

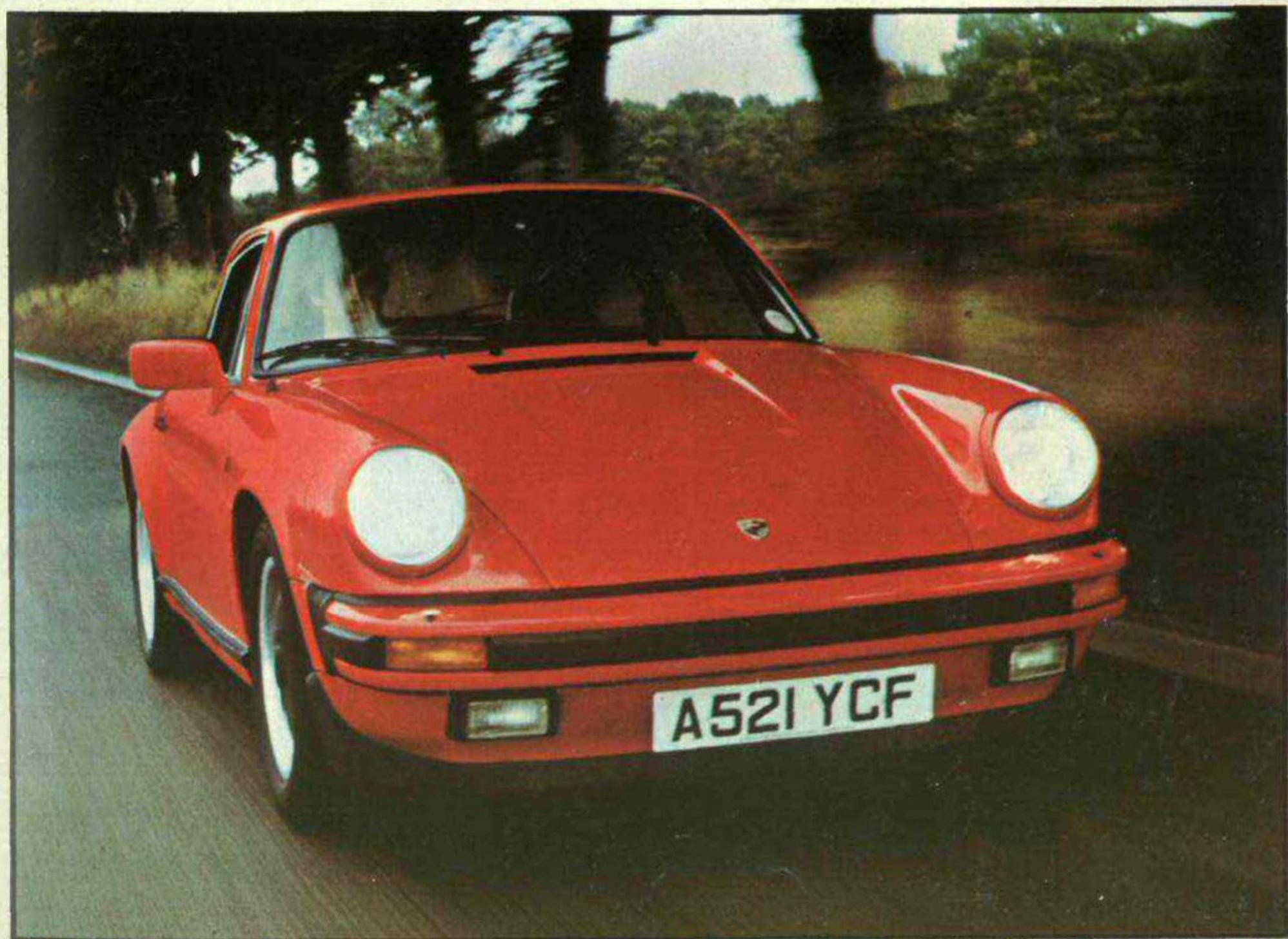
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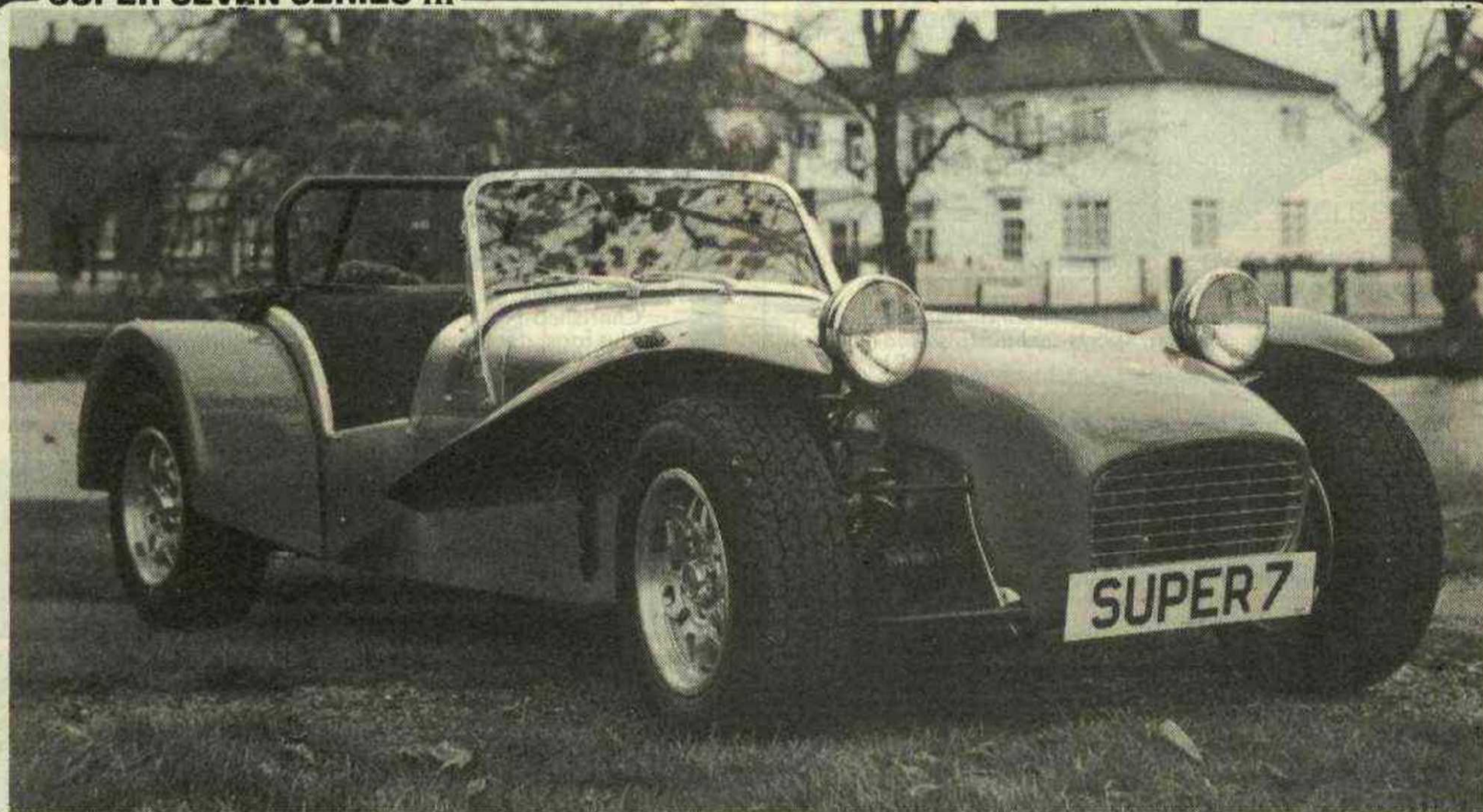
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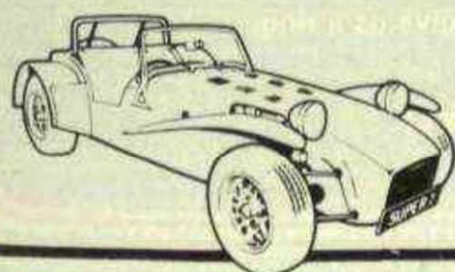
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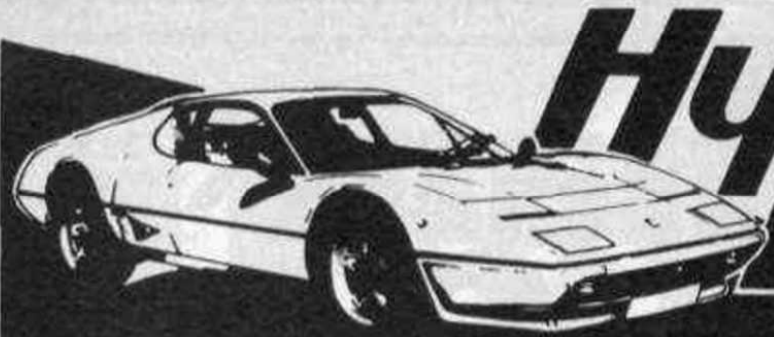


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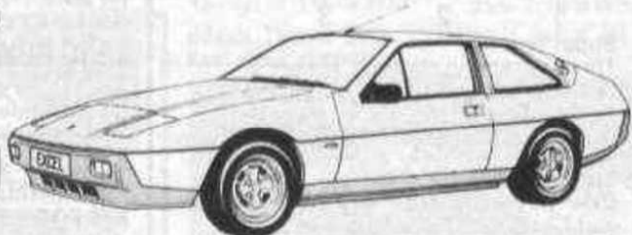


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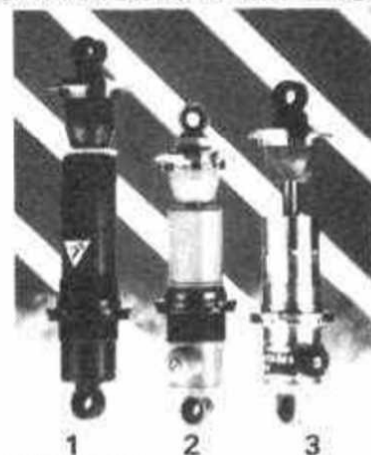


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MGB GT V8 (Std) Front	£27.00 Pair
MG Midget Front H Duty	£22.00 Pair
MGA Front H Duty	£30.00 Pair
Rover SD1 (Rear) H Duty	£33.00 Pair
Range Rover H Duty IF & RI	£45.00 Pair
BMW 323i (Front) H Duty	£36.00 Pair
Ford Most Escorts various rates	£21.00 to £30.00 Pair
Lotus Elan (R) Std	£19.95 Pair
Lotus Elan (F) Std	£16.50 Pair
Europa (F & R) Std	£19.95 Pair
Scimitar SES & 6 (F & R)	£22.85 to £27.50 Pair
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Carriage	£3.50 a pair

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Race Driver & Part Time Scribe
Wearing a 3-layer Jay Brand Nomex Suit

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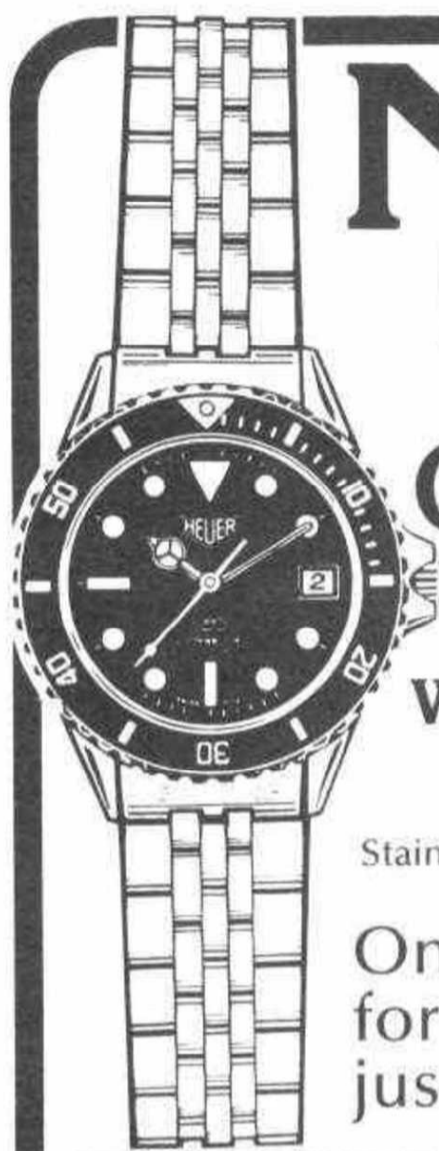
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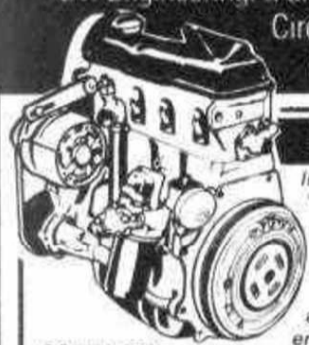
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GTi Engineering, a division of Richard Lloyd Racing Ltd. is based at Silverstone Circuit and is the home of the famous Canon Porsche 956, which is maintained in the same workshops as those used for our customers' cars.



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Cosworth Pistons. Forged, 81.0mm, 82.5mm. Also 79.5mm (race).

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Clutches. H/duty 190mm, 200mm, for road (organic) & competition (sintered)



Exhausts. 4-branch tubular manifold & free-flow large bore system/tailpipe for Golf/Scirocco GTi

Aluminium Sump. 1 or 2-piece, high capacity. Golf/Scirocco

COMPLETE EXCHANGE ENGINE CONVERSIONS

Converts 1600cc to 1800cc - Golf/Scirocco/Jetta

RLR1800 (injection) 130bhp

RLR1800 Plus (injection) 140bhp

RLR1800C (carburettor) 125bhp

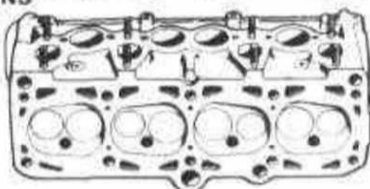
Converts 1800cc to 2000cc - Golf/Scirocco

RLR2000 Plus (injection) 150bhp

CYLINDER HEAD CONVERSIONS

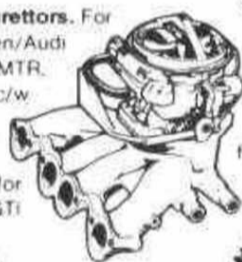
RLR 1800 'Plus Pac' 135bhp for 1800 injection Golf/Scirocco

RLR 2200 'Plus Pac' 160bhp for 2.2 injection Audi Coupe.



Cylinder Heads. Fully gas flowed, oversized valves, heavy duty springs & high-lift cam etc.

Weber Carburettors. For most Volkswagen/Audi models, e.g. 34DMTR, 40DCOE etc. c/w inlet manifolds.



Also large **Throttle Valve** for Golf GTi

Limited Slip Differentials for most Volkswagen/Audi models



Final Drive Conversion for road or competition 3:1 to 4.81:1 for 4 & 5-speed boxes



Camshafts. Various profiles for road or competition

Automatic Transmission Conversion for Golf/Scirocco GTi utilizing only V.A.G. components

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Floor Mats. Tailored with woven nylon heel pad. For Golf/Scirocco/Jetta



Steering Wheel. Black leather, 14.3" dia. GTi Engineering centre logo. Other colours available.



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We are the official UK Importers of Zender, and distributors of BBS body styling products.



Body Styling Kits plus front and rear spoilers, wheel arches, sill panels, headlamp grilles etc. for Golf/Scirocco/Polo/Jetta/Audi Coupe/Passat Estate etc.

BBS Range of aerodynamic body components. Fully illustrated details on request.

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Body styling panels can be sprayed to match bodywork colour. This work is carried out in our very advanced 'low-bake' spray booth and can include wheels, bumper covers, plastic trim, mirrors etc. or the complete car.

NEW PRODUCT

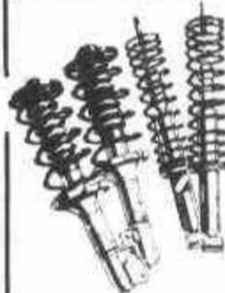
New Wheel & Tyre Combination from Pirelli

6 x 15 aerodynamic alloy wheel fitted with 195/50 VR15 Pirelli P7 tyre.

PRICE EACH £157 plus VAT



SUSPENSION/BRAKES

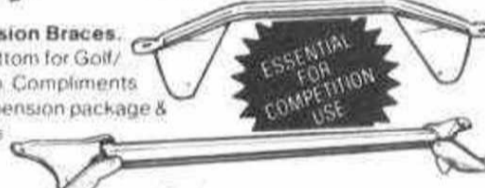


Bilstein Sportspack. The effect is astonishing! Holds your Golf or Scirocco to the road like a limpet. This is the widely acclaimed, factory-approved gas-filled suspension kit consisting of front strut assemblies, rear shock absorbers and matched road springs. We also stock suspension units for other models.

Sump & Fuel Tank Guards. Aluminium for Golf/Scirocco

Suspension Braces.

Top & bottom for Golf/Scirocco. Complements the suspension package & prevents chassis flexing.



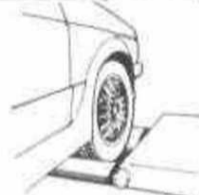
Brakes.

Various materials & improvements to the braking performance for all Golf/Scirocco, including our renowned Brake Pad Conversion.



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We can carry out thorough servicing on your GTi (& other Volkswagens & Audis) in our super-clean hi-tech workshops. We have our own Crypton Heenan Rolling Road which ensures maximum efficiency and permits accurate setting of ignition and K-Jetronic injection systems.



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Zender Side Sill Kit	£99.00
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SDI
Complete Kit.
£59.50

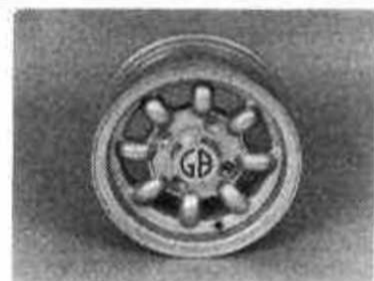
Price per unit.	
BMW 2002, 1802 Rear	£17.00
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Capri 69-72 Rear	£16.30
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E type, XJ6, XJS Rear	£24.00
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Viva HA, HB, HC Rear	£16.30
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Polo 75 on Rear	£22.25
Beetle, Passat, Rear	£16.30
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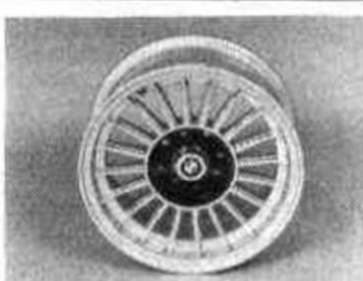
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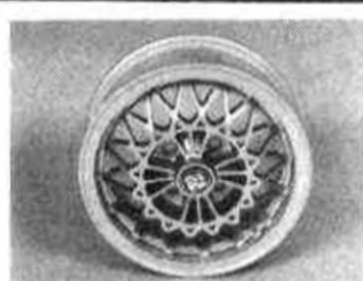
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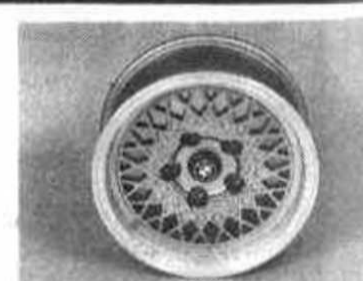
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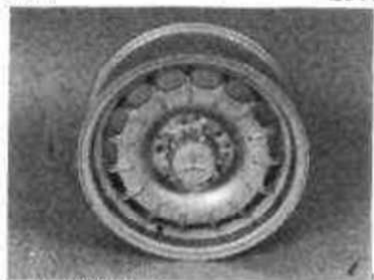
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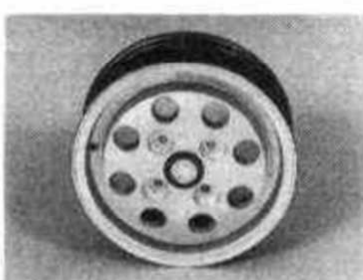
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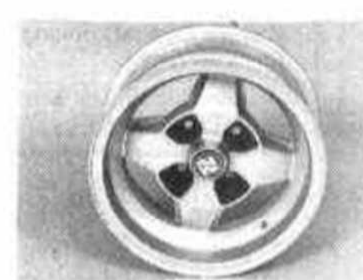
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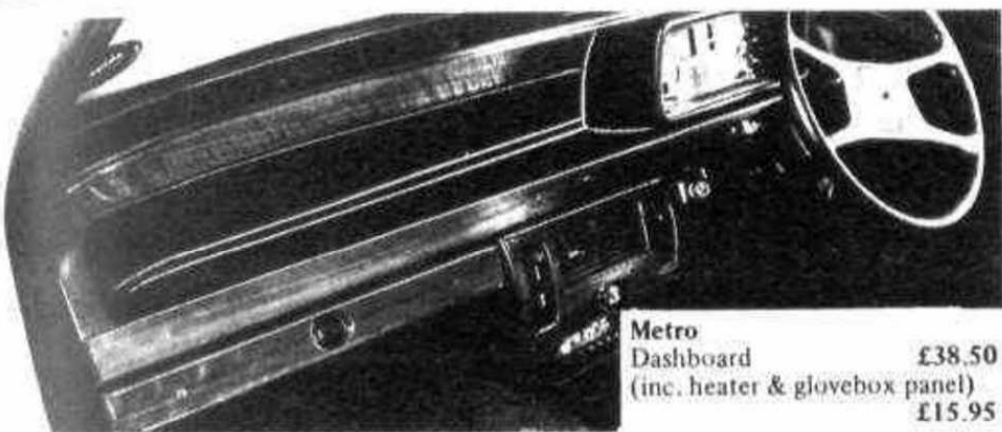
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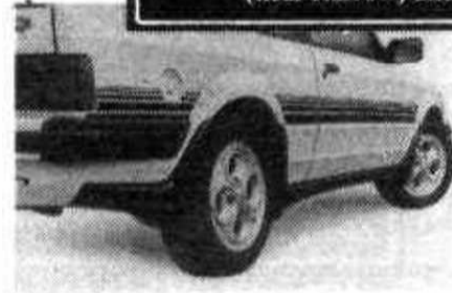
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ROVER SD1

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New from Richard Grant, Lazer Side Spoilers in tough, rigid ABS plastic protect your sills from stone chips, and streamline your wheel arches to reduce drag. Can be sprayed to match body. pair £49.50
Securicor £3.50

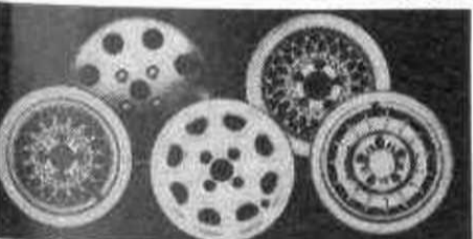


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Ford Escort I, II, III - Cortina I, II, III, IV - Capri I, II, III - Fiesta - Granada I, II - Mustang II - Marina - Princess 1800/2200 - Maxi - Ital - Metro - Rover SD1 - Avenger - Hunter - TR7 - Acclaim - Triumph 2000/2.5 PI - Vauxhall Astra - Cavalier - Firenza - Viva H/C - Chevette - Victor - Carlton - Royale - Plus most models from the following manufacturers' lists: Alfa Romeo - Audi - Autobianchi - BMW - Datsun - Fiat - Honda - Hyundai - Lada - Lancia - Mazda - Mitsubishi/Colt - Opel - Peugeot - Renault - Saab - Subaru - Talbot - Toyota - Volkswagen - Volvo - Zastavia.
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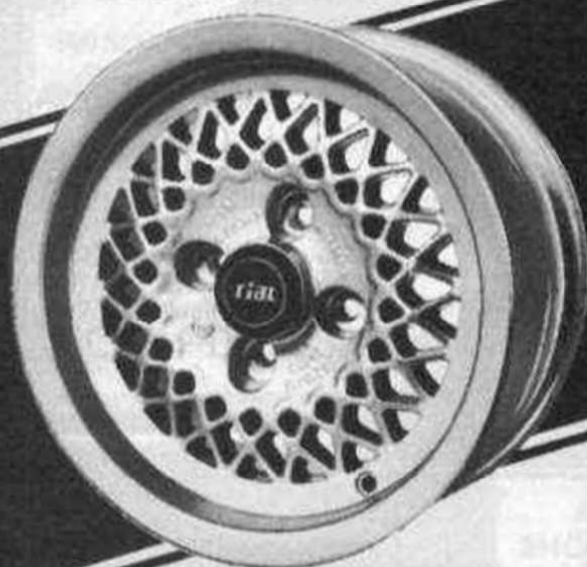
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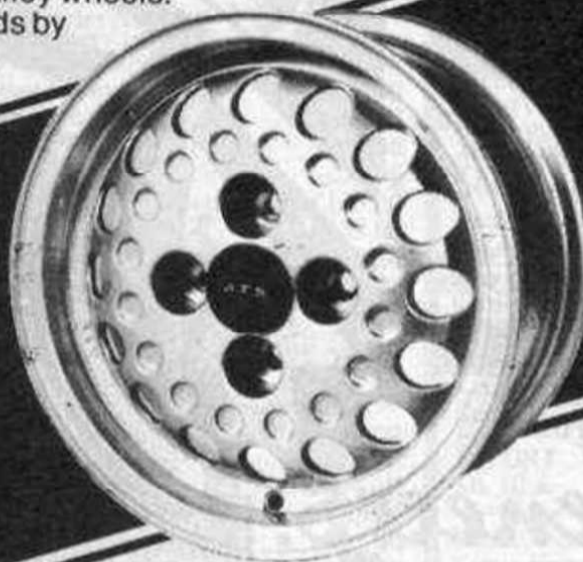
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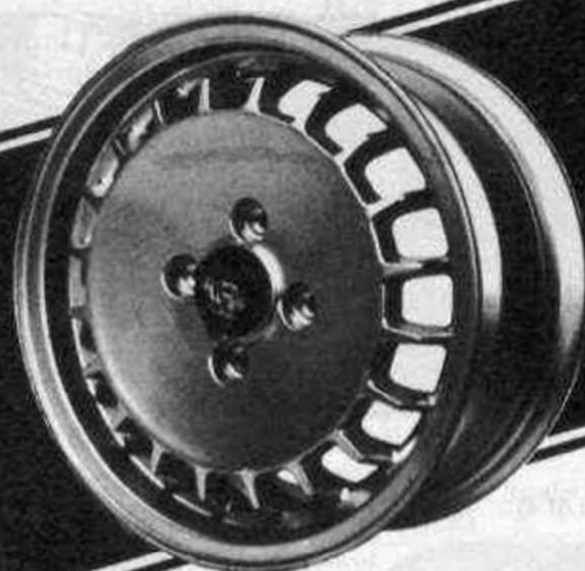
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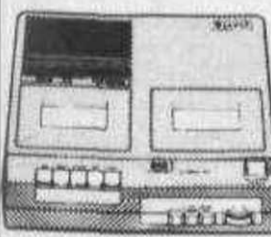


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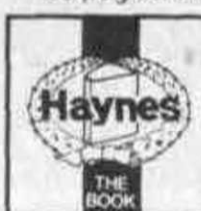


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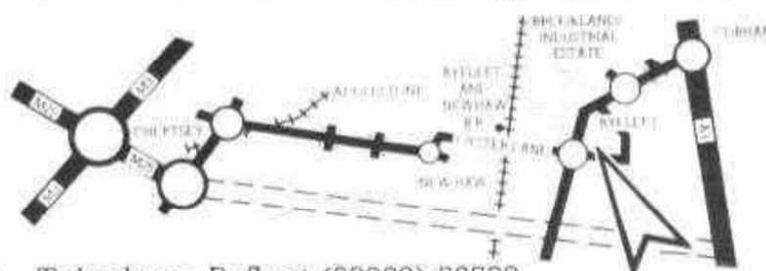
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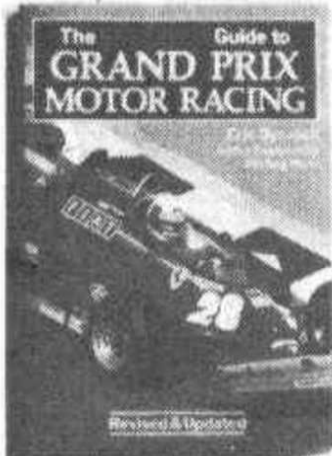
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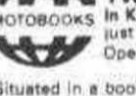
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TIP OF THE MONTH

This one's for you owners of mechanically injected 911's who never read / didn't keep February 1981 Motor Sport. Judging by the 'phone enquiries we're getting, that's most of you! Suddenly you notice that your fuel consumption is getting bad, and the exhaust pipe is soot black. "It's running rich" you cry down the 'phone to Autofarm. "How much is a new injection pump?" (if we don't like the sound of you, or we are feeling a bit livery, we tell you. . .) Don't panic, it's usually a fault with your automatic choke.

FIRSTLY: Check that the tinwork on your left-hand heat exchanger is intact. If it's become perforated with rust, all your lovely hot air will take the easy way out rather than going down a long pipe to tell the thermostat it's now warmed up thank you.

SECONDLY: Check that said long pipe is still connected from the top front outlet of your heat exchanger to a point under the left-hand side engine tinwork, a thick rubber pipe, and from the inside of the tinwork to the injection pump by a double layer flexible cardboard and plastic pipe. OK so far?

THIRDLY: Carefully undo the choke housing end plate (2 screws) and withdraw the assembly — what a lot of washers . . . don't mix them up! Carefully dismantle and clean. Put together in same order. Note how most washers go together back to back with small lip holding each pair apart. Re-fit.

LASTLY: Please note you observant owners, the air outlet pipe under the thermostat *does not* have anything connected to it, it just vents to atmosphere. Hopefully your problems are now solved! If you are unlucky, and your thermostat has never had it so clean, you may now be running too weak! At this point give us a call to have your tune / CO checked. In fact we'd recommend this anyway — the cost may well be saved in improved consumption.

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1977 (April) 2.7 911 Lux Targa. Grand Prix White with black trim, forged 3 alloys. Full service history, and like the black one in amazingly good order for its 64,000. £8,500.



1980 (Feb) 911SC Sports Targa. Silver, black look, black trim. One owner, 42,000, just comprehensively serviced by ourselves. £13,950.

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1980 JAGUAR XJS

Damson with tan leather interior. This vehicle has covered only 35,000 miles from new and is in magnificent condition throughout. It is fitted with the G.M. gearbox, air conditioning, stereo etc and has the benefit of a new engine fitted by Jaguars at 24,000 miles, tremendous value.



1970 "E" TYPE 4.2 ROADSTER

This unique series II drophead is fitted with power steering, it is finished in indigo blue with a new blue mohair hood and hood cover. The interior has just been completely re-trimmed in crimson hide and fitted with new Wilton carpets. Fitted chrome wire wheels, white wall tyres and tinted glass. It has covered only 39,000 miles from new and is in superb condition.



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1982 Y-Reg. 9 seat. White with brown check trim, manual gearbox with power steering, radio/stereo, tinted glass, etc., one owner, 8,000 miles only and quite as new, terrific saving on list price makes this superb 4-wheel-drive vehicle an interesting proposition.



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MG Turbo	£141.23	£141.23	Ford Sierra XR4	£229.05	£229.05
Fiat X1/9	£163.93	£163.93	Alfa GTV 2.0	£199.76	£199.76
Volvo 360GLT	£160.15	£160.15	Lotus Eclat Excel	£362.66	£362.66
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MOTOR SPORT

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FRONT COVER PICTURE: THIS month marks the 20th anniversary of the debut of the Porsche 911. More than 200,000 911s have been built since then, and to mark this milestone we review two decades of development, and drive the latest, Carrera version.

USA (Airfreight) per annum \$38.00. All enquiries to: MOTOR SPORT, Box 567, Gleneagles Drive, New Vernon, New Jersey 07976, USA Telephone (201) 267-5612.

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Matters of Moment

Up The Limits

THE VEXED subject of speed-limits is in the news again, as last month's Editorial emphasised. The leading motoring organisations are rightly pressing hard for the raising or abolition of unnecessarily low limits. The *Daily Express* has been backing them. RoSPA is opposed to a higher Motorway speed-limit in Britain that would bring us into line with most other EEC countries — with a title like "Royal Society for the Prevention of Accidents" this is, perhaps, not unexpected, although one might have hoped this dedicated body would have by now abandoned the futile idea that "speed kills", without qualification.

We agree that it is high time the limit on our Motorways was raised or, better, abolished. Before the permanent 70-limit was imposed MOTOR SPORT had a go at attempting to get commonsense to prevail. We organised a massive Petition against this 70 mph speed-limit, which had been introduced purely as a panic measure in 1965, signed by 280,000 readers. It was presented to the Transport Ministry by Earl Howe and the Editor in the presence of leading racing drivers, headed by Graham Hill. Alas, unless an Election is pending, making a Government Department listen to public opinion is more difficult than persuading an elephant to ride in a Mini. No doubt our stacks of paper were soon fed to the Transport House boilers, preventing the civil-servants from feeling any draughts. However, that MOTOR SPORT Petition may well have prevented those who decided our motoring destiny from reducing the limit to 60 mph. . . (Which is why we consider another such Petition, as announced last month by the Managing Editor, to be worthwhile in 1983.)

Since 1965 cars have become safer, traffic density has increased, and the accidents which the 70-limit on our M1 and subsequent Motorways was intended to reduce, but didn't, are induced by the bunching, the nose-to-tail driving, that an unrealistic Motorway speed-limit must always incur. So it is high time speed-limits were revised, and Britain's brought into line with those of other EEC countries. Did you know that ours are lower than the restrictions in Austria, Belgium, France, Luxembourg, Spain, Portugal, and Switzerland, with West Germany eschewing Motorway limits, and Italy's generally higher than ours?

The motor-car has always been the butt of ridiculous catch phrases, such as "lethal weapon" or "speed kills", by unthinking or biased people. From the earliest times it was obliged, legally, to be driven very slowly. Things improved a bit, with enlightenment the overall speed limit eventually going to 20 mph, enforced by zealous constables using cheap stop-watches and waving hankies, until such stupidity was universally ignored, as some of you may remember, or have heard about. Clearly a bad Law, which was replaced in the 1930s with freedom from speed-limits on the "open" road, but a 30 mph limit imposed in "built-up" areas. That was a relief to those who saw speed as one of civilisation's benefits. One had only to keep an eye in the rear-view mirror for black (Police) Ford V8s to escape a fine for "speeding", an odd term applied to modern cars doing close to 30 mph. Even this advance rather strained the important good relations between the Police and the public.

All that was ages ago. Since then we have had additional 40, 50, 60 and 70 mph limits, to confuse and irritate. (To which can be added an unofficial injunction to proceed at 5 mph, over a stretch of Welsh road after the notorious "gritting" process, and where else but in Powys could you see notices proclaiming "No carriageway markings"?).

It is time to think again, yet, God help us, the Transport Under Secretary, Lynda Chalker, is trying to use "sleeping policemen", or artificial bumps, to enforce the 30-limit, regardless of their cost and the closing of roads while they are installed. Clearly an unenlightened lady, who believes naively that any speed is suicidal in a horseless carriage. . . .

Is Britain to remain backward in not coming forward with raised or abolished speed-limits for the 1980s, to speed up essential transport and particularly to reduce dangerous bunching on our Motorways? If anyone in authority thinks permitting overtaking on the near-side offers a motorway solution, St Christopher help us all. — William Boddy.

Motor Sport Fixture List for October

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

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

DATE	ORGANISER	VENUE	EVENT	TIME
Oct 1st	MCC	Darley Dale, Nr. Matlock, Derby	Edinburgh Trial	—
Oct 1st	Burnham-on-Sea MC	Marine Parade, Weston-super-Mare	Weston Speed Trials (N)	14.00
Oct 1st/2nd	BRDC	Silverstone Circuit, Nr. Towcester, Northants	Race Meeting (INT/R)	—
Oct 2nd	Victory Circle Club	Fuji, Japan	World Endurance Championship, 1,000 kms (INT)	—
Oct 2nd/8th	AC Sanremo	Italy	Sanremo Rally (World Rally Championship round) (INT)	—
Oct 7th/9th	2300 Club	Main Street, Tobermory	Tour of Mull (Round of <i>Motoring News</i> Championship) (R)	23.00
Oct 7th/9th	Escuderia Drago Winston	Spain	Rally Corte Ingles (European Rally Championship round) (INT)	—
Oct 8th	BRSCC	Castle Combe Circuit, Chippenham, Wilts	Race Meeting (R)	—
Oct 8th/9th	DRC	Donington Park Circuit, Nr. Derby	European Formula 3 (INT)	—
Oct 9th	BARC	Brands Hatch Circuit, Nr. Dartford, Kent	Race Meeting (R)	—
Oct 15th	Automobile Association of South Africa	Kyalami	South African Grand Prix (World Championship Round) (INT)	—
Oct 15th	HDLCC	West Midland Safari Park, Spring Grove, Bewdley, Worcs.	Autotests (R)	10.30
Oct 15th/16th	ASA Antibes Juan les Pins	Antibes, France	Rally Antibes (European Rally Championship round) (INT)	—
Oct 16th	BRSCC	Brands Hatch Circuit	Race Meeting (R)	—
Oct 16th	BARC	Oulton Park Circuit, Nr. Tarporley, Cheshire	Race Meeting (N/R)	—
Oct 16th	BARC	Snetterton Circuit, Nr. Norwich, Norfolk	Race Meeting (R)	—
Oct 21st/23rd	Real Automovil Club de Catalunya	Spain	Rally Catalunya (European Rally Championship round) (INT)	—
Oct 22nd	Trackford MC	Coach Park, (Off Valley Road) 101/035876	Quip Performance Centre, Forest Stages Rally (N)	11.30
Oct 23rd	BARC	Thruxton Circuit, Nr. Andover, Hants	Race Meeting (N/R)	—
Oct 24th/30th	Federation Ivoirienne de Sport Automobile et engins assimilés	Ivory Coast	Ivory Coast Rally (World Rally Championship round) (INT)	—
Oct 28th/30th	Federazione Auto Motoristica Sanmarinese	San Marino	San Marino Rally (European Rally Championship round) (INT)	—
Oct 28th/30th	BRSCC	Brands Hatch Circuit, Nr. Dartford, Kent	Race Meeting (INT) (Ford Festival)	—
Nov 2nd/6th	Racal Club	Algarve, Portugal	Rally Algarve (European Rally Championship round) (INT)	—

Obituaries — Jack Bartlett

It was with sorrow and deep regret that we heard of the death, at the age of 79, in the hotel he was staying in while on holiday in Jersey, of Jack Bartlett.

Jack will always be remembered as the dealer in high-class used sports and racing cars, from his premises in 27a Pembridge Villas, Notting Hill. If you wanted a reliable car of this kind before the war, clean beneath the bonnet as well as outwardly, that is where you should have gone. Jack did not trade in "duds" and rightly he made a lot of money from his dealings. He took up motor racing around 1930 being well known at Brooklands first with Bugattis and a Salmson, and then with faster cars, up to an Alta and a Tipo-B Alfa Romeo, as told in *MOTOR SPORT* for September 1977. In 1932 Ron Horton and he won the BRDC 500 Mile Race in Horton's MG Midget. He raced at other venues, such as Southport, with success, and after the war remained a great connoisseur of good, fast cars, notably Porsches. He went to live in Cannes and drove there from London in a great variety of rapid motor cars, down the years. Indeed, it is such a pity that Jack was unable to get anyone to collaborate with him in the book he had hoped to write, about those and other journeys, his motor trade world, his racing, and the many motoring celebrities he knew so well. In recent times his health was not good, but he seemed to have made a return to normal, without the aid of surgery, relying on dieting and massage. He enjoyed good food, would turn up unexpectedly in London or some other city, make off-the-cuff appointments to dine with an old friend, then return quickly to the sun and a more peaceful environment, a tall, thin man who was quiet, calm, and knew where he was going. He will be missed very much by those who were fortunate enough to share his friendship. — W.B.

Les Allard

LES ALLARD died in Brighton after a long illness borne with great courage. He will long be remembered for his boyish enthusiasm, whether scrambling on motor cycles or racing his blown Allard J2 which he campaigned with great verve and considerable success in sprints and hillclimbs, often making FTD. More lately he took to gliding and was chairman of the Southdown Gliding Club for some 25 years. A great character, much loved, Les will be sadly missed. To his wife Greta and to Terry, Nita and Daryl we extend our sincere sympathy. — N.B.O.

CLUB NEWS

The Riley RM Club

THE Riley RM Club caters for the later 1946-1955 Rileys, the RM models that were built in 1½-litre and 2½-litre form, retaining the inclined-valve, high-camshafts engine that was introduced for the vintage Nine. The Club issues an excellent monthly magazine containing much history and practical information, it is administered to by nine regional sections as well as those Overseas, and it recently enrolled 40 new members. This year's National Rally was a very successful event and many other social meetings are held, the Pennine Weekend being scheduled for October 2nd/3rd. The membership secretary is Margaret Goding, 3 Shepreth Road, Barrington, Cambridge.

GTI Drivers Club

THE huge popularity of the sporting Golf and Scirocco models has resulted in the formation of an owners club. A news and information service is proposed, and to find further details of these and social events, the secretary is Graham Greenfield, 17 Hereford Road, Gedling, Nottingham NG4 4WF.

Lancia Car Club

A NEW technical adviser for Beta models has been appointed whose interests cover Sedan, Coupe, HPE, Spider and Monte Carlo versions. Apart from a monthly News-sheet and spares Consortia, the Club also has a library for members' use. Membership information: Mrs B. M. Rees, LMC Ltd., The Old Shire House, Aylton, Ledbury, Herefordshire, HR8 2QE.

London Car Club

PAUL MEALE, who runs the Video Archive mentioned last month, has asked us to make clear the fact that for copyright reasons tapes cannot be loaned to motor clubs, but that he will organise film nights at club premises on request.

Imp Club

ANYONE who follows the Wendy Wools Modified Saloon Car Championship will be aware that the Imp is still the basis for many successful racers. The Imp Club exists to prove that they can still provide similar, if slower, fun on the road. Covering also specialist variations like Ginetta, Clan (who have just gone back into production) and Davrian (who have just gone out of production), the club is currently trying to establish area centres. Their Secretary is Richard Knight, 71 Inglesham Road, Penhill, Swindon, Wiltshire SN2 5DJ.

Bristol Cars — In our obituary of Sir George White we wrongly referred to him as the sole owner of Bristol Cars. In fact he was co-owner, until his retirement in 1973, with Tony Crook, who remains the sole owner.

Correction: Colvin Gunn has asked us to point out that his time in the MG at VSCC Prescott was 48.22 sec., not 42.22 sec. as published and that the car he beat was Eyre's Austin 7, not McGrath's A7.

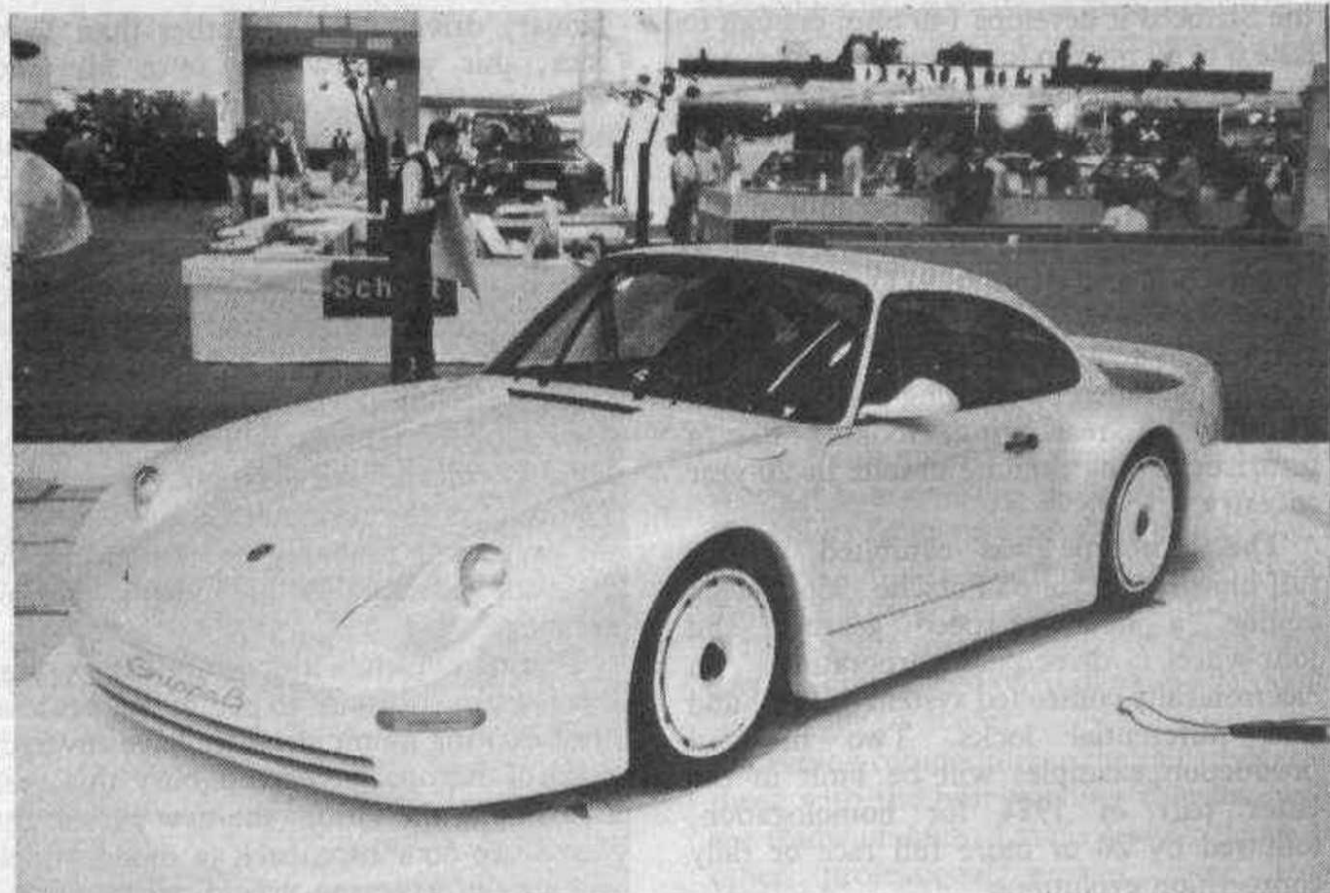
Frankfurt Show: German speed showcase

IS THE era of the German supercar drawing to a close? At the Frankfurt Show last month there were fast, faster and fastest cars, manufacturers vying with each other with multi-valve heads, turbos and all-wheel drive. Yet, like distant thunder, the German government is shaping up to introduce American standard emission controls which could emasculate the supercars and bring a very different complexion to the Frankfurt Show of 1985.

The German manufacturers, with the total support of exporters such as BL, are united in preparing a case to present to the German Ministry of Technology, which has recently outlined proposals to reduce exhaust emissions by means of catalytic converters. By all means give us a standard to meet, including lead-free fuel, but do not tell us by what means to achieve the standard, the manufacturers are saying. The proposal is to limit the emissions from January 1st 1986, but the car makers are sure to press for a postponement for at least a year. Certain models, those exported to America, could meet the requirements straight away, but these represent a minority of current passenger car ranges. Lower emissions, lead-free fuel, and necessarily lower compressions inevitably spells out less power, maybe 10% less, right against the current trend.

Perhaps we should make the most of what we have. Audi's new Quattro Sport, Porsche's new Group B car and BMW's new M635 represent the ultimates in current technology, the first two being homologation specials and BMW's announcement a bid to join the supercar league. In their wake, a new 16-valve Scirocco, the first VW to have the 140 bhp high torque sport engine; a new 16-valve head with a turbocharger to power the next generation of Saabs; a new 16-valve Toyota engine; by way of a change, the announcement that all of Honda's engines in current production have 12 valves, two inlet and one exhaust.

The Bavarian company, BMW, should be taken most seriously because they avoided the outrageous and presented a range which is intended for all their customers, from a four-door 3-series to a 24-valve, 286 bhp M635. Beautifully furnished, and capable of transporting four people at 158 mph, the M635 CSi is scheduled for production next May, though availability of right-hand drive is likely to be delayed until early 1985. The power unit was developed by Paul Rosche and his team from the 275 bhp M1 unit, now with Bosch Motronic engine management and new induction and exhaust manifolds. The M635 will be available only with a reinforced 5-speed gearbox, and will be equipped with a lower, more pronounced



PORSCHE'S new Group B car made its debut, with plans to build 200 in a year's time with 400 bhp engines . . . competition evolutions will have more power — much more!

front spoiler, new forged alloy wheels with Michelin TRX tyres, ABS braking as standard, larger front disc brakes, and special chassis tuning.

Audi's design department has been the most prolific this year in engineering terms, even if Ford have announced more body styles. The Quattro Sport, with its wheelbase and overall length reduced by 12.6 inches, is an unashamed homologation special which will go into production early next year for May 1st homologation, when 200 examples will have been built. And, VAG were proud to announce, World Champion Rally driver Walter Röhrl has been signed to drive the car in a full programme, teamed with Michele Mouton and, in certain events, Hannu Mikkola.

The power unit is all-aluminium with a new, cross-flow 20-valve cylinder head (five cylinders, four valves per pot) developing 300 bhp in luxurious road trim and, probably, as much as 450 bhp for rallying. The price of a road car is expected to be DM195,000, or £50,000 in Sterling value, for which you'll get a left-hand drive shortened coupé, the rear seats now being vestigial, ABS braking (which is now standard on the normal Quattro) leather Recaro seats, electric windows, and rather special bodywork.

Designed by British engineer Peter Birtwhistle and built by Bauer, the fenders, spoilers, side flares and the roof are all made of Kevlar, while the engine cover and rear lid are made of reinforced plastic. The frontal styling has been changed to accommodate the intercooler, and the total weight of the Quattro Sport is reduced by some 650 lb to less than 2,200 lb.

Exciting as the concept may be, it's thought that the Quattro Sport will be more sensitive to drive ("twitchy" is the term) and more difficult to drive on the limit.

Interestingly, Walter Treser who was the competitions manager until the ill-fated Acropolis Rally last year, and who now has his own styling and tuning company, has reservations about the Quattro Sport's potential, while Eric Carlsson on the Saab stand left us in no doubt at all about his views on four-wheel drive. Asked no doubt for the umpteenth time when we could expect to see a 4-wd Saab, he snorted: "Why would we want that? What advantage would it bring?" Carlsson is very sceptical indeed, pointing to Mikkola's unhappy record of accidents since he signed with Audi, and from that we can safely presume that the Swedish company has no plans to produce such a concept, despite winter conditions in its home market. Interesting . . .

The VAG combine is, however, totally committed to applying four-wheel drive right across the range, introducing the Tetra Volkswagen Variant. Quattro is Latin, Tetra means the same thing in Greek, so the possibilities are endless. Overshadowed, maybe, was the new 115 bhp Audi 80 Quattro in two- or four-door form. Less highly equipped than the 136 bhp, 2.2 litre 80 Quattro, the new version has revised front suspension which makes it possible to offer the car without power steering, and therefore at a more affordable price. The engine has been extensively revised, having a larger 81 mm bore which takes the five-cylinder engine out to 1,994 cc (instead of 1,921 cc), a new water jacket, new connecting rods, new pistons and a "retuned" torsional vibration damper, all of which should make the unit noticeably quieter and smoother than hitherto.

Audi also developed the 16-valve head for the Volkswagen arm, the first application being in the Scirocco as a new version. It will naturally be fitted in the Golf GTI as soon as the new model is established, and in

the Scirocco it develops 140 bhp, enough to take it to 60 mph in under eight seconds and then to a maximum of over 130 mph. This version has stronger driveshafts, disc brakes all round and a larger fuel tank, and should prove to be a very desirable car indeed.

If shows have "stars" these days, it had to be Porsche's new Group B 911 scheduled for homologation in January 1985. Reminiscent of the 935/78 "Moby Dick" it has low-down headlights, flared but flowing bodywork and a full-width rear wing, looking like a futuristic styling exercise despite its 20-year ancestry.

The prototype was exhibited with a full-blown 630 bhp Porsche 956 racing engine, a new six-speed gearbox and four-wheel drive, incorporating an electronically controlled system of front and rear differential locks. Two hundred production examples will be built in the latter part of 1984 for homologation, followed by 20 or more full race or rally competition evolutions.

The road cars will be fitted with Porsche's next generation 911 engine having one-piece cylinder heads on each bank (rather than six individual heads which are interconnected), water cooling for the heads, four valves per cylinder and hydraulic valve lifters. A power output of 400 bhp is envisaged from a twin turbo 2.85-litre 'cooking' engine (this capacity increasing to a 4-litre class limit when multiplied by the FIA's 1.4 factor), giving the 1,115 kg vehicle a top speed of 186 mph, acceleration to 60 mph in 4.9 seconds and to 125 mph in 15.4 seconds.

The competition versions will have normal valve adjustment and a minimum of 450 bhp, rising to over 600 bhp at the whim of the customer. Porsche's torsion bar system of suspension has been dispensed with, replaced by upper and lower wishbones front and rear, twin coil spring/damper units at the front and single coil spring/dampers at the rear, supplemented by another pair of dampers. The 17-inch diameter forged alloy road wheels also bring the debut of Dunlop's Denloc safety road tyre, with run-flat capability, already proven on the race tracks, together with the Bosch/Porsche low pressure warning light system used on the race cars for the past three years.

Secrecy surrounds the electronic control of the front and rear differentials, though it is explained simply. On the dashboard is a visual display, with straight, curved or squiggly lines being illuminated. A column lever, like a speed control, can be moved to any of four positions by the driver depending on the road conditions ahead: for straight-line driving both differentials will be locked up for maximum traction; for fast curves, medium turns or twisty roads the electronic control unit will vary the amount of power to be transmitted by front and rear wheels.

Porsche's new Group B contender will make its debut in the Paris-Dakar rally next

January driven by none other than Jacky Ickx, this year's winner in a Mercedes G-wagen. We can safely presume that it will not have the swoopy 0.32 drag coefficient, pearlescent white bodywork fitted for the arduous event. Rather, Ickx will drive an outwardly normal 911 rally car equipped with the standard 231 bhp Carrera engine, but incorporating the four-wheel drive system and some other features of the Group B car including the visual display compass! Two support vehicles will be built to the same specification for maximum experience. The price of the customer Group B cars, by the way, will probably be less than DM 250,000, or £64,000 at today's rate of exchange.

Tearing ourselves away from the exotica, there was a lot more to see at the busiest, most exciting motor show we have covered. Ford of Europe have been busy this year announcing the Orion, the new Fiesta, the Sierra two-door hatchback (a model which will surely overcome prejudice against the saloon's rounded styling), and had for good measure the Spridget sized Ghia Barchetta, based on the XR2, an AFV (Alternative Fuel Vehicle) Coupé which will run on methanol, LPG, Diesel or natural gas, and a continuously variable transmission.

Renault had a 132 bhp Turbo version of the Fuego and a four-wheel drive 18 estate car variant, Saab a Cabriolet version of the 900 model, also fitted with the new 16-valve turbo engine developing 170 bhp, Mercedes the Cosworth 16-valve headed 190 model, and Opel a hot version of the Monza GSE powered by a 180 bhp injection 3-litre engine. From Holland a new version of the Volvo 3-series (the ninth best selling car in Britain so far this year) is now available in Saloon form with a boot instead of a bustle — though increasing the capacity merely from 350 to 362 litres.

Toyota presented their latest version of the Corolla, the world's best-selling car they say, in front-drive form for the first time,

AUDI'S Quattro Sport will be homologated next May with a 300 bhp 20-valve engine, for Walter Röhrl to lead next year's World Rally Championship bid.



the Coupé version of it powered by a virtually new 1.6 litre 16-valve twin-cam engine rated at 124 bhp. Honda made a world premiere with new Civic and Accord models, a complete range including the torsion bar suspended Civic 1.3 litre Hatchback, the 1.5 litre S and the Shuttle two-box estate; in the Accord range a new four-door saloon and two-door hatchback were presented, all models having three-valve per cylinder engines. UK availability will be early '84.

From Britain, the Austin-Rover Group launched the Maestro into Germany with a strong message from chairman Harold Musgrove, and proudly showed the TT winning Rover Vitesse, scourge of the BMWs on the race tracks. Lucas-Girling exhibited a form of anti-lock braking for front-drive cars, mechanically operated via a belt from the driveshafts, which is claimed to be half as expensive as an electronic system; it will, apparently, work very well on motorcycles, and the group sees a big future for this development. Grand Prix entrant Jackie Oliver was on hand to announce that he has the UK rights to market the new Speedline twin-wheel concept for road cars, reminding us of the twin rear wheels which used to be fitted for hillclimbing. Goodyear motorcycle tyres are fitted to the twin wheels which run cooler than a single, wide sport tyres, have almost complete immunity to aquaplaning, and will remove the need to worry about punctures.

There was more, much more to see and describe but space does not allow. In the land of unrestricted speeds on the autobahns, ever-faster cars are being developed and launched. But they are also quieter, better handling, better braked and more economical so as to be socially acceptable. It just remains to be seen whether the Greens (the environmentalists) will get the better of the industry.

— M.L.C.

RALLY REVIEW



BJORN WALDEGÅRD was just in the top ten when a flat tyre sent him off. Major repairs saw him rejoining 40th place, and eventually finish twelfth.

The Rally of the Thousand Lakes

A YEAR ago Hannu Mikkola won the Rally of the Thousand Lakes after his team-mate Stig Blomqvist, obviously more than capable of winning, was told by Audi's team manager to slow down and finish second. We said then that such an order detracts from an event, producing an artificial result, and we now find ourselves expressing the very same sentiments, for at the end of August the 1983 Rally of the Thousand Lakes ended in pretty much the same manner.

Mikkola has a good chance of becoming World Champion this year, but it's less likely that Audi will be the champion among manufacturers, so it was important to the team that not only should one of their Quattros win, but it should be driven by Mikkola. Towards the end, when Blomqvist looked like winning, discussions took place and what followed were somewhat inconsistent stage times and a victory by Mikkola by 21 seconds from Blomqvist.

It said much for Blomqvist's self-control last year that he obeyed the instructions. He must have been bitter, although he didn't show it, but this time there seemed to be no bitterness, merely acceptance that if one is employed as a professional driver one must carry out the orders of one's employer. Nevertheless such a contrived result,

although tactically the best for the team under the circumstances, can hardly be really satisfying for either driver. One must feel that he has been cheated by a trick of fate and the other that his glory is somewhat diluted.

The situation was made complicated by the presence right up among the leaders of Markku Alén in his Lancia. He was third, but so close behind that it was highly dangerous to order one of the Quattro drivers to slow down. Had something happened to the other, even just a puncture, Alén could well have been able to snatch a win, and that would have left Audi feeling thoroughly dejected.

At Sanremo last year circumstances were more clearly defined. Walter Röhrl was in second place, separating Blomqvist and Mikkola. On that occasion Röhrl's presence precluded any instruction to hold back and Blomqvist scored a highly deserved win.

In Finland the situation was much more difficult, even delicate, and it must have caused an immense mental struggle for Roland Gumpert, Audi's team manager, particularly as he has risen from the engineering ranks, not those of strategic rallying, and has no real tactical experience to speak of.

Rallying is essentially an individual sport, each driver / co-driver partnership being a separate competing crew pitting itself against all the other crews. It is not a team contest as rugby is, but the advance of manufacturer interest and the creation of championships have brought about the need for tactical play among groups of competitors. Factory teams cannot be

blamed for using whatever means possible to achieve the results they require, even if they do depart from the original concept of rallying. Whether this is a good thing depends on your point of view, but it is a natural advance from professionalism after all.

All this should not be taken as a criticism of either of the drivers involved. Both Mikkola and Blomqvist are supremely skilled and no amount of team orders will change that.

The result puts Mikkola at the head of the World Championship table with a total of 105 points from six scores, 18 points ahead of Walter Röhrl whose total of 87 comes from six scores. Lancia still has the lead in the series for makes, with 110 points from seven scores, ahead of Audi whose 98 points come from six scores.

Leading competitors in the rally this year, those with the best winning chances, were the teams of Audi, Lancia and Opel, whilst other professional entries came from Toyota, Nissan, Mitsubishi, Mazda, Lada and Wartburg.

Quattros were driven by Mikkola, Blomqvist, Mouton, Eklund and Lampi, and an 80 Quattro by Ericsson from Sweden. Three Lancias were driven by Alén, Airikkala and Valtaharju, and two Opel Manta 400s by Vatanen and Toivonen, with respective Ulster co-drivers Harryman and Gallagher. Nissan 240RSs were driven by Salonen and Pitkänen, whilst an older Violet was in the hands of Geitel.

Toyota appeared with two turbocharged Celicas for Waldegård and young Finnish driver Juha Kankkunen who, a few years ago, was being nurtured by former Teboil Team manager Mikko Helander, the man who steered Ari Vatanen towards the road to success some time before. Perhaps Ove Andersson has the same talent-spotting ability as Helander. Vatanen, incidentally, got his Finnish PPL(H) just before the start of the Thousand Lakes practice period, on a Robinson R22.

Mitsubishi, recently having moved its European base from Austria to England, brought a Lancer 2000 Turbo for Harri Toivonen, whilst two similar cars were driven by Markula from Finland and Fischer from Austria. There were three factory Ladas from Russia's Avtoexport organisation, three Wartburgs from East Germany and a Mazda RX7 from that company's new base in Brussels for Finnish girl Minna Sillankorva. Ola Strömberg, former Saab works driver, brought a 99 Turbo privately from Sweden, whilst the only British privateers were Trevor and Hilary Hadley in a GpA Opel Manta which they got to the finish.

A wag once remarked, many years ago, that he had discovered how Finland got all her Lakes; they all fell from the sky during the country's premier international rally. It's true that there have been years when rain has fallen incessantly during the event,

but the weather prior to the rally this year suggested that it was going to be dry and dusty.

Certainly during the two and a half week practice period it seemed that way, and some of the new stages in the most southerly part of the route, softer, more twisty and undulating than those in the northern sections, were cutting up and throwing up far more dust than one usually associates with this rally.

Special stages around Jyväskylä, major city of Central Finland where the rally is based, are invariably on dirt surfaced roads, but their foundations are firm and there are very few ruts or potholes. Indeed, they can be treated in dry weather almost like tarmac, at least by everyday drivers. When they are wet, however, they can become very slippery and when the rain came down during the rally there was a distinct advantage created for the Audis.

Those roads in the South caused something of a headache for the organisers during the practice period, for although residents had been approached long in advance, and their consent obtained for road closures, farmers and occupiers of lakeside log cabins were not really prepared for the volume of traffic, both night and day, produced by competitors intent on committing as much stage information to memory as possible. There was comment on the subject in the local press and, although there were no protesting incidents, it's unlikely that the organisers will use the same area next year. Summer residents in Central Finland are far more accustomed to the rally and all it entails, and raise no objection.

Mechanically, cars have to be as tough for the Thousand Lakes as for the Safari, for although the roads are not rough their sharp undulations create jumping ramp after jumping ramp, and high speed landings can take a terrible toll of suspensions. Handling, too, needs careful attention, for it's all too easy for an awkward landing to result in instant loss of control. That, on roads lined with stout trees, can be a very demoralising experience indeed.

Driving skill is at an acute premium, for suspensions are constantly travelling to their top and bottom limits, producing negative G which diminishes the contact pressure between tyres and the road surface. With adhesion thus reduced it's all too easy to slide off the road. It takes great skill to drive at competitive speeds in such circumstances, and there is so little margin of ability between drivers these days, not forgetting the cars they drive, that risks are high among those who are determined to do well. Indeed, it is a common belief that winners are only winners if they overstep their personal limits now and again, trusting that the gambles will pay off.

Divided into three distinct parts, each starting and finishing at Jyväskylä, the 50-stage route was crammed between Friday evening and Sunday morning, all linked by



DRIVING a Lancia for the first time in a WEC event, Pentti Airikkala was troubled by a persistent misfire, but came home fifth.

Finland's efficient radiotelephone system. Enormous crowds flock to the stages no matter what the weather, but they are all well marshalled and there is seldom any trouble.

The first stage, starting just a hundred yards or so from rally headquarters, very nearly put Mikkola out of the running altogether. His Audi's front differential failed, but he was able to continue with rear wheel drive only, achieving a time only two seconds greater than Blomqvist's. But the biggest problem came afterwards when the combined gearbox/diff unit had to be changed, this resulting in a late arrival at the start of the second stage and an additional road penalty of 110 seconds.

At that stage of the event such a penalty was enormous, and Mikkola dropped to 143rd position, but it was all relative and as the event progressed he moved upwards in leaps and bounds. Even with no sumpguard or proper exhaust system (these were not replaced until after the second stage following the gearbox change) he made best time on the second, jointly with Alén. After that, he continued to progress, and by the end of that leg, after eleven stages, he was seventh. The leader at that juncture was Alén, just 17 seconds ahead of Blomqvist, followed by the Opels of Toivonen and Vatanen and the Quattros of Eklund, Lampi, Mikkola and Mouton. By that stage conditions hadn't really been sufficiently slippery to give the Quattros the edge, although it was already clear that the Toyotas, Nissans and Mitsubishi's were not up to the pace of the Quattros, Opels and Alén's Lancia.

Vatanen experienced a misfire which was cured by a plug change, but a similar trouble

in Airikkala's Lancia persisted throughout the event and the car never really performed at its best. Blomqvist's Quattro was not handling as he wished and front suspension settings were changed to improve its stability, especially on landings after jumps. Very often jumps coincide with bends, and it's not at all easy to control a less than perfect car when jumping sideways at high speed.

Toivonen lost a little time when a plug lead jumped off, Salonen when he was held by police who caught him exceeding the strictly enforced speed limits, and Waldegård when he had a faulty alternator replaced.

On the eighth stage Ericsson overdid things on a bend, saw that he was not going to make it and straightened the car so that at least he could steer it through the trees. He could not continue due to broken drive shafts, but at least there was no structural damage and the crew was unhurt. Some time later along came Pekka Mällinen in an Escort and he, too, began to slide off. However, he tried to get around, failed and hit a stout tree sideways and very hard. Summoned quickly via the radio in Ericsson's car, an ambulance soon appeared, but tragically 36-year-old Reijo Nygren, the co-driver, died later in hospital.

Antero Laine, driving an Escort, tried the time-honoured method of applying Coca-Cola to a slipping clutch, but it seemed to have too great an effect and very soon the unit had seized completely.

The first stop was for most of the Friday night, and prior to the 7 am restart off went the chase cars to act as radar spotters so that any of the works crews needing to stop for service would know in advance where the static speed traps were. The day dawned warm and sunny, but later the rain clouds gathered, burst, and sent down the answer to Audi prayers.

Mikkola had a spot of bother with his electronic fuel meter, and Hertz had to uncouple it and plug in the spare unit whilst on the move. Team-mate Eklund was convinced that his gearbox was about to pack up, but it was only a broken lead to the switch controlling his electric clutch. Waldegård severely damaged the front of his Toyota when, as he was cornering with a slowly deflating tyre, the tyre rolled off the rim sending the car into a bank. The repair process took considerable time. Blomqvist had a fuel leak fixed, but it seems that the other Quattros were not checked for the same failure and underbonnet fires became common occurrences.

Toivonen lost a little time after spinning into a ditch, whilst Valtaharju, whose car had actually been Alén's practice car, had an anti-roll bar break after hitting a stone and also slid into a ditch. He got out only to find that the spares in the service vehicles were for Alén's much newer car and they could not be fitted.

After that second leg, Mikkola's advance

had brought him up to fourth, but ahead of him were Blomqvist, Alén and Vatanen in that order, just 77 seconds spanning the first four. After the restart, Mikkola again set off determined to make up the deficit. Becoming World Champion was important to him, for he is cutting his rallying programme for next year and 1983 will probably be his last full-scale attempt at the title.

The third leg went southwards to Tampere and Hämeenlinna, and still Mikkola chipped away relentlessly at the vital penalty difference. Mouton and Eklund both had fires, the French girl having to scoop sand from the road to put out the flames. This was a matter of necessity at the time, but all that grit didn't do the car's delicate mechanism much good.

Geitel, whose gearbox had been rather stiff from the start, decided to stop to have the unit changed, but when mechanics came to offer the new unit into position they found that various lugs and bolts holes were in the wrong place. True the car was an old Violet, but its spare gearbox was supposed to be one which matched the car.

The rain became heavier during the night, and just when it seemed that Mikkola might get within striking distance of the lead he had an engine mounting break, and the excessive engine movement pulled off an intercooler pipe. They replaced it as best they could, carried on gingerly lest it should come off again and later had both mount and pipe replaced. Imagine Mikkola's feelings when the replacement pipe was found to have a leak and it had to be changed all over again. All this, fortunately, did not cost a huge chunk of road time, and he was still able to think of pushing hard for the lead.

Vatanen, after a fine drive indeed, stopped when a drive shaft broke and the car just wouldn't carry on with one driven wheel. As if spurred on by his team-mate's misfortune, Toivonen then put in a magnificent burst and made five best times in succession. Alas, his fan and pump belts jumped off, and although he was able to continue for a short distance after replacing them the engine soon clattered to a stop.

By the time the rally had completed the southerly loop and had got to Jämsä on the way back to Jyväskylä, dawn had broken on the Sunday morning. More to the point, Mikkola had got to within 24 seconds of Blomqvist, followed just 13 seconds later by Alén. The situation was indeed tense, and it was here that Gumpert found himself with a most difficult situation. Nothing was made public about his decision, but what happened afterwards spoke for itself.

After the 48th stage, with just two more to go, Mikkola was just four seconds behind Blomqvist. Both had been keeping a very close watch on Alén's times, but he was another half minute or so back at that point. On 49, Mikkola moved ahead by five seconds, and on the final stage Blomqvist was all of 21 seconds slower than the Finn, a

deficit which seemed to have no explanation save the one which we have mentioned.

It could be said, of course, that without his delay after the first stage Mikkola would have won anyway, but this would not take into account Blomqvist's deliberate slowing, and since no-one can really tell to what extent this was done there is really no point in hypothesising. Mikkola was the winner, and that is that. It was in fact his seventh win on this event; his first was back in 1968 when Bill Barnett first signed him up to drive an Escort. — G.P.

Results	
1st	H. Mikkola / A. Hertz (Audi Quattro Gp B) 4h 23m 44s
2nd	S. Blomqvist / B. Cederberg (Audi Quattro Gp B) 4h 24m 05s
3rd	M. Alén / I. Kivimäki (Lancia Rally Gp B) 4h 24m 33s
4th	P. Eklund / R. Spjuth (Audi Quattro Gp B) 4h 26m 03s
5th	P. Airikkala / J. Piironen (Lancia Rally Gp B) 4h 32m 09s
6th	J. Kankkunen / S. Pettersson (Toyota Celica Turbo Gp B) 4h 34m 49s
7th	L. Lampi / P. Kuukkala (Audi Quattro Gp B) 4h 35m 36s
8th	T. Salonen / S. Harjanne (Nissan 240 RS Gp B) 4h 37m 54s
9th	E. Pitkanen / J. Paalama (Nissan 240 RS Gp B) 4h 45m 27s
10th	J. Niemi / E. Nyman (Ford Escort RS Gp 4) 4h 50m 24s
11th	M. Sundström / J. Markkula (Opel Ascona Gp A) 4h 50m 47s
12th	B. Waldegård / H. Thorszelius (Toyota Celica Turbo Gp B) 4h 50m 50s

174 starters, 71 finishers.

The Jordan Rally

THE Middle East Rally Challenge opened in August with a two-day event in Jordan. This is a new series, although rallying is by no means a new sport in the region, for there were tough rallies in Lebanon back in the 'sixties, and more recently there have been regular events in the Gulf States.

Being held for the third time, the rally is based at Amman and its route, largely in the daytime, goes southwards to the port of Aqaba and back. Unlike some countries, Jordan has rather more to offer than featureless desert, and there were stages in mountains as well as on the flat, dusty plains. There was even one in a forest, complete with pine trees!

Backed by the Amman Marriott Hotel, whose manager Haile Aguilar himself competed — and finished third — the event has organisers who admit their inexperience, but they are very quick to learn and we have seen far less slick events run by organisers of considerably more experience.

One of the difficulties of rallying in the Middle East is the relative scarcity of car preparation skill, and you will see cars which are fast but not strong, and those which are strong but not fast. Those which are both are few indeed, but that situation is being remedied noticeably. Movement of competitors and their mechanics from one country to another is on the increase, and the outcome will undoubtedly be an

exchange of ideas which will benefit everyone.

The Middle East market is considered so important by car manufacturers that factory presence was more than obvious in Jordan, even though there were no actual works drivers there. Saeed al Hajri, for instance, the Rothmans-backed driver from Qatar, drove a factory prepared Opel Manta with service vans and staff from Germany to look after it. Toyota, too, had factory cars for two drivers, along with a couple of their Swedish mechanics to look after them. One of these was driven by Michel Saleh from Kuwait, and the other by Marlboro driver Abdullah Omar from Dubai. The international flavour of the event was considerable, and of the 31 listed entrants only 13 were from Jordan. Even New Zealand was represented by Euen Burke who co-drove David Evans in a Chevette HSR.

Practice is allowed, but on desert sections great care must be taken to include every possible item of information to supplement normal pace notes. There are tracks criss-crossing in all directions, sometimes as many as a dozen all running parallel, and it is very easy to make mistakes. Some competitors take compass bearings during their reces, but even so there were several who made little errors of a kilometre or so during the event. Dust is a problem, of course, but in many parts it is possible to move off the marked track and set a parallel course upwind in order to facilitate overtaking.

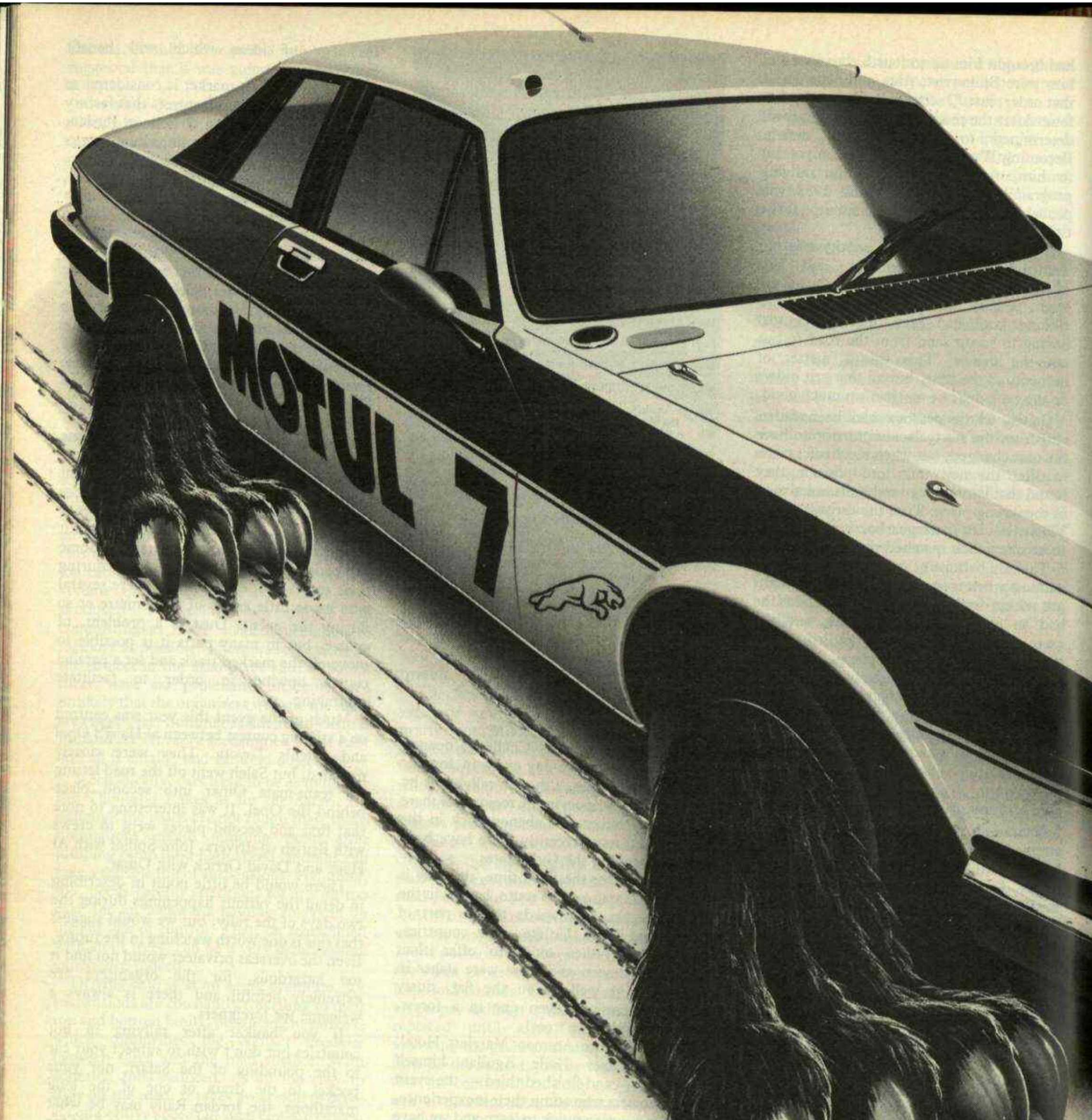
Much of the event this year was centred on a stirring contest between al Hajri's Opel and Saleh's Toyota. They were closely matched, but Saleh went off the road letting his team-mate Omar into second place behind the Opel. It was interesting to note that first and second places went to crews with British co-drivers, John Spiller with Al Hajri and David Orrick with Omar.

There would be little point in describing in detail the various happenings during the two days of the rally, but we would suggest that this is one worth watching in the future. Even the overseas privateer would not find it too hazardous, for the organisers are extremely helpful and there is always a welcome for foreigners.

If you hanker after rallying in hot countries but don't wish to subject your car to the pounding of the Safari, nor your pocket to the drain of one of the long marathons, the Jordan Rally may be what you are looking for. The address to note for the future is the Royal Automobile Club of Jordan, PO Box 920, Amman, Jordan.

G.P.

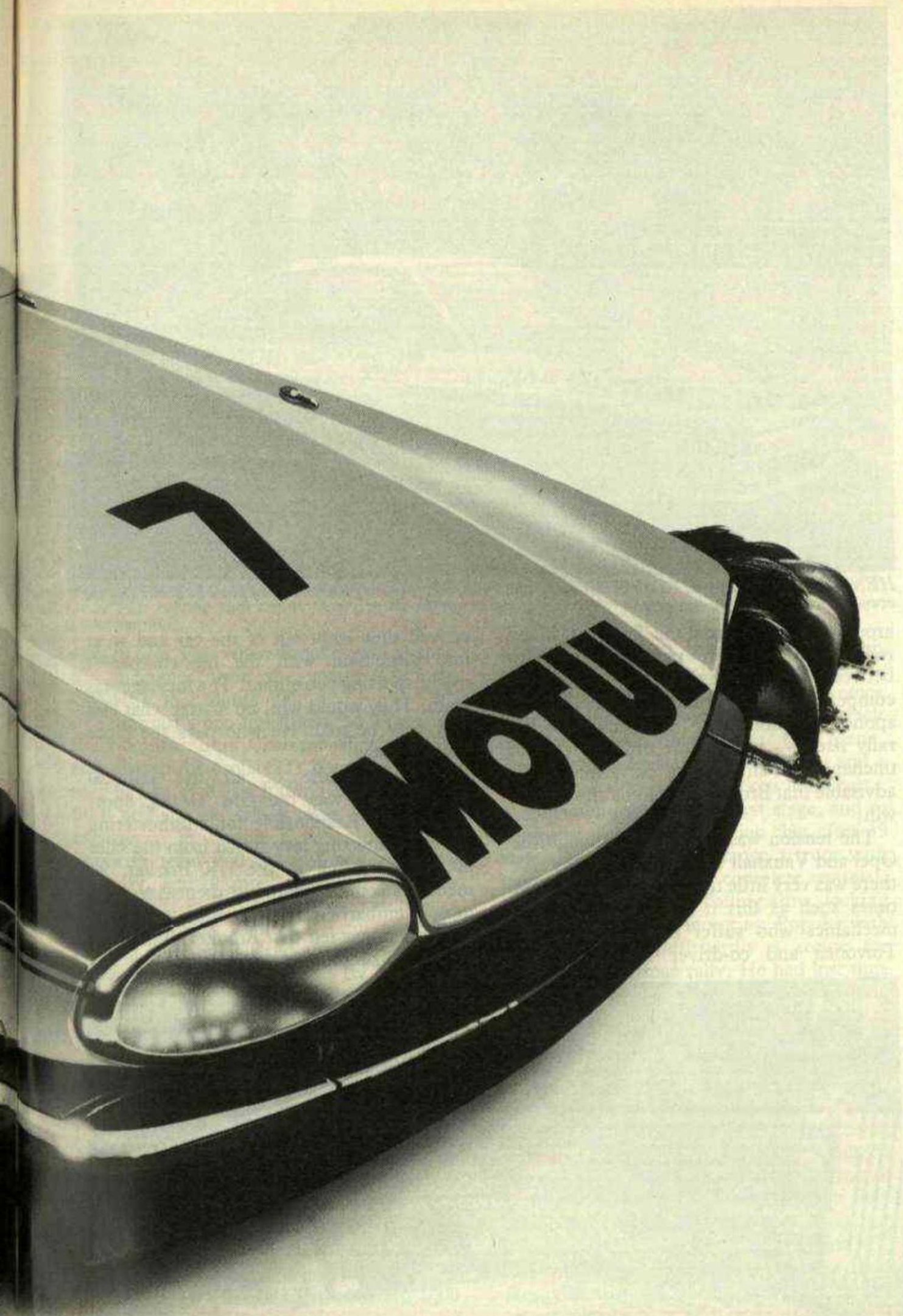
1st	S. Al Hajri / J. Spiller (Opel Manta 400) 9 hr 52 min 58 sec
2nd	A. Omar / D. Orrick (Toyota Celica) 10 hr 46 min 01 sec
3rd	H. Aguilar / F. Aguilar (Toyota Corolla) 13 hr 05 min 49 sec
4th	Z. Bustami / B. Dirani (Datsun Silvia) 14 hr 08 min 02 sec
5th	A. Jabri / G. Hamed (Range Rover) 15 hr 26 min 19 sec
6th	A. Malhas / I. Ghoulah (Range Rover) 16 hr 32 min 56 sec



Lockheed.

The

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the cat's claws.

Flying the tiger

Lockheed's L-1011 TriStar is a three-engine jetliner that has been flying since 1972. It is a wide-body aircraft with a capacity of up to 300 passengers. The aircraft is known for its reliability and performance, and it has been used by many airlines around the world. Lockheed is a leading manufacturer of commercial aircraft, and the L-1011 TriStar is one of its most successful models. The aircraft is designed for long-haul flights and is capable of flying at high altitudes and speeds. It has a long service life and is easy to maintain. Lockheed is committed to providing safe and reliable aircraft for its customers, and the L-1011 TriStar is a testament to the company's expertise in aircraft design and manufacturing.

currently mauling the men from Munich, is fitted with Lockheed brakes as standard.



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ROTHMANS MANX RALLY

Paying the piper

FOR a time it seemed as if Grand Prixitis, otherwise known as "politics", had finally entered the blood-stream of Britain's top rally championship, the all-international six event Rothmans Open. Decisions about who could finally be the title holder were being taken by PR men, consultants and team managers, the men who crew the cars being dispensable pawns in some higher game of intrigue and personal ambition. Fortunately, in the end the right decision was made. The fastest men were allowed victory, and Stig Blomqvist had Opel sponsors Rothmans to thank for becoming 1983 Champion. He showed his gratitude by buying rally winners Henri Toivonen and Fred Gallagher a bottle of gin each!

The dilemma had been this. Before the Manx Rally, Blomqvist had led the championship by five points from Britain's Russell Brookes. Blomqvist's Quattro had won the Mintex, Welsh, Scottish and Ulster rallies. Vauxhall Chevette driver Brookes had won the Circuit of Ireland, been runner-up in Wales and third in both Scotland and Ulster. He'd also finished fourth on the Mintex, but as only the best five scores can count it was these eight points he had to drop. After his best season for some years Brookes had to win outright in the Isle of Man if he was going to be champion. The enigmatic Blomqvist simply had to finish anywhere in the top nine if he was going to win. Blomqvist's job was much easier than Brookes.

Or so it seemed until two miles from the end of the 45th of the event's 49 all-tarmac special stages. Entering a hairpin bend, Blomqvist's Audi blew-up. There had been no warning, no drop in oil pressure, just a terminal death rattle as a connecting-rod punched a neat hole through the side of the block. Brookes now moved into third place behind the two Opel Manta 400s of Henri Toivonen and Ari Vatanen, the two Finns having dominated since the rain-swept start two days previously.

Linked through General Motors, but run entirely independently as rally teams, it was now a question of whether the Opel men would be ordered to step back and allow Vauxhall's Brookes into the lead and the championship title. Brookes had foreseen that such a situation might arise, and had apparently written to Opel's Sports Relations Manager, the German domiciled Yorkshireman Tony Fall, asking if he would instruct his drivers to let the Englishman win if the situation arose. Now it was going to be put to the test.

By the time all the parties had mulled over their corporate dictates, and personal desires, there was only one stage left. A move of some sort would have to be made in the final service area, a dusty car park in St Johns, a half mile from the TT course and



HENRI TOIVONEN was superb in the Opel Manta 400. Never putting a wheel out of place he dominated the event from the first to the last stage.

around the corner from the Tynwald. Many radio messages were passed to and fro between the waiting service crews, the competitors and management. Team sponsors Rothmans — and backers of the rally itself — wanted the order to remain unchanged. Fall, for his part, thought it advisable that Brookes should be allowed his win.

The tension was very real. Although the Opel and Vauxhall teams stood side by side there was very little traffic between them. At times such as this it is the hard-working mechanics who suffer most. As soon as Toivonen and co-driver Fred Gallagher

arrived they leapt out of the car and went into discussion with the fag company's motor sporting consultant. The message was plain. They would win, no matter what else they may be told. He who pays the piper calls the tune.

In the middle of all the political machinations was the GM Dealer Sport Committee. Responsible for administering the motorsporting levy raised from the sales of Opel-Vauxhall in the UK market, its members could have found themselves in a most embarrassing situation. Wisely however it was felt that Brookes should not become champion by default. There was



ALTHOUGH he was the highest placed regular Open Championship competitor third place was not sufficient to give Russell Brookes the Open title for the first time.



DESPITE retiring with engine failure in the closing stages, Stig Blomqvist was still able to win the Open Championship.

always next year when Brookes will change his allegiance from the ageing Chevette 2300HSR to a Manta 400.

Blomqvist's non-finish assured Toyota of the Manufacturers Championship with its fleet Group A Corolla GT. No one has been able to live with Per Eklund in this British built and run car which owes a lot to past experience in Group 1 racing. The UK importer team had already won the GpA category, and despite a troubled Manx — Eklund lost five minutes in two stoppages due to electrical failures — still managed seventh place overall and a category win by more than four minutes. By previous standards, seventh was quite lowly for Eklund.

Although from Brookes' personal point of view the Opel domination couldn't have come at a worse time, for both Toivonen and Vatanen it couldn't have been better timed. It was the first significant victory for the Manta 400, although success in a European Championship Coefficient Two qualifier is not quite the same as being on the pace in a World Championship round. It was nevertheless a step in the right direction. The fact that both Finns had been showing strongly on the World Championship 1000 Lakes was more to do with nationalistic pride than any great leaps forward in the development of a car which in terms of mechanical specification (normally aspirated twin carburettor 285 bhp four-cylinder engine with drive through the rear wheels) is woefully conventional in these days of super or turbocharging and four-wheel drive. In the Isle of Man it was different.

Finns are not supposed to shine on tarmac rallies, but a genuine exception is Toivonen. It is fair to say that he enjoys driving on asphalt as much as he does gravel, something which couldn't really be said for

Vatanen. Toivonen has aspirations to go racing (he tried Formula 3 last year and is currently trying to arrange some Endurance racing appearances next year), and his track experience was obvious on the Manx. Perfect racing lines, precision driving and a neat, conservative style marked him apart.

Toivonen led from the first stage, and so complete was his domination that after 19 stages he was able to arrange a truce with team-mate Vatanen. In complete contrast, the other Finn was all flailing arms, locking wheels and sideways motoring. Popular with the spectators, but hardly a recipe for success on a tarmac rally. He had lost time when he damaged a wheel, the tyre going down, but this again was due to over-enthusiasm. However, Toivonen did have one moment — or rather two — with two spins on the second stage of the event. He was still fastest.

Last year's Manx winner and retiring Open Champion Jimmy McRae did what he could to keep up with his Finnish team-mates. Drenched in sweat, the Scot was in fact doing pretty well, and was in fact a very worthy second until his Manta 400 was smitten by transmission problems. He'd struggled through one stage with a broken crown wheel and pinion, and just made it to the finish of the next when it gave up completely. Judicious pushing by a following Opel support vehicle saw McRae make the three miles to service when the axle was replaced in a staggering 11 minutes 24 seconds. The Scot was in third place — although whether action would have been taken over his illegal assistance was open to discussion — but on the next stage a driveshaft snapped after a notorious jump, and this time he was out. His retirement gave added impetus for Toivonen and Vatanen to play it safe thereafter.

They literally cruised around the rest of the route, a blessing in disguise as even their management suspected that the transmissions weren't up to prolonged attacking driving. The rash of axle problems on the new Manta 400 is something of a mystery. The rear axles are from the old Ascona 400 — development money was anyway not forthcoming to produce something new — where they had been a model of reliability. Although the Manta 400 has about 30 extra horsepower over its predecessor, it is not thought that this additional output would unduly tax the drive-train, although the combination of a much lighter body and 285 bhp may have more serious consequences than people realise.

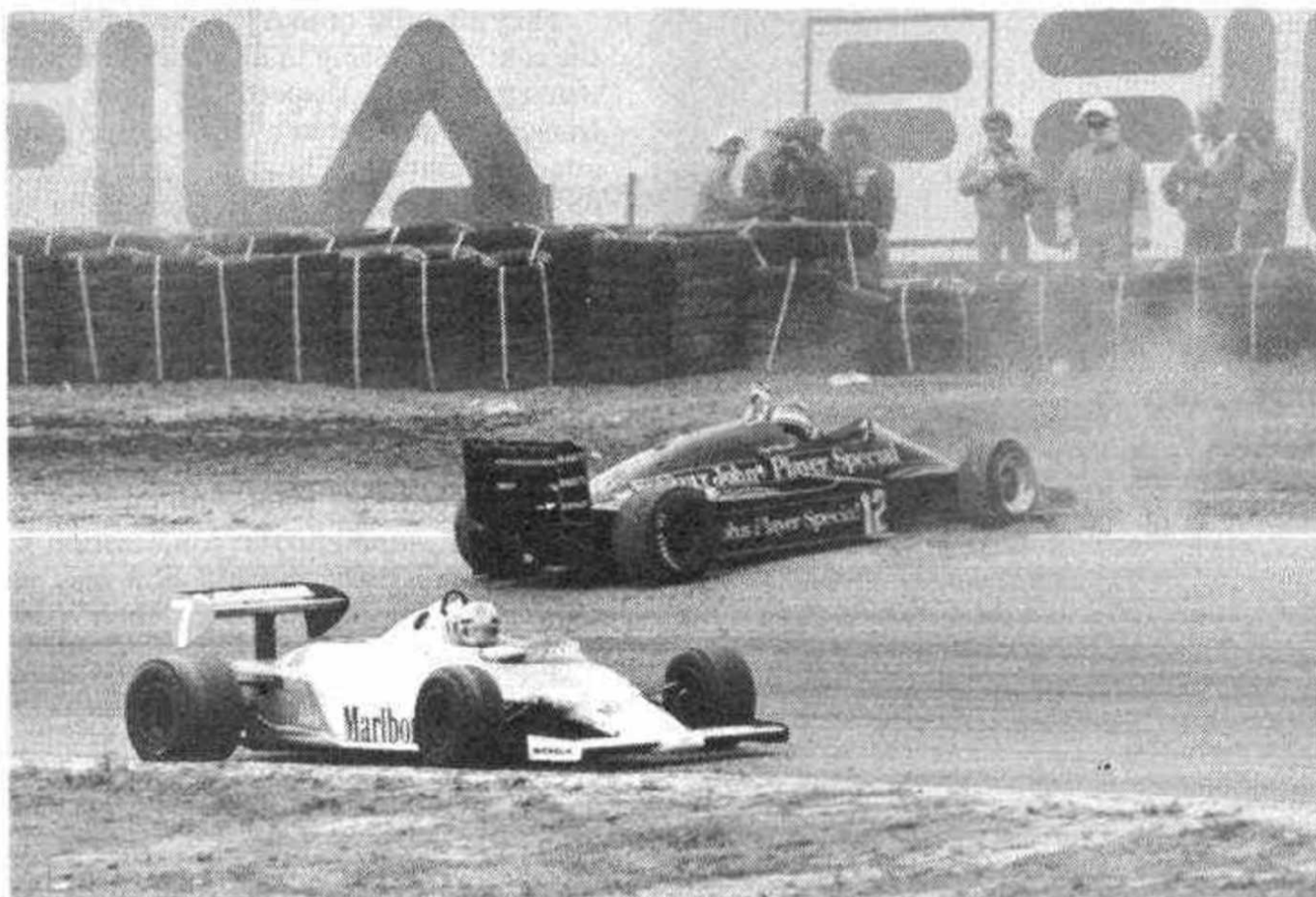
People were thinking that Blomqvist's eighth place after the first day was due to the Swede driving to orders. In fact he needed to be first in order to give Audi the Makes title, so there was little point in him cruising. The truth was that in torrential rain, the Quattro was proving a handful. A lack of pre-event testing had meant that the early stages were tackled with the rear suspension set far too hard, and although the rear uprights were changed to the softer Ulster settings (where he had won), the Swede was never really happy. He said the Quattro was virtually undriveable in the rain, an alarming tendency to leap from bank to bank not making it that much easier in the dry. Worn-out springs were thought to be the reason, but even after these were changed Blomqvist said there was still something wrong.

So the fight went out of the Manx Rally at the start of the second of its three days. For the rest of the time it was just a formality, but that is the price one has to pay when what used to be a compact rally is stretched out to give more promotion time. The Manx is now basically a "nine to five" event with no night time motoring. Each evening there is some function or another for the spectators, and there is no doubt that these are extremely popular. But at times it seems the rally itself is secondary to the promotions, a clear case of the tail wagging the dog. What was that we said at the outset about rallying showing signs of Grand Prixitis? In this particular respect the disease is already well advanced. — M.R.G.

Manx Results

1st	: H. Toivonen/F. Gallagher (Opel Manta 400 GpB)	5 hr 05 min 44 sec
2nd	: A. Vatanen/T. Harryman (Opel Manta 400 GpB)	5 hr 07 min 01 sec
3rd	: R. Brookes/M. Broad (Vauxhall Chevette 2300HSR GpB)	5 hr 13 min 35 sec
4th	: T. Kaby/M. Nicholson (Vauxhall Chevette 2300HSR)	5 hr 17 min 52 sec
5th	: I. Corkill/M. Byron (Porsche 911 Gp4)	5 hr 35 min 59 sec
6th	: R. Lyons/S. McCanny (Talbot Lotus Sunbeam Gp4)	5 hr 38 min 06 sec
7th	: P. Eklund/D. Whittock (Toyota Corolla GT GpA)	5 hr 41 min 10 sec
8th	: C. Lord/K. Gormley (Mazda RX-7 GpA)	5 hr 45 min 12 sec
9th	: J. Midgley/A. Bodman (Toyota Corolla GT GpA)	5 hr 47 min 26 sec
10th	: H. Demuth/A. Fischer (Audi 80 Quattro GpA)	5 hr 48 min 43 sec

121 starters, 48 finishers



ON HIS way to a fine third place, John Watson passes the hapless Nigel Mansell spinning into the sand at the Tarzan corner.

The Dutch Grand Prix — A lucky pair

Zandvoort, August 28th

THE 1983 Dutch Grand Prix returned to its more usual date of the end of August after last year's diversion and resulted in a very satisfactory attendance for the three days, especially on Saturday, a lot of spectators making a week-end by the sea as part of the Grand Prix visit. Unfortunately the weather did not play its part and though Friday was warm and sunny, Saturday and Sunday were grey and cool, but thankfully without rain of any consequence. The race proved to be a 1-2 for the Ferrari team by reason of a large slice of luck coupled to perseverance.

On the starting grid Patrick Tambay was in second position in his C3 Ferrari, alongside pole-man Nelson Piquet (Brabham-BMW) but Rene Arnoux's C3

Ferrari (the spare one at that) was down in row five due to various troubles with engines, electronics and turbo-chargers during practice and qualifying. At the start Tambay made a complete nonsense of things, his clutch over-heated and slipped, and he crawled away to be passed by nearly everyone. Arnoux was heavily boxed in in the scramble for the first corner and at the end of the opening lap he was in seventh position and Tambay was 20th, having nursed his clutch while it cooled off and then got going properly.

On the face of things Arnoux had little hope of winning for Piquet, Prost, Cheever, Patrese, de Cesaris and de Angelis were all in front of him and going strongly, while Tambay's future looked very forlorn. Piquet had leapt into the lead from the pole-position he gained with confidence on Saturday afternoon, and Cheever made a meteoric start from the sixth row to nip into second place at the first corner just ahead of his Renault team-leader, but after four laps Prost asserted his authority and elbowed his way by into second place and set off after the flying Piquet.

Up to half distance it was a two-car race, the V6 Renault against the 4 cylinder BMW powered Brabham, both cars on Michelin tyres and little to choose between the drivers. Piquet led all the way but Prost had closed in and was looking for a weak point in Piquet's driving, but there wasn't one. Meanwhile Arnoux had disposed of the Lotus-Renault of de Angelis and then the Alfa Romeo engine disposed of de Cesaris, so the Ferrari was up to fifth place. Patrese and Cheever could not keep pace with their respective team leaders but had a good ding-dong together until Arnoux passed them both and took third place, but that was as far as he was going to get, it seemed. Tambay's climb up through the field was

STARTING GRID

27	P. Tambay (Ferrari V6 t/c) 1 min. 16.370 sec 37 (1 min 20.020 sec)	5	N. Piquet (Brabham-BMW t/c) 1 min 15.630 sec (T) 4 (1 min 20.235 sec)
15	A. Prost (Renault V6 t/c) 1 min 16.611 sec 33 (1 min 20.331 sec)	11	E. de Angelis (Lotus-Renault V6 t/c) 1 min 16.411 sec (T) 10 (1 min 21.733 sec)
6	R. Patrese (Brabham-BMW t/c) 1 min 16.940 sec (T) 61 (1 min 20.807 sec)	12	N. Mansell (Lotus-Renault V6 t/c) 1 min 16.711 sec (T) 25 (1 min 21.342 sec)
22	A. de Cesaris (Alfa Romeo V8 t/c) 1 min. 17.233 sec 4 (1 min 20.900 sec)	35	D. Warwick (Toleman-Hart t/c) 1 min 17.198 sec 4 (1 min 21.019 sec)
28	R. Arnoux (Ferrari V6 t/c) (T) 1 min 17.397 sec 33 (1 min 19.863 sec)	9	M. Winkelhock (ATS-BMW t/c) (T) 1 min 17.036 sec (—)
23	M. Baldi (Alfa Romeo V8 t/c) 1 min 17.887 sec 21 (1 min 21.326 sec)	16	E. Cheever (Renault V6 t/c) 1 min 17.676 sec 4 (1 min 21.153 sec)
29	M. Surer (Arrows-Cosworth V8) 1 min 19.696 sec 31 (1 min. 23.482 sec)	36	B. Giacomelli (Toleman-Hart t/c) 1 min 17.902 sec 6 (1 min 22.289 sec)
40	S. Johansson (Spirit-Honda V6 t/c) 1 min 19.966 sec 25 (1 min. 22.652 sec)	7	J. Watson (McLaren-Cosworth V8) 1 min 19.787 sec 54 (1 min 21.185 sec)
3	M. Alboreto (Tyrrell-Cosworth V8) 1 min 20.149 sec 61 (1 min 21.753 sec)	2	J. Laffite (Williams-Cosworth V8) 1 min 19.979 sec 7 (1 min 23.731 sec)
33	R. Guerrero (Theodore-Cosworth V8) 1 min 20.190 sec 62 (1 min. 23.527 sec)	8	N. Lauda (McLaren-Porsche V6 t/c) (T) 1 min 20.169 sec (T) 12 (1 min 22.462 sec)
25	J. P. Jarier (Ligier-Cosworth V8) 1 min 20.247 sec 3 (1 min 25.259 sec)	30	T. Boutsen (Arrows-Cosworth V8) 1 min 20.245 sec 20 (1 min 23.387 sec)
26	R. Boesel (Ligier-Cosworth V8) 1 min 20.660 sec 28 (1 min 23.151 sec)	1	K. Rosberg (Williams-Cosworth V8) 1 min 20.391 sec 14 (1 min 23.205 sec)
4	D. Sullivan (Tyrrell-Cosworth V8) 1 min 20.842 sec 5 (1 min 24.638 sec)	31	C. Fagi (Osella-Alfa Romeo V12) 1 min 20.815 sec 4 (1 min 24.502 sec)

Did not qualify:
32 P. Ghinzani (Osella-Alfa Romeo V12) 1 min 20.926 sec
34 J. Cecotto (Theodore-Cosworth V8) 1 min 20.955 sec
17 K. Acheson (March-Cosworth V8) 1 min 23.093 sec
(T) indicates use of spare car to record qualifying time or use in race.
N.B. Times in brackets on grid are best laps in race.
Number in bold is lap on which achieved

PRACTICE TIMES (Longines Timing)			
No.	Driver	Friday p.m.	Saturday p.m.
1	K. Rosberg	1.20.666	1.20.391
2	J. Laffite	1.21.395	1.19.979
3	M. Alboreto	1.20.149	1.20.282
4	D. Sullivan	1.20.863	1.20.842
5	N. Piquet	1.17.194	1.15.630(T)
6	R. Patrese	1.17.544	1.16.940
7	J. Watson	1.21.010	1.17.787
8	N. Lauda	1.20.169	1.21.050
9	M. Winkelhock	1.18.086	1.17.306
11	E. de Angelis	1.16.411(T)	no time
12	N. Mansell	1.17.721	1.16.711(T)
15	A. Prost	1.16.611	1.16.642
16	E. Cheever	1.18.067	1.17.676
17	K. Acheson	1.23.425	1.23.093
22	A. de Cesaris	1.17.233	1.17.552
23	M. Baldi	1.17.887	1.18.885
25	J-P. Jarier	1.20.381	1.20.247
26	R. Boesel	1.21.738	1.20.660
27	P. Tambay	1.16.857	1.16.370
28	R. Arnoux	1.18.202	1.17.397
29	M. Surer	1.20.153	1.19.696
30	T. Boutsen	1.20.245	1.20.257
31	C. Fagi	1.22.047	1.20.815
32	P. Ghinzani	1.21.763	1.20.926
33	R. Guerrero	1.21.592	1.20.190
34	J. Cecotto	1.21.734	1.20.955
35	D. Warwick	1.17.198	1.17.666
36	B. Giacomelli	1.18.642	1.17.902
40	S. Johansson	1.20.447	1.19.966

(T) denotes spare car used to record time.

one of those smooth drives that puts a driver into a special class, no matter what car he is driving, and from 20th place on the opening lap he was up to 10th place on lap 15. Then he took a long time closing on Baldi's Alfa Romeo, but finally got by on lap 33 and at the halfway point, on lap 36, he was seventh. Pit stops for new tyres and more petrol were due around the half distance point but then a most remarkable thing happened: the two cars which had run first and second for so long were eliminated and Arnoux found himself in the lead.

For five laps Prost was right on the tail of the leading Brabham, but could not find a way by and as "pit-stop time" was approaching he wanted to be in the lead as the Renault pit was further down the row than the Brabham pit. It seemed likely that both Prost and Piquet were going to be in at the same time, so if he (Prost) was leading he would have a clear run to his pit-crew and a clear run away, but if Piquet led into the pit lane the Renault might get slightly baulked by the activity in the Brabham pit, and if Piquet got away first Prost would have to start all over again on the "closing in and taking" process. As the two cars started lap 42 Prost dived to the inside to try and outbrake the Brabham into the Tarzan hairpin, but he got into a sideways slide under the braking and though Piquet gave him room the Renault driver slid helplessly into the right side of the Brabham, puncturing its right front tyre, pushing it onto the sand and into the tyre barrier and out of the race. The Renault bounced off the Brabham seemingly undamaged and pointing the right way and as the engine was still running Prost drove off, leaving apologies until afterwards. He did not realize he had damaged the mounting of the left side nose-fin and as he headed into the fast right hand corner leading onto the final straight the fin revolved on its mounting and threw the car into a terminal understeer which took it off the road in spite of Prost standing hard on the brakes. The Renault clouted the barrier and broke the rear mounting of the lower front wishbone on the left and spun round to a stop, a very chastened Alain Prost stepping out unhurt but very reflective, after making such an untypical mistake as to misjudge his braking for the Tarzan hairpin.

From that point on Arnoux had it all his own way and driving in the peculiar head-down stance that is his characteristic he completed the race without fear of being beaten. Tambay, in fifth position, naturally found himself third at the point when the two leaders had retired, and had reached that fifth place by reason of Cheever's Renault expiring with an electrical fault in the ignition and Patrese making his routine pit-stop. Then Tambay himself stopped as did John Watson, who had his McLaren-Cosworth V8 among this lot and when it was all sorted out by lap 44 the order behind Arnoux's leading Ferrari was Patrese (Brabham), Tambay (Ferrari) and Watson (McLaren). The Ulsterman was doing one of his heroic drives, more than a little "needled" by the attitude of team-owner Ron Dennis who was all over Niki Lauda and the new Porsche engine, almost to the point of ignoring Watson and being very evasive about his future with the team. In an effort "to show them" Watson drove at his inspired best and really came through the back markers in a fine display of cool, confident and aggressive driving. He overtook Laffite (Williams), Rosberg



WITH Renault turbo power, Lotus have progressively increased the rear wing area to the present four-tier construction.

(Williams), Alboreto (Tyrrell), Baldi (Alfa Romeo), Johansson (Spirit) and was just about to take Warwick when the Toleman driver made his pit-stop. When "Wattie" made his own stop the McLaren team excelled themselves with a 10.63 seconds stop and the McLaren headed the Toleman comfortably. By dint of this hard and aggressive driving Watson was actually in second place while others made pit-stops and settled down again in fourth place after the pit-stops were over, still ahead of Warwick's Toleman which was running splendidly.

In the closing laps Patrese's BMW engine had turbo-charger trouble and lost all its boost so that he was left with a normally-aspirated 1½ litre engine and that didn't produce much power, but as the

finish was in sight he kept going. Up to this point Tambay had been trying all he knew to get by the Brabham, but could not make it and suddenly, in the same way as Arnoux had been presented with first place, Tambay was presented with second place as the BMW engine let Patrese down. The lucky Ferrari lads cruised home to a 1-2 victory for the Maranello team, while poor Patrese was passed by Watson and Warwick who were not far behind on the same lap, and then by all the tail-enders as he struggled to keep going to the finish, ending up ninth from a pretty secure second place. Watson's third place was well deserved and had there been a Driver of the Day award he would undoubtedly have won it, and while Watson fans know that he can drive like that when he puts his mind to it, his detractors ask rather pointedly "why doesn't he always drive like that?" Throughout practice and qualifying Watson was faster than Lauda, who was driving the new McLaren-Porsche turbo-charged car, but it was not very significant as this was very much a "toe dipped in the water" for the Porsche project, and the handling and balance of the MP4/1E was far from right. In straight-line speed down the long straight it was well in amongst the Ferraris, BMWs and Renaults, but lost out on braking and cornering. In the race it ran quietly in mid-field until Lauda was forced to retire having used up all the brakes.

Warwick's fourth place with the Toleman-Hart was a real morale-booster for everyone, none more than himself, and the Hart engine had run perfectly and nothing had broken or fallen off the Toleman chassis. Apart from the sheer joy of being able to race for the full distance with only a routine pit-stop for petrol and new Pirellis, Warwick's day was made when he saw Nigel Mansell's Lotus spin across the track in front of him and disappear into the sandy run-off area at the Tarzan hairpin, after the Birmingham driver had made a real nonsense of trying to outbrake the Toleman on lap 27. Warwick laughed so much his visor steamed up!

D.S.J.

RESULTS

THE DUTCH GRAND PRIX — Formula One — 72 laps — Zandvoort — 4.252 kilometres per lap — 306.144 kilometres — Grey and cool

1st	: René Arnoux	(Ferrari 126C3/066)	1 hr 38 min 41.950 sec — 186.1 kph
2nd	: Patrick Tambay	(Ferrari 126C3/067)	1 hr 39 min 02.789 sec
3rd	: John Watson	(McLaren MP4/1C/2)	1 hr 39 min 25.691 sec
4th	: Derek Warwick	(Toleman TG183B/04)	1 hr 39 min 58.789 sec
5th	: Mauro Baldi	(Alfa Romeo 183T/02)	1 hr 40 min 06.242 sec
6th	: Michele Alboreto	(Tyrrell 012/1)	1 lap behind
7th	: Stefan Johansson	(Spirit 201C/5)	2 laps behind
8th	: Marc Surer	(Arrows A6/4)	2 laps behind
9th	: Riccardo Patrese	(Brabham BT52B/6)	2 laps behind
10th	: Raul Boesel	(Ligier JS21/03)	2 laps behind
11th	: Corrado Fabi	(Osella FA1E/3)	4 laps behind — not running at finish — engine failure
12th	: Roberto Guerrero	(Theodore MN17)	4 laps behind
13th	: Bruno Giacomelli	(Toleman TG183B/03)	4 laps behind
14th	: Thierry Boutsen	(Arrows A6/5)	17 laps behind — not running at finish — engine failure
15th	: Keijo Rosberg	(Williams FW08C/07)	Retired on lap 54 — engine trouble
16th	: Alain Prost	(Renault RE40/05)	Retired on lap 42 — accident damage
17th	: Nelson Piquet	(Brabham BT52B/5)	Retired on lap 42 — punted off by Prost
18th	: Eddie Cheever	(Renault RE40/04)	Retired on lap 40 — ignition failure
19th	: Jacques Laffite	(Williams FW08C/08)	Retired on lap 38 — driver gave up
20th	: Nigel Mansell	(Lotus 94T/2)	Retired on lap 27 — spun off track
21st	: Niki Lauda	(McLaren MP4/1E/6)	Retired on lap 26 — brake trouble
22nd	: Danny Sullivan	(Tyrrell 011/5)	Retired on lap 21 — engine failure
23rd	: Elio de Angelis	(Lotus 94T/3)	Retired on lap 13 — engine trouble
24th	: Andrea de Cesaris	(Alfa Romeo 183T/03)	Retired on lap 6 — oil leak. Turbo failure
25th	: Jean-Pierre Jarier	(Ligier JS21/04)	Retired on lap 4 — suspension failure
26th	: Manfred Winkelhock	(ATS D6/02)	disqualified at start

Fastest lap: René Arnoux (Ferrari 126C3/066) on lap 33 in 1 min 19.863 sec — 191.668 kph

26 starters — 14 finishers

Notes on the cars at Zandvoort

Williams: The official announcement in Austria that Frank Williams had concluded a deal with the Honda Motor Company of Tokyo to use their engines for 1984, with an experimental probe into the realms of turbo-charged power for the remainder of this season, was welcomed by everyone. It was just over a year ago that Frank Williams disappeared on the Saturday afternoon of the Dutch Grand Prix and was seen boarding an air-liner to Japan! Now that the open secret has become fact no further development is being done on the well-used FW08C cars with their John Judd tuned Cosworth V8 engines, and Rosberg and Laffite were merely "going through the motions" with the usual three cars, numbers 7, 8 and 9, the Finn racing 7, the Frenchman 8 and the spare was 9. Both drivers are staying with the team for 1984, Rosberg having signed again, and Laffite honouring the second year of the two-year contract he made last winter. With the Williams-Honda V6 turbo-charged cars appearing before the end of the year, both drivers can look to the future with some excitement, and who knows, the current 80-degree 4 camshaft V6 engine may be obsolete by the end of the year and it is anyone's guess as to what the next Formula One engine from Tokyo will be.

Tyrrell: The car that Alboreto crashed at *Osterreichring* turned out to be more severely damaged than it seemed at first sight. This was 011/4 and the monocoque was so badly damaged that it was scrapped. After some more sorting out the new 012 car was used in all seriousness by Alboreto for the Dutch race, though without the complex reversed-delta rear aerofoil, a conventional one similar to that on the 011 model being used. Sullivan soldiered on with an 011 model (5) and there was another 011 as spare (6).

Brabham: The mid-season revision of the incredibly sleek BT52 into the B-specification has seen Gordon Murray's brain-child more than able to hold its own with any opposition and Paul Rosche and the BMW engines never stop development work on the 4-cylinder M-Power unit. The spare car at Zandvoort (BT52B/1 masquerading as BT52B/4 to ease the paper-work!) was fitted with a BMW engine having a different exhaust system and a different boost-control valve (waste-gate in paddock jargon). This valve was supplied by Brian Hart, made in his own factory, and gives better mid-range response than the BMW unit. It was easily distinguishable by being mounted vertically above the exhaust pipe junction to the turbo-charger, whereas the BMW unit hangs down under the exhaust system. Piquet and Patrese were driving their usual cars, BT52B/5 and BT52B/6, respectively, but both used the T-car on Saturday afternoon to claim their

grid positions. All three cars were using a water spray onto the intercooling radiator on the left-hand side. This comprised a small aluminium tube with peripheral holes, lying along the bottom of the radiator and fed by pump from a vertical tubular container mounted alongside the inter-cooler. The spray was carried through the intercooler by the air flow. Not water injection, but water cooling — or was it a "mickey-take"? Murray and Piquet work so well together that it would be a great pity if they were to split up, but happily that seems very unlikely. Piquet is so well-liked and appreciated by his mechanics that two of them have started a "Piquet Fan Club" and the writer is one of its early members (see note at the end of this article).

McLaren: Whether we call this multinational combine McLaren, Marlboro, TAG or Porsche is a matter of personal opinion, but the pit of car number 8T had all the big wheels of Porsche Engineering in attendance. McLaren International of Woking, Surrey, built the car, with finance from Marlboro cigarettes, and Porsche Engineering of Weissach in Germany built the engine, with finance from *Techniques d'Avant Garde*, the Saudi Arabian firm based in Paris. Depending on who was leaning on you the new car was a McLaren, a McLaren-Porsche, a Porsche, a Marlboro-McLaren, a Marlboro-TAG, a TAG-Porsche etc. — the possibilities were endless. For my part it was a McLaren-Porsche, the McLaren part designed by John Barnard and built by Ron Dennis' from McLaren-International and the Porsche engine designed by Hans Mezger and the Weissach engineers under the direction of Helmut Bott, with Peter Schutz in overall command of the Porsche empire and Peter Falk in charge of the

Porsche Racing Department, and all four were standing back proudly watching the debut of their new Formula One engine, designed and built from scratch in just over 12 months. The first of these 80-degree V6 engines was mounted in a mock-up test car built using the bones of MP4/1C/1 and it became MP4/1D/1, and running test at Weissach and Silverstone. A new car was constructed out of the bones of MP4/1C/6, thus becoming MP4/1E/6 and it was this car that was destined for Niki Lauda to use in Holland, being labelled 8T. While it was being made ready for practice Lauda used MP4/1C/7 still with Cosworth DFY power, but he qualified and raced the Porsche-powered car. In the transporter, but not completely finished was MP4/1E/5, a second Porsche-powered car, brought along in case of emergency. The installation of the V6 Porsche engine, itself a neat and tidy unit, into the MP4 chassis was a beautiful piece of work, especially in details and the whole car had the appearance of having come from the drawing board of a single designer. Throughout the planning of this intriguing project Barnard and Mezger have worked very closely and the end result indicated a pleasing rapport between the two engineers.

On each side of the compact V6 engine is a surprisingly small KKK turbo-charger, exhausting into a really man-sized exhaust pipe, and ahead of the turbo-chargers, built into the side-pods are three radiators on each side, the front one cooling the oil, the centre one the engine cooling water and the rear one cooling the ingoing compressed air from the compressor to the engine. At the front of the side-pod the rectangular opening is divided into three horizontal rectangular openings, the top one feeding air to the oil cooler, the centre one to the water radiator

THE Porsche Turbo engine made its debut in Holland, showing itself to have plenty of power, if not much flexibility. Lauda retired after his car's brake fluid boiled.



and the bottom one to the intercooler. Mounted on top of the upper duct is the Bosch Motronic engine management electronic system and individual throttle valves in each inlet tract into the cylinder heads control the engine action. There is a set of radiators and Motronic system on each side, for each bank of three cylinders, and each bank has its own turbo system and control system so that the whole layout can be viewed as two 750 cc three-cylinder engines operating on a common crankshaft, the two sides coupled by a balance-pipe system, but more interestingly coupled together electronically. While each Motronic box looks after its own side of the engine, they are coupled together so as to compare notes on what is happening and what is needed. Requirements for the fuel-injection, the ignition, the boost pressure, intake temperatures and so on are fed into the management system and the two sides communicate with each other to make any necessary compensations. A conservative 600 bhp at 11,700 rpm is claimed, but no details of boost-pressures or engine dimensions have yet been released.

Almost unnoticed alongside the interesting new McLaren-Porsche, were two Cosworth-powered MP4 / IC cars, tidy as ever, and being used by John Watson, chassis number 2 to race and chassis number 4 as a spare.

ATS: The little one-man German-owned team, based in England seems to have more than its fair share of trouble. Manfred Winkelhock used both cars during testing and qualifying and wound up in ninth place on the grid with the first of the BMW turbo powered carbon-fibre monocoque cars, but then everything went wrong. When the field left the dummy-grid to go off on the parade-lap, D6-02 was reluctant to start and the other 25 cars were long out of sight by the time the BMW engine fired up. Now the rules are quite simple and straightforward, if you have trouble on the parade-lap you must not regain your grid position if you get going again, but must start from behind the back row of the grid. In his excitement Winkelhock forgot this rule and streaked round the circuit to catch the slow-moving parade and then threaded his way through the cars back into his ninth place. The start was given at 14.30 hrs and at 15.25 hrs the stewards of the meeting issued a notice to "the team-manager of the ATS-team" announcing that car number 9 (Winkelhock) was excluded from the race for infringement of Article 13c 3(d) of the World Championship rules and it was some minutes later that car number 9 was shown the black-flag and withdrawn from the race, having covered 50 laps. Unfortunately, during that time Winkelhock had made his routine pit stop for petrol and tyres and as he was about to rejoin the race Eddie Cheever left the Renault pit and headed down the pit lane past the stationary ATS. Winkelhock saw him coming in his

rear-view mirror and hesitated and the ATS designer, Gustav Brunner ran round the back of the ATS, not seeing the approaching Renault and got knocked over and suffered a broken ankle and leg. The whole sorry affair was all the more unfortunate for had the stewards issued their findings earlier the ATS would not have been making the pit-stop, and Cheever's Renault was in trouble and expired a few corners after leaving the pits. Cheever's engine trouble had brought him in just as Prost was expected in for petrol and tyres and the Renault pit staff had waved him away to do another lap while they attended to Prost. But Prost never came, for at that very moment he was crashing into the barriers and out of the race. The whole affair was a sad chapter of events and the ATS team-owner Gunther Schmidt had every reason to be highly incensed and very angry.

Lotus: The pace of the work at Ketteringham Hall where Team Lotus live does not ease up and a new Type 94T appeared in Holland. This was 94T/3 and was given to de Angelis, while his original car that made its debut at the British Grand Prix became the spare car, Mansell retaining 94T/2. The Lotus team haven't looked so good for a long time, with three Renault turbopowered cars and between fits of temperament and minor trouble both drivers showed just what the 94T cars could do, ending up third and fifth on the grid. The huge rear aerofoil with four horizontal blades was in use again, and this time really seemed to be working well without any dramatic loss of speed. Described in one magazine as having *three* blades and in another as being a "quadri-plane wing" this aerofoil appears to present a huge frontal area to the wind but clearly has a low drag-co-efficient while giving good down-force.

Renault: The French team were using their usual three cars, the only visible change being that the T-car (RE40/03) was fitted with the controversial, but now legal, underneath exhaust system. The Lotus 94 cars have always used this system but FOCA protesters have overlooked the fact as Lotus did not design or manufacture the system. The protesters have the same view on the Renault-Elf water injection system, only protesting the manufacturer of the system not the customer! Renault issued a detailed account of their Elf-inspired water-injection system, pointing out that the water is injected into the compressed air as it passes through the intercooler, to help lower its temperature. A wet and soggy day would have the same effect as the wet air would be drawn from outside into the compressor. No petrol is involved in the system until just before the inlet valves, by which time the air has travelled a long way from the compressor entry, through the compressor and piping to the intercooler, on through long ducts to the plenum chambers above the engine, and eventually down through

the inlet valves. At this point it is joined by petrol from the ignition nozzles, and by this time the injected water has long since done its job of lowering the temperature of the incoming air. In rainy conditions in which the air going in is very wet there is little point in using extra water-injection.

RAM-March: The plight of small one-man teams like John Macdonald's becomes ever worse as the strength of the top teams expands, and it becomes increasingly obvious that "shoe-string" efforts have little real place in Grand Prix racing. With only one car available the slightest mistake by the driver that causes damage, or mechanical failure, means virtual elimination from any hope of scraping on to the 26 car grid. Car and material apart, Kenny Acheson has never really looked like qualifying for a Grand Prix and it is only a matter of time before someone decides to stop wasting their money attempting to get into the big time.

Alfa Romeo: The Italian team continues to flatter only to deceive. There is little doubt that the compact turbo-charged V8 engine from Milan can produce horsepower to match its rivals, and there is little wrong with the car itself as observation on any circuit will reveal. In fact, on some circuits and types of corner the Alfa Romeos are visibly as fast, if not faster, than the best but the overall performance is inconsistent. Of the drivers, Andrea de Cesaris can be quite brilliant at times and at other times almost incompetent, so that the overall result progresses in fits and starts. Team-mate Mauro Baldi drives neatly and tidily, but is not in the top class on sheer ability. On the Zandvoort track the car did not seem properly at home and neither driver featured strongly, though Baldi brought his car through to the finish, but de Cesaris disappeared in a cloud of oil smoke from the right-hand turbo unit. Any enquiries around the Alfa Romeo garages about oil or oil smoke usually receives a blank look and the reply "Oil? what oil?" and holes in the crankcase are usually described as "electrical trouble".

Ligier: Unrepentant of his bad-manners on the track at the *Österreichring* Jean-Pierre Jarier continues to do what he can with the ungainly-looking Ligier JS21, but Cosworth power is insufficient to keep the team in the picture. A rather depressed-looking Raul Boesel does what he can as number two with the totally uncompetitive car, and at least he finished the race in Holland while Jarier collided with Guerrero's Theodore at the start and soon retired when the front suspension on his Ligier collapsed.

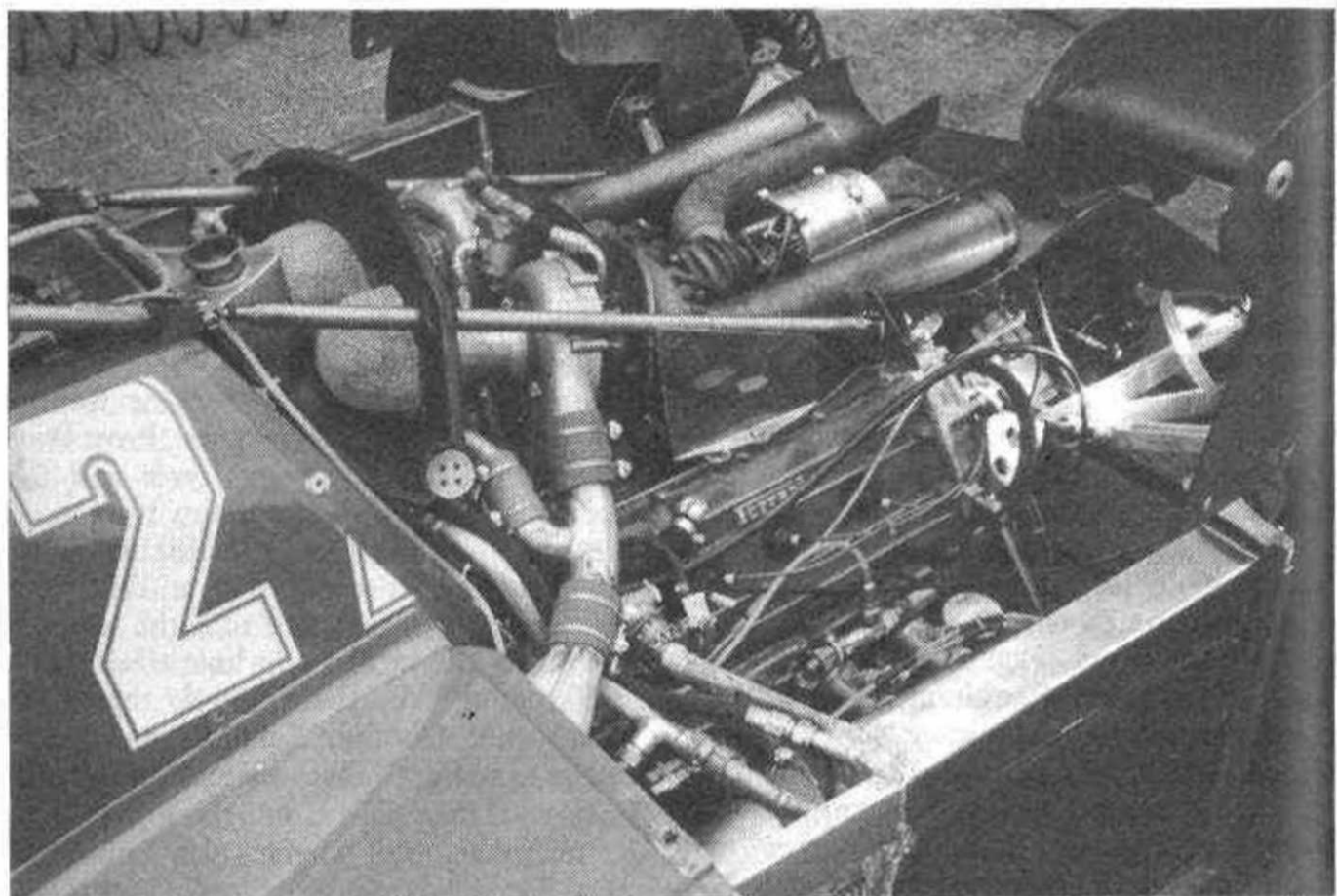
Ferrari: The Scuderia Ferrari had four cars in the paddock, three C3 models and a C2. This time the spare C3 (126C3/066) carried Arnoux's racing number 28, while Tambay's 27 was on the older C2 (126C2/065). They both started off with the cars they had raced in Austria, Arnoux 068 and Tambay 067, but the former driver had continual mechanical trouble in practice and

ended up by racing the spare car (066), while the latter had a trouble-free time taking second place on the starting grid and second place in the race with 067. Last year the AGIP petrol company explained their water-injection system as developed with the Ferrari engineers, whereby a globule of water is surrounded by a globule of petrol by a process in the petrol tank, the mechanism of which they were not prepared to explain. This globule within a globule passes through the injection nozzle into the combustion chamber and the combustion of the petrol turns the water to steam and the violent expansion disperses the surrounding petrol to give better atomization and burning. Since then nothing more has been heard about the Ferrari water-injection, other than suggestions that it can be turned on and off by a switch in the cockpit, which doesn't really tie-in with the original AGIP explanation.

Arrows: As other teams give up using the Cosworth V8 engine those who are left appear to move up the list of the 3-litre normally aspirated engine users, and now the Arrows team can provide the fastest Cosworth-powered car, for what that is worth. Their drivers Marc Surer and Thierry Boutsen are two of the best non-works supported runners and both deserve some advancement, which can only come with the Arrows team if a more powerful engine can be found. The team had their usual trio of A6 type cars which still perform neatly and tidily and in a well-balanced manner, which at least allows the drivers to enjoy themselves at the back of the field.

Osella: After their brief enjoyment of having both cars qualifying for the Austrian Grand Prix, and even better, having them both run through the whole race without any trouble, the Osella team were back to their normal state of affairs with Corrado Fabi just scraping onto the grid and Ghinzani being left out. Fabi ran at the back of the field consistently, but just before the end the V12 Alfa Romeo engine cried "enough" and expired. It had run for something like 800 or 900 kilometres, having been in the car for testing at Monza, all four sessions at Zandvoort and the whole race. It broke as Fabi was entering the Tarzan corner at the end of the straight so he let the car run onto the sand on the outside of the corner, rather than come to rest on the track itself, and this caused many people to think he had made a mistake and spun off the track or broken the suspension!

Theodore: The situation in this small team as far as Grand Prix racing is concerned can be visualised by the fact that Morris Nunn was away in America involved with some sort of American racing and designer Nigel Bennett was back at base working on a new project for Indy-Car racing, leaving the two drivers to fend for themselves with the help of the mechanics. Roberto Guerrero qualified his car comfortably but at the start



MYSTERY still surrounds the "water / fuel globules" in Ferrari's induction system, since the drivers are able to switch to normal fuel at will. The neat V6 is one of the most reliable Formula One units at the present time.

had his nose-fin assembly damaged by Jarier and had to stop for repairs. After that he ran smoothly and consistently through to the finish and like the two Arrows drivers this boy from Colombia deserves better material than the team are able to supply. Cecotto enjoyed fiddling about with his own car in practice, but failed to make it go quickly enough to qualify for the race.

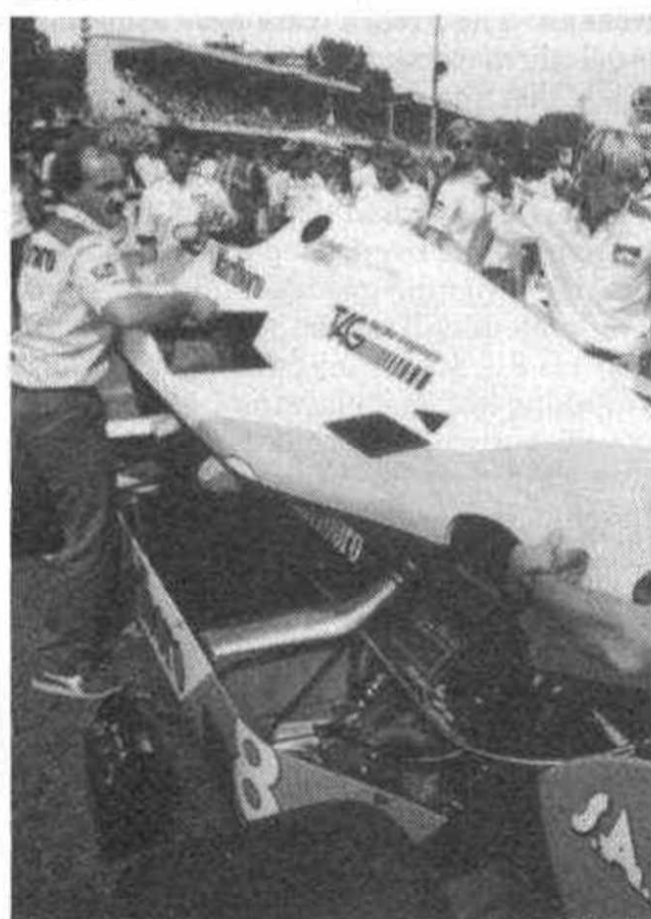
Toleman-Hart: This combined effort by Ted Toleman's racing team and Brian Hart's engine firm continues to teeter on the brink between success and failure. Derek Warwick's enthusiasm and driving ability is unquestionable and his seventh place on the starting grid among all the big team drivers was what could be expected. Both he and Giacomelli were using the latest Hart

engine, with altered valve angles and different combustion chamber shapes, together with British built Holset turbo-charger units. Both drivers raced their regular cars and Warwick's excellent fourth place raised the morale of everyone connected with this brave little team. Giacomelli would have been much higher placed at the finish had he not had a spin on the slippery surface towards the end of the race. He kept the engine going and carried on but his excursion over the kerbs had damaged the under-side of the nose and upset the handling balance.

Spirit-Honda: With a completely new colour scheme of red, white and blue the two cars looked like a different team. Small niggling troubles still beset the Honda V6 turbo-charged engine during practice, but this time the newer of the two cars (201C/5) behaved itself and Johansson drove a good race to finish seventh. There was a slight panic during the planned pit-stop when petrol splashed from the filler hose and caught fire around the back of the car, but it was quickly under control and no damage was caused. — D.S.J.

The Nelson Piquet Fan Club

Brazilian driver Piquet has a very big following in all countries and the amount of fan mail that arrives at the Brabham factory is prodigious. The inward-looking Piquet shuns the limelight once he leaves the racing circuit and only deals with correspondence carrying Brazilian postage stamps! Two of the Brabham mechanics have decided that Piquet's followers should get some recognition and help and have arranged for a "Nelson Piquet Fan Club" to be formed. Write in the first instance to Nelson Piquet Fan Club, PO Box 22F, Chessington, Surrey KT9 1DJ and send an SAE for details. A mention of MOTOR SPORT would help.



THE complex one-piece body moulding is dropped over the chassis of Lauda's car.

VW Golf 2 — an old friend!

SIX million sales in nine years is the record of the Volkswagen Golf, the water-cooled, front-drive family car which arrived, almost too late, in 1974 to replace the Beetle. It did succeed in restoring VW to the European leadership in the medium size car sector, and now the company has taken an ultra-cautious step in developing Golf 2, which will be on sale in Britain from March 1st next year.

Volkswagen looked at ten designs for the new Golf, and chose the one that followed most closely the original Giugiaro lines. Externally the Golf 2 is so strikingly similar to its predecessor that it could not be mistaken for anything else. Yet it is better in almost every way . . . bigger inside, bigger in carrying capacity, bigger in tank capacity, faster, more economical and more refined. On the debit side, the new Golfs are approximately 115 pounds heavier than their predecessors and, in Germany, 3.3% dearer.

The four-year development programme for Golf 2 has resulted in a familiar looking car, inside and out, which is 6.7 inches longer, 2.2 inches wider overall, and has wider track and longer wheelbase dimensions. A better drag coefficient, 0.34 compared with 0.42 previously, ensures that the Golfs are significantly faster (by around 6 mph on the top speeds) and more economical.

In effective terms, the Golf is now much more a full adult size four-seater with increased space for elbows, legs and heads, and can carry four people's luggage as well, something the original Golf was not very good at. The fuel tank, a complex shaped plastic extrusion, now holds 12 gallons, and due to the more economical range of engines gives each model a range of over 350 miles.

Engine sizes include a 1.3-litre (55 bhp), a 1.6-litre (75 bhp), a carbureted 1.8-litre (90 bhp), the injection 1.8-litre (112 bhp), and two 1.6-litre diesels, one rated at 54 bhp and the turbocharged version at 70 bhp.

A major publicity coup was scored by VAG (United Kingdom) Limited in flying the British motoring press to Munich in the Concorde, the first time the supersonic aircraft has landed on German soil. An estimated 35,000 spectators thronged to the airport on BMW's doorstep, along with press and TV, to record the event. Interesting to realise that Golf 2 represents an investment by Volkswagen of £500-million, more than was originally budgeted for the development of Concorde!

Road impressions on the smooth Bavarian highways cannot tell the whole story, but it is evident that the new Golfs are indeed quieter and more refined; certainly they are more roomy and comfortable. The normal range now has the GTi's disc / drum brake system with asbestos-free pads and linings,



while the GTi itself (which was not available for driving) will have a four-wheel disc brake system.

If Volkswagen have met all their objectives, as seems likely, Golf 2 is demonstrably superior to Golf 1 in every important aspect and cannot fail to impress existing owners. The production rate of up to 930,000 units a year world-wide is about 15% higher than before and is a measure of

VW's hopes of conquest sales, always a critical factor in the launch of a new model.

A 16-valve Golf GTi is due for announcement in the near future, followed by a Jetta version next autumn, and a four-wheel drive version in two years' time. The Cabriolet, however, will continue to be built on the existing floor plan due to its relatively low volume, though it will have the latest engines and components. M.L.C.

VSCC at Madresfield

THE customary driving tests took place at this one-time speed-trials' course on September 4th. In the pedestrian part of the Slow / Fast test Walker's Morgan 3-wheeler made the observer checking that neither clutch nor brakes assisted positively run, but Di Threlfall in the BSA was splendidly leisurely, although two seconds faster than Mrs Shapland in her 10/23 Talbot. Marsh's Brescia Bugatti expressed its impatience by transmission judder and smoke and Toms' square-outlined 1925 2½-litre Fiat tourer had a fit of stage fright and needed cranking up — its enormous brake drums suggested it may be more fun to stop than to accelerate. Most drivers changed up for the quick bit but Mrs Rosoman's A7 saloon stayed in 1st gear. Baker's 1933 FN-BMW didn't hang about but Rouse's big Alvis saloon momentarily stalled its engine.

In the "pit-stop" Walker gamely pushed his Morgan the backwards-part (no reverse gear) but Jeddere-Fisher, out for the first time in his 1929 two speeder, stalled and was pushed backwards. Harcourt-Smith sported a "new" Austin 7 with three-seater aluminium body, nicely turned out and upholstered, and Tebbett was taking no chances with the autumnal weather, having an umbrella in the back of his Riley Gamecock. — W.B.

DRIVING TEST AWARDS

FIRST CLASS:

R. Colquhoun (Lagonda); T. McGrath (Austin); Mrs. Threlfall (BSA); Mrs. Shapland (Talbot); D. Frankling (Vauxhall); G. Neale (Rolls-Royce).

SECOND CLASS:

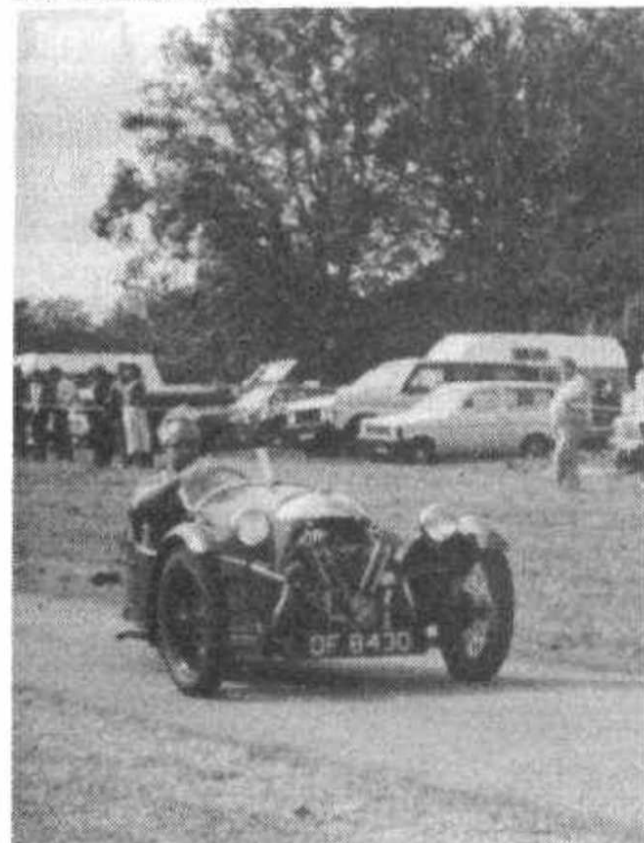
D. MacMillan (Delage); M. Garfitt (Frazer Nash-BMW); B. Beebee (Talbot); J. Hill (Morgan); P. Donnelly (Alvis); P. Baker (Frazer Nash-BMW).

THIRD CLASS:

T. Threlfall (BSA); J. Briscoe (GN); J. Shaw (Marendaz-Special); D. Marsh (Bugatti).

FIRST LADY AWARD:

Mrs. Shapland (Talbot).



MORGANS return to Madresfield. Jeddere-Fisher evokes pre-war speed-trials in the same grounds.

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THE FACTS,
WE THINK
YOU'LL
INSIST ON
UNIPART.**

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Or for performance levels either?

And did you know that some brake manufacturers, selling what you think are their own products, actually buy from small European and Far Eastern factories?

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Brakes that are compatible with and a direct safe replacement for those specified by each vehicle manufacturer.

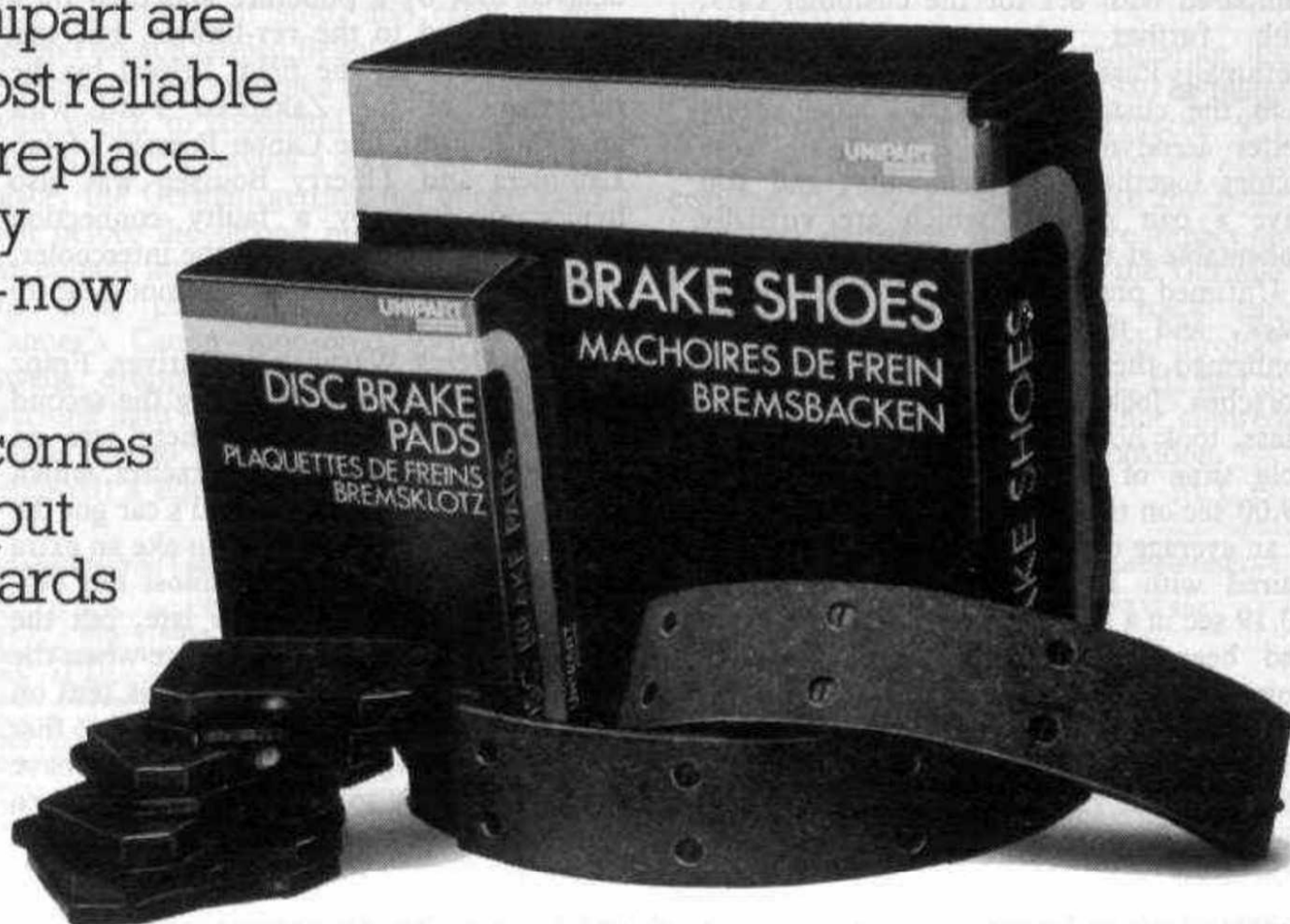
Brakes designed to fit over 96% of cars in the UK.

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Spa 1,000 Kms —

Lancias getting better

THE World Endurance Championship will continue with a clouded future until such time as another manufacturer seriously challenges Porsche, and at Spa-Francorchamps on September 4th the signs were that the Lancia LC2/83 is becoming competitive. A 10-week respite since Le Mans (due to the postponement of the Kyalami event until early December) allowed Lancia's project engineer Giovanni Tonti the time to iron out various problems and present cars which are competitive with the Porsche customer 956s, which is a move in the right direction.

Porsche's Rothmans' sponsored works cars are now in a different league, and it will need another quantum leap from Lancia to challenge them... next year, with luck, when Pirelli provides the Italian make with suitable radial ply tyres for which the LC2s were designed. Since the opening round of the 1983 World Endurance Championship at Monza, when the works cars were surprisingly beaten by Bob Wollek and Stefan Johansson in the Reinhold Joest prepared, Sorga entered, and Marlboro sponsored 956, Peter Falk's team based at Weissach has intensified its development programme.

Bosch Motronic management is the key to the works team's success. The engines are no more economical with electronic control of the fuel injection and the ignition, but they have better throttle response at all engine speeds — the slower the track, the greater the advantage. This system is not yet available to the customers, though it will be in time for next year's programme. With fully automatic ignition control including knock sensors, it also enables the works cars to run higher compression ratios, 8.5:1 compared with 8:1 for the customer cars, with further advantage. Then, the Rothmans-Porsches are around 20 kg lighter than the customer cars and have subtly better aerodynamic shapes; put all these factors together, add reliability, and you have a pair of cars which are virtually unbeatable at the present time.

Untimed practice on Friday, on a drying track, and timed practice on Saturday confirmed the current form of the works Porsches. Jacky Ickx, paired with Jochen Mass, took no less than six seconds off his pole time of last year, recording 2 min 09.00 sec on the revised 6.9 kilometre track at an average of 193.476 kph. Stefan Bellof, paired with Derek Bell, recorded 2 min 10.19 sec in a slightly heavier car (their race had been written-off by a mechanic at Porsche's test track just before the transporter set off), then Derek Warwick was third quickest in the Kremer Porsche 956 at 2 min 12.60 sec, a time which got the other Porsche customers thinking hard.



A WELCOME addition to the Spa grid was the Zakspeed Ford C1/4, powered by a turbocharged 1.7 litre engine. Inspired by the C100, the C1/4 ran well in the early stages, to retire with a broken gearbox.

The Patrese / Alboreto Lancia-Martini was fourth fastest at 2 min 14.05 sec, team-mates Ghinzani / Fabi further back as their car was not running properly during the morning session, and the track was flooded with rain in the afternoon.

Right from the start Mass led Bellof into the difficult Eau Rouge turn at the foot of the hill, Warwick falling in behind, and pulled out a lead of three or four seconds per lap, leaving Warwick to have a lonely race well clear of Klaus Niedzwiedz in the Zakspeed Ford C1/4 Turbo, the two Lancia-Martinis, and Paolo Barilla in the Mirabella team Lancia. Johansson was moving up through the field rapidly in the Marlboro Porsche 956 but had a controversial accident involving Patrese's Lancia on lap five and the Porsche retired on the spot with damaged suspension, Patrese losing five laps having his suspension repaired.

Ray Mallock was going well in the Aston Martin Nimrod, was actually in fourth place briefly when the leading cars made their pit stops by virtue of running an extra lap. The John Fitzpatrick / David Hobbs 956 was delayed first by a puncture and then by a misfire, traced to the rev-limiter, but was soon to move up the field, helped by the retirement of the Zakspeed Ford with gearbox failure. The Canon Porsche of Jan Lammers and Thierry Boutsen was also hampered, first by a faulty connection between a turbocharger and the intercooler, and then by a misfire which did not clear up properly.

When Derek Warwick's co-driver, Franz Konrad, retired the 956 during the second stint with a piston failure there was no further threat to the works Porsches, which could win as they pleased. Bell's car got the upper hand when Mass tried to eke an extra lap on a tank of fuel and almost ran out, coming to the pits a minute late, but the tables were turned at half distance when the brake pads were changed. Bell was sent on his way, but then a mechanic owned up that the pad retaining split pin might not have gone in properly so the Englishman had to return to the pits, and sure enough the pin

was insecure. The car was at rest less than a minute, but allowing for stopping and starting it was enough to rob the pairing of victory.

Fabi's Lancia-Martini became a casualty when an obscure wire severed in the electronic engine management system, losing some 25 laps, and Driver Championship leader Bob Wollek, having lost his regular car in Johansson's accident, then hit a barrier in the New Man sponsored Porsche 956 run by the same team, when the suspension broke. The last bit of bad luck to hit the Lancia equipe came just five laps from the finish when the Mirabella LC2, lying fourth close behind Fitzpatrick, stopped at the pits with a broken differential. It was sent out again and staggered home sixth — at least the three Lancias finished the race, lacking only an extra turn of speed.

Little more than an hour from the end the Aston Martin Nimrod retired from eighth place with a seized engine, a disappointing end to what had been a good race for the team with an admittedly tired V8 engine.

Perhaps next year, when the fuel consumption regulations are tightened up, Porsche's supremacy will be challenged. The cars will have their fuel tanks limited to 85 litres instead of 100 litres, as at present, with a correspondingly smaller fuel ration to run the races. In theory this will favour the normally aspirated cars, and could open the contest up again. — M.L.C.

RESULTS

SPA-FRANCORCHAMPS 1,000 Kms — September 4th —
144 laps — Weather overcast and dry

1st	: J. Ickx / J. Mass (2.6 t/c Rothmans-Porsche 956) ..	5 hr 44 min 33.52 sec (174,250 kph)
2nd	: D. Bell / S. Bellof (2.6 t/c Rothmans-Porsche 956) ..	5 hr 45 min 36.54 sec
3rd	: J. Fitzpatrick / D. Hobbs (2.6 t/c Porsche 956) ..	139 laps
4th	: H. Stuck / W. Brun / H. Grohs (2.6 t/c Porsche 956) ..	138 laps
5th	: J. Laessig / A. Plankenhorn / H. Regout (2.6 t/c Porsche 956) ..	136 laps
6th	: G. Francia / P. Barilla (2.6 t/c Mirabella Lancia LC2/83) ..	134 laps
7th	: R. Patrese / C. Fabi (2.6 t/c Lancia-Martini LC2/83) ..	132 laps
8th	: D. Schornstein / J.-M. Martin / J. Winter (2.8 t/c Porsche 936) ..	127 laps
9th	: J. Lammers / T. Boutsen (2.6 t/c Canon Porsche 956) ..	127 laps
10th	: B. Sotty / G. Guynet / V. Bertapelle (3.5 BMW-URD) ..	121 laps

Fastest lap: D. Bell, 2 min 14.11 sec (186.536 kph) — class record.

Brands 1,000 Kms — storm-swept but exciting

THE 1,000 Kilometre race at Brands Hatch has a history of bad weather, having been stopped twice in the past six years when the conditions became too bad for racing, and this year's event was nearly as bad in the first two hours, though use of the course car to slow the competitors down when the track flooded on September 18th did keep the event running. It ran out of time, though, the mandatory six-hour mark being reached when 232 of the scheduled 238 laps had been covered, but almost single-handed Derek Warwick had long since secured victory in the Porsche 956 shared with John Fitzpatrick.

Although the BRSCC organised, Grand Prix International sponsored event was not a round of the World Endurance Championship it was the sixth round of the concurrent European Endurance series, and as such attracted two entries from the works Rothmans-Porsche team, two from Lancia-Martini, and most of the regular private entrants.

At Spa, and again at Brands Hatch, the accustomed superiority of the works Porsches was challenged, not so much by another entrant as by another driver. This year's endurance series has produced a good crop of talented young drivers who can challenge the 'establishment' for speed, notably Stefan Bellof, Stefan Johansson, Thierry Boutsen, Jonathan Palmer and Derek Warwick, all of whom enjoy the long distance races which are still free of the pressures of Grand Prix racing.

Warwick and Palmer were the quickest drivers in the unofficial session on Friday afternoon while the works drivers concentrated on new, higher down-force undertrays and compatible springing, and on Saturday morning Johansson was fastest for a while in the Joest / Sorga / Marlboro 956 having lapped at 1 min 17.59 sec, on qualifying tyres just before the new Chevrolet powered Tiga coated the the circuit in oil. Mass and Bellof did secure the front row of the grid, Mass' pole position at 1 min 17.19 sec, Bellof on 1 min 17.36 sec, with Warwick fourth fastest on 1 min 18.04 sec.

Conditions were wild, wet and windy on Sunday morning and as the field was unleashed at midday a vast ball of spray made conditions extremely hazardous. Ickx led briefly but Warwick soon passed him at Druids Bend and proceeded to pull away rapidly, helped by his superior Goodyear rain tyres which were visibly better through the wetter parts of the circuit. Bob Wollek, too, got the better of the Rothmans-Porsches and Ickx was delayed briefly by spinning at Clearways.

After 20 laps Warwick was 45 sec ahead of Wollek, Bell was third, Ickx fourth and Alboreto fifth in the Lancia, the remainder



THE Group C Junior class was won, again, by the Italian Giannini-Alba which ran reliably to tenth place, driven by Carlo Facetti and Martino Finotto.

having been lapped though, on the road, the three Lancias were close together, Nannini and Francia doing a good job keeping Alboreto in sight. By this time the track was flooding at Graham Hill bend (née Bottom Bend) and the clerk of the course sent out the pace car for five laps to slow the competitors down. This reduced Warwick's advantage, but resulted in Ickx being lapped as the pace car joined the circuit in front of him.

Five laps later the race was on again, Warwick continuing to dominate the running. Wollek dropped back with a misfiring engine but kept station behind Bell, with Ickx, Alboreto and Palmer filling the next three places a lap behind.

Nannini's Lancia retired with loss of compression on one cylinder, and later Barilla's Mirabella Lancia made contact with a car it was lapping and slid off into the guardrail at Clearways. There was some skilful driving in the rain, but there was also the usual quota of amateurish driving and not a few collisions, the French driver Sotty being black-flagged for flagrantly failing to use his mirrors.

Warwick stayed at the wheel during the first scheduled pit stop, and early in his second session lapped Bellof's second-placed Porsche to give himself a really good margin with which to command the race. Patrese and Mass were having a good duel for third place, the German getting the upper hand just before the second pit stops were due. An equally interesting duel was being fought for fifth place, Johansson challenging Palmer's Canon sponsored 956, but the Swede dropped back when the ignition warning light came on. His routine stop was a long one as the alternator belt had to be replaced, a fiddly job, and as another new

belt had to be fitted later in the race the Marlboro entry ceased to be in contention.

Palmer too, had his problems midway through the race when the distributor drive sheared, losing the car 21 minutes, leaving only four cars in contention: Fitzpatrick's car leading the two Rothmans-Porsches a lap behind, and the Alboreto / Patrese Lancia which was two laps behind. The Nimrod was running strongly in ninth place until it retired in the second half of the event with crown-wheel failure, and a car that was attracting attention was the very rapid and reliable Giannini-Alba Junior class entry driven by Carlo Facetti and Martino Finotto, which eventually finished tenth.

Conditions rapidly improved during the afternoon, and by the fourth hour the track was dry under pale sunshine. Fitzpatrick's team could not afford a slip-up with the formidable works team poised a lap behind, for two minutes can so easily be lost if a body panel is damaged, or if the brake pads don't come out easily... and that is the difference between winning and losing. On this occasion everything worked perfectly for Fitzpatrick's team, there weren't any stumbles in the pits, and the 956 maintained its advantage.

Just as Warwick was contemplating his first race win since September 1980 he made contact with a slow-driven Porsche 911 Turbo five minutes from the end of the race, covering the last three laps with the front bodywork damaged. It had more impact on Bellof's second-placed car, as the German spotted some debris on the track and slammed on his brakes, going right through the rubber on his right-front tyre. He had to stop for a wheel-change, and that allowed Mass to nip through for second position.

M.L.C.

RESULTS			
BRANDS HATCH 1,000 KILOMETRES — Shortened to 232 laps (983 kms) — 6th round, European Endurance Championship — September 18th			
1st	D. Warwick / J. Fitzpatrick	(Porsche 956)	6 hr 1 min 1.74 sec (162.17 kph)
2nd	J. Ickx / J. Mass	(Porsche 956)	231 laps
3rd	D. Bell / S. Bellof	(Porsche 956)	231 laps
4th	M. Alboreto / R. Patrese	(Lancia LC2/83)	226 laps
5th	J. Laessig / A. Plankenhorn / H. Regout	(Porsche 956)	216 laps
6th	B. Wollek / S. Johansson	(Porsche 956)	210 laps
7th	D. Schornstein / V. Merl / H. Heyer	(Porsche 936C)	207 laps
8th	E. de Vilotta / S. McKitterick / D. Wood	(Ford-Grid GA1)	204 laps
9th	J. Lammers / J. Palmer	(Porsche 956)	201 laps
10th	M. Finotto / C. Facetti	(Giannini-Alba Junior)	200 laps

Fastest lap: Bellof, 1 min 19.88 sec — 189.56 kph (record).

BOOK REVIEWS

"Grand Prix Bugatti" by Hugh Conway. 272 pp. 11 in x 8 in (Haynes Publishing Group Ltd., Sparkford, Yeovil, Somerset, BA22 7JF £19.95).

This is the second edition of "Grand Prix Bugatti", the first having appeared five years ago, so naturally Hugh Conway, who might almost be said to have "invented" Bugatti lore in recent times, has considerably revised and added to the contents. To say the book is enthralling is an understatement. It is of big format, with lots of truly exciting photographs of one of the World's most desirable motor cars, but there is ample text, of a distinctly erudite nature, as well. The early days are covered adequately but not in so much fascinating detail as Conway devotes to the racing years of the Bugatti from 1922 up to the war. Apart from telling us of the more important races in which the *marque* took part, there is all the technical stuff descriptions of the various Bugatti models, in much detail, for Hugh has owned such cars and has been able to dissect, measure and photograph them, and he has had access to factory drawings and other documents, from which he quotes generously.

So this is THE book about the competition Bugattis. The new edition has photographs of 52 prominent Bugatti drivers, from Robert Benoist to Count Louis Zborowski, which reminds me that the photographic coverage is not only magnificent but that some rare pictures are included. To name but a few — there is one of the Juneks in a 1923 "tank" GP Bugatti, Mays and Berthon in a GP Bugatti at Skegness, Leon Duray with one of the Type 43s he bartered for those Millers that showed Ettore the path to twin-overhead-camshaft engines, the bolster-tanked GP cars in the 1929 fuel-consumption GP of the ACF, Moffatt and Sir John Venables-Llewelyn touring the USA in a Type 35, and other less well-known owners using their Bugattis as everyday or long-distance transport.

Inevitably, many of these photographs have been seen previously but here they are enlarged and properly reproduced. They are accompanied by many engineering drawings, and the Appendices give the history and present day owners of different types of Bugattis, etc. Errors are few, but Editor Leban has let a few through. I did not know that Nuvolari's Christian name was Tasio, having always used Tazio, and "Hevery" on the first page cannot be right, surely, nor Zbrowski". . . .

This is a splendid book and if I were

bound for a desert or any other island and allowed to take only two books I would pack this one and "Morgan Sweeps The Board", so as never to be far away from happy reminders of what competition motoring was all about before the war, and the cars I would have dearly liked to have owned. (Actually, Conway covers the post-war renaissance as well.) — W.B.

"Spitfire -- A Test Pilot's Story" by Jeffrey Quill. 306 pp. 8¾ in x 5½ in. (John Murray Ltd, 50 Albemarle Street, London, W1X 4BD. £12.50)

This autobiographical account of his flying career by the great test-pilot Jeffrey Quill, OBE, AFC, FRAeS, whom MOTOR SPORT interviewed some time ago, is one of the most interesting, well-written and "non-put-downable" flying books I have had the pleasure of reading for some considerable time. Mainly, it is about Quill's test-flying of all marks of the immortal Supermarine Spitfire fighter-monoplane, and on that score alone this is a very absorbing and vitally important contribution to this subject, told with obvious authority and giving Quill's opinions and preferences of the many different versions of the Spitfire, 53 in all, if the photo-reconnaissance and Seafire types are included. There are Appendices giving much fresh data about them, as well as Quill's textual account of flying them. In this respect the book is complementary to John Murray's other titles, "Sigh For A Merlin" by Alex Henshaw and "Spitfire Into Battle" by Group Captain Duncan Smith, DSO, DFC.

But Quill's book, besides being very lucid and authoritative, goes further, telling of his pre-test pilot career, in the RAF. This is enthralling stuff. It covers learning to aviate in Avro Tutors after schoolboy interest had been fanned by Avro 504s near Lancing College, and what it was like to fly in an AW Siskin flight and later the horrific experience of being one of the two pilots appointed to the exacting Met. Flight, in which they once contrived an unbroken two-flights-a-day for a whole year, sometimes in "impossible" weather conditions, using Siskin IIIs. Quill also flew Bristol Bulldogs — those long-gone biplane days — and his stories of getting lost in bad weather conditions, making forced landings and of his escape by parachute from a Vickers Wellesley that refused to come out of a flat spin, and crashed at New Malden in 1937. No-one was injured, although the abandoned aeroplane fell on a house and precipitated the birth of a baby girl whose mother was living therein; years later Quill's daughter met the girl who knew that her father had "dropped a big aeroplane on our house" . . . These accounts, and Quill's open descriptions of important people he met while in the Air Force and at Vickers-Armstrongs, including Spitfire designer R. J. Mitchell, I found of the utmost interest; so buy this book not only for its great contribution to the Spitfire

story but for discovering what flying was like, in those adventurous pre-war days.

Quill includes references to his old Morris-Cowley and to his later well-loved 3-litre Bentley of which he recalls "the distinctive throaty exhaust note emanating from its low-revving engine", as he drove with mixed feelings from Brooklands to Duxford to make his first acquaintance with the Spitfire — his flights in K5054 get a chapter to themselves. Quill also remembers the Trojan that met him at Pewsey station in 1932 after he had been posted to Upavon, which I am sure the Trojan OC will appreciate. Other cars mentioned include the Rolls-Royces with their silver-cobra mascots, owned by the autocratic Sir Philip Sassoon, and the Rolls-Royce which had been given to R. J. Mitchell by its makers after the 1931 Schneider Trophy victory. Daily life in the Air Force at this period is well-described, including a rather fraught part taken by Quill and his colleagues in the 1933 RAF Display, when flying Jupiter-engined Bristol Bulldogs in close formation in poor visibility, for No 17 (Fighter) Squadron's dummy attack on an "enemy" convoy.

The Foreword is by Sir George Edwards, OM, CBE, FRS, FEng, there are 60 pictures and six drawings, and the book is strongly recommended, even if the binding of the review copy allowed four pages to detach themselves.

Latest in Motor Racing Publications' "Collector's Guide" series is James Taylor's "The Classic Rovers", covering in picture, text and tables the Rover models of 1934 to 1977, so it is excellent reading for those who favour "aunties" or the more sporting 2000s, etc. Racing and rallying get a chapter to themselves, there is buying and maintenance advice, and this 7½ in x 9 in book with its 144 pages costs £8.95. — W.B.

THOSE who like to have on hand in their libraries every book about specific races will be pleased to know that "The Great Savannah Races" by Julian K. Quattlebaum, MD, which was first published in 1957, has been reissued as a Brown Thrasher book, by The University of Georgia Press, Athens, Georgia 30602, USA for 19.95 dollars. Not a very in-depth book, nevertheless for an outline of the various important events run at Savannah between 1908 and 1911, from the International Light Car Race of the AC of America, to the final Vanderbilt Cup and Grand Prix there, it is of much interest. The book has 132 pages (11 in x 8½ in) and there are maps and plenty of good photographs of the big racing cars of those days. — W.B.

The latest trio in Haynes' popular "Super Profile" series is "MG Midget and Austin-Healey Sprite" by Lindsay Potter, "Jaguar E-Type (3.8, 4.2 and 5.3-litre)" by Andrew Whyte, and "Lancia Stratos" by Graham Robson. Each of these informative books sells at £4.95.

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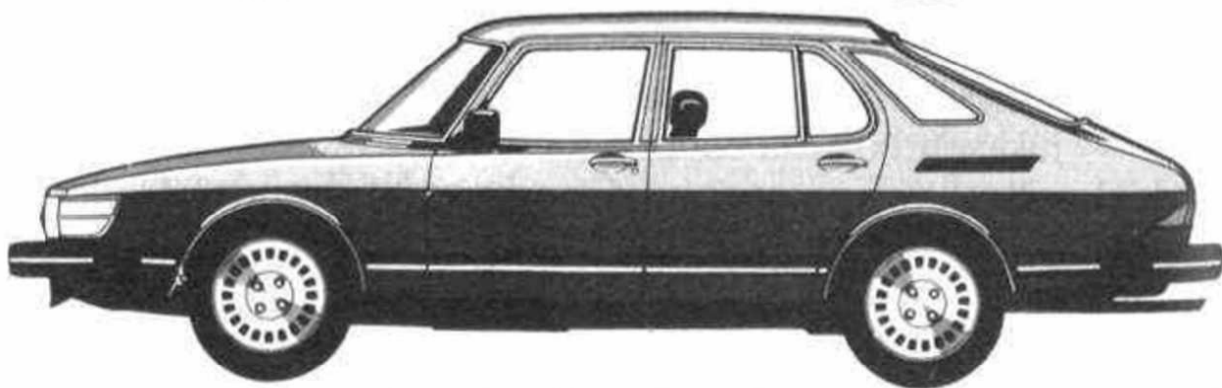
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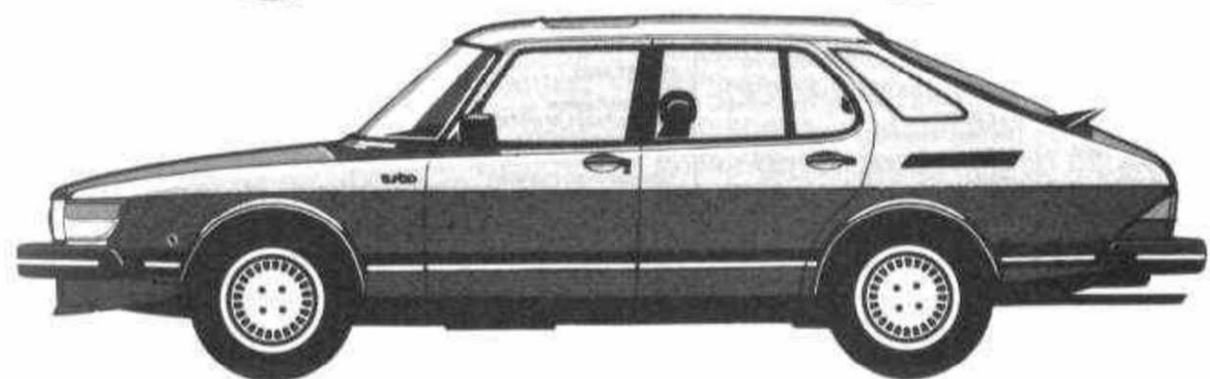
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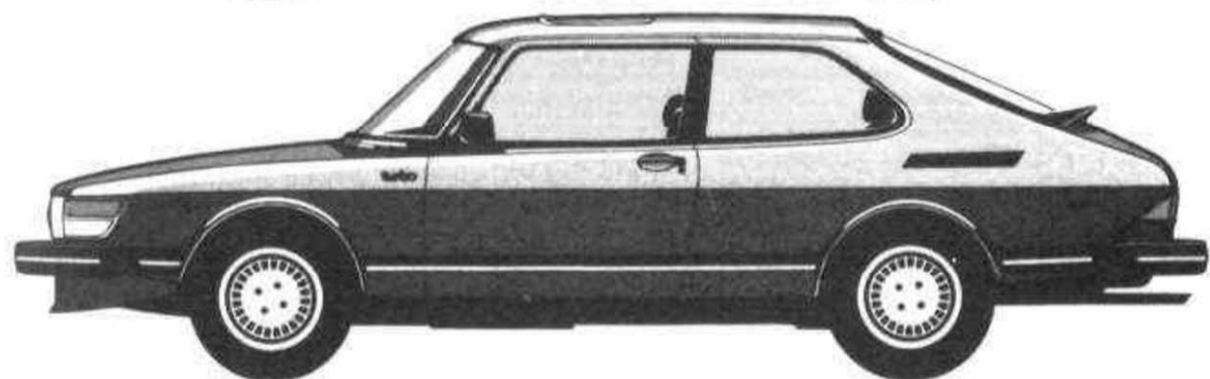
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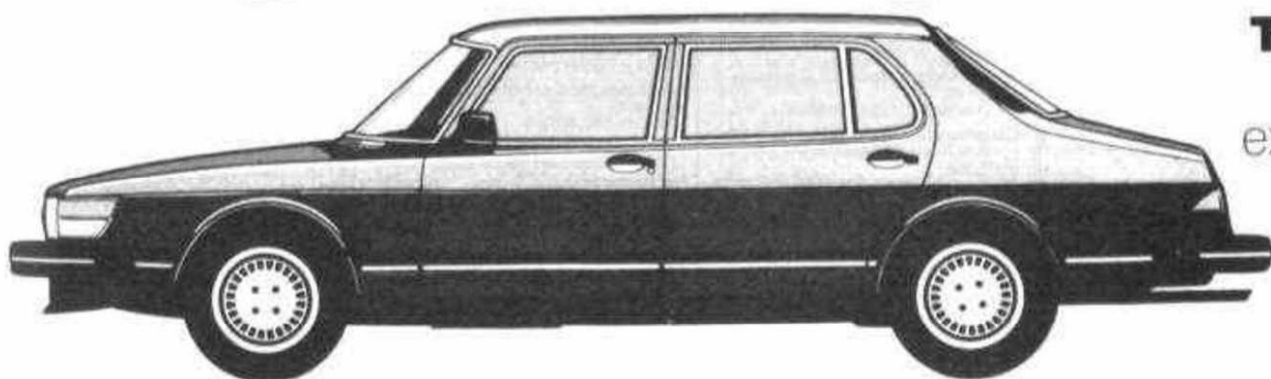
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Tel: Driffield (0377) 42150

W. L. Thompson Ltd., Arnold Lane,
Anlaby Road, Hull, HU3 2RF.
Tel: Hull (0482) 23773

Kent
John Fowler Garages Ltd.,
Linton Garage, Linton Road, Loose,
Maidstone, ME15 6AS.
Tel: Maidstone (0622) 46629

Seabrook Garage, 215 Seabrook Road,
Hythe, CT21 5AS.
Tel: Hythe (0303) 38467

Station Garage, Station Approach,
Borough Green, Sevenoaks, TN15 8AD.
Tel: Borough Green (0732) 883044

William Gollop Motor Cars,
Westminster Road,
Vauxhall Industrial Estate, Canterbury,
CT1 9HD.
Tel: Canterbury (0227) 69500

Lancashire
Bay Horse Garage (Burnley) Ltd.,
Parker Street, Burnley,
BB11 1UG.
Tel: Burnley (0282) 58271/2

Bay Horse Garage Ltd., Longsight Road,
Osbaldeston, Blackburn, BB2 7HX.
Tel: Mellor (025 481) 2331

Guy Swetten Ltd., Bow Lane,
Preston, PR1 8ND.
Tel: Preston (0772) 51803

Leicestershire
Langrop (Anstey) Ltd., Anstey Garage,
Cropton Road, Anstey, LE7 7BP.
Tel: Leicester (0533) 363074/362172/
363013 (Sales)

Thos. B. Williams (Ashby Parva) Ltd.,
Ashby Garage, Ashby Parva,
Lutterworth, LE17 5HS.
Tel: Leire (0455) 209191

Lincolnshire

Malletts of Lincoln, 247 Lincoln Road,
North Hykeham, LN6 8NH.
Tel: Lincoln (0522) 681463

Greater London (North Thames)
Ace Motor Company,
Radley Mews, Kensington,
London W8 6JP.
Tel: 01-937 5691

Ace Motor Company,
52 Churchfield Road, Acton, London
W3 6DR.
Tel: 01-992 7866

Ballards Garage, Jolls Garage Ltd.,
204 Ballards Lane, Finchley, London
N3 2NA. Tel: 01-346 6697

Odeon Motors Ltd., Great North Road,
Barnet, Herts EN5 1EG.
Tel: 01-441 5511

Saab Piccadilly (Domestic & Export Sales),
Devonshire House, Piccadilly, London
W1V 9HH. Tel: 01-409 0990

Service Centre, Unit 6 Bethune Road,
Acton, London NW10 6NJ.
Tel: 01-961 4544

The Swedish Car Centre,
Northfield House, 128 Boston Road,
Ealing, London W7 2JL.
Tel: 01-567 7035/6521 (Sales)
01-567 0430 (Service)
01-567 1907 (Parts)

Greater London (South Thames)
Beckets of Eitham,
Courtyard, Eitham, London SE9 5PR.
Tel: 01-850 4840

Carl Bros. (Automobiles) Ltd.,
112/114 High Street, Purley, Surrey,
CR2 2UA.
Tel: 01-660 4811/01-668 4131

Horn Park Garage Ltd.,
38 Ladbroke Road,
Kingsway-upon-Thames, Surrey,
KT1 2LL.
Tel: 01-546 9518

Saab Wimbledon,
14 Morden Road, London SW19 3BJ.
Tel: 01-542 2454/01-543 4012
Telex: 929769

Greater Manchester
Anderson Motors (Hale) Ltd.,
Bancroft Road, Hale, Altrincham,
WA15 7BG.
Tel: 061-980 8004

Woodford Motor Company Limited,
Mill Lane, Woolford, Bury, BL8 1TB.
Tel: 061-764 8191

Saab (Manchester) Ltd., Water Street,
M3 4JU.
Tel: 061-632 6566

Westure (Scandinavia) Ltd.,
Crown Lane, Horwich, Bolton,
BL6 5HW.
Tel: Horwich (0204) 68621

Merseyside
Dubleys of Anfield, Liverpool Road,
Anfield, Southport, PR8 3NG.
Tel: Southport (0704) 74114/5/6

Gates of Moreton (Car Sales) Ltd.,
77-99 Hoylake Road, Moreton, Wirral,
L46 9PD. Tel: 051-677 2212

Meyfield Garages Ltd.,
574 Aigburth Road, Grassendale,
Liverpool, L19 3QG.
Tel: 051-427 3500

Sherdley Hall Garage (Car Sales) Ltd.,
Aspiral Place, Thatch Heath,
St. Helens, WA9 5PE.
Tel: St. Helens (0744) 55333

Norfolk
Hannett & Sons Ltd., Newton Road,
Castle Acre, King's Lynn, PE32 2AZ.
Tel: Castle Acre (070 95) 238

Kim Cairns Motors Ltd.,
51 Edmunds Terrace, Hunstanton,
King's Lynn, PE36 5EJ.
Tel: Hunstanton (048 53) 33633

Sabers, 124/132 Bar Street,
Norwich, NR1 3ES.
Tel: Norwich (0603) 615037

Northamptonshire
Gilbert & Company (Ringstoel) Limited,
Wilson Terrace, Kettering,
NN16 9RT.
Tel: Kettering (0536) 522811

Northumberland
Gordon Ramsay Ltd., County Garage,
Hexham, NE46 1PS.
Tel: Hexham (0434) 607184

John Rutherford & Sons Ltd.,
The Station Garage, Cornhill-on-Tweed,
TD12 4UG.
Tel: Coldstream (0890) 2146/718

Nottinghamshire
Beechdale Garage (Nottingham) Ltd.,
1A Beechdale for 501B,
152 Beechdale Road, Billborough,
Nottingham NG8 3EJ.
Tel: Nottingham (0602) 293023

Oxfordshire
Belsyre Garage, 75 Woodstock Road,
Oxford, OX2 6HL.
Tel: Oxford (0865) 57028/52718

Orbit Motors, East Hanney, Wantage,
OX12 0HP.
Tel: West Hanney (023 587) 257

White Horse Garage (Banbury) Ltd.,
21-27 Broad Street, Banbury,
OX16 8BX.
Tel: Banbury (0295) 50733

Shropshire

Westbury Garage (Salop) Ltd.,
Featherbed Lane, Shrewsbury,
SY1 4NW.
Tel: Shrewsbury (0743) 241445/6

Somerset
Astley Motors, 12 Oxford Road,
Pen Mill Industrial Estate, Yeovil,
BA21 5HR.
Tel: Yeovil (0935) 26701/2

W. E. Bishop & Sons, 60 East Reach,
Taunton, TA1 3LX.
Tel: Taunton (0823) 88351/2

Ray Harboul Motors (Somerset) Ltd.,
Furnham Road, Chard, TA20 1AB.
Tel: Chard (04 906) 2821/2

Staffordshire
Anson Garage (Rugeley) Ltd.,
Market Street, Rugeley, WS15 2JH.
Tel: Rugeley (086 94) 76113/4

R. H. Breese & Son, Telford Bank Service
Station, Yarlet, Nr. Stafford, ST19 9SD.
Tel: Sandon (088 97) 248

Hinton of Stoke, Victoria Road,
Fenton, Stoke-on-Trent ST4 2LS.
Tel: Stoke-on-Trent
(0782) 418666 Sales
415673 Service
415975 Parts

Suffolk
Dales Service Station, Dales Road,
Ipswich, IP1 4JY.
Tel: Ipswich (0473) 42547/43886

Horn Hill Garage Ltd.,
Horn Hill, Lowestoft, NR33 0PX.
Tel: Lowestoft (0502) 3956 & 85892

Kings Autosales,
Culford, Bury St. Edmunds, IP28 6DN.
Tel: Culford (028 484) 453
Bury St. Edmunds (0284) 810411
810818

Surrey
Bell & Colvill Ltd., Epsom Road,
West Horsley, KT24 6AU.
Tel: East Horsley (048 66) 4671

Berlan Ottershaw Ltd.,
103 Spinney Hill, Addlestone,
KT15 1BA.
Tel: Ottershaw (093 287) 3726

Valley Service Station Ltd.,
2 Dulwood Lane, Chipstead, CR3 3NA.
Tel: Downland (073 75) 53464
(Showrooms, 5377) (Workshop)

Sussex
Belisamy's Garage (Shoreham) Ltd.,
120 High Street, Shoreham,
West Sussex, BN4 5QB.
Tel: Shoreham (07017) 2456/61781

Mann & Woodland (Car Sales) Ltd.,
10 Medina Place, Hove, BN3 2RF.
Tel: Brighton (0273) 71807/720276

Shore Road Garage Ltd., Shore Road,
East Wittering, Chichester, West Sussex,
PO20 3DZ.
Tel: West Wittering (024 366) 2711

Turners Hill Garage Ltd., Turners Hill,
Crawley, East Sussex, RH10 4NR.
Tel: Godthorpe (0342) 71546/715380

Tyne and Wear
Les Allen,
Harbour View Garage,
Roker, Sunderland, SR6 0NL.
Tel: Sunderland (0783) 77538

Pearsons Garage, Whitley Road,
Longbenton, Newcastle-upon-Tyne,
NE12 8AE.
Tel: Newcastle (0632) 668223

Warrickshire
Lime Garages (Leamington) Ltd.,
Lime Avenue, Lillington,
Leamington Spa, CV32 7DA.
Tel: Leamington Spa (0926) 23221/2

West Midlands
Highgate Garage Ltd.,
West Bromwich Road, Walsall,
WS1 3HY.
Tel: Walsall (0922) 22695 & 27819

Eschelhurst Garage, Eschelhurst Road,
Edington, Birmingham, B24 0NY.
Tel: 021-351 1027

Five Star Motors Ltd.,
Hagley Road, Halesowen, B63 4JS.
Tel: 021-550 6416

Mits Garages Ltd., 138 Soho Hill,
Handsworth, Birmingham, B19 1BY.
Tel: 021-554 2218/6311/6314

John Yarnold,
Stratford Road, Wootton Waven,
Solihull, B95 6AS.
Tel: Henley-in-Arden (056 42) 4541/
2/3/4

Wiltshire
August Motors, Redlynch, Garsbury,
SP5 2HE.
Tel: Downton (0725) 20340

Causeway Garage (Chippenham) Ltd.,
London Road, Chippenham,
SN15 3DE.
Tel: Chippenham (0249) 655871

Swindon Motor Company Ltd.,
34 Wood Street, Swindon, SN1 4AJ.
Tel: Swindon (0793) 32556/7

Worcestershire
Baynham Garage, Kempsey,
Worcester WR6 3PA.
Tel: Worcester (0905) 821132

North Yorkshire

Brecks Garage Ltd., Matton Road, York,
YO3 9TD.
Tel: York (0904) 55787

Manor Garage, 13-14 Main Street,
East Ayrton, Scarborough, YO13 9HL.
Tel: Scarborough (0723) 863146

Sightpost Motors,
Rossell Green, Harrogate, HG2 9LQ.
Tel: Harrogate (0423) 879777

T. Smirthwaite Ltd., East Road,
Northallerton, DL6 1NP.
Tel: Northallerton (0609) 3921/2

South Yorkshire
Fenton Service Station, Worley Road,
Hotherham S61 1QH.
Tel: Rotherham (0709) 551155

Gordon Lamb (Sheffield) Ltd.,
115 Ecclesall Road South, Sheffield,
S11 9FH.
Tel: Sheffield (0742) 369946

Reg Morris Garages Ltd., Doncaster
Road, Westwoodside, Doncaster,
DN9 2DR.
Tel: Haxey (0427) 752332

West Yorkshire
Robert Bowtell Ltd., Dewsbury Road,
Ossett, WF5 9PL.
Tel: Wakefield (0924) 276023.

H. Bryden & Son Ltd., Wellington Road,
Leeds, LS12 1DX.
Tel: Leeds (0532) 63333/2

J. C. T. 600 Ltd., International Auto Centre,
Aperley Lane, Yeading, Leeds,
LS19 7BZ.
Tel: Rawdon (0532) 502231/3

Lanka Garage, St. Mary's Lane,
Kirkstall, Huddersfield, HD5 0EB.
Tel: Huddersfield (0484) 29754

J. C. T. 600 (Bradford),
Kilnhall Road, Bradford, BD3 7JF.
Tel: Bradford (0274) 669603

ISLE OF WIGHT
York Avenue Garage, York Avenue,
East Cowes, Isle of Wight, PO32 6PH.
Tel: Cowes (0983) 293090/294044

ISLE OF MAN
Manxonia Garages, West Street,
Ramsey, Isle of Man.
Tel: Ramsey (0624) 813350

CHANNEL ISLANDS
J. Le Maitre & Son,
Grande Maison Road,
St. Sampson's, Guernsey,
Tel: Guernsey (0481) 44420

Trademart (C.I.) Ltd., 9 The Esplanade,
St. Helier, Jersey.
Tel: Central (0534) 36556.
Telex: 4192295

SCOTLAND
Central Region
Kippen Autos, Main Street, Kippen,
By Stirling, FK8 3DN.
Tel: Kippen (0786 87) 287

David W. Reid (Garthall),
Beancross Road, Grangemouth,
FK3 8YF.
Tel: Grangemouth (0324) 482709

Fife Region
St. Clair Motors (Kirkcaldy) Ltd.,
180-186 St. Clair Street, Kirkcaldy,
KY1 2DG.
Tel: Kirkcaldy (0592) 52291/2

Grampian Region
Adrian Smith Motors Ltd.,
829/831 Great Northern Road,
Aberdeen, AB2 2BR.
Tel: Aberdeen (0224) 696751/698850

Highland Region
Caberfeith Motors Ltd.,
60 Harbour Road, Longman South,
Inverness IV1 1UF.
Tel: Inverness (0463) 239035

Lothian Region
William B. Cowan Ltd., The Garage,
Elphinstone, Tranent, EH33 2LN.
Tel: Tranent (0875) 610492

Western Automobile Company Ltd.,
1-2 Russell Road, Edinburgh,
EH12 5LZ.
Tel: Sales 031-337 5438,
After Sales 031-337 9985

Shetland Isles
G. W. Sharp, Gibleston Road,
Scalloway, ZE1 0TX.
Tel: Scalloway (059 588) 377

Strathclyde Region
Cambuslee Garage, Cambuslee Road,
Ayr, KA8 9HT.
Tel: Ayr (0292) 266146

The Italian Grand Prix

Deception

Monza, Italy, September 11th

MONZA. You either love it or you hate it and I love it. The name itself conjures up thoughts of speed, red cars, racing, noise and tumult, Alfa Romeo, Ferrari, Maserati, Nuvolari, Ascari and everything that is Italian motor racing. The *Gran Premio d'Italia* anywhere else is a shadow of the real thing and as you pass through the tunnel under the track you hear the sound of a racing car going by overhead on full song, whether it is a factory Ferrari or a clubman's Alfasud you know that the driver has the accelerator pedal right down on the stop and it has been there for quite a while and the engine is at peak rpm in top gear. The faster Formula One cars were crossing that tunnel at 188-190 mph and they not only sounded like it, they looked like it. Invariably practice days are accompanied by the sound of Italian enthusiasts screaming and yelling with delight and the stands are a sea of waving Ferrari flags, but this year both Friday and Saturday ended in an eerie silence, the whole atmosphere was flat and as we left the circuit the crowds seemed to be wandering about aimlessly or drifting off home. Friday had ended up with Nelson Piquet with fastest time and Riccardo Patrese with second fastest time, both driving Brabham BT52B cars powered by turbocharged BMW engines from Munich. The result had been greeted with an air of disbelief, but there was always Saturday afternoon qualifying, then it would be different. But Saturday was little better, though there had been a moment of joy when Patrick Tambay beat Piquet's best time, but it was short-lived for Patrese went out and beat them both to take pole-position on the grid. The disbelief when qualifying was over was something tangible. Ferrari not on pole-position at Monza! It was like saying there is no Father Christmas. The mood matched the weather — grey. But an Italian driver is on pole-position. Well, yes but he is a traitor, he drives for the hated Bernie Ecclestone who tried to get rid of Monza a year or two ago, and he drives a German BMW, well a Brabham-BMW.

Throughout Friday morning testing, and qualifying in the afternoon, it was Brabham and BMW all the way, all three cars using larger turbo turbines and Brian Hart boost control valves, as had been tried at Zandvoort. Piquet did a best of 1 min 30.202 sec and Patrese did 1 min 30.253 sec and only Arnoux managed to break into the 1 min 30 sec bracket, but he was half a second slower, and there were four of the C3 Ferraris in the pit lane, the three seen at Zandvoort and a brand new one. Not only was the Brabham of Piquet fastest on lap time but it was also fastest through the speed trap by the finishing line with 190 mph and Arnoux could only record 185 mph. That



ITALIAN fans swarm to the trackside as Derek Warwick brings the Toleman-Hart to sixth place, and their enthusiasm allowed team-mate Bruno Giacomelli to nip past Mansell into seventh place before the finishing line.

was bad, but there was worse to come, for Lauda and Watson with Porsche powered McLarens both recorded 188 mph. *Il Tedeschi* were undermining the very morale of Italian motor racing and the only redeeming fact was that the McLaren part of the Anglo-German cars from Woking was found wanting, for what is basically an MP4 car was very short on braking and road-holding to match the power of the Porsche engine so that lap times were three seconds off the pace, but next year when the MP5 Porsche-powered McLaren appears, who knows. And the Alfa Romeos were not giving Ferrari much support in their hour of need. Thankfully the dreaded "frogs" were in trouble with their engines not performing properly so the despised Alain Prost was behind the Ferraris, and even behind his Americano team-mate, but those

Brabhams. . . . And what about next year when Rosberg has Honda power in the new Williams. . . . The whole world could come crashing down around our ears.

Friday had been bad but Saturday morning was worse, for testing had only been under way for thirty minutes when it all stopped and there was the mortifying sight of Arnoux's Ferrari being towed back to the pits, its turbochargers having failed and then the worst sight possible, a Ferrari dangling from the hook of a breakdown lorry. Tambay had tried an out-braking manoeuvre into the first *chicane* and came off second best with a trip into the sand and a bent front suspension. It was indeed fortunate that both drivers had spare C3 Ferraris at the ready, Arnoux going out again in 068 while his regular 066 was repaired and Tambay taking out the brand new car 069, while 067 was put away round the back of the pits. In the final hour of qualifying the Brabham team were nothing short of insolent. They just stood there and watched everyone else go out and try and beat the times Piquet and Patrese had recorded on Friday afternoon. Tambay and Arnoux were soon out there trying hard, but to no avail, Cheever tried and failed, the Alfas tried, Prost tried, the Lotus-Renaults tried but still the Brabhams were first and second with their Friday times. It was depressing. Thirty-minutes had gone, then thirty-five and Arnoux repeated his 1 min 30.8 sec of Friday, but it wasn't good enough. Then he did 1 min 30.7 sec, but still a long way off. Still no Brabhams appeared and Prost was not in the running with the Renault. Tambay was out again and then the packed grandstands exploded. Oh joy! 1 min 29.650 sec for car number 27, Patrick Tambay was the hero of the day; that's shown those Brabham-BMWs. But

PRACTICE TIMES (Longines Timing)			
No.	Driver	Friday pm	Saturday pm
1	K. Rosberg	1.36.631	1.35.291
2	J. Laffite	1.37.277	1.37.245
3	M. Alboreto	1.36.788	1.37.319
4	D. Sullivan	1.37.565	1.36.644
5	N. Piquet	1.30.202	1.30.475
6	R. Patrese	1.30.235	1.29.122
7	J. Watson	1.35.928	1.34.705
8	N. Lauda	1.33.190	1.33.133
9	M. Winkelhock	1.34.161(T)	1.31.959
11	E. de Angelis	1.32.590(T)	1.31.628
12	N. Mansell	1.34.610	1.32.423
15	A. Prost	1.32.244	1.31.144
16	E. Cheever	1.31.513	1.31.564
17	K. Acheson	1.37.755	1.37.272
22	A. de Cesaris	1.31.295	1.31.272
23	M. Baldi	1.32.407	1.32.593
25	J-P. Jarier	1.37.270	1.36.220
26	R. Boesel	1.37.798	1.37.186
27	P. Tambay	1.31.036	1.29.650(T)
28	R. Arnoux	1.30.799	1.29.901
29	M. Surer	1.36.796	1.36.435
30	T. Boutsen	1.36.968	1.35.624
31	C. Fabi	1.38.577	1.36.834
32	P. Ghinzani	1.36.647	no practice
33	R. Guerrero	1.37.677	1.36.619
34	J. Cecotto	1.37.105	1.37.634
35	D. Warwick	1.33.738	1.32.677
36	B. Giacomelli	1.35.489	1.33.384
40	S. Johansson	1.37.826	1.35.483

(T) denotes use of spare car.

Patrese was now out on the track, and Piquet as well. 1 min 29.8 sec for Patrese. A nice try, but not good enough and Arnoux is down to 1 min 29.9 sec, now we'll see something. 1 min 29.122 sec — whee...eh! For car number 6, that's Patrese! Mamma Mia! And Piquet? In trouble, the demon-tweaker spare car had given trouble and he is out in his own car and 2 pm is approaching. He does 1 min 30.4 sec and comes in, the engine isn't right, and as the final minutes tick by he goes out in Patrese's car but it's too late, the chequered flag is out, it's all over. Patrese on

pole with the Brabham-BMW, Tambay second, Arnoux third and Piquet fourth, Prost fifth, de Cesaris sixth. A lot of teams would love to end up with second and third fastest times, but for the tifosi it was an afternoon of total defeat. A Brabham-BMW on pole position! Yes, we know Riccardo Patrese is a good Italian boy, but a Brabham-BMW... we might as well go home, there isn't much to hang around for.

In truth there were 29 drivers hard at it for the two days, all endeavouring not to be among the three non-starters with only 26 of them allowed on the grid. For most drivers there is no problem in being in the select 26, it is just a matter of where you finish up in the list, but for some the qualifying hours were traumatic. On Friday the Honda engines in both Spirit cars gave trouble and Johansson was dead last and had it rained on Saturday he would have been in real trouble. The Spirit team had a brand new car with them and were hoping to finish it off at the circuit, but two broken engines in the other cars put their work schedule all out of order. On Saturday afternoon Johansson got out on the track very smartly and before any more trouble intervened he qualified comfortably in mid-field. The McLaren-Porsches were well in, on the tail of the factory turbos and were indisputably fast in a straight line but were still a long way off on the rest of the requirements for front runners.

There were some problems with the Bosch Motronic electrical engine management systems and at one point a systems-check instrument was plugged into the electronics installation on Lauda's car and no matter what was done the read-out panel lit up with the word ERROR! On another occasion there must have been six engineers and mechanics looking at every

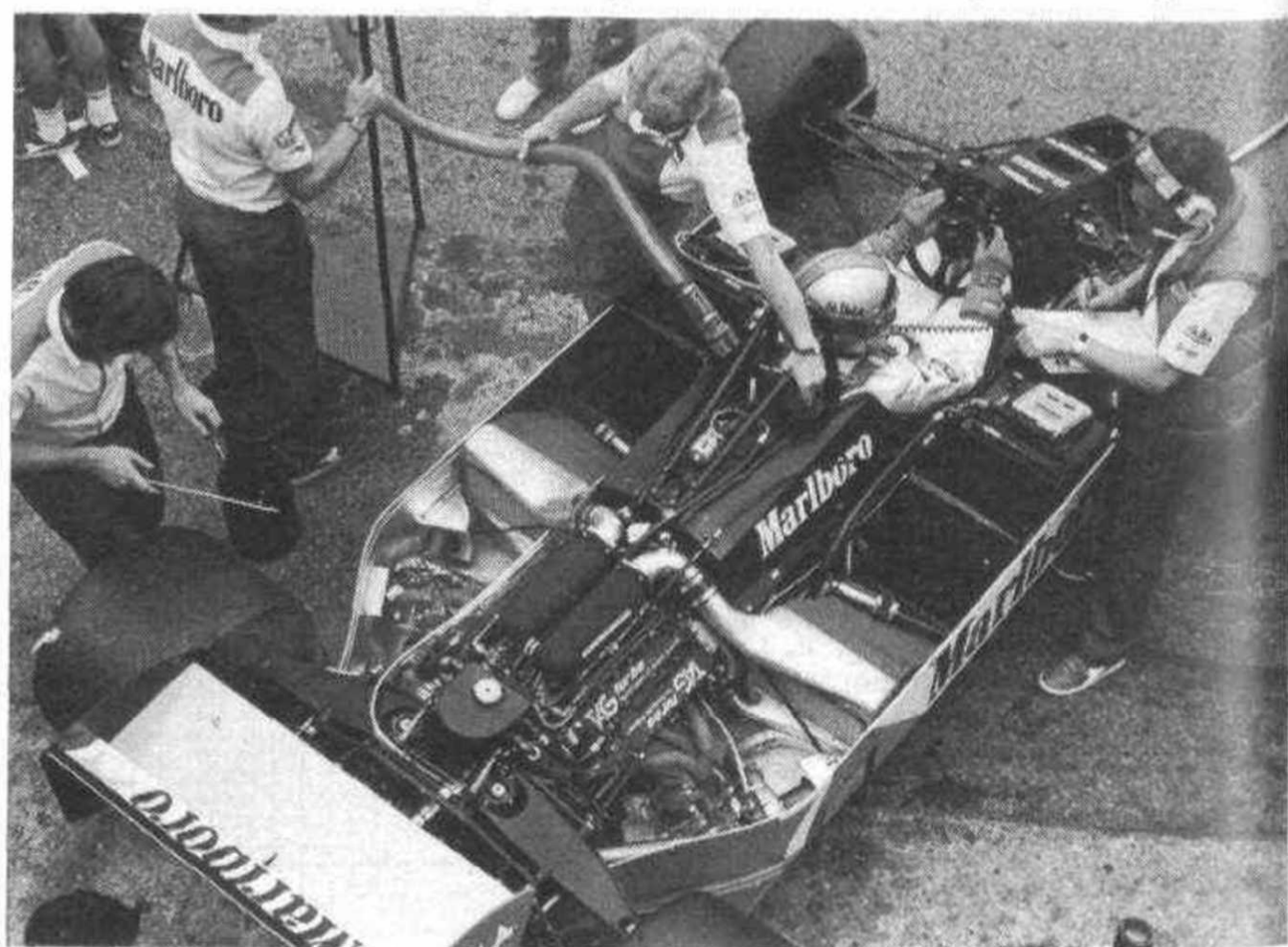
part of the wiring and electronics system with a frantic air as if they had lost a micro-chip. Lauda was in the car he had driven at Zandvoort and Watson had tested at Brands Hatch, while Watson's Monza car was the second "interim" car built from the bones of a Cosworth-powered MP4. In spite of small problems with the electronic management systems both engines ran very reliably, and as already mentioned the cars could match anything for sheer speed, which indicated that there wasn't much wrong with the Porsche part of the car, and both drivers qualified comfortably in mid-field.

While there was consternation at the front of the grid there was bewilderment at the back, for Alboreto with the new Tyrrell was in the next to last row and Jacques Laffite failed to qualify his Williams-Cosworth. The Tyrrell team got themselves in a muddle by starting off on the wrong foot as regards the initial set-up of all the available variables, and never got themselves sorted out as far as Alboreto was concerned, so that Danny Sullivan ended up ahead of the Italian. In the Williams camp Rosberg was in his usual dynamic form, leading the few remaining Cosworth engine users which meant he was in sixteenth position at the end of qualifying, but Laffite had spent a lot of time testing radial-ply tyres for Goodyear and when it came to making a serious qualifying run he simply wasn't quick enough. While the Italian fans suffered at not seeing a Ferrari on pole-position the British fans suffered at seeing a Williams car not even in the race.

On Sunday morning we saw the sun for the first time, but it was not very strong and the blue sky gradually disappeared behind a thin haze. It was impossible to say whether

STARTING GRID	
6 R. Patrese (Brabham-BMW t/c) 1 min 29.122 sec (no time)	27 P. Tambay (Ferrari V6 t/c) 1 min 29.650 sec (T) 25 (1 min 34.886 sec)
28 R. Arnoux (Ferrari V6 t/c) 1 min 29.901 sec 15 (1 min 34.592 sec)	5 N. Piquet (Brabham-BMW t/c) 1 min 30.202 sec 20 (1 min 34.431 sec)
15 A. Prost (Renault V6 t/c) 1 min 31.144 sec 24 (1 min 34.871 sec)	22 A. de Cesaris (Alfa Romeo V8 t/c) 1 min 31.272 sec (no time)
16 E. Cheever (Renault V6 t/c) 1 min 31.564 sec 9 (1 min 34.644 sec)	11 E. de Angelis (Lotus-Renault V6 t/c) 1 min 31.628 sec 11 (1 min 34.735 sec)
9 M. Winkelhock (ATS-BMW t/c) 1 min 31.959 sec 18 (1 min 35.853 sec)	23 M. Baldi (Alfa Romeo V8 t/c) 1 min 32.407 sec 4 (1 min 36.398 sec)
12 N. Mansell (Lotus-Renault V6 t/c) 1 min 32.423 sec 43 (1 min 35.035 sec)	35 D. Warwick (Toleman-Hart t/c) 1 min 32.677 sec 17 (1 min 35.588 sec)
8 N. Lauda (McLaren-Porsche V6 t/c) 1 min 33.133 sec 8 (1 min 37.132 sec)	36 B. Giacomelli (Toleman-Hart t/c) 1 min 33.384 sec 51 (1 min 35.130 sec)
7 J. Watson (McLaren-Porsche V6 t/c) 1 min 34.705 sec 13 (1 min 35.022 sec)	1 K. Rosberg (Williams-Cosworth V8) 1 min 35.291 sec 43 (1 min 36.987 sec)
40 S. Johansson (Spirit-Honda V6 t/c) (T) 1 min 35.483 sec 3 (1 min 37.965 sec)	30 T. Boutsen (Arrows-Cosworth V8) 1 min 35.624 sec 26 (1 min 38.476 sec)
25 J. P. Jarier (Ligier-Cosworth V8) 1 min 36.220 sec 41 (1 min 36.567 sec)	29 M. Surer (Arrows-Cosworth V8) 1 min 36.435 sec 41 (1 min 37.585 sec)
33 R. Guerrero (Theodore-Cosworth V8) 1 min 36.619 sec 42 (1 min 38.444 sec)	4 D. Sullivan (Tyrrell-Cosworth V8) 1 min 36.644 sec 34 (1 min 39.516 sec)
32 P. Ghinzani (Osella-Alfa Romeo V12) 1 min 36.647 sec 4 (1 min 40.271 sec)	3 M. Alboreto (Tyrrell-Cosworth V8) 1 min 36.788 sec 16 (1 min 37.828 sec)
31 C. Fabi (Osella-Alfa Romeo V12) 1 min 36.834 sec 35 (1 min 39.344 sec)	34 J. Cecotto (Theodore-Cosworth V8) 1 min 37.105 sec 40 (1 min 38.412 sec)
Did not qualify:	
26 R. Boesel (Ligier-Cosworth V8)	1 min 37.186 sec
2 J. Laffite (Williams-Cosworth V8)	1 min 37.245 sec
17 K. Acheson (March-Cosworth V8)	1 min 37.272 sec

(T) denotes use of spare car for practice time or race.
N.B. Times in brackets are best laps recorded in race.
Number in bold is lap on which recorded.



JOHN WATSON was out for the first time in a race at the wheel of a McLaren-Porsche, seen being refuelled during practice. His drive ended with engine failure.



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the crowd was any less because of the outcome of practice, for whatever it was it was a large crowd. Overnight some of them had expressed their disapproval of Brabham-BMW and Renault, and Piquet and Prost in particular, by painting some very obscene signs on the starting grid in front of the positions for both Prost and Piquet, while there were words of encouragement for Tambay, Arnoux and de Cesaris. There was nothing for poor lonely Riccardo Patrese on pole-position, neither encouragement nor admonition. During the break between warm-up time and the assembly on the grid Romolo Tavoni, the Autodromo director, had the rudery erased from the grid, but left the encouragement. As the cars left the pit lane there were cheers for the red ones and whistles and jeers for the other leading runners and unanimous cheering and appreciative whistles for the 26 Italian beauties that Marlboro produced to hold the assembly marker boards. Every one of the long-legged shapely girls was enough to take the mind off motor racing for even the hardest misogynist racing driver, not that there are many of those these days. While lined up on the dummy grid Goodyear people were concerned about the look of one of Arnoux's rear tyres, so both of them were changed and slowly the minutes ticked by towards the 3.30 pm start. Patrese led them all round on the parade lap, they all lined up in their correct positions, the red light came on, engines soared to high revs, the green was on and Cheever made another meteoric start, like he had done in Holland. He swerved right, aiming down between the two rows, and nearly collected Piquet's Brabham which was swerving to the left of Tambay's Ferrari. Everyone got away and got through the first *chicane* and the two Brabhams of Patrese and Piquet were streaking away, followed by the two Ferraris. At the end of the lap there was a confusion of noise for the two blue and white BMW powered cars were already a long way ahead of Arnoux and Tambay in the red cars, with Cheever, de Cesaris,



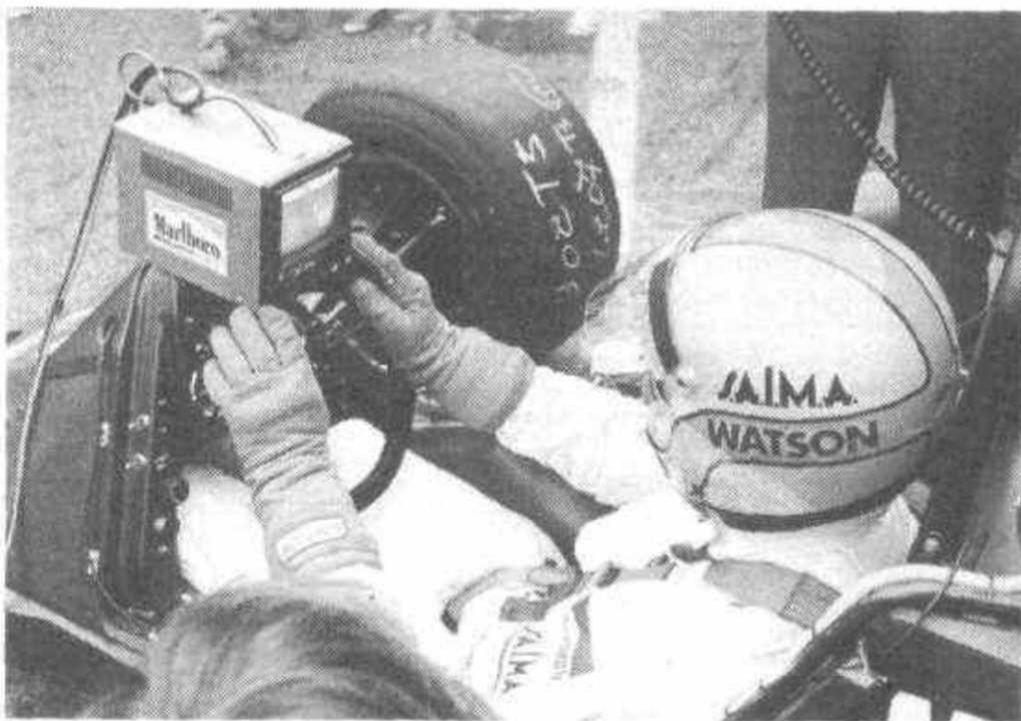
BIRTHDAY surprise for Bruno Giacomelli, who found his cockpit filled with a cake, topped by his helmet . . . and a fish. The Italian was 31 on the second day of practice.

Prost, de Angelis and Mansell following. At the first *chicane* on lap 3 de Cesaris passed Cheever and promptly spun off into the sandy run-off area and out of the race, and before the leaders re-appeared the confined noise from the crowd burst into a unanimous roar as it was reported on the loudspeakers that Patrese's car was pouring out smoke. Sure enough Piquet went by on his own and as the others followed a cloud of smoke could be seen heading for the pit lane. Car number 6 was in the middle of it but the engine expired completely before it reached the pits. Patrese's glory was short-lived.

Seeing the demise of his team-mate, all Piquet's mechanical knowledge and feel was put to good use and he wound down the boost pressure just enough to maintain his lead and give the engine a slightly easier time. Tambay's Ferrari engine was a bit down on power anyway and Cheever passed

him to take third place, with Prost and de Angelis not far behind the Ferrari. On lap 5 Johansson pulled the Spirit off onto the grass as the Honda engine suddenly died with some form of electrical failure and Baldi arrived in the pit lane with smoke belching from one of the exhaust pipes of his V8 Alfa Romeo, indicative of a turbocharger failure. By this time a pattern had firmed that did not look like changing much unless trouble intervened. Piquet was firmly out in front, Arnoux was second with Cheever in third place, hanging on to the Ferrari, Tambay was fourth with Prost and de Angelis uncomfortably close behind him, then came Warwick in the Toleman with Watson close behind in the second of the Porsche-powered McLarens. Lauda was in the pits with the Bosch people trying to cure a chronic misfire. Mansell was just managing to fend off Winkelhock who had Rosberg and Giacomelli behind him and then there was a big gap before the remainder followed in the order Surer (Arrows), Alboreto (Tyrrell), Jarier (Ligier), Boutsen (Arrows), Guerrero and Cecotto (Theodores), Sullivan (Tyrrell) and Fabi and Ghinzani (Osellas). In the serious part of the race were eleven 1½-litre cars boosted by turbochargers with a lone 3-litre Cosworth powered car hanging on to tenth place by sheer grit, but it was a useless endeavour for Rosberg was about to be penalised a minute for disobedience at the start. At the drivers' briefing just before the start they were told not to cross the white line that marked the track-width in the wide starting area and Rosberg had infringed the rule blatantly.

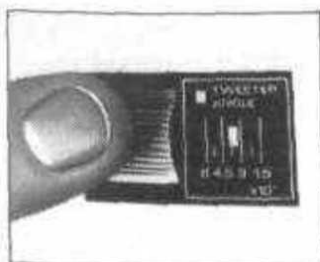
The scene developed into one of a procession, headed by the blue and white Brabham-BMW so there was little joy for the crowd and when de Angelis passed Prost and then Tambay to put the Renault powered Lotus 94T into fourth place there was even less joy. Lauda had joined in again on lap 9 but Watson started lap 14 with his Porsche engine suddenly going flat as if the ignition or injection timing had gone wrong



WHAT'S on the box? Watson studies an instant time read-out of his rivals' progress during practice. Tool-kits are getting very sophisticated these days, diagnostic devices (right) being the most important device for finding out what is wrong with a power unit.



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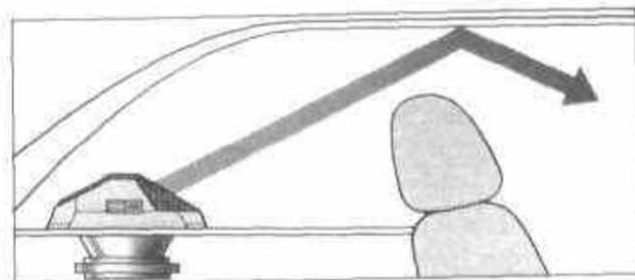
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and coasted to a halt, which was a pity as "Wattie" was getting into his stride and had whistled past Warwick's Toleman-Hart with ease, and was lapping only half a second slower than Piquet's leading Brabham. While lapping the tail-enders Tambay had a moment off on the grass, but it did not lose him any time and as half distance approached the routine pit stops began. Cheever was stationary at the Renault pit for 11.59 seconds at the end of lap 24 and de Angelis was at the Lotus pit for 14.24 seconds on the same lap, which dropped them both back a bit, temporarily. Then Arnoux came in at the end of lap 25, for an 11.99 second stop which dropped him to third place behind Tambay and Prost was in the pits at the end of lap 26, which was half-distance. His stop was a long one, of 15.78 seconds, and when he got away it was obvious that all was not well for his engine did not pick up cleanly and two laps later he was back in the pits with a loss of boost pressure, for a turbocharger unit was about to fail so that was the end of his race. Warwick stopped for 13.24 seconds and then the Lotus lads did a superb job when Mansell came in and he was stationary for a mere 11.04 seconds. All this time Piquet was forging away ahead, running to Gordon Murray's late-stop plan and on lap 29 Lauda made his routine stop in 13.59 seconds and as he restarted he stalled the engine and rolled to rest right by the Brabham pit, where they were waiting for Piquet. Many hands pushed the McLaren-Porsche out of the way unceremoniously to get rid of it and as Piquet ended lap 31 he was heading for the pit lane. The Brabham team's pit work left everyone gasping, 10.15 seconds for four wheels and about 100 litres of petrol, and Piquet roared away back into the race before the next car was in view.

The order before any pit stops had been Piquet, Arnoux, Cheever, de Angelis, Tambay, Prost, Warwick, Winkelhock, Mansell, Giacomelli, and now Prost had gone and Tambay was ahead of de Angelis so it was BMW, Ferrari, Renault, Ferrari, Lotus-Renault, Toleman, ATS-BMW, and then the ATS engine went sick and Winkelhock retired. Piquet had everything well under control and he turned the boost down even further and settled in to a comfortable cruise to the finish, regulating his pace to that of his followers. It was all over, Ferrari were not going to win this Italian Grand Prix so it was just a matter of hanging around until it was all over. When Piquet lapped Giacomelli's Toleman-Hart the tubby little Italian latched on to the tail of the Brabham and sat in the slip-stream. At first there did not seem to be much point in this, but Piquet was heading towards lapping Mansell's Lotus-Renault and Giacomelli could see the chance of picking up a place, so he hung on splendidly. With two laps to go Piquet eased right up and let Giacomelli go by to put himself on the same lap as the leader, but more important was



THE new Spirit-Honda was taken to Monza for Stefan Johansson to try, but problems with the race cars kept mechanics so busy that it didn't go onto the track.

the fact that he was now within striking distance of Mansell's Lotus.

When Piquet crossed the line to win the 54th Italian Grand Prix there were a few sporadic hand claps, even though he had driven a beautifully judged race and had been the winner all the way. When Arnoux crossed the line some ten seconds later the crowds erupted and by the time Tambay arrived in fourth place the crowds were flooding across the track, having scaled a 12 ft high wire fence as if it wasn't there. Cheever had finished a very worthy third and de Angelis was lucky to finish fifth as his gearbox had begun to break up in the last two laps and the Renault engine had been on the rev-limiter as he peaked in what gears were available. Warwick was a lonely sixth, but happy to have another trouble-free run in the Toleman-Hart and down the back straight Giacomelli was in the slip-stream behind the 4-bladed rear aerofoil of the Lotus. By the time the two cars appeared out of the *Curva Parabolica* for the flat-out run to the chequered flag there were spectators all over the track and the situation looked very nasty. Mansell panicked and

lifted right off the accelerator, but not little Bruno Giacomelli, he kept his head down and his foot hard on it and snatched seventh place from the Lotus within sight of the flag as he weaved his way through the stupid spectators at 170 mph.

There was no hope of anyone doing a slowing down lap and they all pulled off to the right and switched off to disappear under the milling throng, but an angry and chastened Mansell did a U-turn and drove through the crowds the wrong way into the pit lane. The Italian Grand Prix finished in total chaos, the wide finish area a sea of happy flag-waving Italians all very orderly and friendly just waiting to cheer René Arnoux and Patrick Tambay. They were only second and fourth, which makes the mind boggle to think what would have happened had they been first and second. Slowly the crowds drifted away, the 1983 Italian Grand Prix was over and Nelson Piquet knew he had driven the Ferrari team into the ground and stamped on them. It was a fine victory to complete the Brabham-BMW domination that had begun on Friday morning. — D.S.J.

RESULTS

ITALIAN GRAND PRIX — Formula One — 52 laps — Monza — 5.800 kilometres per lap — 301.6 kilometres — Warm and Hazy

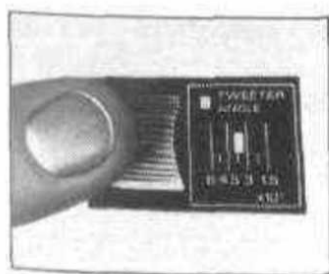
1st	Nelson Piquet	(Brabham BT52B/5)	1 hr 23 min 10.000 sec — 217.548 kph
2nd	René Arnoux	(Ferrari 126C3/066)	1 hr 23 min 21.092 sec
3rd	Eddie Cheever	(Renault RE40/04)	1 hr 23 min 29.492 sec
4th	Patrick Tambay	(Ferrari 126C3/069)	1 hr 23 min 39.903 sec
5th	Elio de Angelis	(Lotus 94T/1)	1 hr 24 min 04.560 sec
6th	Derek Warwick	(Toleman TG183B/04)	1 hr 24 min 24.228 sec
7th	Bruno Giacomelli	(Toleman TG183B/03)	1 hr 24 min 44.802 sec
8th	Nigel Mansell	(Lotus 94T/2)	1 hr 24 min 46.915 sec
9th	Keijo Rosberg	(Williams FW08C/07)	1 lap behind — penalised 1 minute*
10th	Jean-Pierre Jarier	(Ligier JS21/04)	1 lap behind
11th	Marc Surer	(Arrows A6/4)	1 lap behind
12th	Johnny Cecotto	(Theodore MN18)	2 laps behind
13th	Roberto Guerrero	(Theodore MN17)	2 laps behind
14th	Corrado Fabi	(Osella FA1E/03)	retired on lap 46 — no reason given
15th	Danny Sullivan	(Tyrrell 011/5)	retired on lap 45 — no reason given
16th	Thierry Boutsen	(Arrows A6/5)	retired on lap 42 — no reason given
17th	Manfred Winkelhock	(ATS D6/02)	retired on lap 36 — engine trouble
18th	Michele Alboreto	(Tyrrell 012/1)	retired on lap 29 — oil on clutch
19th	Alain Prost	(Renault RE40/06)	retired on lap 27 — engine trouble
20th	Niki Lauda	(McLaren MP4 1E/6)	retired on lap 25 — no reason given
21st	John Watson	(McLaren MP4 1E/5)	retired on lap 14 — engine failure
22nd	Piercarlo Ghinzani	(Osella FA1E/02)	retired on lap 11 — no reason given
23rd	Mauro Baldi	(Alfa Romeo 183T/03)	retired on lap 5 — engine failure
24th	Stefan Johansson	(Spirit 201/4)	retired on lap 5 — electrical fault
25th	Riccardo Patrese	(Brabham BT52B/6)	retired on lap 3 — engine failure
26th	Andrea de Cesaris	(Alfa Romeo 183T/02)	retired on lap 3 — spun off track

Fastest lap: Nelson Piquet (Brabham BT52B/5) on lap 20 in 1 min 34.431 sec — 221.113 kph.

26-starters — 13 finishers.

* Penalised for crossing track limits at start. Officially demoted to eleventh position.

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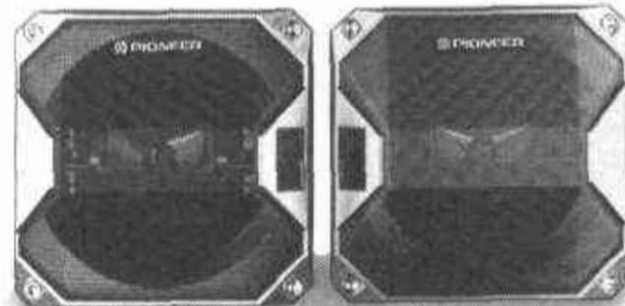
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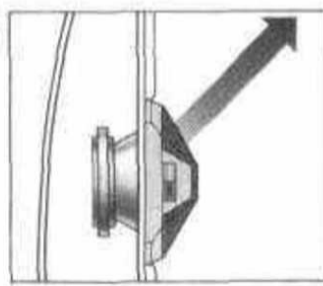
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VSCC at Cadwell Park

Ron Footitt (AC/GN) clinches MOTOR SPORT Trophy contest

THE last 1983 race meeting of the Vintage SCC took place on August 28th, at the very suitable, twisting 2¼-mile Cadwell Park circuit (owned by Mr Wilkinson, who raced in the 1920s, remembers the Brooklands' celebrities, and whose circuit will be 50 years old in 1984). The weather was unexpectedly cool, unlike the programme, which listed eleven races, the Club making up for not having had a meeting at Donington Park this season. This represented something of an endurance day for marshals and spectators but the latter certainly got their money's worth, although only about 2,500 attended, about half the number required for a viable "gate".

The entertainment began with practice, when a Frazer Nash's back wheel broke up, an empty spectator's Mini ran away after he had parked it, went through the fence, and nose-dived onto the track, and Roddy MacPherson clipped the bank at Barn corner and rolled his Cooper-Bristol — using his sailing techniques, he pressed hard with his feet and came out unharmed, nor was the car much damaged.

After that had been cleared up the racing commenced, with the 8-lap Melville and Geoghegan Trophies Class Handicap, over eight laps. Stretton's Frazer Nash led gamely for six rounds before Stewart's 3/4½ Bentley came by, to win from Roscoe, seeking Pace points in his 4.3 Alvis, Stretton taking third place, after a notably prompt start, and thereafter being pursued by Woodley's Alvis Firefly. This was followed by a typical VSCC five-lap handicap, with three non-starters, 22 starters, and eight eventual retirements. That left Dunn's Riley 12/4 to come through into the lead a couple of laps from the finish, the 1936 car winning easily, from Brash's 1933 Le Mans Aston Martin and Ricketts' smart 1936 Riley 12/4 which sports Ferrari- and Bugatti-like filler-caps.

The Williams Monaco Trophy Race, over ten laps from scratch, for two-seater GP cars, promised well, although two of the Bugatti contingent, Wall's Type 35T and Posner's Type 37A, were not running. The Trophy is that awarded to William Grover-Williams, an Englishman who won the first (1929) Monaco GP in his Bugatti against the "works" Bugattis and Caracciola's SSK Mercedes-Benz (he averaged 49.83 mph for 100 tortuous laps). So this is a coveted trophy, which should be won by a Bugatti driver. But since the VSCC has staged this race for it Alfa Romeos have taken it four times, against two Bugatti wins. This year the Bugatti ploy was for

Martin Morris to borrow John Mark's Type 51 and Sir John Venables-Llewelyn to drive Lord Raglan's Type 51. They were supported by six more Bugattis, opposing the Alfa Romeos of Felton, Grist and Summers. It paid off, although a broken oil-pipe on Morris' car nearly caused him to be posted a non-runner. This being repaired in time, he led for the opening four laps, with Felton at first the meat in a Bugatti sandwich, as Venables-Llewelyn was third. Morris then dropped back on lap five and Felton continued the pursuit, now of Sir John, who had passed on lap three, although he never looked like catching him. They went over the finish-line in that order, the winning Bugatti having made the fastest lap, at 69.77 mph. It won by eight clear seconds. Morris was 9.6 sec behind the Alfa Romeo. Summers' Monza Alfa was fourth, ahead of Danaher's 8C Maserati, and then came Moffatt (Type 35B), Grist (Alfa Monza), Horton (Type 35B), Howell (Type 45/47), Conway, (Type 35T — taking the Buxton Trophy), Price (Type 35, on be tyres) and Heimann (Type 35), Smith's Nürburg Frazer Nash having lasted only six laps.

Venables-Llewelyn drove splendidly, making up for a disappointing season in his own cars, and Martin even took to the grass out of Barn corner on one lap trying to catch the Alfa Romeo but the Raglan Bugatti was in fine form, despite having been driven up from Wales.

Next came the five-lap handicap for cars driven by chains, although no Edwardians or veterans opted to appear. One wondered how many feet of good Reynolds was thrashing round and how many feet might be left on the track . . . ! It was sad, in my view, that, after crackling into a convincing lead on the second lap, Parker's BHD-GN was black-flagged on the fourth lap while still comfortably ahead, as a bit of exhaust pipe or something was trailing. That let Stretton's Frazer Nash (called "Blare-Scringe" — why?) come through in the closing stages of the race, to win from Mitchell's Boulogne Frazer Nash and Kirkpatrick's TT Replica of the same make — "replica" implying not necessarily a Replica, in this case, if you follow — third. Stretton lapped at 63.43 mph.

The eight-lap John Holland Trophy Scratch race saw Ron Footitt streak away at flag-fall in the AC-powered GN "Cognac Special". He was never challenged and was on his own after a mere three laps. Lapping at 65.43 mph Ron won at his ease, Stewart's aluminium Bentley hovering into sight 57.4 sec later to take second place from Freddie Giles in the GN-Morgan "Salome", who was perhaps aided a little by the clutch slip that developed on President Tom Threlfall's now quick ohv Ford-A-engined McDowell Special. Conway's Bugatti was next home, followed by Threlfall, the Norris Special, and the big Delage of Johny Williamson. Howell was seen at the end to be in a praying position beside his 16-cylinder Bugatti, looking to see, in fact, why it had been

spraying his feet with hot oil. . . .

That brought us to the 10-lapper for pre-war racing cars. Alas, Willie Green in Bamford's ERA R4D, Day's ERA, Obrist's 8C Maserati, Bill Morris' ERA R12C, which Stephens was to have conducted, the Attenborough Special, Mann's Tipo-B Alfa Romeo and the vee-eight Riley Clifford Special were all non-starters, reducing some of the excitement. As anticipated, Martin Morris led from start to finish in his immaculate ERA R11B, doing quickest race lap at 73.57 mph and winning at 72.24 mph. Black kept second place all the way, in his Tipo-B Alfa Romeo, finishing 12.7 sec in arrears, with Spollen's ERA R8C a bit further spaced in third place, after a stirring duel with Bill Morris in ERA R12B, until the latter dropped out after five laps. Rodney Felton was fourth in his "new" 4CL Maserati, something at the near-side front seemingly attracting much of his attention, but his son in the Alfa Romeo was among the half-dozen retirements, leaving only Sweet's KN MG Magnette and Gahagan's K3 MG to finish.

After Spencer in his 12/50 Alvis Special had had an easy win in another five-lap handicap, followed home by the Riley 12/4 of Ricketts and the Riley Sprite of Gregory, Ricketts doing best lap of the race at 63.13 mph, the 10-lap Allcomers' Scratch Race was lined up. With Green, who should have driven Bamford's 250F Maserati, the Hon A. Rothschild's similar car, Obrist's Dino 246 Ferrari, Day's ill-fortuned ERA, Colborne's 6CM Maserati and Rollason's GP Talbot-Lago defaulting, there were but nine contestants. Of them, Bruce Halford made no mistakes, and his 1959 Lotus-16 was the winner from the start. He averaged 73.32 mph, to cross the line 14.1 sec in front of the other 1959 Lotus-16, Chris Mann's car, which took until half-distance to overtake MacPherson's Mk 2 1953 Cooper-Bristol, which came in third, 18.2 sec behind Mann, a good show, remembering its practice inversion aforesaid. Mann made best lap, at 74.79 mph, in trying to close on Halford, lapping Clifford's Cooper-Bristol in six laps, before that car, and Robinson's Cooper-Bristol, both dropped out. Turner held his smart A-type Connaught in fourth position, fending off the Pearson Lister-Jaguar by a matter of 4.3 sec. Sankey's Maserati was next home, with the ever-game Frank Lockhart in the 2.6-litre Rover Special last.

Still the spectators seemed prepared to stay on, on this chilly afternoon, to see the remaining three events. Giles won the Spero and Voiturette Trophies race, over eight laps, in the GN, at 60.37 mph, from Hernandez in his 1930 Austin 7, which was nearly as quick. Barbet's Riley 9 was third, with McBeath's hybrid Austin 7 taking Voiturette honours, at 53.10 mph. Barry Clarke's son inverted the blown Seven before getting very far but without hurting himself much and Miss Arnold-Forster in

Continued on page 1233

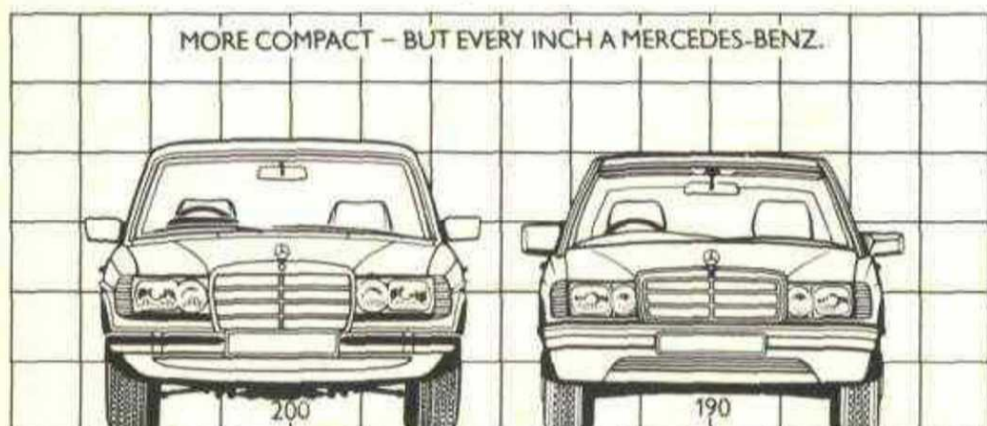
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Trans- mission	Simulated Urban driving		Constant speed driving 90km/h (56mph)		Constant speed driving 120km/h (75mph)	
	L/100km	mpg	L/100km	mpg	L/100km	mpg
4-speed manual	10.7 (10.3)	26.5 (27.6)	6.5 (6.4)	44.3 (43.9)	8.4 (8.3)	33.7 (34.1)
5-speed manual	10.7 (10.3)	26.5 (27.6)	5.8 (5.8)	48.7 (48.9)	7.8 (7.8)	36.3 (36.2)
Automatic	10.5 (10.3)	27.0 (27.4)	7.0 (6.9)	40.4 (41.0)	8.9 (8.7)	31.7 (32.5)

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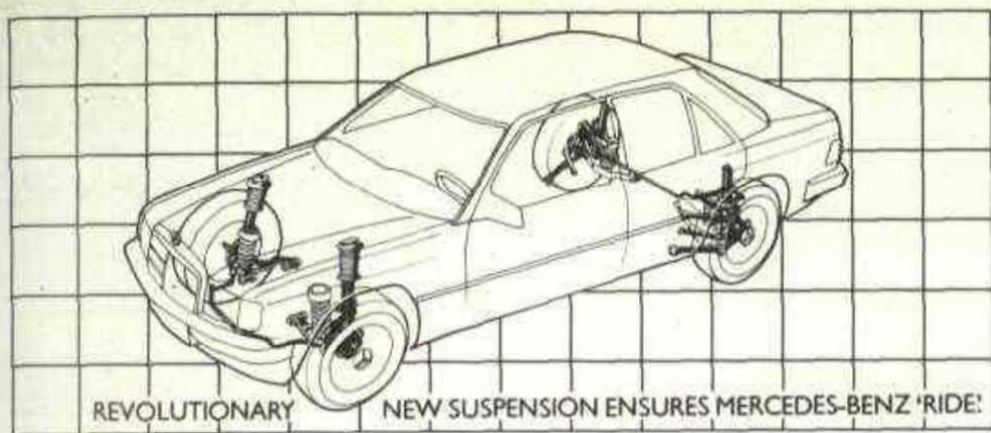
THE 190E, WITH THE WORLD'S MOST ADVANCED ELECTRO-MECHANICAL FUEL-INJECTION SYSTEM.

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FIRST COMPACT CAR THAT FEELS LIKE A MERCEDES.

By developing a new coil-spring/shock absorber strut front suspension and the revolutionary multi-link rear suspension, the engineers have produced superb ride



characteristics defying distinction from those enjoyed by the larger Mercedes-Benz saloons.

The rear suspension is an engineering tour de force. The revolutionary multi-link system permits the wheels to maintain an abnormally long distance of travel, at right angles to road surface.

Each rear wheel is located by five independent links, enabling camber, track, and toe-in to be finely-controlled as never before. It gives a big car ride with outstanding road-holding and handling.

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The overall dimensions of the 190 are unusual. It is not a long car but it has an unusually long wheelbase of 8' 9". And because the engine and suspension do not require as much space as in older designs, there is more room for the passengers and driver.

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So, four full-sized adults can be transported easily and comfortably in the quiet, elegant, reassuring surroundings that distinguish a Mercedes-Benz from other marques.

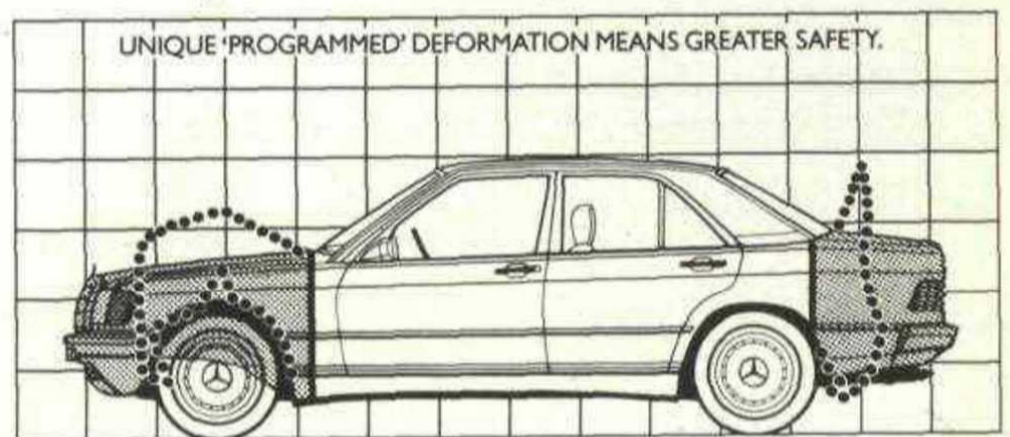
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This is only possible because the 190's sturdy, light-weight design is unique. High-strength micro-alloyed sheet metal, light alloys, and special plastics have been used to reduce weight without reducing strength or quality.

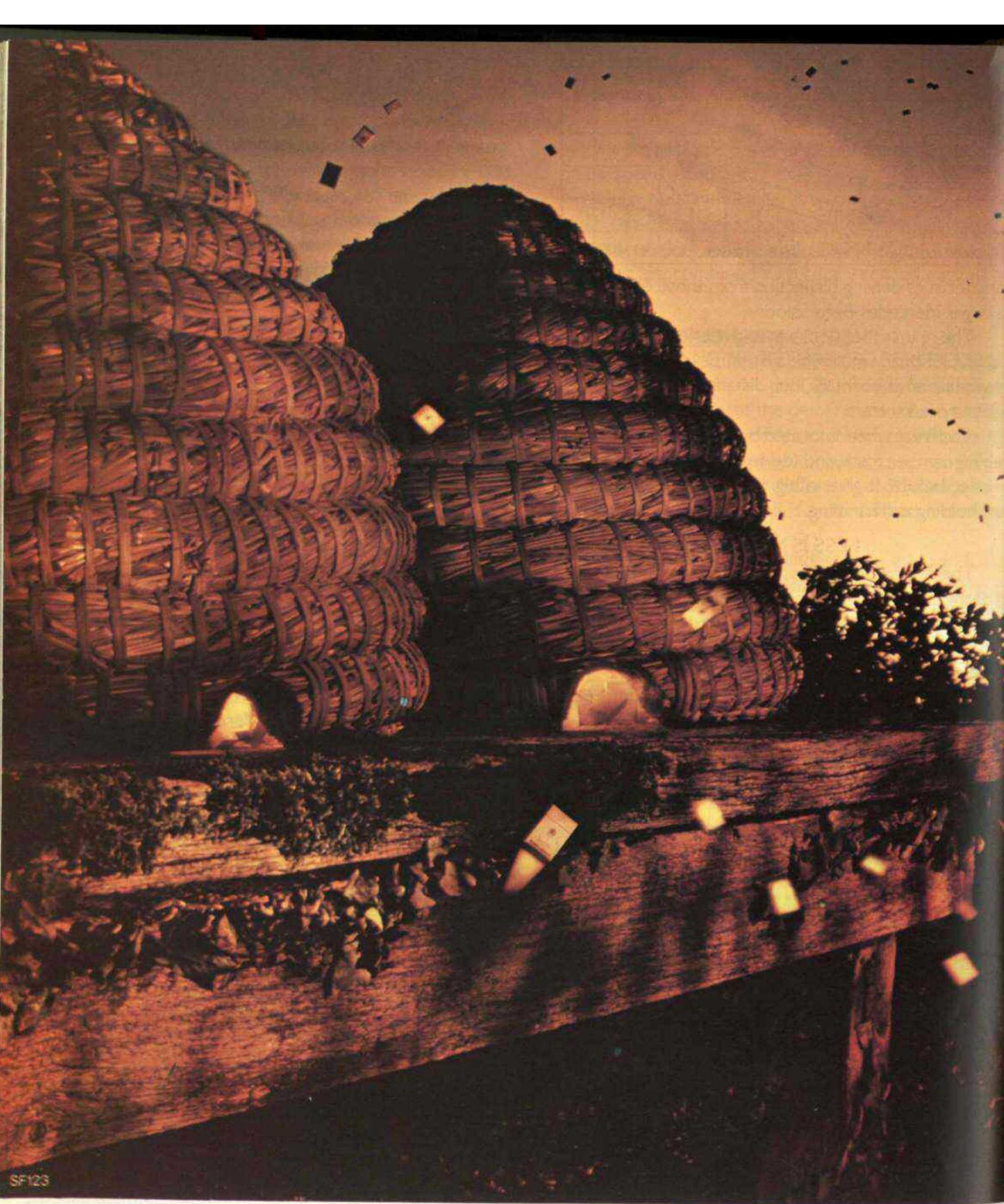


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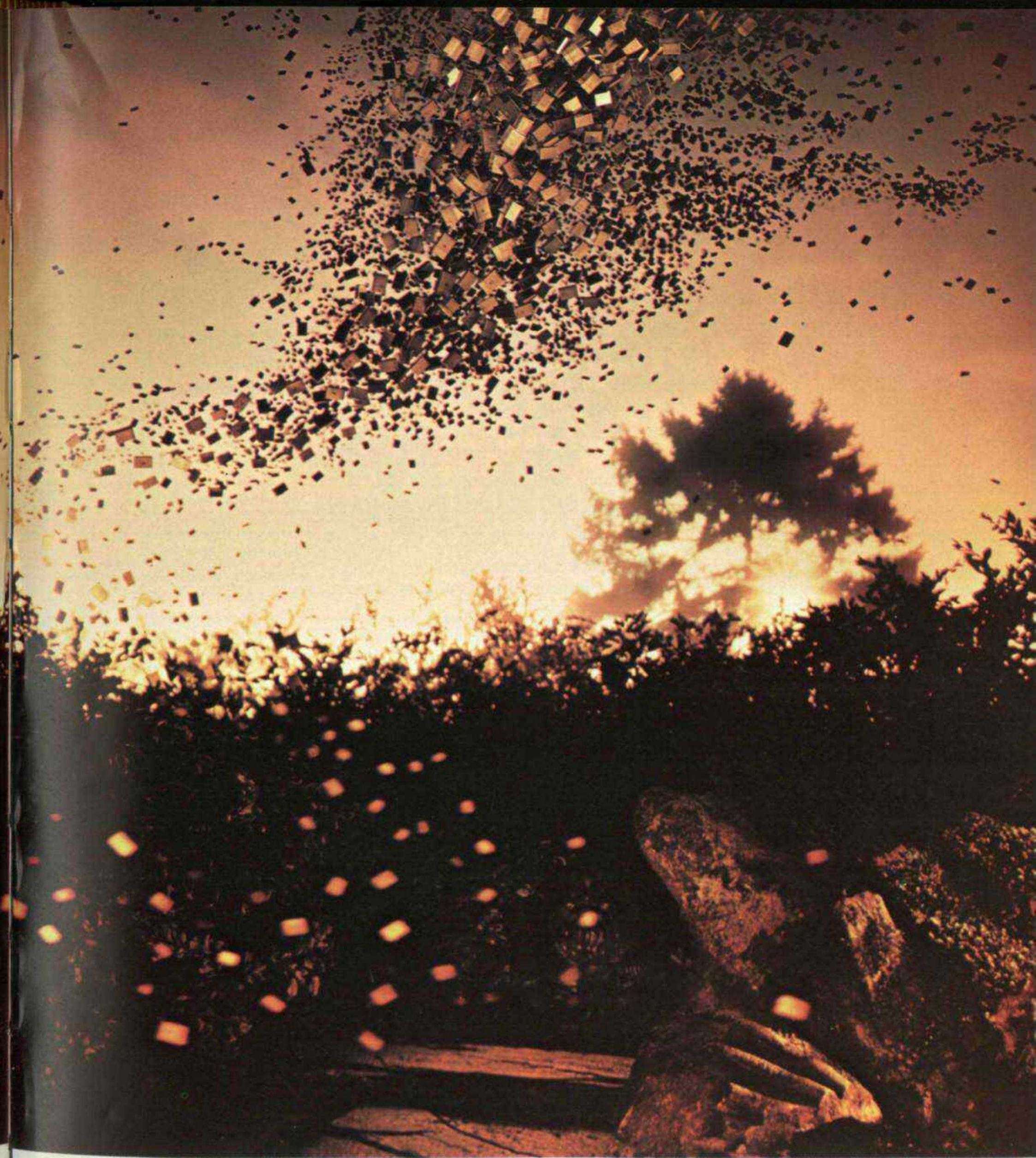
And because it is every inch a Mercedes-Benz.





SF123

MIDDLE TAR
DANGER: Government Health WARNING: CIGARETTES



defined by H.M. Government

CAN SERIOUSLY DAMAGE YOUR HEALTH



SPA-FRANCORCHAMPS 1,000 KMS DEREK WARWICK, in his second sports car drive, was the star of the fifth round of the 1983 World Endurance Championship. The British Toleman F1 driver qualified the Kremer Porsche 956 third fastest behind the two works Porsches and ran third in the race, ahead of the Lancia-Martini team, until the engine failed when co-driver Franz Konrad was at the wheel. The race was won handsomely by the two Rothmans-Porsches (below), Jacky Ickx winning his "home" event for the fifth time. The best-placed Lancia was the Mirabella entry (right) which dropped from third to sixth in the closing stages when the differential failed.





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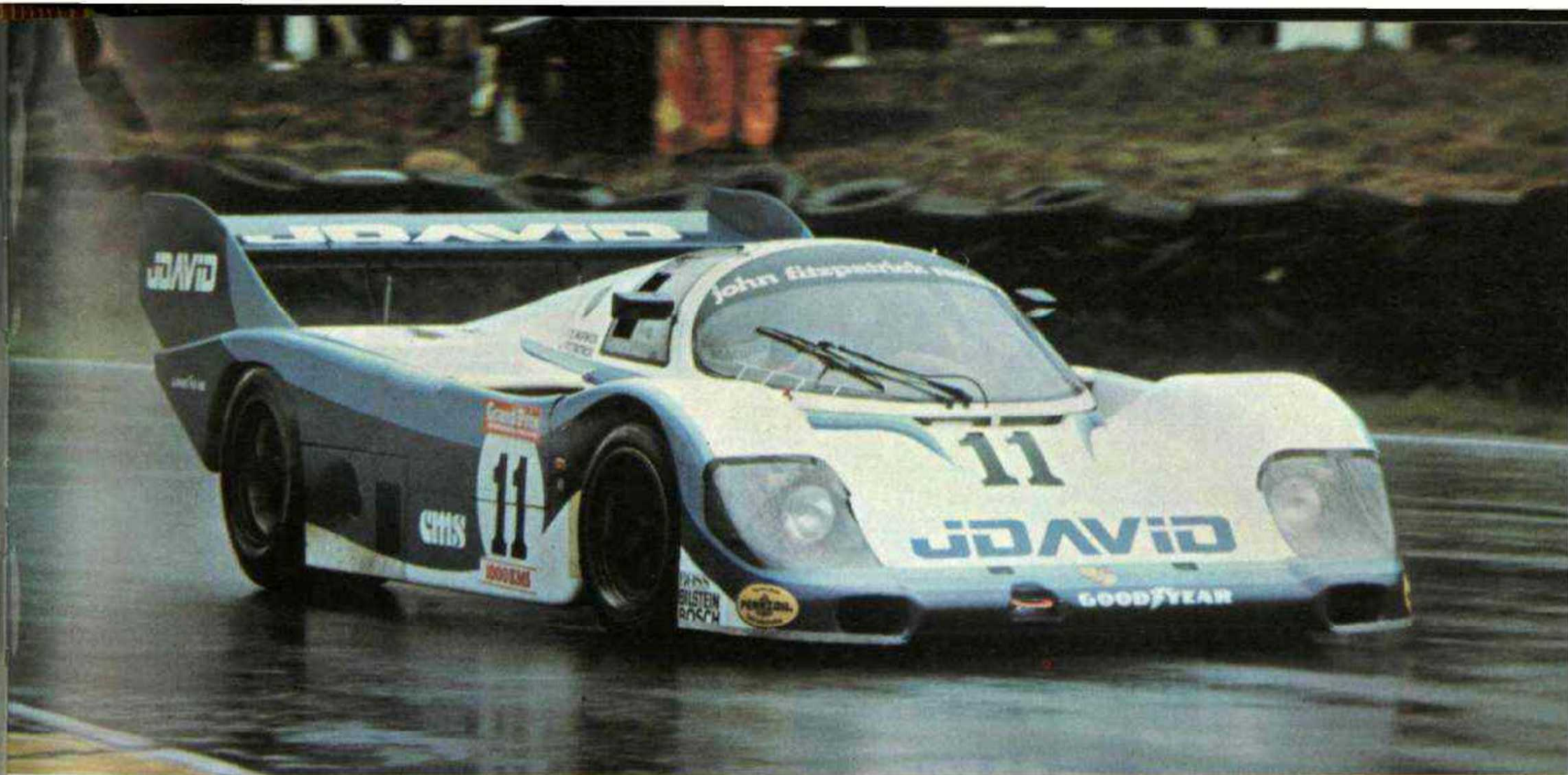
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189

LOW TAR As defined by H.M. Government

DANGER: Government Health WARNING:

CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH



BRANDS HATCH 1000 KMS

SO OFTEN marred by rain, the GPI Brands Hatch 1000 Kilometre race was again run in dreadfully wet conditions in the opening stages. Derek Warwick, sharing John Fitzpatrick's Porsche 956 (above), excelled by lapping the works Porsches and giving the private team an advantage which it was able to hold to the end. The Lancia-Martini team continues to make progress with reliability, enabling the Alboreto and Patrese entry (left) to finish a strong fourth. In the worst of the conditions, Derek Bell goes the long way round at Druids (below) to lap Divina Galica in Preston Henn's Porsche. Bell and Bellof dropped from second to third place in the closing laps due to a last-minute tyre change.



HIGH VELOCITY IN A VELVET GLOVE. THE NEW 2.0i MANTA GTE.



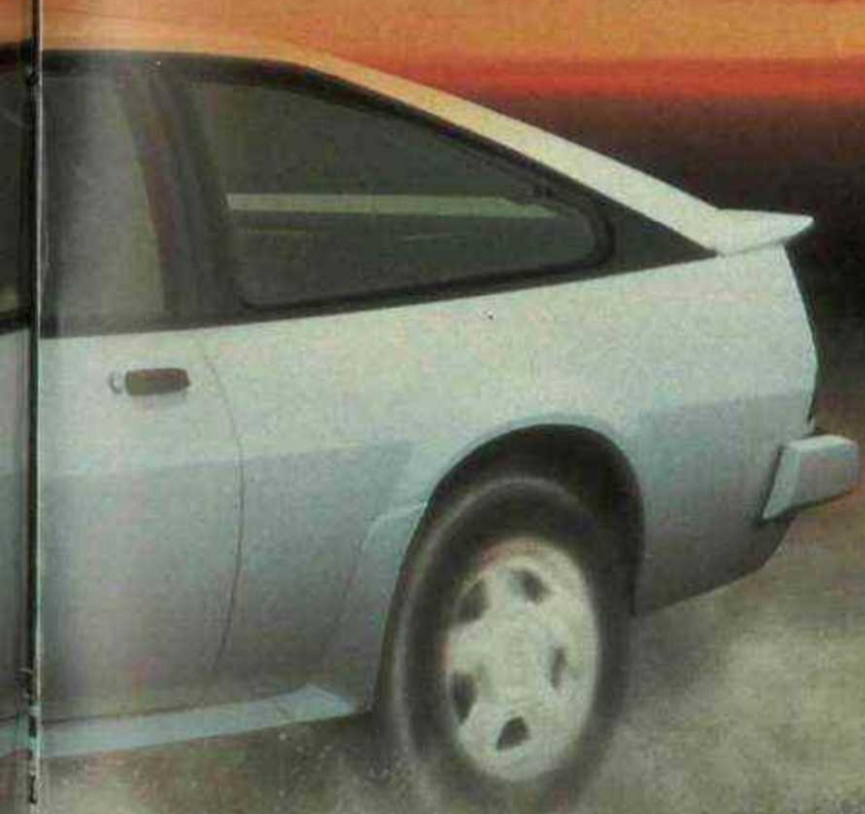
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Dr PALMER TAKES F2 TITLE

AT ZOLDER on August 21st, Jonathan Palmer became the fourth Englishman to win the European Formula Two Championship. Driving a Honda V6 engine-Ralt RH6/83, Palmer scored six wins this year, five of them in succession, at Hockenheim, Donington, Misano, Enna-Pergusa, Zolder and Mugello. He only failed to finish one race — the season opener at Silverstone — where he retired with fuel pump failure. Apart from the six firsts, Palmer picked up three thirds (at Thruxton, Pau and Jarama), one second (at Vallelunga) and one fourth (at the Nürburgring). By the end of the season at Mugello (where he is pictured above), Jonathan had amassed 68 points from the maximum nine scores he was allowed to count.

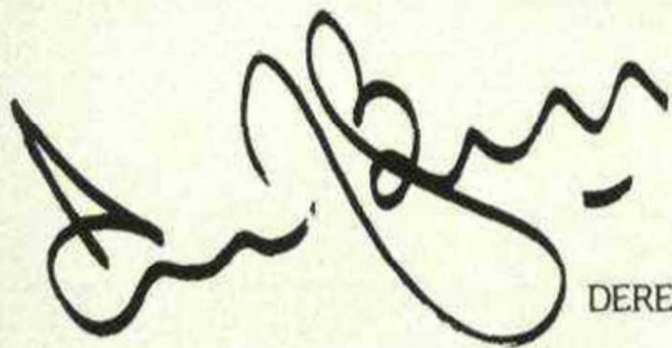
When Italian Beppe Gabbiani walked away with four of the first five races in his works March-BMW, Jonathan could have been forgiven for getting a little down-hearted. That first-ever F2 victory at Hockenheim relieved the pressure on him to deliver the goods, but it was not until Jarama in June, where he led until slowed by a misfire, that he began to show the dominant form that became his hallmark in the last five races of the season.

Now JP is faced with finding a Grand Prix for 1984. Such employment doesn't come easily: the plum seats are invariably filled from within the F1 fraternity and if they aren't, then drivers with lots of money get first refusal. Palmer has the talent but as yet, he doesn't have the money. Maybe, when he's made his GP debut in the European Grand Prix at Brands Hatch, someone will snap him up regardless of the latter.

If he can't get an F1 drive next year, Palmer says he won't consider doing another season of F2, but he will continue to drive the Canon team's Porsche 956 in the WEC. — A.M.



Two names that take Porsche to the limit.



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AFTER a troubled two days of practice which saw him start the race from tenth place on the grid in the Ferrari team's spare 126C3 (above), René Arnoux (above centre) scored a somewhat fortunate victory in the Dutch Grand Prix at Zandvoort on August 28th. He pulled through to third place only to be handed the lead on a plate when Alain Prost's Renault tangled with Nelson Piquet's Brabham during their battle for the lead. Prost's RE40 can be seen (below centre) standing forlornly against the guard rail after the Frenchman left the track less than a lap after pushing Piquet into retirement. Below, Derek Warwick's Toleman is challenged hard by John Watson's McLaren-Cosworth MP41C: the Ulsterman went through to take a fine third place ahead of the Hampshire driver.





DUTCH GRAND PRIX



PIQUET started from pole position and dominated the race in the early stages at the wheel of his Brabham-BMW BT52B. Prost, here following closely, gradually closed in on the Brazilian before making his major driving misjudgement which led to both cars' retirement.



NIKI LAUDA drove the McLaren MP41E on its race debut, the performance of the new TAG-financed, Porsche-built V6 turbo engine proving unimpressive, if reliable, first time out. The Austrian eventually retired with brake trouble. Below, Mauro Baldi's Alfa Romeo 183T finished fifth after a steady run.





ALTHOUGH Nelson Piquet (bottom right of page, No 5) scored a convincing victory in the Italian Grand Prix at Monza on September 11th, it was his team-mate Riccardo Patrese, seen bouncing his Brabham BT52B over a kerb during practice, who qualified on pole position, thus becoming the first Italian to do so for a Grand Prix at Monza since Alberto Ascari. Unfortunately Patrese retired on the third lap with a major engine breakage.



EDDIE CHEEVER brought the sole surviving Renault RE40 through to finish fourth, his team-mate Alain Prost having retired with suspected turbocharger failure. Cheever challenged Arnoux closely for much of the race but dropped away in the closing stages with gearbox problems. Below, John Watson handled the new McLaren-Porsche for the first time, seen here in close company with Manfred Winkelhock's ATS D6. Both retired.



A P E T I T I O N

**of protest against the 70 mph speed limit on the
Motorways of Great Britain**

**To be presented to the Parliamentary Under Secretary
of State for Transport, Mrs Lynda Chalker, MP**

**This petition is sponsored by
MOTOR SPORT and MOTORING NEWS**

The petition is a protest against the continuation of the 70 mph speed limits on Motorways, at a time when the limits for certain other classes of vehicle are under review for revision to higher speeds, because in some cases the limits are not widely observed. We request the Parliamentary Under Secretary of State for Transport to abolish the present 70 mph Motorway limit for motor cars and to introduce **an advisory limit of 80 mph**, as in Germany, in the light of technical progress made in recent years in car performance, braking, handling, fuel economy and general levels of safety.

You are asked to sign your name and to collect as many other signatures as possible. Please try to record each address, and ensure that the signature does not appear on another form.

Completed petition forms should be returned as quickly as possible, and not later than October 28th, 1983, to:

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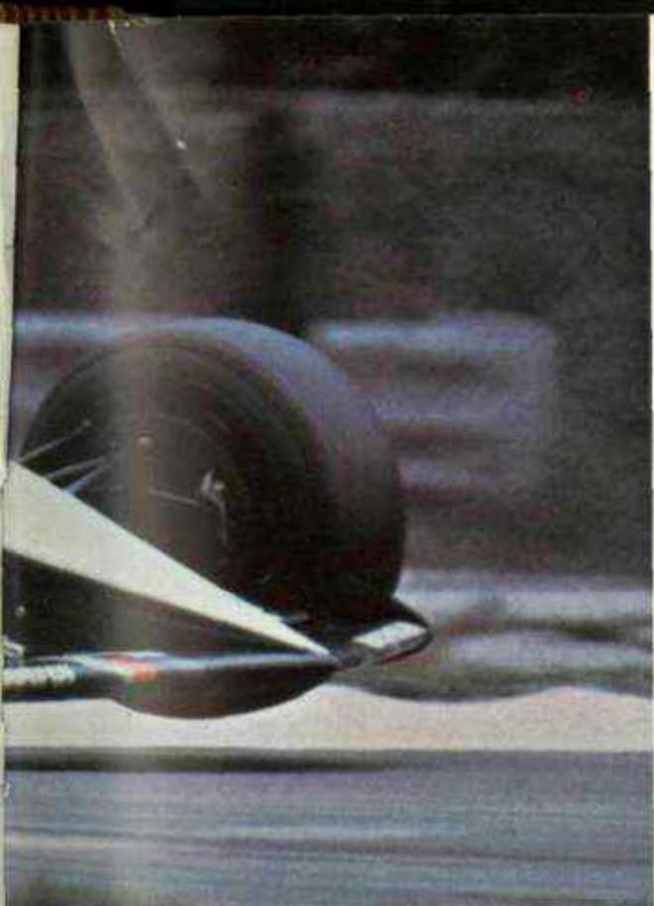
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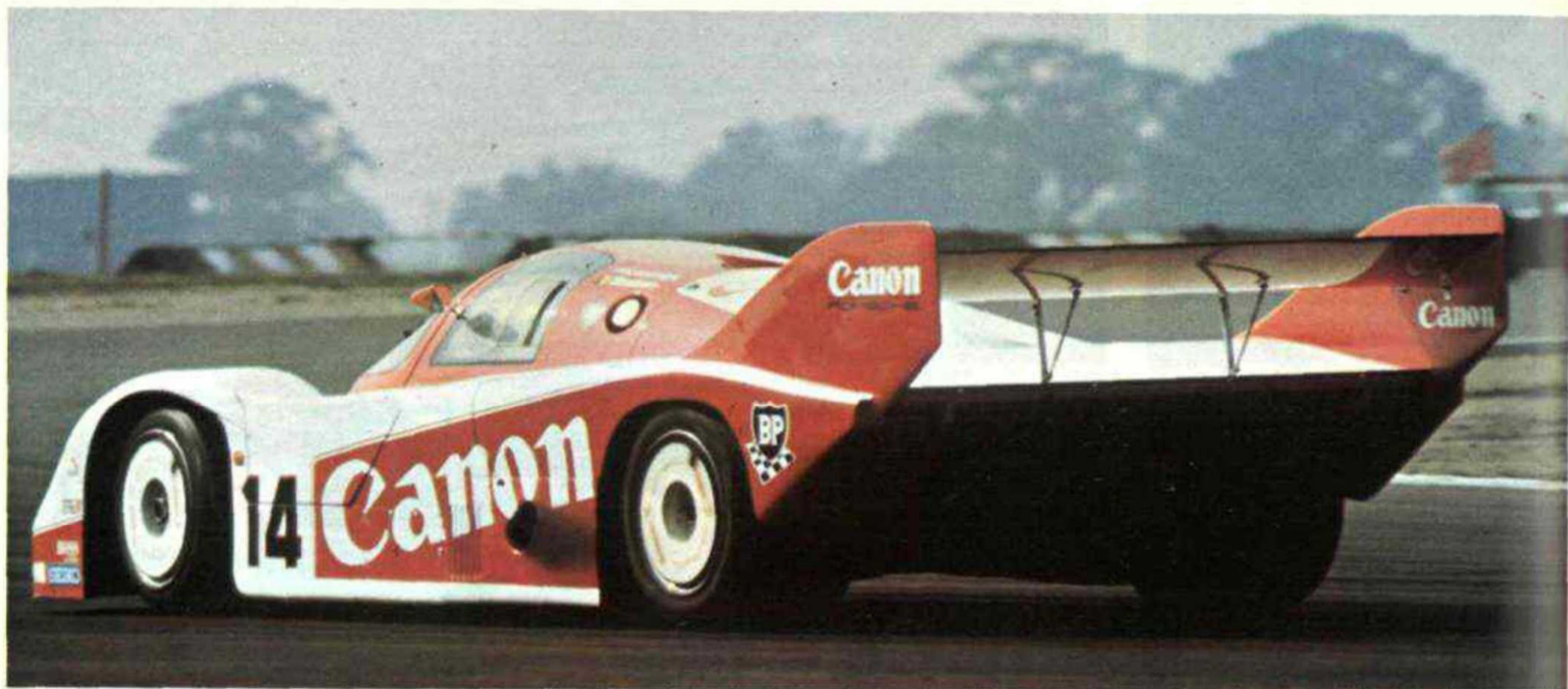
ITALIAN GRAND PRIX

RENE ARNOUX slips inside his Ferrari team-mate Patrick Tambay going into Parabolica early in the race. The Italian cars finished second and fourth, thus tightening Ferrari's stranglehold on the World Championship for Constructors.



TWO Italians who did reasonably well in front of their home crowd were Elio de Angelis (above) and Bruno Giacomelli (below). De Angelis finished fifth, thereby scoring his first Championship points of the season, while Giacomelli just pipped Mansell's Lotus for seventh place.





We drive the Canon Porsche 956

"IT WOULD make a nice road car, wouldn't it?" enquired Richard Lloyd as I stopped at the pits for a breather. After a few gentle laps of the Silverstone Club circuit in the Canon sponsored Porsche 956 I had to agree, but then the irony of the situation sunk in. There I was, strapped snugly into a car recently purchased for £164,000, and let loose on a race track shared with 40 aspiring Formula 3, Formula Ford and Clubman's drivers. One false move in this 650 bhp projectile could have caused no end of damage . . . and we were discussing its nice manners, its torque, and its brakes.

Racing Porsches have always been "friendly cars" to use a contemporary phrase. I nurse a memory of Jo Siffert having a long chat in the pits at Brands

Hatch with Helmuth Bott, Porsche's director of research and development. What was remarkable about that scene, back in 1969, was that the engine was ticking over the whole time, for three or four minutes perhaps, while a DFV powered car along the pits lane was being blipped noisily to keep it alive. During the practice session Siffert went faster in the Porsche 908 than he had the previous July when winning the British Grand Prix at the wheel of Rob Walker's Lotus 49, so the flat-eight was clearly no detuned cooking engine.

After the 908 came the 917 that won Le Mans for Porsche for the first time in 1970, and again in 1971; after that, Porsche shunned the 3-litre sportscar formula, returning to Le Mans with production based 911 model variants: the Carrera RS in 1973, the Carrera Turbo in 1974, and then the 936 which won Le Mans in 1976 and in 1977, then again in 1981.

The flat-six turbocharged engine,

retaining the block and crankshaft of the roadgoing Porsche 911 Turbo, was the nucleus of the 956 model which made its debut at Silverstone in May of last year. In common with the stillborn Indy project, the unit had a capacity of 2.65 litres and featured cylinder heads welded to the crankcases, so that the two banks have to be split before any work can be carried out. The latest in Bosch Motronic engine management systems was installed, twin KKK turbochargers fitted, and straight out of the box the Porsche racing engine gave 620 horsepower.

The 956 is the first racing Porsche to have a monocoque chassis, this designed by Weissach engineer Horst Reitter. Increasingly stringent safety regulations virtually ruled out the old spaceframe method, the construction of which had hardly changed since the 906 model was introduced, but the biggest innovation of all was the introduction of ground effects, a science that Porsche had to catch up on.

So successful did the 956 become, immediately, that you could come to two immediate conclusions. One, that designing a Group C car is easy, and two, that Porsche had no real opposition. The first conclusion is rebutted by the Lancia-Martini team's problems this year — it is by no means easy to design a race-winning car. The second supposition is dealt with by pointing out that Lancia were still campaigning the fleet little Group 6 LC1 models when the Porsche first appeared, and indeed beat Porsche in the debut outing at Silverstone by virtue of their better fuel consumption. From then on, the Rothmans-Porsche team became unbeatable, and by the end of the year customers were queuing up to buy replicas of the works 956s.

Richard Lloyd was one of the customers,

AN amazing array of gauges and switches faces the driver . . . including an ignition key. Richard Lloyd attempts to explain them to M.L.C.



MOTORSPORT CALENDAR FOR 1984



Riccardo Patrese's Brabham BT52B looks composed with its elegant lines as it searches for traction during a wet Montreal practice session. Photo taken: Canon F1, 200 mm lens, 1/250 s f/4

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November 1984

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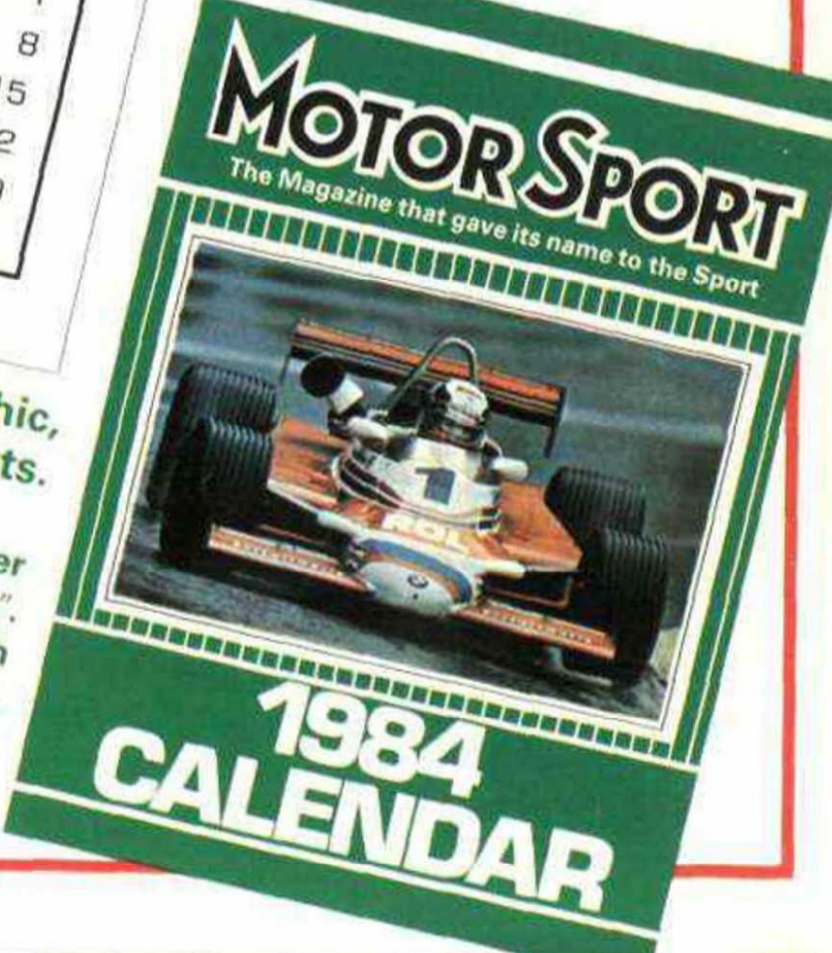
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with the backing of Canon Europa, the Amsterdam based European headquarters of the Japanese camera and business machines manufacturer. Canon had been faithful to Lloyd through two lean years of campaigning the Porsche 924 Carrera GT, a good enough car for its purpose but one which had the utmost difficulty in scraping onto the grid at Le Mans.

"To get into Group C racing this year we drew up a budget of close on £500,000 — but that included buying the car and some spare parts," says Lloyd. "Our total budget for two years is 1.3 million dollars (£860,000) which may seem like chicken-feed to Formula 1 teams, but is a great deal of money by any other standards."

The purchase price of a 956, ready to race, is DM 640,000. Spare parts prices are "astronomic"; a spare complete engine, for instance, would cost £33,750; the titanium road springs cost £1,000 each, and the team carries one spare set. A new nose section costs a cool £3,500, a tail section £4,500 — and these had to be changed for Le Mans, where less downforce is required.

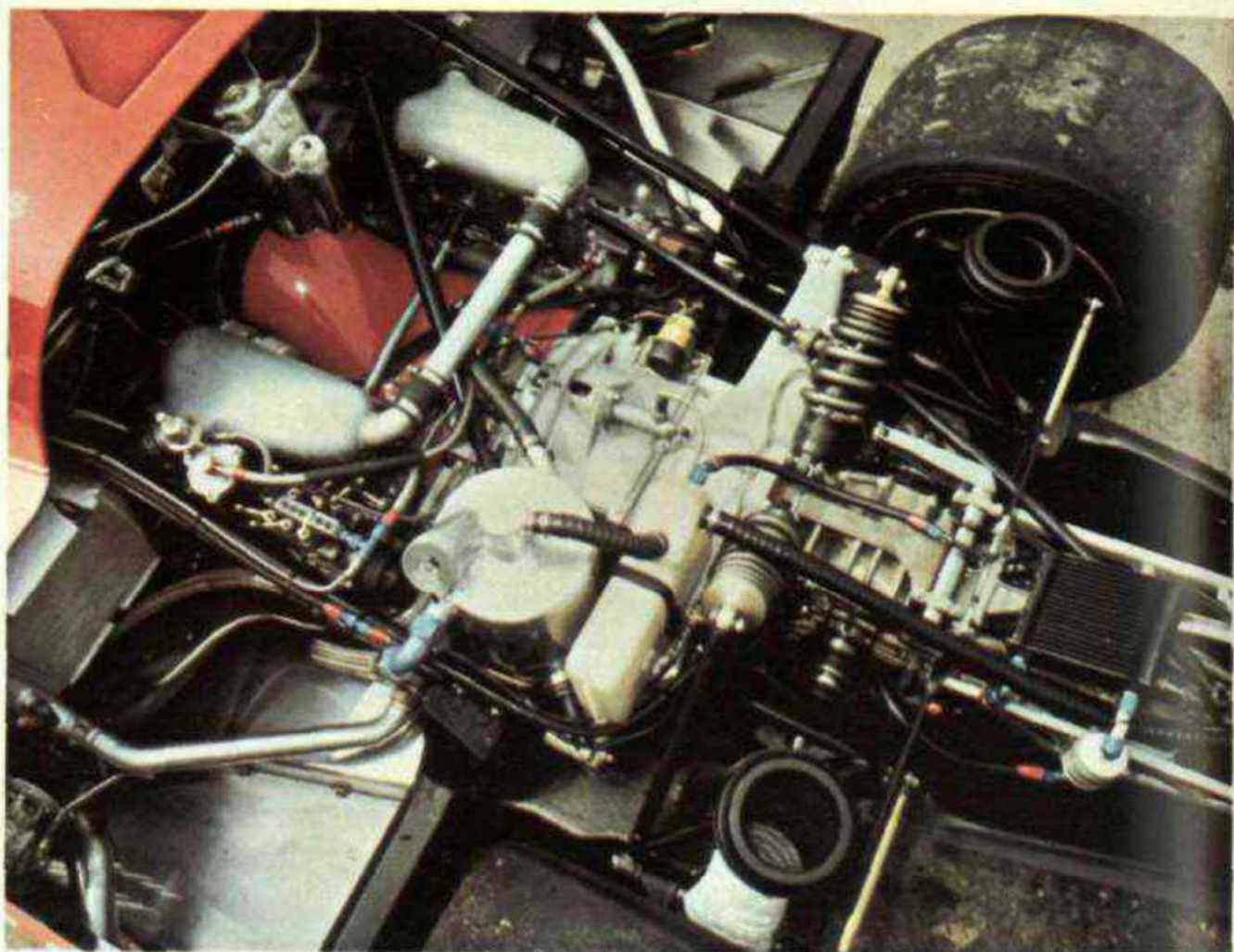
The financial blows are softened because Porsche send a 15 metre, 22 ton trailer to all the World and German Championship races, administered by Gerd Schmid. All the parts which could possibly be needed by the customers are carried on board, and are paid for "on account". The Canon team does not, therefore, need to have a spare engine, nor a spare gearbox, since these can be supplied off the shelf. The service includes the labour, so a broken gearbox could be rebuilt by Herr Schmid's mechanics between practice sessions if need be.

"Though everything is so expensive, it is better value," is Lloyd's opinion. "If something breaks, we don't have to worry about midnight phone calls to somewhere miles away to see if a spare part exists. We know we can get the car running again with a minimum of bother, and we can therefore perform better for our sponsor."

A good example of this was in evidence at Le Mans, when Jonathan Palmer had the front hub shear through during a practice session. He radioed to the pits, a spare hub was obtained, and the mechanics took it to the stricken car. Forty-five minutes later the Canon 956 was practising again, before many people realised that anything was wrong. Although Palmer had never driven before at Le Mans he was sixth quickest overall, and second only to Stefan Johansson of the Porsche 956 customers. More to the point, Palmer was quicker than last year's pole position set by Ickx, so clearly the customer cars are extremely competitive.

Palmer, now the European Formula 2 Champion, is on a two-year contract to the team, though this year his F2 commitments took priority just as, next year, would his F1 career take precedence if he signs up with a

THE brake pedal feels like pressing a brick, Richard Lloyd tells our apprehensive writer. The pedal, though feeling solid, is amazingly effective.



THE neat power unit, based on that of the six-cylinder 911 Turbo, looks too innocent to punch out 650 horsepower. Porsche's five-speed gearbox is aft, flanked by the inboard suspension featuring titanium road springs costing £1,000 each.

team. Jan Lammers, the 27-year-old from Zandvoort, is the regular driver in the team, popular with the mechanics and "a terrific asset" in terms of testing ability, and sheer determination to succeed. Lammers has, however, "a bit to learn about the finer points of endurance racing," as became clear to the world when he took Ickx off the track right at the start at Le Mans. It was a driver error, and Lammers was lucky to find Ickx in a philosophical mood afterwards, but his kerb-hopping style was not attuned to a 24-hour endurance event.

Other drivers this year have included World Champion Keke Rosberg at the Nürburgring, and Thierry Boutsen who has taken so well to Grand Prix racing. Lloyd himself has rarely raced the car, taking a mature attitude that the team is his responsibility, and driving is the work of professionals.

The team's results have been good. The Canon 956 was sixth on its debut outing at Monza (having lost a front wheel at one point, after a pit stop), third at Silverstone, third at the Nürburgring (winning the





A **TERMINAL** speed of over 160 mph on the Club Straight at Silverstone was reached just after shifting briefly into fifth gear. Yet, braking at the 300 metre board, the 956 lost speed so rapidly that it could have been stopped before the apex of Woodcote Corner.

second part of the race, after it had been stopped for track repairs), then eighth at Le Mans after having all the Rose joints replaced, the aftermath of Lammers' fracas on the second lap. Ninth place at Spa last month, after dealing with a loose connection from the turbocharger, maintained the team's 100% finishing record in WEC events.

At the non-championship race at the Norisring the 956 retired with a sick engine. From the start an electrical problem put the rev-counter and the boost pressure gauge out of action, so Lammers had to drive by ear, as it were. He reduced the boost to be on the safe side, but possibly over-revved the engine while compensating for the comparative lack of power, and pulled up when the engine began to run roughly. The rebuild, which was due anyway, showed nothing much to be wrong with the strong unit, and as prepared for Spa the engine had the latest pistons giving it a safe maximum of 650 bhp on an 8:1 compression ratio, rather than 620 bhp on a 7.2:1 compression as it started the season.

Richard Lloyd runs the Canon Porsche 956 from his headquarters, the GTi Engineering company at Silverstone. He employs five men who do nothing else but look after the Porsche, Ian Sanders as chief mechanic, John Daniels who is the engine and gearbox specialist, Steve Brydon who is the tyres expert, Jeff Wilson who is the bodywork specialist, and Tom Butler who is the truck driver.

Extra skills are needed at the circuits. Val Dare-Bryan, an automotive design consultant, is the Team Engineer; Peter Stevens, an automotive styling expert (and D.S.J.'s nephew), is the timekeeper who liaises with Val on refuelling schedules; Grahame D. White, the former BARC executive, looks after liaison and logistics,

and David Ingram helps with refuelling.

It is a neat, close-knit team comprising people who know how to enjoy themselves, but they also know and anticipate the time to get on with the hard work. Though their experience was admittedly limited at the start of the year, they have looked very professional. Various modifications have been made to the car, independently of Porsche, such as subtle re-profiling of the bodywork, stiffening the bulkhead to improve braking efficiency, repositioning the exterior mirrors (so that theirs is the only strictly legal car!) and now, the latest tweak from Ian Sanders, a fully cockpit adjustable rear anti-roll bar.

Typical of their thorough approach is to cover the front of the car, and all leading edges, with a sticky, transparent plastic tape which eliminates all the stone-chipping that is usually seen at the end of an event. That might not seem unusual, until you realise that the tape is the same stuff that's used to protect the Kevlar rotor blades on helicopters . . . and it costs £91 a roll!

"It's all yours"

Even for someone well beyond his youth, that's a phrase that quickens the pulse. Richard had given the 956 its shakedown at Silverstone after a total rebuild, every nut, bolt and rivet having been checked in readiness for the Spa 1,000 kms event. Clad in a full suit of Nomex and topped by a gladiatorial full-face helmet, I first realised that I couldn't look downwards to step into the cockpit, peering as I was through a pillar-box slit! Two-minute pit stops may seem leisurely for racing drivers, but it took me longer than that to wriggle into the driving seat and find the ends of the three-point harness.

Snug is the right word for the fit. The seat is not designed for broad beams, and allows

the driver no lateral movement at all. The car's interior is all matt-black, with a neat row of instruments for fuel pressure, oil pressure, water temperature on both cylinder banks, engine oil temperature, gearbox oil temperature, boost (marked at 1.3 bar), and revs., marked at 7,500 rpm for the day, though 8,500 rpm is used in a race. Below, there were switches for the windscreen heater, lights, spotlights, and . . . the ignition key. The boost wheel was prominent, but I was advised that I would not be needing it for my track impressions.

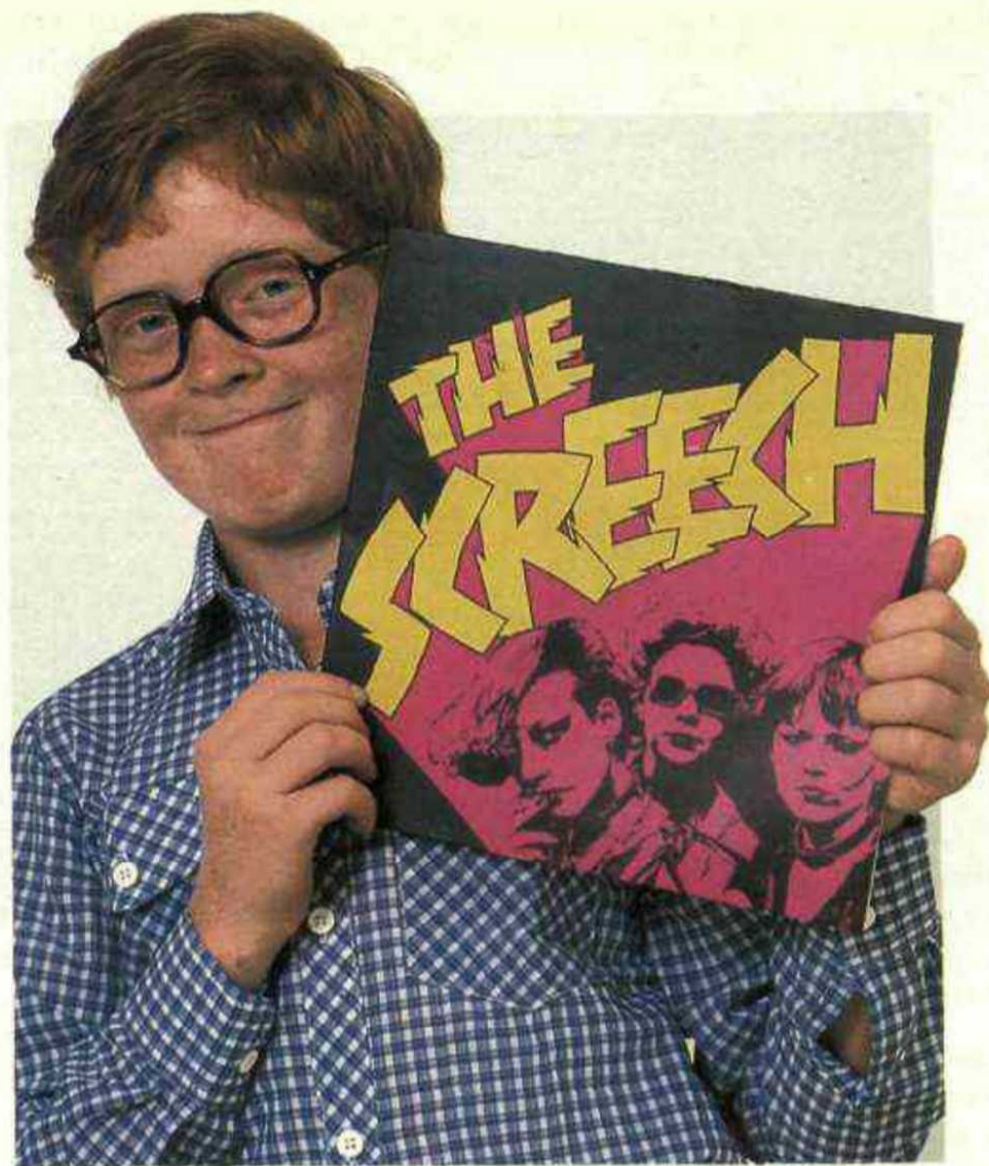
Track testing is for racing drivers, people who know what they are doing. I set out to obtain track impressions, quite another thing, suitable for amateurs and scribes who can drive competently on the road, but that's about all.

If anyone was brave, it was not me but Richard Lloyd who'd entrusted this expensive piece of machinery to someone who had not even sat in a racing car for eight years. But as I said, the Porsche is nothing if not a friendly car, and my main concern was not for myself, or the 956 even, but for the Formula 3 lads I would have to share the track with.

Forward visibility is no problem, the panoramic screen giving a full field of view. Rearward, the two mirrors gave me a view through the supports of the high wing, but not to the sides of the car as they would in a road vehicle. I had to see a faster car approaching, because when it got to my flanks I'd lose sight of it for a few moments.

Starting up the engine is simple enough. Move the throttle half an inch, turn the key, and the car comes to life. Move the right-hand gear lever to the left and pull back firmly, and we are in first gear, waiting for Ian Sanders to signal to move off. I

Continued on page 1233



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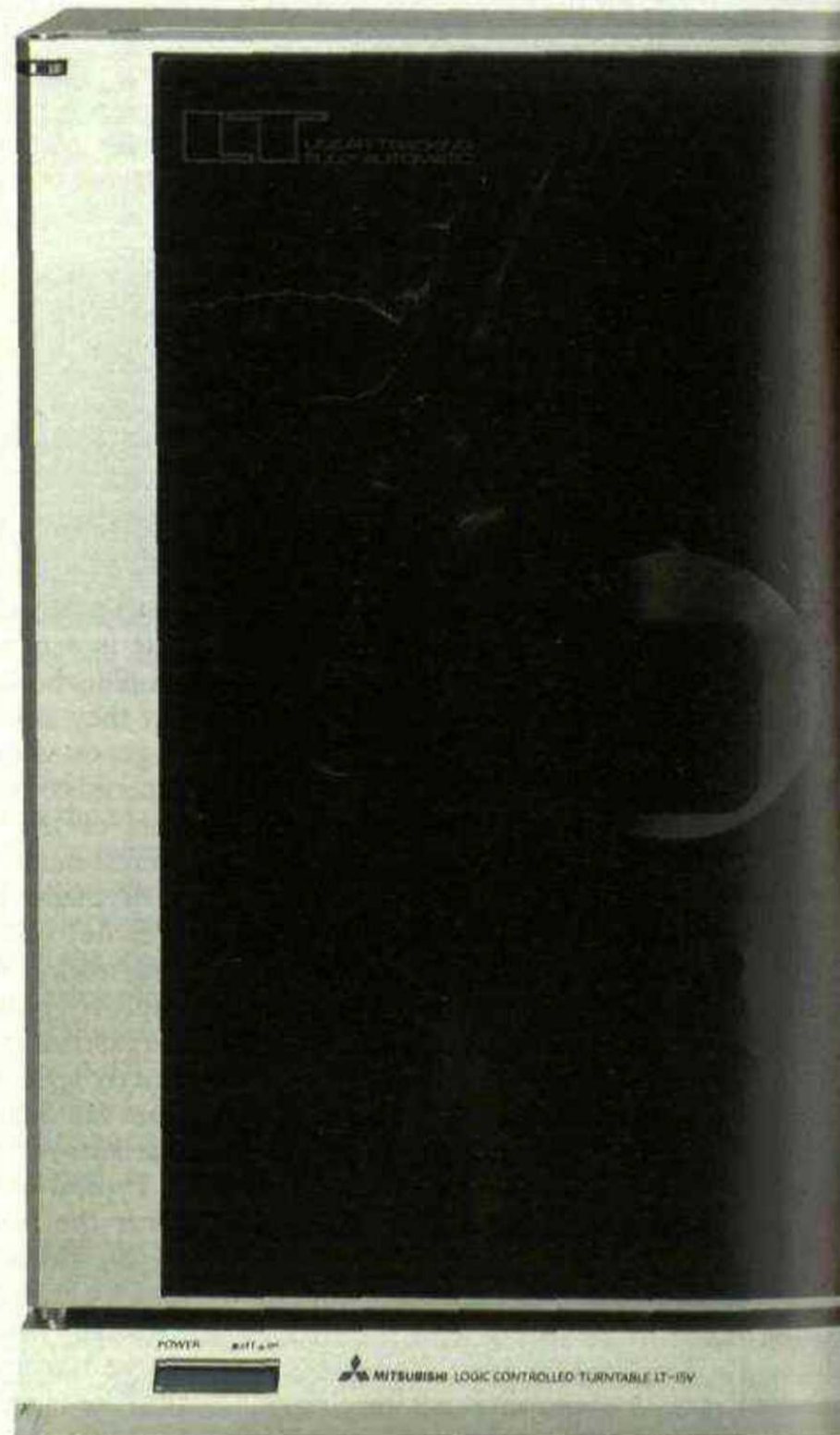
With 40 watt per channel power, System 43 is tolerant to the extreme. It can project the most resounding crescendo with consummate ease – yet treat the most delicate passage with supreme sensitivity. And to ensure volume is set at the desired level before play begins, a special visual display is incorporated.

The superiority of linear tracking is put to perfect effect in the turntable, the pick up following the most accurate possible path of the master cutting stylus. You can positively hear the difference this makes.

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The computerised 43 tuner is no less a marvel. It searches out stations automatically, then locks in on the precise frequency.

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Push-Release Door concealing Speaker Switch, Tone Pass, Auto-Sleep Selectors plus Bass, Treble, Balance and Mic Mixing controls.

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an't choose the music.

Printed scale for exact record groove location.

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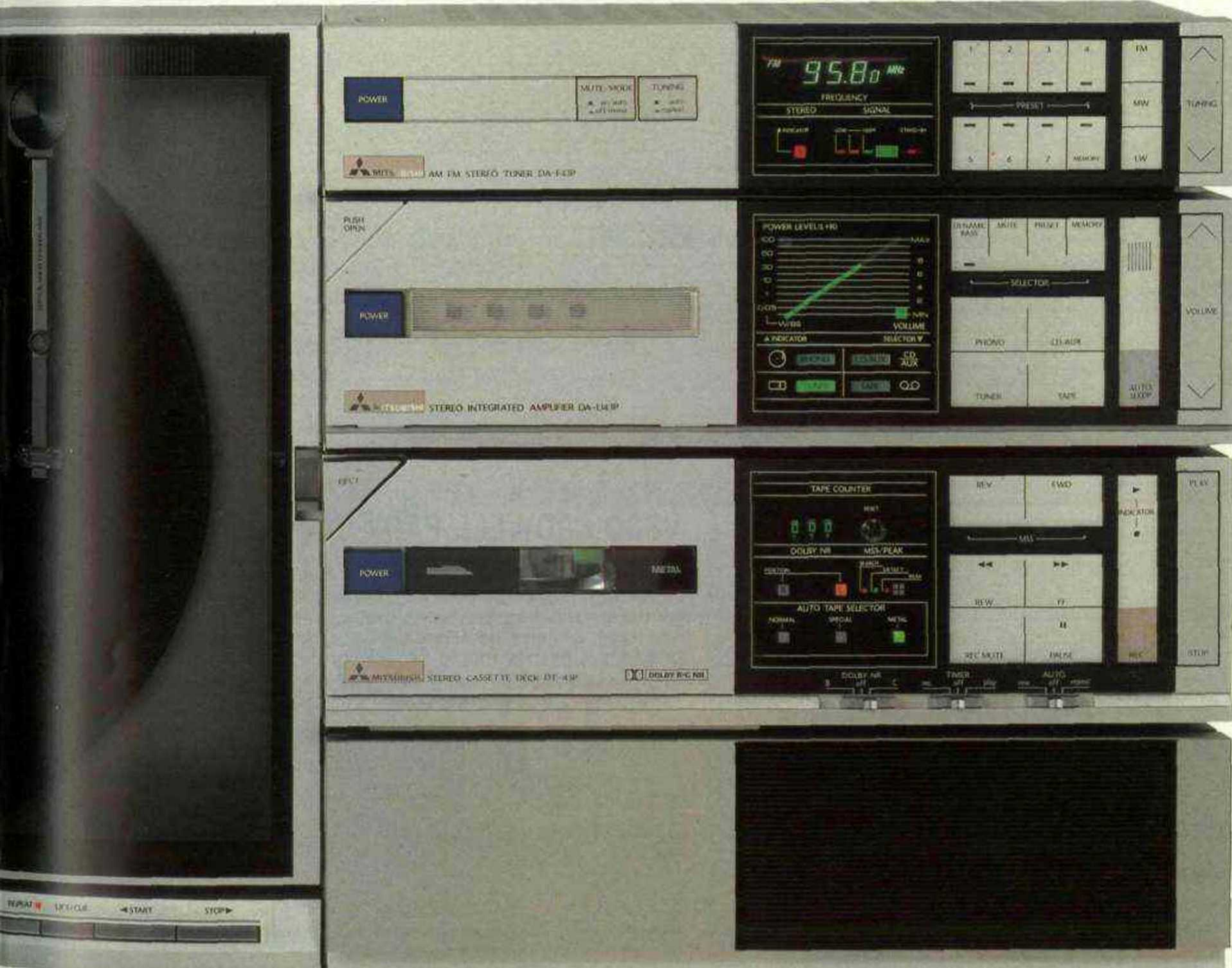
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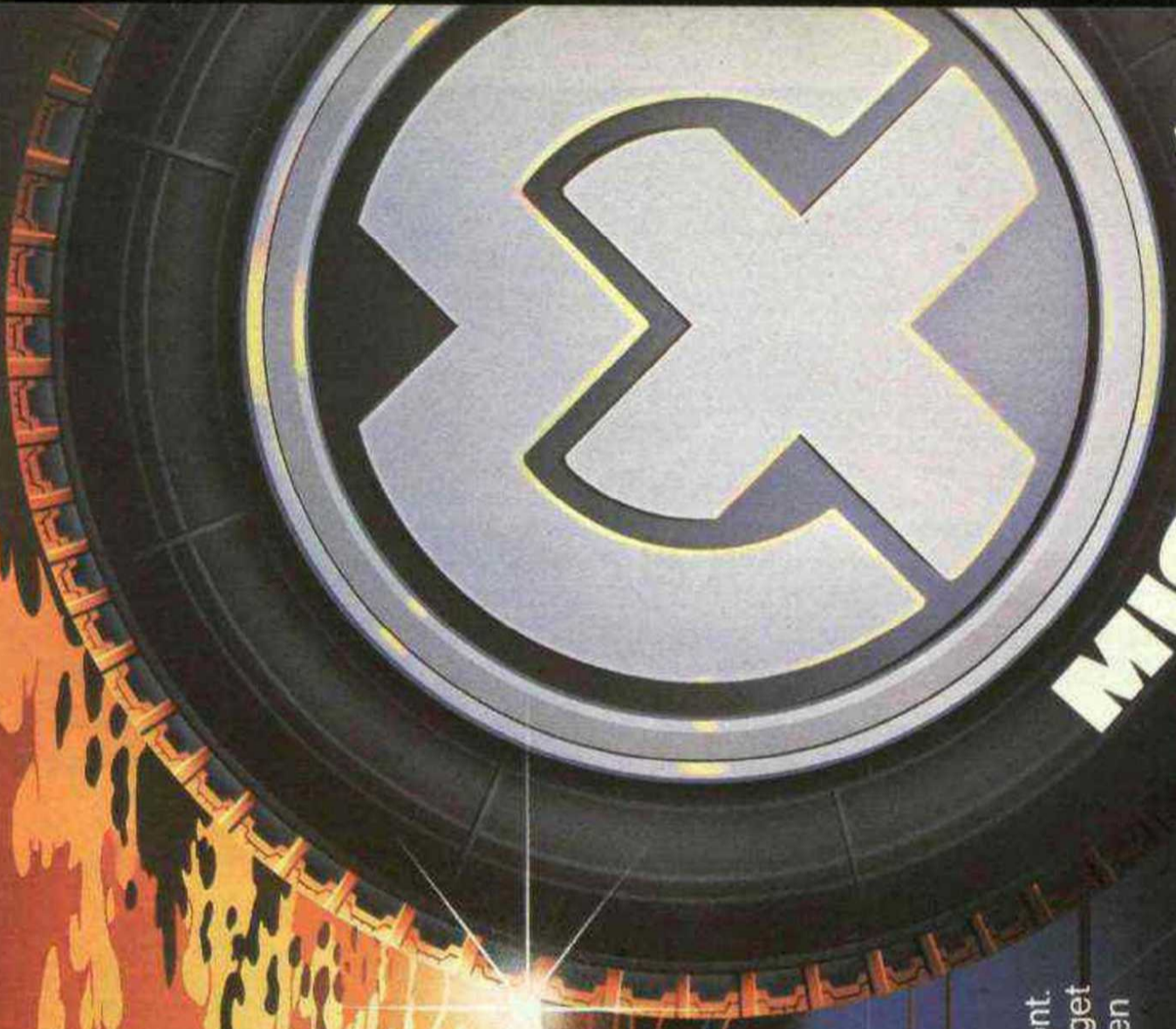




VSCC CADWELL PARK THE WILLIAMS Trophy was retaken for Bugatti by Sir John Venables-Llewelyn in a T51, seen above pursuing Rodney Felton's Alfa Romeo Monza and Martin Morris's T51 in the reverse of the finishing order. Ron Footitt won the MOTOR SPORT Brooklands Memorial Trophy for the second time, and received his award from Mrs Winifred Boddy, left and inset, while in the Allcomers Race, Roddy Macpherson, below, took a good third, despite rolling his Coooper-Bristol in practice.



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MICHELIN



Happy Birthday Porsche 911!

TWENTY years ago, at the Frankfurt Auto Salon in 1963, Dr Ferry Porsche unveiled the Porsche 901 which, through an accident of fate, was renamed the 911 by the time it went into production 12 months later. The British public had its first sighting of the sports car destined for an illustrious career at Earls Court in October, and this month the most powerful normally aspirated version of the 911 yet produced will be at Motorfair — the 231 bhp Carrera.

Although the Porsche company has existed since 1930 as an automotive consultancy, it was not until 1948 that the first car to bear the family name was produced. The 356 model, originally powered by a Volkswagen engine, was rapidly developed with an ever-increasing number of Porsche parts, so that by the time the last 356C was produced in 1965 there were practically no VW parts included in the specification. A total of 76,305 units were made, and won for Porsche an intensely loyal following throughout the world.

It was, as they say, a hard act to follow. Dr Porsche's eldest son, Ferdinand "Butzi" Porsche (who now runs the Porsche Design company in Austria) undertook the styling, with a brief to produce a recognisable successor to the 356. It should, his father

THE Porsche 911 in its latest Carrera form poses with Ray Potter's pristine 911R which dates back to 1968. Lacking the built-in foglights which will be standard on production versions, the 911's lines are timeless as seen on this Sport model with forged wheels and a rear spoiler.

insisted, be no more than a two-plus-two with a wheelbase of 2.20 metres (86.6 inches), and work began as far back as 1956. At one stage Erwin Kommenda, the company's respected body engineer, proposed a design with full seating for four people but Dr Porsche firmly quashed the idea, inviting the Reutter coachbuilding company next door to develop a chassis and body to Butzi's design.

Hans Tomala meanwhile was busy designing an alloy six-cylinder engine for the 901. To keep faith it had to be air cooled, and it had to be mounted at the rear; it had, moreover, to develop at least as much power as the complex Carrera 2 2-litre flat-four (130 bhp) which powered the fastest version of the 356. Dr Porsche's nephew, Ferdinand Piëch, was on the design team and became head of engine development in 1964, shortly before the new unit went into production. He and Tomala looked at double overhead camshafts (too complex and over-expensive), toothed belt drive for the single overhead camshafts (too new, as yet), oil cooling for the cylinders (unsatisfactory) and various forms of lubrication. In the end, they arrived at a dry sumped flat six, Reynolds chains with hydraulic tensioners driving the camshafts, and two triple-choke Solex carburettors.

With a bore and stroke of 80 x 66 mm the six-cylinder engine had a capacity of 1,991 cc and produced 130 bhp at 6,100 rpm. Drive went through a 215 mm Fichtel & Sachs clutch to a brand-new 5-speed gearbox, including Porsche patent synchromesh of course.

The body was narrower than that of the 356, less bulbous though wider inside, and had 50% more glass area. Torsion bar suspension was used all round, with longitudinal bars at the front (thus making space for a 62-litre fuel tank at the front, and some baggage) and transverse bars at the rear, allied with a semi-trailing arm suspension system which, at last, replaced swing axles! ATE disc brakes were fitted all round, those at the rear having Porsche's patented parking drum within the disc, and rack-and-pinion steering was fitted. Steel wheels were used originally, the unusually narrow 4½ in rim width specified because Porsche, traditionally, believed that the suspension should accommodate some camber change, and this throw-back persisted even to the 917 development period.

The Porsche 901 was well received at the autumn motor shows, though Peugeot immediately objected to the "0" figure in the nomination, and caused Porsche to change

the type number to 911. The zero digit still appears in the parts lists, and is cast on the vertical cooling fan housing to this day.

With a top speed of 131 mph, and standstill to 60 mph acceleration in 8.5 seconds, the Porsche 911 was no mean machine for its day, although it had to compete with the 3.8-litre Jaguar E-type in the market place, the Jaguar being faster and less expensive, too.

Production of the 911 commenced at Stuttgart-Zuffenhausen in August 1964, Porsche now having taken over the next door neighbours, Reutter, in order to expand their production facilities, and by January 1st had produced enough examples to homologate the car into the Grand Touring category. The 911's competitions debut was on the Monte Carlo Rally in January 1965 when Herbert Linge and Peter Falk drove a 160 bhp version (in fact virtually a prototype of the 911S) to fifth place overall, and GT victory, in an event that was almost bogged down by heavy snowfalls. Today, Linge holds a senior position in the test department and liaises with FISA on safety subjects, and Falk is the company's competitions manager.

With the 4-cylinder 912 version coming out in April 1965 Porsche threaded another string to their bow, and production soared to a record 13,100 units; Porsche had succeeded in replacing an old favourite with a new one, a topic that had caused many sleepless nights at the transition stage. The early 911s were highly acclaimed, though they were prone to *understeer*, and the Solex carburation had a very nasty flat-spot. In 1966 Webers replaced the Solex equipment, and Ferdinand Piëch had already embarked on a chassis development programme that would make the 911 very respectable indeed in the handling department, a case of development triumphing over the original design.

Piëch, who became head of development in 1966, progressively introduced wider rims, different suspension geometries, a longer wheelbase from August 1968 accompanied by magnesium crankcases for most versions, and then initiated a series of improvements in the area of aerodynamics which became apparent in the 1969-1973 era. So, bit by bit, the 911 was transformed into a more powerful, better handling machine that deserved all the praise that came its way.

The 160 bhp 911S introduced early in 1966 became a sought-after model immediately. Distinguished by the polished spoke effect Fuchs forged alloy wheels, the 'S' was the first to have Weber carburettors, forged pistons (and a 9.8:1 compression ratio), larger valves and revised camshafts, while ventilated disc brakes looked after the retardation.

It looked good, it sounded wonderful, and
NEW Bosch Motronic engine management system on the flat six-cylinder engine actually improves accessibility to the power unit. The power output of the Carrera is 231 bhp.

it now had a very high level of performance, accelerating to 60 mph in 7.4 seconds and on to a maximum of 140 mph. At the same time the Targa versions went into production, though right-hand drive models were not in production until as late as 1973. With this model Gunther Klass became the European GT Rally Champion in 1966, and Eberhard Mahle won the European GT hillclimb title.

The following year Vic Elford and David Stone were the first members of a factory rally team, taking the European GT Rally title, while in a 911T Sobieslav Zasada took the European Saloon Rally Championship, as some astute homologation had the two versions running as GT and Saloon contenders at the same time. Elford's haul included the Lyon-Charbonnières Rally, the Tulip Rally and the Geneva Rally, all with outright success, while Zasada won the Austrian Alpine Rally and the Argentinian Grand Prix, the latter a 2,000 mile rally rather than a circuit event. Elford also campaigned a 911T in the British Saloon Car Championship, remembered for some memorable duels with Jim Clark's Lotus-Cortina.

Greater success was still to come, as Elford and Stone won the 1968 Monte Carlo Rally outright in a 911T, a feat repeated by Björn Waldegård in 1969 and again in 1970 for a fine Porsche hat-trick. Porsche also made a super-lightweight version of the 911, the 911R, turning the scales at a mere 800 kilogrammes, for special events although it was never homologated, just 22 examples being produced. With one, Elford, Hans Herrmann and Jochen Neerpasch won the

84-hour Marathon de la Route around the Nurburgring, and Rico Steinemann went record breaking at Monza helped by Jo Siffert, Dieter Spoerry and Charles Vogèle. They took records at 15,000 km, 10,000 miles, 20,000 km, 72 hours and 96 hours, all at an average of 130.01 to 130.50 mph.

By now the 911 model was virtually standard equipment, in one form or another, for rallying, GT or saloon racing, and hillclimbing, and many a World Sportscar Championship race would have had an exceedingly poor entry but for the 911 owners. The popularity of the model increased steadily as the 2.2-litre version was announced in 1969, followed by the 2.4-litre in 1971, but the 2.7-litre, 210 bhp Carrera RS really took the world by storm when it appeared late in 1972.

A total of 1,036 Carreras were built in the initial run, the 1973 model year, distinguished by the horn grilles on each side of the front lid (later models, in the 1974 and 1975 model years, had the so-called "banjo" bumpers of the improved G-series cars). Weighing 1,075 kg the Carrera RS was intended primarily for homologation, stripped of undersealing and all but the most essential furnishings — even the windscreen was made of thinner, Glaverbel glass. Spartan it may have been, but it was the first production Porsche to reach 60 mph in under six seconds, 5.7 sec being par for the course, and today this is regarded as the finest model to collect. The value of a pristine 911 RS will be in excess of £15,000.

Continued on page 1234



A photograph of a cobblestone road in a residential area. The road is made of dark, irregularly shaped stones. On the left side, there is a concrete sidewalk and a wooden fence. In the background, there are houses with red roofs and bare trees. On the right side, there is a sign that reads "Hehlingen Stadt Wolfsburg".

**Volkswagen wanted this
road so much they bought it.
And took it home.**



The facts behind the reputation.

The road at Hehlingen, a village near Wolfsburg, was composed of lovely slippery cobblestones and some wonderful potholes.

In bad weather it was treacherous and, if there was any ice around, thoroughly lethal.

Indeed it was just the type of road we needed to test Volkswagens.

But we could hardly keep skidding and overturning cars on a public road.

So, not being a company to do things by halves, we bought the road and transported it, cobblestone by cobblestone, to our test track at Wolfsburg.

That was back in 1967.

And we have scrupulously maintained it in its original shocking condition ever since.

The villagers were only too pleased to co-operate. We built them a new road and also a swimming pool, which they thought a fair exchange.

The worst roads in the world.

Our proving ground at Ehra-Lessien, 12½ miles from Wolfsburg, covers some 2,718 acres and provides approximately 62 miles of test track.

There, we have created the worst driving conditions in the world.

Because this is what we need to test the best cars in the world.

There is a high-speed track with long-banking curves where cars are driven continuously at speeds in excess of 155 mph.

There are skid pans and hairpin bends into which test drivers hurl the cars at breakneck speeds.

And there is a device which helps in testing roll stability and adhesion on corners to the very limits.

Worth their salt.

There are salt water crossings which can render electrical systems useless and start rust forming in the bodywork.

There is a cross country test track which puts more stress on suspension, tyres and steering than years of continuous driving.

There is even a mountain at our proving ground with gradients of up to 32% and hairpin bends as hairy as any Alpine pass.

Accidents that save lives.

Collisions are terrible but none more so than those enacted at our other test track near Wolfsburg.

We carry out head-on collisions, angled collisions and every other type of collision. Because we have to test that our crumple zones crumple and our safety cages are safe.

We test that the roofs won't cave in and the doors will stay shut in a series of horrifying roll-over accidents.

And after a car has bounced on its roof and on its sides, we check that the doors will open again - a feature that has saved many lives in many accidents.

We go to extremes.

Prototypes are seldom allowed to go beyond the heavily-guarded secrecy of our test tracks.

In any case, ordinary roads are not demanding enough.

But for genuinely unusual operating conditions in faraway places - which are also far away from the prying eye of alien cameras - exceptions are made.

After all no proving ground can fully reproduce the heat and sand of the Sahara desert; the humidity of the jungle; the high altitude of the mountains; and the ice and low temperatures of the Arctic Circle.

Which all goes to prove we go to any extremes to prove our cars.

Collect the set.

This is one of the advertisements in the series, 'The facts behind the reputation'. All nine are now available in book form. If you would like a free copy please contact Moira Fletcher at Milton Keynes.





1000 LAKES RALLY HANNU MIKKOLA (above) had rarely driven better, overcoming numerous delays and problems to win a record seventh 1000 Lakes Rally. He had been 143rd overall at the start of the second special stage. Early leader Markku Alén (left) couldn't hold off the Quattros, and finally had to settle for third in the Lancia. The Opel Manta 400 (below) showed a surprising turn of speed in the hands of Ari Vatanen, but a broken driveshaft robbed him of any success.





BEST placed normally-aspirated car was the Nissan 240RS of Timo Salonen (above) which finished eighth. Despite fears that inexperience would get the better of him, Juha Kankkunen (right) drove very sensibly, giving Toyota cause for hope with its new turbocharged Celica which was sixth in the young Finn's hands. For the second time this year Stig Blomqvist (below) had to forfeit first place to make way for Hannu Mikkola, Audi team policy dictating that every effort is made to give the latter the Drivers World Championship.



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VSCC CADWELL PARK

continued from page 1200

the "firewood" A7 had a close battle with Mrs Woodrow in her much later A7 — but still not quite enough girls turn out to justify a VSCC Ladies' race, apparently; so one tiny slice of Brooklands-type tradition has been lost. . .

The final five-lap handicap was a win for Fack's Railton, delightfully described in the results sheets as a "Slight Sports" model. Sweet's MG was second, Holland's Riley Special third. Poor Wildbolz was having no luck with ERA R1A, which stopped for no apparent reason. Still it wasn't over, because there was a four-lap "Anti-Climax" handicap to close the long day's racing, which the VSCC had creditably kept pretty much to schedule. Pointer's TT Lea-Francis won this one, which pleased me because it is driven to the course — I know, because I saw its crew investigating something beneath its bonnet *on route* for Cadwell. McBeath's A7 was second, Willoughby's gleaming side-valve AC third, and further down the field Fantom was driving his 14/40 Humber Special which he had contrived to

CANON PORSCHE 956 TEST

continued from page 1221

dreaded stalling in the pits lane, but even that didn't prove a problem, though it takes a few more revs than you'd expect to pull away on lock since the 956 has a solid differential.

Everything on the 956 needs firm pressure, without being excessively heavy. The throttle pedal feels stiff, the brake pedal absolutely solid ("like pressing a brick" warned Richard). The suspension is firm, of course, but the car steers like a go-kart with very little movement of the Momo steering wheel.

My first lap was very slow, keeping well to the right-hand side of the road. There are only three corners on Silverstone's short circuit, Copse, then a left-curve at Maggotts which is flat in anything, an acute right at Becketts onto the Club straight, then Woodcote which is a sharp, though wide corner onto the pits straight.

I began to settle down on my second lap, realising that I had not once looked at the gauges. I couldn't take them all in, but I tried to check the oil pressure and water temperature gauges once a lap. Then, I was spending about 50% of my time studying the mirrors, wishing heartily that I could concentrate more on the road ahead.

It surprised me that the 956 was not more noisy. Once before, driving a DFV powered sports car, I had been almost deaf for about 24 hours afterwards. This was not the case in the Porsche, which transmitted plenty of sound and some vibration from the engine, but nothing approaching the threshold of pain.

By the third lap I felt I was getting into the swing of things. Foot hard down on the Club straight, the turbochargers really start working at 6,000 rpm and propel the car

spin while holding last position, in an earlier race — which perhaps summarises the fun they have, who go vintage motor racing. . . !

We had seen Footitt increase his lead for the MOTOR SPORT Brooklands Memorial Trophy of which we think he is the only double-winner, anyway in recent years. We had seen Lotus cars come in first and second in the big race and wondered, optimistically, if the same might be happening at Zandvoort — but as the Lancia Prisma took us capably the 200 miles home its radio told us that, in fact, it was the Ferrari drivers there who had emulated the more amateur Lotus men at Cadwell Park.

Now it is all over until 1984, so far as VSCC racing goes, although the Club has plenty of driving tests, trials, and socials to keep the pot boiling until Christmas. One must conclude with a vote of thanks to the hospitable Cadwell Park circuit owners, whose course suits the older cars so well and which has been resurfaced this year — fortunately rumours that it was being shortened, and had changed hands, are unfounded. — W.B.

forward at a startling rate, the boost gauge and rev-counter needles zapping round in unison. In a moment or two the tachometer is up to 7,500 rpm and an upward change is needed to fourth, then fifth gears as the speed approaches 160 mph.

Suddenly those angry little Formula 3 cars become victims to the Porsche, slipping back in the mirrors. I started braking at the 300 metre point — much too soon — and the Davy Jones of this world were upon me again, looking for a way past. My second surprise was the amount of retardation available simply by lifting the throttle, partly from the engine but mostly from the aerodynamic forces. The brake pedal, so firm, was powerfully effective too; braking for Woodcote at 300m, I could have stopped the 956 completely before the corner regardless of my terminal speed a few moments before.

The gearchange and clutch actions were easy to synchronise. The gears were quick and easy, never once leading me astray in the box, so that after a couple of laps I felt that I was driving the car well, albeit at a fraction of its potential.

The orange fuel light warned me to go back to the pits for meditation. I felt hot . . . not through exertion, I thought, rather because it was a warm afternoon, and I was distinctly overdressed for any other occasion. The remark about it making a nice road car got me thinking . . . yes it would, if driven at half throttle. I might say that power steering would improve it, that the brakes could do with a servo, that the suspension should be softer — but there would be plenty to praise, too.

I was fully aware that the steering would become much heavier if I started to explore the ground effect properties, "loading it up" as they say. Rosberg said so, as did many

Results

Williams Monaco Trophy Race:

1st : Sir J. Venables-Llewelyn (Bugatti), 68.52 mph
2nd : R. Felton (Alfa Romeo)
3rd : M. H. Morris (Bugatti)

John Holland Trophy Race:

1st : G. R. Footitt (AC/GN), 64.61 mph
2nd : R. M. de C. Stewart (Bentley)
3rd : F. Giles (GN-Morgan)

Pre-War Racing Cars Scratch Race:

1st : M. H. Morris (ERA), 72.24 mph
2nd : W. D. A. Black (Alfa Romeo)
3rd : B. Spollen (ERA)

Allcomers' Scratch Race:

1st : B. Halford (Lotus), 73.32 mph
2nd : C. A. Mann (Lotus)
3rd : R. J. S. MacPherson (Cooper-Bristol)

Class Vintage-Car Handicap: R. M. de C. Stewart (Bentley), 62.60 mph.

Spero and Voiturette Trophies Race: F. Giles (GN-Morgan), 60.37 mph.

First 5-lap Handicap: E. T. Dunn (Riley), 61.09 mph.

Second 5-lap Handicap: M. J. Stretton (Frazer Nash), 61.75 mph.

Third 5-lap Handicap: F. M. Spencer (Alvis), 53.90 mph.

Fourth 5-lap Handicap: J. R. Fack (Railton), 59.84 mph.

Four-lap Handicap: E. K. Pointer (Lea-Francis), 54.64 mph.

Fastest lap of the day: Bruce Halford (Lotus 16), 74.79 mph.

1983 MOTOR SPORT Brooklands Memorial Trophy Contest:

1st : Ron Footitt (AC/GN), 67 pts
2nd : D. Ricketts (Riley), 50 pts
3rd : M. N. Morris (ERA & Bugatti) and M. J. Stretton, 44 pts each — tie.

others. As it was, I could take the left curve at Maggotts while changing up to fourth gear without feeling that things were getting out of hand. The moment of truth came when I was braking for Becketts on the right-hand side of the road, with Ray Mallock passing me on the left in the Aston Martin Nimrod. To my dismay he heaved across my bows aiming for the apex, which I had almost reached, giving me a full frontal view of his flank at a range of 10 metres or thereabouts. Either he was brave, or he thought I was!

There was never a lap when I could concentrate fully on all three corners, such was the traffic, and my times showed it . . . all the wrong side of 60 seconds . . . light-years away from a competitive time, but I decided to stop while the going was good. I was beginning to get ideas about how to pass a Formula 3 car, and stay ahead of it through the corners, when it occurred to me that I was starting to get the competitive urge, and that wasn't the idea at all. It's possible to forget what a valuable piece of property a 956 is when you're enjoying yourself.

It is easy to see the attraction of a car like a 956 for the professional team, which can run with (or not far behind) the works cars, and for the wealthy amateurs too. It's a flattering machine, one which makes the driver feel good even if he isn't. Like any thoroughbred it does not have any vices, and is not even difficult at less than racing speed. But looking for those last few tenths of a second for a grid position . . . that would be another matter. I have not even mentioned the handling, because there is nothing to think about when you're far off the pace. It just goes where it is pointed, and it doesn't make any difference if you are off the line. Now, I'm off to find a sponsor. — M.L.C.

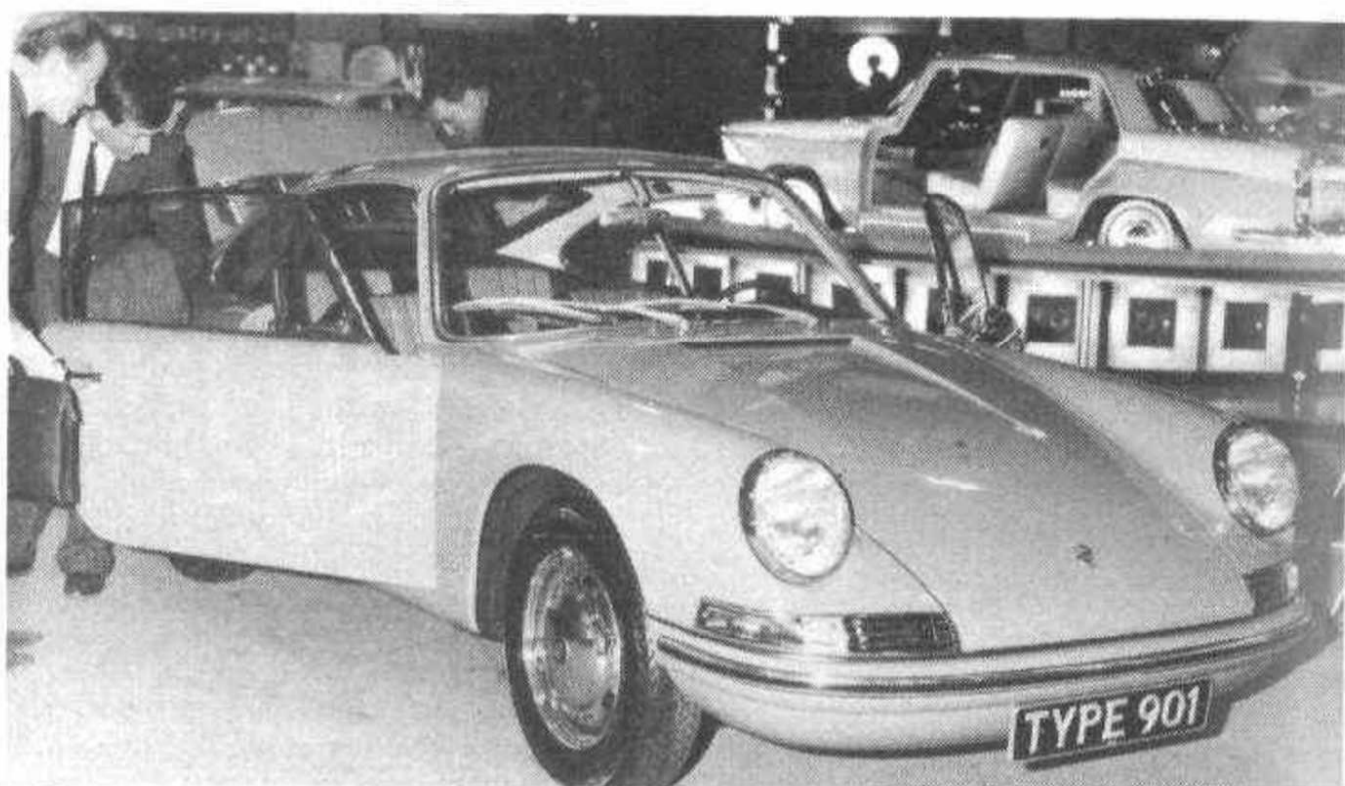
Continued from page 1227

From the RS, Porsche made a further 49 RSR models with 2.8-litre, mechanically fuel injected versions of the same engine producing 300 bhp, and it was this model which performed so well on the tracks in 1973. Peter Gregg and Hurley Haywood won the Daytona 24 Hours race outright even before the RSR was homologated, then Herbert Mueller and Gijs van Lennep won the last Targa Florio in a be-winged, prototype version of the RSR four months later.

The following year the RSR 3.0 was built by Porsche in small numbers as an evolution to keep the company's customers right at the forefront in competitions around the world, this typically producing 330 bhp, and again any of the 59 road cars or 50 racers would be worth a small fortune today. It was, perhaps, a bit naughty of Porsche to homologate this as an evolution since it had a new crankcase in stronger aluminium, with the bore taken out to 95 mm.

The engine, and many other parts, formed the basis of the 911 Turbo model which was raced by Porsche as a prototype in 1974, and which was announced as a luxury sports car that autumn. In roadgoing form the Turbo produced 260 bhp and had a top speed of 156 mph, easily the quickest customer car yet to emanate from the factory. This, in turn, was the homologation basis for the 934 and 935 Groups 4 and 5 competitions models which swept all before them on the race tracks in 1976.

Carrera, as we remarked last month, is the name given by Porsche to models intended for homologation; the Carrera 2.7 RS/RSR did all that was planned, and more, in the 1974/75 seasons, and the name was continued until 1977 on a 3-litre, 200 bhp road-going 911 which featured the now normal Bosch K-Jetronic injection system,



DEBUT of the Porsche 911 (then designated the 901) was at the autumn motor shows in 1963, seen here at Earls Court 20 years ago. Since then, over 200,000 examples have been built.

rather than mechanical.

This article can only be a bare résumé of the Porsche 911's production and competitions career. Over 200,000 911s have been made at Zuffenhausen in 19 years, making the model the most successful sports car ever designed by any yardstick. Today, Dr Ferry Porsche is chairman of the Porsche supervisory board. Professor Dr Ernst Fuhrmann, the company's chief executive from 1972 to 1980, had planned to run the 911 down in the mid-1980s — about now, in fact — to be replaced by the 928S and the 944, but he clashed with Dr Porsche on this and is now lecturing at the University of Vienna. His successor, German-born American Peter W. Schutz, has announced that "it is all right to love the 911 again" and set in motion a big development programme which included the 911 Cabriolet, the latest Carrera,

four-wheel drive, and still more powerful versions of the Turbo, so we can confidently expect the model to be with us still at the end of the decade. Butzi Porsche has his own company in Austria, and Ferdinand Piëch is now the director of research and development for Audi.

In two decades demand for the 911 has rarely slackened, and the rate of production is still slightly more than 10,000 examples per year.

We drive the Carrera

The sixth major production engine revision gives us the latest 911 Carrera, with a bore and stroke of 95 x 74.4 mm and a capacity of 3,164 cc. The bore is unchanged, in fact, the stroke being that of the Turbo 3.3 which has a bore of 97 mm. Power is increased to 231 bhp, partly by further optimisation of the settings but mainly through the adoption of a fully electronic Bosch engine management system of the Motronic type, which differs from previous examples by directly measuring the operating temperature through a ceramic sensor mounted in the cylinder head. The Motronic system has a fuel shut-off on overrun and is inherently more economical, and although the Carrera uses a little more fuel in the Urban Cycle (20.8 mpg instead of 21.2 mpg) it is markedly more economical at 56 and 75 mph. Overall the fuel consumption is in the 20-25 mpg range.

It is interesting to realise that the 911 Carrera now has the same power-to-weight ratio as the original 3-litre Turbo model, at 204 bhp per ton, though the comparative lack of torque holds it back in acceleration; the Turbo 3.0 developed 254 lb ft of torque at 4,000 rpm, while the Carrera develops 209 lb ft at 4,800 rpm.

Figures on a damp track bear out this theory, because with a lot of initial wheelspin the Carrera rushes to 60 mph in an average of 5.7 seconds, and to 100 mph in an average of 15.4 seconds. In the dry, and with more practice, we would expect to



VIC ELFORD and David Stone gave Porsche their first major rally win in the 1968 Monte Carlo Rally.

lower these to 5.5 seconds and around 15 seconds for the "ton" — a good deal quicker than Porsche's normally pessimistic DIN figure claims. For comparison, the Turbo 3.0 reached 60 mph in 5.7 seconds also (held back by turbo lag initially, and having a four-speed gearbox of course) while the Turbo 3.3 reaches 60 mph in 5.1 seconds. The 100 mph mark was reached by the Turbo in some 13 seconds, while the 3.3 will get there in around 12 seconds.

No doubt at all, the 911 Carrera is an electrifying performer which now challenges the Turbo, and could keep up with it on a cross-country course. It has a considerable amount of power from 3,000 rpm up to the 6,300 rpm red band to keep the driver busy, and had the rev-limiter been set fractionally higher we could have reached 60 mph in second gear, and 100 mph in third, to improve the times still further! The original 911 Carrera had a marked bite to its acceleration curve at 4,000 rpm, which owners enjoyed very much, and we found this absent in the new version which just keeps pouring on the power throughout the range.

At first acquaintance the 911 feels old-fashioned, which is hardly surprising . . . it's narrow inside, unfashionably tall, has a heavy clutch, and the thrashing whine of the cooling fan makes it sound fussy at low speeds. The Sport equipment on the Type Approval prototype made the steering feel heavy, too, the Goodyear NCT tyres on forged alloy rims putting a lot of rubber in contact with the road. With 1,500 miles on the odometer the car we were allowed to drive for four days felt rather stiff, 911s not being really run-in and free until they've done 5,000 miles, so it was all the more surprising to achieve the excellent acceleration figures. We could not check the maximum speed, claimed at 152 mph, but have not the slightest doubt that it is accurate.

The 911 is, essentially, a sports car for the open road. In the higher speed realms the fussiness is replaced by a sense of urgency. The engine note hardens, and the car feels more like the thoroughbred that it is. The extra performance is particularly evident in fourth and fifth gears, even though they have been raised, each ratio feeling like one gear lower in the 204 bhp predecessor, the occupants having the feeling of being catapulted up the road. It does make one wonder whether it's worth spending another £10,000 on the Turbo 3.3, comparing the Sport model with the 3.3 litre flagship of the six-cylinder range.

Porsche say that 80% of the engine is new. The design of the pistons has been altered, and the compression ratio is raised from 9.8 to 10.3:1 by lowering the roof of the combustion chamber, while on the manifolding there is a new intake manifold allied with improved heat exchangers, and a new exhaust system which vents gases to the air through an orifice which has the diameter of a small drainpipe! In common with the Turbo, the heads now fit the alloy crankcase metal-to-metal, dispensing with the head gaskets. Yet another design of timing chain tensioners (also fitted now to the Turbo) relies on forced feed lubrication and, being self-bleeding, is maintenance-free.

An external gearbox oil cooler is now fitted as standard, the gearbox itself having higher fourth and fifth ratios as mentioned. The alternator has higher capacity and is better cooled.

Braking performance has been improved to keep pace with the added performance, by fitting thicker discs and bigger pads. The discs are 3.5 mm thicker than the previous equipment and have better internal venting, and a larger, eight-inch brake booster from the Turbo is also fitted. The 911's tendency to go straight on with wheels locked on wet roads has been virtually cured by fitting larger pistons to the rear calipers, and by the

installation of a pressure-limiting brake regulator in the dual hydraulic system.

One evening, on a clear road, we ran into rain whilst braking for a downhill corner, so suddenly and unexpectedly that we felt sure the fronts would lock up. Amazingly they did not . . . the car continued to lose speed with the wheels still turning, and a potentially nasty moment was avoided. We could not find a better testimony to the improvements to the braking system.

The 911 Carrera's interior is familiar, though the Turbo's fully automatic heating system is now installed (*sans* air conditioner), extra ventilation being easy to arrange via the standard equipment electric sunroof. One novelty is the standard (UK specification) Panasonic CQ873 stereo radio / cassette system, best operated after careful study of its complex handbook.

As standard the Carrera now has 928-style cast alloy wheels, the Sport version having yet another version of the big "tea-tray" rear spoiler reminiscent of that on the Turbo 3.0, the front air dam now having the foglights built in rather than being hung on below the bumpers.

The price of the 911 has inevitably risen, by nearly £1,700 to a total of £21,464, while the Sport version is up to £23,366 — but if you are into that class of car, the Ferrari 308GTB and GTS models cost £25,000 and £26,000 respectively, so it is perhaps the Jaguar XJ-S HE which would form a better comparison at £20,700 though utterly different in character.

But what price a supercar? The very phrase is much hackneyed, but it certainly applies to the Porsche Turbo and should, therefore, apply to the 911 Carrera as well. It is going to be interesting to see if Porsche keeps up its tradition of competing with the Carrera model, or bringing out an evolutionary race or rally version. The Group B class is waiting for such a car.

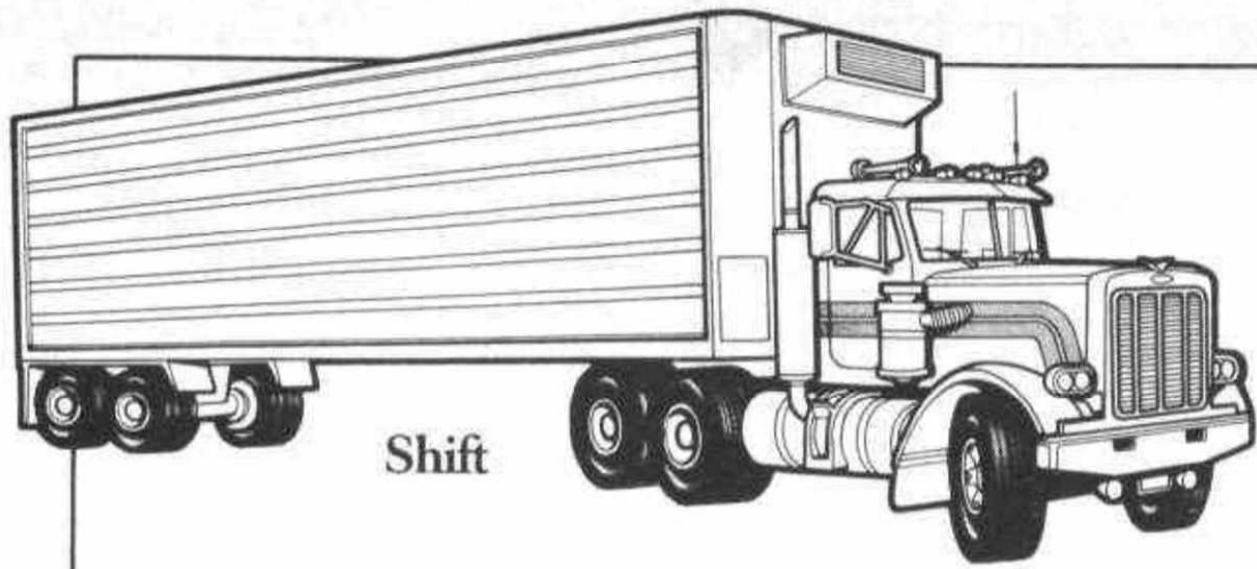
— M.L.C.

LAST appearance of works Porsches in rallies was the striking looking pair of Martini sponsored 911s which finished second and fourth in the 1978 Safari Rally driven by Preston and Waldegård.

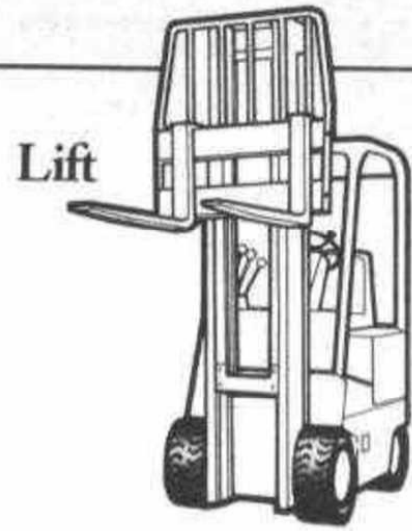


PORSCHE also won the last Targa Florio event to be held, ten years ago, with a 911, Carrera RSR prototype driven by Gijs van Lennep and Herbert Mueller, to enthusiastic acclaim from the spectators.





Shift



Lift



Land



Kart



Carry

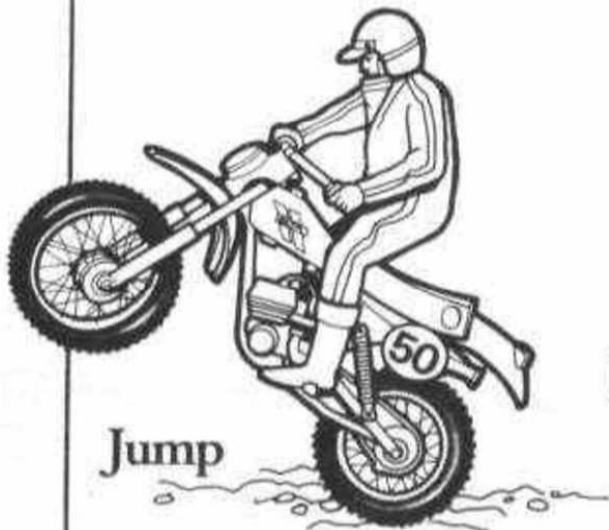
GET ON TO BRIDGESTONE TYRES



Catch



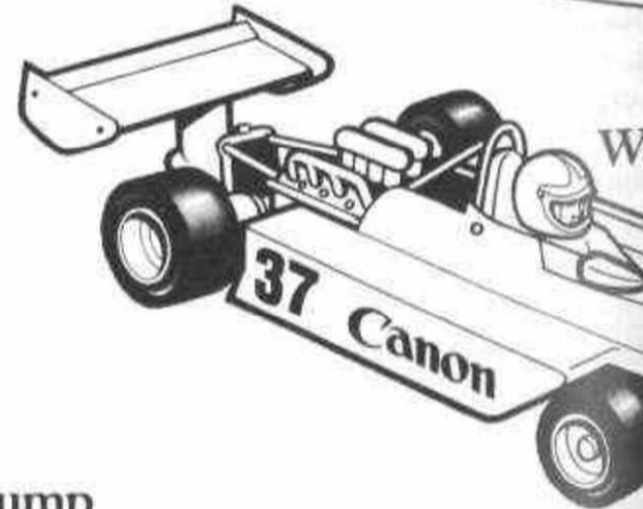
Snatch



Jump



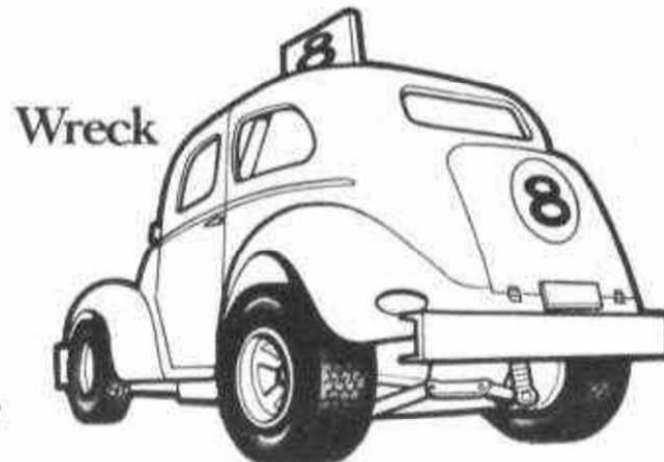
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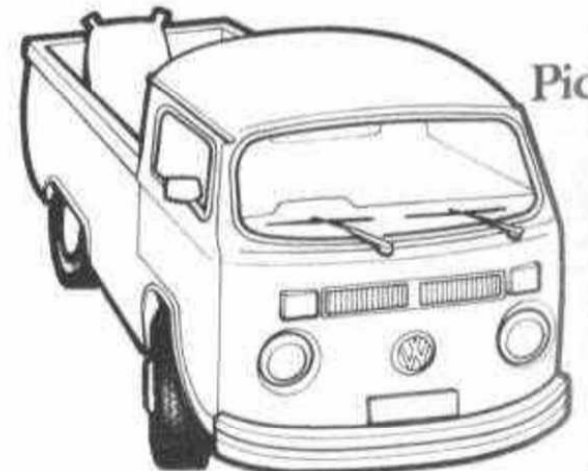
W



Trek



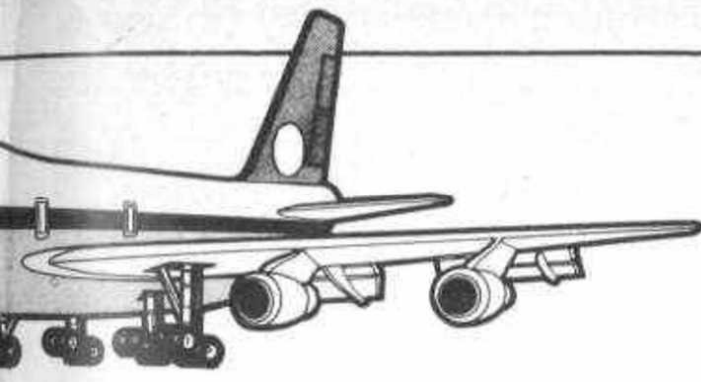
Wreck



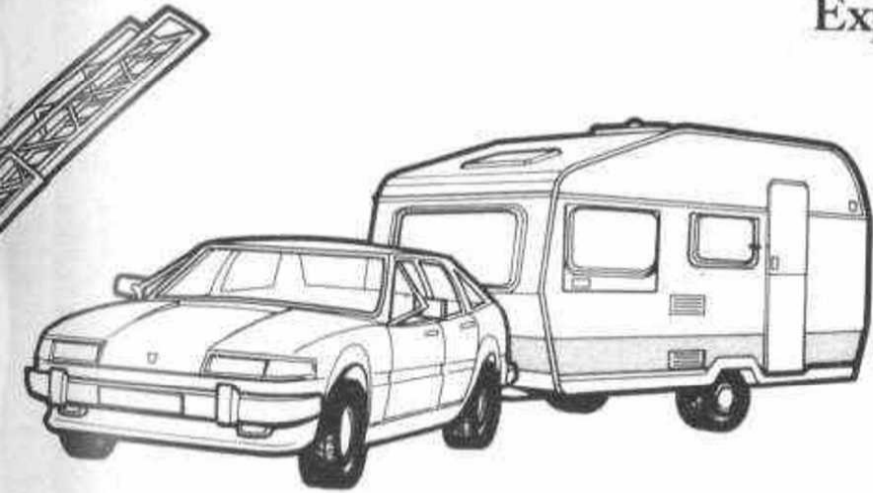
Pick-up

From the world's fourth largest tyre manufacturer, all the tyres you need

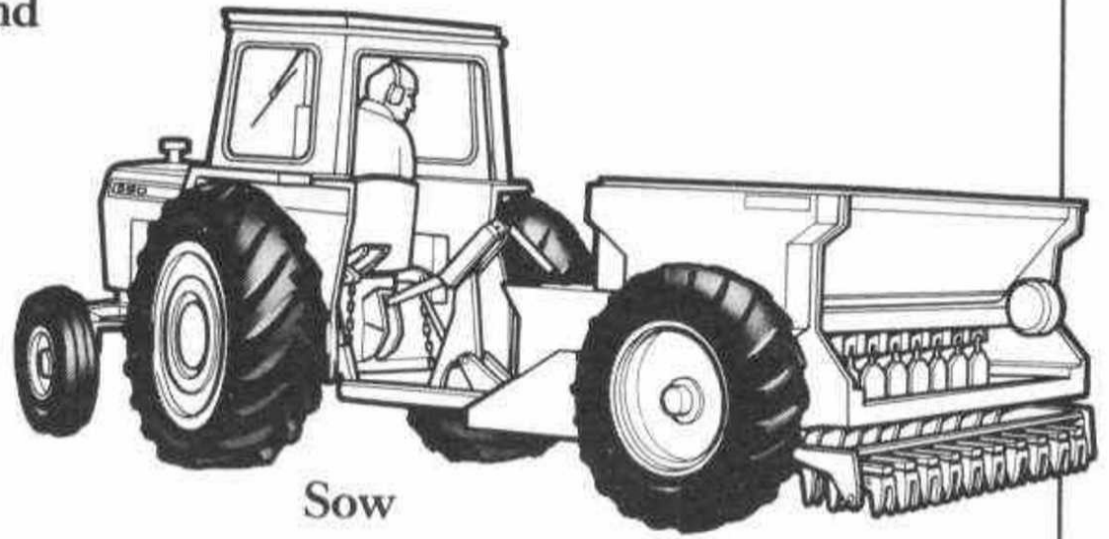
BRIDGESTONE TYRE (UK) LTD, OLD WALTON



Expand



Tow



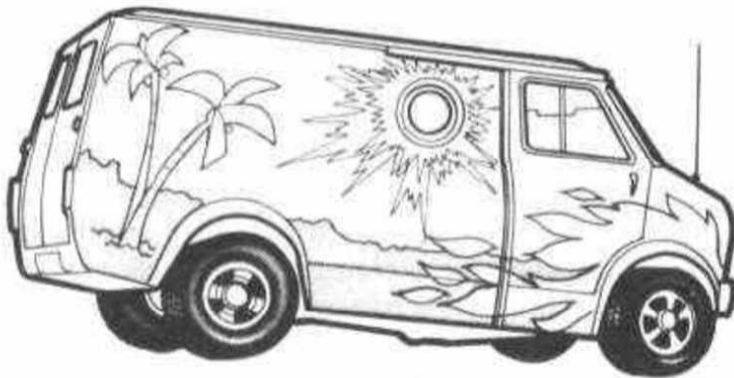
Sow



Escape



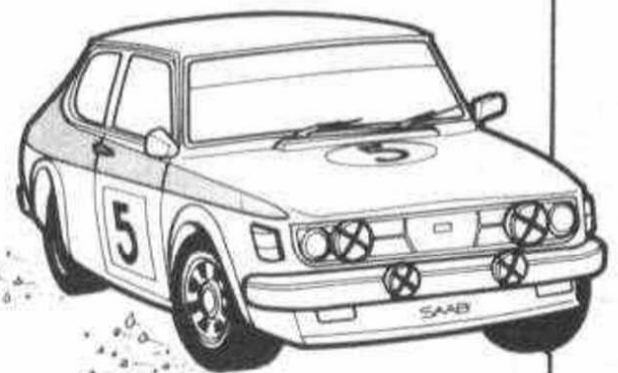
Scrape



Sin



Two-wheel



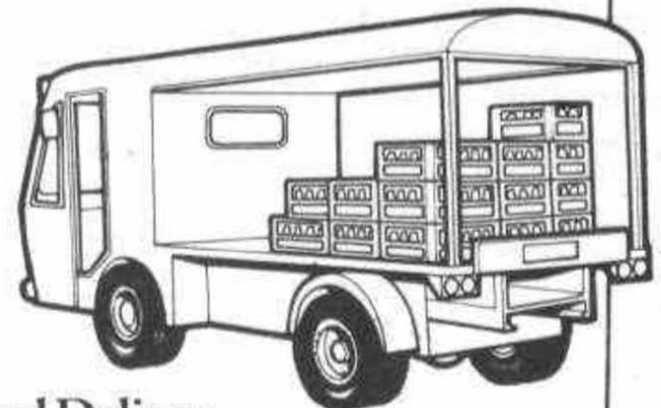
Toe and heel



Set down



Stand



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BS BRIDGESTONE

A new class for Mercedes

IT TOOK ten years — three more than is usual in the motor industry — for Mercedes-Benz to design and produce a more compact model than their traditional customers would expect, and for much of that time the arrival of the W201 series 190 and 190E has been keenly anticipated and debated.

We now know that smaller does not mean cheaper in any sense of lower quality, and neither does it mean that any of the traditional virtues have been dispensed with. The 190 series is 30.5 cm shorter than the W123 series, 10.8 cm narrower, 5.5 cm lower, and is no less than 270 kg lighter; the reduced drag factor of 0.33 further assists in achieving good fuel consumption, the realistic "composite average" of which is around 33 miles per gallon.

MOTOR SPORT was invited to Germany before the UK launch in September to drive the 190 series and to visit the ultra-modern Sindelfingen production plant where 1,800 cars are produced every day; the added production at Bremen in northern Germany, around 500 per day, will bring the German company's daily production up to around 2,300 cars, a rate of over 500,000 per year. Not bad for a range that starts at DM28,000 in Germany, and will start at about £10,000 tax-paid in Britain.

To begin with the range consists — as it has for the German market this year — of the 90 bhp carbureted version or the 122 bhp Bosch fuel injected version, with four-speed automatic or manual transmissions, or a five-speed manual box. A Diesel will be added to the range by the end of this year, and in the meantime we expect some higher performance models to have been on display at the Frankfurt Show, the most potent of which has a Cosworth designed and built 16-valve cylinder head on the alternative 2.3-litre engine. All the same, Daimler-Benz AG have no sporting aspirations at the moment, and if they homologate the model it will be to please their customers more than anything else.

For now we are concerned only with what we can buy, and that's good enough for a whole new clientèle. In Germany, DB would on the whole prefer not to sell a 190 to an existing customer and a consequent rating of 60% is highly satisfactory. The company has aimed for, and reached, a younger generation of customers — and if we can believe the claim, stated seriously, that 97% of customers buy another Mercedes, the 190 must be the most important model ever launched. The average length of Mercedes ownership is four years, and the fact that almost 50% of the company's employees have bought the products at a 20% discount proves that loyalty begins at home!

Viewed from any angle the Mercedes 190 retains the characteristic handsomeness



WITH the 16-valve Cosworth cylinder head the Mercedes 190E 2.3-16, to give the car its full title, develops 185 bhp. At Nardo, the new car covered 50,000 kms in under 202 hours at an average speed of 247 kph.

found across the range, extremely carefully blended so as to make it look a bigger car than it really is. The roofline takes an almost imperceptible downward turn towards the back, leading the airflow onto the convex boot lid. The front screen is wiped by a single, centrally mounted blade of fairly massive proportions, and we gather that rain channels are fitted "despite the drag created" in the interests of keeping the side windows clear, for extra safety.

Absolutely no sacrifices have been made in space, feel or quality insofar as the driver and passenger are concerned; to sit in, look at, and drive, it could only be a Mercedes. The comment has to be qualified, however, in that rear seat accommodation is somewhat limited, so that if the front seat occupants are long-legged two adults would be cramped for legroom in the rear. Neither is the headroom particularly generous in the back, a six-footer just about touching the roofline, so from the outset the 190 has to be regarded more as a young family car.

Full credit must be given to Mercedes for producing one of the most refined 2-litre, four cylinder engines we have ever come across. Good mountings and insulation are part of the design package, of course, but within limits the engine, rated at 90 bhp in carbureted form or at 122 bhp with Bosch K-Jetronic injection, is excellent. Only at high engine speeds is there any hint of harshness, and we suspect that the cars will rarely be driven in that realm.

The carbureted 190 has acceleration best described as steady, going to 60 mph in 13.2 sec and on to a top speed of 108 mph, though with four forward speeds the automatic is little slower, 60 mph taking 13.8 sec and the top speed being 105 mph. With injection, the 190E is much more impressive reaching 60 mph in 10.5 sec

(auto 11.0 sec) and attaining a top speed in fourth gear of 121 mph (auto 118 mph).

Fifth gear is a real overdrive at 0.78, the first four ratios being the same as in the four-speed box and rather widely spaced, though we learned that second is being raised to narrow the gap. In fifth, 70 mph is achieved at a mere 2,600 rpm, and at maximum speed 4,500 rpm shows on the tachometer, indicating just how quietly and economically the car is running. The automatic 'box is probably going to be favoured by most customers, though, with so little sacrifice in performance or economy. There is an Economy setting control by the lever which locks out first gear and tells the 'box to shift up at lower engine speeds, which seems like the best of both worlds.

We have said nothing yet of the suspension, of which the Mercedes engineers are particularly proud. Dr Kurt Enke, head of passenger car project design, described the five point multi-link independent rear suspension in this way: "I am convinced, never in the past and perhaps never in the future will you find a suspension development of such dimensions yielding such a big step forward to the very limits of physics. It surely deserves its own page in the book of automobile history."

That is a pretty strong claim for a German company, having grappled with the problem of making the suspension just as supple as the heavier range of cars without sacrificing ride or handling. The handling quality perhaps took first place, for the chassis feels extremely developed even when driven well beyond the normal bounds, while the ride comfort remains above average for the class. To be critical, the ride is not quite as soft nor as quiet as in the S-class cars, though the overall package is near to ideal for the target

group of customers. Eight basic designs and no fewer than 70 variations were considered, about a third of these being tested in a buggy device with interchangeable front and rear suspension subframes.

Our introduction to the Mercedes 190 is longer than usual because it is one of the most significant new cars to appear in this decade. Six hundred will be imported to Britain this autumn, 2,800 next year and 5,000 the year after, and we can take it for granted that the demand will generally exceed the supply. — M.L.C.

Mercedes + Cosworth alliance

ALTHOUGH Cosworth in Northampton and Mercedes of Untertürkheim began work together on a proposed 16-valve engine for rally work during the late seventies, the 185 bhp motor and what Mercedes describe as potentially the fastest car in their production line owes most to "serious development work since October 1982". As part of a programme that was publicly unveiled at the Frankfurt Show, which provides for production of the sporting Mercedes 190 2.3-16 from June 1984 onward, the factory also ventured to the Southern Italian Nardo test track, returning with three new outright World Records and six class records. Currently awaiting FIA recognition, the average speeds set were in a tight bracket from 246.628 km/h to 247.939 km/h, approximately 153.156 mph to 153.970 mph.

The speed was averaged over 50,000 km (31,050 miles), reflecting the ability of these modified production prototypes to reach up to 165 mph on the 12.64 km banked track. Mercedes' successful assault was on records that had stood below 112 mph since Ford established them at Bonneville salt flats in 1956. However happy the marketing and PR men at Mercedes may be over the record breaking aspect, the factory engineers were really only seeking high speed proof of the endurance capabilities of their 16-valve four cylinder as part of practical research and development which also covered trials in Death Valley, USA, the Arctic Circle and the Sahara Desert.

To understand M-B's development angst, they recalled that three prototype 190 2.3-16s had striven for these international records. Effectively two were trouble-free over 50,000 km changing drivers every 2½ hours, refuelling without a change of Pirelli 205/55 — 15 slicks on 7J Pirelli aluminium wheels in 18-28 sec, or taking from 3 min 30 sec to 4 min 30 sec for a complete compression and valve clearance check, plus new tyres and an oil change!

The third car did run into distributor trouble — and such parts were not amongst the array carried on board in the rear passenger seat — so former rally manager and present day future engineering project

manager Erich Waxenberger had to "stick together parts from two distributor arms" before the car could proceed, eventually to average over 242 km/h (150 mph). We asked M-B development chief Prof Werner Breitschwerdt what lessons for the production car (of which 5,000 are planned in the first 12 months production, qualifying for international Group A competition) had come from record breaking and other activities? The response immediately centred on "modifications to the distributor fingers, but we have also learned of changes that had to be made to the valves, rings and other engine parts during earlier development".

Nardo's suitability for running speeds over 150 mph without strain also allowed Mercedes to investigate a modification of the existing uprated 190 independent suspension, that incorporates interconnected front and rear Mercedes load levelling hydropneumatic systems. These equipped the record breakers and we tried one prototype with ±15 mm (0.59 in) body ride height adjustment "in-flight". Naturally there are benefits to handling and aerodynamics at the lowest ride height and M-B engineers say that adjustment of rear ride height is "definite" for production, with full front and rear hydropneumatic control via a cockpit switch "a likely option" in Waxenberger's opinion. It is thought production 2.3-16s will have a Cd figure of 0.31, in contrast with the 0.30 quoted for the record breakers. These had a radiator blind facility that "made everything better," in Waxenberger's tongue-in-cheek assessment. "For it took kilogrammes off our drivers in the heat, because they couldn't use the cooling with the blind closed. They got lighter and the cars were faster. ...!"

Specification details

Quite why Mercedes are allowing journalists to drive a vehicle nine months before its anticipated production date — with no guarantee that we will ever receive even LHD examples in the UK — is officially a mystery. It seems most likely that Mercedes want to demonstrate sporting potential in their range because of the publicity currently accruing to Audi, Porsche, BMW and Opel through their competition forays from German bases. It will be remembered that Mercedes were involved in World Championship rallying using the talents of Hannu Mikkola and Björn Waldegård until 1980, when there was an embarrassing *volte face* following the employment of German World Champion Walter Röhrl. Then it was said that they would return with "the small car," which became the 190 range, of course. However, there is no sign of an official return, although another 100 bhp and 200 kg less weight in the 2.3-16 is envisaged for Group A saloon car racing by private teams from Summer 1985 onward.

As to the cars we drove on a welcoming Hockenheim track — they had removed all

the usual chicanes, so we could cruise past Schikane 1 at nearly 130 mph — they provided exactly the intended appetizer.

Engine details that have been released included the provision of a 10.5:1 cr within the Cosworth pent-roof cast aluminium cylinder head, which employs twin overhead camshafts that are driven via a 20 mm wide, "conically ribbed belt". Incidentally Cosworth are credited primarily with co-development and casting the head, plus machining it partially. Mercedes expect to duplicate some head work under licence eventually. Either way Cosworth are expected to supply at least half the cylinder heads sold. The iron block carries identical 99.5 x 80.25 bore and stroke to the present 230E to produce 2,299 cc. Planned production power, provided on most of the vehicles tried, is 185 bhp at 6,000 rpm and 240 Nm torque by 4,500 rpm; maximum safe rpm are 7,000.

The lack of pre-Frankfurt Show detail on items such as precise description of the four-wheel disc braking system, five speed gearbox and other suspension modifications, aside from the ride height adjustment was understandable, although we were told that the Mercedes-designed, Sachs manufactured, system of gas shock absorbing would be employed. Yet everyone can see the multiple spoilers and extended side bodywork. The latter is distinctly in the AMG-modified style in high quality glassfibre, and shows that Mercedes would like a share in the increasing market for the performance car styling sold to thousands of their customers every year.

Whether in bumpy and occasionally rattly record-breaker trim without the planned power steering, or as pristine as a showroom seductress, the test examples left behind an outstanding impression. The engines are crisp in the Cosworth mould above 4,500 rpm, reaching for 7,000 rpm and 93 mph in third (or 124 mph at the same rpm in fourth) with enjoyable speed. You *can* also accelerate from 1,100 rpm in fifth, but there is a notable bonus in driveline smoothness beyond 2,000 rpm in top, and you would normally drive between 3,000 and 6,000 rpm in Mercedes smoothness, with 139 mph the slowest speed indication from our test quartet. Utilising Pirelli slicks (albeit in the anticipated production sizes given earlier) on a race track we could not judge ride or cornering capability in production trim. We do know that the car delivered all the oversteer balance needed for bracing race track slides, and that it always stopped tidily, albeit smokily, from speeds of over 130 mph. The 2.3-16 Mercedes 190 promises to be one of the last no-nonsense performance cars. No turbochargers or 4-wheel drive were needed to provide what feels like a taut and immediately responsive sports saloon. Even at the usual wallet-tingling Mercedes Benz (United Kingdom) Ltd prices it could expect a warm welcome in Britain. — J.W.



IMPRESSIVE LINE-UP: Talbot cars belonging to members of the Earl of Shrewsbury's family in the grounds of his house, Ingestre Hall, before the First World War. (See p 1091 last month.)

VETERAN EDWARDIAN VINTAGE

A SECTION DEVOTED TO OLD CAR MATTERS

A 1910 Humber

THE other day, in connection with some filming relating to a TV production about the evolution of the motor-car, I was able to drive the 1910 12 / 20 hp Humber that normally lives in the Herbert Art Gallery and Motor Museum in Coventry, on some private roads in Coombe Park, close to the Motor City. It was easy to see why Humber had such a good reputation in the Edwardian era, for this uncomplicated car must have been comfortable, fast enough for many folks, and not difficult to drive, in those days.

It has a bi-block engine of T-head configuration, the car in question being, it is thought, the one on the 1909 Olympia Motor Show stand. The four-speed gearbox is very easy to use, with a conventional gate, reverse engaged after depressing a button on the top of the long lever, and the gear positions defined by the generous size of the gate. But a long right arm helps, as both gear lever and hand brake are outside the body, and have long travels. There is the expected pedal-applied transmission brake. If patient, down changes can be accomplished without double de-clutching, and the central accelerator would have caused no confusion in 1910.

The roomy touring body, now devoid of weather protection, but no doubt originally endowed with a cape-cart hood, has those

accommodating, shaped seats with pleated upholstery and the front-compartment occupants sit behind a tall, wood-bound two-piece windscreen. The only "instrument" down by one's feet is a glass-bowl oil-drip-feed but perhaps this 8 ft 6 in wheelbase Coventry-Humber is a trifle undertyred, on 810 x 90 herringbone Dunlops. The single-spoke leather-rimmed steering wheel is a Humber hallmark, whether for safety, constructional economy, or to reduce vibration, I know not. It controls fairly heavy steering, with castor-action absent when reversing. The car is registered M-2755 and was rebuilt in the Museum workshops circa 1970, Armstrong Siddeley refurbishing the two camshafts. — W.B.

V-E-V Odds & Ends. — What has this column in common with the British GP? Well, Prost was the first Frenchman to win this race since 1927, when it was won by Robert Benoist in a Delage. On both these occasions the winning car was on Michelin tyres and when Benoist won Michelin had just begun tyre-production in Britain, at Stoke-on-Trent.

The Rhayader MC held its 19th successive exhibition of veteran and vintage cars and motorcycles at the Royal Welsh Show at Builth Wells. The car champion was judged to be R. J. Cash's Jaguar XK140 coupé, the motorcycle champion M. G. Jones's 1959 1,000 cc Ariel Square Four and

cyntaf, or first-class, awards went to a 1904 Darracq, and a very smart Austin 10 Cambridge saloon. A 1916 WD Douglas and a 1928 Sunbeam with an unusual 350 cc engine took these awards in the motorcycle category, and we admired a 1923 490 cc Quadrant nicely restored since it was found derelict in a shed in 1968. As usual, the Editorial 12/20 Calthorpe made the journey there and back on its own wheels.

So many awards were distributed among the 800 or so Rolls-Royce and Bentley exhibits at the R-REC's Paternoster Farm Rally that we cannot list them all, enjoyable as the day was. However, the most elegant car in the show was judged, on a card vote, to have been I. A. Odds's 1925 Rolls-Royce Lawton-Goodman brougham and the winning 40/50 hp-class car was W. H. Woods's 1911 Robinson tourer. Our recent comment on the Barnato 8-litre Bentley coupé MT 3464 has brought in a lot of interesting correspondence. R. J. Evans of the Manx Motor Museum confirms the chassis to have been a 4-litre and lists some of the owners after Barnato as Major H. W. Whyte, M. Quinney, J. Ward, Jack Bond, and later D. Turnick in America, and a Mr Perrin recalls twelve to fifteen coats of paint being put on the new two-seater body for Mr Ward by Barkham's of Sutterton, Lincs, at a charge of £40. He has sent us copies of the Log Books, which show ownership to have been: Bentley Motors, Barnato, Bentley Motors (1930), Barnato (1932), Jack Barclay, and H. M. Bentley & Partners, up to 1939.

Correction — it was the Austin 7 "Mrs Jo-Jo", not "Mr Jo-Jo", which Spero purchased from Boyd-Carpenter. The 100th year of the automobile will be celebrated in 1986 and Lord Montagu of Beaulieu is launching a Centenary Appeal Fund in this connection, hoping that it will raise £750,000 towards an extension of the National Motor Museum. — W.B.

Motoring As It Was

A Look Back to the Roads of the 1920s

(Continued from the July issue)

GOING ON with the O.J. saga of long ago, that motor-noter who wrote a weekly discourse on his chosen subject rather like Alistair Cooke's later "Letters From America" for the BBC, with the diminishing difference that Owen John did his from Berkshire, for a specialist London journal, we find that, having enjoyed his visit to the Royal Meeting at Brooklands in the summer of 1922, he fell to musing on the beauties of Britain during a heat-wave, which they were enjoying then, as we have been 60 years later — even if the rains have returned as I tap out this instalment.

It was the heat that directed O.J.'s thoughts to the beauty and utter peacefulness of inns nestling along the sleepy banks of the River Thames. He became quite poetic about them and luckily some of them still exist, perhaps not in quite the isolation and immunity from frequent traffic as they were then. But not long ago my wife and friends took tea at the "Compleat Angler" at Marlow while I had business to attend to at Saab's, and it was nice to discover that the 154-year-old suspension bridge adjacent to this well-known hostelry is still open, single-track though it is. I imagine most of the river ferry-crossings, at all event for cars, have long since vanished. I recall driving the 1925 15.9 hp overhead-camshaft Delaunay-Belleville I then owned out to the Thames for a picnic, well after WW2, and parking close to a ferry, but it was for pedestrians and bicycles only. This car, by the way, now resides in the Museum at Chipping Campden, which is on my "back route" to Silverstone from Wales, but I cannot say I often stop off to look at it. Reverting to Thames-side inns, O.J. mentioned the "Beetle and Wedge" at which, for a week in September 1921, an eminent barrister worked the ferry just for the fun of it. O.J. wondered what he did when offered a tip, and I wondered the same thing about the brother of a well-to-do vicar's wife who, to avoid boredom, looked after the car-park in Knaresborough during WW2.

Looking back more on the roads of the 1920s, O.J. found himself, one pleasant June evening in 1922, being driven by the winner of an important golf championship in a brand-new Metallurgique Vanden Plas tourer. They took tea in London, dined at Godalming, and then set off for dreamy Chichester. No-one knew anything about the car and checking whether the oil-pump was functioning, by undoing a union, resulted in much oil on clothing, which must have been aggravating, as they were "flagged up to the nines for the occasion".

Then, as it got dark, all the bulbs "blew", being unsuited to the voltage of the dynamo. However, they arrived safely and the next day O.J., after the golfing, was driven to Bognor in a pre-1914 Hotchkiss which "age could not wither, nor war destroy". It proved well able to overtake innumerable motor coaches before departing for Coventry, whereupon O.J. and Sir James Percy came back from Chichester in a very sumptuous 25 hp Vauxhall with Barker all-weather body, described as "an apparently perfect automobile". The recent IoM TT car races caused O.J. to ask for a road race on the mainland, which reminds me that some years ago I went down to Salisbury Plain and drove round a circuit of public by-roads which 60 years ago was being quoted as a possibility for such a race — had the Government of that or any other day given permission.

Still in that warm summer of 1922 O.J. made a business trip to what he called the lesser known parts of Buckinghamshire, the little Fenny and Stony villages, by way of Windsor, sleepy Buckingham, and noisy Wolverton, where I find it interesting that a Victorian "steam tram" was still in use. He was bound for Newport Pagnell, where the church bell-ringing was frequent but unpalatable and the hotel O.J. stayed at not to his liking (Tennyson apparently had the same experience there, *vide* one of his poems). Today such a short journey would pass almost unnoticed and, even allowing for the fact that O.J. says he had "not scorched", it is a reflection on 1920's motoring that such a trip constituted quite a distance. rather as, if you contemplate any of the more robust vintage cars — 23/60 hp Vauxhall, 25/50 hp Talbot, big Crossley — they are seen to have possessed a sort of brute-force machinery such as no sleek modern production car does. Hastily repressing such philosophy, let me say that I don't know about the old bell-ringers of Newport Pagnell but that if there is any evidence of activity in that town, today, surely it must emanate from the good works of Aston Martin / Lagonda Ltd?

Having waxed lyrical about the Cotswolds and the Chilterns — "they have nothing yet everything in common, separated only by the sluggish Cher", O.J. told of coming home through Stow-on-the-Wold back in the spring when the horse-show was there; it still happens, for I was delayed on my way to the office not long ago by it, on a run that also takes me over the Cotswolds but *through* the Chilterns, at the elaborate cutting on the M40. O.J. was then quite carried away by the beauties of going over the hill from Oxford to Nettlebed, finding himself more than 800 feet up at Huntercombe (not yet Nuffield territory), compensation for "leagues of dull, formless ploughland" (as ugly as O.J. found the roads round Taplow and parts of Middlesex) offset by the fine country around Washington and Eynsham (much later to be the scene of Inter-'Varsity speed-trials along the new by-pass) and the

cherry-laden coombes around Henley-on-Thames. He was on his way home from the one-day Eton-v.-Harrow match, the trusty Crossley laden with hat-boxes and bags and loot.

Enough of that! Next, we find O.J. going out alone in an AC light-car, which he tested over roads good and bad. He was full of praise for the roads of Cheshire, just as he was very critical of those in Warwickshire in 1922, particularly that from Southam to the main Birmingham-London highway, over which, in 1921, an ABC he was driving shed its radius rod and damaged its hood, and was only comfortable below 30 mph. This time, in an AC, there was no trouble and tea was taken at the Stonebridge Hotel and the night spent at the "George" at Lichfield.

Next day O.J. drove the AC along what was then the most motor-popular twisty route in all England, he said, that between Lichfield and Rugeley, and, passing Ingestre, thought of the only man in Staffordshire who really knew about cars, at the close of the century, the French chauffeur of the late Lord Shrewsbury — coincidence that last month in MOTOR SPORT there was reference to His Lordship. Around Macclesfield 60 years ago the roads remained good but the view deteriorated, but the AC climbed "Cat & Fiddle" hill splendidly, easily overtaking the bus that would-be passengers were huddled waiting for, at the famous inn at the 1,680 ft summit. An overnight stop was made comfortably and economically at the Grove Hotel in Buxton, the AC being garaged at Hodgkinson's, nearby.

O.J. visited Crossley's in Manchester, where Mr. Bianchi showed him the new 19.6 hp model, which seemed to have eliminated all the defects and shortcomings of O.J.'s own 25 hp Crossley, a 1920 car, especially in the improved side-curtains, mention of which alone dates this piece. Manchester then had a "motor street" of its own, like London's Great Portland Street I assume, and Messrs Voss, who had showrooms inside Liverpool's Adelphi Hotel, were contemplating opening some in the Midland Hotel in Manchester. There O.J. took a quick lunch at "Sam's Chop House" (gone, I imagine?), before a run through the windy countryside around Leek and on through the hunting shires of Loughborough and Market Harborough, the breeze blowing the ashes from his pipe into his eyes (the joys of vintage motoring!), with the little AC racing along, and doing some 35 mpg. O.J. ate a picnic beside the very busy road just outside Leicester, stayed the night at "The Cock" at Stony Stratford, and was back in London the next day, full of the "immaculate perfection" of the 1922 AC — and never can anyone have praised a car more lavishly in a couple of words!

But again one has to be surprised at the short hauls, on a trip any 1980's 1½-litre car would have been willing to do comfortably in a day. — W.B.

(To be continued as space permits)

From 246 to 272 mph — the problems involved

(This is the Golden Jubilee year of the Railton car, which we have already commemorated with a long article on this Anglo-American make in the April 1983 issue. From time to time MOTOR SPORT has published intimate details of various pre-war Land Speed Record cars, as representing the highest pinnacles of speed and automotive technology in their day. This account of the problems Reid A. Railton (1895-1977) experienced and overcame in making Sir Malcolm Campbell's Campbell Special "Blue Bird" increase its speed by 24 mph between 1930 and 1933 adds to the unique LSR story and serves as a further tribute to a very talented engineer. It also has some significance while Richard Noble is trying to establish a new LSR of over 630 mph for Britain. — Ed.)

MALCOLM CAMPBELL had the Napier-Campbell car built after he was unable to go any faster than 150 mph in the aged V12 18.3-litre Sunbeam. It dated back to 1926/7, the design work of J. Mania and Amherst Villiers. (The table outlines its stages of development). From 1930, having progressively held his own at the dangerous and technically-exacting LSR game, Campbell called in Reid A. Railton to help with further development of his now-famous "Blue Bird" record-breaker. He was out to better Segrave's 231 mph with the Napier-powered "Golden Arrow". To this end, the former 925 hp Napier aero engine was replaced by a new 1,450 hp Schneider Trophy-type supercharged Napier engine. Here it must be emphasised that Railton would have preferred to have built an entirely new car round this engine but that time and money were against this. Indeed, even on its final form, Railton regarded "Blue Bird" as very much a compromise, even in its eventual 300 mph guise. His chance to design an entirely new LSR car did not come until John Cobb asked for one, the result being the remarkable 2,500 hp twin-Napier Lion-engined, four-wheel-drive Railton that eventually exceeded 400 mph on one run, in 1947. The brave new conception of this car will forever remain a tribute to Railton's engineering genius. What we are about to reveal is how he coped with the more detailed problems consequent on serving the money-cautious Campbell, enabling that driver to achieve his continuing LSR ambitions, almost, as it were, on a shoestring.

Campbell had spent considerably less than £10,000 on the creation of his first proper LSR car, the Napier-Campbell, and was reluctant to spend much on the modifications he desired Railton to carry out for him. Added to which, there was less than a year in which to do this, to meet Campbell's deadline. Even so, all that Railton retained of the existing "Blue Bird" was the front axle, brake gear, steering gear and the side-members. To reduce drag he off-set the propshaft to the near-side, enabling the driver to sit lower. To accommodate the new engine within the existing wheelbase, a multi-disc clutch inside the flywheel was used, driving to a normal three-speed gearbox and torque-tube final drive. Alarmists thought the enormous torque taken through the road springs would be felt by the driver, but as these springs deflected under full torque by only 3/4 in, this was not the case, nor was it with the car in later, far-more-powerful form.



REID RAILTON (behind car, left) discusses the Napier-Campbell "Blue Bird" in the T&T workshops at Brooklands with Ken Taylor in 1931.

Railton was also assured that, as he had taken the driving thrust to a point not on the car's centre-line, "Blue Bird" would pull badly to the right. Campbell was also gravely warned of this, but it was a complete fallacy, of which it was very difficult to convince many sensation-mongers. Campbell never felt any adverse affects from torque reaction when opening and closing the throttle, and Railton had built sufficient stiffness into the rear end of the frame to combat the lateral bending load from the off-set torque-tube.

The body shape had to be altered to cope with a seat set four inches to the right of centre, but any idea of discarding the radiator for ice or other sorts of evaporative cooling were abandoned because of the shortage of time and money for experimenting, in spite of Irving having ice-cooled the Napier engine in the "Golden Arrow". Railton was convinced that a nose-mounted radiator of the deep honeycomb kind used on high-speed aeroplanes would add very little to the total drag and after discarding one outriggered some feet ahead of the car's nose, because of header-tank bulk, another set some 10 in in front was used, with a false nose extending to within about three inches of the main

nose fairing. In fact, although wind-tunnel checks on a model indicated that the record was theirs by a good margin, lack of time resulted in a shape not even intended by Railton. He used a big fin on the tail. The body was of aluminium panels over a tubular framework, such as would be understood by a normal coachbuilder, in this case Gurney Nutting & Co. This was, in a sense, another time-saving expedient, although the weight involved did not matter, as it reduced the ballast needed for wheel adhesion.

Campbell took this slightly revised car out to Daytona in January 1931 and set the LSR to 245.7 mph over the two-way mile, for which he was Knighted. A spring catch on the gear lever overcame a tendency for the top-gear dogs to jump out under load, one set of tyres sufficed for a non-stop bid, and after initial shock-absorber adjustments "Blue Bird" handled well. However, the beach was in poor condition and Campbell decided he could go faster. That summer he commissioned Railton to make what modifications were deemed necessary, but very little was done apart from installing a spare engine so that the other could be overhauled (after a minimal mileage!) and reducing the radiator block in area, as the

The Development of the Campbell Special LSR Car

Year	Engine	Body Builder	Specification	Speed (mph)
1926/7	450 hp Napier Lion	Jarvis & Sons	Normal racing-car format. Epicyclic gearbox	174.8
1928	450 hp Napier Lion	Barker	Surface radiators beside tail. Closed nose	206.9
1929	925 hp Napier Lion	Arrol-Aster	Nose radiator. Improved streamlining	217.6+
1930-31	1,450 hp s/c Napier	Gurney Nutting	Normal gearbox. Off-set prop.-shaft. New tail with high fin. Outriggered nose radiator	246.0
1932	1,450 hp Napier	Gurney Nutting	Revised nose	253.9
1933	2,300 hp s/c Rolls-Royce R-type	Gurney Nutting	Longer wheelbase, new clutch, revised radiator	272.4
1935	2,300 hp s/c Rolls-Royce R-type	Gurney Nutting	Twin rear wheels. Fairings between wheels. Altered radiator. Air brakes. Weight 5 tons	301.1

(Sir Malcolm Campbell broke the LSR nine times between 1924 and 1935, using the old V12 Sunbeam up to 1925)

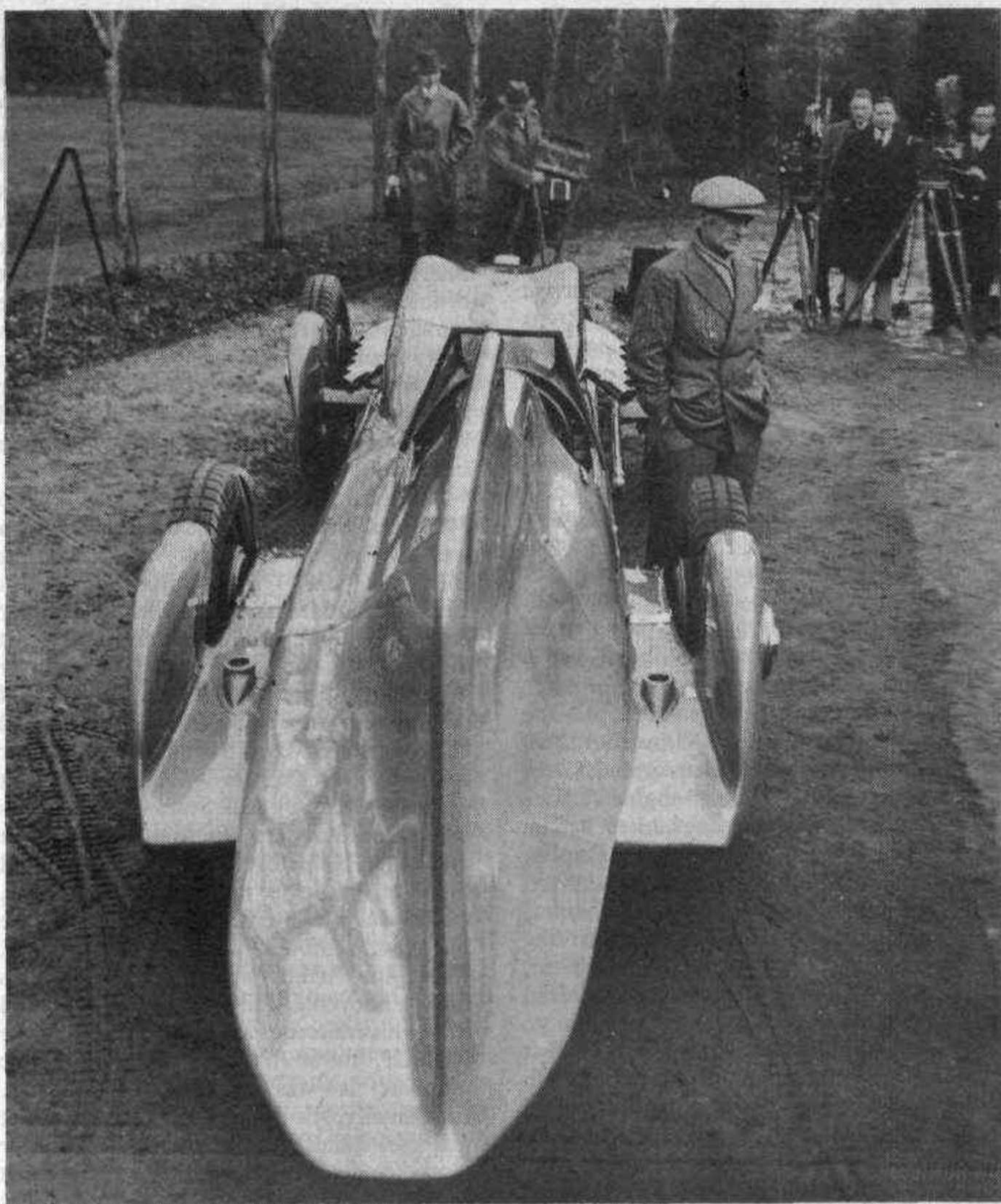
water temperature had not risen above 60 deg C, on the previous runs, the shape of the cowling round it being improved at the same time. Campbell tried again in February 1932, having waited for the beach to improve, and achieved 267.5 mph with the wind behind him, 241.8 mph against the 15/20 mph breeze, a new LSR of 253.9 mph over the two-way mile. In fact Railton thought his better effort was the 10-kilo record at 238 mph, describing this as "the best the car and driver had ever achieved".

Back in England, Railton received a telephone call from Campbell, the ever-restless "Speed King", asking him to call in. When Railton did so, he was jolted out of any complacency he felt over the successful record bids, when Campbell confronted him with installation drawings of the 36.5-litre 3,250 hp Rolls-Royce R-type supercharged V12 racing aero-engine, saying "What about putting this in the old car?" Railton's feelings, he said, were indescribable!

It was necessary to increase "Blue Bird's" wheelbase by 17¼ in, using two new frame members, during which time the steering gear was modified slightly, as its peculiar layout had induced gyroscopic flick. The road springs and shock-absorbers had to be strengthened to cope with the increased torque and additional ballast. It was the increased torque of the R-R engine, which was almost exactly double that of the Napier engine, that posed many problems. Fortunately, Railton had been generous with transmission dimensions, otherwise the time/money factor would have rendered the latest project impractical. Apart from the axle bevel gears, where former retention of the old back axle for economy had limited their size, nothing much had to be redesigned, and as these bevels showed pitting on the pitch-line (after two years and some 150 miles!), clearly they were loaded to capacity and would have to be replaced anyway.

Even so, it was a dreadful compromise, carefully calculated by Railton. He had to tell Campbell that as the entire transmission could not be remade, the safety factor depended on the materials being rigidly up to specification and the car never being driven on a bad or doubtful surface. Campbell was prepared to take that chance and Railton, at T&T's at Brooklands, set about strengthening only the gearbox secondary-shaft, the prop-shaft and the final-drive bevels. However, a completely new clutch was needed and several alterations to the transmission ball and roller bearings. It was at such compromises, when there were unavoidable, that Railton excelled.

The Rolls-Royce engine was taller than the broad-arrow Napier, so Campbell's seat had to be raised, for him to see round it. Economy dictated using the same body as before, so the cylinder banks were closely cowled in, as had been done so sleekly for the Napier's three blocks on the "Golden



MALCOLM CAMPBELL displays the Rolls-Royce-powered "Blue Bird" to the Press in his "back garden".

Arrow". However, Railton was of the opinion that this was a mistake, and that these excrescences and the radiator cowl, with the windscreen behind them, resulted in drag disproportionate to their size. However, with the great power available to him, he was justified in being conservative, when much new ground was being broken elsewhere. After all, the Rolls-Royce R-type engine gave over 1,300 more bhp than the "Golden Arrow" had had, and its record had already been improved on by "Blue Bird". . . .

Railton may have been aware that Miller in America was thinking in terms of a 180 in wheelbase, 4WD LSR car with a supercharged V24 marine engine said to give 3,000 bhp, and all-enveloping body, Miller finances flopped and it never materialised, however.

For the R-R "Blue Bird" Railton retained the nose radiator, even though due to the large central air-intake duct and the cylinder-head fairing the space behind it was much restricted, eliminating the semi-annular duct between its cowl and the nose

of the body, a bad arrangement, he admitted. But it was feared that if the radiator was moved forward, its large mass might affect steering. So air was released from it through two large nostrils at the front of the main-engine cowling. Railton spent much time checking how the body shape would affect control of the car, the R-R-engined "Blue Bird" being critical at full throttle even on a good surface, if wheel spin was induced. Clearly, downthrust in this context was to some extent understood; it was calculated as 350 lb down on the front axle, 300 lb on the rear axle, at 250 mph. On this rough assumption the ballast carried was adjusted.

The R-R engine, from which the propeller shaft and reduction gear had obviously been removed, gave 2,180 bhp at record speed (271 mph), and its propulsive thrust was 3,020 lb at maximum efficiency. Railton calculated the torque required to spin the rear wheels with an axle load of 6,500 lb and 0.75 coefficient of friction between tyre and sand and thought this was higher than would ever obtain. He used a

clutch with nine lined driven plates at a pressure of approximately 40 lb / sq in. The pedal pressure was some 70 lb, with a six inch travel. The gearbox ratios were 2.74, 1.55 and 1.0 to 1, with an axle ratio of 1.19 to 1. The engine was cooled with a 434 sq in radiator, having tubes of 320 mm x 10 mm (diameter), capable of absorbing a heat transfer of 48,000 BThU per minute, an increase of 12,000 over the Napier installation. Campbell controlled the car *via* an accelerator coupled through an Arens control, with interconnected ignition advance. He also had a hand-operated slow-running control. Fuel feed from two tanks, one under and one behind his seat, totalling 28 gallons, was by a gear type pump driven by the timing gears, no hand-pump, as was used in the Napier installation in case of vapour lock, being used. The gearbox used dog-clutches for gear engagement of the constant-mesh pinions, and was easy to use, although if Campbell missed a change his hand "got a nasty kick".

The suspension deflections of the half-elliptic springs were 1.85 in front, 2.90 in rear, as against 2.85 in and 2.82 in respectively for the Napier-engined "Blue Bird". The steering ratio was 13 to 1. The brakes had alloy shoes lined with Ferodo, servo-applied, with the vacuum derived from the pressure-side of the supercharger, a non-return valve isolating it when the blower pressure rose above atmospheric. The brake's thermal problems involved dissipating up to 60,000 BThU per minute of heat. "Blue Bird" had a wheelbase of 13 ft 8 in, weighed 10,900 lb ready to go (4,400 lb front / 6,500 lb rear), carried 10 gallons of oil and 27 gallons of water and ran on front Dunlop tyres of 35.6 in, rear Dunlop tyres of 37.6 in (diameter). In its design and construction Railton was aided by Ken Taylor and his chief draughtsman, R. H. Beauchamp; the latter has previously written for *MOTOR SPORT*.

Campbell took the R-R "Blue Bird" to America again in January 1933 but, warned repeatedly by Railton that with the enormous power and comparatively low margin of adhesion he must wait for a smooth beach, he waited for over three weeks, then decided to go, in spite of low-lying mist and a shell-strewn narrow course. On February 22nd he set a new mean-speed LSR of 272.46 mph for the mile. This time the tyres were changed after each run, being cut by the shells. Control was difficult and visibility in places was less than half-a-mile. But Campbell won through; by 1935 he had driven at over 300 mph. On this 1933 occasion the tachometer indicated 4,000 rpm, equal to 370 mph had the back wheels not been spinning.

Shall we now pay our respects to Reid Railton and conclude by wishing Richard Nobel good luck with Thrust 2, if he is still hunting this elusive (standing at over 630 mph) Land Speed Record? — W.B.

Out Of The Past

BACK in 1978, at my suggestion, Roger Collings took me on his well-known 1903 Sixty Mercedes for a long run, to personally commemorate the 75th anniversary of Jenatzy having won the Gordon Bennett race in Ireland on a similar motor-car. A short time ago one of our readers, Mr Peter Kelly of Mill Hill, London, sent my account of this memorable day's motoring on a quite remarkable veteran to a family friend, a Mrs Mary Pockock, knowing that she had been associated with interesting cars most of her life. He has kindly shown her reply to us and it transpires that this lady has owned some interesting cars.

The first was a *circa* 1902 18 / 28 hp Mercedes, owned by William Birtwhistle, a wealthy cotton merchant who lived at Billinge Scar, near Blackburn, in Lancashire. He had lent this car to her parents in 1906, with his chauffeur, as a sort of present on the attainment of their Silver Wedding anniversary, so that they could undertake a tour of Scotland. The car had been registered B9. It is similar to the car run in VCC events after WW2 by Mr Abbott and now owned by Jack Sears — it may even be the identical car. The front springs were unusual in being three-quarter elliptics, and there was little in the way of bodywork, which was a rear-entrance tonneau, as the photograph shows. When Mr Birtwhistle, whose son Arthur was racing cars at this time, discovered that Mary Pockock could drive this Mercedes at the age of 15 he gave it to her, but as Arthur wished to keep the number, it was re-registered M-1755. Incidentally, the photograph shows Mary at this age, standing up in the back, with her mother and a 19-year-old brother in front. It is interesting that Collings' Mercedes was also owned at one time by a member of the Birtwhistle family.

No doubt the young girl had much fun with this car, in spite of her age (presumably she had no driving licence), the overall 20 mph speed-limit, and the fact that this chain-drive Mercedes was devoid of lamps and weather protection — if it rained they opened a golf umbrella . . . She remembers that the whine of the driving chains along the quiet country lanes could be heard as they turned a corner, by those at their house, which was exactly a mile away!

After this Mary's father gave her a Model-T Ford (N-5887), thought to have been the first one to be assembled in this country, at Trafford Park Manchester, after arriving as a box of parts from the USA. It cost £150 and the young lady drove it very successfully all over England and Wales, after her father had had an English body in pale grey put on it, as he did not care for the all-black American original. There was still a great deal of brass to polish regularly, such as the gas and oil lamps and the rods supporting the windscreen. Around 1908-09 the Ford toured Devonshire but when war



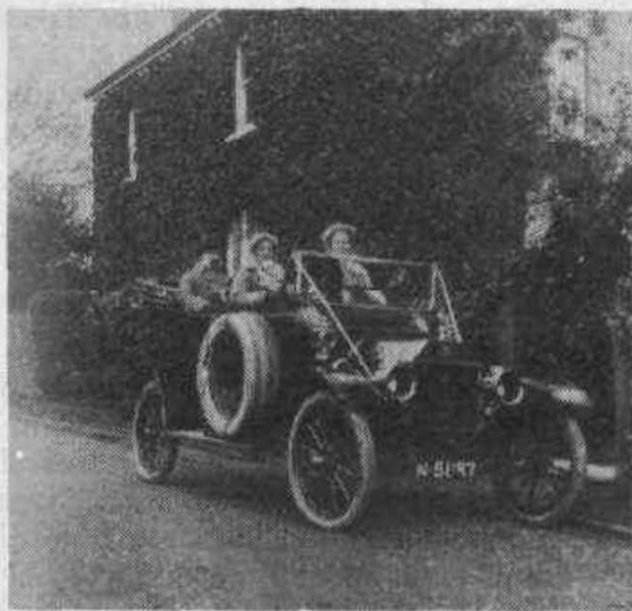
THE Mercedes.

broke out and petrol was difficult to obtain, it was sold for £80. Mary's mother then bought her an Overland, which had *electric* lighting and a self-starter. The Mercedes is thought to possibly have gone to Francis & Co, of Deangate, Manchester, in part-exchange for the Ford.

In the photograph of the Ford the ivy on the walls of the house behind it is interesting. The house belonged to Mary Pockock's grandmother and the ivy was grown from a root brought back by an uncle, Major Nicholson, who at the Battle of Waterloo ignored the order to retreat, saying he and his men would hold the line at the famous chateau, from which he had removed the ivy-root. This ivy has been grown since on every home Mrs Pockock has lived in and on others besides. . . .

When she married her husband (who was in Calcutta in charge of Northern Assurance for the whole of India, Burma and Ceylon at the age of 22 — he was driving a Peugeot when war broke out in 1914) he gave her a little Calthorpe coupé as a wedding present. They took this out to India in 1921, when the old Overland was sold. The Calthorpe was an expensive little car, in this Spring of 1920. It had cord upholstery, amber fittings, and pull-up windows, and was sold in India in 1922. Mary's brother Albert had caught the motor-bug, presumably from his rides on the Mercedes, and in May, 1920 he bought a Standard two-seater. This was delivered to him from London to the family house at Plumley in Cheshire, by Norman Pockock, which is how his sister met her husband!

The Calthorpe was replaced by a large Buick and they also had a 1923 Heeley. Mrs Pockock remembers that the person who



THE Ford.

tried to sell them this black Heeley was an Englishman who was a close friend of her late husband, and that the showrooms were in Camac Street, Calcutta. The car resembled in shape and performance a 1923 Rolls-Royce; they drove it for a month but did not buy it, because they already had the Buick and Calthorpe. It was possibly a "one-off".

After that Mr and Mrs Pockock owned most makes, having a car each, with others owned by their son. Wolseleys, Austins, Morris, MG, Standard, Hillman, Hudson, Jaguar and Vauxhall are remembered and in 1981 their son bought his first Rolls-Royce, with his wife driving an Audi. Certainly a motoring family, with Mary Pockock owning 72 clean driving licences. At their present house they have six drivers with six cars, all of different makes, including a Range-Rover to tow a caravan when the Rolls-Royce is not in use. — W.B.

A7 Chatter

NOT the characteristic noise made by an Austin 7's starting handle but some random observations about one of the most popular cars in the pre-war motoring firmament; in the vintage world there is sometimes a feeling that these little cars are now almost too prolific and that at least in VSCC Light Car events more variety would be welcome. Be that as it may, no-one who has motored seriously in one of Sir Herbert's Sevens seldom gets over a craving for one and an interesting aspect of the Seven game is the number of competition replicas we have seen in recent years. Whatever one's opinion of replicas of original cars, when only the bodywork is involved there is little to complain about, more particularly when a great many original complete examples survive anyway, as is certainly the case with the A7.

Apart from replica Ulster Austins (of which several decently original examples survive and about which C. S. Gould has written a £6 book on how to build them) there are the amusing attempts to build replicas of one-off original A7s. One can think of an imitation of the "works" side-valve single-seaters, as well as that

replica Kay Petre sv single-seater constructed by the late Peter Moores, using a fairly genuine blown engine, I believe. Then I seem to recall seeing what was intended to represent the defunct "Dutch-Clog" racing A7 and certainly we have in VSCC environs a copy of the car used for long-distance record-breaking by Parker and his co-drivers back in 1928. Then there is that excellent reproduction of an original 1923 racing Austin seven made by Tony Hutchings. Barry Clarke has produced a replica of a certain kind of sports A7, and there is a Cambridge single-seater to be seen in action, although I think that one may be pretty genuine. No doubt I have forgotten some specific imitations and no doubt the owners of these A7s will remind me of them. I have an idea that one Chummy is intended to be based on "The Earthquake", the competition version of tourer A7 owned by F. S. and J. D. Barnes and then by Charles Metchim, who had the idea of trying to make it the first 750 cc car to finish at Le Mans, failing only after it had broken its steering drag-link in the 1933 race, and that after 16 hours. The whole story of this A7, which started life as the Barnes brothers' red single-seater, before they ran it, rebodied, in a Double-12 race, was told very entertainingly by Metchim in MOTOR SPORT in November and December 1956 including how it fared, in Ulster guise, at Le Mans in 1934.

This would be quite a car to "replicaise". It would mean hacking about a Chummy body (but an already tatty one would be no great loss) for the scuttle was opened out to take a nine gallon petrol tank, with its filler protruding through the scuttle, and the doors cut away, the standard petrol tank and battery being placed behind the seats. The thought of having a fuel range of some 500 miles is rather nice Only the bottom pane of the windscreen was used, arranged to fold flat, and the body was painted bright yellow. There had to be a hood for Le Mans; it lay on the tank when down and was secured by straps by the screen when erect. Nothing very difficult there, and Chummy bodies seem fairly available today although, curiously, in 1938, when I wanted one, they had all but disappeared from the breakers' yards. The snag for anyone seeing "The Earthquake" as an amusing and inexpensive special is that an Ulster engine was used, but not the Ulster front axle. But I think it would be permissible to use a normal tuned engine, in a replica. There were, earlier, the fast Chummies, "Mr and Mrs Flea", raced by George Chaplin (MOTOR SPORT, June 1946), but some of the Chummies one sees in VSCC events can be said more or less to emulate these.

Having been trying to resuscitate a tired A7, I have had some odd experiences with the specialist vendors of A7 bits and bobs. One, in the Midlands, was asked for an exhaust manifold. "Must know the exact year and model", I was told. "1931, short wheelbase, box-saloon", I replied.

"Excellent", said the vendor, going to a bin and producing a manifold, labelled £4, which I paid willingly. Only when fitting it did we realise the flanges were for a pipe at right angles to the cylinder block, useless for a saloon, although, it occurs to me, just the job for anyone embarking on a replica of "The Earthquake" aforesaid, as this had an outside pipe (Ulster manifold, in fact). As the manifold I had been sold shows no sign of a weld I can only think it came from either an A7 marine engine or a Reliant three-wheeler Next encounter was in the West Country, where, the boss being away, the lads had little idea of where individual spares were kept, in spite of us quoting part numbers from their catalogue, and when we asked for a petrol pipe it was another customer who showed them how to braze on the ferrules for the nipples! And an exhaust pipe, supplied for a saloon, ends before the driver's door, "boy-racer" fashion, instead of behind the back axle. Just some of the pitfalls of rebuilding the ubiquitous Seven. — W.B.

V-E-V Miscellany: Reverting to the origins of the Torin Maserati which was the subject of discussion in these columns recently, TASO Mathieson tells us that he has heard from the old Belgian racing driver Georges Bouriana, now 81, who says this Maserati was brought into Belgium by Felice Bonetto and that it was imported into the UK before the war by the brother-in-law of John Mills, a Pole who owned a dining club in Hamilton Place. It now seems well-established that parts of this car were used for rebuilding Maserati No 3001 after the crash which killed Borzacchini at Monza in 1933, this Maserati being then driven by Siena of the Scuderia Siena Como in the 1934 Monaco GP, according to TASO. Incidentally, Bouriano was a driver of no mean ability, described by Louis Chiron, who was not one to dish out praise, as very fast and sure. Perhaps Chiron was recalling how Bouriano had given him quite a run for his money at San Sebastian in 1928 and again in 1929, both driving Bugattis in the sports-car races, these being thinly-disguised Grand Prix cars. Bouriano was second in the 1929 Monaco GP in a Bugatti, ahead of Caracciola's big Mercedes-Benz, beaten only by "Williams" in another Bugatti.

We hear that a Wolseley Ten with replica 200 Mile Race two-seater body is nearly completed; when this early 1920s racing car appears at VSCC events it will form a companion to John End's well-known 1921 Wolseley Moth single-seater, which has the special engine and back-axle from one of the late Sir Alastair Miller's Moths, and a very convincing replica body. A British-owned Paris-Vienna type Renault is being restored in France, the interesting point being that it has a Rothschild et Fils body with the original aluminium space-frame structure, which appears to have been a feature of work by this famous coachbuilding house. The July issue of the VMCC Journal contained a most interesting account of how

a fine trophy, in the form of a huge shield depicting flat-tank motorcycles, last competed for in 1930 and 1931, was, by some involved detective work on the part of a member, returned to the Club it belongs to; namely the Scunthorpe MCC, and how it will in future be competed for in a series of events between the Scunthorpe MCC and the East Riding, Wakefield and West Riding and Mid-Lancs Sections of the Vintage MCC. Incidentally, the Trophy was originally given to the winner of a one-day 90-mile cross-country contest and to make it legal again the Club secretary was traced, through the book of minutes signed by him, 52 years after they were written (the Secretary having moved from Lincolnshire to London!). In the same Journal another member has contributed excellent workshop advice, under the name "Radco" as his first mount was of that make, which reminds us that the Morgan 3-Wheeler Club's Journal now contains similar articles, with particular reference to side-valve engines.

Among the many Rolls-Royce-orientated celebrations held so far this year, such as recognition of the Golden Jubilee of the 3½-litre Bentley last June, there was one that should not be overlooked. This was the unveiling of a plaque at the original R-R workshop in Derby by Lord Montagu of Beaulieu, to commemorate the 75th anniversary of the official opening of the Derby factory by his father on July 9th 1908. The plaque is in the No 1 shop in Nightingale Road, now known as Product Centre OI, where Henry Royce had his office before ill-health caused him to live on the south coast. Lord Montagu arrived in the original Silver Ghost (AX 201), which figured prominently in the 1908 ceremony and now claims a mileage of 550,000. It was a private occasion, witnessed by, among others, Tommy Broome, now in his 90s, who transferred from Manchester to Derby in 1907, rising to a senior position, and Harry Cumley, who served his time working on the 40/50 hp cars, and on the RB211 at the time of his retirement. He only left R-R for a short time in all those years, and then to become a member of the R100 airship, looking after its R-R Condor engines. To mark the occasion Frank Shaw of the Sir Henry Royce Memorial Foundation presented Lord Montagu with a Royal Crown Derby cup, following his Lordship's lecture on "The Early Days of Rolls-Royce and the Montagu Family" which he had read to the R-R Heritage Trust.

We hear that the Vintage Sports Car Club intends to hold a race for ERAs only at its July 1984 Silverstone Meeting and expects to get a field of about 16 cars. Perhaps it is time to remember that this Club's next-year's Golden Jubilee Rally will take place from July 3rd to 8th, based on Malvern in Worcestershire, that it will embrace concours d'elegance, driving-tests, a vintage light-car rally, driving-tests at Silverstone, a navigation run, "auto-

frivolities at Oulton Park, regularity ascents of Shelsley Walsh hill, for which speed-licences are not required, socials and a Golden Jubilee Ball at Malvern's Winter Gardens. Everyone who is anyone in the vintage motoring world to the tune of 800, is likely to be present, accompanied by a great many pre-1940 cars.

The Bean CC's Harvest Tour is due on October 2nd. The VSCC of Australia flourishes, in spite of Bob Chamberlain having removed his mighty "Samson" to England. For instance, cars at a recent meeting included a 1923 20/70 Crossley, a Tipo 20 Diatto, and a couple of Ansaldos, one with a close-ratio, the other with a wide-ratio, gearbox. The Austin Ten DC's magazine for last August contained two useful diagrams for those rewiring 1934 Austin 10/4s. The Vintage Motor Cycle Club, which can claim more than 5,000 members, announces a long list of prize winners in its annual Banbury Run, from which we note that the Feridax Trophy was won by C. French's 1920 Harley Davidson, J. Browne's 1921 Matchless sidecar outfit winning the opposite class, and that the respective winners of Classes A, B, and C were Jenner's 1912 Triumph, Lancaster's 1923 PV, and Mutton's 1926 Royal Enfield.

We hear that there will be many historic cars at the Motorfair at Earls Court, from October 20th-30th, including all the NMM LSR cars from the 1920 V12 Sunbeam to Donald Campbell's 1961 "Blue Bird", many sports-racing cars, a 1938 Auto-Union, and a 1906 Fiat which, says the Opus handout, took part in the first GP of 1906; so which car is this? A James Young Rolls-Royce and a Mulliner Bentley will be among the coachbuilding-heritage exhibits and four decades of classic cars will be shown.



Tracing Pegasos

Sir,

As a regular reader of your magazine and actual owner of several Pegaso Z-102 sports cars, I would be most grateful if anyone could help me with information on these fine vehicles — pictures, documentation, or tracing any of the remaining cars.

I am on the final stage of finishing a most complete work on the subject, on which I have been working for some years already, and I still wonder if I could find some unveiled information to add?

Hoping to be able to learn a few more things about the Pegaso Z-102, and thanking you in advance for your help and collaboration.

Barcelona

E. COMA-CROS

"The Ton"

Sir,

Your article under the above heading (August issue, p 955) made fascinating reading. But haven't you left out the 4.3-litre Alvis? According to the manufacturer's claimed performance, the standard saloon did 100.56 mph, and the short chassis tourer 103.75 mph (see K. R. Day's book, "The Alvis Car").

One assumes these figures relate to the date the model was introduced (August 1936), but even if they were not achieved until a year or two later, the 4.3 Alvis was certainly one of that small but distinguished band of pre-war production cars that would do "The Ton". The performance figures were, incidentally, confirmed by a road test for *The Motor*, but I'm not sure in which year.

In October 1938 T. H. Wisdom tested one with increased compression ratio, higher top gear, and with wings, lamps, screen etc. removed in a 20 lap race at Brooklands and averaged "better than 110 mph for the race".

IoM

MARK WHITE

Claude Clench

Sir,

On page 957 of the current issue of MOTOR SPORT I was very interested to read your article on the TT Arrol-Asters. I can throw some light on their entrant for the 1929 Ulster TT, Mr. C. Clench.

Claude Clench was at that time Chief Engineer of Arrol-Aster, whose works were situated at Heathall, which is about two miles north-east of Dumfries on the A701. The company ceased production in 1931, and in 1932 Clench came to join us at Automotive Products at Leamington Spa as a senior member of our engineering staff, engaged mainly on the development of hydraulic systems for marine and industrial use.

En Gort, Switzerland J. B. EMMOTT
[I am sorry I maligned the position Mr. Clench held at Arrol-Asters. But, as ever, MOTOR SPORT has provided the truth! — Ed.]

Automatic Inlet Valves

Sir,

I have found the correspondence on the disposition of the Renault inlet valves most illuminating but not as illuminating as any correspondence on making them work properly would be!

No doubt amongst your readers are those that actually tinkered about with the springs and restricted the opening of the automatic inlet valves.

If only they would respond to the Renault correspondence all us lesser mortals with Benz and the like would be better off.

All sorts of formulae have been propounded over the years and all sorts of "rule of thumb" methods to make the things operate, but still they fox us.

Clelonger

R. A. COLLINGS

READERS' LETTERS

Opinions expressed are those of our correspondents, and are not necessarily those of **MOTOR SPORT**.

Comfort at the Wheel

Sir,

A.H.'s comments on the lack of space in the Rover Vitesse highlights a trend that is making life very difficult for people who, like me, are over six feet tall.

The original Rover 3-litre had plenty of head and legroom and was very comfortable, so was the Rover 2000 / 3500. The SD1 is impossible as it lacks leg room and the distance from seat cushion to roof is laughable.

This problem is not confined to Rovers; earlier this year I found it impossible to squeeze my knees under the steering wheel of a Ford Granada Estate, and even Citroën, who in the days of the DS19 / 21 made the big persons' car have, with the Cx, managed to place the vertical steering wheel so close to the seat that again I find it impossible to drive the car.

There are a few cars around that have plenty of leg and headroom, the BL Princess / Ambassador being perhaps the best, and it is interesting to note that the Ford Escort has more legroom for the driver than the Granada!

Is it that manufacturers are trying to reduce their costs by using less material? Or are they using reduced frontal area to achieve their performance figures? I note though that the Vitesse's performance is not much, if any, better than a Coombs 3.8 Jaguar of 20 years ago and there was plenty of head and legroom in the Jaguar.

Two final thoughts, why haven't all cars got the Jaguar system for adjusting the length of the steering column, and why don't manufacturers give a choice of steering wheel diameters? Most large drivers wouldn't mind a little extra effort on the steering if they could get their knees under the wheel comfortably.

Slough, Berks

D. J. DEE

Unfair!

Sir,

You may be interested to know that the ex-works Healey which you feature in the September issue of **MOTOR SPORT** was originally a press demonstrator and was driven by W.B. in 1959, before the car was handed across to the Abingdon Competitions Department. In those days it was registered SJB 471, and was the very first Healey 3000 made.

Your article fails to make clear just how tired this very historic car is; there is no way it could be compared to anything that is modern on the road to-day when one considers just how hard a life it has had, and taking into consideration that the basic

design goes back to 1950 or so.

I prepared the car for the Himalayan Rally in great haste in 1982 and noticed that it was still fitted with the very same Lever-arm shock-absorbers which BL Motorsport were able to confirm were exactly as used by Donald Morley when he drove the car to win the GT category and come third overall in the RAC Rally in 1960. Certainly the chassis had all the punishment of taking part in the gruelling Liège Marathon. The car was leading at one point. This was the Rally which saw Pat Moss in the sister car win outright (1960).

The "old No. One" had its number changed to DA3 when Derek Astle bought the car and he later changed it to its present number. If your author was to jump into a genuine D-Type or a genuine Le Mans Bentley from the Audi Quattro and then try to compare such historic cars with modern transport he would also find it difficult to change gear. It is my view that the gear change of the Healey is lighter and easier than the Triumph TR8 and the steering of a properly set up works Healey is lighter and just as quick as the V8 Triumph, which failed to achieve as many successes as the big Healey. Criticism of the driving position is particularly unfair as it is typical of any sports car made in the 1950s.

It is grossly unfair to condemn the car for now having a floppy chassis that allows the doors to open on roundabouts. The gearbox has not been overhauled in the entire history of the car and was originally used by Jack Sears on the Alpine Rally in an earlier car than SJB 471.

In their day, Austin Healey 3000s chalked up numerous awards and were able to beat Mercedes, Alfas, Lancias and even the French Rally champion driving a Ferrari. It is the greatest British sports car ever to go rallying.

Crowborough

KEVIN LAW

[The works cars had bolt-type catches on the doors — and they still flew open sometimes! — M.L.C.]

. . . hot floor Healeys

Sir,

Alan Henry's denouncement of big rally Healeys has prompted me to write and point out that he has missed further shortcomings, not least the intense heat of the floor, the fact that water tends to find its way into the cars, and their excessive fuel and oil consumption.

However, let Mr Henry be in no doubt that the big Healeys did indeed "really create a worthwhile legend" two decades ago. Space precludes a list of all the National

and International Rally successes (which run to ten pages in Browning and Needham's book "Healeys and Austin Healeys"), but outright victories in these events:— Liège-Rome-Liège, 1960, Moss / Wisdom; Alpine Rally, 1961, Morley brothers; Alpine Rally, 1962, Morley brothers; Austrian Alpine Rally, 1964, Hopkirk / Lyddon; Spa-Sofia-Liège, 1964, Aaltonen / Ambrose; second place in the RAC Rally in 1964, Makenin / Barrow; and second place in the RAC Rally in 1965, Makenin / Easter, are surely sufficient evidence in themselves to prove the point.

Montrose

MIKE KEAN

Speeding coaches

Sir,

Matters of Moment (September) is surely out of touch with public opinion concerning the motorway speed limit for passenger coaches.

At present, it is routine to assume that any driver doing seventy on a motorway can expect to see the rear end of one coach after another disappearing into the horizon at a differential of at least twenty miles an hour, and whilst knottage alone may not cause the accident, recent events have clearly indicated that it magnifies the consequences in a frightening degree.

One hesitates to mention fatuity in connection with such a respectable journal, but raising the speed limit to comply with non-compliance comes mighty close to the definition.

A motorist has only one life at stake, a coach driver has fifty and too many have died this year already.

Mickleover

F. G. ROLLINSON

[The proposition was whether or not to reduce the speed limit for coaches to 60 mph, not to raise the limit. We advocate retention of the 70 mph limit for coaches (and are you suggesting that they now travel at 90 mph? Surely not!) but allow motorists to drive faster. — Ed.]

A stolen Aston

Sir,

Although we realise that it is a slim chance, could you publicise details of our Aston Martin DB6 Convertible which was stolen from a private garage in Paris last summer? My husband had taken it there with the idea of restoring it properly, but as we are now based in Libya it is almost impossible to do anything concrete about recovering the car, which probably left the country as soon as it was stolen.

The Aston Martin was first registered in 1967 (UPP 900E for what that is worth), red with a black hood, black leather upholstery, and an automatic gearbox. The engine number is 400/3108, chassis number DBVC 3630/R. The car has great sentimental value as it formerly belonged to my late father, and we are offering a reward for information leading to its recovery.

Stourmouth

MRS C. CHASSAGNARD

[Information will be forwarded.]

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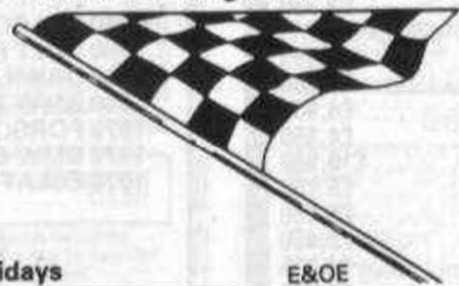
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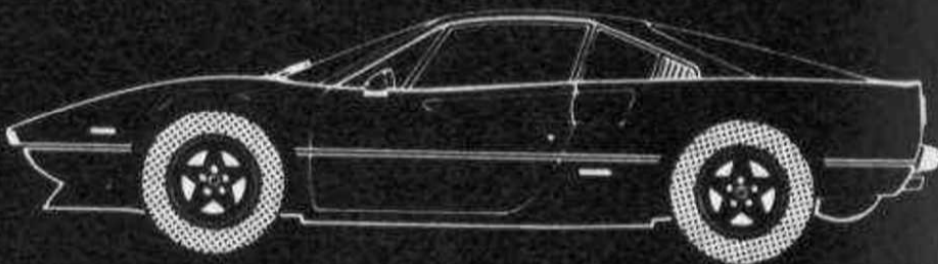
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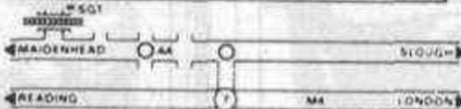
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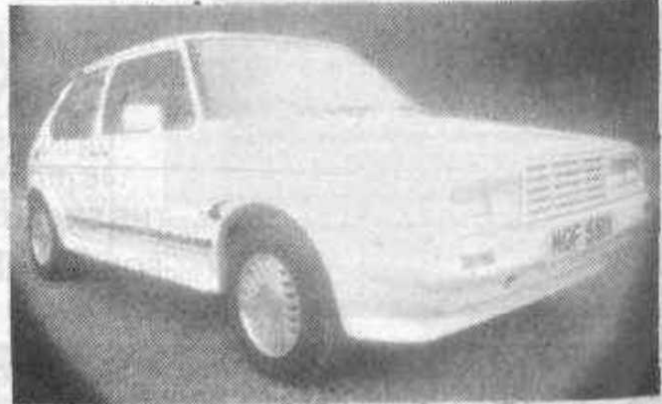
The GTI Engineering 1982/3 GTi 1800 demonstration is offered for sale. Finished in Lhasa green, fitted 1800 plus pac engine conversion, Bilstein suspension, Zender Exclusive low profile wheels and tyres, elec windows, etc etc, only 6,000 miles. **£9,250**

Hopefully the "Wykehams Tiga" will have raced (and finished) in the Thundersports round at the European Grand Prix, Brands Hatch, more news (+ photo) next month!

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meat for the main course could look like the red of our 1976 Morgan plus 8 or our 1975 Morgan plus 8. Both of these cars have black leather interior, tonneau cover and luggage rack. The 1975 Morgan plus 8 has done 35,000 miles and the Morgan plus 8 of 1976 vintage has done 40,000 miles. After the deluge of people enquiring about the job advertised last month, I can assure anybody looking for a job, that the one we advertised has not altered the unemployment figures. I look forward to hearing from you. Another Sunday roast lunch colour is our 1980 Morgan 4/4 4 seater with a redder leather interior, 13,000 miles, black hood and tonneau, and piped in red. The Morgan has also an aluminium body. Yet more Sunday lunch roasts in the form of a 1978 Morgan 4/4 2 seater. This Morgan is absolutely standard except for luggage rack. It also has a tonneau cover and a door mirror. Custard Yellow to finish off with, is our 1977 Morgan 4/4 2 seater, luggage rack and bucket seats. Finally, into the coffee with a White 1972 Morgan 4/4 4 seater. Wire wheels, luggage rack, needs a small amount of work (that probably means a re-build), but is very cheap. With the mints goes our Morgan pedal car for Junior who's just broken the potty under the table.

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MG J2 1932, red cyclawing, restored, rebuilt engine, new crankshaft, new leather seats, new weather equipment, MoT, present owner 15 years, offers over £4,000. Tel: Penrith 65730. (54660)

AUSTIN 7, 4-seat tourer, 1933, 2,000 miles since full restoration, MoT, £2,300. Tel: Groombridge 833. (54659)

LOTUS 2-2, 1974, black and gold, good condition throughout, big valve engine, very attractive, £3,900. Tel: Thatcham 68439. (54657)

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ROLLS 20HP 1927 chassis for restoration with bodyframe by Restor (winner coachwork of the year competition), offers over £3,000, also barrel sided tourer body frame standing on stripped 1922 chassis with axles, wheels, bulkhead, £2,300 ono. Tel: 0283 63650 or write 121 Hillfield Lane, Stretton, Blaton-on-Trent, Staffs. (54652)

MORGAN 4/4 1974, 2-seater, 46,000 miles, wire wheels plus many extras, used summers only, stored winters, growing family forces sale, superb condition, £3,950. Tel: Stevanage 727709. (54658)

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OPEL COMMODORE GS/E 1974, 2.8 litre fuel injection coupe, mechanically excellent, immaculate interior, bodywork recently fully renovated by Classic Car Services of Leicester, actual car road tested by Motor Sport, May 1975, must be one of the best Commodores in the country, £2,795. Tel: Leicester (0533) 874209 (home), 56687 (office). (53644)

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FERRARI 212 INTER. 1963. Beautiful rare Pininfarina coupé body in red, ex. grey leather int., triple Weber engine just rebuilt, new clutch, lhd. £16,000. Tel: Mr Stewart, 073 277 714. (54928)

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FASCINATING, excellent quality vintage tourer. 1928 Lanchester "Sporting Twenty" ohc short-chassis tourer. Believed unique. Ex Hutton-Stott, featured in his Lanchester book. Superbly crafted, superior to "small" Rolls or Bentley 3-litre. Very original, repainted, excellent runner after huge engine rebuild. £13,000 or exchange any other interesting vehicle. This is a car for someone with taste and individuality. Tel: 01-737 3861. (54930)

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ROCHDALE GRAN TURISSIMO. Ford based Special 1959. Completed recently to MoT. Pre spray and interior trim. Offer invited. £1,000 plus. Tel: Somerton (0458) 72807. (54943)

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FOR SALE — continued

LOTUS EUROPA S2. '79. Completely rebuilt from chassis up, new engine 1600 cc, conversion (1,000 mls.), stainless steel exhaust, retrimmed, professional respray, new alloys & tyres, 1 year MoT. Immaculate. Serious offers over £3,500. Tel: 0560 22484 (evenings). (54933)

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1.5 Sud Ti 'Cloverleaf'. Alfa red, black trim. LIST
1.5 Sud Ti 'Cloverleaf'. Roman black, black trim. LIST
1.3 Sud SC. Messina green, tan trim. LIST

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1979 V Elite. White, red full hide, p/steering, radio / cassette. £9,495
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 1981 (Series) FERRARI 308 GTB. Black, 8,000 miles, one owner, leather, air cond.
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1980 (Series) FERRARI 308 GT4. Met. blue, 32,000 miles, leather, air cond.
 1977 FERRARI 308 GT4. Black, 27,000 miles, leather, air cond., two owners.
 1976 FERRARI 308 GT4. Black, 32,000 miles, leather, air cond.
 1974 FERRARI Dino 246 GT. Black, 29,000 miles, service history, one owner, radio / stereo.
 1974 FERRARI Dino 246 GT. Red, 34,000 miles, service history.
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 1973 JAGUAR E-Type V12 Roadster. Primrose, 16,000 miles.
 1972 JAGUAR E-Type V12 Roadster. Manual, white, 20,000 miles.
 1973 JAGUAR E-Type V12 Roadster. Manual, Black, 48,000 miles.
 1973 JAGUAR E-Type V12 2+2. Auto, red, 33,000 miles.
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 1983 PORSCHE 911 SC Sport. Harvest gold, 1,800 miles.
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1983 PORSCHE 911 SC Sport Targa. Guards red, 10,000 miles.
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 1981 PORSCHE 911 SC Sport. Met. black, 23,000 miles.
 1980 (Series) PORSCHE 911 SC Sport. Minerva blue, 36,000 miles.
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 1979 (Series) PORSCHE 911 SC Sport Targa. Sportomatic, met. ice green.
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 1983 PORSCHE 924 Lux. Met. grey, 12,000 miles.
 1981 PORSCHE 924 Turbo. Met. black, 32,000 miles, one owner.
 1981 (Series) PORSCHE 924 Turbo. Met. grey, 19,000 miles.
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 1981 PORSCHE 924 Lux. Guards red, 16,000 miles.
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 BMW CSA. 1973. Metallic blue, esr, complete fitted tool kit. Excellent appreciating classic. £2,250. Tel: Guildford 68475. (54971)
 MG PA. Part restored to high standard. MG J2 Special. Attractive lightweight body. £5,250 pair. Will split. Tel: Derby 515767. (54972)
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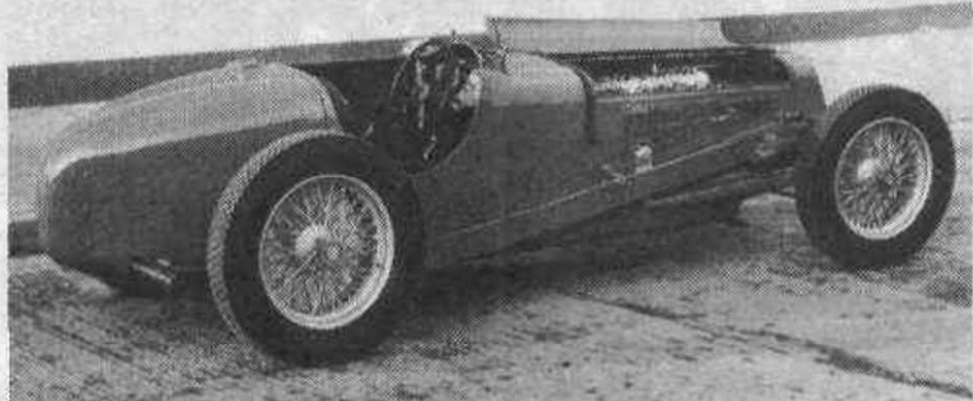
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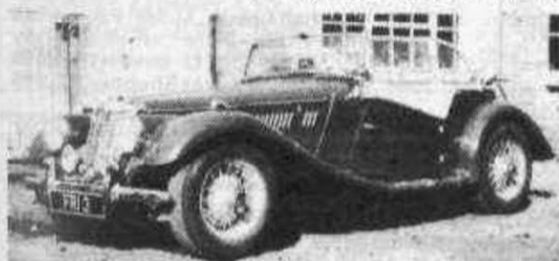
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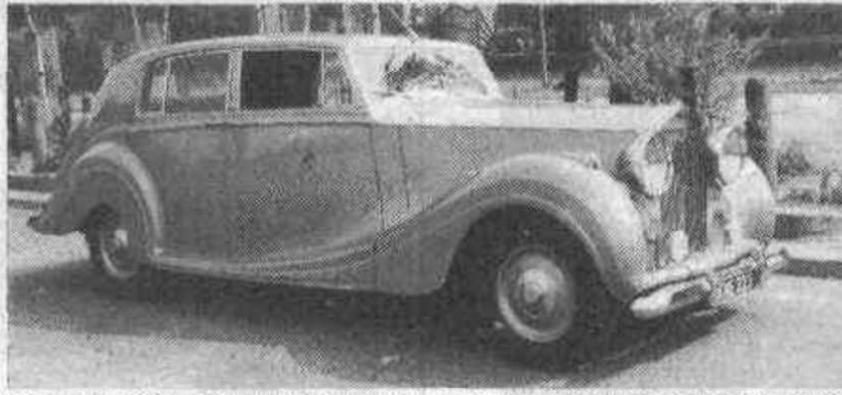
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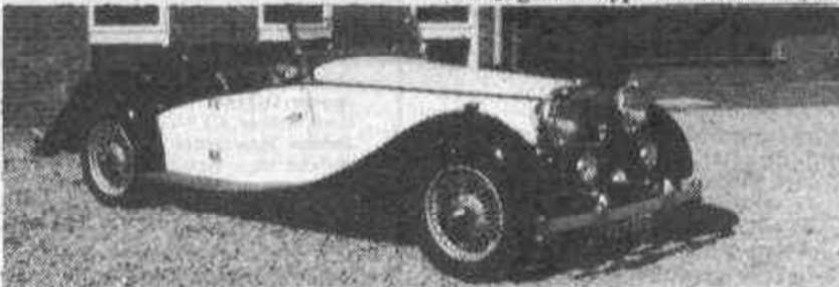
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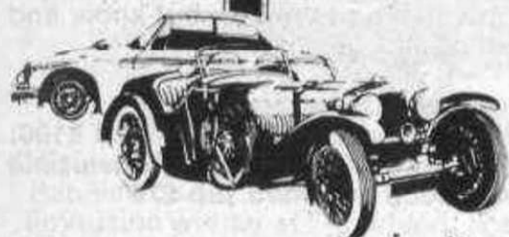
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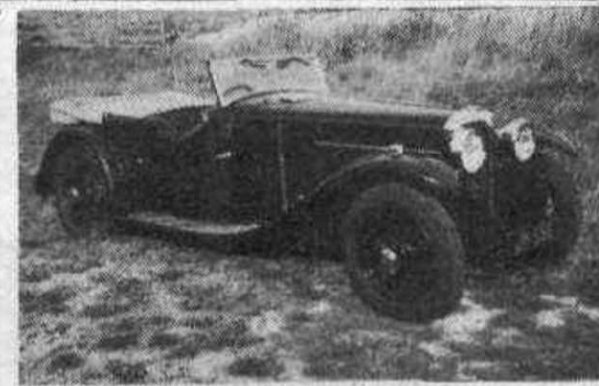
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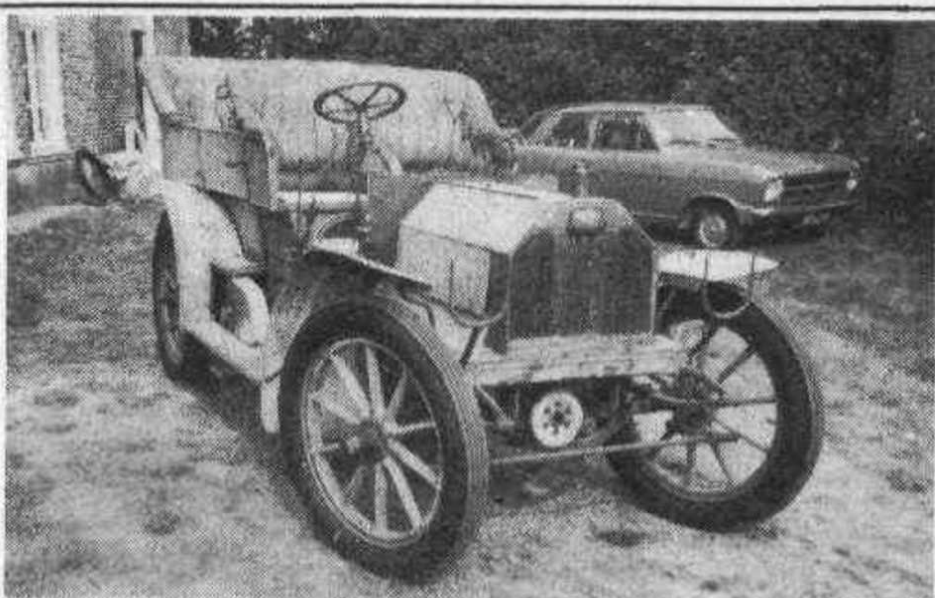
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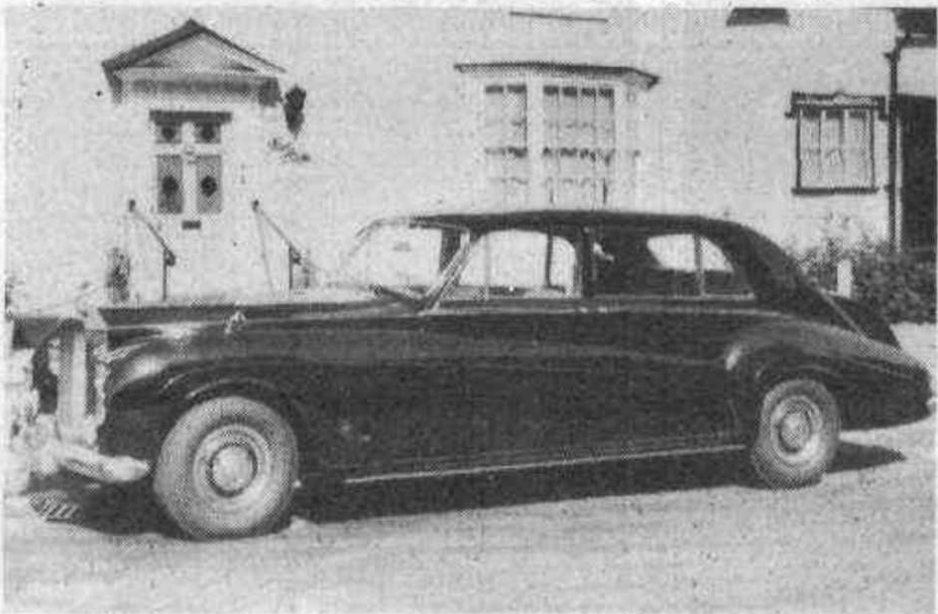


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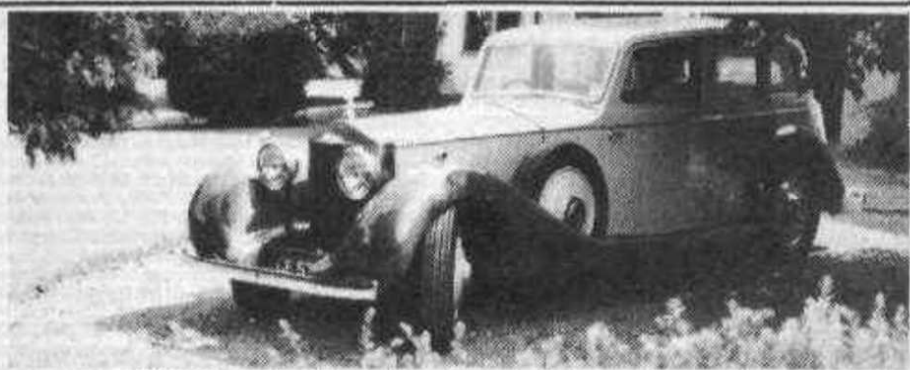
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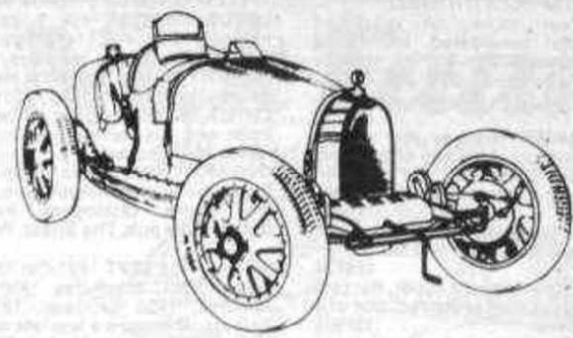


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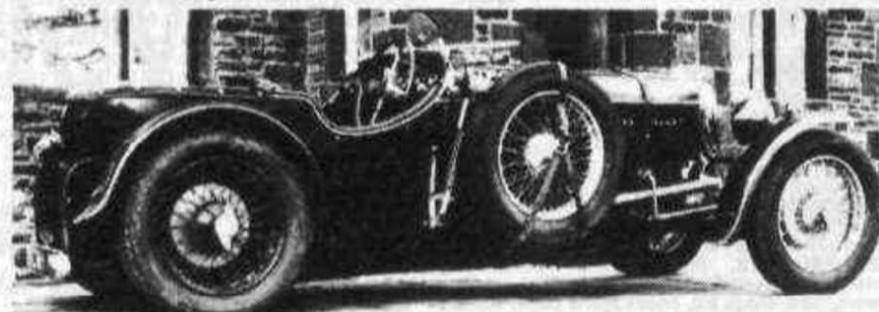
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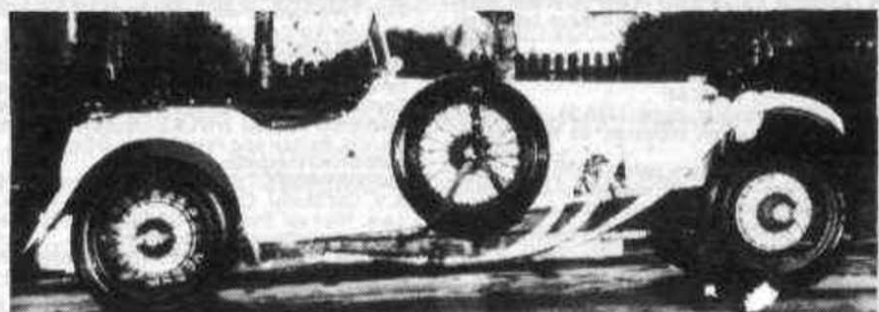
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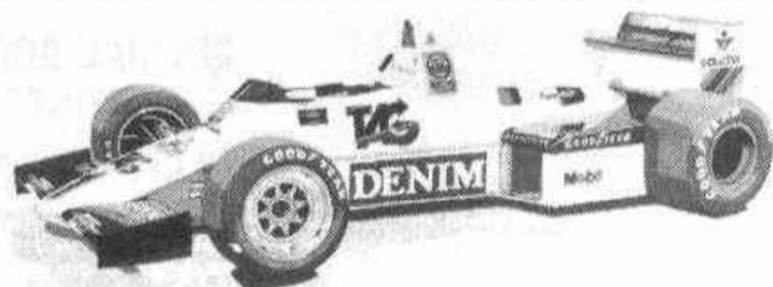
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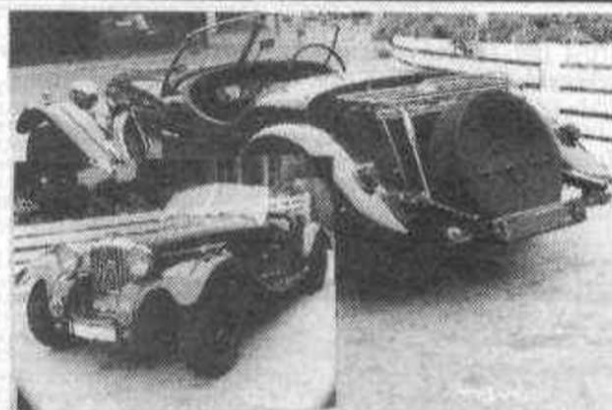
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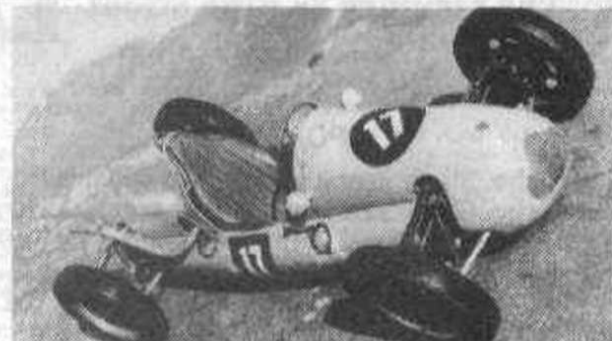
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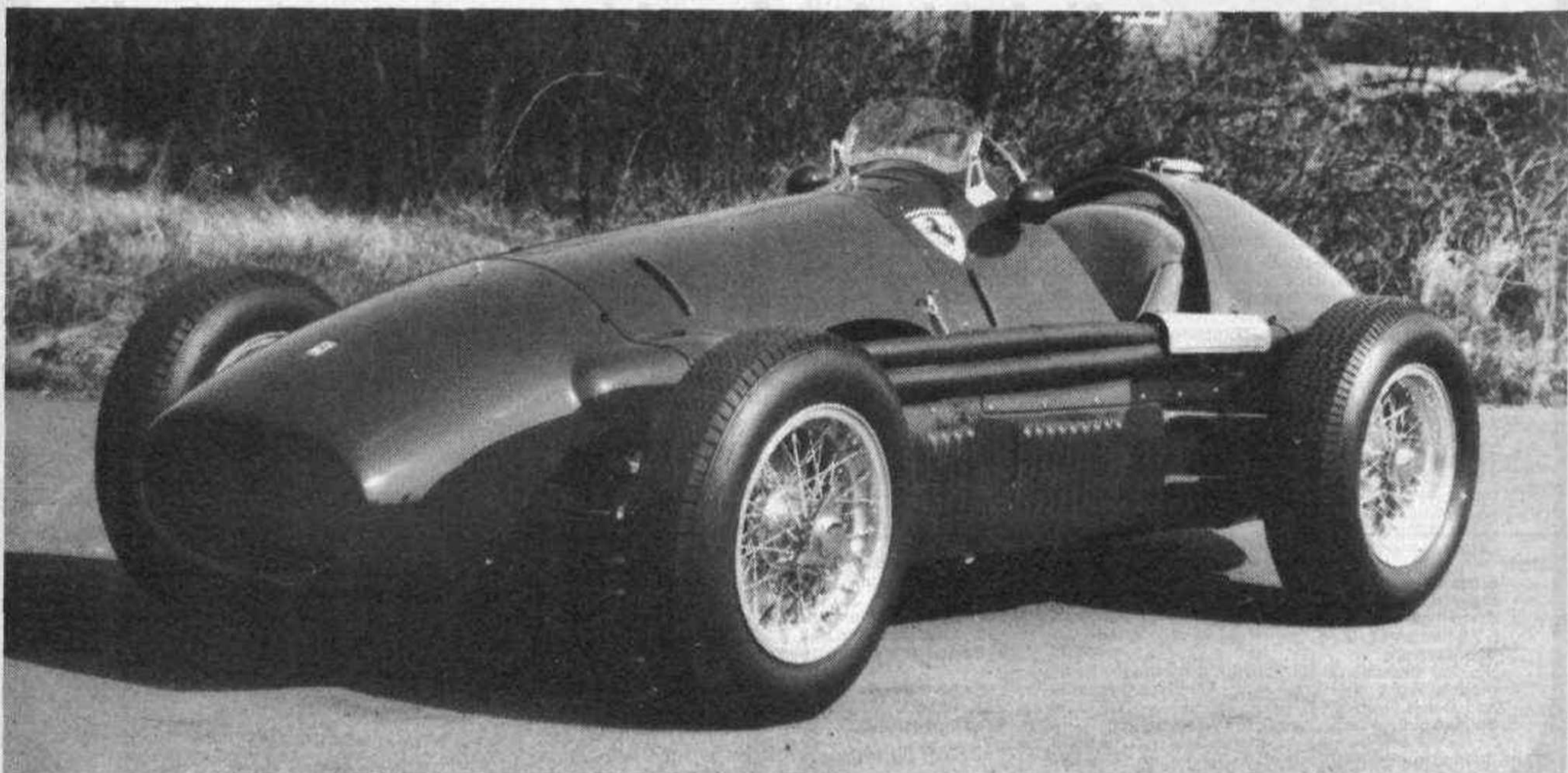


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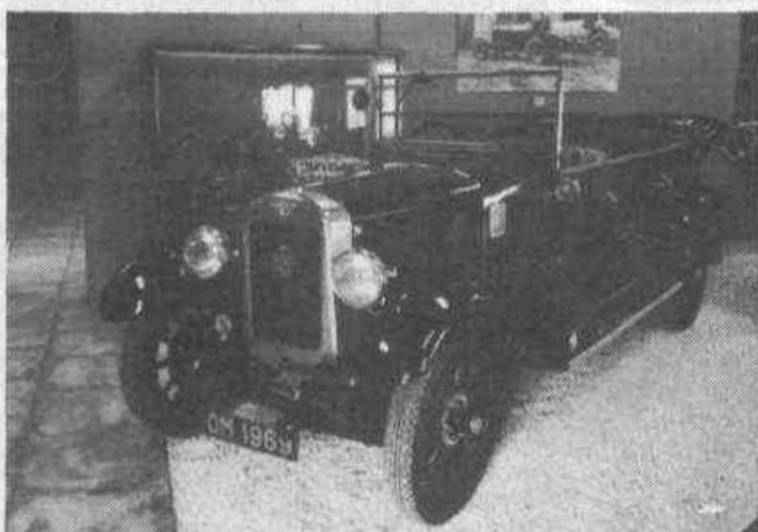
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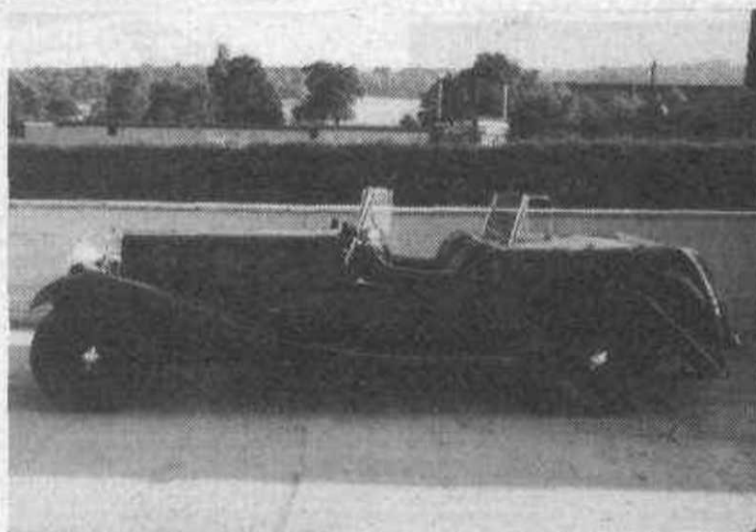
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XK140 Roadster. Finished in gold metallic paint with brown leather interior. Matching hood and sidescreens, wire wheels. This car was fully restored in our own workshops and has received the full treatment. This includes rebuilt engine, new clutch, overhauled gearbox, rebuilt steering and suspension, new brakes, new exhaust system etc., etc. This work took over a year to complete in 1980/81. A really eye-catching car.

The XK140 Roadster was the rarest of all XK's in right hand drive form. There being only 74 made. Excellent to drive with rack and pinion steering and large drum brakes. In 1954 regarded as one of the finest and fastest sports cars of the time.

XK140 Drophead Coupé. In British Racing Green with tan leather which was renewed some 4 years ago, fitted with overdrive and wire wheels, a pleasant car to drive. **£8,000**

XK140 Drophead Coupé. Also in British Racing Green but with green leather interior. Also fitted with wire wheels, a regularly used car but not as nice as the car above and needs a little tidying hence only **£6,000**

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MG TF 1250cc. 1st registered February 1954. This car has been completely restored over a period of many years from the chassis up. The body was completely removed and stripped. All parts were replaced with new as found necessary. This magnificent car is finished in red with black leather trim. Full weather equipment in black with tonneau cover. Taxed and tested to 1984. Price **£8,750**

The TF was the last of the classic MG shape and was introduced in 1953 replacing the TD. The main features were the faired-in headlamps to the front wings. The car has independent front suspension — a departure from the leaf springs of the earlier models. Approximately 9,600 were built between 1953-55. A timeless classic.



AC 428 Convertible. Built in 1973, based on the Cobra Mk3 chassis but lengthened to give an 8ft wheelbase. Body styled in Italy by Frua. Steel coachwork welded to tubular chassis. Fitted with 7-litre Ford V8 engine mated to automatic Ford G6 3-speed gearbox. Final drive through 2.88:1 limited slip differential. This luxury GT two seater convertible is very rare being one of only 29 built. Totally original in every respect and in mint condition throughout. This car is a one owner vehicle having covered only 20,000 miles from new. Serviced at the AC Factory at Thames Ditton, Surrey. An opportunity to acquire a car that your friends will admire and envy **£20,000**



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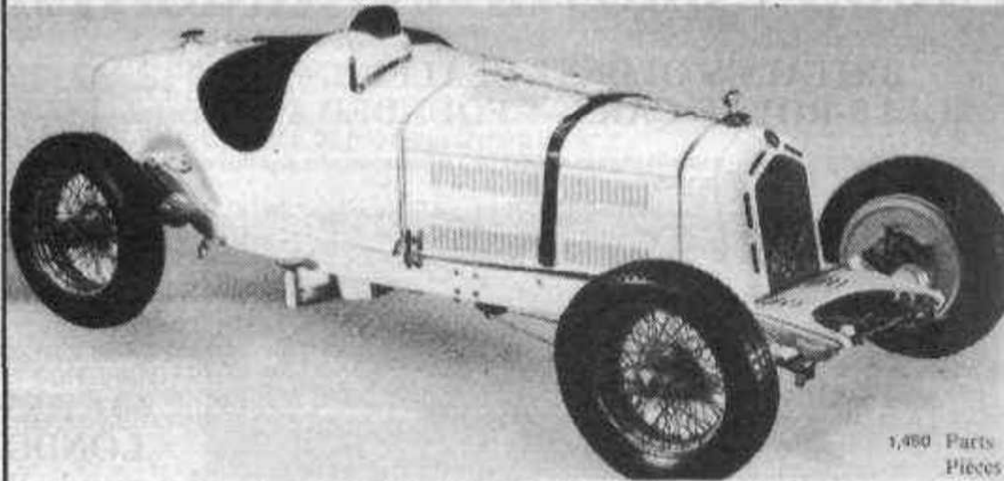
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Initially, automobiles were the playthings of the wealthy, but it was Ransom Olds and later Henry Ford who realised that cars were an essential part of everyday living and through the application of mass production, they were able to bring about the transformation of 20th Century man.

The use of radiator mascots to adorn automobiles and add an individual and distinctive touch began with the introduction of the modern style radiator with its separate shell around 1901, and by the 1920s, many motor car manufacturers were adding their own unique touch to their product with approved mascots. The scope and variety of the designs are tremendous. Many symbolise speed and endurance with grace and elegance. Some depend upon sweeping lines whilst others are stylised interpretations.

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Authentic Reproductions

Comparatively few original mascots survive and most of these are owned by wealthy private collectors.

Europe Mint and the National Motor Museum have been able to obtain original mascots from some of the world's leading collectors from which to recreate this unique reproduction collection.

All mascots have been skilfully reproduced so that the exquisite details of the original designs are faithfully recorded.

The original mascots vary considerably in size and to create a balanced collection some of the larger mascots have been reduced proportionally.

The collection varies in height from 60 to 130 mm.

Licences to reproduce the original designs have been obtained by Europe Mint.



Mascots are shown smaller than actual size.

The Collection

This exclusive limited edition has been carefully assembled from the great names of motoring history, including Alvis, Armstrong Siddeley, Ford, Humber, Rover, Vauxhall and thirty other great marques.

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Each mascot is hand-casted and finished in fine silver on bronzolite. Bronzolite is an alloy specially created by Europe Mint for the production of these mascots. Each mascot stands on an attractive base, at the back of which is a small plaque giving the name of the car which bore it, and the years of its use.

This attractive collection can be easily obtained by collecting one piece per month or if you prefer one every other month (see order form).

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Scarcity value has been built into the Rolling Centenary collection by limiting the worldwide issue to 5000 sets of which, for the time being, a mere 750 are being allocated to the United Kingdom. We cannot guarantee that there will be a further opportunity to subscribe to this collection in the United Kingdom.

Sets will be reserved in strict order of receipt of applications, and because of scarcity, it is advisable for interested collectors to apply for a set at once if you are to ensure that you will be one of the lucky 750. All you have to do to reserve your set, is to complete the application form.



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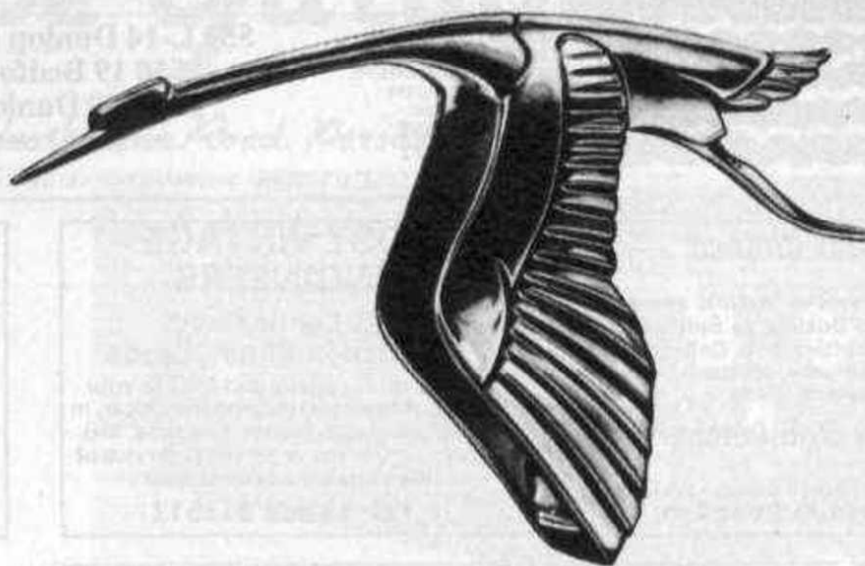
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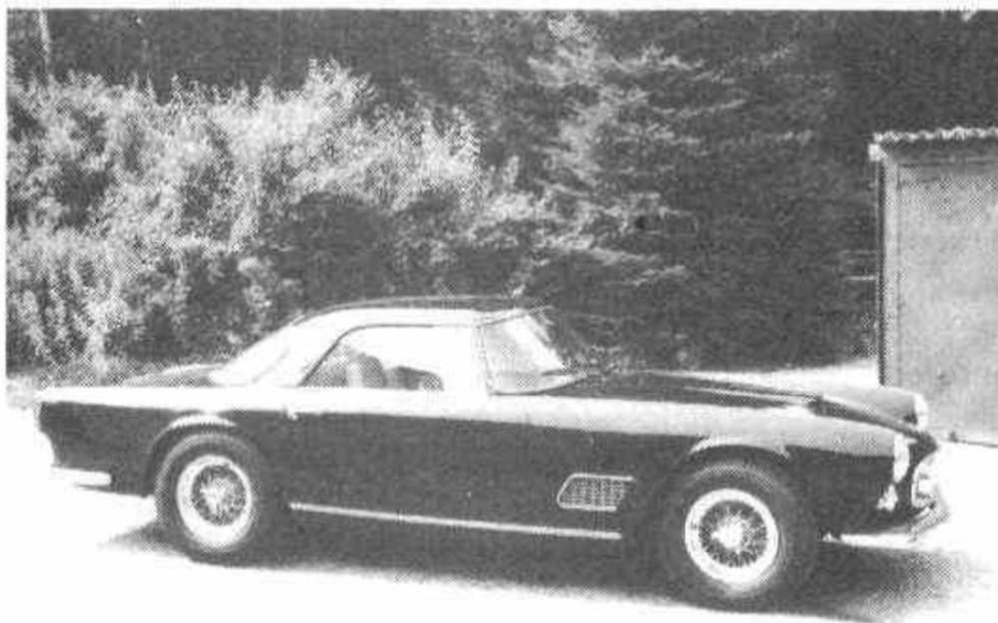
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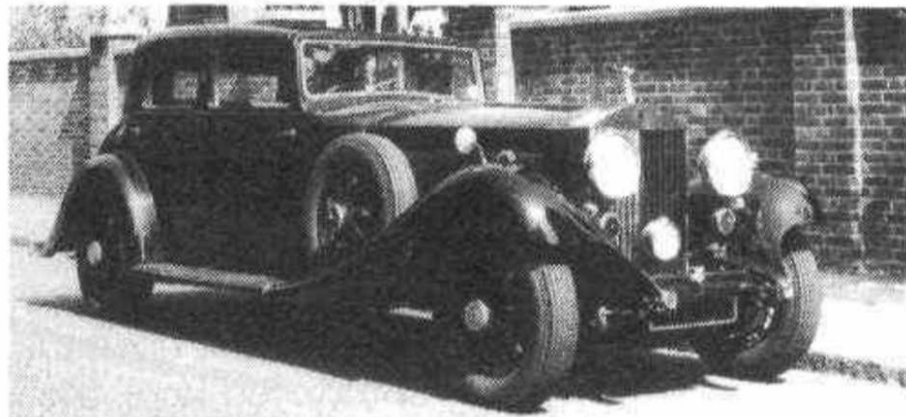
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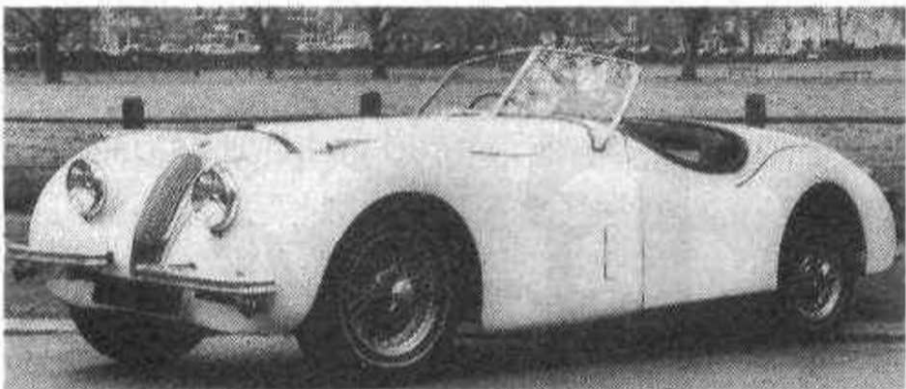
1957 ROLLS-ROYCE SILVER CLOUD ONE. Just over 28,000 miles from new and in the finest order throughout. Unmarked original Midnight blue coachwork with blue grey leather. Fitted with power steering.



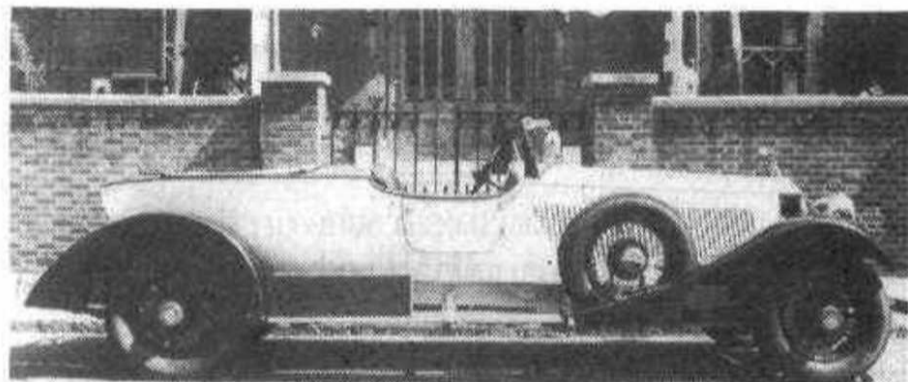
1933 ROLLS-ROYCE PHANTOM TWO, CONTINENTAL CLOSE-COUPLED SPORTS SALOON BY BARKER. Original throughout including complete tool kit and all the original equipment. Recent comprehensive mechanical overhaul. Black coachwork with the original brown leather.



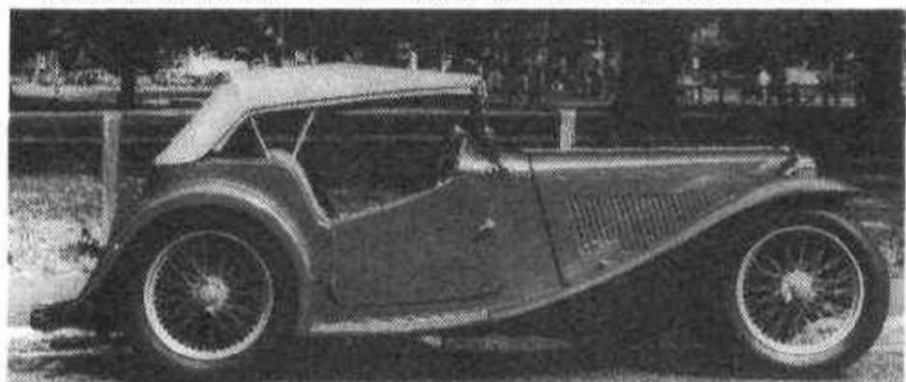
1970 ASTON MARTIN DB6 MK.II VANTAGE. Now sold, but we have since located another excellent low mileage example. Please ring for full details.



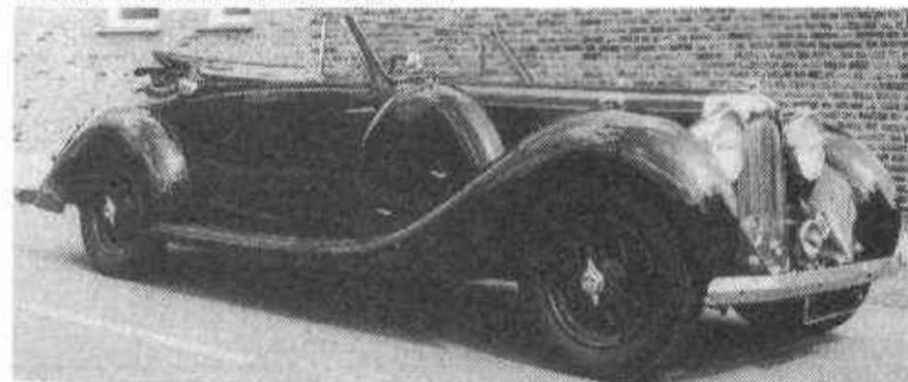
1951 JAGUAR XK120 ROADSTER. Olde English White with two-tone ivory and red leather. Chrome wire wheels. Fully restored to the highest standards. Also available — a superb low mileage XK 150S Roadster and three E-type V12 Roadsters.



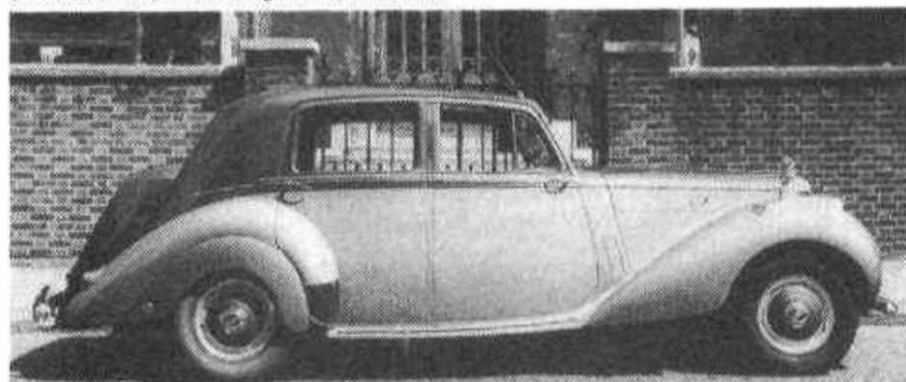
1932 ROLLS-ROYCE PHANTOM TWO. In excellent running order. Fitted with a most attractive boat-tailed roadster coachwork.



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1939 LAGONDA LG6 DROPHEAD. Midnight blue with the original red hide upholstery. The clock reads approx. 82,000 miles and the history indicates that this is the true mileage. Beautiful original condition and a superb driving car.



1952 BENTLEY MARK SIX 4 1/2 LITRE. One of two in stock. The car above is finished in Tudor over Shell grey with chocolate leather. The other is fully restored in metallic Midnight blue with blue leather.

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- 1934 Alvis Speed 20 SB Tourer.
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- 1937 Bentley 4 1/4 Sports Saloon.
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- 1931 Lagonda Two Litre Tourer.
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To give you an idea of just how unique these cars are we have reproduced here, the individual and colourful histories of some of them.

1914 ROLLS-ROYCE ALPINE EAGLE SPORTING TORPEDO

One of the two Silver Ghosts in the sale, this is the version of the model with close-ratio four-speed gearbox as used by Rolls-

and was supplied new by him to Captain Mill the body is by Portholme, Radley's own aircraft firm. Milburn drove it for 250,000 miles before presenting it to Rolls-Royce in 1933.

It was stored at their London service centre in 1933 the body was replaced by a truck type 17 RB transported Merlin engines and parts from Park Ward during the War. The original body put back on and the car sold in 1947, and finally passed into Mr. Sears hands in 1951, when restoration took place.

1905 ROLLS-ROYCE LIGHT TWENTY T.T. REPLICIA TONNEAU

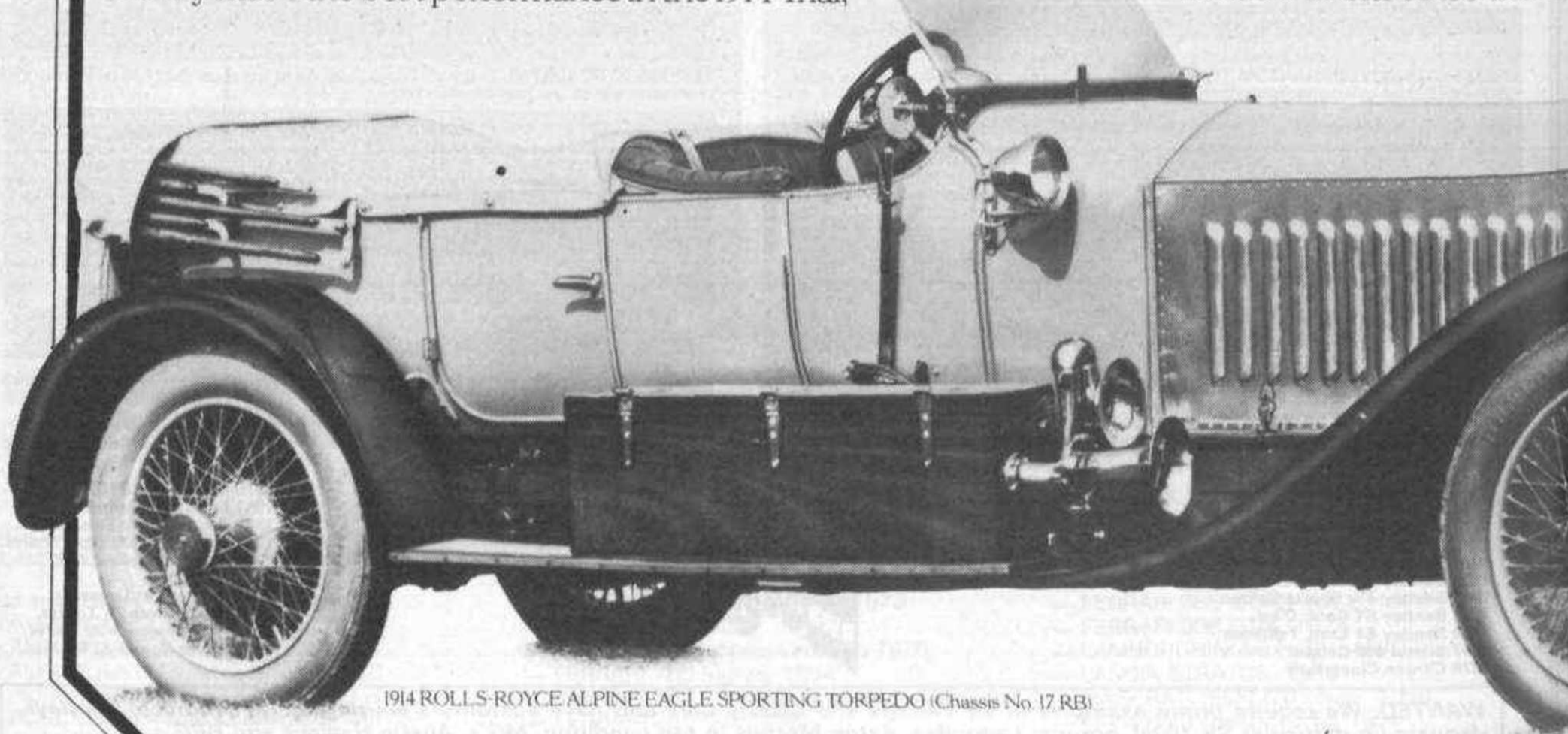
This is now an exact replica of Percy North's second-place winner in the first Isle of Man TT Trophy of 1905. It was reconstructed from 2 cars 40520 found in Cornwall and 26350 found at Cottage, Knutsford, former home of Henry R.

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Royce to dominate the 1913 Austrian Alpine Trial.

It is a sister to the machine in which James Radley made the best performance in the 1914 Trial,

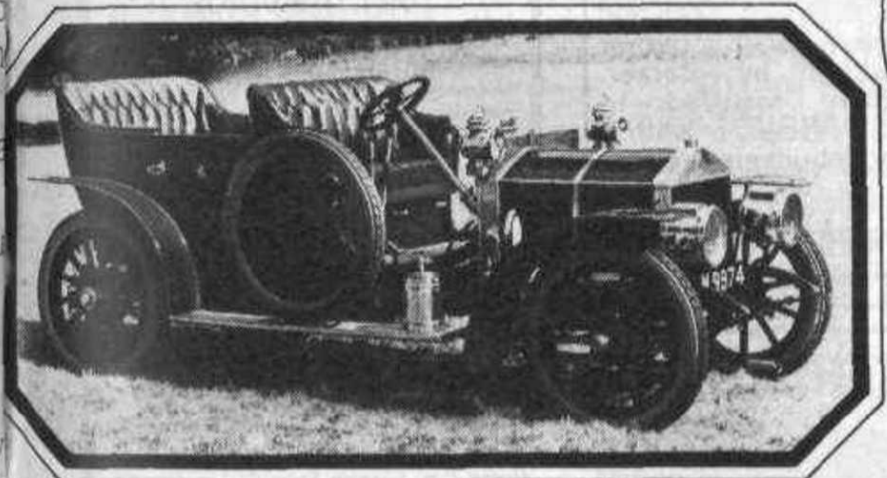
The Cornish car was on the top floor of a building with coachworks and had to be lowered through a window in bits since the lift



1914 ROLLS-ROYCE ALPINE EAGLE SPORTING TORPEDO (Chassis No. 17 RB)

ca and motoring collectables.

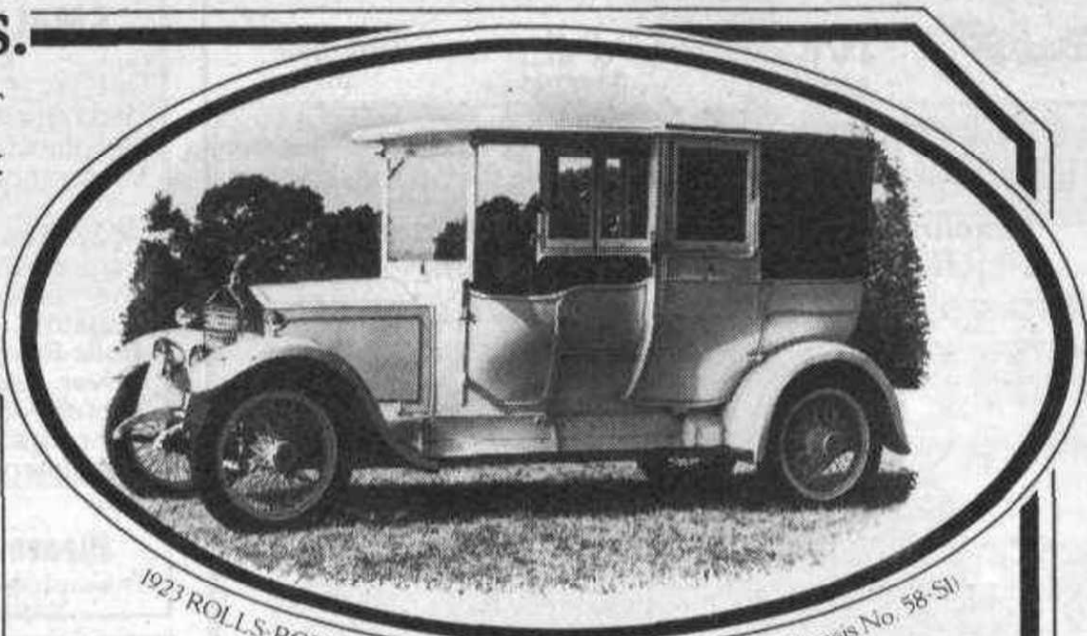
been dismantled. The replica body to correct TT specification was made by Warringtons of Hove: the only incorrect item is the Zenith carburettor, the original Rolls-Royce instruments being



1910 ROLLS-ROYCE LIGHT TWENTY TT REPLICA TONNEAU (Chassis No. 26350)

missing from both 40520 and 26350.

This car is capable of 65/70 mph and made its



1923 ROLLS-ROYCE TWENTY SINGLE LANDAULETTE (Chassis No. 58-SI)

Daimler chassis. When a replacement car was needed, however, he found the latest bodywork styles gave inadequate headroom for the top hat he invariably wore. Thus the 1910 body was transferred to the Rolls-Royce chassis. The Earl of

lection of Rolls-Royce ne under the hammer.

but after restoration in the Veteran Car Club's London-Windsor Coronation Rally in June, 1953.

1923 ROLLS-ROYCE TWENTY SINGLE LANDAULETTE

Hamshaw of Leicester built the single landaulette coachwork on this very early three-speed, centre-change Twenty for the Earl of Lonsdale in 1910.

Finished in his house colours of yellow with black coachlines, it was originally mounted on a



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In association with Lord Montagu of Beaulieu.

Lonsdale kept the car until his death in 1944, using it to visit every racecourse in Britain.

It then passed into the hands of Mr. Sears, who repainted it in its correct and original colours.

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The sale of the complete Stanley Sears Rolls-Royce Collection will be held at Motorfair on October 22nd.

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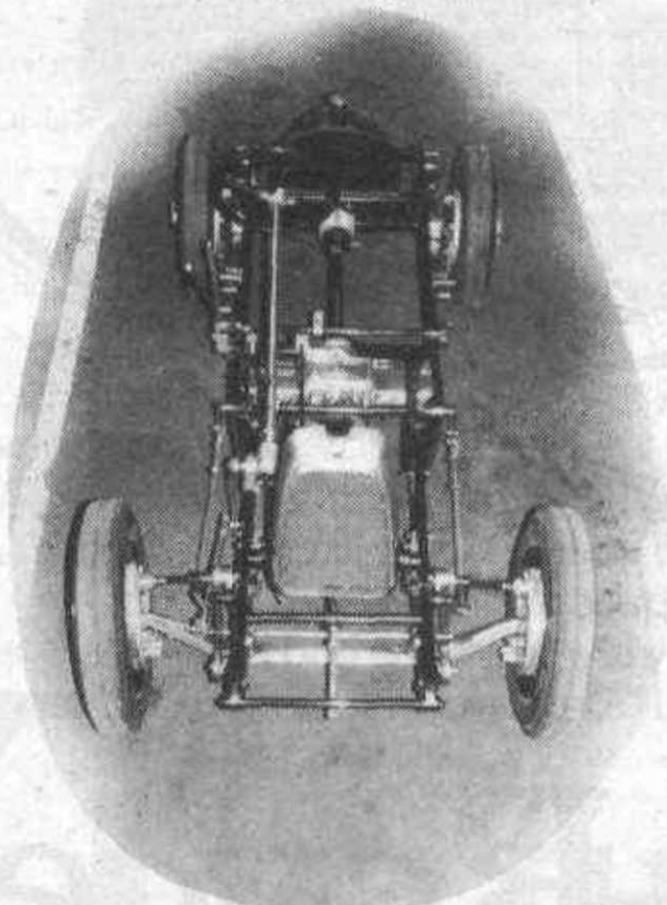


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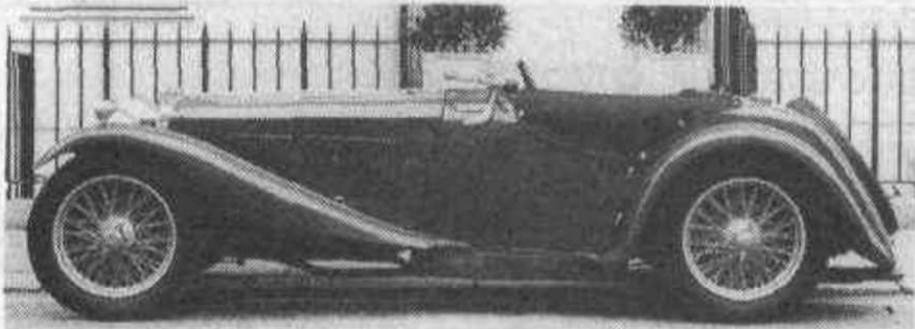
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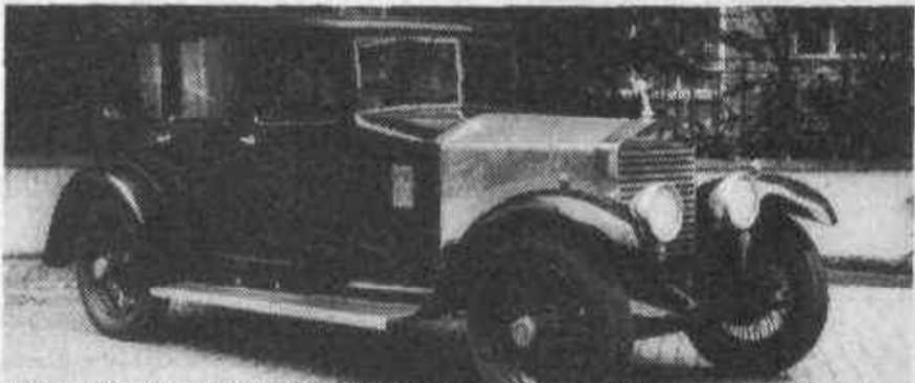
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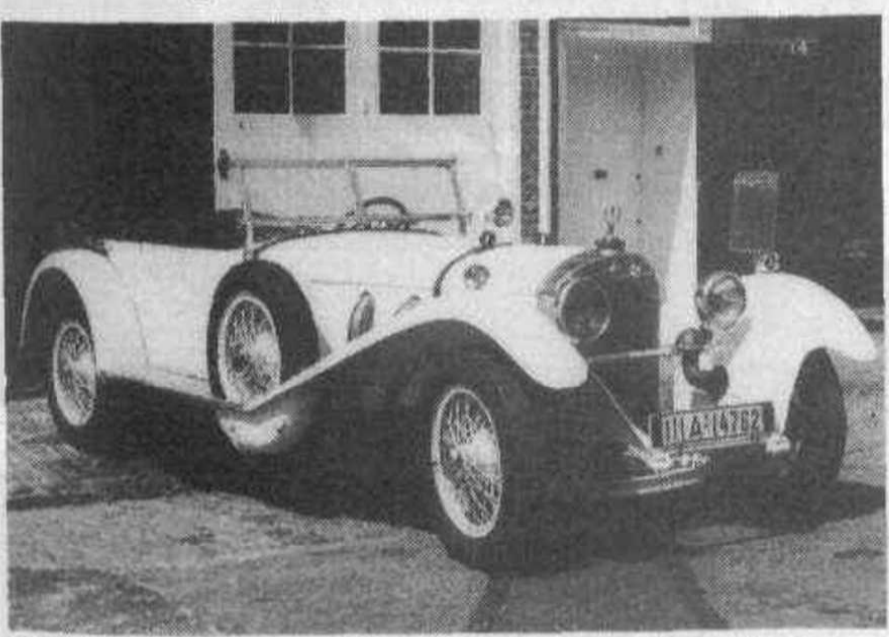
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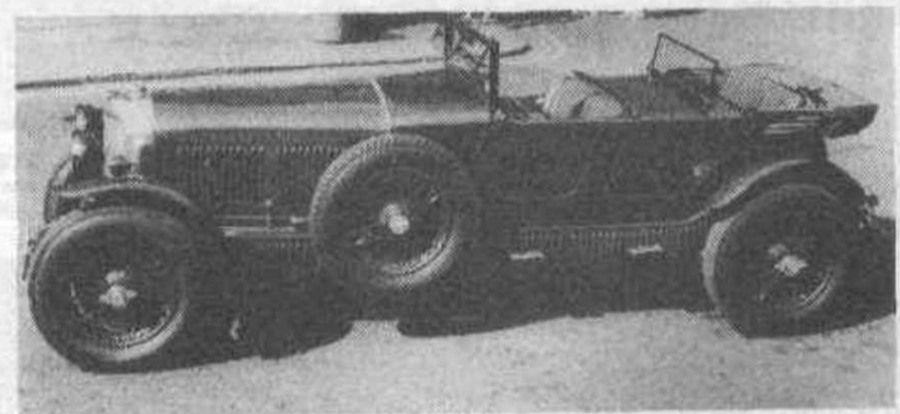
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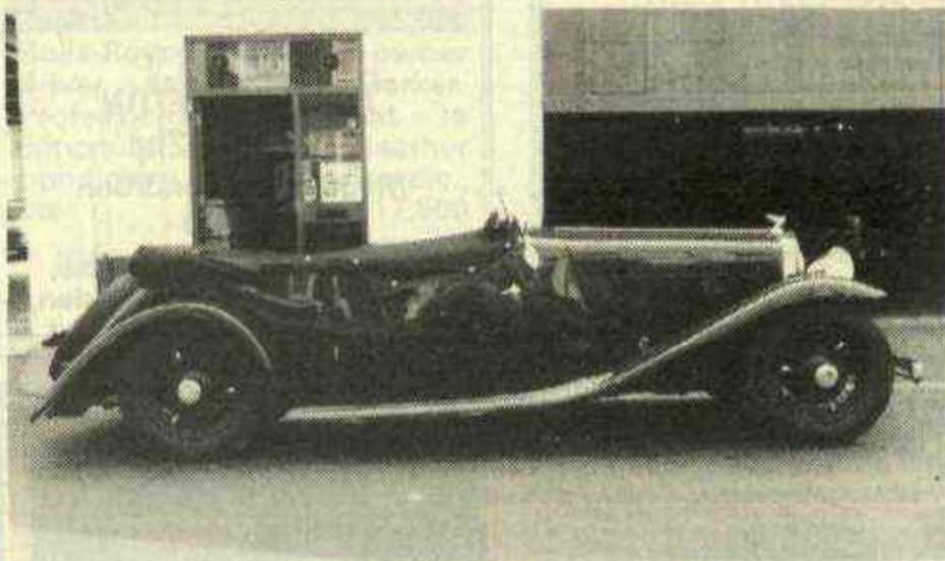
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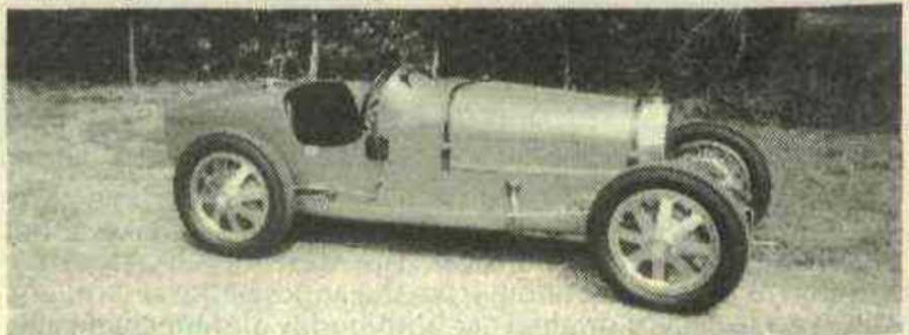
1934 Delage D8SS, 3 position drophead coupé by Fernandez and Darrin. Recent restoration.



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