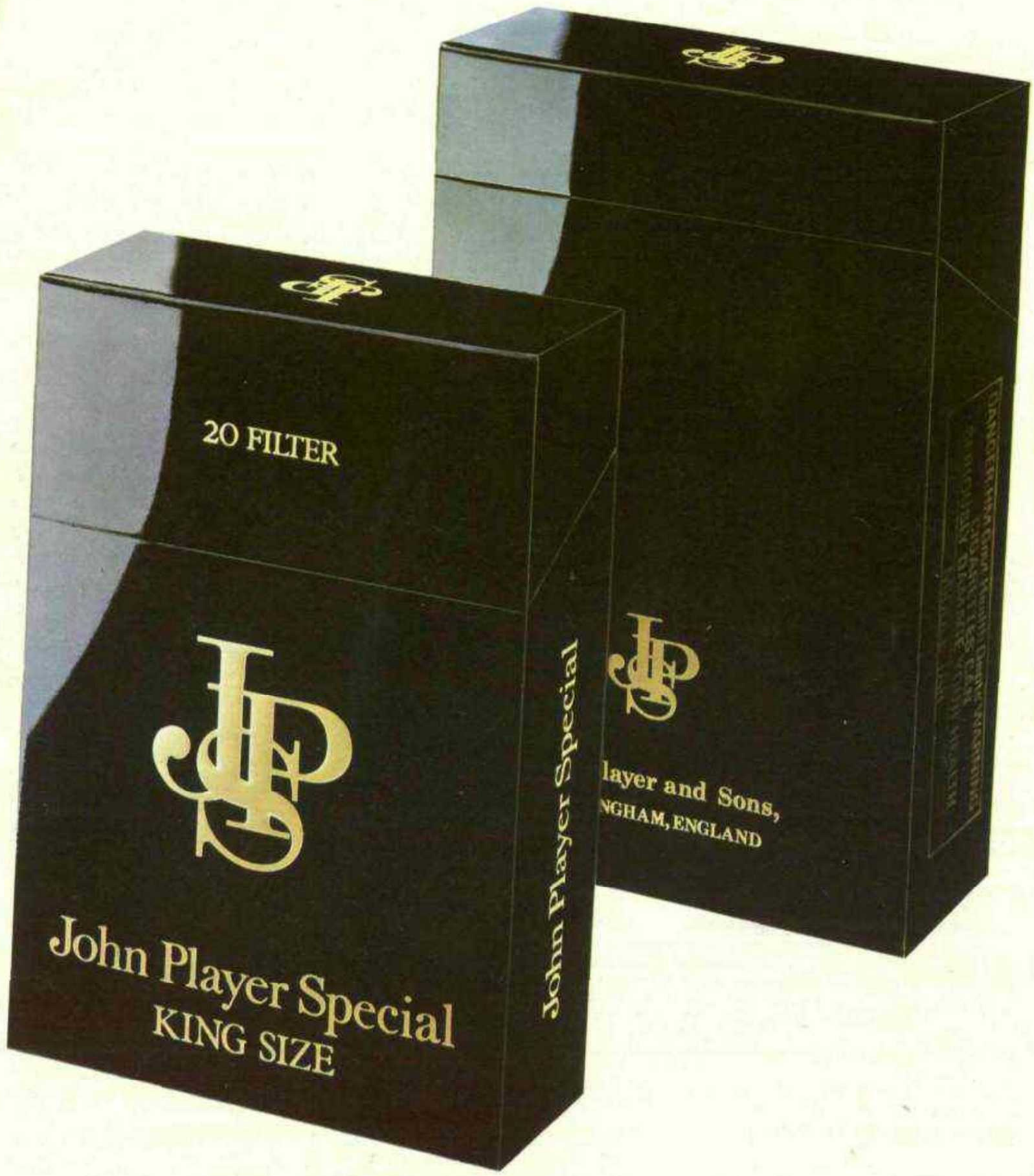
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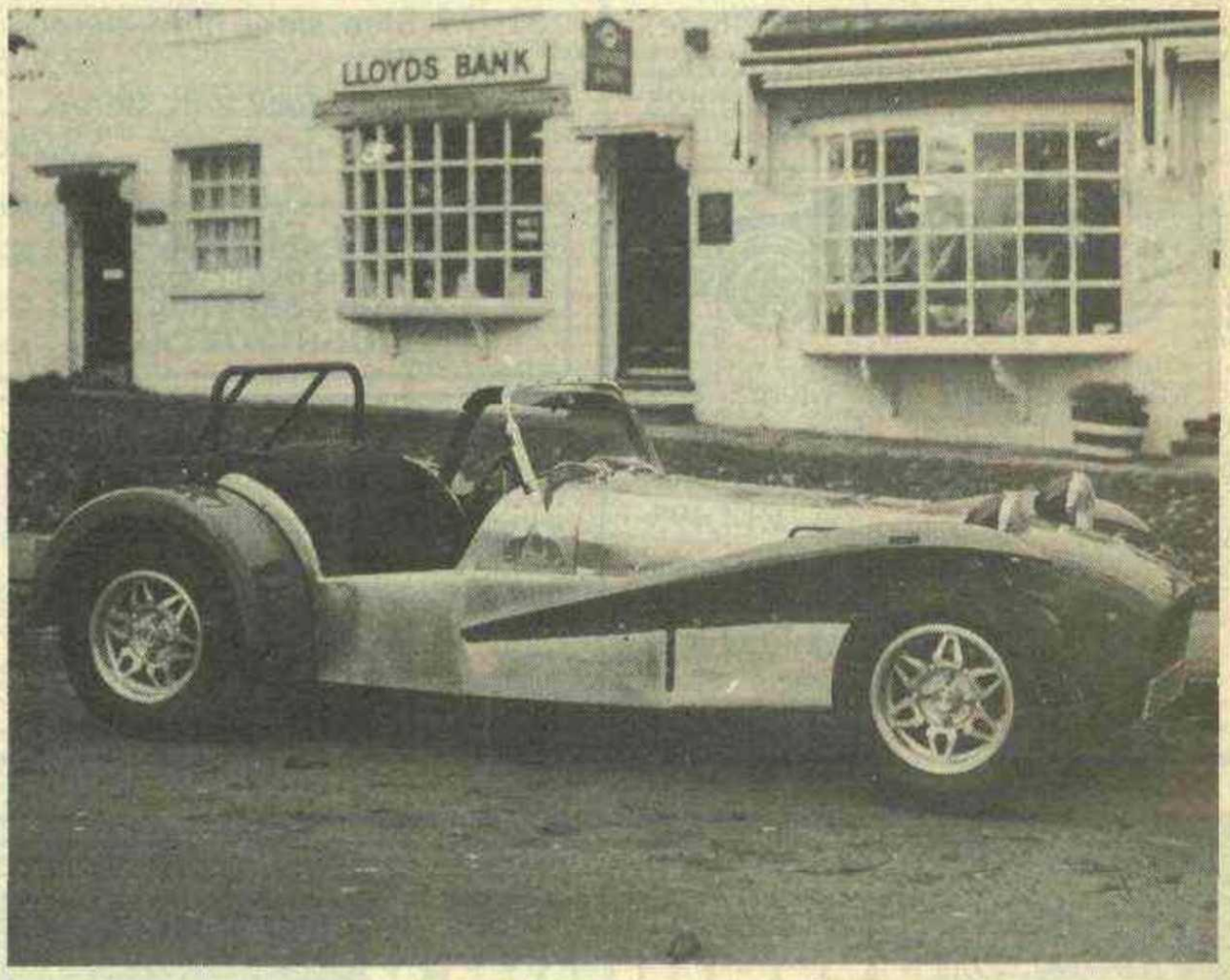
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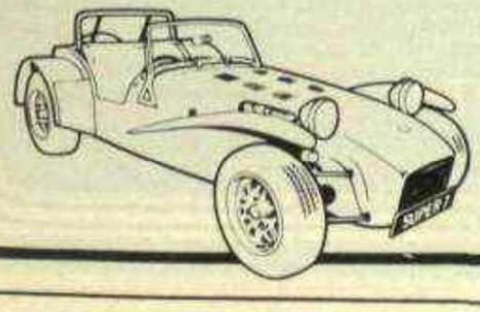
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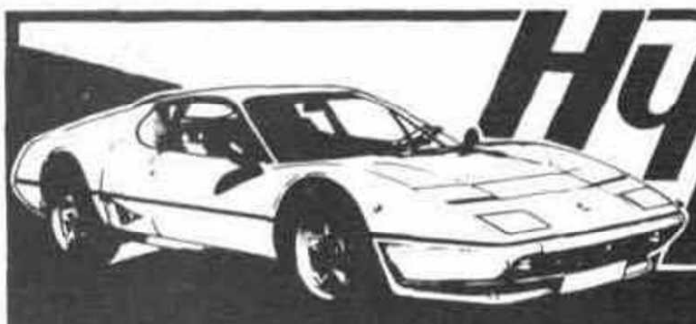


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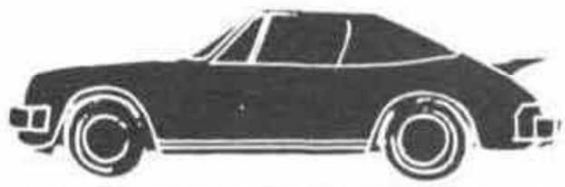
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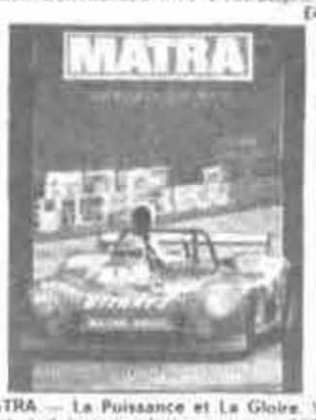
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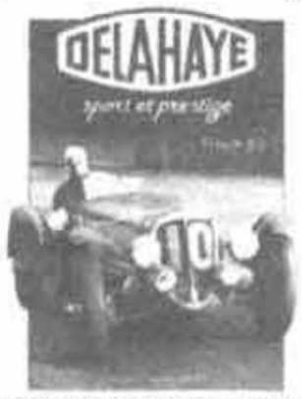
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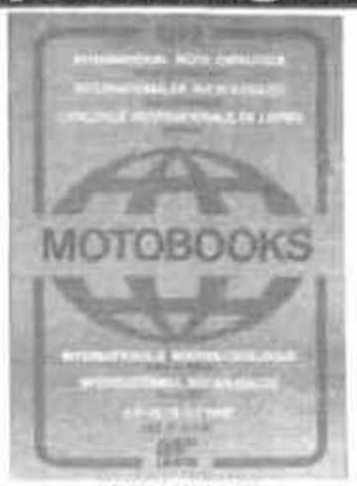
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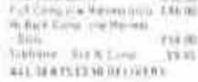
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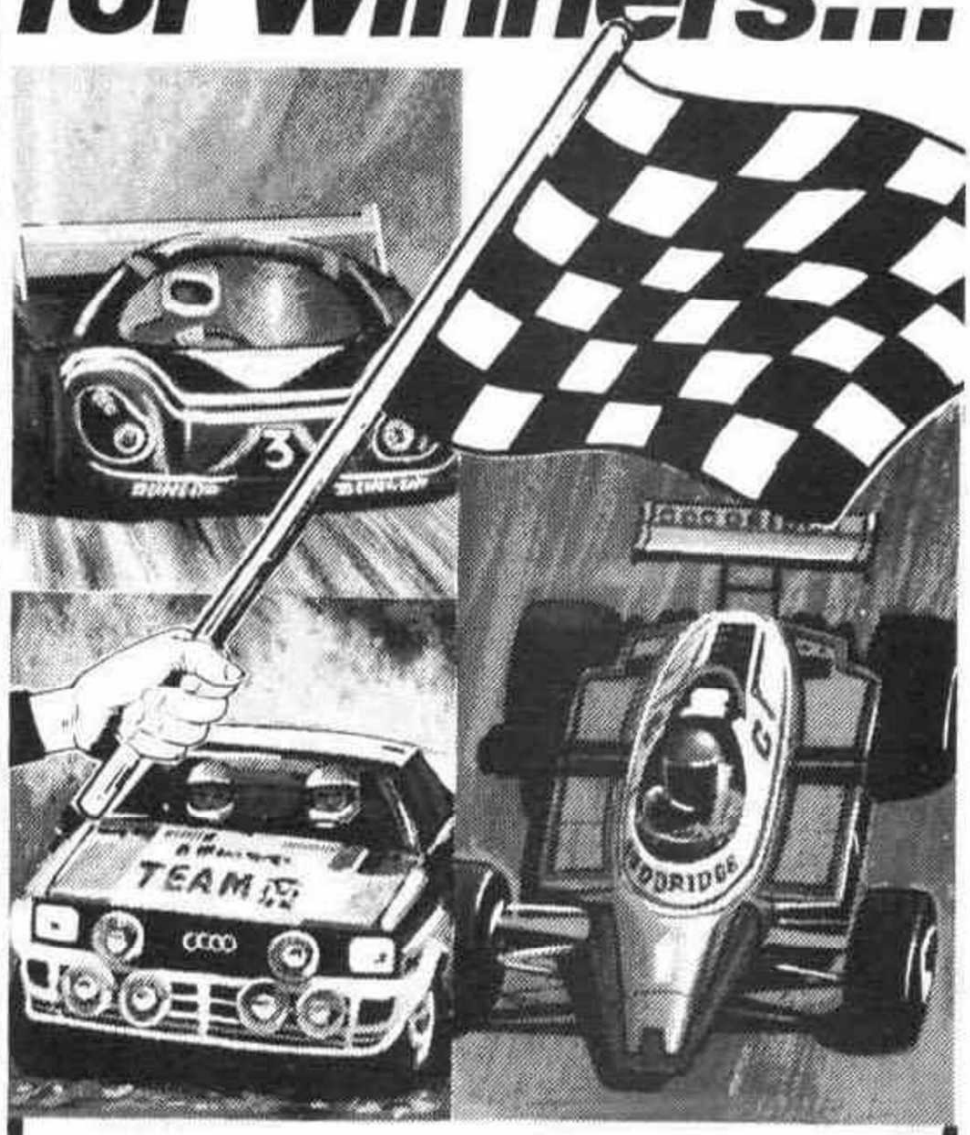
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GOODWOOD RACING IN 1983

Motorsport tour specialists Goodwood Travel have just published their 1983 brochure containing 52 tours to international race and rally events. This go-ahead company firmly established themselves last season as operators of quality tours and holidays at prices to suit everyone, and their attention to personal service and the desire to offer the best possible value were appreciated by many who travelled with them. Those who book in '83 can expect to receive the same service.

Prices range from £25.50 for the "Petit Prix" tour to the Belgian Grand Prix to £659 for a luxury nine day holiday staying in Monte Carlo for the Monaco Grand Prix.

The highlight of the programme is their flight by Concorde to the Monaco Grand Prix, and they are repeating the extremely successful Goodwood VIP Club flights to Le Mans, which they introduced last season. In addition, there are Goodwood Mini-Cruises, Goodwood Jets, an Enthusiasts' Holiday and a Racing School Holiday. On the majority of tours Goodwood will be using luxury coaches equipped with video, and, on the longer tours, with w.c. and washroom.

Where? When? How much?

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Dutch Rallycross	August 20	£55.00
1000 Lakes Rally	August 26-28	£399.00
Manx International	September 15-17	from £93.00

Goodwood VIP Club

Goodwood Travel introduced these tours in 1982 to satisfy the needs of those who had little time to spare and wanted to get to the circuit as quickly as possible, but with the maximum comfort. The use of private aircraft to take enthusiasts right to the trackside at Le Mans and the provision of complimentary champagne and grandstand tickets for the race proved extremely popular and no fewer than seven Goodwood aircraft made the flight! For 1983, there will be flights from many airports in the British Isles to Le Mans, and in addition, new flights to the Belgian Grand Prix and the Spa 1000 kms. Just another example of the new and exciting ideas which Goodwood have introduced to the world of motorsport travel.

Fly Concorde — Free

Everyone who books a Goodwood Tour before January 31 will be asked to enter a free competition for which the prize is the Concorde trip to Monaco. What better reason to book early!

Better Hotels

To add to the comfort of their travellers, Goodwood have included rooms with bath or shower and w.c. in the price of all tours where hotels are used. These facilities are increasingly in demand and you should bear this in mind when comparing prices and calculating your tour price.

Fly Concorde to Monaco



In conjunction with *Autosport* magazine, Goodwood Travel have organised what must be one of the most sensational Grand Prix tours ever. Flying at twice the speed of sound in the world's fastest passenger aircraft to see the fastest cars and drivers compete on the most glamorous circuit is unique and surely irresistable. It is the opportunity of a lifetime to enjoy an extravaganza of speed and spectacle.

The tour begins with a champagne reception and private check-in at the Heathrow Penta Hotel. Coaches will take you to Terminal 1 where you board Goodwood's British Airways Concorde.

The flight to Nice is south to the Bay of Biscay, reaching a speed of over 1,300 miles an hour at Mach 2, and then eastwards to the Cote d'Azur. Champagne and refreshments will be served in-flight.

On arrival luxury coaches will be waiting to take you along the Riviera coast to Monaco. Race programmes and first-class lunch trays with wine will be given to you here and you are then free to enjoy the race-day atmosphere of the Principality before taking your seat for the Grand Prix. Tickets for K Grandstand are included in the price.

At the end of the day's racing the coaches will take you back to Nice Airport for the return Concorde flight during which champagne and refreshments will again be served, and you will be given a special certificicate to commemorate your supersonic flight.

As an optional extra, you may book a room at the Heathrow Penta Hotel on the nights before and/or after the tour, and free car parking at the hotel is available to ALL members of the party. Goodwood Travel's experienced couriers will naturally accompany the tour throughout.

Places are limited to 96 and Goodwood recommend early booking.

Goodwood Mini-Cruises

To make the usually boring business of travelling more enjoyable, Goodwood feature many Mini-Cruises. Using the highly successful and luxurious service of Olau-Line from Sheerness to Vlissingen, these will provide comfortable economy or superior cabin accommodation on board the "Olau Hollandia", launched in 1981, and her brand-new sister ship, "Olau Britannia". These 15,000 ton vessels are much more than just ferries. They offer a taste of cruise-liner sophistication unrivalled by any other cross-Channel service. All superior cabins have shower and w.c., there's an excellent restaurant, a self-service cafeteria, spacious lounge bar with music for dancing, a disco on "Olau Britannia", casino, heated pool and sauna, and a duty-free shop, perfumery and supermarket with an extensive choice at really low prices.

Just £33 is all it costs for a tour, for example, to the Belgian Grand Prix, which includes two overnight sailings with all the on-board entertainment, an economy cabin (it's just an extra £6 return for a superior cabin), luxury coach throughout and the services of an experienced courier. This must be the best value in motorsport!

Goodwood Jets

Goodwood's tours by air to selected Grands Prix and Rally events in 1982 proved so popular that they are offering flights to many more next season. You can fly to San Marino, Monaco, Belgium, Germany, Austria, Holland and Italy and to the Rally of the 1000 Lakes.

Enthusiasts' Holiday

With the German and Austrian Grands Prix only one week apart, Goodwood have taken the opportunity to plan a superb two-week summer holiday for enthusiasts. In addition to the races, there will be a visit to the Mercedes Museum in Stuttgart, visits to Spa and the Nürburgring and stays in the Austrian Alps and on the Rhine. The price of £259 includes Mini-Cruise sailings on Olau-Line, luxury coach with w.c. and washroom, eleven nights' hotel accommodation in rooms with bath or shower, and half board accommodation in Austria.

Free Brochure

Everyone who intends to travel abroad for their racing or rallying in 1983 should send for Goodwood's new 36-page brochure by sending the coupon below to GOODWOOD TRAVEL LTD., St. James' House, Castle Street, Canterbury, Kent, CT1 2QZ, or by calling Canterbury (0227) 65967 and quoting reference ATOL 1569, MS1/83.

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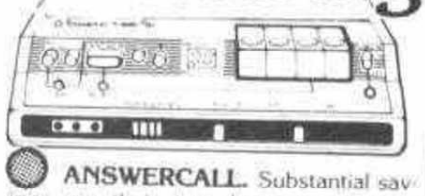
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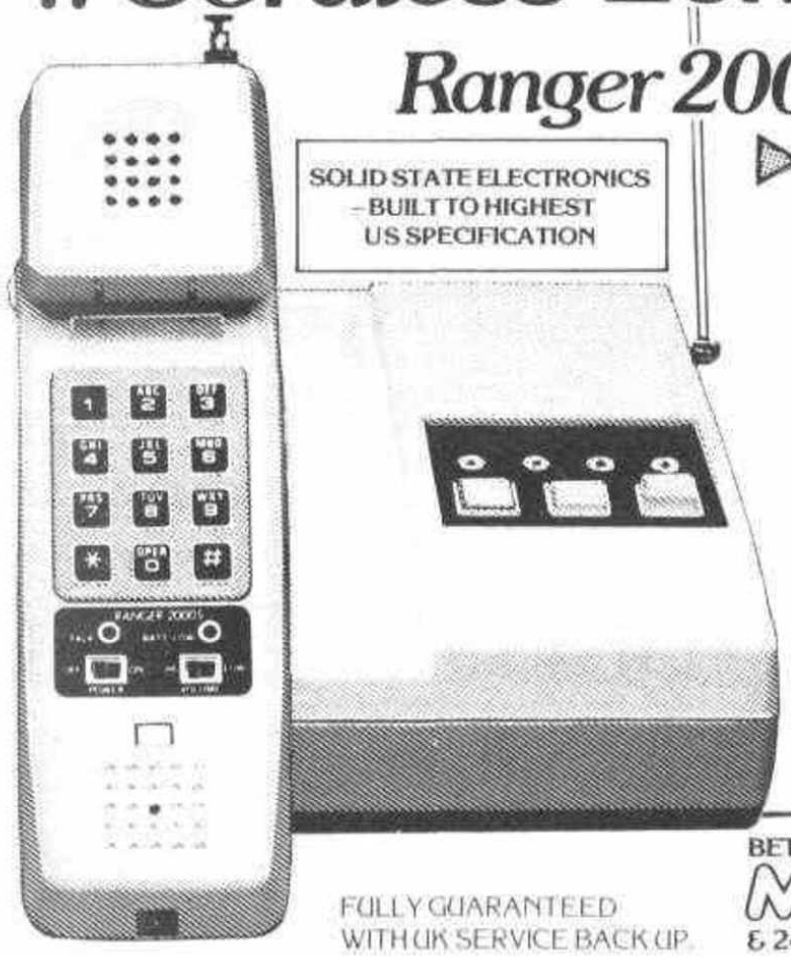
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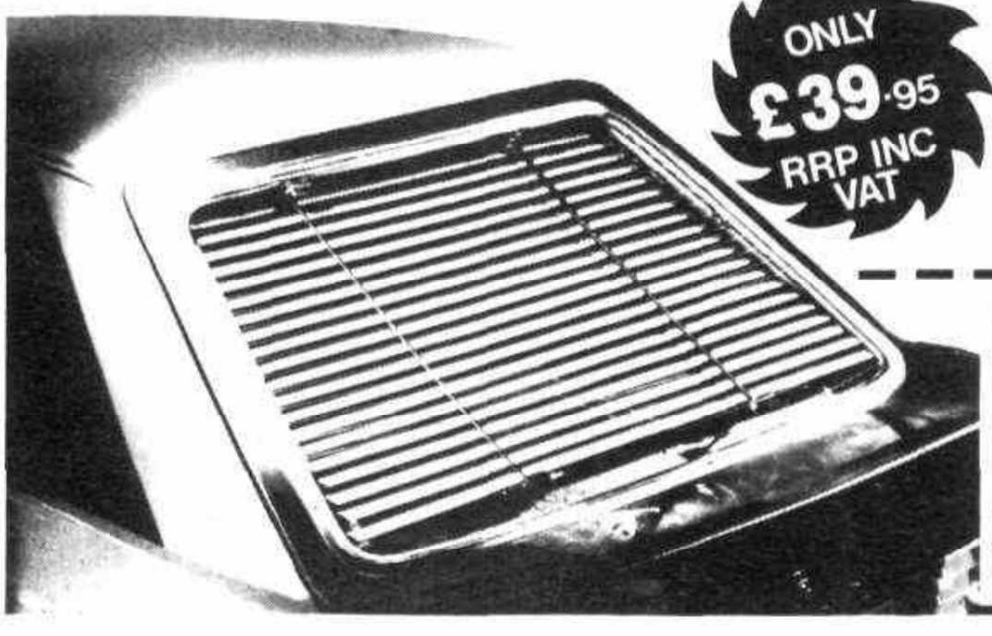
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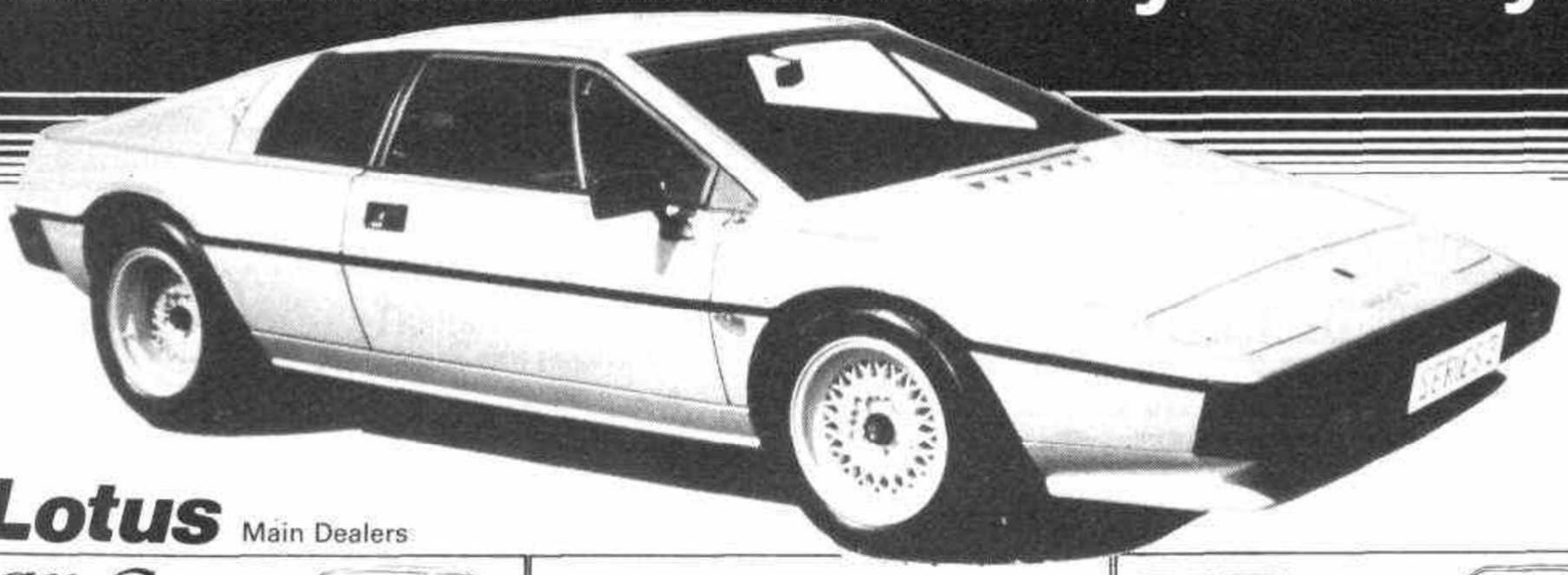
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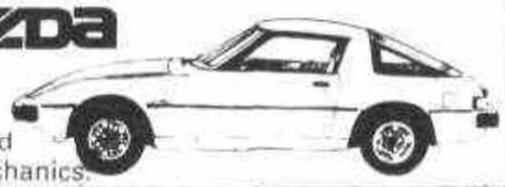
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Alfasud Sprint Veloce	£930.00	£35.47	Lotus Eclat Excel	£2,100.00	£80.10
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BMW 520i	£1,470.00	£56.06	Maserati Merak SS Coupe	£2,775.00	£105.84



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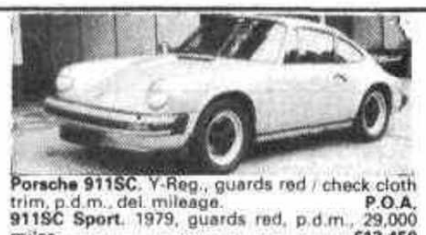
Porsche 928S. Auto, 1980, full spec., 19,000 miles, service history. **£18,450**
928 Auto. Met. silver, 1979, p.d.m., 24,000 miles. **£13,950**



Porsche Turbo 3.3. 1979, white / black leather, air cond., p.d.m., 19,000 miles. **£17,950**
Porsche Turbo 3.0. 1977, Sienna red, lobster trim, air cond., 49,000 miles. **£13,950**



Porsche 911SC Targa. 1981, Guards red / Berber trim, 29,000 miles. **£15,250**
911SC Sport Targa. W-Reg., met. silver / blue check trim, 20,000 miles, p.d.m., history. **P.O.A.**
911 Targa. 1975 model, orange, rear wiper, 54,000 miles, history. **£7,995**



Porsche 911SC. Y-Reg., guards red / check cloth trim, p.d.m., del. mileage. **P.O.A.**
911SC Sport. 1979, guards red, p.d.m., 29,000 miles. **£13,450**
911SC Sportsmatic. T-Reg., minerva blue / cork pinstripe, 57,000 miles, history. **£10,950**



Porsche 924. Y-Reg., guards red / beige Berber, p.d.m., sunroof, 9,000 miles, history. **£9,650**



BMW 635 Auto. W-Reg., met. red / tan leather, air cond., e/roof 29,000 miles. **£14,450**
BMW 535i. 1981, white / black trim, recaro seats, 27,000 miles, two owners. **£10,750**
BMW 320 Cabriolet. 1981, 5-speed, sapphire blue, 24,000 miles, one owner. **£8,950**



Mercedes 450SL 1980. Met. blue, 21,000 miles, two owners. **£16,450**
350SC. T-Reg., met. blue, e/windows, 39,000 miles, two owners. **£12,950**
450SL. 1973, met. blue, e/windows, alloy wheels, 64,000 miles. **£7,950**
350SL. L-Reg., met. gold, beige trim, air cond., rear seat. **£7,750**



Mercedes Benz 280SL. 1970, white, V-Reg., automatic, P.A.S., F.S.H., hard & soft top, 66,000 miles, full history. **P.O.A.**
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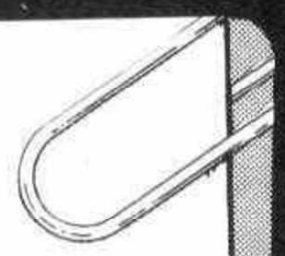


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Ferrari 308 GTS. 1980, silver, w/wheels, 18,000 miles, hist. **£15,950**
308 GTS. T-Reg., red, air cond., wide wheels, 35,000 miles. **£12,950**
308 GTB. 1978, silver / red leather air cond., w-wheels, 21,000 miles, history. **£11,950**



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



Esprit Series 3. 1981, white / black leather, X-Reg., air cond., 16,000 miles, history. **£11,950**
Esprit S2. 1980, Essex blue / champagne leather, 16,000 miles, two owners, history. **£9,995**
Eclat Spirit. Special Edition, 1978, white, 57,000 miles, 1 owner. **£4,950**



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



De Tomaso Deauville. T-Reg., met. beige / velour trim, usual extras, two owners, history. **£11,950**



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Turbo-bodied Targa. Built by us in 5/82, including full mechanical build, only 12,000 since. Based on 1974 911S, fitted with fully galvanised body panels, elec. windows, 8J and 9J wheels with P6 tyres, engine rebuilt with raised compression, "free-flow" sport spec. exhaust. In silver with blacklook, black trim and innumerable extras **£13,750.00**



935 style Turbo-bodied Targa. Built by us in 4/80, including full engine rebuild, 20,000 miles since. Based on 1977 Carrera 3.0 Sport, we have just re-sprayed it in metallic Minerva blue, with blacklook, tan trim. It deserves a full page colour picture! **£14,750.00**

THOUGHT OF THE MONTH:

Not tips at all, just passing thoughts.

1. Happy New Year!
2. If you're one of the lucky ones with a 911 Carrera (1973-77), if you look at the chassis plate in the front boot, it says on the top l.h. corner "TYP 911SC". An abbreviation of 911S, (C)arrera version. And if you compare the technical specifications of a 1977 Carrera 3.0 and a 1978 911 SC, barring the brake servo and air pump for exhaust emissions on the latter, they're obviously the same car. As the type designation on the chassis plate confirms. And if you're irritated because an old 2.7 can pass your 3.0 litre, read on!

3.2 LITRE

We find we originally offered this straightforward conversion as long ago as our Jan. 1981 advert, just after the 3.0 engine had been uprated to 9.8:1 high compression. Having now built several, we can offer it again, confident of both its effectiveness and reliability.



It's a "bolt-on" 98 mm. bore piston / cylinder conversion kit, giving approx. the same compression ratio as the current 3.0, plus a capacity increase to 3,186 c.c. It's a simple "swop" for any standard 3.0 Litre piston / cylinders, 1976 T series Carrera 3.0 on, requiring no crankcase or cylinder head modifications.
Set of 6 pistons / cylinders, complete with rings, gudgeon pins. **£1,100.00** + V.A.T.
Remove engine, install the above, re-fit and tune, including all extra parts (e.g. gaskets, oil, etc.) **£550.00** + V.A.T.

(But don't forget a "fudge factor" for any reconditioning your engine might need whilst it's stripped.)
And whilst you've got the exhaust removed, you might as well fit our "free-flow" late exhaust kit! (See our June 1982 ad.) From rolling road tests, we estimate the resulting unit gives easily in excess of 230 b.h.p. DIN, with excellent torque.

CLUTCH PLATES

Since the introduction of the current 915 series transmission on the 1972 model 2.4 911, there have been 3 different production clutch centre plates, all of which will interchange with one another.



From the left:
1972-77. All models, including Carrera 3.0 and 210 b.h.p. RS. Performs perfectly satisfactorily in the later 911SC. Price **£65** plus VAT.

1977-80. Introduced to reduce low speed transmission "growl". Mainly on '78 / '79 911SC, we are getting a spate of the rubber centres on these breaking up. The rubber clogs the clutch assembly, overloading the gearbox synchromesh and ultimately making gear changes impossible. We no longer stock it!

1980 — on. Reverts to the traditional spring drive hub, but a nicely developed one! Now available as a replacement part, it seems to perform well in all models, and looks like a good idea if you fancy a little weekend competition! Price **£57.50** plus VAT.

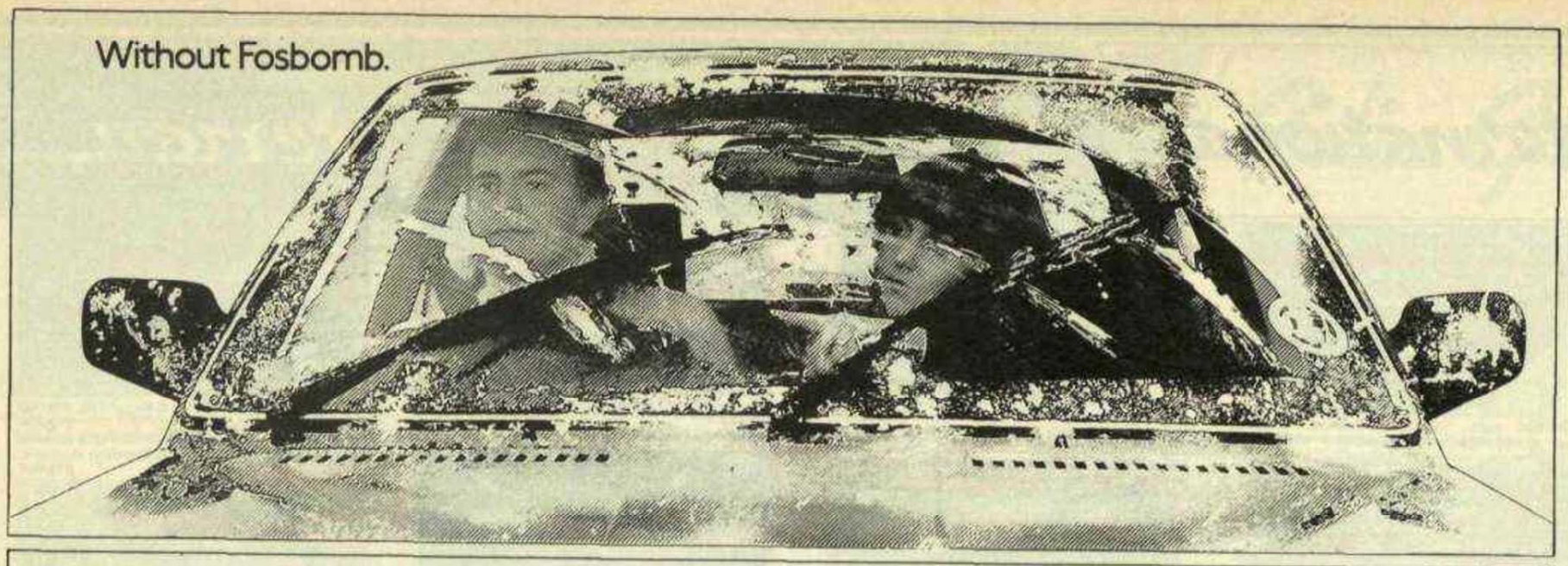


1977-80 Clutch plate before and after.

CARS FOR SALE

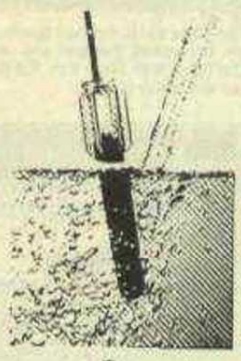


Lightweight 911, 2.7 Carrera RS specification, with 3.0 RS style bodywork, uprated suspension, L.S.D., close ratios, roll cage, Recaro buckets, full harness, heater, radio and elec. windows! In Guards red with black lightweight trim, it's done 20,000 since full engine rebuild and new suspension, 15,000 since transmission rebuild. On 8J and 9J x 16, with 9J and 11J x 15 competition wheels. An excellent example of the "shopping racer", reliable, economical, practical and competitive. **£10,750.00**





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VOL. LIX No. 1 JANUARY 1983

MOTOR SPORT

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

Fifty-ninth year of publication
Publication date first of month

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FRONT COVER PICTURE: PICTURED in Penmachno Forest in November is the works Audi Quattro which Hannu Mikkola drove to his fourth RAC Rally victory.

ANNUAL SUBSCRIPTION RATES

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MATTERS OF MOMENT

DESIGN TRENDS

As another year commences, it is satisfactory to be able to record that motor-car design is as fluid as ever and that so many interesting cars are available to ordinary users. Stagnation in automotive technology seems as far distant as it always has been, and if advances in terms of all-ceramic power-plants, practical steam and electric propulsion, and the like are perhaps not for our generation and only Mazda has mastered the art of the rotary engine for a catalogue model, it is indisputable that the bulk of the 1983 cars are commendably efficient.

Although the fuel-shortage scare has receded, as we predicted it would, the price of petrol at the pump has risen recently, making a nonsense of the drop in inflation. To counter this heavy charge on vehicle users, cars are gradually becoming lighter, their power units more efficient in a number of ways, their aerodynamic drag lower, their gearing higher, all of which is giving valuable gains in reduced fuel consumption. If minor troubles still niggle, and if the dreaded rust-problem has by no means been solved, in the face of all the salt that is put down on our roads every winter, it has to be said that the modern production car, even in the smaller sizes, is an acceptably efficient, pleasant-do-drive, transport-medium — some more so than others, of course. . . .

Design-wise, the in-line multi-cylinder engine is as dead as the side-by-side valve power-unit and the two-stroke car engine, but the vee-six or vee-eight configuration admirably replaces it in the luxury-car field, and the vee-twelve, today's ultimate in cylinder multiples, is made excellent use of by Ferrari, Lamborghini and Jaguar. In spite of the cost of motoring, the really exciting, top-powerful super-cars have not diminished in appeal, with Lamborghini making the 165 m.p.h. V12 mid-engined Countach LP500S, Ferrari using four-valves-per-cylinder on the 8,000 r.p.m. *Mondial Quattrovalvole*, Maserati adopting twin-turbochargers for the 2-litre V6 Biturbo, and Jaguar doing very nicely with the quiet, smooth-running 5.3-litre V12 XJ-S. There was a time, before the war, when supercharging was almost universal for Grand Prix cars, after pioneering by Mercedes, Fiat, Sunbeam, and Alfa Romeo, and consequently the sports-car enthusiast wanted supercharging on his road-going car, hence the blown Ulster Austin, Hyper Lea-Francis, FWD Alvis, blower-4½ Bentley and the like, with bolt-on blowers for those who aspired to forced-induction on more ordinary cars. The trend has run full-circle, with turbocharging now found on many production cars, and with proprietary turbo-sets available. Even Rolls-Royce have successfully resorted to this easy path to increased power and torque for the Bentley Mulsanne Turbo.

Another technical breakthrough has been four-wheel-drive for private cars, as distinct from Jeep-pattern vehicles. Audi have done it effectively for the Quattro, as their winning of the 1982 Rally Championship endorses, and if this January is as wintry as last year, there should be as many converts to the Subaru-style of grippy traction. On two-wheel-drive cars, which means through the front wheels in so many instances, there have been suspension improvements. Ford surprised us by retaining rear-wheel-drive for the new Sierra, with its advanced, low-drag styling, and by using for it a fairly sophisticated form of trailing-arm independent-rear-suspension, a layout with which BMW had not had a very happy experience, earlier on. Somewhere recently we read a learned discourse on the De Dion method of rear-wheel location, which praised this layout in general but also Rover's Spen. King for doing as well, or better, for the Rover SDI with his beam back-axle than he had in De Dioning the Rover 2000, and giving great acclaim to the De Dion system on the modern Aston Martin / Lagonda cars; but it should be remembered that the De Dion back-axle is also used by Alfa Romeo and Volvo.

Perhaps the biggest single contribution to an advance in engine construction has been the toothed-belt drive, which now renders the overhead-camshaft (or camshafts) such a simple benefit to use. We have come far from the elaborate con.-rod and eccentric o.h.c.-drives of the Leyland Eight, Bentley Big-Six and twin-cam Maudslay, and in later days the little NSU, in achieving this objective without objectionable cacophony, so that it is difficult to justify the continued use of push-rods to prod overhead valves and one feels that they may soon follow the L-head into oblivion . . . Today's tyres are as efficient as the cars they carry and might be said to be more reliable — and the tyre-manufacturers are making their contribution to reduced fuel consumption with new low-drag tyre profiles, etc., while Michelin's latest TRX MI tyre was used by Audi to win the RAC Rally.

The most notable trend, however, has been that of turbocharging, pioneered for production cars by Saab and now available on all the Colt range, on the well-behaved Renault 18, and now on the MG Metro, etc., with turbo-lag and other problems fast being overcome. It remains to be seen how long-term durability works out. There is little doubt that the emergence of turbocharging in racing, with further advances on these lines expected this year, about which D.S.J. and A.H. will keep you informed, has led to growing interest in this form of power-boost, for ordinary engines used by ordinary drivers.

Continued overleaf

Motor Sport Fixture List for January

★ 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
Jan 2nd	Port Talbot MC	Ministry of Defence property	Mynydd Epynt	Stage Rally (*R*)	09.30
Jan 3rd/9th	**Badener Rallye Club**	—	**Austria**	**Janner Rally (European Rally Championship) (INT)**	—
Jan 7th/8th	MCC	Lewdown, Cirencester and Reading	—	Exeter Classic Trial	—
Jan 8th/9th	Knowldale CC	Tebay (West) Motorway Services, Tebay, Cumbria	91/606062	Mini Miglia Rally (*R*)	—
Jan 15th/16th	East Berks MC	High Wycombe Sports Centre	175/858914	Castrol Oakleaf Rally (*R*)	23.30
Jan 15th	Stockton & District MC	Roof Top Car Park, The Riverside	Stockton on Tees, Cleveland 93/446186	—	22.50
Jan 22nd/29th	**Automobile Club de Monaco**	**Monte Carlo**	**Monaco**	**Monte Carlo Rally (World Championship Round) (INT)**	—
Jan 28th/29th	**Rovaniemen Urheiluautoilijat / Autoliito**	—	**Finland**	**Arctic Rally (European Championship Round) (INT)**	—
Feb. 4th/5th/6th	**Union Mecanisee SPA ASBL**	**Spa**	**Belgium**	**Boucles de Spa (European Rally Championship Round) (INT)**	—
Feb 5th	Forest of Dean MC	St. Pierre Golf and Country Club	Nr. Chepstow	Wyedean Stages (*N*)	14.00 09.00
Feb 6th	Circle & Harrow CC	Brands Hatch Circuit	Dartford, Kent	Sprint	13.00

MATTERS OF MOMENT
Continued from previous page

FOR OLDER CARS

With seat-belt compulsion less than a month away we do not wish to labour the fact, but as some owners of the older, exempted cars *may* wish to belt-up we append the finding by Anders Clausager for the Classic Vehicle Clubs' Committee, a body that does so much for old-vehicle users, on the subject:—

The renewed proposals for legislation for compulsory wearing of seat-belts has unfortunately given rise to some misunderstanding in classic car circles. The new proposals are only aimed at

cars registered on or after January 1st, 1965, vans registered on or after April 1st, 1967 and *three-wheelers registered on or after September 1st 1970.*

Under current legislation these groups of vehicles have to have seat-belts fitted; the new proposals will make wearing of these belts compulsory; but *for owners of older cars there is no change at all.* Cars registered (or built) prior to January 1st, 1965 will *not* have to have seat-belts fitted; if such older cars have seat-belts fitted the belts do *not* have to comply with the legal requirements for seat-belt standards, and if you drive a pre-1965 car you do *not* have to wear seat-belts, even if these are fitted. — W.B.

* * *

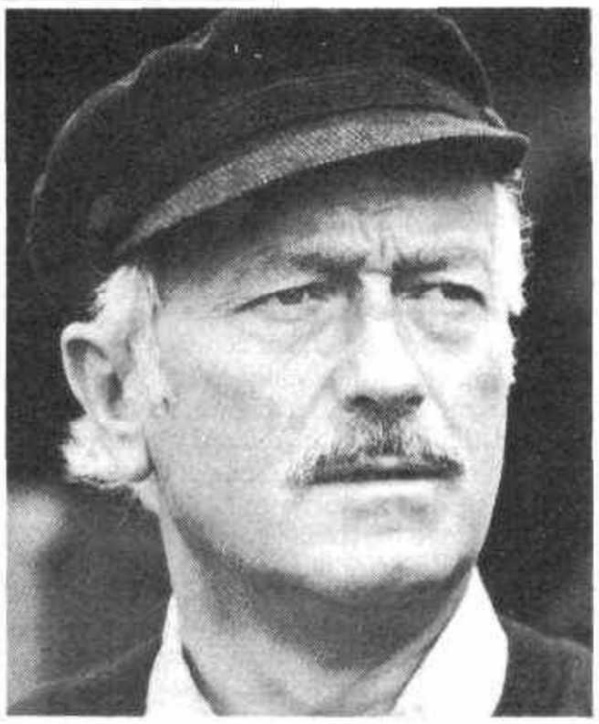
Daily Mail Motorsports Show

ORGANISED by the British Racing and Sports Car Club, this major exhibition features every facet of motorsport. Held at the Cunard International Exhibition Centre, West London, the show runs from January 7th-16th and opening hours are as follows: Friday, January 7th — 16.00-21.00; Weekdays: 11.00-21.00; Saturdays: 09.30-21.00; Sundays: 11.00-19.00. Admission is £2.00 for adults and 50p for children.

CCH Sprint

TO CELEBRATE 25 years of organising the only sprint at Brands Hatch the Harrow Car Club and Circle Car Club are holding a Silver Jubilee Sprint at the Kent circuit on Sunday February 6th, 1983. There are classes for saloons and sports cars, and practice starts at 10.30 a.m. Secretary of the meeting is Derek Sizeland — tel. 01-346 8670 (eves).

OBITUARY



Colin Chapman

LOTUS chief Colin Chapman died at his home in Norfolk during the night of December 15th/16th at the age of 54 years, bringing to an end an era of technical imagination and innovation which he had focussed on the Grand Prix racing world for more than two decades. An original thinker, a self-made man and an engineer of rare intuitive genius, Colin Chapman built his first Austin Seven based special back in 1948 during his spare time whilst studying engineering at University. By the early 1950s he was building his spindly specials on a commercial basis, laying the foundations of a multi-million pound business which would eventually make the Lotus marque name famous on a World-wide basis.

High levels of handling and performance quickly became the hallmark of all Lotus road cars, but while Chapman's commercial interests were well served by a succession of splendid machines such as the Seven, the Elite and the Elan, his all-absorbing passion was Grand Prix racing. After an early association re-designing the original Vanwall chassis, Chapman's Team Lotus appeared on the F1 scene in 1958 and he quickly established a reputation as a trend-setter, his neat rear-engined Lotus 21 winning the works team its first Grand Prix triumph in the United States GP at Watkins Glen in 1961.

But it was his partnership with the mercurial Jimmy Clark that really brought Chapman's name into the forefront of public attention. Driving a succession of Lotus Grand Prix cars, the brilliant Scottish driver won a total of 26 Grand Prix victories between 1962 and his tragic death six years later. Subsequently Lotus Formula One cars won the Constructors Championship in 1968, 70, 72, 73 and 78 with Graham Hill, Jochen Rindt, Emerson Fittipaldi and Mario Andretti amongst the many distinguished names who drove their way into the history books at the wheel of Chapman's machines.

After developing the Lotus 72, Chapman's next great technical breakthrough was the harnessing of ground effect and the development of the type 78 and 79 machines which re-wrote Formula One performance parameters in the late 1970s. Hand-in-hand with all this energy expended on his successful Formula One programmes, Chapman also presided over the development of the Esprit, Eclat and second generation Elite road cars which continued the early tradition of highly responsive road cars marketed under the Lotus badge. Ambitious, energetic and endowed with immense drive, Colin Chapman inspired those who worked with him to achieve great things. He once said that he hoped to be racing as long as his rival Enzo Ferrari, now in his early eighties. Sadly, that ambition was not to be realised.

A.H.

CLUB NEWS

Teesside Yesteryear Motor Club

THOSE readers in the North-East who own vintage, pre-war or post-war and classic cars might find the varied programme of the TYMC of interest. Last year's events included the very successful Eskdale Reliability trial and the Northern Concours. Mike Hardy, 5 Dedstrother Avenue, Stockton-on-Tees.

MGB Register

ON ITS committee this club has a Specials Historian who is seeking information on the following limited edition MGs: 1975 B GT Jubilee, 1981 B LE, and 1981 B GT LE. Mr. Peter Smart, 29 Robertson Close, Clifton, Rugby, Warwickshire, would be glad to hear from anyone who owns or has details of any of these models.

The 1983 International Racing Season

THE calendar of the major events for 1983 was published in good time this year, but the dates of lesser International and non-championship events have yet to come. There are 17 races on the list of Formula One events, covered by eight months, which is an average of a race every alternate weekend, except that the world of Formula One is never as simple as that. We have Monaco and the Belgian GP on successive weekends, which could give a good motoring holiday with the journey from Monaco to Belgium taking in such places as the Biscaretti museum in Turin, the Schlumpf museum in Mulhouse near the Swiss frontier and some super motoring through the Jura mountains of Eastern France and northwards through Luxembourg and Southern Belgium, or a bit to the east through the Moselle valley and the Eifel mountains. There is still talk of holding the Belgian GP at Spa, on the new short circuit, though most people feel it will be at Zolder.

Good travel planning has put Detroit and Montreal on successive weekends, as last year, and Detroit has already planned to do away with the very tight bottom gear hairpin at the top of the town. As it was followed by a right-angle corner it was not at all popular and served little real purpose. In July the Swiss GP happens again on the Dijon-Prenois circuit and, unbelievably, everyone has to be at Silverstone by the following Wednesday, ready for practice on Thursday morning for the British GP due on Saturday July 16th. This doesn't sound like a good idea. In August the German and Austrian races are on successive weekends, as in 1982, and this is not such a bad idea and has worked well in the past. The only trouble is that most of industrial Germany is on holiday during August so that visits to friends at Porsche, Daimler Benz and BMW on the way between races is prevented.

There are still hopes that Long Distance Endurance racing under the new Group C, which was aimed at attracting bona-fide manufacturers, will develop into something as serious as Formula One. Events are planned for Monza, Silverstone, Nürburging and Spa Francorchamps as well as the annual 24 hour grind round the Sarthe circuit at Le Mans. To give the series world-wide appeal the final events are at Fuji in Japan on October 2nd and Kyalami in South Africa, the week following the re-positioned South African GP, due on October 29th instead of its usual date early in the year.

England only has one Formula One race, France and Italy both having two events and the United States having four, but in return we have three Formula Two events, at Silverstone, Thruxton and Donington Park though somehow Formula Two events do not attract the following that Formula One has. You can meet detractors of Formula One in almost any pub these days and they all say "can't think why people go to watch such boring stuff," though how they know it's boring when they don't go, they never explain. In spite of these "dismal jimmies" there is never a shortage of spectators at Brands Hatch or Silverstone for the Grand Prix. If there was another British GP a month later, I wonder what sort of crowd it would attract?

The Formula Three Championship events cover the whole of Europe and use quite a lot of the Formula One circuits, plus Monaco, which is an event that stands on its own outside of the Championship series. — D.S.J.

GRAND PRIX RACES
(Formula One Drivers' and Manufacturers' Championship)

Mar. 13	Brazilian GP	Rio de Janeiro
Mar. 27	USA (West) GP	Long Beach
Apr. 17	French GP	Paul Ricard
May 1	San Marino GP	Imola
May 15	Monaco GP	Monte Carlo
May 22	Belgian GP	Spa or Zolder
June 5	USA (Central) GP	Detroit
June 12	Canadian GP	Montreal
July 10	Swiss GP	Dijon-Prenois
July 16	British GP (Saturday)	Silverstone
Aug. 7	German GP	Hockenheim
Aug. 14	Austrian GP	Osterreichring
Aug. 28	Dutch GP	Zandvoort
Sept. 11	Italian GP	Monza
Sept. 25	USA (East) GP	New York
Oct. 9	USA (West) GP	Las Vegas
Oct. 29	S. African GP (Saturday)	Kyalami

WORLD ENDURANCE CHAMPIONSHIP
(For Manufacturers and Drivers)

Apr. 10	Monza	Italy
May 8	Silverstone	England
May 29	Nürburgring	Germany
June 18/19	Le Mans 24 hrs.	France
Sept. 4	Spa-Francorchamps	Belgium
Oct. 2	Fuji	Japan
Nov. 5	Kyalami (Saturday)	S. Africa

FORMULA TWO EUROPEAN TROPHY

Mar. 20	Silverstone	England
Apr. 4	Thruxton (Monday)	England
Apr. 10	Hockenheim	Germany
Apr. 24	Nürburgring	Germany
May 8	Vallelunga	Italy
May 23	Pau (Monday)	France
June 5	Mantorp Park	Sweden
June 12	Spa-Francorchamps	Belgium
June 26	Donington Park	England
July 24	Misano-Adriatica	Italy
July 31	Enna-Pergusa	Sicily
Sept. 4	Mugello	Italy

FORMULA THREE EUROPEAN CHAMPIONSHIP

Mar. 13	Vallelunga	Italy
Mar. 27	Nürburgring	Germany
Apr. 17	Zolder	Belgium
May 1	Magny-Cours	France
May 8	Kassel-Calden	Germany
May 22	Osterreichring	Austria
June 5	La Chatre	France
June 12	Silverstone	England
July 10	Misano-Adriatica	Italy
Aug. 7	Knutsdorpring	Sweden
Sept. 4	Nogaro	France
Sept. 11	Jarama	Spain
Sept. 25	Imola	Italy
Oct. 9	Donington Park	England
Oct. 23	Croix-en-Ternois	France

EUROPEAN TOURING CAR CHAMPIONSHIP

Mar. 20	Monza	Italy
Apr. 10	Vallelunga	Italy
May 1	Donington Park	England
May 15	Enna-Pergusa	Sicily
May 22	Mugello	Italy
June 12	Brno	Czechoslovakia
June 26	Osterreichring	Austria
July 3	Nürburgring	Germany
July 17	Salzburgring	Austria
July 31	Spa-Francorchamps	Belgium
Aug. 28	Mantorp Park	Sweden
Sept. 11	Silverstone	England
Sept. 25	Zolder	Belgium

EUROPEAN MOUNTAIN HILL-CLIMB CHAMPIONSHIP

Mar. 27	Ampus-Draguignan	France
Apr. 10	Ecce Homo	Czechoslovakia
May 22	Estrella	Portugal
May 29	Montseny	Spain
June 12	Rechberg	Austria
June 19	Bolzano	Italy
July 3	Cosenza	Italy
July 10	Macerata	Italy
Aug. 7	Mont Dore	France
Aug. 21	St. Ursanne-les Rangiers	Switzerland
Sept. 4	Turkheim-Trois Epis	France
Sept. 18	Prades	Spain
Oct. 2	To be nominated	Germany

From the Front — 1



1 — FRAZER NASH: This 1933 car is a long-chassis 6-cylinder Blackburne engined model, its front axle hung on quarter-elliptic leaf-springs being part of the character of a Frazer Nash. The unusual sidelamp mountings were a feature of these cars at the time.

WHEN you see the sports car of today coming towards you it is possible to be mistaken as to its identity due to designers all treading the same aerodynamic efficiency path. In the vintage and post-vintage years each designer endowed his sports car with a very distinctive "face", which was all centred around the radiator. Probably the most easily recognised is a Bugatti radiator, Ettore Bugatti pulling a master stroke when he opted for the horseshoe shaped radiator.

The radiator became a simple block of cooling element and designers covered it with a cowling which retained the general shape of the old-type radiator, but as the front of the car became more aerodynamic the radiator grille gradually gave way to an efficient opening.

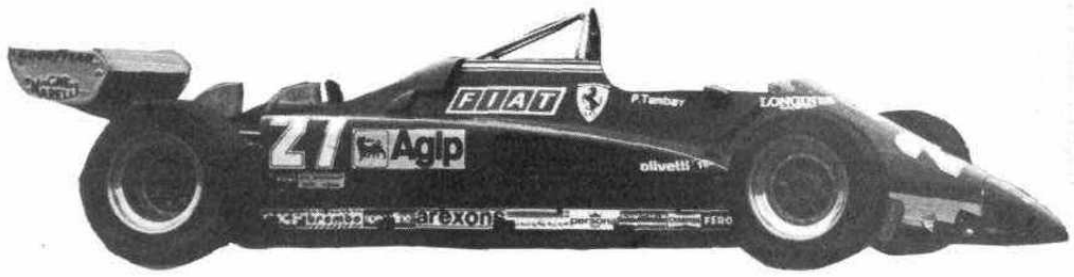
In this new series, which we start this month, we will show each month a full-frontal view of an interesting car of the nineteen-twenties and thirties, none of which can be mistaken for anything other than what they are. The photos are period ones from the MOTOR SPORT archives. — D.S.J.

INTERNATIONAL RACE RESULTS OF 1982

WORLD CHAMPIONSHIP EVENTS



CHAMPION DRIVER
Keijo Rosberg



CHAMPION CAR
FERRARI 126C2

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's Speed k.p.h.	Fastest Lap	Time Mins. Sec.
Jan. 23	S. African GP — 316.00 kms	Kyalami	A. Prost (Renault RE30B V6 t/c)	C. Reutemann (Williams FW07C-Cos. V8)	R. Arnoux (Renault RE30B V6 t/c)	N. Lauda (McLaren MP4-Cos. V8)	K. Rosberg (Williams FW07C-Cos. V8)	J. Watson (McLaren MP4-Cos. V8)	205.700	A. Prost (Renault RE30B V6 t/c)	1.06.278
Mar. 21	Brazilian GP — 316.953 kms	Rio de Janeiro	*N. Piquet (Brabham BT49D-Cos. V8)	*K. Rosberg (Williams FW07C-Cos. V8)	A. Prost (Renault RE30B V6 t/c)	J. Watson (McLaren MP4-Cos. V8)	N. Mansell (Lotus 91-Cos. V8)	M. Alboreto (Tyrrell 011-Cos. V8)	183.00	N. Piquet (Brabham BT49D-Cos. V8)	1.36.582
Apr. 4	USA (West) GP — 258.738 kms	Long Beach	N. Lauda (McLaren MP4-Cos. V8)	K. Rosberg (Williams FW07C-Cos. V8)	G. Villeneuve (Ferrari 126C2-V6 t/c)	R. Patrese (Brabham BT49C-Cos. V8)	M. Alboreto (Tyrrell 011-Cos. V8)	E. de Angelis (Lotus 91-Cos. V8)	131.00	N. Lauda (McLaren MP4-Cos. V8)	1.30.831
Apr. 25	San Marino GP — 302.400 kms	Imola	D. Pironi (Ferrari 126C2-V6 t/c)	G. Villeneuve (Ferrari 126C2-V6 t/c)	M. Alboreto (Tyrrell 011-Cos. V8)	J-P. Jarier (Osella FA1C-Cos. V8)	E. Salazar (ATS-Cos. V8)	*M. Winkelhock (ATS-Cos. V8)	187.700	D. Pironi (Ferrari 126C2-V6 t/c)	1.35.036
May 9	Belgian GP — 298.34 kms	Zolder	J. Watson (McLaren MP4-Cos. V8)	K. Rosberg (Williams FW08-Cos. V8)	*N. Lauda (McLaren MP4-Cos. V8)	E. Cheever (Talbot JS17-Matra V12)	E. de Angelis (Lotus 91-Cos. V8)	N. Piquet (Brabham BT50-BMW t/c)	187.000	J. Watson (McLaren MP4-Cos. V8)	1.20.214
May 23	Monaco GP — 251.712 kms	Monte Carlo	R. Patrese (Brabham BT49D-Cos. V8)	D. Pironi (Ferrari 126C2-V6 t/c)	A. de Cesaris (Alfa Romeo 182 V12)	N. Mansell (Lotus 91-Cos. V8)	E. de Angelis (Lotus 91-Cos. V8)	D. Daly (Williams FW08-Cos. V8)	132.300	R. Patrese (Brabham BT49D-Cos. V8)	1.26.354
June 6	Detroit GP — 2 hours	Downtown	J. Watson (McLaren MP4-Cos. V8)	E. Cheever (Talbot JS17-Matra V12)	D. Pironi (Ferrari 126C2-V6 t/c)	K. Rosberg (Williams FW08-Cos. V8)	D. Daly (Williams FW08-Cos. V8)	J. Laffite (Talbot JS17-Matra V12)	125.850	A. Prost (Renault RE30B V6 t/c)	1.50.438
June 13	Canadian GP — 308.700 kms	Montreal	N. Piquet (Brabham BT50-BMW t/c)	R. Patrese (Brabham BT49D-Cos. V8)	J. Watson (McLaren MP4-Cos. V8)	E. de Angelis (Lotus 91-Cos. V8)	M. Surer (Arrows A4-Cos. V8)	A. de Cesaris (Alfa Romeo 182-V12)	173.700	D. Pironi (Ferrari 126C2-V6 t/c)	1.28.323
July 3	Dutch GP — 306.144 kms	Zandvoort	D. Pironi (Ferrari 126C2-V6 t/c)	N. Piquet (Brabham BT50-BMW t/c)	K. Rosberg (Williams FW08-Cos. V8)	N. Lauda (McLaren MP4-Cos. V8)	D. Daly (Williams FW08-Cos. V8)	M. Baldi (Arrows A4-Cos. V8)	187.300	D. Warwick (Toleman TG181B-Hart t/c)	1.19.780
July 18	British GP — 319.656 kms	Brands Hatch	N. Lauda (McLaren MP4-Cos. V8)	D. Pironi (Ferrari 126C2-V6 t/c)	P. Tambay (Ferrari 126C2-V6 t/c)	E. de Angelis (Lotus 91-Cos. V8)	D. Daly (Williams FW08-Cos. V8)	A. Prost (Renault RE30B-V6 t/c)	200.685	B. Henton (Tyrrell 011-Cos. V8)	1.13.028
July 25	French GP — 313.740 kms	Paul Ricard	R. Arnoux (Renault RE30B-V6 t/c)	A. Prost (Renault RE30B-V6 t/c)	D. Pironi (Ferrari 126C2-V6 t/c)	P. Tambay (Ferrari 126C2-V6 t/c)	K. Rosberg (Williams FW08-Cos. V8)	M. Alboreto (Tyrrell 011-Cos. V8)	201.200	R. Patrese (Brabham BT50-BMW t/c)	1.40.075
Aug. 8	German GP — 305.865 kms	Hockenheim	P. Tambay (Ferrari 126C2-V6 t/c)	R. Arnoux Renault RE30B-V6 t/c)	K. Rosberg (Williams FW08-Cos. V8)	M. Alboreto (Tyrrell 011-Cos. V8)	B. Giacomelli (Alfa Romeo 182-V12)	M. Surer (Arrows A4-Cos. V8)	209.900	N. Piquet (Brabham BT50-BMW t/c)	1.54.035
Aug. 15	Austrian GP — 314.951 kms	Österreichring	E. de Angelis (Lotus 91-Cos. V8)	K. Rosberg (Williams FW08-Cos. V8)	J. Laffite (Talbot JS19-Matra V12)	P. Tambay (Ferrari 126C2-V6 t/c)	N. Lauda (McLaren MP4-Cos. V8)	M. Baldi (Arrows A4-Cos. V8)	222.200	N. Piquet (Brabham BT50-BMW t/c)	1.33.699
Aug. 29	Swiss GP — 304.000 kms	Dijon-Prenois	K. Rosberg (Williams FW08-Cos. V8)	A. Prost (Renault RE30B-V6 t/c)	N. Lauda (McLaren MP4-Cos. V8)	N. Piquet (Brabham BT50-BMW t/c)	R. Patrese (Brabham BT50-BMW t/c)	E. de Angelis (Lotus 91-Cos. V8)	196.800	A. Prost (Renault RE30B-V6 t/c)	1.07.477
Sept. 12	Italian GP — 301.600 kms	Monza	R. Arnoux (Renault RE30B-V6 t/c)	P. Tambay (Ferrari 126C2-V6 t/c)	M. Andretti (Ferrari 126C2-V6 t/c)	J. Watson (McLaren MP4-Cos. V8)	M. Alboreto (Tyrrell 011-Cos. V8)	E. Cheever (Talbot JS19-Matra V12)	219.500	R. Arnoux (Renault RE30B-V6 t/c)	1.33.619
Sept. 25	Las Vegas GP — 273.740 kms	Las Vegas	M. Alboreto (Tyrrell 011-Cos. V8)	J. Watson (McLaren MP4-Cos. V8)	E. Cheever (Talbot JS19-Matra V12)	A. Prost (Renault RE30B-V6 t/c)	K. Rosberg (Williams FW08-Cos. V8)	D. Daly (Williams FW08-Cos. V8)	161.094	M. Alboreto (Tyrrell 011-Cos. V8)	1.19.639

Drivers Championship Placings: 1st: **K. Rosberg;** 2nd: **(Joint) D. Pironi and J. Watson**
Manufacturer's Championship Placings: 1st, **Ferrari;** 2nd: **McLaren-Cosworth;** 3rd: **Renault**

N.B. *denotes driver disqualified from results due to protest or scrutineers recommendation for infringement of technical regulation

MOTOR SPORT, JANUARY 1983

WORLD ENDURANCE CHAMPIONSHIP

(For Manufacturers and Drivers)



Champion Car — Porsche 956

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's Speed k.p.h.
Mar. 28	Mugello	Italy	POSTPONED						
Apr. 18	Monza — 1000 kms	Italy	H. Pescarolo / J. Rondeau / G. Francia (Rondeau-Cosworth V8)	R. Stommelen / T. Field (Porsche Turbo 935)	G. Cuiti / M. Benusiglio / G. Piazzi (Osella PA7-BMW)	V. Merl / D. Schornstein / R. Wolleck (Porsche Turbo 935)	M. Casoni / J. Castellano (Lancia Turbo Montecarlo)	G. Frequelin / R. Dorchy / J. D. Raulet (WM-Peugeot Turbo)	181.285
May 16	Silverstone — 6 hrs	England	R. Patrese / M. Alboreto (Lancia Turbo Sport)	J. Ickx / D. Bell (Porsche Turbo 956)	J. M. Martin / P. Martin / R. Wolleck (Porsche Turbo 936)	G. Francia / D. Truffo (Osella PA9-BMW)	H. Pescarolo / G. Spice (Rondeau-Cosworth V8)	R. Mallock / M. Salmon (Nimrod-Aston Martin V8)	188.614
May 30	Nürburgring — 1000 kms	Germany	R. Patrese / M. Alboreto / T. Fabi (Lancia Turbo Sport)	H. Pescarolo / R. Stommelen (Rondeau-Cosworth V8)	H. Kelleners / U. Grano / E. Calderari (BMW 3.5 M1)	M. Ketterer / T. Fischhaber / E. Schimpf (BMW 320i)	R. Lloyd / T. Dron / H. Volker (Porsche Turbo 924)	A. Hahne / H. Becker (Mazda 2.3 RX7)	170.210
June 19/20	Le Mans — 24 hrs.	France	J. Ickx / D. Bell (Porsche Turbo 956)	J. Mass / V. Schuppan (Porsche Turbo 956)	H. Haywood / A. Holbert / J. Barth (Porsche Turbo 956)	J. Fitzpatrick / D. Hobbs (Porsche Turbo 935)	D. Snobeck / F. Servanin / R. Metge (Porsche Turbo 935 K3)	P. Dieudonne / C. Baird / J. P. Libert (Ferrari 512 BB)	204.128
July 11	Enna-Pergusa	Italy	CANCELLED						
Sept. 5	Spa — 1000 kms	Belgium	J. Ickx / J. Mass (Porsche Turbo 956)	D. Bell / V. Schuppan (Porsche Turbo 956)	R. Patrese / T. Fabi (Lancia Turbo Sport)	J. M. Martin / P. Martin (Porsche Turbo 936)	F. Migault / G. Spice (Rondeau-Cosworth V8)	G. Francia / L. Moreschi (Osella PA9-BMW)	164.648
Sept. 19	Mugello — 1000 kms	Italy	M. Alboreto / P. Ghinzani (Lancia Turbo Sport)	C. Fabi / A. Nannini (Lancia Turbo Sport)	R. Wolleck / H. Pescarolo / H. Heyer (Porsche Turbo 936)	G. Francia / L. Moreschi (Osella PA9-BMW)	W. Brun / S. Muller Jnr (Sauber-Cosworth V8)	V. Merl / D. Schornstein / R. Wolleck (Porsche Turbo 935)	158.735
Oct. 3	Fuji — 6 hrs.	Japan	J. Ickx / J. Mass (Porsche Turbo 935)	R. Patrese / T. Fabi (Lancia Turbo Sport)	M. Nakamura / K. Misaki (March-Toyota 2.0)	N. Nagasaka / F. Sato (BMW 3.5 M1)	K. Hoshino / N. Tacchi / A. Suzuki (Toyota Celica 2.0)	T. Walkinshaw / T. Yorino / M. Sekiya (Mazda 254i)	189.000
Oct. 17	Brands Hatch — 1000 kms (race shortened to 887 kms)	England	J. Ickx / D. Bell (Porsche Turbo 935)	R. Patrese / T. Fabi (Lancia Turbo Sport)	J. Fitzpatrick / D. Hobbs / R. Wolleck (Porsche Turbo 935)	J. Palmer / D. Wilson (Ford C100-Cosworth V8)	M. Surer / M. Winkelhock / K. Ludwig (Ford C100-Cosworth V8)	J. Paul Jnr / F. Jelinski (Kremer Porsche Turbo CK5)	158.939

Manufacturer's Championship: 1st: **Porsche;** 2nd: **Rondeau-Cosworth V8;** 3rd: **Nimrod-Aston Martin**
Driver's Championship: 1st: **J. Ickx;** 2nd: **R. Patrese;** 3rd: **D. Bell**

500 MILE RACES
(to USAC and CART Rules)

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's Speed k.p.h.
May 30	Indianapolis — 500 miles	Indiana	G. Johncock (Wildcat-Cos. t/c V8)	R. Mears (Penske-Cos. t/c V8)	P. Carter (March-Cos. t/c V8)	T. Sneva (March-Cos. t/c V8)	A. Unser (Longhorn-Cos. t/c V8)	D. Whittington (March-Cos t/c V8)	260.755
Aug. 15	Pocono — 500 miles	Pocono	R. Mears (Penske-Cos. t/c V8)	K. Cogan (Penske-Cos. t/c V8)	R. Rahal (March-Cos. t/c V8)	G. Brabham (March-Cos t/c V8)	A. Bettenhausen Jnr (March-Cos. t/c V8)	G. Johncock (Wildcat-Cos. t/c V8)	234.969

TASMAN RACES
(for Aurora AFX Championship)

Date	Race & Distance	Location	First	Second	Third	Winner's Speed k.p.h.
Jan. 3	Bay Park — Two Heats	New Zealand	R. Moreno (Ralt-RT4)	G. Watson (Ralt RT4)	M. Rosen (Ralt RT4)	—
Jan. 9	Pukekohe — Two Heats	New Zealand	R. Moreno (Ralt RT4)	S. Millen (Ralt RT4)	D. McMillan (Ralt RT4)	—
Jan. 16	Manfeild — Two Heats	New Zealand	D. Oxton (Ralt RT4)	R. Handford (Ralt RT4)	P. Greenfield (Ralt RT4)	—
Jan. 24	Lady Wigram Trophy — Two Heats	New Zealand	R. Moreno (Ralt RT4)	D. Oxton (Ralt RT4)	D. McMillan (Ralt RT4)	—
Feb. 28	Calder Raceway — 96.5 kms	Australia	J. Bowe (Ralt RT4)	C. O'Brien (Ralt RT4)	G. Watson (Ralt RT4)	—

Aurora Champion: Roberto Moreno

FORMULA TWO RACES
(for European Championship)

Date	Race & Distance	Location	First	Second	Third	Winner's Speed k.p.h.
Mar. 21	BRDC — 221.7 km	Silverstone	S. Bellof (Maurer-BMW)	S. Nakajima (March-Honda V6)	G. Gabbiani (Maurer-BMW)	185.187
Apr. 4	Jim Clark Trophy — 203.6 kms	Hockenheimring	S. Bellof (Maurer-BMW)	T. Boutsen (Spirit-Honda V6)	C. Fabi (March-BMW)	194.035
Apr. 12	BARC — 208.5 kms	Thruxton	J. Cecotto (March-BMW)	K. Acheson (Ralt-Honda V6)	T. Boutsen (Spirit-Honda V6)	196.050
Apr. 25	Eifelrennen — 205.5 kms	Nürburgring	T. Boutsen (Spirit-Honda V6)	C. Fabi (March-BMW)	J. Cecotto (March-BMW)	189.639
May 9	Mugello — 221.2 kms	Italy	C. Fabi (March-BMW)	J. Cecotto (March-BMW)	S. Johansson (Spirit-Honda V6)	—
May 16	Vallelunga — 208.0 kms.	Italy	C. Fabi (March-BMW)	P. Streiff (AGS-BMW)	P. Fabre (AGS-BMW)	—
May 31	Circuit of Pau — 201.4 kms	France	J. Cecotto (March-BMW)	T. Boutsen (Spirit-Honda V6)	M. Thackwell (March-BMW)	132.843
June 13	Spa-Francorchamps — 160.4 kms	Belgium	T. Boutsen (Spirit-Honda V6)	J. Cecotto (March-BMW)	M. Thackwell (March-BMW)	165.058
June 20	Hockenheimring — 203.9 kms	Germany	C. Fabi (March-BMW)	G. Gabbiani (Maurer-BMW)	S. Bellof (Maurer-BMW)	193.970
July 4	Donington Park — 220.5 kms	England	C. Fabi (March-BMW)	J. Cecotto (March-BMW)	J. Palmer (Ralt-Honda V6)	174.758
July 18	Mantorp Park — 203.1 kms	Sweden	J. Cecotto (March-BMW)	P. Streiff (AGS-BMW)	G. Gabbiani (Maurer-BMW)	—
Aug. 1	Mediterranean GP — 213.7 kms	Enna, Sicily	T. Boutsen (Spirit-Honda V6)	S. Bellof (Maurer-BMW)	J. Cecotto (March-BMW)	192.665
Aug. 7	Autodromo Misano — 207.6 kms	Italy	C. Fabi (March-BMW)	A. Nannini (Minardi-BMW)	G. Gabbiani (Maurer-BMW)	160.120

European Champion: Corrado Fabi

FORMULA THREE RACES
(for European Championship)

Date	Race & Distance	Location	First	Second	Third	Winner's Speed k.p.h.
Mar. 14	Mugello	Italy	O. Larrauri (Euro-Alfa Romeo)	E. Pirro (Euro-Alfa Romeo)	D. Theys (Martini-Alfa Romeo)	—
Mar. 28	Nürburgring — Two Heats & Final	Germany	O. Larrauri (Euro-Alfa Romeo)	A. Ferte (Martini-Alfa Romeo)	J. Nielsen (Ralt-VW)	—
Apr. 4	Donington Park — 100.8 kms	England	J. Weaver (Ralt-Toyota)	O. Larrauri (Euro-Alfa Romeo)	D. Theys (Martini-Alfa Romeo)	162.382
Apr. 18	Zolder — 93.76 kms	Belgium	O. Larrauri (Euro-Alfa Romeo)	D. Theys (Martini-Alfa Romeo)	A. Ferte (Martini-Alfa Romeo)	163.616
May 2	Magny-Cours — 100.0 kms.	France	A. Ferte (Martini-Alfa Romeo)	O. Larrauri (Euro-Alfa Romeo)	D. Theys (Martini-Alfa Romeo)	—
May 16	Osterreichring — 94.9 kms	Austria	E. Pirro (Euro-Alfa Romeo)	O. Larrauri (Euro-Alfa Romeo)	A. Ferte (Martini-Alfa Romeo)	190.460
May 31	Zandvoort — 93.5 kms	Holland	O. Larrauri (Euro-Alfa Romeo)	P. Giangrossi (Ralt-Alfa Romeo)	D. Theys (Martini-Alfa Romeo)	—
June 13	Silverstone — 94.3 kms	England	E. Pirro (Euro-Alfa Romeo)	J. Weaver (Ralt-Toyota)	E. Mansilla (Ralt-Toyota)	195.857
June 27	Monza — 98.6 kms	Italy	O. Larrauri (Euro-Alfa Romeo)	E. Pirro (Euro-Alfa Romeo)	J. Nielsen (Ralt-VW)	186.083
July 4	Enna-Pergusa — 99.0 kms.	Sicily	O. Larrauri (Euro-Alfa Romeo)	E. Pirro (Euro-Alfa Romeo)	R. Ravaglia (Dallara-Alfa Romeo)	178.577
July 18	La Chatre — Two Heats & Final	France	P. Alliot (Martini-Alfa Romeo)	A. Ferte (Martini-Alfa Romeo)	O. Larrauri (Euro-Alfa Racing)	130.570
Aug. 8	Knutsdorp — 93.5 kms	Sweden	O. Larrauri (Euro-Alfa Romeo)	E. Pirro (Euro-Alfa Romeo)	K. Thiim (March-Toyota)	—
Sept. 5	Nogaro — 93.6 kms	France	J. Weaver (Ralt-Toyota)	O. Larrauri (Euro-Alfa Romeo)	P. Giangrossi (Ralt-Alfa Romeo)	147.954
Sept. 12	Jarama — 99.3 kms	Spain	J. Weaver (Ralt-Toyota)	A. Ferte (Martini-Alfa Romeo)	P. Alliot (Martini-Alfa Romeo)	—
Oct. 3	Kassel-Calden — 96.2 kms	Germany	E. Pirro (Euro-Alfa Romeo)	J. Zeller (Ralt-Toyota)	E. Benamo (Ralt-Toyota)	140.650

European Champion: Oscar Larrauri

EUROPEAN TOURING CAR CHAMPIONSHIP
(Group A Saloons)

Date	Race & Distance	Location	First	Second	Third	Winner's Speed k.p.h.
Mar. 21	Monza — 500 kms	Italy	U. Grano / H. Kelleners (BMW 528i)	M. Vanoli/E. Calderari (BMW 528i)	E. Joosen / D. Vermeersh (BMW 528i)	153.442
Apr. 4	Vallelunga — 500 kms	Italy	U. Grano/H. Kelleners (BMW 528i)	E. Joosen/H. Heyer (BMW 528i)	T. Walkinshaw/C. Nicholson (Jaguar XJS)	—
May 2	Donington Park — 502 kms	England	U. Grano/H. Kelleners (BMW 528i)	M. Vanoli/E. Calderari (BMW 528i)	H. Döring/H. Herler (Opel Monza)	129.906
May 16	Enna-Pergusa — 504 kms	Sicily	U. Grano/H. Kelleners (BMW 528i)	H. Döring/H. Herler (Opel Monza)	M. Delcourt/D. Swyssen/ J. M. Baert (BMW 528i)	148.900
May 23	Mugello — 524 kms	Italy	U. Grano/H. Kelleners (BMW 528i)	M. Vanoli/E. Calderari (BMW 528i)	M. Delcourt/D. Swyssen (BMW 528i)	—
June 13	Brno — 3½ hrs	Czechoslovakia	T. Walkinshaw/C. Nicholson (Jaguar XJS)	M. Delcourt/D. Swyssen (BMW 528i)	J. Xhenceval/M. Micangli (Alfa Romeo GTV6)	159.740
June 27	Osterreichring — 493 kms	Austria	J. Gartner/Z. Vojtech (BMW 528i)	T. Walkinshaw (Jaguar XJS)	U. Grano/H. Kelleners (BMW 528i)	139.369
July 4	Nürburgring — 6 hrs.	Germany	T. Walkinshaw/C. Nicholson (Jaguar XJS)	H. Stuck/D. Quester (BMW 528i)	U. Grano/H. Kelleners (BMW 528i)	146.560
July 31/ Aug. 1	Spa-Francorchamps — 24 hrs	Belgium	E. Joosen/H. Heyer/A. Hahne (BMW 528i)	J-P. Jarier/J.L. Trintignant/ T. Tassin (BMW 528i)	U. Grano/H. Kelleners/ S. Muller Jnr. (BMW 528i)	129.850
Sept. 12	Silverstone TT — 504 kms	England	T. Walkinshaw/C. Nicholson (Jaguar XJS)	P. Lovett/P. Dieudonne (Jaguar XJS)	U. Grano/H. Kelleners (BMW 528i)	161.722
Sept. 26	Zolder — 473 kms	Belgium	T. Walkinshaw/C. Nicholson (Jaguar XJS)	J. Allam/P. Dieudonne (Jaguar XJS)	E. Joosen/H. Heyer (BMW 528i)	—

European Saloon Champions: Umberto Grano and Helmut Kelleners

CAN-AM
(Canadian-American Challenge)

Date	Race and Distance	Location	First	Second	Third	Winner's Speed k.p.h.
May 23	Road Atlanta — 239 kms.	America	A. Unser Jnr. (Frissbee-Chevy V8)	B. Roos (Marguey-Hart)	D. Sullivan (March 827-Chevy V8)	160.469
June 6	Mosport Park — 201 kms.	Canada	A. Unser Jnr. (Frissbee-Chevy V8)	D. Sullivan (March 827-Chevy V8)	R. Roos (Marguey-Hart)	177.588
June 27	Mid-Ohio — 243 kms.	America	A. Holbert (VDS-Chevy V8)	A. Unser Jnr. (Frissbee-Chevy V8)	J. Morton (Frissbee-Chevy V8)	164.515
July 25	Elkhart Lake — 257 kms.	America	A. Holbert (VDS-Chevy V8)	D. Sullivan (March 827-Chevy V8)	B. Roos (Marquey-Hart)	184.783
Sept. 5	Trois Rivieres — 202 kms.	Canada	A. Holbert (VDS-Chevy V8)	J. Crawford (Ensign-Cos V8)	D. Sullivan (March 829-Chevy V8)	140.571
Sept. 12	Mosport Park — 237 kms.	Canada	A. Unser Jnr. (Frissbee-Chevy V8)	D. Sullivan (March 827-Chevy V8)	A. Holbert (VDS-Chevy V8)	187.710
Sept. 26	Las Vegas — 240 kms.	America	D. Sullivan (March 827-Chevy V8)	A. Unser Jnr. (Frissbee-Chevy V8)	A. Holbert (VDS-Chevy V8)	146.820
Oct. 3	Riverside — 245 kms.	America	A. Holbert (VDS-Chevy V8)	A. Unser Jnr. (Frissbee-Chevy V8)	D. Sullivan (March 827-Chevy V8)	193.880
Oct. 10	Laguna Seca — 183 kms.	America	A. Unser Jnr. (Frissbee-Chevy V8)	A. Holbert (VDS-Chevy V8)	J. Crawford (Ensign-Cos V8)	183.708

Can-Am Champion: Al Unser Jnr.

World Rally Championship 1983

THERE were times during 1982 when criticism was levelled against the points allocation system used by FISA for the World Rally Championship, in particular the drivers' series. The critics were loudest just before the Sanremo Rally, when Röhrl was leading the series ahead of Mouton even though she had three outright wins to her credit and he only one.

The system is that of the old Can-Am series, with twenty points to the winner, decreasing along an irregular progression to one point for tenth place. Perhaps the critics were right inasmuch as rather more reward should be given to event winners, and perhaps the time has come to adopt a new scale on the lines of 30, 22, 15, 10, 8, 6, 4, 3, 2, 1. It would certainly make drivers less prepared to drive for points rather than places if they know that the difference between first and fourth is 20 points rather than the present ten.

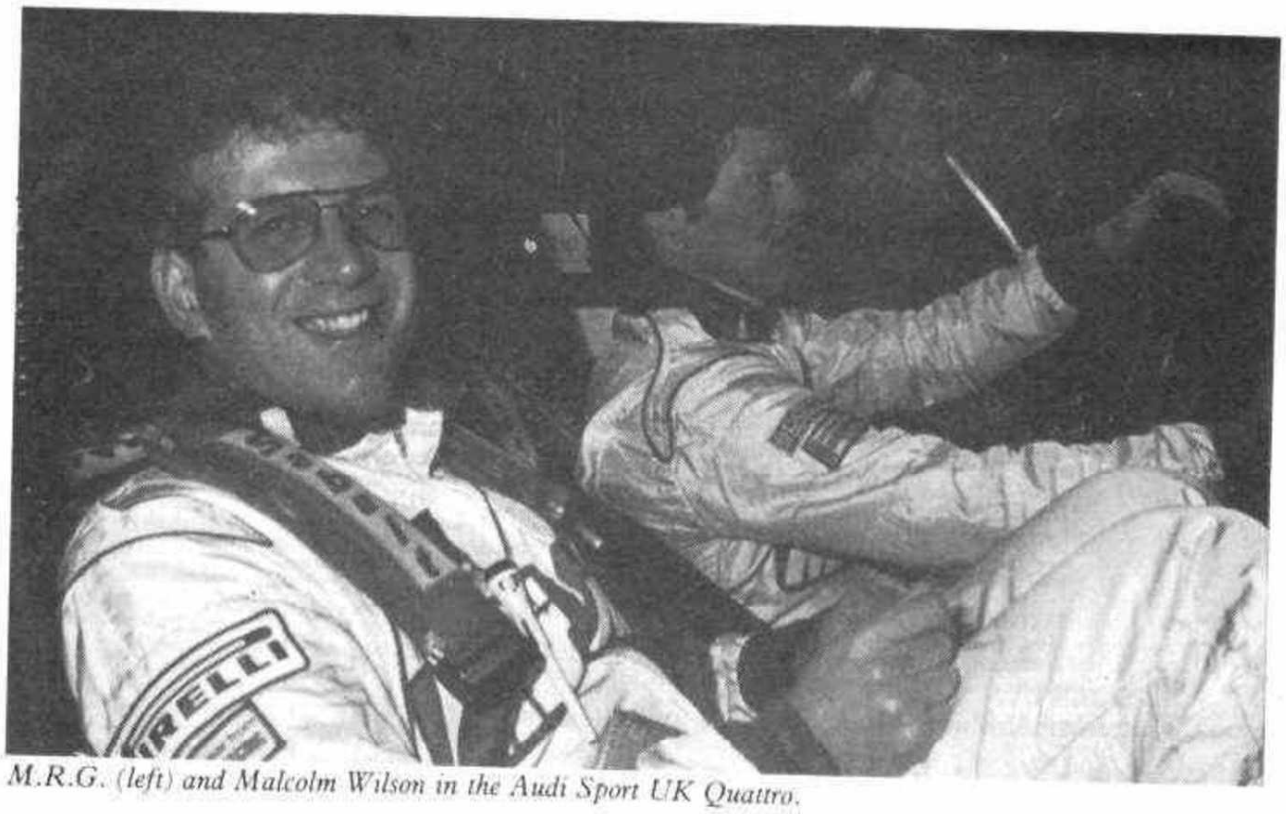
Another oddity exists in the makes' series, where two separate allocations are made, one for overall positions and the other for places within groups. The two are then added in respect of each make *leader* within the first ten, and it can happen that a ninth placed car can score, say, two points and the tenth placed all of nine points.

Multiple places within the first ten by the same make are not rewarded at all, as only the leading car of each make is allowed to score. This could be changed by a bonus scheme for each car of a particular make to finish inside the first ten, or even by insisting that manufacturers' points can only be allocated if at least two cars of that make are in the first ten.

It is by no means straightforward to arrive at a means of fair allocation which would put a greater premium on driving to win than on tactical points seeking, but we believe that FISA should certainly do this for the sake of reason and logic.

The 1983 series remains largely unaltered from last year, the only real change being the omission of the Brazil Rally which didn't deserve to be there in the first place. Furthermore, in New Zealand there will be an event sponsor other than Motogard, that company having been taken over by the Australian concern Repco which apparently prefers no longer to back such events after experience with the last round-Australia Trial. A list of qualifying events, with their organisers' addresses, is appended.

Monte-Carlo Rally Jan. 22-29	AC de Monaco, 23 Blvd Albert 1, Monaco.
Swedish Rally Feb. 11-13	Box 4101, 650 04 Karlstad, Sweden.
Portuguese Rally Mar. 1-6	Av. da Republica 47, Fifth Floor, Lisbon 1, Portugal.
Marlboro Safari Rally Mar. 31-Apl. 4	PO Box 59483, Nairobi, Kenya.
Tour of Corsica May 5-8	ASAC Corse, 1 Ave Macchini, Ajaccio 20000, Corsica.
Acropolis Rally May 28-Jun. 2	ELPA, 2 Messogion St., Athens 610, Greece.
New Zealand Rally June 24-29	PO Box 11-129, Auckland, New Zealand.
Codasur Rally July 22-29	AC Argentino, Avenida Libertador 1850, Buenos Aires, Argentina.
Rally of the Thousand Lakes Aug. 24-28	Box 205, 40101 Jyväskylä 10, Finland.
Sanremo Rally Oct. 3-8	AC Sanremo, Corso O. Raimondo 47, 18038 Sanremo, Italy.
Ivory Coast Rally Oct. 24-30	FISA, BP 20 973, Abidjan, Ivory Coast.
Lombard RAC Rally Nov. 19-24	RAC MSA, 31 Belgrave Square, London SW1X 8QH.



M.R.G. (left) and Malcolm Wilson in the Audi Sport UK Quattro.

Quattro View

MALCOLM WILSON took MRG as co-driver on the RAC Rally. . . .

THERE is little doubt that no other current rally car creates as much interest, or in some areas controversy, as the Audi Quattro. The most technically advanced car to grace the World Championship arena until the arrival of the GpB Lancia Rally, the Gp4 Quattro is *the* car on which the majority of (rich!) aspiring drivers would like to get their hands — at least once! Certainly the impression is that the Quattro with its four-wheel drive and turbocharged engine is a relatively easy machine to drive, or if not exactly that, it is seen by some as a short-cut to success.

A large number of myths have grown up around the Quattro in the two years it has been involved in World class rallying — it made its competition début in the WRC on the 1981 Swedish Rally — and the opportunities to prove or lay to rest at first hand some of the stories which surround the Ingolstadt machine are rare indeed. Like the original "supercar" — the Lancia Stratos — the rallying Audi Quattros in private hands are few and far between. There is a good reason for this. The Quattro is not an easy car to maintain and thus demands very specialised skills. In modern parlance it is referred to as "labour intensive" which translates into the fact that on rallies it is a car which requires regular attention in particular areas; notably the fuel injection system, turbocharger and suspension, wheel alignment being vitally important if one is to avoid driveshaft failures. Thus the Ingolstadt based Audi Sport team is very careful as to whom it grants the "concession" to run rally cars on its behalf.

From the outset the factory expressed the desire to set-up national teams in various important markets, and largely this aim has been achieved with Quattros run semi-independently in countries such as Sweden, Austria, Germany, Italy and the UK. The Audi Sport UK team is maintained by David Sutton, the West London based preparation expert who built up a reputation with the Ford Escort RS1800 (in 1981 he prepared the cars which gave Ari Vatanen the World Drivers' title) before becoming involved with Audi. Sutton this year prepared a Quattro for regular factory driver Hannu Mikkola to contest the British Open Championship, and on two occasions (Brazil and New Zealand) was made responsible for organising the official factory entries for Michèle Mouton and Mikkola. He also took on the running of a Quattro in the Italian National Championship for Michele Cinotto. As a result of his close links with the factory team, Sutton was given the responsibility of managing what was in effect a "B" team of Quattros for November's Lombard RAC Rally. Crucial to Audi's hopes of clinching the Manufacturers' title, the factory itself entered regulars Mouton and Mikkola whilst Sutton had his own UK car plus that of German Harald Demuth. Also brought in were privateers Lasse Lampi from Finland and American champion John Buffum. With Mikkola in a factory car the "empty" seat in the Finn's regular UK Championship Audi was eventually given to young British driver Malcolm Wilson, the 26-year-old from Cumbria having had an exploratory outing in the car on a national championship rally in October. Then he'd been leading comfortably until literally the last corner of the last stage when he embarrassingly slid off the road. He had nevertheless impressed Sutton — Wilson had driven for Sutton and Rothmans on the odd occasion in 1981 but without much success — and was eventually offered the RAC drive. It was in Wilson's own words a "chance of a lifetime", and after gaining approval from Ford with whom he has a contract to test the so far un-rallied GpB 1700T Escort, he offered the chance of co-driving him to your correspondent. It was an ideal opportunity to see first hand just how difficult (or easy!) the Quattro is to handle.

It is now a matter of history that Wilson eventually finished tenth after being delayed on three Welsh stages when the gearbox jammed in third. Otherwise the Pirelli supported Quattro ran without problems, and Wilson learnt that the Audi is not as easy to drive *fast* as some would have had him believe. The main problem surrounded the adoption of left-foot braking, a technique pioneered by the Scandinavians and initially used to overcome the inherent understeer of front-wheel drive, although more recently the more ambitious Nordic drivers have used it on rear-wheel drive cars so as to unsettle the vehicle and provoke oversteer whilst keeping the engine "on the cam".

Despite, or indeed because of, four-wheel drive the Quattro tends towards understeer, particularly over loose stages, and those drivers with experience of the car tend to left-foot brake most of the time. Counteracting understeer however is not the prime reason. With a power band which starts at around 4,000 r.p.m. it is imperative to keep up turbo boost pressure. Although the Quattro has an undisputed traction advantage due to its four-wheel drive system, this can be cancelled out on tight corners when boost pressure falls off, a further complication being the futility of using the handbrake on a car which has all its wheels driven!

Wilson discovered these facts early in the event, and although quite happy in himself that he had mastered the principles of left-foot braking, lack of experience meant he did not have the confidence to carry it to the limit. As a result times during the first two days of the rally were acceptable but not startling. Therefore for the remainder of the RAC he decided to drive the car conventionally, only using left-foot braking on hairpins. This brought about an immediate improvement, and he was able to move up the placings on merit rather than due to retirements. However, Malcolm would be the first to admit that in order to wring the last ounce of performance out of a Quattro it is imperative totally to master left-foot braking.

From a co-driver's point of view the Quattro is a delight. The last time I sat in a competitive rally car was in 1976 with Pentti Airikkala in an Escort. Therefore due to the time span any differences tend to be more marked. The acceleration and grip out of bends are obviously far more impressive, a fact not entirely unexpected, and between about 5,000 and the maximum 7,500 r.p.m. one literally feels as if you were being shot out of a cannon. One soon however comes to accept this stunning traction and acceleration, a more lasting impression being made by the rally car's almost standard saloon car ride. The Escort, as I recall, used to pummel one into submission with a continual battering from the suspension, one also being acutely aware of lateral movement from the live rear axle. The all-independent suspension Quattro suffers none of these problems, seemingly floating over the bumps and undulations of a forest track at speeds regularly in excess of 100 m.p.h.

On the deficit side the Quattro is incredibly noisy inside, even more so than a Mini Cooper S with straight-cut gearbox and rally exhaust system. The din is so bad that on road sections one has to resort to using a headset and intercom in order to make communication possible. Finally, there is an impression of inherent strength. One simply feels safe, and despite the efforts of the Audi Sport team to reduce the weight of the car by the use of Kevlar, one is left with the feeling that there is still more than enough steel left to protect body and soul from the impact of most trees. However, this is not the sort of comment one would wish to make to a driver as it can inspire over-confidence!

In all aspects the Audi Quattro is an impressive rally car, but one must not lose sight of the fact that during the World Championship season it has been matched and beaten by the conventional, but reliable Opel Ascona 400; a car which is much more forgiving to drive than its German counterpart. Technically the Quattro should have dominated the World Championship, but the fact that it didn't hasn't dissuaded other rally orientated manufacturers from pursuing a line of four-wheel drive development for the future, but as Lancia proved on the RAC there are other avenues to explore in the quest to match the ubiquitous Quattro. — M.R.G.

SPORTS CAR PERFORMANCE — Porsche High Speed

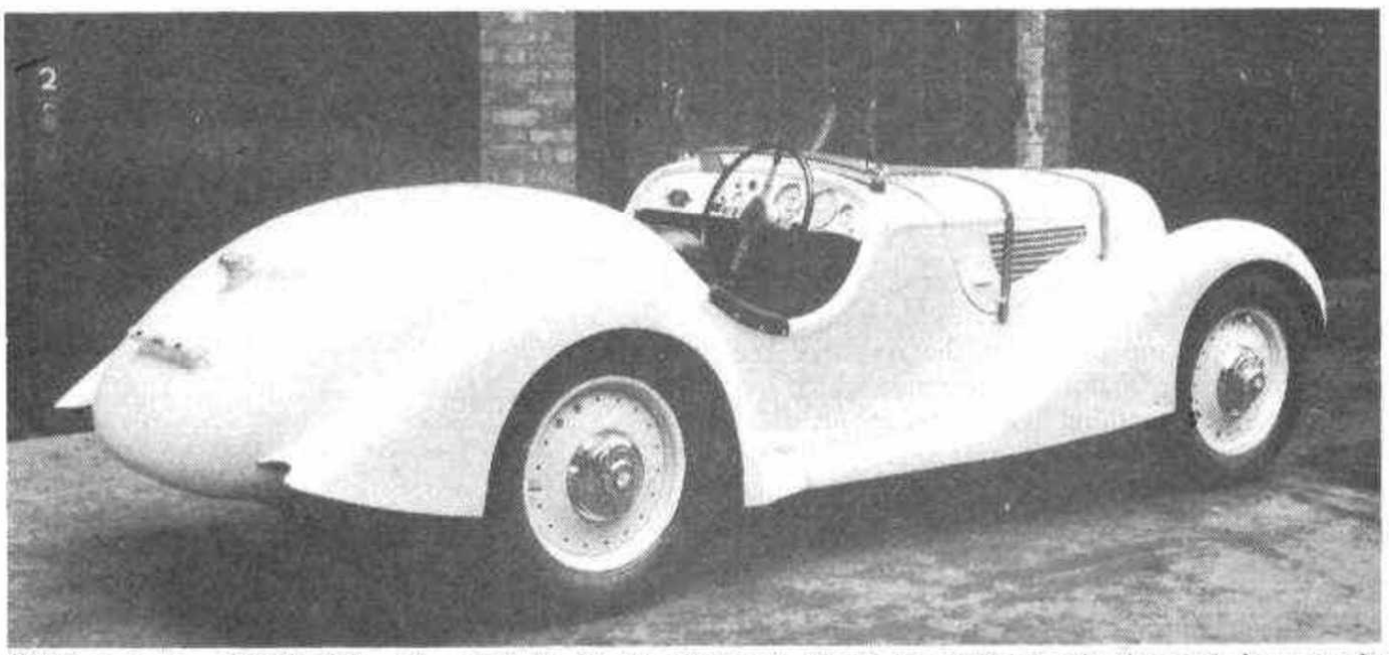
IN 1937 the Aldington brothers were importing the 2-litre 6-cylinder Type 328 BMW sports car through their firm AFN Ltd. and they marketed it as the Frazer Nash-BMW. From the way the factory cars had performed in the 1936 Tourist Trophy race in Northern Ireland the 328 BMW was an impressive car and in order to launch it on the British market AFN Ltd. had the brilliant idea of making an RAC observed run at Brooklands. They got S. C. H. Davis, the sports editor of the *Autocar*, to drive the car, and from a standing-start he covered 102.22 miles in one hour round the banked track in Surrey. The car was the ex-works car that H. J. Aldington had driven to ninth place in the 1936 TT and while it was not strictly standard, in as much as it was one of the prototype cars, it was running with full road equipment and was using normal pump petrol.

At the end of that year Lagonda did a similar run with 4½-litre works TT car, with full road equipment and carrying a passenger, and it put 104.44 miles into the hour. While there was no officially recognised record for this "sports car hour", numerous people had a go at it and Mrs. Jill Thomas covered 101 miles in the hour in her standard production Type 328 Frazer Nash-BMW, while H. J. Aldington did 107.10 miles in the hour in his ex-works car, during an MCC High Speed Trial at Brooklands in 1938. At the same meeting G. A. Wooding covered 103.22 miles in the hour in his Talbot 105 and Lionel Phillips did 106.71 miles in the hour in his old Leyland Eight, while F. E. Elgood did 110.30 miles in the hour in his vintage 4½-litre Bentley.

After the war there was nowhere suitable for such observed runs, and the nearest thing was timed runs over short distances on Belgian motor roads. Last November Porsche recalled the days of the "sports car hour" runs by running a 928S in full production trim, round the 7.9-mile Fiat test-track at Nardo in Southern Italy. In typical Porsche fashion the Stuttgart firm didn't mess about. They ran the 928S for 24 hours at an overall average of 156.22 miles per hour, including stops for petrol and driver changes, and one stop to change the rear tyres. Three drivers took turns at the wheel, and they were Englishman Peter Lovett, Swiss Peter Zbinden and Austrian Gerhard Plattner. The car held 165 m.p.h. while it was running, in order to allow for slowing, stopping and restarting every 48 minutes, when petrol was needed. If the 928S had covered 156 miles in one hour it would have been impressive, but to cover 156 miles in every hour for 24 hours leaves us filled with admiration for what must surely be *the* car of the 1980s.

While this run does not constitute any sort of International Record, and it was done by Porsche as part of their high speed endurance test programme, it does throw down the gauntlet to other makers of high-speed cars. We wait with interest to see if Ferrari take up the challenge with a production Berlinetta Boxer or Lamborghini substantiate their exaggerated claims for their Countach by improving on the Porsche figures.

D.S.J.



THE prototype BMW 328 with which S. C. H. (Sammy) Davis put 102.22 miles into one hour at the Brooklands track in 1937.



THE Porsche 928S with which Lovett / Zbinden / Plattner put 156.22 miles into each hour for 24 hours at Nardo in 1982.

RAC CORRECTION

ONE should not think of Finland when writing of the RAC Rally. Too late for any change, we realised that the reference on page 76 to Hannu Mikkola's previous wins on this event was not correct. He has won twice in Escorts and twice in Quattros, never in a Toyota. — G.P.

WORLD WATER RECORD

ONE of the oldest World records in the books, for the fastest boat on salt water, has fallen after nearly 50 years. In December, Dr. Carlo Bonomi added over 20 m.p.h. to the speed established by Hubert Scott-Paine's famous "Miss Britain III" in 1934.

Twice world offshore powerboat champion Bonomi — a 43-year-old Italian businessman with offices in Milan and London — took his three point hydroplane "Rothmans World Leader" over the measured kilometre in the Venice Lagoon at 132.4 m.p.h. (213.08 k.p.h.) to set two records — fastest on salt water and fastest ever diesel vessel.

The unlimited diesel record had been short lived — Chris Kaye lifted it to 124.24 m.p.h. with his Ford-powered "Miss Britain IV" on Coniston Water only a few weeks ago.

For Bonomi's British-sponsored effort it was fourth time lucky, poor weather off the Italian coast spoiling three attempts in the previous week.

The 24' "Rothmans World Leader" was constructed in Italy by Fabio Buzzi Marine — Buzzi himself holding the diesel record before Kaye — and used a turbocharged 10-litre Isotta Fraschini engine developing 700 horsepower, approximately half the output of Scott-Paine's 1934 boat which recorded 110.1 m.p.h. over the same salt water course.

Beaujolais Success

IN CONTRAST to the much-publicised efforts of other Englishmen to bring back the Beaujolais Nouveau as quickly as possible, David Howard, who deals in vintage and thoroughbred cars, chose to treat his six cases in a more seemly fashion. For the 800-mile trip he used a 1925 Citroën, and took four days at a leisurely 35 m.p.h. The only problem was the result of dirty fuel, but he claims that "it rained, hailed or snowed every day!".

Close Call

WE DO not want to labour the seat-belts compulsion thing, but in view of the letter from Mr. Harold E. Parkin in the November 1982 issue and another last month quoting the legal aspects of Government responsibility for fatalities resulting from being compelled to wear a seat-belt under Criminal Law, it is worth quoting from a newspaper cutting sent to us by yet another concerned correspondent. The *Nottingham Evening Post* reported on a driver who, while stationary in the Meadow Lane railway overbridge, sensed that an approaching lorry was about to hit the bridge and overturn, crushing his car. He just had time to fling himself to the passenger-side, escaping with a bruised back and a cut head, after his legs had been trapped under the steering wheel. Had he been belted-in, he would have been dead, it is reported. Some time earlier a lady had a similar escape.

As our correspondent says, had the Law compelled that driver to wear his seat-belt at that time, Mrs. Chalker would presumably have passed off his death, if she condescended to comment, as just one unfortunate happening. Which would have been of great comfort to the dead gentleman's wife. — W.B.

ROAD IMPRESSIONS

BMW 320i and 323i

DESPITE the general slump in car sales, BMW's production figures have been steadily increasing. A large proportion of this is the result of the popularity of the "baby" of the range which has accounted for something like 60% of recent sales. To maintain their hold on this "compact sporting" market sector, the company have just replaced the seven-year-old 3-series with a new model.

Our initial acquaintance with this car came during a demanding run over the Atlas Mountains in Morocco, which amply demonstrated its ability as comfortable cross-country transport. The steep and winding pass was rendered less arduous by the low noise levels, the well-controlled ride over undulating surfaces, the supportive seats, and a fine upright driving position. Overall room inside is improved although the exterior length is fractionally less, but we did bump our head repeatedly on the edge of the sun-roof opening until the seat was moved fully down and back, thereby reducing rear legroom. The cockpit layout must be close to ideal, although it was easy to accidently press one of the four horn buttons when twirling the wheel from lock to lock, and, more embarrassingly, to push the auto gear-shift through "D" to neutral when shifting up. Quibbles apart, however, it is a good environment from which to sample the improved road behaviour.

The 3-series has always been known for oversteering, and the Munich engineers have considerably modified the suspension so as to impart mild understeer, which is only really apparent in very tight bends. A sudden lifting of the right foot when surprised by a truck in mid-bend did result in a twitch from the rear once or twice, but so brief that it scarcely required correction. Larger wheels (14") have allowed reduced steering offset, so that even with two wheels on the sandy verge in order to pass a 'bus there was plenty of feel, but no uncomfortable drag to one side.

Three models will be available in Britain, all fuel injected: the 318i four cylinder, and the 320i and 323i, both of which are sixes. We experienced the two bigger engines, which are extremely smooth, but it did seem as if the 320i was a little highly-geared, a careful eye needing to be kept on the rev-counter to ensure there was enough urge for the next hairpin. There is no doubt that the cars are quick, even the 320i, but such is the lack of fuss that we had the nagging feeling that we were missing out on some of the excitement that rapid motoring ought to provide. . . .

The larger brake-disks fitted are said to run cooler, and we certainly noticed no fade during the 7,000 ft. descent from the Col du Tichka into Marrakesh. Another point we appreciated was the revised short-travel gearchange, which was a pleasure to use.

The finish overall is of very high quality, with careful planning apparent in, for instance, the door trim panels which integrate handle, arm-rest, and pocket, or the way the rear seat belt buckles are recessed into little plastic housings. All in all, the 3-series is as sophisticated as many a larger executive saloon, which will undoubtedly remain one of its chief attractions, especially if prices (not yet finalised) are as competitive as before. — G.C.





ABOVE, the 320i pauses in the Atlas Mountains. All models receive twin headlight treatment, with the bootlid badge being the only clue to engine size. Below, a version which has not appeared before in the 3-Series is the four-door, which will appear in late 1983.

Astra Assessment

IT HAD been my intention to reduce the road-testing of ordinary family-type cars in what should be sporting pages, but I found a Vauxhall Astra 1600S GL awaiting me in the office car park, so will just say a few words about it. This compact Continental-shod five-door Hatchback is a convenient and certainly not sluggish little car (104 m.p.h. and 0-60 m.p.h. in 10.8 sec.) that runs quietly for its size with just a trace of transverse-power gear whine. The 1,589 c.c. o.h.c. engine pulls from under the legal town speed-limit in top gear of the pleasant-to-use box. There are easily-read instruments, front-drive sure-footedness, and the auto choke got things going immediately in the English winter, although the screen washers froze — has General Motors not heard of washer anti-freeze?

The simple-to-use heater is extremely effective, although side and rear-window demisting might be improved, for extreme conditions, the front doors could do with more effective "keeps", and the fuel-tank filler is desperately slow when you want to brim the 9¼ gallon tank, and the lockable filler-cap can be fumbly. Fuel consumption in average usage was 36.8 m.p.g. The area of window glass is generous and the intermittent action of the rear-window wiper useful. Two external mirrors are fitted, the driver's adjustable from within. There are plenty of the right sort of stowages. The rear-window demister switch is incorporated in the heater-fan knob, like the interior light / lamps switch on the older Vauxhalls. FWD has not resulted in off-set pedals but drivers with normal-size feet will have to park the left one beneath the clutch pedal. One key suffices for all the locks. In all general respects I cannot fault this £6,020 Hatchback, which is willing and easy to drive. — W.B.

National Jowett Rally

The Jowett CC has already decided on the venue for this year's National Jowett Rally. It is to be at Bradford — and nothing could be more appropriate. The date is the Spring Bank Holiday, May 27th-30th. — W.B.



THE Giulietta's lines pre-dated the Escort's "bustle-back", and with detail changes it continues to look stylish. The best of it is under the skin, however.

Going Giulietta

WHILE the Alfa Romeo Alfa 6 was being put to rights by Alfa Romeo (GB) Ltd., after its first 9,285 miles, I was lent a Giulietta 2.0. The Giulietta is becoming out-dated in some respects, with its small boot with a very high sill containing the spare wheel and its boxy bodywork. The price is £7,250 for the four-door 2-litre version. It was very refreshing, however, to be sitting again behind that responsive long-stroke four-cylinder twin-cam engine that makes pleasing power-eager sounds as you open it up, more so than on larger Alfa models. It gives 130 (DIN) b.h.p. at 5,400 r.p.m. and the performance from this largest-engined of the Giulietta range encompasses a top speed of around 113 m.p.h. and acceleration which a Ford RS2000 can beat, although the Giulietta is better at picking up from lower speeds, and has better top-gear acceleration than an Escort XR3.

It was pleasant, too, making re-acquaintance with the wonderful Alfa Romeo suspension, by De Dion with transaxle gearbox at the back, which contrives to give a supple, comfortable ride allied to fine road-grip, only aquaplaning deflecting the Pirelli Cinturatos from the desired path. There is "character" about the car with its "opposite-direction" speedometer and tachometer needles, separate choke and hand-throttle etc., and a clutch action and five-speed gearbox less ponderous than those of the GTV, although the synchromesh on bottom gear had about disappeared, after over 14,000 miles. The heater doled out enormous heat at almost the off position, but the rear-window demisting was slow to work, the three keys were sensibly shaped respectively, for doors, fuel-filler cap and boot, the washers-reservoir is of large capacity, and cleans the Carello headlamps, which were notably powerful, and the seats were comfortable. Instead of a "cubby-hole" the Giulietta has a drawer before the front-seat occupant for maps, etc. (with a deep under-facia shelf below it), but this drawer does not lock. The all-round disc brakes, inboard at the back, made a jarring noise from the front discs at times but this did not affect their progressive efficiency and the steering, with 3¼ turns, lock-to-lock, is quick. The Pioneer radio used an aerial incorporated in the windscreen.

I used the car for nearly 900 miles and found it nice to be in a Giulietta again. Fuel consumption averaged 25.6 m.p.g. The fuel gauge had an irritating habit of dropping a bit soon after filling the tank. — W.B.

ARG's sports duet

AUSTIN Rover Group (ARG) launched two limited production and considerably more rapid model derivatives of the MG Metro and the Rover SDI V8 saloons immediately prior to the Motor Show. Then there was no opportunity to drive the near £15,000 Rover Vitesse with its Lucas-Bosch electronic fuel injection, a remark which also applied to the AiResearch turbocharged Metro of £5,650 value. Although both are placed on Special Order status, meaning that you have to order a specific car and wait up to six weeks, ARG are particularly keen to publicise their attractive sporting newcomers to further their motor racing aims. Thus we were offered a drive of the 130 m.p.h. Rover and its claimed 112 m.p.h. Metro "mate" recently.

The Rover Vitesse is an uninspiring name, recalling the occasionally wayward Triumph Vitesse of very independent rear suspension notoriety, but ARG had no choice as the preferred Rover Rapide title caused objections from Newport Pagnell.

The Rover is impressive for its size and the comfort of its smart light grey trim within, an interior marred only by the ungainly normal production Rover steering wheel. Externally the GKN copies of BBS Mahle wheels are convincing, the low set Rover jutting forth a tail spoiler big enough to act as a table for four at outdoor functions.

In action the Vitesse loped readily to 100 m.p.h. and some 1,000 r.p.m. in fifth with alacrity worthy of the 7 sec. claim for sprinting from rest to 60 m.p.h. The engine sounds crisp and the fuel-air mixture is delivered with a clean precision that can only win justified admiration. Summarised this car would be amongst our first choices for the high mileage driver who enjoys his comfort and relishes the thought of a mid-range British saloon capable of startling performance, reasonable economy (22 m.p.g. displayed after a mixture of motorways and small towns) and outstanding handling.

MG Turbo Metro

The 93 b.h.p. tiny terror is designed to fit into the market between the established standard for the class (the £6,700 Golf GTI 1.8) and the sub-£5,000 MG Metro and Fiat 1300 GT. In this role its top speed of just over 105 m.p.h. indicated and vivid acceleration are acceptable, because the handling and braking are superlative in a class that is very hotly contested by manufacturers eager to pep up image and lost profits.

We must confess our first MG Turbo lacked mid-range punch, but rowing along a second example so that the Hi-Fi style electronic boost gauge lit up all its sectors from 5,200 to the limit of 6,900 r.p.m. was a pleasure. Acceleration to 90 m.p.h. (just under 25 sec. from rest say ARG) is fast enough to entertain, while the thrifty potential owners will approve heartily of the Metrosurance rates and DTP approved m.p.g. figures of 34.1 urban and 50.3 m.p.g. at a constant 56 m.p.h.

Nice to see a BL division on the offensive once more with two cars of sporting merits. — J.W.

PART of Austin Rover's two-pronged attack on the performance market, the Rover Vitesse distinguishes itself by a large tail spoiler and rocker-panel graphics.



VSCC December Driving Tests

AS LAST YEAR, the winter Driving Tests of the Vintage SCC took place at Barford St. John, with 68 entries attempting ten tests, proving that Englishmen are as mad as dogs. At the American base cars ranging from 1904 (the Colling's Darracq) to 1937 cavorted on the vast, bleak expanse of airfield, overlooked by some truly-imposing aerials that I wouldn't care to stand under during a thunderstorm. As I have said before, you cannot really *report* on DTs, so let us just observe that Di Threlfall was being warned to stop beating her husband, in the BSA in the tests it transpired, Barry Clarke had been conducting his 1914 Singer Ten with such abandon in one of the earlier frolics that it had discarded a b.e. boot from one of its wheels, and that Julian Ghosh had brought out for the first time yet another 30/98, this one a 1924 Vauxhall (OE 101), used by the first American astronaut in space, and shipped back from the States, after he had been killed when flying a Starfighter jet. I remarked to Julian on the size of the front brake drums, of the kind used on the last of the 30/98s and those rare sleeve-valve Vauxhalls it seemed, only to be told there were no brake shoes in them! The race-number roundels and the exhaust-system made this 30/98 look very ex-Brooklands. Michael Elsom shared the brute, and was wilder than its owner.

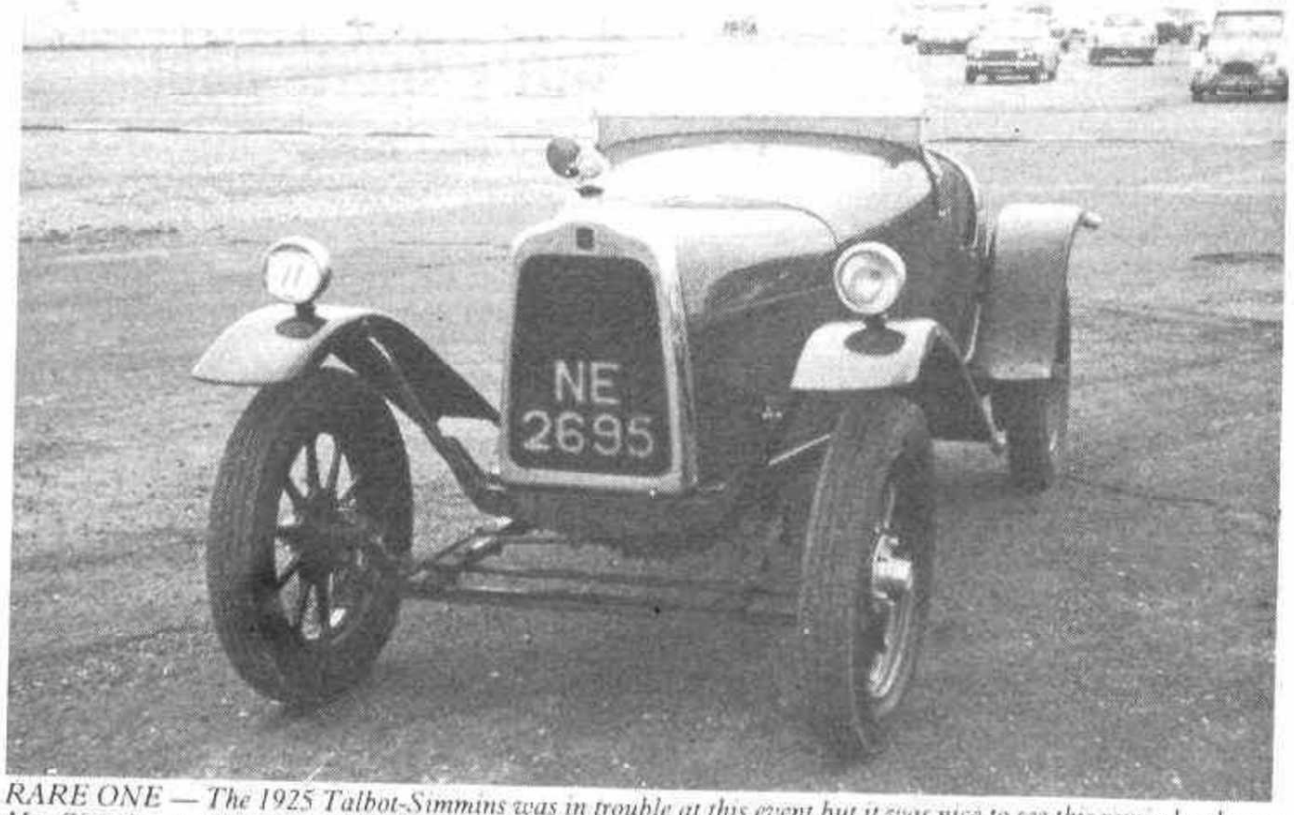
Trouble struck some of the competitors. Batchelor's 1925 Morris-Cowley tourer, out for the first time for about a year, having many fits of the stalls, A. C. Hull's Talbot-Simmins two-seater, which displayed Two-Wheel-Brake triangles on the back and carried a very substantial tow-rope, expiring, and Hickling's incredible 1915 Metz taking one look at me, just as its driver had remarked that I wouldn't need to give it a push this year, and immediately becoming a reluctant commencer. All was well in the end, but this isn't the easiest of automobiles to use for such events. Next oldest to the smoky Darracq was Rosoman's 1905 8 h.p. Z-type De Dion Bouton three-seater, an appropriate mount for the new Competition Secretary of the VSCC Light Car Section, and oldest of the vintage entry was Livesley's lively little C4 Amilcar. It was nice to see Peter Hull conducting a very smart 12 / 50 Alvis tourer which, its owner told me, cruises at 60 m.p.h. at 30 m.p.g. and will do 75 m.p.h. Briscoe was brisk in the Dagenham Dragonfly GN — well, I assume the engine was made in Dagenham. Cann sheltered from the icy wind behind one aero screen on his 15/98 Aston Martin, Hescroff had the screen flat on his 16/80 AC, Lees' flat-nose Morris-Cowley two-seater made the typical Morris exhaust note, from a small-bore exhaust-pipe, and D. B. Smith was enjoying some splendid tail-slides round the markers in his Frazer Nash, whereas Brettell preferred to go more slowly in his 'Nash and pick the correct route, and Hall used a blip-and-slide technique with his Riley Sprite. The other De Dion Bouton, Britwell's IS-type, cocked a snoot at the Talbot Simmins by carrying 4WB warning-triangles. What a lot of rot these DT frolics make me write. . . Let's hope the Canon-shots hit their target (auto focus by light beam, see?) and that the results will tell the real story. — W.B.

Results

First Class Awards: C. P. Marsh (1925 Austin 7), A. D. Jones (1929 Austin 7), P. L. Glover (1927 Alvis 12 / 50SD), I. J. Hall (1936 Riley Sprite), R. J. Nice (1930 Austin 7), N. H. S. Lees (1935 / 38 Riley Special), R. G. Winder (1930 Austin 7).
Edwardian Class
B. M. Clarke (1913 Singer 10).
Light Car Class:
R. W. Batchelor (1925 Morris Cowley).
Touring and Saloon:
A. Rawlins (1929 Talbot 14/45).



EXCITING! Julian Ghosh brought this 1924 30/98 Vauxhall, imported from America, to the VSCC December Driving Tests.



RARE ONE — The 1925 Talbot-Simmins was in trouble at this event but it was nice to see this reminder that a Mr. Simmins used to specialise years ago in building special versions of the 10/23 Talbot.

For The Diary

THE VINTAGE SCC has announced its full 1983 fixture-list, of 29 happenings. Some which are open to non-member spectators are:—

First Silverstone Race Meeting (Club circuit). April 16th
Curborough Speed Trials, near Lichfield. May 8th
Wiscombe Speed Hill-Climb in Devon (new VSCC fixture). May 15th
Oulton Park Race Meeting. June 11th
Second Silverstone Race Meeting (Club circuit). July 2nd
Shelsley Walsh Speed Hill-Climb, near Worcester (with the MAC). July 10th
Prescott Speed Hill-Climb, near Cheltenham. August 7th
Cadwell Park Race Meeting, near Louth. August 28th

In addition there will be a visit to the Shuttleworth Collection of aged aeroplanes and cars near Biggleswade on August 14th, at which normal Shuttleworth admission charges will apply, and the Brooklands Trophy Race of the BS, in which the VSCC has an interest, takes place at Thruxton, near Andover on May 2nd, the Thruxton admission charges applying. — W.B.

MCC Exeter Trial

THE MCC's 54th Exeter Classic Trial will take place on January 7th & 8th, mainly in Devon and Somerset. Since two of the last four such trials have been snowed off, perhaps the proviso "DV & WP" should be added. The 300 entrants, of which about one third are motorcyclists, will start late on the Friday evening from Lewdown, Cirencester, and Reading, will meet for breakfast at Cricket St. Thomas Wildlife Park, near Chard — venison sausages, no doubt — before going on to tackle their 14 observed sections. Several of these will be in the woods around Fingle Bridge, where the competitors will be occupied from dawn until around mid-day on January 8th. Then they go to stopper-of-the-day Simms, some three miles SW of Bovey Tracey, before finishing in the early evening at Sidmouth.

Tuning Test

Koenig's 305 b.h.p. Ferrari turbo

WHEN your working day begins with a man from Munich parking a Ferrari apparently valued at £44,000 in front of the house, it is hard to grasp the motoring realities once more. When said gentleman then offers to let you drive the car on third party insurance cover only (not our normal practice, but unavoidable in this instance) and adds that it has been independently tested to the equivalent of 168 m.p.h., everyday tuning tests of turbocharged vehicles fade completely from the mind!

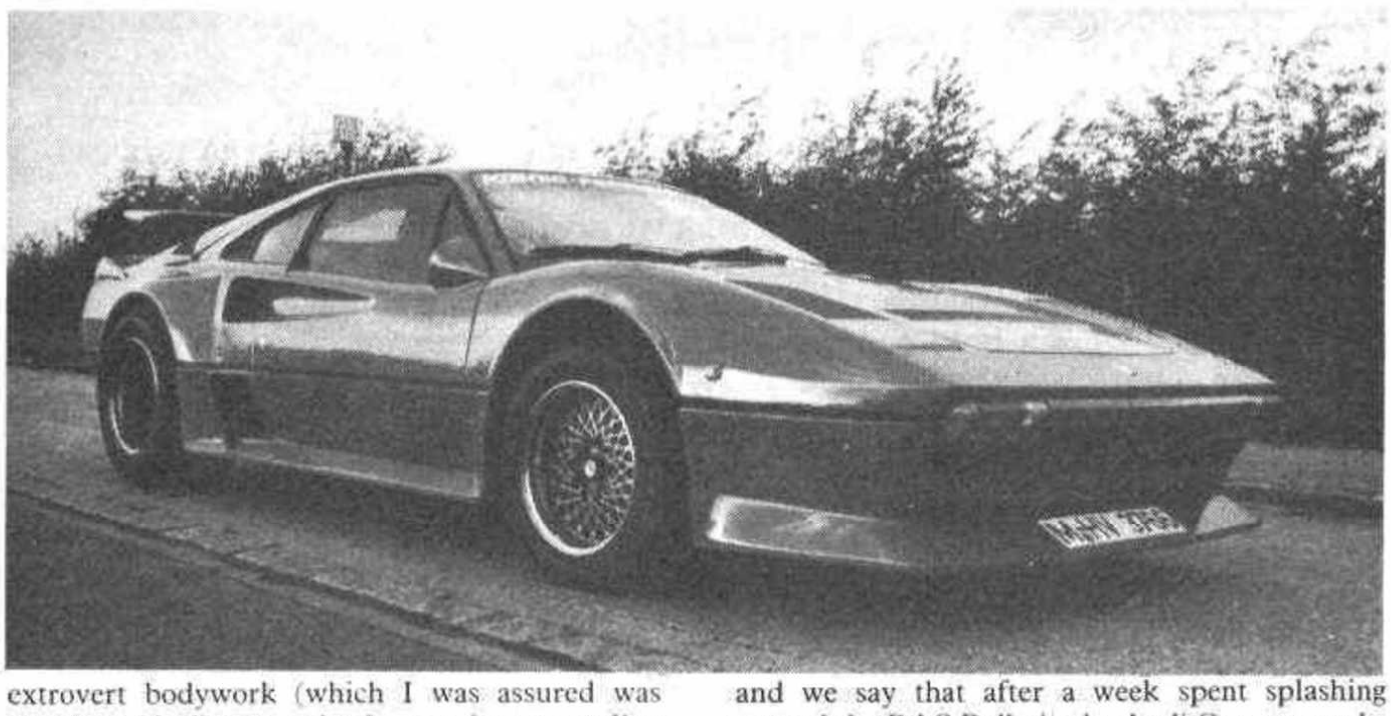
Willy Konig raced Ferraris, Abarths and Lola T70s throughout the sixties and is a former hillclimb champion, quitting serious competition in 1969. Konig's business is called Koenig not to anglicise it, but because there is a large German Ferrari dealer by the name of Konig that has no connection with this Munich-based performance company.

Since 1969 Konig has driven in occasional club races, cultivated a dazzling smile, sold his printing business and concentrated some 15 years of his life into "making Ferraris proper sport cars again. You know a 308 is not a real sports car when it is delivered?" From anyone other than this gently smiling Bavarian, and at any other time than the moment we had turned off the ignition after one of those most exhilarating drives of a lifetime, such comment would have seemed pure Teutonic arrogance.

Although Koenig was able to guide us around the red 308 Turbo (remember Ferrari actually make a 208 version of the GTB with turbocharging for the home market only), we were able to drive the car and price the parts for the British market because of the activities of Autosport & Design Ltd., Unit 5, Latimer Road, London W10. At those premises you will find one John Cannon who has had the initiative to teach himself German and import many of the top brands that complement the British market's apparently insatiable demand for German performance cars. Cannon lists products from the following companies: Zender (body panels); Lorinser and AMG for Mercedes performance parts; ATS, BBS and Centra wheels; Recaro seats; Momo steering wheels; VDO instruments and both Hella and Bosch electrical equipment. Better known for their sponsorship of the Zakspeed Capris, the D&W Autosport accessories company also supplies Cannon's West London company. The Koenig arrangement appears to be exclusive to Autosport and Design, but some British customers have visited Koenig's Mitterer Strasse D-8000 Munich 2 premises.

Parts prices

As we look over the car and what it cost, it should be remembered that Koenig offer an enormous variety of equipment — including a 450 b.h.p. kit and other appropriate modifications for the 512BB flat twelve — but that nobody in the Ferrari class can expect such performance parts to be anything other than expensive. That they should make the Ferrari a much crisper performer in chassis and straightline speed says a lot about Ferrari today compared with the days of front-engined 12s. MOTOR SPORT were not offered a faster roadgoing Daytona, because such a kit was simply not necessary. If you tuned a Ferrari in the sixties it was because the car was intended to race. . . .



Underneath all that swoopy and thoroughly extrovert bodywork (which I was assured was aerodynamically conceived, not just a styling whim) lies a simple Rayjay turbocharger feeding the production Bosch injection of a 308 GTBi. The installation is in association with the Austrian concern of Albert who fabricated the valve-actuated wastegate and much of the water injection that helps the engine live reliably at boost pressures between 0.6 and 0.8 bar. Other features of the £3,625 Ferrari Turbo engine *a la* Koenig after two years testing and development, include 7.2:1 Mahle pistons for the production 3-litre capacity, and revised engine timing from the DOHC layout. Alternative camshafts are available so that power can be up to 320 b.h.p. — i.e. over 100 b.h.p. per litre for a road car, a figure that "our" 305 b.h.p. version also exceeded of course.

The body panels from Koenig are all in heavy duty glassfibre (ironic in view of the 308's original coachwork being in that substance) and comprise items like wide rear wheel arches at £440; the wider side "running boards, or skirts if you prefer them so described", in at another £440, plus a £340 wrap around front spoiler and £400 for that twin pillar rear wing. The spoiler built into the body beneath and flared round to blend with the wheelarches costs £250, while the small roof spoiler is priced at £125. The door mirrors are also £125 and quite exquisitely crafted into the lines, if somewhat meagre in their glass area — an important factor when the large rear wing and £180 air box prevent anything more than an occasional glimpse of sky and tarmac to the rear!

The suspension is set very hard by road car standards and includes Konis made to Koenig's order in Holland as part of a ride height set a radical two inches lower than standard. New springs are a £300 item, as are the Konis — but this time I hope we are talking about sets! A sports clutch to contain an engine said to give more b.h.p. at 4,250 r.p.m. than the production (obsolete) two valve V8 did at 7,000 r.p.m. adds £725 to the bill: from the pictures it looks fit for use in a truck!

On the road

From figures gained by the German magazines — original copies of which were supplied at our request — and from two hours road and track driving, we came back thoroughly impressed that Koenig had achieved his aims. Whether his "Ferrari road racing car" is your cup of tea is a personal matter of course. First of all the car can hold its head up in Porsche company, which hasn't always been the case in recent years (the new four valve per cylinder layout for the eights in production today has hopefully overcome such embarrassment). The acceleration is stunning, and we say that after a week spent splashing around the RAC Rally in the Audi Quattro, and a year that has included driving a Ferrari 512S sports racer of some 600 b.h.p. A comparatively high compression and high boost pressures allowed by the water injection placed after the turbocharger produce proper Ferrari alacrity in response to the throttle. The only "turbo lag" is that you're either hanging momentarily back at the pace of a normal 308, or the car is surging forward to prove it can race from rest to 124 m.p.h. in uder 20 sec., which is about the time it takes an otherwise respectable performance car to reach 100 m.p.h. The magic 100 m.p.h. mark is engulfed in some 12 sec. glorious acceleration, 0-62 m.p.h. occupying a mere 5.3 sec.

We were allowed 8,000 r.p.m., a few hundred up on the production 90° V8 and the result was such a constant belt in the back that it was not until changing from third to fourth, and thence to fifth, that the acceleration loads which make smooth gear selection difficult, started to fade away.

Around Thames Valley villages the car felt wide on a combination of LHD and restricted vision. Yet the engine never gave any cause for alarm. It ticked over evenly and was ready to kick that outrageous bodywork forward with immediate ferocity once the de-restriction signs had meandered into view. At Goodwood the previous day the Ferrari turbo had survived the attentions of the press and a rally driver, running so readily to 230 km./h. (143 m.p.h.) in fifth that I would have suspected it had come straight from a race preparation shop rather than a background of regular road use for the past 25,000 miles.

Snags? Yes, Koenig have taken the sporty theme too far in respect of the ride (it was beginning to patter into momentary flight over the M40's block construction!), but the replacement brake pads and standard steering are excellent in this faster Ferrari. Personally I find the body panels a bit "over the top" with those side scoops and air boxes atop the engine cover, plus that obstructive rear wing — but the mirrors, larger front spoiler and bodywork extensions would be perfectly acceptable as working accessories with such large wheels and tyres fitted. Stability is good in the crosswind sense, but the wide tyres naturally like to follow road cambers wherever possible.

Overall the snags were outweighed by sheer exhilaration in driving such a "Super Ferrari". The unique blend of turbine whine and Ferrari melody will live a long time in my memory, beside equally warm recollections of the prompt response to the accelerator. A modern Ferrari that begs for the most to be made of its modified engine, handling and braking abilities. — J.W.

Sunbeams at Indianapolis

I have prevailed upon Mr. Anthony S. Heal, the great authority on anything appertaining to Sunbeam cars and STD affairs, particularly the racing endeavours of Louis Coatalen, Sunbeam's celebrated Chief Engineer, to write this erudite article about Sunbeam racing undertaken a long way from home, at America's Indianapolis Speedway, between 1913 to 1921, as a preliminary to what I hope may be a MOTOR SPORT account of one of the 1919 Indianapolis Sunbeams, long dormant, that is expected to re-emerge, rebuilt, later this year. For Sunbeam's of Wolverhampton those 500 Mile Races, contested far from Europe, were a bold venture and how their entries faired is of especial interest now that one of the Wolverhampton cars from that era is about to reappear. — Ed.

BROOKLANDS was opened in 1907 and its value to the motor industry as a testing ground was soon demonstrated. Napier, Vauxhall, Talbot, Sunbeam and others made good use of the track for developing their products and they derived considerable publicity from their racing successes there. In the United States the need for a similar testing ground was also appreciated.

Four successful Indianapolis businessmen, Carl C. Fischer, James A. Allison, A. C. Newby and Frank H. Wheeler decided to build a "motor speedway" where motor manufacturers could test their products to the maximum limits of speed and endurance. It was opened in the summer of 1909 and at the first calamitous meeting on August 19th there were several accidents in which five people lost their lives. The macadam surface of the track was unsuitable for the speeds attained. The owners decided to re-surface the entire 2½ mile circuit with paving bricks, a job which they tackled themselves in a typically American, highly organised, fashion. 3,200,000 bricks were laid and grouted in 63 days. The Speedway was re-opened on December 18th with a successful, accident free, meeting despite the freezing temperature. Strang, with his 120 h.p. FIAT, set up a new 5 Mile Record in 3 min. 17.7 sec., — a foretaste of things to come. The first of the famous series of 500 Mile Races was held in 1911. Although FIAT and Mercedes cars with American drivers took part, the first European works entries were not attracted until 1913, when Peugeot entered two cars to be driven by Jules Goux and Paul Zuccarelli. These machines were basically the successful 7.6-litre Grand Prix cars of 1912 with specially cast cylinder blocks, 2 mm. smaller in the bore (108 mm.) to reduce their cubic capacity within the 450 cubic inch limit. At Indianapolis informed opinion expected the Peugeots to be the fastest cars in the race, but was convinced that they would not last the 500 mile 'grind' on the brick-surfaced Speedway which demanded staying power of a very high order.

This latter quality was one which Louis Coatalen had managed to develop in his Sunbeam cars which had set long distance records at Brooklands at speeds which compared favourably with that achieved by Dawson's National, the winner of the 1912 Indianapolis 500. The performance of the Sunbeam 3-litre "voiturettes", which finished third, fourth and fifth in the 1912 two-day Grand Prix, showed that their little side-valve engines had the staying power, even if they could not match the top speed of the 7.6-litre Peugeots.

The opportuntity of challenging Peugeot in a 500 mile race on the Speedway appealed to Coatalen and he bethought himself of the two-year-old six-cylinder car which had set 15 World Records from 4 Hours to 12 Hours at 75 m.p.h. in 1911.

Since then it had been further developed and towards the end of the 1912 season Dario Resta drove it, setting up World Records for 50 Miles, 100 Miles and 1 Hour at over 92 m.p.h. There seemed to be a sporting chance that this car, known as "Toodles IV", might well have the right combination of speed and staying power to be successful at Indianapolis, despite its age and lack of cubic inches. Albert Guyot was selected to drive this first British entry in the "500".

Built originally in 1911 as a basically standard 25/30 h.p. model, its 6 cylinders were cast in two blocks of three (90 x 160) giving a capacity of 6,107 c.c. The side valves were operated by a camshaft on the near side. The single Claudel carburetter was on the offside. The engine was carried on a sub-frame with three point mounting on the chassis. It drove through a cone clutch to a separate four speed gearbox and bevel rear axle. The rear springs were three-quarter elliptic and Rudge Whitworth wire wheels were fitted. The wheelbase was 11 ft. 1 in. For the 12 Hour Record a single seater body was fitted with the radiator mounted separately from the bonnet so that the air flow did not pass into the engine compartment. For Indianapolis a shorter wheelbase (10 ft. 7 in.) and half elliptic rear springs were used. A two seat body, similar to the Coupe de'L'Auto' voiturettes, was fitted with an extended cowl over the radiator. The 33 gallon petrol tank was shaped to merge into the streamline shape of the body. For sustained high speeds engine cooling was carefully considered — to minimise loss of water a coil of copper pipe above the filler cap acted as a condenser. A dry sump lubrication system was used and to cool the oil a couple of 1½-inch diameter exposed copper pipes ran along outside the body from the engine to the 4 gallon oil tank in the tail. Oil pressure was 25 p.s.i. Steel pistons, machined from a solid billet, as was the usual Sunbeam practice, were fitted. Hartford and Triou shock absorbers were used in conjunction and artillery type wheels, with central hub nuts, were equipped with Dunlop tyres. Two sizes were apparently used, 34" x 4½" and 32" x 4½". According to the American journal, *Motor Age*, the smaller size was used on the rear wheels. The car's weight is given as 2,300 lb.

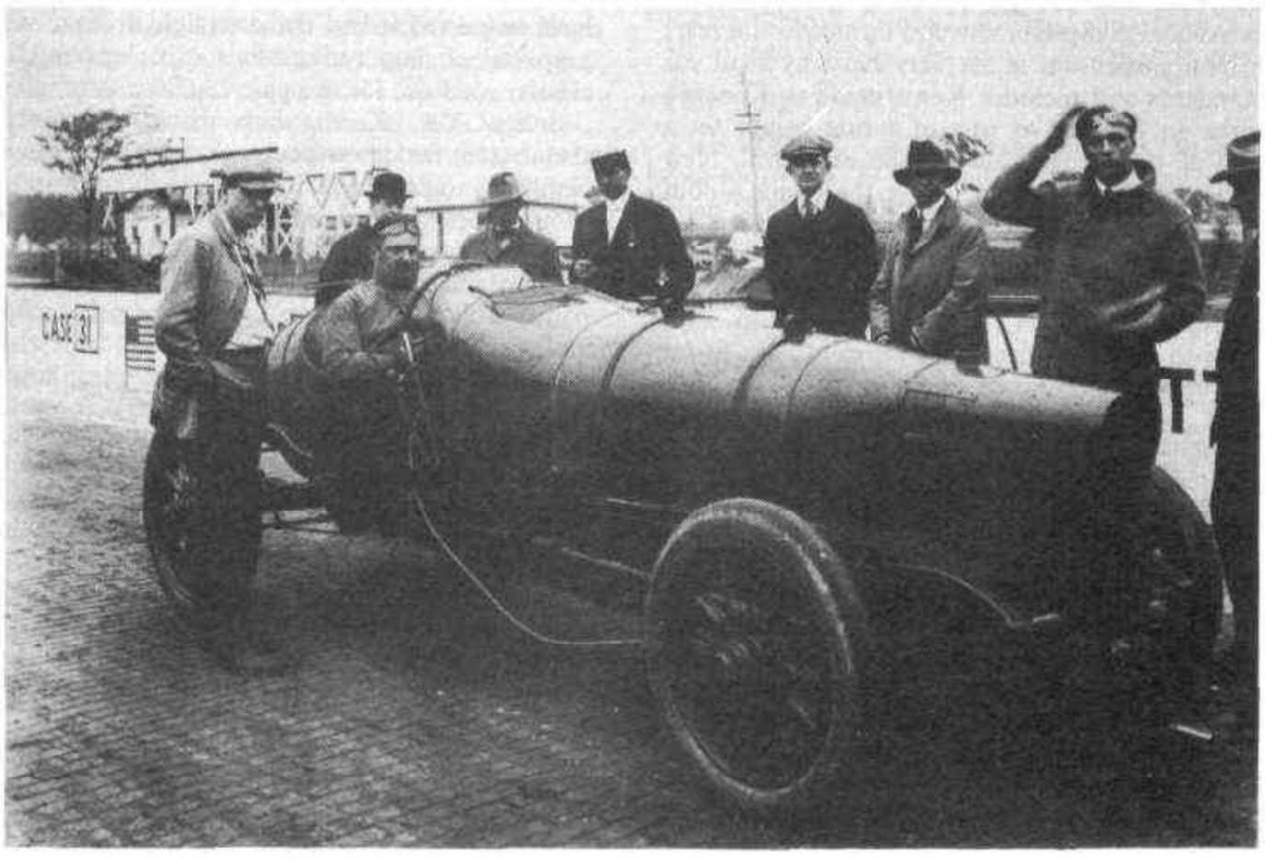
The rebuilding and modification of "Toodles IV" seems to have been completed in good time, for in February Louis Coatalen and R. H. S. Crossman, who had both driven it in the successful 12 Hour Record attempt in 1911, took the car to Brooklands for test. Despite an obstruction on the track Crossman lapped at 94 m.p.h. The car was shipped from Liverpool to arrive ahead of Guyot and Crossman, who sailed from Le Havre aboard "La Provence" on May 10th. Although the car had been rebuilt and prepared for the race at the Sunbeam works and R. H. Crossman, a member of the firm's staff, was to act as engineer and racing mechanic, the Company issued an announcement that Guyot's entry was a private one and the car was not being run by them.

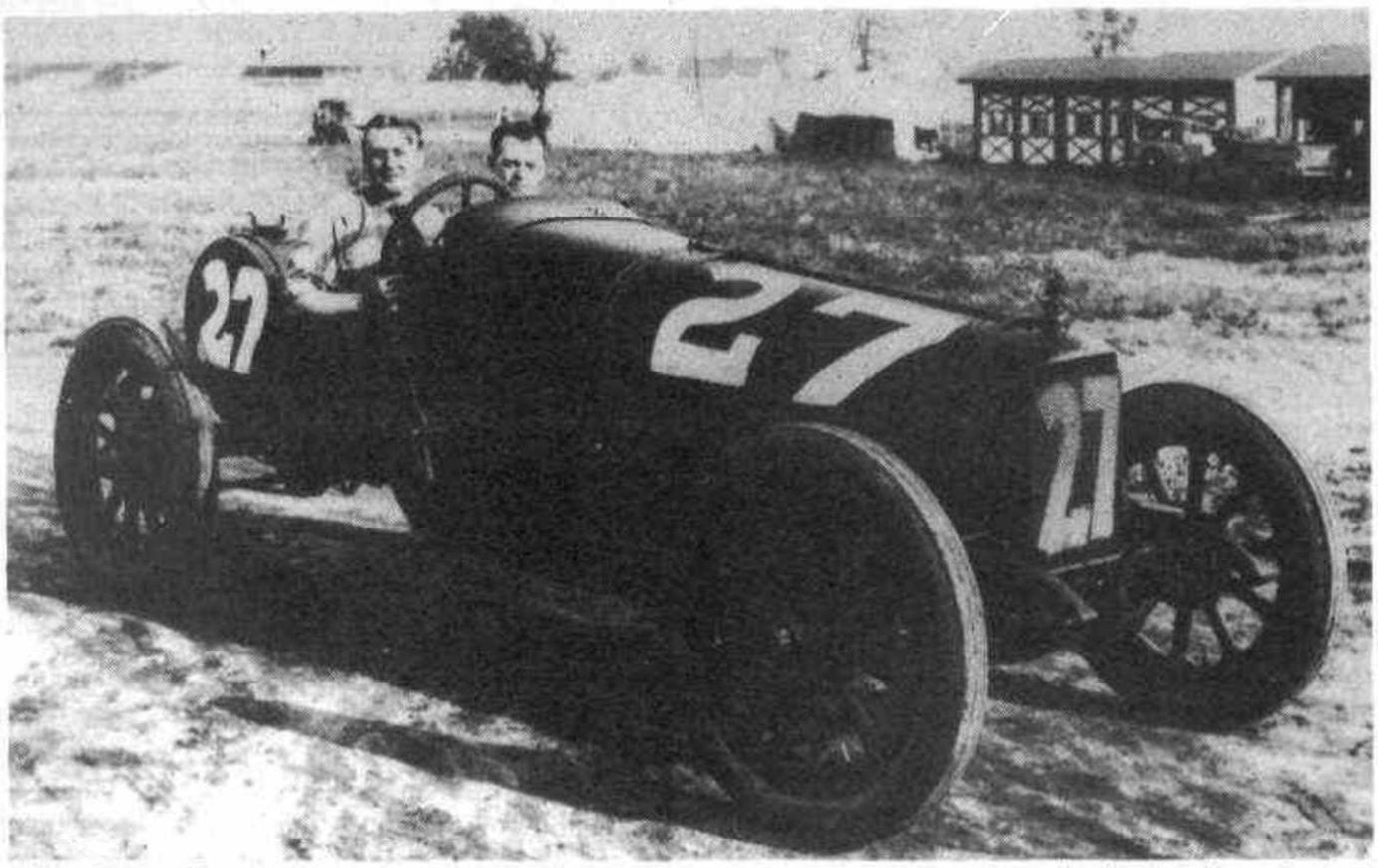
On arrival at Indianapolis the Peugeot and Sunbeam teams were impressed by the Speedway organisation and the helpfulness of the officials. The National Company, whose car, driven by Dawson, had won the race the previous year, put their factory at the disposal of the foreign competitors.

During practice the Peugeots proved themselves to be faster than most, but it was felt that it was unlikely they would last the course. The American teams regarded the Sunbeam and Mercedes-Knight with more concern.

The day of the race was extremely hot. Oil and rubber made the brick surface slippery and marshals repeatedly spread chloride of lime on the track at the corners. Goux's Peugeot took the lead early in the race, but lost it through tyre trouble.

1913: Sunbeam's first entry for the 500 mile race with Albert Guyot at the wheel. He finished fourth at 70.92 m.p.h. The team manager, R. F. L. Crossman (right, with goggles) rode as his mechanic.





1914: Harry Grant's was a private entry, but he drove consistently to a pre-determined schedule and gained seventh place.

Tyres were the limiting factor and Goux found that 82 m.p.h. was quite fast enough for his Firestones. Zuccarelli had the misfortune to suffer a broken petrol pipe which resulted in his Peugeot catching fire. Guyot found the long wheelbase of the Sunbeam a disadvantage on the corners, but resolved to drive to finish in the money. He saved his tyres and had to change only three rear tyres, two offside and one near side, during the race. The Sunbeam ran with the greatest regularity and the only mechanical trouble was the sticking of a hub retaining nut when one of the wheel changes was made. Goux's winning Peugeot wore out seven tyres and lost 11 minutes due to pit stops.

At 40 miles Guyot was in 8th place, but had climbed to 3rd at 80 miles. He was 4th from 120 to 200 miles when he dropped to 6th, which position he held until after 400 miles had been completed. In the last 100 miles he rose to 5th and finally finished in 4th place having averaged 70.92 m.p.h. Only four drivers drove the whole distance; spare drivers and relief mechanics took over most cars during the race, but Goux, Guyot, Pilette (Mercedes Knight) and Mulford (Mercedes) drove from start to finish.

Guyot slowed towards the end of the race as he could not wipe out the 15 minute lead that the third place man, Merz (Stutz), had. As he entered his last lap the customary green flag was shown, but he misunderstood the signal and, thinking he had finished the race, he toured round on his last lap.

Massac Buist, the forthright journalist, writing in *The Autocar*, was critical of Guyot's tactics for the Sunbeam was never really extended nor given the chance to demonstrate its speed. He also criticised the pit organisation and the lack of pit signals. Guyot told W. F. Bradley* after the race that the Sunbeam depot nearly ran out of petrol and was rescued by the generosity of Disbrow, the Case driver, who got his helpers to carry cans of petrol to the Sunbeam pit. This was a particularly sporting act as Guyot's retirement would have enabled Disbrow's car, which finished 7th, to gain a place.

Despite Massac Buist's accusation it must be admitted that Guyot achieved what he set out to do. He nursed his two-year-old car and its tyres to finish 4th in the race, without mechanical breakdown, and he won 3,500 dollars. It was a gruelling race in intense heat. He told W. F. Bradley that he had never driven in such trying conditions. His head reeled, the sole of one boot was worn through by the pedal and it raised a blister on his heel. The vibration caused by the brick surface gave rise to pipes breaking and tanks leaking.

The unfortunate Crossman, who rode as mechanic the whole way, was a well built man. He had to squeeze himself into the narrow seat as best he could and after the 7 hour race he was practically unable to move for two days.

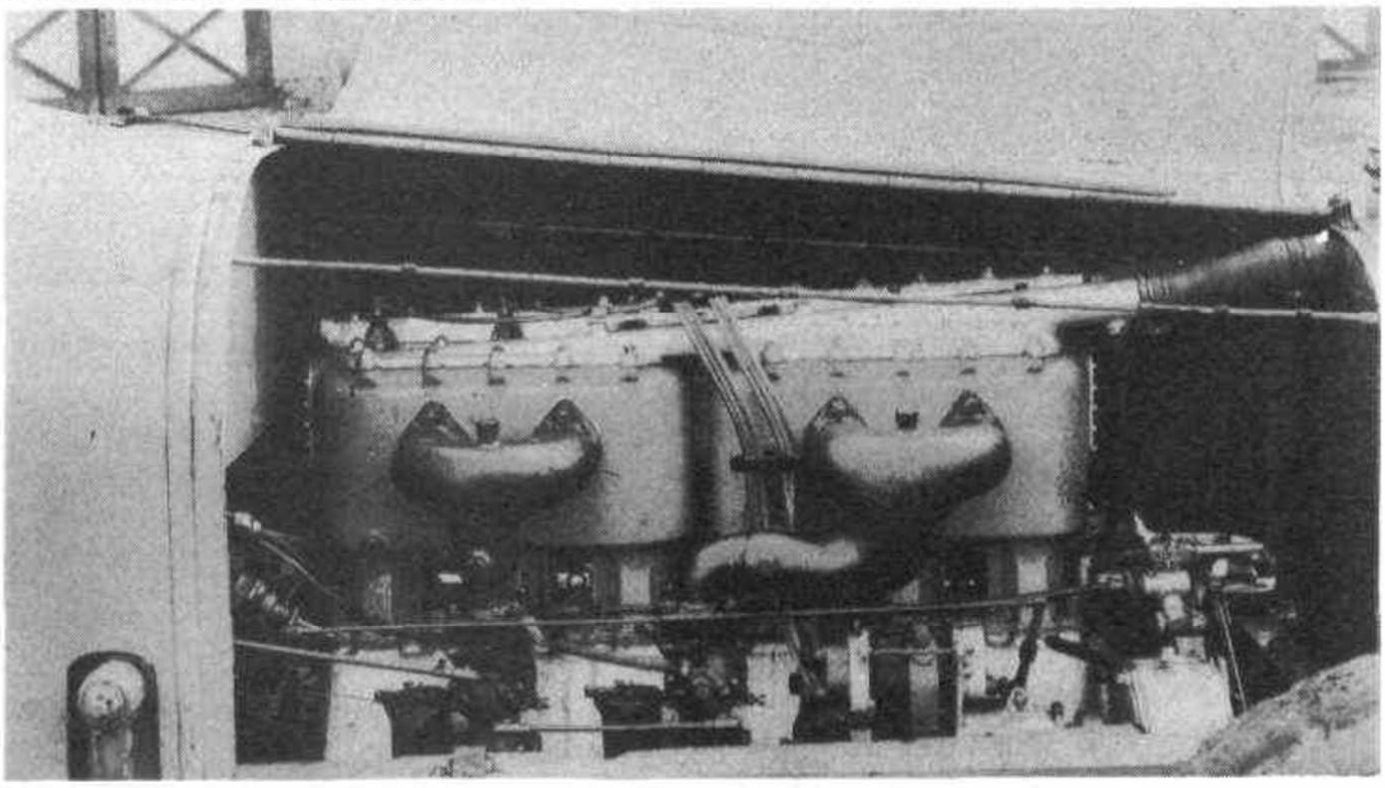
The whole expedition, as a private entry with a two year old car, was obviously run on a shoestring. Guyot and Crossman put up a very creditable performance, but Massac Buist complained that the Americans imagined that it was an official works entry with the full backing of the Sunbeam Motor Company. "I had scarcely landed in New York," he continued, "before one of the most prominent dealers told me that if the car would win the race he would place a firm order, with deposit, for 500 Sunbeam cars, no matter whether the present duty were reduced or not. The American motor public loves a winner, and does not mind what its country of origin. I found it impossible to convince most of my friends out there that the car, which has a reputation in the United States equal to anything it has been enjoying in Europe, was being run as a private entry. They wanted to know what the Sunbeam Company was doing not to take America seriously."

Perhaps there is a moral in this story for us to-day.

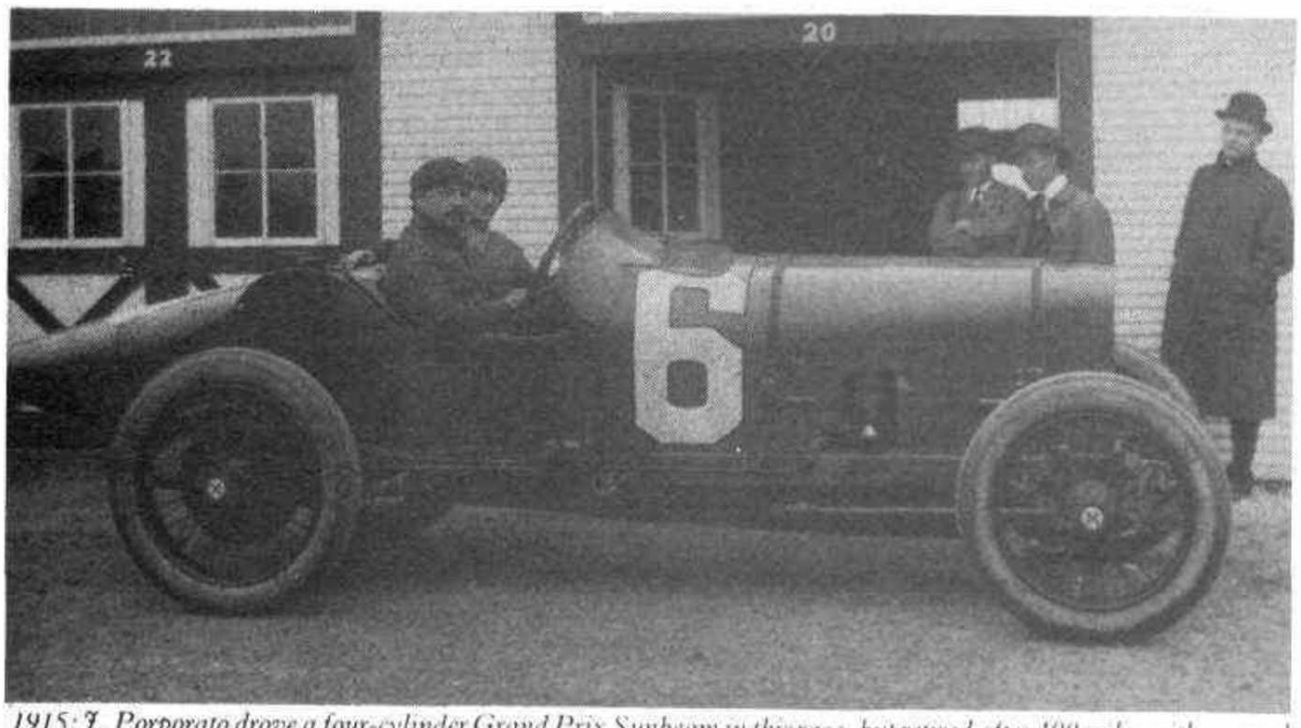
The Indianapolis capacity limitation of 450 cu. in., which was maintained for the 1914 500 Mile Race, left the Sunbeam Company at a considerable disadvantage. In 1912 their 3-litre "Voiturette", with its side-valve engine, had been successful in the Coupe de "L'Auto" road race, but in 1913 the 16 valve twin overhead camshaft Peugeot had proved unbeatable. The Grand Prix at Amiens earlier in the 1913 season had been run on a limited fuel allowance with no limit on engine capacity. Sunbeam's approach to the problem had been to build a 4½-litre 6 cylinder engine (80 x 150 mm.) based on their 1912 4 cylinder "Voiturette". It gave 110 b.h.p. at 3,000 r.p.m. Peugeot produced a scaled-up version of their Coupe de "L'Auto" engine (100 x 180) 5.6-litres, and Delage designed a 7-litre 4 cylinder with 16 push-rod operated horizontal valves, reminiscent of their 1911 Coupe de "L'Auto" winner. The fuel limitation proved to be a great leveller. The Sunbeam, with the smallest engine of the three, finished 3rd behind two Peugeots and ahead of two Delages. In October one of these 6 cylinder Sunbeams was fitted with a single seater body and set up 36 World Records at Brooklands from 250 kilometres to 12 Hours. The 500 Mile Record was taken at 94.74 m.p.h. (20 m.p.h. faster than "Toodles IV" over the same distance).

Despite its relatively smaller cubic capacity, the Sunbeam Company entered one of these Grand Prix 6 cylinder cars for the 1914 Indianapolis race. It was fitted with the engine from the 12 Hour Record single seater. The four corners and the short straights of the 2½ mile Speedway put a premium on acceleration. Twin Claudel Hobson carburetters were fitted and efforts were made to minimise weight. A special gear box with only two speeds was made and a 3 to 1 axle ratio was used in place of 2.5 to 1 used in the Grand Prix. To improve engine cooling twin water outlet manifolds were provided on the cylinder head and

1914: For Indianapolis, Chassagne's 1913 car was fitted with two Claudel carburetters, dual water outlets to cylinder heads, and dry sump lubrication.



*FOOTNOTE: W. F. Bradley was then continental correspondent of *The Motor*.



1915: J. Porporato drove a four-cylinder Grand Prix Sunbeam in this race, but retired after 400 miles with a seized piston when lying fifth. His team-mate Noel van Raalte finished tenth at an average speed of 75.69 m.p.h.

dry sump lubrication was used with an oil tank mounted transversely behind the bolster petrol tank.

Jean Chassagne, who had brought his Sunbeam into third place in the Grand Prix at Amiens, was nominated to drive at Indianapolis and he was again accompanied by his mechanic Percy Mitchell.

In addition to this official entry by the Sunbeam Company, another 1913 six cylinder Grand Prix Sunbeam was entered by the American driver Harry Grant, who had purchased the car early in the year. Two Peugeots, to be driven by Jules Goux and Georges Boillot, and two Delages for Réné Thomas and Albert Guyot, were entered by their manufacturers. Rather to the annoyance of the official Peugeot team. Arthur Duray entered a little 3-litre Coupe de "L'Auto" Peugeot which he had borrowed from its private owner, Jacques Meunier, the French chocolate manufacturer.

The larger capacity of the French cars gave them a considerable advantage in speed, but Chassagne was lapping at 80 m.p.h. and at 40 miles he lay 13th, 6 sec. behind Boillot, but 11 sec. ahead of Goux. Grant was 20 seconds behind his team mate driving to his customary predetermined lap speed. On his 20th lap Chassagne had his off-side rear tyre burst and the car skidded up the banking, tearing the tyre off the rim. After spinning round twice, the rear wheel crumpled when it slid on to the soft ground of the infield and the Sunbeam overturned, throwing Mitchell out. Chassagne retained his seat and apart from a cut face he was unhurt. Michell landed in some long grass without serious injury. After changing the rear wheel the Sunbeam was able to be driven back to the pits under its own power, but was withdrawn from the race. Spare wheels were not allowed by race regulations to be carried on the cars.

Harry Grant, who had twice won the Vanderbilt Cup Race in 1909 and 1910, by steady consistent driving, ran to his predetermined schedule. He was in 15th place at 100 miles, climbing to 12th at 220 miles, 10th at 300 miles and at 400 miles he lay 7th which position he held until the finish, having averaged 75.68 m.p.h. The Sunbeam ran steadily and consistently throughout, but the French cars, with their superior speed, completely dominated the race. Thomas's Delage won at 82.47 m.p.h., but the big surprise was the performance of the little 3-litre Peugeot driven by Duray who finished second at 80.99 m.p.h. ahead of Guyot's Delage and Goux's Peugeot.

It was clear that in America, as in Europe, the day of the side-valve engine in international motor racing was over. Nobody realised this better than Louis Coatalen. The twin cam 16 valve engine was predominant, so Sunbeam had to follow suit if they were to stay in the game. As is now well known, he acquired a 3-litre Coupe de *L'Auto* Peugeot and brought it to Wolverhampton for close study. From this were evolved two new teams of racing cars for the 1914 season — 3.3-litre for the RAC Tourist Trophy Race and a 4½-litre for the French Grand Prix. The former, which was victorious in the Isle of Man race, bore a very close resemblance to the Peugeot but the Grand Prix car, although clearly influenced by the work of Ernest Henry and the Peugeot "Charlatans", showed some points of difference. Like Peugeot, the two piece crankshaft was carried on three ball bearings and a train of gears at the front of the cast iron cylinder block drove the two overhead camshafts, which operated the two inlet and two exhaust valves in each cylinder. The valve included angle was 60 degrees. An improvement was made to the valve gear.

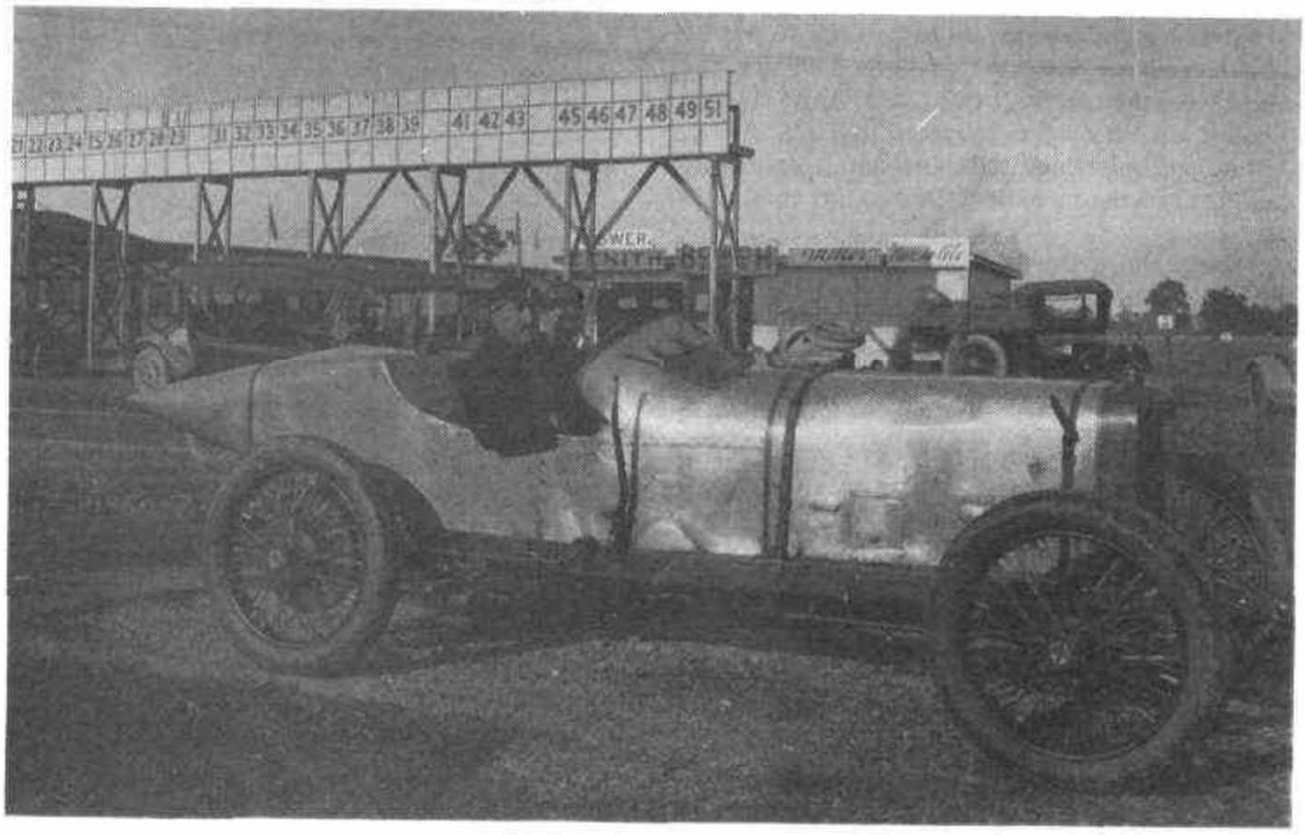
In place of the Peugeot's F shape tappets, light pivoted cam followers were used. The bore and stroke were increased to 94 mm. x 160 mm. (4,441 c.c.) and the well tried Sunbeam steel pistons, with central strut supporting the crown, giving a compression ratio of 5.27 to 1, were employed. Twin Claudel Hobson carburetters were fitted and the engine gave 108 b.h.p. at 2,800 r.p.m. Dario Resta finished 5th in the Grand Prix at Lyon averaging 62.46 m.p.h. K. Lee Guinness had to retire on his 10th lap due to a broken piston and J. Chassagne had a big-end give way on the 13th lap. Both the winning Mercedes cars and the Peugeots were clearly faster than the Sunbeams.

The outbreak of War in August 1914 brought an end to motor racing in Europe, but in America there were prospects for a busier season than usual in 1915.

The success of the Indianapolis Speedway had encouraged the construction of new tracks at Sheepshead Bay, New York, Chicago and Cincinatti. The reduction of the capacity limit to 300 cu. in. for the Indianapolis 500 was thought to benefit European constructors but most of them were too fully occupied on war work to undertake the design and construction of new racing cars. Drivers too were otherwise engaged, Albert Guyot was in the trenches, Georges Boillot and Jules Goux were engaged on military transport, Arthur Duray was on Headquarters Staff and Jean Chassagne was working in the Aviation Department of the Sunbeam Motor Car Company. Nevertheless two of the 1914 Grand Prix Sunbeams were entered although there was some doubt as to who would drive them. Jean Porporato, an Italian, who had driven the fastest Minerva in the TT race, was nominated and he took one of the Sunbeams to Brooklands for tests. Even by mid May the second driver had not been definitely decided. Eventually "N. Graham" was announced as the Driver of the second Sunbeam but this "nom de course" failed to conceal the identity of Noel van Raalte.

Due to heavy rain the race was postponed from Saturday to Monday which was cool and dry. The Peugeot and Mercedes duel at Lyon was re-enacted with Dario Resta (1914 G. P. Peugeot) and Ralph de Palma (1914 G. P. Mercedes) fighting for the lead for 340 miles when Resta suffered a burst tyre, skidded and damaged his

1916: Sunbeam contested several track races in the USA in this year, but an engine vibration problem meant that J. Christiaens and his mechanic Frank Bill were unable to beat the Peugeots and the Mercedes.



steering, but after changing all four wheels he continued at only slightly slower speed. De Palma then held his lead until the finish but three laps from the end he had a connecting rod "let go". He managed to complete the remaining laps with a hole in the crankcase. He averaged 89.84 m.p.h. Resta was only 3 min. 32 sec. behind. The most interesting feature of the race was the performance of the new 16 valve Stutz cars. Wilcox led the race for 4 laps shortly after the start when his team mate, Gil Anderson, overtook him and held the lead for 70 miles. He finished third having averaged 87.6 m.p.h. Cooper on a sister car was fourth and Wilcox was seventh, all three in the money. The Sunbeams had a very disappointing race. Porporato was lapping at a respectable 90 m.p.h. but was delayed by broken bonnet straps which he had to stop to repair. He was lying 5th at 400 miles when a piston seized due to a broken piston ring. Van Raalte, despite his inexperience, was holding 7th place up to half distance, but he suffered a succession of exasperating mishaps. He had to change two plugs and then lost his bonnet, which he was instructed to retrieve, and this lost him a lot of time. Later the bracket, on which the magneto was mounted, came loose and he lost 16 minutes.

An hour later the same thing happened and he rectified the trouble in 10 minutes. In total it was estimated that he spent nearly an hour at the pits but he doggedly kept going eventually finishing 10th (and last) but nevertheless just in the prize money (1,400 dollars), having averaged 75.79 m.p.h. Grant's 1913 side-valve Grand Prix Sunbeam was outclassed by the more modern machinery. He was lapping at about 80 m.p.h. when he was called in to repair a broken brake connection. He continued until near the end of the race when he was again called in to fix up the undershield which had came loose. He withdrew having completed 184 laps. The American journal, *The Automobile*, described the performance of the three Sunbeams as "a little disappointing". Their disappointment must have been shared by many people in Wolverhampton.

Ever since their first Transatlantic venture in 1913, Sunbeams had endeavoured to compete with cars having a cylinder capacity considerably below the maximum allowed by the regulations. For three years they had raced against more powerful cars with larger engines.

Towards the end of 1915 Josef Christiaens, who was an expert on Claudel carburetters, joined Sunbeams in Wolverhampton. He had driven the Belgian Excelsior in the 1913 Grand Prix at Amiens and in the 1914 500 Mile Race at Indianapolis where he finished sixth. He suggested to Louis Coatalen that Sunbeams should build a six-cylinder engine of 4.9-litres, to be fitted into the 1914 Sunbeam Grand Prix chassis, which should be really competitive at Indianapolis and other American track events to be run in 1916 under the new 300 cubic inch rule.

Despite the Company's pre-occupation with the production of aero engines, two cars were built on the lines Christiaens had suggested. When the first descripton of them was published in the *Autocar* of April 29th 1916 it was represented that the engines had been built before the Grand Prix at Lyon in 1914 but, due to pressure on the Racing Department in preparing teams of cars for the Tourist Trophy and the Grand Prix, the development of the six-cylinder engines had been shelved. The dimensions were given as 80 × 150 mm. but in later years at Brooklands they were always stated as 81.5 × 157 mm. The American *Automobile Journal*, in a tabulated list of particulars of competitors published just before the 1916 Sweepstakes, quoted 3.21 × 6.25 ins. Although these engines showed considerable traces of the influence of Ernest Henry in their design, there were a number of departures from the Peugeot tradition.

Twin overhead camshafts and four valves per cylinder with an included angle of 60 degrees were in line with established practice, but the camshaft casings were each in one piece instead of being split horizontally. Pivoted cam followers carried by bronze mountings were used in place of the earlier F-shaped tappets. To save weight, aluminium panels formed the sides of the water jackets and aluminium pistons, extensively drilled, were used for the first time on a Sunbeam racing car. The cylinders were cast in two blocks of three. The ports were smooth internally and sharp corners were avoided. Twin Claudel CZS carburetters and water jacketed induction manifolds were fitted to improve acceleration. The three piece crankshaft was carried on four large ball bearings. Dry sump lubrication was provided. These engines were built and tested by Frank Bill, a skilled fitter, and a boy.

They gave over 150 b.h.p. at 3,200 r.p.m. and continued to be competitive in racing at Brooklands until 1929. The six-cylinder engine necessitated a longer sub-frame when mounted in the Grand Prix chassis. All the petrol and oil pipes were duplicated and sheathed in rubber, a lesson learned from Zucarelli's unfortunate experience in 1913. A four speed gearbox was normally used but a lighter two speed box was made, intended for use on the American high speed steeply banked board tracks.

The six-cylinder Sunbeam made its début, driven by Josef Christiaens with Frank Bill as his riding mechanic, on May 13th at the new track at Sheepshead Bay, New York in a 20 mile race. It was a useful try-out before the 300 Mile Race at Indianapolis at the end of the month. The Sunbeam finished second to Jack Aitken's Peugeot at an average speed of 104.11 m.p.h. despite damage to an oil pipe, caused by the rev-counter coming adrift, which resulted in running a big-end.

A serious engine vibration at 3,000 r.p.m. caused Christiaens to limit his speed to 2,900 r.p.m., fast enough, he felt, to finish "in the money", rather than risk smashing up the engine.

Before the Indianapolis race Frank Bill changed the axle ratio and made a number of adjustments in the light of experience at Sheepshead Bay. Some trouble was experienced with the tyres, which he was persuaded by Barney Oldfield to fit, but after changing to Goodrich the problem was overcome. During the race Christiaens had to make only one stop to change tyres which was done in 30 sec. The race was won by Dario Resta in his 4½-litre Peugeot. The Sunbeam finished fourth at 79.66 m.p.h., winning 3,000 dollars.

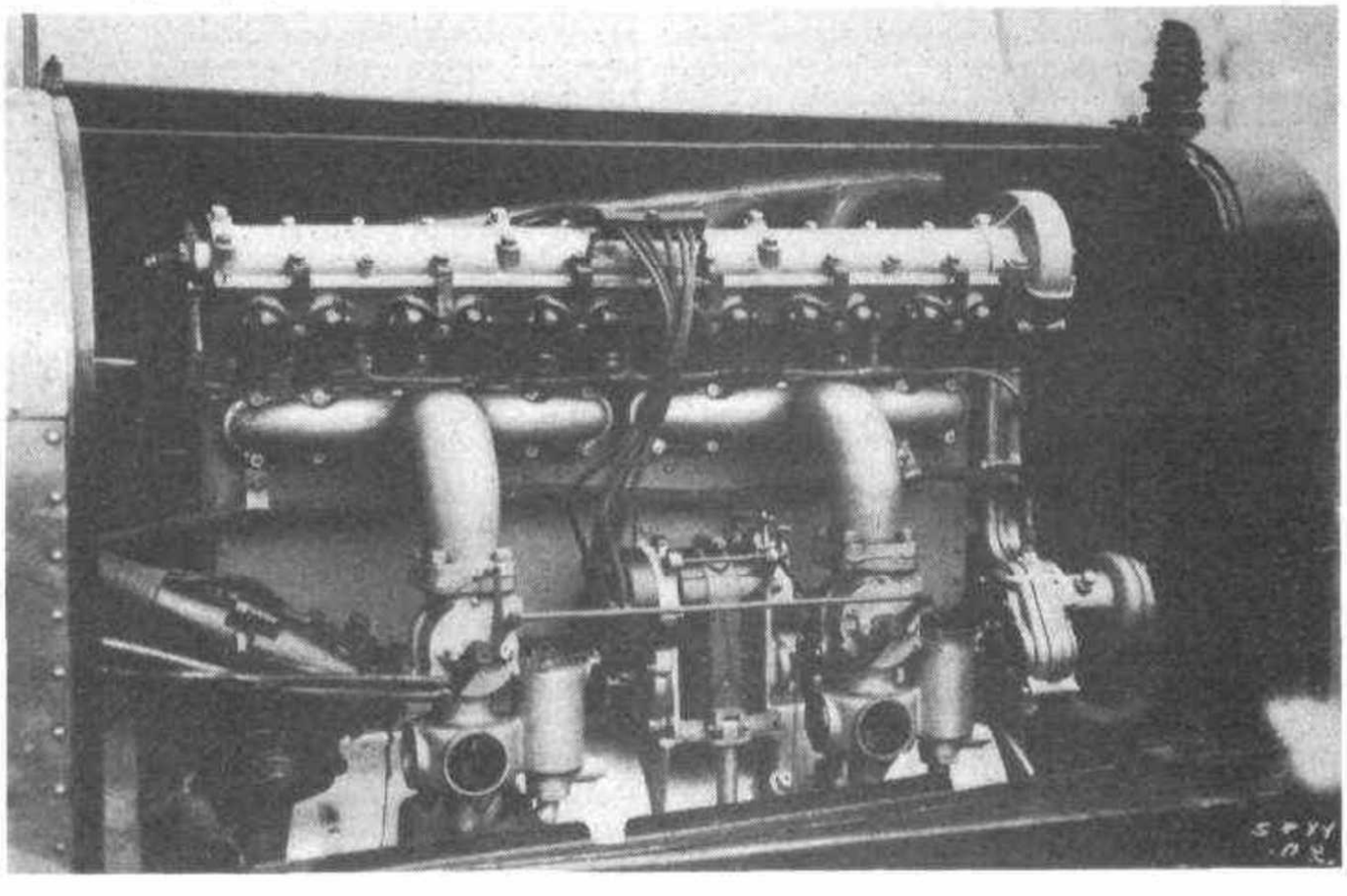
Despite the handicap imposed by the engine vibration, Christiaens took part in a number of races at several tracks during the remainder of the season. After Indianapolis the Chicago International Derby was held on a new banked track with Peugeot, Mercedes and Sunbeam as the principal participants. With the death of George Boillot fresh in people's minds (he had tackled five German Fokkers single handed in his Nieuport scout near Verdun), the memory of his epic drive at Lyon in 1914 must have been revived by the 300 mile duel between Dario Resta (Peugeot) and Ralph de Palma (Mercedes).

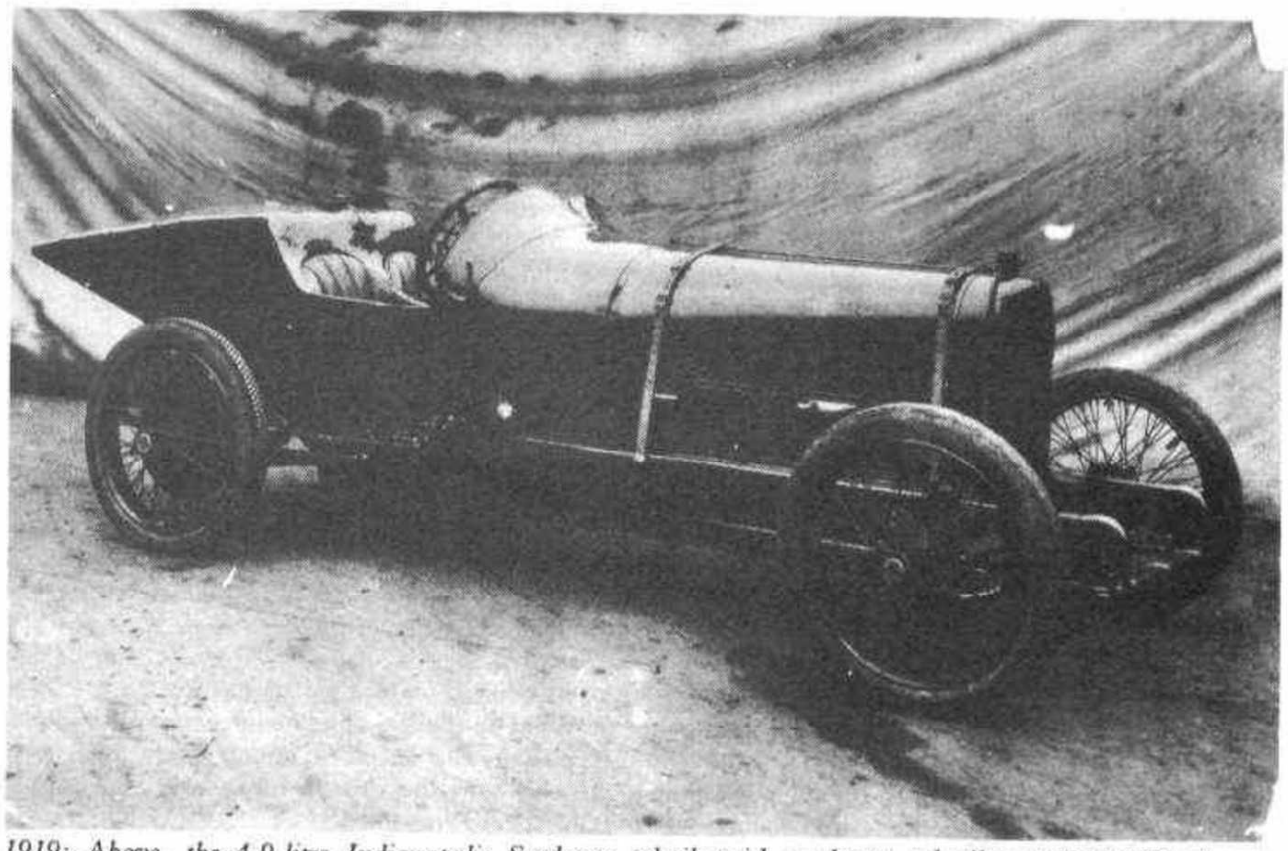
This time the French car won at 98.7 m.p.h. Christiaens was third at 95.78 and Galvin, on the second Sunbeam, fourth at 94.54 m.p.h.

With their rev limit set at 2,900 r.p.m., the Sunbeams were unable to beat the Peugeots and Mercedes and some of the new 16 valve American cars, like Duesenberg, Premier and Maxwell, gave them a run for their money. The wisdom of Christiaen's tactics in playing safe was shown when on September 9th at the last meeting of the season at the Indianapolis Speedway, Galvin's car was entrusted to Louis Chevrolet. Frank Bill rode with him and he drove for all he was worth. Lying third behind Hughie Hughes (Hoskins), Chevrolet was determined to overtake him and on the last lap, when just about to do so, the rev-counter was showing 3,200 r.p.m. There was a clatter and a connecting rod came through the side of the crankcase. The Sunbeam crossed the finishing line half a second behind Hughes having averaged 91.79 m.p.h. and having won 400 dollars!

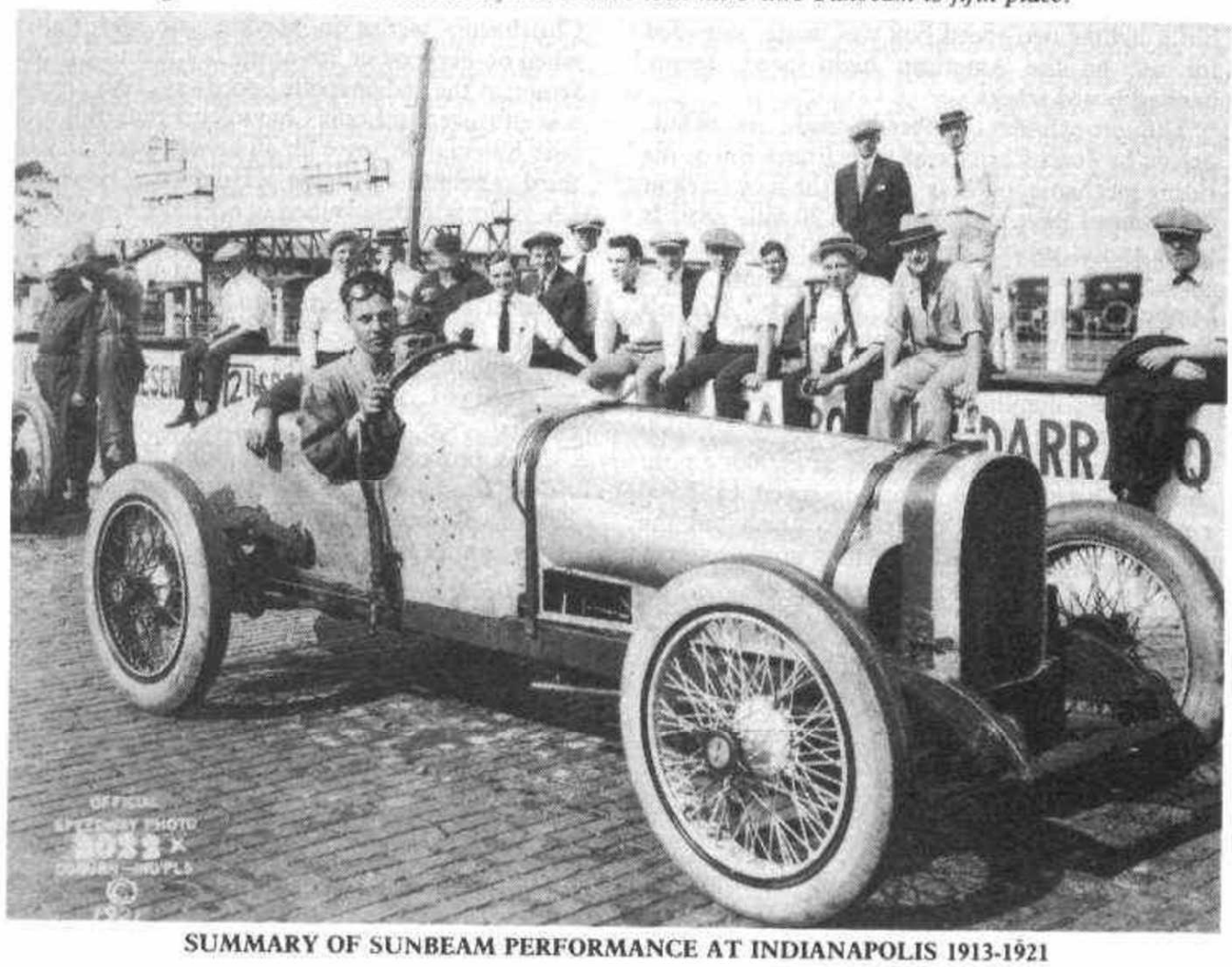
This proved to be Frank Bill's last race as a riding mechanic and five years were to elapse before a Sunbeam racing car again competed in an American event.

1916: The engine of Christiaens' car. The capacity was 4.9-litres, and with four valves per cylinder and aluminium pistons, it produced 156 b.h.p. at 3,200 r.p.m.





1919: Above, the 4.9-litre Indianapolis Sunbeam rebuilt with a shorter wheelbase (1914 TT) chassis, photographed just before Joseph Christiaens' fatal accident when making a demonstration run, with Frank Bill as his mechanic, on the road outside the Sunbeam Works. Two of these cars were prepared and shipped to the USA, with Dario Resta and Jean Chassagne nominated as drivers, but the cars were not submitted for scrutineering. Louis Coatalen withdrew his entries before the race for reasons which have never been made clear.
1921: Although Boillot and Thomas retired, Ora Haibe took his 3-litre Sunbeam to fifth place.



SUMMARY OF SUNBEAM PERFORMANCE AT INDIANAPOLIS 1913-1921

Year	*Driver*	*Cyls.*	*Bore*	*Stroke*	*Capacity*	*Place*	*Speed*
1913	A. Guyot	6	90	160	6,107	4th	70.92
1914	H. Grant	6	80	150	4,524	7th	75.69
	J. Chassagne	6	80	150	4,524	Tyre burst	20 laps[1]
1915	N. van Raalte	4	94	160	4,441	10th	75.79[2]
	J. Porporato	4	94	160	4,441	Seized piston	164 laps[3]
	H. Grant	6	80	150	4,524	Retired	184 laps[4]
1916	J. Christiaens	6	81.5	157	4,914	4th	79.96
1919	Entries	6	81.5	157	4,914	—	—
	withdrawn	6	81.5	157	4,914	—	—
1921	Ora Haibe	8	65	112	2,973	5th	83.86
	R. Thomas	8	65	112	2,973	Broken water connection	144 laps[5]
	A. Boillot	8	65	112	2,973	Connecting rod broke	41 laps

1. Overturned
2. Lost bonnet. Magneto platform loose
3. Lying 5th when retired
4. Undershield loose
5. Lying 3rd when retired

With America's entry into the Great War, motor racing ceased in the USA as it had done in Europe. But on November 11th 1918 the Armistice was signed and soon afterwards preparations were put in hand for the first postwar 500 Mile Race at Indianapolis — "The Victory Sweepstakes". The rules were to be the same as for the last race in 1916, with a capacity limit of 300 cubic ins.

It is now a matter of legend that on Christmas Eve 1918 Ernest Ballot decided to enter a team of cars and Ernest Henry was instructed to start the design on Boxing Day. Despite all the industrial problems in France, occasioned by the change from war to peace, four entirely new straight eight racing cars were designed and built from scratch in 101 days and were shipped to America on April 26th. For once fortune seemed to have favoured the Sunbeam Company, for had they not got two racing cars, built to the 300 cu. in. formula, which had already been tried and tested in 1916? At Christiaen's suggestion the six-cylinder 4.9-litre engines had been fitted into the shorter chassis used for the Tourist Trophy race. The cars were prepared in good time, but on February 23rd 1919 fate struck a staggering blow. Josef Christiaens was giving a demonstration of the newly rebuilt racing car to the Directors of the Company on the road outside the Sunbeam works when he hit the kerb and the car overturned. Christiaens was killed and his faithful mechanic was seriously injured. He walked with a crutch for the rest of his life. Entries for three cars had already been made on January 13th and early in May two of the cars arrived at the Speedway. Resta and Chassagne were nominated as the drivers. Louis Coatalen himself arrived in New York on April 28th en route to Indianapolis. But the Sunbeams were never submitted for scrutineering. Nor were they officially timed in the eliminating time trials and on May 20th they were withdrawn without any explanation. *Motor Age* reported on May 1st that "the two Sunbeam racing cars have not yet been tried out for extreme speed owing to the fact that they are too fast to be run over the roads and there is no suitable test track at the present time in England. Brooklands track has been badly torn up because of heavy haulage done over it by trucks running into and out of a large aviation field which was maintained there during the war". By May 15th the same journal said "Prevailing opinion at present is that Dario Resta and his new Sunbeam will be the ruling favourite", but two days before the race on May 31st they expressed the opinion that the speed of the straight eight Ballots and of Ralph de Palma's Packard "was not entirely unconnected with the decision on the part of Coatalen to withdraw the two Sunbeams". That the cars were capable of matching the speed of the Ballots can be seen by reference to their speeds at Brooklands in 1922 when Zborowski lapped at 114.49 m.p.h. and Segrave in the Indianapolis Sunbeam at 115.82 m.p.h. These cars continued to perform competitively in the hands of many other drivers until 1929 so they cannot be said to have been lacking in power or speed.

For the 1920 500 Mile Race the capacity limit was reduced to 183 cu. in. which, fortunately, coincided with the three-litre limit which was being adopted for Grand Prix races in Europe. To comply with this new regulation Ernest Ballot produced a new team of three-litre straight eight racing cars, designed by Ernest Henry, which took second, fifth and seventh places at Indianapolis. There were no Sunbeam entries for the 1920 race but early in 1921 Louis Coatalen entered three cars, two Sunbeams and one Talbot

Darracq. Like the Ballots they were straight eights, 65 × 112 mm., with four valves per cylinder. The aluminium cylinders had shrunk-in steel liners and were cast in two blocks of four. The tulip-shape valves were operated by two overhead camshafts through inverted cup type cam followers, which eliminated all side thrust from the valve stems.

As on the 1916 six-cylinder engines, the camshafts were driven by a train of straight tooth pinions at the front but, unlike the previous design, the five main bearings and the big-ends were plain. The crankshaft was counter-balanced and no flywheel was fitted. The dry sump lubrication system employed two oil pumps, a rather more positive arrangement than the single pump system devised by Ernest Henry. Experiments were made both with two and with four carburetters. Four horizontal Claudels were used at Indianapolis. With 5.7 to 1 compression 108 b.h.p. was developed at 4,000 r.p.m. Delco coil ignition was used and a dynamo on the near side was driven from the timing gears. The engine, with the multi-plate clutch and separate four-speed gearbox, were mounted as before on a sub-frame carried on the chassis at three points. To achieve a low centre of gravity, the chassis frame was upswept over front and back axles, which were both underslung. In addition, the front end of the engine was lowered so that the line of the crankshaft and transmission sloped downwards towards the front.

One car was built as an experiment with the chassis and body off-set on its axles to the near side to enable the left hand bends of the Speedway to be taken at greater speed. After tests at Brooklands the idea seems to have been dropped. Double Hartford shock absorbers were fitted to each spring and rather small brake drums, on the rear wheels only, were used together with a transmission brake. Straight side tyres, 32 x 4½, were fitted to the front wheels and 33 x 5 to the rear.

No less than ten of these 3-litre straight eight cars were put in hand — three for Indianapolis and seven for the Grand Prix de l'ACF. The road racing cars differed from the Indianapolis machines in having four wheel brakes and two vertical Claudel carburetters. Three of them were entered for the Grand Prix as Talbot Darracqs, two as Talbots and two as Sunbeams. Apart from the "badge engineering" they were distinguished mainly by different shaped radiators. At Indianapolis two cars carried the name Sunbeam and one, Talbot Darracq.

Early in March H. O. D. Segrave and A. Divo took the experimental car with the offset chassis to Brooklands for test. It proved rather a handful on the right hand bend by Vickers Sheds. At the BARC Easter meeting the 3-litre straight eight made its public début when Segrave won the 3-litre Scratch Race at 94.64 m.p.h. René Thomas and André Boillot were nominated as drivers of two of the cars for the Indianapolis race and it was evidently hoped that Dario Resta would handle the third car as his name was printed in the programme. In the event Boillot drove the Talbot Darracq and René Thomas, with an American driver, Ora Haibe, drove the Sunbeams.

The day of the 9th International Sweepstakes was fine and Ralph de Palma with his 3-litre Ballot dominated the race, lapping at 93 m.p.h. for 112 laps. André Boillot's Talbot Darracq broke a connecting rod on his 41st lap. The Ballot retired with bearing trouble leaving R. Sarles (Duesenberg) and T. Milton (Frontenac) duelling for the lead. René Thomas held third place until a water connection broke on his 144th lap. Ora Haibe lay fifth until 350 miles when he gained a place, but was overtaken by Jimmy Murphy (Duesenberg) in the last lap of the race. The Sunbeam finished fifth, the only European car to complete the distance, 3 min. 21 sec. behind Murphy, having averaged 83.86 m.p.h. Out of 23 starters only nine finished the race. As an augury for the coming Grand Prix it seemed that the Sunbeams would be hard put to it to match the speed of the Ballots and the Duesenbergs.

Armchair critics might well hold that the Sunbeam achievements at the "Hoosier Bowl" were not very brilliant. From the tabulation it will be seen that a Sunbeam finished "in the money" in each of the five races in which the marque took part. There were five retirements, four due to mechanical failure and one as the result of an accident. The best placing was 4th, achieved by both Guyot (1913) and Christiaens (1916). Of the nine drivers only one, van Raalte, was English. Four of the others were French, two American, one Belgian and one Italian. The fact that only one of the nine drivers (Harry Grant) drove a Sunbeam in more than one race must have proved something of a handicap, for the "Speedway" is quite unlike any other track or any ordinary road. European drivers take time to accustom themselves to the local conditions and to learn the technique of the successful American drivers. It is a race that is not usually to the swift and like Le Mans and the Mille Miglia it pays to drive to finish and not to succumb to the temptation of the substantial cash prizes offered to the leader at 100 mile intervals during the race.

It is interesting that of the 16 makes that competed in the 1913 race only Sunbeam and Peugeot were still represented in the 1922 event. Sunbeams finished "in the money" (first 10 places) in all five races, Peugeot and Duesenberg in four of them, Stutz and Maxwell in three, Delage and Mercedes in two. No other British make competed. If there were no laurel wreaths for the Sunbeam teams at least they won 11,700 dollars!

Anthony S. Heal

"Oh Dear" Department

NOTHING much, we are pleased to say, in last month's issue, apart from the seemingly inevitable literals, except that it should have been explained, on page 1633, that Park's Vauxhall did 64.28 m.p.h. at Southsea in 1922 over a flying-start kilo., not over a full flying kilo., when it would obviously have been much quicker.

The fact that an "and" got mixed up with the sentence describing the TT Vauxhall's brake gear may have caused confusion. The relevant sentence should have read: "Another ingenious feature of the cable-and-rod braking is an adjustment, for use by the mechanic, being on the cockpit floor on his side, which, to take up the cable slack, moves backwards the pulleys on the outside of the side-members that reverse the direction of the brake-compensating linkage". Also, in 1927 Purdy retired from the 100 mile an hour handicap which Cobb in the Vauxhall won, and it was afterwards that Purdy's Vauxhall Special reversed this by finishing second, ahead of Cobb, in a 50 mile race at the October meeting. On page 1659, for some unexplained reason, the information I included about the publisher of Rivers Fletcher's Bentley book was omitted. The book is published by Gentry Books Ltd., 15 Pont Street, London SW1 9EH, price £12.95. As we are on the subject, the omission of a word may have caused some guessing by those who read my review of Rivers' latest book — what I had intended to convey was that when the author was appointed a Bentley junior salesman he got in more miles in the cars he loved so dearly, and tells about, in this very personal account . . . Still in a "Bentley" vein, Mr. R. G. Sutherland's letter on page 1635 mentioned a Jack Bentley. This should of course be Jack Barclay. — W.B.

The Changing Scene

SOME time ago I was complaining in these pages about the prolonged closure of a road bridge on B438 and the very long detours this entailed. When the road was reopened the annoyances were mitigated by noting that the bridge that had caused the detour had been nicely rebuilt in Cotswold stone, to blend with the rural scenery. With so many other aged bridges, which have stood unchanged for very long periods, and are an attraction for locals, tourists and historians, being ruthlessly pulled down and replaced by drab, uniform iron structures, it was pleasant to see that this local authority had been aware of scenic amenities and had rebuilt their bridge properly.

It is hardly the same with country lanes. Some of you may say the wider and the greater the area of any road the better, because you can then motor faster over it. However, vintage-car owners have some sense of continuity and sometimes welcome a drive along unchanged country lanes. Which is why it is so sad that local authorities seem determined to destroy such lanes, beloved though they are by holiday visitors, ramblers and others. To quote a case in point, I used to be able to drive out of my gate and immediately on to Welsh lanes that had been unchanged in width and appearance for hundreds of years. Turn left after a short distance and one was on the narrow Ysfa lane, sacred to the Kilvert Society as it was used by the Rev. Kilvert when he came to lay the foundation-stone of the Ysfa Chapel (still used for worship) and on to spend the night at the house where I now live — on horseback, of course.

Although this lane links the A44 and the A470 it carries comparatively little traffic. That has not rendered it immune from the tamperings of the local authority. It wasn't long before parts of it began to be widened. Enquiry of the District Council brought an assurance that this was merely being done to dispose of some waste road material, which was being used to fill-in the ditches. There was no proposal, they said, to alter any further length of this ancient lane, that meandered peacefully, grass-verged, between rolling grassland and meadows, with the rising hills as a backdrop. When a self-interested syndicate wanted to open a neon-lit type of holiday camp adjacent to it, the narrow aspect of the lane foiled the project.

Now, only a year or so later, the whole 4½ miles of lane are being widened, into a broad black tarmac ribbon of B-road significance, with white lines and triangles at side-roads to denote its major status. Multiply this one example over the whole country . . . It would seem time to think about a Society for the Protection of Britain's Country Lanes, to ask why they are being changed and why such work is necessary; many are suffering from the stipulation that any road under repair must be widened to a statutory width. I have an idea that the VSCC and other old-vehicle bodies might back this? One would think that in Mid-Wales, where tourism is so important, there might be some resistance to this, and the views of the various Tourist Boards would be of interest. — W.B.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD CAR MATTERS

The Jappic

I HAVE been taken to task by C. P. M. Walters, whose Company, Chris Walters Ltd., is involved in engineering consultancy work with firms associated with motor racing, for saying in my articles on "Racing Cars You Could Buy" that the Jappic cyclecar was designed by J. A. Prestwich, whereas, of course, it was designed by his late father, H. M. Walters, who also raced it at Brooklands. J.A.P. supplied the engine. In reminding me of this, which is correctly stated in my Brooklands History, confirmation is provided that it *was* intended to sell Jappics for about £150, these "to be built to special order, intended for road-racing, equipped with front-wheel brakes and a 350 c.c. or a 500 c.c. JAP engine". One wonders if the little car would have been suitable for road racing and I do not think any were ordered. The announcement, made early in 1925, stated that "Enquiries for the Jappic, which will make its first appearance at the Brooklands Easter Meeting, are invited". Photographs were circulated to the National Press, one of which showed the Jappic standing in front of a K-type LGOC omnibus, rather as in later days a Rytacraft Scootacar was photographed at Brooklands with John Cobb's Monza Alfa Romeo for contrast. Presumably this picture of the Jappic was taken somewhere near the premises of Jarvis & Co. of Wimbledon, who handled the Jappic and had made its shapely body. The day previously the Jappic (Reg. No. MH 3995) had broken Class I (up to 350 c.c.) records at Brooklands at from 63 to over 70 m.p.h., so it might have been returning? — W.B.

Getting Faster!

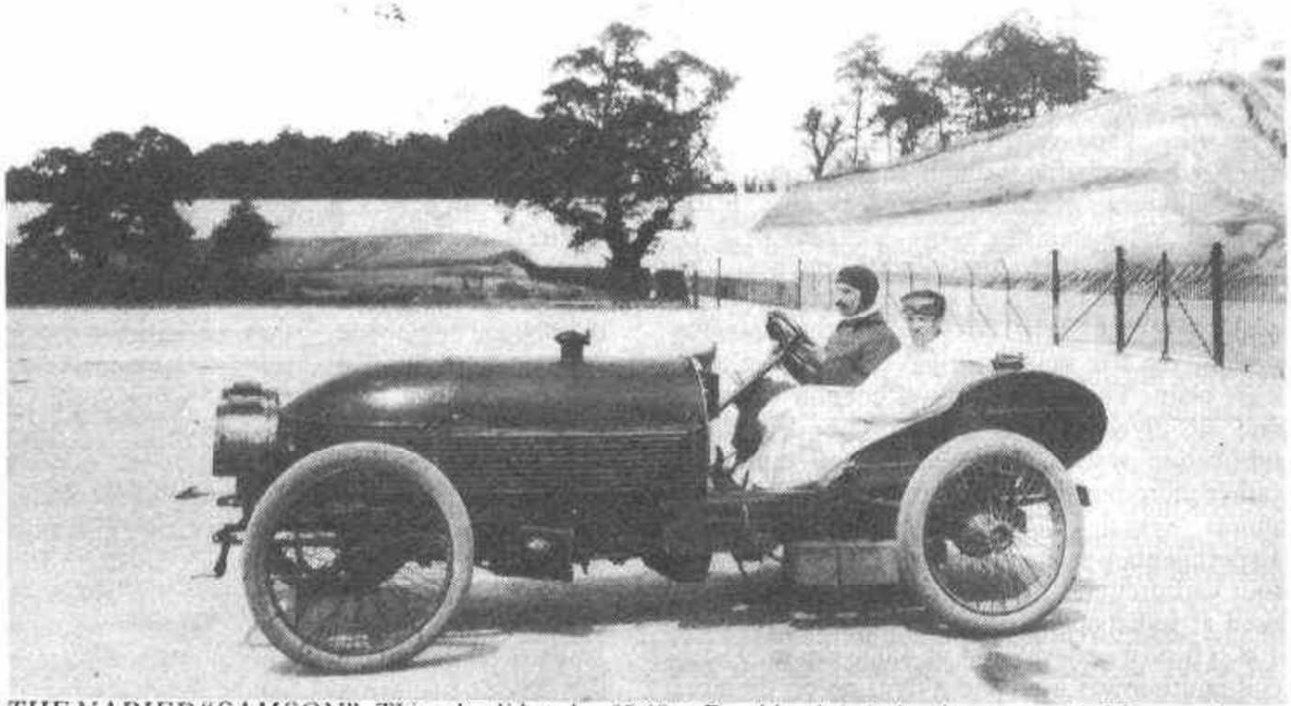
HUGH CONWAY has reminded us that at Elvington last year the times for the standing kilometre set up by St. John (Bugatti Type 51) and by Ian Preston (Bugatti Type 35B) improved on the International Class records which had been established in 1930. — W.B.

V-E-V Miscellany. — Reverting to the reference to a Rolls-Royce char-a-banc made recently in these columns, a reader tells us that it was operated by William Pyne & Sons, not by the Yorkshire Road Car Co. It carried Reg. No. XI 4171 and had a 14-seater body. A photograph of it existed at least up to ten years ago. Incidentally, the Pyne business was taken over by a rival in December 1980 and has ceased to exist. Another reader has written about two Rolls-Royce coaches operated by the long-since defunct Rankin Brothers of Glasgow, for one-day summer tours in the early 1920s. As a boy, our correspondent noticed how much quieter these Rolls-Royces were than the Lancias run by Rankin's. So here is something to tantalise R-R historians. Another item concerns a batch of Auburn 815 cars which used to be seen in Yorkshire in the late-1940s, these pre-war cars presumably having been registered here after importation. One was carefully rebuilt, we are informed, by a small garage behind the Market Hotel in Knaresborough and one of the batch — Reg. Nos. thought to have run from HYG 28 to HYG 33 — was last seen by our correspondent in the summer of 1953, driven by a Royal Signals Officer. Does anyone else remember them and know why they bore late Registrations? Incidentally, when we were in Harrogate during the war the Cottin-Desgouttes that Hornsted drove at Brooklands was to be seen in a showroom; where is that car, today?

The *Eastern Daily Press* published two early postcard pictures recently, one showing two Flanders 20 tourers on display at an agricultural show, *circa* 1912, taken by Charles Aldous of the Central Studios and the other of what appears to be the start of a timed race between a cyclist and a pre-1914 Darracq or Peugeot, with its touring body reduced to two seats for the occasion, which may have happened along the Harling Straight between Norfolk and Diss.

The Yeovil CC's Bristol-Weymouth Vintage Vehicle Run is scheduled for May 22nd, 1983 and entry forms and regulations are now obtainable from K. McGee, 58 Kenmore Drive, Yeovil, Somerset, BA21 4BQ. The Mercedes-Benz sponsored Yeovil Festival of Transport follows, on August 13th/14th — details from Chris Hicks on 0935-22319. A reader is anxious to trace the history of his 1938 Alvis Speed-25 d.h. coupé, Reg. No. DDU 152. It was originally two-tone blue, was sold from Henly's in London, went to S. Wales in the early 1950s and after 1965 went to America. It is now being restored, the power unit having been dealt with very satisfactorily, we are informed, by Peter Woodley of Barsby, Lincolnshire. Letters can be forwarded. It is reported that an old garage in Saundersfoot, S. Wales, is for sale and had many spares dating from about 1937 in the window. In connection with S. W. Murray Threipland's entry of a 1902 Panhard-Levassor in the Brighton Run, it is very interesting that a diary was kept of the adventures his grandfather had with this very same 7 h.p. two-cylinder Panhard in Scotland, which was delivered new, by train, to St. Boswell's station on June 7th, 1902, having been ordered in April and promised for May 1st, from Mr. Weigel of the British Automobile Commerical Syndicate. Extracts from this interesting diary were published in the *Scottish Field* 15 years ago. The Panhard could not be started at first, and when Mr. Weigel failed to send a man up from London, as requested, and C. S. Rolls were slow to respond, Panhard's London depot provided one — a Mr. Cooke — for a guinea-a-day, plus his expenses. He proved to be very expert but was at first put up in the stables and given breakfast in the servants' hall, as "it was difficult to class him". He was quickly transferred, after an interview, to the house and dining room, and after 12 days it was possible to dispense with him, so well had he administered to the car and so effective were his driving lessons, including teaching one of the ladies. In that time he had had to deal with gearbox trouble, replace a governor spring, and a flat battery, adjust the carburetter, and the car would still not ascend all the local hills fully-laden, but it did do a run of over 90 miles from Dryburgh to Fingask, using the ferry between Granton and Burntisland, in 4 hr. 36 min. running-time, and on another occasion it covered 20 miles in 40 to 45 min., and did 19 m.p.g. of petrol; the horses in the stables took little notice of it.

It is good news that Bill Lake, who has restored so many fine cars, has found the ex-Earl Howe 2.3-litre Alfa Romeo, which Millais owned in the 1960s, in a Sussex barn, where it had been for 15 years, and is hoping to have it running again by the summer. — W.B.



THE NAPIER "SAMSON". This splendid study of L48 at Brooklands in its heyday, was copied from an Argent Archer glass negative and sent to us by Paul Foulkes-Halbard, who is restoring other Napiers and whose letter appears on page 46. Compare with the picture of the recreated Napier Samson on page 1486 of the November 1982 MOTOR SPORT.

The 2.9-litre Road-Equipped Maserati FGC 412

MY REMARK recently that I had ridden at Brooklands in a road-equipped 2.9-litre Maserati, before the similar ex-Birkin car so beautifully restored recently for Cameron-Millar, was so fitted out, has brought some interesting information from Richard Winby, about the elusive FGC 412 which I encountered briefly before the war.

I had my exciting ride at Brooklands with Harry Torin, then a Naval Lieutenant, in 1939 (see MOTOR SPORT, March 1939, p. 68) before the racing season commenced. The day was very wet and the Track was partially obstructed at the Fork, but I was able to time the car over a s.s. ¼-mile and ½-mile, at 16.4 sec. and 29.2 sec. respectively, the former equalling that at which I had timed the famous Forrest Lycett 8-litre

Bentley on a dry Track in 1938. The Maserati must have been doing over 100 m.p.h. at the end of the ½-mile. The rain and obstructions made a flying ½-mile difficult, but Torin did it at about 104 m.p.h., getting onto the Byfleet banking at some 130 m.p.h. being difficult under the circumstances. The origin of this car was unknown, but it was said to have won the 1933 Belgian GP, driven by Nuvolari, to have been owned afterwards by a Belgian enthusiast, and to have come to England in 1938/9. After my ride with Lt. Torin I awaited with much interest the appearance of FGC 412 in Brooklands races. The red car with silver wheels was entered for the Opening Meeting but it failed to run. The same thing happened at Easter and it was not entered thereafter, so I was disappointed. Had he raced it, Torin would have used it over the Mountain and Campbell circuits. Mr. Winby's comments:

Sir,

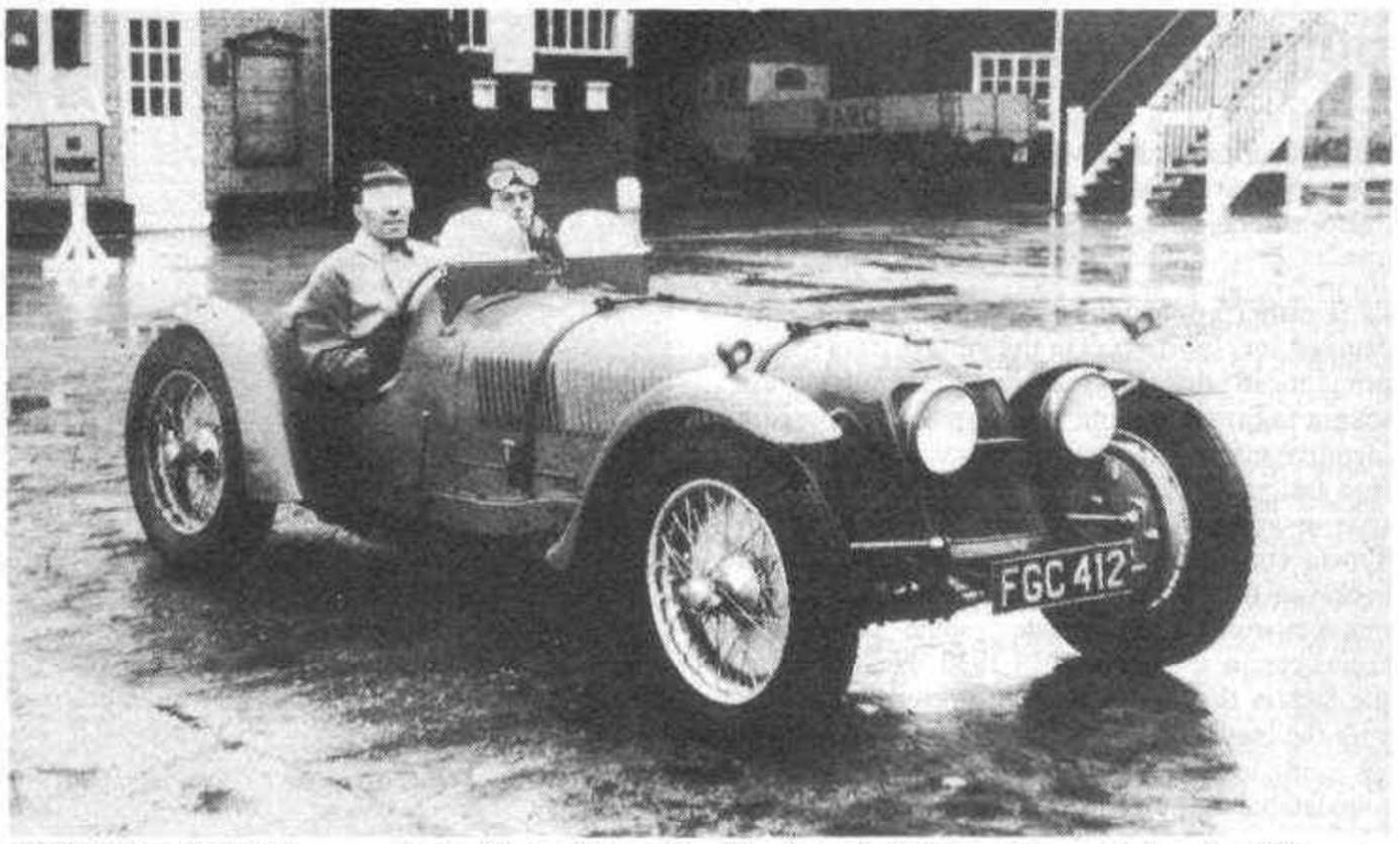
I was most interested to read that you had had an exciting ride in FC 412, the road-equipped 3-litre GP Maserati owned by Lt. Harry Torin, RN. It was originally imported, fully road-equipped, from Belgium, but we could never find out what its previous history had been. If I remember rightly its chassis number was 3004, so perhaps with your encyclopaedic knowledge you can throw some light on it.

I came to be heavily involved with the running of the car soon after Torin acquired it. He was serving at HMS *Daedalus* at Lee-on-Solent (experimenting with deck landings on HM ships with an autogyro), and somehow he had managed to put a connecting rod through the crankcase. It so happened that a friend of mine, Peter Woozley, who worked with me, was also a friend of Torin's, and through him, the car was towed from Fareham, Hants, to my workshops in Richmond.

The damage was fairly severe, there was a gaping hole in the electron crankcase, a very mangled connecting rod with the remains of a piston, and worst of all, two of the eggshell-thin cylinder skirts (where they intruded into the crankcase) were shattered. There was evidence that something similar had happened before because there was a patch on the crankcase. This time we found a marvellous little Belgian in Alperton who carefully and painstakingly built up and invisibly mended the hole by some secret process of his own. The cylinders were re-sleeved, the con.-rod and piston replaced and the rest generally overhauled. Eventually the car was ready for the road again.

To run it in, I drove it fairly quietly to Oxford (with Woozley as my passenger), but though the engine had sounded fine in the workshop, it seemed to be as flat as a pancake on the road. On our return, it was dark and raining and the car was popping and banging like blazes when I suddenly spotted the trouble, the advance and retard lever had retarded itself. I happened to be in the middle of a corner at the time and gave the car full advance with the result that we suddenly found ourselves going sideways up the road owing to the sudden surge of true Maserati power. We had a very exciting drive after that, including eluding a police car which was evidently interested in us.

To complete the running in, we took the car to Brooklands and ran it in steadily for a few hours, then Harry Torin and I both tried a few fast laps at about 125 m.p.h., but we both found it very difficult to hold on the bankings and there was much lifting off the throttle pedal. Peter Woozley, I suspect, thought us a couple of ninnies completely without guts, so decided to show how it should be done by entering the Byfleet banking



A YOUTHFUL W.B. seen with Lt. Torin, RN, at Brooklands in the 2.9-litre Maserati before the 1939 racing season commenced, for the purpose of obtaining some performance data.

much too fast. He slid the car sideways from top to bottom, just missing Torin and myself and our hack Morris with mechanics in a tuning bay and finished up in one piece sitting just about three feet from the telegraph pole at the end of the bay. He was very, very lucky and so were we. No harm appeared to have been done to the car and, despite our entreaties to have the car thoroughly checked over, Harry, as happy as a sandboy, shot off back to Lee-on-Solent with it.

He ran it on the road for several months very successfully, during which time he probably gave you that ride, and we saw it and drove it from time to time. Then Harry decided to enter it for the "Fastest Road Car Race" at Brooklands (no doubt you recall that it was won by a 3.5-litre Delahaye driven by Arthur Dobson). It was taken down to the track with a view to tuning it up and sorting it out. Harry tried it and after a lap complained of loss of power. We found that the plug gaps were far too wide and were badly corroded, so a new set was fitted (which I admit should have been done before we started). I then got in and had completed one lap at a fairly cautious 4,000 r.p.m. to get it warmed up and then started to open it up. Halfway down the Railway straight I heard a faint tinkling sound and promptly switched off and coasted until I came to rest about halfway round the Byfleet banking. As I stopped there was a "whoosh" and she went up in flames in the blower / carburetter area. Fortunately there were some chaps sweeping the track nearby who came and beat out the flames with their bezoms and great clods of earth (not a recommended beauty treatment). The damage to the bodywork with a few dents and blistered paintwork was as nothing compared to the havoc under the bonnet. We subsequently found that Torin had filled the tank with some entirely unsuitable brew from a village pump and what I had experienced was a chronic case of detonation with even more disastrous results than had obtained when I first made the car's acquaintance.

On my way back home that evening I was intrigued to see an *Evening News* placard reading "Blazing Car Drama At Brooklands" and I wondered who was the unlucky driver because it couldn't possibly refer to me, could it? I bought a paper and read in a tiny paragraph on the front page that a "racing car driven by Lt. Torin had burst into flames at 140 m.p.h. and that the driver had bravely managed to bring it to a stop, leaping to safety from the flames"!! I wondered who had given them this grossly exaggerated version.

Harry then decided that if he was going to enjoy the car, he must give up any thought of racing it and must concentrate on getting reliability on the road. The cylinder block this time was really beyond repair, and it was therefore decided to have a new block made with thicker and stronger skirts which would mean a reduced bore giving a total capacity of 2.8-litres.

Harry was still keen to race so negotiations began with the Maserati factory to purchase a new 1,500 c.c. Maserati 4CL. It is interesting to reflect that the price quoted was £1,750 at the factory. Of course delivery and customs duty would have bumped the price up but it makes you think, doesn't it?

A new cylinder block was made by Sheepbridge Stokes and new pistons were specially made by the German firm, Mahle. The crankcase was repaired by our Belgian friend and a new con.-rod obtained from the factory. Unfortunately just as we had everything ready to assemble, the war began; so the car, still in bits, was locked away in a rented lock-up in Kew to await the end of hostilities, as our premises in Richmond had been promptly taken over.

Harry Torin distinguished himself by dropping a bomb from his Skua aircraft down the funnel of the German cruiser, *Koenigsberg*, in a Norweigan fjord, for which exploit he was awarded the DSC. Sadly, he failed to return from a later sortie.

In 1946, I was still in the RAF at Iwakuni, Japan and had undertaken to give first refusal to buy it from an RAF doctor there, when I had a letter from my father (who had my power of attorney) to say that the owner of the lock-up wanted it back and, in any case, my father was fed up with paying rent for it, so he had sold the Maserati at a give-away price to Robert Arbuthnot (I think it was he). I was furious because I had hoped that there would have been something over for Torin's estate, bearing in mind that we had spent a considerable amount in obtaining the cylinder block, pistons, etc., which usually Torin would have paid for.

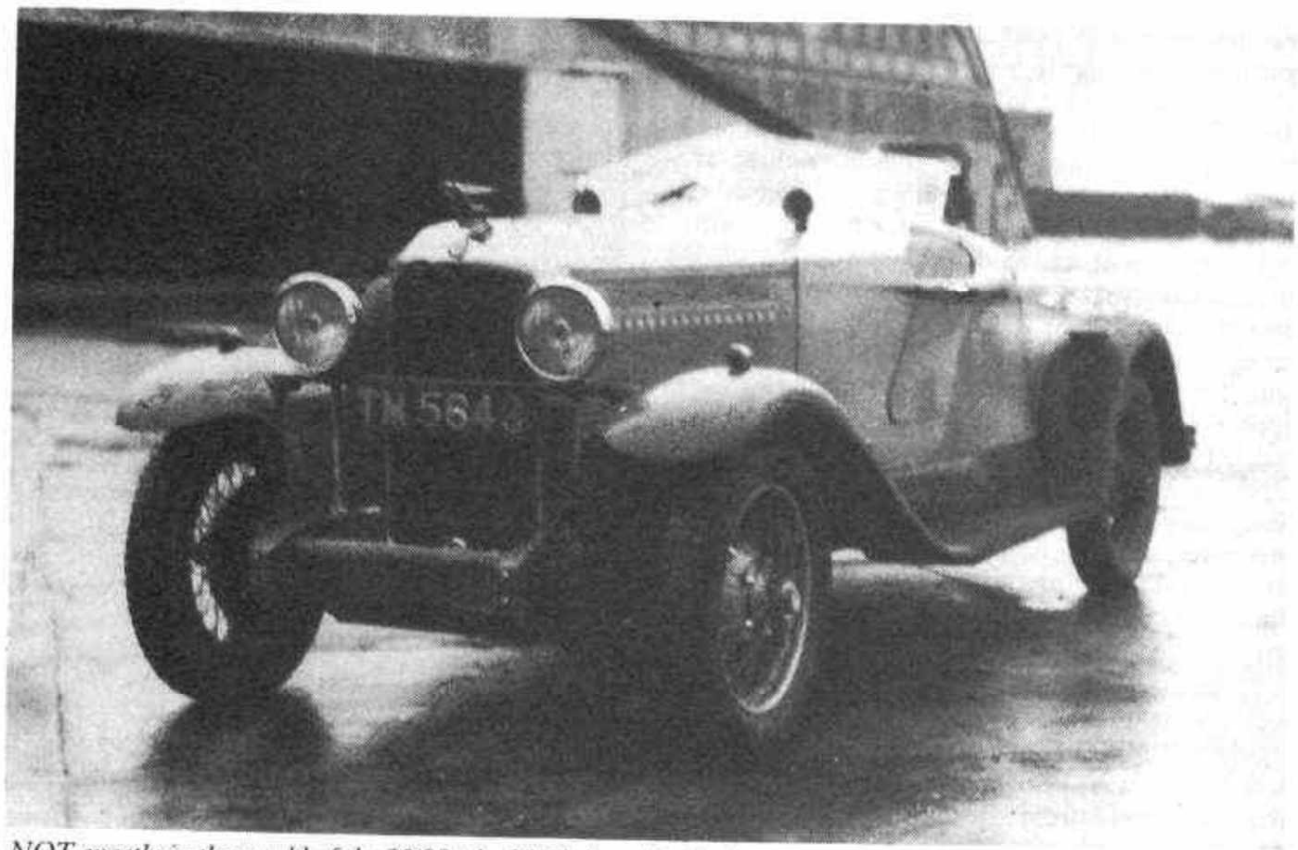
I believe that Dan Margulies subsequently raced a similar car with a capacity of 2.8-litres at Goodwood just once. This must have been the Torin car, but after that it disappeared without trace. Does anyone know what happened to it?

Truro RICHARD WINBY

Bogus Sports-Cars

The Editor Casts His Mind Back to Some That Were More Sporting in Appearance Than in Performance.

IT is rather astonishing that the interest in, and demand for, sports-cars in the vintage days was so pronounced that a great many manufacturers sought to cater for it and try to tap this supposedly lucrative market. It would be more accurate to say that almost every make of car competed at some time or another at Brooklands — except for the Trojan (but Thomson and Taylor ran a Trojan hack-van there) than to affirm that almost every motor-manufacturer made some kind of sports-car in the years 1918-1930. Nevertheless, the fact is that a remarkably large number *did*, with the inevitable result that more than a few can be said to have resembled the well-known, unpalatable "grey porridge" . . . This discourse, while not all-embracing, looks at a few such "sports-cars", which should never have happened except in the opinion of their makers. Beauty is in the eye and mind of the beholder, we are told, but if the sports-cars recalled here were tried by 30/98 Vauxhall or 3-litre Bentley owners I think they would get the "grey-porridge" message. Times alter situations, however, and it is with some trepidation that I report that in the 1920s the chain-drive Frazer Nash was apparently looked down on, and regarded as a bit of a joke, by snooty owners in their "pukka" 12/50 Alvis and Hyper Lea-Francis cars, etc. I have absolutely no wish to be shunned by that quite admirable body of keen, fast motorists, the present-day "Chain Gang", so I hasten to add that this view was imparted to me by a person of the highest authority and experience. Nothing will drag his name from me, but his devotion to the vintage cause earned him a well-deserved "award" many years ago in the Birthday Honours' List. Today, of course, the Frazer Nash is a way of life quite as enjoyable as 12/50-ing (with or without the sort of jolly sportsgirl who featured in contemporary Alvis advertisements), or Bentleying. It was just that in the mid-nineteen-twenties it hadn't earned its laurels in sports-car racing, good as it was at sprinting. Admittedly it started well, for an Anzani-powered Frazer Nash took its class in the Junior Car Club's 1926 Production Car Race over a 50-lap artificial road-course at Brooklands, after Harvey's 12/50 Alvis had stretched a valve and two more of the fancied 12/50 Alvis contingent had run big-ends, so that this interesting race was won by a 1,100 c.c. Salmson, with Bagshawe's Frazer Nash taking the 1½-litre class from Harvey and the back-braked Alvis of Urquhart-Dykes. But when the JCC ran its 1927 Sporting Car Race it was a 12/50 Alvis walk-over, Harvey's beetle-back two-seater winning at 63.2 m.p.h. for the 254.34 miles, from Green and Sutton, followed home by a couple of 1,100 c.c. twin-cam Salmsons and another Alvis. In the longer-distance Brooklands sports-car contests of those times, the Frazer Nashes were either discreetly absent, or they failed to shine, leaving Sunbeam, Alfa Romeo, Bentley, MG and Riley to take top honours in races like the Essex Six-Hours, the JCC "Double-Twelve" and the JCC 1,000-miles. And in the Ulster TT no Frazer Nash ever finished higher than ninth. I am entirely on the side of the "Chain Gang", so I put this in simply as a possible explanation of the luke-warm view taken of this make, in the far-off twenties.



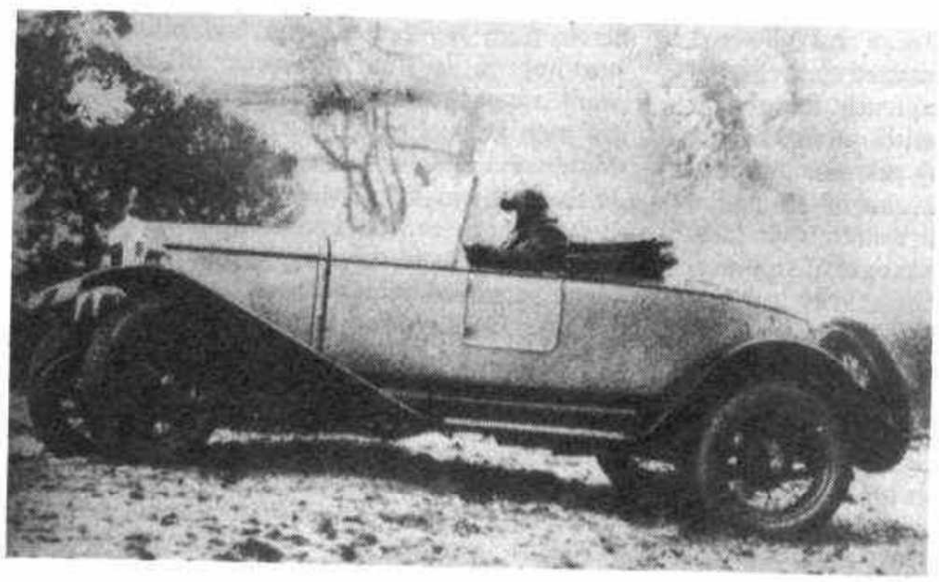
NOT exactly in the mould of the 30/98, the 20/60 h.p. Hurlingham was General Motors' idea of a more sporting Vauxhall after they had acquired the Luton factory.

In something of the same context is the later 20/60 h.p. Vauxhall Hurlingham, although I would not suggest that it was ever intended to be the successor to the immortal 30/98. Whatever following it had, and it did, was not that of drivers who enjoyed the E and OE Vauxhalls.

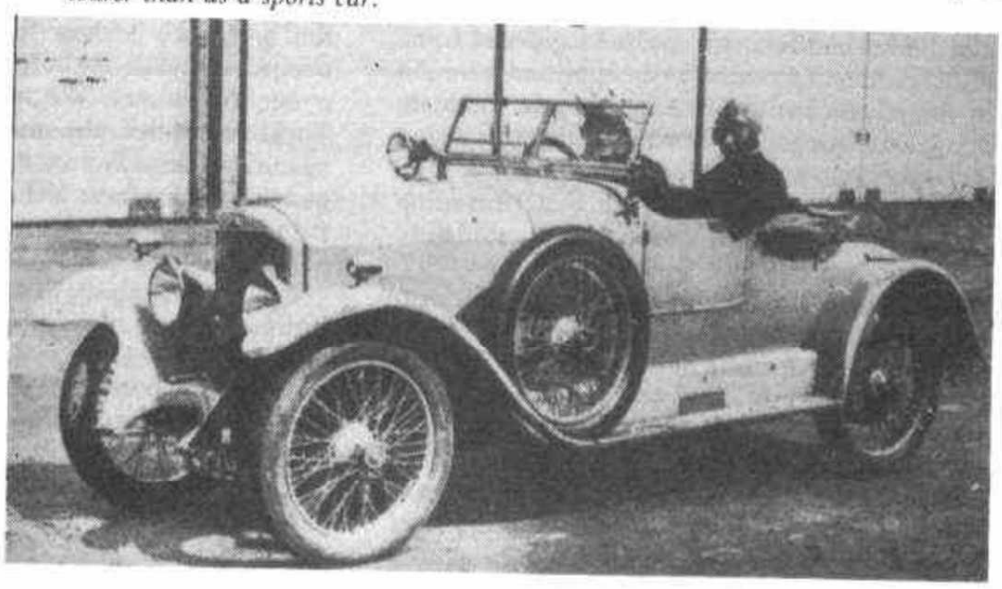
The first car that comes to mind as a bogus sports offering is the Jackson, which had a diminutive single-cylinder De Dion Bouton engine beneath a bonnet very much larger than was needed to house it. Then there was the post-war Coventry-Simplex-engined Warren-Lambert, which I believe went quite well, but which had a long outsize external copper exhaust-pipe to proclaim rather more poke than this so-called super-sports model, in fact, possessed.

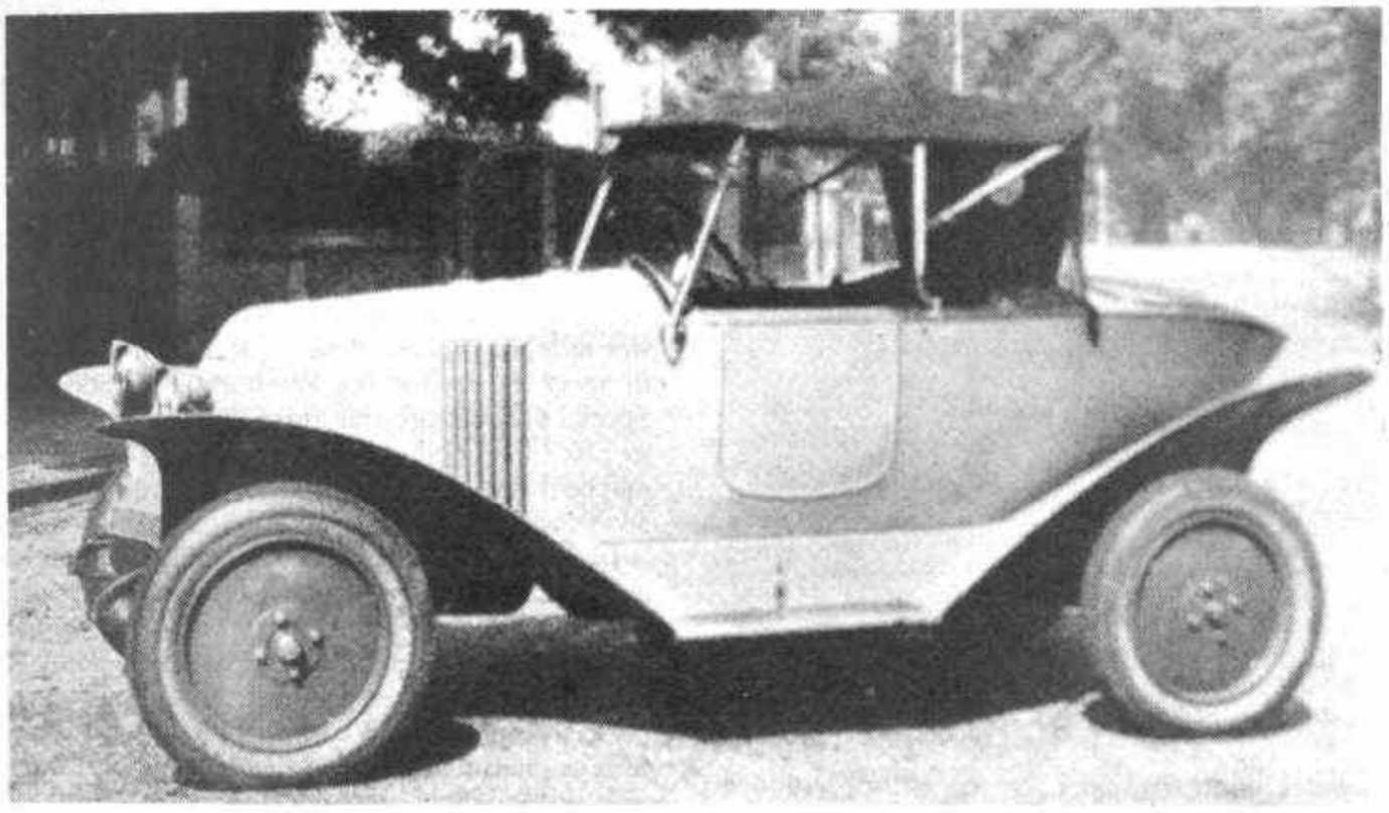
It wasn't only a matter of performance. Although, in the days we are referring to, almost all cars used simple channel-section chassis frames and beam axles, road-holding and cornering qualities were affected by weight-distribution, chassis stiffness and the shock-absorbers that damped the axles, so just fitting a sporting body to a touring-car chassis was not enough to convert such a model into a desirable sports-car, even if the engine had been tuned for increased performance. As an aside, it used to be said that a good car could achieve an average speed, over the roads of the 1920s, of half its maximum speed. Thus to average 40 m.p.h. you needed a car capable of 80 m.p.h. Today, of course, with improved cars and better roads, it is possible to average 45 or 50 m.p.h. without admitting to

THE 16/55 h.p. sports Daimler developed by Stratton-Instone Ltd. was good for 65-70 m.p.h. in 1925 and its sleeve valve engine ran up to 4,000 r.i.m. and gave 30 m.p.g. when tested by MOTOR SPORT — but was it a true sports car?



THE £775 1925 12/40 h.p. Mercedes was supercharged, but when tested by MOTOR SPORT "attempts to get the speedometer needle over to the 80 m.p.h. mark proved unavailing". To be fair Mercedes offered this model more as a fast tourer than as a sports car.





SURPRISINGLY, even Renault produced this sports-bodied version of their pedestrian 8.3 h.p. model (surely one of the slowest cars emanating from France) in 1924, its boat-like lines following those of the Citroën "Skiff".

exceeding 70 m.p.h. . . .

So what mediocre, even bogus, sports-cars come to mind? Perhaps it is unfair to include the 11.4 h.p. Citroën which appeared in 1924 with a skiff-like sports body, because it took part in the *Routes Pavées* races (but without being placed therein, and, anyway, these were more tests of suspension and durability than speed), and other speed events. But although it may have been mildly-tuned, one feels that the skiff was, in the main, little different from the very successful touring 11.4 h.p. Citroëns, that fulfilled a definite transport purpose at the expense of touring bodywork that was a bit cramped laterally. If I am wrong about the true sporting qualities of these handsome little Citroëns with their pointed tails and flared mudguards, I am sure someone in the Citroën CC will tell me. But it does otherwise seem that this car qualifies as a sham sports-car, a sort of poor-peasant's imitation and poor parody of the great skiff-bodied Renault 45, although useful presumably for the then-popular *Concours d'Elegance* that enlivened summer afternoons at Nice, Cannes and elsewhere along the Mediterranean coast, with bobbed-haired girls in knee-length skirts, or flowing gowns, in attendance among the dignified Delage and stately Hispano-Suiza entries — and what did they care, about so-many m.p.h. at such-and-such r.p.m.?

The 10.8 h.p. Clyno was another rather ordinary, although very good, low-priced utility offering (that splendid Sunbeam-like steering and the effective 4WB) which blossomed out as a so-called sports-car. This one had some claim to the non-bogus, however, because apart from its vee-windscreen, external copper exhaust-pipe, wire wheels and Chinese-white finish with green mudguards, the engine of this sporting Wolverhampton confection was endowed with a balanced crankshaft, raised compression-ratio and light-alloy pistons. Moreover, its normal three-speed gearbox, with r.h. change, could be augmented to four forward speeds for an additional £20 above the £310 charged for it in 1924. Also, this one competed occasionally at Brooklands and in sand-races. I believe, incidentally, that two different sports bodies were evolved for it . . . Deemster, too, listed a sports-model of dubious performance, trading on Kaye Don's successes at Brooklands and elsewhere with a racing edition of the Ogston Motor Company's offering.

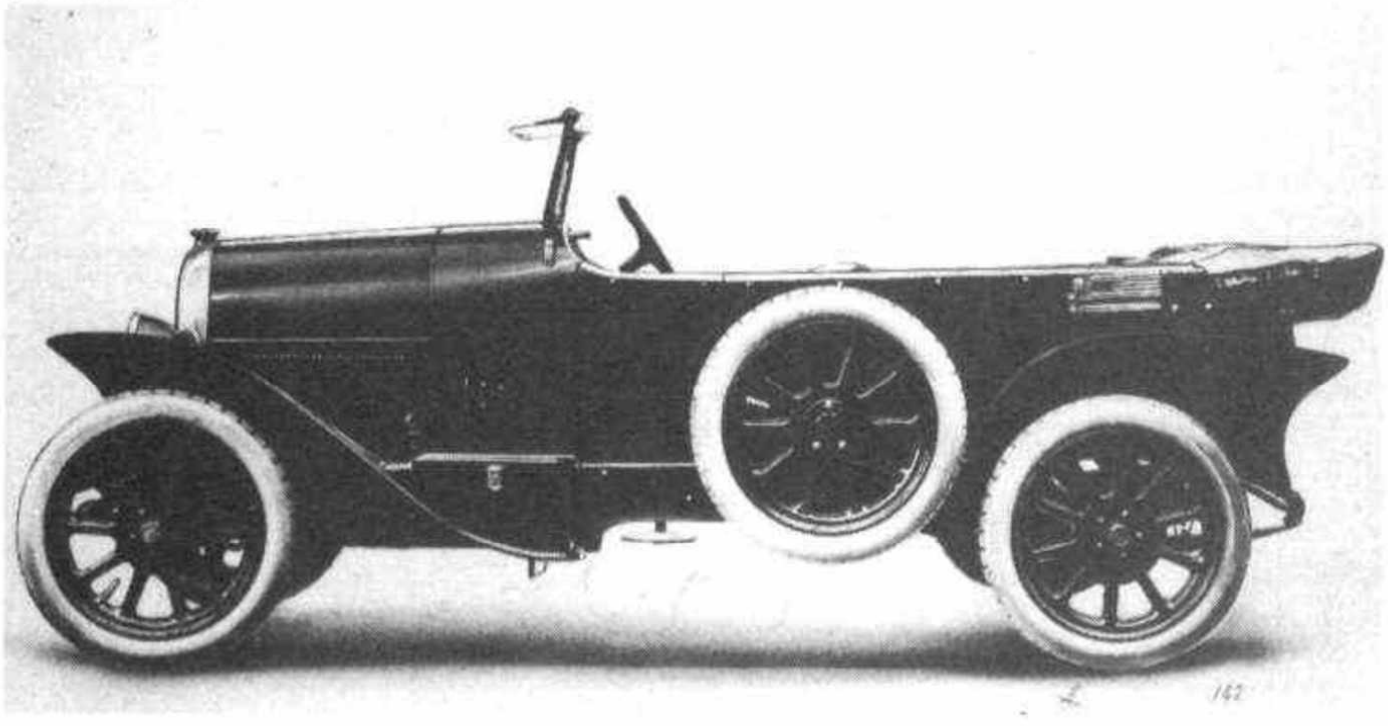
The thoroughly dependable and durable Fiat 501 came out in a sports guise, to the delight of comparatively impoverished enthusiasts who simply had to take part in the Mille Miglia, etc., but we had to wait for the enticing little Fiat Balilla for a real small sports-car from the Turinese Colossus. Even the flat-twin 7 h.p. Jowett, with its "little engine with the big pull" came out in aluminium-bodied sports guise, a somewhat startling move on the part of the dour and cautious Yorkshire brothers, but inspired by relieving an Amilcar of the Class-G 12-hour record at the Track, at 59.4 m.p.h. At least this one had the breathing through its long induction-pipe improved by the fitting of a 30 mm. carburetter, and the radiator was set well back behind the front axle. So the *theme* was truly sporting, with the occupants sitting virtually on the floor to reduce height, and both handbrake and the typical stubby gear lever being outside the simple, doorless, pointed-tail body. The detachable cylinder heads that the inimitable J. J. Hall had used for the record-bid (to enable a blown gasket to be more easily changed than by the normal method of taking out the engine holding-down bolts and twisting the power unit about until the offending cylinder was accessible) were retained for this catalogued sports-model and soon adopted for all the Jowett models — we have long maintained that speed work improves the breed. . . !

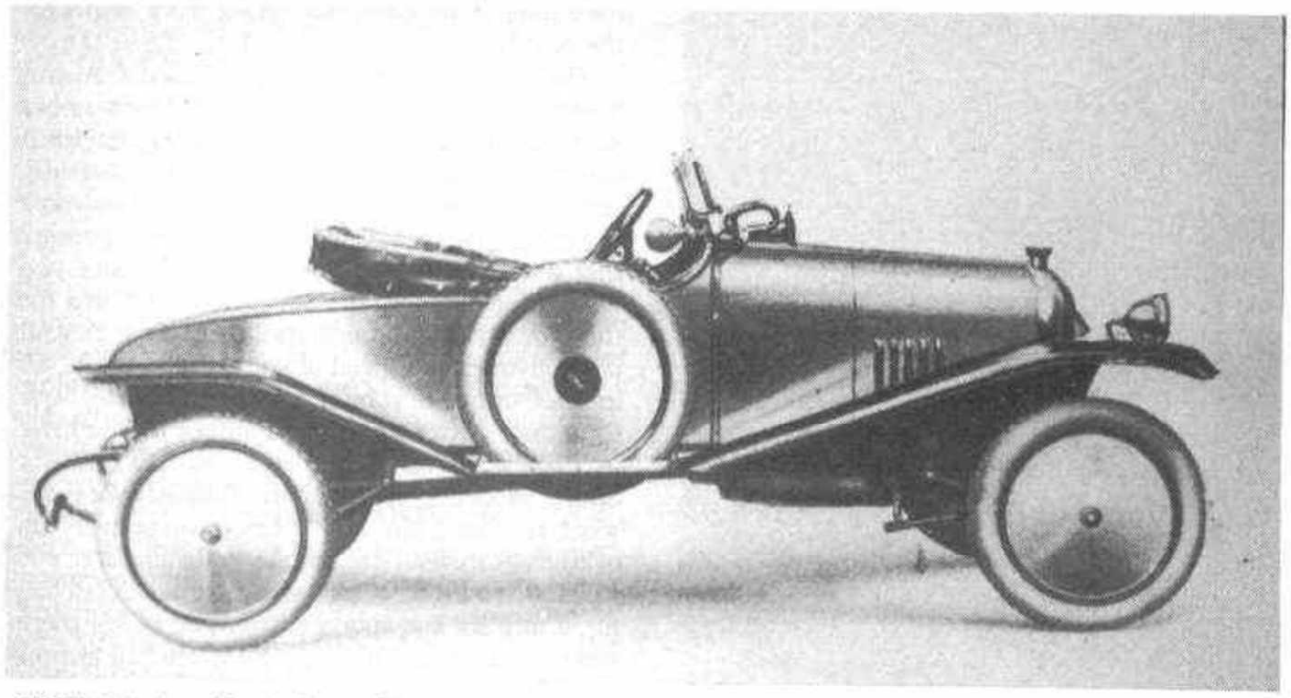
The very first of many sports-model Austin Sevens, which made its début in 1924, was rather a sham, being simply a very mildly-modified Chummy with that body replaced by a distinctly cheeky two-seater with vestigial pointed tail, at a price increase of £10 over that of the Chummy that was intended for two adults and their two infants (presumably the sports Austin 7 was for those practising Marie Stopes' new birth control plan) giving a top speed of approx. 55 m.p.h., an increase of five m.p.h. or so over that of a flat-out Chummy. Such a sporting intention was pathetic in 1924 when compared to Sir Alistair Miller's Sports Model or Speed Model Wolseley Ten, for whereas the Wolseley Ten two-seater, its overhead-camshaft engine not withstanding, was a pedestrian little beggar, which cruised at only 30 to 35 m.p.h., the sports version, of which there were two different kinds, could exceed 70 m.p.h. when in good fettle. For did not Miller's chosen lady, Mrs. Knox, keep up that pace and more, round and round Brooklands for an hour, in 1922? On the other hand, they say you get what you pay for, and you paid £695 for the souped-up Wolseley.

The later Singer Junior, as the Porlock sports-model, was, like that first sports Austin Seven, not far removed in technical and performance levels from the normal o.h.c. Singer Junior from which it was derived, although it was the precursor of better sports Singers to follow. Likewise, the Triumph Super Seven baby motor may have been given a sports-car tail and even a blower, and have been run in the TT, but I imagine there were those who put it in the "bogus" category, just as Donald Healey's 2-litre supercharged Triumph Dolomite was looked upon as a bogus Alfa Romeo by many, in the immediate post-vintage regime.

I do not pretend to know to what extent the sports Bayliss-Thomas, one of which still deports itself in VSCC events, was tuned, in relation to the ordinary models, but when Calthorpe made a sports-car they did at least go in for things like drilled con.-rods, h.c. pistons and so on. Rover had two bites at the bogus sports-car market, first with a so-called sports-version of the 14/45 h.p. with its complicated valve-gear and later with sports two- and four-seater 9/20 h.p. models. But at least they had the sense to term these models, with their two-tone finish of strawberries and cream, 1,100 c.c. o.h.v. "semi-sports" cars, as

THE "Torpedo" variant of the dependable and rugged Fiat 501 must have introduced many young Italians to sports motoring.





THE 11.9 h.p. Morris Sports did not differ greatly from standard in its mechanics.

they did only 55 m.p.h. in 1927. And as the sports 14/45 h.p. Rover had been timed at Brooklands to do just short of 85½ m.p.h. over a flying-mile, perhaps I should excuse it the "bogus" label?

Some of the pre-1915 Singer Tens seem to have been border-line cases, until Lionel Martin waved his magic wand over them, or were they fleet enough in their day to be regarded as little sports jobs in their own right? Not so the insipid worm-drive Standard Nine in its sports guise, priced at £225 in 1928, for by then 60 m.p.h. was not quick enough for such a title, and I do not think the intended supercharged 75 m.p.h. edition ever became reality. Why is it, I wonder, that I feel weak at the knees when contemplating *supercharged* Standard Nines and Triumph Super Sevens?

Louis Coatalen got over the problem of being accused of building bogus sports-cars by making available special engines for his touring chassis, like the single o.h.-camshaft power units of 1921 and a slightly tuned engine for the Sunbeam Fourteen. He also made a few indecently quick 14/40 Darracq sports models by putting twin-cam 1½-litre engines beneath their unsuspecting bonnets. Other sports-cars that were mostly so in name only were made by Rhode, Windsor, and Westwood, the Westwood disguising this with a long-tailed, polished aluminium body with mudguards and upholstery in tangerine, when it made so bold as to appear at the 1924 Olympia Show as a Super-Sports model, priced at £395. (Weight saving wasn't the ploy, either, because for an extra six pounds the customers, if any, were persuaded to have a second spare wheel.) Just because it was supercharged the 12/40 h.p. Mercedes might have been *seen* as a sports-car, but it was never intended as such, although it did lead to those great 33/180 h.p., 36/220 h.p. and 38/250 h.p. Dr. Ferdinand Porsche-designed Mercedes-Benz sports-cars, but I would put the 16/55 h.p. sleeve-valve Daimler of 1926 in the "bogus" category, its sporting aspects confined to the handsome bodywork — MOTOR SPORT tried both, in their time.

The Hadfield Bean and the Hillman Husky sports-tourers might be regarded as bogus by owners of 2-litre Lagondas and such-like, but if so, let me say that of the bogus sports-cars, some were more bogus than others . . . The Hadfield Bean had Bentley-like front mudguards, a cut-away driver's door, and wire wheels to deflect attention from the fact that its 2.3-litre 14/70 h.p. engine was a side-valve job and that maximum speed not much over 70 m.p.h., in 1929, whereas the more complex 2-litre Lagonda was claiming 80 m.p.h. in 1927. But you could be a "Hasbean" owner for £375, whereas the Lagonda would have cost you £675. The Hillman Husky was the idea of Sir John Black, who wanted an MG-eater in 1928 and told G. Wilbly to get on with it, using a fabric-bodied Hillman Fourteen as the basis. I believe Rollo Wallington did some of the testing of the prototypes with their tuned engines and that nearly 65 miles were covered in an hour, on Brooklands, and almost 67 m.p.h. over the mile with the windscreen removed. However, the 2-litre engine was another side-valve job, even if the Husky cost the same as the Hadfield Bean, so was another "sports model" for Lagonda drivers to sneer at. As for the low-hung 832 c.c. Vale Special of those pre-war years, I am not sure how to place it. There were no "Replicars" then, so maybe it was regarded, by those who rode in lofty 30/98s and Bentleys, as a Funnycar . . .

In these enlightened 1980s, Replicars are on the increase. They no longer lack performance, which was a mark of the bogus sports-cars of the 1920-1930 period, but I cannot see the point of them. If you want to enjoy fresh-air motoring, there are several good convertibles still available, such as the Golf GLi and the Talbot Samba. If the aim is to couple fresh-air fun with sports-car characteristics, there are the Morgan and the Caterham (Lotus) Seven, which are not copies of anything, being genuine traditional sports-cars. Replicars may have plenty of urge and satisfactory road-holding, but they look out of place and comic to me, for 1980's tyre and other component sizes do not blend well with old-fashioned styling. Which may be why, as beauty is supposed to be in the eye of the beholder, and one man's meat is another man's poison, I find, as a purely personal assessment, a Panther, for instance, quite appallingly ugly in frontal aspect . . . Perhaps Replicars are intended for those who want to be noticed on the road, by pretending to be enthusiasts for vintage-type cars but not wanting to go to the trouble of owning and driving anything in the least temperamental or difficult.

Why did I bring up this matter of bogus sports-cars in the first place? Maybe for the satisfaction of reminding you that one of the finest of sporting cars, the 30/98 Vauxhall, was usually quite content with title of fastest touring car.

W.B.

" . . . AS a purely personal assessment, I find a Panther quite appallingly ugly in frontal aspect . . ."



A Motoring Landmark

ON NOVEMBER 12th last year, the Lord Mayor of Stoke-on-Trent visited Michelin House, Chelsea, to return a large clock after an absence of over 40 years. The clock was originally hung in Michelin House in 1910 just prior to the opening on January 23rd 1911. It was removed from Michelin's UK Commercial HQ (the most important proto Art Deco Building in the world) at the outbreak of the Second World War and it was sent to the Company's main factory at Stoke-on-Trent for safekeeping. After a chequered history, during which time it was sold as obsolete material but returned, then partially restored and moved from one department to another at Stoke; it was finally fully restored by a team of Michelin employees and returned to Michelin House by Stoke's first citizen, another Michelin employee, the Lord Mayor, Councillor Tom Brennen.

The Mayor presented the clock to Mr. Paul Lezer, Michelin's Chief Executive, whose efforts to restore Michelin House to its original condition are fast coming to fruition. Several other items have been returned to London in preparation for the 75th Anniversary in 1986, but the three large stained glass windows which adorned the sides and front of the building are still missing. They were also removed to Stoke-on-Trent at the outbreak of World War Two.

VINTAGE POSTBAG

More on Imperia

Sir,

I was most interested to read of your reference to the "Jam Factory" at Maidenhead. Please, though, I didn't invent this name. People's memories are short, and by the time it made news by "collecting" a V-1 in 1944, local gossip took the form of "they've got the Jam Factory". The last private car made there had, after all, been the Marendaz, which ceased production in the summer of 1936, and at no time did I ever hear the place referred to as "the GWK."

I don't even remember seeing any GWKs around Maidenhead in the 1930, except in establishments like Harold Goodey's yard at Twyford, and Shirley's nearly as large one at Flackwell Heath. I do, however, remember a four-cylinder Imperia saloon, and wonder if it was the same one Mr. Stead saw in Maidenhead in 1930. It wasn't locally registered (the letters were London ones, UW, I'm almost certain), and the car was a black and red fabric saloon with artillery wheels, probably wood rather than steel. It did look very Panhardish, and was parked almost daily outside a doctor's surgery at the Tarrystone end of Cookham High Street. It would have vanished about 1938, probably into Lewis's yard near the Jam Factory, though I don't know.

I think that Mr. Stead is probably right in assigning the Cordwallis works role to the brother, rather than Mathieu van Roggen himself. Mathieu's name was, however, mentioned in connection with the abortive Minerva-Imperia revival of 1952-3, when several projects were "on the boil". One of them was, of course, the Italian Cemsa-Caproni, itself the genesis of the much later Lancia Flavia, but there was also a luxury car intended to use the mechanical elements of the 3.4-litre Armstrong Siddeley Sapphire. Finally, there was a light 4x4 with s.v. four-cylinder Continental motor of which quite a number were built. At the 1954 Brussels Salon, incidentally, Minerva exhibited a 2-litre four-cylinder air-cooled engine said to have "sleeve" valves, though as I haven't seen a picture of it, I don't know whether it was a Knight or an Imperia-type slide-valve. Does anyone have more reliable information on this?

Probably the last use of the Imperia engine otherwise wasn't in Imperias — which had switched over to Adler based f.w.d. machinery in 1934 — but in a pair of experimental sports Adler Trumpfs which ran in various German rallies of the period.

Midhurst — MICHAEL SEDGWICK

"Racing Cars You Could Buy"

Sir,

"Racing Cars You Could Buy": most interesting, but if the Jappic gets in on the strength of a probable one only and the intention of "production", what about Lionel Martin's catalogued "GP Replica" even if it was called the Super Sports? The only one actually supplied to a client was Car No. 1950 supplied to Enrico Riva, Garage Via Geneva, Lugano, Switzerland, but it was identical in specification to the 1922 GP cars that raced at Strasbourg, Penya Rhin, Sitges etc., and was priced at £725 in chassis form.

Tenbury Wells — A. B. DEMAUS

Sir,

I was most interested in the article on "Racing Cars You Could Buy". Can I add to your list, Bamford and Martin of Kensington? They offered two special models, a Sports and Super Sports which were copies of the 1922 Voiturette racers.

The Sports was supplied with the standard side-valve engine, suitably modified for racing and the Super Sports had the 16-valve DOHC racing engine.

In the event, only four "Replicas" were supplied to private owners, two s.v. and two 16-valve cars, though this is a slight "cheat" because one of each was a 1922 car refurbished. The s.v. was sold to Mrs. Agnew to become "Green Pea" and the other was sold to Count Zborowski, who immediately took it to Spain for the 1923 Villafranca and Sitges races, where it did very well with second and third places. Unfortunately, it was crashed very badly on the way home and had to be totally rebuilt, using a new chassis. The work was carried out by a young and very "raw" mechanic called Sidney Maslin, at the Count's home, Higham.

The other two cars were, a s.v. model supplied to W. G. Barlow early in 1923, which later formed the basis of the Halford special, and a 16-valve racer to a Mr. Riva in Switzerland.

Chinnor — NEIL F. MURRAY

[This enlarges on Brian Demaus' comments. I heard recently that Zborowski had damaged a twin-cam car in France and here is confirmation. — Ed.]

An Edwardian Accident

Sir,

I enclose a copy of a photograph, from the collection of my late great-uncle, Lawrence Watson, which I hope may be of some interest. It shows the aftermath of a charabanc accident near his home at High Spen, Rowlands Gill, County Durham, in August 1911. The identity of the vehicle is, I regret, unknown to me, though my uncle was adamant that it was a (then) popular make which he should recognise. Unfortunately, none of the names that I could suggest was able to prompt his memory. He said that it was a serious accident, with loss of life. Nevertheless, the local farmer refused to provide straw on which to lay the injured until he had been fully assured of satisfactory payment.

Longframlington — DAVID M. LANDERS

Pioneer Car Radio

Sir,

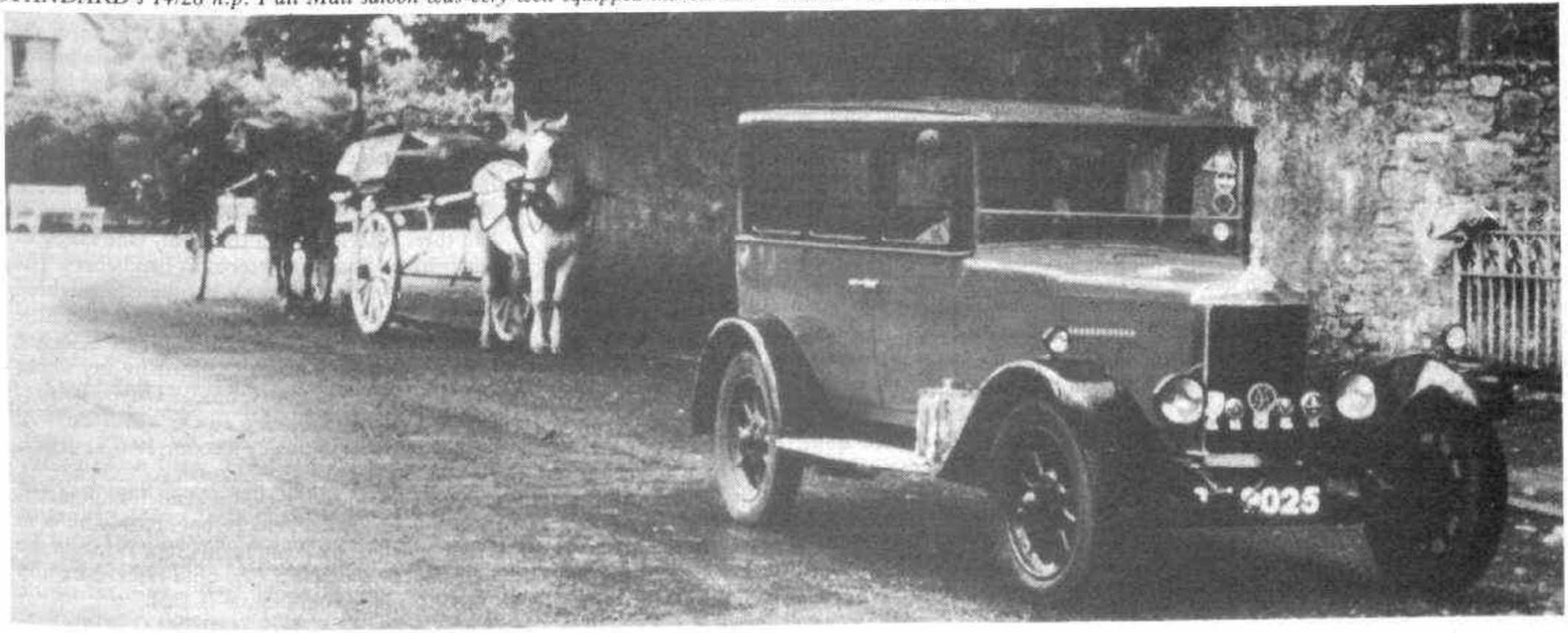
Your piece entitled "A Pioneer of Car Radio" set me delving into the Standard Register archives and I came up with an unidentified cutting showing a 14 h.p. Standard which is claimed to be the first car in Europe fitted with a radio, "ex-works". It is interesting to note that the greater part of the dashboard had to be given over to the controls and the antenna was so huge that it created a hazardous blind-spot for the driver. No details of the make of the equipment are recorded.

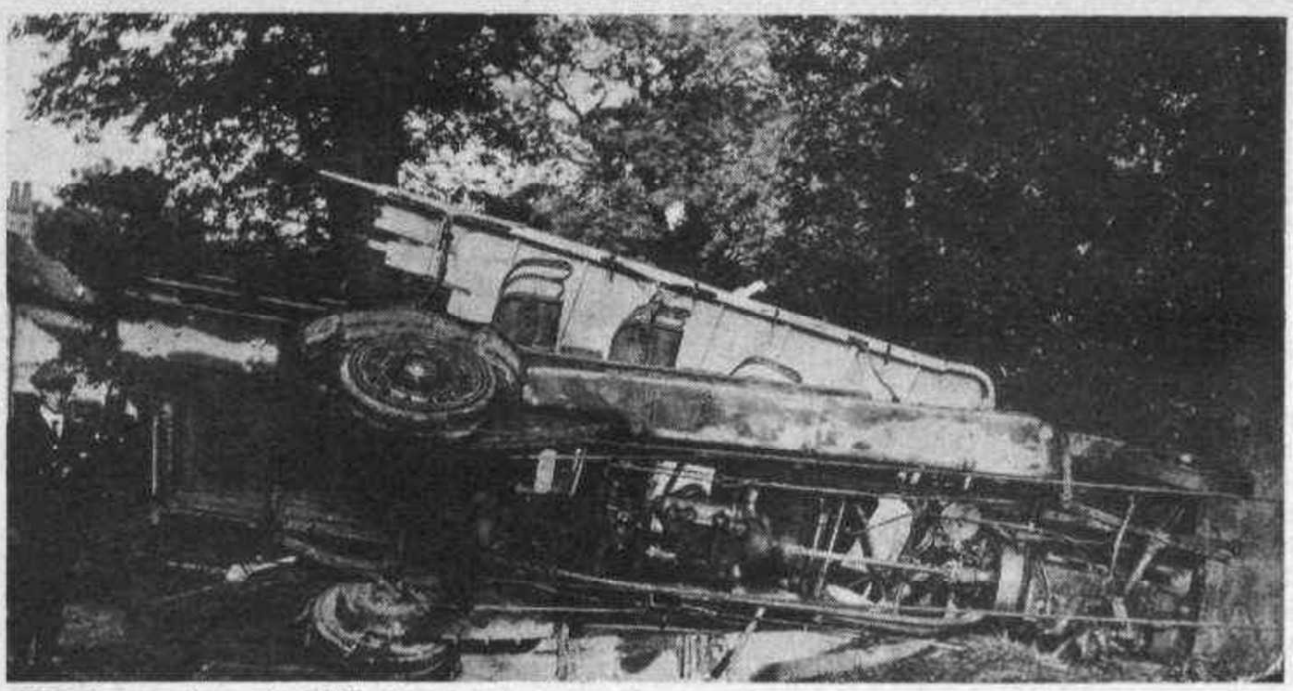
I can, of course, identify the vehicle, which is a 1927 Standard 14/28 h.p. (4-cylinder, 1,944 c.c.) Pall Mall saloon which cost, new, £365. It came with a host of special equipment at this price, including a petrol can and carrier, whilst two compartments in the rear housed a silver-backed brush, comb, compact and mirror, with the second, for the gentleman, holding a silver cigar-box and match-box holder.

One such car, with all the extras listed, survives and I am enclosing a photograph taken in Killarney during the 'sixties when it took part in an International Rally.

Bigbury-on-Sea — J. R. DAVY

STANDARD's 14/28 h.p. Pall Mall saloon was very well equipped indeed. See "Pioneer Car Radio".





THE photograph mentioned by Mr. Landers in his letter "An Edwardian Accident".

Flashback to GP 10

Sir,

I was interested in the letter from Mr. Cann regarding the clutch on 38/250 Mercedes. He is perfectly correct in his explanation of the clutch drag which sometimes occurred on these cars, one of the causes being that these cars were sometimes driven by rather ignorant "clutch riders". I owned several of these fine cars including GP 10 which I owned for some three years. I also owned two SSK short chassis examples and a beautiful "little" 36/220 which had been originally owned by Lord Howe. I owned two or three cars which had belonged to him, and the 36/220 was the only car to which His Lordship had not fitted one of his beloved pre-selector gearboxes. In the original Mercedes-Benz catalogue printed in German these cars were called the *Grosser Rundfarten Wagen*, which of course translated as Grand Touring Car. I had occasion to start my Rundfarten on the handle on many occasions and this could be quite an experience. the starting handle was about 4 ft. long and it was essential that the ignition control on the steering wheel was in the "fully-retard" position before commencing operations. On one occasion I recall having some difficulty in starting the Rundfarten on the handle, when my misguided passenger shoved the ignition lever to full advance. A terrific backfire resulted, which hurled me into the garage doors amidst clouds of blue smoke. There was always some difficulty in distinguishing between the 36/220 and the 38/250 as the difference in engine capacities was very slight. The 36/220 bore and stroke was 98×150 whereas the 38/250 was 100×150, a difference of only 2 mm. The distinguishing feature was that the 36/220 had three sections less in the radiator honeycomb which gave it a slightly lower line. GP 10 was, of course, Campbell blue when I owned it and I did many miles of Continental motoring on it. A beautiful car to handle. I always carried a supply of benzol with me in case I had to use the blower for any length of time.

Ferring-by-Sea BRIAN FINGLASS

Napier Natter

Sir,

After getting over the London-Brighton Run, which was fantastic as usual, I thought I had better get the following epistle off my chest. Hope it proves interesting.

After my letter, Mercedes Meanderings, in February 1982, I thought the above title appropriate. I've enclosed a picture taken from a glass negative of Samson. This picture, taken at Brooklands by Argent Archer, is most evocative and shows the car in its original form and what a marvellous job Bob Chamberlain has made. As you all may be aware the subject of Napiers has become particularly interesting to myself since I acquired the rough remains of six-cylinder L49 Napier, engine number 424, chassis number 853. When I first found the main parts of this car the engine and bulkhead, etc. had been fitted into a large American-built White chassis, though it was documented as a Napier. I then became curious as to where the original L49 parts had disappeared to. I travelled to USA and in my researches and enquiries I found an original chassis and parts. At the same time I became the owner of parts of another Napier car, engine number 111. This is, in fact, the remains of the 1902 Gordon-Bennett car and the first of the D50 four-cylinder racers. It has four automatic inlet valves per cylinder and from my records I know that all prototype cars were numbered engine 111, 222, 333, and so on. In the case of the six-cylinder car I have some 75% of it, and the case of the four-cylinder I have approximately 55 / 65%.

Now, what I would like to know is — am I perpetrating a fake, or restoring two fantastic cars? Whilst realising the difficulties of definition and provenance I am not doing more or less than many others have done.

I feel that Bob Chamberlain, and Samson too, are a great inspiration to us all. The great effort involved can only be described as magnificent, and if Bob is good enough to go to the not inconsiderable expense of bringing the car from Australia to England, surely he should be encouraged and applauded as a patriot. He should be allowed to run it at least once in the London-Brighton Run, thus giving the maximum amount of people the chance to see it. I see no real reason why he should not run the car as an acknowledged and bonafide replica. To see and hear this mighty car on British soil should be a great privilege. Technically there is no reason why it should not be run. It only goes as fast as you press that little pedal. It is up to the RAC, the organisers of the London-Brighton Run, whether Bob Chamberlain is allowed to run the car. Surely they are the people to say "yes" or "no". Just to make the matter quite clear it is the RAC's London-Brighton Run. They are the organisers and no-one else. Long may it remain so. After all they are the governing body of motorsport in this country.

Although I speak for myself I feel certain that that most progressive of Clubs, the VSCC, would welcome Samson in events. After all most of us in the VSCC know what it is to spend 3,500 hours building a car from a pile of junk. The VSCC is a club of doers and not watchers. There are many cars in the London-Brighton Run which pioneers of the veteran movement have rescued. Without these far-sighted men there would be no events. So, what is wrong with Samson II? Let us all work to make Bob's visit to the UK a memorable one.

Crowborough PAUL FOULKES-HALBARD

[What with Originals, Specials, Rebuilds, Recreations, Resurrections, Restorations, Modifications, Imitations, Copies and Fakes, the Old-Car Movement has grown very complicated. The Napier Samson and the Napier L49 are surely recreations, acceptable if properly done? — Ed.]

Specials

Sir,

I note in your recent editorial your comments on the Historic Car Movement and the question of rebuilds in its broadest sense. But I must point out that whether intentional or not the publishing of a photograph of a Riley Special on page 1476 with comments do not help this aspect of the motoring scene.

Fair enough, if people have *pet names* for their cars then let it be so, but for heaven's sake think of future *owners* of these cars that have been built from basically 60% Riley Coventry manufactured parts. A published photograph with a *pet name* attached will lead in the future in many ways to some future owner being told that he is or will be the owner of a car that has got a history and was a Riley model because it was documented in MOTOR SPORT a number of years ago.

A Special is built to satisfy the builder's or contracted builder's criteria and will always be a "Special", and nothing else.

Coventry P. W. F. SCHOLES

[I agree, D.S.J. agrees, the Riley Register agrees and we are sorry it slipped in. — Ed.]

A Number of Things

Sir,

Having been apprenticed to A. V. Roe & Co. Ltd. just after the first war, I am much interested in your article on the much loved Avro 504K. I was taught to fly on an Avro mono in the early 1920s by our test pilot Bert Hinkley. I well remember the glorious smell of burnt castor oil. The first ever bombs to be dropped in war were dropped by four Avro 504Ks. When they bombed the Zeppelin sheds at Friedrichshaven all returned safely. The bombs were 20 lb. and were just chucked over the side. The skid between the wheels on the 504K was not just to protect the propeller, but also to trip the unfortunate person swinging the prop! At Roe's we also made bodies for Crossleys, mostly 19.6 and 20/70 sports cars.

We also made the Harper Runabout three-wheeler, the stability of which was demonstrated by R. O. Harper, the designer, at Manchester ice rink. Perhaps you remember it. It had three wheels, one in the front. One sat on or partly in the thing and steered by handlebars. The Villiers two-stroke engine was situated just ahead of one rear wheel. I remember the splendid little two-cylinder water-cooled engine. This belonged to my mother. Other cars owned by my father were a 10-12 Belsize K-type, 15.9 O-type Belsize, Model-T Ford, Wolseley 10 (an awful car), 20 h.p. Armstrong Siddeley saloon, 19.6 Crossley, and the marvellous 20/70 Crossley.

I must tell you of two of my scratch-built model cars. The first is the 1913 Talbot first 100 miles in the hour driven by Percy Lambert in 1918 and the 1932 Talbot 105 sports car, both rather nice and in the correct colours. Scale is 1:24.

Brighton W. L. TWEMLOW BOOTH

Books For The New Year

"Thirty Years of Motoring for MOTOR SPORT" by Bill Boddy. 160pp. 11" × 8½" *(Grenville Publishing Co. Ltd., Standard House, Bonhill Streeet, London, EC2A 4DA.* £14.90).

Here at last is the book so many of our readers say they have been waiting for — a resumé of W.B.'s road-testing, and driving other cars (veteran, Edwardian, vintage and historic racing cars included, the last-named embracing two Brooklands lap-record holders) for MOTOR SPORT since 1951, presented as reproductions of the summing-up articles he wrote after each year of road-testing. It takes the reader back to the days of many classic and since-defunct cars, as well as covering most of the well-known makes, in their many variants.

It is illustrated with pictures of such cars, and as the story unfolds one gains an insight into how a motoring writer worked in the post-war period: what, in fact, Bill got up to when working for this paper, and how he regarded the changing scene and developed his style.

Those engaged in restoring old cars, or trying to decide on which make and model to devote such attention, will be able to find out how MOTOR SPORT, at a time when we were considered the most out-spoken of motoring papers — and were banned for a time in trying BMC cars in consequence, the notorious "Bishop Ban" — regarded such cars, when they were new models presented to us for appraisal. In addition, this book represents a sort of index to the full road-test reports which are available from MOTOR SPORT'S photostat department. Supply of the book itself is already running low, so if you want to look back at how W.B. saw all the cars he drove between 1951 and 1980, and the journeys made in them, order now! — C.W.

Two very important revisions of former aviation books have come from Airlife of Shrewsbury, in their nicely-printed format. I refer to "DH — A History of de Havilland" by Martin Sharp which was first published in 1960 and has now been revised and enlarged into a 486 page, 8½" × 5½" study of this important pioneer and his famous Company. The book is the standard work on the subject of all DH matters and no follower of DH can afford to be without a copy, which can be rectified by spending £15.95 on the 1982 edition. I like the manner in which long captions to the many illustrations are placed at the back of the book, supplementing shorter ones beneath each picture. The book is divided into four stages of DH development and there are many erudite Appendices and a full list of all DH aeroplanes and the many aero-engines DH produced. A map of Stag Lane aerodrome is but a fragment of the nostalgia and motoring enthusiasts will note a picture of "DH" in his first car, another of the Chummy Austin 7 by a Cirrus-2 DH Moth, and one of a vintage Hampton tourer towing a Moth with wings folded.

The other important Airlife reprint is "The Tiger Moth Story" by Alan Bramson and Neville Birch, which we reviewed when it was first presented, in 1964. It includes almost everything one can think of about the Tiger, including flying impressions from the back cockpit, and a Log of all these aeroplanes known to the authors. What a combined treat for DH fans these two Airlife books constitute. The Tiger one fills 279 pages and costs £14.95.

"50 Years of the RAC Rally" by Graham Robson. 70pp. 11¾" × 9¼". *(IPC Transport Press Ltd., Quadrant House, The Quadrant, Sutton, Surrey, SM2 5AS.* £1.95).

This is another of those fascinating "*Autocar* Specials", a soft-cover publication about what made the RAC Rally the World's best, to quote the book's sub-title. It consists of reproductions of photographs used in *Autocar* reports of the Rally from 1932 to 1981, reinforced, as if that were necessary, with an article by Peter Garnier, who went through the 1956 event in a works Austin A55 saloon with Jack Sears, a review of the great rally drivers of 1950-1966, a picture-supplement of the great rally cars of that era, and test reports on the Ford Escort RS1800 that won in 1976 and the Audi Quattro driven by Hannu Mikkola in 1982.

There is more besides, including good colour-plates and a report of last year's Lombard Golden-50 Rally, making this truly wonderful value. The Foreword is by Roger Clark, MBE. A jolly good browse but one error was noted, an AC captioned as a Talbot, in the 1937 Rally.

Incidentally, the first RAC rallies were road affairs for ordinary cars, of which that of 1935 is described as disappointing, but it wasn't so to one young driver who got through without loss of road marks in a back-braked 1922 8 h.p. Talbot-Darracq but was disqualified from the quick-start test as he had no self-starter . . .—W.B.

"To Ride The Storm — The Story of the Airship R.101" by Sir Peter G. Masefield. 560 pp. 9½" × 6". *(William Kimber & Co. Ltd., Godolphin House, 22a Queen Anne Street, London, SW1H 9AE. £15.00).*

This is a very important revelation into the realms of airship history, and faintly topical, because once again there are stirrings about airships having a future. The terrible accident to the R.101 near Beauvais in October 1930 ended the British airship programme for all time, in those adventurous pre-war days. The terrible fate of R.101 on its maiden long-distance flight, towards India, in which almost all the passengers and crew perished, including Lord Thomson, the Secretary of State for Air, who was such an enthusiastic advocate of the R.101, caused several books to be written about the tragedy, the first, "The Millionth Chance" by thriller-writer James Leasor. This and other books painted Lord Thomson, a Labour Minister, as ill-informed about the airship and the cause of it making the final flight before it was ready.

It has been left to Sir Peter Masefield, in this magnificently researched and detailed book, to put to rights wrongs committed by others about the R.101 story and Lord Thomson, who was a keen aviation person and knowledgeable with it and who clearly had the safety of all concerned at heart, over and above his personal wish to fly to India in the great airship, the largest vehicle of its kind in the World. Sir Peter Masefield is well qualified for the task he set himself, having been on the design staff of Fairey Aviation and then Technical Editor of *The Aeroplane*. Afterwards he was Secretary of the War Cabinet Committee on Air Transport and he investigated the post-war possibilities of using rigid airships for trans-Atlantic air services, which is where his interest in the R.100 / R.101 started. He has put an enormous amount into this book, which is not only an enthralling story of its subject but is packed with technical data about the R.101 in particular and airships in general, with many learned Appendices. The foreword is by Doctor Noble Frankland, OBE, DFC, Director of the Imperial War Museum. Some printing errors, of the kind we all seem to suffer from these days, have crept in, but do not mar this great work, which has many well-chosen pictures. What is more, and quite unusual in a technical discourse of this kind, Sir Peter has woven a love story into his text, that between Lord Thomson and The Princess Marthe Bibesco. Altogether, this is an impressive book, very nicely produced, and all the quoted facts and dialogue have references to confirm their authenticity. There is further reference to it in "Cars In Books" on page ????. The Aviation world, airship enthusiasts, and those who enjoy a good documentary, should read "To Ride The Storm".

We have received a very large book by Denis Jenkinson, produced in their expected high-class format by Edita S.A. of Lausanne, called "The Automobile Year Book of Sports Car Racing". The book is bulging with fine pictures of sports-car racing from 1953 to 1972, with detailed captions by D.S.J., such that it has required 244 pages, measuring 12½" × 9½", to contain them. Another superb treat for motor-racing folk. It is distributed by Patrick Stevens Ltd., of Cambridge, who tell us that if ordered up to the publication date of January 31st the price is £14.95, but after that it will cost £19.95. The book includes 62 colour pictures and 237 in black and white. — W.B.

"Action Stations. 5 Military Airfields of the South-West" by Chris Ashworth. 233pp. 9½" × 6¼". *(Patrick Stephens Ltd., Barr Hill, Cambridge, CB3 8LE.* £9.95).

I have enthused before over these books from PSL which enable any remains of war-time airfields to be investigated by those who care about such things, and those who cannot investigate personally to enjoy doing this from the armchair, using this series of books well endowed with pictures, maps, and keys, 207 of the former and ten maps in the present volume.

Chris Ashworth's "Action Stations" will especially appeal to those aviation enthusiasts who are in the habit of driving about the SW of England. It looks at the airfield at Thruxton, well-known to motor-racing folk, from whence the Bruneval raid was launched, Middle Wallop where John Cunningham gained his great reputation as a night-fighter pilot, and High Post where Spitfires were test flown. It includes Mount Batten from where a Sunderland flying-boat made the first U-boat kill, and St. Ives from whence a Liberator set out and destroyed two U-boats in 20 minutes. Larkhill, Yeovilton, home base of the Falkland's campaign Harriers and the Fleet Air Arm Museum, and much more besides is within the covers of this unusual book, written by a pilot with over 6,000 hours to his credit, on aeroplanes from Tiger Moth to Nimrod. I look forward to further titles in the series. — W.B.

"Three-Litre Bentley Experimental No. 2 — The Primal Spirit of the Immortal Racing Bentleys" by Timothy Houlding. 70pp. 8" × 11¼". *(From the Author, at 72 Henwick Road, St. John's Wood, Worcester, WR2 5NT.* £8.90 post free).

This is a rather unique soft-cover, lavishly presented record of No. 2 Bentley, written and illustrated by a young member of the BDC who has contracted the sort of intense enthusiasm for the W.O. cars which afflicts this Club, and whose 4½-litre Bentley, built from parts, was seen in the October 1982 MOTOR SPORT. Although it is very difficult to find new facts and figures for such a history, the BDC itself being very thorough in

this respect, there is fresh material here, the author having consulted Walter Hassan, Harry Varley and J. E. Foden the first customer-owner of No. 2 Bentley, Reg. No. BM 8752, in compiling his history of this historic car, using also fascinating extracts from the racing diary of Frank Clement who so frequently drove it in competitions. Houlding has also tapped almost every conceivable source for pictures of the car but as these have been blown up, on fine art paper, this enhances rather than detracts from the brochure-like book. Drawings are also used and the whole thing is very nicely produced. I can find very few flaws, although the fatal accident to D. J. Gibson happened at the 1922 August Brooklands Meeting, not at a July Essex MC Meeting as stated and there are few minor points to question.

Although Bentley followers are very well provided for in the way of literature, I think W. O. enthusiasts will find this new contribution irresistible. I understand that only 3,000 copies will be issued.

The idea is to produce further brochure-type books in due course, covering other early Bentleys, such as the controversial No. 1 TT 3-litre, for example. Having found the present one very acceptable I can say truthfully that "I can hardly wait" . . . — W.B.

* * *

From Albion Scott Ltd., of Bercourt House, York Road, Brentford, Middlesex, TW8 0QP, who can supply every known motoring book, so should be kept in mind by all with Christmas book-tokens to dispose of, comes the 1982 edition "le Grande Automobili" full of good things in, rather haphazard order, with English "digests" — has Hugh Conway seen the photograph of no fewer than eleven Type 52 miniature electrically-powered Bugattis with child drivers, lined up on a banked track, we wonder? — the book's price: a modest £6.95 for a sort of Italian "Automobile Revue". Albion Scott also distribute "Die Autoshow des Jahres" for the same price, all in colour, including enormous pictures of the "Golden Arrow", the 38/250 h.p. Mercedes-Benz GP 10, and the Napier-Railton.

* * *

Two books with a similar theme are "The Price Guide and Identification of Automobilia" by Gordon Gardiner and Alistair Morris (Antique Collectors' Club), 5 Church Street, Woodbridge, Suffolk, £19.50) and "Michael Robinson's Collector Car Review 1982" (Haymes Publishing Group, Yeovil, £6.95). Both give prices for various collectors' items, either bits and pieces or complete cars, but as such prices quickly change, I fail to see much value in this. The latter book bases the values quoted on auction-sale results, some dating back to 1981, and the Haynes book lists such things as car Club badges. For instance, if you can afford £75 to £125, the book says, for a 1930s BARC badge you can pretend you used to belong to the Brooklands ARC, whether you did or not, by displaying it on your car (until it is pinched) or you might aspire to the Bugatti OC, for example, by acquiring their badge for a fiver or a little more — but I thought such badges remained the legal property of the Clubs that issued them. . . ?

* * *

Autodata have ready their Car Repair Manual for the Ford Escorts from 1980 and for other such manuals, including American ones, over to Albion Scott.

A rather unusual book which will intrigue and instruct bodywork stylists and designers, especially now that low-drag is playing a prominent part in such things, is "Stromlinienautos in Europe und USA" by Ralf J. F. Kieselbach, for it illustrates and discusses aerodynamics in the construction of passenger vehicles from 1900 to 1945. The text of this large volume (164 11" × 9" pages) is in English as well as in German and although I looked in vain for Lord Brabazon's streamlined Fiat 1100 "FLY-1" (but the type is included) and the Lancia Lambda "Airway" coupé, lots and lots of other low-drag cars, under makes, are there for study and appraisal. Albion Scott can supply this book for £24.50.

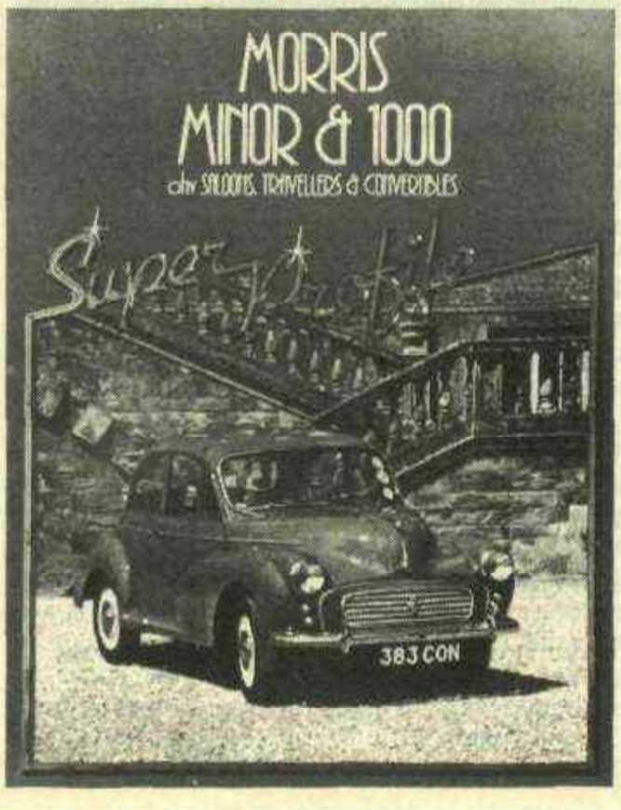
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The still-glamorous Lamborghini is the subject of a full study of the Miura, the first V12 supercar of that make. Written by the well-known Peter Coltrin with Jean Francois-Marchet, this is an Osprey title of 184 10" × 7" pages and 150 worthy photographs, a memorial to Pete, who lived virtually on the factory doorstep. The price is £9.95.

* * *

Other new titles for 1983 include a huge "Maserati" tome, in slip-case, by Luigi Orsini and Franco Zagari, taking the history of this previously somewhat neglected make from 1926 to the present, in, take note, 894 data-packed, fully illustrated pages, colour plates included, this enormous 10" × 8" history being distributed by Albion Scott Ltd. for £34.50. They also have a very large, beautifully colour-picture-supported Ferrari No. 2 calendar, selling for around £19.50, and claimed already to be a collectors' item. By the way, Albion Scott's new London premises will be found at Oppenheim Booksellers, 9/11 Exhibition Road, SW7 (01-584 4143), which is open from 8.30 a.m. to 6.30 p.m. Mondays to Fridays and from 9.30 a.m. to 6.30 p.m. on Saturdays and Sundays — who says we British do not toil for our bread? Close to the London Museum complex, the premises are just round the corner from South Kensington Underground Station, and on the 45 and 49 'bus routes. The Brentford Showroom remains open as before.

Haynes weigh in with three titles in their "Super Profile" series, these being "Morris Minor and 1000" by Ray Newell, "Porsche 911 Carrera" by Chris Harvey, and "Lotus Elan" by Graham Arnold, each of which costs £4.95.



A large pictorial story about "Carroll Shelby's Racing Cobras" by Dave Friedman and John Christy is available from Osprey Publishing Ltd. for £9.95, this 207 page, 11" × 8½" book having plenty of text to back up the 300 photographs. It is a story that deserves to be told in such detail, backed up by Appendices of race results, racing Cobra numerology, etc., about what the publisher's blurb refers to as legends of the 1960s, on road and track, which "in no time had steamrollered the Ferraris on both sides of the Atlantic".

* * *

Newest from the "Brooklands" series of photocopy type reprints from contemporary Press sources is "Jeep Collection No. 1", priced at £3.95 or at £4.45 direct from the publisher at Booktop, Holmerise, Seven Hills Road (hence presumably the "Brooklands" tag, as this was on one much-used route to the old Track), Cobham, Surrey. I see that it includes the article "The Truth About the Jeep" which Capt. John Moon wrote for MOTOR SPORT in 1945.

* * *

Another welcome reprint is that of "The Austin Seven — The Motor For The Million, 1922-1939" which I suggested R. J. Wyatt should write for Macdonald and which they duly published in 1968. David & Charles did it again in 1972 and such is the popularity of the famous Austin 7 that second and third impressions of this 2nd edition followed in 1976 and 1978. Now we have this fine 216 page edition at £8.95, from the Newton Abbot publishing house, with additions made after Wyatt had met Stanley Edge, the draughtsman who was in at the conception and birth of Sir Herbert's mechanical baby, and with all those detailed Wyatt drawings and tables, etc.

* * *

The AA has come up with an enormous 1983 guide to Hotels and Restaurants in Great Britain which you can buy for only £4.95, all 735 pages of it, not counting the maps. — W.B.

* * *

In preparation for the coming holiday season comes Collins' "Motorists French-German-Spanish Phrase Book". Conveniently sized for the pocket (4½" × 7¼", 160pp), it contains several sections relevant to motorists, such as those on breakdowns and accidents. The three languages are shown on the same page under each heading, so that no matter which country one is in, the page required remains the same. Finding a phrase is made easy by page-tabs which refer to a front-cover index, and most travel situations should be covered in the text. Although easy to use, this £2.50 book does present the phrase and its pronunciation confusingly close together.—G.C.

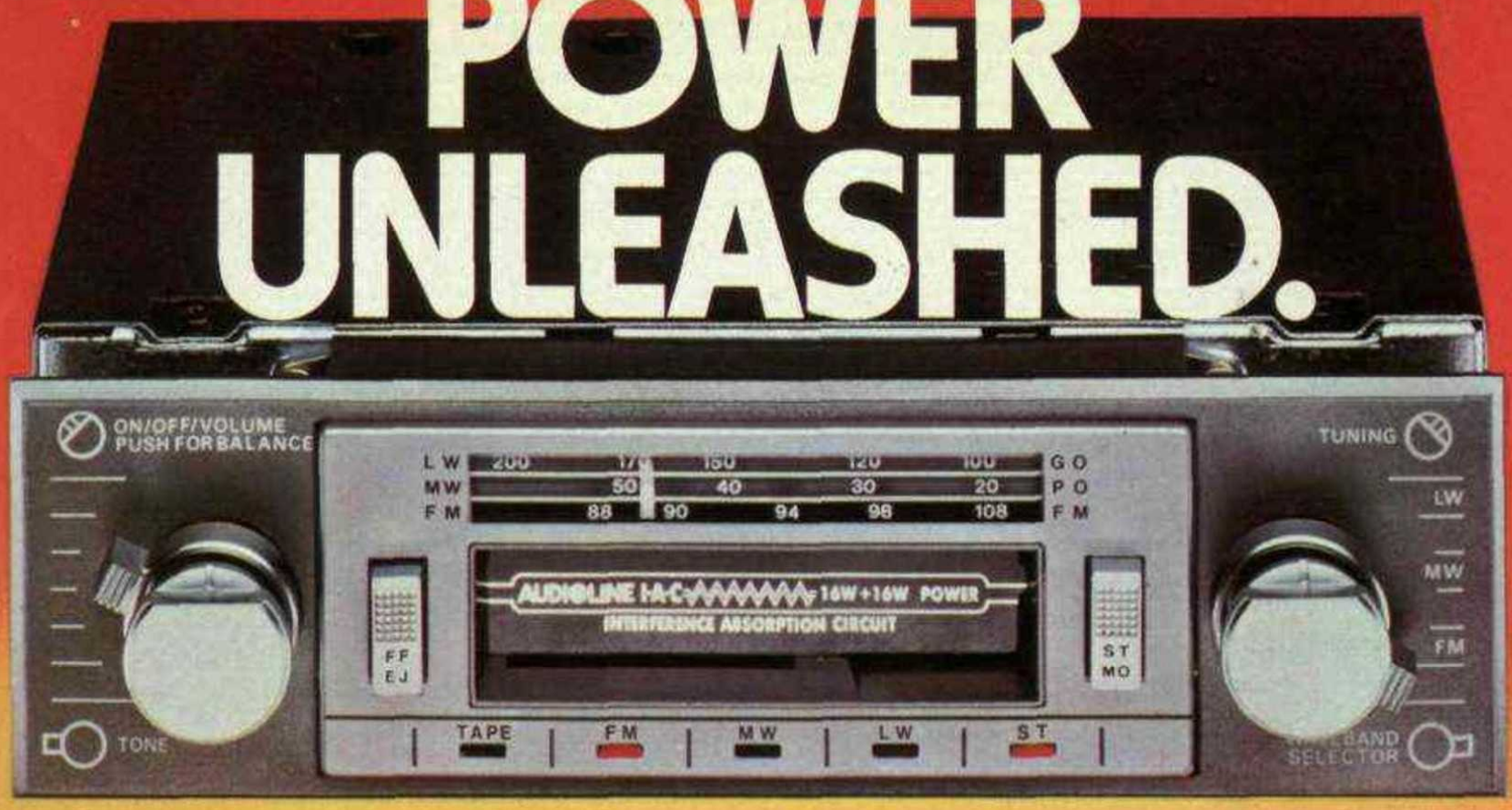
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Anyone planning a holiday by tent or caravan will appreciate the AA's "Camping and Caravanning in Britain 1983". As well as listing, classifying, and locating 1,000 sites, it also offers advice on equipment, legal hints, and regional information. Its 228 pages include many maps, and the price is £2.95. — G.C.

* * *

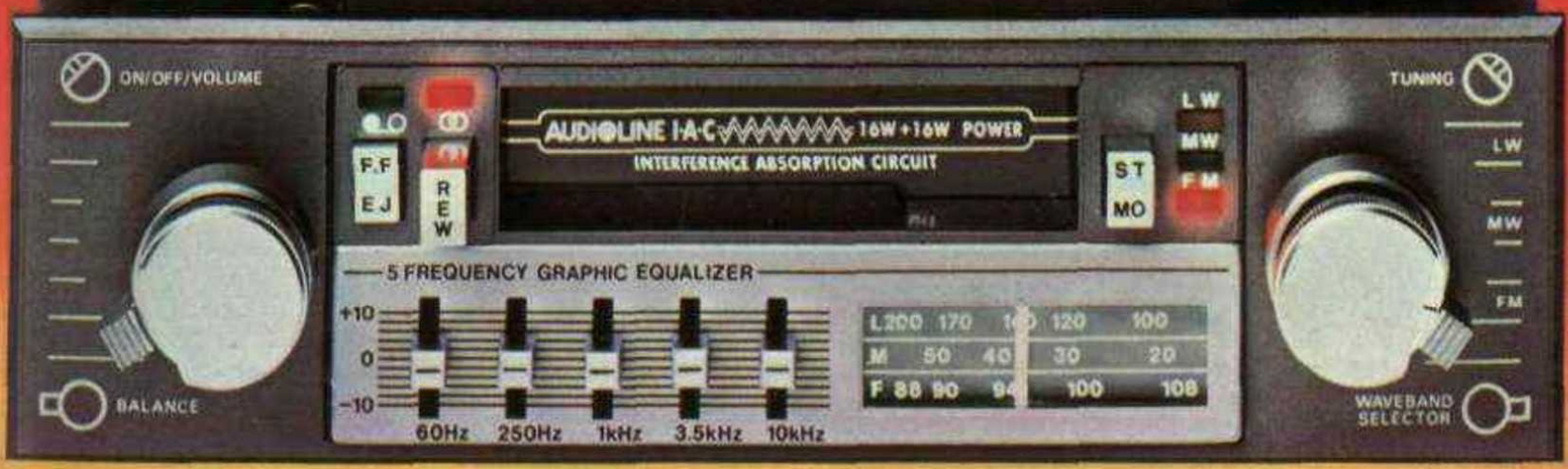
We did not make it clear last month that the big Conway Greilsamer Bugatti book referred to is a second edition, revised and extended, with the Introduction by Baron Rothschild in English. It is said that the first edition sold out at 6,000 copies, representing a turn-over of £180,000! The new edition is available from Albion Scott for the same price, £30. — W.B.

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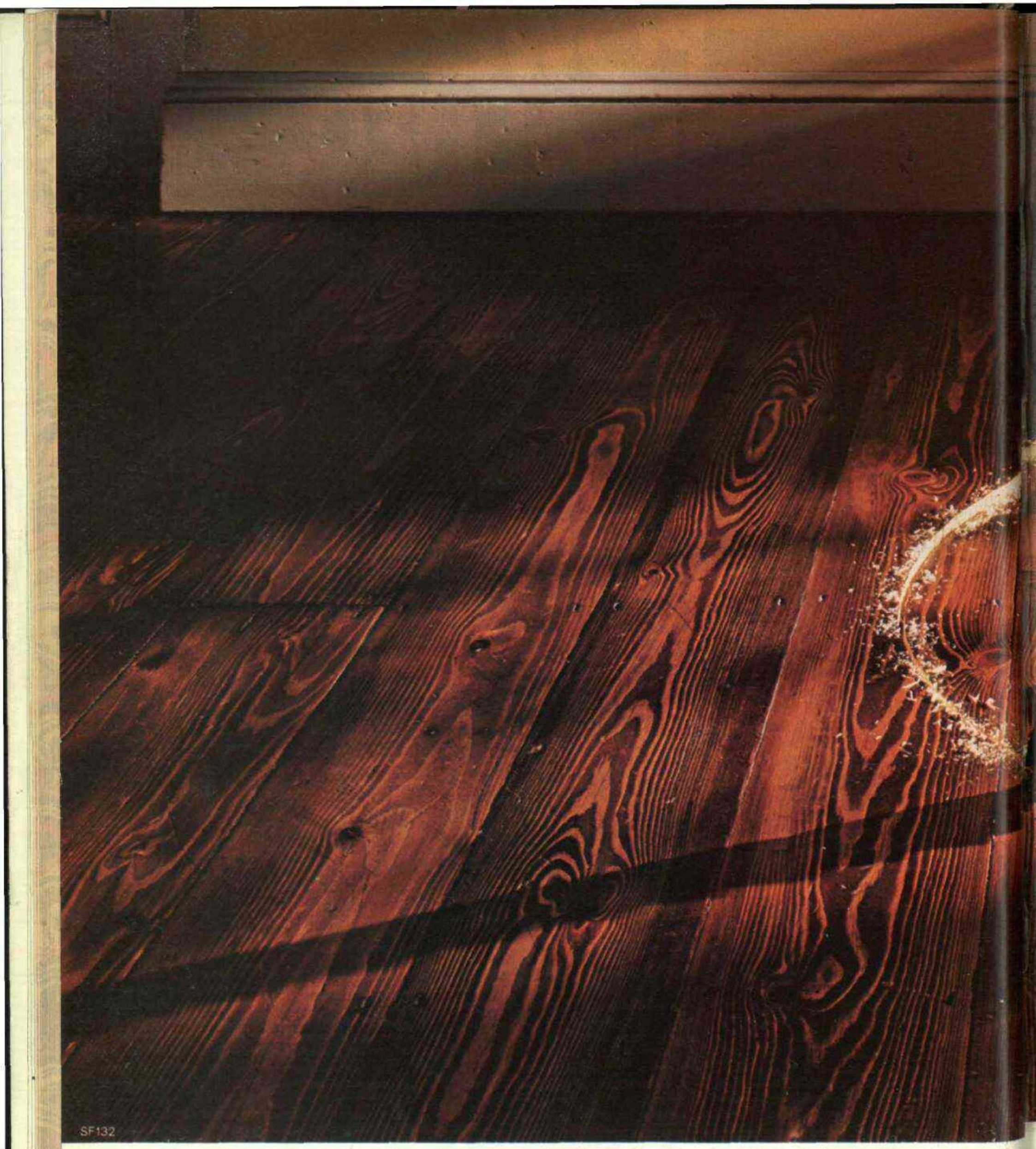
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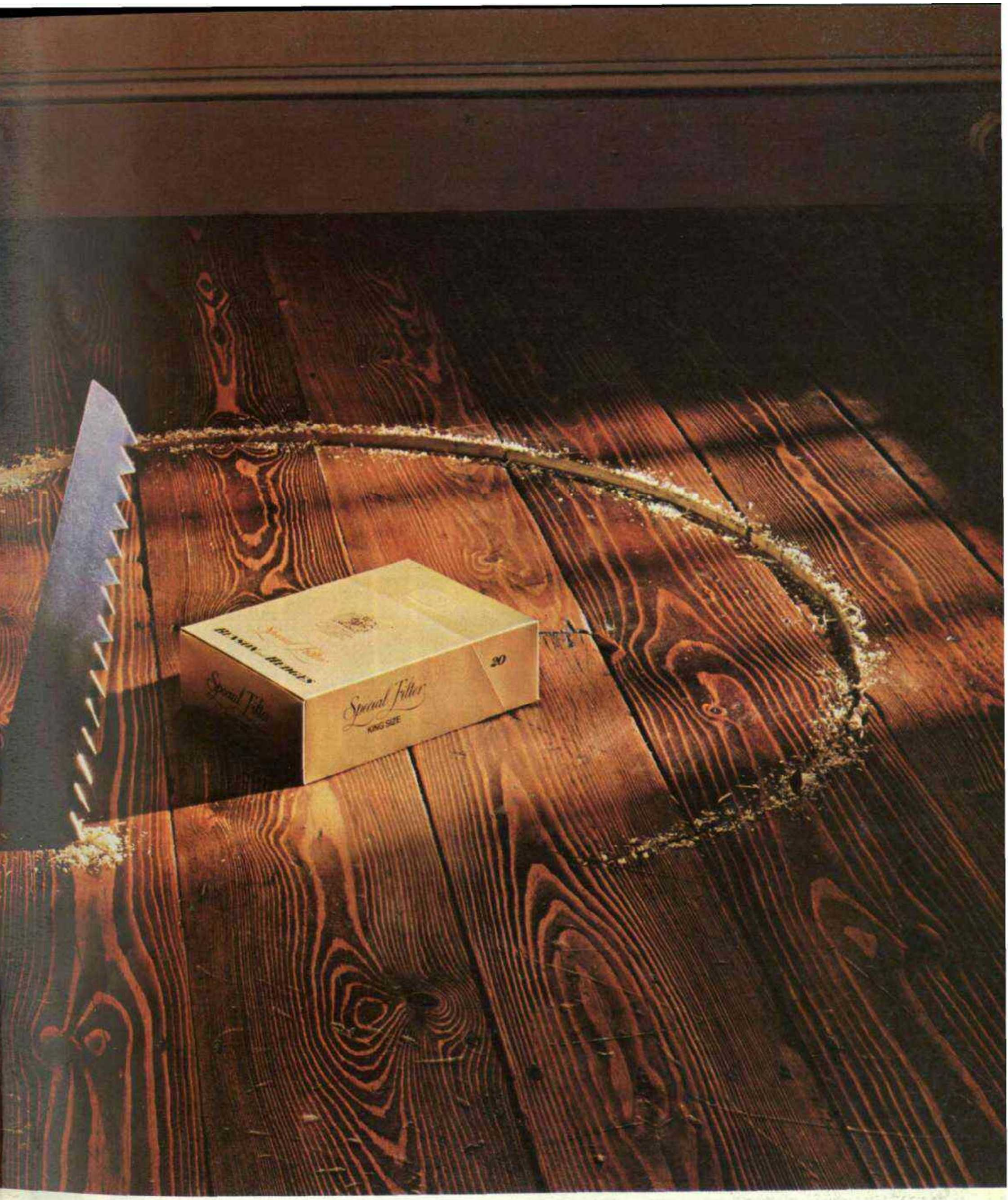
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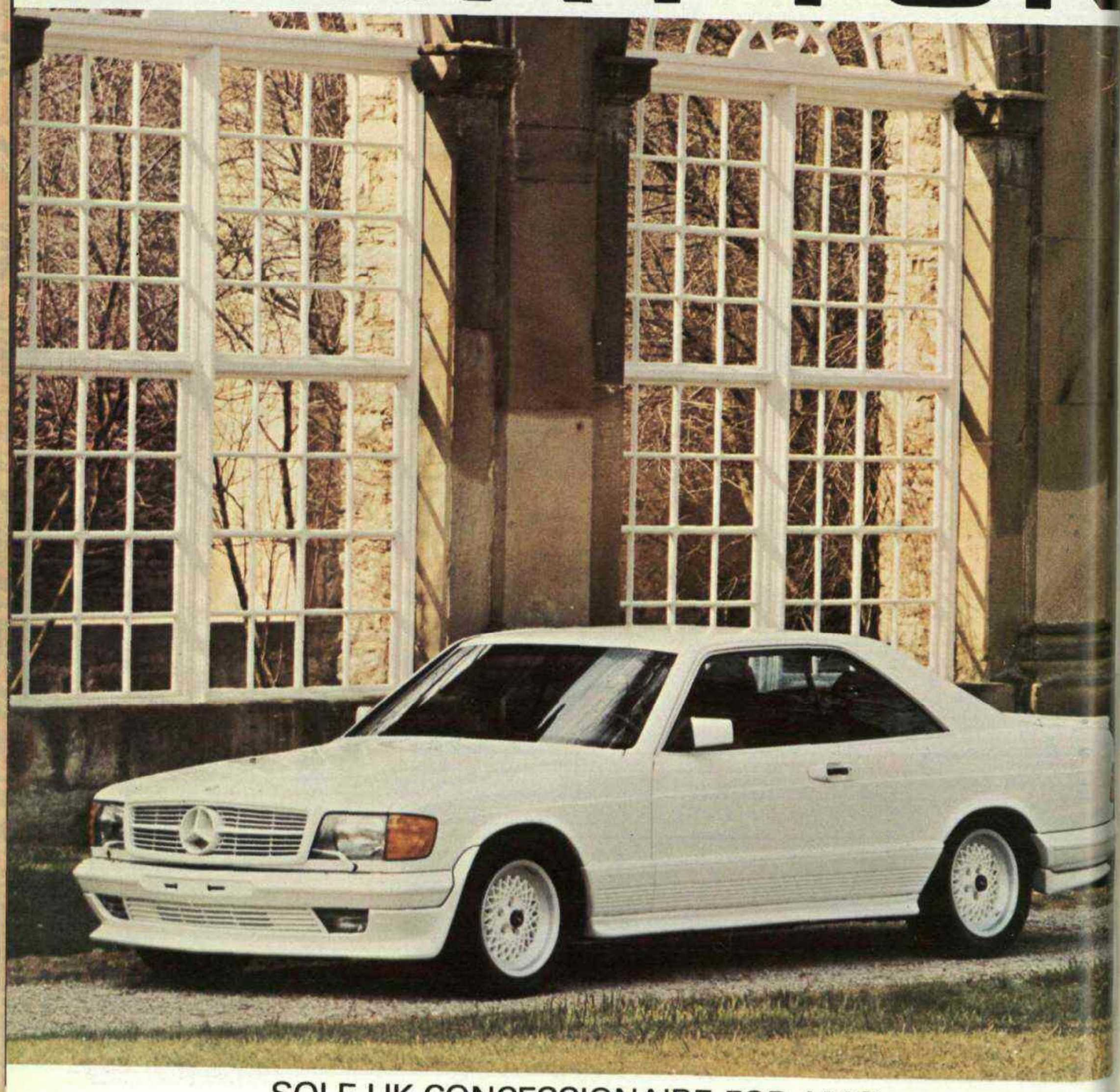
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AMG Mercedes-Benz 500SEC



ONE might be forgiven for thinking that the process of refinement which gave rise to the splendid Mercedes-Benz 500SEC could not be honed to a finer edge, but there will always be those who seek to "gild a lily" no matter how excellent the basic package may be. The German firm of AMG has, over the past few years, built up an extensive range of performance accessories tailor-made for products of the Daimler Benz AG and they have recently appointed Strattons of Wilmslow official distributors for their equipment in the United Kingdom. Consequently, when Strattons' Director Mike Hinde recently offered us a 500SEC which had been subjected to the "full" AMG treatment, we were happy to accept and spend a few days with the car. Less than a year has passed since MOTOR SPORT tested the unmodified 500SEC, so memories of the big German coupé were still well to the forefront of our mind.

Just to set the scene, it's worth recapping for a moment on the original 500SEC. Sharing many technical features with the 500SEL saloon which preceded it onto the British market by almost a year, this stylish two-door coupé reflects the enormous amount of energy spent by Mercedes-Benz engineers in the field of weight-saving materials and aerodynamic efficiency. At the time many people thought that the SEC range, available with both 3.8 and 5-litre V8 "energy concept" engines, were intended to supersede the more angular SLCs, but this has proved not to be the case. Nonetheless, one can't help noticing just how dated the SLCs appear alongside the striking new pillarless coupé which not only cruises effortlessly in excess of 130 m.p.h., but also returns fuel consumption figures which would have seemed unbelievable for a car of this nature two or three years ago. Its beautifully balanced chassis matches its splendid exterior lines to perfection, with four wheel disc brakes in conjunction with the ABS system, the four-speed automatic transmission which engages the next higher gear as early as possible under part throttle in the interests of economy and light, but not over-sensitive, power steering. So what, one is bound to ask, does AMG think it can offer to enhance this high level of performance and road behaviour?

The answer to that question is, I have to report, "a surprising amount". Even though some enthusiasts may baulk at the prospect of loading the 500SEC's £28,700 price tag with another £9,000 worth of equipment, there is no doubt that the AMG version of the car feels appreciably different in several respects. Visually, there is the addition of a full spoiler kit in matching paint, comprising a deep front spoiler, side skirts, rear apron and boot spoiler; all the Mercedes-Benz plastic panels are finished in matching paint and all bright work is finished in black. The result may sound a little more extrovert than some of the company's more conservative cusomers will approve of, but most people feel that an already distinctive profile has been made even more striking as a result. The fact of the matter seems to be that Strattons are finding that a large number of customers like the touch of individuality imparted by the addition of the AMG options and there's no doubt that passing interest in the car when out amongst the traffic ran at a level matched only by Ferrari's fuel-injected 512BB in our experience!

However, the AMG modifications embrace alterations under the skin which removed the minor reservations I had with the standard 500SEC's handling. On the AMG car the suspension is lowered about an inch and a half by means of fitting shortened re-stressed coil springs, and uprated Bilstein shock-absorbers. As a result of these suspension modifications and steering geometry is slightly readjusted and the regular 205 / 70 VR14 tyres give way to low profile 225 / 50VR15 Pirelli P7s on light alloy AMG 8" × 16" wheel rims. Topping off the whole package are different camshafts and valves, altered combustion chambers and polished ports, the result of which is to send the power output up by 55 b.h.p.

As far as the interior is concerned, the most immediate change noticed when you slip in through the wide-opening doors is the provision of a thick-rimmed AMG steering wheel which is, happily, slightly smaller than the example fitted to the standard coupé. Although the power steering is finger-light, I felt that the suspension and

geometry changes had imparted slightly more feel to the whole system and this, allied to the significantly firmer ride, made the car feel more taut and agile than its unmodified stablemate. In the June, 1982 issue of MOTOR SPORT I wrote of the 500SEC "Under hard cornering there is a perceptible degree of roll which discourages one from 'playing Bears' — remember, this is a sporting limousine, not an out-and-out sports car!" Well, with the AMG 500SEC these words are not really appropriate. Even on slightly damp surfaces the car was sure-footed and reassuring and the roll-free ride enabled fast corners to be taken with considerably more confidence. There was admittedly some thumping from the P7s, but I wasn't conscious of it being more obtrusive than on the standard car, and although they tended to "skate" slightly over standing water, they displayed gentle and undramatic breakaway characteristics which responded immediately to a flick of opposite lock. I should mention that the 500SEC's overall length necessarily makes the business of getting it out of line a trifle worrisome, but it's disarmingly easy to cope with the resultant loss of adhesion. It goes almost without saying that the ABS braking system confers powers of retardation that are almost superfluous to requirements in the dry, but sincerely appreciated in wet and slippery conditions.

The engine alterations are betrayed only by a slightly lumpy tickover, but the usual smooth surge of power is uninterrupted by any fits of temperament when the 500SEC is on the move. We have eulogised about the impressive torque characteristics of this German V8 in the past and marvelled in the way that this Mercedes-Benz covers the ground between standstill and speeds of around 110 m.p.h.: well, in the case of the AMG car this impressive surge of power simply runs on and on to over 130 m.p.h. without any apparent diminution of performance. Also, if you stamp the throttle at around 80 m.p.h., the 500SEC simply hurls itself forward like a rocket, surging away to its maximum speed with a lusty roar: it was in this area that I was particularly impressed with the car's capability. Nobody could even begin to call the standard 500SEC a slouch, but the AMG version certainly has more punch in the medium speed range in addition to a slightly higher top speed.



THE only internal indication that this is no normal 500SEC is the incorporation of a distinctive AMG steering wheel.

The reduced ground clearance calls for sensible judgement on bumpy minor roads, but the car didn't bottom once during the course of our test, even on a notorious local lane which caught out Toleman's high performance 1.8 Golf GTi earlier in the year. There was one occasion near Oakham when the 500SEC was plunging down a long "switchback" section of secondary road that I heard a slight thump from the front end and feared that perhaps the spoiler might have touched the tarmac. But an inch-by-inch examination indicated that hadn't been the case, so I put it down to the Pirellis briefly scuffing the inside of the wheel arches. Aside from this single incident there was nothing to suggest that the AMG modifications modified the standard 500SEC's performance in any adverse fashion.

Once or twice the fascia mounted twist-grip handbrake control proved a little reluctant to release at the first attempt, but otherwise the convenience of control layout in this German coupé continues to please. As we've said before, the informative simplicity of the instrument, the comprehensively efficient nature of the heating and air conditioning systems and the smoothly positive feel of the automatic transmission selector all combine to provide an aura of technical completeness which is a hallmark of Mercedes-Benz quality. For those who wish to take advantage of the built-in seat belts (and so comply with the recently introduced law on that much-discussed subject), the 500SEC "offers" them to the front seat occupants, an arm discreetly sliding out at shoulder level to remind

Continued on page 74





Only a limited number of Celica Supras will be on the road – so if you ever see one, it'll be a fleeting glimpse.

Zero to 60mph in 8.3 seconds* from a 2.8 twin-cam, fuel injection engine capable of 168bhp at 5600rpm and over 135mph*.

A slick five-speed gearbox. Rack and pinion steering with variable power assistance and tilt adjustable column.

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The Celica Supra. Rarer than a Ferrari, less common than a Porsche.

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Air conditioning, electric sun-roof, electric windows, a three-band stereo radio/cassette unit with electric antenna.

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Lynx Engineering

Individual variations on the XJS theme . . .

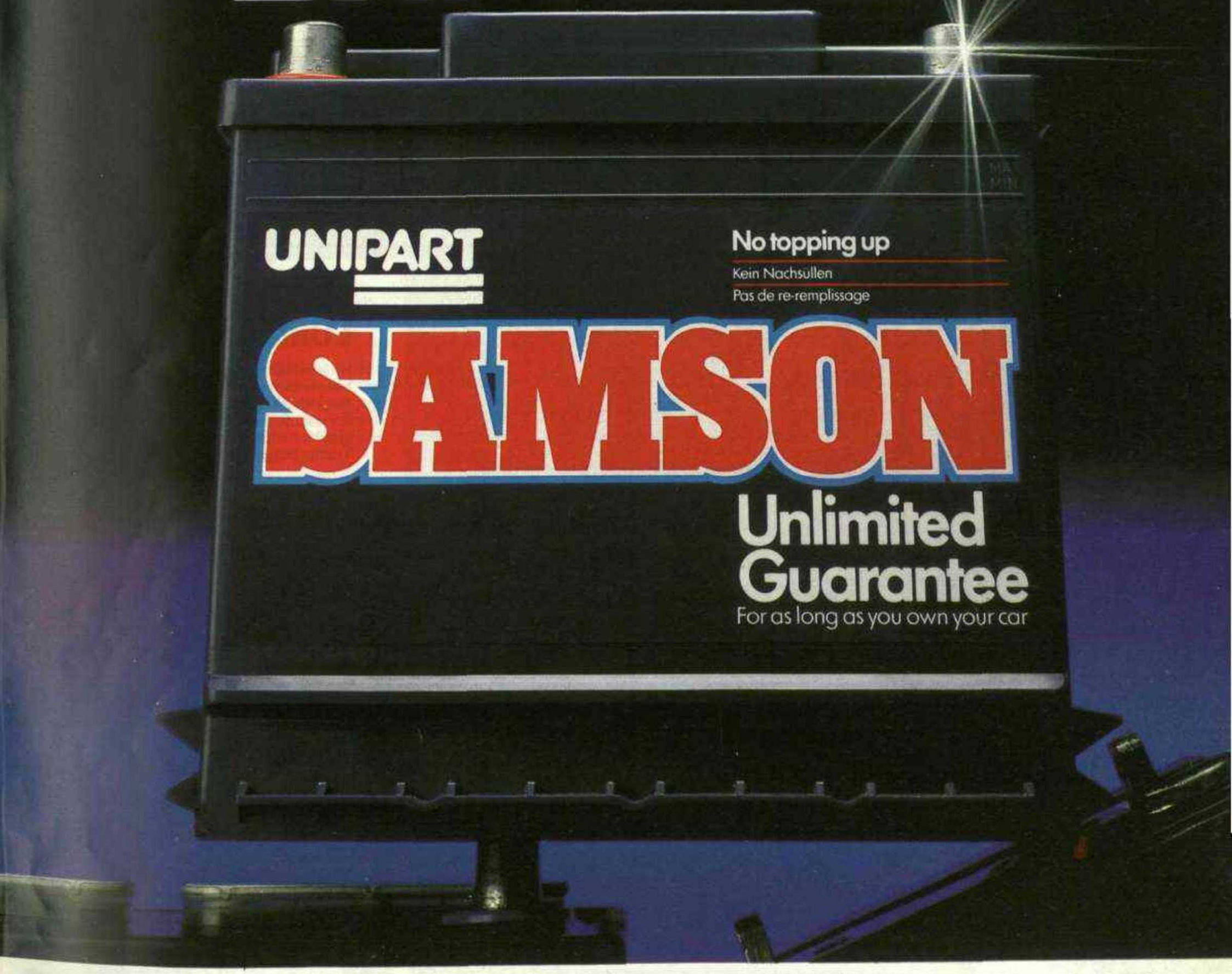
IT is now more than 12 years since Guy Black, then an engineer with Weslake's at Rye, carried out his first old car restoration project on a Riley Lynx. From that modest beginning has grown his appropriately named Lynx Engineering concern which has earned a respected reputation for its rebuilds and restoration of Jaguar's splendid C and D-type sports / racing cars. More recently, with nodding background approval from Jaguar's management, Lynx has expanded the business to embrace two specialist developments of the XJS coupé; a convertible and the striking Estate variant which has been dubbed the Eventer.

Now employing 26 people, Lynx Engineering's headquarters stands in a modern trading estate on the outskirts of St. Leonards. "We're conveniently tucked away down here", grins Guy Black, "we're not exactly on the way anywhere, so we don't attract passing, casual visitors . . ." The bustling workshop is a far cry from the converted milking parlour at Staplehurst which served as one of the Lynx company's bases en route from that Hastings lock-up in which Guy Black completed his first project! As with so many of these specialist businesses, there was no pre-planned direction that Lynx's development would take; Black admits that their Jaguar bias "just evolved. Early on we did a restoration on one of the early works C-types and word just got

Continued on page 74



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LOMBARD RAC RALLY

HENRI TOIVONEN, winner in 1980, takes his
below him is pictured Russell Brookes' Chev
Harald Demuth is pictured at a service stop
Forest. Below, Björn Waldegård's Celica is t
Markku Alén's rear-engined Lancia Rally is
Turbo flings up water plumes from the not



el Ascona (top left) through Coed y Brenin in North Wales, whilst on the slimy estate roads of Harewood House. German Champion ıtre top) whilst above is Malcolm Wilson's Quattro in Clocaenog ed after several rough stages in Kielder Forest, and (top right) at Penmachno. On the right, Anders Kulläng's Mitsubishi Lancer ıs ford in Hamsterley Forest.



What happened when Ford Motorsport breathed on an Escort?

Remember the original RS Escorts? Who could forget them?

Well, it was only a matter of time before the latest Escort came in for the full RS treatment.

This is it. The new Escort RS 1600i.

Developed by Ford Motorsport, it has that inimitable 'feel' that gave its forerunners such character. And now it's available exclusively through Ford specialist Rallye Sport dealers.

The engineers' first priority was to make sure that the car could handle the extra power. They started by re-rating the suspension.

It has Rallye Sport springs and dampers, anti-roll bars at the front and back, and it's lowered by almost two inches.

Then they fitted those sensational cast aluminium wheels and the lowest profile tyres offered on a road going Ford. Ventilated front discs provide stopping power.

Next came a deep front spoiler and a rear 'wing' that's even more effective than the one on the XR3i.

The cockpit needed some changes too. Comfortable though they are, the standard seats had to go. In a car with this much grip you need more lateral support, so they were replaced by

special RS seats with deep side bolsters.

The steering wheel was changed for a small, thick rimmed, real leather sports model.

And a rev counter was fitted.

The car above is also equipped with the optional stereo radio/cassette, electrically operated aerial, tinted glass and a glass sunroof, which tilts or slides and has a sliding sunblind.

The Escort was now ready for some extra power. Out came the standard engine. And in went a 115 bhp CVH unit with a hot cam, a modified head with solid valve lifters instead of the usual hydraulic ones, (they allow higher revs.) K-jetronic fuel injection and electronic ignition.



A peppery little mill, if you'll excuse the pun.

This they mated to Ford's new 5-speed gearbox. But in the interests of performance they closed up the gap between fourth and fifth gear a little.

That way it will easily pull around 6000 revs in top, equivalent to 118 mph†

But it's not just what it does that will impress you, it's the way in which it does it. The road holding and acceleration (0-60 mph in under 9 seconds) would do justice to a competition saloon.

Which is just as well. Because besides being a demon road car, we expect it to be competitive in Group A events.

The RS 1600i will cost £6,700*

*Max. price at time of going to press. Seat belts, car tax and VAT included. Delivery, number plates and optional extras at extra cost.

†Ford test figures.

Our cars have racing in their blood. RS 1600i Ford

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Above is a list of addresses and telephone numbers where enthusiasts are always welcome.

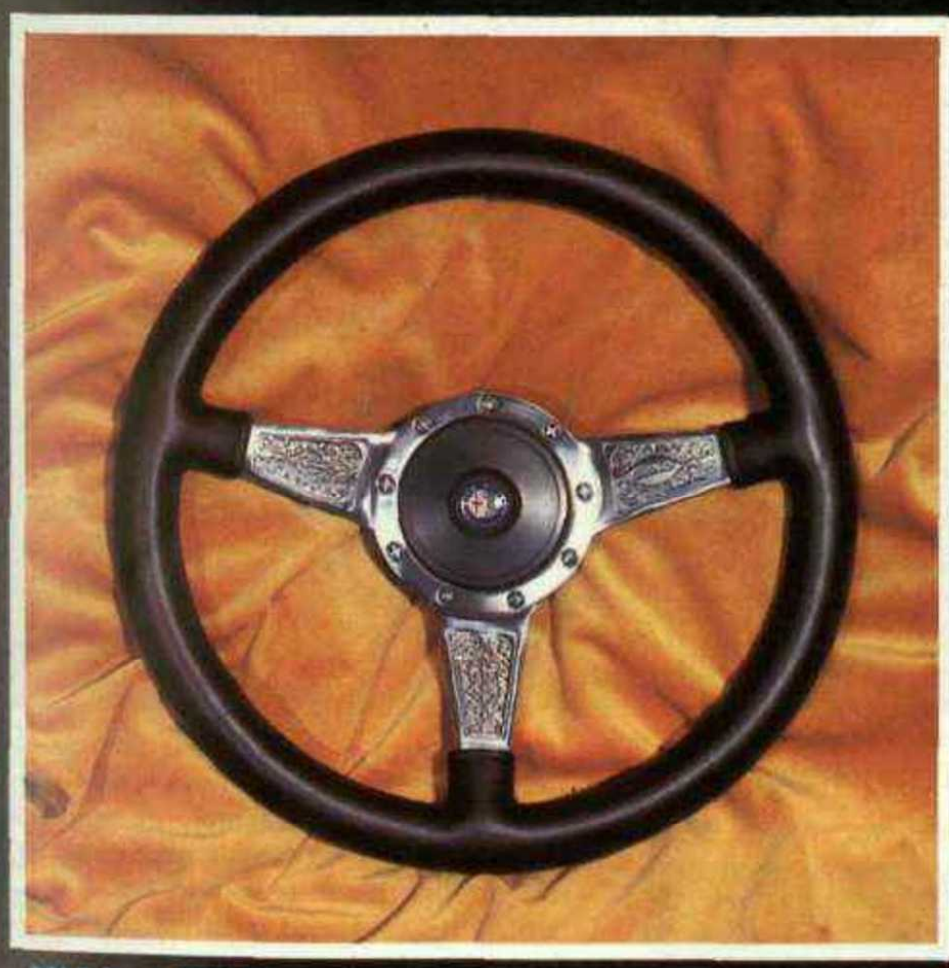
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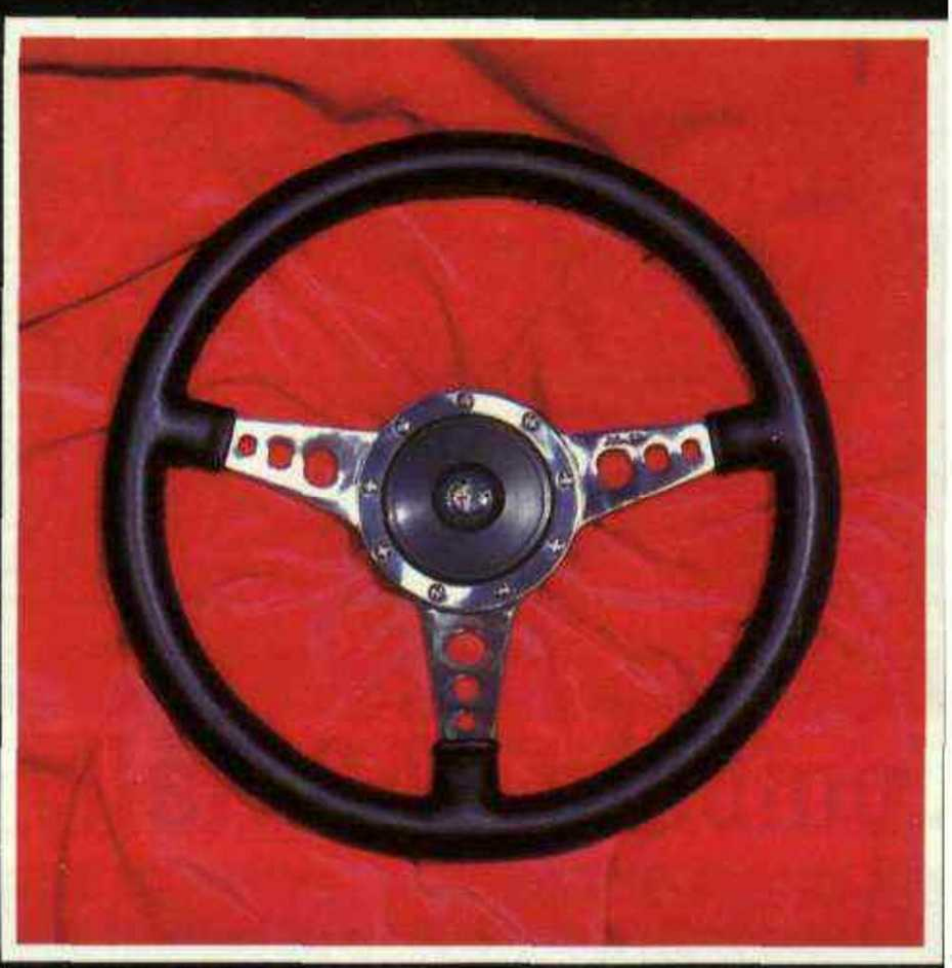
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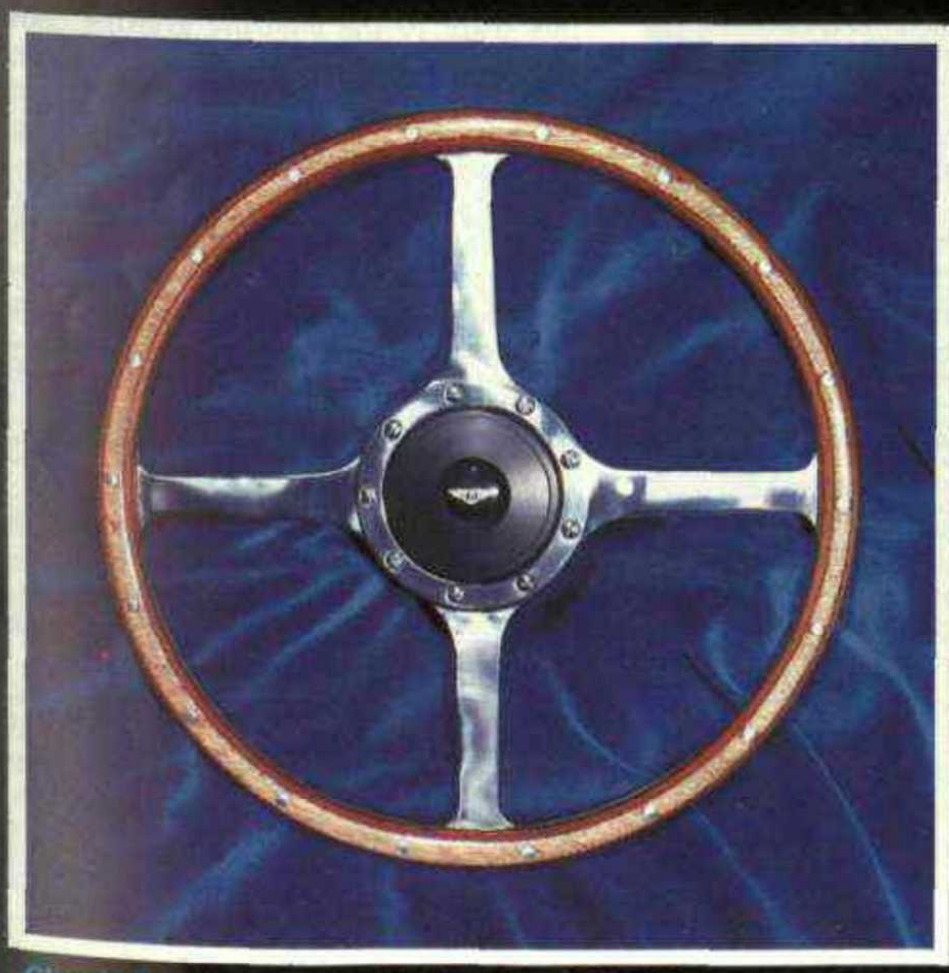
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Lombard RAC Rally

IT was a great shame that an event of the calibre of the RAC Rally, and final round of the World Championship, should begin with a squabble, albeit of a domestic nature and confined to just one of the competing teams. It certainly didn't affect the rally itself, but when the outcome was announced it became a general talking point, until, that is, the first car left the start ramp on the Sunday morning. From that moment, the fact that the 1982 World Champion had packed his bags and left for home on the eve of the start didn't seem to matter any more.

Walter Röhrl clinched the series in the Ivory Coast, and the RAC Rally was not going to make any difference to that, but Opel, his team, could still snatch the manufacturers' title from Audi. It was a slim chance, and they needed as many top places as they could, including a win, so a hard-charging World Champion heading their team would have been a definite asset.

Furthermore, the publicity aura surrounding a champion brings a distinct rub-off on the car he drives, and after campaigning for a whole year the Rothmans Opel Team deserved to reap the benefits brought by the personal appearance of Röhrl, champion for the second time, on the RAC.

But Röhrl wasn't exactly fired up with enthusiasm for the RAC — he dislikes rallies without practice and without notes — and he made it clear to his team, by his attitude, that he would be making just a token appearance. It takes determination and grit — fire in the belly, if you like — to win a strongly contested rally such as this, and Opel saw no evidence that Röhrl would display these qualities in Britain.

All this came after various difficulties stemming from the German driver's individualism, in particular his reluctant tolerance of the team's publicity measures rather than the willing co-operation which they have a right to expect. The benefits to Opel from having their number one driver as World Champion just weren't there at all, and when the problem of the RAC Rally arose the decision was made to replace Röhrl with former European Champion Jochi Kleint.

Röhrl may have felt that he was asserting his rights — his contract was said to be for nine rallies only — but the whole incident must surely have done his reputation a great deal of harm. In team manager Tony Fall's shoes we would have done the same, but perhaps a little earlier than the eve of the start.

So much for a man who didn't drive in the rally; now to those who did.

It seems quite illogical that the rally which regularly attracts the greatest line-up of factory and other professional drivers is that which takes place in the most miserable of conditions. Can anyone really enjoy driving over bleak moorlands and through dense forests in fog, gales, driving rain, bitter cold, and mostly at night? Whatever the answer to that, team managers consider the event eminently worthwhile, and each has added his share to the annually growing snowball of entries. Amateurs enjoy comparing their skills with those of works drivers, and the influx of professionals has led to the same degree of popularity among privateers.

The secret lies in the nature of Britain's forest roads, and the rally owes its present reputation to the negotiations made by Jack Kemsley more than twenty years ago with the Forestry Commission for the use of their roads as special stages closed to other traffic. Stages on other roads had already been used, but the first in forests was in 1961, in Kielder, which still provides some of the toughest conditions of the rally.

With but few exceptions, forest roads have a rhythmic swing about their bends and cambers, and it is indeed exhilarating to drive over them at high speed; hence the beginning of the RAC Rally's popularity among drivers.

This year the line-up of professional teams, some from factories, some from groups of dealers and some from other backers, was formidable. The makes represented included Audi, Opel, Talbot, Lancia, Toyota, Vauxhall, Misubishi, Datsun, Mazda, Skoda and Lada, whilst even



LADIES in the water; Michèle Mouton and Fabrizia Pons (Quattro, left) and class winners Louise Aitken and Ellen Morgan (Escort, above) tackle the river crossing in Hamsterley Forest.

Citroën, Subaru and Peugeot were among the dealer-backed cars. There weren't any professionally driven Fords, but there were plenty of Escorts throughout the list. There were 149 eventual starters, only one less than the declared maximum.

Although Röhrl had settled the drivers' championship, and Audi seemed certain to take that for manufacturers, the Quattro and the Ascona were still the two models expected to provide the closest fighting. The well organised Toyota team was also to be considered, and the single entry of a Lancia Rally, a car which hadn't really been reliable so far but which had nevertheless shown potential despite its apparent fragility. The Misubishi Lancers had been improved, but Talbot seemed to be making a token entry, keeping in touch whilst the expected new car is developed and homologated.

Competitors came from twelve countries within Europe and Scandinavia, plus two from the USA, including a New Zealander who lives there, the Lada team from the USSR, a number of private and dealer-backed crews from Japan, and one co-driver from Kenya, indicating that the dictates of economics play a large part in determining the spread of entry lists. Many more would have come had they been able to afford it, just as an army of Europeans would tackle the Safari if they could take cars, crews and equipment to Kenya on the cheap.

The Safari has Nairobi as its natural base, the Thousand Lakes had Jyväskylä and Sweden Karlstad, but the RAC Rally is among those events which have been itinerant. For a time it started and finished in or near London, but thereafter it has been to Harrogate, York, Bath, Birmingham and Chester. There was a time when its organisers found difficulty finding a base capable of accommodating it, but the market has for some years been in their favour inasmuch as urban communities have become eager to host the event and thus attract a large number of spending visitors in the off season.

Last November the rally returned to York, a fine city which has hosted the event several times in the past. Headquarters were established at the very co-operative Viking Hotel near the city centre, where the only disadvantage — and a very serious one — was the hopelessly inadequate parking space in the vicinity, resulting in the wholesale issue of tickets throughout the period of the rally.

The choice of a bus garage for the scrutineering sessions brought the same problems, and we can only assume that it was not held, as before, at the spacious racecourse because its open-air facilities did not lend themselves to attracting paying spectators. Scrutiny used to be simple process, but nowadays it has become part of the commercial side of the rally. Motor trade companies supporting the sport are represented, but so are all manner of stallholders eager to sell wares to the public.

Much of the old stamina is no longer a prerequisite for RAC success, for the days of the first leg stretching from Saturday morning to Monday evening with little more than a short stop for a meal here and there are long gone. There are several opinions concerning the validity of this change, enforced by FISA, but the present system of what is virtually no more than one night at a time has been with us for so long that there is no point in repeating former comments. This year there were even more stops, and the rally was divided into three parts, two of them long and one short.

On the Sunday morning the first leg began with a run southwards through various private estate stages, ending in a short stop at Cheltenham in the late afternoon. That disposes of the spectator-orientated stages, unpopular with competitors although they appreciate the reason behind them.

After Cheltenham the route went westward into the Forest of Dean, then on into South Wales where the second group of stages were in Coed Morganwg. These have never before been used on an RAC Rally, although it was planned to use them once in the mid-sixties, only to be cancelled at the last minute when an internal communications breakdown led to the local forests not being able to accept the rally.

Through the night the rally and all its vast entourage went northwards through Wales before striking East again to a stage at Oulton Park, another at the Bramham estate, and the end of the first leg back in York.

The second leg, after Monday night spent in bed, went north through some more estate stages before reaching the vast Kielder forest that night. There were some stages in Scotland, largely in the Esk valley near Peebles, then a return via Carlisle and the Lake District.

Wednesday afternoon was then spent in bed, and the final leg came from midnight until mid-morning on the Thursday, all spent in the forests of the North Yorkshire Moors, save for the final stage on the tarmac of Oliver's Mount at Scarborough.

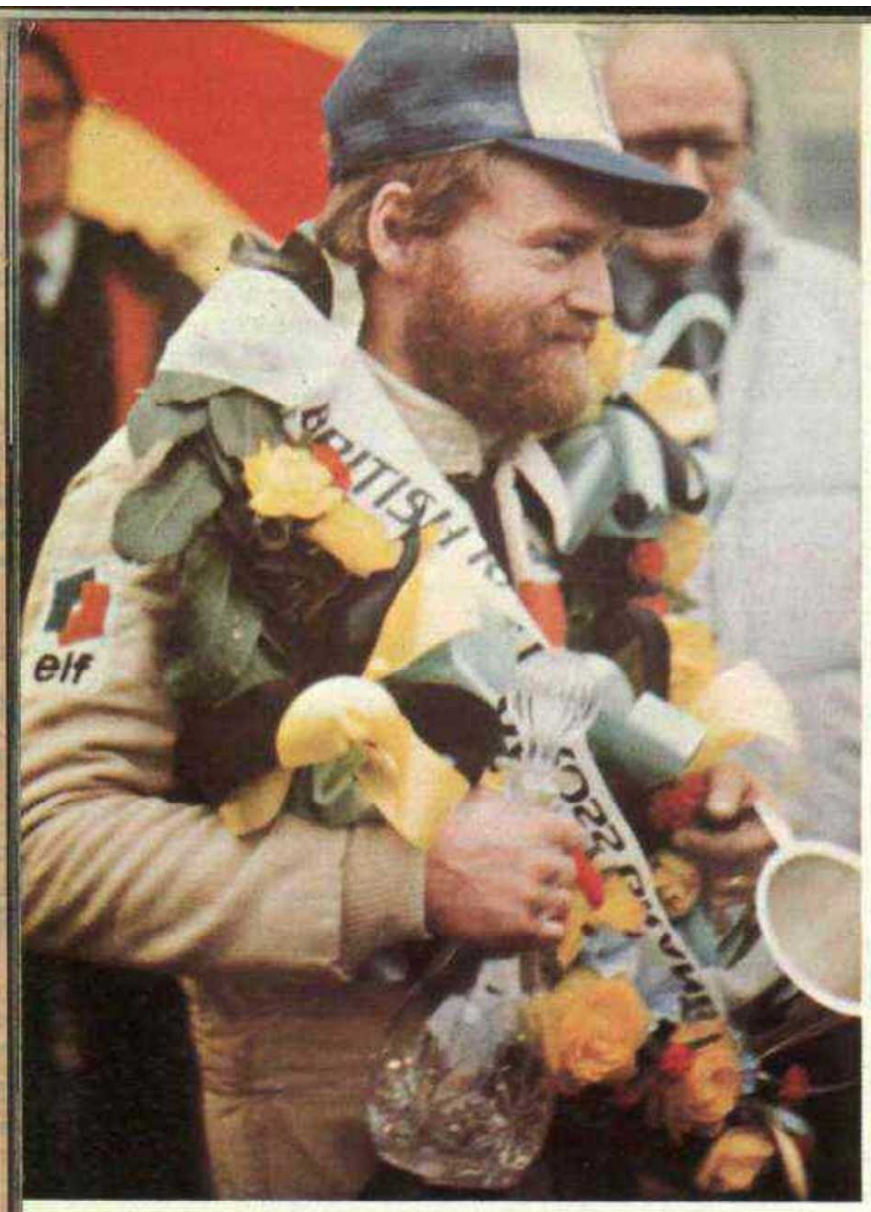
That was the route as it was in 1982, missing out some extremely good forest stages on the way, partly because of forestry operations which cannot be avoided, and partly through the selfish attitude of a minority who invoked old legislation to prevent the use of tracks which happen to have rights of way along them. People often complain when long road sections pass good forest stages without giving them a visit, but more often than not the reason is entirely out of the rally organisers' hands.

There was a time when service vehicles used to be ranged along the exit roads of all special stages, using whatever spare ground would be available to wait for the arrival of their charges so that fettling could be done as soon after damage-provoking incidents as possible. That,

Continued on page 75

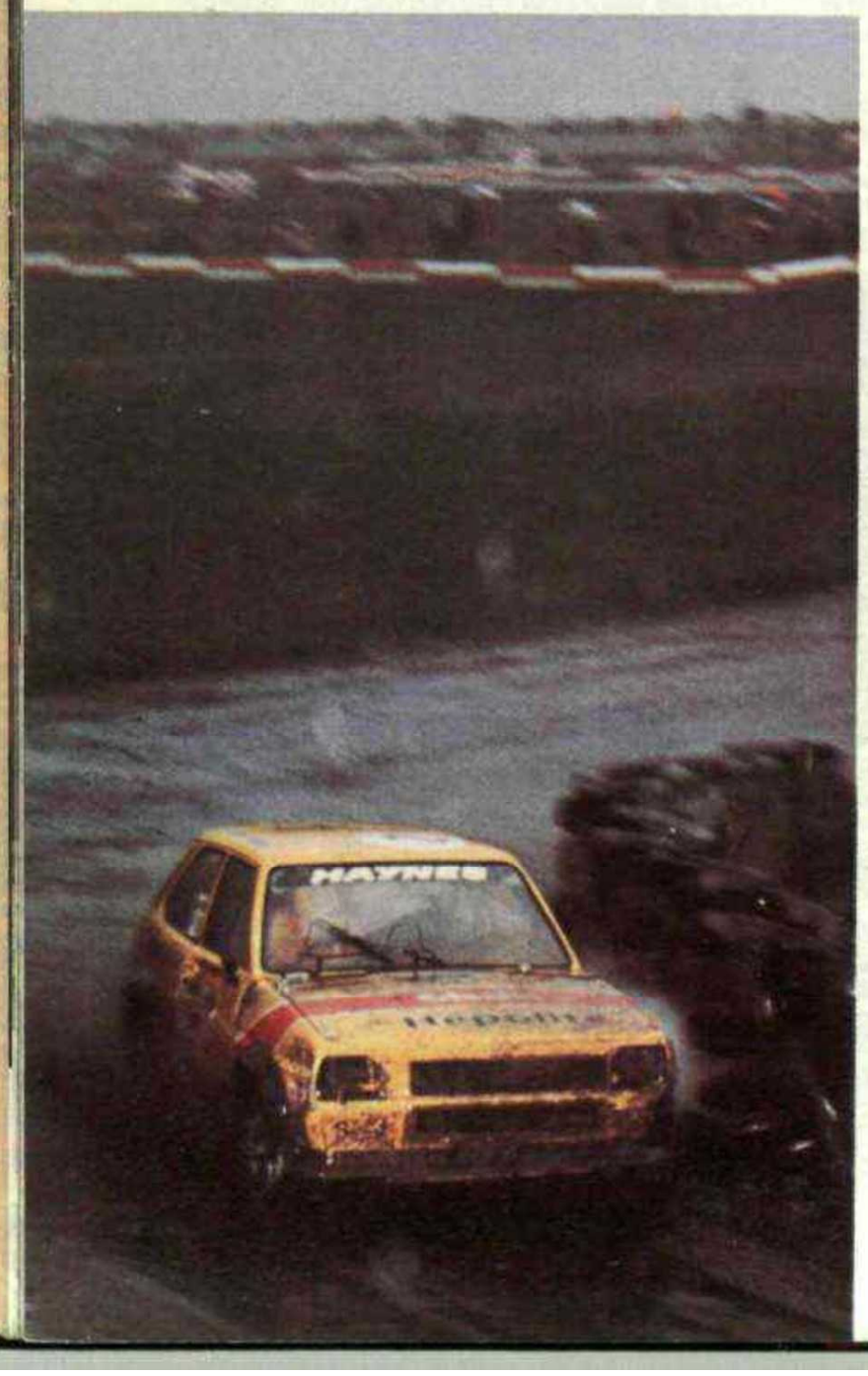
THE manufacturers' team prize went to the Russian Ladas, one of which is pictured in Clocaenog Forest.



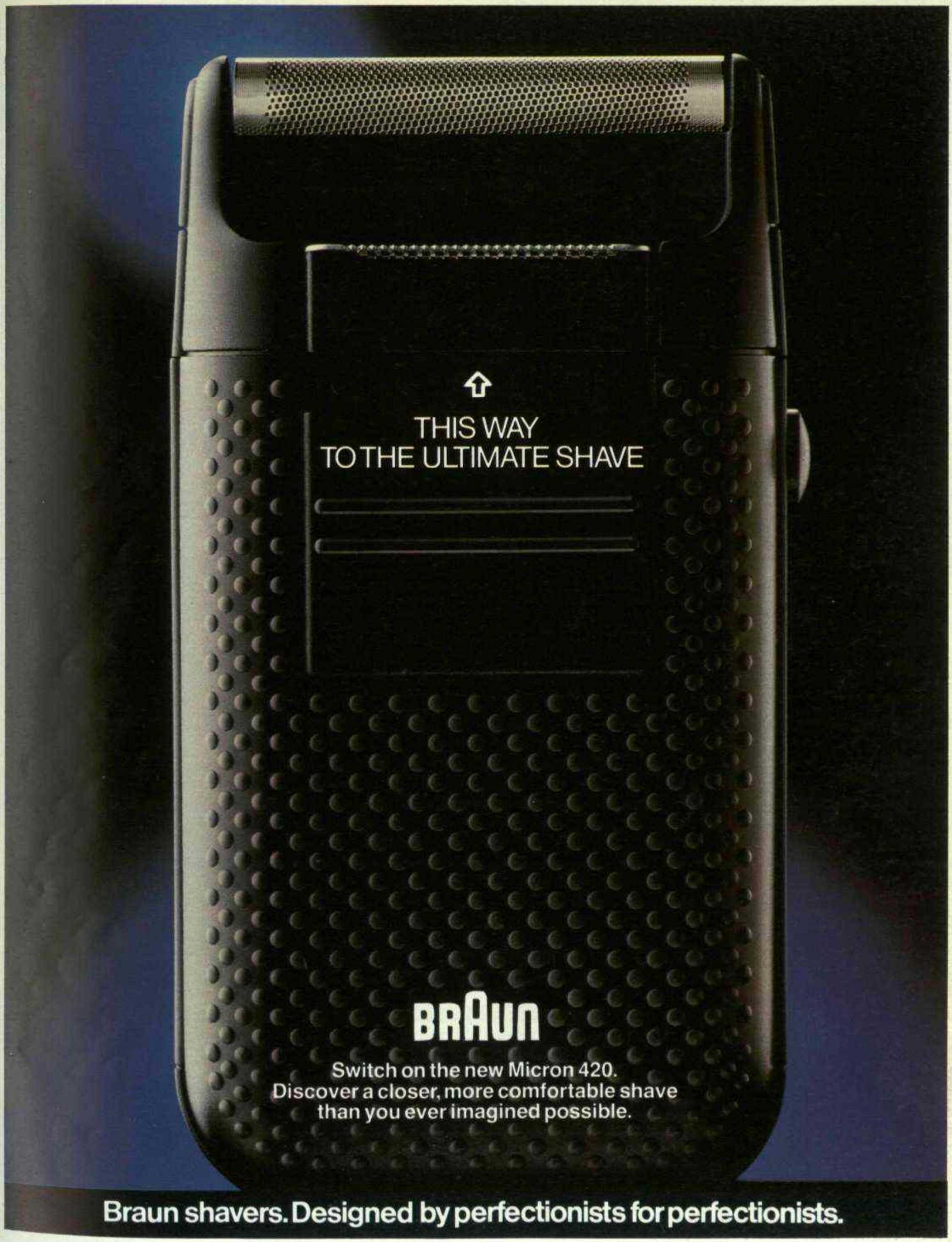


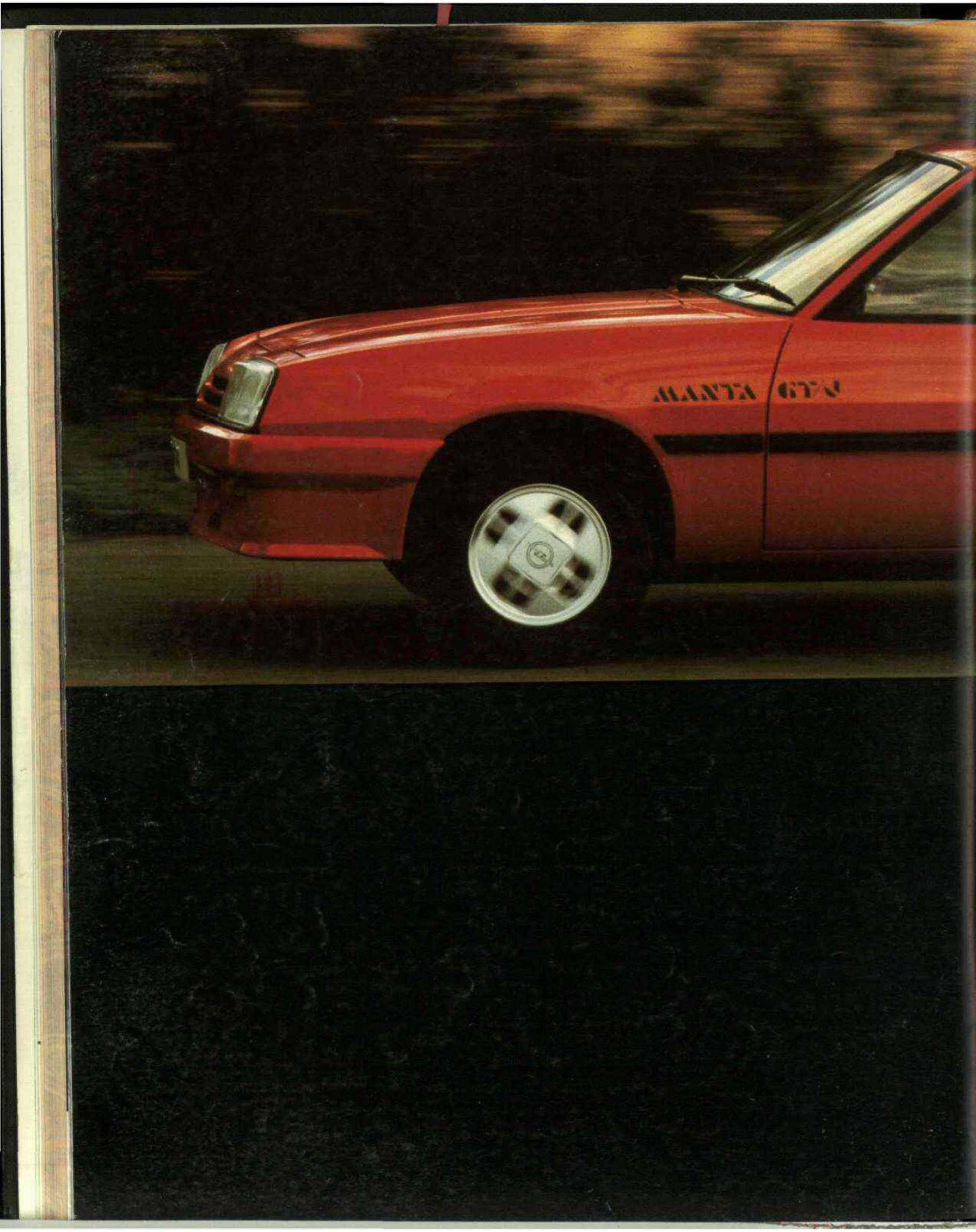


RALLYCROSS GRAND PRIX A NEW circuit at Brands Hatch was the venue for the first ever Rallycross Grand Prix on Sunday December 12th. The final grid was decided by a series of heats over the weekend, and featured Europe's top drivers. Victory went to Sweden's Rolf Nilssen (above) with his Porsche 911, while runner-up and top Briton was Trevor Hopkins in the 2-litre Fiesta (below left). Winner of a cheque for "Most Entertaining Performance" was Lars Nystrom, whose 300 b.h.p. VW (below right) beat a Quattro, among others, to reach the final.






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QUALITY BEGINS AT HOME

Cars in Books

NO makes of cars are mentioned in "A Heroine In Her Time — A Life of Dame Helen Gwynne-Vaughan 1879-1967" by Molly Izard (Macmillan, 1969), but there are interesting new aspects of women drivers in both wars, and it seems likely that Col. Janson, who was Commandant at Hurst Park "and at loggerheads with the women over the administration of the MT drivers under his command", may have been the Col. Janson who was Gwenda Stewart's first husband and who rode with S. F. Edge in the Spyker when he bettered his "Double-Twelve" record at Brooklands in 1922, although as his initials are not revealed by the author I cannot confirm this. She makes the point that in 1917 "To be even familiar with a car, let alone to have any idea how to handle it, indicated a certain social and financial standing. As half of the national income went to less than one-tenth of the population, motor-owning before 1914 was the prerogative of a very limited class." This led to disputes among the girls in the Services, and the "MT drivers were a thorn in the flesh of others beside the WRAF directorate". Lady Londonderry had raised the WRAF force of drivers early in the war from among her own friends and connections; they were a high-spirited, well-to-do set of young women very far removed from the deferential lower-class women who formed the bulk of the WAAC. So when the Women's Legion was formed in 1917 the MT drivers, about a thousand strong, stayed out, their Quartermaster General arguing that women responsible for army vehicles could only be controlled by the Army Service Corps. A similar situation arose, the author reminds us, in WW2, when FANY drivers were incorporated into the ATS. Incidentally, the senior woman officer at Hurst Park in 1914 was a Mrs. Kitto. The book looks at the Douglas-Pennant Scandal and tells how Col. Janson was cleared of a charge of having had immoral relations with a driver "who had been through the Serbian retreat with the Scottish Woman's Hospital Unit and was the daughter of a senior military officer" (and to think I began to read the book, thinking it was by a lady doctor who drove in post-war Monte Carlo Rallies!) and it refers to Sir Sefton Branker, who died in the R101 airship tragedy.

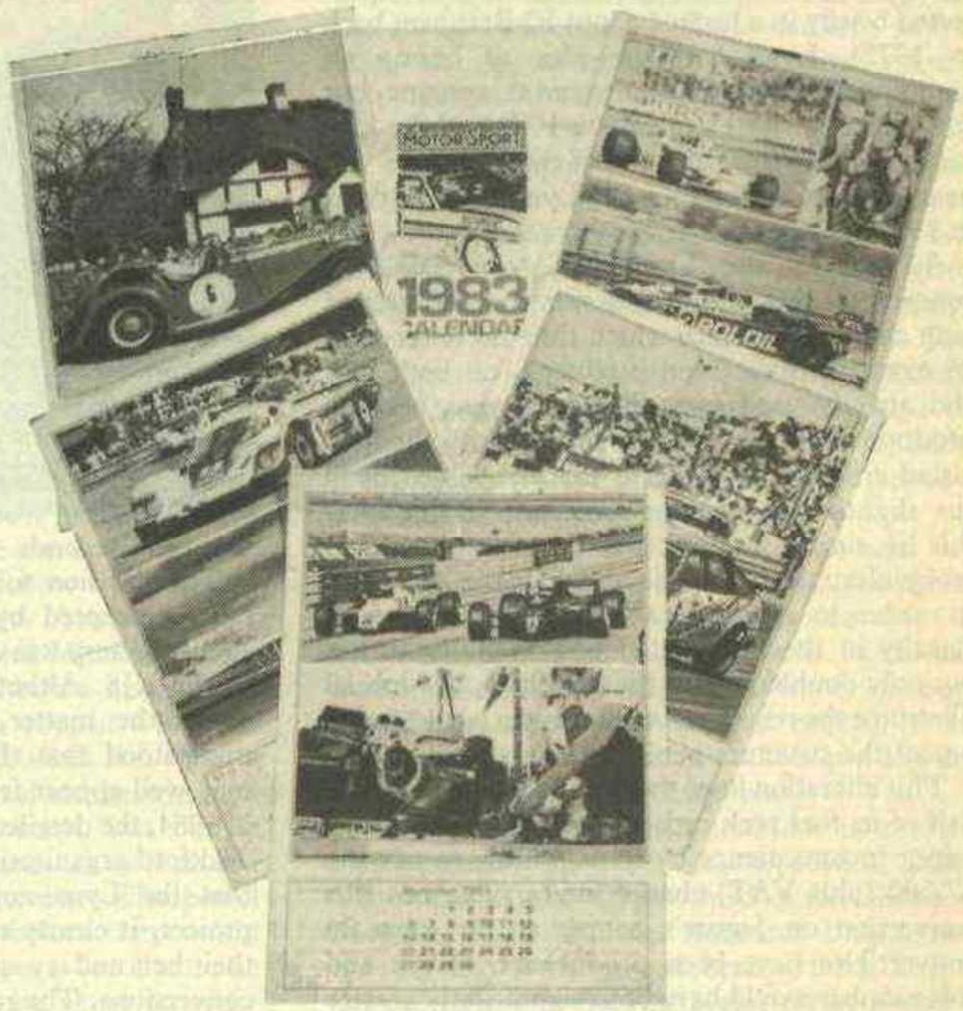
Two readers of this feature have kindly weighed in with extracts from recent books, pointing out that "August 1914" by Barbara Tuchman (Constable, 1962) refers to Joffre, the French C-in-C, as follows: "placidly seated in the back of his car, he would be driven on his rounds at 70 m.p.h. by his appointed French chauffeur Georges Bouillot (obviously intended for the top French racing driver of his day, Georges Boillot), three times winner of the Grand Prix auto race" — actually, of course, Georges won the Grand Prix in 1912 and 1913. What car was this, our correspondent wonders? And from "Guderian, Panzer General", by Kenneth Macksey (Macdonald & Jane's, 1975), we are reminded that in his speech at the 1937 Berlin Motor Show Herr Hitler pronounced: "This much is certain. The replacement of animal power by the motor leads to the most tremendous technical and consequently economical change the World has ever experienced". It had all commenced in Boillot's day, however. . .

Some time back I mentioned a book in which a Beardmore taxi was seen at Cardington Airship Station, beneath the great bulk of the R101 and queried why it should have been there. The same photograph is used in "To Ride The Storm", Sir Peter G. Masefield's great study of the R101 disaster (William Kimber, 1982) and it now dawns on me that as the R101 was powered by Beardmore heavy-oil engines this Beardmore taxi was probably provided for the use of technicians who were servicing those engines. On the other hand, the author thinks that this was simply a Beardmore taxi plying for hire, probably used by journalists who came from Bedford Station to see the R101 on its first flight. Also referred to are the "large blue Daimler" that drove across Cardington aerodrome on that fateful day in October 1930, bringing Lord Thomson, the Secretary of State for Air, for his long and expectantly-awaited flight to India in the R101, from which he was not to return, and the "open Renault Tourer" owned by Dick Casey, liaison officer in London between the Australian and United Kingdon Governments, that took Casey, his wife and Lord Thomson a year earlier along the Great North Road past Hendon, Hatfield and Stevenage to Bedford, for a look at the R101 in which inflation of the gas-bags was half-completed. Was this Renault, one wonders, one of the great Reinastella straight-eights, then new, or a lesser model?

Later in the book Sir Peter Masefield describes how "the blue Daimler accompanied by a Trojan van for the luggage" arrived at Ashley Gardens in London to take the ill-fated Lord Thomson, Secretary-of-State-for Air, to Cardington for the flight in R101 that ended in disaster. The journey is described in much detail, even to the pause for "tea with Hovis", but it would be unfair to the author, and against his publisher's rules, to quote this in full, splendid cameo of the 1930s though it is. The Trojan was an Air Ministry van, presumably one of the early versions of these chain-drive, two-stroke vehicles, and that this "even more upright" van was able to keep

Continued on page 78

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LYNX — continued from page 58
around. That's how we started on our Jaguar tack". There have been other potentially exciting projects, of course. One such notable sideline which didn't come to much was Black's acquisition of the "second generation" Weslake V12 engine project (not the Gurney F1 unit, but the Ford-sponsored long distance engine which tested briefly in a hacked about F2 Brabham back in 1972). Lynx had the idea of basing an ambitious Le Mans project round this engine, but the recession started to bite in 1978 and the idea was shelved. However, one of those engines will be making an appearance in a Lynx-built road car in 1983 . . . but that is another story!

As far as the Lynx XJS convertible is concerned, this conversion was first offered as long ago as 1979 since which time no fewer than 26 examples have been produced, on both new and already used cars. The result has been to produce a rakishly attractive "rag top", the only visual criticism of which is that the folded hood sits slightly too high for some tastes. However, this is simply a reflection on the amount of reorganisation that's gone on under the XJS skin. In order to maintain an acceptable degree of rigidity in the decapitated bodyshell, Lynx has not only doubled up on the door sills, but special fillets line the rear wheel arches and a lateral frame braces the structure beneath the rear end.

This alteration loses the car about a gallon and a half of its fuel tank capacity, but this is seen as a minor inconvenience by those willing to pay the £7,500 (plus VAT) charge for carrying out this conversion on Jaguar's coupé: so far some 26 convertibles have been produced by Lynx and this number would have been significantly greater if they'd been able to tap the US market from which a lot of interest in the conversion has stemmed. Unfortunately various problems such as the necessity of building a LHD demonstrator and the need to conform with some individual constructional regulations have made the project seem less than viable. The convertible XJS we tried on our visit to Lynx was quite a well-used "pre-HE" specification machine which had been generously loaned back to the company by a private customer specially for the occasion. Yet we were extremely impressed with the taut, rattle-free character of the car, so while one might be inclined to quibble with the convertible's aesthetic appeal with its hood folded, one can't complain at the standard of workmanship and thought which has been put into its execution: right down to Lynx's own specially designed electric motor to raise and fold the hood in a



matter of seconds.

The decision to produce the Eventer was, in part, prompted by advanced rumours that the Jaguar factory was considering a drophead version of the XJS. Although Lynx remain tight-lipped about the matter, refusing to be drawn, it's understood that the cabriolet specification XJS may well appear from the factory before the end of 1984, the detailed design carried out by the AM Tickford organisation. Although there's no doubt that the Lynx conversion is a very appealing project, it clearly made sense for them to hedge their bets and try another potential area for Jaguar conversions. The result is the Eventer estate car, the success of which is underscored not only by the fact that this conversion has received tacit approval from Browns Lane but that the Patrick Motors Group will market the Eventer in the Midlands and negotiations are under way for the Appleyard Group of companies to handle it in the North of England and Scotland.

To produce the Eventer, the entire XJS rear bulkhead is removed and the roof cut away behind the door pillar. The fuel tank is moved back off the top of the rear axle and a horseshoe-shaped replacement is fitted around the spare wheel which is now laid flat on the boot floor. This means that the new floor is now raised to the level of the rear axle tunnel, providing a flat surface from the hatch back lid all the way to the occasional rear seats. New outer and inner rear side panels are fitted and, since the conversion moves the XJS's centre of gravity back about three inches, stiffer rear suspension is provided with uprated springs. It's hoped that on future Eventer conversions it will be possible to move the rear seats back a couple of inches which will add to the car's all-round appeal by providing more passenger leg-room.

Apart from a minor, irritating rattle caused by a loose trim panel, the Eventer prototype might well have been straight from the Jaguar factory: the high quality of the conversion is enhanced by the fact that Lynx has re-sprayed the car in its entirity without recourse to any vinyl roof treatment over the modified body panels. Somehow this gives an even more convincingly authentic nature to the conversion, for the basic Eventer profile looks as though it could have sprung straight from the Jaguar drawing board — and a great deal of thought and consideration was expended by the Lynx to ensure that their product came out that way!

On the road there was nothing untoward about the Eventer's behaviour, no unwanted wind noise and no diminution of the XJS's unquestionable performance. Unlike so many estate conversions over the years, the Eventer looks as though it has been conceived as a single, unified design, not as an afterthought adaption. With sufficient load carrying capacity to please all manner of "outdoor types" allied to the XJS HE's other splendid virtues, it's not difficult to see the Eventer having considerable sales success, even with a price tag of £6,950 (plus VAT) over and above the price of the basic car. — A.H.

AMG MERCEDES — continued from page 55
you that this facility is available. Once you either accept the end of the belt and click it into its fastening or indicated your rejection by ignoring it for half a minute, the arm then slides silently back into its home in the rear bodywork. One is tempted to speculate whether Mercedes-Benz will be obliged to revise this system slightly for markets in which the wearing of seat belts is becoming compulsory: in such cases one can see the arm emerging and never retracting until the belt is actually buckled up! A difficult problem for the marketing people, no doubt, but, irrespective of legislation, it's nice to know that Mercedes-Benz is still building cars to a standard which should enable the experienced driver to avoid accidents of his own making rather than simply producing second rate machines which seek only to protect their occupants from the consequences of accidents.

With the AMG engine alterations conferring a boost for the 500SEC's power output, we were naturally particularly interested to see what price was paid in terms of fuel consumption. When the coupé was released onto the British market its manufacturers made much of the fact that at a steady 56 m.p.h. this "energy concept" V8 returns 31.0 m.p.g. as opposed to the 24.4 m.p.g. of the superseded 6.9-litre V8 in addition to being quicker from standstill to 60 m.p.h. Well, on a gentle cruise down the M1 in pouring rain, well within the 500SEC's capabilities, the AMG modified car returned an average of 23.2 m.p.g. without the use of the infernal but nonetheless present, cruise control which I personally rank in the same bracket as onboard computers as a mandate for careless and sloppy driving. Even on secondary, although largely traffic-free, country roads involving much more use of the throttle, but less in the way of revs, the coupé returned just over 19 m.p.g. That, in my view, speaks volumes for the design's inherent efficiency.

Equipped as tested, the AMG Mercedes-Benz 500SEC is an undeniably expensive indulgence, boosting the basic product's price tag by twenty five per cent. But the customer receives such a distinctively modified machine for that outlay that it's no surprise just how much AMG-orientated business is finding its way through Stratton's workshops. Remember, this is no simple cosmetic conversion: it's a carefully programmed performance package which enhances the basic high quality of the car. Visually, it may come as an eye-opener to some conservative minded followers of the marque. But for everybody who found it a little "Ritzy" for their taste, an equal number of enthusiasts seemed to regard the AMG 500SEC's profile as superbly impressive. Either way, on the road it represents a measurable improvement over the standard car — if the word "improvement" can be honestly considered the right word when referring to products of the Three Pointed Star! — A.H.

LOMBARD RAC RALLY —
continued from page 67

too, has changed, and service cars have become so numerous that they are permitted to operate only in certain areas in order to minimise the risk of obstruction.

Even so, team managers still employ supplementary service vehicles, usually saloons or estate cars rather than bigger vans and usually without service identification, to patrol the forbidden areas between stages so that emergency assistance may be given with as little delay as possible. Illegal service can result in severe penalties, but it's a worthwhile risk if the alternative is the certain retirement of the rally car concerned due to a mechanical failure in a no-service zone.

Service areas designated in the roadbook are usually of ample proportions to accommodate genuine service vehicles, but some professionals, particularly the bigger teams, now use such big fleets that overcrowding still occurs. A small hotel car park, for instance, will be able to contain all the working vehicles required, but when one team packs in half a dozen vans, a supervisory car, several "chase" cars and even a motorhome with mobile kitchen, space becomes decidedly scarce. One team even had a huge bus modified for the sale of jackets and other clothing, and this even carried an "official" sticker for some odd reason.

The weather in the days before the start was atrocious, and in the centre of York the Ouse rose so high that quayside inns were almost awash. It was the same almost everywhere, and the going on nearly all the special stages was sometimes muddy, sometimes flooded and invariably very, very slippery. Tyres were selected accordingly, and the mechanics of those teams which had reserved covered garage space around the route for use as service stops were very thankful indeed.

This again is no longer an exception, and many teams, as soon as they get the roadbook, send men out along the entire route, except the special stages, to reserve covered working areas in the most convenient spots, and sometimes paying in advance in order than no other team will step in on the day and offer more. Sometimes there will be an understanding about this, and more than one team will share the same garage if there is enough space.

The Sunday morning brought no change, and it was in thick murk and varying intensities of rain that the cavalcade set off from York Castle for the first special stage in the grounds of Bramham House. The tracks were very slippery indeed, and dented panels soon began to appear as cars side-swiped trees and gateposts. But the greatest muddle at Bramham came after all the cars had passed through and spectators began to leave. The grass parking areas were so slippery that many cars could not move, and this held back others with the result that there was total chaos. The organisers had no alternative but to close the stage to spectators when the rally returned there for the final stage of the first leg.

Clumber Park, Donington, Sutton Park and Bewdley Safari Park were the other non-forest stages of that day, and all were very slippery indeed, causing all manner of body damage to the cars of all but the most cautious. Kulläng's Mitsubishi, Wilson's Audi, Buffum's Audi, Waldegård's Toyota, Vukovich's Lada and Asterhag's Toyota were just a few to hit solid objects as they passed, save that the latter car hit a tree head on at Sutton Park and went no further.

The very heavy rain was causing all manner of trouble apart from that due to slippery roads. Spins and loss of grip caused losses of time, whilst carburetters and electrics became flooded, screen wipers packed up, interiors of windows became completely misted up after watersplashes and one driver had to stop to remove a water bottle which became dislodged and jammed beneath his pedals.

But provided one was prudent without being too cautious, those five initial stages were no more than tasters, for the real meat lay ahead in the forests. Mikkola did establish an early lead, using the traction of his Quattro, but it did surprise some that Alén had driven his rear-engined (traction again!) sufficiently well to be second, 21 sec. behind. Airikkala was next in his Mitsubishi, followed by Mouton's Quattro, Kaby's Chevette, Demuth's Quattro, Kulläng's Mitsubishi and the three Asconas of Vatanen, Toivonen and McRae. Brookes had needed his first gearbox change in his Chevette, whilst Vatanen's fuel injection had needed attention.

There was a group of four stages in the Forest of Dean, and it was here that things began to happen. Alén began to cut down Mikkola's lead, and after the four were over he was up in the lead, seven seconds ahead of his fellow countryman, followed after a minute by Miss Mouton.

Airikkala lost a wheel from his Mitsubishi after a front strut broke, whilst McRae lost several minutes off the road. Wilson clipped a log and bent his Quattro's steering. Brookes also spent a little time off the road, Kaby had his throttle stick open and went off for a moment, but Pond's excursion was more serious inasmuch as it caused substantial damage to his Chevette. The petrol pumps needed to be fettled before they would work again, and so much time was lost before he could get off the stage that he chose to retire rather than go on with a huge delay which would perhaps have caused his exclusion after time spent in further repairs.

Dawson had earlier decided to change his Datsun's rear axle for one with a lower ratio, whilst Haugland, the Norwegian driver of the Skoda team, needed a replacement carburettor.

A motorway run then took competitors into South Wales where the complex of Coed Morganwg was entered very close to Margam Abbey. Five stages were set out here, without any service allowed between, but even though it was an area new to the rally there were unmarked chase cars prowling around the inter-stage roads, and these had not even been defined in the roadbook. There were some up the Afan Valley, some at Glyncorrwg, some on the mountaintop of Craig y Llyn, and some in the hamlet of Blaengwrach. The official service area after this group was in a factory car park at Resolfen in the Neath Valley, and here again there was plenty of mechanical action as cars were fettled under the gaze of crowds of spectators, all braving the rain.

Toivonen had toed-out the front wheels of his Ascona going off the road, whilst Mikkola came in with a flat tyre and there was some pretty close inspection to check whether the vibration had caused any other damage, particularly as the wheelbase measurements were not equal left and right. There was consternation here when the car fell off the jack, but they seemed to get it right in the end. Frequelin had a cracked exhaust manifold on his Sunbeam Lotus, and ran with it all through that leg until it could be fixed at York. Buffum had put more dents into his Quattro, whilst Eklund lost time changing a wheel after a puncture.

Coppier's main electrical lead on his Citroën had been slowly wearing away, but he had the good fortune to survive until it could be replaced, getting into the service area with just one strand of the cable left.

Kleint was well and truly off the road just before Resolfen, having slid off slowly just where there was a deep ditch. The Ascona went in backwards, to become stuck with its bonnet pointing almost skywards, and there was no hope of recovery until the stage had ended. It was indeed a disappointing end for a driver who came at the last minute to replace Röhrl.

Alén still had the lead, but Mikkola was still close behind, only 13 sec. separating them. Vatanen had got up to third place ahead of Mouton, whilst both the American Buffum and the German Demuth had been driving well in their Quattros to hold fifth and sixth, ahead of Toivonen.

From Resolfen the route headed northwards to what used to be Breconshire, and the stages of Glasfynydd and Crychan, close to the military ranges on Mynydd Epynt.

From Crychan the route went northwards, across the A40 and into the forests around Nant yr Hwch reservoir, then to use the Abergwesyn Mountain Road into Tregaron. It was here that Mikkola inched ahead of Alén to regain the lead, and this time he made quite sure of not losing it again. Buffum was fortunate that help "just happened" to be around that reservoir, for his Quattro had been overheating and he needed a heater hose replaced.

Llanafan and Hafren came next, after which there was a time control at Machynlleth where vast crowds gathered to watch the service action in the car park behind the Wynnstay Hotel, even



WALDEGÅRD'S front suspension is fettled at the roadside.



EVERY man to his job, and it all gets done.

though it was 5 a.m. Gearboxes, differentials, clutches, struts, brake calipers and all manner of things were being attended to in that car park, but of course much of this kind of servicing is planned in advance, and just because someone has a rear axle changed it does not necessarily signify that the one being removed is giving trouble. Preventive servicing is commonplace, and it is normal practice, if there is time, to change components *before* they are likely to break.

Brookes, who eventually became the highest-placed British driver, was changing his Chevette's gearbox regularly, and in the course of the rally he used no less than eight!

A delay after Machynlleth was caused when a spectator's car caught fire, the blaze lighting the sky along the whole of the valley. Alén's delay was for another reason; his ignition timing became faulty, and although the Lancia's distributor drive was changed it still limited the r.p.m. on occasions and the Finn dropped further behind Mikkola, later being passed by Ascona drivers Vatanen and Toivonen. At that stage, the first four drivers were all Finns.

A crop of punctures was produced by the rough Ffestiniog stage, whilst in Penmachno Kulläng clipped some logs and his Mitsubishi had to be pushed back on the road by spectators. Buffum's Quattro only had rear wheel drive at that stage.

After a stop at Betws y Coed the rally moved eastwards to a group of stages in Clocaenog Forest, and it was here that Vatanen's fine drive in an Ascona came to an end. He went off the road, damaged the radiator and water loss eventually led to cylinder head gasket failure.

A stage at Oulton Park and another at Bramham ended the first leg, and when cars got back to York on the Monday evening Mikkola's lead over Toivonen was approaching four minutes. Alén had got back up to third place and was followed by Demuth, Mouton, Brookes, Waldegård, Buffum, Kulläng and Frequelin.

There were overnight hopes that the rain which had soaked the Midlands and Wales would end before the start of the second leg, but that was not to be and the first stage at Croft was very slippery indeed. Nevertheless, Alén got among the four-wheel-drive cars and equalled the fastest times of Demuth and Mouton. Demuth was putting up some fine times, his experience of non-practice German events helping a great deal, and his performance in Hamsterley Forest moved him up to second place.

Alén all but lost the rear bodywork of his Lancia, and many recalled the occasions that a Stratos was seen with engine, transmission and rear suspension all exposed. His engine was still down on power, and there were even welding attempts on the camshaft. McRae, the Scottish Opel driver, experienced a floating rear axle, whilst a host of cars were delayed when their engines flooded in the ford.

By the time cars began leaving the 90 minute stop at Newcastle, Kielder Forest already had its share of spectators, service vehicles and the usual prowl cars. McRae's rally came to an end here when his rear axle finally gave up, and Kulläng's when his Lancer's clutch broke. Lampi, the Quattro driver from Finland, also stopped with broken front suspension.

The Scottish penetration was again confined to the south of that country, firstly in the area between Galashiels and Peebles, then down through Craik to Twiglees and the Forest of Ae. It was on Craik that the Mazda RX7 of New Zealander Rod Millen came to a stop off the road.

Gretna's anvil was passed on the way to a stop at Carlisle, after which came the Lake District stages, first around Keswick and then on the west side of Lake Windermere. During the night the clouds had slowly rolled away and there was considerable frost, with snow on the mountain tops.

Terry Kaby's Chevette stopped in Grisedale Forest with a blown engine, whilst Buffum was suffering from the effects of going off in Kielder, quite apart from the body damage. The rear wheel alignment could not be maintained, and it did seem that the entire subframe was moving about at will. Wilson had his clutch changed at Newby Bridge, whilst Alén continued to suffer loss of power in his Lancia.

The only stage remaining of the second leg was that in the grounds of Harewood House, and when this was over Mikkola's lead over Toivonen was well over five and a half minutes. It certainly didn't seem that Opel would be able to snatch the championship from Audi. Mikkola had enough time in hand to refrain from taking chances, but even if he did stop for some reason, Mouton was third, and that would be enough to keep Audi at the top of the championship table.

Mouton had a front driveshaft replaced in the service area before the York control, whilst Brookes, who was fifth behind Alén, had yet another new gearbox.

This time there was no overnight halt. Instead, the break lasted throughout the afternoon and evening before the midnight restart on the final leg. In the past, the stages in the forests of the North Yorkshire Moors formed part of one of two legs, but this time they were separated and some people felt that the extra halt stretched the rally unnecessarily.

Slippery, twisty, hilly and decidedly tricky, the Yorkshire stages weren't really going to produce any last minute bursts, but Mouton was within catching distance of Toivonen, and Demuth was only seconds behind Brookes. The traction of the Quattros had its effect on the slimy roads, and both drivers moved up a place before the end.

The end of the Langdale stage saw a most dramatic incident, amusing enough in the telling but with all the possibilities of a disaster. Mouton went off the road after crossing the flying finish line, and had just regained the road when Toivonen arrived and did the same thing. Waldegård followed and damaged Toivonen's lights, not to mention ripping up some of the organisers' communication cables, Eklund followed, and Frequelin took to an escape road, alighted, and helped in the recovery of Toivonen's car from a bank. Brookes also spun, as did Alén, and Wilson had to take to the bank.

Drastic changes might well have been caused to the results had the confusion been more serious. Fortunately it was not, and later it became something of a joke. What material for a cartoonist!

The final stage was at Oliver's Mount in Scarborough, where Blomqvist caused amusement by hitting a marker cone and taking it with him to the end. He finished eighth, but we wonder where he might have been had he been driving a Quattro.

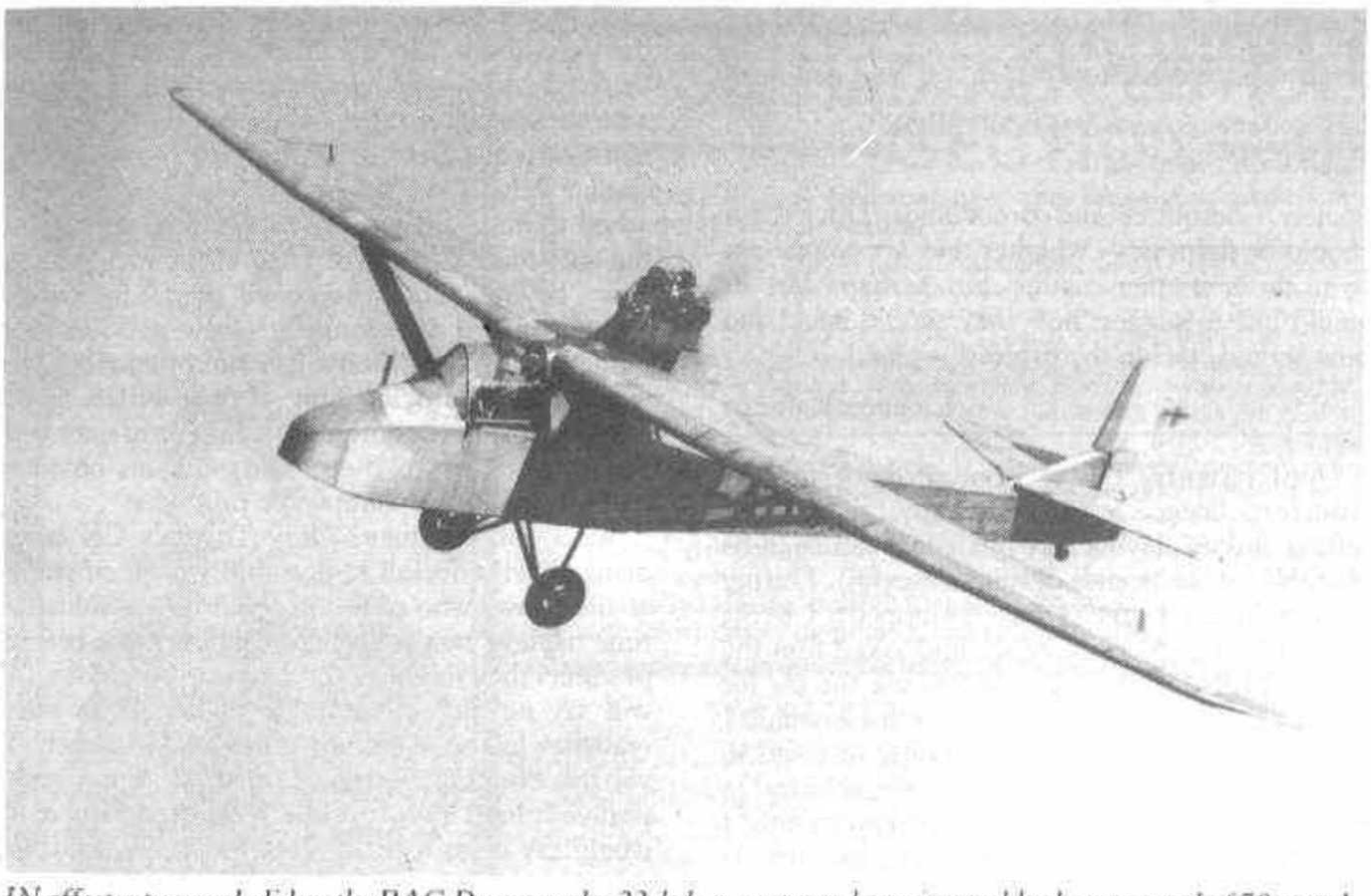
Mikkola's win was his fourth on the RAC — he has won in an Escort, a Toyota and twice in a Quattro — whilst Mouton must have been very happy indeed to take second place at only her second attempt at the rally. Brookes emerged the highest placed British driver, whilst Wilson did well to finish tenth after being out of the sport for a long spell with broken ankles. The Mitsubishi showing was a disappointment with both cars retiring, although Airikkala did hold a brief lead right at the beginning, and Datsun didn't fare any better with their cars. The works Quattros were using a dual system to operate their clutches, one from the pedal as usual and the other from an electrical switch on the gear lever, just as the Big Healeys used to have to operate their overdrives — very little is new nowadays, is it?

To chronicle the events of the RAC Rally would demand volumes, and in this brief review we can but scratch the surface. The five-day event is not just a high speed contest on roads which many would never dare to use — and for which the organisers must pay a fortune to the Forestry Commission — but an enormous series of mechanical miracles as cars are revitalised at the roadside in a manner which would astound the average garage proprietor.

Its circus ingredient increases year by year, and publicists flock to organise receptions, announcements and celebrations, but its basis remains as the most prestigious sporting occasion to be held in the British Isles. — G.P.

1st	H. Mikkola / A. Hertz (Audi Quattro) (4)	8 hr. 01 min. 46 sec.
2nd	M. Mouton / F. Pons (Audi Quattro) (4)	8 hr. 06 min. 03 sec.
3rd	H. Toivonen / F. Gallagher (Opel Ascona) (4)	8 hr. 06 min. 12 sec.
4th	M. Alén / I. Kivimäki (Lancia Rally) (B)	8 hr. 11 min. 43 sec.
5th	H. Demuth / J. Daniels (Audi Quattro) (4)	8 hr. 14 min. 10 sec.
6th	R. Brookes / M. Broad (Chevette HSR) (4)	8 hr. 14 min. 50 sec.
7th	B. Waldegård / R. Spluth (Toyota Celica) (4)	8 hr. 16 min. 29 sec.
8th	S. Blomqvist / B. Cederberg (Talbot Sunbeam) (2)	8 hr. 17 min. 12 sec.
9th	P. Eklund / D. Whittock (Toyota Celica) (4)	8 hr. 21 min. 42 sec.
10th	M. Wilson / M. Greasley (Audi Quattro) (4)	8 hr. 22 min. 32 sec.

149 starters, 63 finishers.



IN effect a powered glider, the BAC Drone used a 23 b.h.p. motorcycle engine and had a top speed of 70 m.p.h.

AIR

An Aerial Cyclecar

WITH the new Micro-light flying having attained the BBC "Nationwide" programme on TV (and, of course, the recent pages of MOTOR SPORT!), I have just remembered that when road-testing a T-type MG Midget for this paper I overtook, along the fen-roads of Northamptonshire, a sort of "aerial-cyclecar", which I knew to be a BAC Drone, Whether it was in some kind of trouble or just very slow, I do not know — if its pilot is alive and has his log-book, the date was December 20th, 1936. . . .

There had been, mostly abortive, attempts at very simple, low-powered aeroplanes long before this. We have discussed previously the Lympne Light 'Plane Contests, for up-to-750 c.c. machines in 1923 and those with engines of up to 1,000 c.c. in 1924 (see MOTOR SPORT, July 1981, p. 918) and how, although some of these tiny machines achieved quite impressive performances, they required skilled pilots to fly them safely and suffered from too-frequent forced-landings because the converted motorcycle engines that powered them disliked full-throttle work for any length of time.

The BAC Drone appeared much later, in 1932, inspired by the resumption of interest in gliding, as a powered-version of glider made by the British Aircraft Company of Maidstone, of which Mr. C. H. Lowe-Wylde, who had demonstrated towed take-off with a glider along the Brooklands Finishing-straight during a Brooklands Motor Race Meeting, was the designer and Managing Director. This Mk. VII glider was provided with a 600 c.c. air cooled, flat-twin Douglas motorcycle engine driving a pusher propeller. Called the BAC Planette, the machine was publicised at Hanworth Air Park (home of Bertelli's Aston Martin cars) early in 1933, when the pioneer aviator, Claude Grahame-White, flew one with his cap reversed on his head, as in the pre-1914 flying days. Later in 1933 Lowe-Wylde was killed flying a Planette and the famous Austrian glider-pilot, Robert Kronfeld, took over production of a revised Planette, the Drone, made at Hanworth, the power-unit of which was a 750 c.c. Douglas Sprite, developing some 23 b.h.p. With its simple glider-type fuselage, a high monoplane wing with a span of 39' 8" which the pilot of this single-seater sat in front of, gaining a good view, the engine mounted behind and well above the wing on a pedestal, and a simple fixed undercart, the Drone was the epitome of the low-powered aeroplane of the 1930s. It weighed 390 lb. empty, 640 lb. laden, and had a top speed of 70 m.p.h. under good conditions, which is presumably how I was able to overtake one that was battling with a headwind in that T-Type MG. The Drone climbed at 380 ft. / min. near ground level, stalled at a safe 22 m.p.h., would cruise at 60 m.p.h. for 300 miles on a tankful of petrol, and could apparently be coaxed up to 12,500 feet.

There were many people who disparaged such ultra-lights. They considered that nothing less than 60 h.p., as possessed by the original Cirrus-DH Moth that pre-dated the Drone by nine years, was any use to a serious aviator; apart from which, the Moth was easier to store, its biplane wings, apart from the fact that they could be folded-back, having a span nearly ten feet less than that of the Drone's wing. C. G. Grey, the outspoken Editor of *The Aeroplane*, frequently expressed his dislike of little aeroplanes whose engines had only two cylinders. He used to call them "pop-bottles", when scathingly referring to them. . . .

Be that as it may, Drones could be hired for 19/- (95p) an hour from the Leicester and Ely Flying Clubs (I expect the one I saw 47 years ago was from the latter) and after instruction costing less than a "fiver" a pilot's restriced A-licence was issued. Moreover, in 1936 Col. The Master of Semphill (later Lord Semphill) flew a Super Drone from Croydon to Berlin, setting an International distance-record for single-seater aeroplanes of under 200 kg. empty weight. Although this long stint may not have compared with E. O. Llewellyn's 23-day flight from England to Johannesburg in an Aeronca, H. L. Brook's England to the Cape in a Praga Baby, or the great and couragous one from England to Australia in nine days by C. A. Butler in 1931 in a Comper Swift, the outward flip to Germany, against a headwind, took Semphill 11 hours, so those have done long spells in vintage cars should have some respect for the Master's endurance. Coming back, with a gale behind him, the Super Drone took only nine hours. The petrol consumed cost a mere 25/- (£1.25) for the trip to Berlin, and afterwards G-ADUA was duly exhibited at Selfridge's. At least 28 Drones were built and Scott's Flying Circus used one.

The Drone was by no means the only "cyclecar of the air" that took to the skies before the war. The theme persists, for one of my daughters had a flight from Booker aerodrome not all that long ago in a Falke motor-glider with Volkswagen auxiliary-power, and I have seen Mavrogordato, son of the 1914 GP Opel owner, racing one at Shobden. If I could do so, and had to, I think I would rather fly a Drone or a Falke then a modern Micro-light. — W.B.

SEQUEL to the Drone — Robert Kronfeld in one of his gliders, being towed by an old bull-nose Morris at Farmoor, near Oxford, in 1938.



Letters from Readers

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

Brooklands v. *Mary Rose*

Sir,

Your remarks in this month's MOTOR SPORT concerning the proposed gravel-raising threat to Brooklands are most apt, but I do feel that the raising of the *Mary Rose* should not be used as a lever to your arguments, especially if one considers aspects of Brooklands preservation taken over the last fifteen years or so.

Without doubt, the raising of the *Mary Rose* has been to national advantage and undoubtedly cost a great deal of money — in return, we have a unique section of life as it was nearly 450 years ago.

Brooklands, however, is quite a different subject, and had as much enthusiasm been shown over its preservation, it too would no doubt have remained as a viable working museum and a just tribute to British achievement.

However, the story is in no way similar. I have in my time known one or two ex-Committee members of the Brooklands Society and can clearly recollect being told by an ex-, and regrettably late, member of their Committee that, with almost no exceptions were the members of that Committee suitable people to be entrusted with such a project. It is ludicrous to consider that a collection of largely elderly no-hopers generally unassociated with modern business and forward-thinking, could in any way achieve adequate preservation of such an enterprise and if only the M25 Motorway had been allowed to cross Brooklands, a fact which I understand was abhorrent to the Society's Committee, then the Track and its environs could have been safeguarded from any threat of gravel-raising whilst still preserving the character of this famous edifice.

Such, however, under the existing circumstances, was not to be and if subsequent gravel-raising removes the majority of Brooklands from the map of Surrey, it will only be the expected result of many previous years of vacillation and generalised incompetence. No doubt sad, but undeniably true, and in all probability Brooklands is well on its way to joining other ruins scattered throughout the country.

Newick S. PETERS

[I hardly think that those to whom preservation of Brooklands, in whole or part, is dear to their hearts would have thought the place worth preserving with a motorway crossing it. It is the sentiments of Mr. Peters that the Brooklands Society Committee and Brooklands Track Ltd. should be fighting — whether they are competent so to do is another matter, but perhaps Mr. P. would like to suggest how they should have, and now should, tackle the project! — Ed.]

Licence Refunds

Sir,

Until recently, I have been surrendering my road fund licence at the end of my "season" for refund and displaying an explanatory notice in its place whilst the licence disc is in the post. During a recent police purge (I wasn't stopped), I wrote to the Chief of Norfolk police and asked him the correct procedure to enable me to use the car for the last day or two of the last month for which I had paid. He explained that the only way was to tax the car for a further month to enable me to drive it the last day or so of the previous month! I then wrote to Swansea (DVLC) and a nice female Welsh voice 'phoned me, explaining that this was indeed the case as the law says that the tax disc *must* be displayed at all times — no substitutes — only the real thing.

This means that at the end of one's tax period, one must always lose some time that has been paid for, and if one posts the disc in the last post (9.30 a.m.) Saturday when the month ends on Sunday, one loses out to the tune of *two* days, i.e. around 44p approximately.

As a hobby car driver myself, I feel a bit sore about this even if it is only around 22p per day. If we have paid the road fund tax surely we should be allowed to use the car.

Fakenham CHRISTOPHER SCREEN

Good for Toyota

Sir,

Whilst attending this year's Motor Show at the NEC Birmingham on trade day, my father and I went on the Datsun stand to look at their Prairie, a new concept in estate cars, and a vehicle we were genuinely interested in, with a possible view to purchase through our Company. We were very disappointed to be told we were not able to open up the car to see inside on the stand manager's orders. Asking to see him personally, he too refused to open a door on the static display model.

I will not go into all the fatuous excuses for not showing us this vehicle, but when we said we were a company, running a small fleet of vehicles, considering buying this new Datsun product we were positively discouraged from any further interest in case we might ask for discount or, even worse, want to buy more than one. Having met with similar treatment on the Colt stand at the 1980 Motor Show, also at the NEC, we thought this was how all Japanese car manufacturers behaved and vowed never to have anything to do with them again. Imagine our surprise then whilst half-heartedly looking at the new Toyota F, a similar vehicle to the Prairie, we were politely asked if we could be helped. With no more ado the salesman showed us over every inch of the new Toyota, and proceeded with infectious enthusiasm for his company's new and existing range of vehicles to show us round them all. We were not encouraging him — once bitten twice shy — but a more courteous and pleasant man you could not hope to meet, and with an obvious enthusiasm for his company's products.

Who was this man? Only Toyota's UK sales manager with overall responsibility for their stand at the show, who took up much of his valuable time to show two people he had never met before products they might never consider purchasing. I will say no more, other than to repeat to your readers what he said to my father and I, namely if you are thinking of buying a new car, don't walk past your local Toyota dealer without looking in. I would say cross over the road from your Datsun dealer to do just that.

Whitnash MARK SHEARS

Tyre Ratings

Sir,

In December's issue I noticed one of your advertisers giving a tip on fitting SR-rated tyres in place of VR ones to help traction in snow, etc. Now I seem to remember reading somewhere of an insurance company refusing a claim on the grounds that the wrong speed-rated tyres were fitted. I haven't a clue if this is true or not; perhaps a more knowledgeable reader could throw some light on the subject. It would seem to me quite important to know before this advice is taken.

Brighton M. J. WHITEHEAD

TAILPIECE:



CARS IN BOOKS
continued from page 73

pace with the "angular Daimler" is explained when I remark that the *running-time* average-speed between London and the White Hart Inn at Shefford, where tea was taken, seems to have been about 22 m.p.h.

Finally, for this month, from "Murder at Buckingham Palace" by T. E. B. Clarke, OBE (Robert Hale, 1981) we learn that at the time of this crime, just before the Silver Jubilee of King George V and HM Queen Mary, in May 1935, the woman Police Constable who assisted was allowed to use "her secondhand Austin Seven" to drive out the 15 miles to Watford to conduct enquiries and that, on the same case, the Police Inspector involved "drove himself in his own Austin Twelve to the twin towns of Windsor and Eton" to make other enquiries. There is also a reference to one of the black Royal Daimlers being used outside Buckingham Palace as a look-out car by the Police, a car without "the usual shield with the Royal Arms on the front of its roof, being reserved for use by members of the Family wishing to travel unnoticed"; it is described as having "a blue glass window", suggesting a one-way view. Incidentally, this book is fact, not fiction, about the remarkable murder at the Palace which was covered up for 46 years, the murderer not being charged because she committed suicide while the Jubilee procession was taking place, after being released by a Detective Chief Inspector who should have arrested her. Some might think that the author of the book could have spared the Royal Family this belated exposure. Some of the dialogue must presumably have been imagined, and no doubt Brian Smith, author of "Royal Daimlers", could confirm whether this car from the Royal mews was in fact black, which may have been so for a Household Daimler, although I believe the Royal cars were maroon. — W.B.

Miniatures News

SCALEXTRIC have introduced a red 3.0-litre Tricentrol saloon-car racing Ford Capri which has *working* head and rear lamps, apart from other items such as spoiler and wing mirrors. It sells for £11.50. — W.B.

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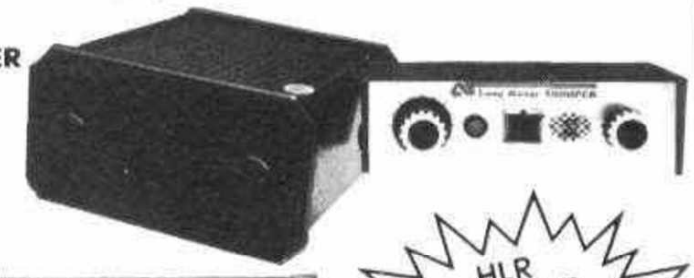
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'Treated ex-works Austin Healey before Himalayan Rally' says SPORTING CARS *'Very impressed with way it withstood such extremes of temperature and rough conditions.'* Application of Waxoyl, dealt with in several past issues, GOOD MOTORING now says' *No doubt Waxoyl made quite a difference to longevity of our little Fiat 500 already four years old when bought end of 1976 and Fiat did not have exactly enviable reputation for body quality at that time. Sold car late 1981'*

You could be on to a good thing, too, when you Waxoyl rustproof your car. UP goes market value, just as it did for this Merseyside user: *'Eleven years ago, treated 3 Yr. old Austin 1100. Sold it for more than I paid for it.'* Also on to a good thing (Edinburgh): *' sold 5 Yr. old Avenger. Trade-in almost price when new. Waxoyl does everything you claim.'* Manchester user: *'Made 40 Quid on Hillman Super Minx Convertible, bought for £60, riddled with rust. Treated with Waxoyl, sprayed exterior with Hammerite.'* (High-Gloss Hammered Enamel – another Finnigan rust killer). *'Used car for 3 years, sold it for £100.'* Now why not get highest resale value on *your* car, too! May we suggest ordering Waxoyl today. Try the Special Kit Offer. You'll be pleased with the pay-off!

Proud owner of **16 Yrs. old Jaguar** says: *'Money won't buy it. Have used only Waxoyl over the years. Thank you for wonderful Waxoyl!'*

Up to £600 Trade-In Bonus

Scarce and pricey Top Class Used Cars, as you will know, are invariably **rustfree.** Hence Waxoyl pay-off. Welcome pounds more than for 'ordinary' condition on trade-in. **Even up to £600 difference** according to make. (see motoring journals classifications). It's not unknown for long-ago Waxoyl treated cars being classed as 'collectors' items today. More kudos to enjoy! And there's **further** Bonus. Waxoyl **lubricates** too! Keeps car in sweet running good humour, lubricates parts that ordinary oiling cannot reach.

Rust Inhibitor the Key

Finnegan chemists have unusual, if not unique, rust inhibitor. Kills rust dead. Only rustproofer that **does** (according to one of world's major oil company's test report). Come-back no problem.

Finnigan engineers know *how, where, it is why* cars succumb to rust rot. Stripped down new, mod. mileage cars, old 'bangers', showed exactly how Waxoyl can (and does!) hold 'Showroom' condition. Oldies roadworthy if there's metal enough to polarise with Waxoyl.

Spray Plan photos simplify 'Showroom' condition at every stage. Waxoyl kills 'creeping corrosion' behind prefab. unit paint cracks. Keeps vital load-bearing chassis members safe from splashed-up rust spores in mud, slush vicious road SALT in faulty spot-welded seams, joints. Under wheel arches! At screwed on accessory fitments. Condensation rusting in Box sections. Nothing forgotten. Nothing left to chance!

No need to crawl under car in most cases.

How Waxoyl holds 'Showroom' Condition

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ICI recommend WAXOYL for brine circulation pipes

Please watch out! Others may try to charm you into buying something that may seem to be Waxoyl – even with ads. that resemble Waxoyl ads., ONLY FINNIGAN'S MAKE WAXOYL. It isn't a bought-in product sold under another name. Order direct.

No car age limit so long as metal polarises to Waxoyl. Future rust attack no problem. "JUMBO" Applicator works **FOUR TIMES FASTER** than any other similar design. No face mask. No hard work! Hardly ever touch hand to it and smooth to hands anyway!

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What is not generally known is that treacherous electrical inter-action between dissimilar metals intensifies corrosive action. Todays cars are all multi-metal constructions: Zinc, Steel, Aluminium, Copper, Stainless Steel, Cadmium. Water passing over any of these metals, then on to steel bodywork, even some distance away, causes rapid corrosion, and your car loses that "Showroom" condition.

First and Only Successful Rustproofer to Beat Multi-Metal Corrosion

as well as Road Salt Rusting on Mild Steel. Original Waxoyl formula, now further developed, produces greatly intensified power resulting from unceasing R&D in Finnigan's Works' laboratories. Now with deeper **Penetration** into metal and rust pores, with even greater **Tenacity** – the distinguishing mark of any rustproofer's real worth.

Tremendous Waxoyl Pay-Off!

Thus, Waxoyl offers you a truly wonderful investment. A pay-off which many, many thousands of Waxoyl enthusiasts have already enjoyed to date. So, why not get on to the Waxoyl band wagon too! Complete and mail (FREEPOST) order coupon today. Yes! Why not!

Most Sinister of all Road Conditions in Lab. Tests

Finnigan's chemists used what is a formidable combination of two dissimilar type metals: Copper wire wrapped around Steel. Degreased Steel plates were tightly overwrapped with emery rubbed Copper wire. Twelve of these plates were each sprayed with salt water and immediately coated on top of the salt solution with twelve leading advertised rustproofers, including WAXOYL. This most sinister of rust-rot tests lasted seven days, by then, only the WAXOYLED plate remained bright and clean.

Colour leaflets, available on request, show how the test plates reacted.

The test results also proved conclusively that the further developed new WAXOYL formula is fully capable of everything that is promised of it as an **all-metal preservative.**

'Tadpole' Molecules

Most up-to-date Waxoyl Rust Inhibitor contains naturally charged electrical properties, sets Waxoyl apart from rival systems. Micro Inhibitor molecules resemble tadpoles. 'Tails' cut through dirt, grease, oil with magnetic speed. Chase out air moisture rust from metal pores never to return. 'Heads' lock-in, seal-off surfaces with water repellent skin. Amazingly high tenacity even on damp surfaces. Never cracks or peels off as do chemically active types which, as you may have seen, often oxidise and disintegrate; expose metal to devilish air moisture rust attack. Nor does Waxoyl exhaust itself with time. In fact, stays active indefinitely! Magnetic molecules fill broken gaps. "Creep" across bared metal; reknit skin torn by flying grit etc. **Be more than happy with clean, transparent Waxoyl.**

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Waxoyl Kills Rust with no come-back (The only rustproofer that DOES, according to test results by one of world's biggest oil companies.) *'Rust stopping qualities very good'* reports Swiss Gov't. after Lab. tests. *'Most satisfactory'* says Chrysler Centre, Basle, Australia, N.S.W.: *'On Rover 3,500 coating still intact in corrosive sea air'* Motor Magazine : *'Remains active indefinitely'* Westerly Marine, Portsmouth: *'Protection excellent on marine diesel oil tanks'* (Tank bases standing on supports otherwise impossible to rustproof.) *'Fantastic stuff'* says Citroen Car Club. Veteran Motorists Mag: *'No sign of corrosion on '32 car, does inhibit existing rust'* Autocar Mag. *'One of cheapest, effective ways to protect a car'* Chesterfield: *'9 Yr. old Volvo looks less than half its age'* Civil Eng'ng. Polytechnic: *'On Mole Valley Flood Scheme, base steel instrument cases in open countryside rust-free to date!'*

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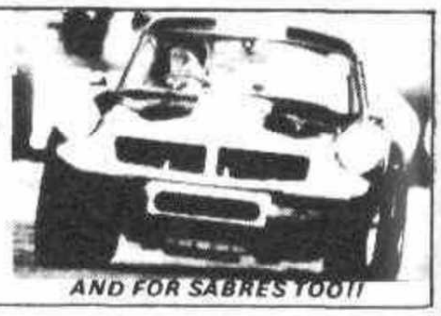
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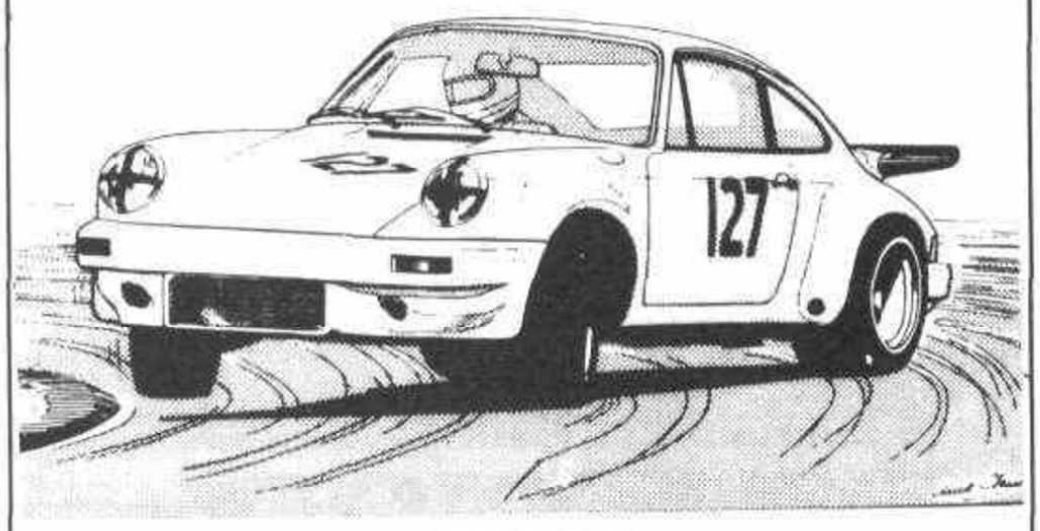
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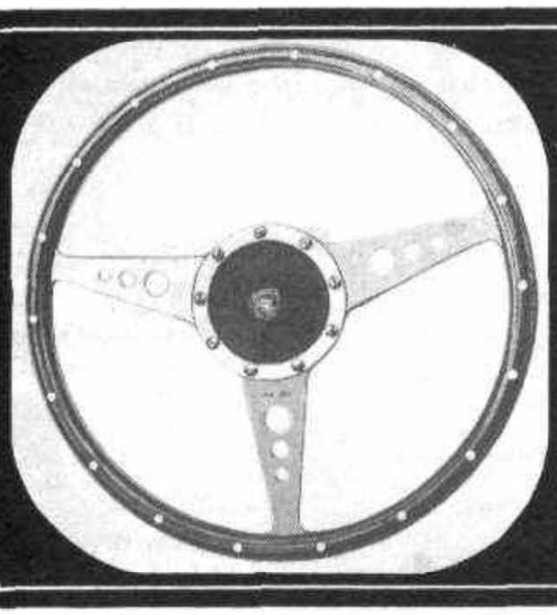


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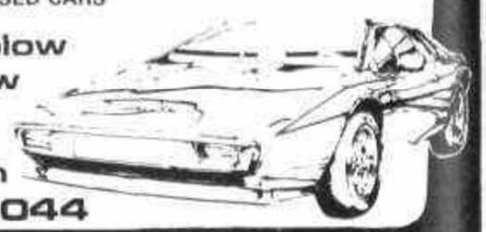
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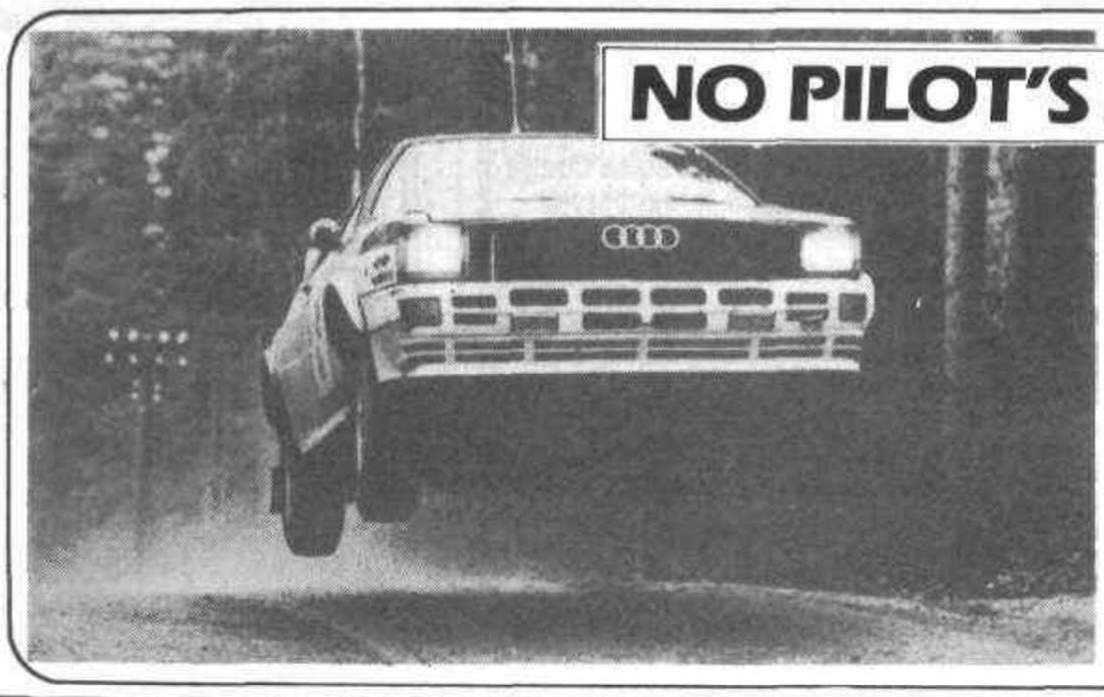
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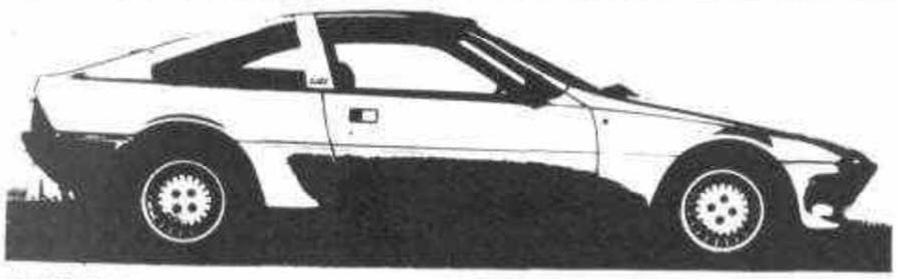


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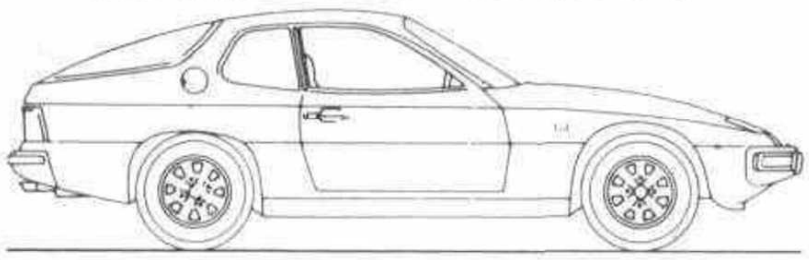
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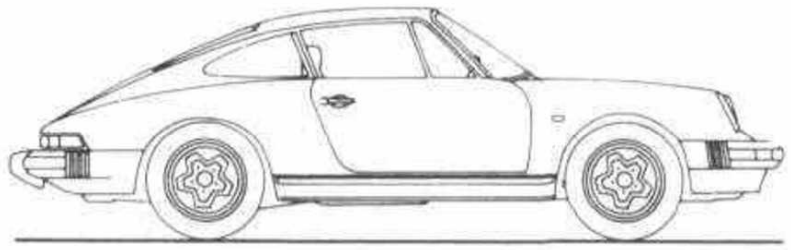
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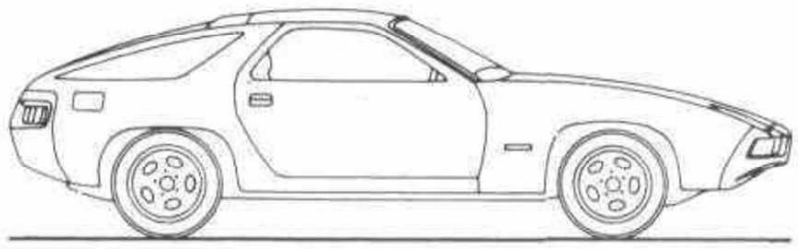
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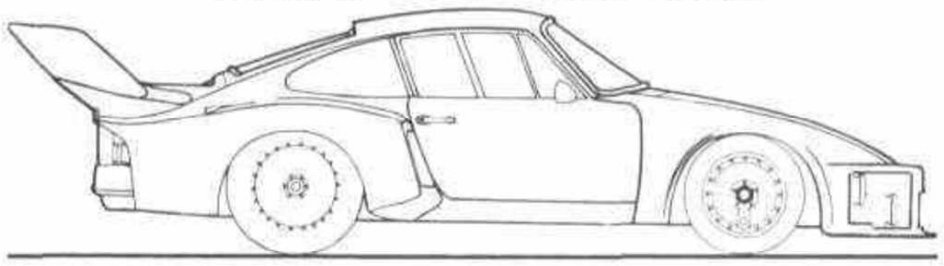
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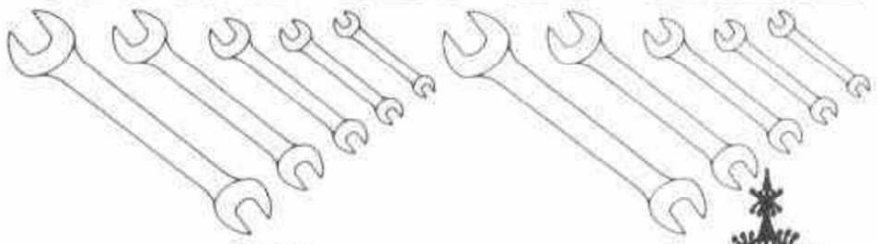
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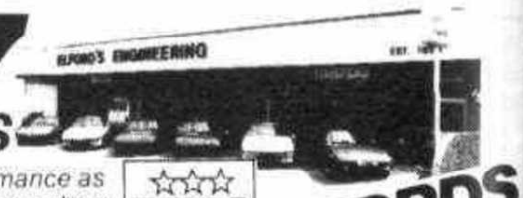
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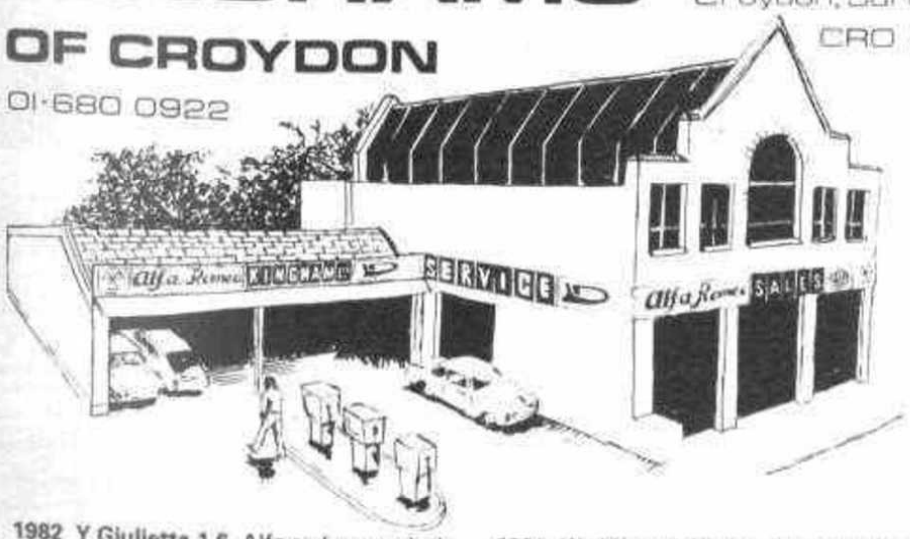
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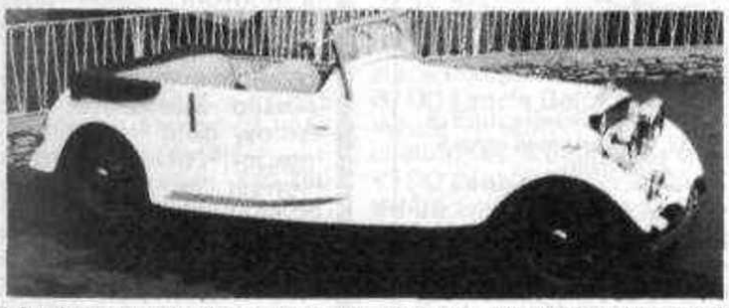
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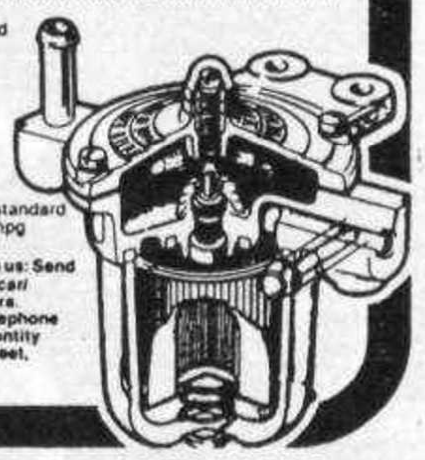
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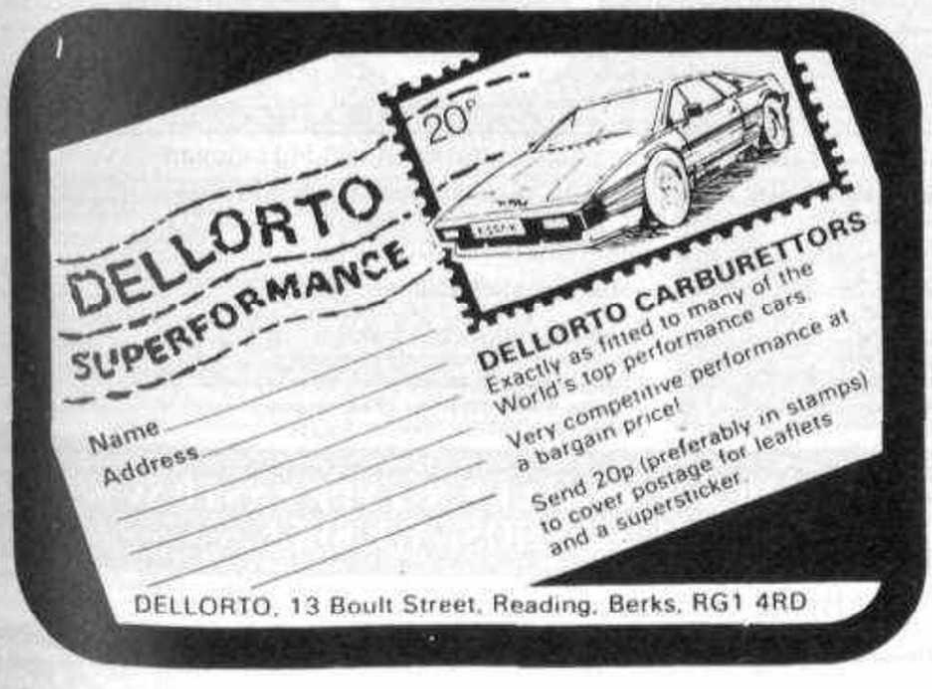
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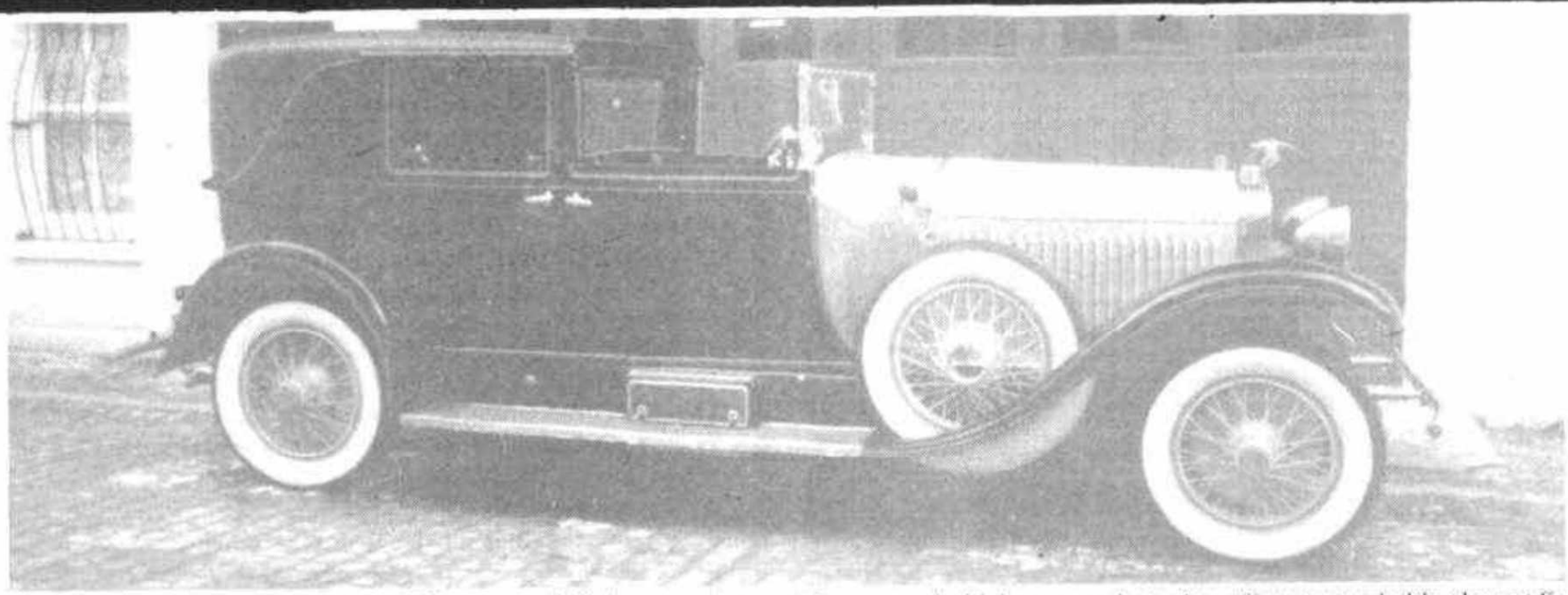
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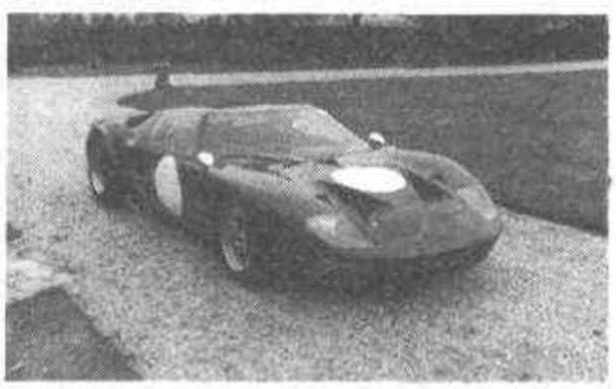
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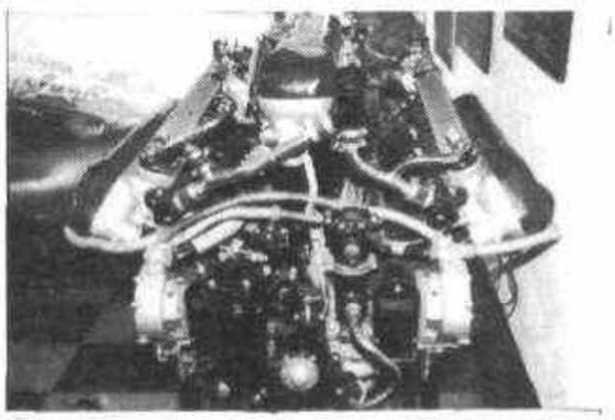
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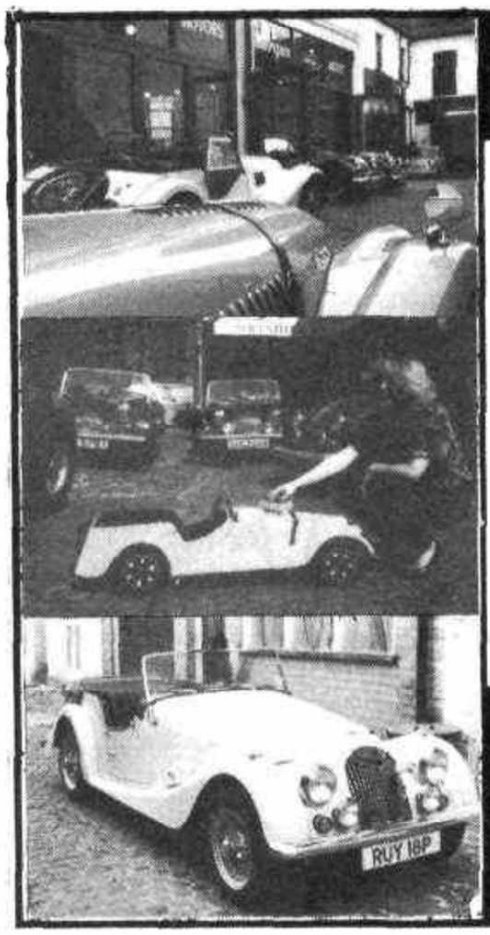


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TR6 1972, 150 b.h.p., dark blue, mint condition, professionally restored, no time wasters. £3,250. Dr. Blow Caxton (095-44) 232 Cambs. (41475

LOTUS SEVEN *Series Three*, 1968, *immaculate condition*, 110 b.h.p. crossflow Ford Engine, too many new parts to list. Genuine buyers only. £3,500 o.n.o. Tel: Langley Mill 5737. (41476

LANCIA FULVIA 1600 HF Lusso, 1972, dark green, Konis, Dellortos, Yale locks, aluminium bonnet, radio, recent engine rebuild, well maintained. £1,450 o.n.o. Tel: 072278 370 (Nr. Salisbury). (41477

BENTLEY MK. VI Saloon in very sound condition, taxed & M.o.T., used every day, tow bar and full set of tools. £2,450. Tel: Woking (04862) 62825. (41478

CLASSIC ALFA Romeo 2000 GTV coupe, 1973, one previous lady owner, dealer maintained, Bertone *designed*. £1,750. Tel: 061 766 4487. (41575

FROGEYE SPRITE, 1959, M.o.T., Sep. 83, rebuilt, BRG metal, condition good, mechanical very good £800 o.n.o. Tel: 0385 45529. (41578

LOTUS ELAN SE FHC enthusiast owned, maintained for 12 years. Full engine, mechanical rebuild onto new chassis in recent years hence immaculate condition, genuine 5,000 m.p.a. £2,750. Tel: 021 471 2332. (41579

DAIMLER 250 V8, 1968, 73,800 miles, taxed, M.o.T. 1 year, automatic, p.a.s., h.r.w., dark blue, excellent £2,000. Tel: Swindon (0793) 481185. (41581

MGB SPORTS, black, 1981 (W), 16,000 miles, one owner, B.L. alloys 185 / 70, many extras absolutely mint condition. *Offers over £4,600*. Tel: Alloway (0292) 42995. (41582

DODGE 1936 SEDAN 4 door, one owner, original paint and upholstery, runs well. Australian $4,500 F.O.B. Sporting Cars, 153 Avon Terrace, York, 6302 Western Australia. Tel: 096 411288. (41583

FIAT X19, 1981, 8,000 miles only, excellent condition, metallic gold, nearest offer to £4,500. Tel: (0983) 296922 (i.o.w). (41585

GORDON KEEBLE, the recognised finest and national concours winner. Full details. Tel: 021-472 7139, 021-472 1433. (41586

JENSEN INTERCEPTOR III Convertible (1775 model), ex works car. *Autocar / Motor and Express* road test car, much photographed. £8,750 o.n.o. Tel: 07744 (Leyland) 32070. (41587

1973 ALFA ROMEO 2000 GTV Bertone Coupé. Endrust & Armaglazed, pine green / tan interior, Tudor Webasto sliding roof, near new Michelin XAS, M.o.T. *October 1983, service history, bills etc, owned 5 years*, sole reason for sale another Alfa, £900. Tel.: Swindon 39496. (41618

UNIQUE COLLECTOR'S item. The No.1 Gold Medal winner 1963-4 Bristol 408, one owner, regularly serviced and maintained by makers, resprayed shell grey, black roof. Tel.: Weybridge 47385 evenings. (41619

TR2, 1954, long door, red, overdrive, very original, sound car in regular use, known history, long M.o.T., taxed, reluctant sale at realistic price, £1,500. Tel.: Haddenham (Bucks) 291592. (41620

SCIMITAR GTE, 1977(S), auto, avacado green, one *owner, 22,000 miles, full main-agent history*, fitted alloy wheels, stereo cassette, p.a.s., electric windows, pristine condition. £4,500. Might p/x. Tel.: Haslemere (0428) 2160. (41661

FOR SALE—continued

1928 HUMBER 14/40 tourer, exceptional example in original condition, new hood and tonneau, full history, many spares, taxed, full M.o.T., £5,500 o.n.o. Tel.: Newton Abbot (0626) 67936. (41621

ASTON MARTIN DB4/GT, 1960, engine, gearbox, axle, suspension rebuilt, repaint from bare metal Aston Racing Green to concours standard, 3 owners from new, 54,000 miles, never raced, unique opportunity to purchase genuine car, £12,500. Tel.: 0933 622054 (Northants). (41622

ALFA ROMEO 1600 Junior Berton coupé, P-Reg, metallic silver, excellent condition throughout, £2,000. Tel.: Newcastle 771963. (41623

CORTINA 1500 Super, 1963 Nov., one owner, good condition, M.o.T. and taxed April 83, £300 o.n.o. Tel.: Andover (0264) 61357. (41624

ROVER 3-LITRE AUTO, 1964, p.a.s., good tyres, four new steel wings, two new door skins. Offers. Tel.: 01-850 8483. (41655

MG TC, June 1947, British racing green, beige *upholstery, same owner 17 years, new M.o.T.* Offers invited. Tel.: Chester 0244 32247. (41656

BENTLEY Mk.6, 1952, big bore engine, good original car, all tools and handbook, first log book, long M.o.T. £3,250. Tel.: 03745-4174 (Essex). (41658

MGC GT, 1968, blue, recently completely overhauled, £2,500 o.n.o. Tel.: 0255 425916. (41663

MORRIS MINOR TWO-SEATER, 1932, recent repaint, retrimmed, duck hood, much admired. M.o.T. £3,200. Tel.: 061-439 3564. (41660

LAGONDA RAPIER, Le Mans replica, red 2-seater, 1934. £6,000 o.n.o. Tel.: 0952 55650. (41662

1600E, 1968, genuine 80,000 miles, good condition, new M.o.T. *£600 o.n.o. Also Austin Seven (Mini)*, 1961, new M.o.T., £1,200 spent in last three years, excellent condition. £550 o.n.o. Tel.: 032 622 676 (South Cornwall). (41665

E-TYPE JAGUAR 4.2 FHC, 1970, 73,000 miles, perfect throughout, M.o.T., tax. £7,000. Tel.: Wareham 3313. (41666

SCIROCCO STORM, February '80, excellent condition, 52,000 miles, silver green, leather upholstery. Offers please to Mr Bourne. Tel.: 0225-312635 (home), 0793 723749 (office). (41668

UNUSUAL 1939 Aero 2-door sports coupé, 4 cylinder, two stroke engine, tyres, M.o.T., needs some work on engine, Reg. No. *JRF 27. £995*. Tel.: 01-567 9213. (41670

JAGUAR 2.4L Manual overdrive, 1961, in daily use, good general condition, new M.o.T. £850. Riley 12/4 'Continental', 1936, original, house move forces sale. Reasonable offers. Tel.: 0908 562458 (Bucks). (41673

JENSEN INTERCEPTOR CONVERTIBLE, 1976, deep blue, matching interior hood, walnut dash, maintained regardless by perfectionist JOC member. £12,950. Tel.: 09662 2291 (office). (4141674

TR7 DROPHEAD, April 1982, 5-speed, last and best, 9,000 miles, Supercover, light metallic green, beige hood and upholstery, stereo, may part exchange over £7,000 new, £5,495. Tel.: 051 7332023 *or* 051 4282177. (41675

1935 grey 1,450 c.c. Rover motor car, registration number BVR 299 for sale. Upholstery needs attention. Tel.: Sheffield (0742) 339569. (PF

MGA TWIN-CAM, FHC, 1959, Orient red, fully restored and original. £4,750. Tel: 0903 210113. (41615

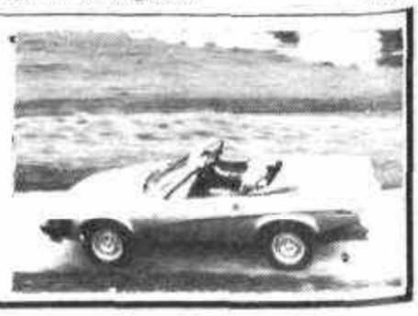
CAPRI 2000GL, Auto., white, long M.o.T., Taxed. Excellent condition. 44,000 miles. £1,650 o.n.o. Duncan. Tel: Woking 63965. (41617

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John Britten

Morgan TVR

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So start off right in the New Year

Visit J.B.'s for a little wander
With cheque book open ready to squander
On something exotic (a personal gift)
Something with poke to give you a lift

Chris and Roger are full of vigour
Due no doubt to vast quantities of liquor
Nysha's ready to take your money
And the boys in the workshop are just plain funny!!!

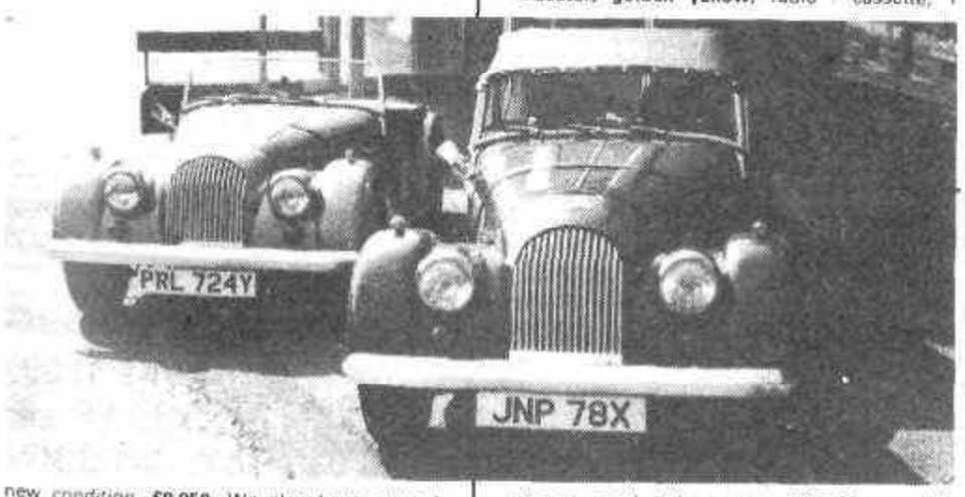
There's lots of cars to tempt your palate
And our sales techniques exclude the mallet
So come along our cars to see
And roar off into '83



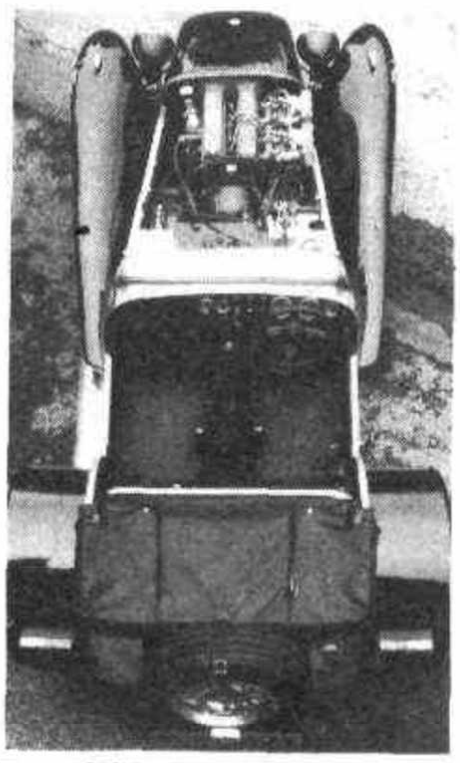
For God's sake **Nysha** stop the verbal diarrhoea and get on with the ad (there's no stopping her once she starts). Kicking off the **New Year** we have an *unrepeatable bargain offer on our* **ex-Demonstrator Y registered, TVR Tasmin 2.8 Convertible, Cosmos Blue,** very low mileage, as







new condition, **£9,950**. We also have several **new Tasmins** in stock or in the pipeline and recommend you to start the year **TVR** mounted. We are still waiting to get our hands on one of the exceptionally exciting, terrifyingly turbo'd, top of the range, **TVR Tasmin Turbos**, but in the meantime we can offer you a **1977 TVR *Taimar* Turbo, maroon** with neutral modelband, every conceivable extra, and at **£5,500** exceptional value in terms of £ per horsepower. In terms of sheer performance it would be hard to beat the **1976 Lancia Stratos, pistaccio**, which with its transverse Ferrari Dino engine *has shattered all here*, if you part with **£11,950** you too could get your adrenalin moving. If you prefer the more rugged, hair shirted, outdoor approach then one of our **six Morgan +8's** might appeal. **1982 Morgan +8 (May), Imperial Crimson**, stone leather, matching *hood etc., the ideal car to get* physical with. **1981X Morgan +8, silver body, charcoal wings,** grey leather, a nice little number to do your press-ups in. **1980W Morgan +8, metallic green,** brown leather, alloy body wings, with a well cared for body. **1980 Morgan +8 Royal Ivory,** *red leather*, reclining seats, 1 owner, carefully worked out. **1977S Morgan +8, Deep Brunswick Green,** black leather, 5 speed, 14" wheels, you could always carry your bar-bells in the passenger seat! **75P Morgan +8, glacier white,** bonnet strap, new clutch and rebuilt gearbox, luggage rack for your "weights". However, if you require a little more room for your rowing machine, exercise bike etc., how about our **1977 Morgan 4/4 4-seater, red,** wire wheels, double duck hood and reclining seats for when your're pooped! For *those of you to whom the nearest thing to a* physical jerk is your foot slipping off the clutch how about one of our lovely **Morgan 4/4 2-seaters. 1982 Morgan 4/4 2-seater, Y reg, nut brown,** wire wheels, delivery mileage, underseal, young and sleek. **82 Morgan 4/4 2-seater, *Royal Ivory*,** wire wheels, red leather, hasn't seen the inside of a gym yet! **81 Morgan 4/4 2-seater, X reg, red,** wire wheels, reclining seats, used to reside up North but has come to our healthier climes in the South. **81 Morgan 4/4 2-seater, golden yellow,** radio / cassette, 1 owner, good *little runner*. **78T *Morgan* 4/4 2-seater, Royal Ivory,** wire wheels, reclining seats, would like a more settled home life. **77 Morgan 4/4 2-seater, red,** wire wheels, bonnet strap, spotlights, wants to be loved. **77 Morgan 4/4 2-seater, indigo blue,** wire wheels, black *leather (ooh!) very nice*. **76R *Morgan* 4/4 2-seater, Royal Ivory,** wire wheels, new gearbox, *at present on one of its return visits to us*. If we still haven't managed to touch your heart with any of the above, then how about one of our **"Others" — 80W Porsche 924 Lux, silver,** *sunroof, radio* cassette, 1 owner, or a **79 Porsche 911SC, light metallic blue,** sunroof, radio cassette, also one owner. **81X Lotus Caterham Super Seven, twin cam, black / polished alloy,** cream leather, chrome wire wheels, definitely an exciting drive. **81 Midas *Superkit 1300 cc Metro* engine, beige,** definitely different. **81 Jeep Scrambler,** chrome alloy wheels, l.h.d. 4-wheel drive, amazing roll over bar. **79 Triumph Spitfire, white,** overdrive, radio cassette, has a certain something! **72 Gilbern Invader Est., white,** 3.1 lt engine, just waiting for the right owner. Or perhaps a little **Arkley** is more your style — we've got two at present — a **1975 Arkley SS, blue,** white pinstripes, 7" wheels, Noddy would have been proud to own this. **67 Arkley SS, black,** wire wheels, cheap and cheerful. Last but not least we have omitted to mention our wonderful stock of **secondhand TVRs,** but this will be righted immediately. **82 TVR Tasmin convertible, 2 lt, charcoal,** electric windows, wood dash, radio cassette, 1 owner, fast and furious. **80W TVR Tasmin 2.8 SL, oyster gold,** glass sunroof, 1 owner, a real pearl. **80 TVR 3000S Convertible, white,** radio cassette, 1 owner, nice mover. **80 TVR 3000S Convertible, charcoal,** *radio, 1 owner, tantalising*. **79 TVR 3000S Convertible, British Racing Green,** beige, double duck hood, radio cassette, lovingly cared for zealot. **78T TVR Taimar, red,** neutral modelband, sunroof, radio cassette, very appealing. **78 TVR Taimar, silver,** charcoal *modelband, sunroof, radio* cassette, new engine, Koni shock absorbers, ready for anything. **77S TVR Taimar, yellow,** brown modelband, sunroof, radio cassette, Wolfrace wheels, scintillating. Well, having worn our mouths out in this month's ad, we'll see you again in *February (in a romantic, or possibly rheumatic,* mood). **Hope 1983 is all you hope it will be.**





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FOR SALE—continued

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AMILCAR 1926 CGSS. Two-seater sports. Complete professional rebuild; not yet run-in, fully restored engine, block relined, new valves and head. Completely rewired including dynamo and magneto. New trim on standard bodywork, with original instruments. Has to pay for Bugatti repairs. £5,950. Parker. Tel: Didcot (Oxon) 813283. (41589

MORGAN OPTION. Chassis due to be laid. Freedom on specifications. Offers. Roger Reid, PO Box 2199, Wellington, NZ. (41590

LOTUS ELAN +2S. 1970, white, original good condition, under 60,000 miles. £2,350 o.n.o. Tel: Helmingham 652 (Suffolk). (41591

AUSTIN 7 RUBY, C1932, chassis only, no engine, reasonable condition. Offers? See. Essex. Tel: 01-623 4680 (office). (41592

MAZDA 323 1.5GT. 1981 (W), one owner, 16,000 miles, service records available, dark red, 5-speed, alloy wheels, elec. sunroof, radio/cassette, fitted and finished to a very high standard. Excellent condition. An XR3 at a fraction of the price. £3,450. Tel: Polegate (Sussex) 3702. (41593

AUSTIN 7 DE-LUX. 1932, *Oxford blue/black with navy* trim. £2,350. Tel: 052685 680. (41594

MORGAN 4/4, 1938. Nearing completion of total rebuild and in superb condition. Offers. Tel: Bishops Stortford 723676. (41595

RARE OPEN 4-SEATER. Crayford Convertible Mini, bronze with black hood. £920. Tel: Bursledon 3706. (41596

LOTUS EUROPA Twin-Cam. 31,689 miles genuine. Appreciating £2,250. Tel: Ipswich 59163. (41599

RENAULT FUEGO GTX. Black "W" '81, radio-cassette, alloy wheels, 21,000 miles. £4,250 o.n.o. Tel: Long Buckley (Northants) 842461 evenings. (41601

VOLKSWAGEN CONVERTIBLE, 1979. *10,000 k.m.*, l.h.d., perfect metallic brown/white top. £6,000. Volkswagen Saopaulo Sport. 1975, l.h.d. with logbook, 10,000 miles only. Tel: Netherlands 40-118900. (41602

ASTON MARTIN DB 2/4 MK II, 1957 saloon. Top overhaul, reconditioned oil pump, steering box, new clutch, big end shells, radiator, starter ring, 4 good turbospeeds. £2,000. Tel: 01-467 6132. (41609

1975 FERRARI 308 GT4. (Twin distributors.) Red, air-conditioned, new tyres & exhaust, radio stereo, 48,000 miles. Superb rust-free example. £5,750. Tel: Warwick (0926) 492820 eve. (41610

MGB ROADSTER, 1979. *Unbeaten* concours car, best available. Used only club meetings and holidays, stored winters. Offers. Tel: Rugby 4856. (41611

SCIMITAR GTE, 1980. Overdrive, W regd., e/windows, p/steering, tints, Wolfrace, immaculate. £5,500 o.n.o. Tel: 0243 773568. (41612

TVR 3000M P regd., overdrive, sunroof, many other extras. Excellent condition. Last owner 5 years. £3,000. Tel: 0477 71525. (41613

BENTLEY SIII, 1965. Black/shell grey, 86,000 miles, tools. Excellent. Private registration. £5,750. B. G. Newland. Tel: (0480) 66638. (41614

MERCEDES 250SL. 1967, 80,000 miles only, genuine lady owner last six years, 1 year's M.o.T., needs a few hours loving care but basically sound. £3,800. Tel: 01-807 9887. (41713

DAIMLER V8 2,500 c.c. 1969, one owner, immaculate, black, offers invited around £2,750. Please Tel: 04253 3285 (Hants) anytime. (41714

RILEY GAMECOCK. 1931, chassis No. 6015504, ring No. VC9898, BRG, red interior, black hood, tonneau, M.o.T. excellent condition, many spares. £3,750. Tel: Wilmslow 522371. (41715

PEUGEOT 18/15, tourer 1928. LHD, French registered, all UK taxes paid, very nice 4/6 seater open car with interesting coachwork. £3,500. Tel: Wilmslow 522371. (41715

LAGONDA M45. c1934, kit of parts for sale, engine, gearbox, chassis, rad., s/column, some running gear, for rebuilt or will separate. £2,500 the lot. Tel: Ventnor (I.O.W.) 85410716. (41716

DAIMLER DART. Only readvertised due to lack of phone no. in last issue, *extensive restoration works*, but really must be sold, so all offers, view N. Essex, but ring Cowes 291405 for details. (41718

BMW 323i. 1979, company car forces regretful sale of my cherished BMW, only 23,000 miles, s/roof, P.A.S., electric mirrors, radio, tints. Immaculate condition. £4,850. Tel: Hythe (Kent) 69641. (41720

FOR SALE recently restored and overhauled 1914 (official date) Alldays Victoria 12/14 hp. £15,000. M.W. Allday, The Shrubbery, Hartlebury, Worcs. Tel: 0299 250304. (41721

MG TC recorded radiator unused with guarantee, excluding chrome shell, £200. Tel: Beaconsfield 3912. (41722

MG TD, usable, vehicle in sound condition, near new hood & side curtains, offers around £4,250. Consider interesting motorcycle in part exchange. WHY? Replies to Box No. 6735. (41712

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BENTLEY SI CONTINENTAL. Park Ward 2-door, an outstanding example of this very rare and pretty design. Sand over chestnut/tan hide interior. **£13,950**

JENSEN INTERCEPTOR, MKIII. Aubergine/black leather. **£3,250**

BENTLEY S2 CONTINENTAL 1960 FLYING SPUR. Midnight blue with beige hide, electric windows, *lambswool rugs etc.* **£14,500**

BENTLEY SI. Regal red and shell grey / red hide. **£4,950**

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FERRARI DAYTONA SPYDER LHD. Finished in black with red leather interior. This vehicle has had a fortune spent and looks as new. **POA**

ALSO IN STOCK THE FOLLOWING:

BENTLEY S2 CONTINENTAL PARK WARD CONVERTIBLE. Shell grey, grey hide interior, black hood, outstanding example of this rare motor car. **£22,950**

ROLLS ROYCE SILVER SHADOW R-Reg. Porcelain white, black hide, 38,000 miles, service history. **£14,350**

ROLLS ROYCE SILVER SHADOW 1974. Caribe aqua, beige hide, tinted screen, whitewall tyres. **£11,500**

DE TOMASO PANTERA GTS 1979. Flame red, black interior, pristine appearance, 14,000 miles. **£13,750**

JAGUAR 420G 1969. Sable with beige hide, electric windows, automatic, PAS, exceptional for age. **£1,995**

MERCEDES 280 SL 1971 2+2 Auto. p.a.s., Leather interior, full history. **£7,950**

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MERCEDES 300SE CONVERTIBLE 1963 AUTOMATIC. PAS, silver, grey leather. **£8,450**

FERRARI 308 GT4 V-Reg Late 79. Metallic blue, beige hide, lambswool rugs, air con, wide wheels etc. **£10,850**

ROLLS ROYCE SILVER SHADOW. LWB, left hand drive, 1975, silver chalice, tan hide, electric division, front and rear air cond., radio etc, special security devices including reinforced glass, doors etc, anti terrorist devices fitted (not visible externally). **£14,950**

ROLLS ROYCE SILVER CLOUD III. Garnet over champagne, tan hide interior, extremely attractive. **£10,750**



BENTLEY SII, 1963. Shell grey over masons black, red hide int., auto/pas, e/windows, etc. **£5,950**

ROLLS ROYCE SILVER CLOUD II 1962. Midnight blue, grey hide interior, electric windows, PAS, superb example. **£10,950**

ROLLS ROYCE SILVER CLOUD II 1962. Silver chalice over garnet tan hide interior, electric windows, PAS, most attractive car. **£10,950**

ROLLS ROYCE SILVER CLOUD III 1964. Regal red over champagne, red hide interior, electric windows, PAS. **£12,750**

ROLLS ROYCE CORNICHE FIXED HEAD 1974 N-REG. *Kinari yellow, bottle green hide, Everflex roof, a very* attractive motor car. **£13,950**

ASTON MARTIN LAGONDA 1981. Hereford brown, magnolia hide with brown piping, one owner, 10,600 *miles, magnificent example, must be seen.* **£32,950**

PORSCHE 930 3.3 MARTINI TURBO 1979. Very limited edition, believed to be one of six left hand drive, 24,000 miles, AFN history, white with Martini stripes, with history, special red, white & blue leather interior, Blue Spot Berlina, absolutely beautiful car. **£19,950.**

PORSCHE 911SC SPORT 1980. Black, tan hide seats, air con., cruise, sunroof. **£14,750**

BMW 735iA V-Reg, 80 model. Reseda green, electric front & rear seats, air con., alloy wheels, P7s, Bilstein shocks, front & rear spoilers, superb motor car. **£10,450**

JAGUAR XJ6 4.2 1979 SERIES 3. Damask red, tan hide interior, auto power, radio / stereo, vinyl roof. **£5,950**

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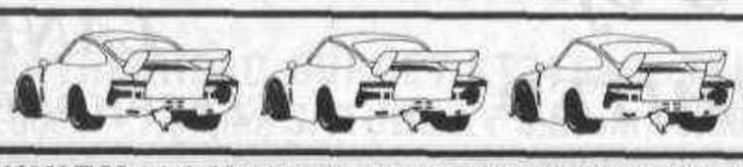
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1981 X GTi.	Black, sunroof, tinted glass.	£4,995
1979 V GTi.	Inari silver, stereo, spoilers.	£3,995

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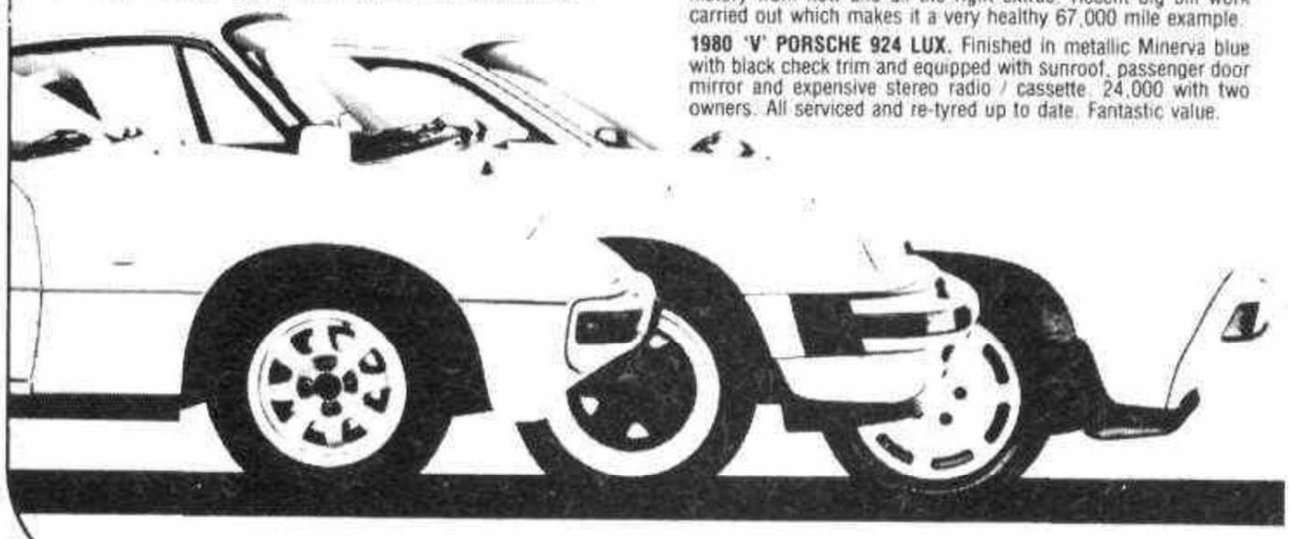
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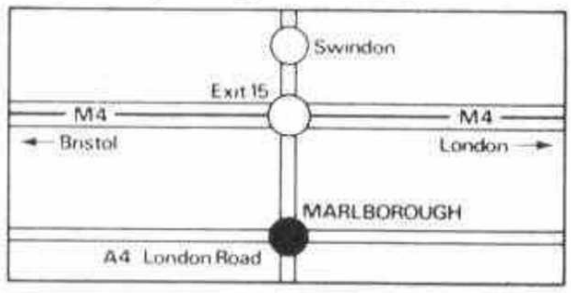
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Jaguar XJS Auto. T-Reg. 1979. Finished in Regency red with tan leather interior, 37,000 miles, air cond., stereo, e/windows, superb condition. **£7,995**

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Mercedes 350SL 1973, Auto. P.A.S., hard and soft top, metallic bronze with blue interior. **£6,495**

Jensen 541 'S' 1962/3. Finished in metallic blue with blue interior, documents available, superb condition throughout. **£4,995**

SAAB Turbo 5-door 900 1979. Finished in metallic red with red velour interior, sunroof, stereo, e/windows, a/d-m, heated seats, tints, superb throughout. **£4,995**

Lotus Elite 501. Finished in apple green with oatmeal, 1977 manual 5-speed, e/windows, stereo, tints, 25,000 miles, history, superb throughout. **£4,995**

Jeep Renegade, 6-cylinder, RHD, 1979. Finished in metallic red, automatic, 20,000 miles, soft top, sunroof, superb throughout. **£4,995**

Lincoln Mercury Estate. Automatic, PAS, air cond., electric seats, etc. Finished in gold with white interior, 25,000 miles. **£4,995**

Jaguar E-Type Coupé 2 + 2 1971. White with black leather, manual, PAS, stereo, e/windows, superb throughout. **£4,995**

Lotus Elite 503 1976. White with tan interior, 5-speed, PAS, air cond., stereo, new wheels and tyres, *superb throughout.* **£4,495**

Wood and Pickett Mini 1979. Finished in carriage brown, Recaro seats, sunroof, stereo, tints. **£4,250**

Pontiac Trans Am 6-6 1979. Finished in white with red interior, auto, PAS, split roof, stereo, superb. **£3,995**

Jensen Interceptor M-Reg. 1973. Finished in beige with brown vinyl roof, excellent example. **£3,995**

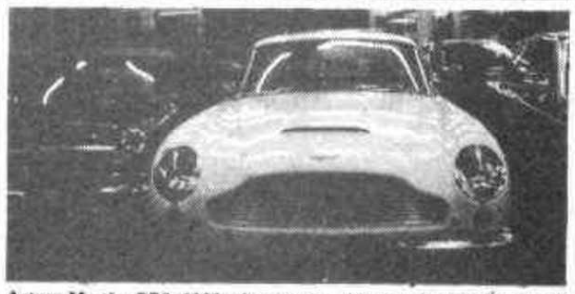
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Rover 3500 T-Reg. 1979. Manual, white with brown interior, PAS, stereo, e/windows, superb. **£2,795**

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Rover 3500 Automatic. PAS, e/windows, 1977, white, superb condition. **£1,995**

Citroën Mehari 1978. Convertible, LHD, green. **£1,795**

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Mercedes 350SL 1971. Finished in metallic red with 1981 interior, cloth seats, velour carpets, 73,000 miles, auto, PAS, stereo, tints, sports wheels, superb and faultless. **£6,995**

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1982 Alfa Romeo Giulietta 2000 saloon, finished in ivory with cloth interior, alloy wheels, stereo, headlamp wash/wipe, 4,000 miles, one owner. **£6,295**

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1958 Rolls-Royce Cloud 1, finished in duotone green with superb original green hide interior. This vehicle is in every respect a superb example of this classic shape and has covered just 97,000 miles since new by 1 careful owner. A solid investment at **£10,500**

1927 Rolls-Royce 20 h.p. Saloon. Fabric body, horizontal grille, coachwork in dark green and black, with polished brass detail. Fitted with original luggage box and leather cases. This classic Rolls Royce truly depicts all the grace and splendour which has made this marque the finest cars in the world **£14,500**

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1981 MORGAN Plus 8. Brown, 12,000 miles.
1980 MORGAN Plus 8. Red, 10,000 miles.
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1981 (Series) MORGAN 4/4. 2-seater, black, 6,000.
1981 MORGAN 4/4. 4-seater, brown, 12,000 miles, w/w.
1980 MORGAN 4/4. 4-seater, red, 11,000 miles, w/w.
1980 MORGAN 4/4. 4-seater, red, 14,000 miles, w/w.
1982 (Series) FERRARI 308 GTB. Gunmetal grey, 10,000 miles, carburetters.
1981 (Series) FERRARI 308 GTS. Met blue, 18,000 miles only, carburetters.
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1962 JAGUAR E-Type 3.8. FHC, black, history.
1971 JAGUAR E-Type V12 2+2. Personal No. plate, full history, 2 owners.
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1982 (Series) PORSCHE 928 S. Manual, met. wine red, 13,000 miles, sunroof.
1982 PORSCHE 911 SC. Pacific blue met., one owner, 12,000 miles.
1982 (Series) PORSCHE 911 SC Sport. Pacific blue, 16,000 miles.
1981 (Model) PORSCHE 911 SC Sport. Met. wine red, 20,000 miles.
1981 (Series) PORSCHE 911 SC Sport. Guards red, 29,000 miles.
1980 (Series) PORSCHE 911 SC Sport. Ice blue, low mileage.
1978 PORSCHE 911 SC. Arrow blue, 26,000 miles, full history.
1975 PORSCHE 911 S Targa 2.7. Harvest sand.
1974 (Series) PORSCHE 911E Targa. White, history, radio / stereo.
1982 PORSCHE 924 Turbo. Met. wine red, one owner.
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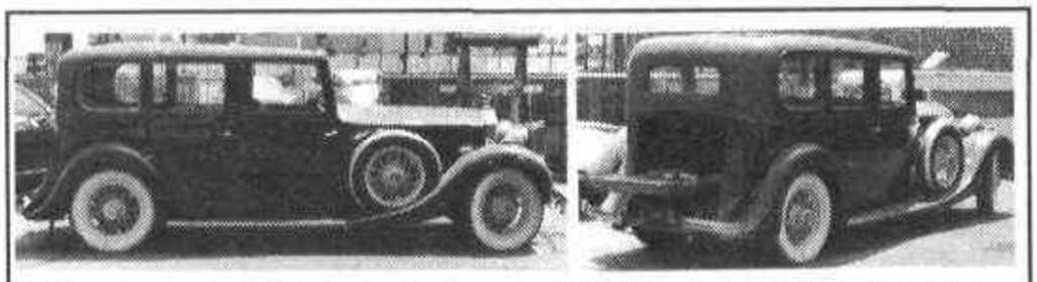
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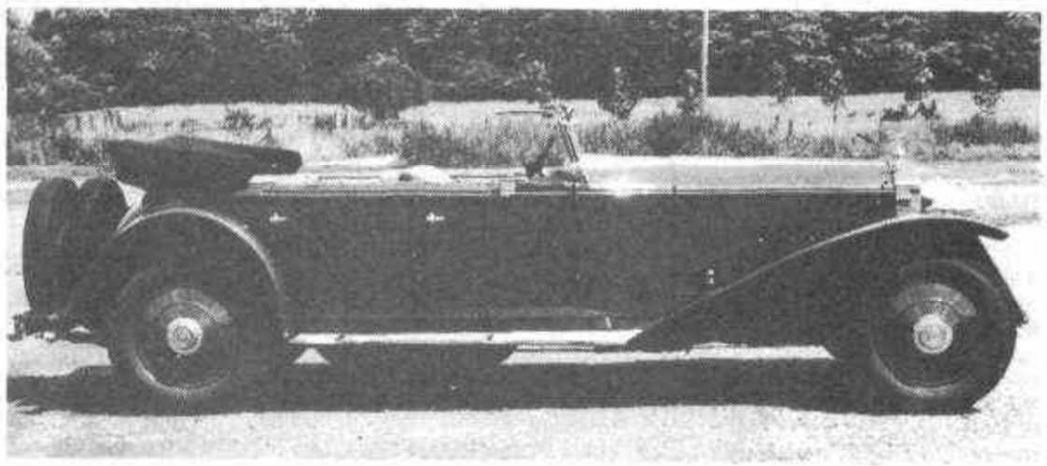
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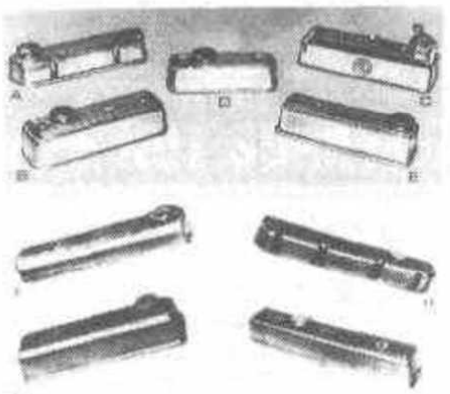
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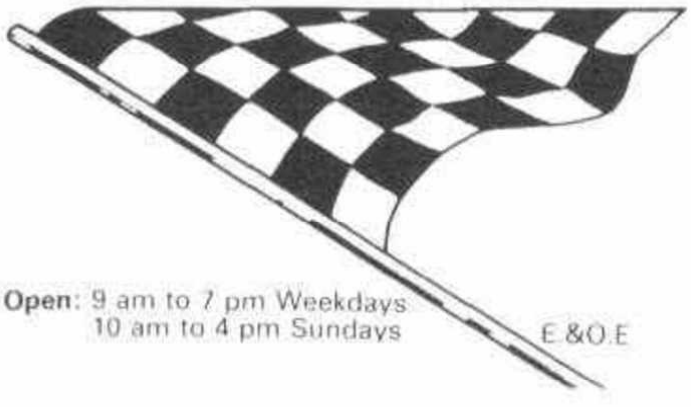
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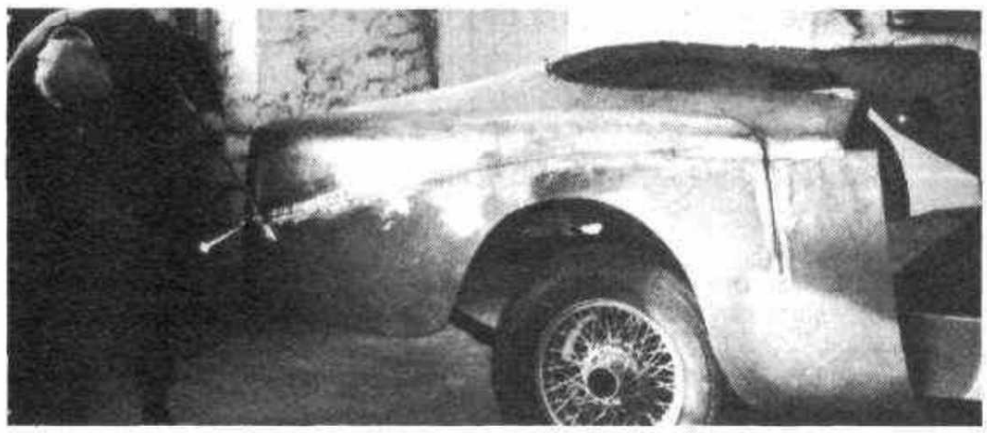
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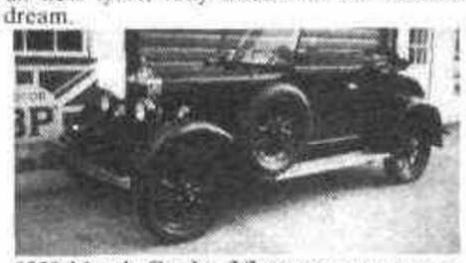
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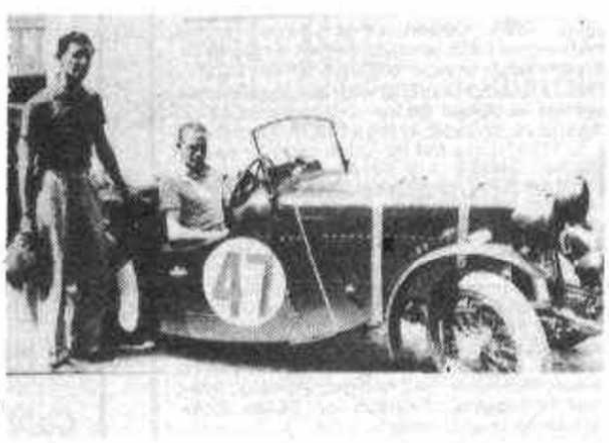
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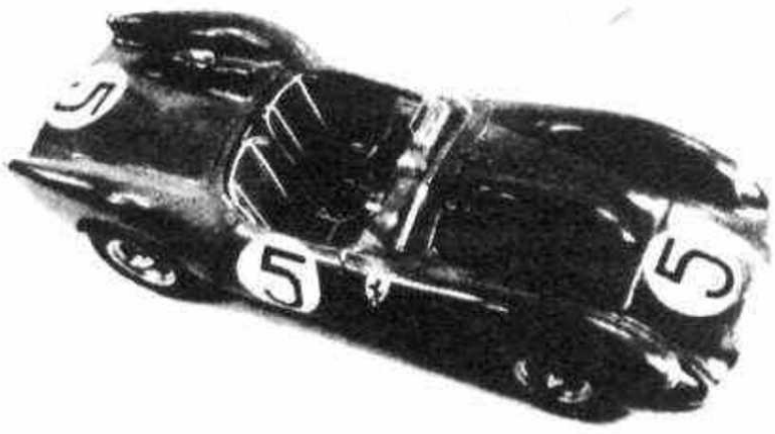
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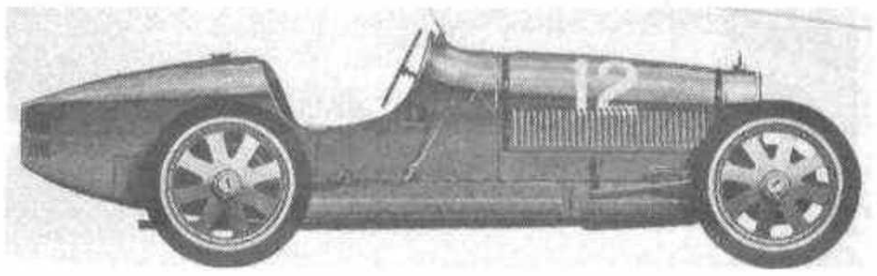
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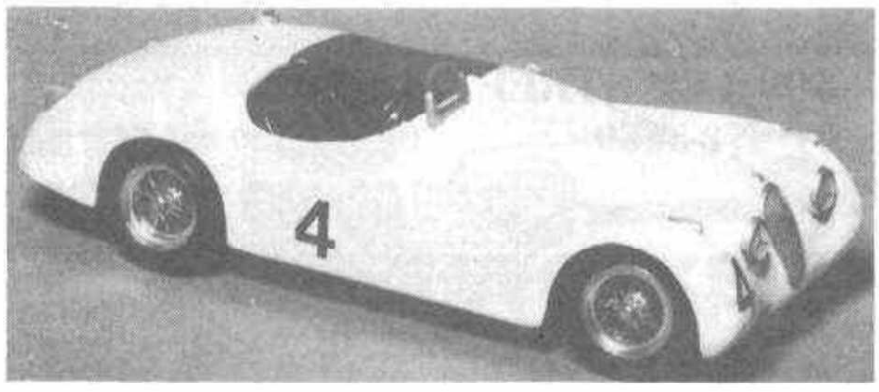
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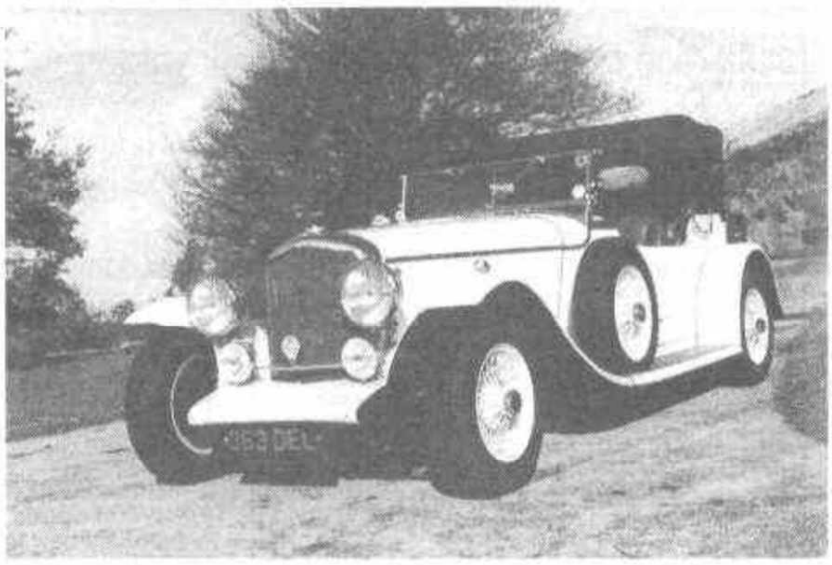
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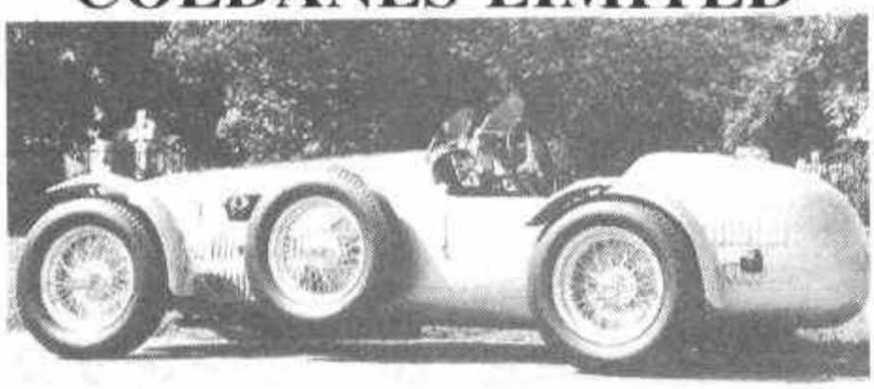
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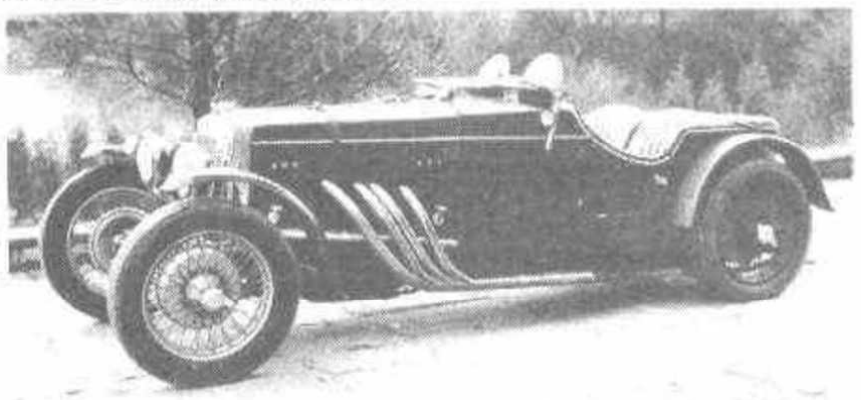
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THE YEAR OF THE SNAKE

For the second month running, my attempts to show off "COB 1" at "The Goat" Pub meeting (Dec. 5th) were thwarted by appalling weather (though nine of the 12 monthly gatherings of 1982 were dry, so I can't complain too much!) I do intend to get it properly "run in" (over 500 miles so far) and out and about in 1983, however, so watch this space for details of "when" and "where".

In this connection, next month sees **Nostalgia's 10th Birthday**, and to celebrate, there will be a whole page ad., containing, among other things: **Special offer(s) to all Cobra buffs; plus details of another of my five-year reconstruction projects nearing completion, of what was, and is, the world's most exciting (and most expensive) Historic Racing GT — and it's not a GT40!**

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The New Year is a good time to remind you that 'Nostalgia' cars are genuinely among the best, if not the best in the world; such claims are not lightly made!

'COB 1' will be at 'The Goat' Pub, Hertford Heath, Jan. 2nd, at noon, weather permitting! The AC Shelby Cobra is now 21 years old. Let celebrations begin!

1966 AC FORD COBRA '427' — Left hand drive — USX 3259; 23,000 miles, 3 owners, documented history, imported from California in 1979, and US Registration retained, enabling tax-free re-import into the USA, or Europe (since all UK taxes & VAT have also been paid); absolutely, magnificent throughout, in red, with black trim; **certainly one of the best original 7-litre Cobras in the world, with engine compartment, chassis etc., all prepared to the finest standards. The £ value makes this an extremely reasonable export prospect also.**



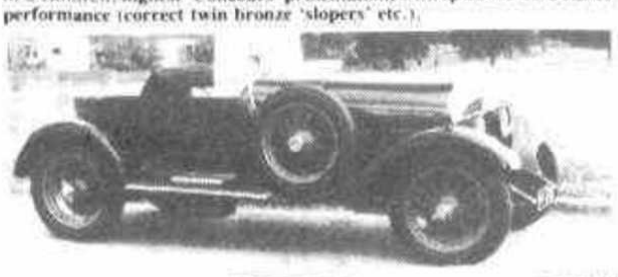
1965 FERRARI 275 GTS — Right hand drive — Ch. 7681; under a dozen RHD models of this beautiful open Ferrari were manufactured; **this 55,000 mile example has a remarkable complete documented history from new, including the original sales invoice from the Ferrari factory, and servicing by Maranello and 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!



1951 JAGUAR XK 120 ROADSTER — REG. XK1; 22,000 warranted miles from new, and winner of over a dozen major 'Concours' awards including 'Overall Supreme Champion' at International XK Day. Nowadays this car is constantly being sought for exhibition and similar 'guest' appearances, as in every aspect of performance and condition, it is still literally as new. **Probably the best production XK Jaguar left in the world, and an all-time 'blue-chip classic'!**



1924 BENTLEY 3-LITRE TOURER — Ch. 528; the property of the Sandwith family, for sale due to bereavement, **certainly among the finest of '3-litres' anywhere,** a BDC judge recently declaring that he was extremely impressed by its authenticity, originality and preparation, original rolling chassis, engine and all fittings, with Townshend's remarkable, perfect facsimile of the unique (Nagle) Mulliner Boat-Tail (See p. 34; Green's '50 Years...'), 2-seater body plus dickey for 1 adult or 2 children, **highest 'Concours' presentation, with splendid 'Red Label' performance (correct twin bronze 'slopers' etc.).**



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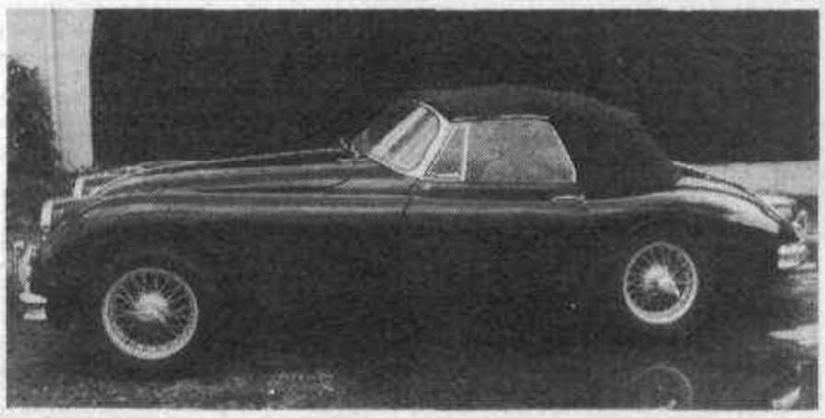
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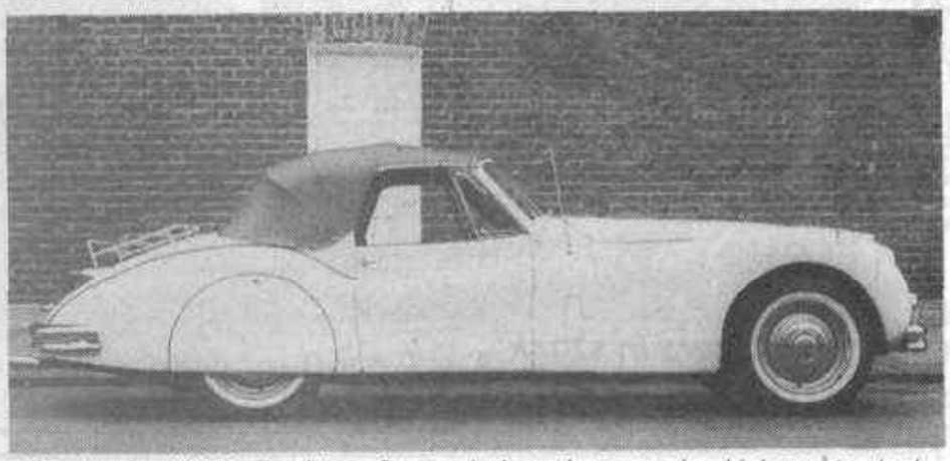
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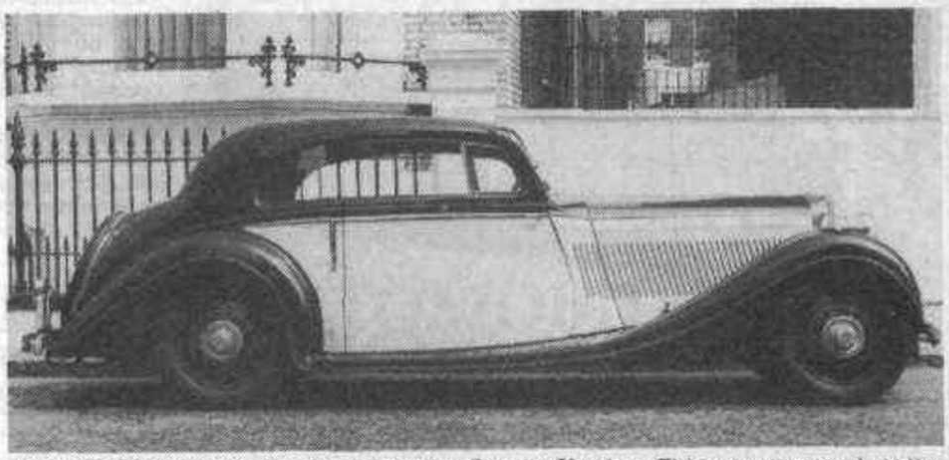
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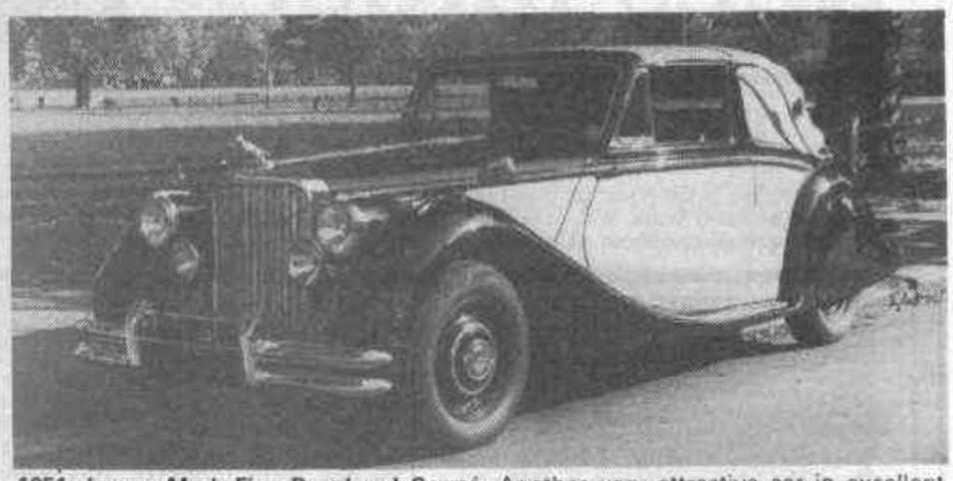
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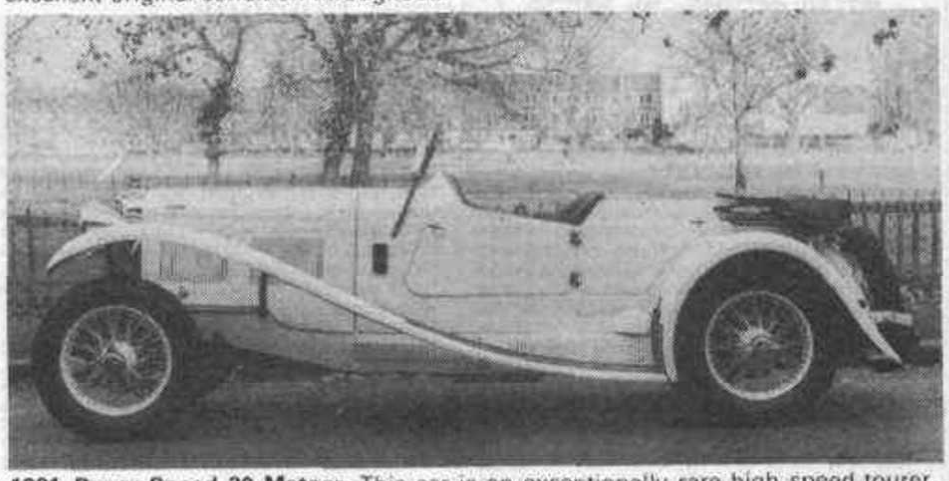
1955 Jaguar XK140 Roadster. Restored throughout to the highest standards. Finished in Olde English White with red leather interior and red hood.



1937 Bentley 4¼-litre Sports Saloon by Gurney Nutting. This very rare and pretty coachwork is painted in maroon and cream with a beige leather interior. The car is in excellent original condition throughout.



1951 Jaguar Mark Five Drophead Coupé. Another very attractive car in excellent original condition. Mechanically in very good order and finished in black and silver with a tan interior and beige hood.



1931 Rover Speed 20 Meteor. This car is an exceptionally rare high speed tourer, fitted with coachwork by Abbey. It has been painted in Olde English White, the interior is in red leather, and is in superb order throughout..



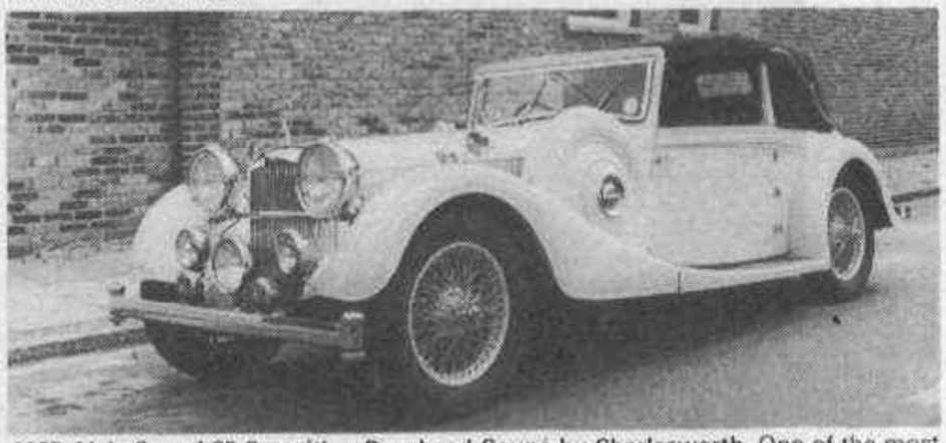
1963 Aston Martin DB4 Convertible. All the bills are available to substantiate a recent rebuild at an Aston Martin main agent. This car is painted in metallic blue with dark blue leather interior and hood.



1939 Lagonda LG6 Drophead. A superb original car complete with extensive history, and in excellent condition. The hood and coachwork are dark blue and the interior and coachlines are in red.



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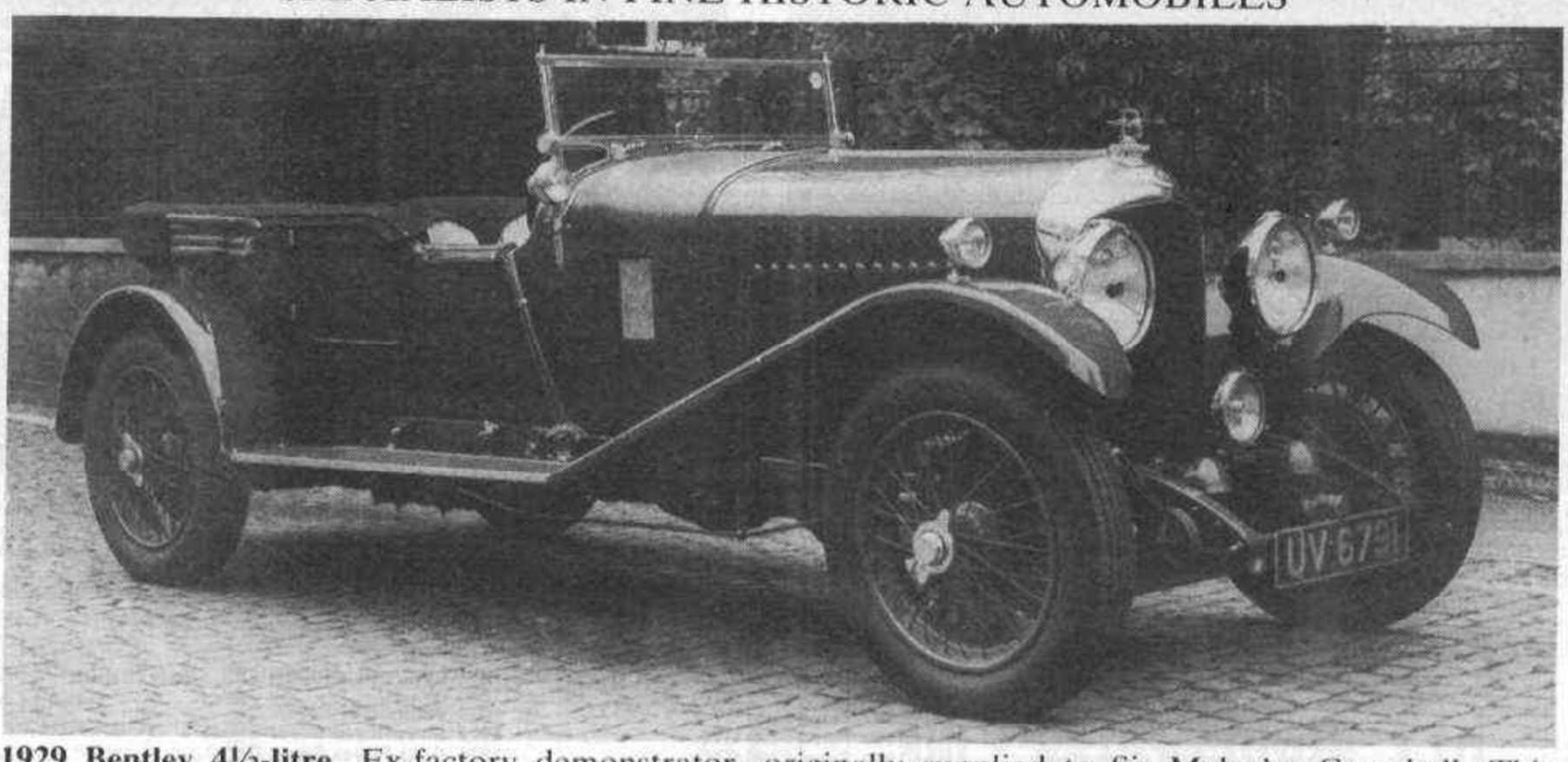
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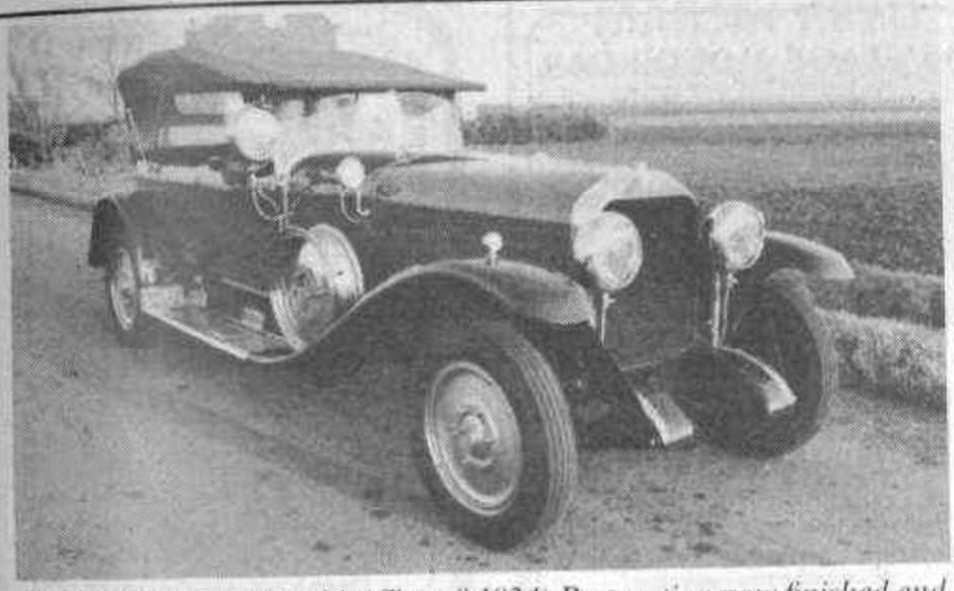
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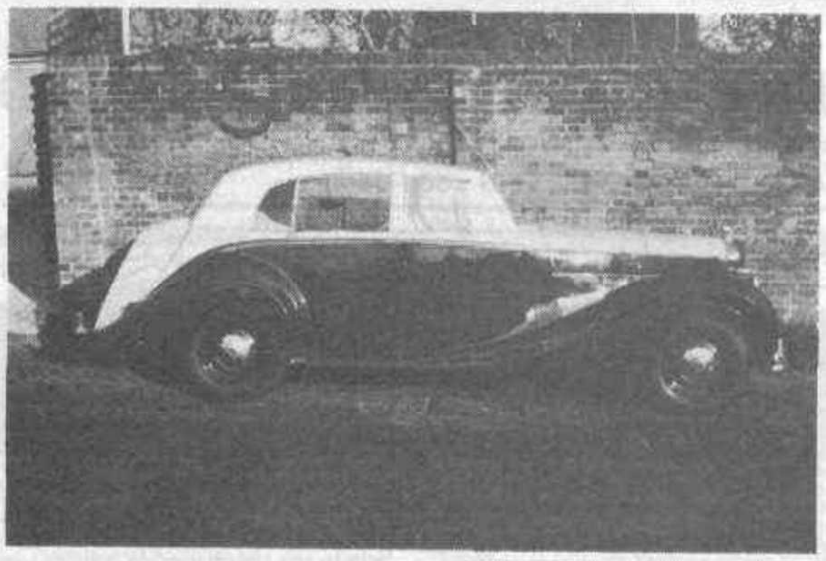
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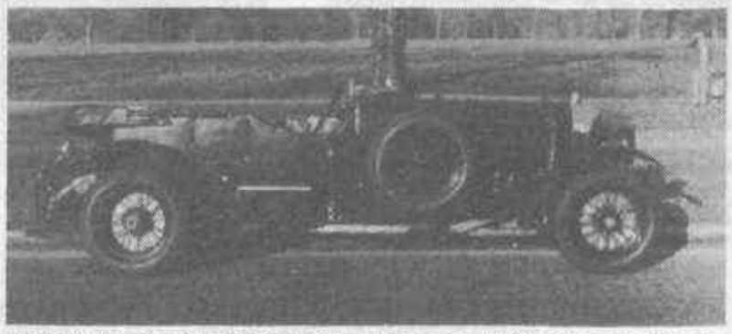
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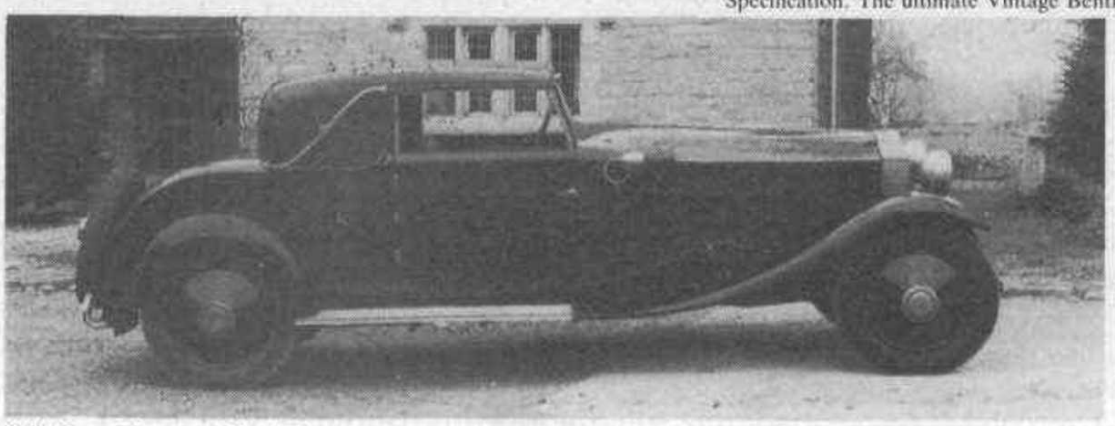
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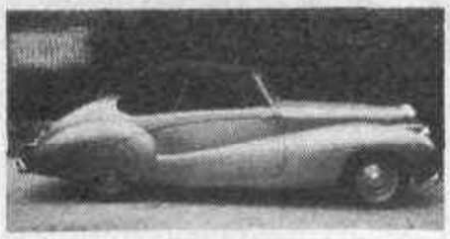
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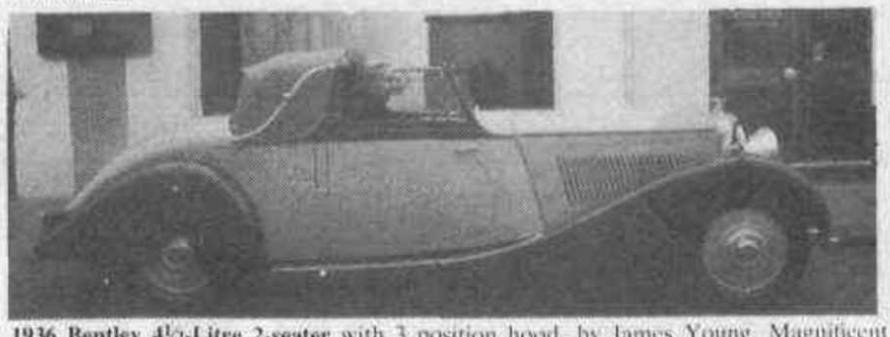
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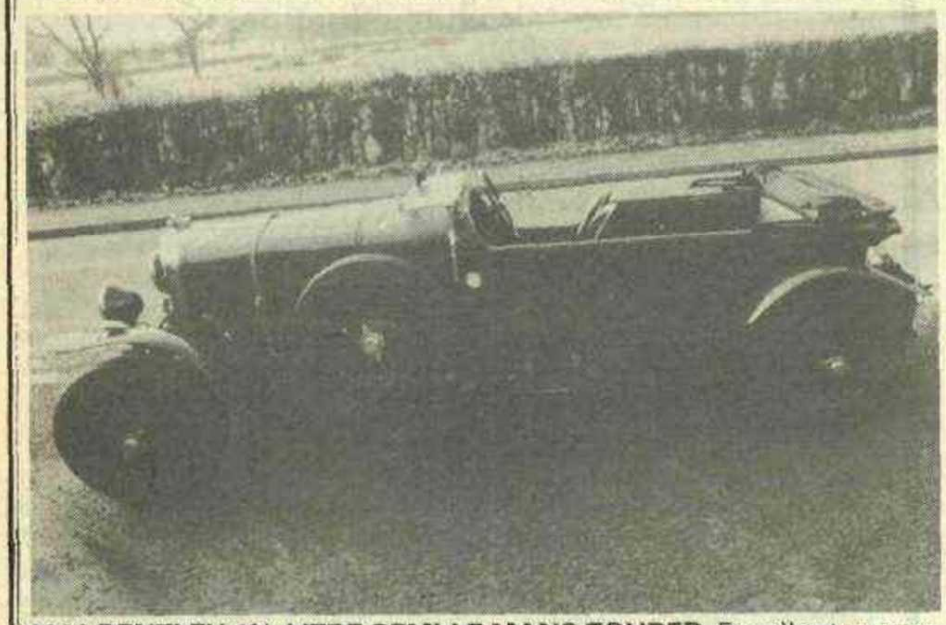
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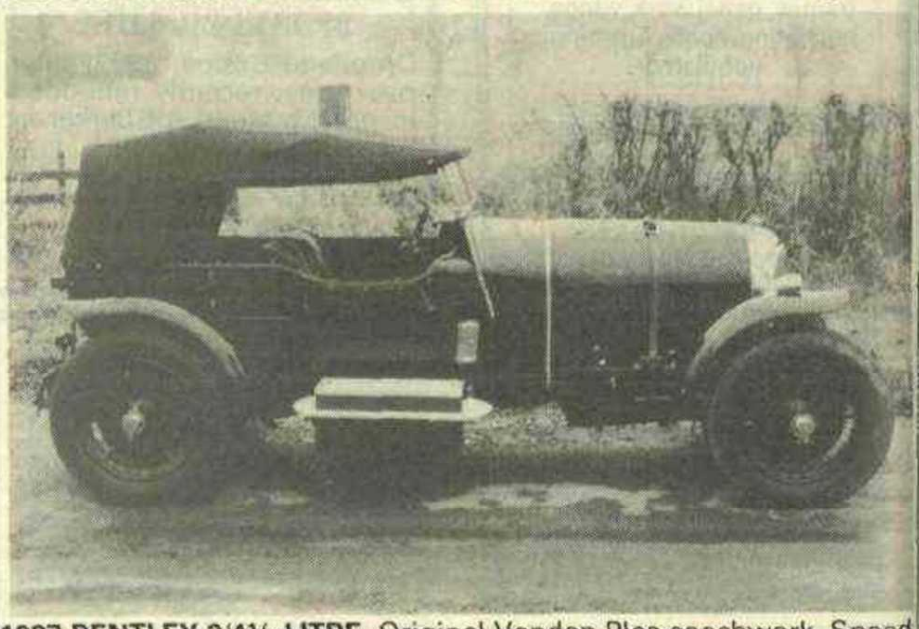
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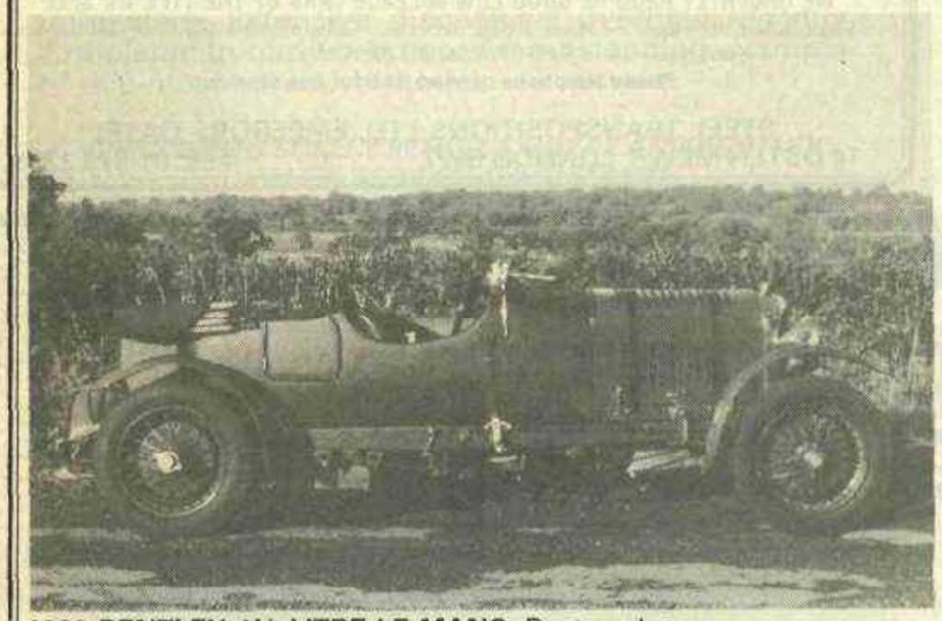
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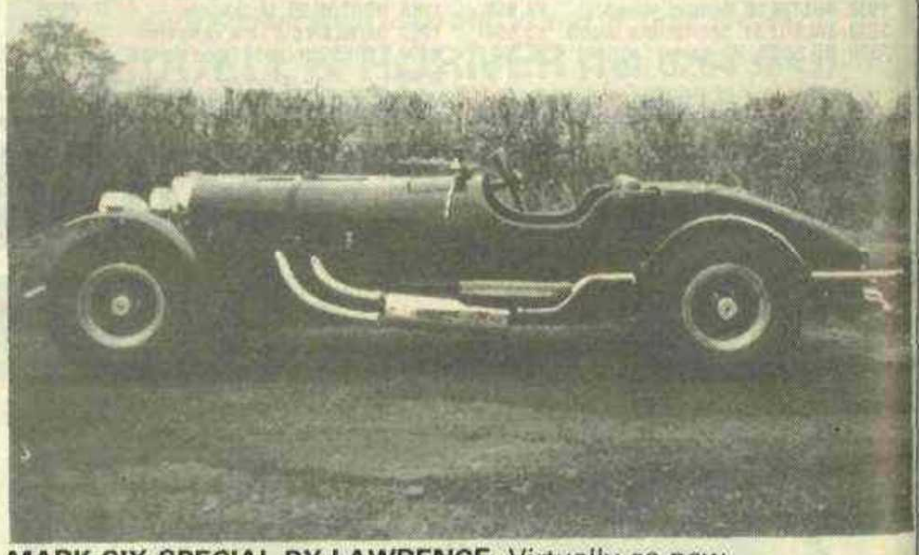
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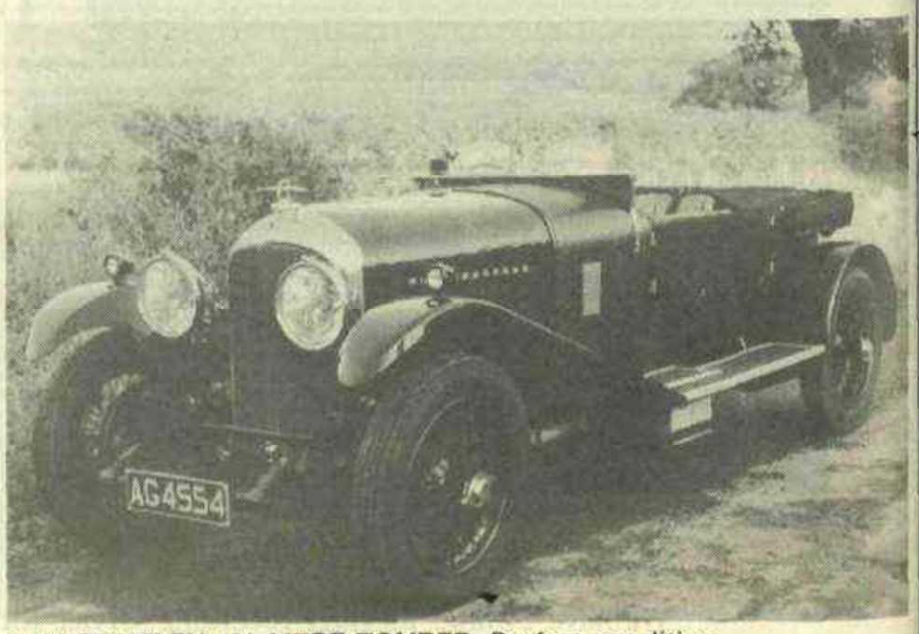
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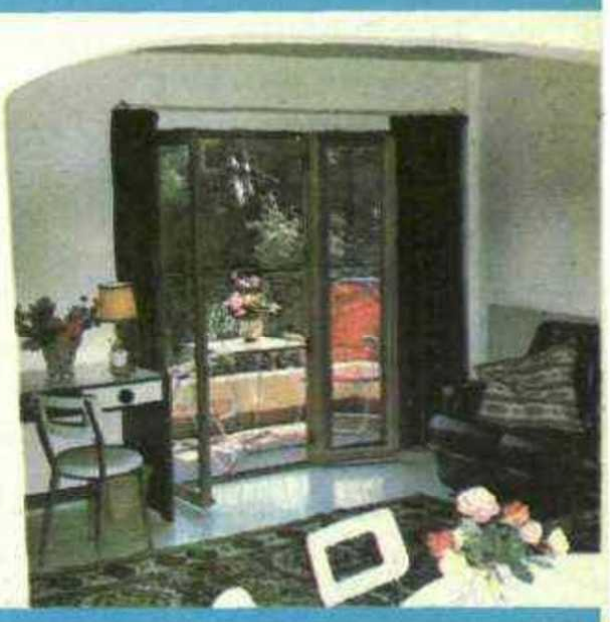
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DOMAINE DE LA SOURCE







A PLACE TO CALL YOUR OWN

On the superb COTE D'AZUR we offer you COMFORTABLE WELL EQUIPPED S.C. POOLSIDE STUDIOS for 2 ranging upwards to five-roomed GARDEN VILLA APARTMENTS with C.H. and villa swimming pool for 8 to 10 people in an unusually attractive setting on a spacious, uncrowded private estate. Situated on the hills behind and only motoring minutes from MENTON, MONTE CARLO and the WESTERN END of the ITALIAN RIVIERA, you can be cosseted in a delightful environment by the long warm days and the famed "velvet nights" of THE GOLDEN COAST. Those who wish can relax on the Domaine around one of the three filtered swimming pools or perhaps commune with nature elsewhere in lush green tranquillity on the olive covered hillsides. MENTON, just about half way between Paris and Rome, is reputed to have the warmest year-round weather in Europe with 300 days of SUN per year — or they say 2,700 hours.

TWO BIRDS with ONE STONE — as a motoring enthusiast, why not combine a villa apartment, self catering holiday with one of the **GRANDS PRIX** in this area: For example, **MONTE CARLO GP 15 MAY**, or **FRENCH GP** at **PAUL RICARD**, or perhaps the **ITALIAN GP** at **MONZA 11 SEPTEMBER**. Even in the PEAK Season our most comfortable three double bedroomed two bathroomed apartments and shared swimming pool are only £67 per person per week when fully occupied, and our poolside studios for two at £73 per person per week for the **MONACO GP** are a best buy on the Cote D'Azur.

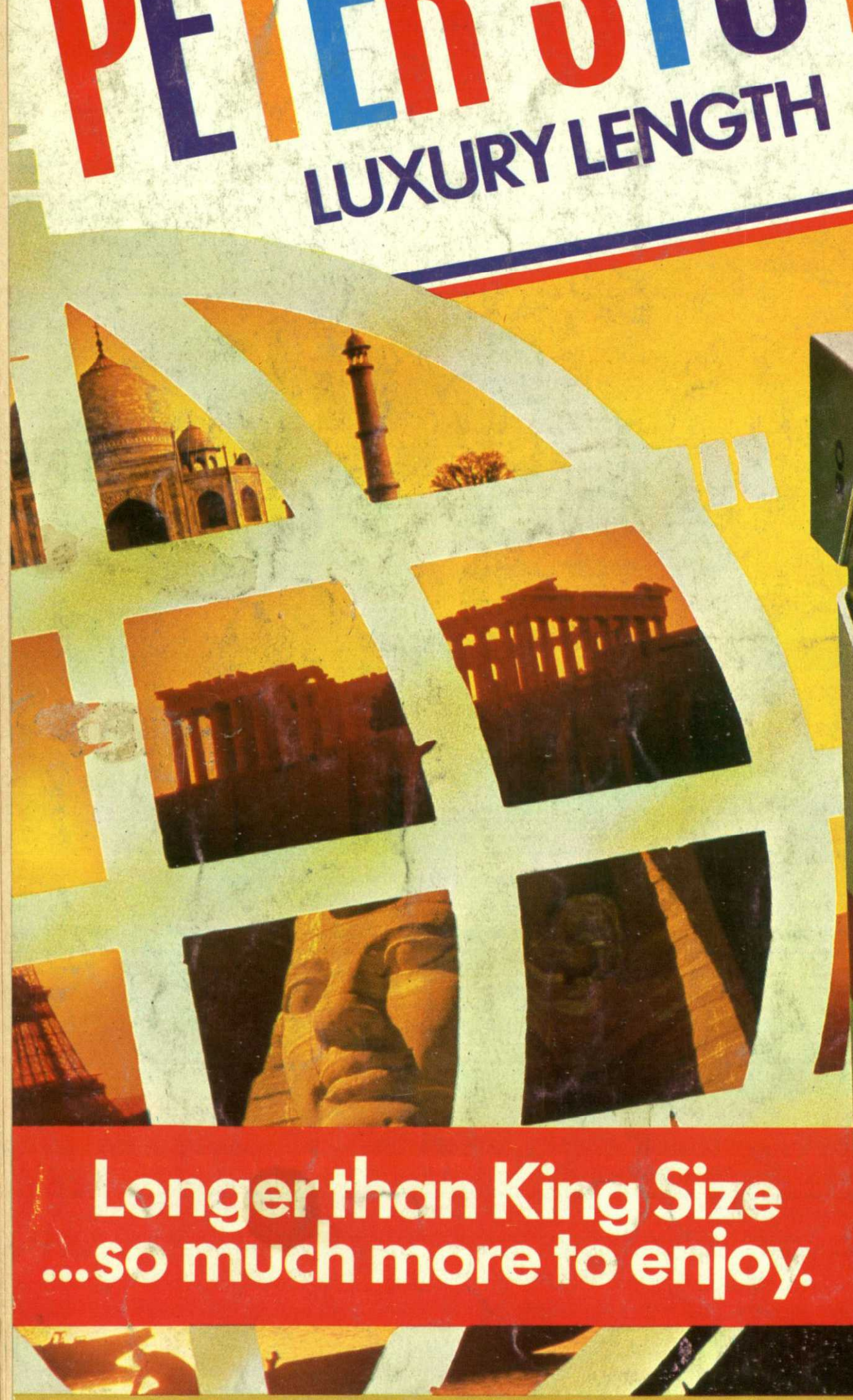
ASK THOSE WHO HAVE BEEN

OR CONTACT US DIRECT FOR A COLOURED BROCHURE OR BOOKING. PLEASE CALL BRITISH OWNERS ON:
MENTON 359281 (STD 010 33 93 359281) OR WRITE MS DOMAINE DE LA SOURCE, GORBIO, 06500, MENTON, FRANCE
JANE & MICHAEL HUNT TAKE THIS OPPORTUNITY TO WISH THEIR FRIENDS AND MOTORING ENTHUSIASTS A VERY SUCCESSFUL NEW YEAR



PETER STUYVESANT

LUXURY LENGTH





Longer than King Size
...so much more to enjoy.

LOW TO MIDDLE TAR As defined in H.M. Government Tables.
DANGER: H.M. Government Health Departments' WARNING:
THINK ABOUT THE HEALTH RISKS BEFORE SMOKING