive three-wheeler AC Petite. I was interested to note that AC Cars got 90 m.p.h. from the pre-war three-carburettor AC 16/80 h.p. two-seater at Brooklands, as I well remember that, when I tried this car for MOTOR SPORT, I couldn't get more than 88 m.p.h., and how upset the AC people were, sending mechanics out from Thames Ditton in a fruitless bid to try to make it do its 90!

The book concludes with specification tables and Press road-test report figures, from which I note that McLellan prefers the wisdom of the weeklies to MOTOR SPORT! As I have said, the pictures are very nicely reproduced — look at the AC Ace in the rain at Le Mans, for instance — the early ones coming presumably from the National Motor Museum. Denis Jenkinson has patiently helped the author, it says, but the caption to one of the pictures of J. A. Joyce's famous lightweight o.h.c. four-cylinder sprint AC takes its story only as far as Aked's front axle breakage on Southport sands in 1934. In fact, it was later intended for his proposed motor museum but Robbie Hewitt

located it and, on my advice, Jenkinson being abroad, bought it. A book full of memories and information for AC buffs. — W.B.

* * *

Andre Deutsch, 105, Great Portland Street, London, WC1 have brought out a paperback containing *Private Eye's* "Colemanballs" illustrated by Larry, which will mean something to those who read this publication. MOTOR SPORT having been featured only once, we think, in *Private Eye*, we cannot now recall when or why, we do not normally see it, but it is clear that "Colemanballs" are mostly gaffs committed by prominent writers or broadcasters, rather like high-class schoolboy "howlers". This little £1.95 paperback abounds in them. Football, for instance, has 95, cricket 29, cycling one, and motoring sport nine, all but one in our league being by Murray Walker.

* * *

There really should be a prize for the pot-boiler of the year. If there were, Octopus Books' "Great Marques: Rolls-Royce" by Jonathan Wood would be well in the running, for can there be anything new to say? The colour pictures, many specially commissioned say the publishers, are the saving grace, but alas the bigger ones are bisected over two pages. The price is £3.95, so at least there is no greed displayed in the market of this one.

The only thing "new" are the End Papers which show the honourable C. S. Rolls driving non-stop up the Hermitage Road in Nice in 1909 in a 40/50 Tourer, for the edification of the *Daily Telegraph* motoring correspondent — and even these 9 photographs came from Rolls Royce 1910 publicity material. W.B.

* * *

As regular readers will know, Motor Racing Publications, of 28 Devonshire Road, London W4 2HD, have published a series of excellent books on individual makes of commercial vehicles — their origins, history and present-day make-up, with excellent illustrations of all this. Their latest title in this "Trucks Today" series is Mercedes-Benz. It is of more than usual interest because of the leading position of Daimler-Benz in the commercial-vehicle field and the numbers of Mercedes-Benz trucks and vans of various sizes seen in this country. The book is by Eric Gibbons, the well-known commercial-vehicle journalist, and it has more than 140 pictures — in some of these Mercedes-Benz cars are seen in conjunction with the Mercedes-Benz commercial vehicle being depicted but the cars of this illustrious make are as universal as the trucks, so such are not necessarily posed shots. The price of the book is £7.95 and other "trucking" books in the MRP lists cover Ford, Scania and DAF. — W.B.

* * *

From the prolific Haynes Publishing Group comes Rod Burris' 160-page soft-cover work on the development history of the MSS, Viper, Thruxton and Scrambler Velocette motorcycles, a book packed with pictures and data and mechanical information on these models, for only £4.50. — W.B.

* * *

We have referred previously to Reece Winstone's picture-books about old-time Bristol
Continued on page 1527

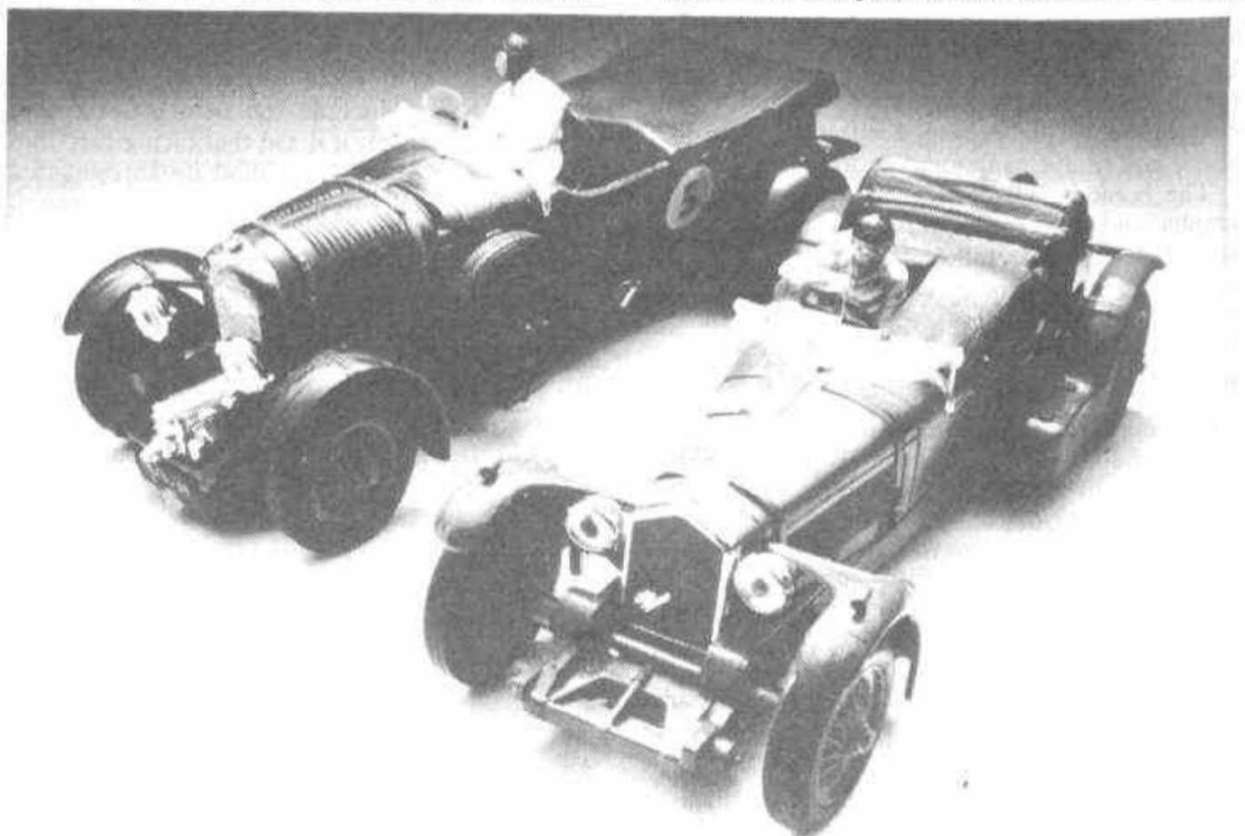
Cars in Books

FROM THE Corgi paperback "Nice One Cyril", by Cyril Fletcher (1980): "My father had his first motor car while we lived at Trowbridge. It was a three-wheeler Morgan with two front seats and two very small seats at the back for two small children. We were not really small by then, and it was agony squeezing in there. Driving over Salisbury Plain in the winter we would manage to go at the alarming speed of 40 miles per hour, and in an open car with the wind driving across the plain my ears would nearly drop off with the cold and pain. . . . By now I am perhaps twelve. It is a cold day and I am sitting at the back of an open GWK tourer car at the side of my sister Ida. Because she is two years older than me she is much larger. She is still able, in a sisterly tussle, to pick me up and fling me down. But we are sitting quietly and expectantly. There is a sense of drama about my father, who is sitting at the wheel wearing a cap, very flat and very straight on his head. He has a handsome aquiline nose . . . he is Clerk to the Council of Friern Barnet, and we are living in a house in Southgate (Victorian, £80 per year)," apparently they are going to visit his wife's mother-in-law at Watford, but seeing that Cyril's father's wife had fallen out with her mother-in-law, she refuses to come out of the house, while Fletcher and the children sit for half an hour in open car. His mother eventually decides to come with them, and bangs the house door whereupon both panes of stained glass fall out of the front door and shatter on the tiles. "We have now been sitting — rather upright in those motor cars of the 1920's, for half an hour and are very cold. My father has not uttered a word for half an hour and the back of his neck and ears are very blue." — W.B.

Miniatures News

TWO MODEL pre-war cars — a 1929 Bentley and a 1933 Alfa Romeo — will soon be able to relive past glories on Scalextric circuits. Following continued requests from enthusiasts, they are making a welcome return to the Scalextric model motor racing stable after an absence of more than a decade.

The Bentley (catalogue No. C305) is the supercharged 4½-litre model. The Scalextric model, in green livery, is meticulously detailed,



An obliging reader has sent us the following: John Hanson (born John Stanley Watts in Canada, 1922) mentions a host of cars in his book "Me and My Red Shadow". His father worked for General Motors for a short time, then bought a "shop-soiled" Chevrolet tourer with a faulty back-axle, which he dare not trust to get them to Toronto, only 30 miles away. He came back to England (they were English people) and Mr. Watts, senior, got a job as a tester for Armstrong-Siddeley, later getting a job as final inspector at the Arrol-Astor factory in Lochabriggs, near Dumfries (£5 per week). "At the factory, he was given the job of testing Sir Malcolm Campbell's 'Bluebird', and I remember how proud I was when I was able to tell the other boys one day that my father had touched 108 miles per hour in 'Bluebird'." [Where? — Ed.] Originating from Coventry, the family made the long trip several times a year, often in cars that were terrible crocks, one being a 1929 Austin 7 which only started from the top of a hill, and boiled climbing hills, then his father bought a bull-nosed Morris, for £22, which also boiled on hills. Just when they were settled happily, the Arrol-Aster factory closed down. The car they produced was a long, handsome, straight-eight, rather like a Daimler — hardly the sort of car to be producing in those days. They cost about £1,000 each, literally a fortune, and were fitted with every luxury, including an intercom for the chauffeur. "The Christmas before the factory closed, Dad acquired the job of delivering one of these luxurious monsters to Birmingham, so that we could spend Christmas in Coventry. On the way, we stopped at a post-office in Preston, which happened to be next door to the local
Continued on page 1521

with many parts vacuum-plated. The Alfa Romeo (C306) is the famous 8C-2300-B sports model which won Le Mans in 1932, 1933 and 1934. The painstakingly reproduced Scalextric model is in blue livery and is based on the car which finished second in the 1935 race.

These models are not recommended for use on layouts which include banked or inner curve track sections but many enthusiasts are expected to buy them for their superb looks and the sense of nostalgia that they evoke when racing around the track. The retail price of each is £12.95. — W.B.



MICHELE ALBORETO brought victory for Tyrrell.

Las Vegas Grand Prix

— Another first time win

Las Vegas, September 25th
THERE WAS a time when races at Monza were memorable and formed a fitting end to a Grand Prix season as a final high-speed, no-holds-barred, flat-out dice, after which everyone collapsed in a heap happy to have ended the season on such a high note. Nowadays, with Monza emasculated by silly "chicanes" and everyone wanting to get on the money-making Formula One bandwagon, the season tends to drag on and this year it fizzled out in the car park of a big hotel in the desert gambling oasis of Las Vegas in the state of Nevada in the United States.

Last year the Formula One "entrepreneurs" came up with a race on a mickey-mouse circuit laid out in the vast car park area of one of the biggest hotels in Las Vegas and it all fell a bit flat as far as enthusiasm was concerned, but somebody must have made money out of the affair as it all happened again this year. Las Vegas 1982

took on the role of finale of a rather chaotic season and set the seal on a season that will surely go down in history not only as a doldrum but as a pointer that World Championships won on points, either for drivers or manufacturers, are seldom satisfactory. This season has seen no single driver dominating the scene, which you can either interpret as competition being strong or a mediocre standard of driving ability; equally no single team has dominated the season like Williams and Lotus have done in the past, which again can be interpreted as a sign that a lot of teams are very strong or they are all pretty hopeless. When a driver wins the World Championship by winning twice as many races as his nearest rival or a team consistently finish first and second, it is very satisfactory and you cannot argue about their titles. But a World Champion driver who only wins one race and clinches the Championship with a steady and undramatic fifth

PRACTICE TIMES			
No.	Driver	Thursday pm	Friday pm
1	N. Piquet	1.19.210	1.18.275
2	R. Patrese	1.20.386	1.17.772
3	M. Alboreto	1.18.756	1.17.646
4	B. Henton	1.21.038	1.18.765
5	D. Daly	1.19.808	1.18.418
6	K. Rosberg	1.19.162	1.17.886
7	J. Watson	1.19.320(T)	1.17.986
8	N. Lauda	1.19.171	1.18.333
9	M. Winkelhock	1.21.563	1.19.767
10	E. Salazar	1.23.148	1.21.583
11	E. de Angelis	1.19.564	1.19.302
12	N. Mansell	1.20.986	1.19.439(T)
14	R. Guerrero	1.20.516	1.18.496
15	A. Prost	1.18.922	1.16.356
16	R. Arnoux	1.17.868	1.16.786
17	R. Keegan	1.26.048	1.21.180
18	R. Boesel	1.20.766	1.21.215(T)
20	F. Serra	1.23.100	1.22.387
22	A. de Cesaris	1.19.728	1.18.761
23	B. Giacomelli	1.20.065	1.18.622
25	E. Cheever	1.18.842	1.17.683
26	J. Laffite	1.19.635	1.18.056
27	P. Tambay	1.21.067	1.17.958
28	M. Andretti	1.19.246	1.17.921
29	M. Surer	1.19.764	1.18.734
30	M. Baldi	1.20.271	1.20.824
31	J.-P. Jarier	1.19.222	no time
32	—	—	—
33	T. Byrne	1.24.208	1.21.555
35	D. Warwick	1.20.181	1.18.012
36	T. Fabi	1.22.324	1.21.569

(T) denotes use of spare car.

place in the last race, or a team that wins the Manufacturers Championship after winning fewer races than some of their rivals and do not even figure in the results of the last race, tends to leave you with an exclamation mark over your head. Rosberg's cautious and careful fifth place in the Las Vegas race netted him the Drivers Championship and Ferrari won the Manufacturers Championship largely because McLaren could only manage a second place at Las Vegas, thanks to a good hard drive by John Watson, as Lauda retired with engine failure. Ferrari only started one car as Patrick Tambay had to withdraw on Saturday morning shortly before the start, due to a recurrence of his back trouble that appeared at Dijon-Prenois in August. Andretti in the lone Ferrari retired when a rear suspension link broke, which was not a good note on which to clinch the Manufacturers Championship. Rules and points systems aside, nobody will begrudge either Rosberg or Ferrari their 1982 Championships, as the Finn has driven hard and fast from the very beginning of the season, even if he has occasionally driven too hard and too fast at times, for the health of his car, and Ferrari's demonstration of power and reliability from their turbocharged V6 engines in only their second season, has been one of the outstanding engineering feats of 1982.

One thing that the chaotic 1982 season has provided has been the opportunity for a number of drivers to gain their first Formula One victory, and Las Vegas presented the opportunity to the Tyrrell driver Michele Alboreto from Milan. By hard work and diligent driving Alboreto has had a good season in a car that has often been visibly a second-rate quantity, but at Las Vegas everything came right and he made the most of the situation, unlike some drivers who probably would not have even seen the possibility of such a situation. The two Renaults of Prost and Arnoux had dominated practice, lining up on the front of the grid, with the race in their pocket, but all along Alboreto had his Tyrrell in third place, even during practice. When Arnoux retired with engine trouble Alboreto moved up into second place and when Prost began to slow with tyre trouble, Alboreto swept by into the lead, which he held unchallenged to the end. Behind him John Watson had started from ninth place on the grid, dropped to eleventh place on the opening lap with a typical Watson slow-off-mark effort, and then

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	Green	Cosworth V8	Goodyear	Denim
4	Brian Henton	GB	Tyrrell	011	Green	Cosworth V8	Goodyear	Denim
5	Derek Daly	IRL	Williams	FW08	White/Green	Cosworth V8	Goodyear	Saudia TAG
6	Koji Rosberg	FIN	Williams	FW08	White/Green	Cosworth V8	Goodyear	Saudia TAG
7	John Watson	USA	McLaren	MP4	Red/White	Cosworth V8	Michelin	Marlboro-Unipart
8	Niki Lauda	A	McLaren	MP4	Red/White	Cosworth V8	Michelin	Marlboro-Unipart
9	Manfred Winkelhock	D	ATS	D6	Yellow/White	Cosworth V8	Michelin	Copec
10	Elio de Cesaris	CHI	ATS	D6	Yellow/White	Cosworth V8	Michelin	Copec
11	Elio de Angelis	I	Lotus	91	Black/Gold	Cosworth V8	Goodyear	John Player
12	Nigel Mansell	GB	Lotus	91	Black/Gold	Cosworth V8	Goodyear	John Player
14	Roberto Guerrero	COL	Ensign	N181	White/Blue	Cosworth V8	Michelin	Cafe do Colombia
15	Alain Prost	F	Renault	RE30B	Yellow/White/Black	Renault V6 t.c.	Michelin	ELF
16	René Arnoux	F	Renault	RE30B	Yellow/White/Black	Renault V6 t.c.	Michelin	ELF
17	Rupert Keegan	GB	March	821	Blue/White	Cosworth V8	Michelin	Rothmans
18	Raul Boesel	BRA	March	821	Blue/White	Cosworth V8	Michelin	Rothmans
20	Francesco Serra	BRA	Fittipaldi	F9	White	Cosworth V8	Pirelli	Brasilinvest
22	Andrea de Cesaris	I	Alfa Romeo	182	Red/White	Alfa Romeo V12	Michelin	Marlboro
23	Bruno Giacomelli	I	Alfa Romeo	182	Red/White	Alfa Romeo V12	Michelin	Marlboro
25	Eddie Cheever	USA	Talbot	JS19	Blue/White	Matra V12	Michelin	Gitanes/ELF
26	Jacques Laffite	F	Talbot	JS19	Blue/White	Matra V12	Michelin	Gitanes/ELF
27	Patrick Tambay	F	Ferrari	126C2	Red	Ferrari V6 t.c.	Goodyear	Fiat Agip
28	Mario Andretti	USA	Ferrari	126C2	Red	Ferrari V6 t.c.	Goodyear	Fiat Agip
29	Mario Surer	CH	Arrows	A4	Orange/White	Cosworth V8	Pirelli	Ragno Ceramics
30	Mario 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	—	—	—	—	—	—	—	—
33	Tommy Byrne	IRL	Theodore	TY02	White	Cosworth V8	Goodyear	Teddy Yip Rizla
35	Derek Warwick	GB	Toleman	TG183	Dark Grey/White	Hart 415R t.c.	Pirelli	Cougar Marine
36	Teo Fabi	I	Toleman	TG181B	Red/White/Blue	Hart 415R t.c.	Pirelli	Cougar Marine

stormed through the field in most impressive manner up into second place. If only the Ulsterman could get going in practice and qualify half-decently, and then make the sort of starts that Rosberg makes, he might be rated as a top Grand Prix driver.

Looking at the overall scene of Las Vegas, both practice and the race, it must be remembered that two front-runners were out of the picture before practice began. These were Piquet and Patrese in

the BMW powered Brabhams, for Gordon Murray had dug his heels in and refused to go back to Las Vegas, after being nauseated by the place last year. The result was that the Brabham team were like a ship without a captain and suffered in consequence. Admittedly the "head cook" was there in the shape of little Bernie, but it is Murray that makes the cars work, Bernie only makes things happen. Patrese on the grid behind Alboreto (Tyrrell) and Cheever (Talbot) speaks for itself and Piquet down in twelfth place doesn't bare speaking about. In the race Patrese went out with clutch trouble and Piquet had a sparking plug break up and the bits fell into the cylinder with disastrous results. As mentioned already, Tambay had to withdraw on race morning after a few laps in the morning warm-up, when pains in his back and right arm became unbearable and Andretti's suspension failure in the race meant that the red cars from Maranello did not figure at all in the event. Also in the morning warm-up session the race lost another starter when the Cosworth engine in Guerrero's Ensign blew up and the penniless Nunn team did not have a spare engine. There wasn't a mad rush on the part of other Cosworth powered teams to lend them one either, so the starting grid was formed up with two blank spaces on it. On Friday afternoon Jarier had suffered an exciting moment when a front wheel broke off his Osella, luckily without damage to the driver, but he happily withdrew his entry and terminated his awful 1982 season there and then. This allowed the first reserve to move onto the back of the grid for race withdrawals have to be made by 5 p.m. the day before the race, if reserves are to be allowed in. First reserve was the little Irishman Tommy Byrne in the Theodore, so by Jarier's bad luck he was lucky to start in the race. When Byrne arrived on the Formula One scene at mid-season he was rather confident, not to say cocky, and was quoted as saying that famous names did not interest him, as long as they didn't get in his way! When he did actually qualify for a race the only time he saw some of them was when they lapped him and at Las Vegas he spun off while trying to keep out of the way of some of the famous names that were lapping him!

Of the other teams the Toleman lot had a flash of brilliance when Warwick qualified the new car

in tenth place, but all the effort on the new car meant that Fabi with the old model did not even scrape onto the back of the grid. In the race the new Toleman was nothing like as good as it had been in practice and though Warwick clung on to ninth place there was a row of angry drivers behind him who wanted to get by and go faster. Eventually a misfire forced him to drop back and visit the pits, but no improvement was made and he finally gave up, the old bogey of sparking plugs being blamed, though they might not have been the primary cause of the misfire. The Talbot team were as confused as anyone, with Cheever going incredibly well throughout practice and the race, finishing third, while Laffite never got anywhere at all and was the first retirement. The Alfa Romeo team was equally unimpressive, but at least both cars finished even if they were two laps behind Alboreto's Tyrrell. The Lotus team would have done better to have stayed away from Las Vegas, qualifying twentieth and twenty-first, and in the race Mansell collided with Baldi's Arrows and ended up in the sand with a stalled engine and de Angelis had his Cosworth V8 blow up in a really big way, scattering bits far and wide.

To say that the 1982 season fizzled out in the Nevada heat on a car park in Las Vegas is to say it all. Nobody begrudged Michele Alboreto his first Grand Prix victory and like Rosberg, Tambay, de Angelis and Patrese he only has to win 18 more to equal Lauda's score. The end-of-season atmosphere was enhanced by the knowledge that Arnoux was driving a Renault for the last time, before joining Ferrari, Cheever was driving a Talbot (Ligier) Matra for the last time before joining Renault, Laffite was also in the Matra V12 powered car for the last time as he now goes to Williams, Daly was making his last appearance in a Williams, though he did not know it at the time as Frank Williams had "omitted" to tell him he was sacked; de Cesaris and Giacomelli may have been in Alfa Romeos for the last time as it seems the Milanese firm may pull out, and the Ligier cars ran under the name Talbot for the last time as the Peugeot consortium have decided to drop active participation in Formula One, though may remain involved on the technical design side.

Next year is going to be very different, thank goodness, for 1982 has been a bit of a shambles all round. — J.H. (on behalf of D.S.J. & A.H.)

STARTING GRID	
15 A. Prost (Renault V6 t/c) 1 min. 16.356 sec. 69 (1 min. 19.924 sec.)	16 R. Arnoux (Renault V6 t/c) 1 min. 16.786 sec. 4 (1 min. 21.543 sec.)
3 M. Alboreto (Tyrrell-Cosworth V8) 1 min. 17.646 sec. 59 (1 min. 19.639 sec.)	25 E. Cheever (Talbot-Matra V12) 1 min. 17.683 sec. 56 (1 min. 20.451 sec.)
2 R. Patrese (Brabham-BMW t/c) 1 min. 17.772 sec. 12 (1 min. 23.180 sec.)	6 K. Rosberg (Williams-Cosworth V8) 1 min. 17.886 sec. 44 (1 min. 20.878 sec.)
28 M. Andretti (Ferrari V6 t/c) 1 min. 17.921 sec. 22 (1 min. 22.444 sec.)	*
7 J. Watson (McLaren-Cosworth V8) 1 min. 17.986 sec. 46 (1 min. 20.362 sec.)	35 D. Warwick (Toleman-Hart t/c) 1 min. 18.012 sec. 27 (1 min. 22.905 sec.)
26 J. Laffite (Talbot-Matra V12) 1 min. 18.056 sec. 3 (1 min. 24.993 sec.)	1 N. Piquet (Brabham-BMW t/c) 1 min. 18.275 sec. 22 (1 min. 22.498 sec.)
8 N. Lauda (McLaren-Cosworth V8) 1 min. 18.333 sec. 40 (1 min. 20.462 sec.)	5 D. Daly (Williams-Cosworth V8) 1 min. 18.418 sec. 62 (1 min. 21.334 sec.)
**	23 B. Giacomelli (Alfa Romeo V12) 1 min. 18.622 sec. 45 (1 min. 22.234 sec.)
29 M. Surer (Arrows-Cosworth V8) 1 min. 18.734 sec. 73 (1 min. 21.147 sec.)	22 A. de Cesaris (Alfa Romeo V12) 1 min. 18.761 sec. 33 (1 min. 21.693 sec.)
4 B. Henton (Tyrrell-Cosworth V8) 1 min. 18.765 sec. 53 (1 min. 20.874 sec.)	11 E. de Angelis (Lotus-Cosworth V8) 1 min. 19.302 sec. 24 (1 min. 22.309 sec.)
12 N. Mansell (Lotus-Cosworth V8)(T) 1 min. 19.439 sec. (T) 2 (1 min. 25.549 sec.)	9 M. Winkelhock (ATS-Cosworth V8) 1 min. 19.767 sec. 15 (1 min. 23.833 sec.)
30 M. Baldi (Arrows-Cosworth V8) 1 min. 20.271 sec. 62 (1 min. 22.126 sec.)	18 R. Boesel (March-Cosworth V8) 1 min. 20.766 sec. 48 (1 min. 24.778 sec.)
17 R. Keegan (March-Cosworth V8) 1 min. 21.180 sec. 55 (1 min. 23.040 sec.)	33 T. Byrne (Theodore-Cosworth V8) 1 min. 21.55 sec. 36 (1 min. 24.610 sec.)
Did not qualify: 36 T. Fabi (Toleman-Hart t/c) 1 min. 21.569 sec. 10 E. Salazar (ATS-Cosworth V8) 1 min. 21.583 sec. 20 F. Serra (Fittipaldi-Cosworth V8) 1 min. 22.387 sec.	
* Did not start: P. Tambay (Ferrari V6 t/c)	
** Did not start: R. Guerrero (Ensign-Cosworth V8)	
Withdrawn: J-P. Jarier (Osella-Cosworth V8) 1 min. 19.222 sec.	
(T) denotes use of spare car for practice time or for race. N.B. Times in brackets are best laps recorded in race. Number in bold is lap on which recorded.	

RESULTS

LAS VEGAS GRAND PRIX — Formula One — 75 laps — Caesars Palace — 3.649 kilometres — 273.740 kilometres — Cloudy and Warm

1st	: Michele Alboreto	(Tyrrell 011/6)	1 hr. 41 min. 56.888 sec. — 161.094 k.p.h.
2nd	: John Watson	(McLaren MP4/5)	1 hr. 42 min. 24.180 sec.
3rd	: Eddie Cheever	(Talbot JS19)	1 hr. 42 min. 53.338 sec.
4th	: Alain Prost	(Renault RE310B)	1 hr. 43 min. 05.536 sec.
5th	: Keijo Rosberg	(Williams FW08/5)	1 hr. 43 min. 08.263 sec.
6th	: Derek Daly	(Williams FW08/6)	1 lap behind
7th	: Marc Surer	(Arrows A5)	1 lap behind
8th	: Brian Henton	(Tyrrell 011/2)	1 lap behind
9th	: Andrea de Cesaris	(Alfa Romeo 182)	2 laps behind
10th	: Bruno Giacomelli	(Alfa Romeo 182)	2 laps behind
11th	: Mauro Baldi	(Arrows A4)	2 laps behind
12th	: Rupert Keegan	(March 821)	2 laps behind
13th	: Raul Boesel	(March 821)	6 laps behind
14th	: Manfred Winkelhock	(ATS D6)	13 laps behind (not classified)
15th	: Niki Lauda	(McLaren MP4/7)	retired on lap 54 — engine failure
16th	: Tommy Byrne	(Theodore TY02)	retired on lap 40 — spun off
17th	: Derek Warwick	(Toleman TG183)	retired on lap 33 — plug trouble
18th	: Elio de Angelis	(Lotus 91)	retired on lap 29 — engine failure
19th	: Mario Andretti	(Ferrari 126C2/061)	retired on lap 27 — broken suspension
20th	: Nelson Piquet	(Brabham BT50/5)	retired on lap 27 — plug trouble
21st	: René Arnoux	(Renault RE35B)	retired on lap 21 — engine trouble
22nd	: Riccardo Patrese	(Brabham BT50/4)	retired on lap 18 — clutch trouble
23rd	: Nigel Mansell	(Lotus 91)	retired on lap 9 — collision
24th	: Jacques Laffite	(Talbot JS19)	retired on lap 6 — electric trouble
	: Roberto Guerrero	(Ensign MN16)	withdrew after warm up — engine failure
	: Patrick Tambay	(Ferrari 126C2/062)	withdrew in warm-up — driver unwell

Fastest lap: Michele Alboreto (Tyrrell 011/6) on lap 59 in 1m 19.639 sec. — 164.993 k.p.h.

24 starters — 14 finishers

Reflections at the Gaming Table

FOR those mere mortals who've been brought up in a rather conservative (small c) British fashion, Las Vegas is a major culture shock. It is brash, extrovert, full of neon lights and an absolute caricature of the American nation at play. I shall refrain from making any specific observation about the circuit: suffice to say that Alan Jones last year described it as a "goat track that somebody's dragged down from the mountains". This year the new World Champion driver summed it up even more succinctly at his post-race press conference. When asked why he thought Las Vegas was a bit better than he'd found it in 1981, Rosberg replied, straight faced, "because since last year, I've been to Detroit. . . ."

Seriously, the Caesars Palace circuit isn't very impressive. The television transmission which was shown in this country makes it appear like a desert circuit, so it is perhaps appropriate to remind everybody that it is in fact a car park. It is not an imaginative street circuit like Long Beach, nor is it a purpose-built facility. Frankly, I think it is very sad that the World Championship final had to be enacted in such unprepossessing surroundings, but I am glad that the man who has emerged with the title is a driver who tries hard everywhere, street circuit or autodrome, fast track or slow track. "Keke" Rosberg's enthusiasm for motor racing is infectious — and I am certain that his taste for success will not be diminished by the fact that he has won the Championship.

However, we have considered Rosberg's character in recent issues to the point where there is no need to repeat our feelings about him in this issue. Instead, I think it is worth reflecting on the performance of Michele Alboreto, the Tyrrell driver who performed so smoothly at Las Vegas to

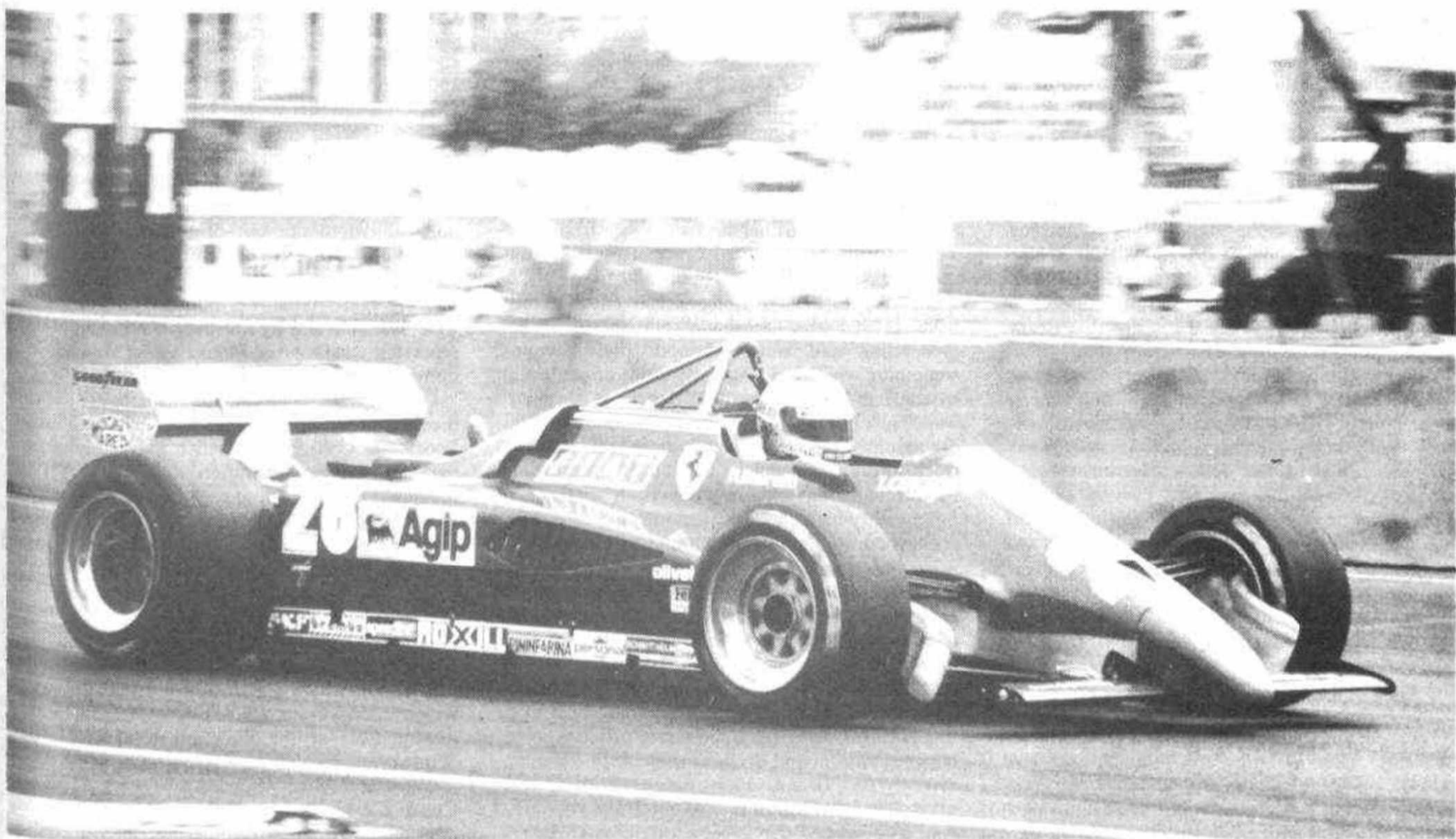
win the final race of the season. Alboreto is one of those drivers who you tend sometimes to forget about: in his two-year career to date he has driven tidily, efficiently and with ever-increasing speed, but he's a quiet non-political lad and has a mild mannered personality. This season he shouldered the responsibility for leading Ken Tyrrell's now-modest little team and I feel that their success at Las Vegas proves a great deal. Alboreto's application has been plain to see ever

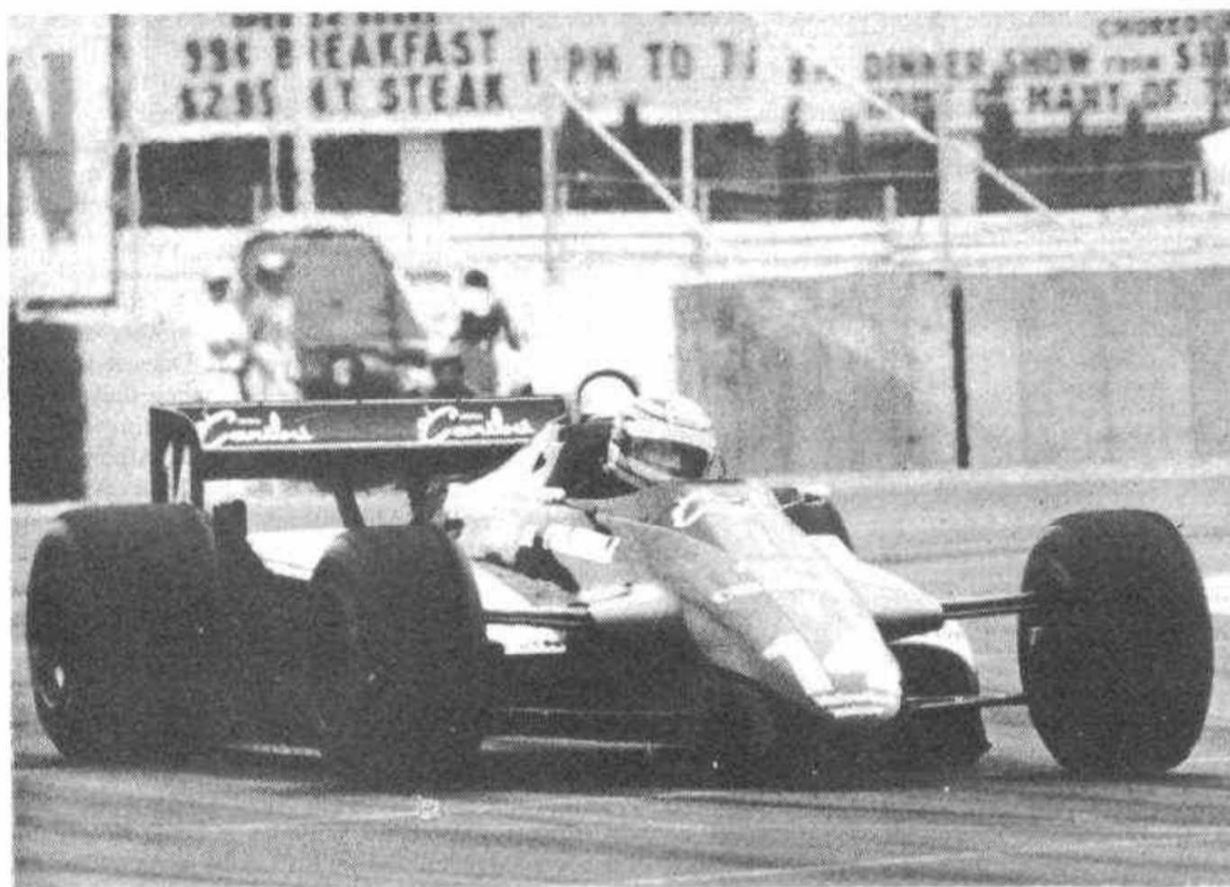


ABOVE: Michele Alboreto looks pensive before the race. Below: still hankering after Formula 1, Mario Andretti retired with broken suspension and immediately flew off to compete in a CART race the following day.

since he first drove a Grand Prix car and, when he qualified third and never ran lower than third at Las Vegas, it was difficult to recall that he was driving for a team which seldom tested away from an official practice session at any time during the 1982 season. One is bound to ask why the similarly-shod Williams FW08s failed to get anywhere near the Italian in the race. Could it be that the financial stringency which a lack of sponsorship has imposed on the Tyrrell team has focussed its effort to good effect simply because they were desperate to survive? Does it suggest that people perform at the best when they've got their backs to the wall? It certainly is an interesting poser: either way, I think Alboreto did an excellent job at Las Vegas and deserves a great deal of credit for his success.

Much to the delight of American enthusiasts, Mario Andretti was able to take part in the Las Vegas race at the wheel of a Ferrari 126C2. Although the 42-year-old American driver relinquished his place as an F1 regular this season in favour of a full Championship Car season in his native country, there's no doubt that he still hankers after Grand Prix racing and misses it tremendously. Earlier in the season he was invited to drive the second Williams at Long Beach and accepted, even though his CART team owner Pat Patrick was less than enthusiastic about him "dabbling" in F1. He didn't have a very successful outing, but his appetite for Grand Prix cars still wasn't quenched: by Monza he was delighted to be able to accept the invitation to drive a Ferrari and delighted his many Italian fans by planting it on pole position for the Italian Grand Prix. Ferrari quite naturally then asked him to take part in the Las Vegas race, but it seemed that he would not be able to do so because of a clashing CART event at Michigan the following day. Happily, however, he secured another release from the sympathetic Pat Patrick and CART officials permitted him to miss Michigan qualifying in order that he could race at





ROBERTO GUERRERO blew his engine in practice and the Ensign team could not afford to replace it.

Las Vegas. None of his rivals objected to this, even though it wasn't strictly within the CART rules, and he was allowed to fly back to the East Coast on the evening of the Grand Prix and start his Wildcat-Cosworth DFX from the back of the grid the following day. Andretti, it should be recorded, did all this and was finishing second behind Bobby Rahal's March in the Michigan race while most of the Grand Prix contingent were either lazing by the swimming pool at Las Vegas or hurrying home to Europe in a jet airliner! The point of this little aside is as follows: if the situation had been reversed and special permission had been required for Mario to race in the Grand Prix without practice, starting from the back of the grid, how many F1 people would have been in favour of allowing him to do so? Andretti knew the answer. "Nobody," he grinned without a moment's hesitation.

For 1982 Andretti will be taking in a full season of CART racing yet again, although his affection for the Ferrari team remains absolute and unshakable. It's amazing to think that he won his first Grand Prix driving a flat-12-cylinder 312B1 at Kyalami almost 12 years ago and also that his four Championship points scored at Monza this year made the difference between that team winning and losing the Constructors' title!

Another thing that struck me very forcibly at Las Vegas was just how varied a season has been experienced by the McLaren International team. In this final race of the year John Watson drove as magnificently as he had done at Detroit, carving his way through the field and passing cars as though they were not there, although this time he only achieved second place and not a win. If we accept that Renault has won only three races without question (Prost was awarded first place in the Brazilian Grand Prix after the disqualification of Piquet and Rosberg), then McLaren must be regarded as the most successful team of 1982 if you accept that winning is the name of the game. Lauda won Long Beach and Brands Hatch while Watson triumphed at Zolder and Detroit: all excellent victories by any standards. The McLaren MP4 has been a well-balanced, good handling car at many events, but there have been no half measures with either the chassis or the two

drivers. When they've been good they've been very good: but when they've been off-form, they've been ineffective. It's difficult to believe that the Lauda we saw trailing round at Monza or Monaco could be the same man who won at Brands and Long Beach with such dominance. To his credit, Lauda categorises his individual races quite clearly within his own conscience. "There are two races that we messed up completely because we couldn't get the car to work — and two races I messed up completely through my own mistakes!" Interestingly, the Austrian puts Monaco and Monza in the former category — and Detroit and Hockenheim (where he made a mistake in practice and injured his wrist) in the latter category. I feat Las Vegas fell into one of these two categories as well: for while Watson was spearing his way to the front of the field Lauda got bottled up behind de Cesaris's obstructive Alfa Romeo and took an absolute age to get ahead of it.

I can honestly say that I was very happy when the time came to climb aboard the American Airlines DC-10 airliner and fly away from Las Vegas. I suppose one "freak" race in a season isn't too bad, but I can't say I take the Caesars Palace track very seriously. Long Beach and Detroit have proved that temporary circuits can be demanding and imaginative in their layout, something which has singularly not been achieved by the Las Vegas organisers. Believe it or not, I was just reflecting about how on-board, car-mounted television cameras would make a track like Caesars Palace a bit more interesting when I looked up and saw a television screen on a bulkhead which was spying on the DC-10's cockpit crew as we taxied out and took off. It's a novel idea which has been adopted by American Airlines in an attempt to placate worried passengers who are nervous about the experience of flying. But I decided that I really didn't want to know what was going on in the cockpit because I didn't understand it — and there was certainly nothing I could do about it. It's going to lend a totally fresh dimension to post-race paddock rows between entrant and driver if they adopt a similar system on Grand Prix cars. "I say you over-revved!" "I didn't!" "Well, I say you did. And I know, because I saw you!" — A.H.

An Alternative

THE GREEN light has just come on and my hand was releasing the clutch lever when the heavens opened. It was too late to back out and barely able to see the road in front of me I groped my way up the "speed hillclimb" in the lovely valley at Cricket St. Thomas in Somersetshire. In a cloudburst I tried desperately to control the wheelspin on my 650 c.c. Triumph "Special", and sat at the hairpin for what seemed like seconds before I could get any grip and accelerate away round the fast double-right-hand sweep over the finishing line. In the top paddock my friend Ian Mitchell sat on his bike dripping from every point for he had ridden into the cloudburst as he reached the top of the hill, having gone off before me. I switched off and Ian said "Why aren't you in Las Vegas?" — "Because I thought this would be more fun" I replied.

As the rest of the riders came up the hill the rain continued to pour down and the variety of comments made as each one arrived in the top paddock really were very funny. They ranged from "Cor, _____ me!" to "_____ hell!" and "I'm paying money to do this" and "a day out in the country on the bike, they said". Others make comments like "I nearly dropped it at the hairpin" and "I thought the clutch was slipping. It was wheelspin". The interesting thing was that all the competitors arrived at the top of the hill, they had all journeyed to Cricket St. Thomas to take part and a little rain wasn't going to stop them. Later the sun came out and we had one run on a completely dry surface, which saved the day, but while we were all lined up for our last run of the day down came the rain again, and Ian grinned at me and said "You should have gone to Las Vegas".

Gordon Murray, the Brabham designer and I have a number of things in common, we love racing cars, fast motorcycles and garden railways, but more important, the whole idea of the town of Las Vegas offends our sensitivity. Gordon has gone on record as saying that "Las Vegas encapsulates everything I detest about the world" and without going there I can agree with that. A.H. tells me that he left Las Vegas without the place producing anything for him to remember, adding "... even in Detroit I gathered a few pleasing memories ..." and all this is without putting a Formula One race in its midst. So it was no problem to opt out of the trip to the last Formula One race of 1982 and find an alternative, which proved to be a motorcycle hillclimb in the pouring rain. Actually a number of alternatives were available and by finishing my Formula One reporting season after Monza I was able to do a number of interesting and varied things.

One was a standing-start kilometre sprint meeting on an airfield organised by the Vintage Sports Car Club, during which I was able to take part in a "demonstration run" on a 1928 methanol-burning 600 c.c. "dirt-track" Douglas, which clocked 106 m.p.h. through the speed traps. At the same meeting we had two pedal-cycle races of a very informal nature, with prizes for first, fourth and seventh places! The first race was for "ordinaries" which are more popularly called "penny-farthings" and the second was for "safety-bicycles" of historic interest, in which I rode my post-ladies bicycle which used to deliver the post to the VSCC headquarters at the Phoenix Hotel at Hartley Wintney.

More variety was afforded by *Thoroughbred and Classic Car* magazine who organised an informal afternoon at the Goodwood circuit as a

press-preview for their Classic Car Show at the Hotel Metropole in Brighton on November 5/6/7. They assembled an interesting cross-section of classic cars for us to look at, try and talk about, ranging from MGA to 7-litre Cobra and also provided two sports-racing cars for us to ride in. One was the prototype Aston Martin Nimrod and the other was the turbo 934 Porsche of Richard Cleare that he and Tony Dron had driven to a class-victory at Le Mans. Michael Bowler took us round in the Nimrod as fast as he dared on rain-tyres in the dry and Dron took us round faster than the Porsche really wanted to go on "slicks". To go for a ride in something like the Nimrod is good for keeping a sense of proportion for you don't realise how low you sit until you actually get into the cockpit and the vision over the short nose is incredible. The Nimrod is a typical Group C car for today's long-distance racing and is in the idiom of a Lola T70 or a 917 Porsche and the impression you get of being part of the machinery once you have slithered down into the tight-fitting seat and tiny cockpit, has to be experienced to be appreciated fully. The sound and vibrations from a race-prepared engine just behind your head is something else that has to be tried. Once the gull-wing doors are shut you feel you are there until someone lets you out, and it is a very secure feeling though I would love to experience 200 m.p.h. or more down the Mulsanne Straight in such a car.

The Porsche is a very different thing, for it is based on the Porsche 911 format, so you sit higher, you climb in through a normal door and need to hang on to the roll cage to stop flapping about in the spacious cockpit. With racing tyres fitted Tony Dron was able to extend the car well to its limit of road-holding and the controllability was very impressive. The speed at which changes of direction take place are beyond the imagination of normal motorists and the amount of physical work that Dron did with arms, hands and feet in a single lap near the limit of adhesion was enough to keep the average motorist going for six months. Co-ordination between hand on the gear lever and foot on the clutch at the same time as arms are correcting slides with the steering wheel and the right foot is on the brake pedal, round a tight little circuit like Goodwood, with no real straights, results in what seems to be a continual blur of movement by the driver. Meanwhile the car is hardly ever pointing the way it is going for very long, but the net result is a truly exhilarating ride. As the 934 Porsche is a production GT racing car, at the end of the ride you merely unbuckle the safety-harness, open a normal door and step out, thinking "that was fun".

There are plenty of alternatives to going to Las Vegas, which sounds like the "annal rectimus" of the civilised world as we know it. — D.S.J.

TOURIST TROPHY

Jaguar carry on winning

BRITAIN'S second European Touring Car Championship event of 1982 (the first was at Donington) was held over the September 11th / 12th weekend and was watched with keen interest by an estimated 8,000 crowd. They were keen to acquire the taste of the Group A saloon car racing formula that will form the basis of the 1983 British Championship.

As at Zolder a fortnight later, the Silverstone result of a glorious first and second Jaguar finishing order was achieved at the expense



D.S.J. in full flight on his "safety-bicycle" at the VSCC Colerne sprint, hotly pursued by Barry Clarke on a strange vintage machine.

primarily of the BMW 528i saloons that have dominated the 1982 season in terms of results.

At the close of the European season Helmut Kelleners / Umberto Grano had won the title once more in a Swiss-prepared 528i. Altogether BMWs had won eight championship rounds — including the prestigious Spa-Francorchamps 24 hours where only two vehicles in the top ten were not BMWs!

Against this the Tom Walkinshaw Racing-prepared Jaguar XJ-S coupés (described in MOTOR SPORT at the start of the season) scored four outright wins, generally proved much faster than any opponent in practice and established a good reputation for reliability — particularly when *Le Patron* Walkinshaw and partner "Chuck" Nicholson won the German six-hour round of the Championship at Nürburgring.

Other Jaguar wins came at Brno in Czechoslovakia and Vallelunga, Rome. In the case of the 1-2 victories at Silverstone and Zolder in Belgium the second XJ-S home was always driven by freelance journalist Pierre Dieudonne — partnered by Peter Lovett in Britain and Jeff Allam in Belgium. Both the Britons are drivers for the works-backed TWR Rovers that have fought for the lead of the British Championship in 1982 (scoring six wins to the five of the Ford in this final season of Group 1).

As far as is known Jaguar will become more involved in racing over the next two years. Already the Bob Tullius sports racer with Jaguar V12 power has notched up a third place in the USA and there are hopes that this project, or a European interpretation, may yet mark the company's reappearance at Le Mans and other outstanding European sports car events. Meanwhile the Jaguars look set to carry on winning in Europe, although they will face the recently announced increased opposition of BMW's 3.4-litre 635CSi.

Incidentally MOTOR SPORT'S reporter was at the Tourist Trophy to drive a 3-litre Capri belonging to Manns of Chiddingfold. The car qualified 19th and 22nd of 43 entrants in two practice sessions, but J.W. was unable to race it as co-driver Roy Baker did not complete a racing lap owing to a clutch diaphragm failure. — J.W.

TUNING TOPICS

Vegantune ventures

RECENT announcements from Vegantune at Cradge Bank, Spalding, Lincs are interesting both for their tuning merit and their applications to former Lotus products.

Most ambitious venture is into an updated Lotus Elan which they have dubbed the Evante. Production at the rate of one a week is scheduled to begin next March at a price around £9,750 in component form.

Over their years of Elan restoration work Vegantune have evolved the following major changes to Elan specification: racing style space frame chassis; alternative, fully adjustable, suspension to suit wide wheel applications and incorporate rear anti-squat; replacement Salisbury differential; five-speed ZF gearbox; driveshafts with CV joints to substitute for the legendary "wind-up" rubber couplings; the Vegantune VTA engine (more on that later); leather interiors and new soft top; revised bodywork with the inevitable front and rear spoilers.

Vegantune founder and MD George Robinson commented that the Evante was the result of realising that Elan owners were investing up to £10,000 "in what is still essentially a 15-year-old car with a 15-year-old number plate," and that Vegantune could offer a better car through their experience for a similar sum.

MOTOR SPORT has not experienced the Evante, but we did recently enjoy a run in Caterham Cars Development Seven with the 1,599 c.c. (80.9 mm. by 77.6 mm. stroke) Vegantune VTA engine in a milder state of tune than the 150 b.h.p. at 6,250 r.p.m. that is quoted for the VTA with its 10.5:1 c.r. in the Evante.

Primarily our impressions were of how much Caterham's pet development engineer Clive Roberts has improved the handling over adverse cambers and bumpy B-roads with some subtle steering modifications. The extra cockpit accommodation (some 1½ in.) afforded by the deletion of a rear space frame tube was impressive too. — J.W.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

The 1904 Napier L48

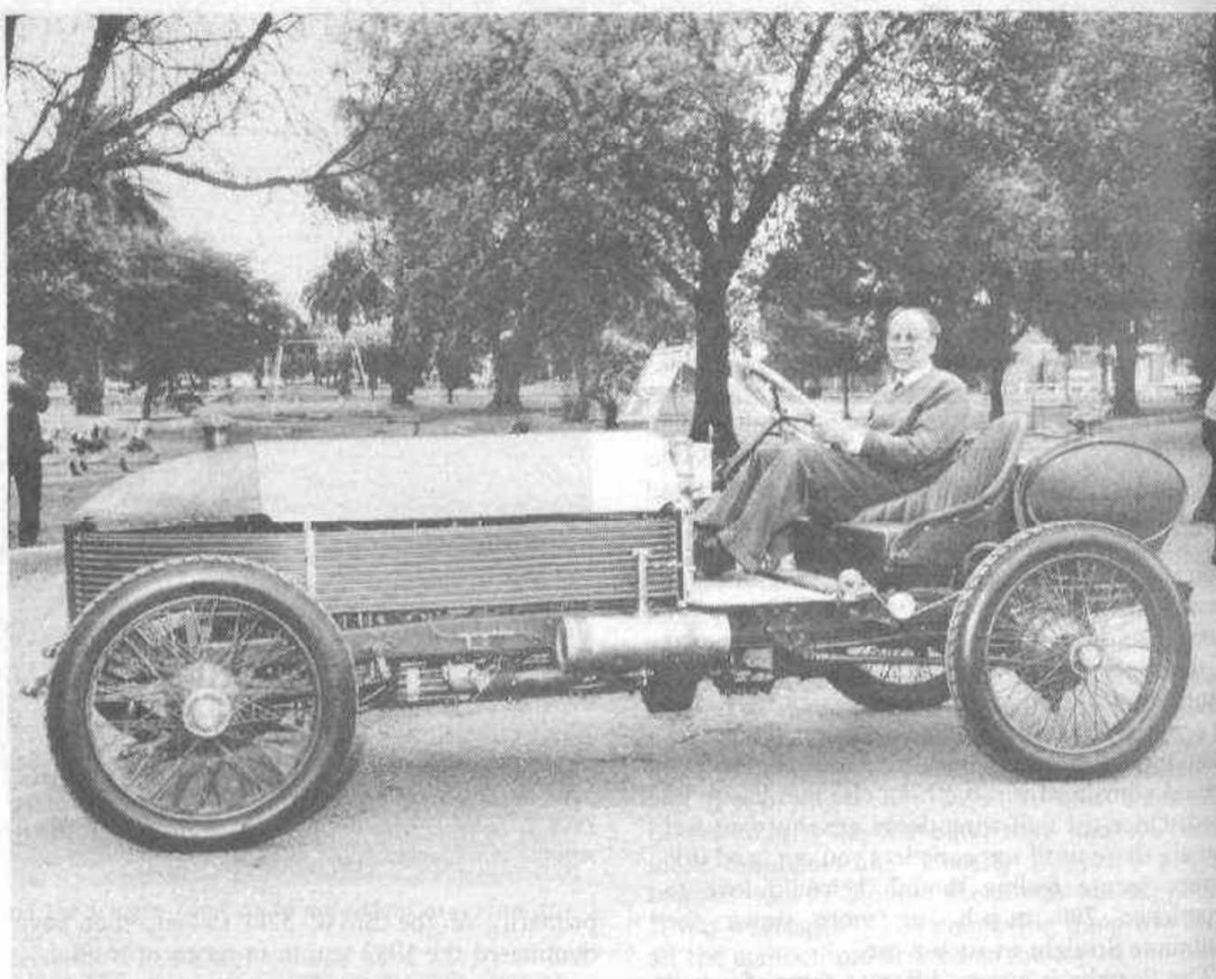
WE HAVE referred from time to time to the giant Napier "Samson" which Alan ("Bob") Chamberlain has recreated in Australia, where it shares his fully-equipped workshops in Melbourne with his two 1910 Prince Henry Benz racing-cars, a 1913 Buckingham cyclecar to remind him of his youth — he is now 74 — a 1914 Cadillac, and a supercharged opposed-piston space-frame racing car he designed and built with his brother in the 1930s. Alan Chamberlain made his name of course as designer of the Chamberlain Champion tractor, two of which competed in the Redex and Mobilgas Round-Australia Trials in the 1950s, covering more than 30,000 miles during the three events.

The big Napier is likely to set a problem, perhaps a precedent, if it comes to England, as although some of the engine of "Samson" is original, and the rebuild of it no greater than happens to other historic power-units in the course of time, the rest of the great car has been built within the last four years, as the original chassis had entirely vanished. So can it legitimately be run in VCC, VSCC and other historic-car events, or is it too much of a replica or re-creation for this to be permitted? The crux of the matter is, perhaps, that this is not a case of using an original, if resuscitated, engine in another chassis, but of re-making, from the original drawings, a new one which to all intents and purposes, save for very minor safety factors, is the same as in 1904, and we can think of others running in VSCC and Historic events where this applies.

Whatever the outcome, even to see the meticulously re-created Napier L48 demonstrated here will be very satisfactory and exciting. Bob Chamberlain hopes to have it here next June or July. He had wanted to use it in the VCC Veteran Car Brighton Run, but having had it explained to him that this is a road event not entirely suitable for such a car, he began to think in terms of VSCC and other speed-events. The Napier would be fine at Shelsley Walsh, and, if it is here long enough, the Brighton Speed Trials.

The engine of L48 was run for the first time in 67 years last August, as reported in MOTOR SPORT, and "Samson" was driven for the first time since the reconstruction four weeks later on the Sandown track, prior to the Castrol 400 Meeting, where it was to be demonstrated over the 3.1 km. circuit.

Briefly, the career of the Napier L48 is as follows. Intended for the Gordon Bennett race, it was used successfully for sprint competitions in 1904. In 1905 Earp won his class with it at the Brighton Speed Trials, setting a new British one-kilometre record of 97¼ m.p.h. It gained



BOB CHAMBERLAIN with the 15-litre, six-cylinder Napier L48 "Samson", his meticulous recreation of which has been completed satisfactorily in Australia. It is intended to bring it to England next summer.

many other successes, including doing 105.34 m.p.h. over the mile, but at Daytona in 1906 Earp was vanquished by the 200 h.p. vee-eight-cylinder Darracq and a Stanley steamer. At Brooklands in 1907, when the Biblical nickname was bestowed on L48, it lost its famous Match Race against Felice Nazzaro's Fiat "Mephistopheles" after lapping at 113 m.p.h., but set a 90 h.p. Class half-mile record of no less than 119.34 m.p.h. driven by Newton, the engine size having been enlarged to over 20 litres. The old car, the design of which dates back to February 1903, was retired in 1908. The engine was later sold to the Cornwall brothers in Australia, who used it in their speed-boat "Nautilus", which achieved Championship status at Victoria in 1912 and 1913. It gained further victories in 1914 at Sydney and in 1915 at Melbourne, after which the boat's owners left for the European war. Bob Chamberlain acquired the old six-cylinder engine, now in poor condition, from the Cornwall family, and also the boat, which he gave to the National Trust in Australia, where it is being restored.

We hope to see the re-born Napier here next year, after which, on its way back to Australia, it may be taken to America. Meanwhile, I append the owner's impressions after his first drive in the car. — W.B.

"Samson II" is a true replica of the car in its form as raced on Brooklands track in early 1908 and using the original 6¼" x 5" engine. We got enough original drawings from various places, including the South Kensington Science Museum, and as well were able to get good photographs of the original parts with all important dimensions. Every part had to be made new as the original car was a "one off" built down to the old weight limit of 1,000 kg. and did not incorporate any standard parts. We had to do as Napier did with the original built in 1903-04 using

castings made with the aid of special patterns and machining many parts from hand forgings. It runs very well and has tremendous torque. I pulled the valves out of the rear tubes on the second trial run because the wheels rotated in the 880 x 120 beaded-edge tyres, even though they were inflated to 62 p.s.i. We are not using security bolts but will fit one of our other sets of wheels with straight-sided tyres for high speed running.

Steering is quite neutral with no feed-back at all to the steering-wheel but it is heavy and the car has to be steered into and out of the corners — typical of the very early cars. However, it runs straight with no tendency to wander and feels safe. It must have been a handful for Frank Newton on Brooklands.

The clutch engages smoothly, but firmly — much better than expected — but the gear-change is not easy even though I've had lots of experience driving cars of early types. — Bob Chamberlain

Subtle Differences

ONCE upon a time, many years ago, Rodney Walkerley, who was to become the well-known Sports Editor of *The Motor*, slaved for us. One of his first jobs was road-testing motorcycles, which were meant to be sporting machines. But all too often he seems to have been landed with dull little jobs, all powered with the magneto-flywheel, two-stroke 172 c.c. Villiers engine. It occurred to me that there must have been some differences between these low-cost vintage motorcycles and that it might be fun to look into it.

Not to put too fine a point on it, it wasn't Rodney, but the presiding Editor himself, L. A. Hutchings, who rode out on the first of these little tiddlers, in 1927. It was a 1928 Model-9 Francis-Barnett, the so-called Super-Sports Model. It cost then a mere £38 10/- (£38.50). We proclaimed it top of its price-class, but worth £50.

It is a reflection on how road-tests were conducted in those days, that the F-B arrived by train at Euston Station, and had to be unwrapped and its control-levers swivelled round on the bars before it could be ridden away. That showed the tool-kit in a box beneath the tank to be simple but adequate but the tool-roll difficult to extract. The tank was supposed to have been drained before the rail journey but there was enough petrol to get to a garage. Hutchings was wearing clean flannel trousers ("Oxford bags", I bet) but the excellent leg-shields (detachable in three minutes) persuaded him they would remain clean. But in the photographs he has changed into plus-fours.

The curse of the two-stroke soon intruded. Twice during the early days of the test the engine seized-up and although it immediately became quite free, it wouldn't restart. Not, that is, until it had been dismantled. Its piston-rings had fused over on the induction side. However, half-an-hour's toil had the thing back together with new rings. It appears that the Villiers needed running-in, as after a spell with "Mixtrol" in the fuel to supplement the normal lubricant and less use of wide throttle openings, no fresh seizures occurred. We really flogged test machines in those days. L.A.H. did several laps of Brooklands flat-out on the F-B, with lamps, legshields and his 11 stones in place, at over 50 m.p.h., endorsing the maker's claim of 55 r.p.m. He then had a go at a grass-track meeting, doing 22 miles flat-out in the bottom and second gears, winning the 250 c.c. class and coming in fourth out of 14 starters in the up-to-500 c.c. nine-mile "Grand Prix".

This little motorcycle was equipped with rear belt-rim brakes but they were smooth and powerful and the balloon tyres aided adhesion; the Bowden-wire hand-brake was easy to adjust but the crude arrangements for the foot-brake were obstructed by the frame and flywheel-magneto. The nice action of the Villiers' levers for the variable-jet carburetter, the riding position, the good steering, with or without the damper, and the strong triangulated frame were highly praised, but the sparking-plug was inaccessible. I said we tested hard, in those days. This is confirmed by the F-B being run into from behind by a car, used for "long jumps" and crashed on a grass-track, the rider breaking his collar-bone! Presumably what was left was returned to Coventry by train. . . .

Rodney W. got his turn later in 1927, on a Model-A 172 c.c. Baker, using the same kind of engine. He had been against two-strokes until convinced of what a fine job Villiers had made of theirs. The Super-Sports engine powered the Baker, which R. S. Inglis, the London agent, handed over for appraisal. Leaving London in the dusk, Walkerley was impressed with the very easy-to-change three-speed Albion gearbox (bottom gear, 19 to 1) and the illumination provided by the flywheel lighting, which was adequate for 40 m.p.h. and extraordinarily brilliant when running in the lower gears. The quiet purr of the engine at 30 to 40 m.p.h., the comfort of the large saddle and 25" x 3" tyres, and the handiness of the machine with its stiff bolted-up duplex frame, were all highly praised. Over a trials course where R.L.W. tried out all the test bikes, the Baker was defeated only three times by gravity on the "Colonial" part and its rider was able to stand over it, not sit down with it, every time. The course was ridden in 20 min. less than on a racing 500 in the dry, at an average of 24 m.p.h. for the 30 miles, and the engine never stopped throughout. Speed was like that of the F-B but oddly fuel consumption wasn't

tested, the maker's claim of 150 m.p.g. being accepted. The brakes were up to their work, but the fuel-tank oil sight-feed was difficult to see. The Baker was available in either light buff or black cellulose enamel and sold in 1928 for £37.

Before the year was out, Rodney found himself testing a de luxe Model D25 Coventry-Eagle, its 172 c.c. Villiers engine within a novel pressed-steel frame. It was otherwise very much the pudding as before, except for 26" x 2½" tyres on 26" wheels. He sat on another Terry saddle and used an Albion gearbox with ratios of 6, 11, and 19 to 1. This, like the F-B, had been sent down by train but it started at once and the 6' 3" rider found it comfortable in spite of fixed foot-rests. The gear lever had long movements but could be persuaded to move, as on the F-B, by foot, from top to middle gear, although intended to be a hand lever. The C-E cruised at 35 m.p.h. but was deemed too low geared for sporting occasions and its foot-rests were too low-set but it steered nicely, hands-off if desired. The new Villiers pressure lubrication obviated seizures or pre-ignition from a soiled plug. The thing could probably do over 50 m.p.h. for short periods, said R.L.W., but a tinkling in the cylinder made him ease back to 35 to 40 m.p.h.

There was the advantage of front and rear brakes, internal-expanding in 6" drums, but the foot-rests turned round and round in the frame and made the foot-brake inoperative on the trials course. As on the F-B, the tool-kit was inaccessible. Again, no m.p.g. check was made, "you just pour in a half-gallon every fortnight or so" but it seemed to be over 100 m.p.g. The price, with electric lighting, in 1928 was £37 10/- (£37.50).

We tested one more 172 c.c. machine, the improved-appearance Francis-Barnett, which someone got astride late in 1929. The new parallel-action or conventional front fork was superior to the old rocking-action fork, top speed was up to about 55 m.p.h., the new fork had improved the road-holding, the gear lever was now on the tank, not on the box, and the new brakes were powerful but not fierce. Testers in those days did not write much; the only criticisms concerned a difficult light-switch, a non-standard headlamp bulb, and a foot-brake which needed bending outwards. The 1929 price was £36.

Having made you maybe a tiny bit nostalgic if only over the low prices of these Villiers-engined bicycles, I must say I have always found the little machines fascinating. At Brooklands in the vintage years we went to BMCRC Meetings to be thrilled by the big vee-twins, the Broughs, Coventry-Eagles and the Zeniths, etc., but I could not help taking an interest in seeing how the little fellows fared. Around 1930/31 I recall Jimmy Grose (his brother Gus was a gold-star holder) taking his 175 c.c. Excelsior-Villiers to the Track, on race and practice days, in the deary Chevrolet van used by Grose & Sons of Euston Road, its aged drivers not at all pleased to be taken off the routine of parcels-delivery in the London area. And I remember how, too frequently afterwards, there would be interviews with a Villiers' rep., Jimmy holding out for his inspection a piston with the deflector-crown eaten away — the compression-ratio used, in spite of dope fuel, having been too much for it. . . .

Insignificant that machine may have been. But, with its lack of mudguards, pad over the rear wheel, high-set foot-rests, its Brooklands exhaust system, and the smell of special fuel and oil that it exuded, it was, to me, the very essence of what the Weybridge Motor Course was all about.

W.B.

Shame On You, British Telecom!

LAST Autumn a one-time Welsh Spa re-opened its medicinal baths and to publicise the occasion a Victorian Week was held in this County Town. It had been hoped to include veteran cars and steam traction-engines among the various attractions and parades. But for various reasons, such as the lateness in the year, the need to tax and insure such vehicles for a one-day, brief parade, as this was on a public road, the lack of any financial inducement, and the clash with other fixtures, etc. these were thin on the ground, although a 1901 Progress Voiturette was used to open the show, and a non-runner, unrestored 1911 BSA tourer was exhibited by one garage, this having once been the town's taxi. Unfortunately, the enormous and historic gas-engine that used to pump water to the baths was removed from the town to a museum some time ago — it would have been a welcome attraction on this occasion.

This seems little excuse for a vehicle we spotted outside the main Post Office. Admittedly it was labelled a replica of a 1910 Post Office van (but the local papers naturally ignored that) and it did add a bit of gaiety to the scene. But later, when this bogus Dennis, with its front-wheel-brakes and modern-size tyres, was seen being driven along a busy main road through the town preceded by a man dressed as a Victorian postman, blowing a railway whistle and waving a red-flag we felt sickened.

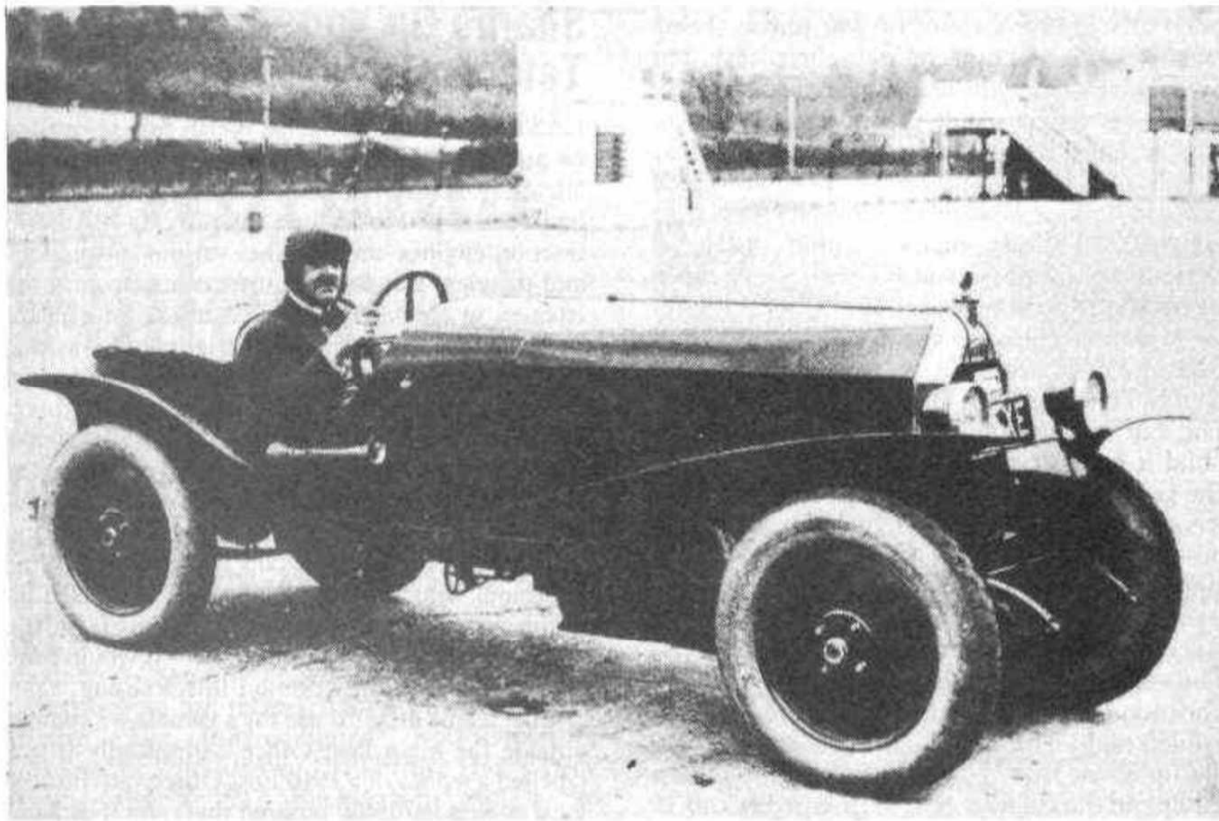
A great many photographs were being taken of it by visitors to the town and these will perpetrate a gross distortion of history, because front-wheel-brakes did not come into general use until 1924 and not on commercial vehicles until into the 1930s, while the Red Flag Act had been repealed before 1895.

Surely British Telecom, with the vast profits it has been making, could have done better than that? Is it too much to hope that Busby will now ring up the Promotion Department and tell the ill-informed bright-boys who run it that early Post Office vehicles are well documented and that with plenty of our money at their disposal they should be able to come up with a decently restored, authentic pre-1914 vehicle, which should not be preceded by a whistling postman or a red duster, even if it has only the (again authentic) rear-wheel-brakes, when used to promote Telecom interests. — W.B.

* * *

V-E-V Miscellany. — Another Club that is going remarkably strong is the Ford Sidevalve OC, which has 1,600 members. Its current magazine contains a great deal of information on these cars and many pictures of those at this year's Stanford Hall Rally but also news from Sweden and Canada, etc., an article on present-day Ford trials specials, etc. It has allocated reference letters for all the types it caters for and this has used up all but one of the letters of the alphabet! As readable as ever, the Morris Register's *Journal* for the autumn contains as the leading piece an article on alternative fuels in war-time, the gas-bagged and gas-producer supplied vehicles starting with a 1916 Morris-Cowley but including a 1924 Maxwell with 1930 Plymouth touring body.

A Vale Special, Reg. No. JN 3698, in good external condition for its age, was bought recently in Michigan by someone in Alpine, NJ, who wrote to the maker's for a catalogue (which he still has) in the early 1930s after reading the MOTOR SPORT road-test at the time. Information about the car is requested. — W.B.



Capt. Twelvetees, the then-Editor of *MOTOR SPORT*, in a deserted Brooklands Paddock in 1925 in one of the rare six-cylinder Model-L Mathis sports-car.

Fragments on Forgotten Makes No. 63:

THE MATHIS

ETTORE Bugatti and Emile Mathis have two things in common — they were both from Alsace. The latter personality has gone down in history as a man of massive build and furious temper, dark, well-dressed but in fact a shy man, who like W.O. Bentley, shunned speech-making. There was a pomposity about his cold, authoritative character; he would address his agents, to whom Trarbach and Douriez acted as Mon. Mathis' representatives, in the third person, saying not "I think . . ." or "I have decided . . ." but "Monsieur Mathis thinks . . ." or "Monsieur Mathis has decided . . ." But he became a considerable factor in the French Motor Industry, and he was chosen by Ford in 1934 as his French partner, to his disadvantage. Indeed, Mathis was one of the Big Four in France, behind Citroën, Renault and Peugeot.

I have never quite forgotten the Mathis, probably because of the impact the huge photograph which *The Light Car & Cyclecar* published of Emile Mathis' entry for the 1921 French Grand Prix had on me as a boy, but more probably on account of Mon. Mathis' audacity in entering this little car for this most important race — the one at Le Mans that represented the resumption of road-racing after the long years of war.

Audacious it most certainly was, because the capacity limit for this Grand Prix revival was 3-litres and the Mathis had an engine size of only half that. Against the pick of the twin-cam racing

machinery the little Mathis hadn't a hope, in spite of having been endowed with an overhead-camshaft, dual magnetic ignition for its four cylinders, four-wheel-brakes, and an enormous exhaust-pipe. With a field consisting otherwise of only a team of three straight-eight Ballots, a 2-litre Ballot, four board-track Duesenbergs (the make that won, as it happened, but which could so easily not have appeared) and a last-minute participation by the STD foursome of Talbot-Darracqs. With such a poor entry even Mon. Mathis' forlorn hope must have been welcome.

Although it was said that the 69 × 100 mm. Mathis had been entered to prove its reliability rather than its speed (what else could they say?), it in fact retired after six of the 30 laps. Apparently Emile Mathis had driven it himself, although a Frenchman named Lamm was at first nominated. It was obvious that 50 or so b.h.p. could not compete against 120 b.h.p. of the new GP cars. But those who remembered the pre-war races knew that Mathis was a masochist in this respect, entering cars with little hope of success in quite unsuitable events, yet not putting them into suitable ones. For instance, had he not run a 1.8-litre car (using dual ignition as in 1921) in the 1912 Coupe de *L'Auto* race at Dieppe when as later he was against the 3-litre cars, so that a lap speed of 50 m.p.h., when the winning side-valve Sunbeam's average of 65.3 m.p.h. was hardly convincing. The unfortunate driver, Esser, had

been bored in that race but it did not stop Emile Mathis from putting a 2,155 c.c. car into the 1913 French Grand Prix, against those of up to 8-litres. This was the 1912 Mathis slightly modified, and this time Esser decided to retire. This kind of thing was, however, a speciality of Mathis. I have just been looking at a rather nice silver rose-bowl that is now in my possession: it was awarded to Bugatti driver B. S. Marshall in 1920 for winning a Brooklands race at 63¼ m.p.h. in a tiny Mathis, which cannot have been wildly exciting for driver or spectators, round that vast expanse of the concrete. Yet in the *voiturette* contests to which they were often more suited, Mathis' cars were conspicuous by their absence.

Not that they were to be despised, as economy cars for road commuting. Emile Mathis, who had disguised his cars as Harrods and BACs, after having reversed the process by selling Stoewer and Fiat cars as his own, had the 951 c.c. Mathis Babylette out by 1912, rival to Peugeot's *Bebe*, and it was followed by the 1,327 c.c. Mathis Baby. Before the Kaiser War the Strasbourg Company was offering a modicum of fun for as little as £210, in the guise of a wire-wheeled, differential-less sports baby Mathis, with just the two seats and a bolster tank, weighing, it was said, less than 8 cwt and apparently with a vertical gear-gate (as on the post-war ABC).

After the war Mathis had a ready reply to cars like the 5cv Citroën, in the form of his own big-car-in-miniature (somehow the Austin Seven that was to sweep them all under the carpet in England seemed smaller and less big-car-like). This Mathis had a capacity only 12½ c.c. larger than that of Sir Herbert's successful gamble and a three-bearing crankshaft, which it was left to Triumph to adopt in the baby-car field in this country. What is more, this 55 × 80 mm. French small car pulled an axle ratio of 4.6 to 1 (the Austin 7 was soon down to 4.9 to 1) and had electric lighting and starting, whereas Austin tried for a while to palm his customers off with a cable and pulley starting device. Its weight was declared as 7½ cwt and there seems reason to believe that the maker's claim of 50 m.p.h. and 62 m.p.g. were not over exaggerated. Incidentally, with the four forward speeds, a central accelerator pedal was a Mathis hallmark to the end of the vintage years. It also possessed proper half-elliptic springing.

The British public had a chance to see the 760 c.c. Mathis in action during the 1922 Scottish Six Days Trials, in which two were entered. G. M. Inglis suffered from plug trouble, choked jets in this strenuous event, and finally his back-axle expired. H. J. Cassie, on the identical other Mathis, on the contrary "roared up all the hills, apparently with ample power in hand, his engine turning over at a fine rate of revolutions and emitting a very healthy exhaust note, which was as keen and crisp on the last day as it was on the first. The chassis appeared to be very well sprung indeed . . ." wrote a qualified reporter. So although neither of the two Mathis got a major award, one of the pair had made its mark.

When Sir Herbert Austin launched his baby Austin in 1922 he must have looked on the little Mathis with some apprehension, surely? It was taxed, not at eight, but as a 7 h.p. car, it sold for £27, 5/- less as a two-seater than the pram-like

Due to a clerical error some years ago the numbering of the above series went astray, so we give here re-numbered list of these "fragments," which in almost all cases are based on information obtained by the Editor of *MOTOR SPORT* mostly from interviews additional to that obtainable by reading contemporary descriptions of the cars concerned. The back issues containing them, or photocopies of the articles, are obtainable from us, prices on application. No. 1, Star; No. 2, Cluley; No. 3, Day-Leeds; No. 4, Gibbons; No. 5, Cubitt; No. 6, Adams; No. 7, Arab; No. 8, Straker-Squire; No. 9, Calthorpe; No. 10, Warren-Lambert; No. 11, AV; No. 12, HE; No. 13, Brocklebank Six; No. 14, Belsize-Bradshaw; No. 15, Castle Three; No. 16, Angus-Sanderson; No. 17, Craig-Dorwald; No. 18, Tamplin; No. 19, Minerva; No. 20, Rothwell; No. 21, Silver Hawk; No. 22, Hudson-Essex; No. 23, Blieriot-Whippet; No. 24, JMB; No. 25, De Dion Bouton; No. 26, Autovia; No. 27, Imperial; No. 28, Deemster; No. 29, Crouch; No. 30, Gordon; No. 31, Phoenix; No. 32, Bean; No. 33, HP; No. 34, Richardson; No. 35, GWK; No. 36, Brotherhood; No. 37, Ruston Hornsby; No. 38, Dolphin; No. 39, Hodgson; No. 40, TB; No. 41, Morris-London; No. 42, Chic; No. 43, Beardmore; No. 44, Baughan; No. 45, Horstman; No. 46, Batten Special; No. 47, Sizaire-Naudin; No. 48, Sheffield-Simplex; No. 49, Eric-Longden; No. 50, Salmson; No. 51, Airedale; No. 52, Vinot-Deguignand; No. 53, Beverley-Barnes; No. 54, Ryknield; No. 55, RTC; No. 56, Deauville; No. 57, Saxon; No. 58, Newton-Bennett; No. 59, Barrington; No. 60, Zephyr; No. 61, Waldren Wayfarer; No. 62, Imperia; No. 63, Mathis.

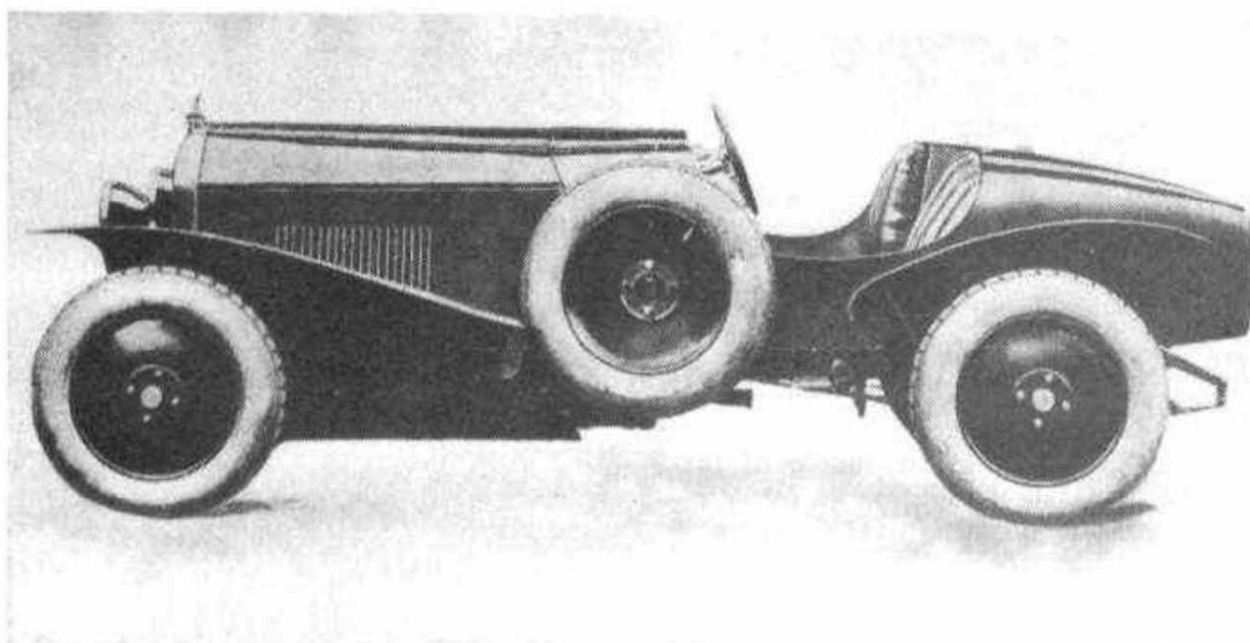
Longbridge infant and maybe its two-wheel anchors were as good as the Seven's four tiny, brakes, uncoupled front to rear? Moreover, the miniature big car element was apparent; the Austin 7 had dimensions of 8' 9" x 3' 10", whereas the Mathis measured 10' 7" x 4' 2". The Mathis had attained these competitive heights by using an even smaller engine than before, of 50 x 70 mm. (628 c.c.), but with a two-bearing crankshaft. Sir Herbert may have been consoled by the fact that the great French manufacturer relied on primitive acetylene lighting — in 1922. And that the axle ratio was down to 6.1 to 1 and you had to hand-crank it. But it did have that 4-speed gearbox and ½-elliptic springs. The 760 c.c. £250 Mathis was only £25 more expensive than the Austin 7, however, while the 7.5 cv. Citroen cost the same as the 1922/3 price of a Birmingham baby. But the tiny Austin caught on, the 7 h.p. Mathis didn't. Could the Austin 7's differential have represented salvation?

However, this is MOTOR SPORT, so let us leave the fascinating subject of the battling baby-cars and look at Mathis sports models. While all the economy car cut-throating was afoot, with the Countess Zborowska taking delivery of an 8 h.p. Mathis on which the Count's Canterbury coachbuilders put a Chummy-type body, Mathis was turning to the Touring Car Grands Prix as his competition field and he showed a 60 m.p.h. sports car at the 1921 Paris Salon, a vee-radiated edition of the o.h.v. Type SB. Mathis was early in the race to pioneer small six-cylinder-engined cars, his experimental 993 c.c. Six becoming his production 1,140 c.c. PS model. However, it is the shorter-stroke L-type sports model that intrigues me.

MOTOR SPORT seems to have been the only motor journal to test it. The then-Editor, Capt. Richard Twelvetrees, persuaded the Atom Motor Co. Ltd. of West Hampstead to let him drive one. It had a diminutive six-cylinder single-overhead-camshaft engine of 60 x 79 mm. (1,185½ c.c.), the expected four-speed unit gearbox and four-wheel-brakes, and a decidedly racy two-seater body, with flared mudguards and devoid of a windscreen. Balloon tyres on disc wheels, a small bulb-horn and a pair of small headlamps completed the *ensemble*, as the photograph shows, and the price in 1925 was £375. As this was listed as "fully-equipped," perhaps a windscreen was lurking somewhere. Of more interest to our readers would have been the guaranteed speed of 70 m.p.h.

Launching himself (on Trade number-plates) into the congested, mixed traffic of the Finchley Road of those days, Twelvetrees expressed himself as immediately at home with the car, and his good top-gear performance was noted. Against that, the suspension was harsh, in spite of shock-absorbers, until London was left behind and speed could be increased. The plate clutch slipped for a second or two after the pedal had gone home which was excused as due to newness or the need for adjustment, so one wonders why the writer also said this was typical of this type of clutch. Brakes and steering got the "perfect" label, the anchorage apparently nicely progressive. This decidedly sporty-looking Mathis was taken to Brooklands, where it was refused admission until an appeal was made to a higher authority, as the exhaust was very noisy.

Among the equipment not so far referred to was a speedometer driven by a flimsy belt that allowed it to fluctuate and it was calibrated in k.p.h. Twelvetrees complained that this restricted his performance statistic-taking but by timing the car, surely the purpose of taking it on Brooklands,



THE sporting Mathis in profile showing the staggered seating.

he estimated its top pace as "Somewhere in the neighbourhood of 74 m.p.h." This might sound convincing from a 1,100 c.c. car 57 years ago. But at the same time the Salmson agents were claiming 75 m.p.h. from the £285 Grand Prix Salmson, so there would have been few takers for the Mathis on this score. To counteract this impression, Twelvetrees said he drove all out for seven laps of the Track without the car overheating, when it rode the bumps well, but the vacuum fuel-feed was apt to "hunt". After 250 miles the oil, when drained from the sump, seemed to have little lubricating quality left. The jack and tools rattled about in the tail, the bonnet fasteners were deemed to be inadequate but after looking at dismantled Mathis components, Twelvetrees was impressed with the workmanship displayed and the safety factors incorporated. Moreover, he was able to obtain a photograph of J. G. Parry Thomas looking (somewhat quizzically?) at the o.h.c. engine of the Mathis, and what better than that, during a visit to Brooklands in the 1920s?

Also in 1925, no less a person than L. G. Hornstead (of Big Benz fame) took one of these sports Mathis (the *same* one, probably) through the JCC High Speed Trial, that marvellous frolic which took in the entrance and return roads within Brooklands Track and even the Test Hill (downwards!), apart from the outer-circuit. Alas, a rod tried to eject *via* the crankcase. That's all I know about the only proper sports Mathis made between the wars and it seems doubtful if anyone remembers it today, or whether more than one came to this country.

Our one-time correspondent, Kent Karlake, says a 760 c.c. Mathis was one of the first cars he drove. He remembers it as having proper springing when many small cars had unconventional suspension, a tall rather handsome radiator, no nonsense about carrying more than two persons, an enormous steering wheel, and a four speed gearbox with a delightful change, unlike that of the Austin Seven, which Karlake thinks was that Baby's weakest feature, except in the hands of experts. However, he suspects that the engine of the Baby Mathis developed even less horse-power than the Austin's and as it had no torque, performance was minimal. His friend Charles North had one of these tiny Mathis and told Kent that the engine delighted to rev, but when Karlake tried this in third gear up a scarcely perceptible gradient, but against a quite stiff breeze, it burst in a very unrepairable manner. Not the first to do so, I believe.

There were no more sports cars, Mathis going

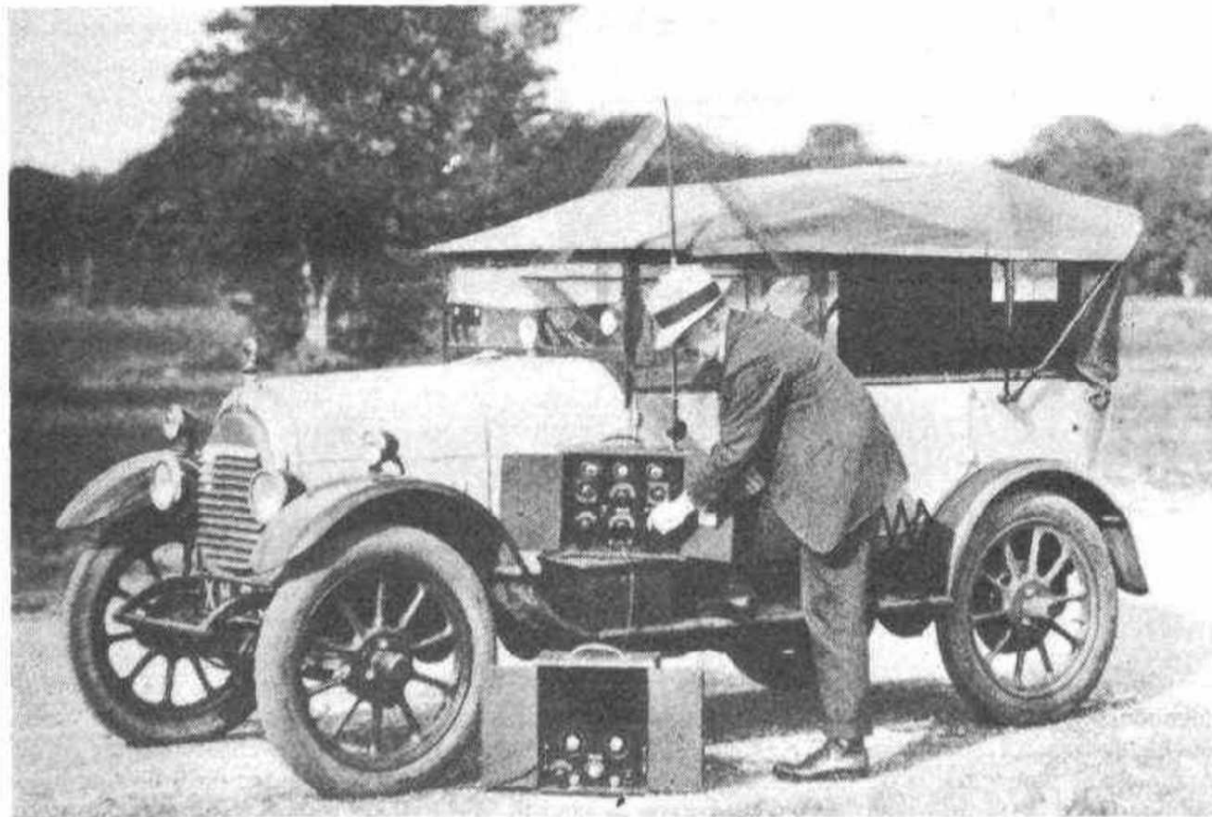
in for such things as the side-valve MY saloon, the Emysix, with an odd gate to its four speed gearbox, in which you went round-the-corner from first, into second gear, and other oddities, and the 1930 saloon which in spite of its 1.6-litre power unit and the slogan *le poids, voila l'ennemi*, just failed to do 60 m.p.h. when tested on Brooklands in 1930. — W.B.

A Pioneer of Car Radio

IN these times of universal car-radio and car-stereo equipment and the legality of CB transmitters (with Panasonic stereo in the Alfa 6 I have belatedly become interested), it is interesting to think back to the beginnings of such in-car entertainment. *Autocar* had a feature on the subject recently, from which it was apparent that although Marconi may have experimented with wireless-apparatus on a steam road-vehicle as early as 1901, car-radio as such didn't emerge until 1922/23, and then only in primitive forms.

Among amateurs, the then-Editor of MOTOR SPORT, Capt. Richard Twelvetrees, was undoubtedly a pioneer. It is alleged that he was once ejected from the hallowed Ascot enclosures by the Clerk-of-the-Course himself, for playing music from his car between the horse-races! At that time Twelvetrees had installed a three-valve-and-crystal set in his 11.9 h.p. Bean tourer, the set on the dashboard, with its h.t. battery beneath it, and a small frame-aerial mounted at one corner of the windscreen. He called this set the RT 13. It used one high-frequency valve, a dual amplifying-valve, and a low-frequency valve for note magnifying. The crystal-detector rectified the waves after amplification by the first and second valves, and the circuit embraced two tuned h.f. anodes, ordinary l.t. transformers, two polar condensers and an air-dielectric condenser for tuning working in conjunction with a three-way vernier-adjusted variable coil. The set was in a case measuring 12" x 10" x 4", Fuller-type rheostats regulating current from the valve-filaments.

Twelvetrees took this radio-equipped Bean through the 1924 MCC London-Edinburgh Trial, using it to good effect while waiting for the start at Wrotham Park, Barnet. On the run home, the Newcastle programme was heard at a distance of 50 miles, on the Sunday afternoon, at clear strength on the loudspeaker, in spite of heavy rain. The magneto interfered only slightly with reception when on the move and if a 40' wire was thrown over a tree and an "earth" created, programmes could be received in most parts of



THE radio equipment Captain Twelvetrees fitted to the Bean for the 1925 London-Edinburgh Trial could be "removed and tuned-in to a station in three minutes".

England.

For the 1925 London-Edinburgh Trial Twelvetrees had installed a BTH Radiola receiving-set, a folding frame-aerial and a loudspeaker amplifier unit facilitating its accommodation in the 1923 Bean (Reg. No. XN 98), which, by the way, had Sumwin radiator shutters and a Boyce Motormeter, Memini carburetter, but no front brakes. In fact, the rather large wireless units were carried on each running-board, behind expanding Autokrat restraints, with waterproof covers over them. A sort of "pit-stop"-action enabled these units to be removed and tuned-in to a station in three minutes. Before the start of the trial, 2LO was broadcast without the aerial and the time-signal proved especially useful, and the start-line officials were treated to a concert, the orchestra not fading to any extent until Biggleswade was reached. After that the crew concentrated on trials driving but on the way back 2LO was received on the frame-aerial in Windermere, at a distance of 260 miles. The Birmingham, Newcastle, Edinburgh and Bournemouth stations were also picked up at full loudspeaker strength, and after the 1,000-mile out-and-home run signals in London from the last-named station showed that the set had not suffered in any way.

All this encouraged Western Electric's Wireless Engineer to accompany Twelvetrees on the next MCC long-distance event, the "London-Exeter", with one of his Company's seven-valve supersonic sets with two-valve amplifier and a loudspeaker in a Riley Redwing sports-tourer. He was, like the rest of the crew, fitted out with a Sidcot suit and flying helmet and controlled the wireless from the back-seat of the Riley while the Trials Secretary of the CUAC navigated, using two Accuraspeed stop-watches and a roof light rigged in the hood. Music was again provided and helped to pass the night hours, and the Riley, able to run up to 3,700 r.p.m. and to do 65 m.p.h. fully laden, gained a gold-medal. And MOTOR SPORT in 1926 gained a half-page advertisement from Standard Telephones & Cables Ltd. (who had taken over Western Electric) referring to this "London-Exeter", and telling also of how a similar set had survived a 9,000 Continental tour

strapped to a 25/70 h.p. Paige, without loss of a valve.

It's all a far cry, though, from enjoying the Rachmaninov Piano Concerto No. 2 for instance, on the Panasonic stereo in the Alfa Romeo on Welsh roads in 1982. . . . — W.B.

An Aside

IN connection with the Speed Guarantees we have been thinking about recently, in 1926 SMS Ltd., the Salmson agents, were advertising that "To talk about speed and to guarantee it in an advertisement is easy but actually to attain and hold 75 m.p.h. on the road is difficult", after which they referred readers to a MOTOR SPORT road-test of a Grand Prix-model Salmson (price at the time, £275, including tax and insurance) in which the writer, who had driven one in the London-Gloucester Trial, said rather vaguely: "Conclusions were tried with a well-known 12/50 sports car and when we stopped till it came up again it was found that both speedometers had been flickering round the 73 m.p.h. mark. The claims for a road speed of 75 m.p.h. for a Salmson are absolutely correct, not mere advertising 'guff', and it will certainly hold its own with a bit to spare against the average 1,500 c.c. car with respect to acceleration, hill climbing and maximum speed, whilst in its class there are practically no rivals." The "practically" was possibly added because the £240 Super Sports Senechal was advertised in the same issue.

The then-Riley specialist, Reginald Straker, in his advertisement, had a rather ambiguous statement reading "Speeds of up to 75 m.p.h. Guaranteed", presumably from the special side-valve two-seater he was selling, at a provisional price of £510. Also in 1926, "Archie" Frazer-Nash wrote to MOTOR SPORT saying that the standard two-seater Frazer Nash, costing under £300, was guaranteed to do 75 m.p.h. and that the Boulogne Frazer Nash was guaranteed a "chassis speed" of 95 m.p.h.

In the motorcycle world at this time, the makers of the McEvoy were offering a machine costing £99 with a guaranteed speed of 100 m.p.h. and would prove the speed on the Track. — W.B.

V-E-V Miscellany. — The British Wool Marketing Board is still using a nice vintage "bull-nose" Crossley tourer in its advertising brochures. We heard a nice story the other day about the Rolls-Royce Phantom owned before the war by Lady Farquhar of Gaddesby, Leicestershire. It seems she had five centrally-heated hen-houses and used to muck-out these with a trailer towed by her Rolls-Royce. And that Capt. Robinson of the same town also ran a Rolls-Royce, driven by his chauffeur Haines, and that the "Durham Ox", or Six Hills Hotel, some miles out of Leicester after a Hunt meet, was overtaken by a Buick when returning south along the A46. Haines was ordered through the speaking tube to "overtake that Buick", which he did, but the Buick re-passed. Again came the order: "Overtake that Buick again, Haines", which this time the chauffeur did decisively. They then drew into the car-park of "The Gate Hangs Well" and stopped with the engine of the Rolls-Royce ticking-over quietly. As Capt. Robinson was alighting in came the Buick, boiling furiously. "Well done, Haines", said Capt. Robinson. Some time later Haines was told he would no longer be needed, as the Captain would in future be driving the Rolls himself. Alas, doing this in a heavy mist one night, he hit a tree head-on, at a bend in the road just before he reached his country house "The Oatlands" and the only thing worth saving from the car was the dashboard clock, which the chauffeur has in his possession to this day. . . .

Have you ever wondered why people chose to buy the rarer makes of cars in the vintage years when there was such a large number of different makes and models from which to select? I once asked one of two spinster sisters why they had bought a new Ariel light-car in 1924. "Well", she told me, "our feet were so painful after walking round and round the Olympia Motor Show that we couldn't stand any more, so as I had my tape-measure with me I said we would have the first car that would fit our garage". It turned out to be the Ariel, the four-cylinder model that succeeded the flat-twin version, and it gave the two ladies good service into at least the 1950s, laid up in the winter for overhaul at a local garage, as I used to be reminded when I saw it in the Hampshire country town where I was then living, going over blind cross-roads after a "poop-poop" from its bulb-horn. Then David Filsell heard recently why William John Price of Nantgward, Trecastle decided to purchase a new two-stroke two-cylinder Seaton-Petter light-car, hardly a well-known make! The owner's wife, now in her 90s, remembers that they had never had a car but saw that you could buy this one new for £100, so placed their order in the winter of 1926, with Elston's of Brecon. A black Seaton-Petter was duly delivered, after a presumably long road-journey from Yeovil, where it was made (unless it came by train), the winter isn't the best time for teaching oneself to drive and one icy morning, going down a steep track from their farm to the road, the little car got out of control and overturned. The occupants emerged unscathed but the Seaton-Petter was damaged and lots of eggs intended for the market were lost in the accident. . . . Senior members of the family were not amused, so they did not have another car for ten years, after which they invested in a Vauxhall Fourteen saloon; the battered light car (EU 3090) having been unceremoniously handed back to the suppliers.

The VMCC held its annual Saundersfoot two-day event late in September, fine weather this year replacing the horizontal rain of 1981. The



ONE wonders what this German entrant in the VMCC Saundersfoot event would make of the Welsh road-signs if there were no English versions.

entry of old motorcycles numbered nearly 70, and in view of the controversy as to whether this Club is abandoning its title of *Vintage* MCC, it is worth noting that of the 59 machines listed in the programme, two were pre-1915, these being a 1903 Humber tricycle and a 1914 Model A 2½ h.p. Wolf with more recent two-speed gearbox, 22 were vintage, 14 were post-vintage, and 20 were post-1939, with one unspecified-age, anonymous machine from Holland which did not start. Watching at the beginning of the Mountain road at the junction to Farmers above Llandewi Brefi, we noticed Jim Codd stop his 1927 sports 350 c.c. New Imperial before engaging bottom gear, but the other Codd change down after the corner on his 1925 sports Sunbeam, believed to be an ex-Howard Davies machine, and Carwyn Davies change-up on the rare 1927 TT Triumph after going the wrong way at first. Pillion passengers are permitted in the Saundersfoot and Sid Mason's 1937 Model-D Ariel was pulling well with Else on the back. Steve Jenkin effected a rapid change-down to encourage his 1930 L30/11 BSA, Cronin (1936 NG Ariel) wore a face-mask, Mike West's 770 c.c. E28 BSA commenced the climb steadily, but Alison Baker, perhaps bemused by seeing six males watching her, footed momentarily as she selected a lower gear on her 250 c.c. B20 BSA and a 1947 Velocette even stalled its engine. Button just missed colliding with Gilmer's well-known ES2 Norton as his 1927 Saroleo came to a halt and the Captain of the Pembrokeshire Mudpluggers wobbled upwards on a 1929 OG Ariel. Huw Adams changed down early on his 250 c.c. BSA sloper but a big vee-twin BSA with belt-rim brakes on both wheels performed splendidly. The angle of lean-over adopted by a German-entered Harley-Davidson was interesting. So the happy cavalcade went past; at the start we had noted the sprung front-fork, belt-rim brakes and the Klaxon horn of Watkins' 1922 599 c.c. Sunbeam, the Wolf two-stroke with a magneto nearly as big as its "pot", and the cast-silencer beneath the two exhaust-pipes of Sue Weekes' 125 c.c. K17 James-Villiers two-stroke, a 1939 model with saddle tank and front brake, whose rider was trying for the Youngest Rider Cup. Cammy AJS, pre-war HRD and several Scotts were entered, although Thomas's Scott had trouble on the way to the Llandrindod Wells start, there were two Morgans, Jenner's 1927 Aero and Ingleby's 1934 Super Sports with a coil for each Matchless

cylinder, which didn't prevent it from appearing very late. Some of the riders come long distances to support this popular Welsh event, like the Bells, who rode their 1935 Model-9 Sunbeam from Kings Lynn.

The Brooklands Society is again holding its annual Dinner at the Centre Halls at Woking, Surrey, this year on November 25th. Tickets cost £10 per head, from Mrs. M. Peddle, Yarnhams, Rectory Close, Stanton St. Quintin, Chippenham, Wiltshire.

From an HCVC *Newsletter* we learn that the West Yorkshire Road Car Company used to run a Rolls-Royce with a 14-seater all-weather 'bus body by Pynes of Harrogate on its feeder service connecting with the Leeds to London express coaches and that at peak periods it sometimes itself made the journey to London. What is more, we believe a slide of this 'bus-bodied Rolls-Royce exists, if any of the R-R organisations is interested in establishing what type of chassis this was. And still on a Rolls-Royce theme, from the *Bulletin* of the Morgan Three-Wheeler Club, we are reminded that H. F. S. Morgan's father, who apparently used to visit his son's factory at Malvern in a Crossley, changed this for a 40/50 h.p. Rolls-Royce, delivered as a chassis, its body

THERE were nearly 70 entries on the Saundersfoot run, both solo machines and combinations.



being made subsequently in the Morgan workshops. Continuing in the Rolls-Royce idiom, we hear that Sidney Geary of Skegness, who is well-known to the R-R EC, as he has had eight Rolls-Royces up to his present Silver Spirit, has been using his 1925 Phantom I tourer (Reg. No. YT 7340) for conveying Show Biz personalities about the area and that the car has twice taken the Mayor and Mayoress of Skegness (where races used to be held on the beach) to switch on the town's lights at Carnival time. Around 1936 Ginns & Gutteridge, the Leicester undertakers, are said to have sent an early low-radiator, wooden-wheeled Silver Ghost Rolls-Royce (Reg. No. R 1064 or 1065) to the breaker's yard by the Melton Road dirt-track speedway, where it languished throughout the war.

The ex-Count Zborowski Chitty-Bang-Bang II has surfaced at the Western Reserve Historical Society's Crewford Auto-Aviation Museum, where its 230 h.p. Benz aero-engine was overhauled, so that the old car could be run at the NAAC's Hershey meeting in Pennsylvania last month. This Chitty-Bang-Bang raced but once at Brooklands and, after that famous post-war Court case, was sold to America by Peter Harris-Mayes some years ago, for £15,000. — W.B.

V-E-V Odds & Ends — The active Riley Register, catering for all pre-war, Coventry-made Rileys, elected 34 new members recently and its magazine has been looking into the matter of early Riley patents, covering the years 1901 to 1938. Joan Richmond, who drove Rileys here in races of the 1930s, was Guest of Honour at the Riley Club of Australia's Rally at Mount Beauty this year. She came to England originally to drive in the Monte Carlo Rally. We learn that at last summer's Eighth Annual Meet of the Hispano Suiza Society of America, 11 of these cars assembled at Dieter Holsterbosch's estate, ranging from Alec Ulmann's overhead-camshaft pre-1914 model to two J12s and a couple of K6 Vanvooren pillarless saloons, one of which is also owned by Ulmann. What is more, Mark Mason had his racing launch "Baby Bootlegger" on show and its vee-eight-cylinder Hispano Suiza aero-engine was even run-up, to the accompaniment of rousing sounds, cooled with the aid of the estate water supply.

At a pleasant luncheon party the other day, after driving up Shelsley Walsh, I was not only shown many photographs of 1920s Brooklands

Vintage Postbag

Capacity Discrepancies

Sir,

In a letter published in the October issue of *MOTOR SPORT* Mr. Ronald R. Cann raises the question of the engine size of the 38/250 h.p. Mercedes-Benz. The correct figure, using the usual formula, is 7,071 c.c., although Buyers' guides sometimes gave 7,069 c.c. or 7,100 c.c. The figure of 7,020 c.c. shown on a plate under the bonnet is the cubic capacity for German taxation purposes.

From April 1st 1928 German cars were taxed on their cubic capacity, but the "tax capacity" was calculated by a formula different from that used for the effective capacity. The whole matter is explained in an article entitled "The Legendary Mercedes S-Types" by Hans-Otto Neubauer, published in the January 1970 issue of the late lamented *Veteran and Vintage Magazine*.

I have recently found a similar problem when delving into the history of the Maybach Zeppelin V12 models. The type-DS7 with a bore and stroke of 86 mm. x 100 mm. is stated by contemporary reports to have a displacement of 6,922 c.c. However, by the usual formula ($\pi \times \text{bore squared} \div 4 \times \text{stroke} \times \text{number of cylinders}$) the correct capacity is 6,973 c.c. The difference between the two figures is the same proportionately as that between the two figures for the Mercedes-Benz quoted above.

In your article entitled "The Eternal (American) Triangle" published in the August 1981 issue of *MOTOR SPORT* you mention that the V12 KB Lincoln is sometimes credited with a displacement of 7.2 litres and sometimes with 7.4 litres. Undoubtedly this discrepancy arises from the fact that American engineers work in inches, while their European counterparts employ millimetres. The KB Lincoln engine had a bore and stroke of $3\frac{1}{4} \times 4\frac{1}{2}$ ", giving a capacity of 448 cu.in. This capacity, converted into metric form, is 7,341 c.c. The figures quoted in road tests published in *The Autocar* and *The Motor* of 7,238 c.c. and 7,402 c.c. respectively arise out of an approximate conversion into millimetres of the inches in the bore and stroke, followed by use of the usual formula. I am not an engineer or a mathematician, but it seems to me that conversion of the cubic capacity from cubic inches to cubic centimetres is the more accurate method.

This conversion has always presented a problem. When the J Duesenberg made its appearance at Olympia in 1929, the Show Report of *The Autocar* gave its capacity as 5,675 c.c. The Show Report of *The Motor* decided on 7,495 c.c.

V-E-V ODDS & ENDS — continued

racing-cars, but a visitor produced some old albums relating to the Player family, with houses in Wales, where an observatory was built into the roof in 1915, and then at Cheltenham, which showed that they were pioneer autocarists, having a $3\frac{1}{2}$ h.p. Benz Ideal in 1899, soon followed by a $5\frac{1}{2}$ h.p. Benz. They then had a wheel-steered, chauffeur-driven 38 h.p. Lanchester and after the First World War more Lanchesters, the second a very fine Lanchester Forty $\frac{3}{4}$ -landaulette shown on the day it had been delivered, around 1925. There is also a picture of a later, stylish straight-eight Lanchester with boot and cycle-type mudguards. Pre-WWI pictures of the cars in the stately carriage-drives show a 40/50 h.p. Rolls-Royce with an interesting open touring body, a little De Dion Bouton, small and large Penhard-Levassors an Arrol-Johnston tourer, a closed Wolseley-Siddeley and a big open

The true capacity was 420 cu. in. or 6,882 c.c.

The V16 Marmon was shown in Buyers' guides as having 9.1 litres under its bonnet, whereas it was an 8.1-litre engine.

I am sorry to write such a lengthy letter on a mathematical subject, especially as I am not handicapped by any knowledge of the subject!
Norwich

CLIFFORD S. PENNY

The Carfield Motorcycle

Sir,

In reply to Mr. R. W. Gibson's letter "Those Bugattis" (September) about the Carfield motorcycle. My sister's "intended" came up from Blackwood (Mon.) in 1920 on a Carfield Villiers to Old Hill (Staffs.) and asked me to take him to the Carfield factory in Smethwick. After a number of inquiries we found the factory, Carfields were being assembled in a large ex-Army, hut. Like many other brave ventures into the motor trade in the '20s they must have gone under quickly.

Verwood

CYRIL G. KNIGHT

Coincidence

Sir,

I am restoring a 1925 3-litre Bentley with an original VdP 4-seater body. The windscreen that came with the car never felt correct.

To try and keep the body specification correct I recently bought an original folding type windscreen from a Mr. Norman Hood of Kenilworth. His father had removed this windscreen from the 3-litre Bentley YN 8369, depicted on page 1178 of last month's *MOTOR SPORT*. The windscreen had been kept for many many years up in his attic.

Mr. Hood kindly responded to my advert in the BDC bulletin wants column, requesting an original windscreen, to fit a VdP body. I bought the windscreen and found that Mr. Hood still owns YN 8369 which is now a $3\frac{1}{2}$ -litre.

It pleases me to see the windscreen on Mr. Hoods car in its original state complete with aeroscreens, within the article on Durability Guarantees.

Huddersfield

EWART COPLEY

The Metallurgique

Sir,

Mr. James R. Lowe was referring to the chain-driven-timing 2-litre OHC Metallurgique, not the vertical shaft-driven o.h. camshaft engine. This used the same finger between the cam and the valve stem but used a cap and shim for the adjuster, and split collets to retain the collar.

To the best of my knowledge only two 2-litre OHC Metallurgiques exist in England — one saloon, engine number 5560, restored by Mr. P.

Thornycroft, etc. The last-named is seen competing at a Cirencester speed trial and the Wolseley-Siddeley had been "snapped" at a similar event in Wales. A small album is devoted to a pre-war Continental tour and cars seen before the houses after the war was over commence with a brand-new 18 h.p. Armstrong Siddeley tourer and include closed Daimler and Sunbeam, up to a Vauxhall tourer of the General Motors' era, either a 20/60 or a Cadet. Also depicted are an Austin 7 Chummy and an Austin Twenty that had arrived by September 1923 and a Bean two-seater possibly owned by relations or friends.

On page 1347 last month the Bentley drophead coupé that I drove as quickly as I could from London to John O'Groats in 1938 (not 1937) was quoted as a $4\frac{1}{2}$ -litre: to show that I am not that far out in Bentley history I had better say that it was, of course, a $4\frac{1}{4}$ -litre. Its Reg. No. was ELC 322 and at the time it belonged to Bentley Motors

Finch and my five-seater tourer, engine number 5559, which is in the process of restoration. I believe a number of Metallurgiques are in Australia and New Zealand, and in Belgium.

I would be pleased to hear of any others, or anyone with a starter motor or correct back axle. Metallurgique did make a 3-litre (80 x 149) sports model, built briefly in 1922, and it was timed at 87 m.p.h. for the flying kilometre, and the car mentioned in Mr. Lowe's article could be the one owned by a Mr. Barry Vinnen.

If Mr. James Lowe would like to contact me I would be pleased to loan the little information I have on the subject.

Findern

M. SHARPE

[Letters can be forwarded. — Ed.]

The Fate of the Baker Graham-Paige

Sir,

On page 1175 of the September number there is a statement to the effect that it is thought that the Baker Graham-Paige was broken up. Not so!

During the winter of 1947-8 the car was in the hands of John Owen Williams of Limpley Stoke, Bath, though he was not the owner. The car was complete with its eight Amal carburettors and its correct body. It was a bit of a pig to start as there were no chokes and the trick was to stuff rag into some of the carbs. On one occasion some of the rags got well and truly sucked in and the carbs had to be stripped to get the bits out!

Both John Williams, who at one time owned two 3-litre Sunbeams, and I drove the car. I recall driving it on snow-covered roads with a slightly slipping clutch, it was quite a handful!

The car was owned by John Norris who exported the car to South Africa where it was used in speed trials, with some success I think. There is in existence a photograph of the car competing in a speed event; it is hoped to find this in due course and it will then be sent to you.

Box

R. CHAPMAN

Sir,

Mention was made in the September issue (V-E-V) of the G. L. Baker 5.4-litre Graham-Paige and the possibility of it having been broken up before the war.

I am happy to say that this was not the case as I bought this car from Ian Metcalf in 1945. It was a most amazing machine, I seem to remember that it gave 35 m.p.h. at 1,300 r.p.m., the maximum was said to be 4,500 r.p.m. Its thirst of $5/6$ m.p.g. during my petrol rationing was a little too much for even my enthusiasm and after six months I sold it to a man who was emigrating to Rhodesia. As a friend of mine said at the time "there was only one other clot in the country who would have

Ltd. I would be interested to know if it still exists; it is not known to the BDC. The 2.9-litre GP Maserati brought from America and rebuilt by Cameron Millar is causing a great deal of interest and rightly so, and it has been written-up in various places. It was not, however, the first GP Maserati in this country with road-equipment. I had an exciting ride in the wet in such a car, at Brooklands just before the war, driven by Lt. Torin, RN; its Reg. No. was FGC 412

Simon Grigson, the present owner of the 1927 1,000 c.c. Coventry Eagle sidecar-outfit which won the 1930 BMCRC 200-Mile Race at Brooklands, in the hands of J. M. (Jack) Waterman, would be interested to hear from anyone who knows what became of this rider. Some time in the 'thirties, he was in partnership with another Brooklands-habitué, L. J. Pellat, but no other details have yet been uncovered. Letters can be forwarded. — W.B.

bought the car and you were lucky enough to find him".

Fowey

J. E. B. LITTLE

"Speed Guarantees"

Sir,

I was very interested to read your article "Speed Guarantees" on page 1176 of September MOTOR SPORT. You ask at the end of the article "does anyone remember any others?". In fact Rileys offered guaranteed road speeds on both Redwinger sports models. On page 51 of the new Riley book "As Old as the Industry" David Styles writes of the Riley Redwinger Sports: "both were given guaranteed road speeds; the two-seater 70 m.p.h. and the four-seater 60 m.p.h."

I think that these figures, for a 10.8 sidevalve with a running chassis weighing around 15 cwt. compare very favourably with those mentioned in your article. The only reason the four-seater had a lower guaranteed speed was because it ran a lower axle-ratio (4.7 to 1 against the 4.3 to 1 of the two-seater).

You mentioned in the Prescott report that Dick Hardy was present to see both the sand-racer and the Hardy Special; he is in fact second from left (walking) behind his old special photographed on the start line.

Thanking you for all your support one way or another.

Silverstone

RICHARD ODELL

Sir,

Many thanks for mentioning my British Salmson book project in V-E-V Miscellany. I enjoyed the article on speed guarantees — the British Salmson company guaranteed 70 m.p.h. for the S4C 12 h.p. saloon and the S4D 14 h.p. saloon, 80 m.p.h. for the 12 h.p. S4C 2- and 4-seater sports tourers, and 90 m.p.h. for the 20-90 sports 2-seater and sports saloon. I am enclosing herewith a copy of a letter from the company to a customer who evidently didn't have a heavy enough right foot! It is pleasing that they made use of Brooklands track when the occasion warranted it! It would appear that this particular car was rather hard-pressed to achieve its guaranteed speed (it was a 12-70 h.p. 4-seater tourer) although other models could reach 85.

The whole of the British Salmson car was guaranteed for two years, and the cylinder bores were guaranteed for 40,000 miles before reboring was necessary (but trouble was frequently experienced before this mileage!).

C. S. L. Incedon, Esq.,
Southward,
Bramley Road,
BRAMHALL.

June 3rd, 1937

Dear Sir,

We thank you for your letter of the 2nd inst. enclosing cheque for 17/11d., for which we enclose official receipt.

We note your remarks in the last two paragraphs of your letter and quite frankly cannot credit them.

For your information, when your car was received by us it was immediately sent to Brooklands, without any adjustments whatsoever having been effected, and with two people up it covered a flying mile at a speed of 79.68 m.p.h. and a lap was covered at 76.62 m.p.h. After having effected certain adjustments and generally tuning the engine, she was again taken to Brooklands on an official speed test, which was officially timed at 80.36 m.p.h., for which latter test we have obtained an official certificate from the Brooklands Motor Course. It is our contention, therefore, that your car is fully up to standard and we are at a complete loss to understand why you are unable to obtain more than 70 m.p.h.

Yours faithfully,

BRITISH SALMSON AERO ENGINES LTD.
W. Martineau, Director.

Louth

RICHARD MAWER

[This reminds me that when testing a three carburetter AC Ace for MOTOR SPORT in 1938, I could not get more than 88 m.p.h. over the Brooklands half-mile. AC Cars Ltd. were very anxious for me to give a maximum speed of 90 m.p.h. and sent fitters from near-by Thames Ditton to change the carburetter jets, etc., to no avail. — Ed.]

Warbirds at West Malling

ALTHOUGH Britain has several fine collections of historic aircraft, nowhere in the world are fighting aeroplanes of World War Two preserved in such numbers, and with such devoted care, as they are in the USA. What is more, their owners fly them regularly, and who can blame them for adding showmanship and razzamatazz to their flying displays if it all helps to keep fine aircraft flying, and before the public eye?

The displays of the Confederate Air Force, for instance, have an amazing theatrical accompaniment, but the pilots and their aircraft provide a spectacle of truly astounding proportions.

Such huge gatherings are unknown in Britain, but in September the group of people dedicated to the airworthy preservation of "Sally B", the only B17 Flying Fortress left flying in Europe, organised a display at West Malling airfield in Kent and succeeded in bringing together a most respectable array of historic aircraft.

The idea of the display, and of holding it at the former RAF Station, was that of Ted White, a vintage aircraft enthusiast of worldwide reputation who flew his own AT-6 Harvard and was largely responsible for the acquisition of "Sally B" from France in 1975. Tragically, he and his good friend Mark Campbell were killed in Malta in July when the Harvard — he preferred the name Texan — mysteriously crashed after winning the *Concours d'Elegance* of the Malta Air Rally.

The display of Great Warbirds at West Malling was dedicated to their memory, and proceeds went partly to the Sally B Preservation Fund — her fuel and spare parts bills are huge — partly to the Duxford Hangar Appeal of the Imperial War Museum, and partly to charities nominated by Kent County Council.

Despite atrocious weather, spectators turned up in many thousands, braving downpour after downpour to be rewarded by an excellent flying display by pilots who themselves braved some pretty heavy murk.

Star of the show was Sally B herself, actually the aircraft which featured in the television series *We'll Meet Again* which was filmed largely at West Malling. It is powered by four turbocharged Wright Cyclone 9-cylinder radial engines, each

giving 1,200 b.h.p. for take-off. It is kept normally at Duxford, maintenance being undertaken by volunteer members of the Duxford Aviation Society.

Another aircraft not unknown to TV viewers was the Douglas DC3 Dakota, built in 1942, which was rescued from the Catterick bonfires by the company Aces High. It is on permanent loan to the IWM at Duxford, but appears at displays and in films, including the series *Airline*, and still bears the paintwork of "Ruskin Air Services". A North American TB-25N Mitchell, from the same stable as the Harvard, is also a flying film star, and carries the name "Big Bad Bonnie".

Robs Lamplough's Beechcraft Staggerwing was there, painted in RAF colours to represent the Traveller used in the UK during the war by Prince Bernhardt of the Netherlands, Adrian Swire's Booker-based Spitfire flown by Ray Hanna, and Lindsey Walton's Me 108 Taifun, although this is actually a Nord 1002 Pinguine 2, built in France in 1945.

The powerful Pilatus P2 owned jointly by Ray and Mark Hanna, John Watts and Arthur Gibson, was demonstrated most effectively by John Watts. This Swiss-made aircraft, based at RAF Cranwell, has an Argus 12-cylinder inverted-vee engine and is capable of 450 m.p.h.

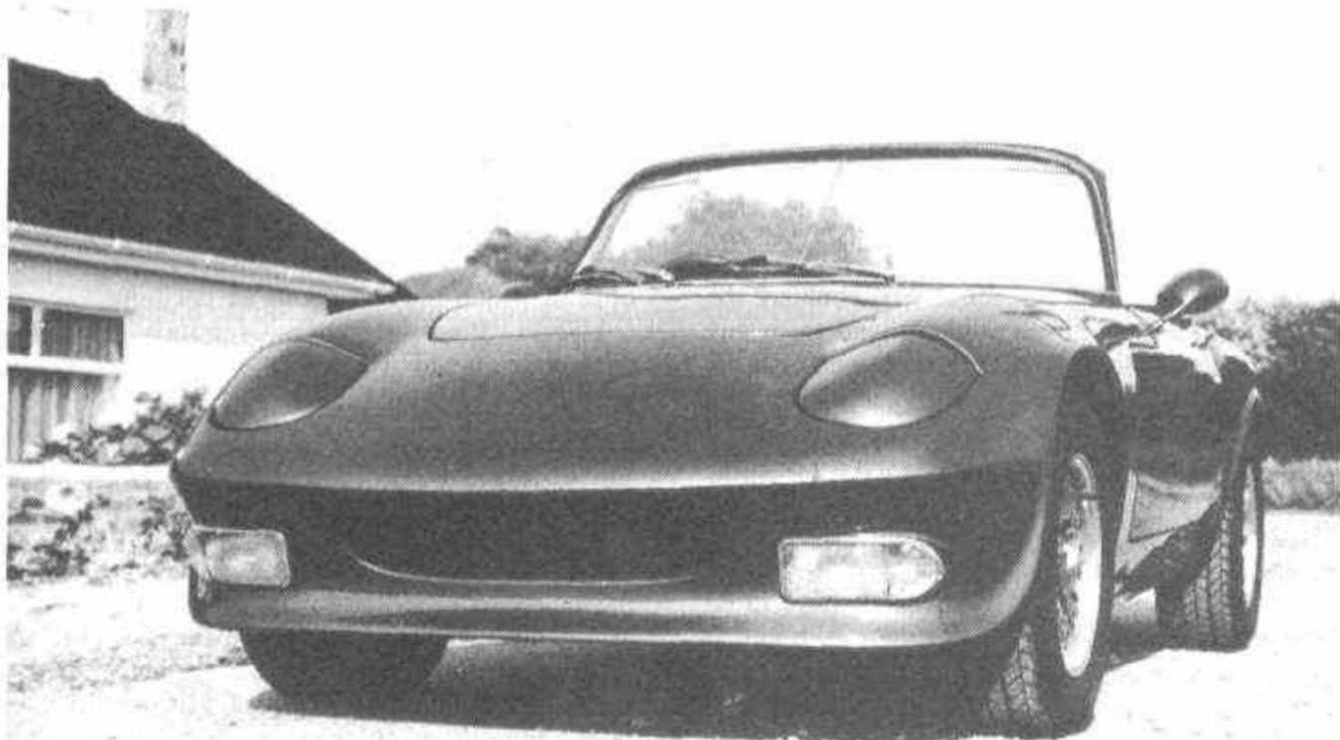
Another powerful aircraft was the Chance Vought F4U Corsair in the colours of the French *Aéronavale* which Lindsey Walton also has in his collection. Built from 1940 to 1952, the Corsair was America's last piston-engined fighter, and the first to exceed 400 m.p.h. Agile, and with excellent forward vision, it was flown most dramatically at West Malling by Gp. Capt. John Allison, formerly of the RAF Battle of Britain Memorial Flight and soon to be Station Commander at RAF Wildenrath.

In complete contrast was the 1945-built Storch bought by Graham Warner in 1980 and now in Luftwaffe colours. A fine air observation post, it can fly as slowly as 32 m.p.h. and can operate from very short strips indeed. It currently has a Jacobs 7-cylinder radial engine, as of the MS505 model, but Warner hopes to replace it with the original in-line Argus engine of the MS500.

There were numerous other well-kept aircraft flying during the day, and we can only trust that the occasion will not be allowed to go unrepeatable.

G.P.

The new Vegantune Evante, described on p.1485, showing the remodelled Elan nose.



AIR

The Earl's Avro — A Pre-War Cameo

LAST MONTH, in the article "The Avro 504 — A Tribute", we referred to how the Earl of Cardigan was an enthusiastic user of one of these aeroplanes, at least until beyond the mid-1930s. We have since discovered that the Avro he flew was a surplus RAF 504 N (G-ACZC), powered with an Armstrong Siddeley Lynx seven-cylinder radial engine and that the Earl kept it at his private landing-ground in Wiltshire, consisting of a fairly large sloping field with a bad approach on one side and commonly infested with cows, which the low landing speed of the machine enabled him to dodge. A barn in an adjacent field had been converted into a makeshift hangar, with a few yards of tarmac in front of it and a breach in the hedge between the meadow it was in and the flying field.

Early impressions after the vendor had demonstrated the Avro by making one or two landings in the Earl's field in about one-tenth of the available space were of the size and the large numbers of inter-plane struts and bracing-wires, which gave a comforting impression of strength and durability. Moreover, the front cockpit allowed for plenty of elbow-room, which again gave a beginner a sense of confidence. The Earl of Cardigan expressed himself as impressed and a little awed — he quoted the saying that looking along the wings from the front cockpit, from which the Avro was flown, was "like looking down the aisles of some great cathedral".

There were other advantages, as he noted. This aged aeroplane had a hand-magneto, which obviated the need to swing the prop. After landing away from a conventional aerodrome, when ready to leave any yokel could be asked to wind the engine over for the purposes of "sucking-in", with all switches "off". With a 1930s light plane it was necessary to get out, to swing the prop. unaided, in close proximity to the "live" airscrew and dangerously remote from the controls and switches. In the Avro 504, once one's helper was clear, winding the hand-magneto after switching on invariably started the Lynx. Another boon was the glass-tube petrol-level gauge adjoining each of the two fuel tanks — an immutable natural law decreeing that the level shown in the tubes must be exactly that in the tanks, i.e., direct, not circumstantial, evidence.

The 200-plus h.p. of the Lynx enabled the Avro to take off with almost any load from any surface, even with the undercarriage axle meeting stiff resistance from a crop of hay, although that called for a rather longer take-off run than the normal lift-off at 40 m.p.h., or less if a rut or ridge threw the Avro into the air, when it would start flying within a few yards. So in this handy aeroplane the owner was able to take-off from a point 500 yards from his home and quite often land within 500 yards of his destination, flying at 1,500 r.p.m. or 80 m.p.h. for economy, although 90 m.p.h. was possible at normal cruising revs., and the top speed was about 100 m.p.h.

Landing was equally easy, the forward view, largely due to the steep gliding-angle, being good. Providing the novice pilot approached fairly high,



THE Earl of Cardigan used this Avro 504 N as his personal transport through the thirties. It was converted to carry two passengers in the rear cockpit, and did not have the prominent nose-skid. (Photo — Richard Riding).

he could hardly fail to finish up somewhere near the middle of the intended field, and the Avro could only under-shoot, over-shooting irreparably being virtually impossible. The landing was made at a quiet, steady speed, yet with the machine quite safely controllable. Hence the ability to cow-dodge. . . . The supple undercarriage masked poor landings, to the extent of passengers congratulating the pilot on them, nor did he ever get praised for making good ones, because it was well known that "those old machines practically land themselves". However, the huge wing-spread that so usefully shortened the landing-run could cause the Avro to be blown onto a wing-tip very easily, so it was as well to have wing-tip skids fitted. In a strong wind it was embarrassing to find the 504 bowled gently backwards down a smooth tarmac runway after the pilot had switched off and was therefore helpless! Stronger oleo-struts would probably have cured much of the danger of damaging a wing-tip when taxi-ing across wind. Another foible of the Avro 504 was aileron drag, necessitating using stick and rudder-bar simultaneously when picking up a wing-tip in bumpy air.

The Earl of Cardigan's Avro had been converted to carry two passengers in the back cockpit but even when stacked with suitcases beside a solitary passenger, performance and trim were scarcely affected. He used 10 gallons of petrol an hour, and quite a lot of oil, the bill for both of which totalled about £1 per hour.

Harald Penrose, OBE, reminds me that draughtsmen who worked on the drawings for the prototype Avro 504 were R. J. Parrott, who supervised the work of Cliff Horrex and Roy Chadwick, the latter becoming Avro's Chief Draughtsman, then in 1918 their Chief Designer. Penrose, that great test-pilot and aeronautical historian, had his first flight in 1919, as a passenger in a Berkshire Aviation Avro 504. An astonishing number of aeroplanes of various makes and types have been built since then but, studying Putnam's Aeronautical Histories, I have been equally astonished at how many were crashed. Today about the only Avro 504 still flying in this country is G-ADEV, a Le Rhone-Avro of the Shuttleworth Trust, which

was re-converted to civilian specification by Avro apprentices and acquired by the Trust in 1958. W.B.

Air Mail (1)

Sir,

In your otherwise excellent review, in the September issue, of the Dick Shuttleworth biography you refer to a Comper Swift (with Pobjoy) as an "improbable aeroplane" in which to fly to India. Tut, tut, Sir, certainly not improbable! Maybe a bit cramped, and completely lacking in modern navigational marvels, just enough room to stow a couple of clean shirts, even a little lightweight in the face of moderate turbulence, but sturdy, reliable, quick, agile, and immense fun to fly. Quite the ideal mount for a sparkling character like Dick Shuttleworth to pilot to India, or anywhere else for that matter. Come to think of it, I can't remember how he got it back again. But, after all, did not Bert Hinkler set an England-Australia record in a similar-model Swift? And I think that record still stands, in its class.

London W4

DENIS COMPER

[Fair enough. We merely intended to underline Dick Shuttleworth's enthusiasm and endurance, not to malign one of the finest sporting small aeroplanes. — Ed.]

Air Mail (2)

Sir,

I always enjoy the interesting and informative aviation features but regret Peter Hull may be incorrect to assume that Aeronca C3 "G-AEFT" is the sole survivor (September issue, page 1224).

According to my copy of Gordon Riley's "Vintage Aircraft Directory" there also exists "G-ADYS", the C3 of J. Willmott, usually based at RAE Farnborough apparently. In 1979 this was classified as "under active restoration", so it could well be airworthy now, some three years later.

For the record, three Aeronca 100s are listed, two undergoing "active restoration" whilst the third is in storage — under *passive* restoration perhaps!

Frilsham

JOHN R. BATEMAN

John Egan

"It seems to me that we need a national crusade on attention to detail!"

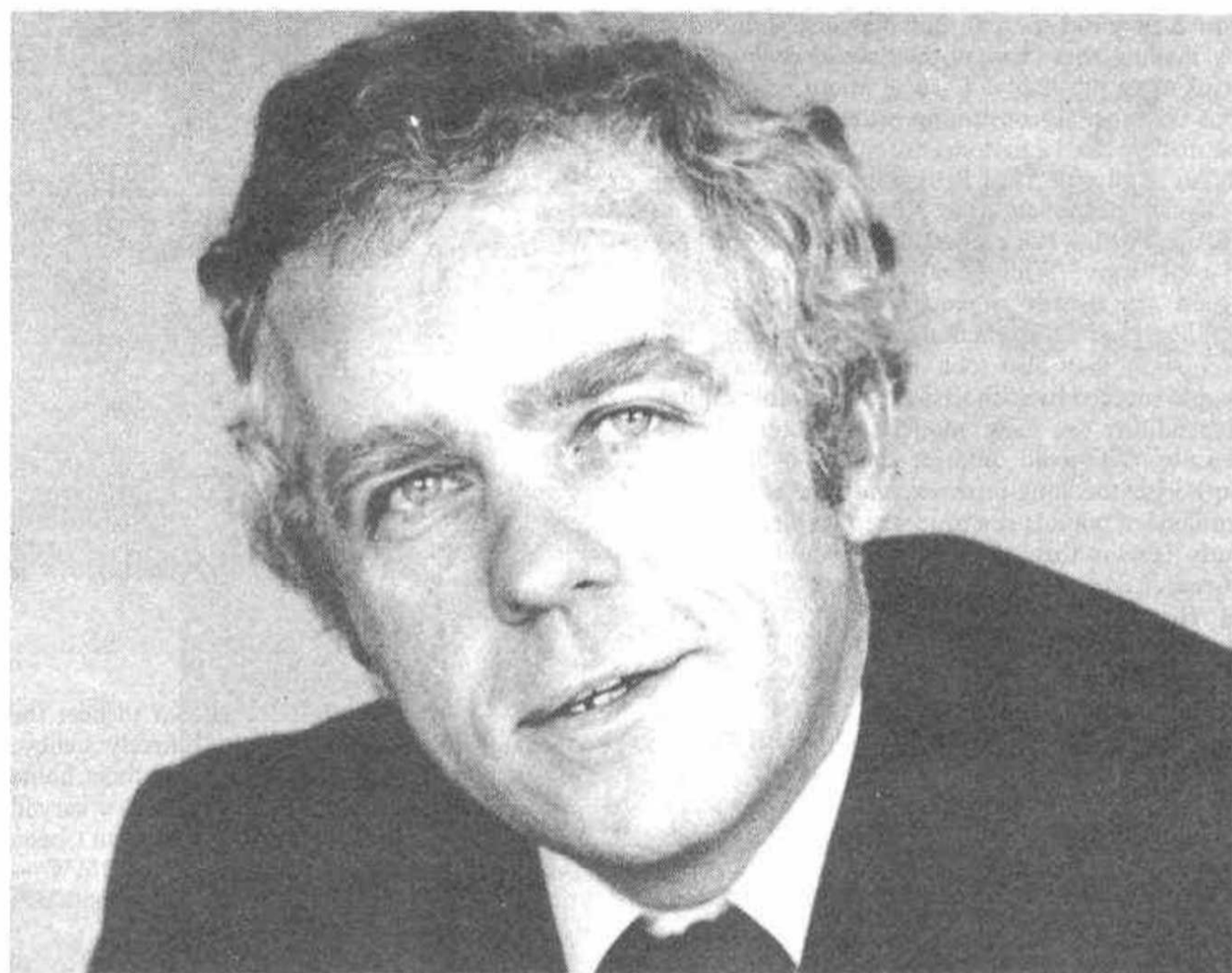
Jaguar's Chairman talks to **MOTOR SPORT** about the past two years of whirlwind change.

PARKED, without a hint of shame, in John Egan's reserved bay outside the Brown's Lane plant was a Mercedes-Benz 450SEL. It was a bit like the reaction one might have had in 1940 to the sight of the battleship Bismark steaming into Scapa Flow in broad daylight: the German saloon exuded an insolent air of satisfaction over its success in penetrating such an honoured bastion of the British Motor Industry. But why?

"I'm having a few weeks driving that car because I want to keep reminding myself of what we've got to beat. I don't think it rides as well as our Series 3 XJ — and it certainly hasn't got such nice steering. What do you think?" John Egan, Jaguar Cars' bustling, energetic, 42-year-old Chairman hardly waited for my response before launching on about the Mercedes. "I think it's being pretty honest to think that this is the sort of standard we are aiming at. Mind you, there's no point in our setting out to build a car like that Mercedes *now*, is there? With our new designs we've got to be aiming at what we reckon Mercedes-Benz is going to be producing in three or four years' time!" To the uninitiated, this seems a daunting target, but Egan clearly doesn't believe in half measures. It was in April 1980 that he returned from a skiing holiday to take over the Chairmanship of the then-ailing Jaguar organisation, winding up a four-year spell as Massey Ferguson's Corporate Parts Manager to do so. When he arrived at Brown's Lane he was faced with a wall of pickets at the entrance. "What a start," he recalls with a wistful grin, "BL on strike, morale as low as it's ever been . . . and the prospect of spending my first weekend with the company talking the shop stewards round!"

There were times during those early months with Jaguar that John Egan hardly dared dwell on the magnitude of the problems facing BL's most respected specialist car manufacturer. It had taken some persuading on the part of Sir Michael Edwardes, who Egan had known for some time, before he took on the task of trying to turn round the Jaguar organisation's fortunes. In the ten years up to 1980, the marque's reputation had crumbled. Quality control was, to describe it charitably, very suspect and the big V12 saloons had earned themselves such a worrying reputation as unreliable, gas-guzzling dinosaurs that the company's whole future was hanging in the balance. "I used to read in the financial press that Jaguar was losing so many millions a month," said Egan reflectively, "and then I'd go home thinking to myself 'thank heavens they don't know how bad it really is'. It was that much of a problem. I was left in no doubt whatsoever just how precarious the marque's future was. Really, if we'd gone on in the way we had been I think there was every likelihood of Jaguar being shut down."

Sensibly, John Egan didn't try to marshal Jaguar's forces to tackle every outstanding problem the moment he arrived in Coventry: that would have been too formidable. Instead, he isolated the most important problems and got the management team to work on those first. "I always had the notion that the XJ Series 3 was a



World-class car," he explains, "but its major shortcomings involved its quality and reliability." Reasoning that the one thing almost guaranteed to dissuade a customer from repeating an order for a Jaguar product was poor quality control, this was the area dealt with first. And before any solid progress could really be made, Egan felt it was crucial to communicate with the work force, firstly to keep them informed of the management's plans and secondly to make them feel part of an organisation which was really "going places". From that point of view he became immediately impressed with the attitude of the Jaguar workers: they'd always felt proud of their connection with the company, all that was required was the motivation to make significant improvements.

This communication with the company employees was achieved by means of producing video programmes two or three times a year to be screened in front of groups of between 200 and 300 workers at a sitting. "It became clear that they seemed determined to produce a good car at the end of the day," says Egan, "and we backed up this fresh communication with the work force by carrying out exhaustive market research amongst 100 Jaguar owners, 100 BMW owners and 100 Mercedes-Benz owners in order to find out where we really stood in the market place. We then went through the warranty claims statistics and basically decided on 150 recurring problems which we would set out to tackle immediately." It just had to work, for Egan fully realised that Jaguar's survival depended not on a short-term set of solutions for the product, but on an intensive, in-depth commitment to quality and reliability. "An absolute and pervasive obsession with the ideal of 'right first time' had to become a way of life for us all."

To aid the quest for improved quality and worker participation, Egan introduced the "quality circle" concept which had been used to such good effect in many areas of Japanese industry. These involve shop stewards, supervisors, hourly paid production workers and management all being represented in localised "trouble shooting" groups (of which there are

now more than fifty in total) throughout the three Jaguar plants at Brown's Lane, Radford and Castle Bromwich. Their purpose is to pinpoint and quickly find solutions to minor problems in any particular area within their sphere of operation. It was an ambitious programme to impose on the company, but Egan felt it was the only realistic way.

"We had to assume a loyalty and affection on the part of the workers," he says, "and a willingness to get 'stuck in'. The only other alternative was for us to go out of business. Changes in management were required and we also got a fair measure of support from the trade unions, which was crucial, although we had to take a pretty hard line and begin disciplining workers who consistently produced slack, bad work."

Of course, Egan's problems within the Jaguar organisation were only part of the story. Heavy reliance on outside suppliers means that any motor manufacturer's products are only as good as the components that are put into them. Egan admits that he received quite an encouraging response from some quarters, but there were others who caused Jaguar seemingly endless frustration. He's diplomatic enough not to mention them by name, but it is abundantly clear that the company's revised approach to business certainly came as a major jolt to those who were not exactly used to the idea of carrying a strict financial penalty for the failure of their own products.

"I spent a disproportionate amount of my time, time which should have been spent on Jaguar affairs, sorting out the problems of some of the individual suppliers," he recalls with a shrug. "There was one particular supplier whose rate of component failure, even after we'd checked them through, was absurdly high. I went and saw the dusty atmosphere in which these components were being made and told him that, if he wanted to keep Jaguar business, he would have to totally revise his methods of working. And I gave him a date by which time these revisions should be completed: they grumbled at the time, but, do you know, they not only changed the way in

which they did the job, but they also found that by making that change, they could produce the stuff more profitably! Lack of attention to detail was the most all-consuming problem: It seems to be that we need a national crusade on attention to detail in all aspects of British industry!"

This determination to keep up the level of Jaguar quality has reaped dramatic benefits for the company. While Egan's management team "held its breath" throughout 1980 as they implemented all their changes within the company, they also took the gamble that they would succeed by authorising considerable capital expenditure on new models for later in the decade. "It took quite a degree of faith to authorise the long-term expenditure of tens of millions of pounds at a time when we were not yet fully certain that the company would turn the corner," Egan recalls with an almost-audible sigh of relief.

However, 1981 was the year in which Jaguar's fortunes began to turn round. The dramatic improvements in quality, allied to the introduction of HE versions of both XJS and XJ12 models incorporating the highly efficient Michael May developed "Fireball" combustion chamber layout, rejuvenated the Jaguar image in the eyes of the press and prestige customers. There was a tremendous reduction of component failures to an average of one in 200 and a careful, consistent programme of monitoring customer complaints meant that Jaguar could keep right up to date with the everyday problems experienced by owners and, hopefully, rectify them at source before they reached epidemic proportions. "Now each month we complete detailed inquiries as to how 150 customer cars have performed," explains the Jaguar Chairman as he sifts through a huge dossier on his desk, "and the end product is a detailed break-down of how many individual faults have cropped up or recurred. It might be a minor cosmetic problem or a wind noise level problem. Nothing is too small for us to ignore. At our current levels of production it means that, in some months, as many as 25 per cent of our new car buyers are canvassed for their opinions. . . ."

Once the quality control problem had been tackled successfully, it was then Egan's business to turn his attention to the much vexed question of productivity. "In 1980 we had about 10,500 people making 14,000 cars a year," he says sadly, "and that, in effect, was little more than one car per year per employee. It didn't take much consideration to see that such a ratio was hardly economical." The result of the ensuing staff cuts meant a 30 per cent reduction in work force: but by the end of 1982 the fresh, lean Jaguar concern will have produced 70 per cent more cars. "We'll have gone from those 10,500 people building 14,000 cars to 7,200 people building between 22 and 23,000 cars by the end of this year. And they will be better cars, as well. One of the areas of really dramatic improvement has been the XJS. That's exemplified by the way in which our sales have improved in the USA, a very important market, traditionally, for Jaguar. In 1980 we were moving just about 1,000 XKS coupés in the USA: this year we will top 3,500. The message has clearly got through that Jaguar's quality is improving and the product is much more attractive."

If the USA is a traditional market, then Germany is the jewel in the European luxury car crown that Egan has his eyes firmly focussed on as the next area of export market expansion. "At present about 65 per cent of all luxury cars sold in Europe are sold in Germany," says Egan, "and Jaguar has made substantial inroads there



THE revised XJ series saloon.

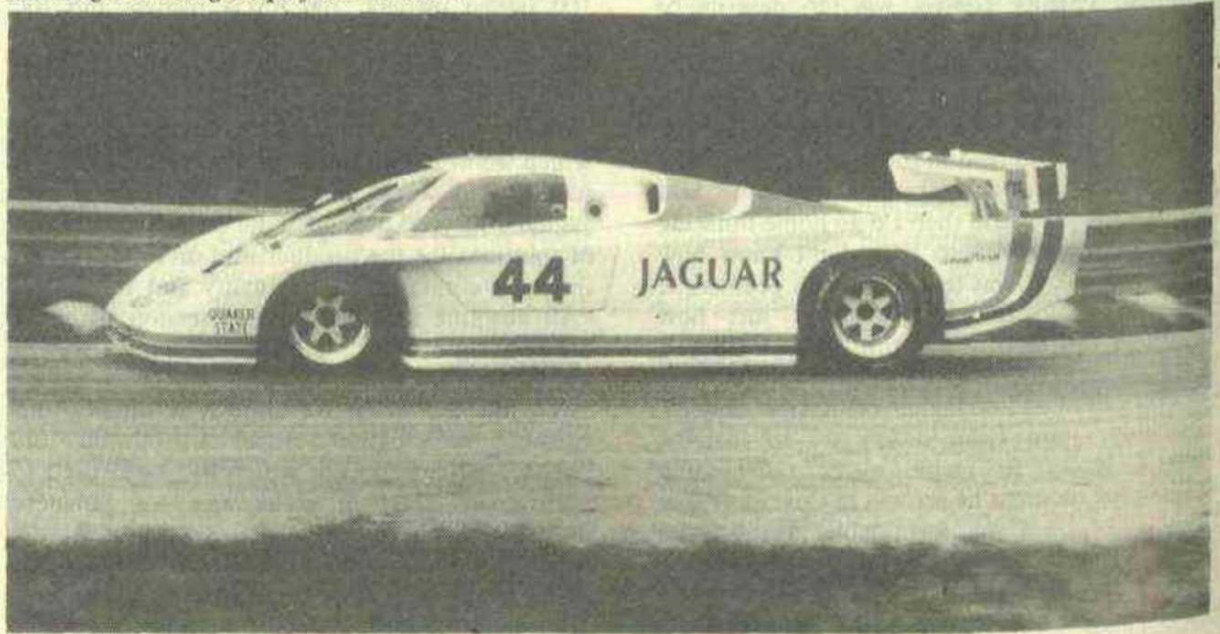
recently. If we're setting ourselves out to beat the Mercedes-Benz standard, then I firmly believe that we should get a stronghold in their home market. Interestingly it seems that we've carved ourselves a niche in that market which hasn't been achieved at the expense of Mercedes or BMW — we're adding to the overall total of luxury cars sold there!"

As Jaguar reasserts its own individual identity beneath the BL umbrella, possibly with a "privatised" future, there is an unashamedly optimistic, even expansionist, view of the next few years within the walls of the Brown's Lane plant. And, happily, this optimism includes John Egan's firm view that some sort of motorsporting involvement is almost obligatory.

"I take an outward view of this," says Egan. "It should be part of our basic philosophy that Jaguar is involved, somehow, in motorsport. The performance aspect remains essential to our image. Looking back on the 1960s. I think Donald Stokes was absolutely dotty not to allow Jaguar to race the XJ13. It was a decision which I could never understand. If we are interested in cars, then we should be involved in racing."

"Our links with Tom Walkinshaw and his XJS, plus our relationship with Bob Tullius and Group 44 in the USA, have been admittedly low-key, but they've generated an enormous amount of interest and I'm certain that there is considerably more potential to be derived from them. I can't say that Jaguar is in a position to fund a major racing programme internally because, quite frankly, it isn't and it's not the company's first priority. But

THE XJR5 racing coupé from America.



I've been over to see the interest generated by Tullius's XJR5 coupé in the USA and it was considerable." Egan shied away from confirming that the XJR5 might cross the Atlantic next year to compete at Le Mans, but, on the other hand, he didn't specifically deny it either. "We'll just see how the whole thing develops. It's got potential, but there's no point in rushing things. It's an essentially low-key approach," he insists.

It's a pretty open secret that there are some stunning new developments in the Jaguar pipeline at present, developments which will have much more of a long-term impact than the recently announced revisions to the popular XJ saloon range. "At no time in Jaguar's history has it faced a two-year period like the one we're just embarking on," says Egan with a twinkle in his eye.

With major decisions on investment now taken, new models and revised model "cocktails" obviously in the pipeline, John Egan doesn't seem the sort of person who's likely to sit back and rest on the company's newly-reclaimed laurels. Perhaps he won't be happy until the Mercedes-Benz directors are all driving Jaguars, thinking to themselves "Hmm, this is the standard we've got to aim at. . . ." That would obviously please John Egan enormously, but until that happy day arrives, his philosophy can be best summed up by his parting comment to us:

"Anybody who doesn't put the task of building the best possible product to carry the Jaguar name first and foremost in his mind, shouldn't be working here. . . ." — A.H.

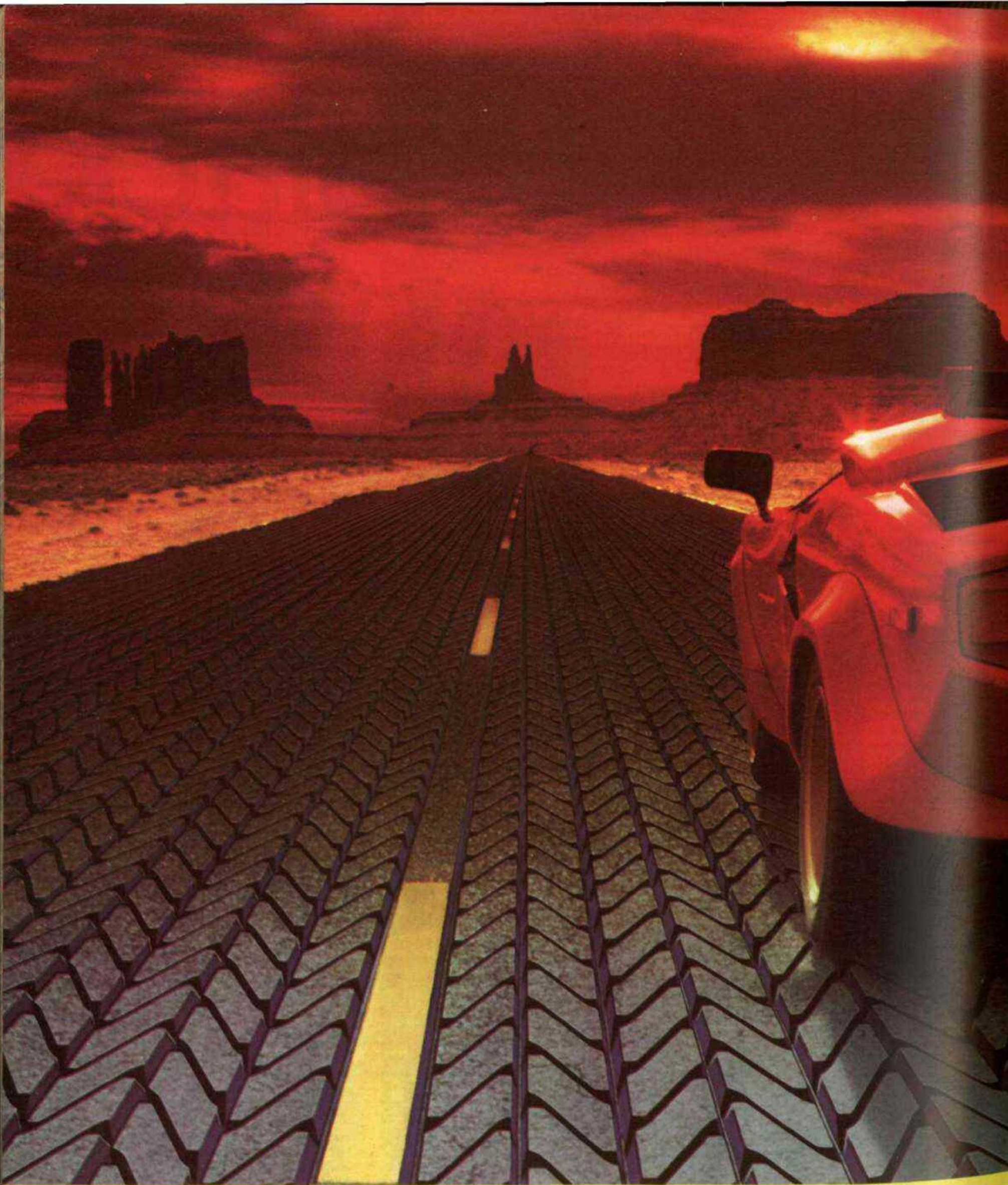
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JPS97MS

MIDDLE TAR As defined in
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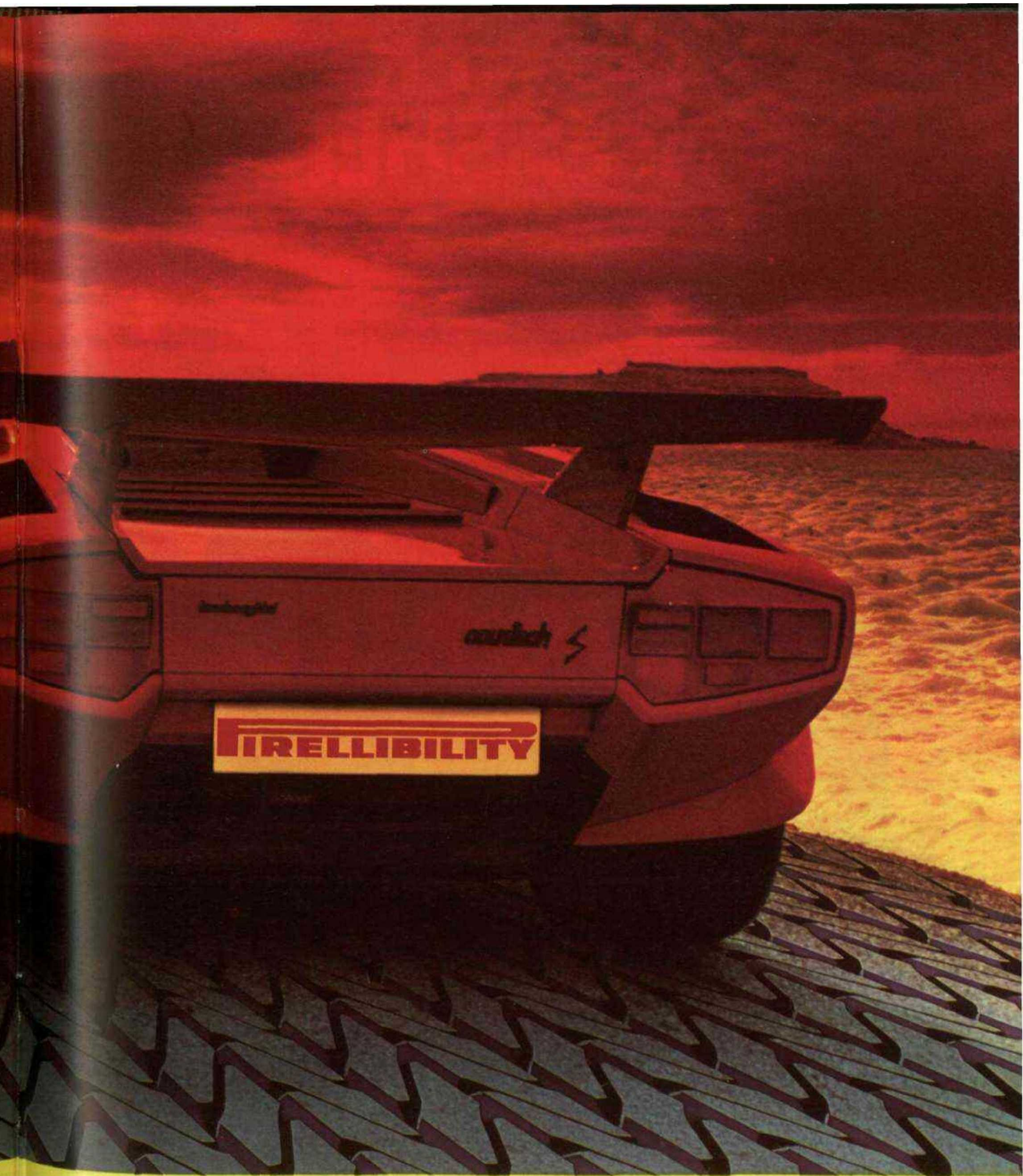
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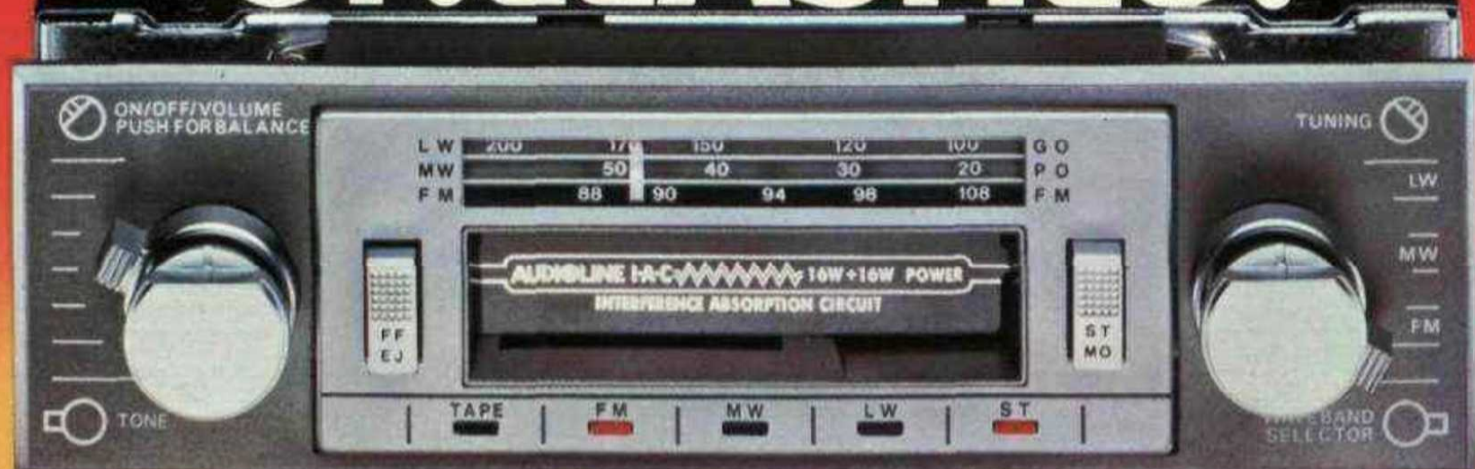
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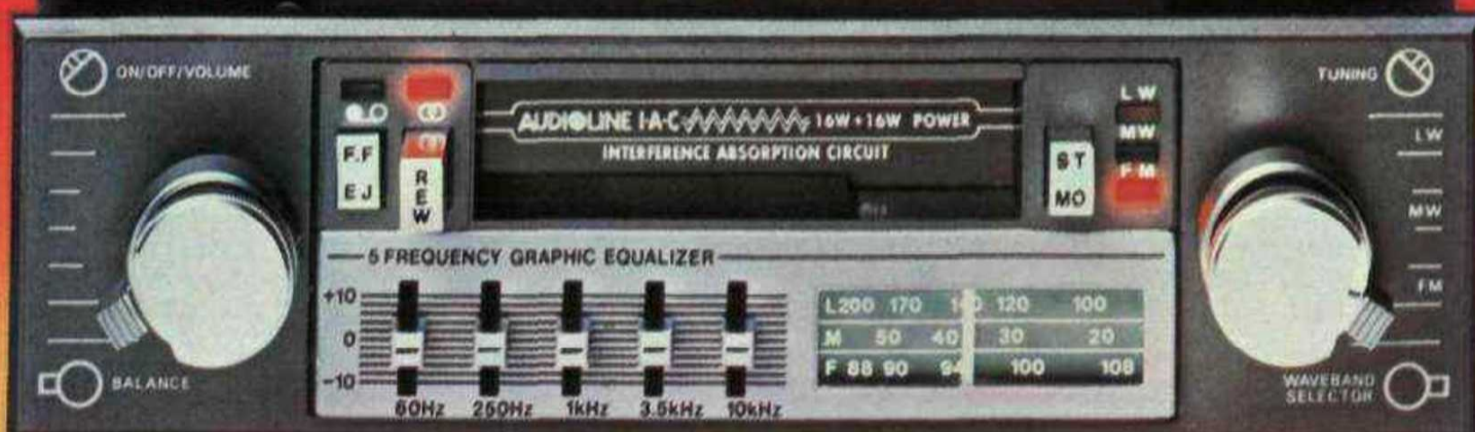
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On the XJ12-H.E. illustrated, new alloy wheels are standard.

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Reappraisal

Refining Jaguar's XJ saloons even further

ONE of the most frustrating aspects of the past decade was the decline of the Jaguar reputation in the mid-1970s, just at the time when the British luxury car market was under ferocious attack from BMW and Mercedes-Benz. Back in the autumn of 1975 D.S.J. and the writer toured Scotland in a Daimler V12 and ended up shaking our heads with sympathetic sorrow. The basic package was obviously conceived as a high quality, high performance saloon, but although it exuded a general air of refinement it was horribly unreliable. The last 200 miles down the M1 was spent popping and banging thanks to some obscure electrical gremlin which we never really got to the bottom of. It was an unhappy few days in a car that ought to have provided all the answers within its market sector — but didn't.

Four years later the XJ saloons were revised under the Series 3 nomenclature and continued to appear, on paper, as absolutely mouth-watering sports saloons. But it is only since the reign of John Egan that the quality of reliability has shone out behind the Jaguar reputation. Last summer we reported that the new V12 Jaguar XJS HE had been refined beyond belief. Now we're happy to report that the splendid six-cylinder and V12-cylinder XJ saloons are back where they

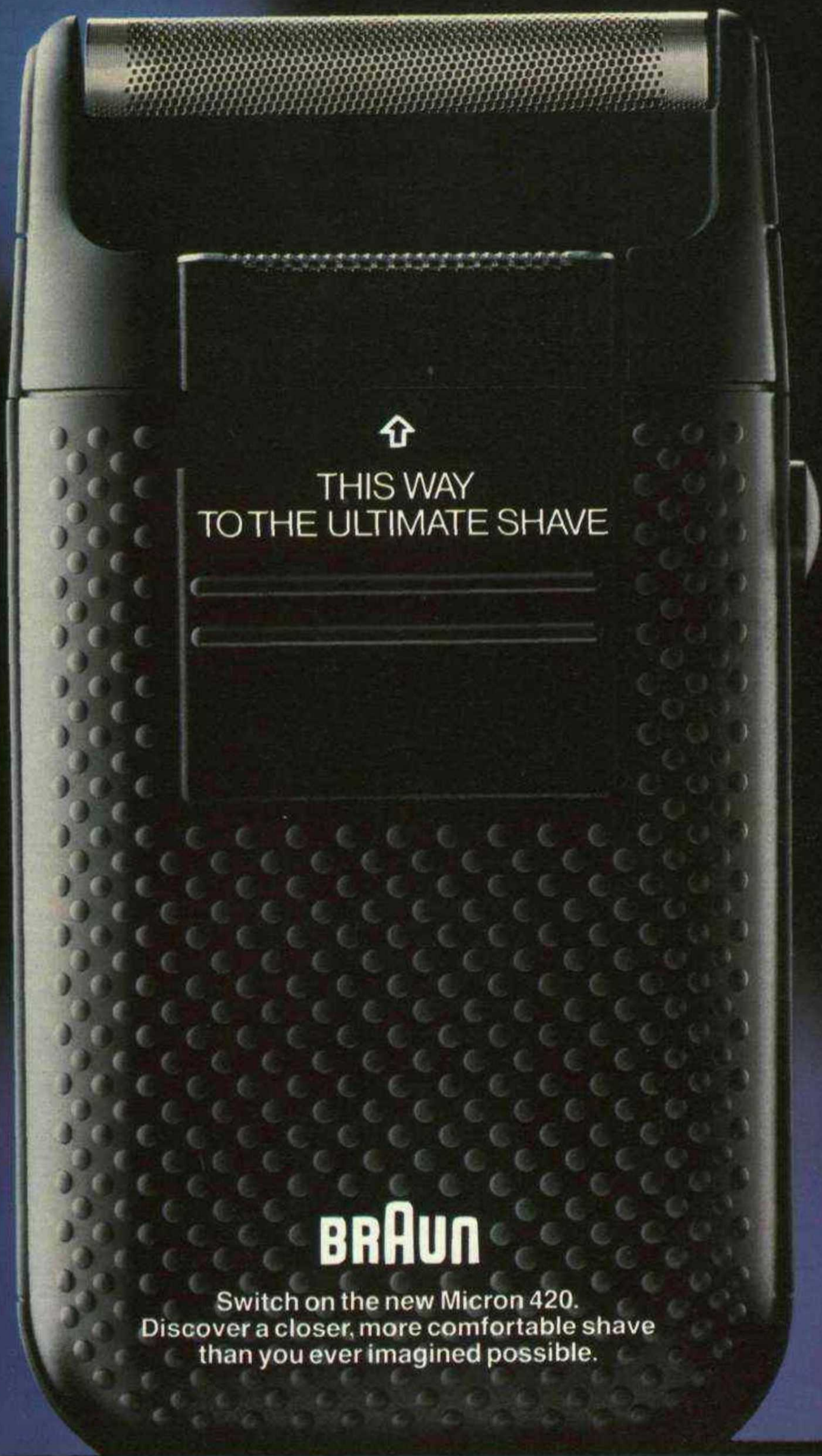
belong: right at the pinnacle of the market where they can look their German rivals squarely in the face without feeling even a trace of embarrassment. You can read elsewhere in this issue about John Egan's achievements in his two and a half years as Chairman of Jaguar Cars Ltd.: this article deals with the latest specification XJ saloons which will be coming onto the market in

1983. It's worth speculating that they may well become coveted collectors' cars in the future simply because one is bound to anticipate that this is probably the final "revamp" of the XJ model range before a brand new Jaguar saloon appears on the market some time within the next two or three years.

Continued on page 1504

INTERNAL revisions include the centre console and steering wheel.



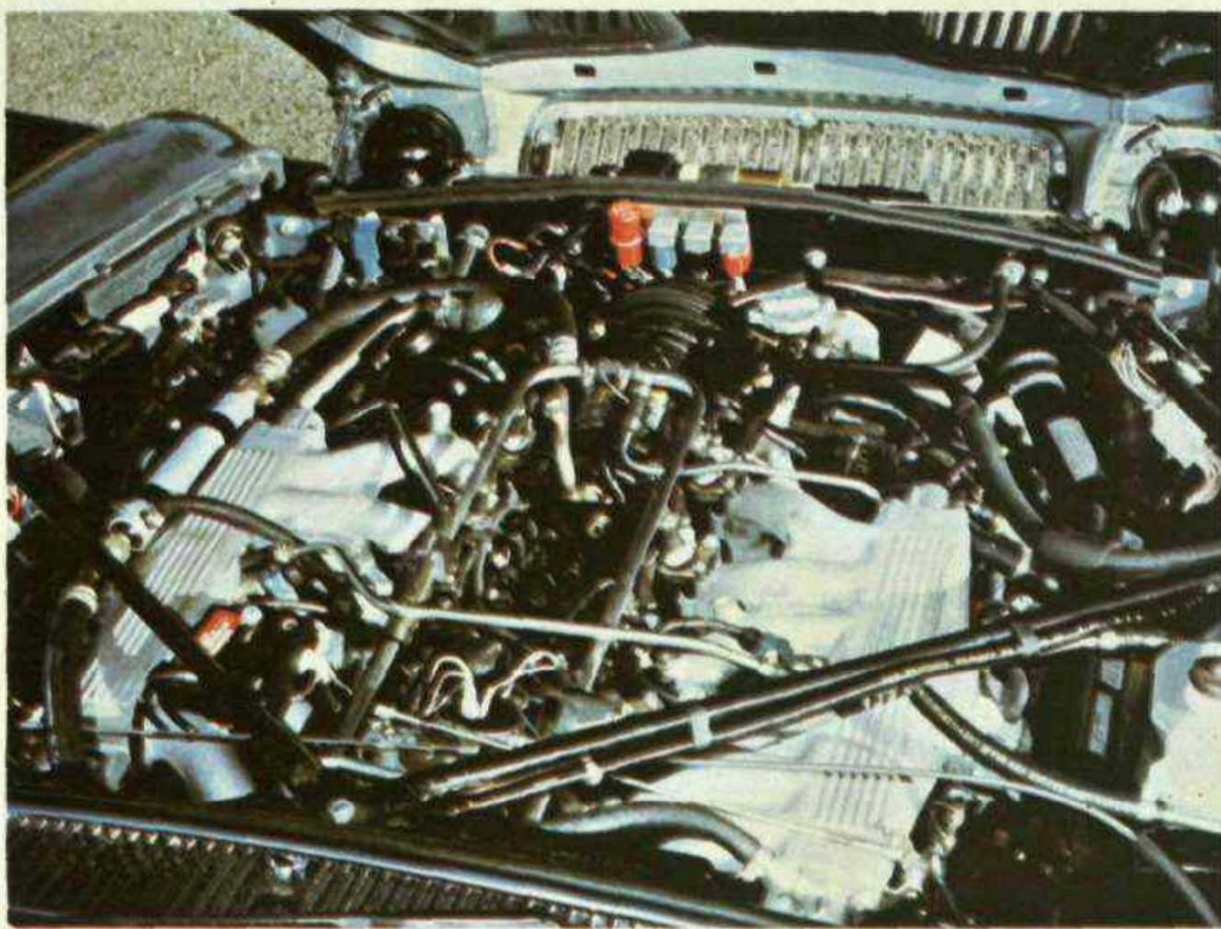


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THE forward-tipping bonnet reveals no wasted space.

One is bound to compare the XJ range alongside the V8 Mercedes-Benz and the 7-series BMW, cars which MOTOR SPORT has afforded a great deal of coverage over the past few years. That has been because they have been not only good cars, but well-finished and very reliable cars. Now it is time to give Jaguar credit for the progress made with the XJ. During a recent launch in the Midlands we drove a 4.2-litre six-cylinder XJ6 fitted with the five-speed manual gearbox and an XJ12 (illustrated in this colour section) fitted with the GM400 three-speed automatic transmission.

It is a source of continuing amazement to the writer just how smooth and refined, particularly at low revs, is the twin-cam XK engine which has been the mainstay of the Jaguar company for thirty years. In its current form, producing 205 p.s. @ 5,000 r.p.m. on Lucas electronic fuel injection it will waft its four occupants to well over 100 m.p.h. before any harshness or other evidence of high-revving makes itself obtrusive. The five-speed (Rover) gearbox is admittedly notchy, but we never felt in any danger of missing the next ratio and it's more than adequate for enthusiastic drivers. Automatic transmission is of course a very popular option on the XJ6, but there is no choice in the matter when it comes to the 12-cylinder car. You have automatic transmission and like it! I must say that the prospect of a five-speed manual XJ12 made me smile wistfully. . . Automatic transmission on the XJ6 is a Borg Warner 66 three-speed unit, not the GM unit employed by its more powerful stablemate.

Conviction that the basic Jaguar package is absolutely correct means that changes for 1983 are intended to refine the existing concept and make few major changes. There is a totally revised centre console on all models and the steering wheel now has a pleasantly thick rim, thereby removing the writer's most irritating minor Jaguar gripe: why on earth it took so long for the message to get through is quite beyond me! Alterations to the internal structure of the front seats, including the addition of a Pirelli rubber

cushion diaphragm to provide firmer support, feature in the revised cars and a new cloth trim has been introduced for the Jaguar saloons. On the Vanden Plas models, with the exception of the front cushions, the seats are trimmed in soft grain leather. There are a number of other minor changes to trim and instruments and our test car was fitted with a trip computer which served to remind us just how efficient the V12's "Fireball" heads have made this 5.3-litre saloon. Over the first forty miles of our test route the computer showed an average of 45.6 m.p.h. while at the same time recording an average consumption of 20.7 m.p.g. For those who used to shudder at the single figure consumption figures which could be

"HE" badges proclaim the installation of the "Fireball" cylinder-heads.



thrashed out of the original V12s, times certainly have changed.

With the incorporation of quartz halogen headlamps as standard equipment on the 3.4-litre XJ6 this feature is now a standard fitment on all XJ saloons. There is a new road wheel of an attractive "perforated" alloy design as standard equipment on the V12 Jaguar and it is also available as an option on the six-cylinder models.

Part of our route in the XJ12 was conducted in moderate rain and misty, dark conditions, and it was a pleasure to be reacquainted with the superbly relaxed way in which this prestige Jaguar delivers its performance. Over the years improved "feel" has been built into the power steering to the point where one's awareness of what the front wheels are doing stands generous comparison with Mercedes and BMW. What's more an emergency brake application on a road made slippery by mud from contractor's vehicles saw the XJ12 pull up from over 80 m.p.h. with absolutely no drama or worry whatsoever. In similar conditions on fast open bends, the XJ simply sits firmly on the tarmac, never betraying any sort of temperament which might herald the onset of an embarrassing moment.

Interestingly, the Daimler name has been dropped in the Continental market and, to replace the three models marketed under this respected marque name, there will be a Jaguar Sovereign 4.2, a Jaguar Sovereign 5.3HE and a Jaguar Vanden Plas HE. We're told that the decision to drop the Daimler name has been made to eliminate fragmented marketing effort and, also, to avoid confusion in Germany with the Daimler-Benz company name. That's a measure of the confidence currently exuded from the Coventry-based company!

For 1983 the Jaguar range starts with the XJ6 3.4 at £13,950.85p and extends through eight models to the Daimler Vanden Plas Double Six at £26,964.82p. In addition there is a huge range of optional extras available which will be regarded as a "must" for many potential customers. We await with enormous interest and hope to see whether Jaguar's ambitions for the next twelve months and beyond are justified! — A.H.

Mitsubishi Blue Diamond Screen leaves the rest of the world behind. Over the years, modifications in the design of picture tubes have improved picture quality in small steps. But with the introduction of Mitsubishi's blue screen, a giant stride has been made. The overall effect is a picture which not only shows a better contrast even under bright viewing conditions, but also provides greater fidelity to the natural colours.

When there is a high level of brightness in the viewing room, contrast (the difference between the bright and dark parts of the picture) is reduced on a normal tube because the darkest part of the picture is no darker than the light colour of the screen that you can see when the set is switched off.

However, Mitsubishi's advanced tube technology has overcome this problem by using a special blue glass which substantially reduces the amount of light reflected from the non-illuminated parts of the picture. Additionally, this new blue screen has special selective light transmission characteristics, that, with the use of high efficiency phosphors, optimise the light output in the visible light regions of the screen. It all adds up to the most perfect colour picture yet.

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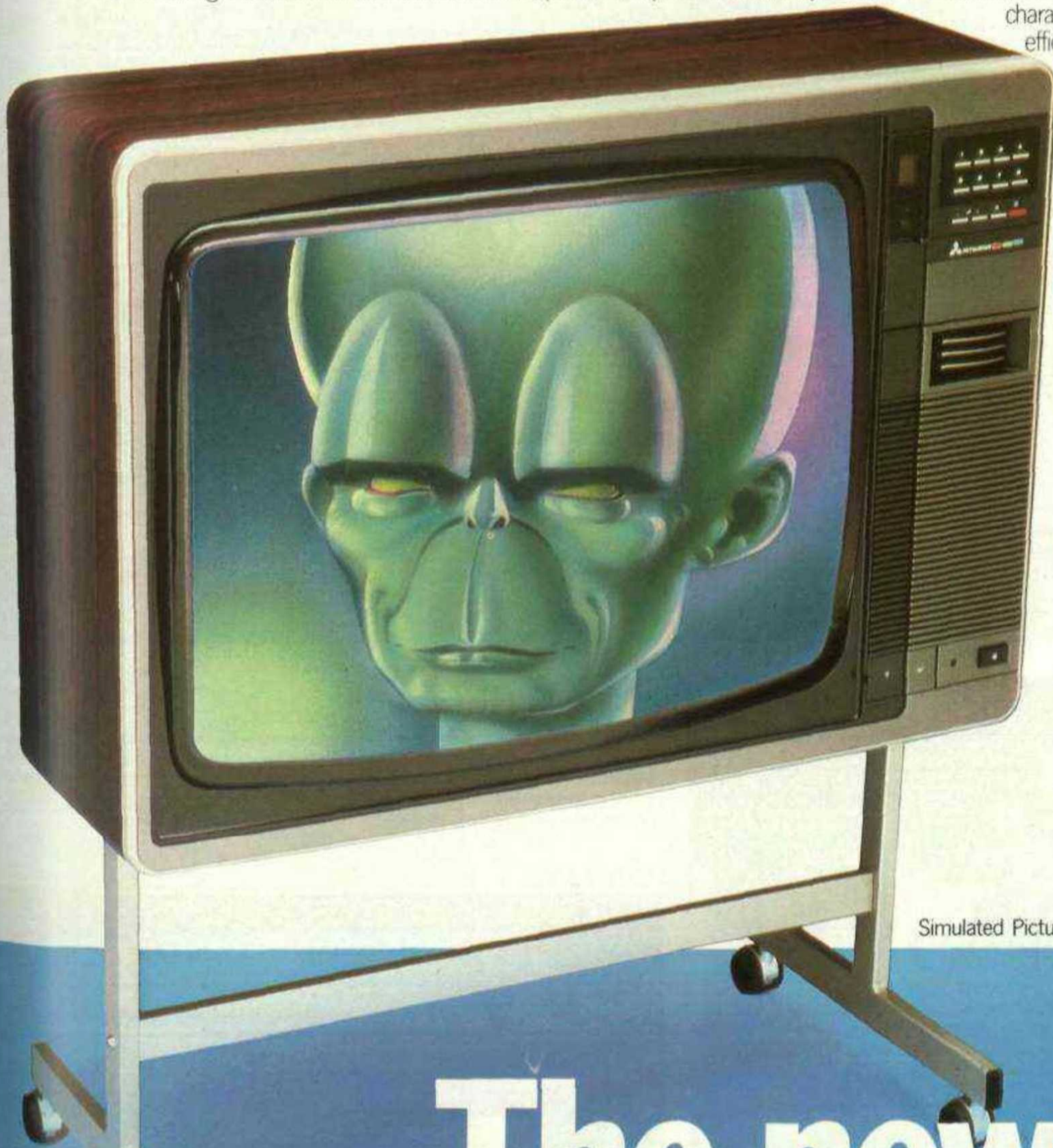
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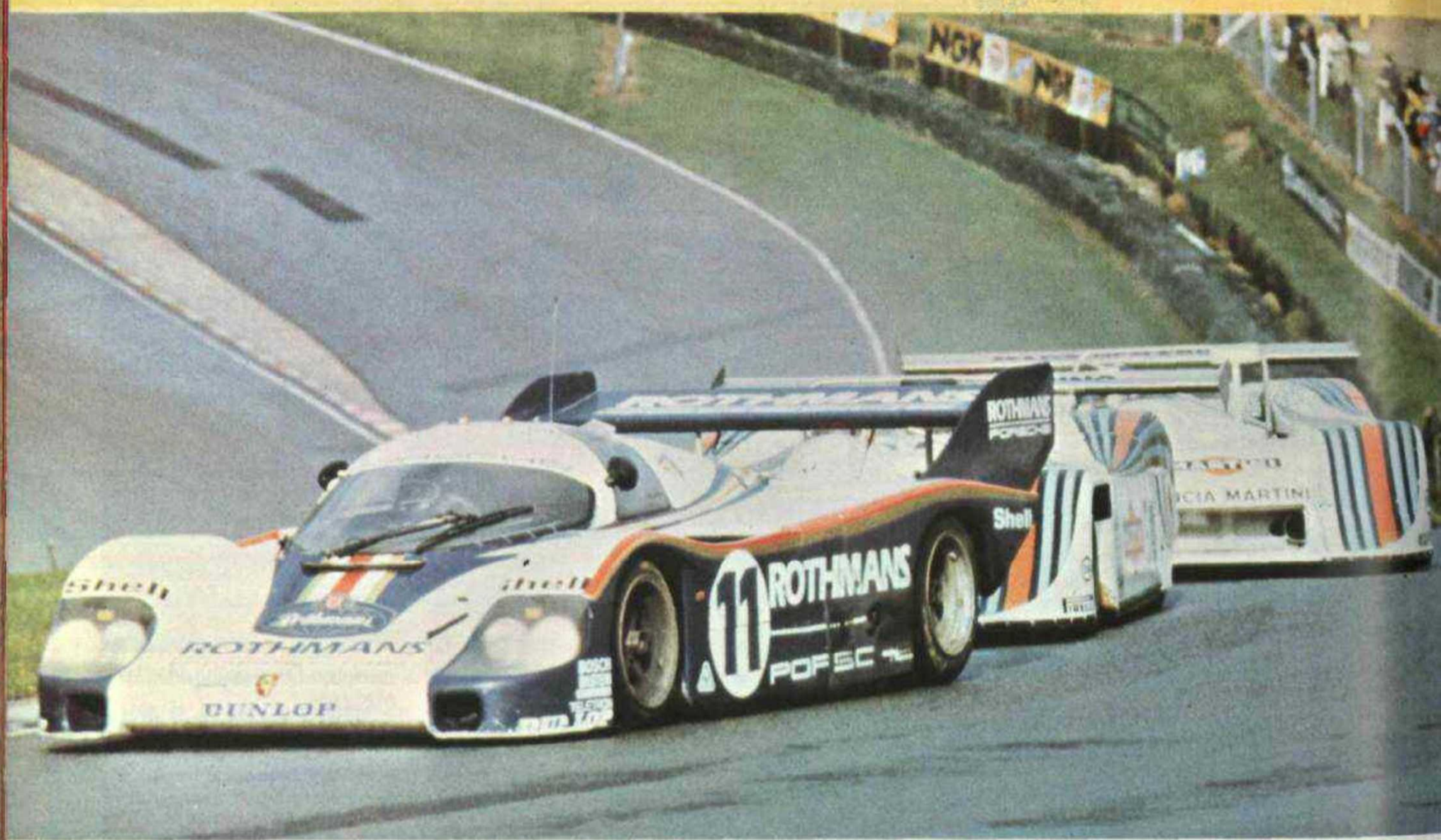
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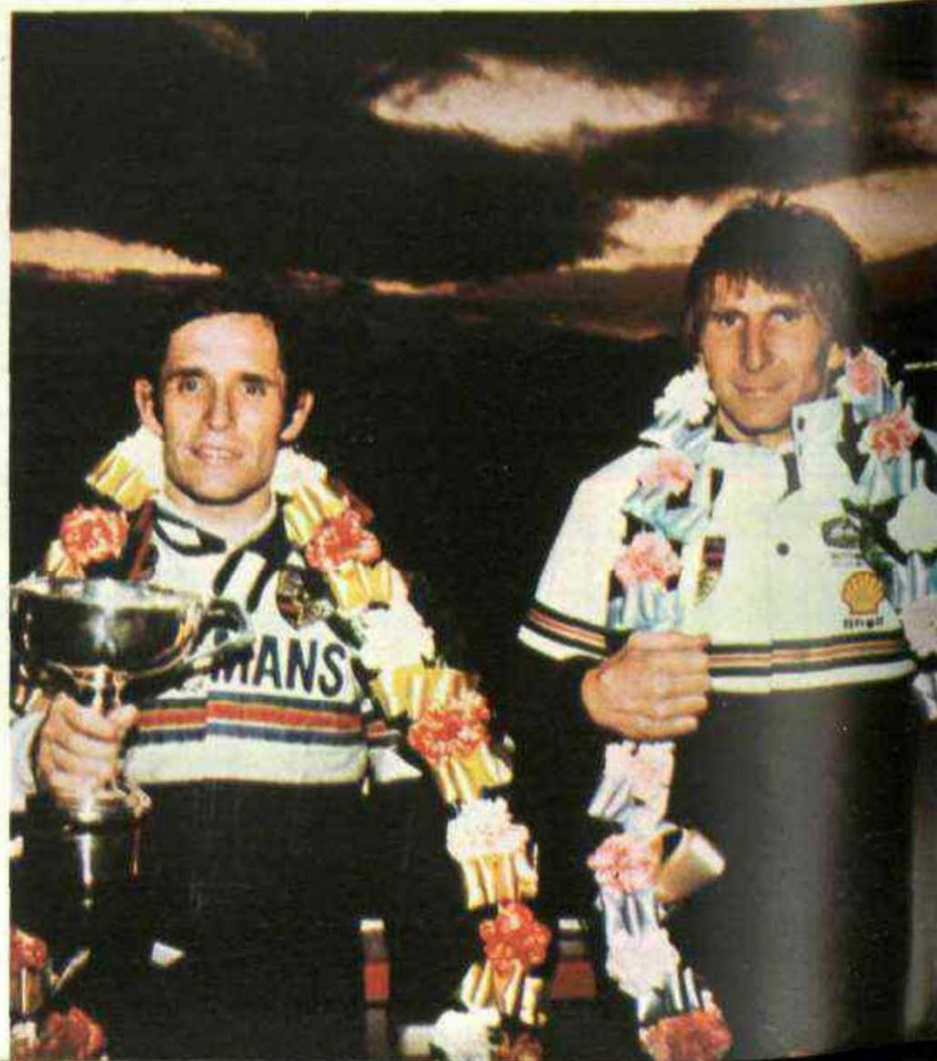


Simulated Picture

The new blue screen from Mitsubishi.



SHELL OILS 1000 After six hours racing, Jacky Ickx snatched the World Endurance Championship for Drivers by mere seconds from Ricardo Patrese. Above, Ickx leads the Lancias of Teo Fabi (Patrese's team-mate) and Michele Alboreto, who later retired. John Fitzpatrick and David Hobbs took their IMSA Porsche 935, below left, to third place. Below right, Ickx and Derek Bell celebrate their joint race victory.



WORLD LEADER

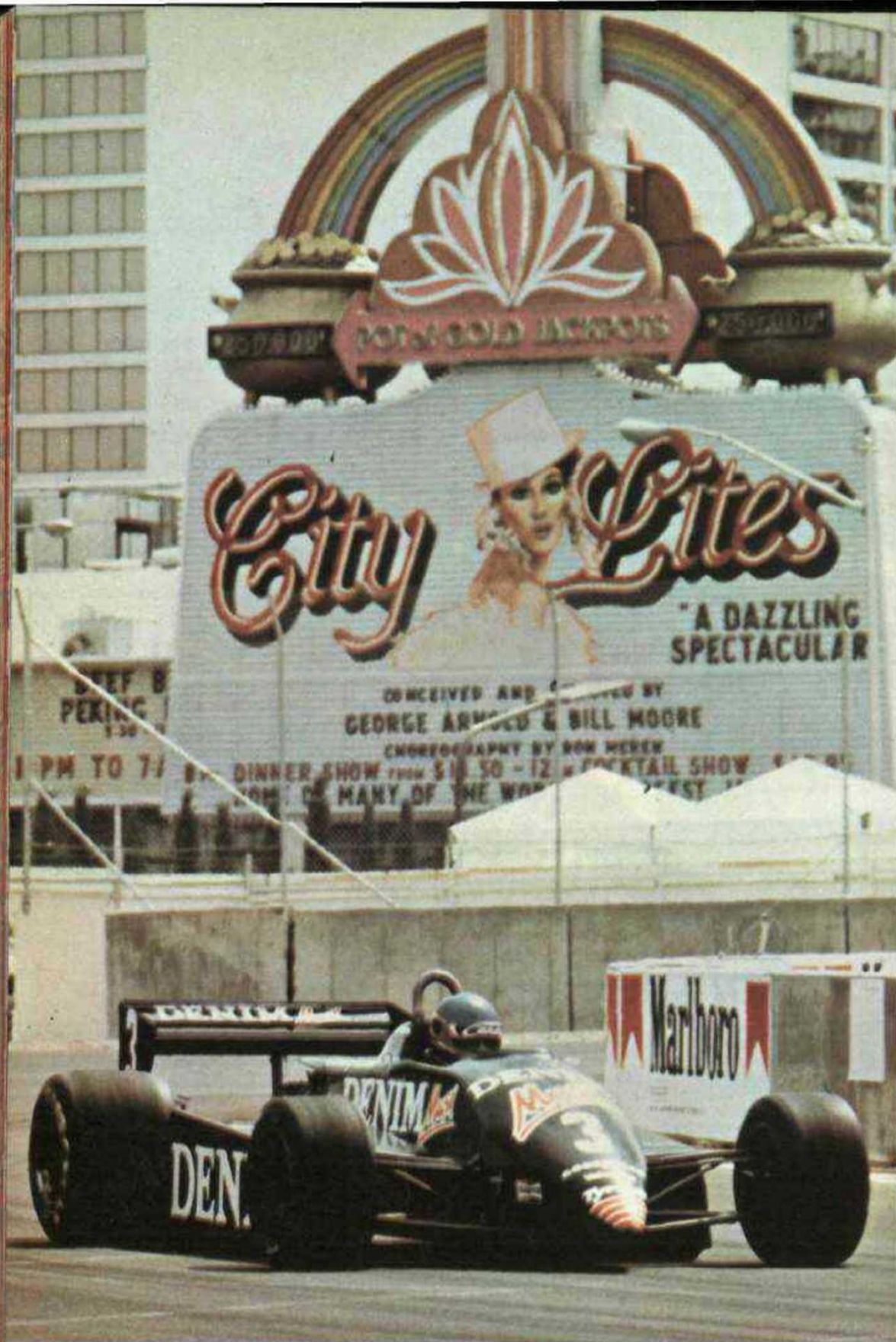


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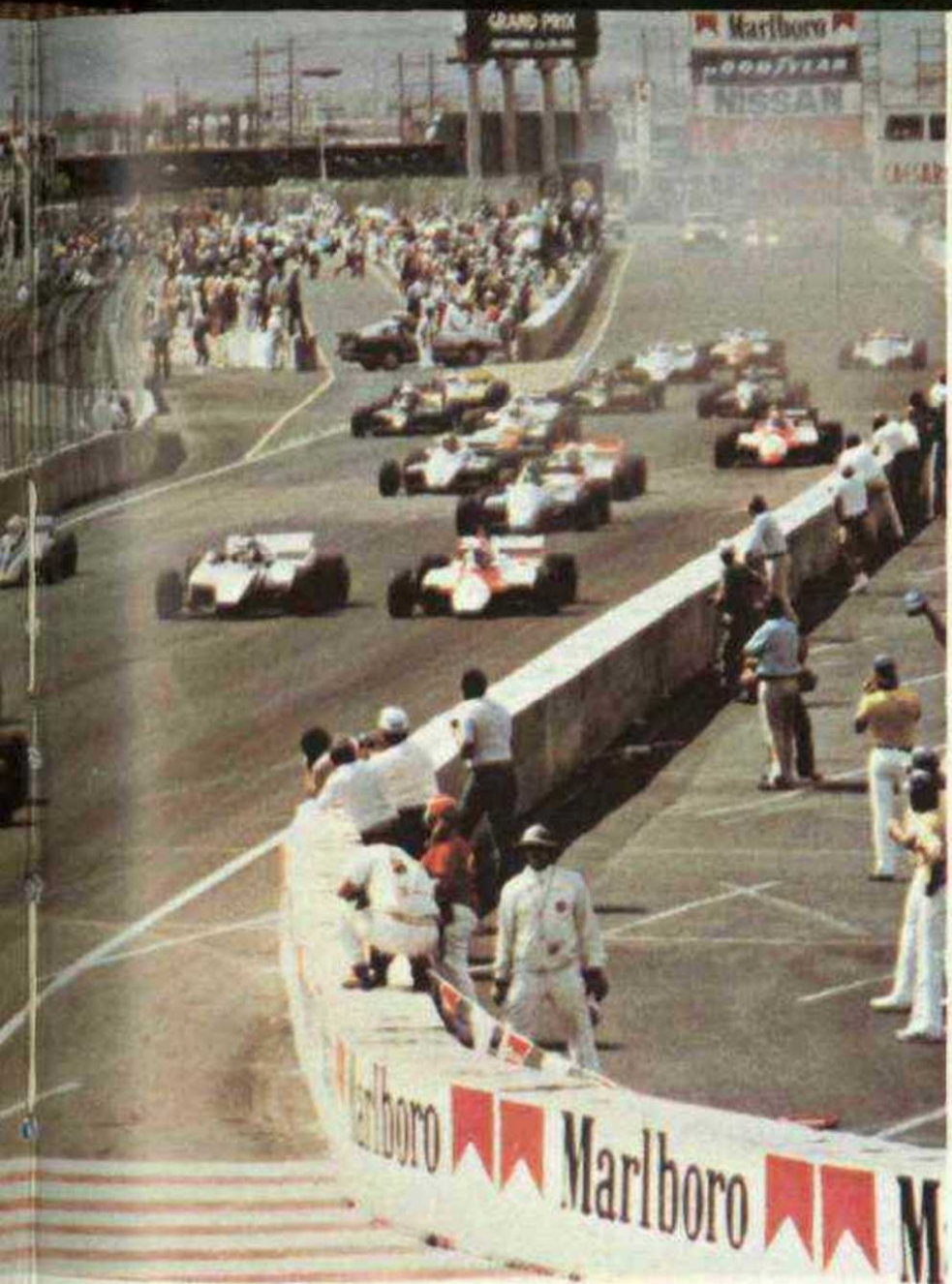
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LAS VEGAS GRAND PRIX

PUTTING the Tyrrell team back into the winner's circle for the first time since the late Patrick Depailler's Monaco triumph in 1978, Michele Alboreto (above) handled his Cosworth powered 011 with considerable confidence. Below, Alboreto is greeted by the delighted Tyrrell team at the finish.



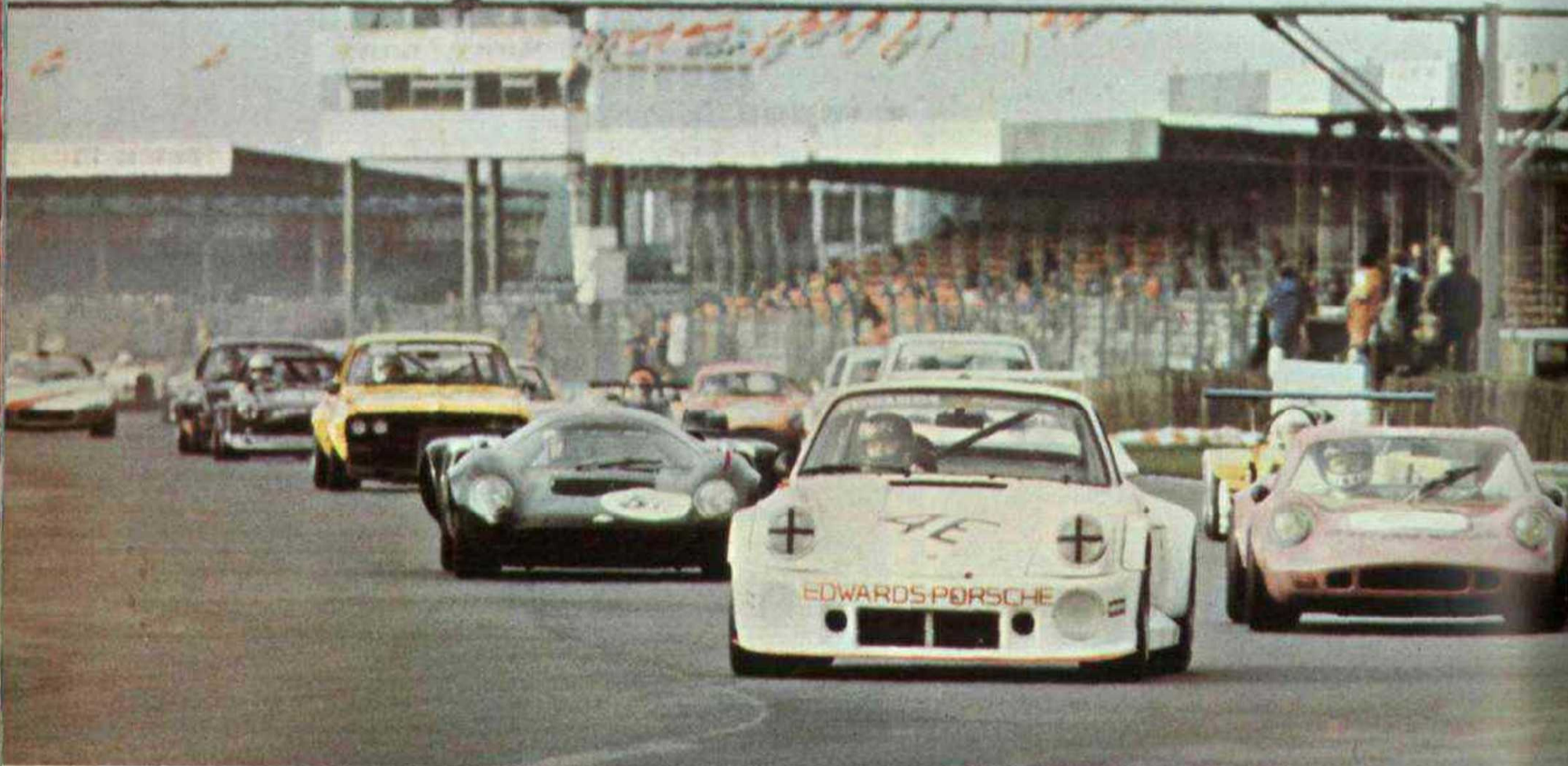


INTO the first corner after the start Alain Prost and René Arnoux lead the field in their Renault RE30Bs with Alboreto's Tyrrell, Cheever's Talbot JS19 and Rosberg's Williams FW08 fanned out three-abreast in their wake. Below, Cheever (seen lapping Giacomelli's Alfa Romeo) finished a good third on his last outing for Guy Ligier's team.

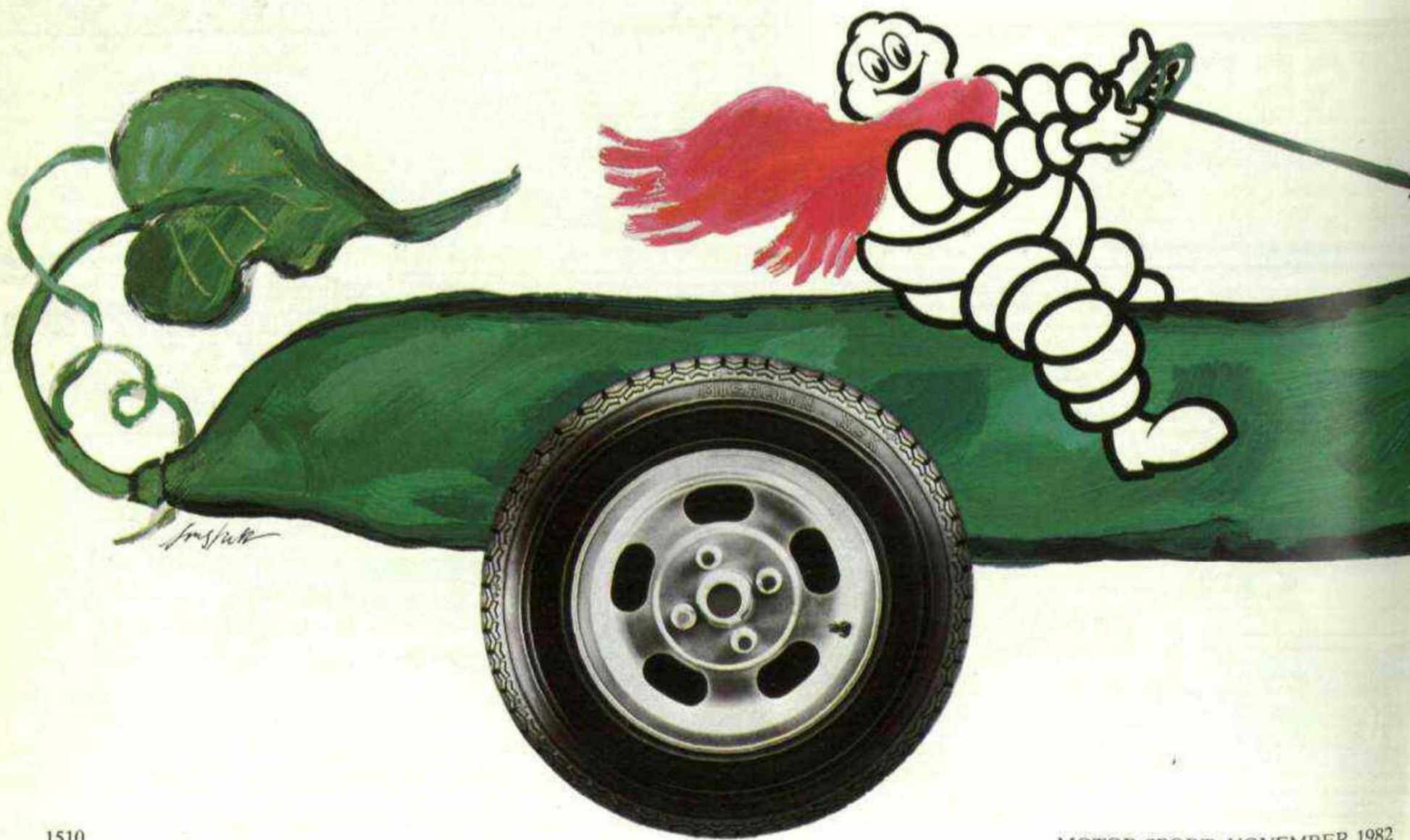
KEKE ROSBERG's Williams FW08 (above) finished fifth, but it enabled the Finn to accumulate sufficient points to secure the World Championship for Drivers. Below, John Watson's McLaren has just passed Daly's Williams during the Ulsterman's chase through the field into second place. De Cesaris's Alfa Romeo and Lauda's McLaren follow on closely.

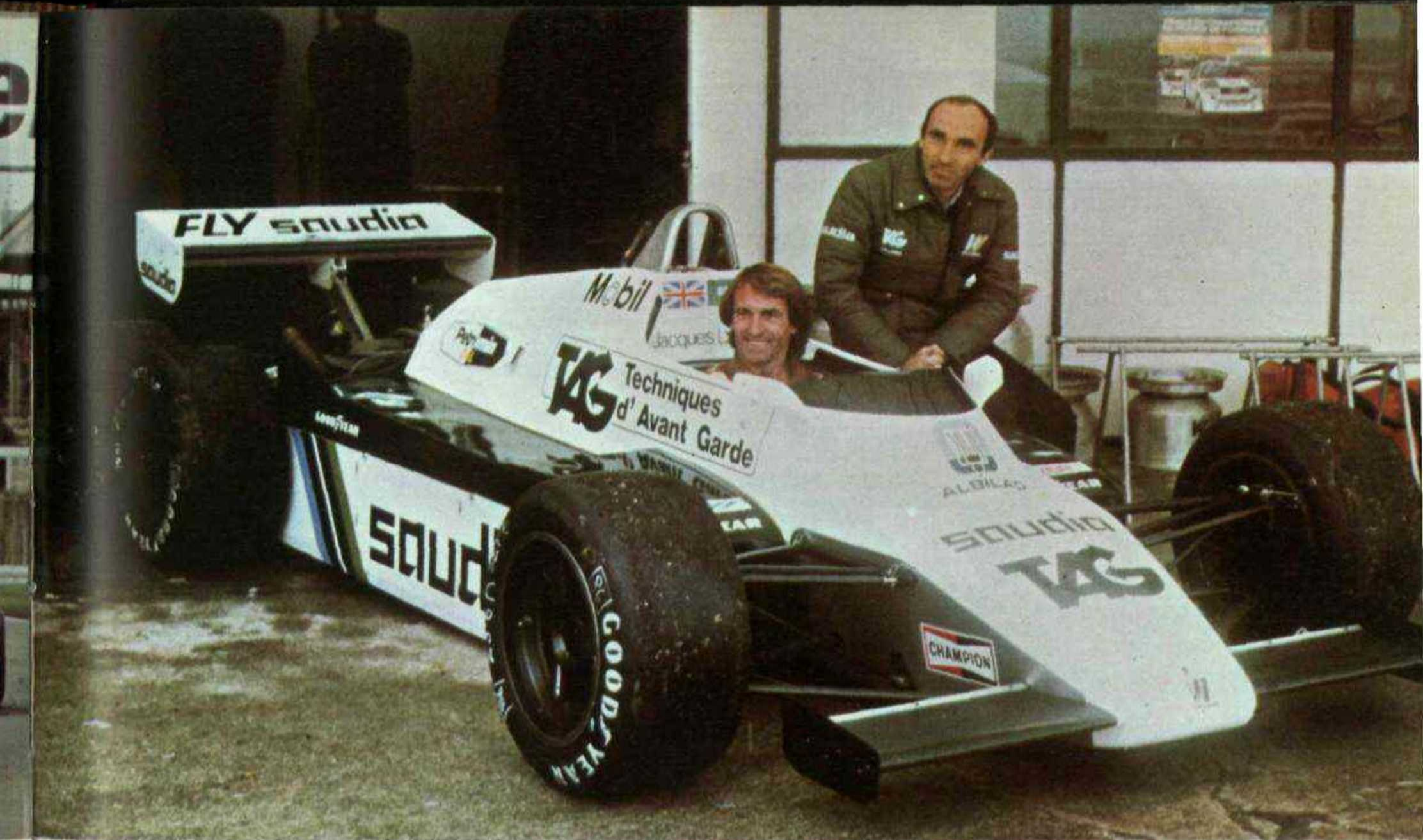


il  **Shell Super Oil**  She



750 RELAY RACE THE battle at the first corner: Barry Robinson (Porsche) just heads Richard Dodkins (Chevron) as they approach Cope. Behind, the Lola-Aston Martin (5C) completes the trio in the order they finished overall.





SIX-WHEELED WILLIAMS EVEN before being fully tested, the new FW08D may be outlawed by a proposed FISA ban on four-wheel-drive cars. Here, Jacques Laffite takes the wheel, Frank Williams looking on.

Drive the long runner.



In a recent independent survey of car owners, forty five per cent said that Michelin gave the longest tread life.

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Switch to
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SANREMO RALLY AS though to avenge his frustration in Finland, Stig Blomqvist (above) made no bones about showing that he was master of all the Quattros and, with Björn Cederberg, he won comfortably. Although Walter Röhrl's Ascona (below) was no match for the Audis on dirt, he left his tarmac bid too late and could only manage third, one place ahead of championship rival Michèle Mouton.



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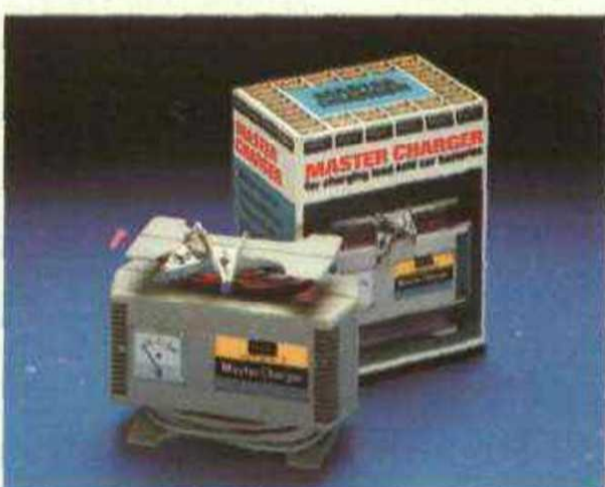
Brightstrips – Fluorescent striplight of ultra slim design and low current consumption with built-in switch. Ideal for vehicle, caravan or boat interiors. Available in 4W and 8W.



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The Boss.

Just the other night, I got behind the wheel at around eight, settled into my seat and switched on ...

...Four hours later, I was still relaxed, tapping my thumbs rhythmically on the steering

wheel, cocooned by the darkness, as the LED dial indicator of my brand-new Pioneer electronic system lent a warm glow to the soft interior lighting.

Occasionally, I brushed the preset touch-buttons to find another station, one more suited to my fickle moods.

The reception was perfect, even under these unusual conditions.

Then, I played half a dozen favourite tapes right through, occasionally flicking the rewind and letting the auto-play reprise a favourite side.

I'd sung myself hoarse. I was supremely, magically happy.

I'd almost decided to go on through the night, when my wife opened the garage door and tapped on the window.

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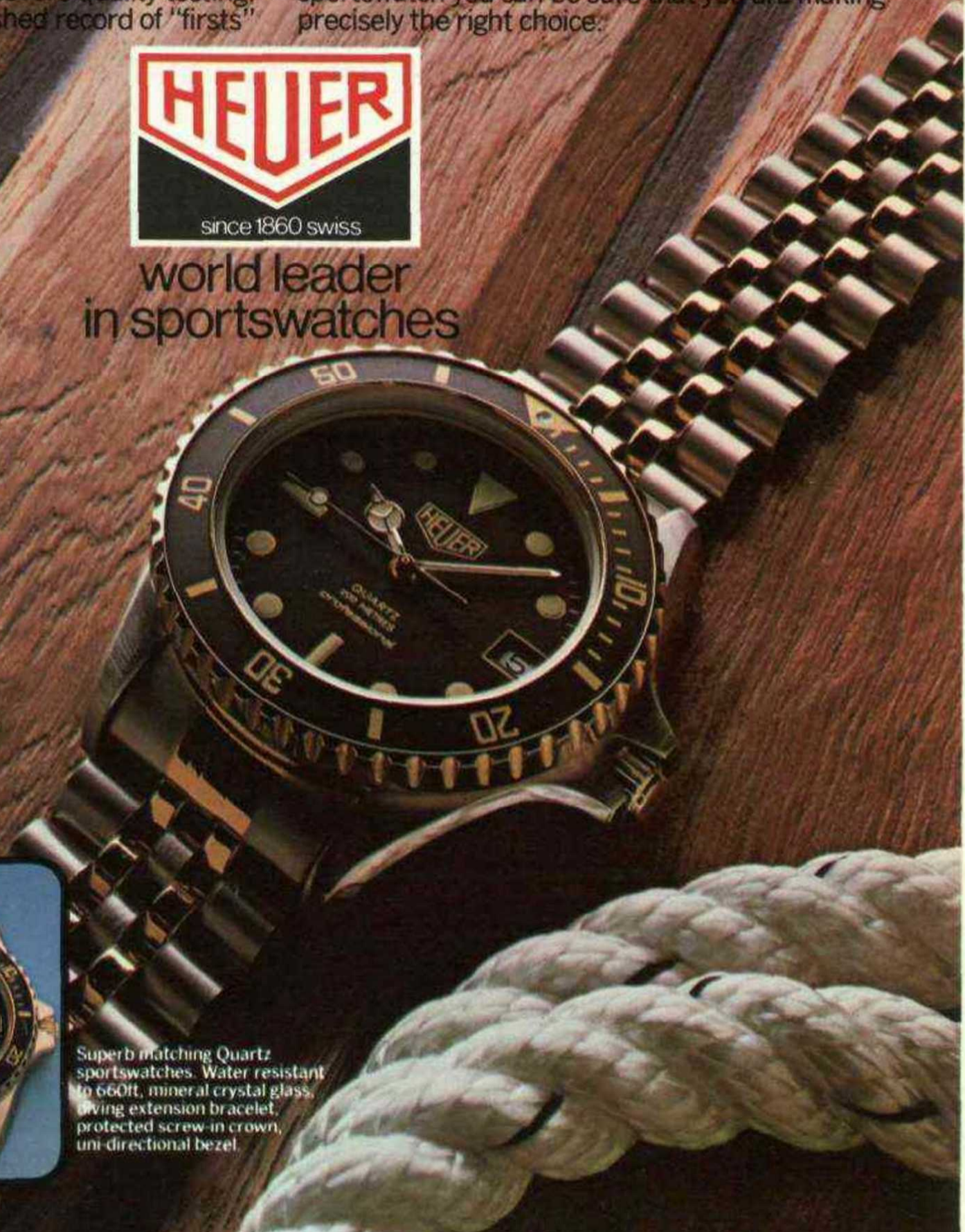
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SILVERSTONE THE first weekend in October saw furious battling between contenders for the Tricentrol Saloon Championship — Above, Vince Woodman's hopes (no. 3) were dashed when he damaged his Capri after being nudged by Peter Lovett (19), the eventual race winner, whose teammate Jeff Allam took the championship. Below left — After an exciting F3 tussle, Dave Scott (3) locked his brakes, allowing Tommy Byrne (2) to win, but taking second from Enrique Mansilla (1) at the last corner. Below right, David Carvell (4) won the Unipart Metro Challenge with a last round victory, also winning an MG Metro!



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PACE SPIRIT—Richard Goode's Aerobatic Challenger

IF a certain Englishman achieves his ambition, the emphasis of success in international aerobatics is soon to change. Richard Goode, a 36-year-old, London-based management consultant, and an aerobatic pilot of just seven years' standing, is totally dedicated not just to becoming World Champion, but doing so in a British aircraft.

It was in 1978 that Goode entered his first contest, in a Pitts S-1D in which he had acquired a half share the year before. He finished last, but went on to more competitions and in 1979 was second in the British Championship, a progression all the more creditable by the fact that his experience and skill had all been acquired the hard way, by self-teaching.

After the 1981 European Championship, in which he captained the British team, Goode began to ponder on the case of biplanes versus monoplanes. In the contests, monoplanes seemed to score fractionally better than biplanes in the same manoeuvres and he wondered whether this was because judges found it more difficult to follow the movements of two short wings than one long one. Biplanes inevitably have shorter wing spans than monoplanes, and perhaps this was a factor affecting the precise judgement of those on the ground.

These thoughts led to the conception of a completely new aircraft, for Goode decided to build his own aerobatic monoplane. He had a friend who was an engineer at Avions Robin in Dijon, and when this gentleman had to remove his own partly constructed Stephens Akro from the factory lest it be involved in whatever confiscation might follow a closure threat, Goode stepped in to negotiate for its purchase.

He acquired the basic frame of the fuselage, and a complete computer-designed wing which had been developed by Aerospatiale for the CAP 21 aerobatic aircraft.

Goode spent all his free time working on

design, development and assembly of the aircraft, enlisting professional engineering help where necessary. His wing, unlike those of other aircraft, was completely symmetrical, just like the rotor blade of a helicopter, so that the aircraft attitude when inverted would be the same as when erect. Central fuselage mounting also helped, and Goode found when he first flew the aircraft in May of this year that he could trim for erect flight, straight and level, roll through 180° and still fly hands off.

One of Goode's modifications was to extend the ailerons from roots to tips, adding counter-moving trim tabs at the tips to lessen stick pressure. He also enlarged the elevators, adding similar counter-moving tabs, and enlarged the rudder. The result is an amazing agility, demonstrated by a full 360° roll completed in hardly more than a single second. It can also carry out a 360° flat turn without any yaw or bank, and fly absolutely level when inverted, with none of the nose-up attitude of asymmetrically winged aircraft — an important point when aiming for clean, manifestly precise manoeuvres in front of judges. The airframe is stressed to withstand $\pm 16g$, whilst the operational limits are $+10g$ and $-8g$, pretty strong forces by any standards.

The engine is a flat-four Avco Lycoming 10-360 providing, in modified form, 270 h.p. It is not dry-sumped, but the oil feed has two pick-ups, one for erect flight and the other for inverted. Similarly, the fuel system has two supplies, the main tank feeding the injection system in erect flight and a smaller auxiliary tank, housed within the main tank and fed from it, feeding when inverted.

A three-blade, constant speed propeller is fitted, and this is a great factor in minimising noise. Pitch varies to keep optimum r.p.m. of only 2,800. Goode also has a Pitts, which he has extensively modified and named "The Ultimate

Pitts", which does not have this feature and is consequently noisier. Practice areas are becoming more difficult to find due to noise sensitivity, and the constant speed prop is an advantage in this respect.

The cockpit is understandably stark, functional, and fitted with only the basic necessities, which do not include navigation instruments, all in the cause of weight saving. Also in the cockpit is a perspex mount for a standard aerobatic "route card", a kind of three-dimensional diagram made up of internationally accepted symbols depicting a display or competition sequence. The system was actually devised in the 'fifties by Count Aresti, a colonel in the Spanish Air Force who later compiled a dictionary of these symbols, the abbreviated version of which contains no less than 25,000 manoeuvres, many even impossible for the aircraft of the time.

This year Richard Goode has the enthusiastic backing of Pace Petroleum Limited, after which the new aircraft has been named the *Pace Spirit*. His avowed ambition is to fly his *Pace Spirit* to victory in the World Championship. The costs are enormous, so he supplements his Pace backing by giving aerobatic displays at air shows and other gatherings. This brings a little income, but in terms of practice value for competitions the displays are almost worthless. Indeed, they can be counter productive, for the two are poles apart and skill at one might even be increased only at the expense of skill at the other.

In a display, the object is to thrill the crowd by executing spectacular manoeuvres, and usually the closer you are to the ground the better they enjoy it. Consequently there is no precision. Aerobatic competitions, on the other hand, take place within a cube of airspace, each side measuring 1,000 metres and its upper surface 1,000 metres above ground level. Of that box, the

Continued on page 1521

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Road Impressions



SMALLER-ENGINED brother of the Celica Supra tested in September's *MOTOR SPORT*, the 2-litre Coupé has a conventional boot and tip-forward headlamps.

The Toyota Celica 2.0 ST Coupé

I HAVE just driven for 1,000 very smooth and comfortable miles in the 2-litre four-cylinder version of the exceedingly good-looking Toyota Celica Coupé range, but after the very complimentary things A.H. said in the September issue about the higher-performance 2.8-litre fuel-injection Celica Supra there is not much to add, except that to me the 2.0 SL felt like a slightly-outdated Vauxhall with Japanese mod. cons.

There are, naturally, small differences between the Supra and the smaller-engined ST Celicas. For instance, instead of a digital fascia clock you get a conventional one with hands, and instead of the Cruise-Control (and I agree this is a fitment not needed on our comparatively brief Motorways, compared, say, to driving most of the day on an American Freeway where low, strict speed-limits apply) there is an adjustable indicator to remind you how often the Toyota requires an oil-change — apparently every 70,000 miles, as set, on the test car — a more “gimmicky” fitting even than a Cruise-Control . . . I did not think the stalk-controls particularly frail-feeling, and I was interested to find the r.h. one operating the turn indicators, contrary to present general practice. The 2-litre Celica contents itself with just heat and fuel minor dials — no oil-pressure or battery gauges and the windows in the two doors are worked manually. The horn-pushes are badly located, on the lower part of the steering-wheel spokes. The sunroof requires two switches to be used to close it, which baffled me for a time, nor can the ignition-key be withdrawn until a button has been depressed. The ventilatory system gave lots of cool air, but its many controls are difficult to understand (no indicator-arrows), and I wanted more face-level fresh air (which is so lacking in many modern cars), and, conversely, more warm air on my feet and, unless *too much* heat was used, demisting, on that very wet last Monday morning in September, was very poor. Head and leg room

in the rear is somewhat restricted.

The 2.0, carburetted, o.h.c., four-cylinder 1,972 c.c. Type 21R 84 × 89 mm. engine of the ordinary Celica ST, against the six-cylinder engine of the Supra adapted from the Toyota Crown saloon, gave an overall fuel consumption (4-star) of exactly 30 m.p.g., so this is a thrifty 2-litre. This figure can be bettered with care. The fuel gauge was very accurate and has the unusual facility of recording the level in the 13.4 gallon tank even when the ignition is “off”. The heavy, rear-hinged bonnet is easy to open and battery, dip-stick, etc., are all very accessible. Equipment includes internally adjustable door-mirrors, switch-actuated radio-aerial retraction, and the other conveniences reported by A.H. in the test report on the Supra. The ST was shod with Dunlop SP Steel GEL 70 185/70 SR14 tyres. The appearance of these new Toyota coupés is certainly excellent, very smooth and sleek, even to tiny badges on the body sides, apeing those of “farina”. Unlike A.H. I did not think the Hillman Avenger-type housing for rear-window demisting switch too hideous (it is matched by that fatuous oil-change reminder) and although performance is not the ST's outstanding factor, the engine still runs to 6,000 r.p.m. if needed, the pop-up headlamps are fitted to this model and I endorse the excellent five-speed gearbox and the reasonable power-steering. Detail work is good, too, the wide doors with effective “keeps,” front seats sliding forward as the squabs are angled for access to the back seat, a roomy flat-floored boot, not many stowages but useful pockets in the front door, etc. — all, well, of “Toyota-quality”.

Japanese thoroughness includes warning lights showing a door not to be fully shut, a useful rest for one's “clutch” foot and adjustable lumbar-support for the driver's seat cushion. You save £3,284 by buying the booted ST in place of the liftback Supra, as the price is a very reasonable £6,604. — W.B.

CARS IN BOOKS — continued

unemployment exchange. We were all in our Sunday best and, in no time at all, the car was surrounded by a crowd of belligerent, out-of-work men, who tried to tip the car over. They assumed that we were the idle rich.” John's father then got a job at a large new service station (works manager), “The South of Scotland Garage”. The family went back to Coventry just before the war, John first getting a job with Morris Engines, then Hoburn Aero Components, making high-priority components for Rolls-Royce and Bristol Aero Engines (in the production control office). The factory was bombed out, and his father had the job of transforming an empty shoe factory in Kettering into a machine shop, buying a secondhand Morris 8 for his son's birthday but his father flogged his Rover and commandeered John's Morris 8 (back to a bike for John!).

About 1952 John Hanson (he changed his name by deed poll), took the train from London to Coventry to pick up a new car ordered several years previously, the only available one offered being an overseas model Morris Minor, complete with heater — he was very proud of this little car — even when parked behind Ted Ray's enormous Austin Princess, outside the Paris Studio, in Lower Regent Street. During the run of “The Desert Song”, the Morris Minor was sold, a Triumph Renown being bought, later changed for a Ford Zodiac. One day, passing a garage in Morecambe where there was a new Jaguar Mk. 2, he sold the Zodiac, and became the proud owner of a Jaguar — the first of many, also having a 3.4 Jaguar at the same time as Des O'Connor, sometimes giving Des a lift of 140 miles to London and dropping him off at the Stork Club. W.B.

PACE SPIRIT — cont. from p. 1518

lower 100 metres must not be entered on pain of penalty, whilst descent below 50 metres usually results in disqualification. Angular movements must be at exactly the right angles, loops perfectly circular and rolls absolutely precise in execution, all the time remaining well within that box — and the ground judges are very astute indeed at spotting errors.

So, because you see a slick piece of formation aerobatic flying on the occasion of a public gathering, it does not necessarily follow that the pilots indulge also in competition flying, although they may well do so of course.

Another adversary of the aerobatic pilot is the possible effect of increased and decreased gravity, or positive and negative “g”. Disorientation by a constantly moving horizon simply does not occur after a while, but rapidly changing g-forces can produce a black-out, and Goode himself admitted that as a beginner he did occasionally fade into oblivion, to sail gracefully out of the competition box into exclusion, always recovering in time, of course.

We could not sample the agility of the Pace Spirit, since it is a single-seater, but Goode demonstrated the aircraft in a most exhilarating manner, making it clear that he has devised a remarkable machine — though he says that he hasn't finished it yet.

Our day at White Waltham, getting to know Richard Goode and witnessing the performance of his new Pace Spirit, left us applauding this dedicated aviator who shuns spamcans and business aircraft, his determination to bring British engineering to the forefront of his sport, and the equally patriotic enthusiasm of his sponsors, Pace Petroleum Limited. — G.P.

RACING CARS YOU COULD BUY

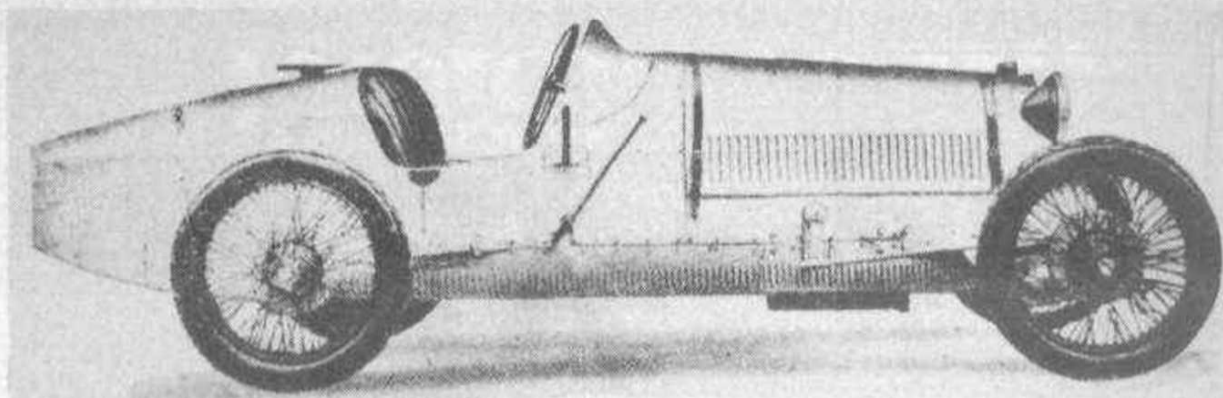
The Editor Recalls Some Ready-to-Race Makes of the Vintage Years

IN THE vintage years there were some pleasing racing cars you could actually buy from the more enlightened manufacturers, as distinct from having to build your own. These cars were far removed from mere sports-models, whether in exciting forms like 30/98s, Bentleys and Hispano-Suizas or the sporting "grey-porridge" consisting of standard chassis turned, in their makers' opinion, into sports cars merely by giving them a pointed tail and garish paintwork — a subject for a future outpouring, perhaps. Meanwhile, let us let down our back hair and think in terms of racing cars you could buy — as you still can in fact, with the difference that you scarcely use the modern ones on the road, after the addition of sketchy road-equipment (strip mudguards, bulb horn, luggage-grid above the GP tail and maybe a couple of bicycle lamps tied on somewhere), as you could, and they did, with a Type 35B or Type 51 Bugatti.

Indeed, one thinks first of Bugatti in this "catalogued-racers" context. From early post-war times Ettore not only raced the motor cars he built at Molsheim but sold racing Bugattis to his more adventurous and sporting customers. Although there were plenty of so-called "touring" Brescia models in the Bugatti catalogue of 1923/4 that B. S. Marshall Ltd., himself a racing driver, distributed to his customers, including a £600 two-door, four-seater saloon (they called it a coupé, to be "painted to purchaser's specification or delivered in burnished aluminium", surely a bird-catcher if ever there was one?); listed also was the Standard Sports Model Brescia, illustrated in racing trim, except for a bulb-horn attached to the external brake-lever. The passenger or riding mechanic had to swivel round to operate the tyre-pump placed behind the driver's unupholstered bucket-seat, in order to maintain pressure in the 7-gallon bolster fuel-tank.

This delectable pure racer, it was explained, differed from the standard Brescia chassis only in respect of a ball-bearing crankshaft, slightly larger valves (there were 16 of them, remember, beneath that overhead camshaft and the "banana" tappets), a one-millimetre increase in the cylinder bore (69 x 100 mm. 1,496 c.c.), enlarged Bugatti shock-absorbers, improved steering, a special cast-aluminium instrument board and grease-gun chassis lubrication (the twin magnetos were only mentioned elsewhere, as an afterthought). The price was originally £525 in chassis form but B. S. Marshall was selling them for £385 by 1924.

Ettore pointed out to prospective buyers that as this *Brescia Modifié* differed so little from the touring cars he made, every competition success "is a standard car success, without doubt or equivocation". He (or Marshall) went on to say that "it was by no means unknown for a well-tuned and well-driven touring model chassis to excel, in a given competition, the performance of a less ably-prepared or less luckily-driven



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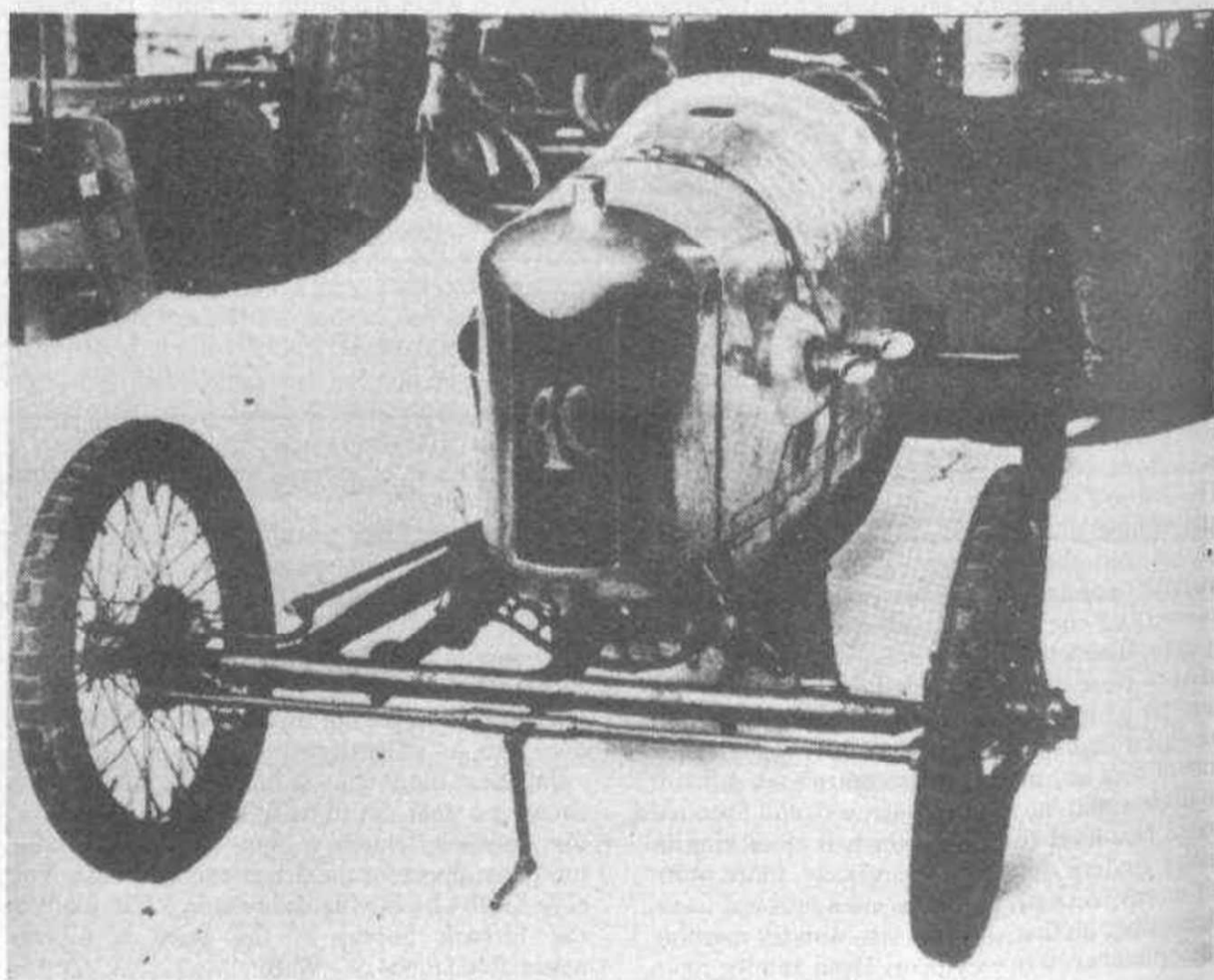
CAPTAIN (later Sir) MALCOLM CAMPBELL tried to persuade MOTOR SPORT's readers to purchase a Grand Prix Bugatti with this advertisement.

sports model, as has several times happened in British club-competitions during the past season." Having uttered which (and I like the acknowledgement to Lady-Luck), over 400 firsts, seconds and thirds were claimed for the 1922/3 seasons and the little catalogue was liberally illustrated with pictures of Raymond Mays, "the Amateur Owner-driver", making f.t.d. and the hill-record at Shelsley Walsh (of course, they couldn't spell "Shelsley" correctly), a Bugatti in the wet IoM TT, in which they finished third, fourth and sixth in the 1½-litre class, the only intact *voiturette*-team to finish the course, another photographed during the 1922 JCC 200 Mile Race, in which these cars came in fifth and sixth out of the eight finishers of the 17 starters, it was emphasised, and Cushman finished second to the victorious Alvis in the 1923 "200", at over 91 m.p.h.

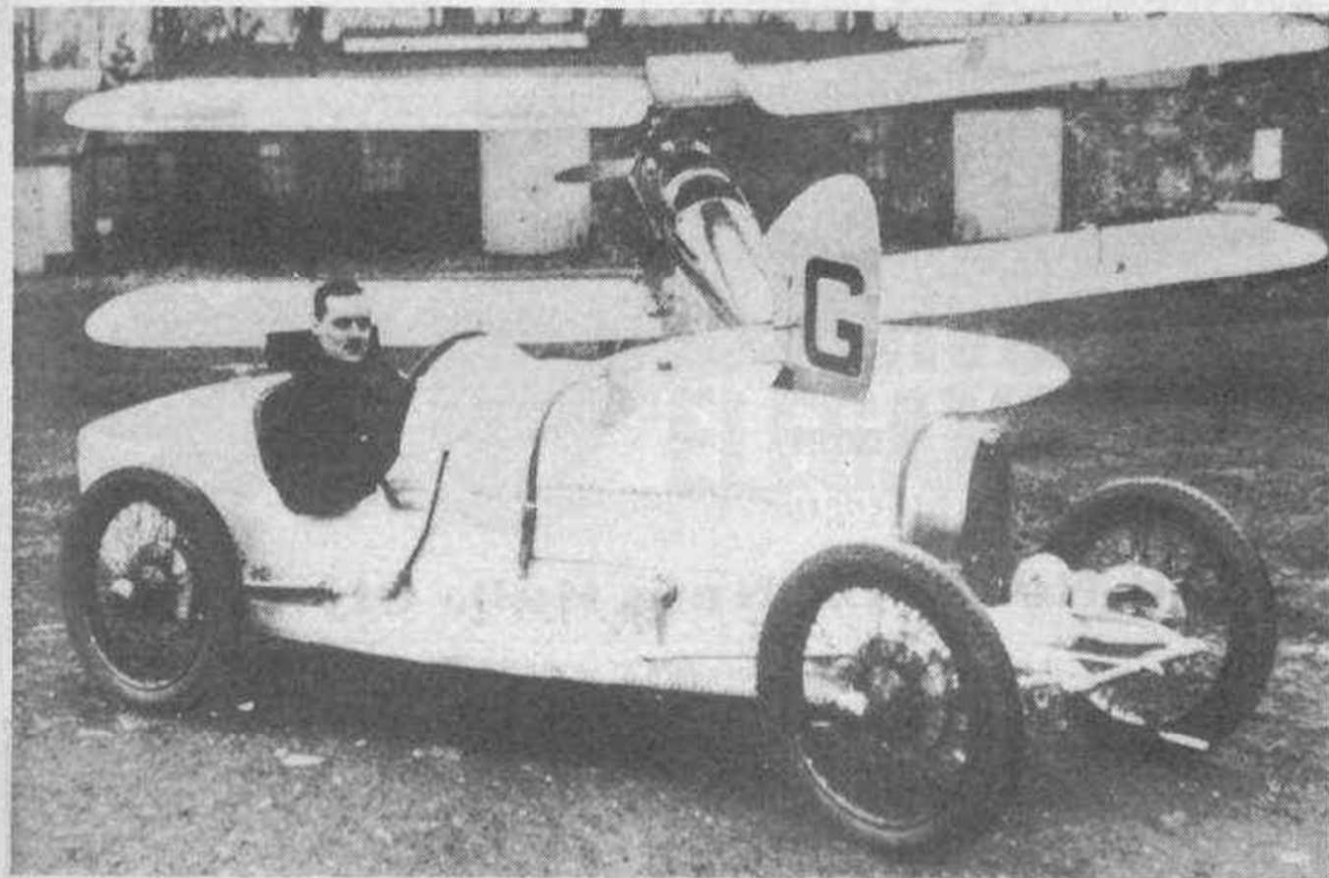
At this time the first announcement about the exciting eight-cylinder Bugattis was included in the Brescia catalogue, the 2-litre to be made in three lengths of wheelbase. Within the next few years the exciting, ready-to-race Grand Prix Bugattis, not only the Types 35 and 35B but the 1½-litre Type 37 and its supercharged brother the

37A, etc., were well established throughout Europe and in Great Britain. It was hardly surprising that English enthusiasts welcomed these *pur-sang* racing cars. They were well suited to handicap racing at Brooklands and although, as B. G. M. Le Champion had pointed out, it was possible by 1924 to buy a pre-war Grand Prix car for around £180 and race it at the Track for an all-in cost of about £4.00 a week, some people set their sights rather higher. In this context, it is interesting that up to the summer of 1930 far more Bugattis had been timed by A. V. Ebbelwhite to have lapped Brooklands during a race at 100 m.p.h. or over (37 in fact) than any other make. The avid acceptance of the Bugatti in this country led to Ettore Bugatti Automobiles Ltd. opening showrooms in Albemarle Street, off Piccadilly, in London's fashionable West End, while retaining their Service Depot at 1-3, Brixton Road, among the Unic and other taxicabs and Marendaz Specials, and to the Bugatti OC being formed. In connection with this, there is a nice tale of how, when an affluent lady came to Brixton to see Col. Sorel, who managed Ettore's affairs in this country, about buying a new car (maybe the exchange-rate was favourable) he put her into his

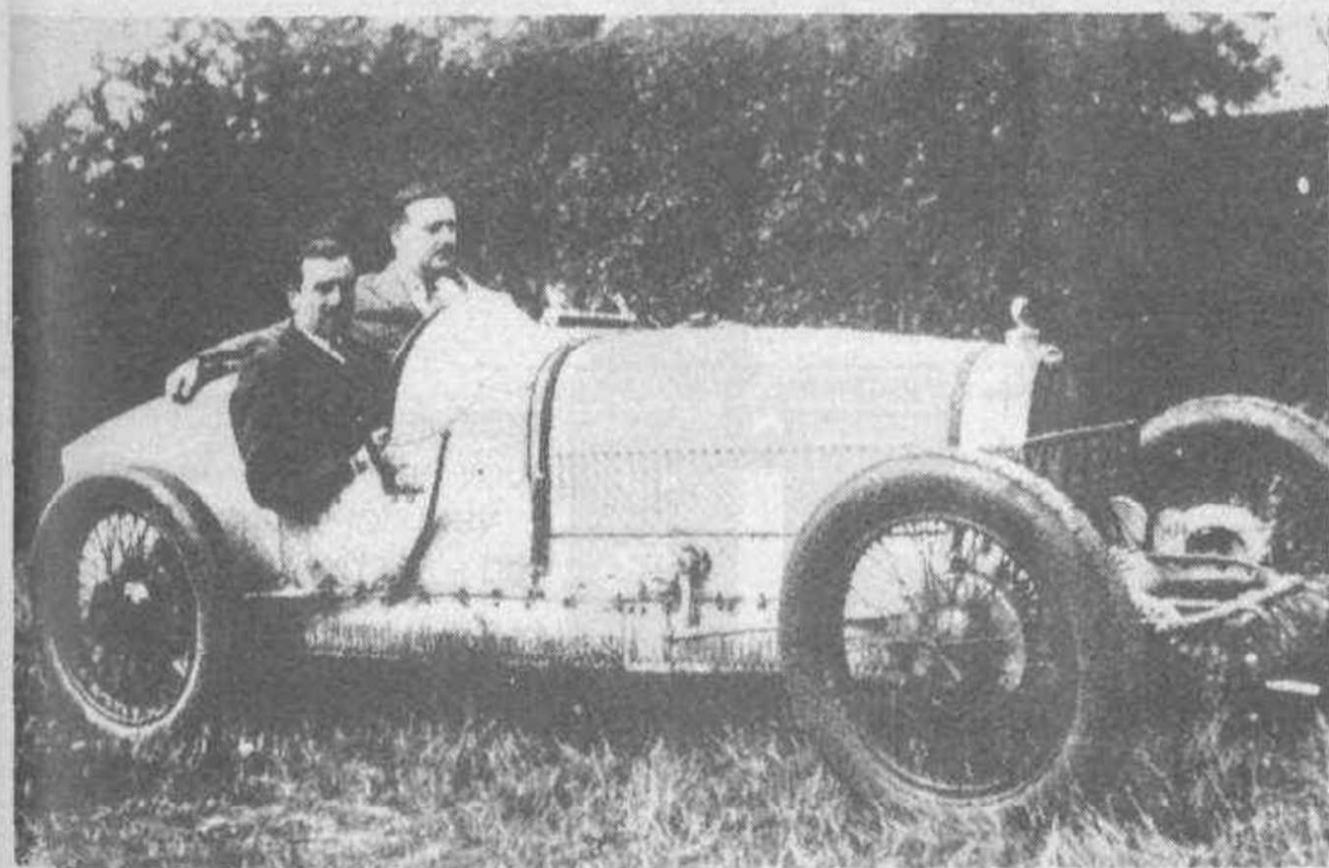
THE single-seater 1½-litre o.h.c. AC racer was catalogued in 1924 for £1,000.



CUSTOMERS WITH THEIR BUGATTIS:



F. B. TAYLOR, with the Midland Aero Club's DH Moth in the background.



CAPT. J. C. DOUGLAS.

5-litre Bugatti for the journey to the showrooms to inspect alternative body styles, first telling his chauffeur to be sure to lose the lady's Roll-Royce Phantom, likewise chauffeur-driven, on the way. . . .

In 1927, when Bugatti's West End premises were opened, the Grand Prix Type 37 sold here for £550, the Type 35A for £675, and the Type 35 GP model for £1,100, ready to race. Amusingly, the Type 37 came with a dynamo and two small headlamps, its only concession to legality on the highway. To buy these you went to Sussex Place, off Hyde Park, to negotiate with Malcolm Campbell (London) Ltd. The maximum speeds were quoted as 95 m.p.h., 105 m.p.h. and 118 m.p.h., respectively. The lovely noises and engineering were a bonus. . . . However, enough should be known about these delectable Bugattis by MOTOR SPORT's readers for me to turn now to other catalogued racing cars.

These Bugattis, being intended for road-racing, were two-seaters, but in 1924 AC Cars Ltd., of Thames Ditton, advertised that they could supply a single-seater 1½-litre racing car for £1,000. It was a replica of the AC with its light-alloy, wet-liner, overhead-camshaft four-cylinder engine with which J. A. Joyce had set up some of the top light-car records at Brooklands some years before, and had also performed so well in speed-trials and speed hill-climbs. It came with the same unconventional back-axle-cum-gearbox with the exposed driveshafts and was certainly a racing car pure and simple. I do not think many people bought them, because by then the 2-litre six-cylinder AC was beginning to overshadow the smaller car. The actual Joyce AC is owned today by Robbie Hewitt but I do not know how many times she has driven it.

Another example of a racer you could buy, given the lolly, though this one was comparatively

inexpensive, was the E. C. Gordon England "Brooklands Super Sports" model. It was a streamlined two-seater guaranteed to do 75 m.p.h., with a tuned engine and properly faired-in front axle and other protuberances. Although it was often seen with road equipment, with which indeed it was supplied, for the price of £265 at a time when an Austin 7 Chummy Tourer cost £149, it was intended to be used as a stripped racing-car. You will remember that the Junior Car Club was so impressed by the manner in which Gordon England's own Austin Seven had finished second to a 1,100 c.c. twin-cam Salmson in their Brooklands 200 Mile Race in 1923 that they included a 750 c.c. class in subsequent races in the series.

Most of the entries were these "as-you-could-buy" Gordon England "Brooklands" models with their two staggered seats, though they were sometimes disguised to some extent with their owners' ideas of radiator cowls and other alterations to the outward appearance. It is to the great credit of these catalogued racing Austin Sevens that when the Brooklands authorities held a special 8½-mile outer-circuit scratch race for them in 1925, running as they were intended to, devoid of road-clobber, all but one of those competing exceeded 75 m.p.h. on its best flying-lap, the fastest doing 76.97 m.p.h. Which wasn't bad for a 747½ c.c. car you could purchase so cheaply.

When J. P. Dingle, a director of Maintenance Ltd. of Hammersmith (a firm that claimed to make these Austin 7s go even quicker than Gordon England himself, if such were possible), ran a "Brooklands" Super Sports model in the Surbiton MC's fuel-economy race at the Track in 1927, he was obliged to retain its long aluminium mudguards and even a furled hood. That did not prevent the little car from winning at 52.11 m.p.h. for the 150 miles of the artificial road course, and returning 37 m.p.g. under these strenuous conditions.

They were popular all over the World, one winning a race in Singapore, another in Bavaria, while Harry Ferguson used one to open a speed-trial course in Belfast. Few if any original ones have survived, alas. A comprehensive account of these G.E. Super Sports or "Brooklands" Austin 7s will be found in the issue of October 1968.

Parallel with Gordon England's engaging little racing Austin was the rather later to emerge low-built "Brooklands" or Super-Sports model Riley Nine, although this had perhaps a greater bias towards road and sports car racing usage. I covered that version of the popular Riley 9 pretty fully in MOTOR SPORT for March 1978.

I believe that the first FWD Alvis was intended to sell as a racing car for £1,000 but I doubt if it graced any of the Coventry company's literature. In France you were more likely to find racing cars you could buy "off the shelf". For instance, the D'Yrsan three-wheeler was offered with a shell racing body for £165 in 1924 from agents at Knightsbridge, said to give 70 m.p.h. and 50 m.p.g., and there was a streamlined Special Racing model, claimed to do 85 m.p.h., for which a price was quoted on application. Then BNC — and if you don't know what the initials stand for then I am too polite to tell you — were offering a blown 1,088 c.c. Montlhéry racing two-seater in 1928, with a guaranteed speed in k.p.h. equivalent to 103½ m.p.h.; we are into the speed guarantee thing again so I will add that from the non-supercharged Monza-model BNC you were promised 75 m.p.h.

At about this time, Jarvis & Sons of

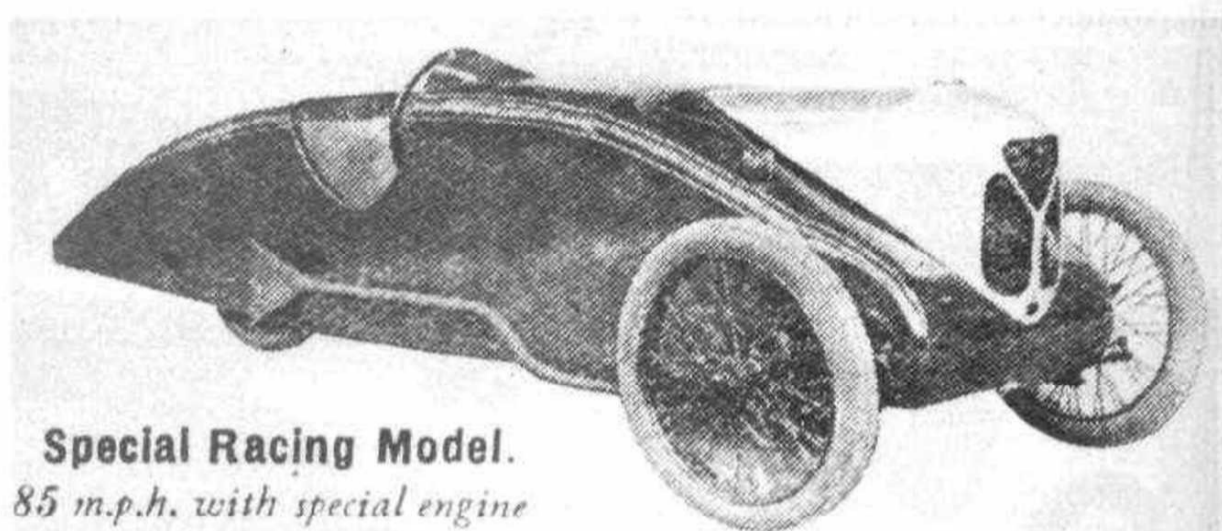
Wimbledon announced the diminutive single-cylinder Jappic racing cycle-car, designed in fact by J. A. Prestwich, so obviously powered by a JAP engine, of 344 c.c., aircooled. Although very small, and weighing only 4 cwt., the proportions were like those of bigger racing cars, so only its size excited the press cameramen, who, as serious accidents were rare at Brooklands, had to find something at which to aim their lenses. Able to lap Brooklands at over 68 m.p.h., this tiny racer was "in the picture" in more than one Bank Holiday handicap race. I mention it here because the intention had been to make others and sell them for £150 each, but I do not think more than the prototype was built. It was eventually given a 500 c.c. motorcycle engine, went to the Hawkes — Mrs. Stewart Equipé at Montlhéry as the H.S., and perished in the fire that broke out in their under-banking workshops.

Perhaps with the idea of following in Ettore Bugatti's path, but in the 1,100 c.c. class, the Amilcar Company had produced their beautiful little watch-like twin-cam six-cylinder supercharged racing two-seater by 1924/25. This was a proper racing-car (dealt with in the article I wrote about it in *MOTOR SPORT* for May 1978) far beyond the reach, or understanding, of most of those who enthused over their four-cylinder Grand Sport side-valve Amilcars and pitted them against the twin-cam Grand Prix Salmsons of the day. Boon & Porter listed a blown Grand Sport Amilcar, suitable for "track or road" in 1927, about which someone will perhaps enlighten me, but the Amilcar Six was something different, details of which these agents supplied only on application. It was a Grand Prix car in miniature and although it was seen in sportscar races, the equipment that Vernon Balls, the noted Amilcar racing driver and dealer, had to make up in a hurry when TT and similar entries were declared suggests that it was not intended for such use. I suppose one might throw in for good measure KRC, La Perle and Hortsmann cars.

At a later date, Maserati would supply racing cars to private customers, and I seem to recall the first 2½-litre GP cars being listed at the equivalent of £2,500, but I am open to correction. But this takes us out of the vintage years. — W.B.

"Oh Dear" Department

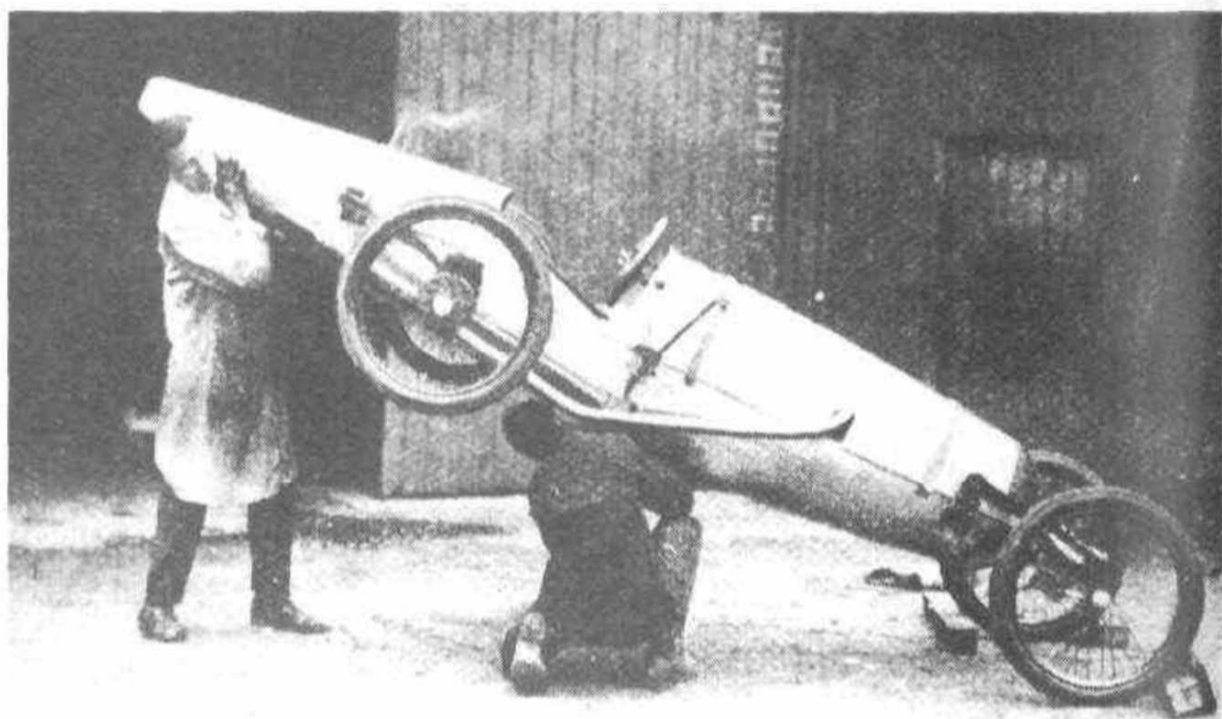
I HOPE this department is not going to expand, but there were some errors last month that must be corrected. On page 1313, the early races were held over *unguarded* roads, not over "ungraded" ones, which implies there were no gradients, and Sammy Davis, from whom I was quoting, was writing in 1932, not *on* that year's racing, and the present-day drivers listed were remembered *during* this year. On page 1314 I referred to the Trojan as a two-cylinder two-stroke car, whereas it had four cylinders, although each pair of cylinders shared a common combustion chamber and sparking-plug; I am glad to make this correction before the error was pointed out to me! On page 1315, the late Hutton-Stott was never known as "Francois", and we apologise for make-up errors at the end of page 1363 in the BMW 635CSi road-test report, which make a nonsense of A.H.'s writing here. On page 1379, the Christian name of Harald Penrose was altered to the more usual Harold, and a word omitted from my MG Metro road-test report may have dulled the impression I wanted to give, that on this car the old "kangaroo" take-off of the Mini has been almost eliminated. For Alfa Romeo "Monaza" on page 1383 read "Monza", although Alfa Romeo may, of course, wish to keep this name in mind for future new models! W.B.



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85 m.p.h. with special engine

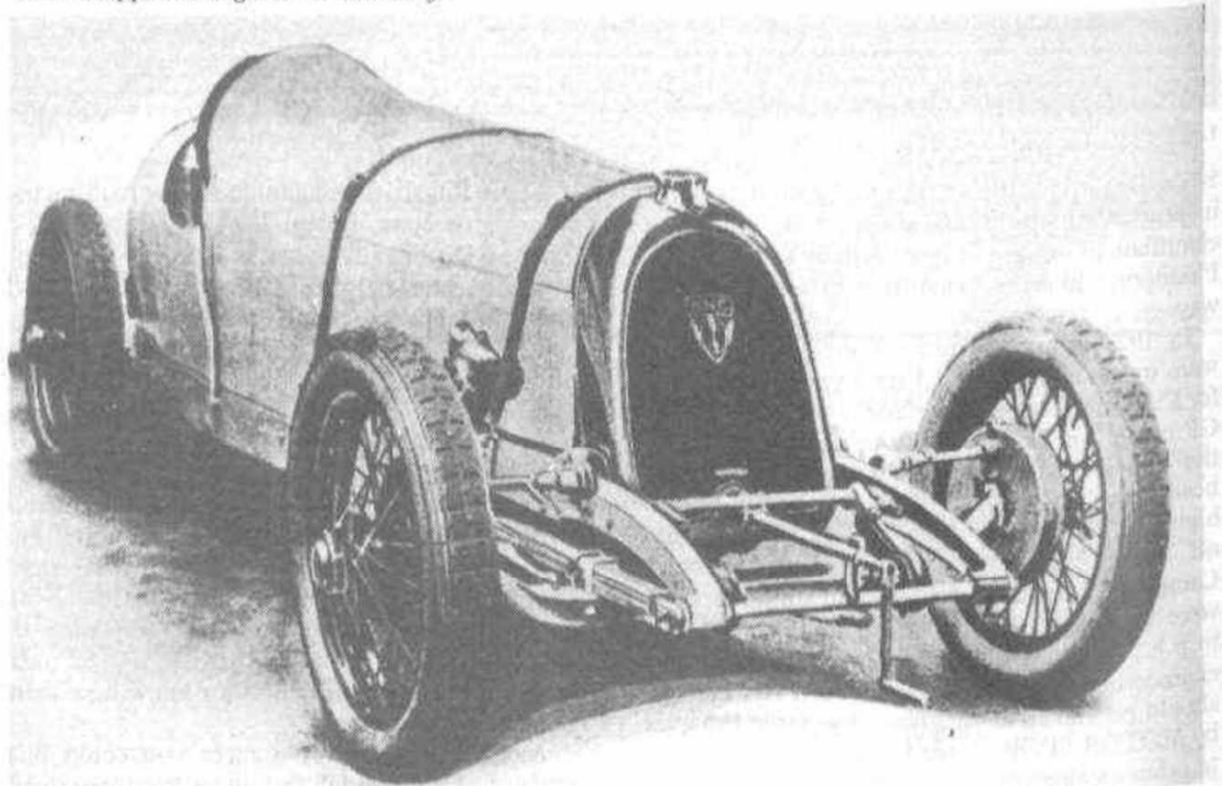
Stand No. 67c., New Hall, Olympia.

THE D'Yrsan Special Racing three-wheeler, for which 85 m.p.h. was claimed in 1924.



THE microscopic 1925 Jappic racer which was intended to sell for £180.

THE stripped racing BNC Montlhéry.



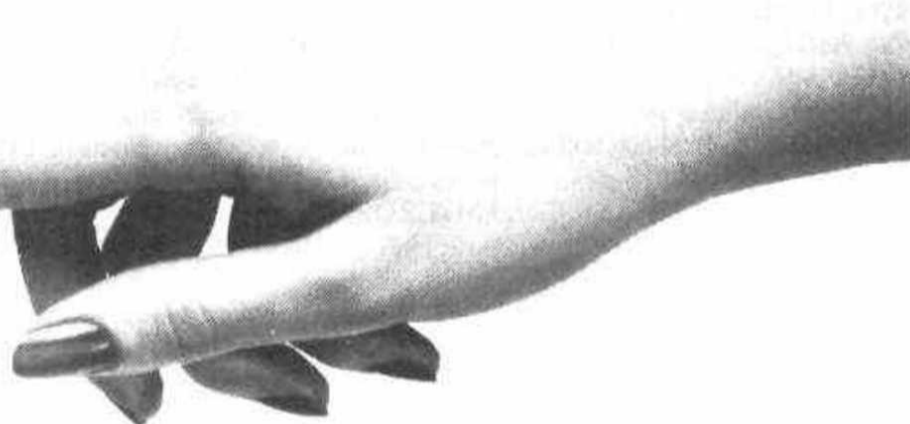
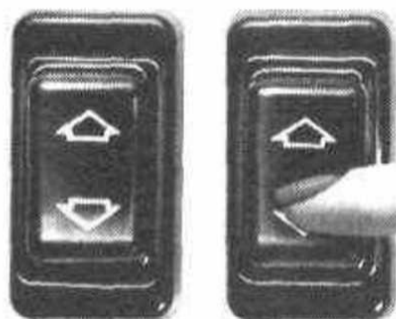
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Letters from Readers

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

Logic

Sir,

Those like Mr. Lockwood in favour of the law requiring us to wear seat-belts seem wilfully to miss the point. The comparisons he quotes are so specious they might have been handed to him by a politician. Child pornography presumably harms children and cock-fighting harms cocks who can't have thought things out for themselves. Hard drug users with their addled brains are likely to be a danger to anybody. On the other hand, failing to wear a seat-belt can harm nobody but he who failed to go clunk-click. It is not against the law to attempt suicide but it will soon be illegal to risk accidentally hurting oneself by not belting up.

Is there an argument that by not strapping myself in I might occupy a hospital bed that might otherwise be used by somebody else? Well, I will take my busted face out of hospital if all those smokers will get out of their cancer beds and come with me. (Why don't our caring politicians make smoking illegal?)

I agree with Mr. Lockwood that there seems no benefit here to seat-belt manufacturers and one may wonder what is in it for the politicians. It is difficult to see where their percentage comes in. But look back over previous MPs concerned with transport and it is apparent that they are — to be kind to them — less gifted than their ministerial colleagues. Their job seems to have been to produce some sort of side-show to divert attention from the real action. So it is possible that someone is now getting close to finding one of them fumbling his chum or with his hand in the till. However, in this case I suspect they are sincere, and this worries me. (The fear of the unknown, perhaps.)

They really believe in Big Brother knowing what is best for us. And we will not have to wait for 1984 before we get it!

Hoyle

RAYMOND M. CROSS

[I thank Mr. Cross for coming to my defence in the vexed matter of seat-belt compulsion. But it looks as if we are fighting a losing battle here against bureaucracy, just as the motorcycle fraternity did in the case of compulsory helmet-wearing; they were, of course, in a minority compared to the total number of vehicle-users. When it has become a criminal offence — *criminal*, note! — to drive a motor-vehicle unless one is strapped to it, some very important aspects, seriously affecting the liberty of the citizen, will have been ignored by the Government, which, by this Act, is distorting traditional criminal law. Vehicle-users will be forced by criminal sanction to put themselves in a position where death can result. They are being forced, in effect, not to hurt themselves, again by criminal sanction, which is contrary to every concept of criminal law and the liberty of the citizen. It is not a criminal offence to trespass in someone else's home (or in Buckingham Palace for that matter!) but not to wear a seat-belt in a car will be!

All right, seat-harness may save lives and injuries and the wearing of it be disliked by only a minority. But if it is so vital to enforce this apparent safeguard, why are smoking and alcoholism not made a criminal offence likewise? That would save more sad bereavements, release more hospital beds, save more nurses' and

doctors' time, than reducing the effect of road-accidents. Why, then, is it only the vehicle-user who is singled out and subjected to this sort of new legislation? If it is thought so important that we all (or most of us anyway, for there are some odd exemptions), use seat-belts, why are infants allowed to ride on bicycle pillion-seats, no head-gear required, from which a fall could so easily be fatal? To quote but one absurdity. There are so many other dangerous things we are permitted to do, without becoming criminals, that one would not have expected a law to be enacted over conduct that is genuinely pursued by persons who consider that such conduct (i.e., not belting-up) may save his or her life! The times when the supposed risk becomes reality may be few, but the *British Medical Journal* has confirmed that 2 per cent of deaths they investigated were caused by seat-belts.

When this unhappy Bill was first mooted, the President of the National Association of Approved Driving Instructors who presumably knows something about motoring stated in the House that he was against belting-up compulsion because it will abuse the British criminal law and British criminal process. He said he was all in favour of encouraging people to use seat-belts by other means, *as we are*. The Government has been warned of the problems of enforcement, which means that the Act will overload the Courts, waste Police time, and cost the country money, because, unlike crash-helmets, belts cannot be easily seen, especially after dark, and can be quickly fastened by anyone apprehended for not being seemingly attached to his or her vehicle. Bully for the lawyers! Bad for the country, and its vehicle-drivers.

There is also the savage idea of allowing doctors to charge a fee of £19.00 for a consultation with anyone who has good reasons for hoping (what a forlorn hope!) of being exempted from this belting-up.

Although a sufferer from claustrophobia, I shall try on January, 31st, 1983 to comply with the new law, but I may find that I cannot tolerate driving under the new restraints. If that is the case, driving, after 50 enjoyable years, will be over for me. However, I am hopeful that if I carry a sharp enough knife in a car, for use if a belt refuses to release, I may get by . . . but even so, motoring will never be quite the same again. All due to pressure by "do-gooders" on a Government that normally stands firm (Health Service pay rises) but hasn't where the nation's motor-vehicle owners are involved. — Ed.]

Sir,

Having already stated my views on many occasions, having two family members alive today on police evidence *only* because they were not belted-in, I will not bore readers with the same comments. I have however kept cuttings over the past decade vividly illustrating both pictorially and literally how people have needlessly died by belt-wearing. I have repeatedly written to my MP, Mr. Irvine, who in turn has passed on these letters to Norman Fowler, Kenneth Clarke and Linda Chalker, but to absolutely no avail. Mr. Fowler is against compulsion as is the Prime Minister both of whom I wrote to before the last Election, on this and other equally important matters.

Mr. Clarke seemed more interested in following

the crowd — on his bicycle — rather than making a serious attempt on our behalf. Mrs. Chalker is in my view as bad as Barbara Castle and is equally arrogant.

The simple facts are that the "do-gooders" have pressed for compulsion for many years based on false information. I can prove this to anyone like Mr. Lockwood by showing him the make up sheet on the statistics given to me by the DOT.

As a last resort I asked Linda Chalker if she would just ask the police chiefs to instruct their on-the-road officers to report *all* accidents where a car damaged beyond recognition (i.e. where *no one* could possibly survive) had been found *sans* driver, where it was obvious that he or she had escaped certain death by *not* being strapped into the car. Mrs. Chalker refused to do this; it would take up too much police time. I had explained that the figures (her own Transport figures) were suspect and as it was on these figures that the House had been asked to vote for or against the Bill surely she had a moral responsibility to give the public the *true facts*, not a hypothetical assessment which I can prove is the case now.

The reason she is not prepared to do this is because I am convinced the true number of lives saved by *not* being belted-up is far higher than the statistics show at present and would therefore grossly reduce the pro-belters' claim.

Readers may also like to know that you will *not* be allowed to sue the Government, even if you can prove the Bill has caused the death of a loved one or a friend. I have this in writing from the Department. So how can this Bill, which is based on false evidence, be reassessed in three years time if there is no yard-stick against which one can measure the results? I checked the casualties before and after the crash-hat law came into force and, as I had predicted, the casualty rate rose by 31 per cent. The Government were unable to give me figures showing a saving in life because they (the figures) do not exist. Which brings me to my last point. Mr. Lockwood criticises you, on your remark about the profiteering which will undoubtedly ensue from this Bill. May I remind Mr. Lockwood that the crash-hat legislation is making a fortune for the manufacturers, for none of the crash hats to my knowledge are guaranteed, even if not dropped, for more than three years, which means upwards of £40.00 a rider every three years. And you don't call that profiteering Mr. Lockwood? It won't be long before someone in the Government's Spend-Tank will come up with the idea that buckles or belts only retain their strength or wear-resistance for "X" number of years and off we'll go again. I have also predicted that the accident rate will rise with the introduction of compulsion just as it did with motorcycles but I expect the "do-gooders" will see to it that these figures are also kept well out of our reach or just plain overlooked whilst the *alleged* savings will be demonstrably overplayed, as were the two showings of the pro-belt film on the television. I hate to disappoint Mr. Greaves but his optimism on writing after the Bill will do no good whatsoever and even photographs will not deter a Government of whatever colour. You will note that with the possible exception of Norman Fowler, no Transport Minister has shown an active interest in motor cars young or old, or in any aspect of pleasure motoring. Until we can face the Government, and frankly I'm fast *losing* hope of ever so doing, into listening to our case as they would to Arthur Scargill or Moss Evans, then there is little hope. As for the so-called three-year experimental period, I'll give anyone odds that it will come and go just as the "temporary" 70 m.p.h. limit did on the Motorways, and the death

roll caused by idiocy, poor driving and downright arrogance will continue unabated as it has done in Canada and the speed-throttled USA.

Horam HAROLD E. PARKIN
[I am sure that the many people who do not yet use seat-belts will agree — Ed.]

An Invitation

Sir,

May I use your columns to find out whether we can conjure up some of the past! AFN history is being researched by Denis Jenkinson and, hopefully, will be of more than passing interest when the resultant book appears next autumn.

I am hoping we will be able to locate people — probably former AFN employees and customers — who can give first-hand accounts of some of the following and their association with AFN Limited or the Aldington brothers.

Frazer Nash	Standard
Frazer Nash-BMW	Squire
British Anzani	Allgaier / Porsche diesel
Bristol	tractors
Steib (Agricultural & Sidecars)	DKW
Messerschmitt	Auto-Union
De Havilland	Armstrong Siddeley
Invicta	HMS Victory V
Aston Martin	Pinin Farina
	Superleggera

British Body Builders:

Fox & Nicholls	Elkington
Compton	Corsica
Peels	Wylder

Those who can are cordially invited to an evening at AFN Limited on Wednesday, November 17th, at which time we will have a composite video of some of the pre-war British and Continental events featuring chain-drive Frazer Nash and Frazer Nash-BMW 328s, as well as a large selection of memorabilia to ease the conversation. I am sure those who would wish to attend will appreciate we will have problems if we do not know the numbers for whom we must cater, and will be willing to phone our Mrs. Theobald on 01-560 1011 between 9.00 a.m. and 1.00 p.m., giving her brief details of the history to which they are capable of contributing, and asking her to send a specific invitation to gain access on the evening itself. I would be pleased to hear from anyone who could contribute photographs or stories, but cannot attend the evening themselves.

Isleworth J. T. ALDINGTON

Cars on Exhibition

Sir,

The Singer Owners' Club and many other clubs with whom we have discussed the problem are concerned that the proliferation of exhibitions both large and small up and down the country is placing an unreasonable financial burden on club members who are keen to exhibit their cars to the public. These owners wish to exhibit their cars not only for their own satisfaction, but also to further the already sympathetic climate enjoyed by old cars in this country, yet they are generally denied by the exhibition organisers any recompense for their efforts.

Many of these commercial exhibitions are, we are sure, worthwhile and their continuance should be encouraged, but we feel the situation has come to a head with the forthcoming Classic Car Show in Brighton. This is a three-day event necessarily involving hotel accommodation for members exhibiting their cars, besides the cost of insuring the cars whilst they are on the exhibition premises, the cost of providing electricity on each stand, and the cost of providing even the simplest stand furnishing. At the most conservative estimate this must amount to £350 for each club.

The Singer Owners' Club have asked the organisers of the Brighton Classic Car Show for a token contribution towards the cost of providing three cars for public exhibition for three days, but so far any contribution has been refused.

The success of the Classic Car Show, and the success of other shows throughout the country is due in large part to the efforts of the members of the one-make car clubs who work so hard to make available the beautiful cars the public pay to see. We ask for the support of other exhibiting one make clubs, and the sympathy of the paying customers who should be aware that these exhibitions are only possible because the members of our clubs give their time and effort at their own considerable expense.

Woodham JOHN OLIVER
[We have never encouraged these shows of static old cars, preferring to see them in action at VSCC and other clubs' fixtures and fearing an element of "Show Biz" if not Big Business. But for those who enjoy them the Singer OC's point is valid. — Ed.]

Mini Design

Sir,

In drawing attention in your September Editorial to the fact that the Mini was not entirely the brainchild of Alec Issigonis, as it would not have been possible without Alex Moulton's ingenious suspension systems, you effectively credit Issigonis with the rest of the design features. In doing this you completely overlook the fact that DKW were in production with a transverse-engined front-wheel-drive car nearly thirty years before the advent of the Mini in 1959, and doubtless it was not original even then.

Puckeridge M. C. JACKSON
[The DKW had a transverse two-cylinder two-stroke engine driving the front wheels, which may or may not have influenced Sir Alec in his later concept. But whereas he dispensed with a separate gearbox and employed a transverse power-pack to increase passenger and luggage space in the very compact, short-wheelbase Mini Minor, DKW definitely did not use transversity to this end; their spacious saloons were so by reason of a long wheelbase for such a small-engined car. And what of Sir Alec's very small round wheels, side radiator, adaption of Alex Moulton's ingenious rubber suspension etc.? — Ed.]

Reversed Engines

Sir,

In the article Vintage Aircraft and Cars at Finmere in your Sept. issue it was mentioned that the FWD Alvis engine ran the opposite way to normal. There was another famous car with the engine running the opposite way: the Citroën FWD 15/six G (G for gauche) built from 1937 to 1946/47. At this time to the end of its production the 15/six got a clockwise turning engine and became the 15/six D (D for droit). As one could presume, neither the engine of the 15CV "Rosalie" nor the six-cylinder engine of a commercial Citroën was put the wrong way round into the front-wheel-drive car, as the exhaust of all engines was on the same side. The my knowledge nobody — the Citroën historians included — knows today why the first 15/six engine ran the wrong way. But maybe one of your readers would?

Always hopeful to find MOTOR SPORT every month in my letter-box.
Pt. Lancy, Switzerland K. BEDDIG

Mineral Extraction at Brooklands

Sir,

It was announced at the recent Brooklands Society Reunion in June that the purchase of the "40 Acres" site at Brooklands by Gallaher Ltd. has greatly furthered Brooklands Track Ltd.'s plan for the establishment of a living museum of transport. This museum will go a long way towards safeguarding the heritage of Brooklands for the nation. The "40 Acres" site includes the Clubhouse, Members Hill and Members Banking on the Weybridge side of the River Wey.

Just across the river on the Byfleet side of the Track lies the large grassy open space Runway area familiar to Reunion visitors and those who know the Track alike (and incidentally featured in the current Leyland TV commercial). Sadly it has now also become familiar to the dead hand of bureaucracy which has incorporated the entire 131 acre historic site into the recently published North West Surrey Minerals Extraction & Restoration Plan. The plan also covers a number of other NW Surrey sites and says of Brooklands — "There are no overriding objections to mineral working on this site . . .". Both The Brooklands Society and Brooklands Track Ltd. beg to differ!

Publication of this Plan has caused such an uproar in the local community that a public enquiry was held commencing mid-October in Chertsey. As anyone who lives near a sand and gravel pit will know only too well, the damage done to the environment is irreparable and the pit itself is noisy and very messy. Worse still in Brooklands' case, the pit if allowed would be a permanent disaster to the motoring and aviation heritage of this country. Brooklands, the first motor racing track in the world and birthplace of British aviation, surely deserves a better fate than this?

A strong case against mineral extraction has been prepared for presentation to the Enquiry. But it will very greatly strengthen our case to show that support for us is large and not just confined to the Weybridge area. May I therefore appeal for the help of your readers? Please write to me stating briefly that you oppose mineral extraction at Brooklands. The address is: c/o Rees Brothers, Elms Road, Aldershot, Hants.

This plan must be stopped, and with your help it can be done.

Aldershot A. N. CHILD

BOOK REVIEWS — continued

and the cars and other vehicles to be spotted in the backgrounds to his photographs. He now offers "Bristol As It Was — 1960-1962" and although the motoring aspect is not as historic, obviously, as in the earlier titles, his own Ford Anglia, Jaguar Saloon and Ford Consul appear in 13 of the shots and one sees post-war Armstrong Siddeley, Austin Westminster, etc. in others of the 268 pictures, which are directed at those interested in the history of the City of Bristol in general. Aspects such as the removal of the roundabout by St. Jude's Church in 1961 and the installation of parking-meters at Castle Street and Castle Green in the same year are cases in point. Unfortunately, in nine instances picture-captions have been rendered unreadable by the binders, so an Errata slip which also contains six corrections to other captions has had to be included. It is fun looking at history in this way, spotting the cars in use in those early 1960s, and seeing the comparatively untroubled traffic conditions. The book can be had for £5.90 direct from the author, at 23 Hyland Grove, Henbury Hill, Bristol 9, on mentioning MOTOR SPORT. — W.B.

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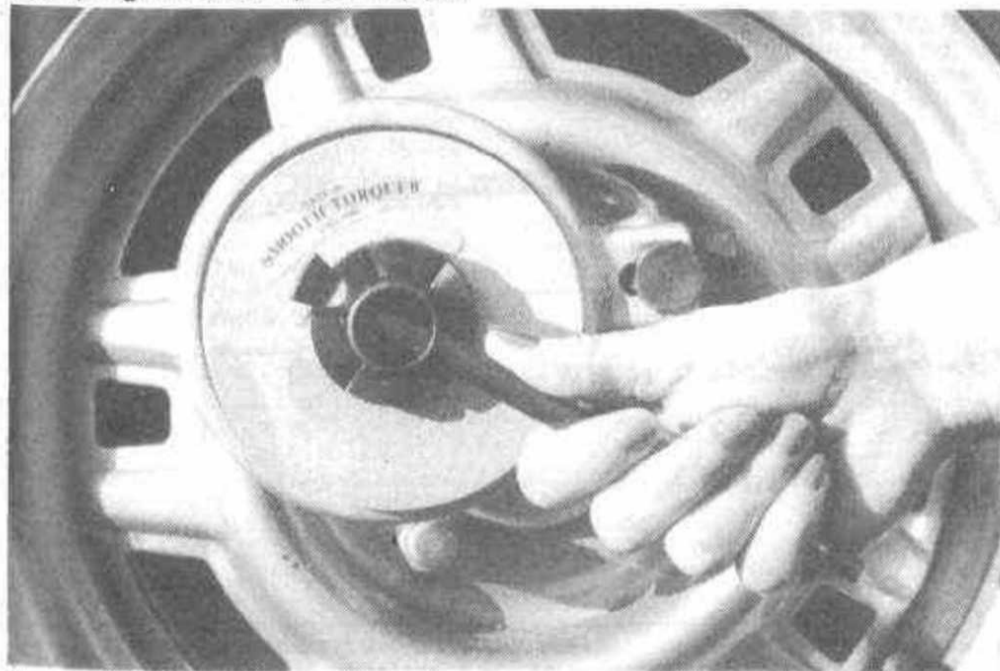
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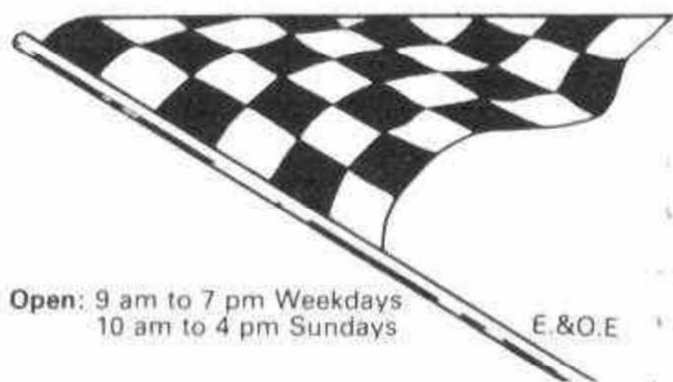
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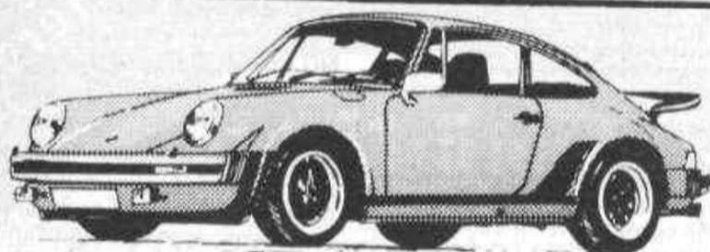
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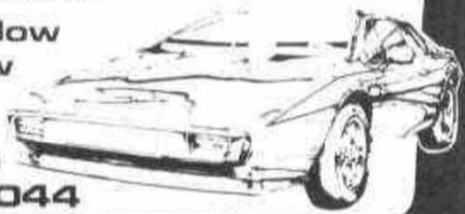
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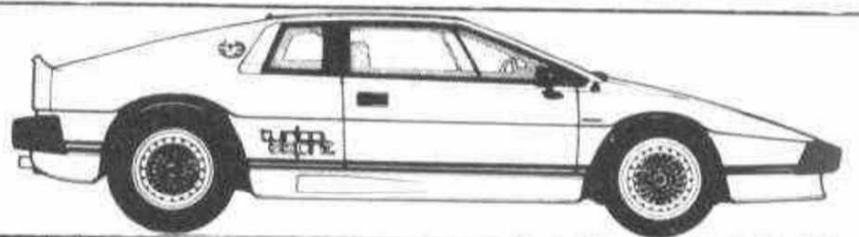


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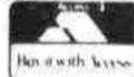
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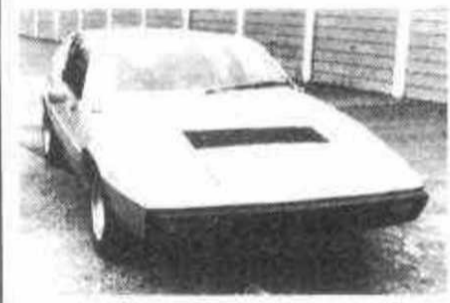
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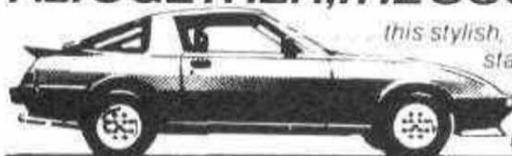
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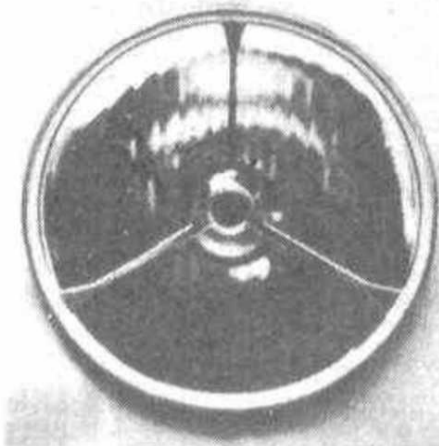
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82 (X) TVR TASMIN. 2.8 Conv., red, 3,000 miles, champagne / caviar trim. **£10,995**
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1980 DATSUN 240K GT. Silver, sunroof, electric windows, power steering, 15,000 miles. **£3,095**

1980 LOTUS ELITE 501. In Caribbean blue with champagne leather trim, one owner. **£9,995**

1980 TRIUMPH TR7 CONVERTIBLE. In Ferrari red, blue trim, radio cassette, 25,000 miles. **£4,495**

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1981 X TVR TASMIN 2.8. In carmine, sunroof, one owner, 6,000 m. **£10,495**

1980 BMW 635CSi. In graphite metallic, sunroof, electric windows, full black leather, full spec., 24,000 miles. **£13,995**

1980W SUZUKI SC100GX. In silver, beige cloth, radio, tinted glass, two owners, 19,000 miles. **£2,295**

1978 MERCEDES 350 SE. Auto, met. gold, P.A.S., sunroof, alloy wheels, 1 owner, 40,000 miles. **£8,695**

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1978 TVR 3000M. In British Racing Green, cream model band, vinyl roof, sunroof, tan trim, one owner, 16,000 miles. **£5,595**

SCIMITAR GTC CONVERTIBLE 1981X. Overdrive, red with gold model band, black cloth interior, one owner, supplied by us new. **£9,495**

1980 DATSUN 280ZX AUTOMATIC. Black, beige cloth trim, electric windows, one owner. **£4,995**

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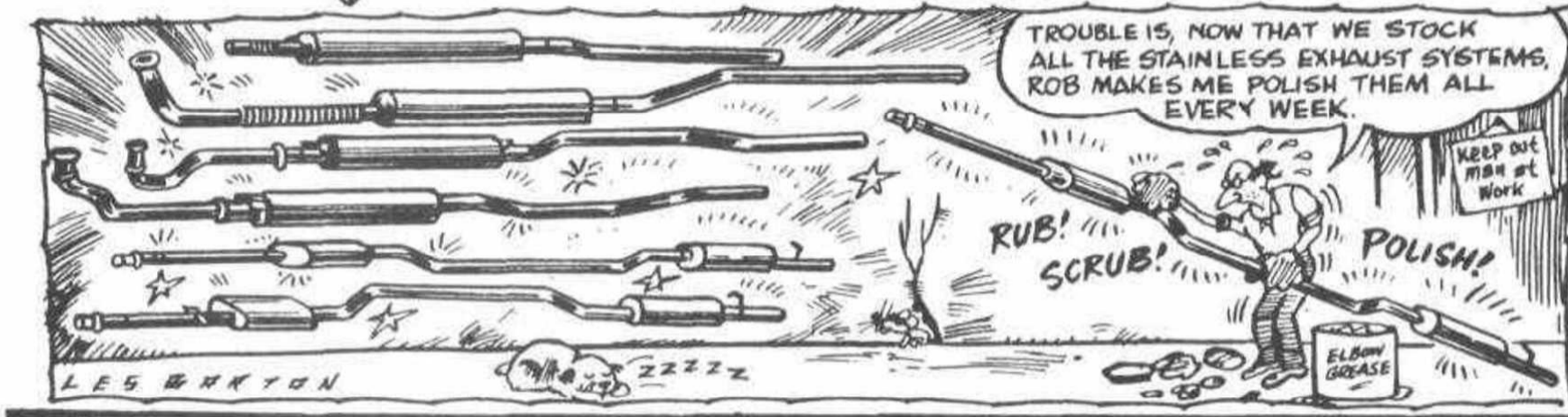
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FOR SALE—continued

MAZDA RX7 MkII, Sports Coupe, 1981 X, in stardust blue with black trim, 10,000 miles by one careful owner, £6,895 o.n.o. Part exchange considered. Tel: Sheffield (0742) 489306 or 482330. (38867)

MG J2 1933, very sound and original, M.o.T. 11 months, £3,250, also 2 J2s 1933 for restoration, £1,500 and £2,250. Barry Bone, Quoins, Castle Lane, Steyning, Sussex. Tel: 0903 813355. (38868)

BMW 3Si ESTATE, M-Reg, manual, former property of King Constantine of Greece, maintained by BMW mechanic, strengthened rear shock absorbers, engine rebored approx 10,000 ago, just repainted, true 100 mph station wagon with fantastic acceleration. Tel: 01-869 6671 day, 01-727 7850 evening. (38869)

EXPORT PRICES. Both left hand drive UK use, 30% ext, Lada, 80, 10,000 km only, excellent, radio, front winch £1,850, Mercedes 200D Diesel, auto, PAS, sunroof, 78'9, £3,300, no offers, no time wasters please. Trade sale, AA RAC Welcome, or both exchange Mercedes 240D, Jeep. Tel: 01-385 6342 evenings. (38870)

RILEY RME 1 1/2, 1954, exceptional throughout, gleaming black paintwork, new roof, original log book, 12 months M.o.T., quick sale, £1,550 o.n.o. Tel: 0278 784712 (Somerset). (38876)

JAGUAR 2.4-240, 1969, manual overdrive, 1 year M.o.T., good condition, new clutch, usual extras, £900. Tel: Harrison, Wells, Somerset (0749) 72453. (38877)

MINI-COOPER Series II 1969; 1 owner, 41,000 miles, radio, T&T, possibly the most original, Mint example in the country, investment bargain £1,250. Tel: 0222 707095. (38879)

FOR SALE—continued

BMW B7 ALPINA, 150 m.p.h. turbo, 1980 6 series coupe, every conceivable extra, £16,950, HP and Part Exchange possible. Tel: 0296 32881 business hours or 02403 22796 home. (38873)

MORGAN 4/4 2-str., 1980, V-Reg, red, w/w, stone leather interior, very many extras, 22,000 miles, one owner, £7,000. Tel: Swansea 205866 evenings or weekends. (38874)

LEA FRANCIS 14 hp sports, Chassis No. 3400, first reg 1949, over the past 12 years reconditioned throughout mechanically, body requires slight cosmetic treatment to make show condition, ex-works car having been used for some shows and competition history in early life, see The Lea Francis Story, page 124, bodywork red, interior black, present owner 10 years, £3,950. Tel: Gt. Dunmow 3576. (38875)

BENTLEY MKVI first reg 1948, chassis No. 83608H, fitted Freestone & Webb saloon body No. 1390, see Rolls Royce book, page 35-37, car specially ordered for Mr Fox of Fox's Glacier Mint fame, before completion was converted into an estate car by Harold Redford but retaining the saloon body lines the only known example, colour elephant grey with maroon leather interior, both in very good condition, over the last 3 years extensive rebuild including chassis, engine, electrics, recorded mileage under 78,000 £5,950. Tel: Gt. Dunmow 3576. (38875)

BMW 3.0 CSI Coupé, Aug. 75, maroon metallic, 52,700 miles, one previous owner, full service history, good condition, electric sunroof, special registration, 165 BMW included in £3,375. Tel: 021-707 3050 (office) 021-440 4133 (home). (39054)

FOR SALE—continued

1930 VERNON Derby Sports, Riley engine, excellent condition, suitable most VSCC events £6,650. Also restorable BMW 327 80. Tel: Warkworth 3396 after 6pm. (38881)

1929 LAGONDA 2-litre speed model, low chassis tourer, original near concours example, £11,850, part exchange considered. Tel: Wolverhampton 771821 (Office). (38878)

VOLVO 1800E, J-Registered, metallic gold, tan interior, 31,750 miles, M.o.T. to September 1983, serviced by Volvo engineer, present owner last 9 years, £4,000. Tel: Worksop 730674. (39055)

JAGUAR 3.8 Mk 2, g.sand, w.w., p.d., no rust, 1 window, 1 seats, considerable money spent, a very desirable example, low mileage, must sell, details and photo. Tel: Market Harborough (0858) 65980. (39043)

LANCIA 1300, twin cam Beta coupe, 1981, white, blue trim, 3,000 miles, 5-speed, sunroof, radio etc. as new, £3,500. Tel: 01-736 1012. (39046)

MGB Reg. No. 5 HAC, 1963, white, hard and soft top and ton. cover. Offers. Tel: 01-736 1012. (39048)

LOTUS SUNBEAM, 1980, 27,000, sunroof, stereo radio - cassette, rustproofed, serviced, £4,295. Tel: 01-346 8251 1478. (39047)

ALFA ROMEO Spider Veloce 2000, 1972, yellow, new tyres, battery, M.o.T., excellent condition for year, best offer over £1,500. Tel: Southampton (0703) 769321. (39053)

BRISTOL 410 1968, sunroof, stereo radio - cassette, excellent all round condition, reliable and easy to maintain, recent stainless steel exhaust system and new shock absorbers fitted, £3,950. Tel: 0901 30328 (Nr York). (39039)

FOR SALE—continued

FERRARI 308 GTB. Last of the quick carburettor model, 1981 X this is a one owner car, only 10,000 miles, H. R. Owen bought and serviced and absolutely perfect in every respect. £16,950 P.ex. poss. Tel: 0206 298567 (Essex). (39030)

SPECIAL EDITION No. 964, Renault 5 Le Car, 1979, personalised No. plate, 73 JBC, one lady owner, low mileage, excellent condition, £2,500. Tel: Leicester (0533) 825135. (39040)

1955 ALVIS TC21 100, mechanically sound, bodywork requires attention, engine rebuilt before storing, £650. Tel: Thorburn 0327 51133. (39041)

PANTHER LIMA, gold bronze, 31,000 miles, leather seats, chrome wires, stereo radio, cassette, electric aerial, hood, tonneau, door speakers, T-Reg., £4,200 o.n.o. Tel: Poole (0202) 679790. (39042)

LOTUS ELEVEN Mk. 1, 1966, Le Mans specification, 1098 c.c. Coventry Climax engine re-built by Robin Longden, M.G.A. twin-cam straight cut gear-box rebuilt by Jack Knight, De-Dion rear axle. All new Girling shock absorbers, Re-built wheels with new tyres, re-wired, new exhaust system, new body by Williams and Pritchard, the car has been re-built from the ground up and is ready to go. £8,750 o.n.o. p. ex. Tel: 01-399 6633 evenings 01-398 77201. (38912)

RILEY 12/4, 1936, special reg. No. 2 6603, successful and reliable car, engine just overhauled and ready to go, pre selector box, price with spares and new trailer, £3,450. Tel: 0762 89 294 after 6 p.m. (38666)

LOTUS ELAN - 2s 130.5, 1974, N-Reg., one of limited edition in J.P.S. colours, only 25,000 miles, immaculate, £4,500 o.n.o. Tel: Rugby (0788) 815656. (36006)



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- 1978 MORGAN 4/4 4-seater. Maroon, aluminium body, tan leather upholstery, 13,000 miles. £6,750.
- 1977 MORGAN PLUS 8. Ivory with black leather upholstery, r/s, 5 speed gearbox, 36,000 miles, excellent condition. £6,950.
- 1980 MORGAN 4/4 2-seater. Ferrari red, w/w, stone leather upholstery, r/s, door handles. £7,300.
- 1980 MORGAN +8. Ivory with red leather upholstery, aluminium body, rollbar, every conceivable extra. This car must be seen to be fully appreciated as it must be one of the finest +8's in the country. £9,650.
- 1980 MORGAN 4/4 4-seater. Silver fox, black leather upholstery, w/w, radio, luggage rack, r/s. £7,500.
- 1979 MORGAN 4/4 4-seater. Dark brown, stone leather upholstery, door handles, r/s, stereo, luggage rack. £6,850.
- 1965 MINI MOKE. White with Corbeau GT racing seats, 19,000 miles from new, aluminium wheels. £1,850.
- 1977 MORGAN 4/4 4-seater. Morgan Royal Ivory, black upholstery, head rests, w/w, luggage rack, r/s, one owner from new, 45,000 miles. £5,950.
- 1975 MORGAN 4/4 4-seater. Red, black leather upholstery, r/s, d/h, 1 owner from new, 46,000 miles. £4,850.
- 1981 X REG. MORGAN 4/4 2-seater. Royal Ivory, black upholstery, w/w, 6,500 miles from new. £8,250.
- 1980 RANGE ROVER. Blue, full option pack, brown interior, r/s d/h, 1 owner, 26,000 miles. £8,150.
- 1978 T reg. MGB GT. Yellow with black vinyl sunshine roof, r/s, 1 owner, 14,500 miles from new. £3,950.
- 1968 MORRIS 1000 two door saloon. Blue with blue upholstery, 2 owners, 42,000 miles, immaculate condition. £1,650.

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We would like to dispel any doubts as to the validity of the rumours that were rife at the "Motor Show" of a new model Morgan about to be announced. A normally "well informed spokesman" had apparently leaked the details of a new 4-seater convertible powered by three twin turbo-charged "Wankel" engines, with electro-magnetic linear sliding-pillar suspension, dual on-board digital computers, a new satellite laser direction indicator, an extremely subtle hydro-pneumatic steering design continually monitored by triple micro-processors, and a talking clock. The electric folding hood had automatic trim tabs to avoid possible self-destruction at continuous speeds over 165 m.p.h., and a reversed hydraulic ram which stopped the revolutionary sidescreens from bowing out at the estimated top speed of 210 m.p.h. The feature which interested most motoring journalists was the dash mounted, colour coded micro-chip that permanently monitored the extent of death watch beetle damage to the all new carbon fibre reinforced ash frame. And they say Morgans never change; they are right and we are glad. The following is a small selection from our usual stock of 10,000 cars. A 1982 Morgan plus 8 with all black ally body and stone leather interior, radio stereo and only 3,000 miles. A 1980 Morgan plus 8 in silver and black with black leather interior which has covered a genuine 1,800 miles, we know because we supplied it and have done the

only service needed so far. This is in the midst of a mountain of red-tape and bureaucratic mumbo-jumbo trying to retain its personal number, this will no doubt be resolved by the end of the century. A 1978 Morgan plus 8 in brown with stone leather interior, a 1977 Morgan plus 8 in red with black ambla and 28,000 miles. This was one of the first five-speed models, and represents very good value. A 1973 Morgan plus 8 in British Racing Green with stone leather, Rover box and 42,000 miles. Both our 1981 Morgan 4.4's have been sold, but we will have a 1982 4.4 2-seater in ivory with black ambla and wire wheels; this will have covered less than 2,000 miles by the time it gets here. A 1978 4.4 2-seater in red, steel wheels, and 22,000 miles. A 1977 4.4 2-seater in bright yellow, steel wheels and 40,000 miles, and a 1972 4.4 2-seater in indigo blue with wire wheels, 61,000 miles and a new engine recently fitted. In 4-seaters we have a 1982 "X" registered model in charcoal grey with grey leather interior and wire wheels, a 1979 4.4 4-seater in ivory with blue leather interior and wire wheels, which has covered 22,000 miles. A 1976 4.4 4-seater in yellow with wire wheels and a comprehensive service history, about 4,000 miles on its new engine. Finally a 1970 Morgan 4.4 4-seater in orange with steel wheels and black leather interior. We would love to buy some really nice original early plus 8's (Moss box) and 4.4's Please phone.

Morris Stapleton

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FOR SALE—continued

PIERCE ARROW Open Two Seater, 1925, mint, impressive vehicle with dicky seat and Golf compartment. AC Sociable, 1913 in good running order with logbook etc. Tel.: Netherlands 40-118900. (38563)

VOLKSWAGEN CABRIOLET 1979, 5,000 miles since new and now in daily use. Absolutely mint or interesting part exchange. Donnet Zedel 1 ton Truck, 1924 write for photographs, PO Box 198 Eindhoven, Netherland. Tel.: 40-118900. (38564)

1936 TRIUMPH Vitesse 14.60 sports saloon. Immaculate, alloy body, wire wheels. Registered pre-war Triumph Owners Club. Vintage winner. Many spares, year's M.o.T. £2,500. Tel.: Blackburn (0254) 48058 evenings. (38605)

DAIMLER 250 V8, 1968, 66,000 miles, taxed, year's M.o.T., excellent condition. £1,950. Tel.: Sedgfield 21777 evenings. (38606)

MORRIS MINOR, 1961, Clipper blue, matching blue interior, excellent original condition, one owner from new, genuine 58,000 miles. Regularly serviced, well maintained, must be seen. Reluctant sale, retired pensioner, full M.o.T. £1,350. Tel.: Coventry 454341. (38608)

FERRARI 365 GT 2+2, 1969, Red, left-hand drive, air conditioning, beautiful collector's car. £7,500 o.n.o. Tel.: Quorne 42021. (38610)

MORRIS MINOR Convertible 1956, Series II, Taxed, M.o.T. 1983. Good condition. Offers. Tel.: Exeter (0392) 59610. (38611)

JENSEN INTERCEPTOR MK III, '73 L T&T Metallic blue, cream leather, new gearbox. Everyday use. £2,300 o.n.o. Tel.: Amlwch 830627 (N. Wales). (38612)

1947 SINGER 9 Roadster. Rebuilt engine, new hood, good body, interesting car, lots of spares. £1,500. Tel.: Stoke Gabriel (086 428) 240. (38613)

FORD 10 "C" TYPE, Deluxe, 1936. Outstanding condition. M.o.T., taxed, spares included. £2,000. Tel.: Gosport 07017 24322. (38619)

MORGAN 1962, Series III, 2-seater, wire wheels, BR-Green, genuine 16,000 miles abroad. Garaged since August 1977 in UK, M.o.T. until May '83. Located Didcot. To view Tel.: (0235) 817381. (38680)

BMW 2800 CS Coupe. Metallic blue, 1972, in pristine condition after recent refurbish. £2,750. Tel.: (0924) 464696 (West Yorkshire). (38681)

COOPER FORMULA TWO Racing Car. Leaf sprung rear, complete with Climax FPF engine in bits and correct ERSA gearbox. Easily restorable for historic racing. Circa 1957-8. £10,750. Also Lotus Eleven Club. Nicely restored Climax FWA engine, aluminium bodywork. Very original. £5,950. Road legal. Tel.: 095 44455. (38683)

CORTINA 1600E, J Reg., 56,000 genuine miles, v.g.c., gold metallic, M.o.T., two owners. £900. Tel.: 902 4779. (38685)

BENTLEY 4 1/4 Vanden Plas Pillarless Saloon, 1936, dismantled for rebuild, complete. £2,000. Also Mk VI Special, two-seater open sports body, 4 1/2 litre engine with spare 4 1/4. £6,500. Tel.: 0373 61072. (38689)

TALBOT SUNBEAM LOTUS, November 1980, 32,000 miles, perfect condition, extras include spotlights, sunroof, tow bar, new Pirelli tyres, stereo, radio, cassette, four speakers. £4,750 o.n.o. Tel.: Mr. Cowley on Tunbridge Wells 37055. (38690)

E-TYPE JAGUAR, 1971, 4.2 FHC, blue, 26,000 miles, full history, Ziebarted from new, immaculate. £5,750. Tel.: Haslemere 2555. (38691)

FOR SALE—continued

LOTUS ELAN SPRINT, 1971, good condition, new chassis, M.o.T., one owner from new. Offers over £3,000 considered. Tel.: High Wycombe 24597. (38704)

RILEY 12.4, 1935, nice example of lovely Kestrel, fast, reliable, p.v.t. motoring. £2,000. Tel.: 0792 472380. (38705)

VW GOLF GLI Convertible, silver, 22,000 miles, super car cherished by elderly owner. 1980(W), £5,100. Tel.: Bolton (0204) 46370. (38706)

FERRARI 246 GT SPYDER, 1974, uniquely finished in original rosso bordeaux, genuine 32,000 miles, Campagnola wheels, factory flared arches, Daytona seats, headlamp fairings, new XWX tyres and exhaust, positively the best on offer. £12,000. Tel.: 0602 893433 at weekends and after 6 p.m. Weekdays. (38698)

TVR TAIMAR, 1978, 24,500 miles, yellow with brown modelband, cloth interior, sunroof, radio, four new tyres, absolutely immaculate. £4,850 o.n.o. Tel.: Bishops Cleeve 850387. (38701)

STAG, 1972, manual, overdrive, white, hard and soft tops, low mileage, new tyres, brakes and battery, good condition. £1,495 o.n.o. Tel.: Winkfield Row 685352. (38702)

BRISTOL 410 (1968 TLNIG), A really good car and ex-concours winner. £3,950. Tel.: 01-228 2432 business hours. (38703)

BIG HEALEY MK II 2-2, 1961, three carb, blue cream wire wheels, overdrive, new engine, tyres, brakes, present owner seven years. £3,750 o.n.o. Tel.: Frimham 2891 (Surrey). (38693)

SUNBEAM H120 FASTBACK, 1969, rebuilt over six years to near concours, very rare car, one of the best. Offers around £3,000. Tel.: 061 336 9154. (38694)

TRIUMPH 1200T "Mayflower" Saloon, 1952, very good condition, M.o.T. to February 1983, stainless steel exhaust, many spares. £1,500 o.n.o. Tel.: Leigh (0942) 673451. (38695)

FERRARI 308 GT4, 1979, V-Reg., 21,000 miles, gunmetal, red leather, air conditioning, stereo, factory wide wheels, immaculate, full history. £9,250. Tel.: Horsham 54269. (38696)

FERRARI DINO SPYDER 246, 1973, red with beige, derusted and mechanically very sound, good synchro and oil pressure, stainless steel exhaust, electric windows, radio, bills and history, owned and loved by me last five years. £9,250. Tel.: 01-727 1995. (38697)

PORSCHE TARGA SC, 1978 model, metallic silver, 54,000 miles, kept as a Porsche should be. £9,250. Tel.: Monmouth 0600 2770 (evenings). (38698)

ASTON MARTIN DB2/4 MK2, 1957, FHC, only 34 made, M.o.T. and taxed, used daily, mechanically good, fitted front disc brakes, twin exhausts, hydraulic clutch, very good interior, sound bodywork, history and four owners from new, very rare, pretty and original. Offers based on £5,300. Tel.: 038674-660 (day) or 038674-568 (anytime). (38689)

PORSCHE 911S COUPE, 1972, 2.4, electric s r & w's, Recaro manual five-speed, recent engine rebuild, new XWX tyres, low rim, superb condition, WBN 22. £4,495. Tel.: Bloxwich 75046. (38686)

TALBOTS 1934, 95 complete, less body 1933 105 DHC, very elegant, partially restored but less engine and gearbox, many spares. Both for £5,750. Tel.: 0873 5584. (38688)

MG MIDGET, TC, in good condition, Reg. 1947. Tel.: Peterborough 210186 evenings. Best offer secures. (38882)

FOR SALE—continued

AUSTIN 7 De Luxe saloon, 1934, original fittings, carefully maintained, recently overhauled. Bargain. £2,500 o.n.o. Box No. 6716. (38883)

JAGUAR XJC, Automatic, limited edition, white black roof, white wall tyres. Usual extras. £3,200. Tel.: 0203 466803 evenings. (38884)

TVR TURBO CONVERTIBLE, 1979 metallic blue beige, 27,500, every extra, outstanding condition. £7,850. Poss. p. ex. Tel.: 062982 2410. (38886)

FERRARI 308 GTB, Red Magnolia, 1977, unmarked fibreglass model, genuine concours example. £10,450. Tel.: Wirksworth 2410. (38888)

SUNBEAM ALPINE 1962, overdrive, dark green with black interior. £725. Tel.: Lymington 682736 evenings. (38887)

DAIMLER-JAGUAR V8, 1966, retired doctor's car, one owner, only 37,000 miles, superb condition. £2,800. Tel.: Ascot (0890) 26466. (38888)

JENSEN INTERCEPTOR III, 1973, surely the most practical of the supercars, and a fraction of the cost of anything remotely similar. Mine is mustard with beige leather, air conditioning and Wolfrace, 10 months M.o.T. and tax, beautiful. £3,395 o.n.o. or exchange straight or down for Elite, Capri, Gilbern etc. Tel.: Southport (0704) 68427. (38889)

N-REG LANCIA Fulvia 53, 1296 Rallye Coupe, maroon, 40,000 miles, one owner, immaculate condition, M.o.T. April 83, 2nd car. £1,200 o.n.o. Tel.: 051 342 7437 after 7 p.m. (38890)

ALVIS SPEED 25, rare, 1939, drop head coupe, good condition, offers over £10,000 invited. Tel.: 01-543 3556. (38891)

VAUXHALL CHEVETTE H.S. 2300, 1979, 21,000 miles, radio, new tyres. £3,950 o.n.o. Tel.: (0582) 56604. (38893)

BULLNOSE MORRIS Oxford four seat tourer, 1923, very original, claret, black, excellent condition, tax. M.o.T. £5,250. Tel.: 061 427 1876 (Plus 4). (38894)

LEA FRANCIS 2 1/2 Sports, 1950, blue, retrimmed leather interior, new hood. £2,250. Tel.: 061 427 1876 (Plus 4). (38894)

RILEY 2 1/2-litre, 1951, short chassis Roadster Special, modified chassis, alloy body, full length tray, uses all 2 1/2-litre parts, but styled on Sprite. BMW 328 Properly engineered and finished, very attractive car, ivory red trim. £3,500. Ramsay, 2 Easter Comton Road, Causewayhead, Stirling. Business: Beltshill 747131. (38895)

ALFA ROMEO 2000 CTV SE, 1975, classic Bertone design, dark blue body, light tan vinyl top and interior, sunroof, original alloys, Pioneer, immaculate. 54,000 miles. £1,500 o.n.o. 01-636 3456. (38897)

1983 ROLLS-BENTLEY Flying Spur, 4 door, regal red, sound condition, offers over £12,000. Tel.: 235 7417, 834 7500 evenings. (38898)

ELAN 1967, S3SE DHC, white, very original car in good condition, £1,950. Dolomite Sprint 1981, red, overdrive, one of last made, high mileage hence £2,350. Tel.: Harrogate 711203. (38899)

WOLSELEY 1500, black, 1954, running, no M.o.T., for spares and number plate ME 4563 Foxley, Achaphubuil, by Fort William. Tel.: 0397 7 775. (38902)

GT6 NOV 73, 42,000, one of the last, recent mechanical rebuild, v.g.c. £2,500. Tel.: 022 16 6736. (38860)

MINI COOPER MKIII 1971, collectors car, one of the last and best, super condition, factory standard, £2,000. Tel.: 0491 641275 evenings. (38748)

FOR SALE—continued

BENTLEY CONTINENTAL 2-door Mulliner S2, regal red, black interior, warranted, 97,000 miles since new, stored and unused last 8 years. One of the lowest mileage 2 doors in existence. Excellent condition. £12,500. Tel.: Byfleet 47853. (38900)

FERRARI DINO 308 GT4, 1978, private plate OFB 598, absolutely stunning in metallic steel blue, stereo, air conditioning, electric tinted windows, new clutch just fitted, low mileage and superb 1979 condition. Justify price of £7,500. Possible part-exchange BMW 733i of XJS. Tel.: Luton 28423 weekdays. Eaton Bray 221010 evenings, weekends. (38903)

FERRARI DINO 246 GT, Dec 72, red, black trim, 42,000 miles. £5,750 for quick sale. Tel.: 021 705 6029 (Solihull). (38905)

COOPER 500 Historic racing car Mk. VII, 1952, well known, very competitive, JAP engine ready to race. £5,000. Wigglesworth, Old Century Cottage, Axley, Buckingham. Tel.: 02806 231. (38906)

SUPERB ASTON Martin DB 2 1/4, 1956, Mk. II, big valve L1 head, 3 SU's, Power Alfins, oil cooler, Kenlows, S-S silencers, new carpets, headlining, Cinturatos, oil pressure 60 at 4000, excellent body, winner and fastest lap 3-litre class 2, Aanyvoort 1959. One owner last 10 years. No joy riders. £6,500. Nutley 2855. (38907)

REPCO BRABHAM BT31 works car constructed in 1968 for the 68-69 Tasman series. Contested only one Tasman race due to late arrival in Australia. Raced only twice both times by Sir Jack Brabham, Feb 1969 Sandown Park Aust (Tasman Race) and in April 1969 at Bathurst Australia. After the Bathurst event a mockup engine was fitted and the car was displayed at Expo 70 in Japan. The car has been kept in storage ever since and only displayed on 2 or 3 occasions. The car is as raced and still fitted with the Bathurst gear ratios and the high wing. The engine is a mock up but supplied with the car is a large number of Repco Brabham V8 spares. Being the only BT31 ever built and having only Sir Jack Brabham as driver, this car without question is one of the world's rarest racing cars. For genuine sale \$40,000 (Aust). Rodway Wolfe, Box 16, Metung, Victoria, Australia 3904. Tel.: 051-562455. (38904)

BMW 2002 Cabriolet, M-Reg, primrose yellow, M.o.T., 60,000 miles, radio, in superior condition throughout. £2,250 o.n.o. Tel.: Warthing 201495 209924. (38910)

LOLA T70 Mk2, 1965, road registered Spyder, very fast, road and race wheels and tyres, other spares. A40,060. Tel.: Melbourne, Australia 439 9314 or Telex AA34524. (38884)

HALEY TICKFORD, 1951, very rare 2 1/2 litre sports coupe, offers invited for quick sale. Tel.: 0754 890695. (38861)

HILLMAN 14 Saloon, 1930 complete and unrestored, stored since 1961, very sound, easy restoration, lots of literature, a genuine vintage car for £800. Located West Midlands. Tel.: Ditton Priors 501 weekend or evenings. (38864)

MORGAN 4/4 1982, red, 1,474 miles, wire wheels, reclining seats, head rests, door handles, underseal, bonnet strap, nearest to £9,000 secures, replies to Box No. 8715. (38866)

PORSCHE CARRERA GT Replica, 2.3 litre Porsche 924, fitted with Carrera GT bodywork. W-Registered, but left hand drive, hence only £7,950, hire purchase and part exchange welcome. Tel.: 0296 32881 business hours or 02403 22796 home. (38873)

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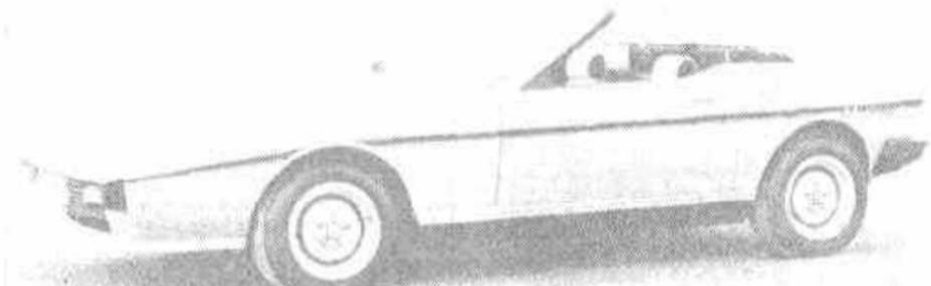


John Britten



If Guy Fawkes had bought a car from us, He could have avoided all the fuss. After planting the bomb under Parliament He could have made a hasty ascent into a Morgan or TVR and, headed for the nearest "Ye Olde Bar" But we weren't around then anyway So GF was hung — It just wasn't his day

Firing off this month's "witty preamble" let's start with November's shooting star — an absolutely superb 1976 Lancia Stratos, ice cream (Pistaccio) chrome suspension, eat your dinner off the engine (it takes all sorts), 10,000 miles, only the brave and well heeled need



apply. Recovering from a trip through the stratosphere we come down to earth with the somewhat less exotic but still highly desirable TVR Tasmin Convertible. Fresh from a very successful Motor Show, we are now well in the swing of taking orders for 1983, so avoid disappointment, get your order in early before TVR forward ordering begins to emulate its Morgan counterpart. Phone us for more details of the 1983 model TVR's — you will be pleasantly surprised with our Best Of Britten deal. Moving along to our little used and never abused cars, we have the following on offer: top of the pile is our beautiful 1982 Morgan +8, Imperial Crimson, stone leather interior, with matching hood and sidescreens, Motolita woodrim steering wheel, 1,200 miles from new, absolutely immaculate inside and out and for sale at a not unreasonable price, bearing in mind the



six year waiting list. Equally pristine, 1981X Morgan +8, charcoal, blue leather trim, door handles, 4,000 miles, supplied and serviced by our good selves, as good as new. 1980W Morgan -8, metallic green, brown leather, 14,000 miles, one owner, alloy body and wings, has come home to roost. 1978 Morgan +8, Imperial Crimson, stone leather matching hood, sidescreens and tonneau, alloy centre section, 20,000 miles, once belonged to famous rally driver, however guaranteed never used on RAC Rally. 1977S Morgan -8, Deep Brunswick Green, black leather trim, 24,000 miles, resplendent in new coat. 1975P Morgan +8, white, reclining seats, luggage rack, bonnet strap, bit of



an old dog but cheap. For some slower Morgan motoring (but none the less pleasurable) choose from the following: 1982Y Morgan 4/4 2-seater, nut brown, wire wheels, undersealed, delivery mileage, XR3 engine, as new, somewhat over list of course. 1981X Morgan 4/4 2-seater, signal red, wire wheels, 2,400 miles, soon to be featured on the front cover of a rival monthly mag. 1981 Morgan 4/4 2-seater, golden yellow, one owner, 5,200 miles, immaculate inside and out, a real little cracker. 1978 Morgan 4/4 2-seater, royal ivory, wire wheels, reclining seats, alloy centre section, roll over bar, 25,000 miles, definitely not a banger. 1977S Morgan 4/4 2-seater, signal red, wire wheels, bonnet strap, spot lights, badge bar, unusual bucket seats. 1977 Morgan 4/4



2-seater, indignant blue, wire wheels, black leather, alloy centre body, 18,000 miles, bonnet strap, spot lights, belonged to keen Morgan Club member and in the sort of condition to be expected of same. 1976R, Morgan 4/4 2-seater, royal ivory, wire wheels, 20,000 miles, gearbox undergoing rebuild at present, on its second visit here, having spent the intervening period among the Dons in Oxford. 1976 Morgan 4/4 2-seater, signal red, wire wheels, 24,000 miles, just come in from the land of the Leprechauns. For carrying kids, in-laws or dogs what you need is a 1982 Morgan



4/4 4-seater, signal red, wire wheels, stone hood and sidescreens, but black interior (a strange combination) luggage rack, 800 miles only, as new in everything but the price. 1977 Morgan 4/4 4-seater, signal red, wire wheels, reclining seats, famous Donald Duck hood, 41,000 miles, in danger of taking up permanent residence so please buy this car — no reasonable offer refused. For thrills of a more modern ilk try a 1981 TVR Tasmin convertible, bright red, 9,000 miles, splendid condition and very reasonably priced. 1979 TVR 3000S Convertible, British Racing Green, oatmeal cloth interior, beige Donald Duck hood, radio cassette, 36,000 miles, cherished example of very rare and

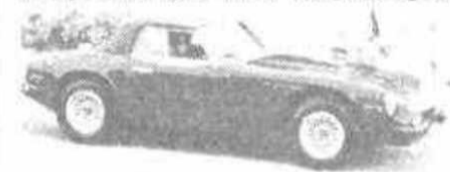
butch looking TVR convertible (only 125 ever made). 1978T, TVR Taimar, British Racing Green, oatmeal cloth interior, sunroof, radio, 38,000 miles, just returned to its ancestral home. 1977S TVR Taimar, silver, maroon modelband, radio cassette, Wolfrace wheels, sunroof, very bright. 1977S TVR Taimar, white, brown modelband, radio cassette, sunroof, Wolfrace wheels, previous owner now playing golf. 1977 TVR Taimar Turbo, maroon, neutral modelband, oatmeal leather seats, Wolfrace wheels, sunroof, 39,000 miles, there exists no cheaper way of stirring your adrenalins. We have decided to enter into the Christmas spirit early and as such are offering 10% discount on all Arkley kits purchased between 1st November and 25th December 1982 so get that winter project started now — transform your mangled Midget into an



Adorable Arkley. The pre-discount price is £360 plus VAT. Odds and Ends: 1981 Midas Superkit, 1300cc Metro engine, beige, built but not registered, 250 miles only, saves at least £2,000 on new kit. 1981 Ford Fiestas 1.1L, white, 6,000 miles, radio cassette, sport grille, ideal town / shopping car. £2,995. 1979 Triumph Spitfire, white, o/d, radio cassette, 17,000 miles, mint condition, £2,650. 1978 Panther Lima, gold over gold, chrome wire wheels, radio cassette, 27,000 miles, a sleek feline, £3,950. 1975 Arkley SS, bright blue, white pin stripes, white 7" wheels, make



Big Ears jealous, £2,250. Hope your pyrotechnics go with a Bang but please protect our four legged (and four wheeled) friends. A subject very close to our guard-dog's!! heart Adios Amigos.



FOR SALE — continued

- MORGAN 4/4, 2-seater, W.Reg. red aluminium, 5,000 miles, many extras £7,250 o.n.o. Tel: Leeds 0532 670603 (39032)
- HONDA S800 Coupe, not rusty but needs respray and manifold repair. £150 Tel: Milford-on-Sea, 2828 (daytime) (39034)
- MORGAN 4/4, 4 seater, 1979, 12,000 miles, buttercup yellow, extras including w.w. alloy body leathers, worth £1,000 - £6,350 Ingham, office 01-283 2196 or 6127, home 01-656 8882 (Croydon) (39035)
- ASTON MARTIN DB56, an excellent low mileage coupe in red with wire wheels, carburettor conversion £4,450 Tel: (Celtic) 0242-602359 (39036)
- ROVER 3 1/2 litre saloon, 1971, 76,000 miles, Bordeaux with beige upholstery, immaculate £2,495 Tel: Woking 61160 (39037)
- SUNBEAM TIGER V8, 4-2 litre, B.R.G. black interior, hard and soft tops, Registration TDF 42, suffering with trimworm, no test, tremendous potential £675 Tel: Cheltenham 24402 (39028)
- 1975 BMW 3.0 CSI, superb car, believed to be one of only 2 cars imported to this specification, silver with black vinyl roof, air conditioning, electric sunroof and tinted electric windows, BMW alloy wheels, CSI sports seats with headrests, double dipping headlamp system, stereo radio, cassette, rear seatbelts etc. etc. Much recent work, including new front wings, sills and tyres, costing over £2,000. An investment at £4,000 o.n.o. Mousehole: (073 673) 691 Can be seen Devon. (39029)
- PORSCHE 911 RS Carrera lightweight touring, choice of two r.h.d. original examples finished in black and yellow at £6,950 and £8,250. Ferrari 275 GTB restored, Rosso and mist £18,500. Ferrari 308 GTB carburettor 1981 (X) 10,000 miles, total specification, £16,950. Wanted 1980-82 Porsche 911 3.3 Turbo (0206) 298567 Private sale (39030)
- BMW 528i, 5 speed, 1980(W), Polaris with blue cloth, fitted electric tinted windows, factory sunroof, Berlin 'Stalk', Hi-Fi, electric mirror etc., 33,000 miles, superb, £6,750. Wanted, cheaper Mercedes or BMW. Rolex watch Tel: (0473) 56173 (39031)
- VOLVO 1800ES, 1972, white, tan, one lady owner, every service detail, under 50,000 miles, excellent, £3,000 o.n.o. Tel: (Sussex) 870691 (39024)
- MGB ROADSTER 1977, in v. good condition, bodily and mechanically green, black low mileage, new M.o.T., tax, radio etc. £2,600. Tel: Haslemere (Surrey) 54170 (39026)
- 1935 AUSTIN Ascot saloon, Reg. T.J. 7130, green and black sunroof, nice running order. £1,500 o.n.o. Tel: Lynton Cheshire 5591 (39025)
- BMW 3.0 LA P.Reg. exceptional example, polaris silver, blue velour trim, electric sunroof, windows and mirror, stereo cassette radio, 75,000 miles, best offer over £1,999 Tel: Pagham (02432) 5896 (39076)
- TRIUMPH GT6 Mk3, 1974, low mileage, beautiful condition, clear glass, extras, £1,750 Tel: Pett (Hastings) 2354 (39079)
- TRIUMPH STAG 1978, auto, hard soft tops, 37,000 miles only, lady owner, white with black upholstery, new BL engine fitted at 34,000, beautiful condition and garaged £4,250 Tel: (01-950) 1245 (39080)
- MG TA 1937, nearly completed rebuild, professionally rebuilt XPAG mechanics, instruments, new body, wings, tyres, Connolly seats, etc. £3,250 or consider interesting roadworthy, part exchange Tel: Peterborough 71278 (39081)
- PORSCHE 911 Targa, July 1977, yellow, good condition, recent new clutch and fuel pump, 911V Reg No. 42,000 miles only but LHD so £7,950 Tel: 0293 882655 (39082)
- LOTUS ESPRIT S2, 1979, 21,000 miles, silver, black leather interior, superb condition, £7,750 Tel: 01-521 4402 (39083)
- MORGAN 4/4 4-seater, Feb. 62, red with black leather interior, 1,800 miles, aluminium body, wire wheels, every conceivable extra, £8,350 Tel: Gosport 20331 (Business), 84365 (home) (39072)
- JENSEN HEALEY MkII, carmine red, hardtop, softtop, tonneau, an excellent example of this fine sports car. £2,500. Tel: John Gilliam, South Petkerton (0460) 40359 (39073)
- 1932 MG J2, needs restoration, Ford engine, £975 and 1931 Replica 12 1/2 MG, totally restored bodywork, looks and runs beautifully, £5,500 Tel: Gardner, Bookham 52133 evenings (39075)
- KARMANN GHIA VW Convertible, auto, 47,000 miles, radio, excellent condition, very rare car, £5,500, Tel: Basinstoke 882485 (39077)
- JAGUAR MK2 3.8, manual, overdrive, 1967, very good condition, many extras, full race engine, updated suspension, too many new parts and spares to list, new M.o.T. £2,500 o.n.o. Tel: 0934 22396 (39065)
- TURNER 2-SEATER sports, reg 1966, Sprite 1098 c.c. mechanicals, good condition, but stored for two years while owner abroad. £495, offers Tel: Tealby (Lincoln) 292 (39067)
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- BENTLEY 3.5, 1965 standard steel saloon in dark grey, metallic with red hide interior, automatic and power steering, outstanding condition, offers around £7,250 Tel: Sheffield (0742) 486685 (39060)
- LAMBORGHINI MIURA 1967 manufacture, chassis No. 3483, new engine & gearbox in 1981, little used since, LHD, yellow with black trim, £11,000 Tel: 0695 421904, Lancs (39061)
- ROLLS SILVER Cloud 1958, grey with red leather and carpets, 106,000 miles and in superb original condition, probably the best on offer at £8,500 Tel: 0695 421904, Lancs (39061)
- JENSEN HEALEY MkII, 1974 N-Reg, yellow, new tyres, electronic ignition, towbar, radio, taxed, M.o.T. d. £1,400 Tel: Chorley 86465 (39062)
- AC ACE 1954, Ford Mk3 2.6 engine, red, good general condition, taxed, £5,500, Pattenden, Fowkes, Marston Magna, Somerset Tel: 0935 850908 (39056)
- 1926 ROLLS ROYCE 20HP, 1930s, van body, good condition, offers Tel: 0772 52438 (39063)
- ASTON MARTIN DB6, 1966, totally restored from bare chassis, 99% completed, £6,000 spent on parts etc., everything new or overhauled, bargain £7,000 o.n.o. For full details, Tel: 07456 7828 (Prestatyn), part exchange, W.H.Y. (39057)

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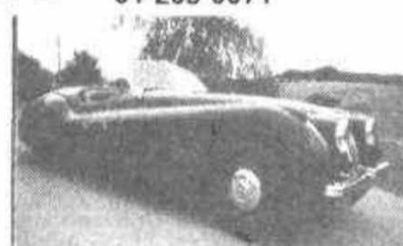
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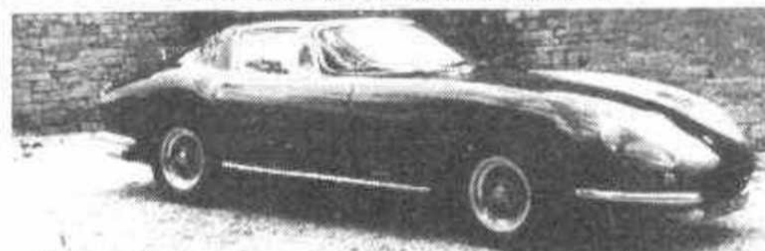
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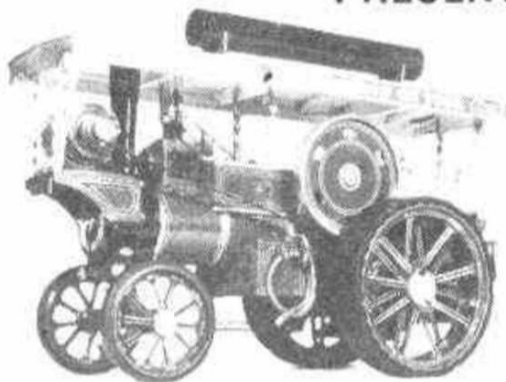
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CITROEN LIGHT 15, 1949, Slough built lhd, subject of articles in Citroenian December January 1975/76, £500 engine rebuild in Rome, good and original condition, 12 months, M.O.T. £2,250. Seen in Gloucestershire but in first place contact Leach, Tel: 01-732 0282 (39129)

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MORGAN 4-SEATER BRG, wires up to £7,500. Private buyer with cash Tel: Ian Doolan 01-223 0573 evenings or weekends (38602)
WANTED Bugatti cars or parts: any condition, quick decisions, prompt payment. Replies to Box No 6711 (38424)
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MUSEUM wants interesting old or older vehicles, motorbikes, signposts, etc. No rubbish please. Send photographs, PO Box 108, Eindhoven, Netherlands (32474)
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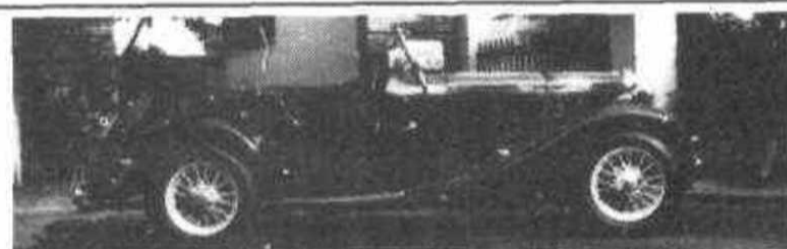
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- 1980 W 911 SC Sport Coupe. Black / black and white check, (204 h.p. engine), 16,000 miles. **£15,950**
- 1978 T 930 3.3 turbo. White / black leather, 23,000 miles, mint condition. **£17,950**
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XK 120, ex John Harper total body off rebuild by Jim Tester, immaculate example fitted wire wheels, discs all round, 3.8 engine, C.R. box, limited slip diff C type rear end competition exhaust, beautifully finished in B.R.G., M.o.T. Feb. '83, tax 1st Jan. '83. **£9,950**
 1968 'E' Type Roadster. C.W.W. red / black, much money spent on mechanics, new hood, drives very well, needs tidying. Good tyres etc. **£3,950**
 1966 Daimler Sovereign (420). Dk. blue, light blue, wire wheels, good original car, stored last 3 years. **£450**
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- 1 S.1 Steel bonnet, 1 fibreglass
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Mk. II body panels, bonnets, boots, doors, bumpers etc.
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- 365 2+2 1974. Red, £5,000 restoration, superb mechanically. **£9,995**
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- 924 1979 Full Lux. PDM, met. silver, only 26,000 miles, mint. **£7,250**
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- 911 3.3 Turbo. LHD, low mileage, can be converted to RHD. **£12,995**

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- Monte Carlo Spyder. Attractive in black, 5-speed, gold alloy wheels, elec. windows, tints. **£3,495**
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1981 Porsche 911 SC, Chiffon white, 12,000 miles, one owner, immaculate **£15,950**



1980 BMW 320, Silver, steel sunroof, tinted glass, Blaupunkt radio cassette, 25,000, one owner. **£5,450**



Morgan 4/4 4-seater. 1978, signal red, leather interior, reclining seats, spot lamps, luggage rack, 35,000 miles, bargain Autumn price. **£4,995**

The new 1800 Golf GTi has arrived! Increased torque and max bhp delivered at lower revs will make driving more relaxed. However those Keke Rosbergs or Michele Moutons amongst you fear not. GTi Engineering will be producing a 2-litre version! So fold up your nomex and watch this space. Incidentally if you have heard the old joke "Why is a GTi like an exocet?" Answer "Because nothing will stop it!" The solution lies in a set of special Mintex brake pads, available solely from ourselves or GTi engineering. Unfortunately they cost £40.64 + VAT but it's cheaper than armour plating.

GTi Accessories: ATS and BBS wheels all styles — Pirelli P6 and P7 tyres — Free Flow exhaust systems — Zender front and rear spoilers, body styling kits, twin headlamp conversions, kits, special steering wheels, uprated braking kits, uprated suspension kit. K Jetronic experts. Major servicing and repairs. In-car entertainment.

New Delivery Mileage Golf GTi 1800 in Stock. Available in black, mars red, white, lhasa, Anthracite, helios blue.
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1981 X Golf GTi. Helios blue, sunroof, 10,000 miles. **£5,495**
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1980 V Golf GTi. 25,000 miles, 1 owner, convertible. **£3,995**
1980 Y Golf GLi. Convertible. Silver, 23,000 miles, radio. **£4,950**
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TIP OF THE MONTH
Prone to 'smellies'? (Definition: Generating too much clutch slip on take-off, hence pungent fumes of burning clutch). For the 1977 model 911 930 (not initially, the 2.7) Porsche introduced an assist spring mechanism for a lighter clutch pedal. However this is mounted under the gearbox in all the winter 'crud', and hence becomes prone to seizing up, with a consequent difficult clutch action. It usually only needs cleaning and lubricating.
NB You CANNOT tell from the clutch pedal feel when this system goes out of adjustment. The adjustment must be checked regularly (12,000 miles) under the box.
Incidentally, this system can be fitted (not easy) to any 1972 on 911. The basic kit costs £130.

THOUGHTS ON (SLIGHTLY) RUSTY PORSCHEs.
If your 911 is pre-1970 G series, or appears to have lived in the sea, please see our various previous ads for the numerous bodyshell sections you can buy to lace it back together.
Or do you fall in the 1970-75 C to H series half-galvanised era? We see oh-so-many cars in this era that are in really beautiful order. Except, that is, for those non-galvanised rusty wings!

FRONT WINGS
Easy, they all bolt on! However, they're not cheap. 1970-73 C to F series. Left £269.78 Right £238.98
(Incidentally we do these in glassfibre at £129.37) 1974 G series on. Left £214.04 Right £197.83

NB They all need a little panel work to 'gap' them correctly to the doors. Fitting cost £30 + wing Plus paint, light seal re-assembly.

REAR WINGS

Part of the monocoque. But at least they're cheaper. 1970-73 C to F series
Coupe (excl. RS) £168.16
Targa £188.13
1974 G Series on Standard flare
Coupe £120.50
Targa £163.92
With Carrera/SC flare add approx £35
Cost to cut off the old wing, prepare the edges, weld on the new one, swage onto the roof seam, inad load joints as necessary to blend in, £150. Wing. For the record, cost to butt weld on a flare, Carrera or Turbo, and panel beat for correct final shape, £130. flare. All plus paint and light/seals/glass re-assembly.
NB the later G series wings will fit the early cars, requiring only simple bracketry plus fitting of the earlier light bracket £8.28 each. All new rear wings include the closing panel for the door catch.
One for the addicts. The 73 Carrera RS had an oh-so-subtly different shaped rear flare to the 74 G-series on Carrera. SC. This RS flare is available separately at £63.25 each.
For a change (and Muldoon), all our prices INCLUDE VAT!

ULTIMATE RS?

We admit to being fond of the RS Carreras, and if the factory had felt free from the sybaritic and emissions demands of other markets (wasn't it, was it?) to evolve them, would they have built our (sorry, my!) car? It's an RS lightweight replica, with updated suspension and brakes, more rubber, strengthened transmission and for its heart an RS spec engine stretched to 3.5 litres. All clothed in the classic Grand Prix white 1973 RS bodywork.
And in two years it's taken us to two Hillclimb Championship wins (with thanks to sponsors Cuyson Beadblasters and Swinford Motors), numerous sports car records (thank you, Ody Dwarf!) and 15,000 odd trouble-free miles. It'll return 20 mpg on a run, will take your lady to the Ball in warmth and to music (although it does make other noises!) and yet even put down those Kamakan Superbike Riders.
The only snag is that another would cost the same sort of money as a good 3.3 Turbo.
And, worse still, if we parted with ours, what on earth could we build to follow it? Except another!

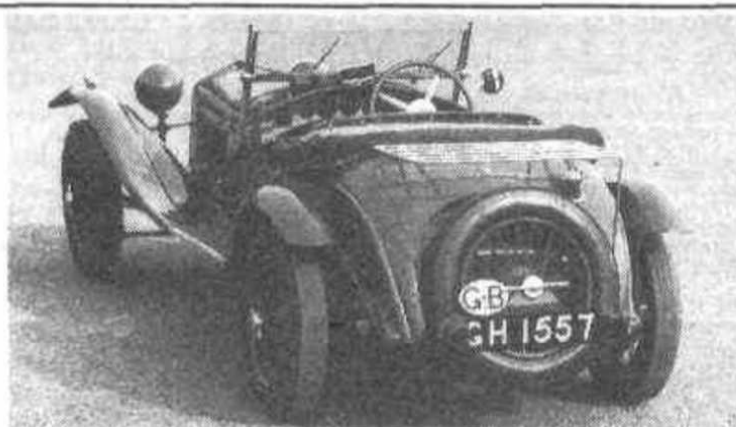
CARS FOR SALE

1977 Carrera 3.0 Sport Grand Prix white, black pinstripe trim, 53,000, very carefully maintained, usual sport spoilers, externally indistinguishable from 911 SC. Nice one! **£10,450**

1980 924 Lux. Met. red, tan trim, 5-speed, all Lux extras plus sunroof, 1 owner, 42,000 huns along fine. **£7,950**
1980 model 924 Lux Automatic Mokka black, tan trim, full Lux spec plus sunroof, 2 door mirrors, 2 owners, 30,000. Doesn't exactly lay rubber, but ideal for wife/mistress? **£8,250**

1969 2.0 911S LHD, genuine 27,000 miles from new. Almost totally immaculate, a real 'concours' car in Bahama yellow. Even the spare is unused! **£5,500**
DAMAGED: 1967 912 with damaged front right hand corner, 63,000 with top-end engine rebuild by AFN 5,000 ago, was a very tidy and sound original car before being smutten. **£1,250**

1978 3.3 Turbo. Converted by ourselves in April 1981, including engine and transmission rebuild 16,000 since. Finished in Guards Red with black trim, it has ESR and all normal extras, with simplified semi-lightweight 935 style bodywork. A dramatically individual, lighter than standard car, yet retaining Turbo luxury and refinement. **P.O.A.**



ALFA ROMEO 'TESTA FISA', Ex-Sanders, Firmin, Beaulieu Motor Museum. Perhaps one of the only fixed-head-engined cars left. Bodywork by Zagato, its registration number GH 1557, fixed-head engine, and large supercharger give evidence to suggest that this could have been a works-team car (ref. Alfa Romeo — a History, Hull / Slater), it certainly feels it. A tremendously quick and exciting car to drive.

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- 1933 AUSTIN 10, Saloon £1,850
- 1933 TALBOT 65, Sportsman's saloon £3,575
- 1934 AUSTIN 7, 2-seat sports £2,875
- 1936 AUSTIN 7, 2-seat special £3,000

- 1936 AUSTIN 7, Ruby saloon £1,550
- 1939 A.C. 2/3 seat drophead coupe £3,250
- 1951 JAGUAR XK120, Roadster £8,000
- 1955 F.N. 250 c.c. 2-str. twin m/c £475
- 1956 FORD 10, Thames pick-up £950
- 1959 DAIMLER DK400, Hearse £2,750
- 1960 NORTON 99, Motorcycle £950
- 1963 DAIMLER, 2 1/2-litre V8 saloon £795

Wanted: nice examples of interesting cars and motorcycles, vintage, PVT or classic.



HISTORIC SPORTS-RACING CARS 1953-1960 and Pre-1965 GRAND TOURING CARS

Entrants of cars that fall into the above categories are asked to write to the address below stating the model / type of car and whether it would be able to take part in a demonstration or race on April 9/10 1983.

Contact: R. N. Fearnall, Donington Racing Club, Castle Donington, Derby or telex 377793

01-743 1599

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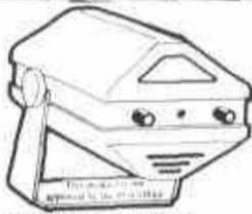
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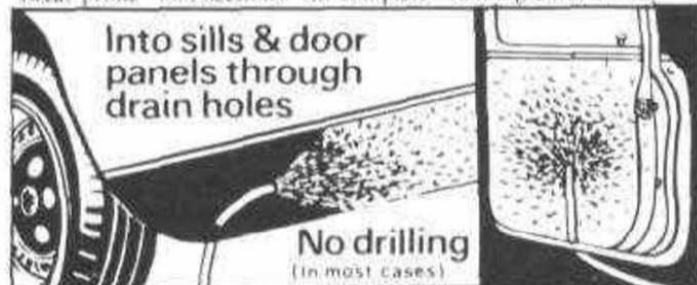
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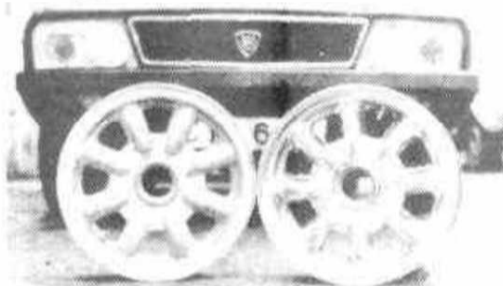
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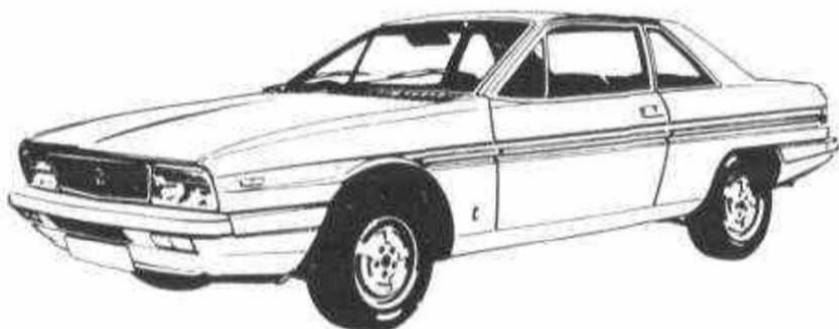
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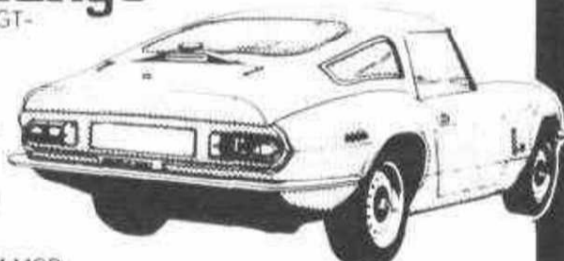


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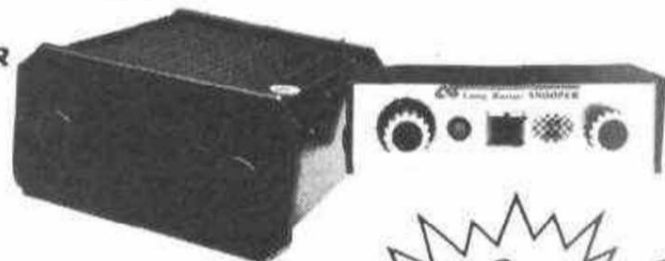
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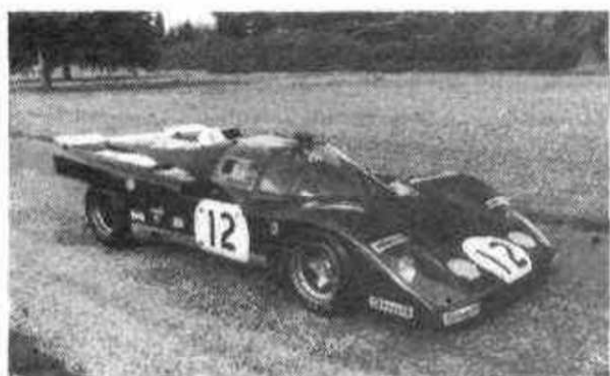
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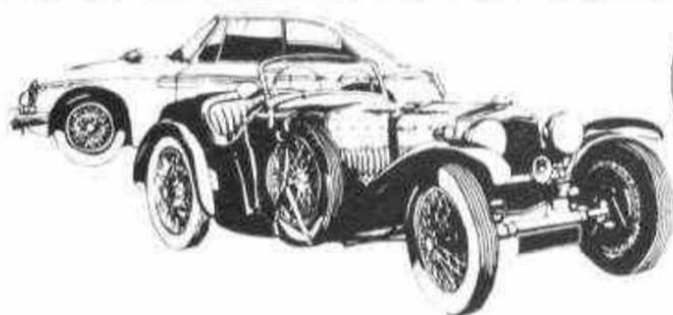
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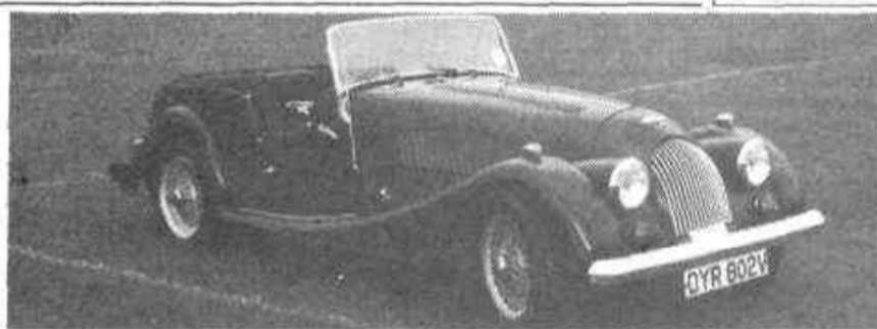
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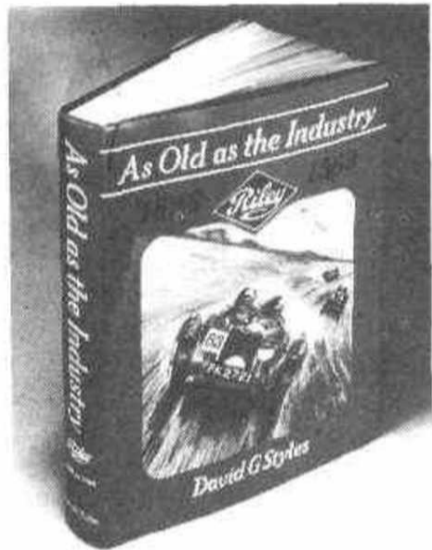
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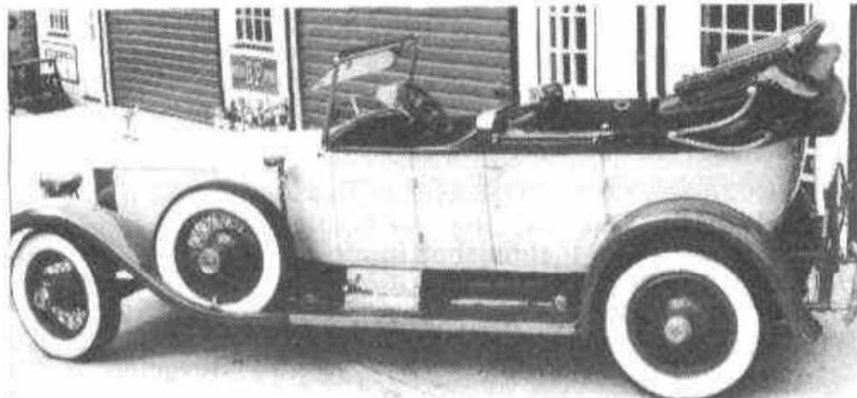
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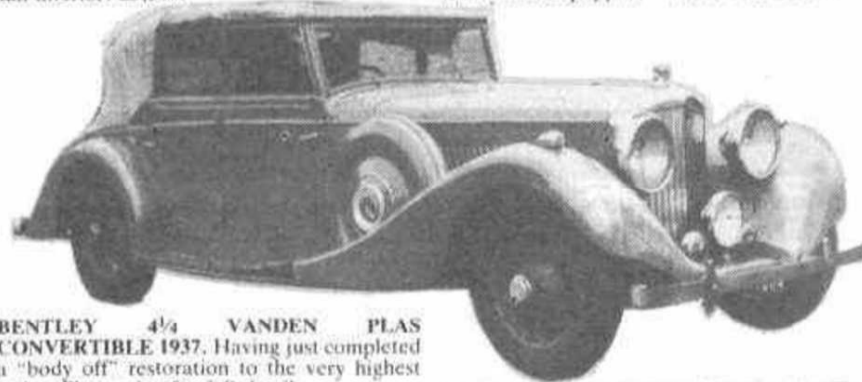
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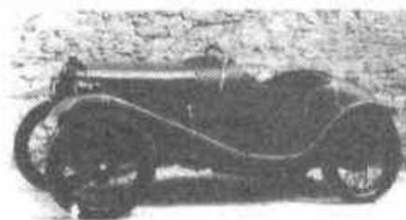
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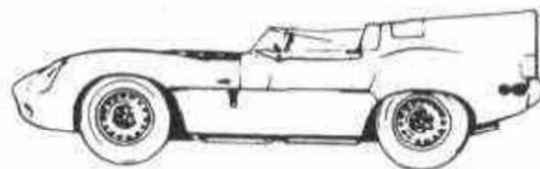
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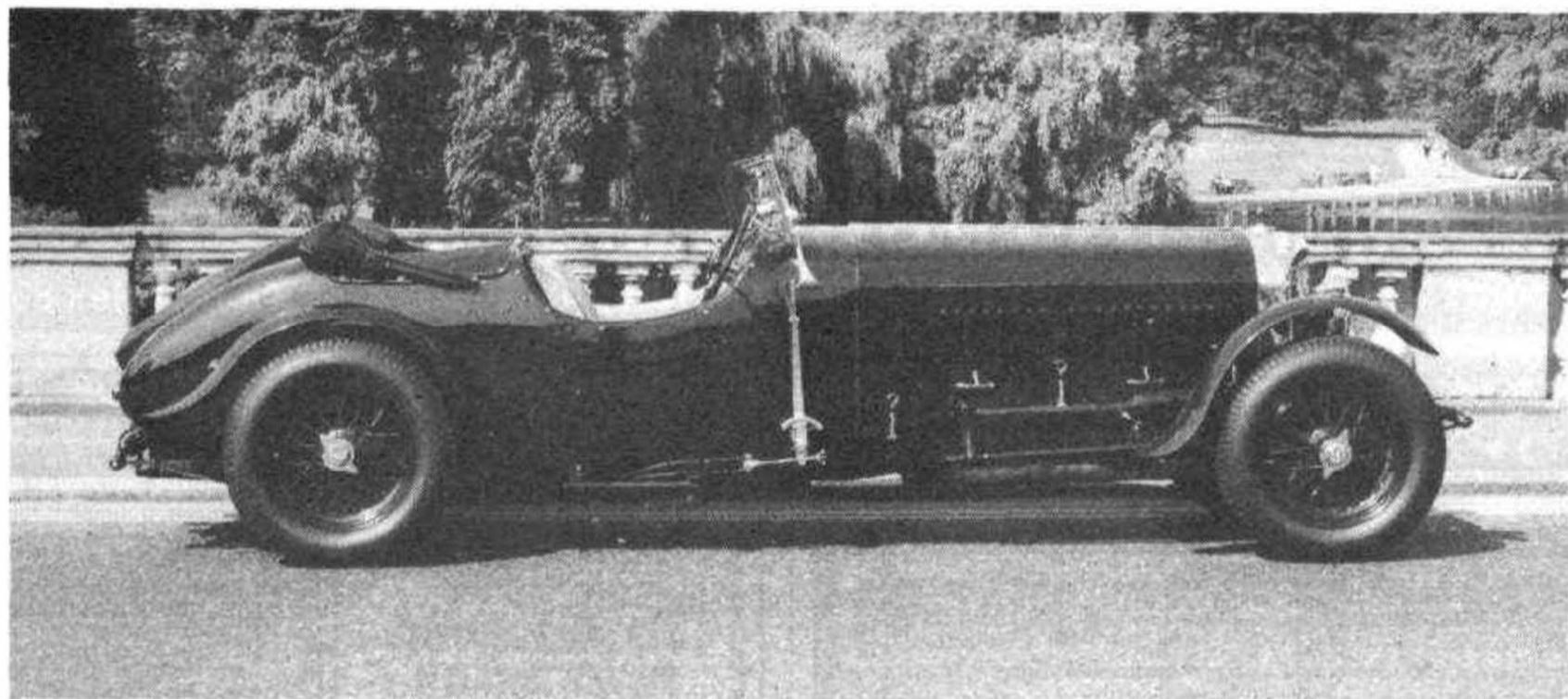
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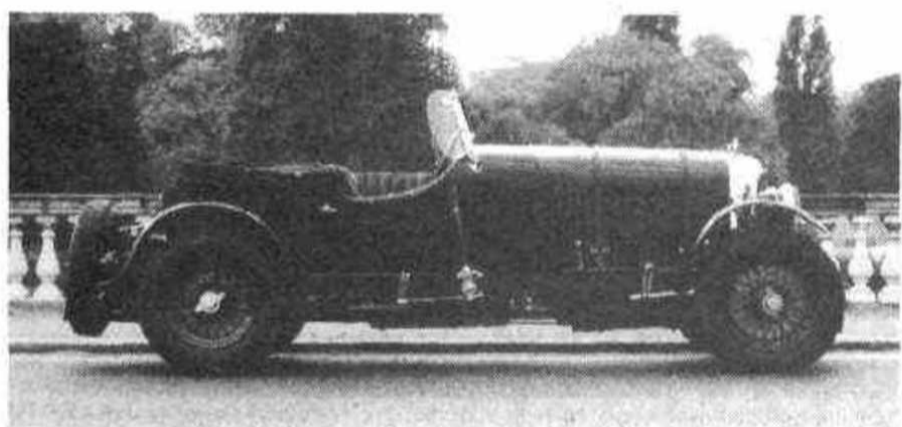
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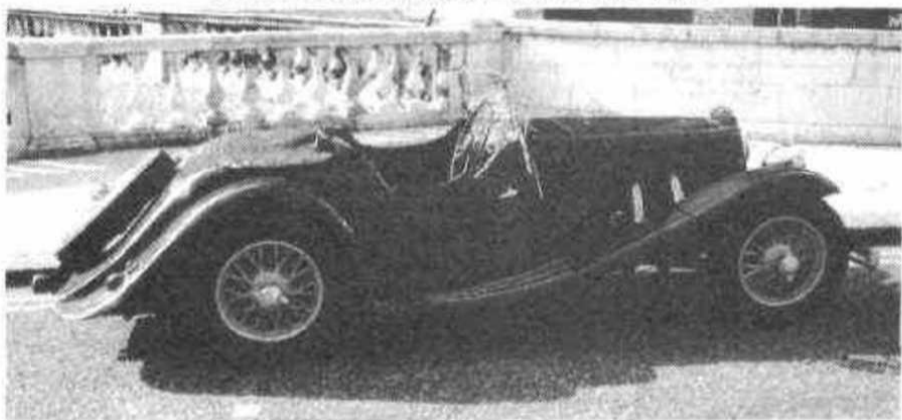
Bentley 8-litre Reg. No. GN199.



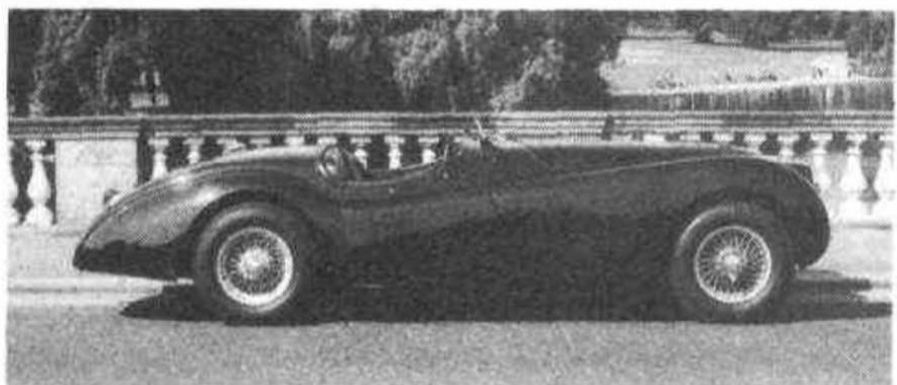
1931 Blower Bentley. Ch. No. MS 3942.



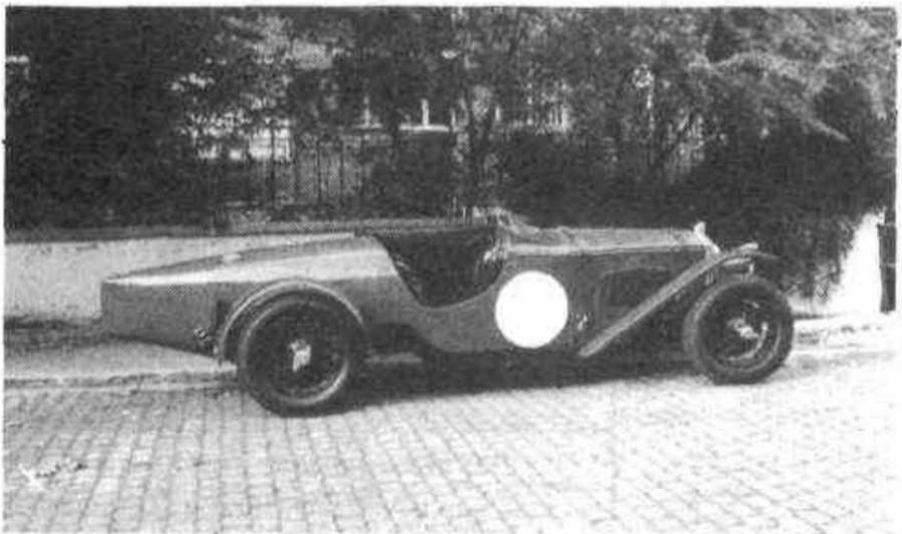
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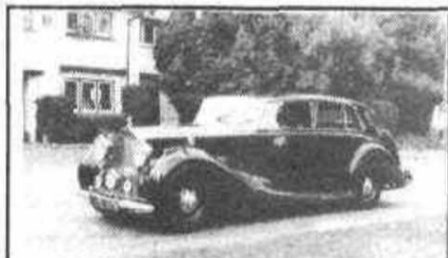
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Judging by the remarkable turn-out at 'The Goat' Pub on October 3rd, and from the overwhelming amounts of praise lavished on 'COB 1' (Twin Turbo 7-litre AC Cobra) at this, its first publicly announced functioning debut, it seems the five year wait was more than worthwhile. A couple of weeks previously, I had driven (not the right verb, but I've run out of metaphors) this 700 b.h.p. 'Cobra-to-end-all-Cobras' the 150 miles to Silverstone and back for the TT (it was literally swamped by Paddock enthusiasts); and then ferried various journalists & video film makers around many laps of Goodwood for the Classic Car Show Preview (though the track was closed before I had a chance to invite D.S.J., unfortunately!) I'm sure you'll be reading and seeing more of its exploits soon; in the meantime I can offer one of the original '427' Cobras, never previously advertised (below).

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1966 AC FORD COBRA '427' — Left hand drive — CSX 3259; imported from California a couple of years ago, and only occasionally used since, this splendid example has covered just 23,000 miles from new, and can reasonably claim to be one of the most original 7-litre Cobras in the world. Even the paint-work (red) is believed to emanate from 1966, and numerous small details make this a 'purist's dream' (U.S.A. 'Pink slip' enabling tax (fee reimport to the States can probably be provided, but all UK taxes etc have, of course, already been paid)



1965 FERRARI 275 GTS — Right hand drive — Ch. 7681; under a dozen RHD models of this beautiful open Ferrari were imported into the UK, this 55,000 mile example has a remarkable complete documented history from new, including the original sales invoice from the Ferrari factory, and servicing by Maranello and Modena throughout its life; a respray from the bare metal (the original red, of course!) and new black mohair hood have just been completed, plus a 'Concours' preparation of the engine compartment etc., absolutely magnificent throughout!



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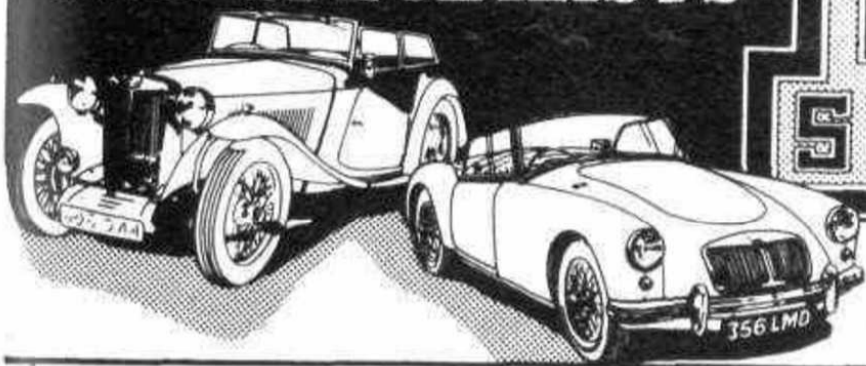


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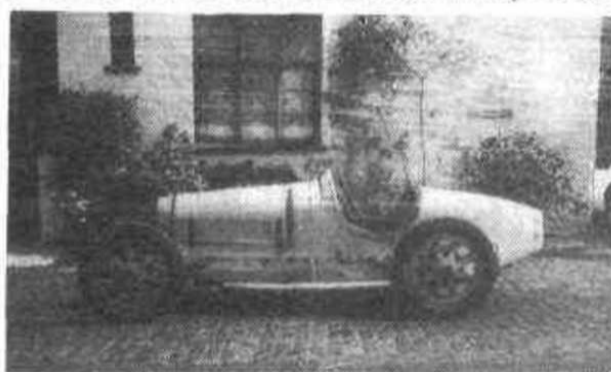
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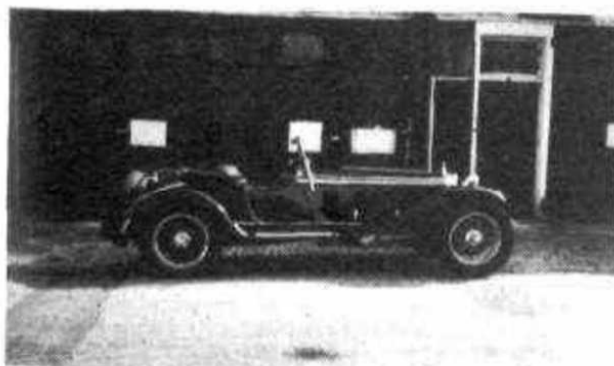
1934 Maserati. 8CM, 3-litre Grand Prix.



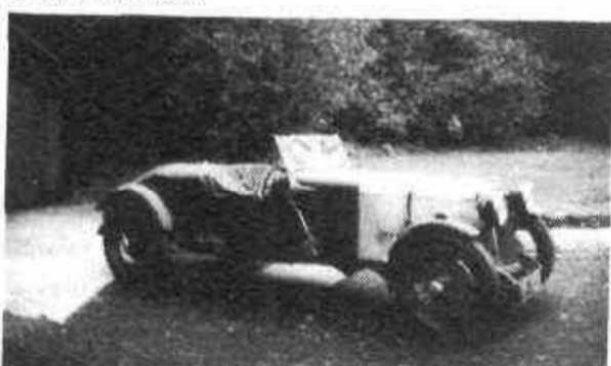
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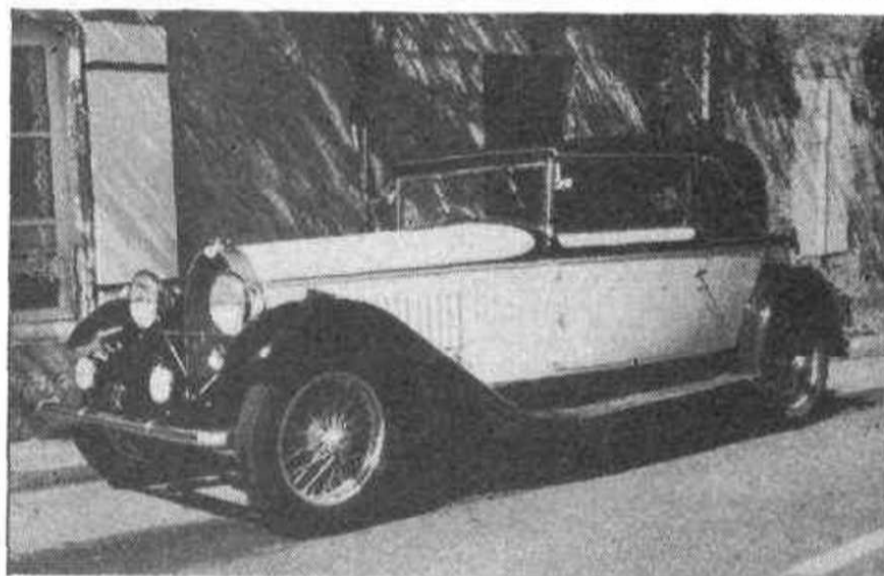
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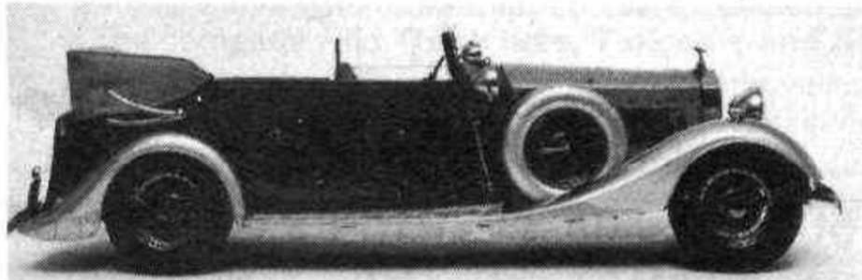
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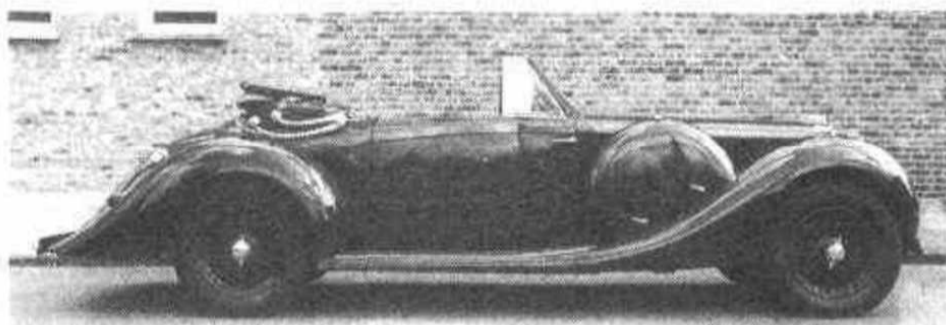
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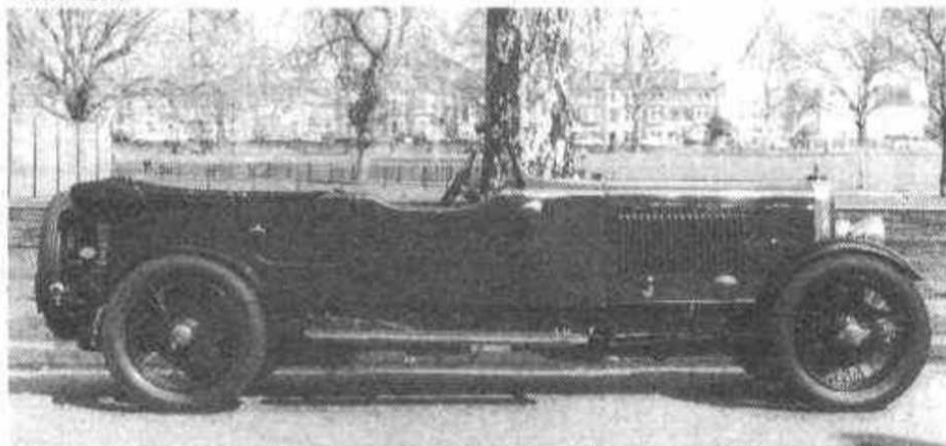
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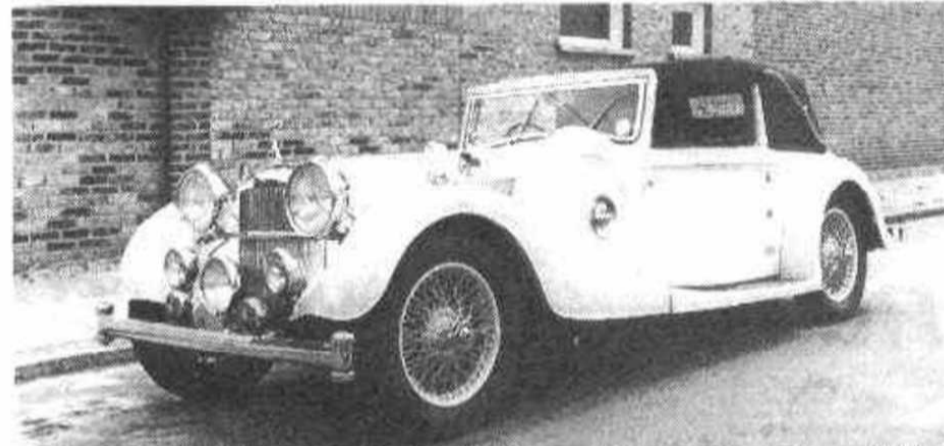
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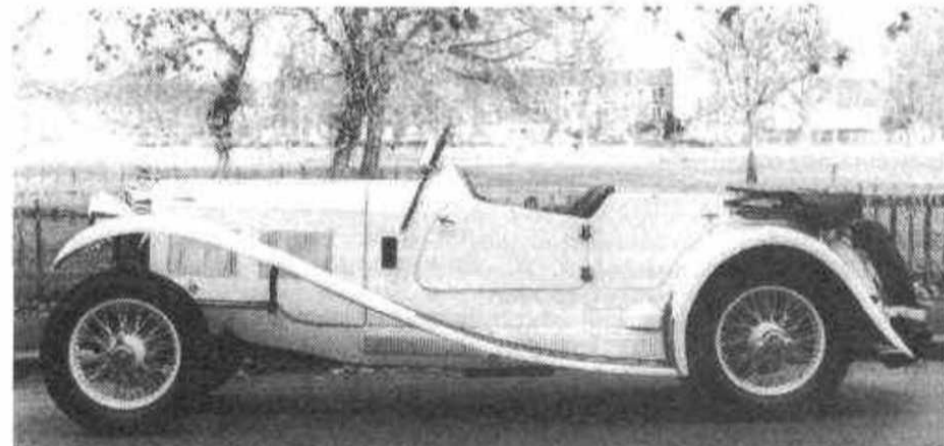
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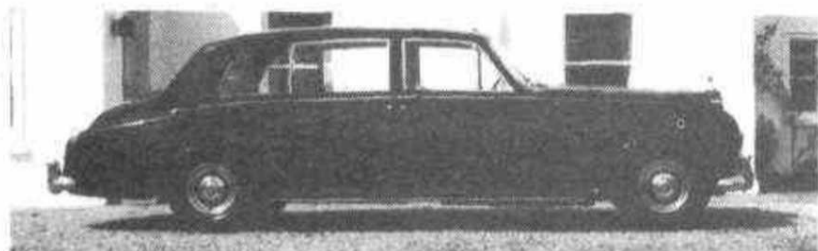
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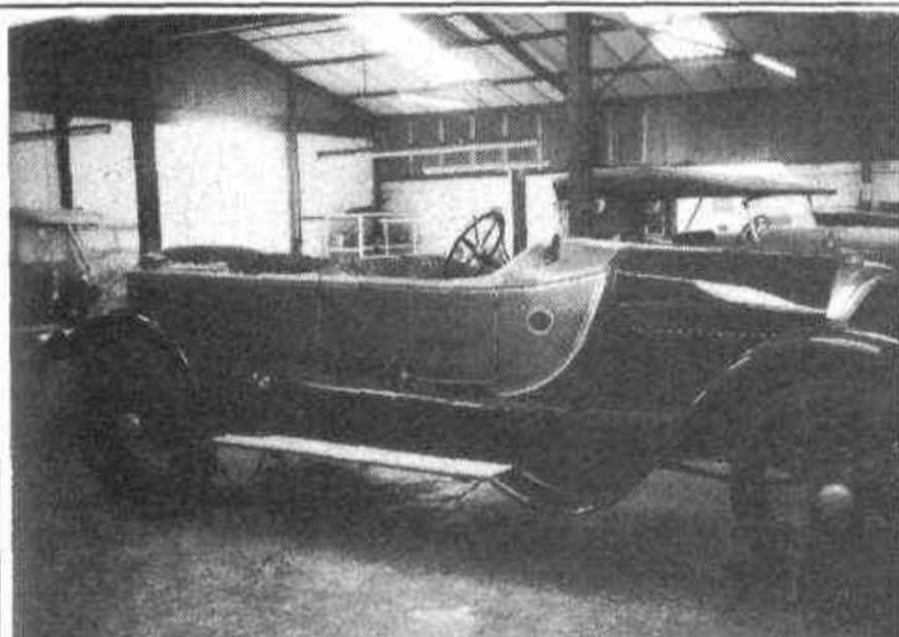
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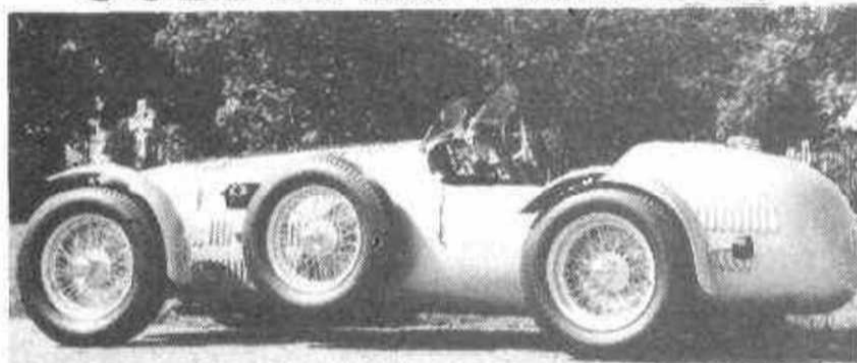
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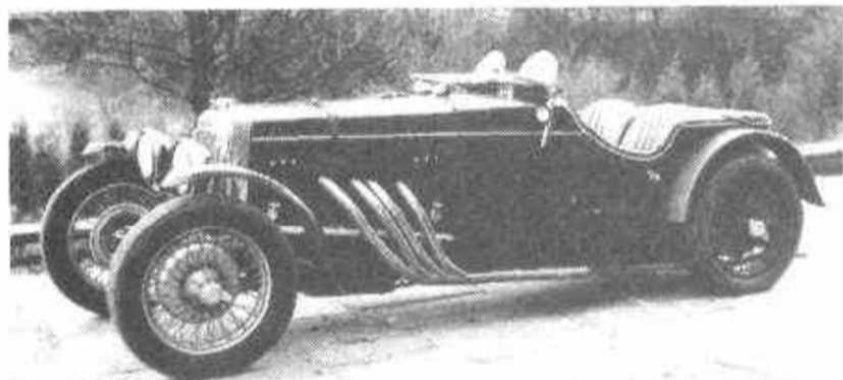
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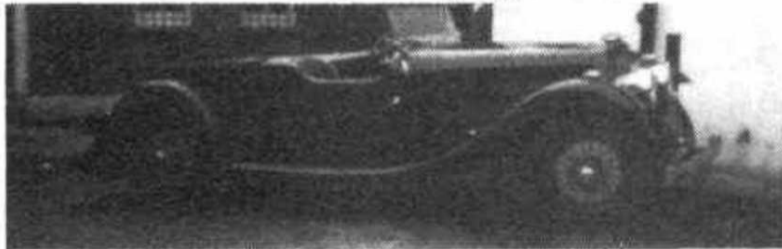
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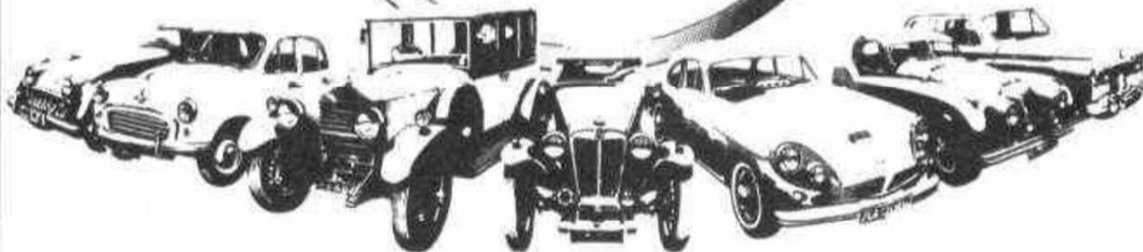
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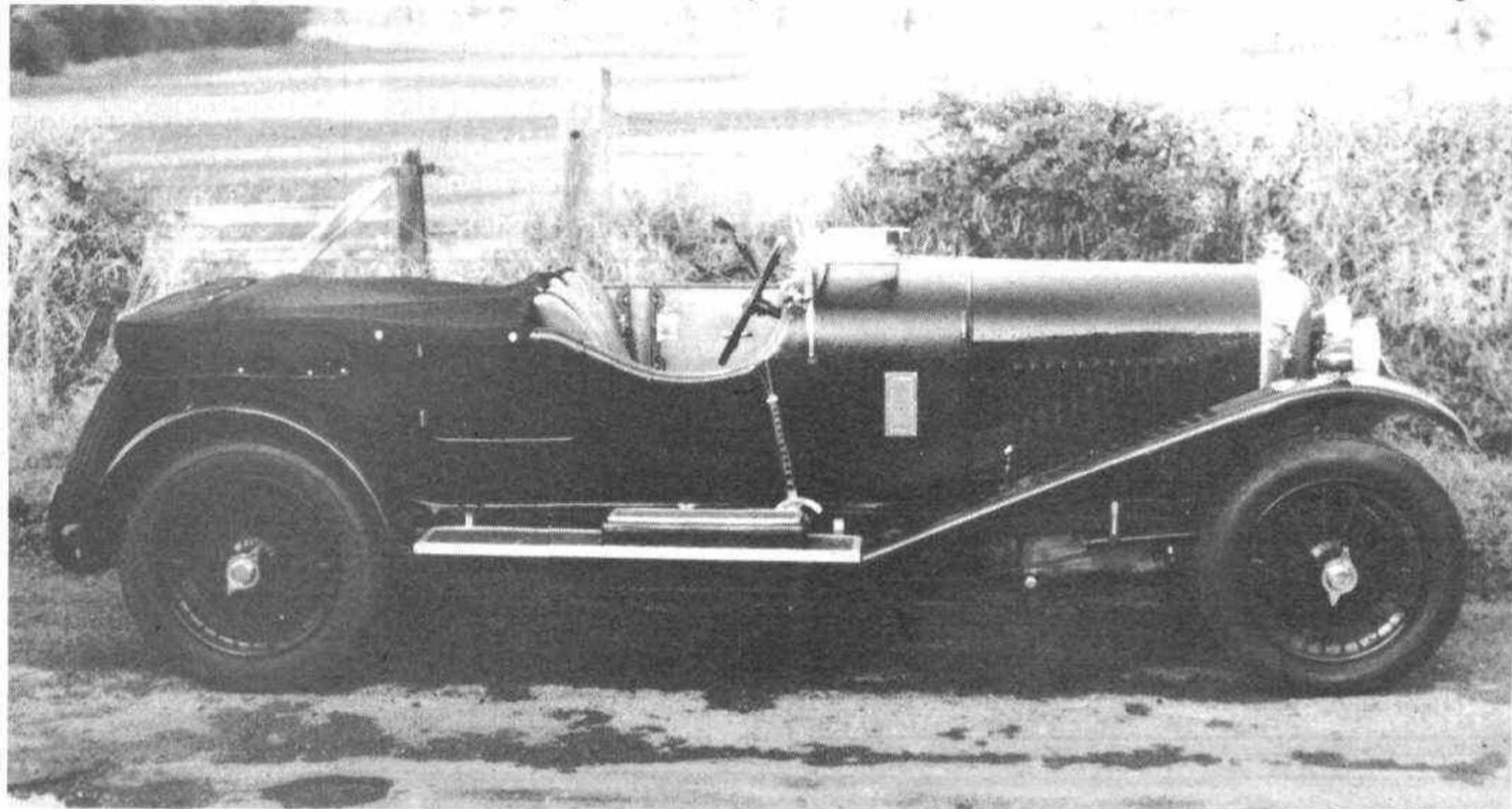


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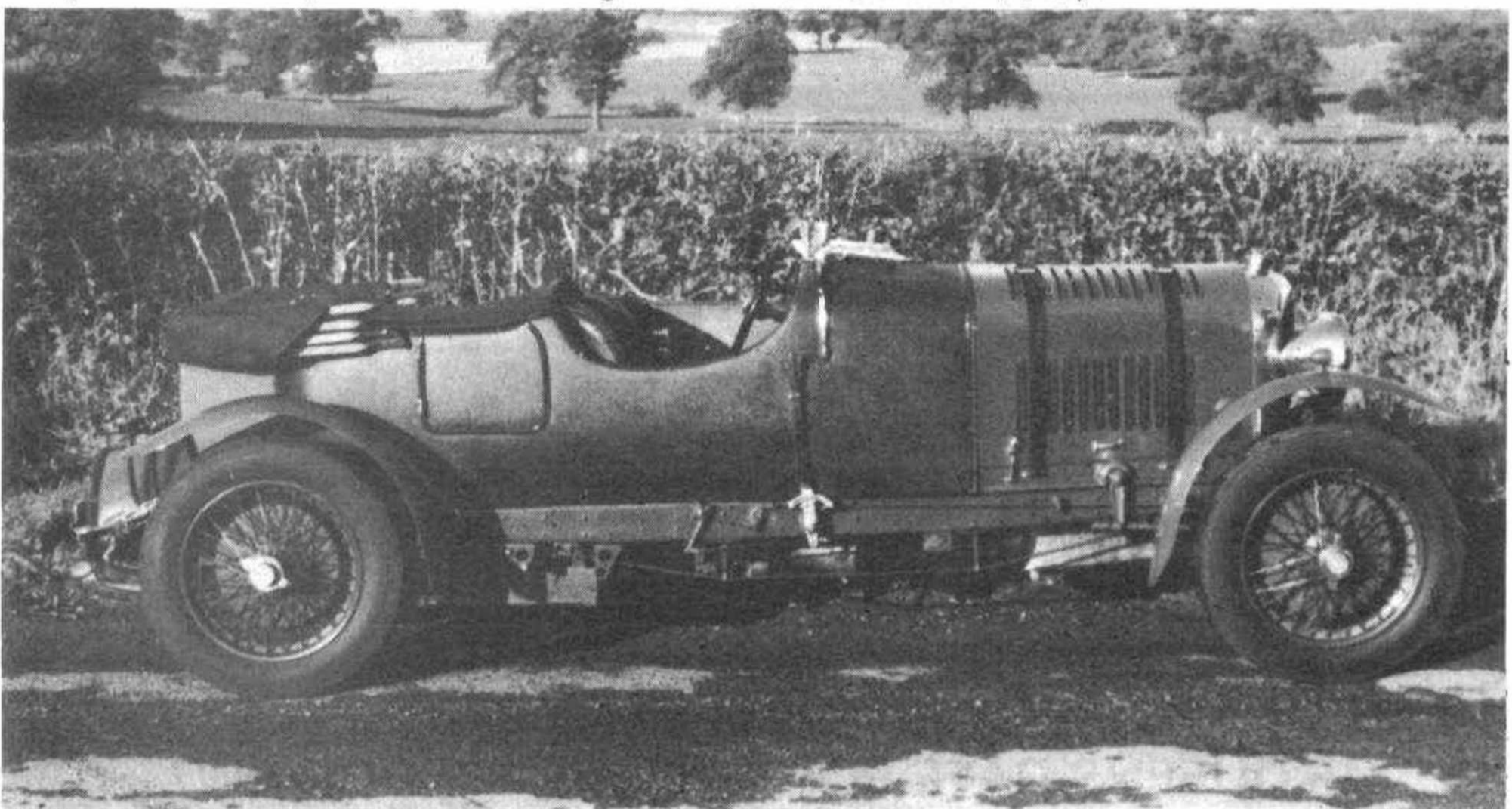
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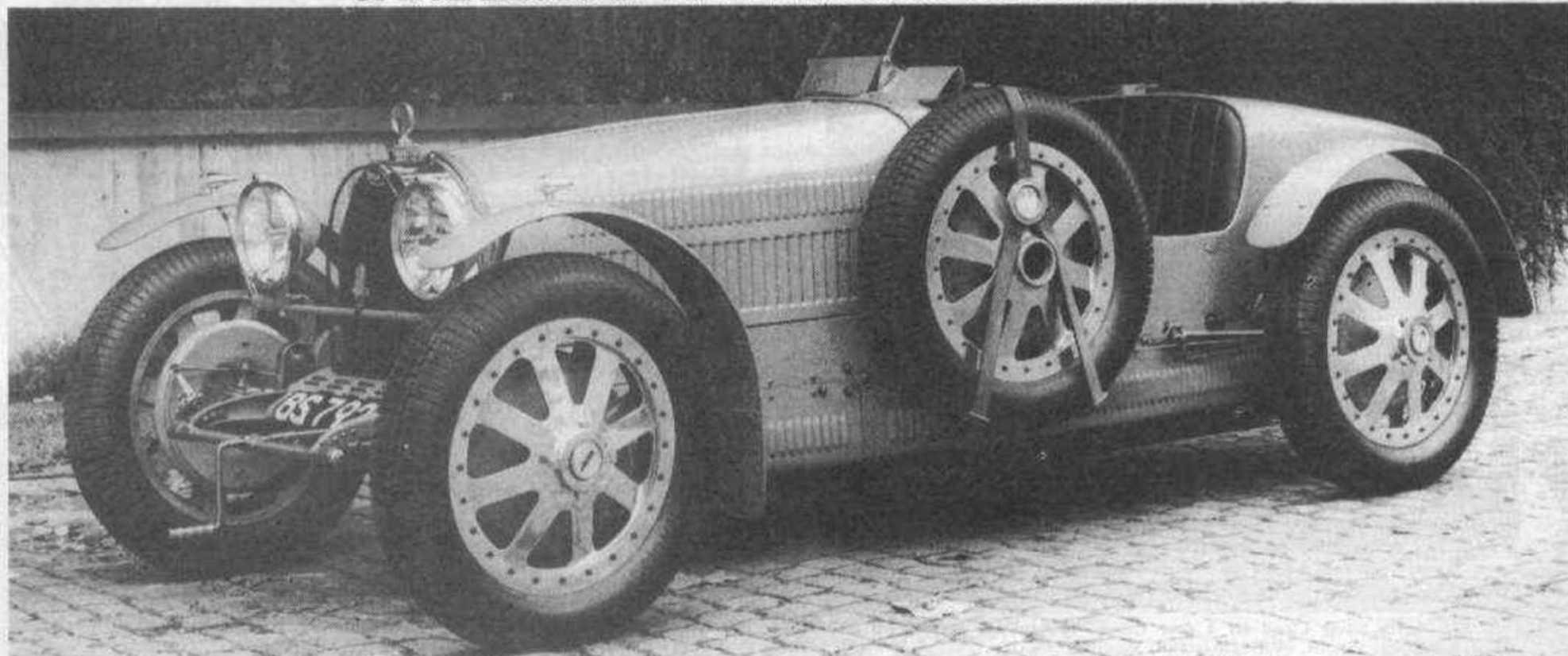
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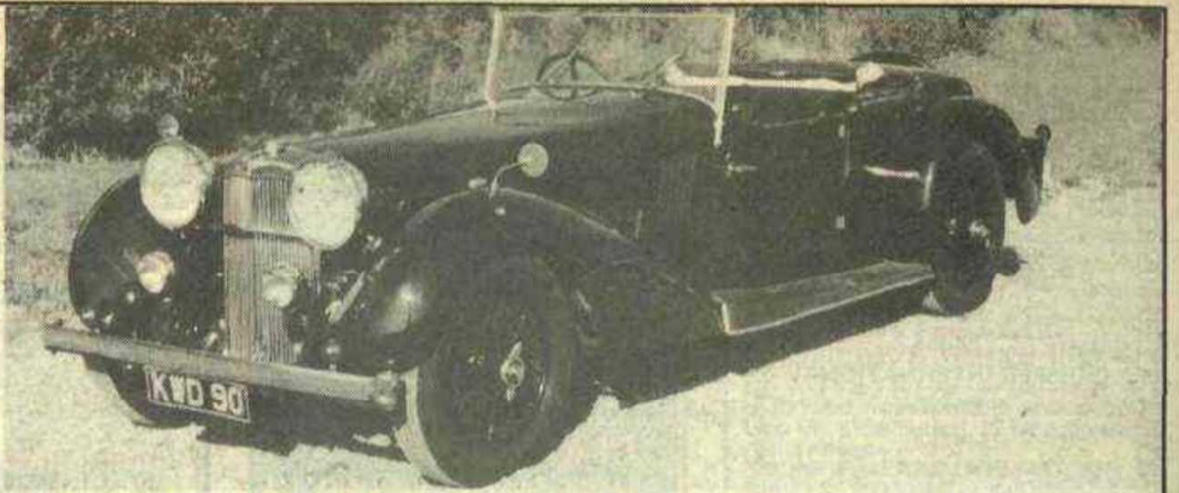
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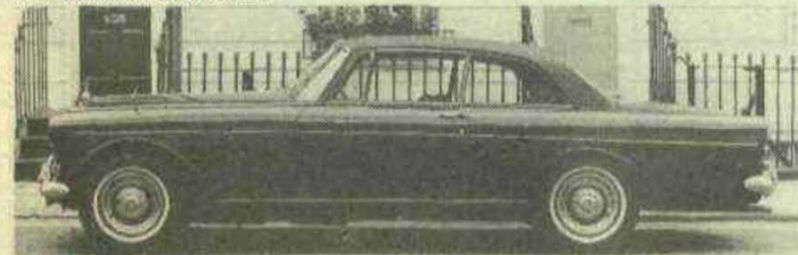
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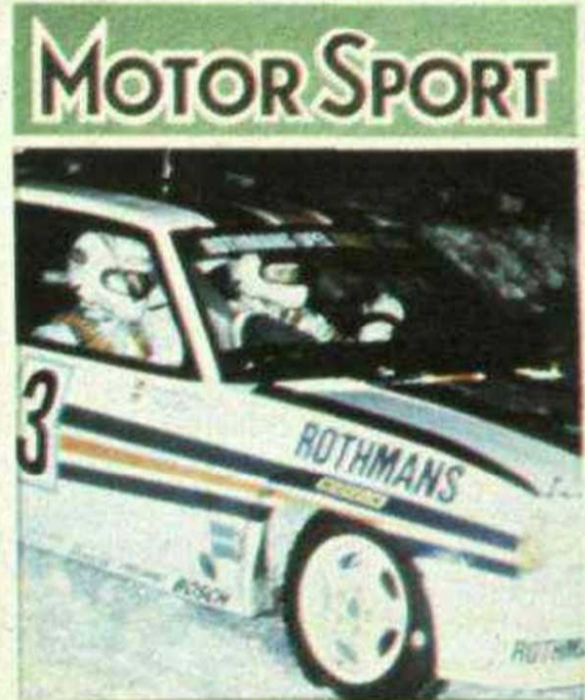
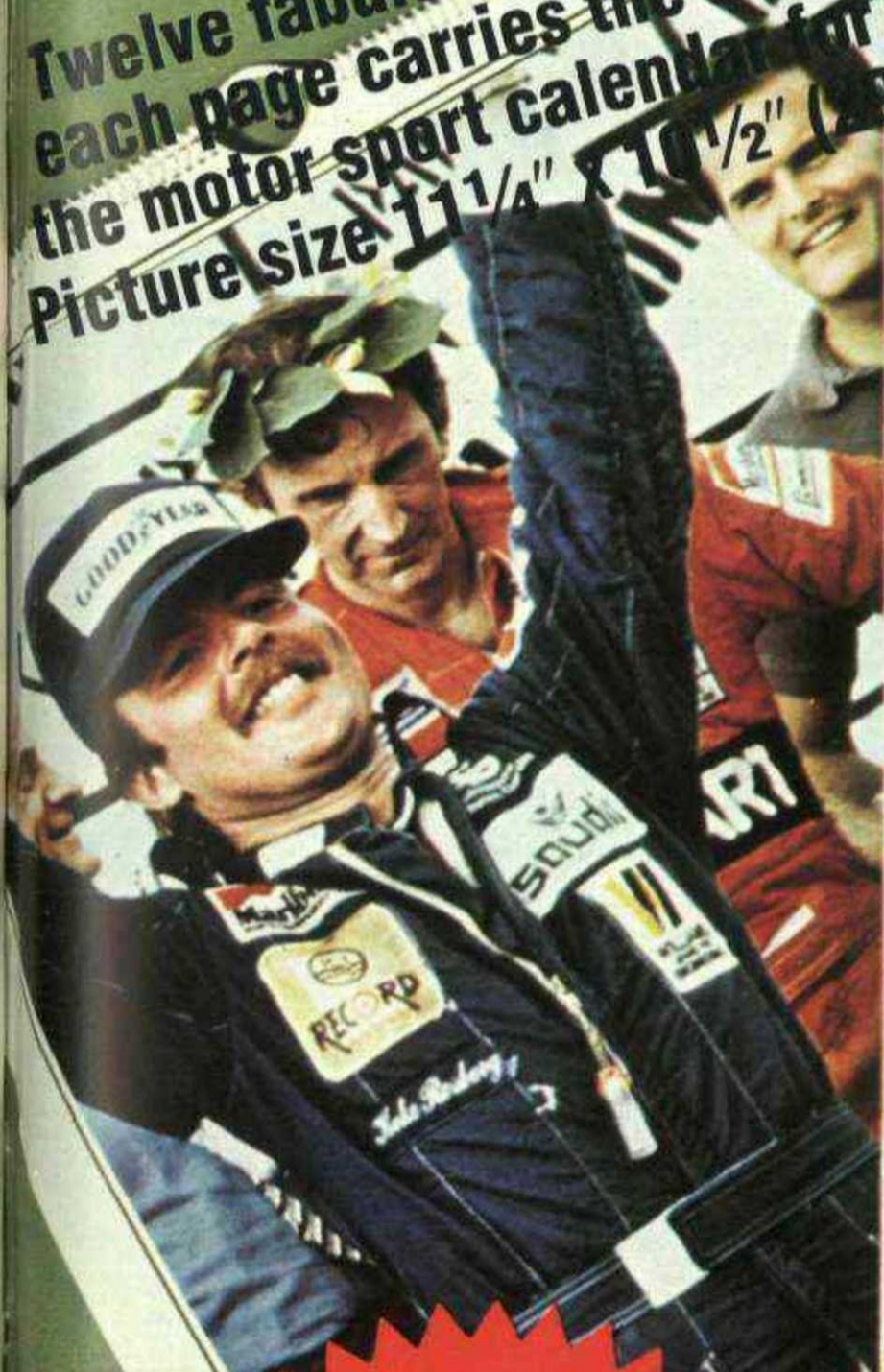
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