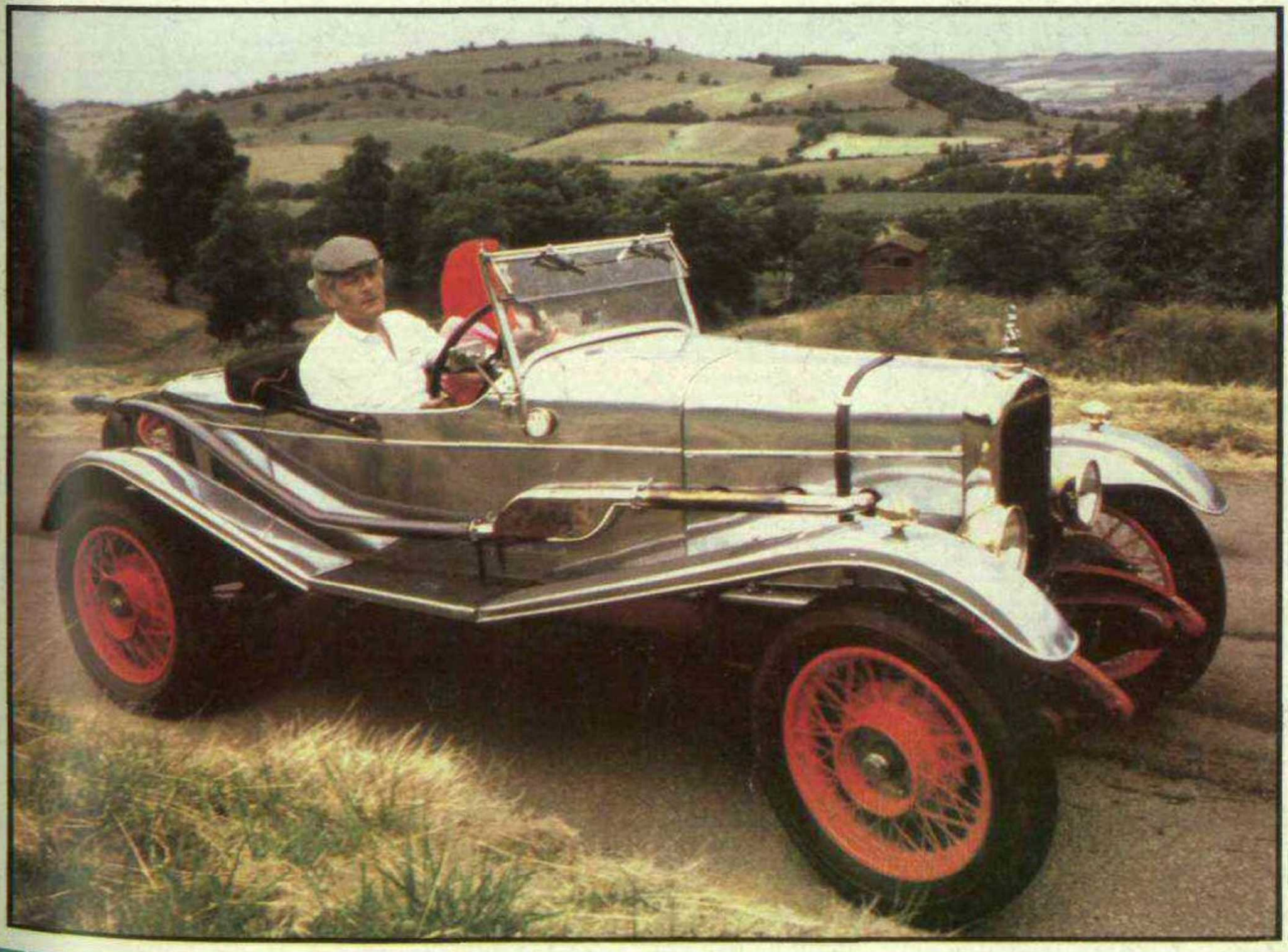
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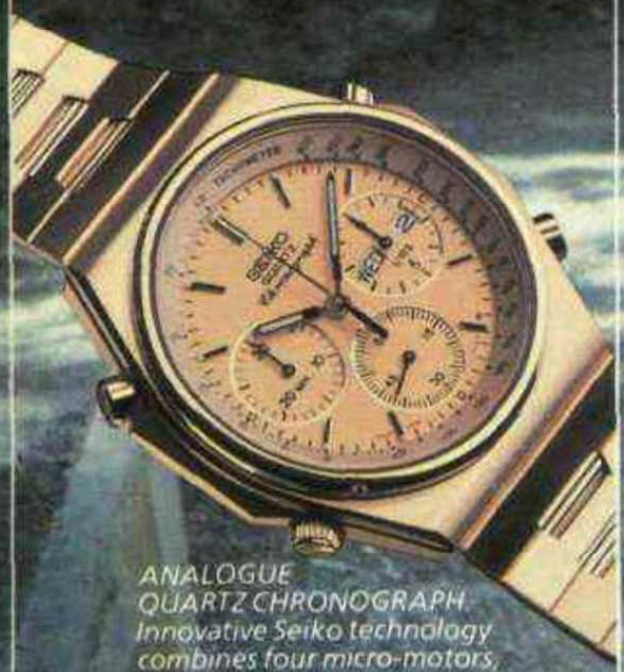
The Magazine that gave its name to the Sport



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Esprit "Turbo" White, full red hide, s/r, ACU, rad / cass.	List
Esprit "Turbo" Ice Blue Met, full blue hide, s/r, ACU.	List
Esprit S3 BRG, half gold hide, BBS, rad / cass.	List
Esprit S3 Essex blue, half gold hide, BBS, rad / cass.	List
Esprit S3 White, half red hide, BBS, rad / cass.	List
Excel S2 White, half red hide, PAS, 8 spoke wheels.	List
Excel S2 Silver met, half red hide, PAS, 8 spoke.	List

SCIMITAR

Scimitar GTE O/D Black, black full hide, s/r, e/windows.	List
Scimitar GTC O/D Grasshopper green, black full hide.	List

ALFA ROMEO

Alfetta GTV 2.0 Black met, gold velour, rad / cass.	List
Alfa 33. Gold CL 1.5 Champagne met, tan velour, rad / cass.	List
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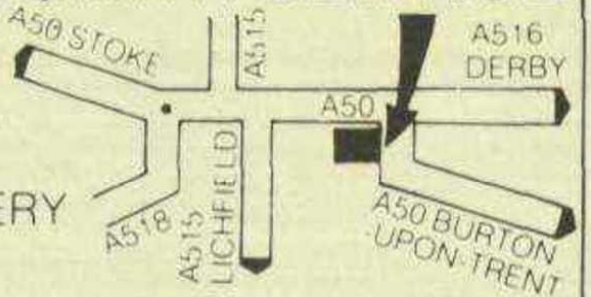
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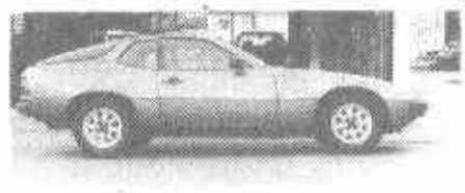
Lotus Esprit Turbo, 1982.



Porsche 911 SC Targa.



MGB Roadster.



Porsche 924 Lux.



Golf GTi.



Capri 2.8i.

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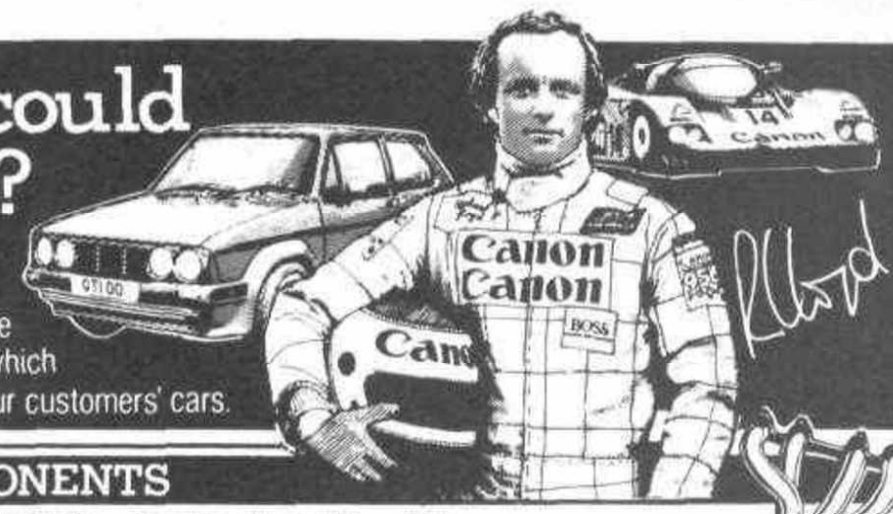


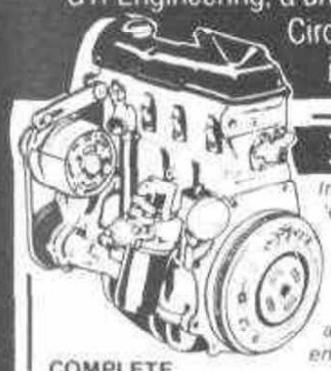
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RLR1800 (injection) 130bhp
RLR1800 Plus (injection) 140bhp
RLR1800C (carburettor) 125bhp

Converts 1800cc to 2000cc - Golf/Scirocco

RLR2000 Plus (injection) 150bhp

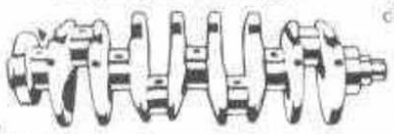
CYLINDER HEAD CONVERSIONS

RLR 1800 'Plus Pac' 135bhp for 1800 injection Golf/Scirocco
RLR 2200 'Plus Pac' 160bhp for 2.2 injection Audi Coupe

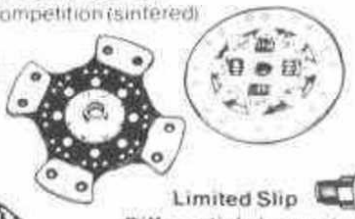


Cosworth Pistons. Forged 81.0mm, 82.5mm. Also 79.5mm (race)

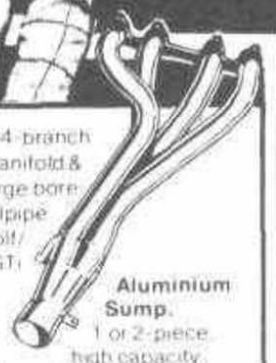
Crankshafts. Forged steel with 86.4mm or 90.5mm stroke



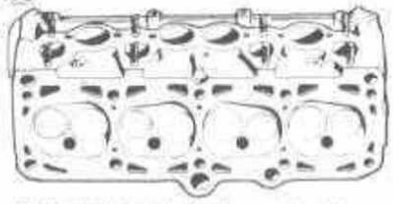
Clutches. H/duty 190mm, 200mm for road (organic) & competition (sintered)



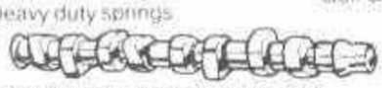
Exhausts. 4-branch tubular manifold & 'free-flow' large bore system/tailpipe for Golf/Scirocco GTi



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



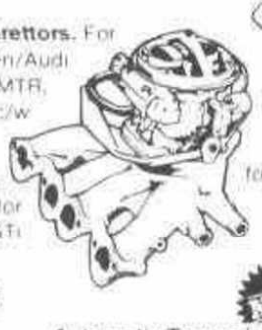
Cylinder Heads. Fully gas flowed, oversized valves, heavy duty springs & high lift cam etc.



Camshafts. Various profiles for road or competition

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

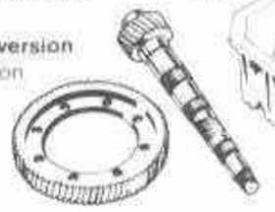
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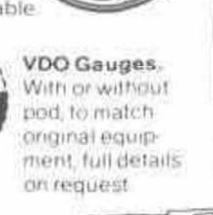
ACCESSORIES



Long Range Tank. 9 gallons. Fits in spare wheel well, complete with fitting kit.



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.



Cassette Holder. Various styles for most models.



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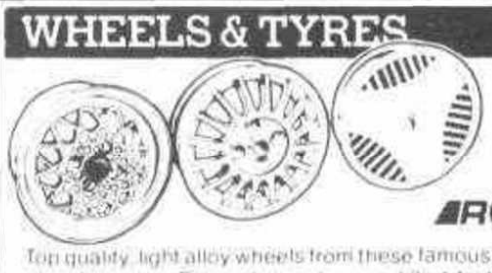
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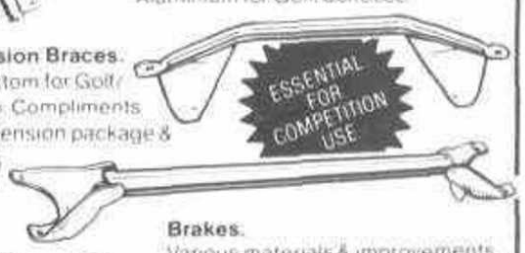
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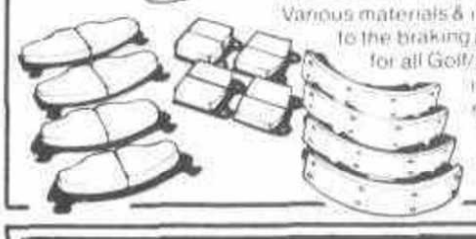
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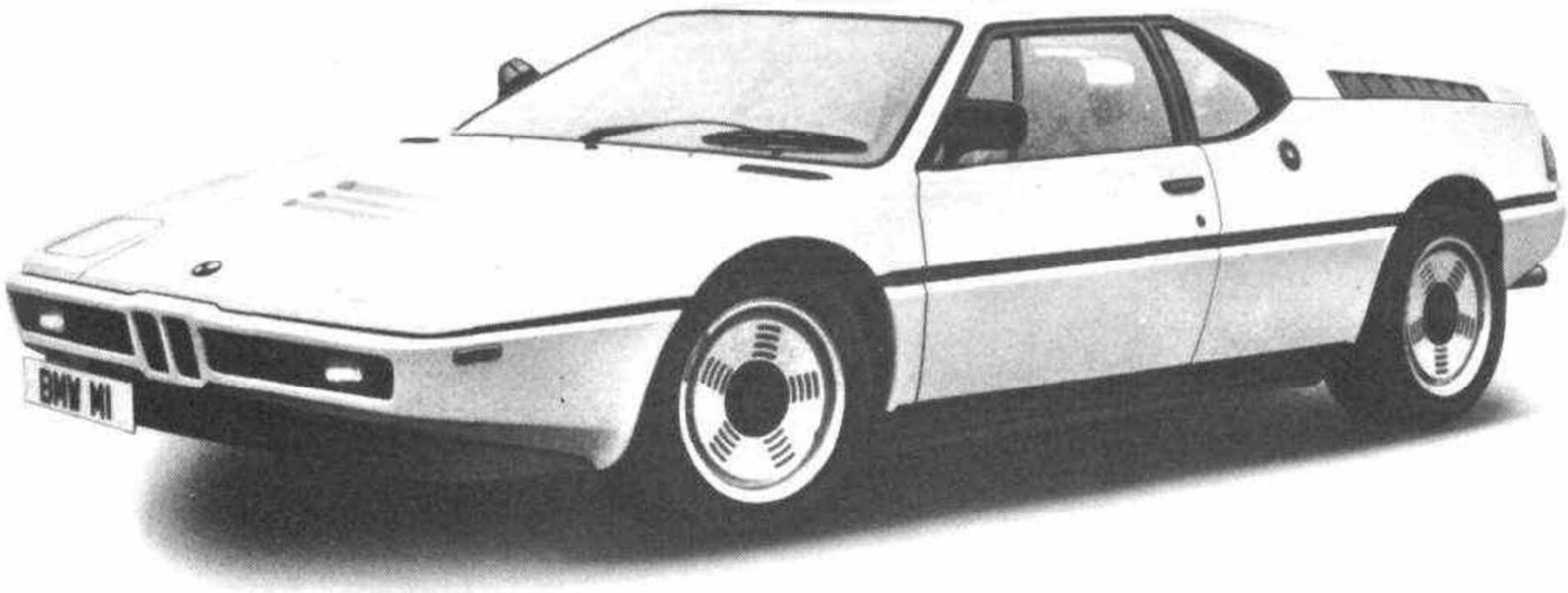
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83 928S Auto. Black with black hide, elec roof, e. seats, 13,000 miles, f.s.h. **£26,950**
82Y 928S Auto. Rosewood / beige Berber, e. sunroof, 20,000 miles, full service history. **£22,950**
80W 928S Auto. Metallic black / tartan, 32,000 miles, full service history. **£16,950**



79 Aston Martin Volante. Metallic green beige hide, 38,000 miles, full service history. **£25,950**



June 84 911 Turbo. Black / black hide, 2,000 miles only. **£35,950**
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77 Corniche Convertible. Willow gold / dark brown hood / magnolia hide, Whitewall tyres, 27,000 miles, 2 owners, full service history. **£33,950**
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83Y 944. Guards red / black Berber, sunroof, 9,000 miles, full service history. **£14,450**
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80W 635 CSi Auto. Sapphire blue / blue leather, e., sunroof, alloy wheels, 23,000 miles, full service history. **£12,750**
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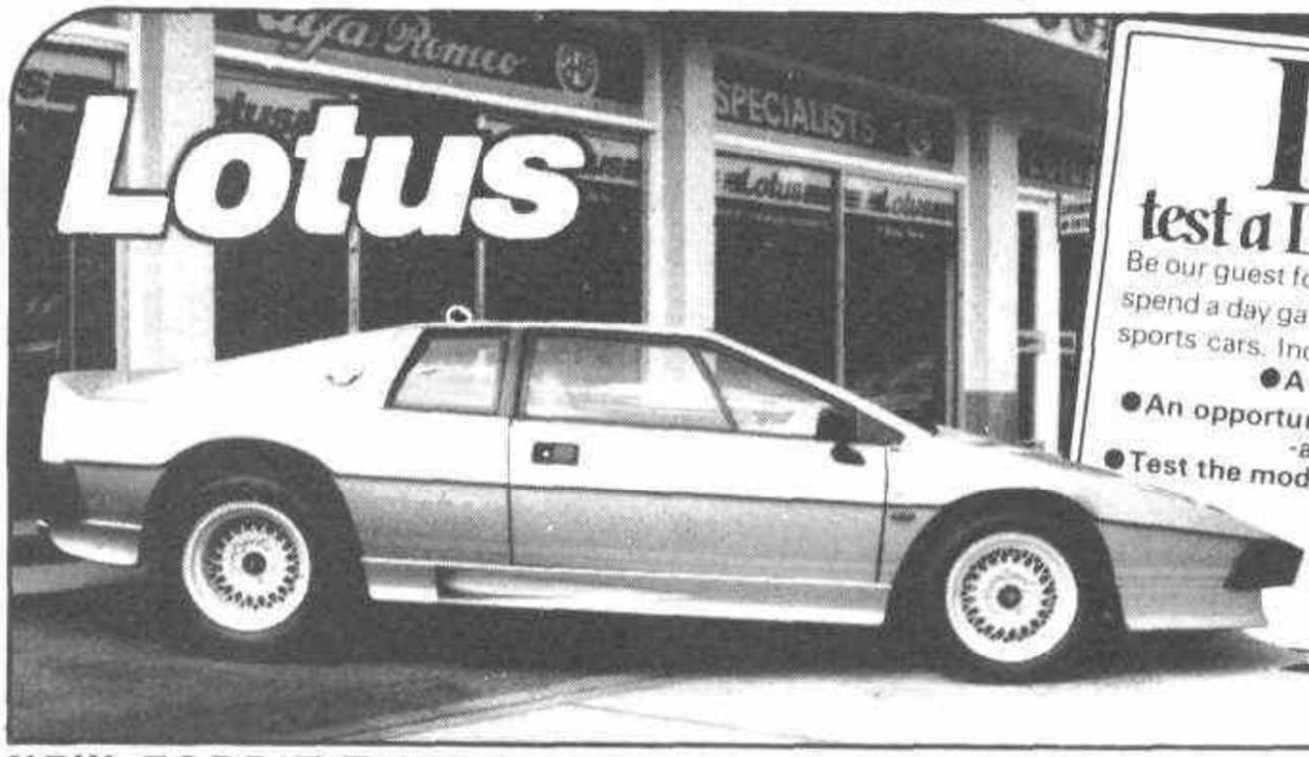


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1983	Y ESPRIT TURBO, hide, BBS, 5,000m	*£360	£15,950	1983	A EXCEL, silver, hide, pas, 13,000m	*£280	£12,450
1983	Y ESPRIT TURBO, ice blue, hide, ACU, r/stereo, 12,000m	*£385	£16,950	1983	Y EXCEL, blue, hide, pas, 19,000m	*£250	£10,950
1982	Y ESPRIT TURBO, red, hide, ACU, 11,000m	*£360	£15,950	1982	X ECLAT RIVIERA, silver, 26,000m	*£222	£9,750
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82X Esprit Turbo. Black / black, full leather, air con. **£15,250**



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81X XJS HE. Sapphire blue metallic / biscuit leather, 1 owner, full service history. **£12,950**

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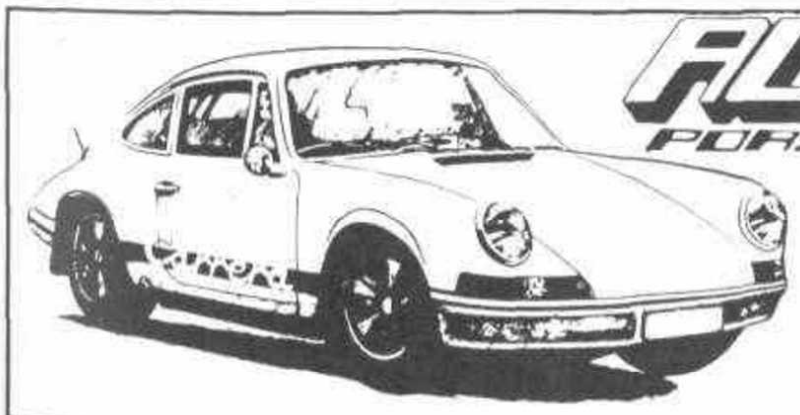
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TIP OF THE MONTH

Old Smokey. The 911 engine is a unit 'par excellence', with innumerable claims to fame. However one thing it isn't is the World's most oil-tight unit.

The commonest leak is from the lower rocker covers. Also the most obvious, as it drips onto the exhaust, creating smoke everywhere and fumes through the heating system!

Up to mid-1968 model its a 6-stud cover, and there's little more you can do other than the standard assembly precautions:- Fit the gasket dry (6-stud, cork, 11-stud, green + white sealing stripe). Check the cover isn't warped. Use new aluminium washers and new nyloc nuts. Tighten to 20 ft. lbs. Re-tighten after a few days if there's any oil weeping.

Mid-1968 on (all 911 and 930) its a 11-stud cover. This was magnesium alloy, (aluminium from '76) and prone to warping and corrosion. Hence a much improved heavily ribbed aluminium alloy cover was introduced for the 1979 models, and this will retro-fit directly onto all the 11-stud earlier models. However you must always stick to the above assembley precautions.

The top rocker covers haven't significantly changed, all using the same grey graphited gaskets.

Complete gasket kit for 6-stud cars (all 4 gaskets, washers, nuts) £10.65.

Complete gasket kit for 11-stud cars (all 4 gaskets, washers, nuts) £15.64.

1979 on models lower rocker covers, each £19.58.

And sometimes they still leak! There's a word for it.

LIFE IN THE ENGINE ROOM

The workshop project department is entering it's summer holiday lull (hopefully — we need a break!) So we thought a peer into what goes on in the little room at the end of the shop might be of interest.

Like routine servicing in the workshop, much of the work is standard engine and transmission rebuilding. However in recent months the following more interesting builds have gone through:-

Uprating a 2.4 911E engine to 2.7 RS spec, to make life with a standard E a bit more interesting! A relatively simple conversion in the course of a rebuild.

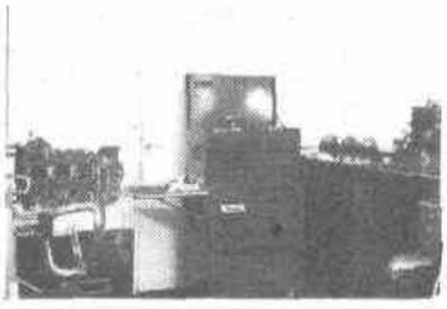
Uprating several 911SC Carrera 3.0 engines to high compression 3.2, a very useful "bolt-on" conversion in the course of a top-end overhaul. We have yet to take the next step and uprate one to the technically feasible (on 911SC only) 3.4-litre. Anyone fancy being an 'at cost' guinea pig?!

Converting a Carrera 3.0 engine to 230 bhp 3.0 RS mechanical injection spec. to power a replica 2.7 RS. Definitely not just an injection system swop!

Uprating the engine from a 3.0 RS to the Factory "Rally" spec. with RSR butterfly injection, big-bore 'switchable' exhaust, etc. A sort of "stage 1" conversion to big-ports / manifolding retaining standard cams and ignition.

Rebuilding a 3.3 version of a 3.0 RS engine, for a replica 3.0 RS. This is to "Rally" spec. but with 46 IDA Webers, and is currently proving in Club Racing that whatever their shortcomings, Webers certainly don't limit the b.h.p.!





Transmissions are a bit less exciting, but we did put together a "competition" 4 speed Sportomatic, with L.S.D., semi-close ratios and an A.P. uprated clutch. It worked well with a 260 bhp 2.8 RS 'Rally' engine, but wasn't too keen on racing starts!

We're currently building our best effort of a 5 speed unit to go with our 'Group B' 3.3 Turbo. As and when the car appears we're sure you'll all be equally interested to see how soon it deposits itself on the track!

Also currently 'on the stocks' are a 2.8 high compression version of the classic 2.7 RS engine, plus another mighty 3.5, complete with dual ignition and 'Rally' spec. injection and manifolding. Still the last word in 'shopping racer' lumps? We don't at this point in time have a home for both these.

We're currently on engine build No. 320 and transmission build No. 352. It could be that our engine man Ian is beginning to get the hang of it!

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The problem is you discerning lot won't part with your nice clean, full history Porsches. And the only hairy, tail-wagging dogs we've got are on legs! (or are the Directors' wheels!. Ed.) We're prepared to travel to all corners of our great British Isles cash in hand to haggle with you.



1979 Model 3.0 SC Sport. Black, black-look, black trim. 54,000 with history. **£12,500**

1980 Model 3.0 SC. Cockney brown, black-look, cork check trim. 52,000 with history. **£11,950**



1980 Model 3.0 SC Sport Targa. Copper-brown metallic. Black-look, beige pasha trim. 68,000 with history. **£13,250**

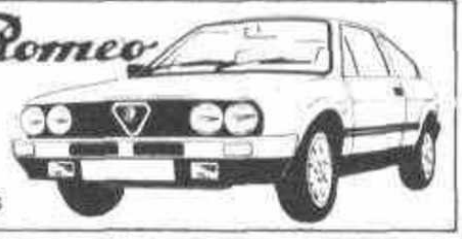


1981 924 Lux. Silver, black berber trim. 27,000. 1 owner. 5 speed. **£8,750**

1973 Carrera RS M 471 Lightweight. 9113601359. Bahia red. Ex Tordoff / Shields / Jackson / McCartney / Old Uncle Tom Cobbley! Rebuilt engine, rebuilt box, overhauled susp. and brakes. Very sound, tidy, standard, fast, fun, and I'm going on holiday in it. (back to the tarmac 'stages' of Ireland!). **P.O.A.**

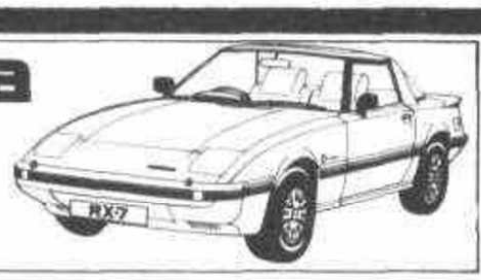
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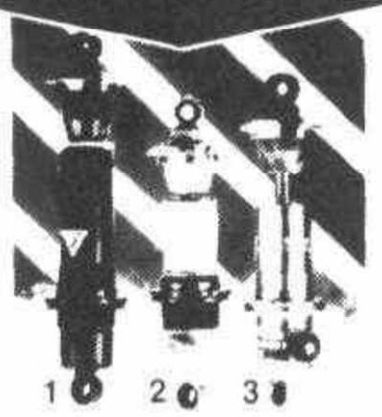
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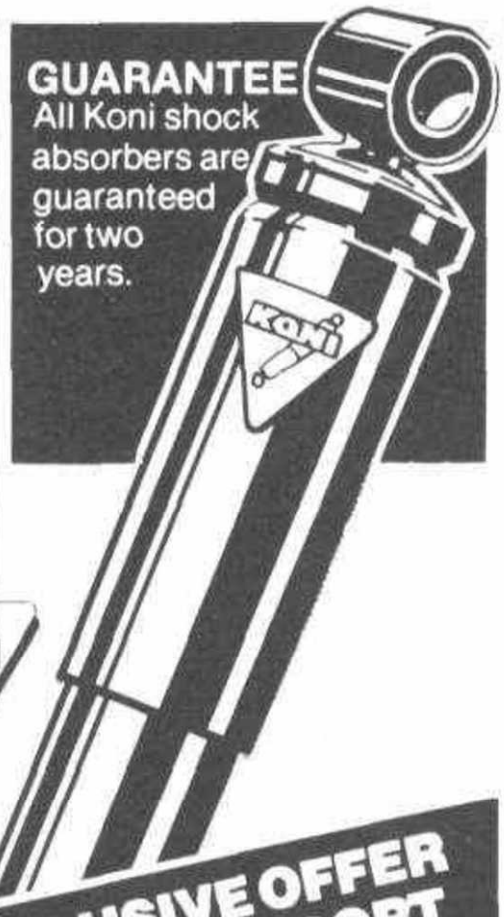
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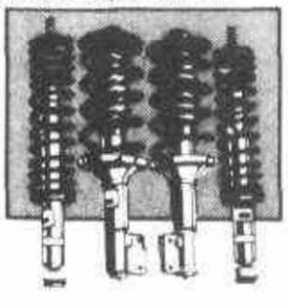


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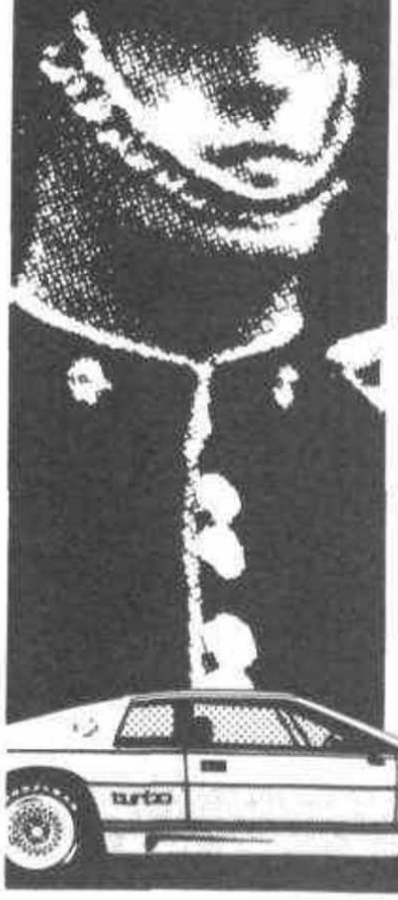
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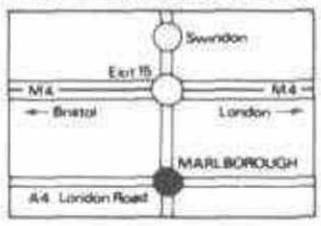
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We are pleased to offer the following selected used Porsche: do not hesitate to phone for fuller descriptions, prices and appointments to drive.

PORSCHE 928SII 'A' 1984 Manual. Now that the German factory has re-opened, we can update our demonstration fleet. So, our present 'demos' can go. And go they do! Our SII is finished in metallic ruby red with grey beige partial leather trim, and is the manual version with a limited slip diff, with special leather sport seats. Surely the optimum piece of motoring kit? Fly to Munich — we'd rather SII it!
PORSCHE 928S 'X' 1981 Automatic. Finished in metallic wine red with black partial leather interior, equipped with sunroof and very exotic ICE, very particular one and only owner has given this car the perfect 45,000 miles service history, with no aspect of the car's performance less than 100% thoroughly recommended.
PORSCHE 928 'W' 1981 Automatic. We have two pristine examples; both sold by us new and with complete service histories. Both have covered 42,000 miles and both have a sunroof! One in metallic petrol blue and one in metallic rosewood (with beige leather). So much sophisticated performance value.
PORSCHE 911 Carrera Cabriolet 'A' 1984. Another lightly-used demonstrator, finished in metallic slate blue (this month's colour) with blue / silver check trim and matching hood. Cloth sport seats, seven and eight inch alloy wheels and limited slip diff allied to the shattering performance means four-wheeled superbiking!
PORSCHE 911 Carrera Sport Coupe 'A' 1984. Again metallic slate blue with dark blue cloth trim. Full 'sport' spec includes sport seats in plain cloth. Just 3,600 miles and registered in April '84.
PORSCHE 911SC Sport Coupe 'X' 1981. Metallic Pacific blue this time with blue Berber trim. Spec. includes passenger door mirror and oh-so-important sport seats. Sold by us new and serviced here throughout it's 23,000 mile one-ownership history.
PORSCHE 944 'A' 1984. If we could call it a 'Sport' we would. Equipped with seven and eight inch alloys with white centres, front fog lights, passenger door mirror, cassette and coin holder, power steering and superb sport seats, finished in stunning alpine white with brown 'Porsche cloth' trim. Looks so sinister in the mirror, even Volvo Estates who have taken up residence in the fast lane move over!
PORSCHE 944 'Y' 1983 Automatic. Guards red with black Berber cloth trim. Sunroof, passenger door mirror, cassette and coin holder and sport seats. We sold it new: it's absolutely mint and has only covered 9,000 miles. Quite superb.
We have a selection of excellent PORSCHE 924, including a Turbo version, which incidentally is still manufactured in Germany for the Italian market. All our used cars will be thoroughly overhauled if required to bring them up to the very highest standard of preparation for the next year or two's enthusiastic motoring and then covered by Porsche's Used Car Plan. This plan offers twelve month comprehensive cover against mechanical breakdown, and includes car hire, should you need it, and full support of Europe Assistance too.
Back to today's selection of Porsche 924.
924 Lux 1983. Guards red, 23,000 miles.
924 Turbo 1983. Dark blue, 43,000 miles.
924 Lux 1981. Silver, 37,000 miles.
924 Automatic 1981. Conifer green, 22,000 miles.
924 Lux 1980. Alpine white, Lovett sold / serviced throughout 60,000 miles.
Anything taken in part exchange so long as it doesn't eat!

Official Porsche Centre



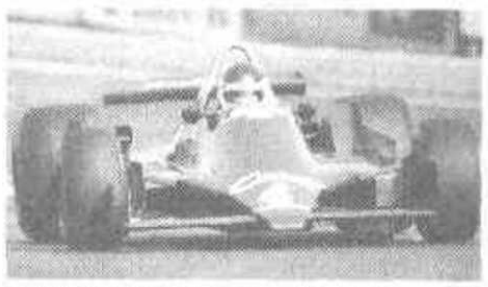
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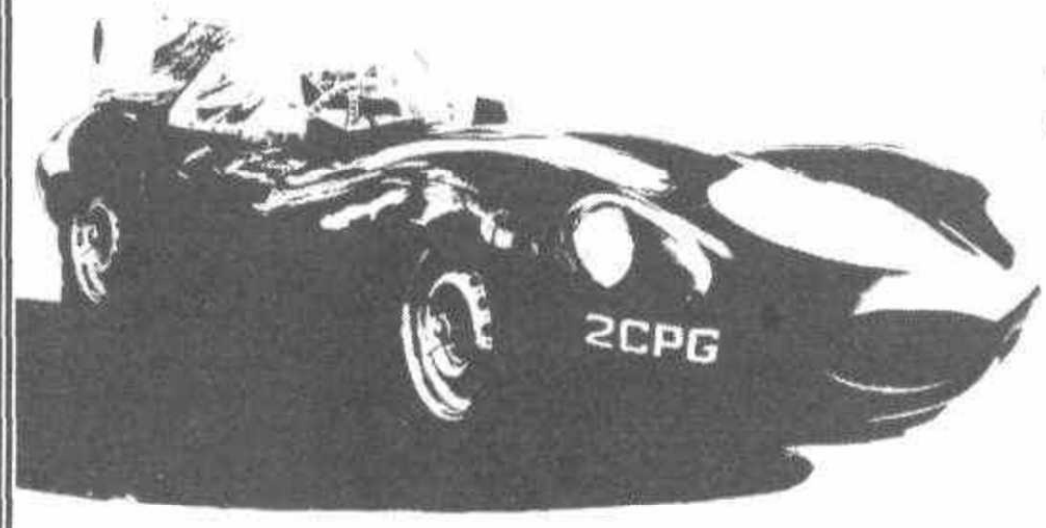
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SPRINT

THE ART OF TECHNOLOGY

Alfa Romeo

Model illustrated is the Sprint ✤Green Cloverleaf £7355, also available Sprint 1.3 £6695. Prices exclude number plates and delivery and are correct at time of going to press. †Manufacturer's figures.
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FRONT COVER PICTURE — J. A. Berrisford's Ducksback Alvis 12/50 taking part in the non-competitive Scenic Run at Prescott during the VSCC's Jubilee celebrations. The car was the winner of the Moving Concours at Oulton Park.

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Matters of Moment

The VSCC's Golden Jubilee

FROM HUMBLE beginnings back in 1934 the Vintage Sports Car Club has developed consistently into one of the most important clubs catering for the older motor cars, mostly of the more sporting or high quality pre-1940 kind. Over and above that, it has never deflected from its carefree, not-too-serious demeanour, which cannot be said of all such organisations, aided in this very much by the integrity and excellence of its Presidents and Committee. So its Golden Jubilee, based on Malvern in Worcestershire, last month, was one of the great vintage occasions of all time.

Apart from various socials appropriate to such an occasion — VSCC members are traditionally thought of as bending elbows to manipulate beer mugs — there were all kinds of events during the week, reflecting just the sort of runs and competitions which the VSCC has so effectively held for a half-a-century. Thus the big concourse of guests, from as far afield as Australia, America and many European countries, could watch or take part in driving-tests, a *Concours d'Etat* (prizes by Dunlop), high-speed frolics at Silverstone (awards from the same source of essential tyre-wear), a light car run, a navigational rally (prizes by Carfax), a sporting trial at Eastnor Castle (awards courtesy of Stanley Mann and Classic Cars), and a scenic run to Prescott hill, while the Northern Section of the Club held a reception (by Rolls-Royce) and dinner, followed by driving-tests and a *Concours d'Elegance* at Oulton Park. The *Grand Finale* took place at Shelsley Walsh, Britain's oldest unmolested speed-venue, apart perhaps from Brighton's Madeira Drive.

The Editor, who has had so much enjoyment from VSCC affairs, would like to add his warmest congratulations to the VSCC on attaining, at full strength, its 50th anniversary. He intends, space permitting, to do justice to this in other parts of this issue. That apart, if you want to flavour the concept, ideals and sheer fun that lies behind VSCC activities, try to get hold of its Golden Jubilee Programme, in which articles by many of its leading lights explain it all, often with commendable humour. For instance Denis Jenkinson tells of how Tim Carson dealt typically with protests when he was the VSCC Secretary, makes like Alvis, Bugatti, Vauxhall, Bentley, Frazer Nash, Ford and A7 are dealt with by acknowledged experts, with others writing of various aspects of VSCC competitive life, such as Adrian Liddell on Edwardian racing (although I cannot accept that his Straker-Squire lapped Silverstone in 1.27 *seconds* — these printing errors!), Ron Barker on other Edwardians, Geoff Winder on trials, and Jeddere-Fisher and W.B. on the small cars, while it was sheer genius on the part of the Hon Patrick Lindsay to tell modestly of the misfortunes he has had with his ERA "Remus", instead writing of his courageous and very successful racing at the wheel of it, as he could well have done.

There is much more besides, the welcome is by the present VSCC Secretary, and the fine paper compliments scores of splendid photographs. It is available from the VSCC office, 121 Russell Rd, Newbury, Berkshire, at £2.50.

* * *

Oh, Rover

OUR first impression, when confronted with the latest Rover, was to castigate the Austin-Rover branch of British Leyland for producing a Japanese-engineered parody of former Betjeman-land "Aunties" and the later rally and race-orientated cars from Solihull, when the thought occurred that the new front-drive breed bearing the once-proud name may be no bad thing. Because those who admire Honda quality, good gearchange, etc can now have all this, and in time a "Vitesse" engine and leather upholstery if they so desire, without incurring the stigma, if that is how they see it, of buying a Japanese car. . . . — W.B.

Motor Sport Fixture List for August

★ 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
August 3rd-5th	**Club Sports da Madeira**	**Madeira, Spain**	**Madeira Wine Rally (European Rally Championship) (INT)**	07.30
August 3rd-5th	**CRDA Mosport Park Ltd.**	**Mosport Circuit, Canada**	**World Endurance Championship 1,000 Kms (INT)**	—
August 4th-5th	Nottingham Sports Car Club	Curborough, Nr Lichfield	Sprint Meeting (*R*)	10.00
August 5th	VSCC	Prescott, Nr Cheltenham, Glos	Hill Climb (*C*)	12.00
August 5th	BARC	Brands Hatch Circuit, Fawkham, Dartford, Kent	Race Meeting (*N/R*)	14.00
August 5th	BARC	Lydden Hill Circuit, Dover, Kent	Race Meeting (*R*)	14.30
August 5th	**BARC**	**Snetterton Circuit, Attleborough, Norfolk**	**Race Meeting (INT/R)**	14.00
August 5th	**Automobilclub von Deutschland**	**Hockenheim Circuit, Germany**	**German Grand Prix (World Championship round) (INT)**	—
August 5th	**Hyllinge MS**	**Knutstorp Ring, Sweden**	**European Formula 3 Championship (INT)**	—
August 11th	BARC	Oulton Park Circuit, Nr Tarporley, Cheshire	British Formula 3 (*N/R*)	14.00
August 11th-12th	Kirkby Lonsdale MC	South Lakeland Leisure Centre, Kendal (520½913)	Devils Own Rally (Round of *Motoring News* Championship) (*R*)	22.31
August 12th	BRSCC	Mallory Park Circuit, Leics	Race Meeting (*R*)	—
August 12th	750MC	Snetterton Circuit, Attleborough, Norfolk	Race Meeting (*R*)	—
August 12th	HDLCC	Market Street Car Park, Bromsgrove, Worcs	Hagley / Bromsgrove Auto-tests (*R*)	10.30
August 16th-19th	**Sth Idar Oberstein e.V. im AVD**	**Germany**	**Hunsruck Rally (European Rally Championship) (INT)**	—
August 18th	BRDC	Oulton Park Circuit, Nr Tarporley, Cheshire	British Formula 3 (*N/R*)	—
August 18th-19th	BARC	Harewood Hill, Stockton Farm, Harewood by A61/A659 from Leeds	Hill Climb Championship (*C*)	14.00 & 13.00
August 19th	**STMSC-Sektion Knittelfeld des STAMK**	**Osterreichring, Austria**	**Austrian Grand Prix (World Championship Round) (INT)**	—
August 19th	BRSCC	Brands Hatch Circuit, Fawkham, Dartford, Kent	Race Meeting (*R*)	—
August 19th	750 MC	Lydden Hill Circuit, Dover, Kent	Race Meeting (*R*)	—
August 22nd-23rd	**Automobile et Touring Club de Grece**	**Greece**	**Halkidikis Rally (European Rally Championship) (INT)**	—
August 22nd-26th	**Rally of the 1000 Lakes**	**Jyvaskylaa, Finland**	**Rally of the 1000 Lakes (World Championship Rally round) (INT)**	—
August 25th	Bentley Drivers Club	Silverstone Circuit, Nr Towcester, Northants	Race Meeting (*R*)	12.45
August 25th-27th	**DRC**	**Donington Park Circuit, Derbys**	**European Formula 2 Championship round (INT)**	—
August 26th	BARC	Snetterton Circuit, Attleborough, Norfolk	Race Meeting (*N/R*)	14.00
August 26th	HDLCC	Loton Park, Alberbury, Nr Shrewsbury	Loton Park Speed Hill Climb (*N*)	12.00
August 26th	VSCC	Cadwell Park Circuit, Nr Louth, Lincs	Race Meeting (*C*)	13.30
August 26th	**Koninklijke Nederlandsche Auto Club**	**Zandvoort, Circuit, Holland**	**Dutch Grand Prix (World Championship round) (INT)**	—
August 27th	BARC	Thruxton Circuit, Andover, Hants	Race Meeting (*N/R*)	14.00
August 27th	BRDC	Silverstone Circuit, Nr Towcester, Northants	British Formula 3 Championship (*N/R*)	—
August 27th	**BRSCC**	**Brands Hatch Circuit, Fawkham, Dartford, Kent**	**Race Meeting (INT)**	—
Aug 30th-Sept 2nd	**AC Pordenone**	**Italy**	**Rally Piancavallo (European Rally Championship round) (INT)**	—
Aug 31st-Sept 2nd	**Motor Union Charleroi**	**Belgium**	**Criterium L. Bianchi Rally (European Rally C'ship round) (INT)**	—
September 1st-2nd	**UAB Conseil Departemental**	**Plovdiv, Bulgaria**	**Rally Hebros (European Rally Championship round) (INT)**	—
September 2nd	**Royal Auto Club de Spa**	**Spa Francorchamps, Belgium**	**World Endurance 1,000 Kms (Championship round) (INT)**	—

Obituaries

WE REGRET to learn of the death of Denis Evans, who with his brother Kenneth and sister Doreen before the war formed the very well known Belleview garage racing team, concentrating mainly on MGs. Although Denis raced far less than the other members of the Evans family, however, he did drive Chrysler, Bugatti and R-Type MG cars at Brooklands, the last named in the 1935 500 mile race.

We also hear with deep regret that Pat Dencham, who will be remembered as a Bugatti driver at the track in the 1920s, died last June aged 89. He played his last game of squash at 84½ and drove his R-Type Midget until he was 86.

Sir Williams Lyons Award

WE ARE frequently asked how one becomes a motoring journalist. There are, of course, as many different ways as there are journalists but one of the surest is to win the Sir William Lyons Award, organised annually by the Guild of Motoring Writers. The competition is open to candidates aged between 17 and 23 and the prize is £500, a trophy, two years probationary membership of the Guild and, if it can be arranged, work experience on the publication of the winner's choice.

For full details write to: Mrs Jean Peters, General Secretary, The Guild of Motoring Writers, 2 Pembroke Villas, The Green, Richmond, Surrey TW9 1QF.

CLUB NEWS

VSCC at Cadwell Park

THE VSCC Cadwell Park race Meeting happens on August 26th, this being the Williams Trophy Meeting, with the main race for two-seater GP cars, and concludes the Club's 1984 racing fixtures. It follows the usual enjoyable form and David Black, whom no-one can now catch in the MOTOR SPORT Brooklands Memorial Trophy Contest (80 pts), will receive the Cup and his cheque there after the racing. The battle for the next two places looks to lie with Seber (Wolseley Hornet), 49 pts, and Upston (Riley Special), 52 pts. Racing starts at 1.30 pm at this pleasant circuit near Louth and entries close on August 3rd. — W.B.

Under Seventeens Car Club

FOR junior enthusiasts, waiting for that seventeenth birthday and a provisional licence can be rather frustrating. Now, with support from BP, there is a group which enables the under-seventeens to practise driving under properly supervised conditions and to work through a series of grades until allowed to drive unaccompanied at the various practice venues. The organisers stress that this is not merely early lessons, it is for those genuinely interested in cars and motorsport. Full details from Robin Hill, Lloyds Bank Chambers, South Street, Deal, Kent.

Lancia Stratos Owners Club

SINCE only about 450 Lancia Stratos were built, membership of this club is bound to remain small. Nevertheless, it is surprising that as few as 93 cars are registered with the club world-wide. Britain boasts 14 of these beautiful Ferrari-engined *bolides*, but the Club would of course be delighted to hear from any unregistered owners. The organiser, Thomas Popper, would also like to obtain any photos or films on the car; his address is 14-17 Shui Fai Terrace, C-3, 23 Fl., Greenville Gardens, Hong Kong.

British Salmson Owners Club

WE seem to be in the midst of a junket of jubilees. Overshadowed by some anniversaries, the British Salmson Owners' Club are celebrating the 50th birthday of the marque. For further details contact Tim Grisdale, 36 Station Road, Ridgmont, Bedfordshire, MK43 0UH (tel: 052 528 548).

Buying a Lotus?

CLUB LOTUS HERITAGE have announced a useful service for those thinking of buying a classic or historic Lotus. For a minimum fee of £25, plus travel expenses, they will arrange for an expert's inspection, road test, valuation and written report prior to purchase.

Details from Club Lotus Heritage, PO Box 8, Dereham, Norfolk (tel. 0362 4459).

Lotus Badge Engineering

LOTUS CARS plc have changed their logo, the original one being now reserved for "Classic Lotus" parts and spares operations. The most obvious difference is the removal of Colin Chapman's initials. It is claimed that "the new symbol represents a new era of advancement, continuous improvements and expansion."

Curious — we'd always believed those were the qualities which Chapman represented.

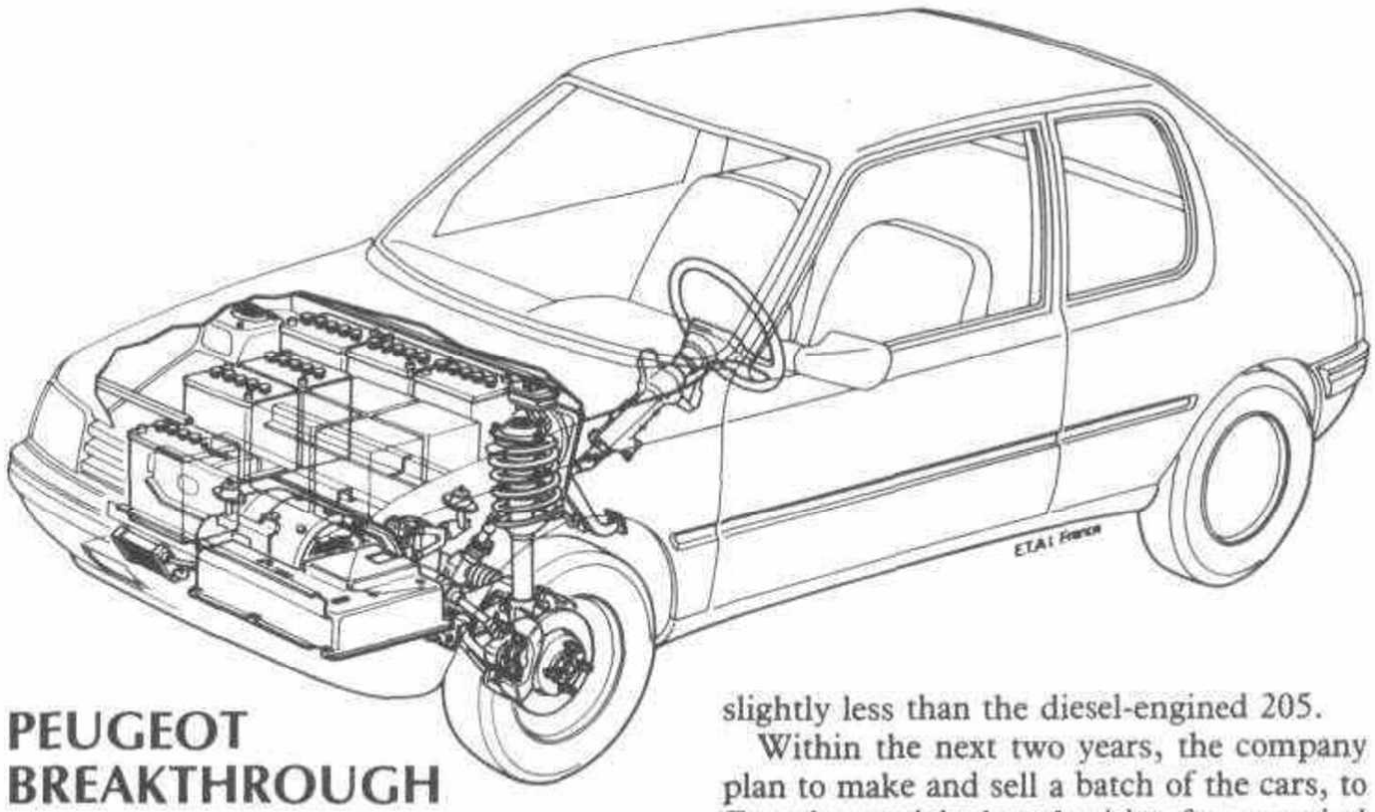
Essential information

WHATEVER one may think about replicas, it's good to see affection in a copy. The manufacturers .of the Naylor TF 1700, which is a very pleasant car to drive, have produced an operational manual based on the original TF manual. Among the useful information it contains is the instruction, "Start in first gear." So now you know.

Review

Another very enjoyable flying book has reached us, namely "Flying for Fun", a 96 page soft-cover one by the late Major Jack Parham, originally intended for family consumption, about his experiences as the owner pre-war of a used £95 Aeronca, G-ABHE, bought at Heston. In this light aeroplane Parham flew for 113 hours before its flat-twin engine disintegrated in the air, after which he converted it into a successful glider. It cost a mere £28 15/- to fly for the first 100 hours, or £33 10/- with third party insurance!

The book exactly captures the spirit of pre-war private flying, as the abilities and idiosyncrasies of the Aeronca are described, a hangar is made for it, and landings in impossibly small fields accomplished. Parham had his first flight, in a DH9, in 1919, as part of an Army assignment in Astrakan, and he learned to fly at Hanworth in 1933, for £35, on Cierva Autogiros, claiming to be the sixth pilot in the World to get his A-licence without previous fixed-wing experience. When he bought the 24 hp Aeronca C2 he had a total of 17 hours on Autogiros and 3 hr 5 min, at High Post, on DH Moths. Apart from the flying, the author's vintage Austin 12 / 4 tourer is illustrated and he used a motorcycle that was obviously a two-stroke Francis-Barnett. This book, about low-power aviation over Hampshire, Wiltshire and Dorset, is the greatest fun. It costs £2.50, or £2.90 post free from J. G. Parham, Batta Farm, Bruton, Somerset BA10 0QN. — W.B. *(See also page 933).*



PEUGEOT BREAKTHROUGH

PEUGEOT claim to have made a significant breakthrough in the development of the electrically-powered car. Using nickel-iron batteries with a life of 2,000 kms, they have managed to squeeze both fuel cells and power train under the bonnet of a Peugeot 205, preserving intact the passenger and boot capacities.

The car has a top speed of 62 mph, a range of 87 miles and, at 850 kgs, it weighs slightly less than the diesel-engined 205.

Within the next two years, the company plan to make and sell a batch of the cars, to French municipal authorities for appraisal and evaluation. They do not believe that the private buyer is yet ready for electric cars but are prepared to be surprised.

In the recent past, electric motors have been used to power only commercial vehicles or special kinds of small cars with limited payload capacity. Peugeot claim that the electric 205 is the first "proper" car to be so powered, and to be a practical proposition for putting into production.

Brooklands Society Reunion

WITH the continuing uncertainty over the future of Brooklands, the words "Prohibited Area" hung heavily over the 17th Annual Reunion in July. Most of the activity centred on the post-war runway in the middle of the complex, with access being denied, during building operations at least, to any of the Members Banking, Clubhouse area, or Finishing Straight. Some of the Byfleet Banking was however available for demonstration runs, albeit in the wrong direction, allowing the braver drivers, and the faster cars, to create at least an impression of the excitement which was once commonplace here.

A blazing summer's day tempted a large crowd to the old circuit, and spectators' cars were soon lined up six deep along part of the runway — the other section being reserved for the Timed Sprint. This was the first timed event at Brooklands since 1939, and would thus produce the first official additions to the record books since the War.

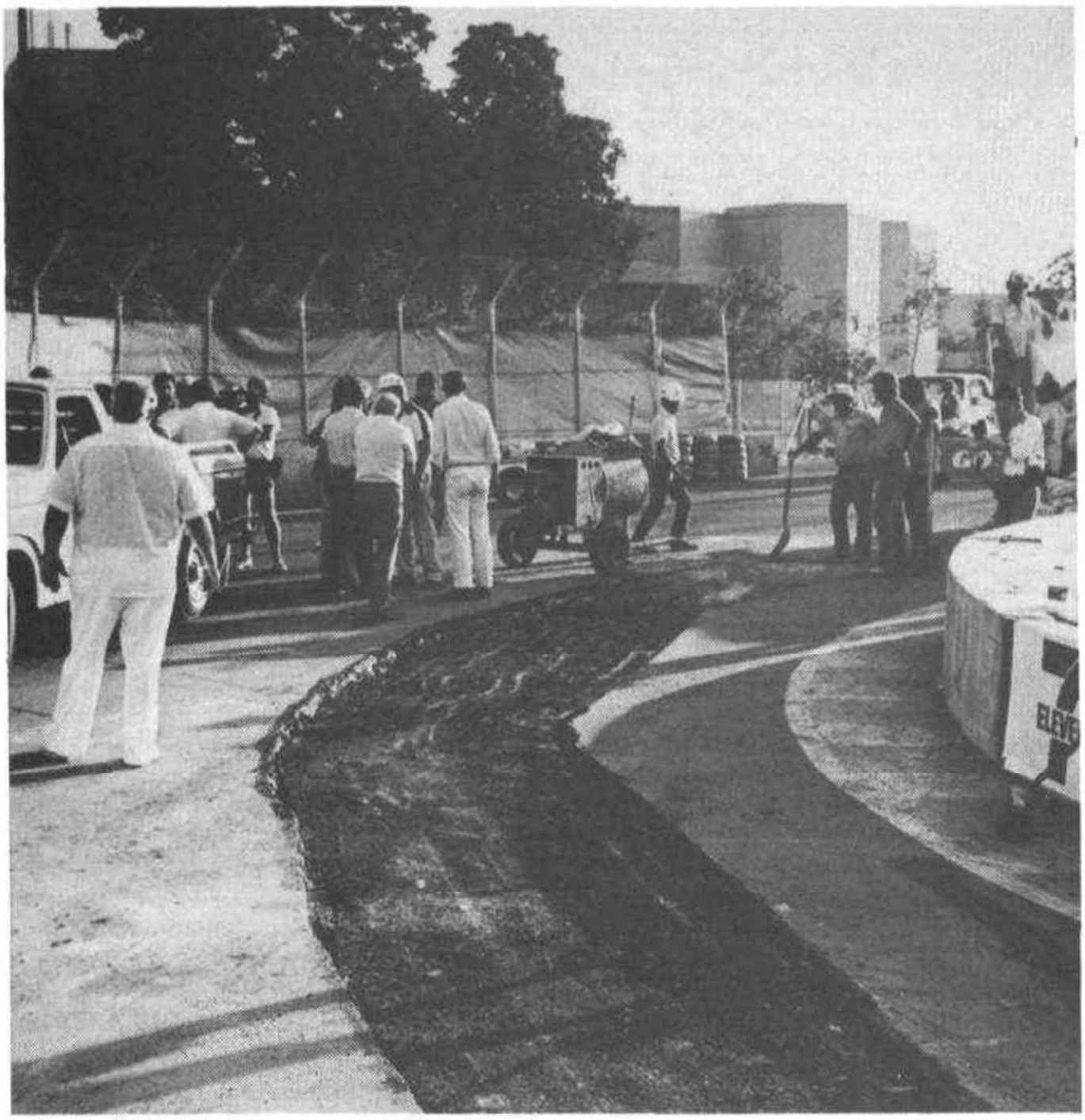
First, though, were the Banking runs in which cars were sent off two at a time, having aligned themselves with suitable "rivals" beforehand. Most were content to hug the flatter part, but some, like Dudley Gahagan in his ERA, and Rivers Fletcher's TT-style Alvis with the writer as passenger, held as close to the top as the short run-up would allow. Also impressive were Easdale's lovely 1932 Alfa 1750 and the 6CM Maserati of A. G. Elmgren, sporting its Swedish Air Force crest.

Amongst those cars which actually raced at Brooklands, sadly in the minority, were Stafford East's 1922 GN "Kim", the ex-Whitney Straight K3 MG Magnette, Allison Moores' 1930 Talbot 90 Brooklands and two TT Lea-Francis two-seaters brought by Tom Delaney.

After a halt for lunch, attention shifted to the Sprint course, where an open-topped bus from Cobham Bus Museum provided the time keepers with an elevated view of the two lanes. First to cross the timing beam was one of the two-wheeled contingent, Graham Brown on his 500 cc 1927 Douglas Brooklands Special, it being 60 years since his first visit to the Track. Then it was on to the cars, pairings again being unofficial and producing duels between Lagonda and Railton, Le Mans Aston Martin and Bugatti T40, and between the ex-Barker 1908 Napier and a 1922 2-seater Peugeot from Australia (the older car beating the younger by 23.50s to 31.36s).

Strict timetabling saw everything wound up very promptly, but as the crowd began to leave by the Oyster Lane gate through the gap in the banking, the feeling that remained was that while it was a well-organised and enjoyable Vintage meeting, it might as well have been held at many another venue. — G.C.

FTD and Class 1: A. G. Sparrowhawk, 1937 Alvis, 15.67s.
Class 2: D. Gahagan, 1936 ERA, 16.29s.
Class 3: L. J. Stretton, 1923/29 Frazer Nash, 18.07s.
Class 4: J. M. A. Edmondson, 1932/35 MG, 17.73s.



A MESS! The newly laid Dalas track surface broke up badly during practice, sections such as this requiring urgent attention a few hours prior to the start of the race.

DALLAS GRAND PRIX

Slowest through the streets . . .

LOOKING BACK, the first Dallas Grand Prix provided a few surprises, not least the fact that it turned out to be the slowest circuit on the current Grand Prix programme — Keijo Rosberg's Williams FW09-Honda came home the winner, on a dramatically deteriorating surface, at an average speed a whisker over 80 mph. That was significantly slower than many people had expected for the 2.42-mile Fair Park circuit, set in the centre of the Texas fairground in the middle of the oil-rich Texas city, but then many people considered it to be something of a minor miracle that the race took place at all.

If we examine this inaugural Dallas Grand Prix objectively, it is difficult to avoid the conclusion that insufficient foresight and preparation were brought to bear on the problems of organising it in the first place. Over the past few years, with conventional established circuits finding it increasingly difficult to meet the financial demands of the Formula One Constructors Association, so the trend has been increasingly away from established race tracks to events staged on makeshift road circuits. This trend has been particularly noticeable in the United States and the Formula One teams, whose level of financial expectation has snowballed relentlessly since the mid-1970s, seem now prepared to compromise their credibility by participating in races just about anywhere that promoters are prepared to put up the necessary capital. If you were adopting a cynical point of view, you would necessarily come to the conclusion that, as long as the money is right, every other facet of the Formula One operation will be subjugated to the business of staging that race, come what may.

Having said all that, it should be recorded that the Dallas Grand Prix organisers went about the task of staging their first World Championship race with a grace, good-humour and tolerance that deserves considerable credit. It must have come as something of a surprise to them that, having had their facility approved by the FISA, for the drivers and teams to arrive and embark on what amounted to a non-stop programme of complaining about the state of the track and other facilities. Dallas co-promoter Larry Waldrop, at least, seemed to have got the measure of the Formula One fraternity pretty quickly when he remarked that "F1 drivers are the biggest *prima donnas* in sport . . . they bitch about everything". Even some team managers couldn't but smile at that remark, publicised in one of the leading Dallas newspapers, as it seemed to be right on the nail!

Yet, taking another point of view yet again, there was more than a little substance in the drivers' complaints. It wasn't *their* fault that FISA seems to have dropped its stipulation that any new circuit should be obliged to stage a major meeting, as proof of its competence, prior to organising a World Championship event. Nor was it their fault that the circuit surface broke up in such a disgraceful fashion as it did: the race morning warm-up session had to be cancelled while seriously deteriorating sections of the track were subjected to hasty remedial work with quick-drying concrete. It was by no means an ideal situation and what made the whole affair doubly frustrating was the fact that we've seen all these sort of problems before — even the first World Championship Grand Prix at Long Beach suffered from dramatic organisational problems on its first day of practice back in 1976. What's more, Long Beach had been obliged to stage a preparatory Formula 5000 race the previous autumn, so what chance had Dallas got of getting through its first meeting without any problems?

The circuit was more interesting and varied than Detroit, although as far as television viewers were concerned the race might have been in Dallas, Long Beach, Las Vegas or Detroit. The visual impression provided was the usual concrete-barriered rabbit warren of bland roads round which the cream of the World's international driving talent slipped and slid their way at a totally underwhelming 80 mph-plus. By good fortune, the race provided enormous entertainment, but it could just have easily been a bland walkover with the cameras focussing mindlessly on the leading car. We should be thankful for small mercies!

With the circuit surface breaking up from the start of practice, all the technicalities and subtleties of Formula One went out the window as the drivers concentrated on the business of setting their cars up in the most easy-to-drive trim for an anticipated two hours' purgatory in the sweltering Texas summer heat. Even in Brazil and Buenos Aires the writer has not encountered such searing heat and, with the temperatures nudging over 105-deg(F) on race day, cooling tubes sprouted from within most cockpits in an attempt to keep the occupants as comfortable as possible. With this heat combined with the dreadful state of the track surface and the proximity of the

unyielding concrete walls, it is not surprising, perhaps, that so many competitors ended their race with bent suspension or missing wheels.

Most of the quickest qualifying times were set on Friday afternoon, before the track surface had a chance of deteriorating. Nigel Mansell did a good job at the wheel of his Lotus 95T to take the first pole position of his career in 1 min 37.041 sec, his team-mate Elio de Angelis making it an all-black and gold Hethel front row with 1 min 37.635 sec. As an interesting confirmation of the fact that "first out was fastest", nobody in either of the official sessions managed to match Niki Lauda's McLaren best of 1 min 36.3 sec, set during the first unofficial session on Friday morning. One should also add that it can be taken as a reflection of the state of the crumbling track that Lauda managed to crash quite heavily in both Friday sessions. Well, nodded some sage observers, if *he* can't cope, what hope is there for the rest of them?

The only quick runner to improve his time on Saturday was Renault's Derek Warwick, the Englishman recording a 1 min 37.708 sec best to line up third on the inside of the second row. Derek and team-mate Patrick Tambay, now happily fully recovered from his recent leg injury sustained at Monaco, approached the task of setting up their Renault RE50s in different ways and Tambay was the first to admit that his team-mate had taken the right route. Most observers agreed that the Englishman's lap time had been highly impressive, set as it was on relatively hard Michelin rubber which seemed particularly suited to the dusty, dirty track surface. Tambay wound up 1.2 slower down in 10th place on the grid.

In the Ferrari pit René Arnoux had raised the team's morale considerably with third quickest time on Friday, only being dislodged the following afternoon by Warwick's quickest lap. All three 126C4s present were equipped with the latest development of the Marelli / Weber



CORRADO FABI was the sole survivor of the Brabham team, the little Italian finishing an exhausted seventh on his last outing as Nelson Piquet's teammate.

electronic injection system, both Arnoux and Alboreto reporting that its response out of the corners seemed very much improved, although the Ferrari seemed to ride the bumps in a taut and uncomfortable manner. Arnoux achieved his time despite a spin into one of the walls, necessitating a quick pit stop for attention to damaged rear bodywork and aerofoil, but Alboreto's quickest lap was spoilt when Philippe Alliot crashed his RAM quite badly and the Italian encountered waved yellow flags at the scene of the accident. Alliot happily emerged unhurt from his off-course excursion, but his car was too badly damaged to be repaired "on site", so he was unable to take any further part in the weekend's proceedings.

Despite his accident in Friday qualifying, at the wheel of the spare McLaren MP4/2, Niki Lauda wound up fifth fastest overall with team-mate Alain Prost a couple of places further back. The World Championship leader was another to have his best run spoilt by Alliot's accident and an incorrect nomination of Michelin rubber on Saturday afternoon saw neither McLaren driver bother to use his second marked-up set.

Of the new boys, Ayrton Senna was raising a few eyebrows with his speed at the wheel of his Toleman TG184 powered by the latest Brian Hart 415T development engine, a 1 min 38.256 sec best earning him a splendid sixth place on the grid — a fair barometer of his talent, perhaps, bearing in mind that he started the weekend on equal footing with all his more experienced rivals who had also never driven on the Fair Park track before! After his team-mate Johnny Cecotto crashed his race car beyond immediate repair on Friday, relying on the spare car for the remainder of the weekend, neither driver was allowed out during the final official session just in case the team ran out of cars.

Senna's former F3 sparring partner

ENTRY AND PRACTICE

No	Driver	Nat	Team	Car Type	Engine	Tyres	Sponsors	Colours	*Friday Practice*	*Saturday Practice*	Remarks	No
1	Nelson Piquet	BR	Brabham	BT53	BMW 4-cyl t/c	Michelin	Parmalat Foods	Blue/White	1.39.439	1.39.630	Detroit Winner	1
2	Corrado Fabi	ITAL	Brabham	BT53	BMW 4-cyl t/c	Michelin	Parmalat Foods	Blue/White	1.38.960	1.41.097	Replacing brother	2
3	Martin Brundle	GB	Tyrrell	012	Cosworth V8	Goodyear	de Longhi	Blue	2.31.960	—	Crashed practice	3
4	Stefan Bellof	D	Tyrrell	012	Cosworth V8	Goodyear	Maredo	Black	1.40.336	1.41.680		4
5	Jacques Laffite	FR	Williams	FW09	Honda V6 t/c	Goodyear	Denim/ICI/TAG	White/Green	1.43.304	1.46.257		5
6	Keijo Rosberg	FIN	Williams	FW09	Honda V6 t/c	Goodyear	Denim/ICI/TAG	White/Green	1.38.767	1.39.438		6
7	Alain Prost	FR	McLaren	MP4/2	Porsche V6 t/c	Michelin	Marlboro/TAG	Red/White	1.38.544	1.41.344		7
8	Niki Lauda	AUT	McLaren	MP4/2	Porsche V6 t/c	Michelin	Marlboro/TAG	Red/White	1.37.987	1.41.835		8
9	Philippe Alliot	FR	RAM	RAM 02	Hart 4-cyl t/c	Pirelli	Skoal Bandit	White/Green	1.43.222	—	Crashed practice	9
10	Jonathan Palmer	GB	RAM	RAM 02	Hart 4-cyl t/c	Pirelli	Skoal Bandit	White/Green	1.44.676	1.47.566		10
11	Elio de Angelis	ITAL	Lotus	95T	Renault V6 t/c	Goodyear	John Player/ELF	Black/Gold	1.37.635	no practice		11
12	Nigel Mansell	GB	Lotus	95T	Renault V6 t/c	Goodyear	John Player/ELF	Black/Gold	**1.37.041**	no practice	Pole position	12
14	Manfred Winkelhock	D	ATS	D7	BMW 4-cyl t/c	Pirelli	ATS Wheels	Yellow/Black	1.39.860	1.40.289		14
15	Patrick Tambay	FR	Renault	RE50	Renault V6 t/c	Michelin	ELF	Yellow/White/Black	1.38.907	1.40.790		15
16	Derek Warwick	GB	Renault	RE50	Renault V6 t/c	Michelin	ELF	Yellow/White/Black	1.38.285	**1.37.708**		16
17	Marc Surer	CH	Arrows	A7	BMW 4-cyl t/c	Goodyear	Barclay/Nordica	Cream/Brown	1.44.503	1.42.592		17
18	Thierry Boutsen	B	Arrows	A7	BMW 4-cyl t/c	Goodyear	Barclay/Nordica	Cream/Brown	1.41.840	1.41.318		18
19	Ayrton Senna	BR	Toleman	TG184	Hart 4-cyl t/c	Michelin	Candy/Segefredo	Blue/Red/White	1.38.256	no practice		19
20	Johnny Cecotto	VEN	Toleman	TG184	Hart 4-cyl t/c	Michelin	Candy/Segefredo	Blue/Red/White	1.40.027	no practice		20
21	Huub Rothengatter	NL	Spirit	101/B	Hart 4-cyl t/c	Pirelli	Australian Sports	White	1.43.084	1.43.735		21
22	Riccardo Patrese	ITAL	Alfa Romeo	184T	Alfa Romeo V8 t/c	Goodyear	Benetton/AGIP	Green/Black	1.41.328	1.50.277		22
23	Eddie Cheever	USA	Alfa Romeo	184T	Alfa Romeo V8 t/c	Goodyear	Benetton/AGIP	Green/Black	1.39.911	1.40.773		23
24	Piercarlo Ghinzani	ITAL	Osella	FA/1F	Alfa Romeo V8 t/c	Pirelli	Kelémata	Blue	1.41.176	1.42.439		24
25	Francois Hesnault	FR	Ligier	JS23	Renault V6 t/c	Michelin	Gitanes/Antar	Blue/White	1.41.303	no practice		25
26	Andrea de Cesaris	ITAL	Ligier	JS23	Renault V6 t/c	Michelin	Gitanes/Antar	Blue/White	1.40.095	1.41.464		26
27	Michele Alboreto	ITAL	Ferrari	126C4	Ferrari V6 t/c	Goodyear	Fiat/AGIP	Red	1.38.793	1.42.005		27
28	René Arnoux	FR	Ferrari	126C4	Ferrari V6 t/c	Goodyear	Fiat/AGIP	Red	1.37.785	1.39.633		28

STARTING GRID ↑

11
E. de Angelis
(Lotus-Renault V6 t/c)
1 min 37.635 sec
26 (1 min 46.042 sec)

12
N. Mansell
(Lotus-Renault V6 t/c)
1 min. 37.041 sec
9 (1 min 45.593 sec)

16
D. Warwick
(Renault V6 t/c)
1 min 37.708 sec
8 (1 min 45.648 sec)

19
A. Senna
(Toleman-Hart 4-cyl t/c)
1 min 38.256 sec
39 (1 min 46.419 sec)

8
N. Lauda
(McLaren-Porsche V6 t/c)
1 min 37.987 sec
22 (1 min 45.353 sec)

6
K. Rosberg
(Williams-Honda V6 t/c)
1 min 38.767 sec
9 (1 min 46.104 sec

7
A. Prost
(McLaren-Porsche V6 t/c)
1 min 38.544 sec
23 (1 min 45.976 sec)

15
P. Tambay
(Renault V6 t/c)
1 min 38.907 sec
16 (1 min 46.373 sec)

27
M. Alboreto
(Ferrari V6 t/c)
1 min 38.793 sec
34 (1 min 46.716 sec)

1
N. Piquet
(Brabham-BMW 4-cyl t/c)
1 min 39.439 sec
37 (1 min 46.502 sec)

2
C. Fabi
(Brabham-BMW 4-cyl t/c)
1 min 38.960 sec
10 (1 min 48.361 sec)

23
E. Cheever
(Alfa Romeo V8 t/c)
1 min 39.911 sec
8 (1 min 49.010 sec)

14
M. Winkelhock
(ATS-BMW 4-cyl t/c)
1 min 39.860 sec
32 (1 min 50.549 sec)

26
A. de Cesaris
(Ligier-Renault V6 t/c)
1 min 40.095 sec
8 (1 min 47.341 sec)

20
J. Cecotto
(Toleman-Hart 4-cyl t/c) (T)
1 min 40.027 sec
24 (1 min 47.827 sec)

24
P. Ghinzani
(Osella-Alfa Romeo V8 t/c)
1 min 41.176 sec
22 (1 min 48.604 sec)

4
S. Bellof
(Tyrrell-Cosworth V8)
1 min 40.336 sec
7 (1 min 49.204 sec)

18
T. Boutsen
(Arrows-BMW 4-cyl t/c)
1 min 41.318 sec
13 (1 min 48.229 sec)

25
F. Hesnault
(Ligier-Renault V6 t/c)
1 min 41.303 sec
(—)

22
R. Patrese
(Alfa Romeo V8 t/c)
1 min 41.328 sec
8 (1 min 50.274 sec)

17
M. Surer
(Arrows-BMW 4-cyl t/c)
1 min 42.592 sec
7 (1 min 50.374 sec)

21
H. Rothengatter
(Spirit-Hart 4-cyl t/c)
1 min 43.084 sec
9 (1 min 51.347 sec)

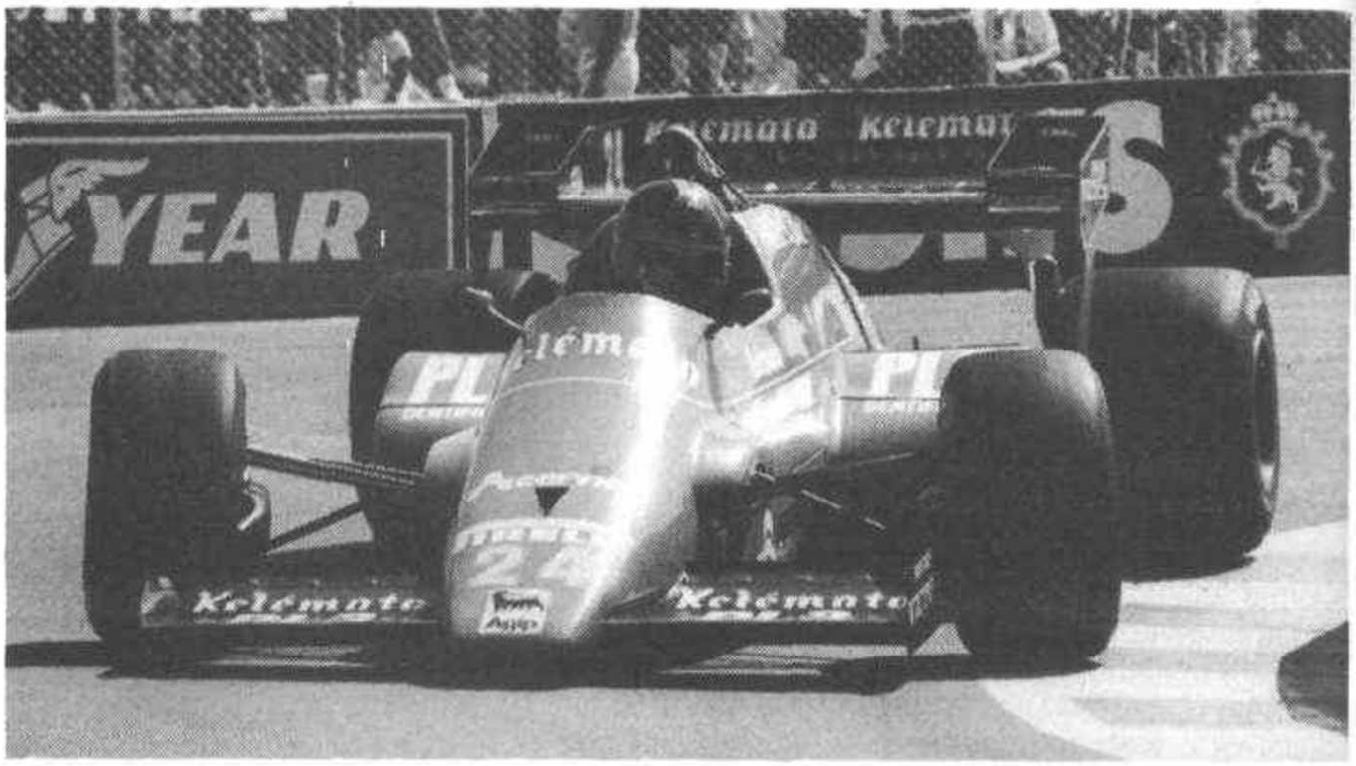
5
J. Laffite
(Williams-Honda V6 t/c)
1 min 43.304 sec
34 (1 min 48.532 sec)

10
J. Palmer
(RAM-Hart 4-cyl t/c)
1 min 44.676 sec
7 (1 min 52.958 sec)

28
R. Arnoux
(Ferrari V6 t/c)
1 min 37.785 sec
38 (1 min 45.545 sec)
Late starting from dummy grid

Did not start:
9 Philippe Alliot (RAM 02/01) 1 min 43.084 sec — crashed: no spare car.
Did not qualify:
3 Martin Brundle (Tyrrell 012/2) 2 min 31.960 sec — crashed: injured.

(T) Time recorded in spare car.
(T) Spare car used in race.
N.B. Time in brackets is best lap in race.
Number in bold is lap on which recorded.



DRIVING with praiseworthy energy and precision, Piercarlo Ghinzani finished fifth at the wheel of the Alfa V8-engined Osella.

Martin Brundle was not so fortunate. On his very first serious lap during Friday's qualifying session he crashed his Tyrrell 012 quite heavily, breaking bones in both his feet and ending up in hospital as a result. Practice was stopped for almost half an hour while the unfortunate Englishman was taken away for medical attention and, although he was sufficiently fit to fly home on Sunday night (British Caledonian generously and thoughtfully upgrading his ticket to first class in order that his heavily bandaged feet would be more comfortable) to be admitted to hospital for further surgery. It's expected that the young Tyrrell driver will be out of racing for between six weeks and two months.

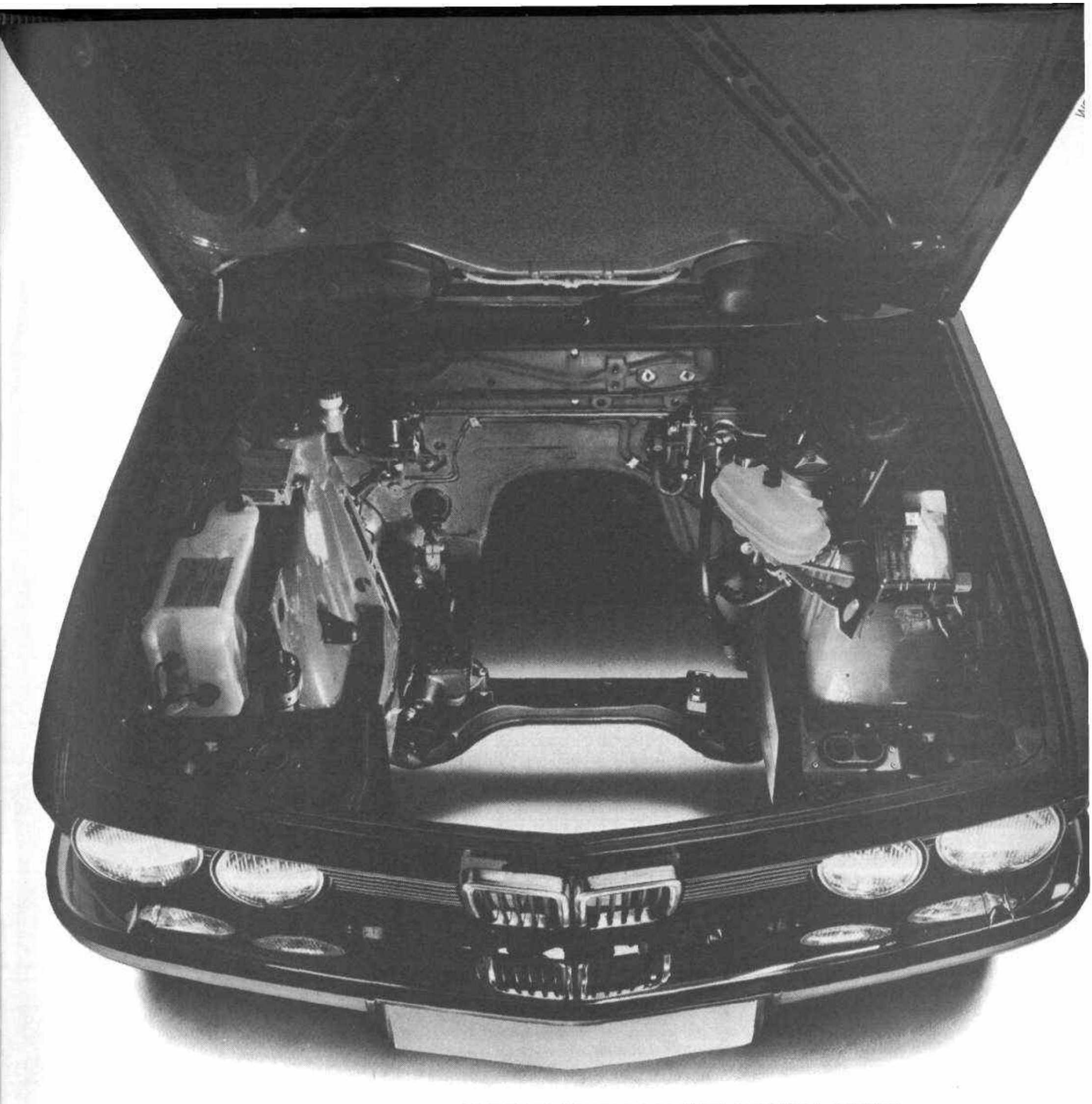
Of the other notable teams, Brabham had produced a brand new BT53 for Nelson Piquet to drive, replacing the machine badly damaged in the Detroit start line *fracas*, but the installation of an even larger oil radiator in the nose upset the car's handling and both BT53s reverted to the original small radiator layout (with an additional cooler at the front of the left-hand side pod) for the second day. By this time the opportunity for really quick laps seemed to be over (didn't anyone tell Warwick?) and, when the grid was published, we had the unusual sight of Corrado Fabi and Piquet, in that order, side by side on the sixth row of the grid. On this rare occasion the BMW-engined cars had even been out-qualified by Rosberg's Williams-Honda FW09, the only major changes to which involved the adoption of FW07 front suspension uprights for the Dallas race. The Finn admitted, with his customary candour, that the car still understeered. . . .

In the second half of the grid Eddie Cheever was doing a good job sustaining an advantage over Riccardo Patrese in the Alfa Romeo team, while in general the also-rans were much in the same order as usual, skirmishes with concrete bariers resulting in the anticipated spate of broken wheels, deflated tyres and scuffed bodywork. Since the Arrows team appeared to have run out of Cosworth-engined machines, both Surer and Boutsen were entered in BMW-powered A7s, but that seemed to do little to their overall level of competitiveness. Down at the back, Jacques Laffite was making something of a mockery of his position in a supposedly top-class team, managing a best time almost *five seconds* slower than Rosberg: the Frenchman has clearly given up and is no longer prepared to drive at nine-tenths at the wheel of what he clearly considers to be a less than competitive car. He will not be retaining his place in the Williams team next year.

On Saturday evening an ill-timed 50-lap Can-Am contest was all that was required to churn the circuit up into a fine old mess and the race morning warm-up session for the Grand Prix cars was cancelled as frantic, last-minute resurfacing work was carried out against the threat of a boycott, led by Niki Lauda and Alain Prost. Up to half an hour before the start, an absurd "will they, won't they" atmosphere prevailed in the pit lane with few people really knowing whether the race was on or not. However, with World-wide television coverage opening at 11.00 am (the scheduled race start time) there was a pretty persuasive reason for everybody to get strapped into their cars and get on with it, even though some did so with something less than good grace. Some onlookers stood and shook their heads at the so-called "professionalism" of a business which transports more than twenty specialised racing cars half-way across the world and then finds itself faced with a circuit which is nowhere near up to the standards expected. All this eventually has to come down to FISA muddling and apparent inability on the part of this governing body to uphold precise and specific circuit requirements. As things stand at the moment the whole licensing procedure seems too haphazard.

Happily for the promoters, at least they had a race, and the crowds cheered as pole position man Nigel Mansell went straight into the lead as the starting lights blinked to green. Chased by a tightly packed bunch which was initially headed by team-mate Elio de Angelis, Mansell was under quite a lot of pressure from the outset, but he simply got his head down, ignored all the intimidating and varyingly coloured nose cones which eased up alongside his cockpit from time to time, and kept ahead for the first 35 laps.

Mansell has been criticised a lot recently



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by many magazines, including MOTOR SPORT, but on this occasion the writer honestly believes that any of the brickbats aimed at the Englishman once the race was over were totally unjustified. He started from pole position, made the best start and then proceeded to keep the field behind him for more than half the race — precisely what he is paid to do by Team Lotus. Having watched the race first-hand, and subsequently studied video tapes, he was nothing more than "unhelpful" to his pursuers and his alleged baulking was certainly not unusual by contemporary Grand Prix standards. He glanced a wall with his right rear wheel during the course of the contest, but then so did Prost, Lauda and a host of others. However, after the race, Rosberg blasted Mansell's tactics, complaining "we don't drive like that in Formula 1" at the post race press conference. Really?

At the end of the day, however, Rosberg was the only one who had any position of strength from which to complain about Mansell — he, alone, had carved a path ahead of the Lotus 95T *and* survived to the end of the race. Rosberg was like a dog with a bone once he had hauled his Williams FW09 up into second place, harrying Mansell all round the circuit until he found a gap and slipped through. Once the Lotus driver's challenge was broken, he began to drop back down the field, eventually grazing another wall and stopping for fresh tyres. The usually smooth Alain Prost now began to worry Rosberg with his McLaren and the Frenchman, perhaps inevitably, slipped through to take over the lead on lap 49. By that time Prost had already tapped a wall with his McLaren's right rear wheel and the normally meticulous Frenchman had another surprise in store for the crowd: on lap 59 he glanced another wall and almost immediately pulled up out on the circuit with a broken right front wheel rim and deflated Michelin. Four laps later his equally smooth team-mate Niki Lauda stopped at the same point after he, too, had knocked the right rear wheel of his McLaren.

Rosberg thus inherited the lead once again and drove on to a well-judged victory after a race in which he had used all his lightning reflexes and judgement to keep his car away from those walls, in one piece, until the end of the 67 lap event. His triumph provided a welcome morale-booster for the troubled Williams team which has not been enjoying its first season with turbo power as it had hoped. It was only the third World Championship Grand Prix success for Rosberg, despite the fact that he won the title in 1982.

As always, a race so unpredictable as the first Dallas Grand Prix was fraught with "if only" tales. If only Derek Warwick hadn't attempted to outbrake Mansell down the outside into one of the tight chicanes on lap 11, the Renault driver spinning off into the tyre barrier with nothing more than bruised pride . . . If only René Arnoux's Ferrari C4 hadn't failed to start on the dummy grid, received a push start and then been obliged to climb up through the field from its eventual starting place at the back of the grid . . . Arnoux's performance proved to be one of the glittering jewels of this event, the Frenchman driving every lap as if he was jousting for pole position, eventually finishing just over 22 sec behind the victorious Williams — the only car on the same lap. If only the McLarens had not touched the wall . . . and so it goes on.



MICHELE ALBORETO had a disappointing outing on this latest North American street circuit, glancing one of the walls and deranging the suspension of his Ferrari 126C4.

De Angelis wound up third, another decent finish to consolidate his record of amazing consistency sustained this year, while Jacques Laffite drove slowly enough not to fall off the circuit and was rewarded with an amazing fourth place, although he was lapped twice by his team-mate's winning FW09. Mansell, doggedly trying all the way to finish, clipped another wall shortly before the finish and lost all drive to his Lotus's rear wheels as his car swept through the final corner before the finishing line. Suffused with almost irrational determination, he then climbed from the cockpit and began to push his silent machine towards the finishing line in a vain effort to complete the lap. Sadly, he collapsed on the track with heat exhaustion just as Ghinzani's Osella raced by to deprive him of fifth place, and was taken away to be revived at the medical centre now that the race was over. Corrado Fabi's Brabham was the sole Ecclestone-owned entry to finish as his more exalted team-mate had slid off when a sticking throttle caught him out on the difficult track surface.

Thus ended the first Dallas Grand Prix, enjoyed enormously by the huge, enthusiastic crowd which turned out to fry in the 105-deg(F) temperatures under a scorching summer sun. The behind-the-scenes and not-so-behind-the-scenes administrative problems had been a nightmare for all concerned, but the race had gone ahead and could be regarded as a qualified success. Staged at a cooler time of the year, with a more durable track surface laid down in good time, there is little doubt in our mind that it could quickly become the most popular of the World Championship Grands Prix staged in North America. — A.H.

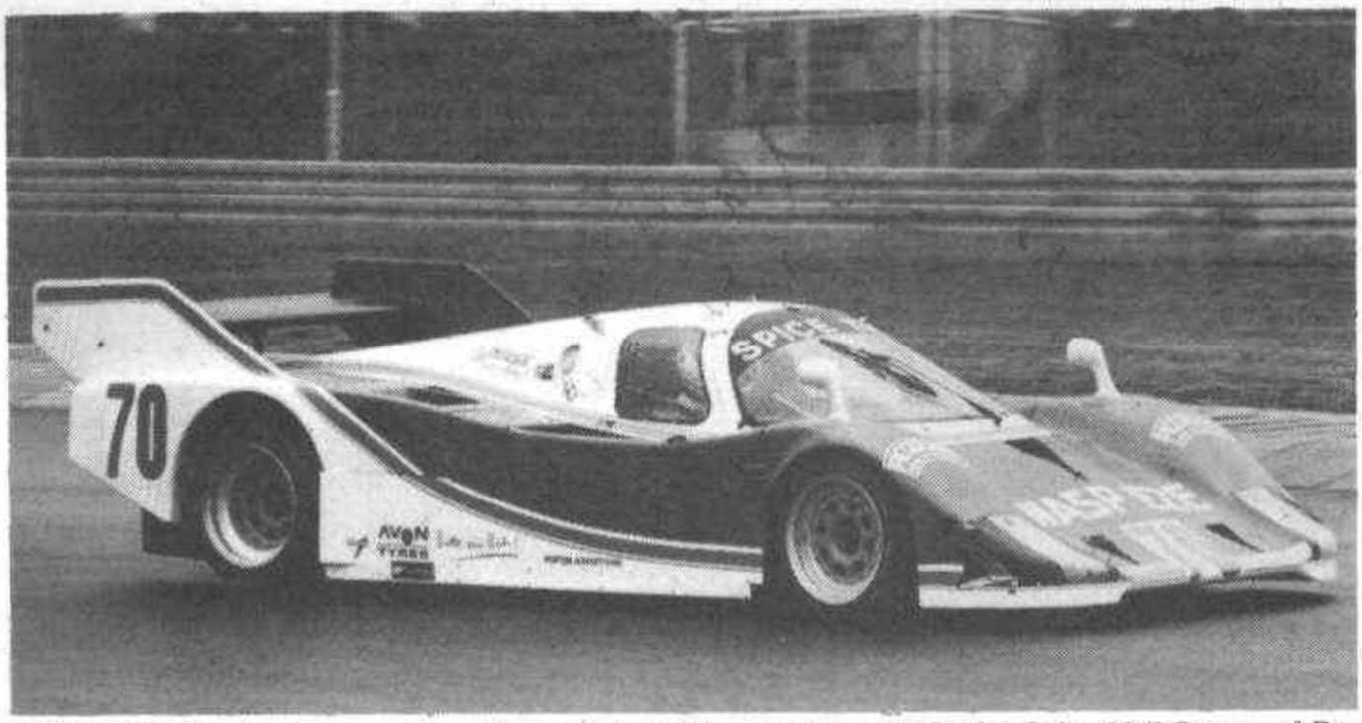
RESULTS

DALLAS GRAND PRIX — Formula One — 67 laps — Dallas Fair Ground — 3.901 kilometres per lap — 261.367 kilometres — Too Hot

1st	Keijo Rosberg	(Williams FW09/6)	2 hr 01 min 22.617 sec — 129.219 kph
2nd	René Arnoux	(Ferrari 126C4/075)	2 hr 01 min 45.081 sec
3rd	Elio de Angelis	(Lotus 95T/3)	1 lap behind
4th	Jacques Laffite	(Williams FW09/3)	2 laps behind
5th	Piercarlo Ghinzani	(Osella FA/1F-02)	2 laps behind
6th	Nigel Mansell	(Lotus 95T/2)	3 laps behind — not running
7th	Corrado Fabi	(Brabham BT53/2)	3 laps behind
8th	Manfred Winkelhock	(ATS-D7/1)	3 laps behind
9th	Niki Lauda	(McLaren MP4/2-1)	retired on lap 61 — crashed
10th	Alain Prost	(McLaren MP4/2-2)	retired on lap 57 — crashed
11th	Thierry Boutsen	(Arrows A7/2)	retired on lap 56 — engine failure
12th	Michele Alboreto	(Ferrari 126C4/076)	retired on lap 55 — crashed
13th	Marc Surer	(Arrows A7/1)	retired on lap 55 — crashed
14th	Ayrton Senna	(Toleman TG184/02)	retired on lap 48 — driveshaft failure
15th	Jonathan Palmer	(RAM 02/02)	retired on lap 47 — electrical fault
16th	Nelson Piquet	(Brabham BT53/4)	retired on lap 46 — crashed
17th	Patrick Tambay	(Renault RE50/03)	retired on lap 26 — crashed
18th	Johnny Cecotto	(Toleman TG184/01)	retired on lap 26 — crashed
19th	Andrea de Cesaris	(Ligier JS23/04)	retired on lap 16 — crashed
20th	Huub Rothengater	(Spirit 101/2B)	retired on lap 16 — fuel leak
21st	Riccardo Patrese	(Alfa Romeo 184T/03)	retired on lap 13 — crashed
22nd	Derek Warwick	(Renault RE50/07)	retired on lap 11 — crashed
23rd	Stefan Bellof	(Tyrrell 012/5)	retired on lap 10 — crashed
24th	Eddie Cheever	(Alfa Romeo 184T/02)	retired on lap 9 — crashed
25th	Francois Hesnault	(Ligier JS23/02)	retired on lap 1 — crashed

Fastest lap: Niki Lauda (McLaren MP4/2-1) on lap 22 in 1 min 45.353 sec — 133.302 kph

25 starters — 8 finishers



THE TIGA C2 which, powered by a Cosworth 3.3 DFL, and driven by Gordon Spice, Neil Crang and Ray Bellm, won the Group C 2 category by a clear seven laps.

ADAC 1,000 Kilometres

Having just had their Monza victory confirmed following an appeal to the ruling body, Derek Bell and Stefan Bellof went ahead in the World Endurance Championship for Drivers with a very narrow victory on the new Nürburgring circuit, 4.55 kilometres of twisting, plunging track which puts heavy demands on good braking. The more important Constructors' Championship is already a foregone conclusion since Porsche have now won all four rounds, and with 80 points in the bag the Stuttgart company cannot be beaten, since Lancia will not be competing at Mosport this month, nor at Fuji in September.

Stefan Bellof took pole position at 1 min 28.68 sec (184.384 kph), but he is clearly the fastest member of the team in qualifying. What was more interesting, perhaps, was that Harald Grohs was only 0.13 sec slower in Walter Brun's Porsche 956, paired with Hans Stuck. Jonathan Palmer in the Canon Porsche, Bob Wollek in the more powerful Lancia-Martini and Jochen Mass all cracked the psychologically important 1 min 30 sec barrier during practice.

Time and again the Lancias flatter, only to deceive. At Le Mans they showed new-found speed and reliability, for without announcement they had increased the engine capacity to three-litres and the power output to 680 bhp in race trim. The Italians declared their bigger engines at the Nürburgring, saying that they had 720 bhp available with 1.5 bar boost for practising, but it has to be said that if they had some 100 bhp more than the Porsches, it was never evident.

Bellof went into the lead from the start with Hans Stuck and Jonathan Palmer giving chase, and within ten laps we had the unusual sight of the quickest works Porsche dropping back to third place, Stuck taking the lead on lap four with Palmer close by. The two Rothmans-Porsches settled down in third and fourth places, unchallenged by Wollek's Lancia, Thierry Boutsen's Skoal Bandit Porsche 956, Nannini's Lancia, Oscar Larrauri's Gaggia Porsche 956, and Manfred Winkelhock in Erwin Kremer's unsponsored Porsche 956. The remainder of the 44 starters had been lapped after 16 rounds, but these were the nine cars that would provide the real contest. Erith Zakowski's Zakspeed C8, powered by a 3.3-litre Cosworth DFL engine, had shown a good turn of speed during practice, but retired on the third lap with a broken driveshaft, so the two Lancia-Martinis were the only cars left that could possibly challenge Porsche's supremacy.

Bell emerged in the lead after the first pit stops but Lammers had him within range, and the Canon Porsche went ahead for much of the second hour, Grohs' Porsche dropping back temporarily when the driving seat broke. The second stops brought a setback for the Canon team when the pad change proved difficult, but Jochen Mass was even more badly delayed when the pads wouldn't slide home on the left front caliper. Neither car really recovered, and it did not now look as though the Lancias would be much of a threat since their engines were misfiring badly, due to a fault on the injection side of their Weber-Marelli engine management systems.

In the third hour the Boutsen / Hobbs Porsche had come up into the reckoning, running for the first time this season the Goodyear tyres rather than the Japanese Yokohamas which seem to lack grip. The drivers were delighted with their new-found competitiveness, and went into the lead before half-distance. Now it began to rain heavily and Hans Stuck, attempting to pass a slower car, pulled out into the spray and slammed into the back of a Group B Porsche 930, wrecking the front of his 956. Bob Wollek took a trip over the kerbstones and shredded the nose of his Lancia, so team manager Cesare Fiorio put Riccardo Patrese into the better placed Lancia which was still running in third place, apparently not slowed by the misfire.

In the C2 class, the Gordon Spice Tiga with 3.3-litres of Cosworth DFL power was having a field day, helped by mechanical unreliability among the Italian Albas. Facetti's broke its selector forks and the Duracell-sponsored car had engine failure, but Spice, with Ray Bellm and Neil Crang, was enjoying a fast and trouble-free run which earned him a fine class victory, seven laps ahead of Jim Busby's BFG Mazda-Lola.

Now it was certain that the race would last six hours and the teams began to plan accordingly. Hobbs and Bell were on the same lap with 75 min to run, Ickx / Mass and the Lancia a lap down, though Mass was about to have a replay of the pad installation problems which would put him out of contention. With 67 min remaining Hobbs handed over to Boutsen, but the Belgian had difficulty starting the engine and a minute was lost, so they were in second place though still on the same lap.

Half an hour remaining, and Bellof made his last pit stop which included a pad change, so he was now 88 sec down. Then, with 11 min to go Boutsen made his last stop, handing over to Hobbs for the sprint to the line (Boutsen had used up his maximum of four hours at the wheel). Hobbs went back on the road with a scant 10 sec in hand, and it looked as though the finish would be desperately close but Boutsen already knew the outcome, since the Skoal car had no brakes left. Inevitably then, Bellof snatched the lead six minutes from home, and pulled out 15 sec before the flag was shown.

After all, the wisdom of FISA in rigging the rules has paid off, just as it usually pays off when the Americans juggle the rulebook to find equality among the teams. There is so little to choose now between the works Porsches, the customer Porsches and the Lancias for that matter that the outcome is always in doubt. So now we are going to have a fresh set of rules for 1985. — M.L.C.

RESULTS

ADAC 1,000 KILOMETRES — 4th round of the 1984 World Endurance Championship — July 15th — 207 laps (941 kms) — Weather, wet for an hour

1st	S. Bellof / D. Bell	(2.6 t/c Rothmans - Porsche 956)	6 hr. 0 min. 43.59 sec. (156. 383 kph)
2nd	D. Hobbs / T. Boutsen	(2.6 t/c Skoal-Porsche 956)	6 hr. 0 min. 59.27 sec.
3rd	A Nannini / P. Barilla / R. Patrese	(3.0 t/c Lancia-Martini)	206 laps.
4th	J. Palmer / J. Lammers / C. Danner	(2.6 t/c Canon-Porsche 956)	205 laps.
5th	M. Winkelhock / M. Surer	(2.6 t/c Kremer Porsche / 956)	204 laps
6th	O. Larrauri / M. Sigala	(2.6 t/c Gaggia Porsche 956)	203 laps.
7th	J. Ickx / J. Mass	(2.6 t/c Rothmans-Porsche 956)	202 laps.
8th	H. Pescarolo / S. Johansson / A. Senna	(2.6 t/c New Man Porsche 956)	197 laps.
9th	W. Brun / L. von Bayern	(2.6 t/c Brun Porsche 956)	196 laps.
10th	J. Winter / D. Schornstein / V. Merl	(2.6 t/c Porsche 956)	194 laps.

Fastest lap: J. Palmer, 1 min. 32.75 sec. (176.293 kph).

Formula One Scene



BRABHAM-BMW were expected to be the Formula One pace-setters this year but all too frequently, as here at Imola, the team's hopes have gone up in smoke.

DURING last winter we had a long spell with no Formula One racing, but even so there was a lot of activity in the re-structuring of teams, both mechanically and in personnel and there was a lot of building and designing of new cars as well as a lot of testing. So much so, in fact, that it was a very busy off-season and when racing eventually started in March there were many things to look forward to. Now, at just over the half-way point in the season, it is worthwhile taking stock of what has happened and to review the answers to all those questions we were asking ourselves during the winter months.

The end of the 1983 season saw a lot of writing on the wall, particularly at the South African GP which was the last race of the season. Nelson Piquet showed that given the right car there was no-one who could really match him at racing and race-craft, and the Brabham-BMW looked to be in a class of its own. But when it was all over there was some embarrassing muttering about the petrol used by BMW being over the permitted Octane rating. Be that as it may, it is not for me, or any other unqualified journalist to argue the point, so Brabham finished the season as the pace-setters and Nelson Piquet as the man to beat.

That race in South Africa saw two other teams giving notice of intent to win, namely McLaren International and Frank Williams Racing, the former with Porsche power and the latter with Honda power. The presence of these two automotive firms in Formula One, both known for their immensely strong Research and Development departments and their ability to design and produce racing engines, and both allied to accepted front-runners in the chassis world, meant that the accepted leaders in Formula One were going to have to look to their laurels. Although many factors are important in a winning car there is no getting away from the fact that the engine is the ultimate factor, and engines mean horsepower and horsepower is synonymous with anything that Porsche or Honda do. Tentative forays were made by Honda with the Spirit chassis, driven by Stefan Johansson, but nothing conclusive could be drawn by the casual onlooker.

During the winter months there were many changes to the scene which made the potential even more exciting to contemplate, principally on the driver scene. Alain Prost had proved himself a race-winner with Renault and he left and joined Niki Lauda at McLaren. Lauda had shown the potential of the Porsche-powered car from Woking, and if it was Prost who won races rather than the Renault, then Ron Dennis had a very powerful team. As all of Prost's serious racing had been done with Renault one could not be absolutely sure about his ability, so it was going to be very interesting to see the dour little Frenchman in another car with another power plant. It was just possible that the Renault was a really good car and it made Prost's job easy, and that he was not as good as it seemed.

Of Lauda's ability there was no doubt, and though he could drive like an old woman at times, when there was nothing to gain, South Africa had shown that the real lion-hearted Lauda was still there. Give him an incentive and he could match anyone. The first half of 1984 has shown conclusively that Prost is a natural race-winner and every bit the equal of Lauda, in spite of fewer years at the top. The Renault may have been a good car, but undoubtedly it was Alain Prost who won the races and he used the McLaren-Porsche to similar effect. Lauda continues to win and add to his ever growing total of Grand Prix victories (21 at the time of writing). The portents of the marriage between McLaren and Porsche, with the TAG firm and Marlboro cigarettes applying the money, that we saw last year have been well and truly confirmed at this half-way point. With two Number One drivers in the team Ron Dennis could hardly ask for more.

With Prost leaving Renault the French firm had a complete reshuffle and took on Patrick Tambay and Derek Warwick, while the engineers came up with a totally new car of carbon-fibre composite construction and a revised V6 turbocharged engine. Basically the Renault cars have been as good as the opposition, certainly not lagging behind, so their new scene was totally dependent on drivers. Tambay had shown his true ability with the Ferrari team, a potential winner at all times, with the ability to rise to the occasion when the going was hard. If he could win races with a Ferrari then there was no reason why he should not win races with a Renault. 1984 was going to show if the Renault was lacking anything or whether the Ferrari had been flattering Tambay's ability. At this halfway point we still don't know as the French team seem to have been reeling about from one disaster to another with the overall results very confusing. In Derek Warwick they were taking a gamble, but one that anyone in Formula One would be happy to take. We had only seen Warwick driving a Toleman with Hart power, but all the signs were good and his move to Renault meant that 1984 would be his make-or-break season. On sheer driving ability Warwick has more than proved himself and he is always amongst the first six runners, but he has stumbled and fallen a number of times through inexperience at being up near the front. He literally fell over another car at Dijon and threw the race away at Dallas, but equally Renault have let him down a number of times when success looked certain. A natural winner needs to win one race in 10 to get his name in my "Aces Book" and though Warwick has looked like winning a number of times, he reached our halfway point without a win. While Renault have a good compatible team you cannot put their drivers in the Number One category, but both are much better than Number Two drivers.

The Williams-Honda partnership has not given the results that were expected, though not for want of trying on the part of their Number One driver Keijo (Keke) Rosberg. If anyone ever had a lionheart it is the stocky little driver from Finland. It is beginning to look as if Patrick Head's chassis knowledge gained with 500 bhp Cosworth power has its limitations and cannot deal with 650 bhp Honda power, but that is putting it very simply. Rosberg's driving has always been unorthodox and it jars with some engineers who appreciate the delicate touch and knowledge of a Lauda, a Prost or a Piquet. It would be interesting to see one of those three in the Williams-Honda before we condemn it out of hand. Although it won in Dallas that was Rosberg winning, rather than the Williams-Honda. Rosberg's Number Two driver, Jacques Laffite, is nothing more than that. He may have been the Number One driver in the Ligier team for many years, but that did not make him a true Number One driver, and as a real supporter for Rosberg he is of little use.

The Brabham team have the same problem, in that they have an undisputed Number One in Nelson Piquet, but he has little or no support from his Number Two driver Teo Fabi. Things have not been helped by Fabi having to miss a race or two due to other contracts, and his younger brother Corrado standing in for him. If both Fabis were in the car it would be doubtful if

Piquet could rely on much support. However, Brabham's biggest problem in this first half-season has been BMW. The Munich firm did wonders last year with their iron-block four-cylinder engine, but the end of the season saw a cloud in the air brought about by the suggestion that the Brabham team were running on petrol that was more than the legal 102 Octane limit. This accusation was never successfully resolved either way, the FISA officials say it was legal, but the French ELF petroleum chemists, who helped FISA to draw up the original specifications, published a paper that did not specifically say that the Brabham petrol was illegal, but it did not conform to the specification published by ELF. Nothing came of this end-of-season hoo-ha, but BMW engines went through a disastrous period of unreliability and the first half of the season was nearly over before Piquet could win a race. This Brabham-BMW disaster rather confused the overall issue, for Piquet should have been the pace setter and the man to beat, but while he kept retiring there was nothing against which to match-up other people's performances. All along Piquet has been a "loner" never having a really strong second driver to back him up, and while it does not worry him, for he has only one idea and that is to win, when a team has a strong pair like Lauda and Prost, it must be an advantage.

By the end of 1983 the Ferrari team were beginning to struggle a bit, not due to lacking in anything, but the opposition was getting stronger and stronger, and this year has seen them fluctuating up and down, always well up and never far down. Like Renault with Derek Warwick, Ferrari took on a new driver with obvious but unproven potential. This was Michele Alboreto who had been driving for Tyrrell and doing an excellent job. Since joining the Ferrari team Alboreto has done all that was expected of him, but nothing more, and has not been outstanding in the way that Prost has been with McLaren. He has got results, but his performances have fluctuated, sometimes through his own limitations and sometimes through Ferrari's limitations. Ferrari's regular driver, René Arnoux, seems to have reached his peak. When he was with Renault he seemed to have great potential which was being stifled. With the Ferrari team it has been given a free rein, but the results have been disappointing. Undoubtedly a Number One driver Arnoux suffers from being erratic, which is accentuated by the performances of others like Lauda or Rosberg. Ferrari is always there or thereabouts, and never far from the front, but so far their season has been very inconclusive.

Of the supporting teams, Renault have had by far the strongest back-up, particularly with Lotus. The Lotus 95T has shown that it lacks nothing as a potential race winner, but more than a year ago I suggested that the only factor lacking in Team Lotus was in the cockpit. I still maintain that feeling, and rate de Angelis and Mansell as good Number Two drivers, even if it does mean that the Italian will knock me over again! When McLaren have a strong driver pairing like Lauda and Prost, and Brabham have the best there is in Piquet, you have to rate de Angelis and Mansell as good Number Two drivers. They are both long past the time for regular race winning and when you look back to the end of last season when the Team Lotus management was trying to replace both of them, it speaks for itself. They both have talent, obviously, but not enough of it. Mansell is brave and forceful, but makes the most awful mistakes and seems to be a born loser. His Italian team-mate is moody and inconsistent, sometimes going very fast, other times whingeing away with feeble excuses, and can be seen virtually giving up at times. The Lotus-Renault seems so good at times that it embarrasses the Regie Renault's own team. Renault have a third string to their bow in the shape of the Ligier team who use Renault engines, but frankly, as a supporter it seems to be more trouble than it is worth.

The BMW support teams are little better, the lone ATS giving sporadic support to the M-Power cause, but the Arrows team would have probably done just as well to have stuck with Cosworth DFY engines.

Another interest this season has been the newcomers to Formula One in the shape of drivers starting their first season in the top league. Before it all started we heard far too much about some and nothing at all about others, and the media were suggesting that there were many potential World Champions among the new boys. Being thrown into Formula One is a daunting experience for any newcomer, and it has been interesting to watch how they coped with the situation. There may be some "has-beens" or "never-was" drivers in the midfield, but don't underestimate the front runners. The top six places are filled by very hard men of tremendous ability, and right behind them are four more who are their equal. If you can get into the top 10 you are doing very well, if you can get into the top six you are on your way to the top. I am not referring to race finishes, but to the overall running, especially qualifying and the opening stages of the races. The list of new boys is really very impressive and reads: Martin Brundle, Stefan Bellof, Philippe Alliot, Jonathan Palmer, Ayrton Senna and François Hesnault. Three of them have stood out by any standards, namely Brundle, Bellof and Senna. The English driver Brundle, from Norfolk, has shown splendid spirit and the urge to get on with the job and give of his best at all times, regardless of equipment or conditions. His learning-curve has been satisfactorily steep, but two bad accidents have blotted his book and at the time of writing he is out of racing with ankle injuries following an accident in Dallas. Had he not shown such good form in his first half of the season, we would not have forgiven him his accidents, but on his showing right from the start we say "Get well quickly, and come back fighting". His Tyrrell team-mate Stefan Bellof already had his accidents due to over-exuberance with Porsche sports cars, but he still has them in between fits of first-rate driving. He has not disgraced himself in this first half-season. The third driver, Senna, has been on a steeply inclined learning-curve, and it looks like going on into the far distance. The fact that his driving of the Toleman has been inconspicuous in the overall scene may be the truth behind his performances. His positions on the starting grids have been the real pointer to his ability. From the word go he was right in the thick of things and is now well into the front half of the field. Everyone who watched him in lesser Formulae said he was a "natural" and it is beginning to look as if they are right. He comes from Brazil, which must have some bearing on things.

Of the other three newcomers nobody seemed to have heard of François Hesnault (pronounced Hay-No) when he appeared on the Formula One scene, having come from Formula 3 in France, and many people derided him and complained that he was not good enough for Formula One. In actual fact he has done a very neat and tidy job with the rather chaotic Ligier team and has invariably qualified for the grid quite comfortably, without being outstanding. He hasn't made any waves or undue noise and has quietly got on with the job in quite a fair manner. His compatriot Philippe Alliot was equally unknown when he joined the Formula One scene, but whether he is out of his depth or whether the RAM team are really as bad as they look, we have yet to decide. His RAM team-mate Jonathan Palmer we knew all about long before he joined the Formula One scene, for he won the Formula Two championship very convincingly with the Ralt-Honda works car, and his PR firm never failed to grasp an opportunity to tell us about the future World Champion. So far all that Palmer has achieved in Formula One is precisely nothing, but like Alliot this may be down to RAM, though I don't think so really. Brundle and Bellof had nothing in the way of material, on paper anyway, but both have shown their true ability without question. We all recall Nelson Piquet's performance with an Ensign and an obsolete McLaren M23. True talent will shine through the thickest fog.

Many of the questions of last winter have been answered, many have not, and in the first half of the season new questions have arisen. There may be times when Grand Prix racing looks dull on Television, thanks to poor direction, bad commentary, or inadequate viewing, but out there in the fields (or concrete cities) it is seldom dull and the potential for the rest of 1984 looks as good as ever. — D.S.J.

Road Impressions

The MG Montego EFi



WE EXPLAINED the purpose behind the MG Montego in the May issue and since then the Austin / Rover Group of British Leyland has allowed us a generous period on the road with this top-model 2-litre fuel-injected MG EFi four-door, six-light saloon. The Maestro has been described as a competent car, and that the somewhat larger Montego certainly is. British Leyland seem coy about its developed horsepower, but with about 117 bhp from the fuel-injection version of the O-series engine in the MG-badged Montego, performance is most refreshing, by which I mean that acceleration is highly usable (0-60 mph in 8.9 sec for example), the top speed is some 115 mph, but that the power unit is also surprisingly flexible, running down to what would once have been regarded as absurdly low rates of rotation without coming off fifth gear. It cannot be called an entirely quiet unit but it is far from obtrusive and is commendably smooth-running. Leyland are coy again about the bore and stroke of this O-series 1,994 cc engine, maybe to disguise its longish stroke (85½ × 89 mm), but it is a handsome piece of machinery, slim and efficient-looking, the distributor directly on the o/s end of the belt-driven overhead camshaft.

Honda supply the gearbox for this hybrid MG, but the new linkage may affect it; the change is rather notchy, whereas Hondas have excellent gearboxes. Power steering is an extra. and when parking its absence is very obvious, and the steering (4¼ turns l to l) is somewhat lacking in "feel" when on the move. The MG version of the Montego has a slightly lower drag coefficient factor than the other models, 0.35, due to its deeper air-dam and a boot spoiler. Also in this context, the wiper-blades park with a clunk below the screen. Wind noise is very low indeed, aided no doubt by the latest window-sealing techniques and the radio aerial being ingeniously set within the o/s windscreen pillar.

The MG Montego has body-hugging front seats, and the wheel-trim for the TD styled alloy wheels and the restrained use of badges is commendable. And you get all those appreciated aspects such as driver control of boot and fuel-filler opening, and the bonnet is extremely easy to open too, although the bonnet-lid, which has to be propped up, is surprisingly heavy, even allowing for sound-damping, etc. Under-bonnet arrangements are very neat and convenient, with a sealed-for-life battery.

I never really took to the illustrated-display instrumentation in various colours, nor to the lady's guile from the voice-instruction synthesis, although I suppose it was reassuring at my age to be told, as I started off, that "Your monitored functions are working normally", whatever the doctor might say . . . But you could easily fool her by momentarily using the hand-brake, as after it was "off" again, she would coo a warning that it wasn't. The onboard-computer, likewise, may give with-it folk much joy. To me its fast-changing readings from over 200 mpg to two-figure recordings were disconcerting, to say the least. Or am I being unfair? Used as intended, it must convey valuable data and the ice-on-road spoken warning is worthwhile. The speed readings in very big coloured figures were apt to distract, but can be dimmed by turning a control, but they are no more accurate, if easier to spot-read, than those of an "out-dated" speedometer. Was it a combination of these factors that made me feel ashamed to look drivers of "real" MGs in the eye, when we passed on the road?

Having said that, the Montego is a very spacious car, one with not much "character" but a lot of competence. Although this is the booted job, the back seat is "split" to enable more loading space from the 18.4 cu ft boot to be obtained. The interior is very spacious but, even so, the pedals are very mildly off-set, perhaps to obtain the usefully small turning-circle with FWD. Yet I would have liked somewhere to rest my "clutch" foot. The seat belts are soft material, to avoid chafing one's neck it says, but should belts be worn like that? The steering has quick castor-return action; the clutch is heavy. The two stalk-controls work lamps and horn on the left, wipers on the right, and the l/h one has the lamps warning lights incorporated in its extremity(!). The steering-wheel tends to blank the two heater-levers and the press-buttons for rear fog-lamp and rear-window demisting, and to get a mileage-reading the ignition has to be "on". A vast cubby, rigid door-pockets, and a coin holder are provided. The manual sunroof is an extra.

Reverting to the computer and voice synthesis, after 1,700 total miles it suddenly gave a warning that the brake-pads were worn out (surely not?). While its ability to tell you the day of the month and what year it is (1984 being so in keeping!), and especially the service-mileage reminders it conveys, are all very clever, it did nothing but irritate me. However, those who like these things will like the Montego . . . There are two internally-adjustable external mirrors. The boot let in a dribble of water following the downpour that ended the drought in Wales. Mud-flaps are badly needed, especially if you order a white MG like the test car!

Otherwise, as I have said, a competent car, notably fast from A to B with very little driver-effort, and good fuel-economy from the 2-litre engine with its knock-sensor and fuel-injection — the overal mpg was 33.4, which, with an 11¼-gallon tank capacity, is useful indeed. Road-holding on this front-drive, 8 ft 5 in wheelbase, saloon is enhanced by the TD wheel and rim combination and low-profile tyres, Dunlop TD SP Sport D2 180/65R 365 radials on the test-car, the spare easy to remove, as it "presents" itself to anyone requiring it. Central-locking is standardised, while cubby-stowage and boot can be locked with a separate key. The MG Montego is priced at £8,165, and represents what Leyland feel is needed to get Britain back into gear, in this family-car sector of the market. — W.B.

TMC COSTIN

— a return to a theme

WE recently had an opportunity to drive the TMC Costin which has been designed by Frank Costin, is built by the Thompson Manufacturing Company in the Irish Republic and which is shortly to be marketed in Britain by Polaris of Petworth.

In essence, the TMC is a return to the theme first essayed by Costin in 1959 when he produced the cycle-winged Marcos. Then, as now, his aim was to produce a superior rival to the Lotus Seven, the concept of which he greatly admires. Both the Costin cars are light, stiff and aerodynamically efficient but the styling is not to all tastes.

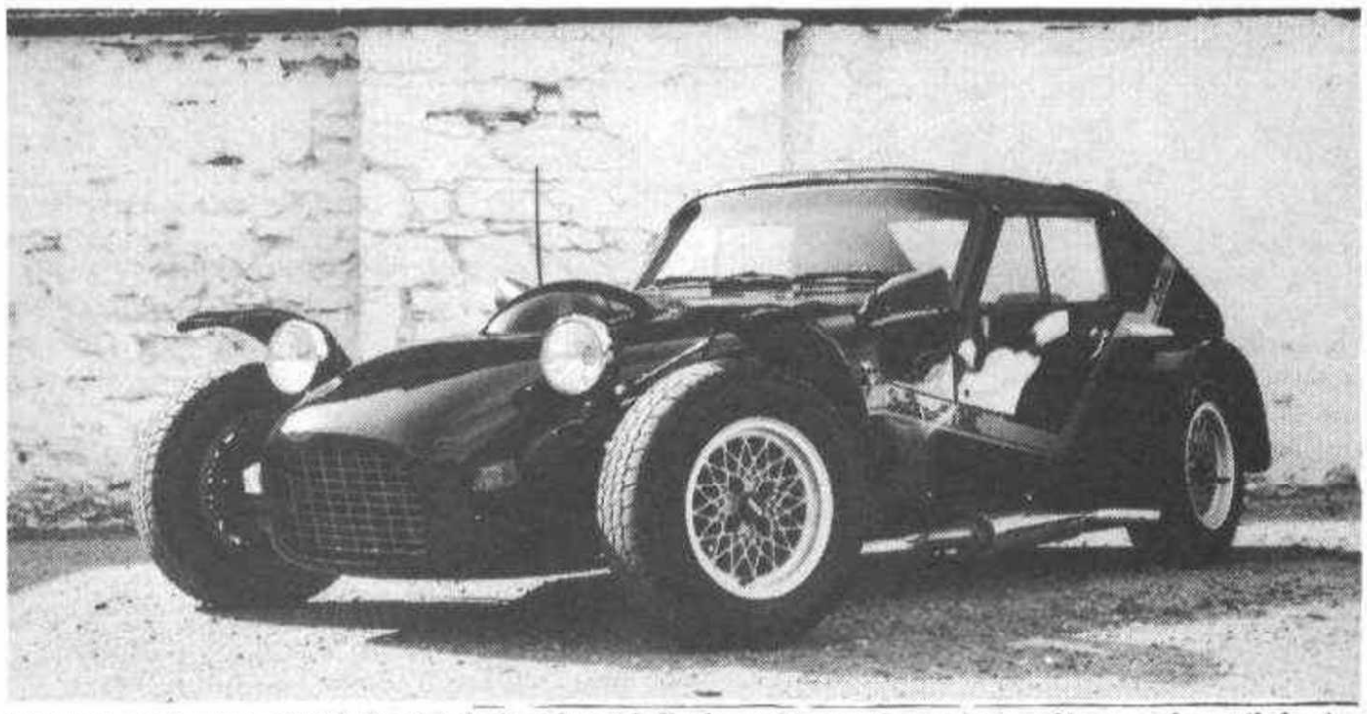
Whereas the Marcos featured a revolutionary wooden monocoque, the TMC uses a spaceframe which, Costin claims, breaks entirely new ground. The main problem with a spaceframe designed for a road-going car is maintaining rigidity around the cockpit area while leaving space for doors. Costin's solution is a frame which basically is three modules, a rectangular structure to hold the engine and front suspension, a shallow triangular section where the occupants sit (imagine the angle of a pair of legs when one is sitting very low in a car), and a tall triangular section which supports the roll bar. It works on the basis that "if two torsionally stable systems are pin-jointed together at any two nodes, torsional continuity continues".

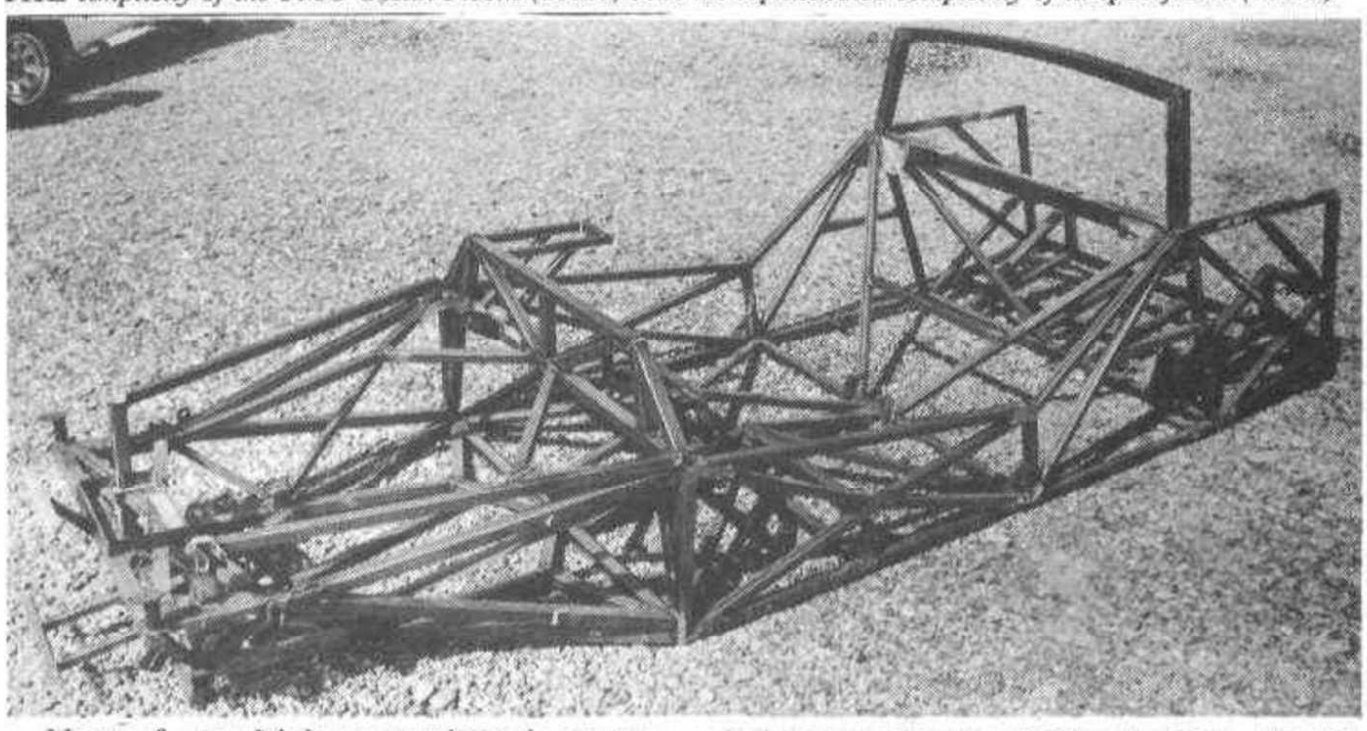
The body is made largely of fibreglass but with aluminium side panels and under tray and features an unusual approach to weather protection. The top and rear sections of the body are open and are enclosed simply by the attachment of an oblong PVC panel which contains a rear window.

Another interesting feature of the body is the boot which can hold up to 16.5 cu ft of luggage or, alternatively, one may buy a section fitted with two rear-facing seats which are suitable for small children.

As with most of Costin's cars, the mechanical layout is fairly conventional with adjustable equal wishbones at the front, together with Girling discs, while at the rear there are drum brakes and a live axle located by long (23 in) parallel radius arms together with a long Panhard rod. Spax shock absorbers are standard wear but the company recommend optional Koni hydro-pneumatic self-levelling dampers which have been specially re-valved by Koni for the TMC's bare 1400 lbs kerb weight.

Similar Konis were used on the Costin Amigo of the early Seventies, and they give the car consistent handling regardless of payload or road conditions. The TMC has a very smooth ride yet throw it into a corner and the handling becomes more taut the harder you dare go. It never gave me a moment's anxiety and it would take a brave man to explore the roadholding to its limits.





THE simplicity of the TMC Costin's looks (above) belie the sophisticated complexity of its spaceframe (below).

Most of my driving was done in a car fitted with a standard Ford Kent engine, giving 84 bhp, and driving through a four speed gearbox. Even so, 60 mph was reached in under nine seconds with a maximum speed of just over 100 mph. With the CVH engine, the company claim a 0-60 mph time of 6.7 seconds and a top speed of about 120 mph. "My" car felt dreadfully underpowered for the chassis is designed to take up to 300 bhp with a safety factor of two (i.e. it *could*, it is claimed, handle 600 bhp).

That is a claim which has yet to be put to the test, but the car felt as though it was hungry for a well-tuned BDA or, perhaps, the turbo-Pinto engine which will form the basis of the new Formula Turbo Ford.

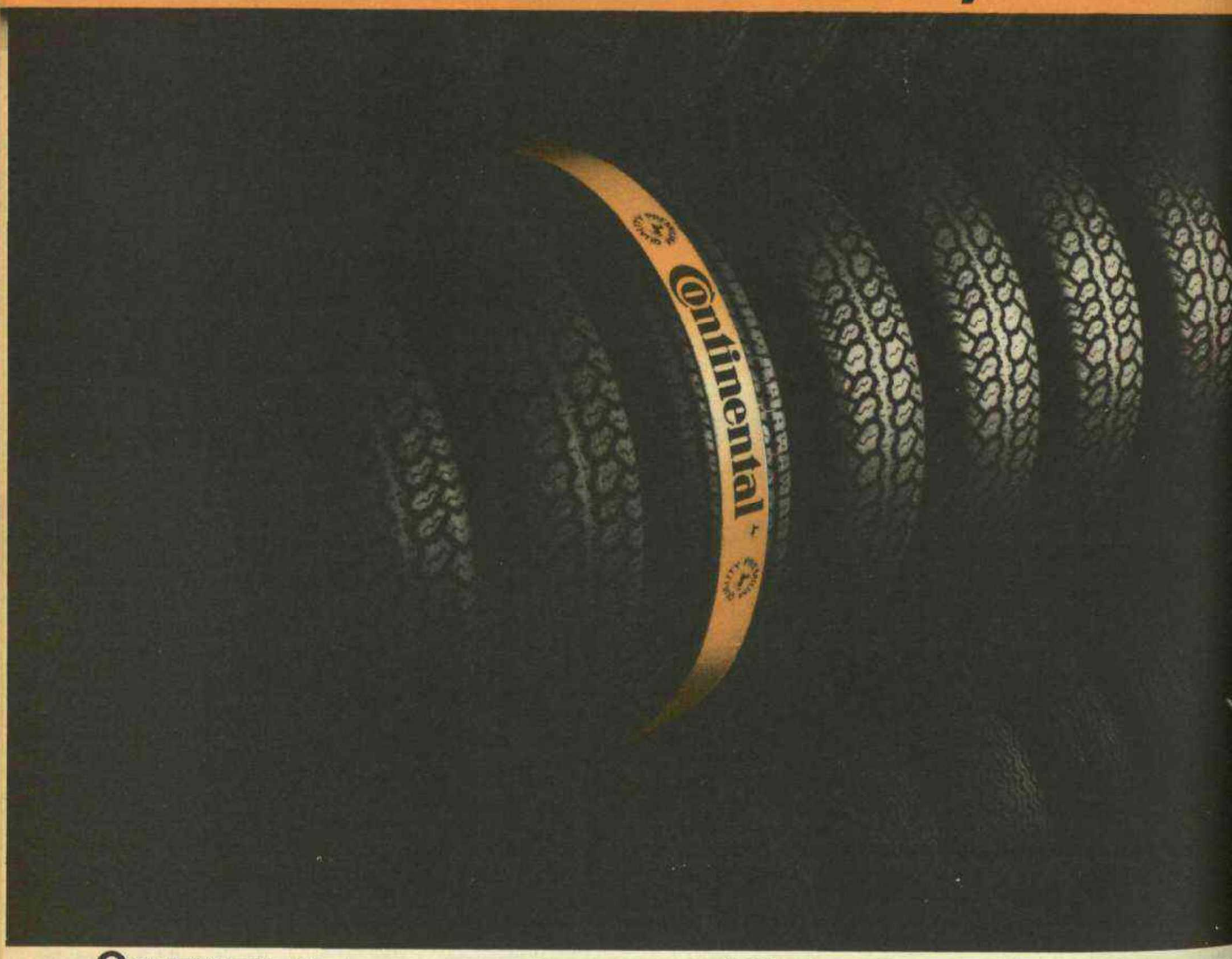
The TMC comes either as a kit for around £3,000 in which case the customer provides his own running gear, trim, instrumentation etc, or fully assembled for about £6,500 (Ford Kent engine) or around £8,000 (Ford CVH engine plus extras). The final price is dependent not only on the customer's specification but also on the exchange rate of the Irish Punt against sterling. Once an order is placed, though, the price is fixed.

The seats are very wide and are fixed (the pedals are adjustable) and though they look rather basic they are comfortable and hold one in well. There is a seven instrument dashboard, clearly visible through the 13 inch, thick, steering wheel. Both doors have sliding perspex windows and, though they fold forward flat against the body, neither entry nor exit is an excercise to be easily undertaken by, for example, a lady in an evening dress.

The TMC Costin is a great little car which is a lot of fun. Does it, however, live up to its designer's intention of being a superior alternative to the Caterham Seven? This is a question I have to dodge because the only Caterham Seven I have recently driven was fitted with a very special twin cam engine, so one would hardly be comparing like with like. The TMC scores in practicality and ride, as a car which could be used for travelling long distances with a passenger and luggage.

The Caterham Seven's strong points are its looks, its pedigree, its competition history and its perceived image. To seriously challenge the Seven's position, the TMC must appear on the circuits and prove itself. It has already done so in Ireland, and won first time out at Mondello Park despite having been completed only hours before the race. If it is successful on the tracks, then it will acquire the image necessary for its long-term commercial success. We shall watch the progress of this newcomer with a great deal of interest. — M.L.

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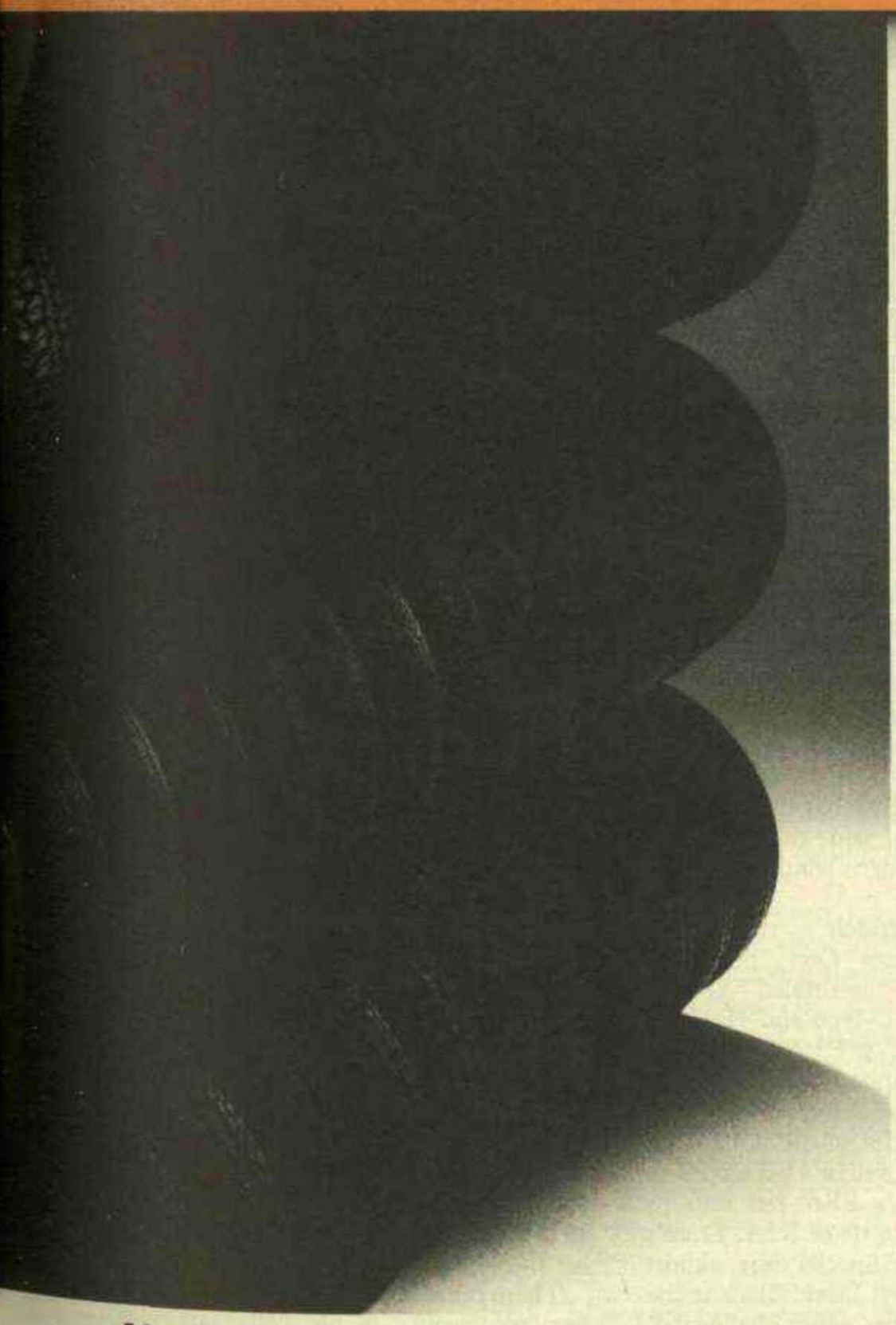
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VSCC Second Silverstone

FOLLOWING on its Jubilee celebrations, the Vintage SCC ran its second Silverstone Race Meeting of 1984 on July 14th, with more races in the day than ever before, and a record entry of 267, the programme said. Rain fell, but did not disrupt the racing, but attendance was down to about 6,000.

First, a six-lap scratch race, a fine win for Drake's ex-Danahar 8C Maserati, which led all the way, beating the Bentley-Royce by 7.2 sec, Hine's 3/4½ Bentley third. Next, a handicap five-lapper, which Dolton's N-type MG Magnette took, from the Riley Specials of Upston and Baker.

Tim Llewellyn then won the Boulogne Trophy 10-lap Scratch Race, ably sliding the blue 3/8-litre Bentley round the corners in the wet, for which he was awarded the Boulogne and the Russ-Turner Trophies by Audrey Russ-Turner, and was later given the Driver-of-the-Day Award. Julian Majzub followed Tim (who had been able to wave to his fiancée Miss Harris in the similar 4½-litre Bentley as he lapped her) across the line 20.7 sec later, in the 35B Bugatti, beating Russell's 8-litre Bentley that was third. Morley did well to keep the giant Bentley-Napier in fourth place and, after an off-course excursion, de Cadenet drove the 1929 26M Maserati to fifth place, lapping at 76.06 mph to Llewellyn's 75.96 mph. Harper was good value in the Aero Morgan until its engine tired. The result would have been different had Footitt's engine not played up when he was in second place, causing him to retire two laps from the finish.

A mild five-lap Handicap came as a breather, with the light cars, Howard's 1914 GP Mercedes, and Collings' 1903 Mercedes in the field. The light-car element lacked the "funnies", consisting mostly of serious Sevens, of which McBeath's won, from Heelis' Riley 9 and Comber's 1937 Morgan 4/4. Veteran Mercedes beat Edwardian racing Mercedes by 14th to 20th places, the handicap 50 sec in the younger car's favour!

The bars now emptied and people lined the rails for the keenly-anticipated Drill Service 10-lap ERA Scratch Race, only the third of its kind we think, the other two having been run at pre-war Brooklands. The runners were R5B, RIIB, R4A, R8C, R6B (Willie Green), R10B, R2B ("Romulus"), R2A, R1B, R9B, R12B, R12C, R1A, R7B, and Hawkins' ERA-engined Riley Sprite. Non-runners were R14B, R3A, and Corner in Lindsay's ERA-Delage that had lost its o/s rear wheel that morning, when the hub broke up, while Wallis in Chapman's 1938 E-type ERA got only as far as the grid. We had tipped the Hon Patrick Lindsay to win in "Remus" and he soon pulled out a useful lead, with a best lap at 85.38 mph, Martin Morris and Sir John Venables-Llewellyn spaced out, each about a dozen lengths



MARTIN MORRIS and ERA R11B won the Drill Service ERA race at Silverstone, after the Hon. Patrick Lindsay retired "Remus" two laps from the end with gearbox problems, having led from the start.

behind him. Then, with only two laps to go, R5B's gearbox failed, and so Morris ran home the victor. But the float-needle in R11B's carburetter had come out, so another half-lap and Venables-Llewellyn would probably have won! Some way behind, Spollon in R8C, going very well, was third, ahead of Classic in the first of the 1½-litre cars, followed by Pat Marsh. Green was sixth, Bill Morris in "Romulus" seventh, Stephens eighth, Kergon ninth, Riley 10th and Wildbois 11th. Mason also broke a halfshaft it seems, Mann had magneto trouble, and Gahagan lost vital control-linkage. It is said that Lindsay jumped the start, so Morris would have won anyway.

The 10-lap scratch race for Hawthorn-period Sports Cars (pre-1961) was won by Drake's "assembled" D-type Jaguar, from Duffy's D-type and Harper's C-type, a Jag walk-over, as Pearson's D-type was fourth. Drake lapped at 86.52 mph. The Pre-war Racing Car Scratch event, over the same distance, had a start-line mishap, when Sir Venables-Llewellyn's ERA broke a half-shaft and Classic's ERA ran into it, damaging the Tecnauto ifs of R2A. Dean's Type 59/50B Bugatti Special was almost involved but scraped by. David Black in the Tipo-B Alfa Romeo was never challenged, running away to win by 9.2 sec, with a fastest-lap at 84.13 mph. For six laps St John's Type 51 Bugatti had held off Spollon's ERA for second place but Bruce then got by and was 0.8 sec up by the finish. Next home were the ERAs of Kergon and Marsh, with Dean sixth. Russell, lapping at 76.67 mph, won the vintage section, in the big Bentley.

Seber's Wolseley-Hornet then won a five-lap Handicap from Gunn's Q-type MG and Upston's Riley, before we were treated to the interesting sight of Neil Corner driving Lindsay's 1960 Indy Turtle Drilling Special in the 15-lap Hawthorn Memorial Trophy Race. Lindsay says he does not fit its cockpit, so he asked Neil to drive. Corner, who had done only a few practice laps, had a tough task and elected to start at the back of the grid.

In spite of its rearward start, Corner was ninth by lap one, went wide at Woodcote on lap two and dropped a few places (he was sideways-on at Maggotts they say) but was sixth by lap three and got into fourth place by lap five. Out in front was Chris Mann's Lotus 16, but Bruce Halford's Lotus 16 passed Mann on lap eight and went on to win by 4.3 sec. Further back, Phillips' Lotus 16 was third. Nice to see Halford win; he has really retired, but finds VSCC races fun! Corner lapped at 88.64 mph to Mann's best of 91.59 mph, Neil finding the Turtle lacking braking power. Behind him Cottam and Mason finished fifth and sixth in their 250F Maseratis, with Black again master of the rest of the opposition in the *monoposto* Alfa Romeo, that has found more revs on its smaller wheels and tyres, although we were misinformed over it still having its Ashby cylinder blocks. Corner's race speed was 86.5 mph, 2.32 mph slower than Halford's, so Lindsay must have been well pleased with his Indy-Special's first British outing. . . .

There remained two more Handicaps, the five-lap event being won by Jaye's Attenborough from Sparrowhawk's 4.3 Alvis and Benthall's 4½-litre Bentley, the four-lap "lightning" race by Boswell's Frazer Nash, from Burrell's Bentley-Royce and St John's Bugatti. — W.B.

Results:

Boulogne Trophy Race: T. C. Llewellyn (Bentley), 73.60 mph.
ERA Race: M. Morris (RIIB), (Jaguar) 82.94 mph.
Pre-1961 Sports-Car Race: L. C. Drake (Jaguar), 84.68 mph.
Pre-War Racing Car Race: W. D. A. Black (Alfa Romeo), 81.70 mph.
Hawthorn Memorial Trophy Race: B. H. Halford (Lotus), 88.82 mph.
Six-lap Race: C. Drake (Maserati), 68.72 mph.
First 5-lap Handicap: T. Dolton (MG), 61.60 mph.
Second 5-lap Handicap: A. McBeath (Austin), 58.26 mph.
Third 5-lap Handicap: J. A. Seber (Wolseley), 69.24 mph.
Fourth 5-lap Handicap: F. Jaye (Attenborough), 74.44 mph.
Lightning Handicap: A. Boswell (Frazer Nash), 67.84 mph.
Fastest lap of the Day: C. Mann (Lotus 16), 91.59 mph.

Precisely Piquet.

NELSON PIQUET displayed the sort of unruffled superiority that has helped him win two World championships when he triumphed in the Detroit Grand Prix at the wheel of his team spare Brabham-BMW BT53, the Brazilian easing his pace with brilliant judgement in the closing stages of the race to allow Martin Brundle's Tyrrell-Cosworth DFY to close to within a second at the chequered flag. It might as well have been a lifetime, of course, and it is to young Brundle's credit that he appreciated that Piquet was slowing up: the English Formula 3 graduate simply concentrated on driving as quickly and smoothly as he could and successfully avoided being tricked into a last lap error as he sped to a fine second place.

On reflection, it has to be said that Piquet and Brundle provided the only performances of lasting worth during the 63 lap race round the rather seedy streets of "Motor City". With only six of the original 26 starters managing to complete the distance, it wasn't a terribly positive advertisement for Grand Prix racing under the eyes of a critical American audience and it's worth noticing that the grandstands were emptying long before the event drew to its conclusion. Mechanical failures and driver errors abounded throughout this race, but, at the end of the day, it must have been Alain Prost who came away from Detroit with the most on his mind. Eight days earlier he had been riding high at the head of the Championship points table, a worthy leader with three Grand Prix triumphs to his credit. Nelson Piquet had none: his Brabham BT53 had failed to finish a single race prior to the Canadian Grand Prix at Montreal. Now, reflecting on a troubled fifth place at Detroit, Prost could see the worrying spectre of Nelson Piquet . . . perhaps on the verge of staging a repeat of his 1983 performance when he gradually crept up on the French driver, pipping him for the World Championship title in the very last race of the season. It was the same ghost at his shoulder . . .



MICHELE ALBORETO, winner at Detroit in a Tyrrell last year, drove a fine race but suffered an engine failure in the closing stages.

Piquet led every lap at Detroit from pole position, but there are two very interesting facts that make his performance all the more remarkable. His pole position lap was achieved on the second of a two lap run in final qualifying on Saturday afternoon. At the wheel of his "qualifying sprint car", the team spare, Piquet scorched round to grasp pole position, first in 1 min 41.290 sec and, on his second lap, in 1 min 40.980 sec. Not only was this more than four seconds faster than the best Friday time, established by Nigel Mansell's Lotus 95T, but it might well have been even quicker had the Brabham not lapsed onto three cylinders a couple of corners before the end of the lap.

"We couldn't quite believe it," smiled

ENTRY AND PRACTICE

No	Driver	Nat	Team	Car Type	Engine	Tyres	Sponsors	Colours	Friday Practice	Saturday Practice	Remarks	No
1	Nelson Piquet	BR	Brabham	BT53	BMW 4-cyl t/c	Michelin	Parmalat Foods	Blue/White	1.45.407(T)	**1.40.980(T)**	Winner Canada	1
2	Teo Fabi	ITAL	Brabham	BT53	BMW 4-cyl t/c	Michelin	Parmalat Foods	Blue/White	1.51.165	1.47.335		2
3	Martin Brundle	GB	Tyrrell	012	Cosworth V8	Goodyear	Yardley Gold	Brown/Gold	1.48.966	1.43.754		3
4	Stefan Bellof	D	Tyrrell	012	Cosworth V8	Goodyear	Maredo	Black*	1.48.177	1.44.940		4
5	Jacques Laffite	FR	Williams	FW09	Honda V6 t/c	Goodyear	Denim/ICI/TAG	White/Green	1.47.610	1.46.225		5
6	Keijo Rosberg	FIN	Williams	FW09	Honda V6 t/c	Goodyear	Denim/ICI/TAG	White/Green	1.47.919	1.46.495		6
7	Alain Prost	FR	McLaren	MP4/2	Porsche V6 t/c	Michelin	Marlboro/TAG	Red/White	1.45.717	1.41.640(T)		7
8	Niki Lauda	AUT	McLaren	MP4/2	Porsche V6 t/c	Michelin	Marlboro/TAG	Red/White	disqualified	1.43.484	Rear aerofoil	8
9	Philippe Alliot	FR	RAM	RAM 02	Hart 4-cyl t/c	Pirelli	Skoal Bandit	White/Green	1.51.031	1.46.333		9
10	Jonathan Palmer	GB	RAM	RAM 02	Hart 4-cyl t/c	Pirelli	Skoal Bandit	White/Green	1.51.493	1.47.743		10
11	Elio de Angelis	ITAL	Lotus	95T	Renault V6 t/c	Goodyear	John Player/ELF	Black/Gold	1.47.316(T)	1.42.434		11
12	Nigel Mansell	GB	Lotus	95T	Renault V6 t/c	Goodyear	John Player/ELF	Black/Gold	**1.45.130**	1.42.172	Fastest on Friday	12
14	Manfred Winkelhock	D	ATS	D7	BMW 4-cyl t/c	Pirelli	ATS Wheels	Yellow/Black	1.47.303	1.44.228		14
15	Patrick Tambay	FR	Renault	RE50	Renault V6 t/c	Michelin	ELF	Yellow/White/Black	1.46.426	1.43.289		15
16	Derek Warwick	GB	Renault	RE50	Renault V6 t/c	Michelin	ELF	Yellow/White/Black	1.47.341	1.42.637(T)		16
17	Marc Surer	CH	Arrows	A6	Cosworth V8	Goodyear	Barclay/Nordica	Cream/Brown	6.22.502	1.46.626		17
18	Thierry Boutsen	B	Arrows	A7	BMW 4-cyl t/c	Goodyear	Barclay/Nordica	Cream/Brown	1.47.866	1.44.063		18
19	Ayrton Senna	BR	Toleman	TG184T	Hart 4-cyl t/c	Michelin	Candy/Magirus	Blue/Red/White	1.47.188	1.42.651		19
20	Johnny Cecotto	VEN	Toleman	TG184T	Hart 4-cyl t/c	Michelin	Candy/Magirus	Blue/Red/White	1.49.644	1.45.231		20
21	Huub Rothengatter	NL	Spirit	101/C	Cosworth V8	Pirelli	Australian	White	1.53.625	1.49.955		21
22	Riccardo Patrese	ITAL	Alfa Romeo	184T	Alfa Romeo V8 t/c	Goodyear	Benetton/AGIP	Green/Black	1.47.974	1.48.230		22
23	Eddie Cheever	USA	Alfa Romeo	184T	Alfa Romeo V8 t/c	Goodyear	Benetton/AGIP	Green/Black	1.47.347	1.43.065		23
24	Piercarlo Ghinzani	ITAL	Osella	FA/1F	Alfa Romeo V8 t/c	Pirelli	Kelémata	Blue	1.49.141	1.48.865		24
25	Francois Hesnault	FR	Ligier	JS23	Renault V6 t/c	Michelin	Gitanes/Antar	Blue/White	1.49.697	1.45.419		25
26	Andrea de Cesaris	ITAL	Ligier	JS23	Renault V6 t/c	Michelin	Gitanes/Antar	Blue/White	1.46.834	1.43.998		26
27	Michele Alboreto	ITAL	Ferrari	126C4	Ferrari V6 t/c	Goodyear	Fiat/AGIP	Red	1.47.719	1.42.246	Winner Detroit '83	27
28	René Arnoux	FR	Ferrari	126C4	Ferrari V6 t/c	Goodyear	Fiat/AGIP	Red	1.46.805	1.44.748		28

Brabham designer Gordon Murray, "because when Nelson came into view coming up to the chicane before the pits, we could hear that the engine sounded sick, so we thought we might have lost the quick lap. It had dropped a valve, in fact, so he was lucky to scrape across the line, let alone set the pole position time!" One is bound to wonder whether Piquet would have broken the 1 min 40 sec barrier if the engine had survived the complete lap intact

Thus, Nelson was able to line up on pole

STARTING GRID

↑

1
N. Piquet
(Brabham-BMW 4-cyl t/c) (T)
1 min 40.980 sec (T)
30 (1 min. 47.050 sec)

12
N. Mansell
(Lotus-Renault V6 t/c)
1 min 42.172 sec
13 (1 min 46.921 sec)

11
E. de Angelis
(Lotus-Renault V6 t/c) (T)
1 min 42.434 sec
33 (1 min 47.662 sec)

19
A. Senna
(Toleman-Hart 4-cyl t/c) (T)
1 min 42.651 sec
20 (1 min 47.444 sec)

15
P. Tambay
(Renault V6 t/c)
1 min 43.289 sec
29 (1 min 46.739 sec)

3
M. Brundle
(Tyrrell-Cosworth V8)
1 min 43.754 sec
23 (1 min 47.037 sec)

18
T. Boutsen
(Arrows-BMW 4-cyl t/c)
1 min 44.063 sec
24 (1 min 47.561 sec)

28
R. Arnoux
(Ferrari V6 t/c)
1 min 44.748 sec
2 (1 min 52.636 sec)

20
J. Cecotto
(Toleman-Hart 4-cyl t/c)
1 min 45.231 sec
10 (1 min 49.270 sec)

5
J. Laffite
(Williams-Honda V6 t/c)
1 min 46.225 sec
27 (1 min 48.146 sec)

6
K. Rosberg
(Williams-Honda V6 t/c) (T)
1 min 46.495 sec
26 (1 min 47.415 sec)

2
T. Fabi
(Brabham-BMW 4-cyl t/c)
1 min 47.335 sec
20 (1 min 48.232 sec)

22
R. Patrese
(Alfa Romeo V8 t/c)
1 min 47.974 sec
19 (1 min 47.684 sec)

7
A. Prost
(McLaren-Porsche V6 t/c) (T)
1 min 41.640 sec
20 (1 min. 47.074 sec)

27
M. Alboreto
(Ferrari V6 t/c) (T)
1 min 42.246 sec
31 (1 min 47.563 sec)

16
D. Warwick
(Renault V6 t/c) (T)
1 min 42.637 sec (T)
32 (1 min 46.221 sec)

23
E. Cheever
(Alfa Romeo V8 t/c)
1 min 43.065 sec
20 (1 min 48.553 sec)

8
N. Lauda
(McLaren-Porsche V6 t/c)
1 min 43.484 sec
27 (1 min 47.192 sec)

26
A. de Cesaris
(Ligier-Renault V6 t/c)
1 min 43.998 sec
17 (1 min 47.670 sec)

14
M. Winkelhock
(ATS-BMW 4-cyl t/c)
1 min 44.228 sec
(—)

4
S. Bellof
(Tyrrell-Cosworth V8) (T)
1 min 44.940 sec
21 (1 min 46.778 sec)

25
F. Hesnault
(Ligier-Renault V6 t/c)
1 min 45.419 sec
2 (1 min 53.579 sec)

9
P. Alliot
(RAM-Hart 4-cyl t/c)
1 min 46.333 sec
20 (1 min 51.147 sec)

17
*

10
J. Palmer
(RAM-Hart 4-cyl t/c)
1 min 47.743 sec
2 (1 min 57.367 sec)

24
P. Ghinzani
(Osella-Alfa Romeo V8 t/c)
1 min 48.865 sec
2 (1 min 53.489 sec)

*17 Marc Surer *(Arrows-Cosworth V8)* 1 min 46.626 sec. Involved in start-line accident. Unable to join second start.

Did not qualify:
21 Huub Rothengatter *(Spirit-Cosworth V8)* 1 min 49.955 sec.

(T) Time recorded in spare car.
(T) Spare car used in race.
N.B. Time in brackets is best lap in race.
Number in bold is lap on which recorded.



QUALIFYING PROBLEMS saw Keijo Rosberg start from 21st, but he struggled with the flexing chassis of his Williams to reach fourth before his Honda engine overheated.

position, flanked as he had been at Montreal, by Alain Prost's McLaren MP4/2. On the inside of the second row sat Nigel Mansell's Lotus 95T, the English driver having again proved remarkably adept during practice on this somewhat acrobatic circuit, and alongside the Lotus sat Michele Alboreto, his Ferrari 126C4 again sporting the electronic Marelli / Weber fuel injection system which has been progressively developed during the course of the season but which hasn't been raced since Kyalami.

When the starting signal was given, Mansell made a superb, over-prompt getaway, and tried to poke his Lotus through the gap between the Brabham and McLaren ahead of him. Unfortunately, as he manhandled his machine across to the right, the Lotus began to fishtail, striking Prost's car before bouncing back into the pole position Brabham. Suddenly, Piquet's car snapped sideways and shot across to the right of the circuit, T-boning Alboreto's Ferrari against the concrete wall on the opposite side of the circuit. The Italian car came wobbling out of this little *fracas* with deranged suspension and a broken water radiator, but Piquet's Brabham moved no further, its rear aerofoil and right rear wheel having been ripped off in the impact. Hardly had the dust settled from this initial impact than Marc Surer's Arrows-Cosworth (built up round a replacement chassis after Teo Fabi had pushed his original car into the wall during practice!) slammed into the stationary Brabham, jarring Piquet's neck painfully.

Wisely, the organisers immediately stopped the race and it was restarted half an hour later. Mansell's Lotus, amazingly, had survived the skirmish without any damage: just as well, really, because team mate de Angelis had already appropriated the team's spare car after engine problems in his own during the race morning warm-up session. Alboreto was obliged to take the spare Ferrari, equipped with the old Lucas mechanical injection, Ayrton Senna, whose Toleman had received a nasty smack on its front suspension by the wayward Brabham wheel, also had to take the spare and thus lost out on trying Brian Hart's new development engine (complete with electronic injection) and, finally, Piquet was also bundled into the Brabham spare for the restart.

It was enormously satisfying for the Brabham team to watch Piquet, who'd received quite a shaking, waltz away with the revived Detroit Grand Prix at the wheel of the spare car, proving that it is possible to virtually duplicate the chassis set-up between two machines. Using the same Michelin tyre choice that was to prove so troublesome on the McLarens, Piquet fended off an early, exploratory challenge from Mansell's Lotus 95T and after the Englishman initially slowed and then retired with gearbox problems, the Brabham team leader cruised happily home to victory.

Although Brundle's performance with the Tyrrell was quite outstanding — he not only managed to finish second despite a routine pit stop for "water ballast" but, even more impressively, qualified in 11th place between Lauda's McLaren and de Cesaris's Ligier. For much of the second half of the race the Tyrrell's engine sounded really sick, but it was only due to a broken exhaust pipe and Martin didn't find himself unduly handicapped. For many laps his Tyrrell was embroiled in a spectacular midfield scrap which also involved Senna's Toleman, Bellof in the other Tyrrell and Thierry Boutsen, whose Arrows A7 was showing improved form now that its wheelbase had been slightly lengthened. Brundle was the sole survivor of this group at the finish; Bellof had glanced the chicane before the pits, wiping the left rear corner off his Tyrrell, Senna had crashed at the first corner on his own and Boutson's BMW engine failed on him. Twelve months ago Michele Alboreto scored what was regarded as a lucky win for Ken Tyrrell at Detroit: Brundle's second place this time was similarly fortunate, but no less well-earned.

In the McLaren International camp there was an atmosphere of muted confidence prior to the start of the race, but the anticipated threat from Prost and Lauda never materialised. Prost eventually opted to use his spare car on Saturday afternoon after he found the Montreal race engine, about



THIRD PLACE for Elio de Angelis might have been second had gearbox problems, which also sidelined Lotus team-mate Mansell, not intervened.

which he had complained the previous weekend, was still installed in his race car. Lauda found his Friday second fastest time disallowed when post-practice scrutineering revealed the rear aerofoil on his McLaren to be one millimetre too wide. "Heat distortion" was officially blamed by the team for this unintentional infraction of the rules, but it didn't matter at the end of the day (fortunately!) because the Austrian managed to qualify comfortably the following day on 1 min. 43.484 sec.

In the race both McLarens "lost grip" early on and Prost made an early stop for fresh rubber on lap 16 — perhaps a little hastily, as events would subsequently suggest. He was then obliged to make a second stop for tyres after a deflating rear Michelin pitched him into a quick spin: fifth after two pit stops? He might well have been second if he hadn't made that initial decision to come in!

Lauda was similarly handicapped, but his race eventually ended after he had come in to investigate a misfire and, after the plugs were changed, a further exploratory lap suggested that something was about to break inside the Porsche-built engine. He took the prudent route and withdrew before an expensive engine failure ensued.

Elio de Angelis's consistency earned him a third place which might have been second if his Lotus 95T hadn't developed gearbox problems, similar gremlins causing the retirement of both Renault RE50s. Derek Warwick concentrated his weekend's activities on the team spare car after a minor accident during the first untimed session on Friday which badly damaged the front end of his race car and saw a front wishbone penetrate the footwell (again!) to bruise Derek's legs. Nonetheless he qualified sixth and, after an initial stop to change onto harder Michelin rubber, performed splendidly in the race to climb back from 16th on lap 15 to third on lap 32, setting the fastest race lap in the process. Then fifth gear broke and, soon afterwards, the gearbox packed up altogether. With Tambay suffering a similar affliction, it has to be said that the Renault Elf team doesn't seem to be making a great deal of forward progress. When Warwick first tested for Renault, at Imola last autumn, he made the comment that something had to be done to improve the car's gearbox. . . .

Fine performances were also produced by Cheever, Alboreto and Rosberg. The relatively short, 157-mile Detroit race meant that the Alfa Romeo drivers for once didn't have to keep their fingers crossed about the fuel consumption capabilities of their thirsty V8 engines and Cheever really got into the swing of things beautifully. In the early stages of the race he climbed as high as third, ahead of Alboreto, before a split turbo intercooler spelt the beginning of the end for his game efforts. Alboreto had his spare Ferrari up to third before engine failure, prompted again by a leaking intercooler, ended his chances on lap 49, and Rosberg had climbed from an embarrassing 21st position on the starting grid to fourth before his Honda engine overheated and also cried "enough". The Williams FW09 cars had an absolutely frightful time at Detroit, largely because the chassis are flexing quite dramatically and no amount of minor suspension adjustments seems to be able to sort the problem out. Laffite simply existed at the tail of the field, by contrast, driving round in totally uninspired fashion — ending up a surprised sixth and last when the chequered flag was finally shown!

In fourth place, as much to his own surprise as to most observers', was the diminutive Teo Fabi at the wheel of the second Brabham BT53. The little Italian had another nightmare practice session and frankly admitted that the strain of attempting to dovetail an Indy car racing programme with an intermittent Formula 1 schedule meant that he was doing neither category particularly well. He qualified 23rd, kept his nose clean and wound up with only three cars in front of him at the end of the day, as content with the Brabham-BMW return to reliability as his victorious team-mate!

The Detroit race has been on the international calendar for three seasons now, but although we have seen some fine racing through the streets of this important American industrial city, the organisers do not seem to have learnt a great deal about international racing practice in the meantime. Practice was interrupted by far too many intervals in order to retrieve damaged cars — which should have simply been moved out of the way while qualifying continued and, indeed, would have been at most European circuits. There were insufficient cranes for this purpose, the like of which abound at Monaco, and there was a general atmosphere of tension amidst the organisation which reflected, perhaps, that they didn't fully *understand* the ways of European-style Formula 1. Perhaps things will improve in the future — they certainly have time to do so, because Mr Ecclestone tells us that the Detroit Grand Prix will be taking place regularly for the next five years. — A.H.

RESULTS

DETROIT GRAND PRIX III — Formula One — 63 laps — Detroit City — 4.023 kilometres per lap — 253.449 kilometres — Warm and Dry

1st	Nelson Piquet	(Brabham BT53/3) (T)	1 hr 55 min 41.842 sec — 131.449 kph
2nd	Martin Brundle	(Tyrrell 012/2)	1 hr 55 min 42.679 sec
3rd	Elio de Angelis	(Lotus 95T/4) (T)	1 hr 56 min 14.480 sec
4th	Teo Fabi	(Brabham BT53/2)	1 hr 57 min 08.370 sec
5th	Alain Prost	(McLaren MP4/2-3) (T)	1 hr 57 min 37.100 sec
6th	Jacques Laffite	(Williams FW09/3)	1 lap behind
7th	Michele Alboreto	(Ferrari 126C4/074)(T)	retired on lap 50 — engine failure
8th	Keijo Rosberg	(Williams FW09/6) (T)	retired on lap 48 — turbo failure
9th	Derek Warwick	(Renault RE50/03) (T)	retired on lap 41 — gearbox failure
10th	Stefan Bellof	(Tyrrell 012/1) (T)	retired on lap 34 — crashed
11th	Patrick Tambay	(Renault RE50/07)	retired on lap 34 — gearbox failure
12th	Philippe Alliot	(RAM 02/01)	retired on lap 34 — crashed
13th	Niki Lauda	(McLaren MP4/2-1)	retired on lap 34 — engine failure
14th	Nigel Mansell	(Lotus 95T/2)	retired on lap 28 — gearbox failure
15th	Thierry Boutsen	(Arrows A7/2)	retired on lap 28 — engine failure
16th	Andrea de Cesaris	(Ligier JS23/4)	retired on lap 25 — suspension failure
17th	Johnny Cecotto	(Toleman TG184/03)	retired on lap 24 — clutch trouble
18th	Eddie Cheever	(Alfa Romeo 184T/02)	retired on lap 22 — turbo failure
19th	Ayrton Senna	(Toleman TG184/01) (T)	retired on lap 22 — crashed
20th	Riccardo Patrese	(Alfa Romeo 184T/01)	retired on lap 21 — driver gave up
21st	Francois Hesnault	(Ligier JS23/2)	retired on lap 4 — collision damage
22nd	Piercarlo Ghinzani	(Osella FA 1F-02)	retired on lap 4 — collision damage
23rd	René Arnoux	(Ferrari 126C4/075)	retired on lap 3 — suspension failure
24th	Jonathan Palmer	(RAM 02/02)	retired on lap 3 — crashed
25th	Manfred Winkelhock	(ATS D7/01)	retired on lap 1 — engine failure
26th	Marc Surer	(Arrows A6/2)	eliminated in first start-line accident

Fastest lap: Derek Warwick (Renault RE50/03) on lap 32 in 1 min 46.221 sec — 136.358 kph

25 starters — 6 finishers

BOOK REVIEWS

"Audi Quattro — the development & competition history" by Jeremy Walton. 267 pp. 10 in × 6½ in (*Haynes Publishing Group, Sparkford, Yeovil, Somerset BA22 7JJ. £14.95*).

I had been wondering what had happened to Jeremy Walton until this near-topical, comprehensive book by him all about the controversial Audi Quattro arrived for review. The story is excellently told, acknowledging help given by Mike Greasley of *Motoring News*. There are chapters on not only the origins, development and concept of the Quattro but about the very beginnings of Audi themselves. These are followed by those about how the four-wheel-drive Audi was rallied, its successes and doubts, the men and women who drive it, and so on, together with masses of very clear pictures and four Appendices covering the technical aspects, specifications, production and sales figures and how the Quattro fared in the World Rally Championships of 1981-'83, with some dramatic pictorial coverage of the 1984 rally scenes.

So here is the very book for all those affected by "Quattrophenia", which is the book's sub-title. It is dedicated to Greasley "who turned a racing spectator into a rally enthusiast" and the Foreword is by Hannu Mikkola. — W.B.

"Zeppelin!" by Raymond Laurence Rimell. 256 pp, 12 in x 9 in. (*Conway Maritime Press Ltd, 24, Bride Lane, Fleet Street, London, EC4Y 8DR. £25.00*).

The First World War has receded far into the distant past, now a part of history, but grim as the "Great War" was, it is a significant aspect of human conflict, the first time war had been carried to the civilian population on a scale hitherto unknown. Thus the German zeppelin raids on Great Britain were regarded in 1915-1917 with something of the awe in which we now hold nuclear and germ warfare, especially until it was discovered that even the silently floating zepps could be brought down, in, as the author says, the strangest battle in the history of armed combat. The author of this new book on this gruesome, but fascinating subject has spent years researching what occurred and he has dug out a great many contemporary photographs and newspaper reports to weld his intriguing story together.

The standard work of reference to the airship raids on this country is "The Zeppelin in Combat" by Douglas Robinson (Foulis, three editions, 1968-71), duly reviewed in this column. His help is acknowledged by Rimell whose new book adds to the story and could be termed the more "popular" coverage of the subject. It is full of fascinating asides about the fate of the zeppelins brought down by RFC fighters — how the escaped officers and crews were arrested, perhaps by a lone village "bobby", the reactions of the locals to the descent of flaming monsters in quiet countryside, how these zeppelins were guarded and the steps taken to apprehend and fine souvenir hunters, the graves and memorials to the zeppelin's crews and the hero worship quite rightly accorded to the pilots who shot them down.

I found all this of absorbing interest and only hope the buyers for Public Libraries agree, so that those unable to afford the cost of the book can also enjoy it. It covers the flights that terminated in disaster of LZ37, SL11, L23 and L33 brought down on the same day in September 1916, L31, L34, L21, L22, L24, L48, L23, L70 and L53. Seven Appendices give information about Home Defence Squadrons, airship and aeroplane technicalities, Rolls of Honour for the dead of both sides, camouflage data, and statistics of the raids. The Foreword is by Air Marshal Sir Frederick B. Sowrey, KCB, CBE, AFC and a bibliography and index are provided. The large pages enhance the many unique pictures and diagrams, some of which will perhaps encourage readers to motor to see what remains of buildings, sites and memorials relating to the zepp raids. All manner of interesting things arise from this book. It is a sad reflection on human degradation that whereas today terrorists kill and maim indiscriminately, when Böcker, commanding L33, had force-landed after being damaged by a BE2c flown by Brandon and had decided to fire the remains of his ship, he first sent members of his crew to warn the occupants of near-by cottages of the impending explosion — in fact, they were so alarmed they refused to open the doors. Lt W. O. Bentley, "the distinguished engine designer", is reported as visiting the wreck. All this is graphically depicted in the text and the 300 or more pictures in this excellent book, even if the author relies much on newspaper reports that may not have been 100 per cent accurate. It is, however, 100 per cent readable, quite enthralling.

For those who think only in terms of motor vehicles, the book illustrates the LGOC 'bus damaged in a raid on London's theatreland in 1915, Robinson and Sowrey in the Prince Henry Vauxhall (LP 6803) which the former, as a zepp-straffing pilot, purchased with money donated to him by grateful, wealthy patriots and which is thought to have probably been auctioned later and bought by an Essex farmer, and the truck which brought Army and Naval Officers to the scene of the crash of L48 at Theberton, Sussex, in June 1917, captioned as a Crossley tender but actually a small Napier (LP 4553).

Altogether, this is a splendid portrayal of a period long ago, unbelievable to the present generation until their education is extended by Rimell's text and pictures. He is now working on a study of German bombing aeroplanes of the First World War, which I avidly await. — W.B.

* * *

The Sporting CC of South Australia has issued its seventh "Motoring History Book", consisting of 52 large pages of reproductions of old photographs of cars comprising the vintage scene in Australia. These are of great interest and nostalgia to those who pioneered popular motoring in Australia. The captions contain information about owners, such data seemingly more freely available "down-under" than from our DVLC, bodywork by Australian coachbuilders, and in some cases numbers of a given car that were sold there. So the book will be valuable to all historians, its accuracy ensured as the Editor is G. H. Brooks. The cars included embrace many American makes, naturally, of the 1919 to 1930 period, but there are also such rare makes as Spark, Summit and a home-built Ziff cyclecar, as we browse from AC to Wolseley. From some of the captions the reason why certain cars were unsuited to Australian conditions is revealed. The book has some fascinating general motoring shots, as well as pictures of individual cars and one is struck by the similarity of normal vintage Australian to British motoring conditions. HRH The Prince of Wales is seen in a Crossley but also in one of the 14 Dodge Bros tourers used as back-up cars during his 1920 tour, there is an Amilcar on the front cover, one of two of which one was raced, a trans-Australian Th. Schneider to whet, perhaps, the appetite of the President of our own VSCC (12 hr 10 min, Adelaide-Melbourne), other such record contenders, a racing Paige, and a garage advertising Gold Crown Benzine, "the petrol with a punch", and where the hire-car was a Bianchi tourer. My favourite picture is of the picnic staged by the Adelaide Citroën agents, this one on a wet day so that the hoods on all 30 or so Citroëns are up and Mrs Hilder McBride, not having one on her Caddy Sports model, has her umbrella open . . . The publishers are the SCC of South Australia, 260, Portrush Road, Beulah Park, S. Australia, 5067. — W.B.

MRP have published Dennis Foy's book "Escort Performance", which is a practical guide to modification and tuning for road and competition of these Fords, modestly priced at £6.95, and from the Haynes

Publishing Group comes Tristan Wood's "Drive It! — The Complete Book of Formula 2 Motor Racing", with a Foreword by Jonathan Palmer, which looks at various aspects of this class of motor racing, the price being, again, only £6.95. — W.B.

* * *

The latest offerings from Kimberley's, of 19 Heath View, London, N2 0QD, are "The Triumph TR5/250 and TR6 Companion" by Steven Rossi and Ian Clarke, and a similar but soft-cover book on the Range Rover by Stuart Bladon. Both are priced at £8.95. — W.B.

* * *

The little but entirely fascinating book, "Flying For Fun", by Jack Parham, 96 pages packed with the joys of owning a light aeroplane before the war, does not contain descriptions of forced-landings, except for the final one, but there are accounts of getting Aeronca G-ABHE into small fields, after experimenting with the proper way to fly it and maintain it. Part of a letter from a former owner of this very small aeroplane is quoted and I find it interesting that he was C. M. C Turner, who used to race a Gwynne Special at Brooklands up to 1927 (it was burnt out during the JCC 200 Mile Race that year, so perhaps that turned him to buying the Aeronca) and whom I interviewed for MOTOR SPORT some years ago. — W.B.

* * *

In the Brooklands series of reproduced information about different makes of cars, the publishers, of "Holmerise", Seven Hills Road, Cobham, Surrey, now offer two more to add to this vast library, namely, "AC Ace & Aceca 1953/83" and "Shelby Mustang Muscle Cars 1965/70", the former containing MOTOR SPORT's report on the 1961 Rudd-modified Ford Zephyr-engined AC Ace. We note that continuation pages are sometimes carried forward, a bad habit MOTOR SPORT grew out of years ago, but this does not impair the knowledge imparted. These books are priced at £5.50 each, or at £6.00 each if ordered direct from Brooklands Books. — W.B.

* * *

Three more of Haynes' "Super Profiles", which we have described previously, have been published, these being "Cobra" by Rod Grainger, "Lotus Seven" by Graham Arnold, and "Corvette Stingray 1963-1967" by Bob Ackerson. Each one of these uniform, largely pictorial pieces (with colour pictures) of knowledgeable information sells for £4.95.

* * *

The Ford Side-Valve Club has issued various useful books about these cars but now, more professionally for those who can afford £10.95, Osprey of 12 / 14, Long Acre, London, WC2E 9LP have come up with Dave Turner's "Ford Popular And The Small Sidevalves", a 192-page book, 10 in x 7½ in, that says it all, including sports versions, specials, unusual uses for the small L-head Ford engines, even to a mechanical-elephant so powered, etc. There are many pictures, reproductions of contemporary Ford material, etc, and commercials are included. Unlike the Club's books, MOTOR SPORT road-tests are ignored and L. M. Ballamy is called "Bellamy". But very interesting to Ford fans, and perhaps to those hoping to run reduced-tax pre-1947 cars. — W.B.

Cars in Books

WHAT have we this month, for this column, which the Editor of a motoring weekly once said was a good idea except that it would run out of material in a week or so — but which we have kept going regularly for more than 25 years? Well, from "Backstairs Life in a Country House" by Eileen Balderson with Douglas Goodlad (David & Charles, 1982) the only cars named are three Rolls-Royces which came in convoy whenever "two talked-about" sisters visited the great houses in the 1930s, even if only for a short stay. One sister being able to drive, she would arrive in a current-model Rolls-Royce, followed by the head chauffeur, in the previous-year's R-R, in case of a puncture, to avoid delaying the journey, with the second chauffeur following in a third Rolls, carrying the two ladies' maids with the ladies' jewels, with a third chauffeur, in a Humber shooting-brake, bringing the luggage. I have no way of knowing if this really happened, but if it did it would be nice to think of the three Rolls as having been P1, P2 and Silver Ghost, respectively . . .

One's eye is attracted to Frank Delaney's attractive "Betjeman Country" (Hodder & Stoughton / John Murray, 1983) by the Rolls-Royce Twenty saloon (Reg No XW 7124) on the coloured front cover of the dust-jacket, threading its way past the stalls of Pinner Fair in 1934. I have outlined previously in this column the fact that John Betjeman refers to many cars in his poems, even to a Bugatti. In the book the early Delaunay-Belleville crawling up Highgate's West Hill in bottom gear, the poet's father's Rover landaulette, and a Frazer-Nash figure in the verses quoted or remembered. The author says perhaps Frazer-Nash (*he* uses the hyphen!) motor-cars no longer rev in the roads around Marlborough, where Betjeman went to school, bringing forth cries of "Gosh, what an engine" — from which one assumes a Blackburn or at least a Gough is in mind, rather than the humble side-valve Anzani!

It is in the photographs with which this tribute to the deceased Poet Laureate is illustrated that the motoring interest lies — a bull-nose Morris-Cowley Chummy with ¾-elliptic rear springs, in Oxford for instance among the bicyles, a Charron taxi and an unidentified tourer, possibly a vintage Metallurgique. Which reminds me of the time, in the mid-1930s, when going through Oxford *en route* for Shelsley Walsh with a girlfriend wearing one-piece overalls with a chequered-flag over one breast, in her 1924 yellow-hued Austin 7 "Abdul-the-Damned," I called on a cousin and his wife, an ex-barrister Don, just after they had returned from church on their bicycles on Sunday morning, a far cry from his rides home from Oxford in the very early 1920s as an undergraduate on an ex-WD Douglas, to a country house on the Welsh coast, where a Citroën tourer and an Austin 20 Landaulette shared a garage adjacent to an inflammable stationary-engine driving the domestic lighting-plant. I heard that our arrival on that peaceful day in the City of Dreaming Spires was the subject of raised eyebrows for some time afterwards . . .

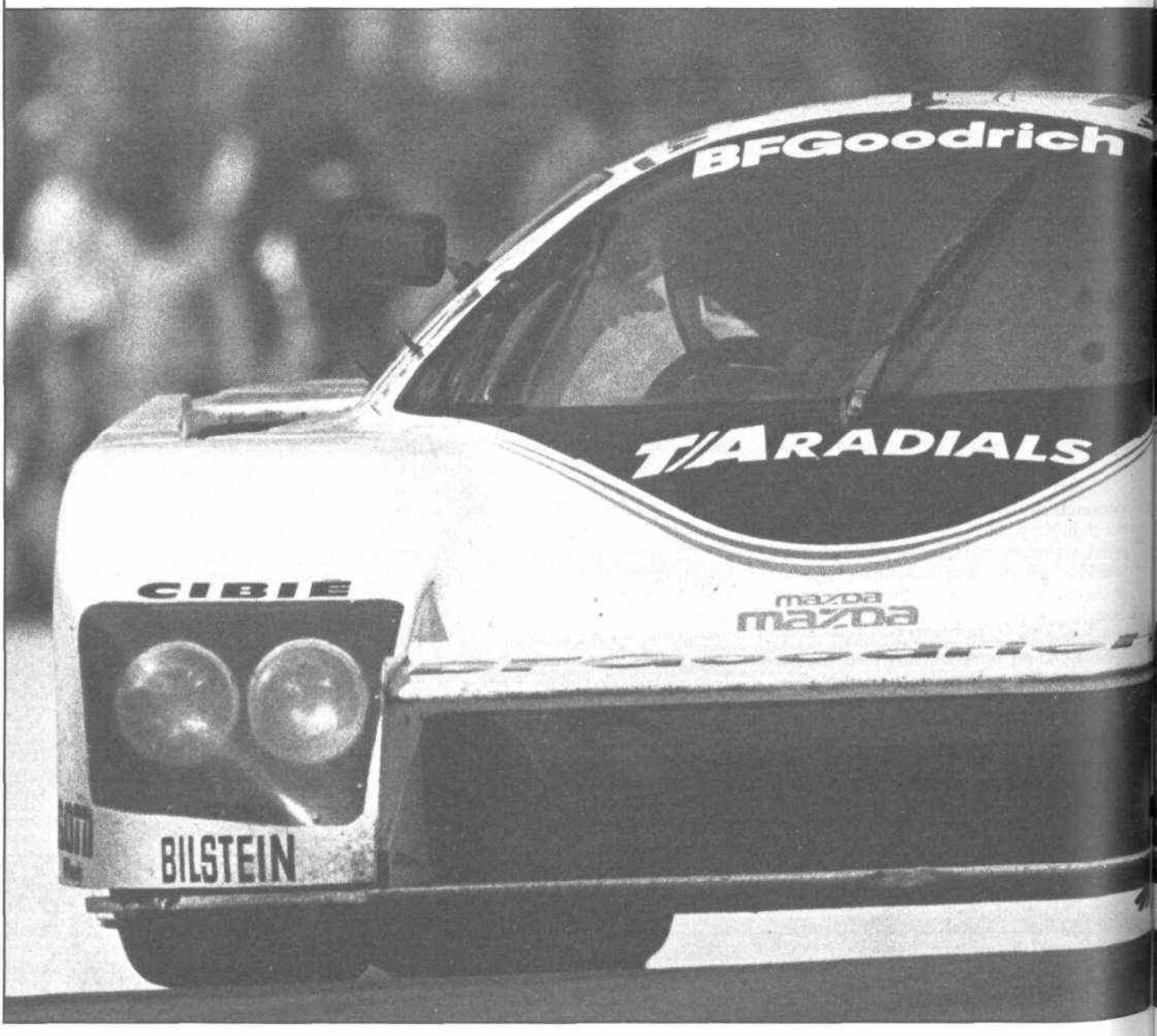
There are other pictures incorporating cars in "Betjeman Country," such as the one of Camden Town with LGOC 'buses to Hampstead Heath parked with a Morris (?) taxi while two Morris vans, a Chevrolet lorry, and a Standard saloon go about their business, with other vehicles, including a Ford van, an Austin 7 two-seater, and possibly a Wolseley saloon in the background. What is almost certainly a Morris van appears in a picture of Harrow, where in another study a bull-nose Morris-Cowley traveller's van is seen in a street containing also a Morris Minor saloon and an early A7 saloon, although it is an Austin 16 saloon, I think, seen waiting outside Tunbridge Wells station. But Morrises predominate at this period when you could buy a semi-detached three-bedroom house in Rayner's Lane for £850, or a three-bedroom one in Ruislip, Wembley or Pinner for £350. Doom for the poet who deplored "Motorpolis" particularly in Oxford. . .! The author, by the way, has a penchant for placing people, a north Oxford housewife perhaps, by the size of the Volvo they drive but, Mr Delaney, Morris Minors were never bull-nosed!

Another Morris-Cowley figures in "Agatha Christie and All that Mousetrap" by Hubert Gregg (William Kimber, 1980), this being the car the famous writer of mystery stories had at the time of her mysterious disappearance. As this was on December 3rd, 1926 it was presumbly a bull-nose, unless a very early "flat-nose", which I am sure Harry Edwards can clarify. In the book it is described as a drop-head, with the hood up, covered in hoar frost when it was found abandoned at Newlands Corner, some reports saying that the headlamps had been left on, so that the battery was flat, others denying this, some that the brakes were on, others they were off, implying that the authoress had staged a dummy accident. — W.B.

* * *

Christie's Historic Aircraft Sale, postponed, will now take place at the Imperial War Museum, Duxford, on August 13th.

BF GOODRICH UPDATE:
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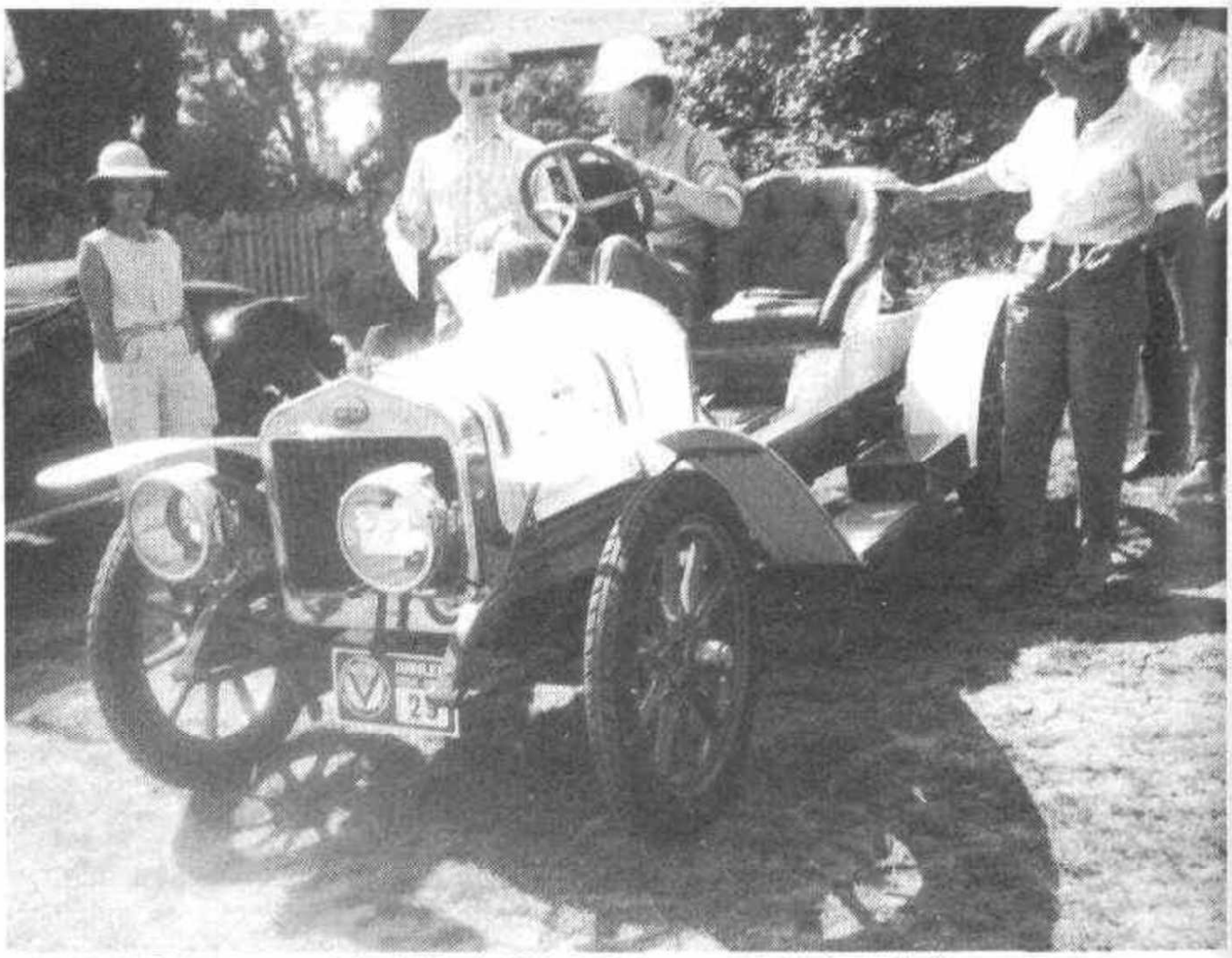
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The VSCC Jubilee

THE VINTAGE SCC's Jubilee celebrations (see Editorial) were happily informal yet they must have done immense good for the whole ancient-cars movement, a *tremendous* event. With a total entry of some 600 descending on Malvern, so that every hotel forecourt took on a pre-war flavour, you can say that again — the scenic run alone attracted about as many cars as the Club's total 1945 membership! *Bravo*, VSCC!

I had my first look at it all on the Wednesday, although, the Calthorpe entered for the Light Car Rally having tried unsuccessfully to digest the cork-insert of its petrol-tap, I had to go in the Alfa 6. There was compensation, because next day D.S.J. took me round in the 4½-litre Le Mans Lagonda team car belonging to Robbie Hewitt, and there is no nicer way of motoring in a July heatwave . . . We heard that the evening before the Mayoress of Malvern gave the Jubilee participants a very warm welcome, and a *very* good buffet supper, at the Civic Reception at the Winter Gardens.

It was sheer inspiration to start the 100 light cars from the heights of Hollybush Common, and equally so to have found a huge car park in which to accommodate them for the lunch break at the Tump Inn at Wormelow Tump. Country lanes were the route there, so that frequently one was transported back to the 1920s, as light cars were seen on roads free from white lines and temporarily without modern cars — I shall long remember the sight of Bullett bravely driving and navigating himself in the bullet-like AV monocar . . . The finest selection of light cars and Edwardians ever seen was out and about in the English summer, of which Mrs Hall's single-cylinder AC Sociable, Collard's 1921 Calthorpe, a 1914 Stellite E2A, three two-stroke Trojans, one on solid tyres, three GNs, and Harding's oil-cooled vee-twin Belsize-Bradshaw were outstanding. They were, of course, overshadowed by Edwardians like Walker's 1908 GP Panhard-Levassor, the 1908 Napier, Ryder-Richardson's 48 hp Daimler of the same age, Bendall's 40 / 50 Rolls-Royce motor carriage, an even bigger 1907 Daimler, Marcia Jeddere-Fisher's snug Lancia Theta, Sir John Briscoe's racing Coupé de *L'Auto* Delage and the NMM's glistening Prince Henry Vauxhall conducted by Michael Ware. Not forgetting such lusty veterans as Ridley's 1904 Paris-Vienna Mors and a Flying 15 Darracq. For once Roger Collings was not competing, but he was out in the 1903 Mercedes, the Run finishing at his house for a strawberries-and-cream tea. We even saw the ex-Colonel Clutton 1911 Fafnir out again, driven by Denne. Of troubles there seemed to be few, although Willson had to repair the magneto of his 1913 R4 Delage the night before, Filsell reported that organiser-Rosoman's little De Dion was consuming a lot of water, and later a non-competing 30 / 98 seemed to have lost its nearside rear wheel.



RAPID REPAIRS ensured that Wilson's 1913 R4 Delage was fit for the Light Car event.

There were unofficial socials, the Moffatts throwing a party to which five came by aeroplane, and there was a 30 / 98 evening (incidentally, how appropriate looked the 30 / 98 which we saw outside the VSCC offices when we signed in. At the Civic party we met Owen Wyn-Owen, who was later to unleash "Babs" at Oulton Park. Someone remarked that it might all be chaos in Malvern, yet it was unravelling itself without any fuss, as VSCC affairs do.

Blazing sunshine again set the scene for Saturday's Scenic Run and, for the more competitive, the trial in the grounds of Eastnor Castle, where cars like A7s, Riley Specials, some of the MGs and 'Nashes, and that of Pat Stocken, whom it was nice to see out again in her Chummy-model, the Raahauge's Trojan and a P1 R-R were to be found, together with the recently-rebuilt twin-carburetter, three-seater Gwynne 8 of Ian Walker, and Keith Hill's Crouch-Helix.

All day the Scenic Run cars were arriving at Prestcott hill, the Union Jack flying from the BOC flag-mast, where they were permitted a run up the long course, and additional ascents at 50p a go, which enabled my wife to have a ride with Jenks in the Le Mans Lagonda. It is pretty futile to attempt to report such an all-embracing happening, but most impressive it was, and I think a telegram might have been sent to the Chancellor-of-the-Exchequer saying "Thank you for the recent tax reduction on pre-1947 cars", or "See what you have done!", depending on the point of view.

Because this seemingly endless spectacle of every kind and condition of pre-war motoring, all, it seemed, able to cope with the hill with no trouble, will probably never happen again in our lifetime. There was a sleeve-valve C14 Voisin, here a Swift 10 from the Norfolk VSCC 50, *vide* lettering on its hood. Girls in those white helmets the VSCC once scorned, happy children, a jolly dog riding in Jeremy Collins' Star Scorpio, all basking in the equally endless sunshine. The whiff of "R" from one twin-cam 3-litre Sunbeam, an SU peeping from beneath the Brooklands exhaust system of an Amilcar, a lady having several runs in a fine 4½-litre Bentley two-seater, masses, it seemed, of the expected makes, Lagonda, Austin, Alvis, Bentley, 30/98, Frazer Nash . . . All set a remarkable scene.

Thompson's smart Riley Adelphi was followed by a 14/40 Humber with larger back than front wheels, the Bugattis had Ettore's Enclosure to themselves, and a Lagonda tourer carried an appropriate picnic basket.

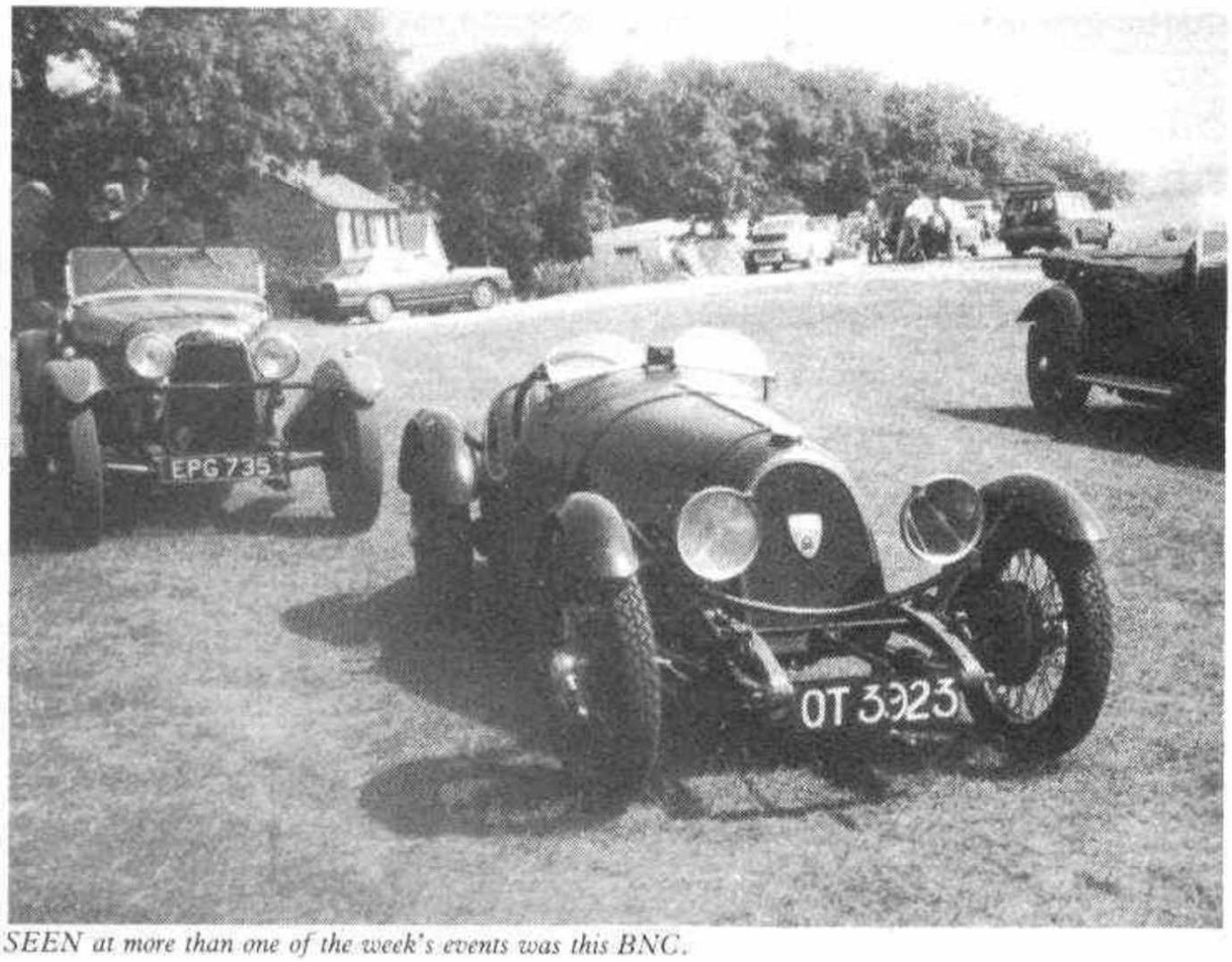
There was an Aero and a Family Morgan, fixed-head coupé Lea-Francis followed by a sports model, an A7 Nippy *mit* L-plate, and rarer cars like a Brough-Superior, Watson's 1926 Armstrong Siddeley with five-up, Williams' "Cream Cracker" PA MG, Tanner's big 1904 G-type Berliet, etc. Sant's Clyno, an over-hot bull-nose Cowley, Hancock's dignified Daimler sleeve-valve limousine, Toms' 505B Fiat, Robson's brisk 12/40 Star, the variety defies reporting space but welded this memorable occasion together. Alvises were prominent, Alfa Romeos came in many different forms, from a saloon with fully openable windscreen to a very covetable 2.3-litre Mille Miglia team-car. I even saw a big imitation-racer Peugeot with huge bolster fuel tank

flaunting a "For Sale" sticker, but wish I hadn't. . . .

So to the final Jubilee day, on Sunday July 8th. It was allied to the usual VSCC Shelsley Walsh hill-climb, which was a tribute to Raymond Mays, CBE (1899-1980) whose favourite venue this was, the course being opened by Rivers-Fletcher in Tom Wheatcroft's Mk2 V16 BRM. A cavalcade of cars with which Mays was associated — ERA, Vauxhall-Villiers, White Riley — ascended the hill after Rivers had unveiled a commemoration plaque to Mays, situated just below the start area. (This had up to then been covered by a faded chequered-flag, the actual one used to indicate to Mays his last win over the Campbell circuit at Brooklands in 1939. . . .)

Apart from this, and the enormous numbers of vintage cars in the car parks, the event itself was one of the best ever, the weather holding, some interesting new cars running, and no accidents. David Black's P3 Alfa Romeo set a new class course-record (35.44 sec) in winning the over-3-litres racing-car class from Tim Llewellyn (37.77 sec) in spite of Tim's Bentley's 8-litre engine having only 23 valves in operation, and Jolley in the Giron-Alvis (38.67 sec) was third fastest. Arnold-Forster's 12-litre V8 Becquet-Delage did 43.27 sec in spite of clutch slip, and Martin Dean's exciting-looking Type 59/50B Bugatti Special, on piano-wire wheels, 40.05 sec.

McGrath had won the small racing-car section in the sv A7 Replica (41.53 sec), from Gunn's Q-type MG Replica, Stephens in ERA R12C, wearing a "White Mouse" badge (reminder that its first owner was a



SEEN at more than one of the week's events was this BNC.

Mays' customer!) cleaned up the next class (39.12 sec), Smith's Frazer Nash second (40.49 sec), ahead of Freddie Giles in the GN-Salome (41.55 sec). In the up-to-3-litre racing-car class Martin Morris in ERA RIIB beat Spollen's R8C by a mere 0.02 sec (36.26 sec), leaving Footitt with the third best time in the AC/GN (36.84 sec), Morris clocking 80 mph through the speed-trap. Sir J. Venables-Llewelyn (R4A), shaving a bank after a wheel-spinning getaway, was 0.01 sec slower than Footitt.



A TYPICAL Vintage Light Car — K. S. Robinson's 1920 998 cc air-cooled flat-twin Rover 8.

Chris Mann's Lotus 16 was by far the quickest Historic Racer (34.89 sec) and Threlfall took the "Edwardian" class with the Th-Schneider (48.56 sec), from Benfield's scintillating 200-Mile Race Alvis (48.95 sec) and Clutton in the bonnet-less 1908 GP Itala (49.13 sec). The 1908 GP Panhard was off-form, but, of the veterans, the Collings' 60 Mercedes soundly beat the 1904 racing Mors — 69.27 sec against 125.24 sec. Amongst the sports cars, Hugh Conway was fastest in the T35 Bugatti, followed by W. H. Summers (Alfa Romeo Monza) and D. Llewellyn (1926 Bentley 3/4½-litre).

Shelsley Specials had shown up well, the GN "Spider" making its best-ever time in Sant's hands (43.83 sec), Roger Richmond in his s.v. vee-twin Morgan-GN doing 45.69 sec while the BHD managed 60.62 sec. The GN "Wasp" was on show but did not run. The ERAs of Lindsay and Donald Day were absent, the aero-engined GN-Parker had broken its transmission bevel-box, and Blake's BNC was a non-starter. But what a memorable occasion — especially with the shrill sound of the V16 BRM making many ascents, Tom Wheatcroft doing one, Rivers using just 1st and 2nd gears, before it departed in its van, which still carries the Owen Racing Organisation badges. The Mk 1 BRM *competed* at Shelsley but it was being debated whether the Mk 2 ever did, although a photograph showed that it had run there.

My last memory of this splendid VSCC Jubilee is of a fabric saloon A7 and a Cup-model A7 parked outside a black-and-white cottage just by the road to Shelsley, for all the world as if we had been transported back 50 years or more. . . .

W.B.

Sanyo Rally of New Zealand

A crucial win

THE importance that New Zealand had in this year's World Rally Championship was underlined by a decision taken a week after this most southerly and one of the most far flung events in the series. With Markku Alén finishing in second place in his late-entered Lancia Rally 037, the Turin management promptly lost interest in seriously contesting the next round in Argentina. As far as team boss Cesare Fiorio was concerned the championship was now lost for Lancia. Audi was clear to re-take the Makes' Championship and Stig Blomqvist for the first time the Drivers' title.

It was Blomqvist who emerged victor in New Zealand, his second World Championship win in a row, a success which put him eight points in front of Alén in the Drivers' Championship and gave Audi a 10 point margin over Lancia in the Makes. Effectively Blomqvist and Audi just need another victory to put the issue beyond any doubt, and in view of Lancia's decision to shelve its plans to go to South America, then that win should have been attained in Argentina as this issue of MOTOR SPORT goes to press.

Blomqvist's New Zealand win was not easily come by, and in many ways his success on this well run 1,600-mile, four-day event was his most difficult win so far this season. It wasn't so much how fast the Swede went, but more a case of controlling himself and resisting the severe temptation of becoming involved in personal rivalry with team-mates Walter Röhrl and Hannu Mikkola. Those temptations were great indeed.

Both Röhrl and Mikkola have been crowned World Champions in the past — the German the only driver to have been so twice — and so have learnt to come to terms with sacrificing attacking driving for valuable points. For Blomqvist it is a relatively new experience, one which he admits he is not entirely happy about, but needs be that needs must.

The enigmatic Swede went as far as saying that his wins in Greece and New Zealand were "boring", hardly the word that we'd use, but one takes the point. Like Mikkola last year, Blomqvist is feeling like a dog on a leash. He can't wait to be set free for a run around the park.

The fact that the championship issue was all but brought to a conclusion in New Zealand means that his frustrations won't boil over as Mikkola's did last year when he had to go the whole distance of 12 events to make sure the title was safely in his hands. Of course, the fact that Blomqvist hardly says anything to anyone makes it difficult to assess exactly what he *is* feeling, but this makes the rare eruptions of emotion all the more dramatic when they do come. Mikkola on the other hand is much more open in his feelings. Last year was punctuated by harsh words, disagreements with other drivers, and at an times very untypical iciness with the press, all the more surprising because Hannu's genuine open nature has always ensured his popularity with the media.



NEW ZEALAND was the event which more or less clinched the Makes Championship for Audi, despite Walter Röhrl's early retirement. Here he struggles with a flat tyre and a failed differential on the first stage, before retiring with an electronics failure.

All this isn't news to Hannu. He has admitted that he was at times far from happy with his driving last season, and once he had won the title he then found it hard to motivate himself. On his first rally of what was intended to be a much more relaxed and quieter year, he was unhappy. Monte Carlo wasn't a good start, although third place would normally be a source of major satisfaction to most, he felt his driving lacked rhythm, and he wasn't enjoying himself. But after a win on the opening round of the British Open series in February, that old magic returned. Mikkola was driving again "for fun", and his tremendous success in Portugal reflected this rekindled enthusiasm. He won this third round of the World Championship after an awe-inspiring dispute with Alén, and admitted: "Now I'm driving just for driving's sake. It's marvellous, I'm really enjoying myself."

By a strange quirk of fate as Mikkola's fortunes were taking an up-swing, Blomqvist's were very much on the down. By dint of being the only HB Audi team driver committed to a full championship programme — both Röhrl and Mikkola were originally scheduled for six rallies each, although Hannu has ended up with eight, whilst Michèle Mouton has appeared so far only three times and by her own choice has become the forgotten first lady of the sport — it was supposed to be Stig's year. The season started well enough when he was runner-up to Röhrl on the Monte, followed by a first in Sweden but against minimum opposition. Then it turned somewhat sour. Blomqvist rolled in Portugal, suffered engine failure on the Safari, and was relieved to pick up the crumbs of fifth place in Corsica, a rally on which he was far from happy. Compare Mikkola's progress on the same events: first in Portugal, second on the Safari, absent on Corsica. On the Acropolis Hannu was second to Stig whose revived fortunes came just at the right moment, but nevertheless Mikkola was unwittingly proving to be a major threat.

Last season Blomqvist had signed with Audi on the understanding that he would support Mikkola's championship bid, and if the situation arose (it did only once) would forfeit first place to his team-mate. And this year if it came to the push would Mikkola have to do the same for Blomqvist? In Greece the Finn was ordered not to pressure the Swede during the final night.

And New Zealand? Circumstances ultimately dictated that such a decision never had to be made, although if Mikkola hadn't experienced a most unfortunate, low-speed roll there is little doubt that the Audi management would have had to do something to take the heat out of the situation.

Originally, New Zealand hadn't been on Mikkola's schedule. But when he found himself a mere point behind Alén in the championship, Audi decided at the last minute to enter him. It was intended as a means of maintaining pressure on the Lancia driver, but also served to keep Blomqvist on his toes.

Initially it had been Röhrl who set a pace which the two Scandinavians couldn't match. The German was obviously savouring the New Zealand stages which are fast, smooth and flowing, new ones in the first leg to the north of the Auckland start, bearing more than a passing resemblance to those of Finland's 1000 Lakes, even down to

some big jumps. At one point Röhrl's admission that he enjoyed "flying on the stages" brought an invitation from Mikkola for him to try his luck on the Finnish classic, the German refusing with a large grin, remarking that the Finns know their roads too well.

Despite losing much of the drive to the rear wheels after hitting a rock on the first stage, Röhrl was still able to pull away from his team-mates, only to retire during the first day when the Motronic electronic management system which controls the engine functions on Quattro engines failed. It was now left to Mikkola and Blomqvist, the Finn seemingly baiting the Swede to become involved in a scrap. Blomqvist maintained that he wasn't being drawn into such a battle, instead choosing to quash his natural instincts and bide his time. He said the proof of his policy was the fact that he rarely broke into a sweat, a sure barometer of how hard he is having to push himself.

For Mikkola there was no such easy explanations. He was bathed in perspiration, and trying very hard, harder probably than he's done for some time in terms of totally committed driving. On the stages he was using every inch, and more, of the road, the Quattro engine on the ignition cut-out in every gear, further confirmation of Mikkola's on-the-limit driving coming from the normally imperturbable Arne Hertz. Beads of sweat gleaming on his forehead, co-driver Hertz remarked: "He works me hard!" The way he said it left one in no doubt that he thought his driver was going quite fast enough. If anything Mikkola appeared to be taking an impish delight in pushing himself, his car and Hertz to the limit, relating with great relish a story of how he'd never been so sideways for so long on one icy corner, when half-way through the incident he noticed out of the corner of his eye that Hertz was trying to find the door handle!

On the 45 stages, Mikkola claimed fastest time on 22 occasions and was runner-up 17 times. Blomqvist was fastest on 12, second quickest on 19.

Hannu's downfall came on the penultimate day when he cut a corner too fine, glanced a small earth mound, and found to his utter amazement that his Quattro was tipping over. It ended up on its side, the ever-present Audi helicopter landing nearby, its occupants helping to push the car back onto its wheels, and put out a somewhat persistent fire caused by the turbocharger oil pipe coming off and spraying lubricant onto the white hot unit itself.

This cost 13 minutes, and a place, dropping Mikkola behind Alén, and so relieving Blomqvist of any pressure. Stig could now cruise home, conserving his engine by changing gear early and never going within a 1,000 rpm of maximum revs. Hannu however didn't slacken his pace. Now he had focused his attention on Alén



TOYOTA were out of luck, with Kankkunen / Gallagher (above) retiring on Stage 27.

whose Lancia had been running with its usual reliability, but simply lacked the ultimate power (320 bhp maximum compared with the Quattro's 360 bhp minimum) and traction to cope, especially over icy night stages. In five stages, Mikkola took back more than three minutes. On average he was 1.8s a mile faster than the Lancia driver, Alén unable to do anything but pray for the day when the Italian team is ready to use its new four-wheel drive car which is loosely based on the Delta.

However, Mikkola's charge was ultimately to come to nought. He had a couple of enormous spins, and decided on a more prudent course of action, not willing ultimately to throw away third place. Alén breathed a sigh of relief, but there was little consolation in second place. His championship chances had virtually vanished. Now he would concentrate on winning the 1000 Lakes and forget about the Drivers' title.

New Zealand hadn't only been Alén's Waterloo. Toyota had travelled to the Antipodes with high hopes of repeating its 1982 victory, but was only able to salvage fifth through Safari winner Björn Waldegård who lost a lot of time when a fuel injection came off his Celica Turbo. His young Finnish team-mate Juuha Kankkunen faired much worse. He rolled on the same stage which had been Mikkola's downfall, but with more permanent results, ending up well off the road, and on his roof.

Arch Japanese rivals Nissan had a little more to shout about by winning the team prize with Timo Salonen fourth after his best drive of the season, the Finn nevertheless disappointed not to have finished in the top three as this had effectively been his last chance to retain his coveted FISA "A" priority seeding for next year. Amazingly he had also rolled on the 22.7-mile stage which had caught out Kankkunen and Mikkola. — M.R.G.

New Zealand Results

1st	S. Blomqvist B. Cederberg (Audi Quattro A2 GpB)	10 hr 40 min 41 sec
2nd	M. Alén I. Kivimaki (Lancia Rally 037 GpB)	10 hr 45 min 28 sec
3rd	H. Mikkola A. Hertz (Audi Quattro A2 GpB)	10 hr 48 min 10 sec
4th	T. Salonen S. Harjanne (Nissan 240RS GpB)	11 hr 05 min 29 sec
5th	B. Waldegård H. Thorszelius (Toyota Celica Turbo GpB)	11 hr 35 min 58 sec
6th	R. Cook W. Jones (Nissan 240RS GpB)	11 hr 44 min 20 sec
7th	M. Stewart D. Parkhill (Ford Escort RS1800 GpB)	11 hr 46 min 00 sec
8th	P. Bourne M. Eggleton (Subaru Leone 4WD GpA)	12 hr 04 min 46 sec
9th	T. Teesdale G. Smith (Subaru Leone 4WD GpA)	12 hr 21 min 01 sec
10th	B. Robson D. Campbell (Mitsubishi Lancer Turbo GpA)	12 hr 25 min 08 sec

63 starters, 35 finishers

Jones Jumps Marriner Moves;

BIG, bluff, curly-haired Bernie Marriner has been with Ford SA's Competitions Department at Port Elizabeth for so many years that it would not surprise us to find that his name had been included in the inventory of fixtures and fittings. But if it is listed it is about to be removed, for after a sizeable chunk of his lifetime managing the department in his own unique, somewhat unorthodox way, he has accepted the position of manager at the Opel Team of South Africa.

This is not a revival of what was called the GM Dealer Team some years ago, when they ran a group of fearsome "Little Chevs" — Vauxhall Firenzas into which huge Chevrolet V8 engines had been squeezed — but a completely new operation, and we imagine that Marriner will be just as eager to avoid becoming content with overseas isolation as he was with Ford. He was always badgering Boreham for newly developed parts and information on the latest improvements, and he became known as an expert on finding short cuts around ponderous paperwork and protocol, invariably grasping every opportunity to keep his team on a winning streak. We imagine that he will pressure Russelsheim just as much as he did Boreham.

Taking his place as Competitions Manager of Ford SA will be an equally ebullient character, known wherever a service point has been set up in desert, jungle, alp or farmyard, and as much part of Ford's sporting activities as Marriner was.

Mick Jones is one of Boreham's veterans, and has seen more changes among drivers, team managers, mechanics and others than he cares to remember. What is more, he has probably forgotten more about Zephyrs, Anglias, Cortinas and Escorts than most people have known, whilst his "battlefield" mannerisms in the field command instant attention and respect. This, coupled with his extrovert character, even prompted a film company to make a documentary around him.

At Port Elizabeth his engineering and tactical skills will be put to good use, but although his old colleague Marriner will be his professional rival in the future, there is no doubt that they will continue to be firm friends off duty. We wish them both every success. — G.P.

The *Other* Cars of Brian Lister



ARCHIE SCOTT-BROWN and Brian Lister, one of the great driver / designer teams of post-war British motor racing.

"IN THE FIFTIES," says Brian Lister, "you still had two distinct types of successful racing car designers. There were the designer / artists, such as John Cooper and myself, people with an engineering background who designed intuitively, and the designer / scientists such as Colin Chapman. I happen to have been involved in racing at the right time and when we had to make the decision to quit, in 1959, because our racing activities were becoming a drain on the parent company, I was able to do so without regret. It was clear that the days of the designer / artist were numbered and, besides, I had achieved far more than I ever thought possible."

If Brian Lister left racing at the right time then, equally, he entered it at the right time — and with the right people. He doesn't express it in so many words, but it is clear, talking to him and walking around the factory of George Lister & Sons, that dealing with the right people, in the right way, is important to him. His workforce show him an affectionate respect and his pride in his men's craftsmanship is self-evident. We paused by a piece of heavy fabrication and he pointed out the skill of the welding and the care he had put into finishing the job. "This chap, Bob Gawthrop, was with us back in 1954, when we first started making cars, and he helped build them." When I asked if I might take a photograph of Brian Lister he insisted on gathering all the men still in the workshops who had worked on the first Lister cars, 30 years ago.

George Lister, Charles Flatters and Harry Branch established the engineering firm of Lister, Flatters and Branch in 1890. By 1919, Flatters and Branch had retired and George's sons, Alfred and Horace, joined the firm which was re-named "George Lister & Sons". Alfred died in 1929, and George a year later, leaving Horace in sole control. His sons, Raymond and Brian, eventually became directors and, on Horace's retirement in 1954, joint managing directors.

Originally the business was sited in Abbey Road, Cambridge but, in 1967, with council assistance, they moved to larger premises in nearby Cherry Hinton. "In our racing days, we rather upset some of our neighbours with engines being revved in the small hours and, like all racing teams, our hours were irregular. We had, anyway, outgrown Abbey Road and, I think, even though we had retired from racing by 1964, when we started to negotiate for new premises, the council were relieved we wanted to move. They still thought we might do to Cambridge what William Morris had done to Oxford."

The company currently has 50 employees, engaged in a wide range of light engineering, from wrought iron (for which it is internationally famous, though which is actually only a very small part of its work) to building and modifying the sort of machine which automatically wraps cheese and sliced meat for mass distribution. The nature of the company is important to the story of the cars, for the racing side was financed with the specific aim of promoting its name. That is why the cars were built to the highest levels of craftsmanship, why well-used chassis (such as the 1957 works Lister-Jaguar which Archie Scott-Brown drove to 12 wins and a second place from 14 starts) were sawn up rather than sold, and why, in 1958, when a steering fault occurred on the works car, Brian personally cabled all known owners to warn them — a concern which was unusual 26 years ago.

Brian Lister was born in July 1926 and was interested in cars from a very early age, an interest stimulated by being given, when five, an aluminium pedal car "with a wooden steering wheel, like a Bugatti". He attended the Perse School in Cambridge at the same time as John Tojeiro though only came to know him well, as mutual customers and racing rivals, much later. He was not academically inclined and left school, aged 15, to learn his trade in his father's works.

His interest in cars continued and his interest in motor racing was whetted through books, especially those written by Prince Chula. "One of the best compliments ever paid me was when 'Lofty' England told me, in 1958, that the Lister team's attitude to racing reminded him of his days with Prince Chula's White Mouse Stable." Brian also had a great love of jazz and was accomplished on the vibraphone and the drums, playing with some well-known musicians. There have been a remarkable number of musicians in motor racing for some reason.

In 1946, he began his National Service in the RAF and, while serving, began competing in driving tests with a Coventry Climax-engined Morgan 4/4. This was gradually modified and lightened in order to take part in sprints.

"Then I saw the first Cooper-MG, fell in love with it and ordered one for myself. It was used both as a competition car and on the road, with a hood and large windscreen. I decided I wanted to make a name for myself as a racing driver, sized up all the classes and had the engine linered-down to 1,100 cc because that was where I thought I could get most success — not that I got very much. Eventually the engine blew up at Silverstone in 1950 and I sold it.

"Meanwhile, John Tojeiro had started making cars and he was able to study my Cooper at leisure, eventually producing a refinement of the design. He was buying parts from our company and it seemed natural to buy a car from him."

Lister ordered a car for the 1952 season and then set about installing a V-twin 1,100 cc JAP engine, mounted transversely and driving through a Jowett Jupiter gearbox. "The car was very light, we even had a canvas section in the rear bodywork to save weight and, so far as the engine was concerned, we hit the jackpot — when it stayed in one piece. I'm afraid, however, it was really too fast for me. I realised I'd too much imagination to be a racing driver.

"Then one day I entered it in a local sprint and was beaten by Archie Scott-Brown in an MG TD. His car should never have beaten mine and I went up to him and asked if he'd like to drive the Tojeiro in future while I concentrated on preparation." It was the start of a wonderful partnership.

In 1952/3, when the Robin Jackson-prepared engine stayed together, Scott-Brown was virtually unbeatable and would regularly lap an entire field during a five-lap race. "There were even some people," Brian recalls, "who suggested that by going so well we were rather going against the spirit of the sport.

"By June, 1953, I'd come to the conclusion that we were promoting Tojeiro's name rather well but we might do better

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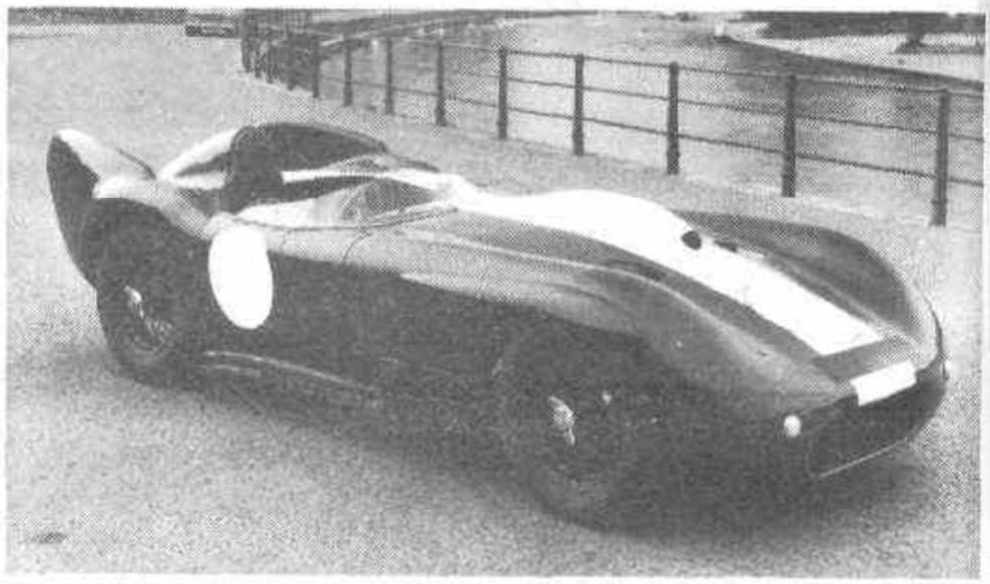
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*Manual or automatic versions available.





(LEFT) Scott-Brown driving the prototype Lister-Bristol to victory during Snetterton's first International meeting in 1954. (Right) The 1955 production Lister-Bristol, with bodywork designed by Thom Lucas. The works car continued with the original body, slightly modified.

promoting our own. I went to my father with a proposal that I built a car to carry the name of our company and he agreed to let us have £1,500 and six months in order to produce something. If we failed to deliver before either the time or money ran out, we would forget it." The Tojeiro was sold to Peter Hughes, Technical Editor of *Top Gear* magazine who was later to go into partnership with Scott-Brown in a garage business in Cambridge, but who was killed in a road accident in 1956.

On December 20th, 1953, Scott-Brown drove the bare chassis on the Bourne (Cambs.) airfield. It was a successful test and, in fact, apart from a broken halfshaft during a later test at Snetterton, the car proved more or less troublefree.

The chassis was wide and strong, consisting of two main three-inch diameter tubes with three tubes, each of three inches diameter, acting as crossmembers. The width allowed the driver to sit between, not on, the main tubes which led to a lower centre of gravity and scuttle height. Front suspension was by coil springs and equal wishbones while a de Dion rear axle was used. Alfin drum brakes were mounted inboard at the rear, outboard at the front. This design, with relatively slight modification, was to be the basis for all Lister sports cars.

"I decided on a twin-tube chassis, rather than a space frame because it was something I knew about, it and the suspension could be built with the tools we had available, and it was easy for the customer to maintain. I was sure that many constructors who were building space frames at the time, were not calculating their loadings."

By the time the 1954 season began, the car had been fitted with a full-width aluminium body with two pointed shrouds over the mandatory headlights. They gave the body an aggressive appearance but Lister concedes that his aerodynamic tweak was probably useless.

Scott-Brown began the season in fine style, easily winning his class and a sports car handicap at Snetterton on April 3rd, and coming third in class at Wethersfield Sprint the following day. It quickly became clear, though, that the car was under-powered for it tended to finish second to the Lotuses of either Peter Gammon or Colin Chapman, and work began on a Bristol-engined version that April. The team, however, were sufficiently encouraged by the performance of the Lister-MG to enter it in the British Empire Trophy at Oulton Park. It was there they met their first set-back, Scott-Brown was not permitted to start and his competition licence was withdrawn.

Born in Paisley, Scotland, in 1927, Archie had had the misfortune to come into the world deformed. He had the trunk of a well built man but was barely five feet high and his right arm ended in just a thumb and part of a palm. He had adjusted to this perfectly and those who knew him remember that he was one of the nicest men possible to know, full of ebulliance and kindness. Brian says, "I think when Nature takes away, she also gives back. In Archie's case he had an incredible sense of balance, he always won the slow bicycle race at school, *and* he had the determination to prove himself. He had enough grip in his right hand to hold a steering wheel and I recall him once, backing the Tojeiro out of the garage, twirling the wheel so the spokes became a blur."

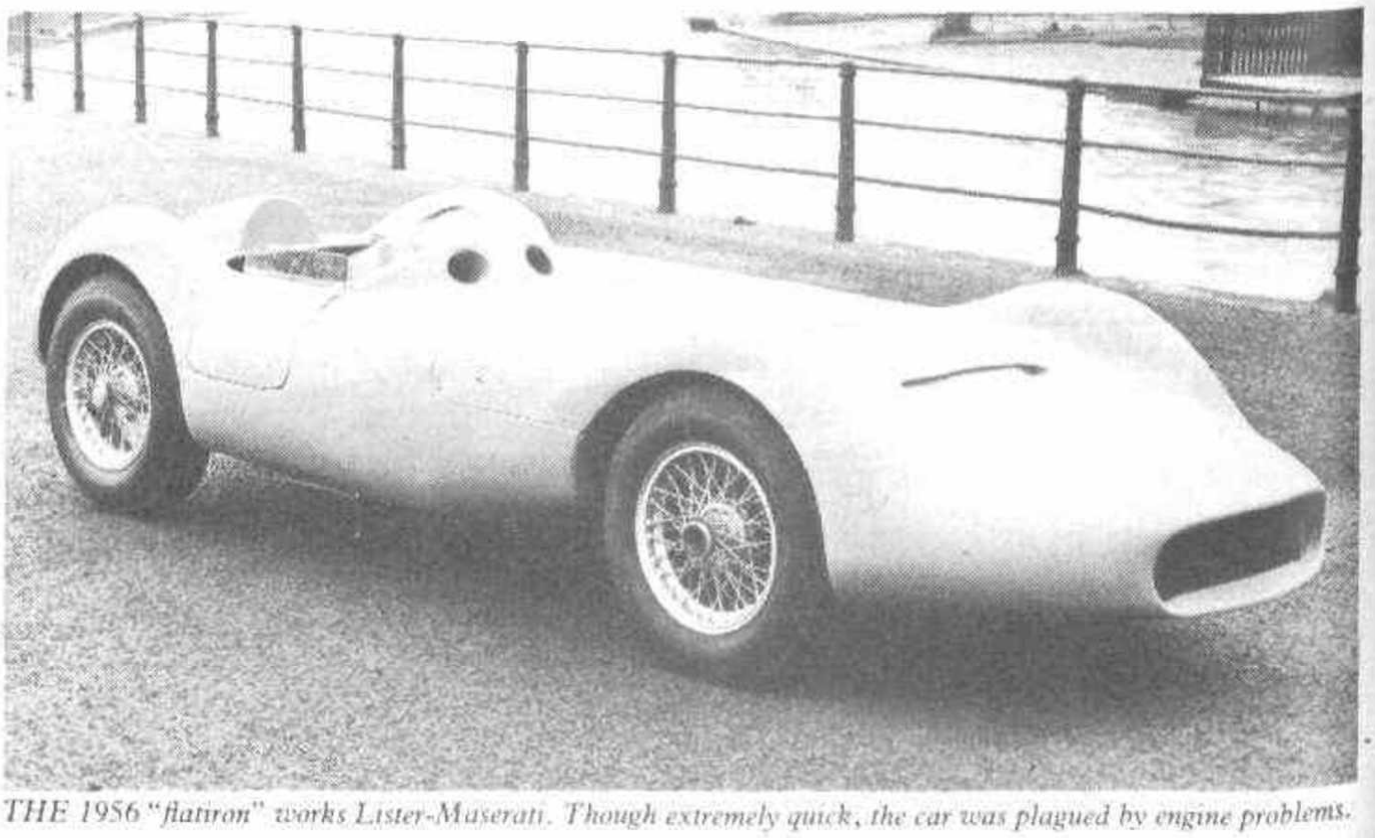
That Archie's "handicap" had caused no previous problems, says a lot about both the carefree atmosphere of club racing at the time and also a lot about the driver, for people had clearly accepted him for what he was. Impartial authority, however, decided to suspend his licence.

While he had been practising at Oulton Park, his driving caught the eye of Earl Howe, who made a note of his name and who was greatly surprised to learn that he had been disqualified. Earl Howe immediately became an ally over the coming weeks as Archie, Brian, and others, campaigned for his reinstatement.

Ken Wharton took over the car at Oulton Park, where it retired with oil-cooling problems. Lister then looked for a replacement driver and, after testing several, chose Jack Sears whom Archie had recommended. Sears was yet another local man. It is extraordinary how, sometimes, a particular area or team will produce a number of talented individuals who go on to distinguished careers. Jack Sears was to become one of Britain's best sports and saloon car drivers and is currently the chairman of Silverstone Circuits Ltd.

Jack took a win and two seconds in races with the car, and a third in class at Prescott before relinquishing the drive to Archie whose licence was restored in June.

The Bristol-engined car was completed in



THE 1956 "flatiron" works Lister-Maserati. Though extremely quick, the car was plagued by engine problems.

time for the British Grand Prix meeting at Silverstone on July 17th. The second car was virtually identical to the prototype except it now had 142 bhp from the Don Moore-prepared engine. In the Unlimited Sports Car race, Archie finished fifth overall beaten only by works Aston Martins and C-type Jaguars, and won his class by miles. The team had arrived. Moreover the race was televised and, watching at home, Horace Lister was astonished by the number of times the commentators mentioned the name "Lister" — there was nothing less than 100% support for the project thereafter.

For the rest of the year, the Lister-Bristol driven by Archie Scott-Brown was the only challenge in the two-litre class to Roy Salvadori driving Sid Greene's Maserati A6GCS. That the Lister was possibly slightly inferior to the Maserati is perhaps demonstrated by the fact that when Stirling Moss drove it in the International Meeting at Goodwood in September had to take second place to Salvadori. Admittedly it was by only three-fifths of a second and he set the fastest lap, but it was still second place. That Scott-Brown was, on occasion, able to beat Salvadori gives some measure of the man, and that in only his first full season.

During a season which brought him five wins, eight seconds and two thirds in the MG-powered car which was retained until the end of the year, and three wins, six seconds and a fifth in the Bristol car, Scott-Brown emerged as one of the best of the rising British drivers. He still had problems about being accepted, however, the organisers of the Tourist Trophy rejected his entry, as did the BARC in September, which is why Moss drove the car. Yet here was a man who went on to drive works F1 Connaughts with distinction and who was invited to drive a BRM in the Grand Prix d'Europe at Aintree in 1957 (after testing the car, he declined).

His entries for Continental races were invariably turned down (though he raced in the States and Down Under) and it was by a cruel twist of irony that he was to die as a result of an accident during the 1958 sports car Grand Prix de Spa, the first time his entry had been accepted in Europe.

Archie and Masten Gregory, both in Lister-Jaguars were having a furious dice for the lead when the little Scot was caught out at Clubhouse Bend by a road which had just been rained on. The car crashed and caught fire, and though he was dragged clear by a gendarme, he succumbed to his burns and injuries 24 hours later.

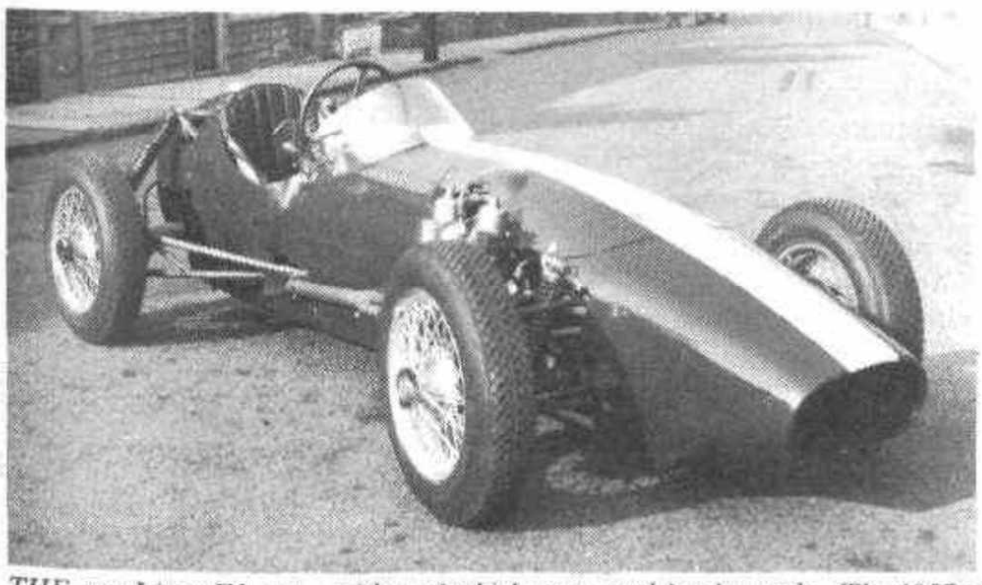
It was at the exact spot, and in the same manner, that Dick Seaman had lost his life in 1939, and the same doctor attended both men. Both men were also among the greatest drivers Britain has produced. It was typical of Archie that among the last words he uttered was a message for Brian not to feel too bad about it.

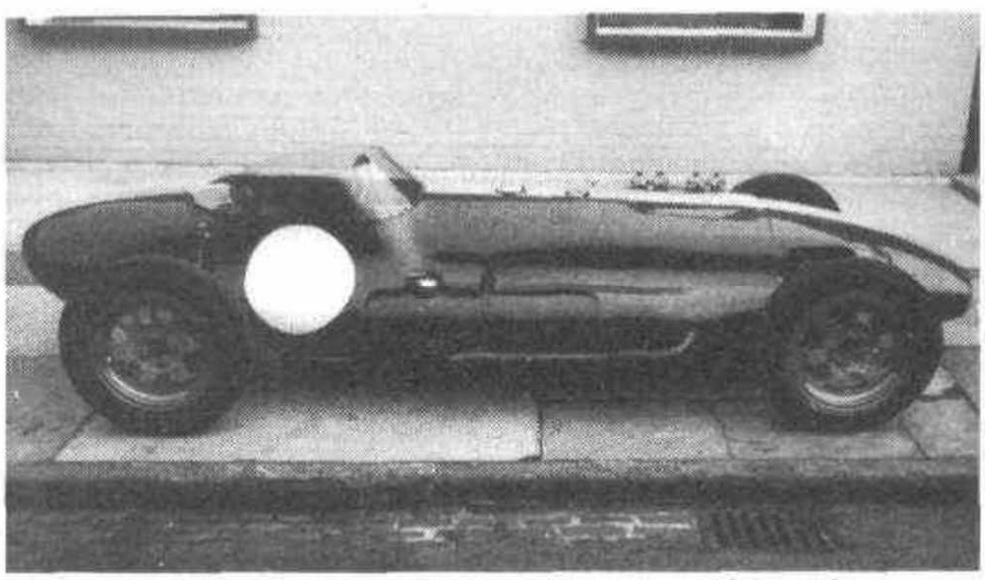
That tragedy lay in the future. For the 1955 season, the works Lister-Bristol was retained, but without the bulbous headlight covers, and detailed modifications were made to the chassis. The MG unit in the prototype was changed to a Bristol and the re-bodied car was sold to Ormsby Izzard-Davies who entered Allan Moore in it. The 1955 production car, with 12 in drum brakes and changes to the suspension and steering layout, featured a startling body designed by Thom Lucas with the aid of a wind tunnel and a model. It was probably the only one built by a small constructor of the time to be wind tunnel tested (Frank Costin, whose name became a byword for racing car aerodynamics, has *never* used a wind tunnel for designing racing cars and, even today, tunnels are used far less frequently than is popularly supposed). Given the state of the art at the time, the final shape was probably no more efficient than most of its rivals.

In order to protect the interests of the parent firm, the cars were sold by Brian Lister (Light Engineering) Ltd and they cost £465, less engine and tyres. Five production cars were sold, plus the refurbished prototype, and they enjoyed a fair degree of success, all but one were fitted with Don Moore-tuned three-port Bristol engines with the camdrive changed from chains to gears. The exception was a Rover-powered car for Tony Murkett whose garage business sold Rovers — in Cambridge, naturally.

Scott-Brown had a marvellous season, with thirteen wins, four seconds and two thirds. Particularly sweet was the return to Oulton Park for the British Empire Trophy, from which he'd been disqualified the previous year. Taking it easy in his heat, he finished second to Reg Parnell's new 2½-litre works Aston Martin but, in the final, he stormed away, winning by 25 seconds from Kenneth McAlpine's Connaught with the Aston a further 15 seconds adrift.

The customer cars added to the growing list of success. Jack Sears, in the car he co-owned with Bill Black, took three wins, a second and a third. Noel Cunningham-Reid, another local man who was to progress to the works Aston Martin team and co-drive with Tony Brooks to win the 1957 Nürburgring 1000 kms, took two wins, a second and a third in the Six Mile Stable car. David Hampshire had two wins in John Green's Lister, Tony Murkett won a single race with the Rover-engined car, Allan Moore took two seconds and a third while, on the hills, Ken Eaton had a class win and two class seconds. Listers came first (Hampshire / Scott-Russell) and third (Moore / Holt) in the two-litre class of the Goodwood 9 hour race. Archie's entry was rejected.



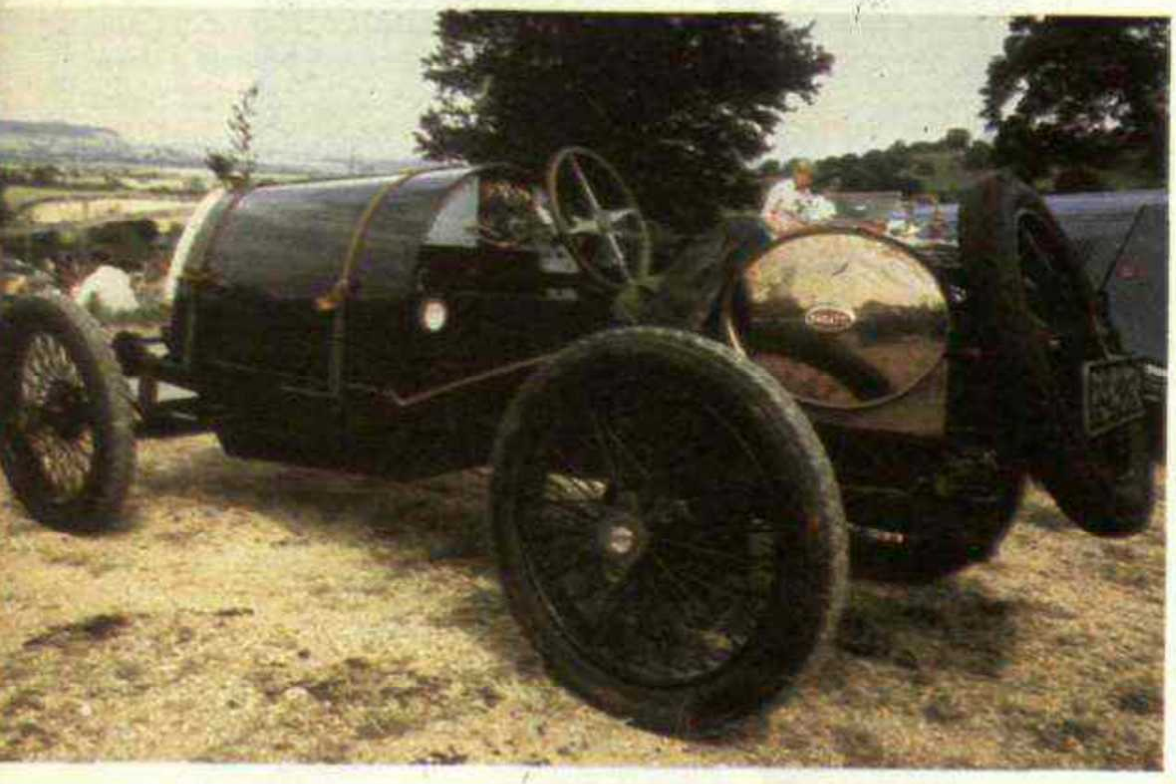


THE two Lister F2 cars, neither of which was raced by the works. The 1957 car (left) was scrapped before completion and the 1958 car was sold to a privateer.

Though the Bristol engine was both powerful and reliable, its height (29 inches) was a severe handicap with a front engined car and for 1956, Brian decided to get around the problem by employing a two-litre Maserati A6GCS unit. The result was a low, stunning looking car, whose shape had been loosely based on Col. Goldie Gardner's record-breaking MG EX 179. The height to the top of the scuttle was just 27 inches, frontal area was reduced by 20 per cent, and the car had shed weight, not least by a switch to Girling disc brakes.

If ever a car looked the part, it was the 1956 Lister-Maserati but the engine was the weak link. When the car was completed, Scott-Brown set off in it to test at Snetterton and had gone very few miles before it developed serious problems in the cylinder head due to lack of lubrication in the cylinder head — the oil filter had been badly made. There was a three week delay awaiting spares. A new camshaft then proceeded to shed its metal before Don

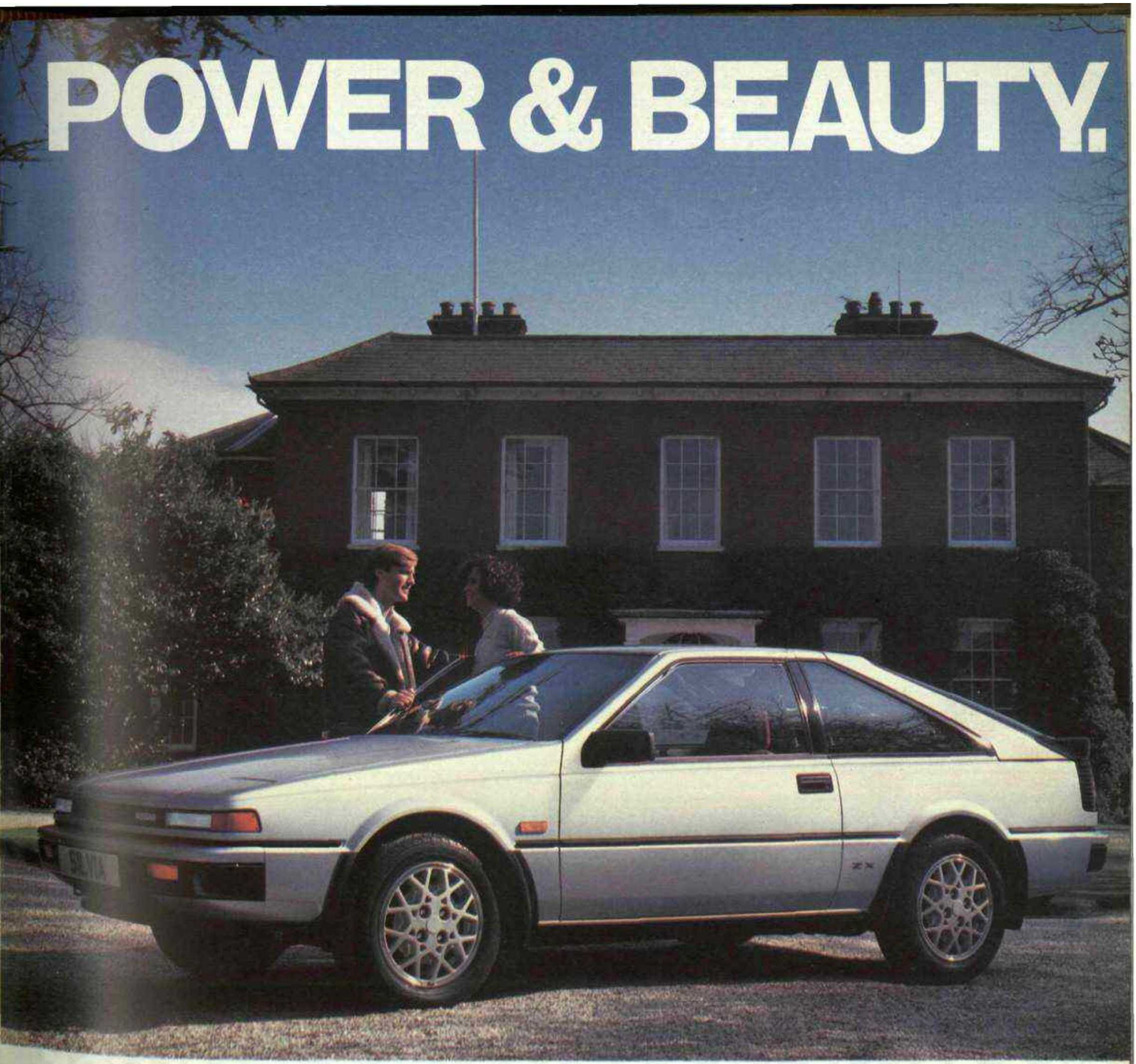
VSCC JUBILEE MOST of the 700 participating cars gathered at Prescott on the Saturday Scenic Run (above), while seen on the Hill (below) is J. E. Tanner's 1904 G-Type Berliet. Bugattis, of course, abounded, including many early examples such as that pictured left. On Sunday, Shelsley Walsh played host to many racing cars, including the reconstructed TT Vauxhall (below left).







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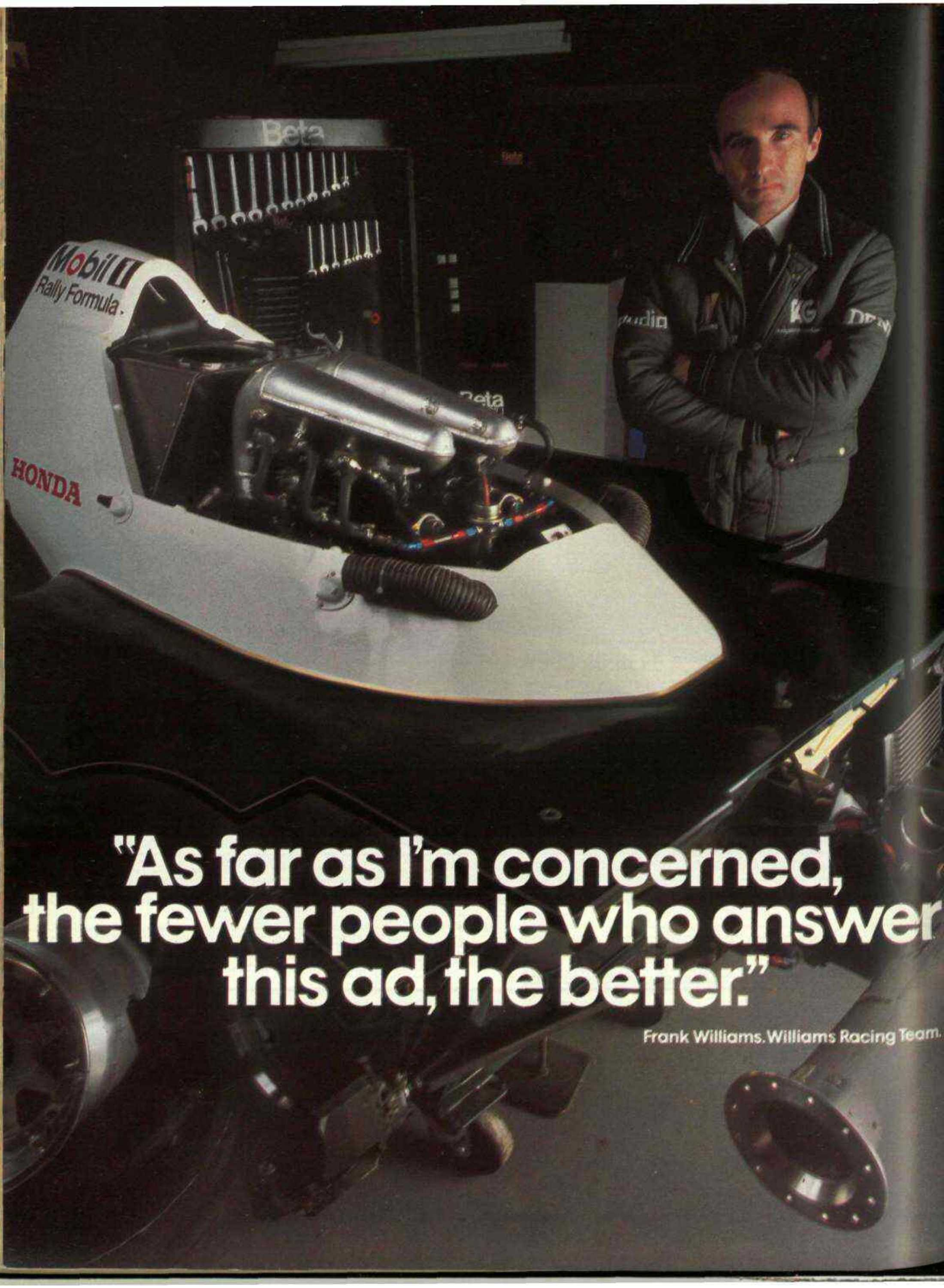
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What Frank was looking for was an oil which would give him something no other oil could give. A competitive edge.

As you might have guessed, the oil we developed was Mobil 1 Rally Formula.

The oil that combines more power with more protection.

Obviously, any oil intended for use in Formula One racing has to be able to satisfy the stiffest demands as regards engine protection. But Mobil 1 Rally Formula was also formulated to give extra brake horsepower. And it was this extra brake horsepower that was crucial to Frank Williams.

So much so that he insisted on exclusive use of the oil.

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In 1982, Keke Rosberg became World Champion driver in a Williams' car.

Then late in 1983, despite Mr Williams' distinct lack of enthusiasm, we took the brave step (Mr Williams is no softy) of deciding to launch Mobil 1 Rally Formula to a wider audience.

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A good question.

After all, the demands of Formula One racing are very different to the demands of everyday driving.

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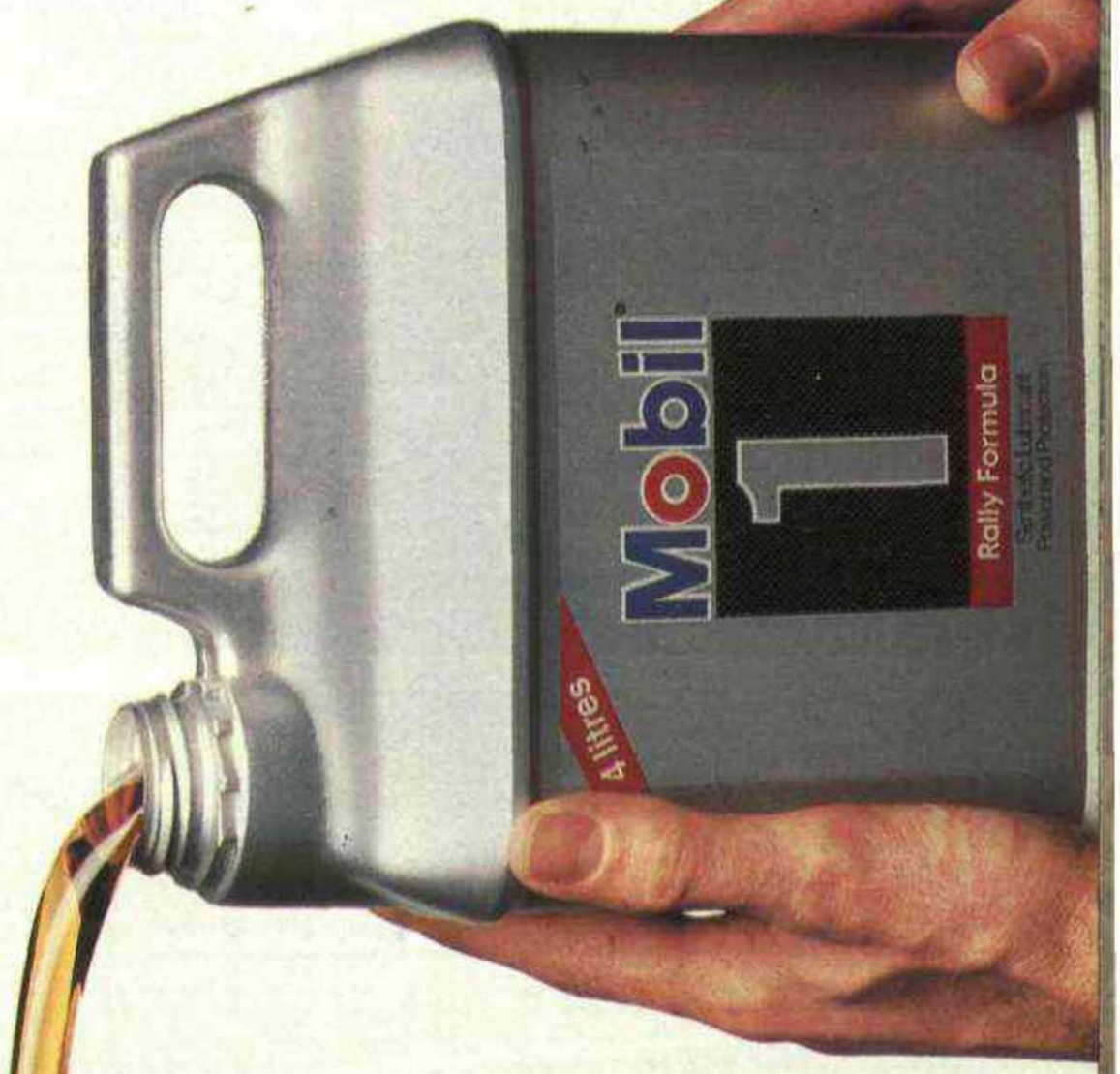
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DETROIT GRAND PRIX

NELSON PIQUET drove splendidly at the wheel of his spare Brabham BT53 (above) to lead the race from start to finish after the first start had been aborted following a multiple pile-up which wrecked his designated race car almost on the startline. Left, Eddie Cheever's Alfa 184T showed briefly in third place before retiring: here the American driver is seen ahead of Alboreto's Ferrari. Below, both Tyrrell drivers performed creditably, Brundle finishing a close second to Piquet's slowing Brabham. Unfortunately Bellof, seen here behind his team-mate, glanced the chicane before the pits, much to the detriment of his car's left rear suspension!



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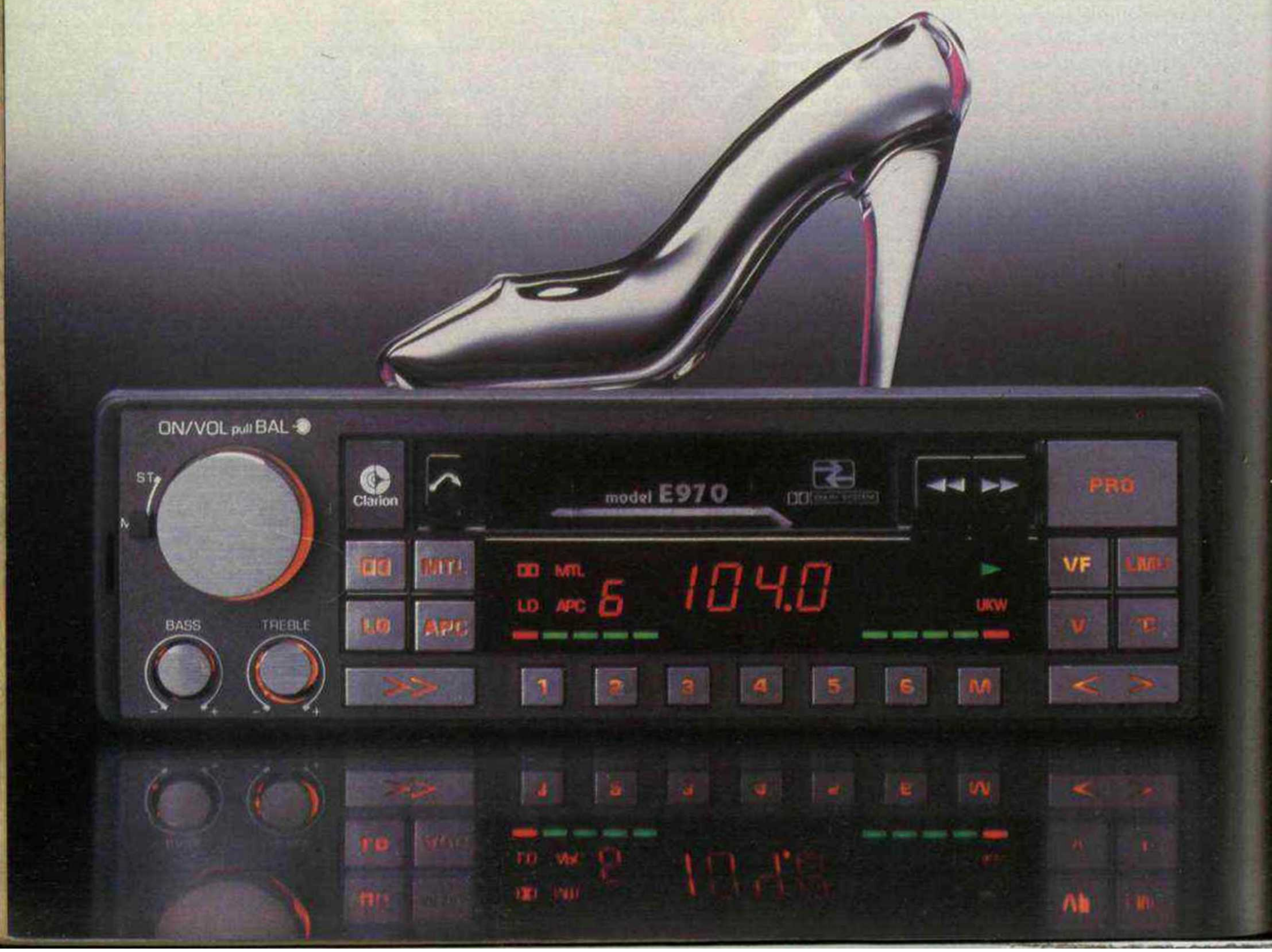
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The British Grand Prix

A four-ring circus

AFTER the Demolition Derbies in Detroit and Dallas the Formula One "circus" must have breathed a sigh of relief when they returned to Europe to start some serious Grand Prix racing. The Brands Hatch circuit, scene for the 1984 British Grand Prix, may not be the best in the world for Formula One cars but at least it is quick and challenging in its own small way, with a lap speed of over 130 mph for the really fast drivers. When you look at a map of Brands Hatch it seems to be all corners and curves, with negligible straights so that you wonder how the front runners can possibly be lapping at over 130 mph. A speed trap at the start / finish line in practice indicated how it is possible, for the Brabham, Lotus, Ferrari, Renault and Williams cars were all recording well over 170 mph on the short undulating straight past the pits, having come out of Clearways corner at 130 mph or more. The high-speed acceleration of today's Grand Prix car makes the eyes water just to think about it. The highest speed recorded over the start / finish line during practice and qualifying was 177 mph by de Angelis in a Lotus-Renault. On race day, under race conditions, most cars were 10 mph slower, including the Lotus.

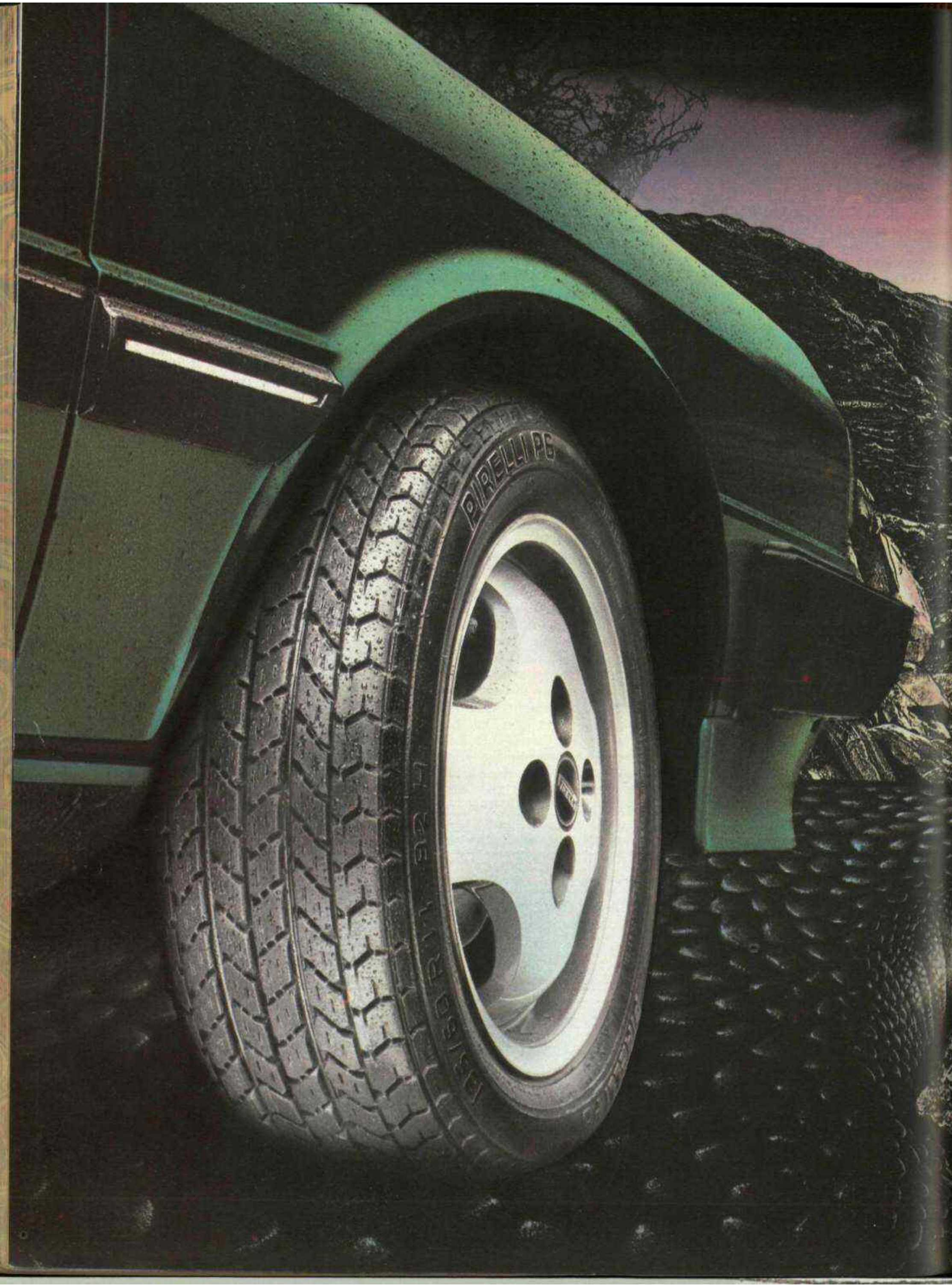
As always, Brands Hatch had the circuit all set up and in prime condition for this great event, which was to attract a record crowd thanks to pre-race publicity and the interesting nature of the Grand Prix season so far, and practice got under way at 10 am on Friday morning in warm and dry conditions but under a thickly overcast sky. In spite of the workers of the world striking and unions causing disruption, the racing world worked overtime and got everyone and everything to the Kentish circuit on time even if some things were not as tidy and orderly as they could have been. As always the teams had been working flat-out since their return from the USA and Renault had a brand new car for Warwick (RE50/08) with structural improvements, while RAM had built a new car to replace the one destroyed by Alliot in Dallas, and Osella had built a third car in their V8 turbocharged Alfa Romeo-engined series for Jo Gartner, who was returning to the scene. The Toleman team had completed a fourth car in their 1984 series and this was for Johnny Cecotto. The Brabham team had modified their BT53 cars to a B-specification which included many improvements developed over the first part of the season, including a more steeply mounted intercooler and radiator in the side pods, which entailed new fairings and new intakes, and the rear suspension had been modified. The Williams team appeared with their three cars in "B-spec" which involved "waisted" side pods at the rear, like the McLaren MP4/2, a longer oil tank casting between the engine and gearbox, which gave a five inch longer wheelbase, and modified rear suspension. Ferrari had four cars in attendance, two as raced previously and two with different radiator mountings in the side pods, and square air entries with large exits on the top, rather than the previous sharper angled pods. Alboreto and Arnoux had one of each type to experiment with.

The day before practice began Team Tyrrell had been banned from all further participation in the World Championship series by the governing body of international motor racing, for a number of infringements of rules concerning the carrying of ballast and pit stops. The rights and wrongs of the case will come out later, but Ken Tyrrell applied The Treaty of Rome, The Strasbourg Convention, The Geneva Convention on Human Rights, The Court of Personal Justice, and the East Horsley Labour Party Workers' Rights Articles of Administration, and a High Court Judge ruled that his cars could take part in the British Grand Prix. FISA stepped back and handed the responsibility to the RAC Motorsports Association, mentioning that the World Championship series belonged to FISA and Team Tyrrell were still being thrown out of that. The whole Tyrrell scene these days is a sad one, when you look back to the great days of Jackie Stewart, but the saddest part for many people was that Martin Brundle was unable to take part in his own GP due to his broken ankles suffered in his crash at Dallas. As a temporary replacement Tyrrell had signed up Stefan Johansson to join Bellof in the last stand of the unsupercharged Cosworth-engined cars.

Practice had only been going for four minutes when everything stopped. Cecotto had crashed very badly at Westfield Bend in his brand new Toleman and marshals were having difficulty getting him out of the wreckage. He was eventually flown to hospital by helicopter suffering from severe ankle injuries, and after the Armco barriers had been repaired, practice resumed. As a consequence of this, the morning session was reduced from an hour and a half to one hour and the all-important qualifying hour was put back from 1 pm to 2 pm. Not a good start to a three-day programme of events and a time-schedule that would take many business firms a year to accomplish. There were all the usual dramas, real and imaginary, with drivers either elated or depressed, depending on their lap times and a rosy glow was emanating from the far end of the pit lane for Ayrton Senna was not only going very quickly in the Toleman-Hart but had made fastest time of the morning, heading Prost and Lauda with the standard-setting McLaren-Porsches. The

THE original start, Piquet leads the pack into Paddock, followed by Prost, de Angelis, Lauda, Warwick, Mansell, Rosberg, Alboreto, Tambay and Senna.




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Renault team were floundering about a bit, Lotus were near the front as usual, Ferrari were there or there-abouts, but Brabham were in real trouble for their new "tweaks" were not giving the expected results.

In the serious one hour session when times were counting for grid positions, the scene did not change a great deal, though Prost and Lauda asserted themselves at the front and de Angelis showed that the Lotus 95T lacks nothing as a car, but most interesting was the fact that Senna's speed in the morning had not been a fluke. He repeated the effort in the afternoon and scored fourth fastest overall, admittedly while Piquet was still in trouble, Warwick was out very late and only got in one quick lap, Ferrari were not their usual selves and Roserg was unhappy with his Williams-Honda. Nonetheless, Senna's performance was up with the best, in the 1 min 11 sec bracket, with only Prost, Lauda and de Angelis ahead of him. Obviously neither the Toleman chassis nor the Hart engine were lacking anything, and it is very interesting that Senna seems to have started his career with the Toleman team at about the level at which Derek Warwick left off. Apart from Piquet being in real trouble with the modified Brabham, there were no real surprises down the list of runners, the tail-enders still being at the end, the mid-field runners being in the middle, and all things looked pretty orderly. Apart from engines blowing up, turbo-chargers failing, potential race-winners (in their own view) being held up by slow cars, cars being "off the pace" whatever that may mean, drivers not driving at their best, Michelin tyres being better than Goodyear and vice-versa and so on and so forth, the qualifying scene was much as always, apart from that Toleman-Hart in fourth place, which was interesting.

Saturday's practice and qualifying appeared to be going on as the previous day, under clouded skies behind which a very hot sun was lurking. However, behind the scenes things had been happening, especially in the Brabham pits for Gordon



AYRTON SENNA grows in stature with every race. His response to the crash of his team-mate, Johnny Cecotto, was to set fastest time in Friday's unofficial practice. In the race he brought his Toleman TG184 home to a fine third. The nature of the circuits in the coming races, however, will put his Hart-engined car at a disadvantage.

Murray had quickly cut his losses on his "B-spec" car and a long session of work (no union rules in the Ecclestone world) by the Brabham mechanics had put the cars back to normal BT53 specification, retaining some of the rear suspension improvements. The result was electrifying for Piquet was immediately up among the front runners and was soon setting the pace ahead of the two McLarens. Senna was still there, but Renault and Ferrari were still in trouble and the French team's problems were added to by Warwick sliding off into the catch fencing when his car grounded at the top of a rise on the back of the circuit, which put it into a pitching movement, and took the car out of his grasp.

During the break before the final qualifying hour the cloud base broke up and a very hot sun appeared, which was fine for the vast crowd of spectators who were enjoying all the pleasure and leisure provided by the Brands Hatch organisers, and there was a lot of it, but it was a head-ache for the engineers who had made all their guesses and their settings for the cooler overcast conditions. Those who really know their business are not put off by such simple things as a sudden rise in ambient temperature, and it was not long before a satisfactory pattern appeared that bore complete confirmation of reality. Piquet was fastest, in a bracket of his own with 1 min 10.869 sec (132.7 mph), Prost, Lauda, de Angelis, Rosberg and Warwick were lined up behind the World Champion, all in the 1 min 11 sec bracket and then came the rest. In this final session Senna was down in thirteenth place, but his Friday time put him up into seventh place, just behind Warwick and in the 1 min 11 sec elitist bracket, all of whom had lapped at over 130 mph, which is still remarkable bearing in mind the slow parts of the track.

Last on the list of 27 runners was Gartner with the new Osella, and as the High Court Judge affair over the Tyrrell suspension was still a bit problematical as far as the actual race was concerned, the Stewards of the meeting obtained the agreement of all the teams to allow 27 cars to start the race, thus obviating any justifiable grievance that Enzo Osella may have felt, at being excluded by having possibly "illegal" cars in the race in

ENTRY AND PRACTICE

No	Driver	Nat	Team	Car Type	Engine	Tyres	Sponsors	Colours	Friday Practice	Saturday Practice	Remarks	No
1	Nelson Piquet	BR	Brabham	BT53	BMW 4-cyl t/c	Michelin	Parmalat Foods	Blue/White	1.14.568(T)	**1.10.869(T)**	Pole position	1
2	Teo Fabi	ITAL	Brabham	BT53	BMW 4-cyl t/c	Michelin	Parmalat Foods	Blue/White	1.17.731	1.14.040		2
3	Stefan Johansson	SW	Tyrrell	012	Cosworth V8	Goodyear	Systime	Blue	1.18.460	1.17.777	Replacing Brundle	3
4	Stefan Bellof	D	Tyrrell	012	Cosworth V8	Goodyear	Maredo de Longhi	Black	1.17.893	1.17 912		4
5	Jacques Laffite	FR	Williams	FW09B	Honda V6 t/c	Goodyear	Denim/ICI/TAG	White/Green	1.14.568	1.26.939		5
6	Keijo Rosberg	FIN	Williams	FW09	Honda V6 t/c	Goodyear	Denim/ICI/TAG	White/Green	1.13.740	1.11.603(T)	Winner in Dallas	6
7	Alain Prost	FR	McLaren	MP4/2	Porsche V6 t/c	Michelin	Marlboro/TAG	Red/White	**1.11.494**	1.11.076		7
8	Niki Lauda	AUT	McLaren	MP4/2	Porsche V6 t/c	Michelin	Marlboro/TAG	Red/White	1.11.598	1.11.344		8
9	Philippe Alliot	FR	RAM	RAM 02	Hart 4-cyl t/c	Pirelli	Skoal Bandit	White/Green	1.24.043	1.17.517	New car	9
10	Jonathan Palmer	GB	RAM	RAM 02	Hart 4-cyl t/c	Pirelli	Skoal Bandit	White/Green	1.18.244	1.17.265		10
11	Elio de Angelis	ITAL	Lotus	95T	Renault V6 t/c	Goodyear	John Player/ELF	Black/Gold	1.11.734	1.11.573		11
12	Nigel Mansell	GB	Lotus	95T	Renault V6 t/c	Goodyear	John Player/ELF	Black/Gold	1.13.184	1.12.435		12
14	Manfred Winkelhock	D	ATS	D7	BMW 4-cyl t/c	Pirelli	ATS Wheels	Yellow/Black	1.13.713	1.13.374		14
15	Patrick Tambay	FR	Renault	RE50	Renault V6 t/c	Michelin	ELF	Yellow/White/Black	1.14.106	1.13.138		15
16	Derek Warwick	GB	Renault	RE50	Renault V6 t/c	Michelin	ELF	Yellow/White/Black	1.12.278	1.11.703	New car	16
17	Marc Surer	CH	Arrows	A7	BMW 4-cyl t/c	Goodyear	Barclay/Nordica	Cream/Brown	1.17.040	1.14.336		17
18	Thierry Boutsen	B	Arrows	A7	BMW 4-cyl t/c	Goodyear	Barclay/Nordica	Cream/Brown	1.15.355	1.13.528		18
19	Ayrton Senna	BR	Toleman	TG184T	Hart 4-cyl t/c	Michelin	Segafredo Magirus	Blue/Red/White	1.11.890	1.13.991		19
20	Johnny Cecotto	VEN	Toleman	TG184T	Hart 4-cyl t/c	Michelin	Segafredo Magirus	Blue/Red/White	—	—	Crashed testing	20
21	Huub Rothengatter	NL	Spirit	101/B	Hart 4-cyl t/c	Pirelli	Australian Sports	White	1.17.665	1.16.759		21
22	Riccardo Patrese	ITAL	Alfa Romeo	184T	Alfa Romeo V8 t/c	Goodyear	Benetton/AGIP	Green/Black	1.14.871	1.14.568		22
23	Eddie Cheever	USA	Alfa Romeo	184T	Alfa Romeo V8 t/c	Goodyear	Benetton/AGIP	Green/Black	1.15.113	1.14.609		23
24	Piercarlo Ghinzani	ITAL	Osella	FA/1F	Alfa Romeo V8 t/c	Pirelli	Kelémata	Blue	1.16.466	1.16.829		24
25	Francois Hesnault	FR	Ligier	JS23	Renault V6 t/c	Michelin	Gitanes/Antar	Blue/White	1.17.384	1.15.837		25
26	Andrea de Cesaris	ITAL	Ligier	JS23	Renault V6 t/c	Michelin	Gitanes/Antar	Blue/White	1.16.116	1.15.112		26
27	Michele Alboreto	ITAL	Ferrari	126C4	Ferrari V6 t/c	Goodyear	Fiat/AGIP	Red	1.13.645	1.13.122		27
28	René Arnoux	FR	Ferrari	126C4	Ferrari V6 t/c	Goodyear	Fiat/AGIP	Red	1.14.281	1.13.934		28
30	Jo Gartner	AUT	Osella	FA/1F	Alfa Romeo V8 t/c	Pirelli	Kelémata	Blue	1.18.347	1.18.121	New car	30

the shape of the two Tyrrells.

The two practice days had been very full with practice for supporting events, supporting races themselves, hilarious "chat-shows" for the Press by FISA and Team Tyrrell, wining and dining, extravagance on the part of sponsors, hospitality, entertaining, rip-offs and rackets, hustle and bustle, huge crowds, buying and selling, all the fun of the fair and Derby Day and all in a most happy atmosphere.

The Sunday morning traffic heading for the quiet corner of Kent in which the Brands Hatch valley is situated was unbelievable and car parks were full, as were the overflow parks, and cars were abandoned on the grass verges for miles in all directions. It was a warm and sultry start with the promise of being a splendid day and everyone seemed to be heading for the "fairground" in the right frame of mind. In previous years, Brands Hatch has been full at around 70,000 people, but this year the figure was far in excess of this and was probably nearer 90,000 and somehow they were all packed in, ready and waiting for things to happen. When the day did start it was non-stop action in all directions, on the track, in the air, on the grass, behind the scenes, in front of scenes, over the trees, behind the trees, out in the open, behind locked doors, it was happening everywhere. It was impossible not to find something happening. The circus was in full flight, with four rings going on at the same time. As a feat of organisation by the RAC Motorsport Association and all its member clubs and club members it was a monument to enthusiastic effort, and then at a little before 3 pm on Sunday afternoon it all stopped and the only movement was the gentle swaying of advertising balloons on their tie-ropes. Jonathan Palmer had put a stop to the whole fantastic affair by crashing his RAM-Hart car into the tyre barriers coming out of Clearways bend onto the pits straight. He was unhurt but the car had its front end smashed off and the wreck lay on the grass in what the chief corner-observer decided was a vulnerable position so the British Grand Prix was stopped after 11 laps. For about 45 minutes the whole steaming affair of the British Grand Prix fizzled out into total silence. Not the uneasy silence associated with a bad accident, where you await the outcome, but a bored silence while the mess is being cleared up after someone has been sick on the best carpet!

The morning warm-up session had gone well, the McLaren team were looking as strong as ever, Piquet was confident, Warwick was happier, Senna was enjoying everything, Mansell was whining, de Angelis was looking surly, Tambay was beaming in spite of being too far down the grid, the Ferrari team had the grey look of Italians who don't understand, Tyrrell's silly grin had gone from his face, Cheever and Patrese were wondering how they had made such a mistake as to join Alfa Romeo, Laffite was beginning to wish he had retired last year, Rosberg was doing his utmost as always and Gartner was pleased to be allowed to race. Everything was normal and amid the confusion of air displays, supporting races, demonstrations, parades, marching bands, flag waving and the side-shows, the count-down for the 1984 British Grand Prix began.

Piquet led the field of 27 cars round on the parade lap from his pole-position on the grid and the enormous crowd waited expectantly for the start of the big event. It was a good clean start and the blue and white Brabham led down Paddock Hill, followed by Prost and de Angelis. Piquet was away and waiting for no-one, with the pack hard after him, but down the hill from Druids hairpin the tail-enders got into a terrible mess, caused by "chain-reaction". Patrese was trying to make up for his poor grid position and got a bit crossed up as he went into the bend onto the bottom straight, and Cheever who was right behind him braked, as did Gartner and Johansson who were following, but Alliot did not have Patrese in his vision and knew nothing of what was happening ahead, and ran into them. The outcome was the Osella stuffed into the barriers, the RAM off on the grass after somersaulting, Cheever's Alfa with a smashed in rear-end, and Johansson's Tyrrell likewise smashed in



ANDREA DE CESARIS (Ligier JS 23) kept René Arnoux (Ferrari) at bay for most of the 60 laps leg of the race until both went off at Druids on lap 52. Arnoux restarted to finish sixth while de Cesaris struggled to finish tenth with a deranged right rear wheel.

STARTING GRID ↑

1
N. Piquet
(Brabham-BMW 4 cyl t/c)
1 min 10.869 sec (T)
52 (1 min 13.656 sec)

7
A. Prost
(McLaren-Porsche V6 t/c)
1 min 11.076 sec
24 (1 min 13.979 sec)

8
N. Lauda
(McLaren-Porsche V6 t/c)
1 min 11.344 sec
57 (1 min 13.191 sec)

11
E. de Angelis
(Lotus-Renault V6 t/c)
1 min 11.573 sec
57 (1 min 14.389 sec)

6
K. Rosberg
(Williams-Honda V6 t/c) (T)
1 min 11.603 sec (T)
3 (1 min 19.336 sec)

16
D. Warwick
(Renault V6 t/c)
1 min 11.703 sec
43 (1 min 14.236 sec)

19
A. Senna
(Toleman-Hart 4 cyl t/c)
1 min 11.890 sec
58 (1 min 13.951 sec)

12
N. Mansell
(Lotus-Renault t/c)
1 min 12.435 sec
21 (1 min 17.326 sec)

27
M. Alboreto
(Ferrari V6 t/c)
1 min 13.122 sec
47 (1 min 15.131 sec)

15
P. Tambay
(Renault V6 t/c)
1 min 13.138 sec
38 (1 min 14.534 sec)

14
M. Winkelhock
(ATS-BMW 4 cyl t/c)
1 min 13.374 sec
6 (1 min 18.553 sec)

18
T. Boutsen
(Arrows-BMW 4 cyl t/c)
1 min 13.528 sec
19 (1 min 17.750 sec)

28
R. Arnoux
(Ferrari V6 t/c)
1 min 13.934 sec
62 (1 min 15.598 sec)

2
T. Fabi
(Brabham-BMW 4 cyl t/c)
1 min 14.040 sec
7 (1 min 18.364 sec)

17
M. Surer
(Arrows-BMW 4 cyl t/c)
1 min 14.336 sec
22 (1 min 18.008 sec)

5
J. Laffite
(Williams-Honda V6 t/c)
1 min 14.568 sec
11 (1 min 18.006 sec)

22
R. Patrese
(Alfa Romeo V8 t/c)
1 min 14.568 sec
44 (1 min 17.319 sec)

23
E. Cheever
(Alfa Romeo V8 t/c)
1 min 14.609 sec
(—)

26
A. de Cesaris
(Ligier-Renault V6 t/c)
1 min 15.112 sec
59 (1 min 16.062 sec)

25
F. Hesnault
(Ligier-Renault V6 t/c)
1 min 15.837 sec
22 (1 min 18.126 sec)

24
P. Ghinzani
(Osella-Alfa Romeo V8 t/c)
1 min 16.466 sec
37 (1 min 17.273 sec)

21
H. Rothengatter
(Spirit-Hart 4 cyl t/c)
1 min 16.759 sec
55 (1 min 17.081 sec)

10
J. Palmer
(RAM-Hart 4 cyl t/c)
1 min 17.265 sec
10 (1 min 20.114 sec)

9
P. Alliott
(RAM-Hart 4 cyl t/c)
1 min 17.517 sec
(—)

3
S. Johansson
(Tyrrell-Cosworth V8)
1 min 17.777 sec
(—)

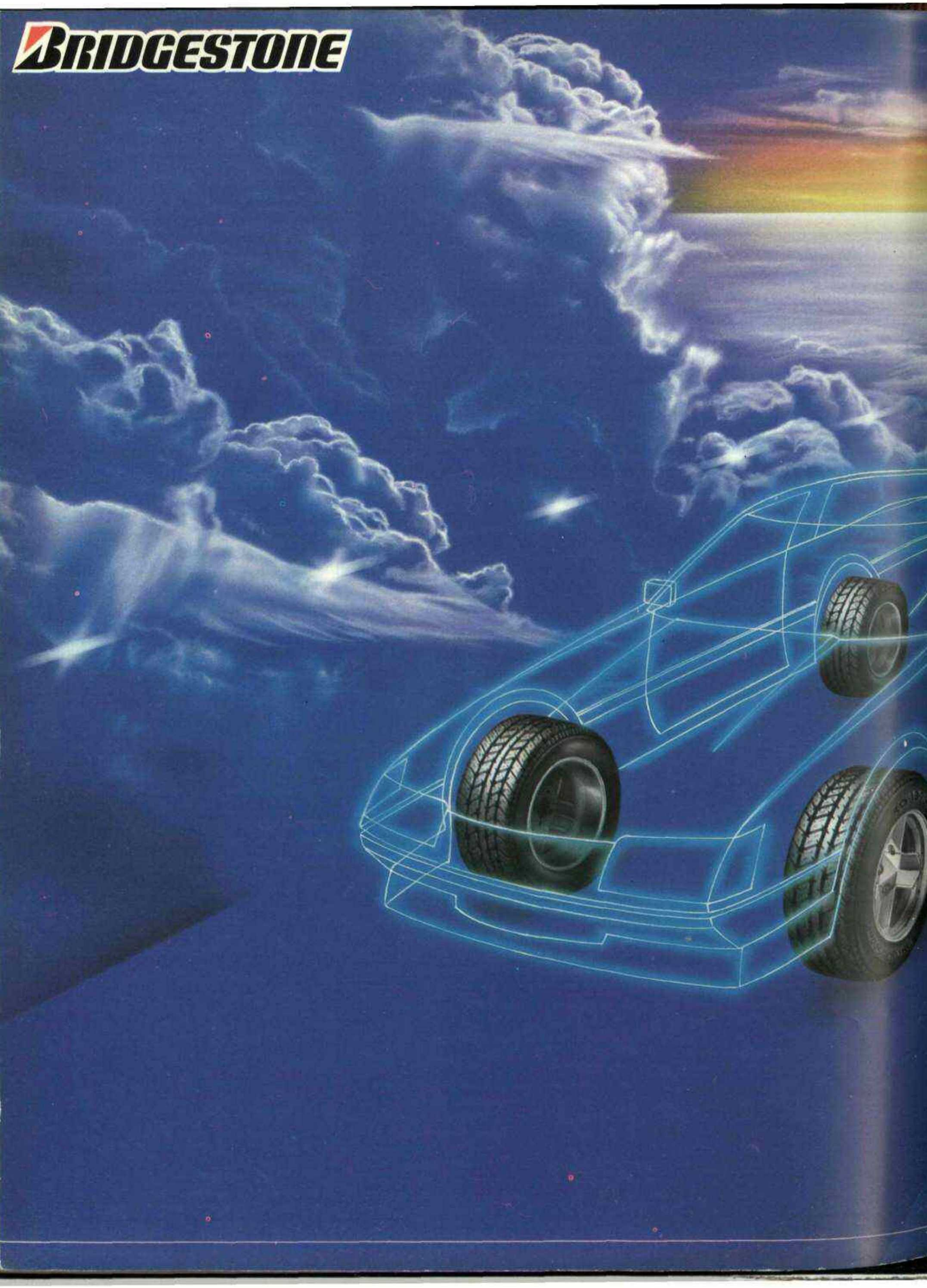
4
S. Bellof
(Tyrrell-Cosworth V8)
1 min 17.893 sec
45 (1 min 17.930 sec)

30
J. Gartner
(Osella-Alfa Romeo V8 t/c)
1 min 18.121 sec
(—)

(T) Time recorded in spare car.
(T) Spare car used in race.

N.B. Time in brackets is best lap in race

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at the back. While the Tyrrell managed to get back to the pits, the Alfa succumbed, and at the end of the first lap the field was down 23. As my Irish friend said "We ought to cut out these first laps, they're too dangerous. Start the race on lap 2 like we do in Dublin". Up at the front there was some pretty serious racing going on, with Piquet leading Prost and Lauda, the three of them pulling away from the rest who were led by Warwick. After only five laps Rosberg pulled out of the race and headed for the pits with trouble in his Honda engine, and Teo Fabi's BMW engine was going on the blink with electrical trouble. Winkelhock spun off, or was spun off by someone else, along the bottom straight and by ten laps a pattern had formed that was looking good. The two McLarens were pressuring Piquet and he was having to over-stress his Michelin tyres to stay ahead of the German-powered cars from Woking, even though they were also on Michelin tyres. As Prost began to have a go at the Brabham, Lauda was right behind watching closely. Piquet parried the thrust twice, but on the third occasion Prost got by on Paddock Bend as they started lap 12, and Lauda followed through as they went up the hill to Druids.

Just at that moment Palmer came round Clearways onto the pits straight, lying in 17th place, with only Bellof, Hesnault and Rothengatter behind him, and ran wide onto the grass and thumped the tyre wall and the Armco barrier really hard. The white and green RAM car bounced back, minus most of its front end and lay stricken on the grass mid-way between the edge of the track and the barriers, right in the line of fire for anyone else running wide out of Clearways. Palmer climbed out unhurt and a small fire around the turbo was quickly put out by the marshals, leaving the second of John MacDonald's cars a derelict heap. In accordance with the rules and regulations the race was stopped as Palmer's wrecked car was deemed to be an undesirable hazard so early in the race. Some of the cars stopped on the starting grid, others went into the pit lane, and the whole British Grand Prix and all its razz-a-ma-tazz fizzled out. While they were at it the organisation gathered up all the other wrecks around the circuit, dusted and polished the barriers, re-erected tyre walls and Armco, and generally tidied the place up. The re-start was scheduled to take place after the repairs and another 20-minute count-down, with the survivors lining up in the order they were in on lap 11 when Palmer caused the race to be stopped, which meant that Piquet was back on pole-position and he was allowed to fit a new set of tyres. The ATS had been retrieved, and made ready to restart but was refused permission as it had officially retired in the first part. Fabi and Rosberg could have rejoined, being in the pits at the time of the stoppage, but neither car could be revived, so 19 cars took the restart.

Somehow all the life had now gone out of the event, and the interest too, for the overall result was going to be based on the addition of times for the first 11 laps and the subsequent 60 laps which were about to be run, making a total of 71. The original race had been scheduled for 75 laps, the missing four being absorbed by various regulations. Prost took the lead of the re-start, followed by Piquet and Lauda, Warwick and Tambay, but as it was going to be one of those results that needed mathematics to decide the outcome, one could not get too excited, so activity along the way played a more important factor than the eventual outcome.

There were clearly three drivers who deserved to win this British Grand Prix and they were Piquet, Prost and Lauda, if anyone else was adjudged the winner at the end of it all it would be a travesty of justice. Warwick was clearly "the best of the rest" and doing a good job after two troubled practice days, and Ayrton Senna was showing that he was well able to play among the big boys. The young Brazilian was hounding de Angelis unmercifully, making the Italian driver think up all sorts of excuses about tyres, understeer, grip and similar things, whereas in fact he was driving hard and actually achieved his fastest lap of the race on the one before Senna did *his* fastest. The Toleman driver kept up the pressure all the way and took the Lotus on the run into Paddock bend in classic style on lap 69, just two before the end, at which point the Lotus "lost boost" on its Renault engine and was lucky to crawl round to the finish; Senna finished in a splendid third place, on the same lap as the winner. Justice prevailed up at the front for Lauda was the dominant winner, driving with all the smoothness and precision that has become his hall-mark, the McLaren MP4/2 running perfectly throughout. The wily old fox had never been more than a few metres away from the two young tear-aways ahead of him, passing Piquet on lap 29 and then formating on Prost in a very impressive one-two for the red and white cars from Woking and all points east to Weissach. On lap 38 Prost slowed dramatically and Lauda and Piquet went by and the natural leader went into the pits where he retired with gearbox problems. Towards the end Piquet's BMW engine began to fade and eventually all the boost pressure had disappeared and he was reduced to an unsupercharged 1½-litre engine with which he struggled on to the finish, dropping from second place to seventh. Derek Warwick profited from this to move up into second place, a position well deserved after a good sound drive. Andrea de Cesaris managed to hold up both Ferraris for most of the race until Lauda sliced in amongst them as he lapped them, whereupon Alboreto out-fumbled his team-mate and the Ligier driver and began to go motor racing. On lap 52, de Cesaris spun at Druids, deranged the back end but continued slowly to finish a lowly 10th, leaving the Ferraris to finish an unimpressive fifth and sixth. Another "walking-wounded" at the end was Patrese's Alfa Romeo which ground to a halt by the finish line with gearbox trouble, and Tambay's Renault began to fail on the last lap and set itself on fire as it breasted the rise out of the stadium. Fires do not last long in British motor racing, for marshals were quickly on the spot to deal with it.

Niki Lauda chalked up his third British Grand Prix victory and his twenty-second overall and Ron Dennis, on behalf of his team said how happy he was for his Marlboro-sponsored team to have won the John Player-sponsored British Grand Prix!

One should ask whether the RAC Motorsports Association try to do *too* much on the occasion of our premier motor sporting event? Would half the effort for half the cost perhaps provide an equally enjoyable event for half the people? The very knowledgeable and enthusiastic crowd gave Derek Warwick a huge ovation as he finished second and a similar one for Ayrton Senna.

The vast three-day spectacular really fizzled out when the final race of the day, for Formula Ford, had to be stopped and abandoned due to a nasty accident involving two drivers. A sad note to end on. — D.S.J.

RESULTS

BRITISH GRAND PRIX — Formula One — 71 laps — Brands Hatch — 4.206 kilometres per lap — 298.626 kilometres — Warm — Two part race — 11 laps + 60 laps.

1st	Niki Lauda	(McLaren MP4/2-1)	1 hr 29 min 28.532 sec — 200.212 kph
2nd	Derek Warwick	(Renault RE50/08)	1 hr 30 min 10.655 sec
3rd	Ayrton Senna	(Toleman TG184/02)	1 hr 30 min 31.860 sec
4th	Elio de Angelis	(Lotus 95T/03)	1 lap behind
5th	Michele Alboreto	(Ferrari 126 C4/076)	1 lap behind
6th	René Arnoux	(Ferrari 126 C4/075)	1 lap behind
7th	Nelson Piquet	(Brabham BT53/4)	1 lap behind
8th	Patrick Tambay	(Renault RE50/07)	2 laps behind — not running at finish
9th	Piercarlo Ghinzani	(Osella FA/1F-02)	3 laps behind
10th	Andrea de Cesaris	(Ligier JS23/04)	3 laps behind
11th	Stefan Bellof	(Tyrrell 012/5)	3 laps behind
12th	Marc Surer	(Arrows A7/1)	4 laps behind
13th	Riccardo Patrese	(Alfa Romeo 184T/03)	5 laps behind — not running at finish
14th	Huub Rothengatter	(Spirit 101/B2)	9 laps behind — not classified
15th	Francois Hesnault	(Ligier JS23/02)	retired on lap 44 — engine failure
16th	Alain Prost	(McLaren MP4/2-2)	retired on lap 38 — gearbox
17th	Nigel Mansell	(Lotus 95T/02)	retired on lap 25 — gearbox
18th	Thierry Boutsen	(Arrows A7/2)	retired on lap 25 — engine trouble
19th	Jacques Laffite	(Williams FW09B/3)	retired on lap 15 — engine trouble
20th	Jonathan Palmer	(RAM 02/02)	retired on lap 11 — accident
21th	Teo Fabi	(Brabham BT53/2)	retired on lap 10 — electric trouble
22nd	Manfred Winkelhock	(ATS-D7/1)	retired on lap 9 — spun off
23rd	Keijo Rosberg	(Williams FW09B/1)	retired on lap 6 — engine trouble
24th	Stefan Johansson	(Tyrrell 012/4)	retired on lap 1 — accident
25th	Eddie Cheever	(Alfa Romeo 184T/02)	retired on lap 1 — accident
26th	Philippe Alliot	(RAM 02/03)	retired on lap 1 — accident
27th	Jo Gartner	(Osella FA/1F04)	retired on lap 1 — accident

Fastest lap: Niki Lauda (McLaren MP4/2-1) on lap 57 in 1 min 13.181 sec — 206.837 kph

27 starters — 13 finishers

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THIS IS THE QUICKEST HATCHBACK OF ITS KIND.



This is the new Strada Abarth 130 TC and "quick" is something of an understatement.

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But speed alone has never, ever, been the sole ingredient of cars that wear the Abarth insignia.

And this one is no exception.

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Low profile tyres on alloy wheels reduce unsprung weight, and the suspension and brakes have been honed to an edge to match the performance.

So if you're the sort of driver who can handle a very quick car, your local Fiat dealer would like a word with you.

Oh, and by the way, if you already drive one of our competitors so called "hot" hatchbacks and you see a Strada Abarth coming up behind you, please move over.

After all, you have been warned.

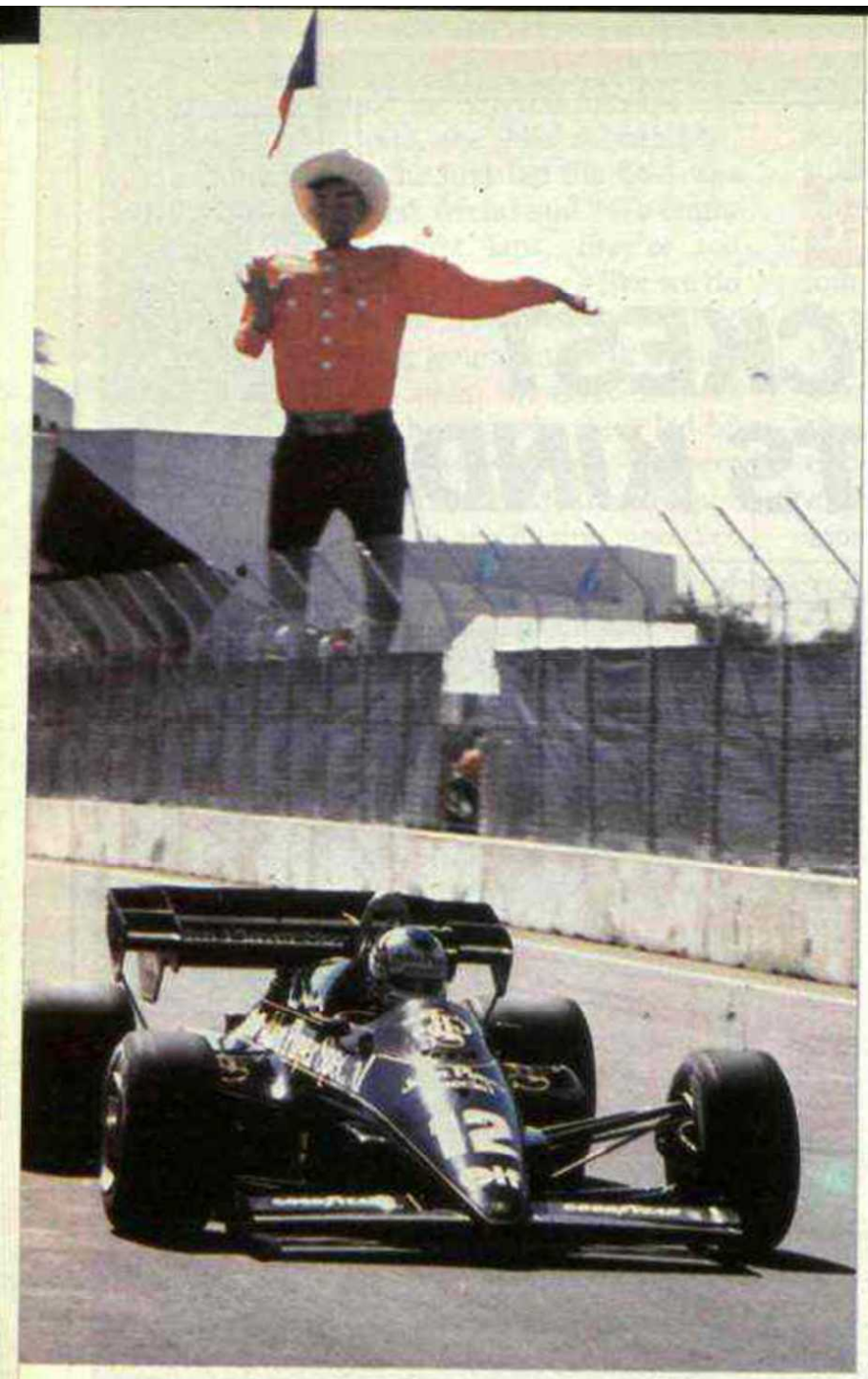
	0-60 Secs	TOP SPEED MPH	bhp	CAPACITY Litres
Ford XR3i	9.1	115	105	1.6
Vauxhall GTE	9.5	116	115	1.8
Volkswagen GTi	8.7	119	112	1.8
Fiat Abarth 130 TC*	**7.7**	**122**	**130**	**2.0**

FIGURES FROM 'WHATCAR?' JUNE 1984 *FIGURES FROM QUATTRORUOTE DEC 1983

Strada Abarth

FIAT

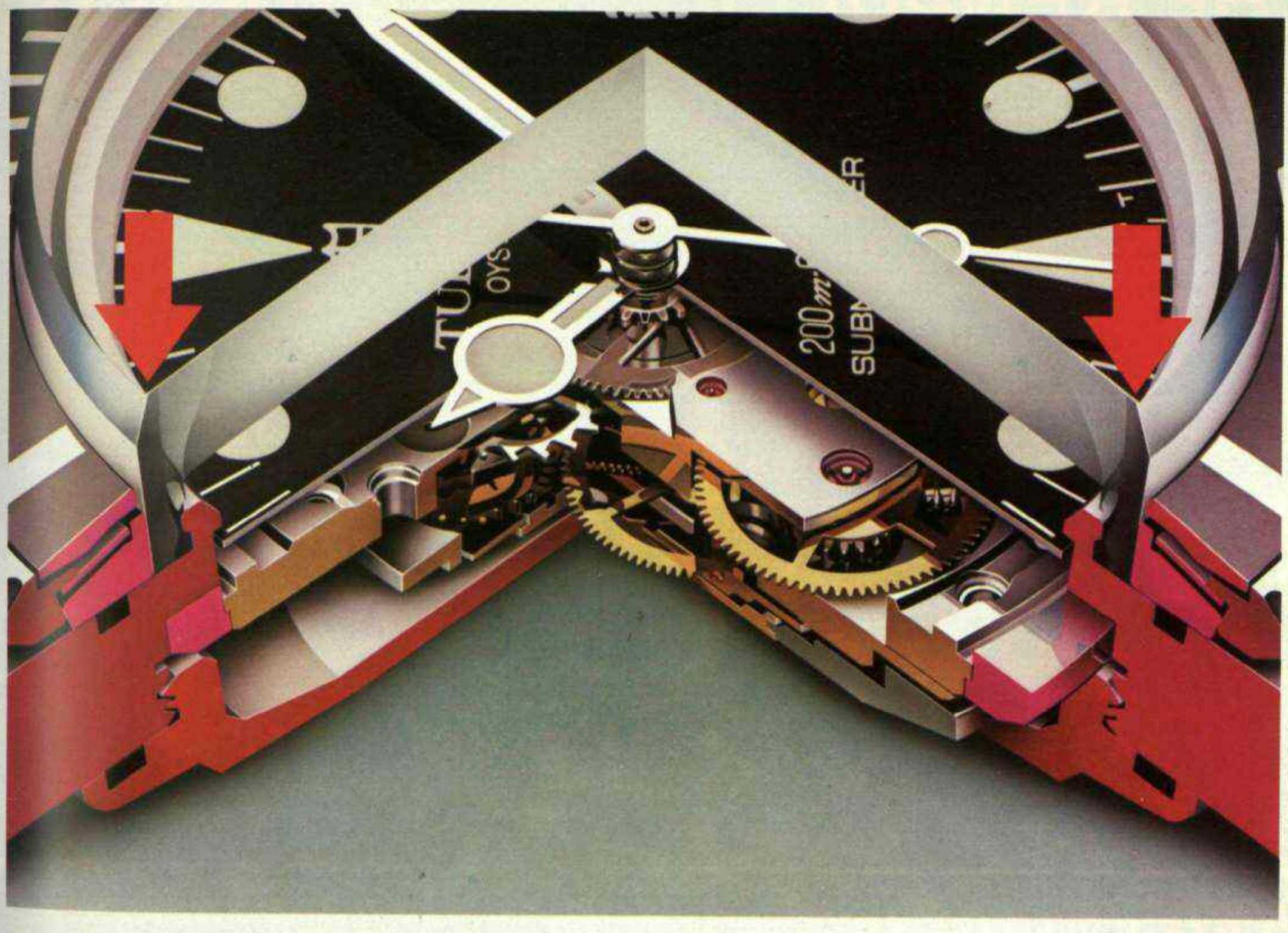
SETTING NEW STANDARDS





DALLAS GRAND PRIX THE inaugural Dallas Grand Prix took place on the new Fair Park circuit within the Texas City on July 8th and resulted in a well-judged victory for the Williams-Honda FW09 handled by Keijo Rosberg (above), the Finn scoring the first turbo-powered victory for the Didcot based team. Prior to taking the lead, Rosberg had to find a way past pole position man Nigel Mansell (left), whose Lotus 95T led until the 35th lap, the dogged gritty performance from the Englishman earning stern admonishment from the winner after the race was over. Below, René Arnoux drove splendidly in his Ferrari 126C4, qualifying fourth but starting from the back of the grid after his engine refused to fire up prior to the parade lap. He scorched through the field in brilliant style to take second place at the chequered flag.





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Illustrated: the Tudor Submariner Prince Oysterdate in steel. For the address of your nearest Tudor jeweller and further information on the complete range, write to Tudor at 1 Green Street, London W1Y 4JY, or telephone 01-629 5071.

TUDOR

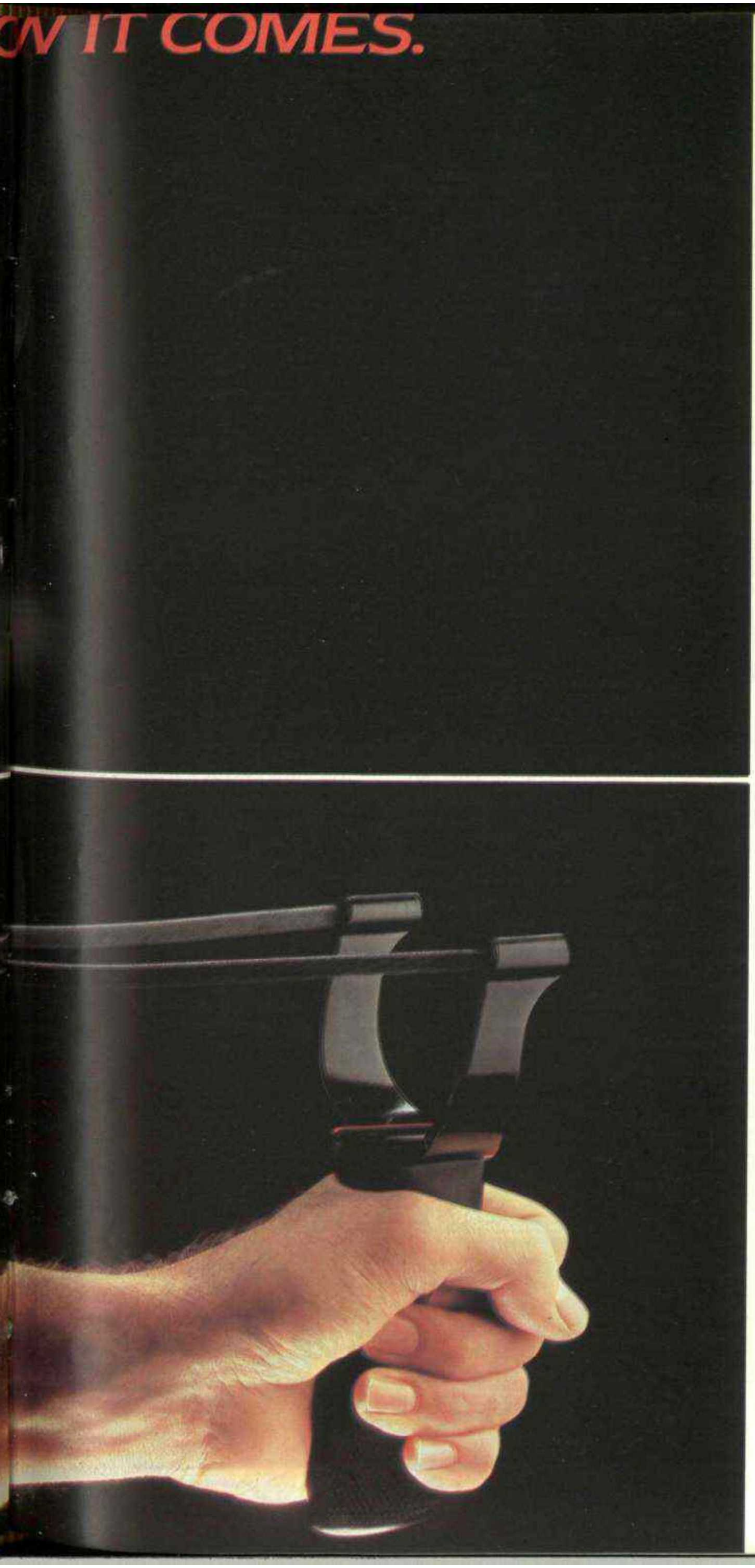
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Renault 11 Turbo £6,800. Price correct at time of going to press including 15% VAT, Car Tax and front seat belts. Number plates and delivery extra. *Manufacturer's Figures. Porsche 924 0-62 mph 9.6 secs. Renault 11 Turbo, 0-62mph 9 secs. For a brochure write to Renault UK Ltd., P.O.Box 36, Southall, Middx. Ask your dealer about Renault Care mechanical breakdown cover. West End Showroom, 27 St. Martin's Lane, London WC2. RENAULT recommend elf lubricants.



Road Test

Renault Turbo 2

WE HAVE the FIA to thank for the current rash of homologation specials. The recent alteration of minimum production requirements from 400 to 200 for Group B has made it feasible for the major manufacturers, particularly those involved in rallying, to create limited production vehicles which bear only an outline resemblance to the parent car. As if to confirm that a limit of development has been reached for two-wheel driven cars, the latest generation have turned to ever more complicated 4wd layouts, borrowing engines and components from any model in the range and relocating them within the smallest of bodyshells to save weight.

Thus we have BL's 6R4 Metro, with a mid-mounted V6 and central gearbox, and front-rear differential, soon to do battle with Peugeot-Talbot's 205 Turbo 16 which uses an offset transverse four-cylinder block behind the passenger to drive all four wheels.

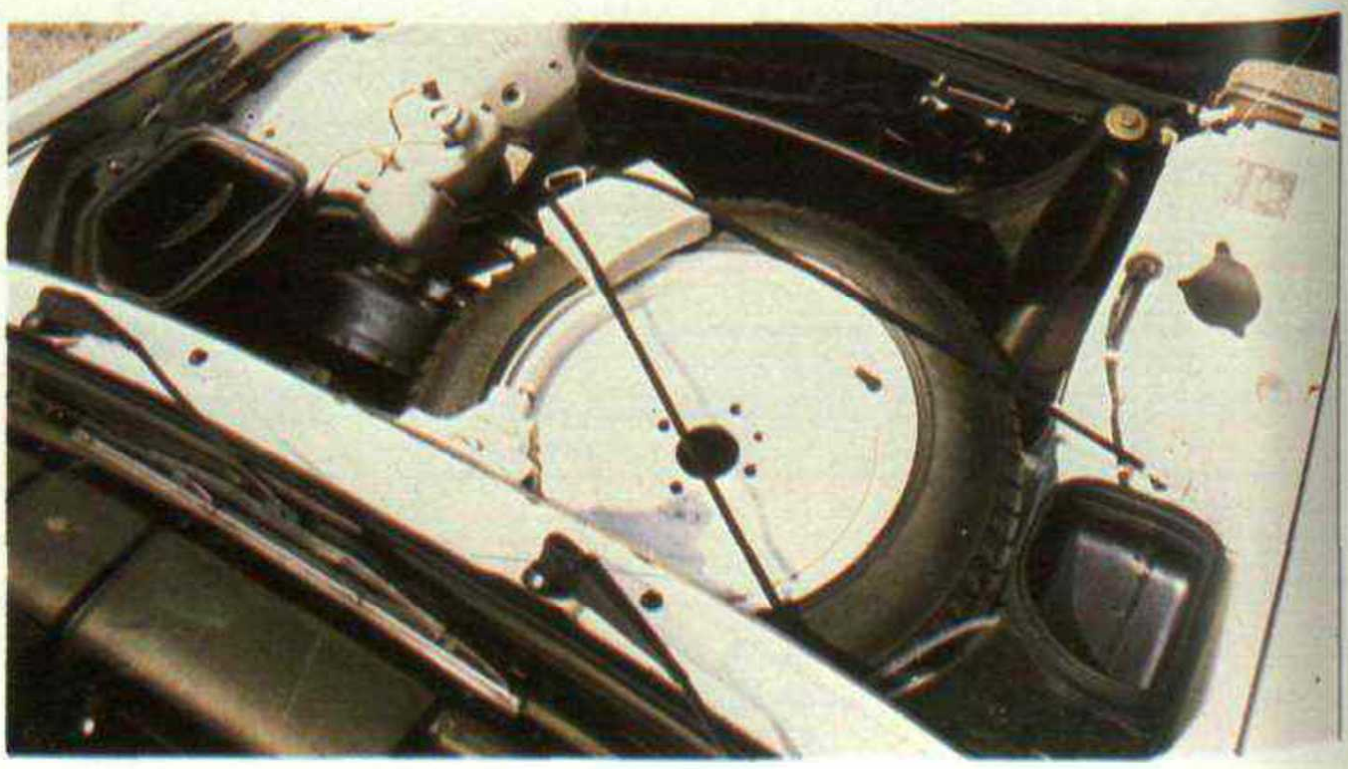
But while the complexity of most of these pint-sized exotics will ensure their continued rarity and high price, the forerunner of them all has quietly surprised its own creators by becoming a modest commercial success.

The Renault Turbo caused a sensation when it was introduced a few years ago because it was the first special to relocate the running gear from front- to mid-mounted, turning the Renault 5 from a small family hatchback into an aggressively-styled two-seater. The mechanical transplant, although it seemed daring at the time, was relatively simple, as it merely involved moving a complete unit from over the front wheels to over the rear wheels. The 5's system of having a longitudinal engine behind the front wheels driving a transaxle in front of them needed only to be rotated to provide the ideal central location for a more powerful engine.

The whole exercise was carried out under the supervision of Renault's adventurous design department, and the result was that the bulky wheelarches and aerodynamic trimmings were neatly incorporated into a competition special which also had street appeal.

The original model sold at a hefty price, trading on its rarity and its luxurious, even outrageous interior, but continuing, steady sales prompted Renault to simplify production by installing the standard 5

UNDERBONNET SPACE is devoted almost entirely to the radiator and a steel spacesaver tyre, making luggage space rather limited.



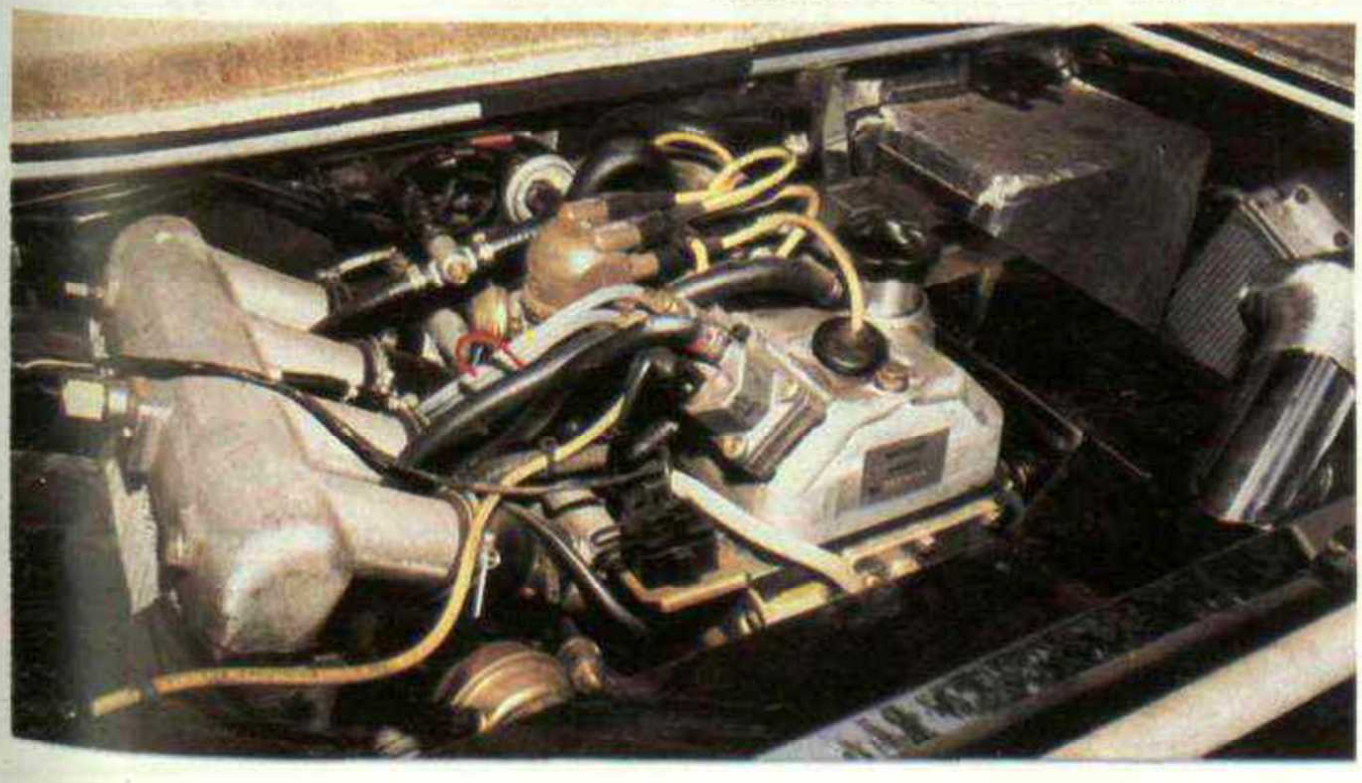
Gordini interior and at the same time taking the opportunity to drop the price, since the numbers produced had run into four figures instead of the few hundred originally envisaged.

The Renault Turbo 2, as the simplified version is called, does not figure on Renault UK's model list, and the 40 or so road-going cars in this country are all privately imported. There are one or two companies who specialise in these cars, and it was one of these, Designer Cars of Fulham, London, who were good enough to lend one to MOTOR SPORT for test.

Illogically, the first impression of the car is how small it seems; the extended width appears to accentuate its compact length. The view from the driver's seat is identical to that from a normal R5 — until one looks behind. Where the rear seats would be, there is instead an upholstered luggage deck concealing the engine, and topped by straps to hold the shopping in place. Access to the engine is not easy, since to protect the crew from noise, heat, and fumes, Renault have used heavy insulated panels which are unlatched by undoing eight fastenings with a hex key, and which remain tied to the car by the luggage straps. Once all of these are undone, however, it is as easy to work on the engine as it would be under a normal bonnet.

Heat soak from the turbocharger is minimised by a stainless steel guard which dominates the engine-bay, and cooling is induced by a complicated system of fans and trunking which variously collect intake air, intercooler air and manifold cooling air. There is a thermostatic radiator fan up front, and a powerful fan forces air through the engine-bay for up to 20 minutes after switching off to dissipate the very high temperatures generated by the turbo. The block is essentially the Gordini version of the pushrod R5, displacing 1,397 cc, but boosted by a Garrett T3 turbocharger to produce 160 bhp at 6,000 rpm and 163 lb ft of torque at a relatively low 3,250 rpm. Bosch K-Jetronic fuel injection is fitted.

ENGINE BAY looks crowded but vital functions are quite accessible. What looks like a chassis member cradling the block is a stainless steel heat guard.



A twin-plate clutch transmits the power to a five-speed transaxle at the rear of the car, and thence through a limited slip differential to the 220/55 HR 14 tyres. Front tyres are a narrower 190/55, but as there is no room to carry a front spare, let alone a rear or one of each, Turbo 2 owners will have to risk using the illegal spacesaver spare tucked under the bonnet. The only luggage space is right at the back of the car where a shallow compartment will take a couple of soft bags. Yet in this respect the Turbo 2 is no worse than most mid-engined two-seaters.

Because of its limited production, only left-hand drive models are available from the factory, but Designer Cars will convert customers' cars to rhd for around £1,400 on top of the £9,900 purchase price. Our test car was a standard southpaw, and it proved to be of no real disadvantage either in town or on fast roads, where the quick-responding steering and engine made even overtaking easy.

In fact, despite its projecting arches, the opalescent white Renault proved an admirable town car. The Gordini unit is



CLEVER STYLING retains standard lights within bulky wheelarch air-vents.

punchy even off the turbo, and both steering and gearchange are fast and precise, allowing the car to be slotted confidently in and out of traffic. The ride is a little joggly at town speeds — not unpleasantly so, merely confirming the competition breeding — but smooths out by the time fifth gear is reached, so that motorway travel is calm and quiet, with little wind noise.

What characterises the Turbo 2, however, is its ability to change direction with a flick of the chunky steering wheel. With its stubby configuration and central engine, the little car follows instantly every twitch of the grippy front tyres, the steering getting very heavy as cornering loads increase but easing off again as the boost winds itself up and catapults the car out of each bend. It feels as if it will hang on for ever, but with such a short wheelbase it is not going to be easy to catch when its limits are exceeded. Only a brave or a foolish driver would need to explore these uncharted regions, though, as there is terrific enjoyment to be had on this side of opposite lock using the go-kart steering and red-line acceleration.

Standing-start figures, always rather academic, have even less relevance to turbocars which do not exhibit the wheel-spinning ability required for clock-beating, but nevertheless the Renault can comfortably return 7s to 60 mph. Unfortunately those few moments wait for the oomph to arrive can often see the intended gap in the traffic snaffled by the ubiquitous Golf or Escort when trying to join a fast main road. Once rolling, though, careful anticipation and choice of gear will ensure that that delicious push in the back is on tap when required.

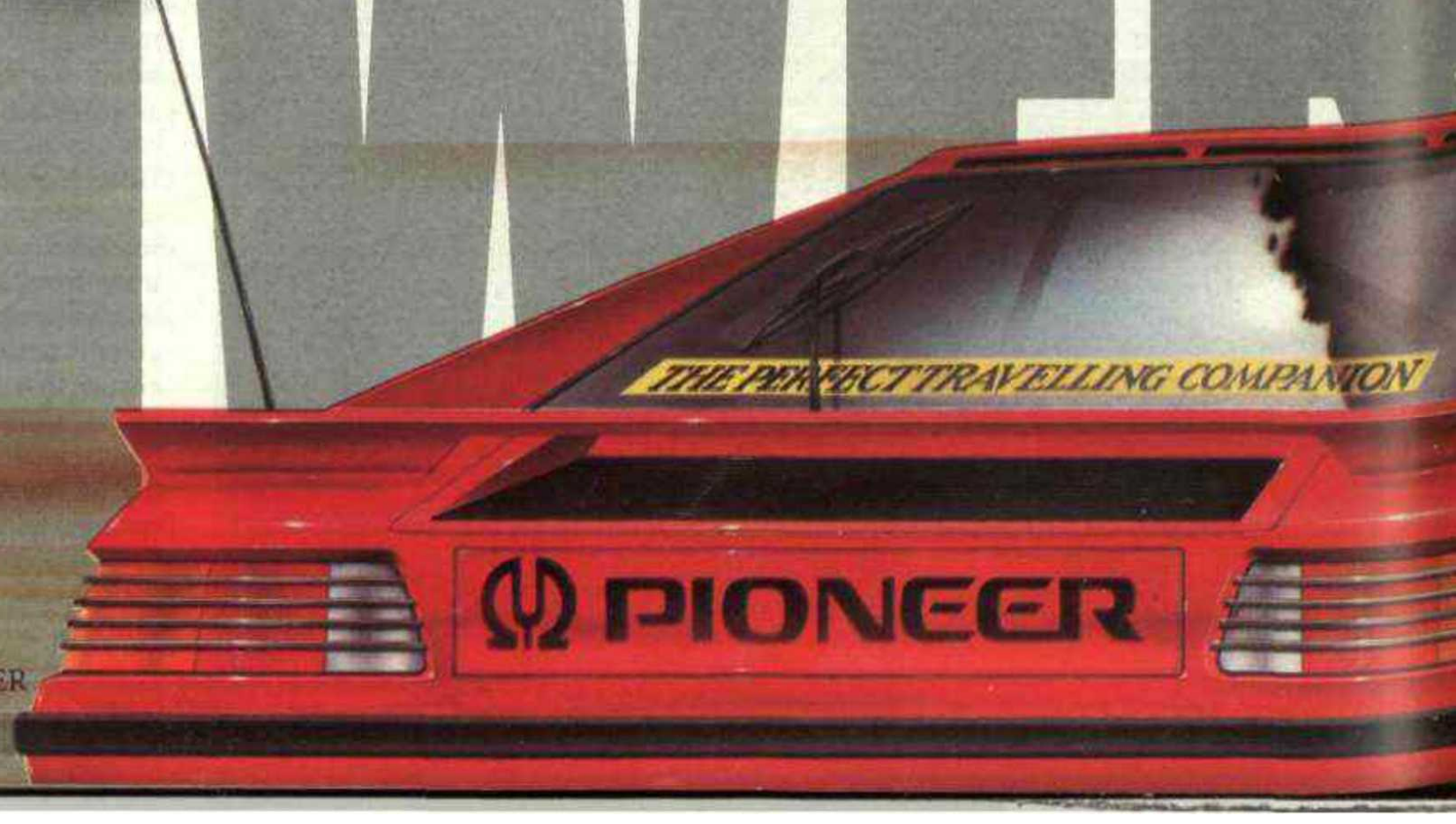
Supporting the 5 in and 7.5 in alloy rims are wishbones at all four corners with coil springs and telescopic dampers, replacing the transverse rear torsion bars of the R5 which endow it (uniquely?) with unequal

Continued on page 978



The new Pioneer KEH-9300. Built in switchable high power
(2 x 20W or 4 x 6·5W max.) 5 band graphic equalizer.
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PETER WARR and Gerard Ducarouge, the Lotus team manager and chief designer, discuss a point with an unseen driver. Radio communication is becoming an indispensible part of the Formula One scene.

Grand Prix Vignettes

RADIO CONTACT: The use of short-wave radio contact between the cockpit of a racing car and the pits has been in use in Indycar racing in America for some years, but it is only just beginning to appear in Formula One racing. Virtually all Formula One drivers use helmets equipped with microphones and earphones, wired to an external plug on the side of the helmet, and these are used for conversing with the team manager or the team engineer while in the pits, particularly during testing and practice. As driving positions (and the cars) got lower and lower, and the noise from exhausts got louder and louder, it was evident that some form of communication was necessary other than shouting at one another. The pit staff have earphones and microphones they swing across in front of their mouths, so that when the car stops they can plug into the driver's helmet and hold a fairly normal conversation without having to get down on their knees and shout to overcome the sound of passing cars. These communications systems are extensible and you often see two engineers and the team manager all plugged in, in series, to their driver while something important is being discussed. A means of communicating while the driver is out on the circuit was an obvious next step, and this year Renault and Williams are using pits-to-cockpit radio contact.

It is essentially a one-way system, controlled by the driver, which means that he will only use it when he is not fully occupied with driving round a corner. It would be asking for trouble to have the team manager or the engineer speaking into your ears just as you are on the limit of adhesion through a 150 mph corner. The driver has a contact button or contact strip on the steering wheel which he can press with a finger or thumb without moving his hand, and this immediately puts him into contact wtih his pit staff. It is usually the engineer that is looking after him, and the engineer knows instantly that he is being called up for he gets the full blast of a 650 bhp engine noise into his ears! With the Williams team, if Rosberg is on full song with the Honda V6 at peak rpm then it is very difficult to converse about the noise. The Renault does not appear to be so harsh. This radio contact is particularly useful during testing and practice, for it means that the driver can report on what has been happening as he slows down and enters the pit lane. If some adjustments have been made to the aerofoil settings and the driver has decided he wants to go back to the previous setting, he can tell his engineer as he heads for the pit lane, so that when he arrives at the pit the mechanics are ready for him, knowing exactly what they have to do, thus saving a lot of time.

If something has gone wrong the driver can warn his pit staff of what to expect, and during one test session this proved very useful to Derek Warwick. His Renault developed a minor water leak, which came into the cockpit, so as he slowed down to see what it was he radioed the Renault pit and told them about it. When he arrived at the pits there were three engineers, the team manager and twelve mechanics waiting in readiness. Without any words being spoken (or shouted), the car was whirled into the pit garage, lifted up on to trestles, the cowlings removed and work was in progress by the time Warwick had unbuttoned his seat harness and removed his helmet. This prompt action meant that he was soon out on the circuit again with the leak repaired. He had a similar occasion to be thankful for the radio contact during one race when he got an unexpected flat tyre. As he cruised round to the pits he was able to alert the team and not only tell them why he was overdue, but also which tyre was flat, so that when he arrived everyone was ready for him and the minimum of time was lost.

Renault also make good use of their radio contact for the vital fuel consumption information. At pre-determined times in the race the driver calls the engineer for a tank-contents reading (in litres) and compares the figure given by the digital counter on his instrument panel. If he has more litres than the calculated figure he knows he can continue to drive hard on high boost pressure, but if he has less than the calculated figure then he knows he must ease up on the rpm or lower the boost pressure.

Like all radio or telephone contacts you get the unexpected transmission, such as during qualifying when Tambay was in contact with his pit as he was badly baulked by a "rabbit". Some choice French swear-words came over the air!

* * *

A recent competition held over a standard kilometre at North Weald aerodrome, may settle some arguments as to which is the world's fastest current production car. The final order was: 3.3 Porsche 911 Turbo, Lamborghini Countach LP500S, Aston Martin Vantage and Lotus Esprit Turbo. A Ferrari Boxer BBi was not entered as production has ceased.

* * *

Corrections

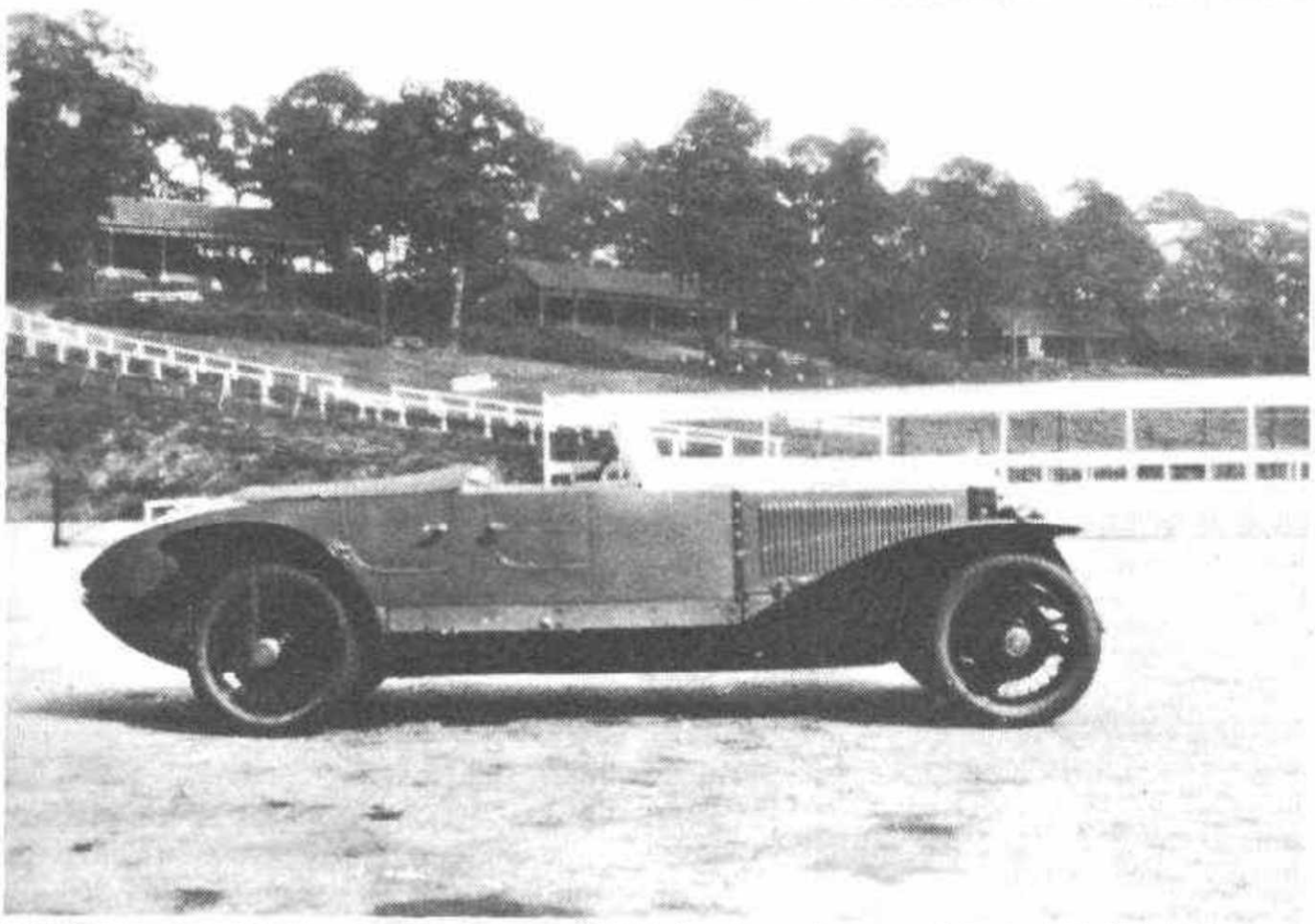
W.B. says he is well aware that Peter Morley is the owner and driver of the Bentley-Napier in VSCC events but he did not write the caption on page 854 last month, and he wishes to say that, due to a transcription error, it was wrongly inferred, on page 850, that Mr A. J. Stevens went into the Army when he was too young to do so. In fact, he *was* too young; it was his Stevens motorcycle which served with the Forces Overseas and was never seen again. Mr Ian Robinson asks us to make it clear that his project to bring the Campbell LSR "Bluebird" back to England from the USA is an *independent exercise*, not that of the Patrick Collection of which he is General Manager. A Charitable Trust may be started to achieve the aim. Mr Robinson's address is: 107 Mercot Close, Oakenshaw, Redditch, Worcs., B98 7YY.

Finally, on page 808, where performance figures were quoted for the Ulster A7 it was implied that these were for the blown Ulster, whereas they were for the non-supercharged model. Can anyone offer the same figures for the blown Austin?

W.B.

VETERAN EDWARDIAN VINTAGE

A SECTION DEVOTED TO OLD CAR MATTERS



"THE allure of high performance allied to the established quality, quietness and dignity of the World's best car, which must have been pleasant indeed." One of the experimental open-bodied Rolls-Royce Phantoms in the Paddock at Brooklands, where much testing was carried out, leading to the introduction of the Phantom Continentals.

When they married and gave in marriage,
They danced at the County Ball,
And some of them kept a carriage,
And the flood destroyed them all.

The Impact of the Phantoms

YOU may be pedantic if you wish and point out that phantoms, being akin to ghosts, cannot cause impacts. However, when applied to six-cylinder Rolls-Royce cars of that type-name, the assumption would no longer be true, as even schoolboy memory recalls. And as we have had nothing much on the ever-popular subject of that make of car for some time (as Roll-Royce Motors has not let me drive one of their cars since 1977, although promising me a swig of Spirit before the end of 1983, don't blame me!), I hope the following shedding of light, rekindling of memories, about the advent of the famed New Phantom Rolls-Royce motor car will not come amiss. . . .

Roll-Royce of Derby had built their enviable reputation on the great 40/50 hp chassis which from 1906 until the post-war need for a smaller car was met with the Twenty in 1922, had been their only model. The way in which this now-famous Silver Ghost made its name and the 40/50s were developed along the years has been very clearly and admirably told by Alec Harvey-Bailey in the elegant R-REC's *Bulletin* (No 144), in one of a series of erudite articles which will this autumn, I am told, become available as a book covering these cars from 1907 to 1939, to be published in the excellent series produced by the Rolls-Royce Foundation. Whether you are wildly enthusiastic about the Silver Ghost or only just an admirer of a highly historic car, you should get this book, especially as it is to reveal some power potentials, particularly for the Phantom II, said to be surprising. . . .

Great and legendary as the Silver Ghost-type 40/50 hp Rolls-Royce had become, it was clearly somewhat dated by the time private motoring resumed after WWI. Work on its replacement is said to have started in September 1922, although this improved Rolls-Royce, the New Phantom, wasn't available until May 1925. As the major change was in the engine only, this seems an appreciable gestation period. The reason may well have been that the Company thought a less-expensive more economical version of the "Best Car In The World" was more important, in view of the prevailing economic climate, so that the new Twenty (much criticised in some quarters because of its central gear lever controlling a three-speed gearbox and other "Americanisms" when it was announced) was given priority. As this "Derby Buick" as it was unkindly called by its critics, had a push-rod ohv engine, which was how the new 40/50 would be distinguished from the Ghost, it would have been politic to develop the smaller engine first, maybe.

The chief difference, then, between Ghost and Phantom was under the bonnet, where an overhead valve replaced the long-serving side valve power unit. Its dimensions differed, giving a swept volume of 7,668 cc against 7,428 cc, the bore being smaller by ¼ in, but the stroke increasing by ¾ in, in conformity with the 1921 RAC taxation rating influence, although it is unlikely that anyone investing in a Rolls cared about that (the old model paid £49 a year, the Phantom £44 a year). The oh valves were in a now detachable ci head, with two sparking-plugs per cylinder, later changed for an aluminium head, but little else has been altered, the cylinder blocks still being in two pairs, as in Edwardian times. The chassis, except that it now had a single dry plate instead of a cone clutch, was virtually that of the Ghost, offered in the two wheelbase lengths of 11 ft 1¼ in and 12 ft 8½ in.

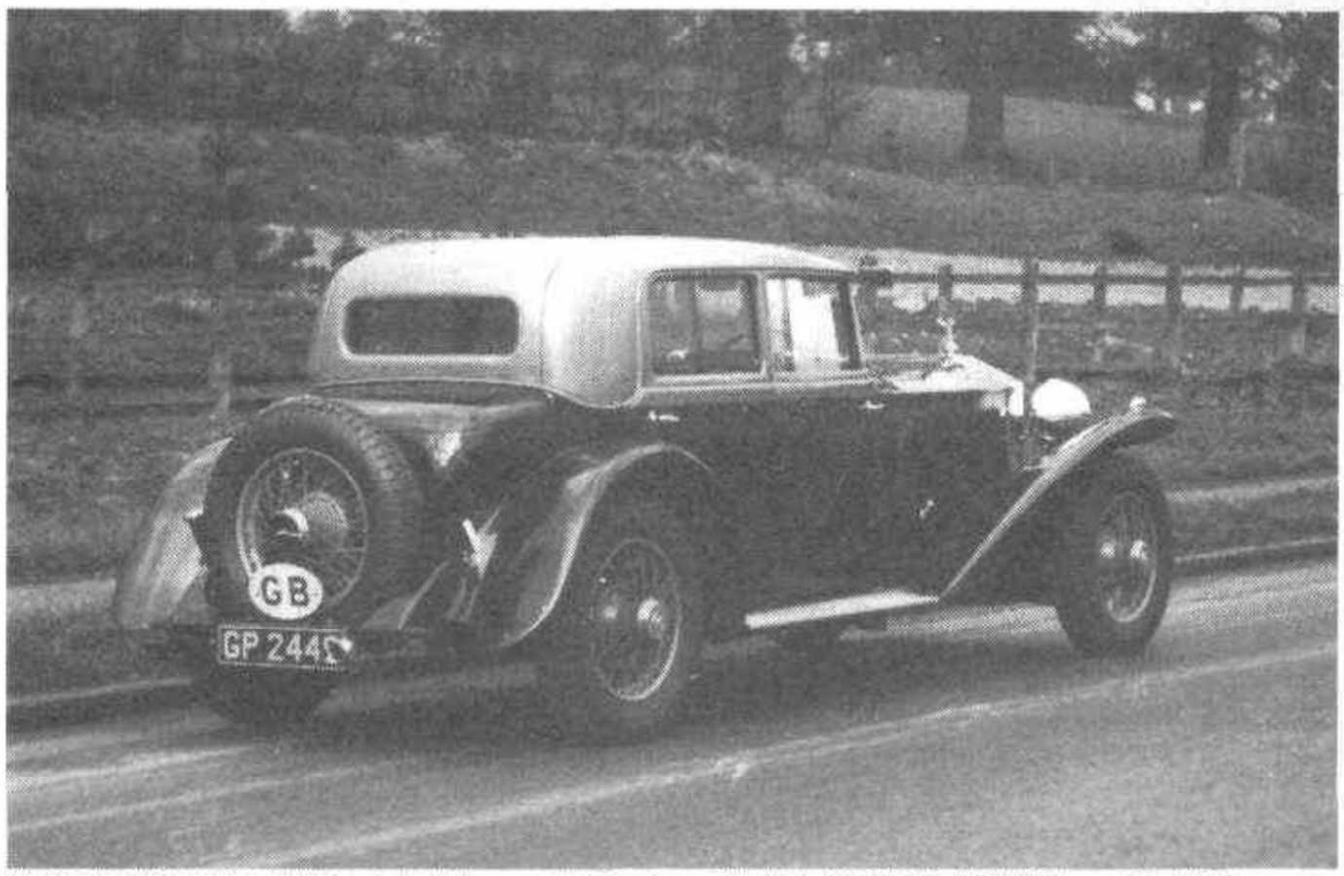
As I have said, I can still remember the excitement the announcement of the New Phantom Rolls-Royce caused, even though I was of an age when 30/98 Vauxhalls, 3-litre twin-cam Sunbeams and 3-litre Bentleys were more to a boy's liking! *The Autocar*, then the leading weekly motoring journal, devoted only 2¼ pages to describing it, but used three photographs and four artist's drawings, and one still recalls the thrill of looking at such illustrations of a new Rolls-Royce, for they somehow conveyed quality and mystique beyond the norm. The Company issued its own dignified announcements, proclaiming that the new chassis was now available, but that those who wished could have the former engine in it, clearly a ploy to dispose of unused Silver Ghost engines. It is thought that a least one client aligned himself with this policy, having been served so faithfully for years by side-valve-engined Royces. The new model should have been called simply the Phantom, the prefix "New" coming into being to distinguish new from superseded 40/50, and it was only then, as should be generally known, that all former 40/50s began to be called "Silver Ghosts", a name strictly correct only for the original 1906 car with its aluminium finish and silver-plated fittings. Incidentally, Conduit Street charged £1,850 for the shorter of the two chassis (£50 more for an extra 6½ in) in May 1925, no matter which kind of engine was specified.

John Oldham has worked out that at the 1925 Olympia Show the New Phantom R-Rs numbered eight on coachbuilders' stands as

well as R-R's own exhibit of a chassis and a limousine, and that the first five customers for these great cars were a Mrs Waldock of the Imperial Hotel, London a William Gibbs of Penarth, a Mr W. Whitworth of Disley, two others going to clients in Paris and Madrid, respectively. Apparently all five had been ordered some six months before the new model was announced and had been given Ghost engines, changed in the works as the ohv replacement engine became available, without notification to the customers. Other notable persons soon in possession of their New Phantoms included a Park Ward two-seater coupé to the order of Col A. K. Wylloe, CB, HH the Maharajah of Patiala's green open tourer upholstered in antique green leather with ivory steering wheel, HH the Kumar of Viziangarum's Windover tourer equipped for tiger hunting, a similarly-equipped Barker tourer, with 19 lamps, for the Maharajah of Kotah, Mrs Violet Jarrott's grey limousine with ingenious windscreen and adjustable bucket front seats, by the London Improved Motor coachbuilders, and G. R. N. Minchin's Mulliner / Weymann four-seater sports-saloon, etc.

At the Olympia Show that October R-R showed the aforesaid chassis and limousine, the latter costing £2,960. In spite of a Press which had to be impartial in its comments so as to woo advertising, it was noticeable how the Rolls-Royce was called a superb example of the highest class of British engineering and similar superlatives were used. It was thought odd, however, that the new ohv engine could not be inspected for, as one reporter observed, "The interior of the bonnets of the cars staged are sacrosanct, in that they are kept carefully locked, to be opened only on certain occasions. The new push-rod engine has to be taken for granted." This does seem to have been a very odd policy for the R-R sales staff to adopt, especially as the new engine was the car's main attraction. I wonder if erudite R-R historians have ever pondered on this?

Before the month of May 1925 was out *The Autocar* had been able to present its road impressions of the New Phantom, after driving a tourer (Reg No XY 2214) down the Portsmouth Road and back over the Surrey hills. Again, there were the superlatives — ". . . further progress towards perfection", and "It would be difficult to conceive of a more attractive ensemble than the latest Rolls-Royce overhead-valve-engined chassis with this graceful five-seated touring body." Yet there was cautious criticism. After praising the wonderful top-gear performance with no carburetter flat-spot or need to retard the dual ignition, the easy all-day cruising-pace of 70 mph, with complete effortlessness at 40 to 50 mph, and the new model's ability to make a second-gear 20 mph climb of a 1 in 6 hill, fully laden, from a virtually standing-start, it was observed that roll on corners needed tightening of the



THE ELEGANT LINES of the Phantom II Continental which MOTOR SPORT tested in 1932.

shock-absorbers before it could be controlled, the clutch-stop on the car tested came in too late (more adjustment!), and that with the hand-operated (vertical) radiator shutters the engine boiled on the longer hills, unless these shutters were very intelligently operated and the bonnet panels opened, RR suggesting that as the engine could boil without requiring a stop for more water, the best compromise had been reached!

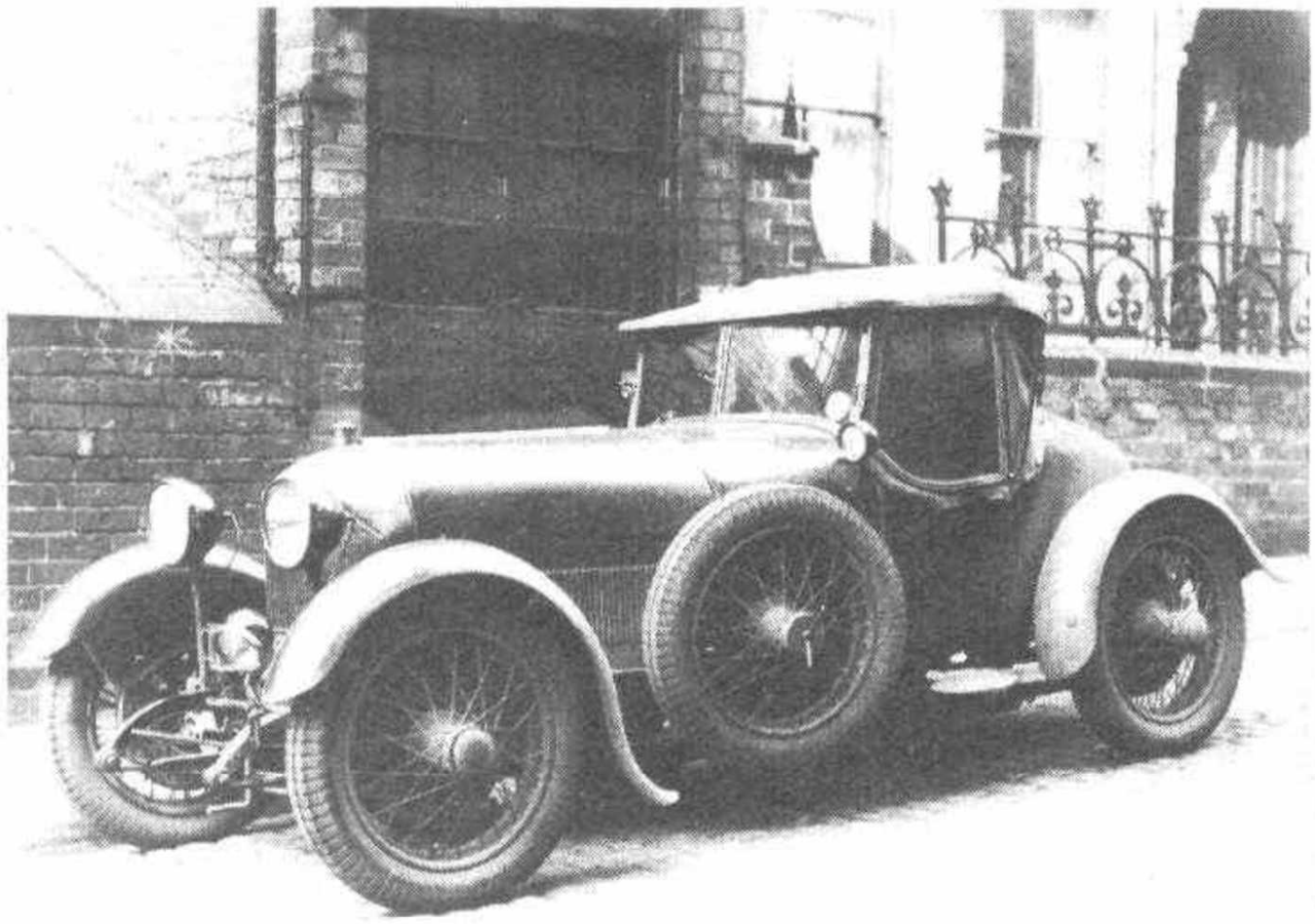
It was stated that it was quite impossible, without lifting the bonnet, to say whether the old or new engine was in use, so the ohv mechanism was presumably very quiet, the new clutch was described as more simple to operate (with no need for the famous "stick" at night, meaning that it hadn't to be propped "out" as the cone clutch had had to) but the gear change, "over which there has always been controversy", was a little easier to handle, after becoming accustomed to the R-R locking mechanism. The servo brakes were violent only to the "heavy-footed brigade" and the usual R-R tricks of starting on the ignition switch instead of the practically-silent starter-motor, and using the governor lever while studying the speedometer, could be played. Top speed was not timed, but about 80 mph was claimed.

This Phantom I R-R remained the top production model for five years, but Henry Royce (not then knighted) was aware that the Ghost chassis, dating back over 20 years, which had used in its time platform, ¾-elliptic and cantilever rear springing, required replacement, saying that even if existing PI chassis at Derby had to be regarded as old stock, a revised chassis must be put into production, by soon after midsummer, 1929. Activated by R's memos, his designers and engineers got busy, and the Phantom II was announced by September, 1929. This time *The Autocar* devoted four pages, five photographs and four drawings to describe this latest manifestation of "The Best Car In The World". The engine was unchanged in capacity but was now in unit with the gearbox, half-elliptic back springs had replaced the flexible cantilevers, the chassis was lower, an open prop-shaft had replaced the torque-tube, and there was partial one-shot oiling of chassis parts. The two wheelbase lengths were now 12 ft 0 in and 12 ft 6 in, the price of the former remaining at £1,850. Later *The Autocar* published a fine Max Miller chassis drawing of the revised P2 but this time my boyhood allegiance lay with the 4½-litre Bentley, so it was a similar drawing of that chassis which hung, framed, above my bed . . .

Again, wealthy clients ordered the latest R-R, one of the first in this country to get delivery, I believe, being a Mrs Kruse of Sunningdale, who had the Barker sedanca sports-saloon shown at the Paris Salon. At Olympia R-R exhibited a Barker saloon and a Hooper limousine and nine more P2s could be seen there on the coachbuilders' stands of Barker, Cookshoot, Hooper, Arthur Mulliner, Park Ward, Rippon Bros, Thrupp & Maberly and Windovers. By October 1929 *The Autocar* had had a brief run in the new car and early delivery of it to celebrated owners included a Hooper landaulette with hooded out-rigged rear seat for the bodyguard, for the King of Abyssinia, and a Thrupp & Maberly coupé-de-ville for aviation pioneer Montague Graham-White. However, in terms of average annual production, until the V12 P3 ousted the P2 in 1936, this was only about half that of the P1.

With the advent of the Continental Phantom II and those experimental open-bodied cars known at Derby as Super Sports, there was the allure of high performance allied to the established quality, quietness and dignity of the World's best car, which must have been pleasant

A Vanished Special



IN THE period of motoring development which we now refer to as the vintage years special-building was more common than it is now, both for competition work and for road usage. One rather intriguing car of this kind was built in Nottingham by a person called R. G. Braid, although I have heard that this may have been a mis-quote for Baird. Anyway, the gentleman, who was a general rather than an automobile engineer, built his car because, he said, there was so much poor stuff about in 1923, when he laid down the design. This may seem odd when he could have gone out and bought a 40/50 hp Rolls-Royce, a 3-litre Bentley or 30/98 Vauxhall, which would probably have been to his taste. However, perhaps it was the challenge which appealed to him, and if he had his own engineering works that must have made even more sense, and it is just possible he at one time foresaw going into production with this car of his own idealistic conception.

The concept occupied the engineer for five years, so that it wasn't until 1928 that it was registered for road use. It seems that it was still being driven in 1933, and I thought I ought to try to tell you more. Alas, the owner has so far proved to be untraceable, although the local newspapers have helped, saying the family was well-known at one time in the area, possibly as lace manufacturers for which Nottingham was famous, and although I came across a past 30/98 Vauxhall owner who had possibly the right name while scanning the latest register of these cars, and the present owner kindly investigated, the news is that there is no connection.

So I can only fill in a few details of this interesting Special, hoping that they may trigger off a memory somewhere. Mr Braid, if that was his correct name, did not mince matters when building his car. He used an overhead-camshaft six-cylinder engine of 56 × 112 mm, the camshaft being driven by bevels and vertical shaft and the valves being vertical in the head, *four per cylinder*. The crankshaft ran in seven bearings and there was fully-forced lubrication. Two updraught carburetters on the off-side fed *via* very long, rather small-bore risers attached with circular flanges to two separate external inlet-manifolds each with six outlets, one per inlet valve. Petrol feed was by Autovac, and ignition by magneto, possibly a pair, transversely mounted at the front of the engine.

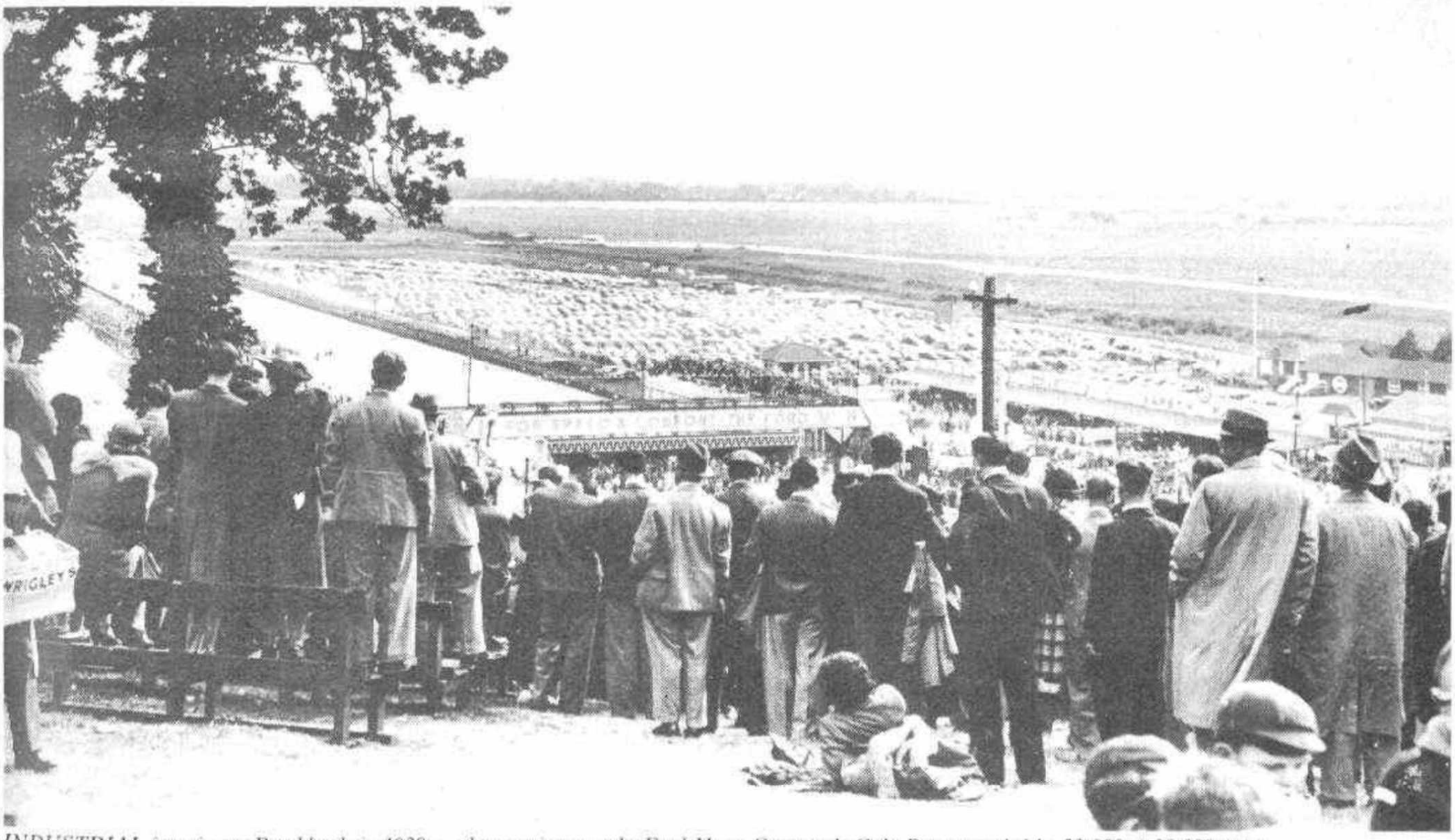
The builder claimed that nothing was bought ready manufactured, that within reason one supposes, in spite of the specification embracing large-diameter four-wheel brakes, flat half-elliptic road springs damped with shock-absorbers, a fully-floating back axle, and wire wheels with centre-lock hubs. In fact, Mr B said he made the entire car without help, using castings and forgings made to his drawings. Indeed, it apparently took several weeks to make the front axle, milling the H-section centre, the spring-pads and steering heads, from a rough forged bar. The back axle was made in much the same way, with the tubes bored out of solid billets and taper turned, while the parts of the worm-and-nut steering gear were likewise made by this Mr B, along with the ball-bearing universal joints for the prop-shaft and the inch-diameter shackle pins for the road springs.

The gearbox had four forward speeds with a top ratio of 4.0 to 1 and a bottom gear of 13.5 to 1, and it was said that 55 mph in third and 68 mph in top was possible without the long-stroke engine going above 3,000 rpm. When completed the chassis was given a shapely two-seater body with cycle-type mudguards and side-mounted spare wheel. The headlamps with exposed wiring looked to date from the 1923 period, as did the divided windscreen to which a snug hood could be attached. What, then, became of this interesting Special? Its massive vee-radiator looks reminiscent of a Martini or a Nazzaro and I wondered whether, in spite of the reported claims to overall manufacture by Mr B, he had used such an engine. However, assuming he would have laid this down in 1922/23, neither make's specification fits, nor do the cylinder dimensions of any car then on the Home Market. So Mr B should perhaps be credited with his engine. In fact, I think the engine dimensions may have been wrongly quoted at the time, for the car, from a photograph, looks far more like a 4½-litre or 5-litre, than a light-car, which if a six of 56 mm bore would have been rated as 11.7 RAC hp . . . It would be nice, however, to know more, and what became of it. Any clues? — W.B.

PHANTOMS — continued

indeed . . . After the Rolls-Royce take-over of the original Bentley Motors there was no point in developing further sporting versions of the Rolls-Royce, although the 1936 51½ cwt Phantom III limousine could exceed 90 mph. Looking at the following figures quoted in *The Autocar's* road-tests, it is perhaps apparent why the R-R Directors of the day feared the comparatively small but motor-racing orientated Bentley Company of Cricklewood to the extent of taking it over! — W.B.

	1930 8-litre Bentley Saloon	1933 Rolls-Royce P2 Continental saloon
Chassis price:	£1,850	£1,850
Wheelbase:	12 ft 0 in	12 ft 0 in
Weight:	48 cwt 14 lb	49 cwt
Top-gear ratio:	3.533 to 1	3.41 to 1
Turning-circle:	55 ft	48 ft 8 in
Tank capacity:	25 gallons	20 gallons
Top speed:	101.12 mph	94.31 mph
10 to 30 mph (2nd gear):	4.4 sec	5.2 sec
10 to 30 mph (top gear):	7.0 sec	9.6 sec
Braking (30 to 0 mph):	27 ft	25 ft
Fuel consumption:	10¾ mpg	12 mpg



INDUSTRIAL invasion at Brooklands in 1939 — the occasion was the Ford Motor Company's Gala Day, attended by 20,000 to 30,000 guests.

Ford at Brooklands

NOT Henry Ford but the Ford Motor Co of Great Britain, although the legendary Henry himself did visit the famous Motor Course in 1912, to watch a race devoted to Model-T Fords, the flivver with which he had opened up the outbacks of the Globe and made car ownership possible for ordinary folk. The race, over about two miles, the second of its kind at the Weybridge Track, took place on August Bank Holiday, and had an entry of 10, all the Ts having to use standard gear ratios and driving wheels. First prize was a £25 cup presented by Henry Ford.

It is said that he advised the Ford agent A. E. George to dispense with the ballast he was carrying to keep the back wheels in contact with the concrete but George thought otherwise and after winning ran over to the multi-millionaire car maker saying "what did I tell you?".

The Ford occasion of which I am thinking was not this 1912 one-lap race but the great Ford invasion of 1939, when following the lead of the Alvis and Lagonda people, Ford-of-Britain decided to hold a Gala Day at Brooklands, an industrial invasion far happier than the one that is at present inflicting itself on the historic site . . . The attendance was so great that soon all roads to the Track were blocked, the numbers being estimated as up to 30,000, which would not have been achieved at most race meetings. The cars that arrived, mostly Fords, completely filled the Paddock, its approach road, and every available car-park, so that many were abandoned at the roadside without or in side streets in Weybridge.

Having finally got in, guests were able to inspect the latest Ford products in a garden-party atmosphere, on this July afternoon, with the sounds of music played by a military band and reels by (who else?) the Dagenham Girl pipers, floating to them. The Fords on display included a full range of the latest Prefects and a rather Americanised mini-racer, Ford-powered, which the Company had recently presented to Sir Malcolm Campbell and which is still around. The idea of this Gala Day was believed to have been Campbell's and the great man remained at Brooklands until after 8 pm that day, to present the prizes awarded for a series of driving-tests and a *Concours d'Elegance*.

In addition, the guests were entertained by daredevil drivers who charged piles of barrels and drove their Ford V8s through sheets of plate glass and walls of blazing planks. Some of the more energetic guests indulged in a wheel-changing exercise against the clock, and boy scouts had a soap-box derby on the Road Circuit. Ford Director A. R. Smith, General Manager P. Hennessy, and Sales Manager Anthony Hall were present and the crowded day must have emphasised the popularity of Ford cars and the effortless running of the Ford V8, which for me remains the vee-eight one will forever remember for its easy acceleration with that characteristic "wuffle-wuffle" exhaust beat . . . Incidentally, by 1939, used V8s were obtainable for around a fiver, as the taxation rate was against them, and what better than a V8 coupé for such a sum, which could make an excellent mud trials or rally car even though this Ford was then seven years old.

The "Ford Bridge" over the Finishing Straight carried the slogan, in large blue and white letters, "1st For Speed & Comfort — The Ford V-8". The kids were issued with Ford eyeshades and could buy chewing gum from Wrigley's vendors.

Apart from the more informal frolics at this Ford Day of July 17th, 1939, car and motorcycle races were held, over the Campbell road circuit. As I do not refer to the former in my "History of Brooklands Motor Course" (Grenville, 1979) you may care to add to your records the fact that this five lap event was won by Hugh Hunter's 2.9 sports Alfa Romeo, at 68.12 mph, catching E. M. Thomas' Frazer-Nash-BMW on the last lap of the handicap. The Hon Peter Aitken, who had been driving his ERA rather slowly, responded to his mechanics' signals on the final lap, R11B just beating the Frazer-Nash-BMW into third place, 5.5 sec behind Hunter. To complete the record, a black 1938 Ford Ten took the Beauty Prize, a lady's red two-door Prefect being runner-up, while a 1912 Model-T landaulette took the award for best car over 10 years old.

By the by, while on the subject of Fords, in reporting the last MCC Land's End Trial I said that Threlfall and Campbell were driving Model-Bs, whereas their cars were both Model-As, the type which was awaited with World-wide bated breath when it replaced the long-lived Model-T in 1927. — W.B.

Shockers at Indianapolis

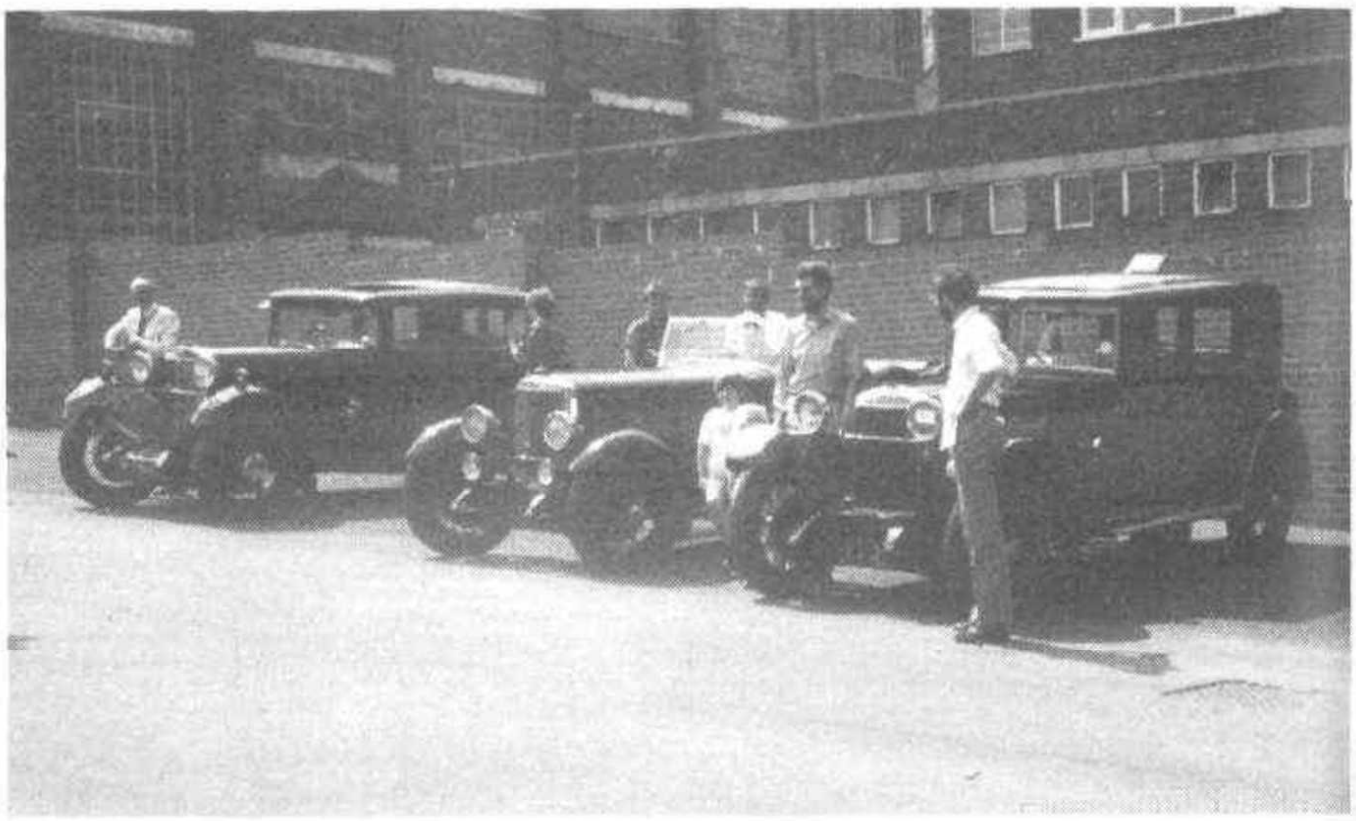
THE OTHER DAY a note dropped on my desk telling me that the Indianapolis 500 Mile Race has been won for the 20th time since 1959 by a car equipped with Monroe shock-absorbers. This year, when the race was won at a record average speed by Rick Mears driving a Roger Penske March 84C Cosworth, this 20th success was secured for Monroe, the March being equipped with their gas-filled dampers, as were more than half the Indy field, with Monroe-equipped cars finishing in five of the first six places. Monroe Auto Equipment of Sheffield are the World's biggest independent shock-absorber manufacturers, they tell us, supplying replacement equipment to fit over 1,200 European, Japanese and American vehicles.

This is a far cry from the days when André-Hartford friction shock-absorbers were almost universal, challenged only by Gabriel snubbers and a few rarer makes of damper. At Indianapolis in 1913 the winning Peugeot of Jules Goux used Hartfords, as did almost the entire entry, and this remained the norm for many years. By 1923 Duesenberg were using their own shockers, but it wasn't until the stock-car regulations of 1931 that makes other than Hartford began to impinge on the Indy scene, Gabriel, Gemmer, Watson and Delco-Remy dampers breaking up the Hartford monopoly. The winning Bowes Seal Fast Miller of that year was assisted in staying on the bricks by Gabriel shock-absorbers. The victorious FWD Hartz-Miller of 1932 remained faithful to Hartfords, although the Delco-Remy Lovejoy two-way hydraulic dampers were by now in evidence and Monroes were on the Hudsons.

When Louis Meyer won at record speed in 1933 his Tydol-Miller was Gabriel damped, Bill Cummings used Hartfords on the winning Boyle-Products Miller in 1934, as did Petillo to win with the Gilmore Special Miller in 1935. A Hartford / Gabriel combination was favoured by Meyer on the 1937-winning Ring-Free Miller. When winning at record pace in 1937 Wilbur Shaw had Hartfords on the front, Houdailles on the back of his Gilmore-Offenhauser. The Burd Piston Ring Miller that took the chequered flag in 1938 relied on the same combination but Maserati shock-absorbers figured on the Boyle Special Maserati (8CTF) that took Shaw to Victory Lane in the Indy 500 of 1939, but, winning again in 1940, although the torsion-bar operated Maserati friction dampers were retained at the front, linked to the ifs system, at the back Houdailles dampers had been substituted.

But since 1959 Monroes have ruled supreme, which is where we came in . . .

W.B.



ABOUT thirty cars attended the STD Rally.

STD Wolverhampton Rally

ON July 1st the STD Register held another Wolverhampton Rally, taking Coatalen Sunbeams back to their birthplace, following an idea we started back in 1951. About 30 cars attended and it was encouraging to have new entries such as Marfield's 10/23 Talbot two-seater, off the road since 1969 but since restored to prize-winning condition, James's very nice 1923 Sunbeam Fourteen tourer, Hawley's rebuilt 1904 12 hp Sunbeam side-entrance tonneau, and a rebuilt 1924 Sunbeam Dawn. Roger Carter was there in his familiar 1934 Sunbeam 20 tourer, *en route* to Devon from Yorkshire, and Clarkson had driven his smart and rare 1924 18/55 Talbot tourer 260 miles from Cornwall. My little Talbot-Darracq gamefully managed about 180 miles in the day, from Wales and back.

Anthony Heal's twin-cam 3-litre Sunbeam had come even further and was joined by Selwyn's attractive car of this kind. Barrott brought the ex-Monte Carlo Rally 1928 Sunbeam 20 Weymann saloon, we admired Paul Easter's very competently re-fabriced Sunbeam 16 saloon, and noted that organiser Jeremy Grammer was using the 1928 Sunbeam 16 saloon he has had for 22 years. Present also was a locally-owned 1912 12/16 Sunbeam and Darracq was represented by Ward's 1911 tourer, while a Wolverhampton Star came to watch. As ever, the Police provided help with cover for a tour of the town, the cavalcade going into part of the old Sunbeam works in Villiers Street by the door through which finished cars used to go out on test by courtesy of Fafnirs. Andrews Industrial Equipment Ltd, the well-known heating and ventilation experts, now installed in what was the 1914/18 Villiers office block and later the Norton works, generously dispensed tea and biscuits and gave away a booklet containing photographs of Sunbeam racing cars, and other products made in adjacent factories and a colour poster featuring the 4-litre racing Sunbeam. Here Heal was in earnest conversation with Norman Cliff, who worked mainly in Sunbeam's Experimental and Racing Department from 1920-1935, having brought a relation of Bill Perkins with him.

W.B.

Results:
Pride of Ownership Awards. Saloon: R. Hancocks (1933 Sunbeam Speed 20).
Tourer: M. Hawley (1904 Sunbeam).
Runners up: 2nd P. Easter (1929 Sunbeam 16), 3rd A. Marfell (1925 10/23 Talbot).
Rootes Age / Distance Award: J. Clarkson (1924 18/55 Talbot).
D'Arcy Clark Award: (Under-bonnet condition): J. Kay (1925 Sunbeam 14/40).
John Coombes Trophy (Work for Register): Bill Barrott.

AIR

IT IS an indication of the risks incurred by the older breed of test-pilots that in his "Adventure with Fate", which we reviewed last month, Harald Penrose, the former Westland employee, describes at least 25 forced landings, starting with that when the engine of the Widgeon in which he was flying with Openshaw cut out in 1926, some 16 fraught occasions, over and above those expected in test flying, and six crash landings, including having to vacate a Westland P7 by parachute. In all but three of these episodes he was piloting the aeroplanes himself. It would be unfair to the author, and to the publisher, Airlife of Shrewsbury, to go into details, so to discover what happened you must obtain a copy of the book, which is the most detailed story of a test-pilot's experiences ever published. Do not, however, gain the impression that this is an over-dramatised account, which it most certainly isn't; it does, however, rather incidentally, indicate the hazards faced by the test-pilot. In passing, when an OAP, this great test-pilot exchanged his Austin Princess car for a Hillman Avenger. — W.B.

A Morgan Memory

THIS YEAR being the 75th Anniversary of the Morgan, all manner of memories of the car that started life as a three-wheeler are being printed. For instance, Peter Garnier, writing of the Morgans he has owned and enjoyed, in another magazine, recalled the fearsome Moggy devised by the late Jack Granville Grenfell with *two* Scott two-stroke motorcycle engines installed therein, and he also referred to a Morgan in which someone had squeezed *two* three-in-line Scott engines.

That may well have been, but it does seem time to recall the Scott-engined Morgan 4/4 I drove, back in 1945, to allay any confusion. That was the year when, the war won, basic petrol rations returned, and life was very gradually getting back to something less grim than had been the case for the duration of the battle. Thus encouraged, that dedicated enthusiast A. F. Rivers-Fletcher decided that no time must be lost in having a proper motoring gathering, which he ably organised at Cockfosters, in North London. It wasn't a competitive event, you understand, only a series of "demonstration runs" round a restricted 5/16-mile circular course. But as some of the demonstrators opened things up the sounds and scents were marvellous, after the denial of the long years of war. The event was opened by Earl Howe in his Type 57 Bugatti coupé, John Bolster brought "Bloody Mary" in his Silver Ghost Rolls-Royce farm-lorry, Tony Rolt ran the Horsfall ERA, and so on. . . .

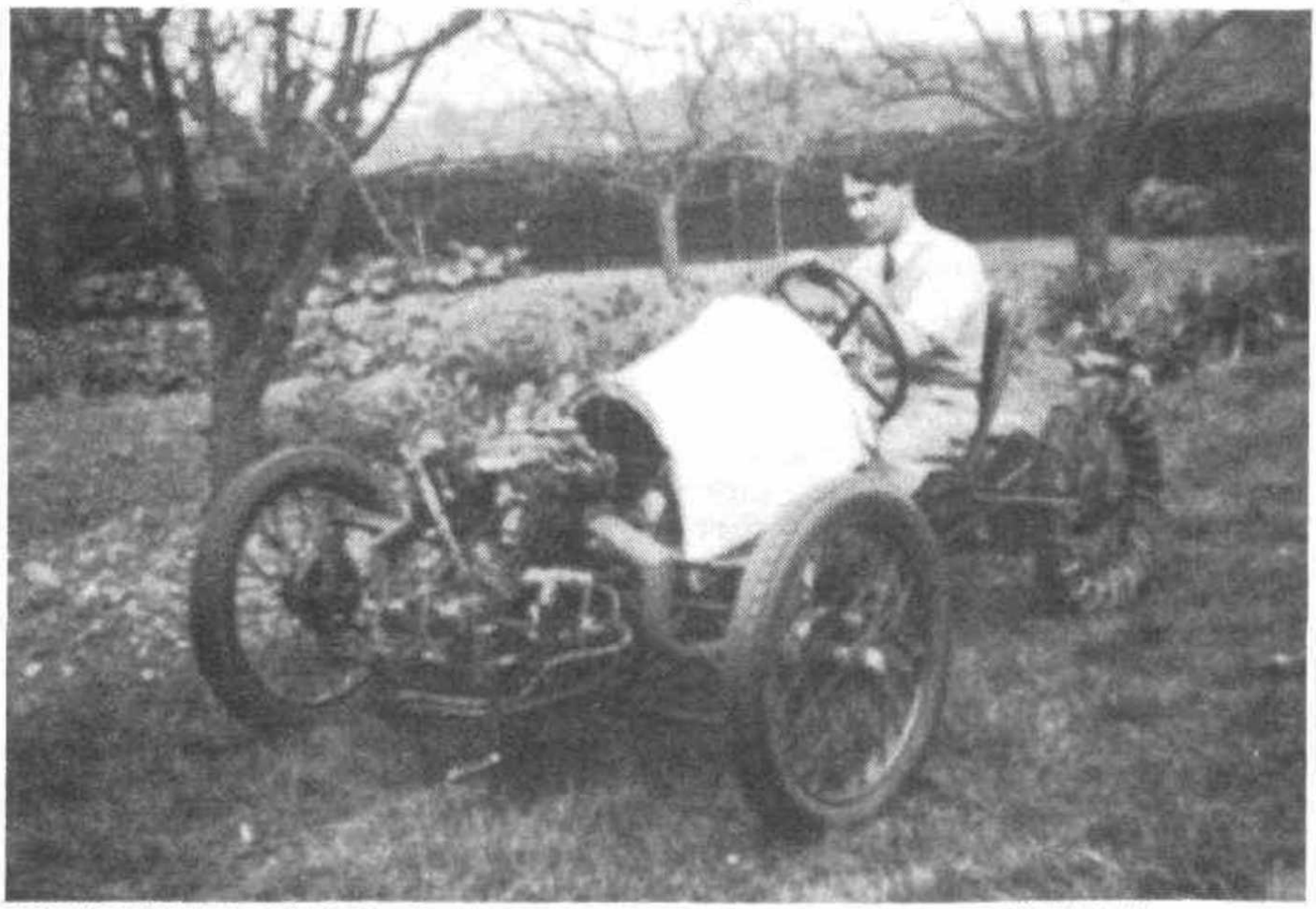
This was something I had to see, but I was still stationed in Harrogate, performing the remnants of my war-time duties with MAP (by then the MoS), from where, and in other places, I edited MOTOR SPORT by remote means all through the period of hostilities. What has this got to do with a Scott-powered Morgan? Well, that was the car I borrowed for the journey from Yorkshire to the Metropolis, in preference to my 1934 A7. Being not far from Shipley it was easy to collect it from the co-operative Scott Chief Engineer Mr Cull. I had had a run round the Saltair houses in it previously and although I was reminded that it had spent the war as a works-hack, Mr Cull said I could have it for the trip if I was prepared to chance it.

Which was how I came to do over 500 miles in this unusual three-cylinder, two-stroke Morgan. The experience was virtually trouble-free, although I recall that the plugs objected to the London traffic they had probably never before experienced and "softer" C14s had to be substituted. The 3SM Scott engine, coupled to a normal 4/4 gearbox, developed over 40 bhp at 4,000 rpm, using an SU carburetter, its 78 × 78 mm cylinders giving it a capacity of 1,108 cc. My wife and I drove back to Harrogate on the evening after the rally, averaging 48½ mph up the narrow A1 (or old "Great North Road"), using "Pool" fuel (remember?) at the rate of 23.5 mpg, although easier running had given about 27 mpg. Cruising at an indicated 70 mph produced no problems, no water was added to the radiator, and 50 mph came up from rest in roughly 17 sec. As the car survived the war, I wonder what happened to it? — W.B.

V-E-V Odds & Ends. — By a coincidence a reader who saw the picture of a vintage Chevrolet tourer with which we illustrated "Motoring As It Was" in the June issue and, as he is an accountant, remembered its Reg No NT 74, saw the same car being worked on as late as June 1957, when he was walking along the tow-path near Windsor. So is the car still about, one wonders? Mr C. Wood Penn of Northampton is anxious to trace the Riley 9 tourer, Reg No NJ 3330, which his father, Cecil Thomas Wood Penn and R. S. Winslade drove in the 1935 RAC Rally, covering the 1,031-mile Leamington-Eastbourne route without any penalties, in 39 hr 39 min, the same year, incidentally, as my 1922 8 hp Talbot-Darracq also managed the road-section without loss of marks, driven by Ivan Hill. Letters can be forwarded and if anyone knows the whereabouts of Mr Winslade our correspondent would like to know. Incidentally again, he wonders if a run might be held next year over all or part of the Rally route, on its 50th anniversary, as he has the necessary documents detailing the event.

Another reader is trying to discover more about a Withers car made by his grandfather, Alfred Withers, who had a garage in the Edgware Road about this time, the cars seemingly having been made from 1906 to 1918, when the firm went bankrupt. Not quite in the spirit of this pre-1940 column, it is nevertheless intriguing to learn that when a Wensleydale shed was sorted out recently a prototype Curlew car came to light, after having been used as a hen-roost. It seems that it was conceived in 1947 as an economy car, to be made at Newton Aycliffe, but when the clutch proved inadequate to the power of the two-stroke, twin-cylinder engine after only 25 miles, the project, said to have cost over £10,000 and to have involved those who had a part in the design of the Spitfire fighter, was scrapped. A reader has sent us a postcard depicting Canadian and American journalists arriving at the Victoria Hotel, Sidmouth, in 1910, for some purpose unspecified, in at least six cars, of which Wolseley-Siddeleys seem to predominate. A later motor-scene, from "An Oxford University Chest" by John Betjeman, shows 1930s cars like a Morris Minor, a Daimler, what may be a large Darracq saloon, an Austin, and London type Austin taxis, the latter obviously consecutively registered, those shown being BFC 1, BFC 9 and BFC 22.

Something else for historians to sort out — in "Old Worthing As I Remember It" by Jack Watts (Sharp Bros, 1982) the author says a Mr Wade opened a cycle shop in Chaple Road, Worthing, and later he "built one of England's first petrol-driven motor cars", becoming a well-known garage owner. However, a picture of the alleged pioneer vehicle, which looks like a De Dion Bouton with tonneau body, is dated 1906, which ruins the story! Another reader sends us the accompanying picture of a special that he thinks was associated pre-war with a person who gave the RA lectures at the School of Engineering & Navigation at Gloucester in the first years of WW2 and who may have been in the Inn of Courts Regiment. Can anyone identify it? — W.B.



AN UNKNOWN SPECIAL about which there are very few clues (see V-E-V Odds & Ends).

Out Of The Past

THE OTHER day I discovered that Basil Howard, who in 1982 contributed the article that made up the "Fragments On Forgotten Makes" on the Invicta, as he had worked for Sir Noel Macklin as an electrician, was on holiday quite near me, so we met to recall more of the old days. His father ran a garage at Ripley in Surrey and his mother had a tea-house opposite, where most of the well-known motoring personalities and racing drivers called, when going down the Portsmouth Road to the Track or elsewhere.

The garage hack at that time was a 1912 Vulcan tourer, from the back of which the seats had been removed. Howard gained his driving experience on this, but was far from expert when he joined the Invicta concern as its fifth employee, so that when Macklin, assuming he could drive proficiently, told him to take the Morris-Cowley and meet the three employees who arrived each morning at Cobham station from London, they had some hair-raising rides for a time! There were two old Dennises of different horsepowers, used by the garage as hire cars, and a sleeve-valve Minerva is remembered, used for shooting trips to Scotland, whose owner had its station wagon body removed and put on a Sunbeam chassis.

Howard had been apprenticed to J. A. Prestwich of Tottenham, and he shared lodgings with Le Vack's mechanic Twist (known, naturally, as Oliver Twist) who at the time was also preparing engines for another Zenith rider, R. A. Mallet. His father used to get tickets for many of the Brooklands Meetings, to which his son would ride on one of his many motorcycles. These included a belt-drive Zenith-Gradua, a 2¾ hp ex-W. D. Douglas, New Imperial, Excelsior and a much-loved spring-frame ABC. His first had been an NSU, which blew its cylinder off.

While working for Invicta's at the Fairmile, Cobham, Howard, Cushman and Shaddick all owned GNs, the two latter employees coming from the works, and being able to supply all spares required to keep these three cyclecars running, invariably at 2/6 (12½p) each, no matter what the part was . . . Shaddick also owned a 2½-ton yacht. At Invicta's (started at Noel Macklin's house "Long Orchard", now the Glengariff road house, before the move to the Fairmile factory), with finance from Oliver Lyle, Hatcher was in charge, doing experimental work behind locked doors, Robinson was a fitter, Bill Stringer a turner, and Bill Bing helped Howard on the electrical installations. Watson looked after design and Summers was his draughtsman. Bill Mills, whose reminiscences we published recently, drove the test chassis and ran-in new ones at Brooklands, with Howard, staying at their tea-house. I was very sorry to hear of his recent death, from a heart attack, while in Oxford Infirmary.

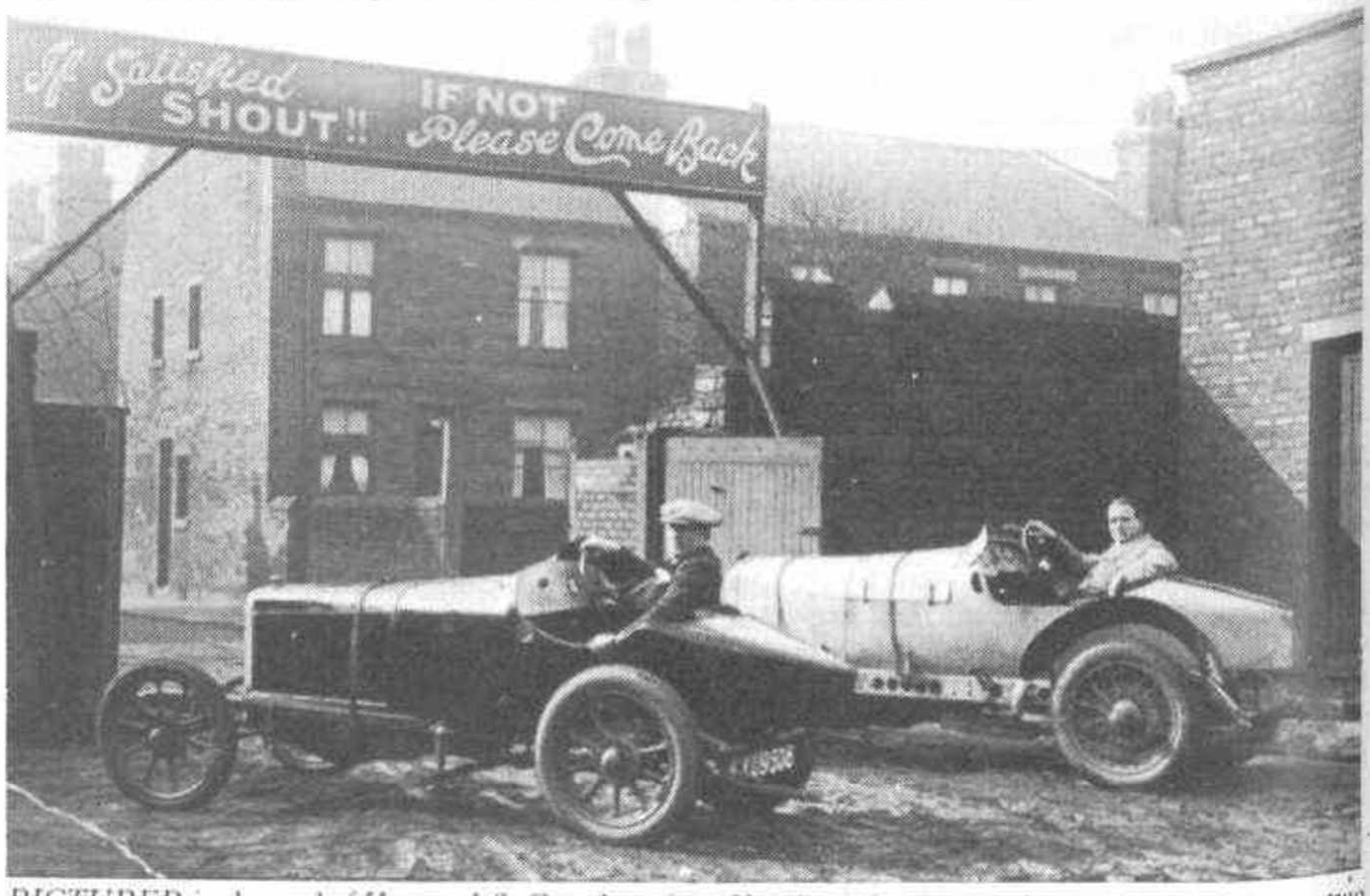
Asides from those Invicta days — when Lyle asked "the chaps" to try to think of a suitable name for the new car, "Golden Syrup Six" was immediately suggested! Merlin was another name, thought about, before they decided on Invicta, in spite of this incurring cracks about heavy steam-rollers! When Hartford shock-absorbers were being fitted there was argument as to which way the blades should be and whether there should be two or three of these, and in spite of what is written in "Lost Causes", Howard says that only two, not six, of the Coventry-Simplex engines intended for the earliest production Invictas were lost due to an overnight frost with no anti-freeze in use, the other four being repairable.

When space became cramped at Cobham due to the introduction of the new 1½-litre models the bigger chassis were taken to the Beverley-Barnes works in London, where Howard was posted to wire them up and do similar works on the straight eight Beverley-Barnes chassis, and where he recalls the Managing Director, a Belgian called Dolphens, having heated arguments with Alfonso the Foreman, throwing his arms in the air and his hat on the floor, the latter retrieved quietly by the office boy. Today, all these years later, Mr Howard retains his interest in Invicta history and now drives a Ford Fiesta. If you want more, I would refer you to MOTOR SPORT for December 1982, pp 1620-1630. — W.B.

V-E-V Miscellany.— The lure of the Austin 7 was always strong, and continues to be. We hear, for instance, that when T. W. S. Hall left England for South Africa, leaving behind his four A7s, he felt the desire for another and was able to locate a rare 1931 Wydoor saloon, minus its floor, which he had restored after 14 months' work and in which he and his wife have since driven some 1,000 miles. Moreover, they have become, respectively, Secretary and Treasurer of the A7 Club of South Africa — the address is: Diane Hall, 179 Blackwood Street, Arcadia 0083, Pretoria. Our correspondent tells us that it is estimated that about 300 to 400 exist still in Africa, of which some 200 are known of and others of which turn up regularly. For instance, a Johannesburg man brought three out from the UK about 20 years ago, together with a horde of spares, including a 1927 Chummy, a 1927 fabric saloon and what sounds like a Boyd-Carpenter two-seater, which have been seen recently. The President of the A7 Club of South Africa, recently elected, is Major van Riet, who raced these cars there from 1928, and who still possesses his racing A7, two others, and the correspondence he had with Sir Herbert Austin before the war. The Club is held together by an excellent magazine edited by Colin Netley.

By now a Brescia Bugatti may have been imported from Australia to the UK and this reminds me that Woolf Zeuner is slowly reassembling the ex-Smyth Brescia Bugatti. The Alpine Trial was won recently by a 3 / 4½-litre Bentley, by which we mean not the great event of old but that of the VSCC of Australia, the PVT winner being an M45 Lagonda, with an Alvis Firefly taking the opposite class. We see that a Ford Special made ftd in the VSCC-of-A's Eddington speed-trials, in 14.9 sec, beating a racing A7 that clocked 17.1 sec, and a TC MG that did 17.6 sec. A Maserati 4CM took 19 sec, beaten by Alfa and a Lancia.

The Jersey Motor Museum has acquired the last 3½-litre Talbot 110 to be built at Barlby Road, the ex-Wooding Vanden Plas tourer, DXW 3, as raced at Brooklands. F. M. Wilcock would be interested to hear from anyone who knows more of the car's history, particularly whether it was raced after the war. — W.B.



PICTURED in the yard of Hepworth & Grandage (later Hepolite), the piston and ring manufacturers, are two racers built by the company. One is a Jowett and the other a Beardmore, and they were used for sand-racing and hill-climbs. In the Jowett (nearest) is Joseph Hepworth, then MD of the firm.

VINTAGE POSTBAG

Eccentricities

Sir,

Some of last month's correspondents did not seem sure whether they were eccentrics or cranks.

I assumed an eccentric rotated on an axis within its circumference and a crank on an axis outside the crankpin circumference, but an engineer friend says he knows of no such distinction. Is there an accepted difference?

Waltham St Lawrence A. F. CARLISLE

A Ford in the "Land's End"

Sir,

It was a great pleasure to read Tom Threlfall's all-too-brief account of the Land's End Trial — and to see that one motoring journal still regards this historic event as worth covering.

With typical modesty, though, Tom failed to record his successful ascent — and re-ascents — of Bluehills Mine. Having made his "observed" climb, and managed the stop-and-restart on appallingly over-doctored surface, he stopped at the top for a breather — where he was approached by the Press for an interview. To provide a suitable sound background to the tape-recording, he conveyed the radio-journalist, via the return road, to the foot of the hill — making a second ascent, complete with running commentary. Having again reached the summit, he stopped — while the journalist ran the tape through to see that all was well. Since he had been sitting on the machine, no more than an incomprehensible jumble of sounds emerged.

At that moment I had to leave them — but, so far as I could gather, he was preparing to make a third climb to get the recording right!

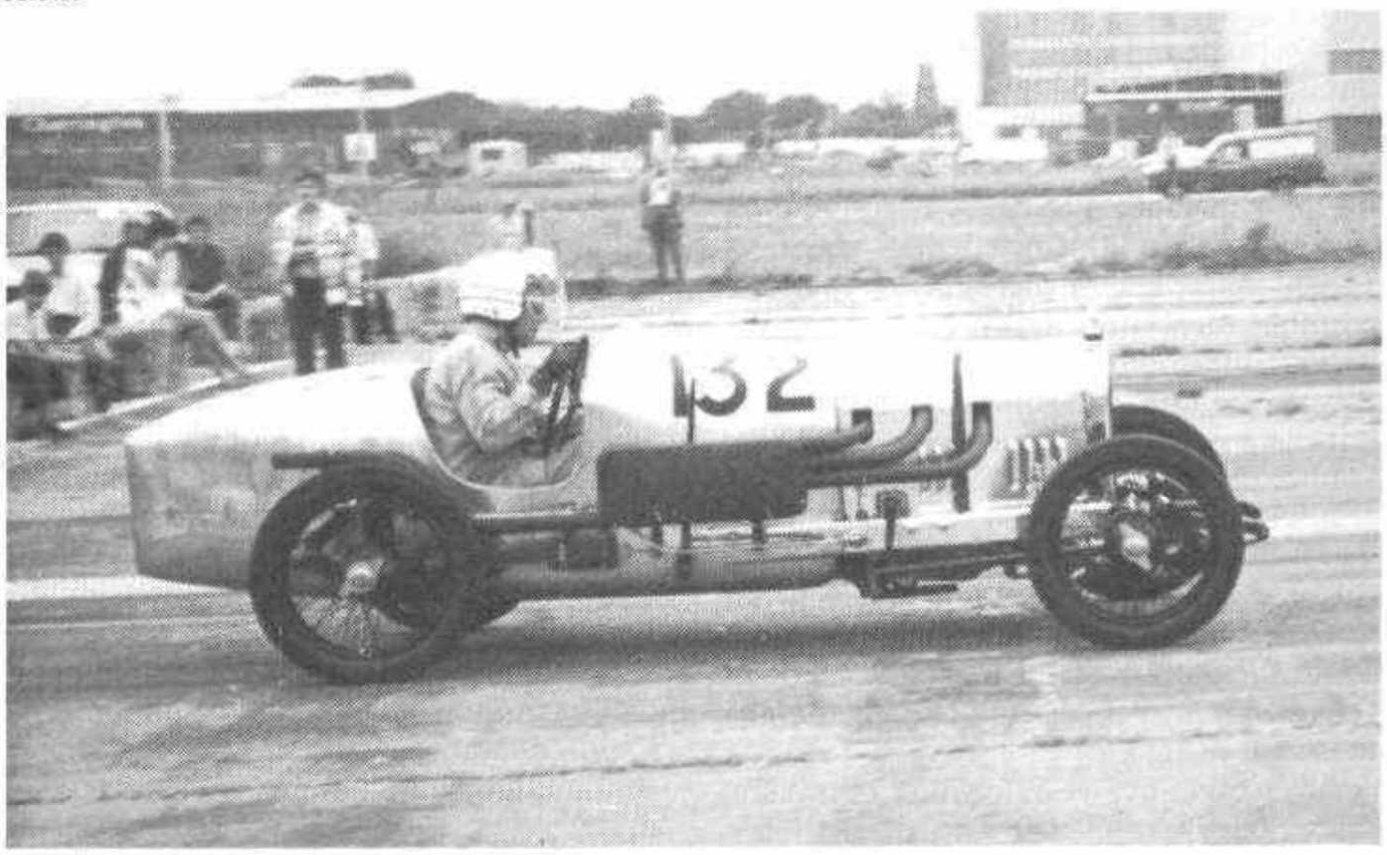
Newlyn PETER GARNER

Koni

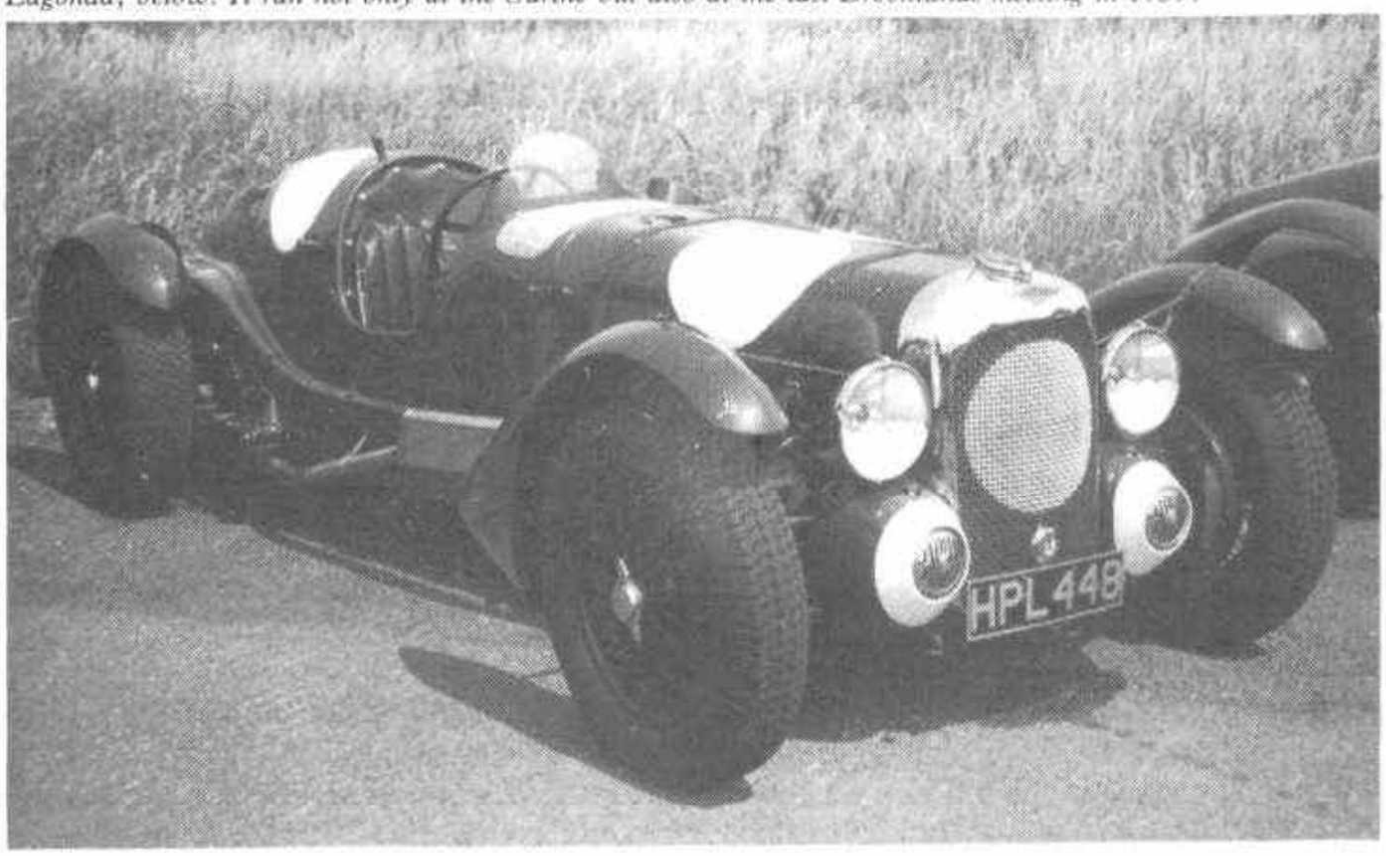
On page 974 we refer to the success of Moneoe shock-absorbers in the 500 Mile Race at Indianapolis. It is only fair, therefore, to say that Koni claim that its shock-absorbers have won more F1 Grands Prix than any other, notching up their 200th victory of this sort at Detroit, as Piquet's Bramham-BRM was so equipped, as are Ferrari, McLaren, Tyrrell and Williams. Indeed, Koni have been on every World Championship-winning F1 car since 1971 and it is the Dutch Company's proud claim that they have been choosen on technical merit, as the full extent of any sponsorship is lending their dampers to the top contestants.



BROOKLANDS REUNION: Allison Moores brought her Talbot 90 Brooklands Model back to the scene of some of its racing, above, while below, E. J. Benfield attacks the ¼-mile sprint in his 1924 200 Miles Race Alvis.



MAKING its first public appearance for over thirty years, though only as a spectator, was the Le Mans Lagonda, below. It ran not only at the Sarthe but also at the last Brooklands meeting in 1939.



READERS' LETTERS

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

Another Fling

Sir,

Although there was a question mark following the title "Final Fling" to Mr Boyle's letter in the June issue of MOTOR SPORT I think it somewhat of a pessimistic heading. Why? because I too, over three score and ten am soon to start looking for a replacement for the car I purchased when I was over 70.

Mr Boyle made the same choice of a vehicle for use in retirement as I did, a good second-hand Alfa Sprint. I found one, agreed the price but the seller changed her mind afterwards. However a car with similar performance and power, a Datsun 160J SSS with 11,000 miles on the clock at a few hundred less than the price Mr Boyle paid for his Alfa was offered and this I purchased. I can't find anything wrong with it, 105 bhp capable of nicely over 100 mph and the only spares needed in the next 14,000 miles, rear silencer, brake pads and oil filter. As a safety measure I replaced the battery, the original transferred to a Daimler 2½-litre Century will still swing that into life but there is a starting handle in the event of failure.

I was first introduced to the steering wheel by courtesy of the local laundry-van driver when I was nine (it was a Unic), but was taught to drive by my brother in his T Ford, the one car that you could sometimes start, after switching on, by moving the ignition control.

After some five years owning open cars, my mother, now over seventy, suggested it was time for a closed car. I must have mentioned this to a salesman at a Motor-cycle Show because I received a phone call from a dealer in Redhill that he had just the car to suit. I made the journey and found a crowd admiring a pale blue Morris Series II fixed-head coupé with Ace wheel discs. I bought it on sight before I noticed that the registration No. was 1. I drove off in the car never visiting Redhill for twenty years until for a bit of a joke I called on the dealer for the car's first service.

In something under 100,000 repairs needed were: reline to bores "Chromard", new king-pins, pinion to differential, one halfshaft. This shaft broke in Tottenham Court Road in my lunch break. A Morris agent behind Goodge St Station towed it in to his works and asked me when I would like it. I replied "5.15 this afternoon." His response was if I had a shaft he could do it by then. I surprised him by taking a spare from the boot, he was as good as his word and at 5.15 pm I parted with a pound or two and motored home. Two or three cork clutch plates were fitted. The Morris gave me many a fine holiday including trips to the Med. As it was the car used when I attended at the resting place of my mother I never sold it, but recently, in meeting a request by a party interested in older Morris cars I sold the engine and gearbox. You do have to watch these enthusiasts because after I said cheerio I found the horn-push missing. However, being a helpful type I will let a younger person have the axles with built-in jacks, six wire wheels and five 4.75 by 18 tyres and tubes.

It so happened one day that a colleague was offered an overland car that had just been driven from Scotland that had burnt up a piston on the journey. He said you can have the car if you pay the bill. I did, it was 19/10d. It was taxed, I drove it for a month or two and traded it to the scrap merchant behind the Bentley works in Cricklewood for £1, a jack, a battery and an Austin seven radiator. This was before WW2 and the radiator is still in one piece. It must be brass as I've had it in the garden. Is someone somewhere wanting this?

Early in 1958, glancing through a motoring periodical one day I noticed an advert for a Daimler Conquest for just over £500. I dashed off and agreed purchase just before the boys from Warren Street arrived. It proved a good buy and I still have it but it will have to go as I now concentrate on a Century of the same make. I also have one of the few automatics but this has been idle for a few years. Fitting new exhaust systems and changing engines is not so much fun in the mid-seventies but I will fit a replacement master cylinder soon.

All my cars, except the Datsun, have a chassis and two spare wheels and I think that Mr Langley (letter July issue) will accept that modern cars will not last as the chassis types we drove years ago.

I think Mr Boyle chose well but my Alfa owning friend changes every four years. We older types will have to change too but, in spite of one adverse criticism in this month's issue of my favourite motoring monthly, if anyone knows of a Datsun Silvia for £5,000 please lead me to it!

Hendon. H. FLETCHER GEE

In Defence of BL

Sir,

The letter from Peter Kerr in the July issue, added to an aside by D.S.J. in his item on the new Nürburgring in the June issue, prompts me to write to defend the present-day MG cars.

When William Morris, rather than Cecil Kimber, conceived the original idea of the MG it was a tuned version of the Bullnose Morris, intended to give sporting motoring at reasonable cost. Every production MG from then on has been based to a greater or lesser degree on production components from the present company, successively Morris, Nuffield, BMC and now Leyland. There have, of course, been the one-off record breakers and low volume competition cars, but the production cars have always been what they are today — sporting versions of the breed and better production cars.

I am in general as opposed to badge engineering as most MOTOR SPORT readers, but as the MG was conceived in this context the criticism does not apply, and the present Metro, Maestro and Montego versions are valid holders of an honourable name.

If I may close with a question: "Why does nobody complain today about the Bentley as a badge-engineered Rolls-Royce?" A much more relevant question, surely.

Morecambe W. G. BRITTON

RENAULT TURBO 2 —
continued from page 967

wheelbases left and right. Four vented discs of 10.2 in diameter provide impressive stopping power in the dry, but in heavy rain the front tyres showed a tendency to lock rather easily, since they carry only 40% of the car's weight.

Instrumentation is comprehensive and legible, especially at night when the Regie's red lighting really does seem more restful than traditional green, but the seats are disappointing. These look as if they have been borrowed from some stodgy saloon, and make the driver do all the work of holding his body upright on bends. Their very high mounting is because directly beneath is the 11.2 gallon fuel-tank, which at the 25 mpg we attained will take the crew about 280 miles.

Viewed as a spin-off of the Regie's competition programme, the Turbo 2 appears to offer a lot of performance for the money, but is in itself rather difficult to classify. Is it a two-seater saloon with no luggage space, or is it one of the few sports cars that even the arthritic can get in and out of easily? It undoubtedly has "arrival value", even in London where Porsches and Ferraris are far from rare, but its abilities are wasted in town, despite its surprising handiness there.

Perhaps it would best suit a single town-dwelling car enthusiast who can escape for a hectic weekend sprint to Silverstone, Oulton Park, or the Welsh lanes, for a relaxing tourer it is not. And if such a creature is relatively rare, that may be the reason that there are only 40 cars in the UK. . . . — G.C.

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BMW 535i, only 200 built by Motorsport, black throughout, on new P6 tyres, 0-60 in 6+ sec, over 140 mph, maintained regardless of cost, £8,800. Tel: 01-237 3000. (69231

COBRA 289 REPLICA, finished in black / brown int., BRA body and chassis, 8 months old, 4,500 miles only, V8 with Holley and Offenhauser, full weather equipment, MoT and tax, view Canterbury London, £8,500 ono. Tel: Mr Ebbitt on Canterbury 55466, Home Canterbury 59932. (69232

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LOTUS 7 SERIES IV, 1973, total rebuild, 90% new components, inc. new body, full new trim, all new weather equipment etc., concours finish throughout, £5,000. Tel: Rugby 812601. (69237

TR7 2+2 CONVERTIBLE, 1980 W, red, new tyres, radio, taxed, 27,000 miles, £2,950. Tel: Northwich 782683. (69257

MORGAN 4/4 4-seater, 1973, signal red, luggage rack, reclining seats, 39,000 miles, beautiful condition, £4,650. Tel: Northwood 22544 eves. (69247

FOR SALE — continued

TR6 1972 150 bhp engine, two year restoration, all new wings, sills, excellent all round condition. £3,000. Tel: 0226 296010 after 6pm for full details. (69241

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MG ZB MAGNETTE 1958, 69,350 miles, MoT, kept only as reliable standby for last 20 years, taxed, £2,700. Tel: 024 269 495. (69240

MGA 1600 ROADSTER 1960, dark blue, one owner since 1970, £3,350. Tel: Tavistock 832741. (69243

1929 MG M two-seater, must be one of the best vintage midgets available, halcyon days indeed, £5,200. Tel: 0233 20155 (Kent) eves. (69244

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1929 INVICTA TOURER, 4½-litre high chassis, much work done, excellent condition, £12,000. Tel: 0243 512559 eves. (69245

1937 4-SEATER, full weather equipment, BRG and beige hide, concours winner, racing history, MoT, ready to go road or track, engine to racing spec., 3.8 diff, many extras, Brooklands screen, etc., really beautiful and well known car, only needs viewing at £12,500. Part exchange considered, private sale. Tel: Luton 576036. (69248

MG TF, 1954, red, tan interior, lots of history, superb drive, full covers, first to drive will buy. Offers around £7,250. Tel: 0404 822324. (69762

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LANCIA ZAGATO 1600, 1972 car, used only for summers last five years, much work to maintain in fine order, retrimmed, etc., long MoT and tax, white beige interior. £1,900. Tel: 0993-830983 (Oxford). (69760

STANDARD 8, 1955, utility model, semi restored, taxed MoT. Reasonable offers only please. Tel: Rockbourne 593 evenings after 8 pm. (69763

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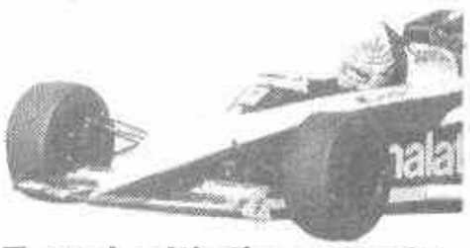
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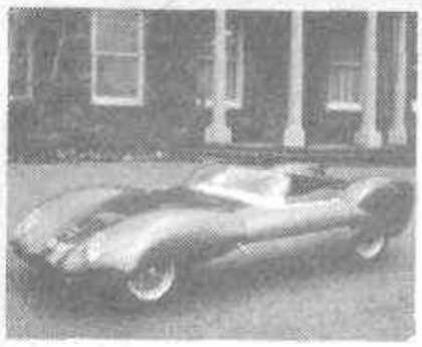
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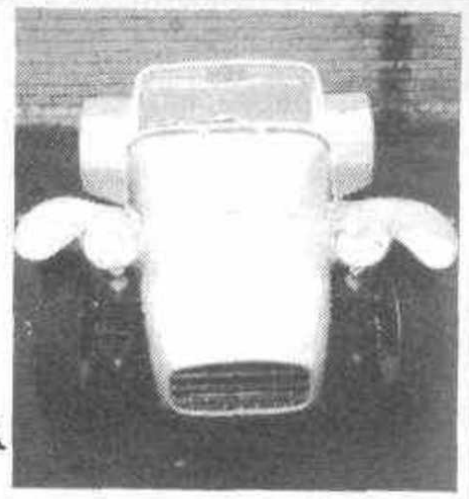
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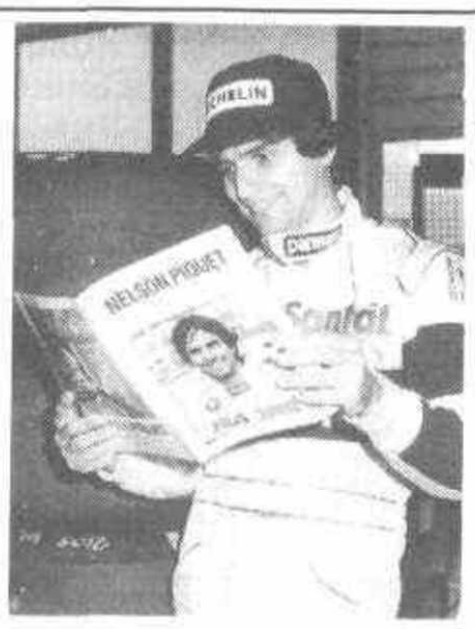
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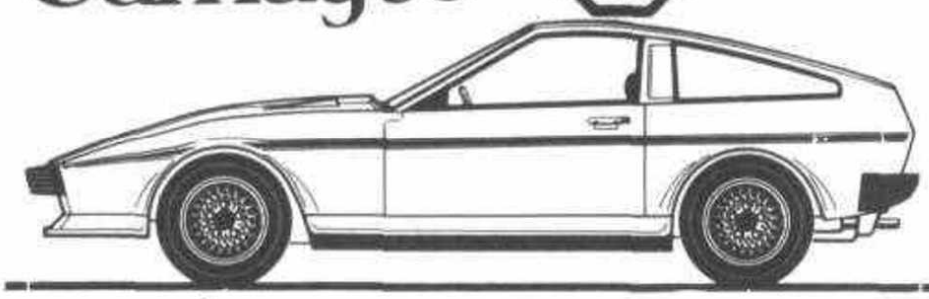


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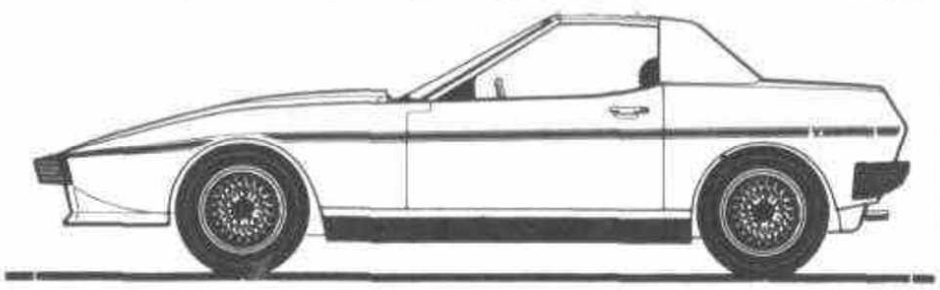
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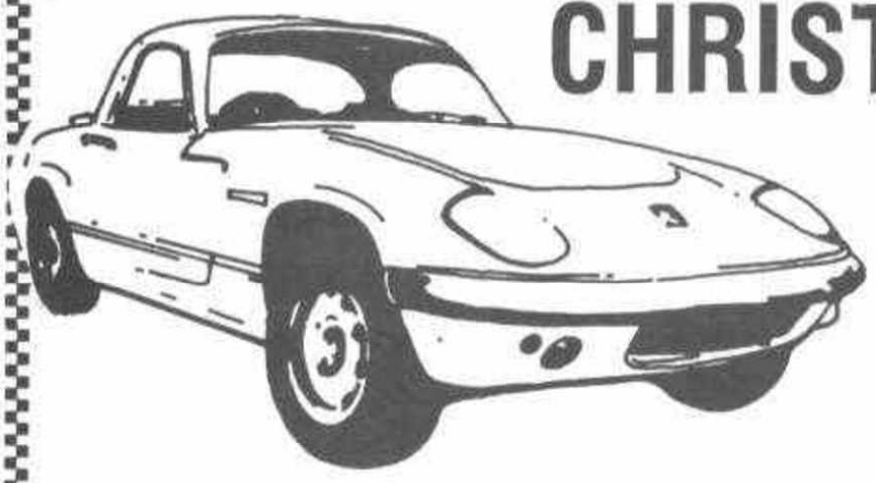
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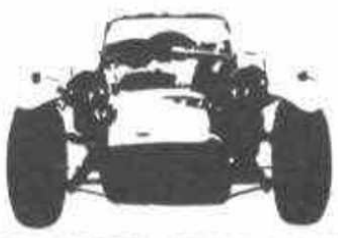
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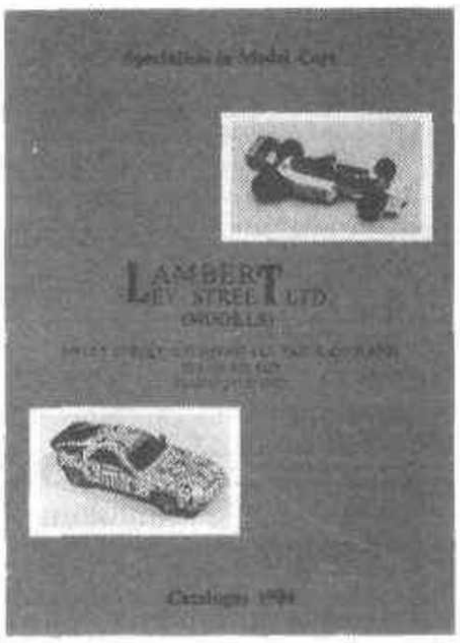
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Mercedes 230 SL, 1967. Ivory soft top/black hard top, automatic. Full service history.

MGA Fixed head coupé. Red, very sound car, 1960 registered.

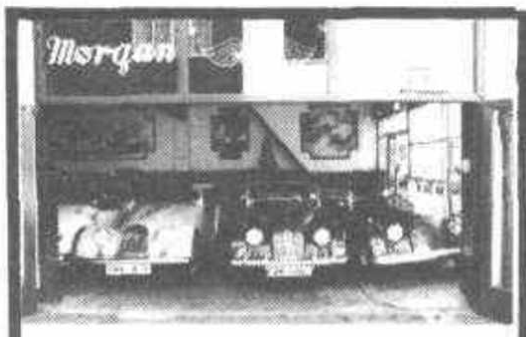
Jaguar XJS HE, 1982. Coronet gold / black leather, full service history.

MGB Roadster. Bracken, radio, registered 1974. Sound car.

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Did you go to the **Morgan** Anniversary and wished you had a **Morgan?** Come down to South Kensington and choose from the following. 1982 **Morgan** Plus 8, a sort of mauve with deep crimson wings, two tone leather interior, even the steering wheel matches the dash which matches the hood which matches the tonneau which matches the sidescreens. Like the song, "The man who swallowed a fly" etc. Stereo radio and luggage rack are also fitted, 13,000 miles have been covered and it has had one owner from new. Another **Morgan** Plus 8, in silver with red leather interior has a folding and reclining seat for the driver and a normal seat for the passenger, so girls, you're safe in this car! 1979 is the year of manufacture, one owner from new, spare wheel cover, luggage rack and door handles complete the list of extras. On a more desperate note, we want a new or nearly new **Morgan** Plus 8 for a man who cannot wait any longer. You know the feeling! For the **Morgan** 4 / 4 2-seaters, we have a range from 1981 to 1978. Two **Morgan** 4 / 4's registered in 1981 — one in signal red and one in royal ivory. The signal red **Morgan** has black leather interior, wire wheels, spot lights, bonnet strap, folding and reclining seats, door handles, locking petrol cap and has covered 13,000 miles. The royal ivory **Morgan** has black interior, wire wheels, one owner, 15,000 miles. 1980 was obviously a bumper year as we have four **Morgans** all registered in this year. A nice **Morgan** 4 / 4 2-seater finished in British Racing Green with brown leather interior, wire wheels, bonnet strap and aluminium body is the first one. This is followed by another 2-seater **Morgan** in turquoise blue, stone leather interior, wire wheels, luggage rack, bonnet strap, 30,000 miles. **Morgan** 4 / 4 4-seater in ghoul green with brown leather upholstery, hood and tonneau piped to match, wire wheels, aluminium body and wings. 14,000 miles, two owners from new. Almost identical in extras is another 4 / 4 4-seater **Morgan**. Colour of this **Morgan** is signal red with red leather upholstery and 22,000 miles. From 1980 we come to 1978 and find another **Morgan** 4 / 4 4-seater finished in two tone brown with stone leather upholstery, wire wheels, aluminium body and a recently made hood in black with white piping. Another **Morgan** 4 / 4 registered in 1978 but a 2-seater version, is finished in royal ivory, spot lights, wing mirrors, tonneau cover, radio / cassette. For the connoisseurs we have a 1968 **Morgan** Plus 4 Coupé in black with red leather interior and biscuit carpets. Price is horrific. We also have a **Morgan** pedal car in yellow for those with little feet.

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FOR SALE — continued

LOTUS ELAN + 2 130/5. 1974, 55,000 miles, black, new clutch, servo, Spyder chassis 18 months, gear rebuild, owned 5 years, £3,550. Tel: (0728) 3102 (Suffolk). (70195

1930 TRIUMPH SUPER SEVEN. Boat tail 2-seater sports, new leather upholstery, stove enamelled, wire wheels, aero screens, £2,950. Tel: Ham Street 2906 (Kent). (70196

RILEY KESTREL 9hp. 1935, Wilson Preselect, MoT until April, excellent mechanics and body, new seats, 3 years, needs some trim inside, £3,750 ono. Tel: Redruth 0209 213129. (70199

1954 AC. 2lt, saloon, new tyres etc, stored many years, original even to working trafficator arms, £1,000, Commer Highwayman coach built caravanette, 27,000 miles genuine 2nd owner, radio etc, £1,090. Dodge 1946, 4WD Weapons carrier for rebuild. Tel: for details 0222 562780. (70201

1936 BENTLEY VDP TOURER. Needs dash making, trim side panels, but otherwise extensively restored, new sporty wings, louvred valences etc. £12,000. 1937 Delahaye 135MS 3-position drophead by Chapron. Very exciting flashy coachwork, fully restored over 6 year period, new cream leather, red coachwork, £25,000. Interesting exchanges considered, cash either way. Wanted, Nash, 30/98, Healey Silverstone, XK Roadster, 1750 Alfa, Bugatti etc, etc. Tel: 01-737 3861. (70202

1958 ROVER 90. The best maintained, lowest mileage (30,000) original example available. Superb rust-free condition, never welded / filled. New MOT, new tyres, fully serviced after specialist overhaul. Undersealed, Waxoyled. History known. Includes factory workshop manual, parts manual, handbook, sales brochure. Grey / Red hide. £1,095. Laurel Farm House, High Street, Mepal, Cambridgeshire. 70459

FOR SALE — continued

FERRARI 308GT4. Rosso corsa, 1976. Excellent condition, complete body restoration, professional engineer (owner) maintained. £7,250 ono. Part exchange considered. (0903) 753579, Sussex. 70456

£100 DEPOSIT on Morgan 1600 2 Seater — placed in 1977 offers? Tel 061-336 2134 before 5pm. 70457

TR7 CONVERTIBLE. Silver & Black "V" Regn. Wife's car 18,200 miles, serviced locally. £3,000 ono. Apply Alan Bradley, Solicitor, 18A High St., Stevenage, Herts. 355568. 70461

COUGAR MONZA 3.0S. Inspired by Ferrari Monza and Testa Rossa models. 3 Ltr V6 with big valve, gas flowed heads. Approx 150 bhp. Wire wheels with 3-ear knock offs. 6,000 miles from new. Beautiful looks — shattering performance. Reluctant sale. £6,500. Telephone Fleet (02514) 29856. 70460

GINETTA G15 1971. MOT, roughish, Shrewsbury 245505 / 246020. 70292

ASTON MARTIN DB 2/4 MkIII. 1958, Dark blue with blue hide upholstery. Little used since complete restoration by Basset Down Engineering. 12 Months MOT £6,650. Tel. 028576-373 (Glos). 70293

ASTON MARTIN DB 2/4 MkII. 1957, body fair, mechanics good. Engine first class, £5,000 ono. Tel Whitehouse, 01-946 7127. 70294

PEUGEOT 304 CONVERTIBLE 1972. Clutch, bodywork need attention. Good Hood, gearbox, engine. Offers. Puddletown 261. 70296

1932 AUSTIN TEN OPEN TOURER. Chrome radiator, 4-door, 40,000 miles from new, sympathetic restoration leaving original leather, chrome plate, hood, side screens. Extras include towing hitch, trafficators, fire extinguisher etc. Taxed 12 month M.O.T. 2,950 ono. Tel. South Benfleet 3470 Essex. 70297

FOR SALE — continued

BENTLEY CONTINENTAL SIII. Mulliner 2-door coupe, (one of approximately six produced). See J. Green book, page 274 bottom. Tel. (01) 352 1803. 70298

ROLLS ROYCE P1 SPRINGFIELD. Brewster Regent Convertible. Superb original example with stainless steel wire wheels. Cadillac 1941 Convertible, recently restored practical classic. Tel. (01) 352 1803. 70298

PEGASO Z.102.B. Carrozzeria Touring GT: 3.2-litre DOHC V8, 5-speed transaxle. Unique opportunity. Fiat 130 Pininfarina Coupe, subtle design classic. Tel. (01) 352 1803. 70298

MGTD 1952. Three owners from new. Total restoration 1981: since unused, B.R.G., beige interior, wire wheels. £9950. Tel. 0904 412742 (Evening 0901 30389). 70303

BENTLEY TI 1969. Sand over burgundy. Original condition. 80,000 miles. Perfect example of this marquee. Cherished number £8,600. Tel: Stourbridge 370299. 70304

FIAT X19. X Reg 1982. Metallic black limited colour edition immaculate condition throughout. 28,000 mls, stereo radio / cassette. £4,450 ono. Tel. Chesterfield (0246) 472817 after 4pm, weekend anytime. 70305

LANCIA GAMMA COUPE 1979. White with blue velour interior, 5-speed, alloy wheels, tinted glass, electric windows, 34,000 recorded mileage. 2 owners. Superb condition throughout. £2,500 ono. Tel. Sandiway 883107 after 6 pm. 70306

DAIMLER SOVEREIGN 420. 1967, dark green metallic, green interior, collector's car, well above average for year, tax / MOT till autumn, well shod, immaculately maintained by Jaguar expert last ten years. £1,500 ono. 02216-6278 (Wilts). 70308

RILEY 9HP Monaco fabric saloon. 1931. Rebuilt, recovered. Taxed. MOT. Good condition. £2,500 ONO. 01-650 9316. 70309

FOR SALE — continued

ALFA ROMEO JUNIOR ZAGATO 1600. Concours winner twice. (See article January issue TCC, and December issue sporting cars), spares, register, contact Franco Macri 07974-3252. 70310

ALFA ROMEO 1600 GT Junior, 1976, dutch blue, beige upholstery, taxed, MoT, Ziebarted body, very good condition, cassette, 39,000 miles, £1,800. Tel: 01-499 0076 (day), 01-373 7494 (evening). (70197

1926 VAUXHALL. 14/40 Princeton Tourer (Similar 30/98), fully restored to high standard, retaining original works body, full weather equipment, cover, manuals, BR Green, black wings / hide, alloy bonnet, independent report, photographs, Laurel Farm House, High Street, Mepal, Cambridgeshire. Sensible offers over £7,500. (66915

BENTLEY 4¼. 1938, H. J. Mulliner, Pillerless saloon, maroon coachwork with black wings, new tyres, carpets, headlining, reluctant sale at £6,950. Tel: Watlington (Oxon) 2679. (70540

PORSCHE 911 Special 2.7 Carrera. Engine No. 9116630877 Series F, 1973 black turbo body and wing, 934 front and rear panels, Momo wheel, P6 8½" fronts, 9½" rears, Clarion stereo, sunroof, Porsche Club member. Maintained by Porsche Agent in present ownership. Engineer's report and service history available, photographs for serious enquirers. A real Porsche enthusiast's car, £8,750. Tel: 0848 30438 (Dumfries). (70541

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VETERAN ARIES. 1910 very rare, 4-seat open, vgc, offers. Tel: 072681 3388 (Cornwall). (70539



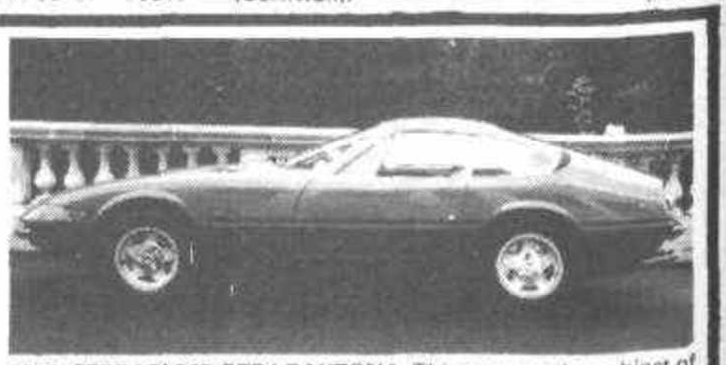
1972 FERRARI 365 GTB4 DAYTONA. Silver / blue int., cherished no. 54,000 miles.

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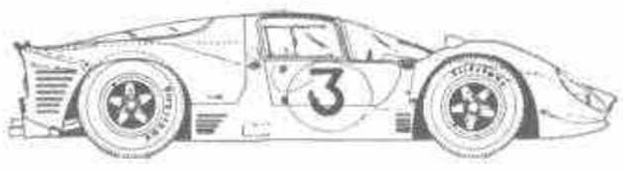
1966 FERRARI 500 SUPERFAST. Aquamarine / cream interior, 41,000 miles.

1981 (X) PORSCHE TURBO 3.3. Metallic ice blue, 26,000 miles.

1967 FERRARI 330 GTC. Rosso chiaro / black interior, lhd, concours.



1970 FERRARI 365 GTB4 DAYTONA. This car was the subject of a recent back to metal respray and is quite superb, finished in rosso chiaro. An early model featuring the Flexiglass front. 29,500 miles, comprehensive history.



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This Bob sounds like one of our mechanics (who shall remain nameless). Well, anyway **August** is here, the weather is fine so pick up a tan driving round in a **"B"** registered **new TVR Convertible** — choose from one of the following: **new TVR 350i Convertible, white,** red interior, list price **£14,800. New TVR 280i Convertible, summer red,** list price **£13,254. New TVR 280i Convertible, gleaming gold,** list price **£13,254.** Also, if you are not a mad dog or an Englishman, and you like to keep out of the midday sun — a **new TVR 280i fixed head coupé, bright red,** list price **£14,377.** Many other **new TVR's** in the pipeline, so if any of the above specifications are not to your liking, 'phone to see what we can offer —



remember a **new TVR** ordered to an exact specification will take about **14 weeks** to be delivered. Not quite as long as a **new Morgan** with its seven year waiting list, but then of course **TVR's** haven't been in business the **75 years** that **Morgan** have. Perhaps when they have been in business 75 years maybe you'll have to wait seven years for a **new TVR** — one thing is for sure I expect we'll still be selling them. As for what we have in our stock of little used and never abused, pre-owned (well secondhand anyway) **TVR's** feast your eyes on the following: **1984 TVR 350i, Convertible, gold,** power assisted steering, 1,000 very gentle miles, as new, exceptionally good value at only **£13,250. 1983 350i Convertible,** moonraker blue, red interior, new blue hood, 21,000 miles, ex-TVR press car "a little gem" only **£10,950. 1983 TVR 280i Convertible,** gold, 5-speed, 5,700 miles, absolutely perfect throughout, expensive but worth it, **£10,950. 1982 TVR Tasmin 2.8 fixed head coupe 2+2, coal black,** automatic,



power assisted steering, 19,000 miles, ideal for the family, **£8,150. 1981X TVR Tasmin 2.8 Convertible,** dark blue, beige interior, really exceptional condition, 24,000 miles, to be cherished at **£7,950. 1981 TVR Tasmin 2.8 Series 1, fixed head coupé, gold,** automatic, one owner, 42,000 miles, a real diamond at **£6,250. 1981 TVR 3000S Convertible,** bright silver, radio / cassette, Wolfrace wheels, 21,000 miles, a shining example, can only improve in value, **£6,950. 1980 TVR 3000S, British Racing Green,** 30,000 miles, oatmeal interior, standard but very appealing, **£5,950. 1980 TVR Taimar, black,** silver modelband, sunroof, radio / cassette, 39,000 miles, good to look at, **£5,650. 1979 TVR Taimar Turbo, black,** wooden dashboard, sunroof, 42,000 miles, said to be the last one ever built and in absolutely beautiful condition, **£7,950. 1978 TVR Taimar, black** (yet again), Wolfrace wheels, tan leather seats, radio / cassette, 40,000 miles, well known at these premises,



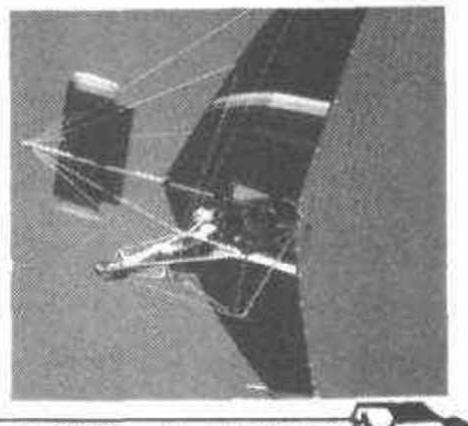


£4,500. 1977S TVR Taimar, red, black modelband, vinyl roof, radio / cassette, sunroof, 56,000 miles, our favourite Taimar, **£4,950. 1977 TVR Taimar, silver,** Wolfrace wheels, sunroof, electric windows, one owner from new, **£4,750. 1977 TVR 3000M, bright blue,** vinyl roof, Wolfrace wheels, very nice for **£3,750. 1976 TVR 3000M, tobacco leaf,** one owner, 47,000 miles, our cheapest and most cheerful TVR at **£3,250.** If you prefer your motoring to be a little more antique in nature then the product of that other great British Sportscar Manufacturer — the Majestic **Morgan Motor Company** — may be more to your liking. Since a new one will require a patient wait for approximately seven years perhaps a perusal amongst the following would be more appealing: **1983A Morgan +8, apple green,** black leather, 2,700 miles, alloy body and wings, reclining seats, door handles, bonnet strap, really lovely inside and out and a very cool colour, cheaper than you might expect. **1984 Morgan 4/4 2-seater, Royal Ivory,** red leather, wire wheels, matching hood, tonneau and side screens, +8 spotlights, 1,000 miles only,





as new condition and really excellent. **1979 Morgan 4/4 2-seater, silver body, charcoal wings,** wire wheels, one owner from new, fine example. **1980W Morgan 4/4 4-seater, signal red,** wire wheels, reclining seats, 21,000 miles, beautifully illustrating the family Morgan. **1976 Morgan 4/4 4-seater, Imperial Crimson,** wire wheels, very smart. **1973 Morgan 4/4 2-seater, British Racing Green,** wire wheels, black leather, total rebuild by restoration expert. **1969 Morgan 4/4 2-seater, beige,** wooden dashboard, easy clean wheels, a lovely old car. **1969 Morgan +8, Racing Red,** black interior, new hood, recently renovated, a real beauty. **ARKLEY KITS:** We have got a new batch of these recently and are happy to say that the **Arkley** still continues to attract a lot of much deserved interest. The weight saving afforded by replacing your heavy, rusty metal panels on your MG Midget with the lightweight non-rusting fibreglass of the **Arkley** must contribute towards fuel economy (make you go faster too)! This means that the bargain price of the kit at **£360 plus VAT** will eventually pay for itself! **ODDS AND ENDS: 1983 MG Metro 1300, silver,** red and grey interior, cassette / radio, 6,000 miles, **£4,500. 1983 VW Golf GTi,** white, 1,800 cc, metal sunroof, alloy wheels, radio, 21,000 miles, **£5,850. 1980 MG Midget, black,** absolutely as new condition, 1,000 miles only, never ever been out in the rain, **£4,500. 1968 MGC GT, red,** black interior, wire wheels, 48,000 miles, absolutely superb, **£3,750. 1929 Austin Seven Special,** aluminium body, Reliant Beagle engine, really lovely little device, **£2,450. Eagle Microlite,** 250 cc motor bike engine, one owner from new, 25 hours only, **£2,750.** Parting thought: **The sun only shines on the righteous so if the weather is lousy it's the fault of you lot!!**



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RILEYS 1927. Mk2 Monaco 9hp completely restored, 1932 4-seat tourer, MoT, vgc. Tel: 072681 3388 (Cornwall). (70539

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PORSCHE 911 Lux Coupé. 1977 (1978 model) 2.7 cc with SC Sport specification, registration number MKG 5, minerva blue, black pin stripe int., all usual lux electrics, excellent condition throughout, £7,950. Tel: 0656 56082. (70440

BRISTOL 400. Swansea reg NNW 200, very original but poor condition, no engine / box. Too good to break, £550 ono. Tel: 021 745 5534. (70443

AC GREYHOUND. 1962 needs simple tidying plus engine / box refitting, super project, £2,950 ono. Tel: 021 745 5534. (70443

UNIQUE. Opel 2-litre, 1934 cabriolet body, Karrosserie Buhne, 37,000 kilometres, Polish registered see CLASSIC SPORTS CAR May 1984 p16, very original, substantial offer required Chorley 68370 or 061 456 7705. (70442

LOTUS + 2S. 130/5 M-regd, recent engine rebuild, good condition, needs a couple of things doing, red, sunroof, tax and MoT, £3,150. Tel: (0493) 731559. (70444

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1979 'V' TALBOT SUNBEAM LOTUS. Black with Beige interior, 41,000 miles, super condition, hilariously quick, 0-60 in around six seconds, be a hooligan for only **£3,995**

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1970 MARCOS 3-LITRE. Essex engine V6 with rare overdrive gearbox, extremely well documented with comprehensive service file, steel chassis, Light Blue with Black upholstery, great looker, very rapid, modest cost. **£3,650**

1975 RELIANT SCIMITAR GTE. Manual with overdrive, Royal Blue with Tan vinyl roof and matching Tan interior, makers oil pressure, well above average and kept in super condition by its one previous owner. **£2,450**

1979 SCIMITAR GTE. Manual / overdrive, brown with cream coachband, tan int., Wolfrace wheels, tints, p.a.s., radio / stereo, good bodywork, excellent mechanically. **£4,250**

1979 LOTUS ESPRIT SII. Black with Gold coachline, two owners, 36,000 miles, superb styling, superb performance, superb road holding, be superb for only **£7,450**

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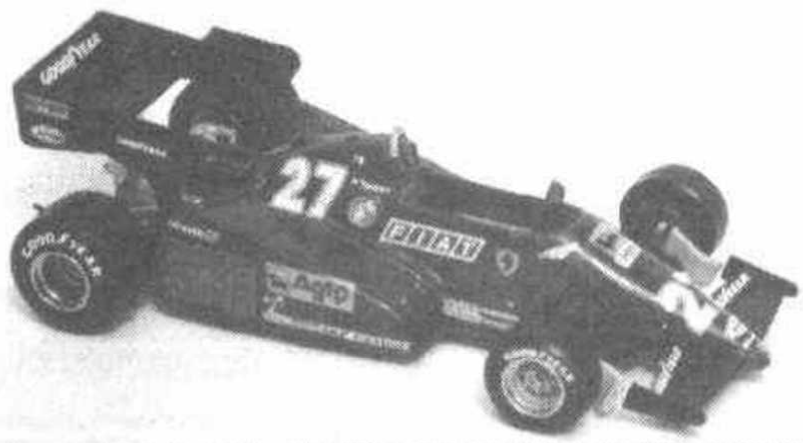
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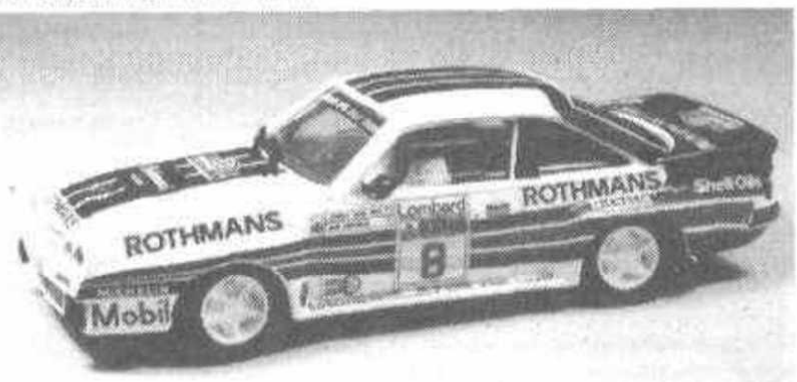
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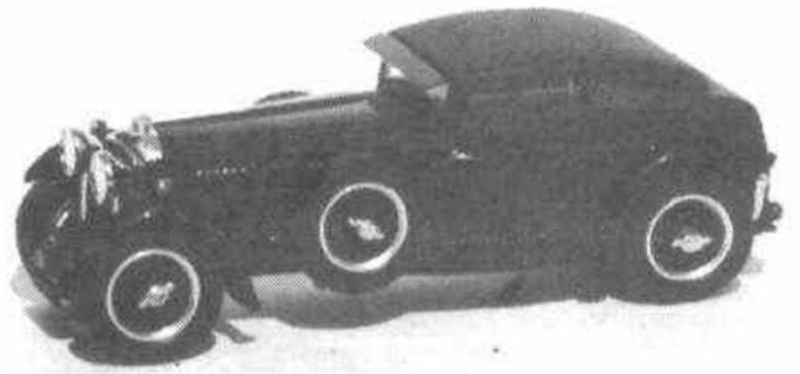
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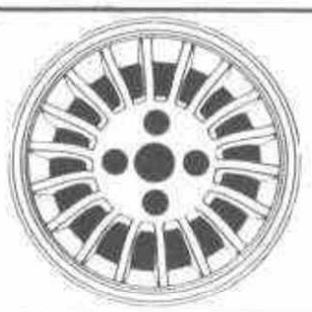
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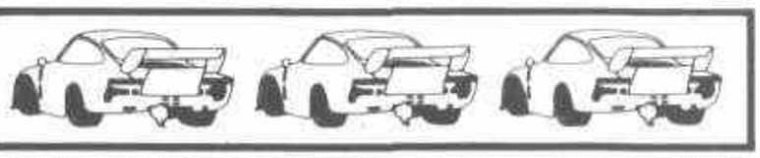
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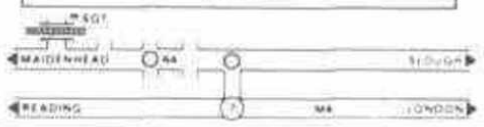
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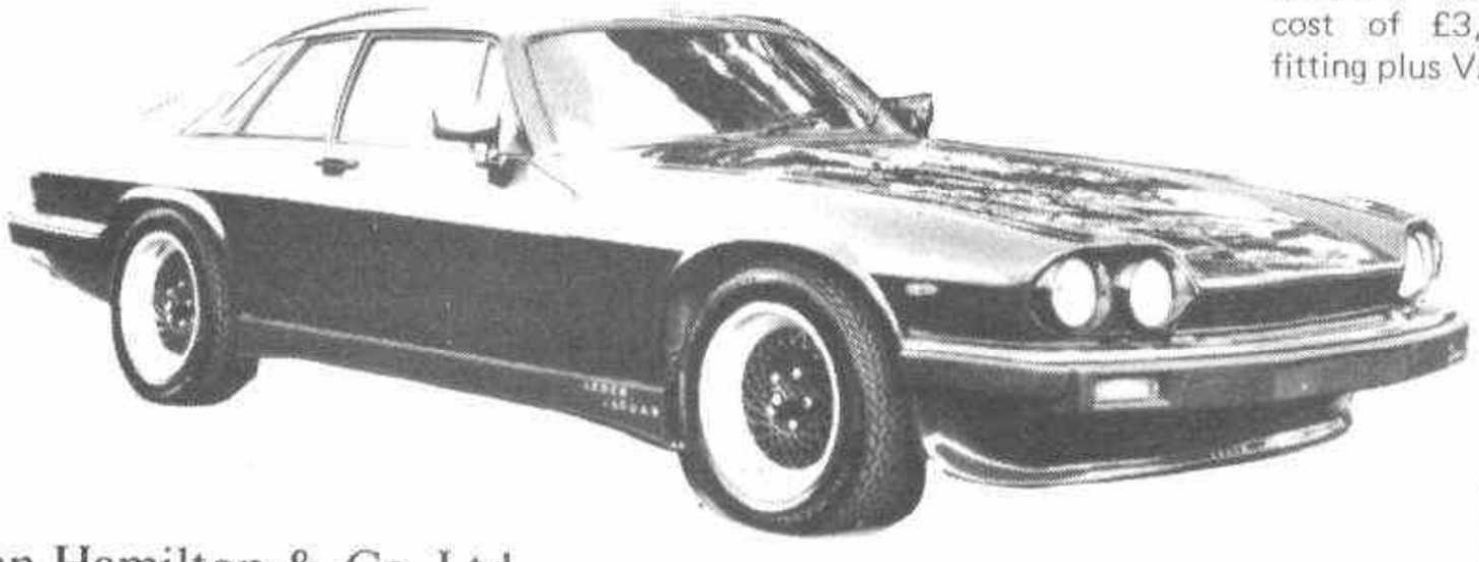
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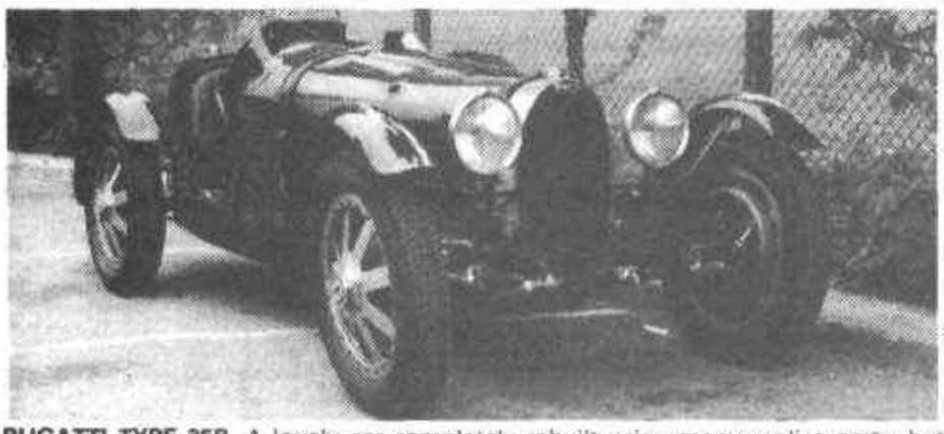
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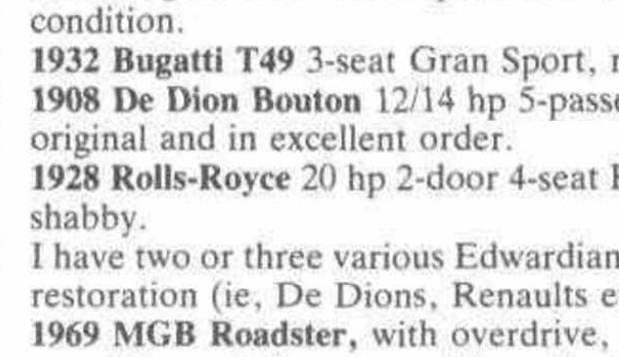
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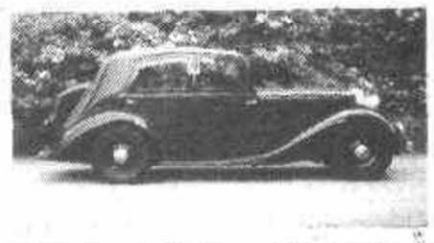
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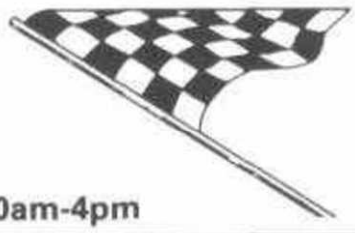
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AUTOJUMBLES. Diary of events now being compiled. Organisers who would like their events included contact D. Phillips, 45 Ashmead Rd., Burntwood, Walsall WS7 8DG. Tel: 05436 4882. (69828

EVENTS — continued

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ALFRETON AUTOJUMBLE, Sunday November 25th, Leisure Centre, Alfreton, Derbys. (3 miles Junction 28, M1), doors open 10am. Enquiries: B. J. Parkin, Tel: 0623 752412. (68947

ASHFIELD AUTOJUMBLE, Sunday October 21st, Festival Hall, Kirkby-in-Ashfield, (2 miles Junction 27, M1). Doors open 10am. Enquiries: B. J. Parkin 0623 752412. (68947

WITHAM HISTORIC VEHICLE CLUB present their seventh annual Vintage Vehicle Gathering on Sunday 5th August 1984 at Church Road, Hatfield Peverel, Essex. Details from J. C. Goodman, 2 Chippingdell, Witham, Essex. Tel: 0376 516918, evenings and weekends. (69223

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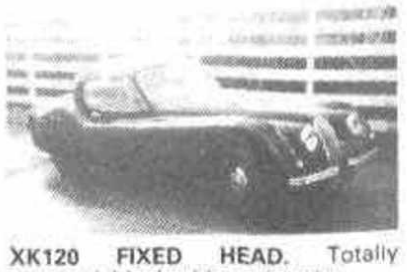
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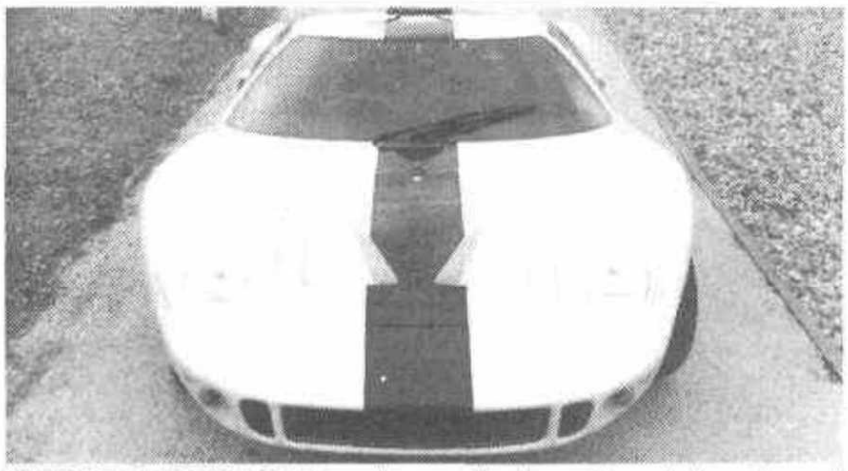
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NOSTALGIA

THE SWISS CONNECTION

Two important pieces of news this month — firstly, **I shall be in the U.S.A. for the whole of August**, but you can still view the cars for sale, or get in touch via the dreaded Telephone Answering Machine (see below).

Secondly, I am very proud to announce that **'NOSTALGIA' has teamed up with 'EXCLUSIVE CARS OF GENEVA' as sole distributors for the AC/AUTOKRAFT MK4 SPORTS (NEE COBRA) in SWITZERLAND** and possibly certain other European Countries too. This is a logical extension of my long-time association with original Cobras and we shall be bridging the 'Generation Gap' by **exhibiting a NEW MK4 alongside 'COB 1' and other Cobras at the MARTINI OPEN TENNIS CHAMPIONSHIP in GENEVA in September.** Other recent activities include a never-to-be-forgotten 1200 mile drive to Geneva in a 427 (7 litre) Cobra via the **first Historic Race Meeting at the new Nurburgring GP Circuit.** At this, my second visit in a month, the sun shone the whole weekend and no less than **22 Cobras assembled in the Paddock,** which is the largest gathering of the Marque ever seen in Europe.

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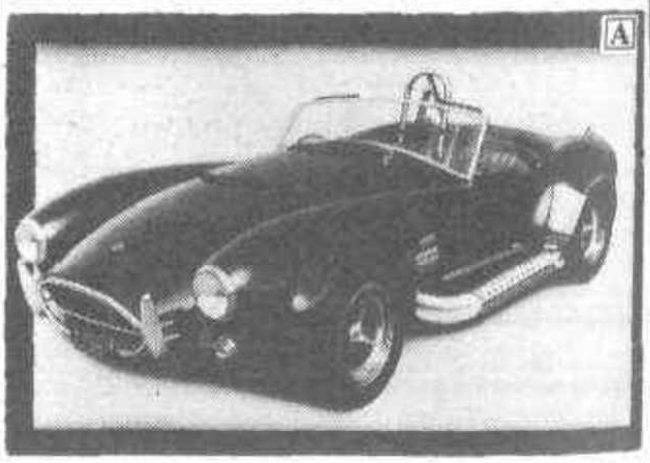
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IMPORTANT: I shall be away until Aug. 28th. If you need to contact me urgently, please leave a message on the Answering Machine, and this will be relayed to me. If you wish to know the price or view one of the cars advertised, please telephone the number given after the description.



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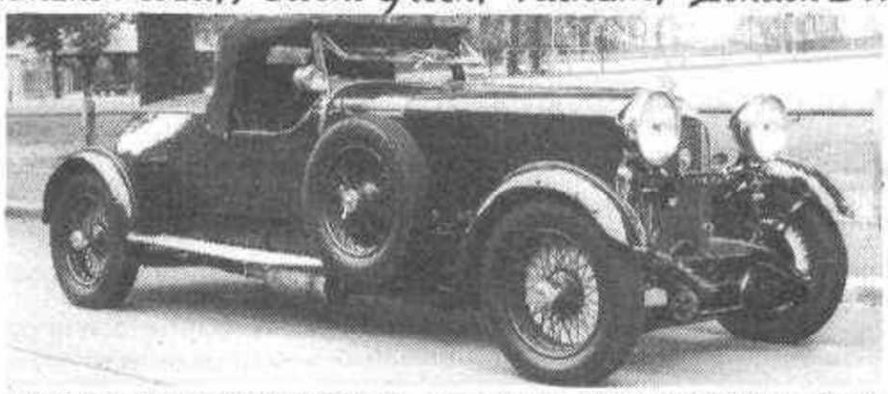
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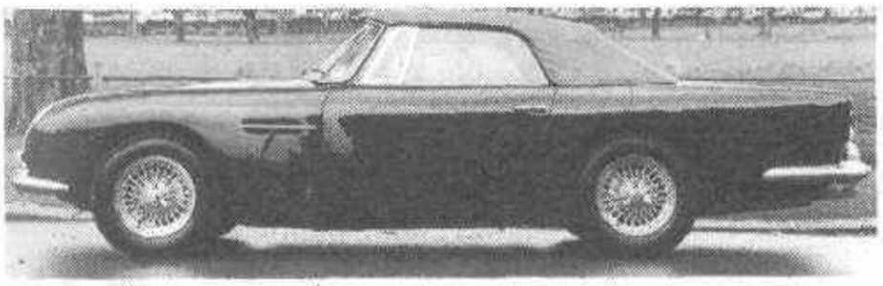
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1955 Jaguar XK 140
1968 Jaguar E Type V12 Roadster
1932 Lagonda 2 Litre Low Chassis
1955 Lancia Aurelia Spider
1950 MG TD
1969 Morris 1000 Convertible
1971 Morris 1000 Traveller
1927 Panhard Et Levassor
1955 Rolls-Royce Silver Dawn
1963 Rolls-Royce SC3

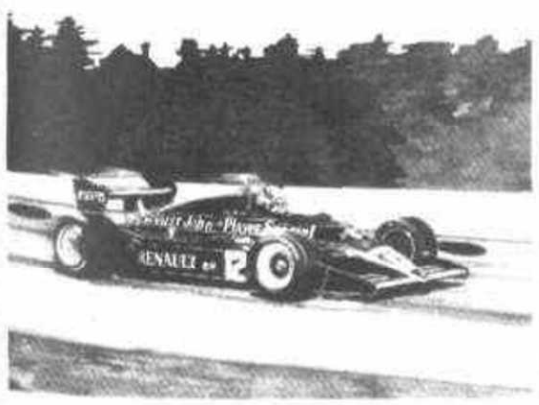
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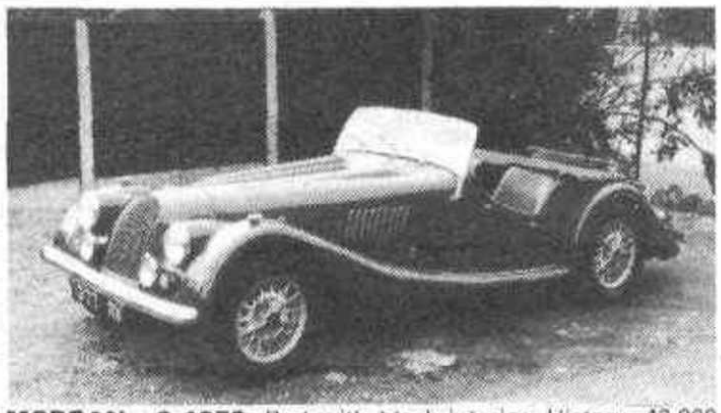
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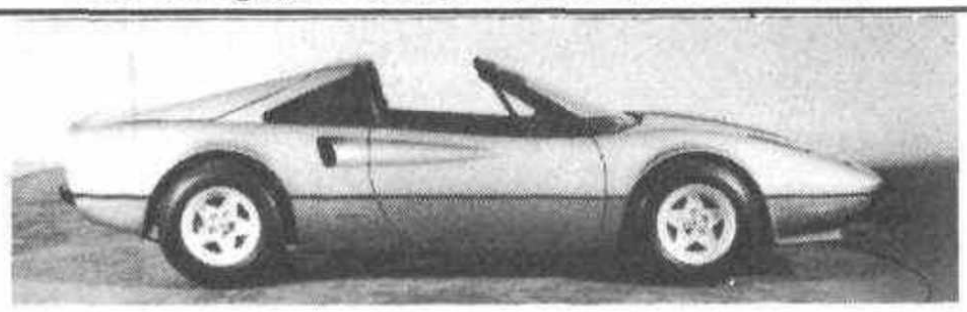
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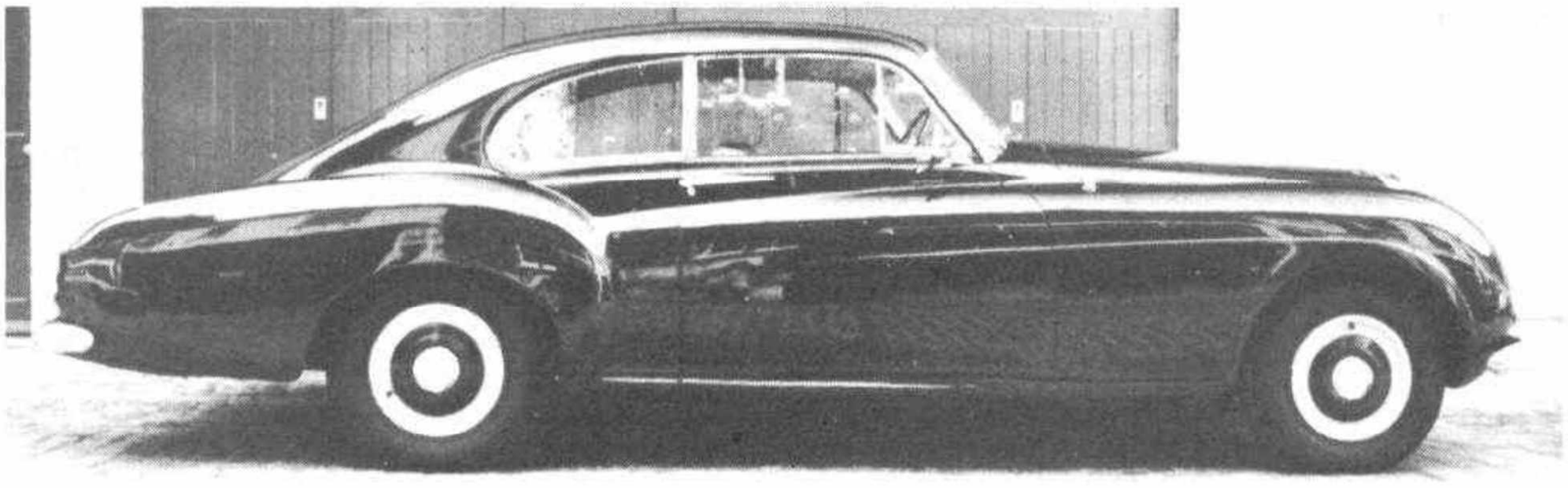
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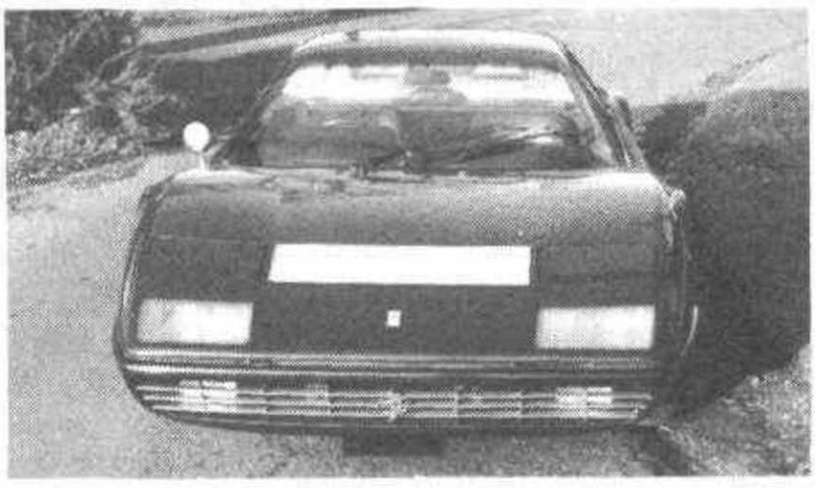
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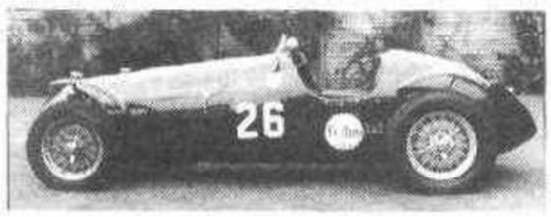
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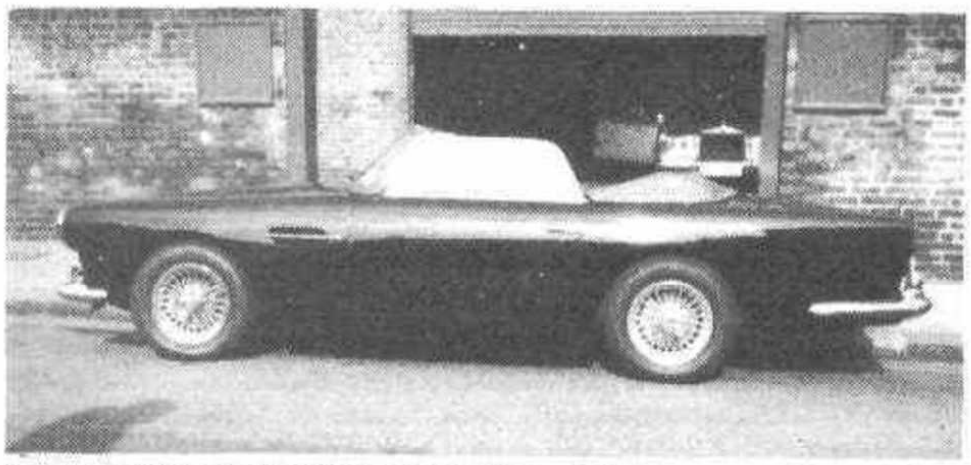




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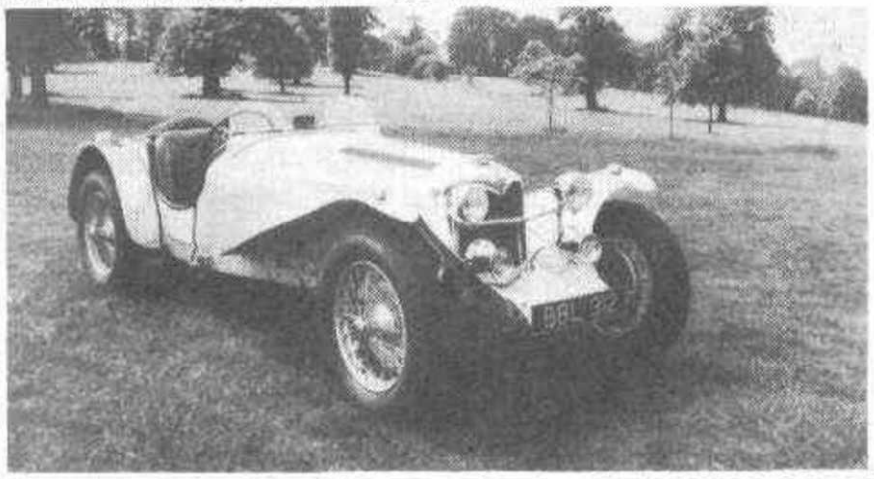
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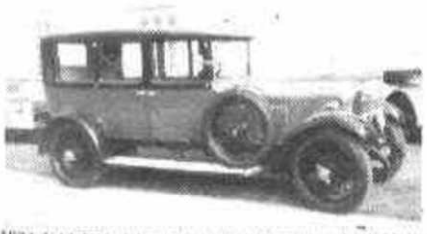
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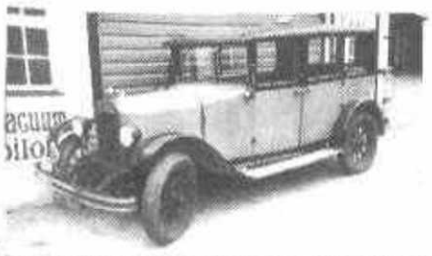
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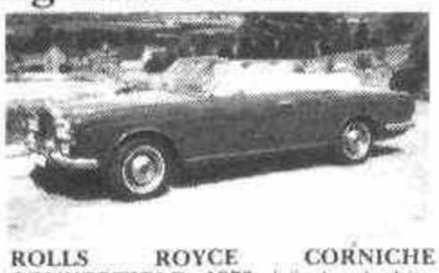
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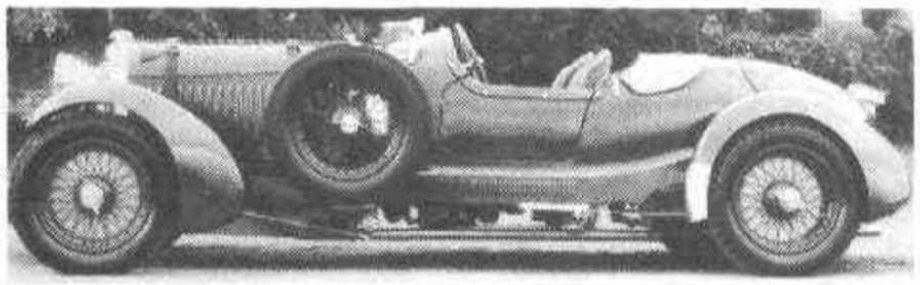
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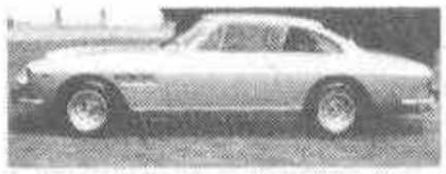
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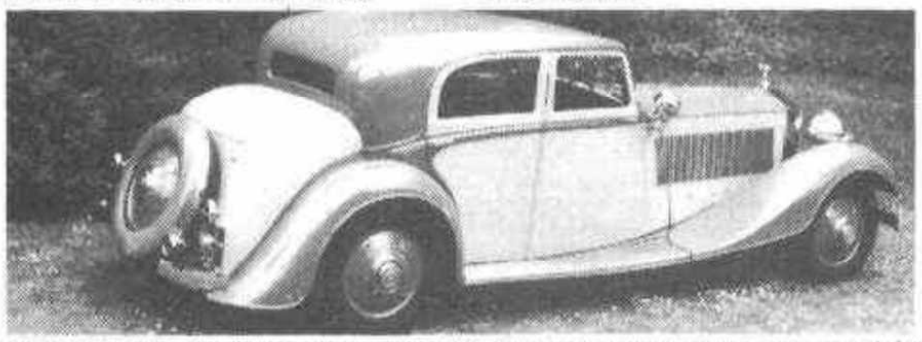
1934 LAGONDA M45 2/4-SEATER ROADSTER. A two year "nut and bolt" restoration just completed with meticulous attention to detail, BRG / chocolate hide, very striking and very quick.



1953 XK120 ROADSTER *(illus.).* Excellent example, £8,250. **1954 XK120 drophead.** Totally rebuilt, £11,250.



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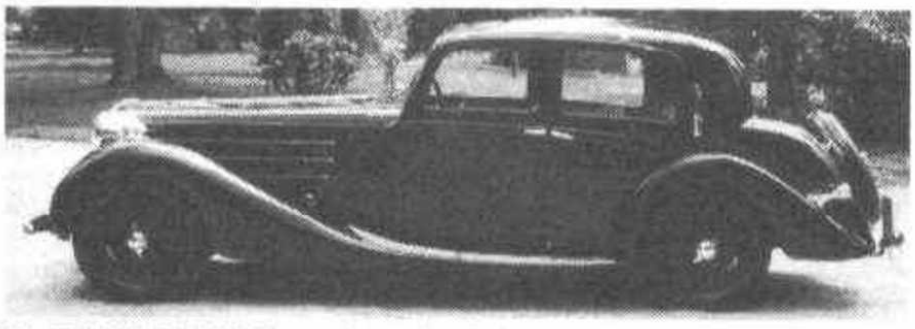
1933 ROLLS-ROYCE PII. Ch. No. 22PY with four-door closed coachwork by Thrupp and Maberly (1933 Show Car), two tone grey / grey hide, a most elegant Rolls having been meticulously restored to the highest standards.



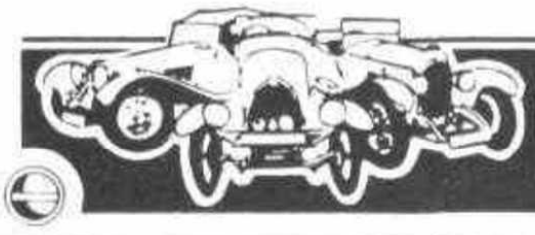
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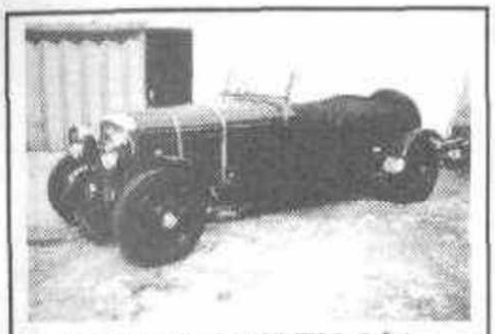
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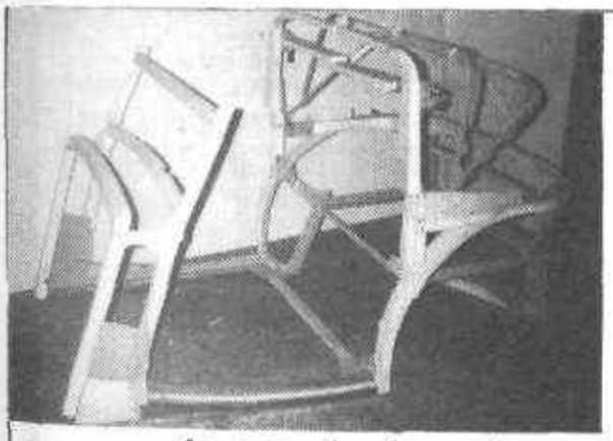
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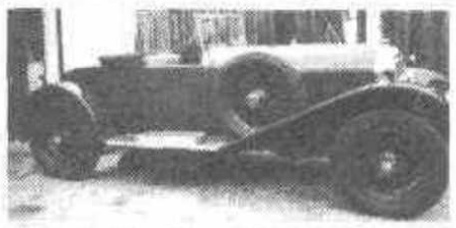
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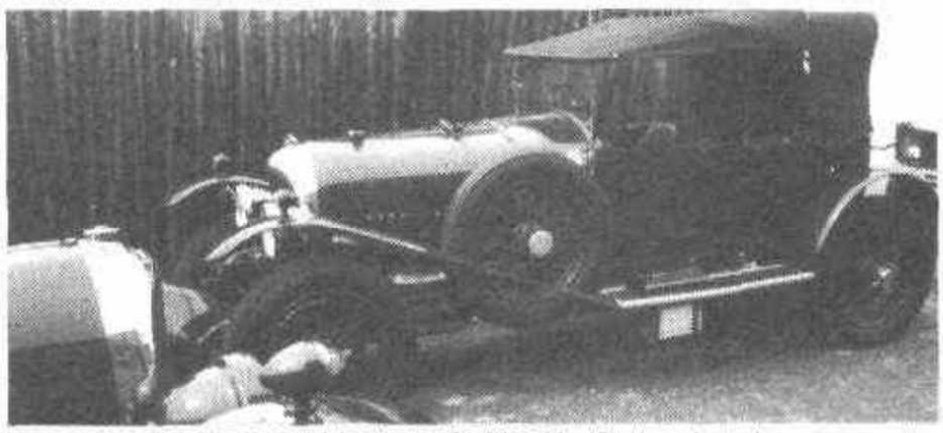
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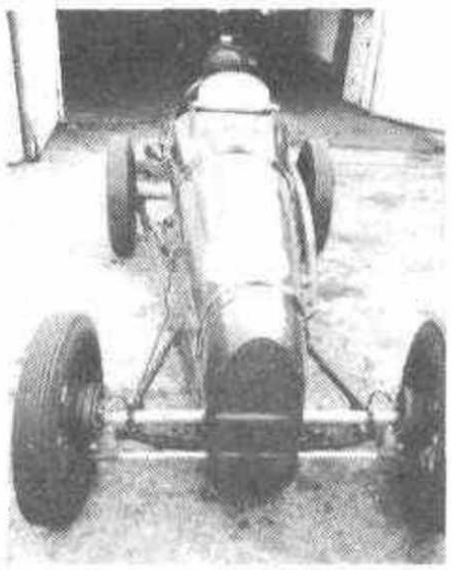
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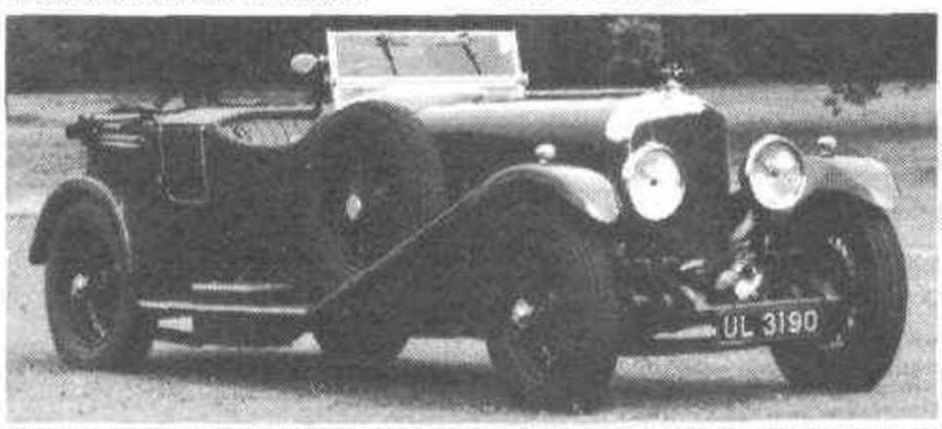
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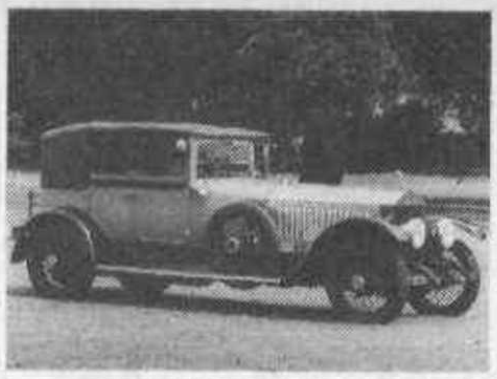
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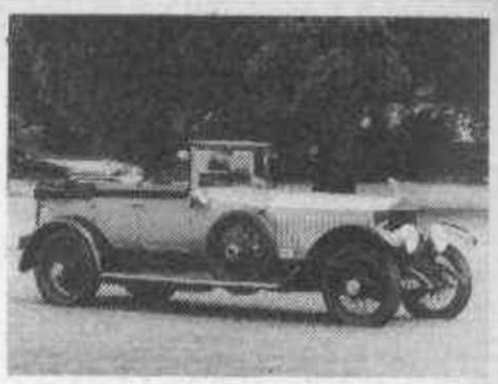
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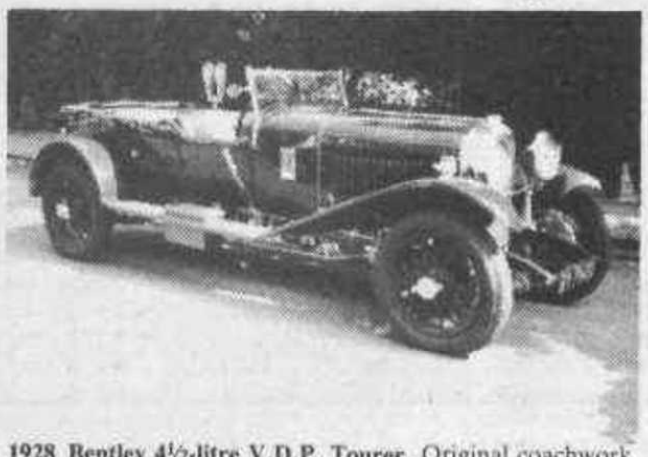
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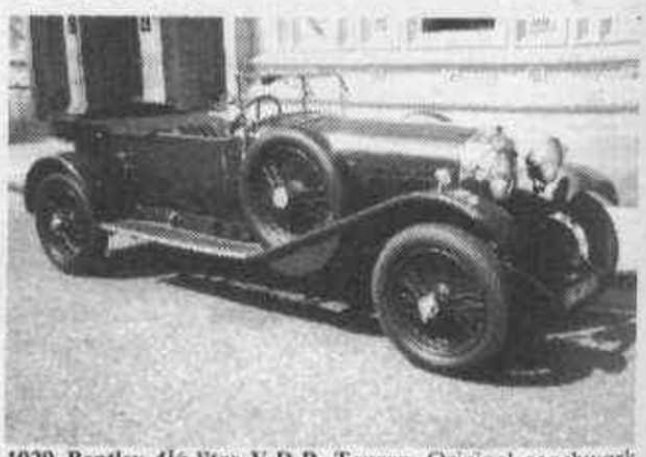
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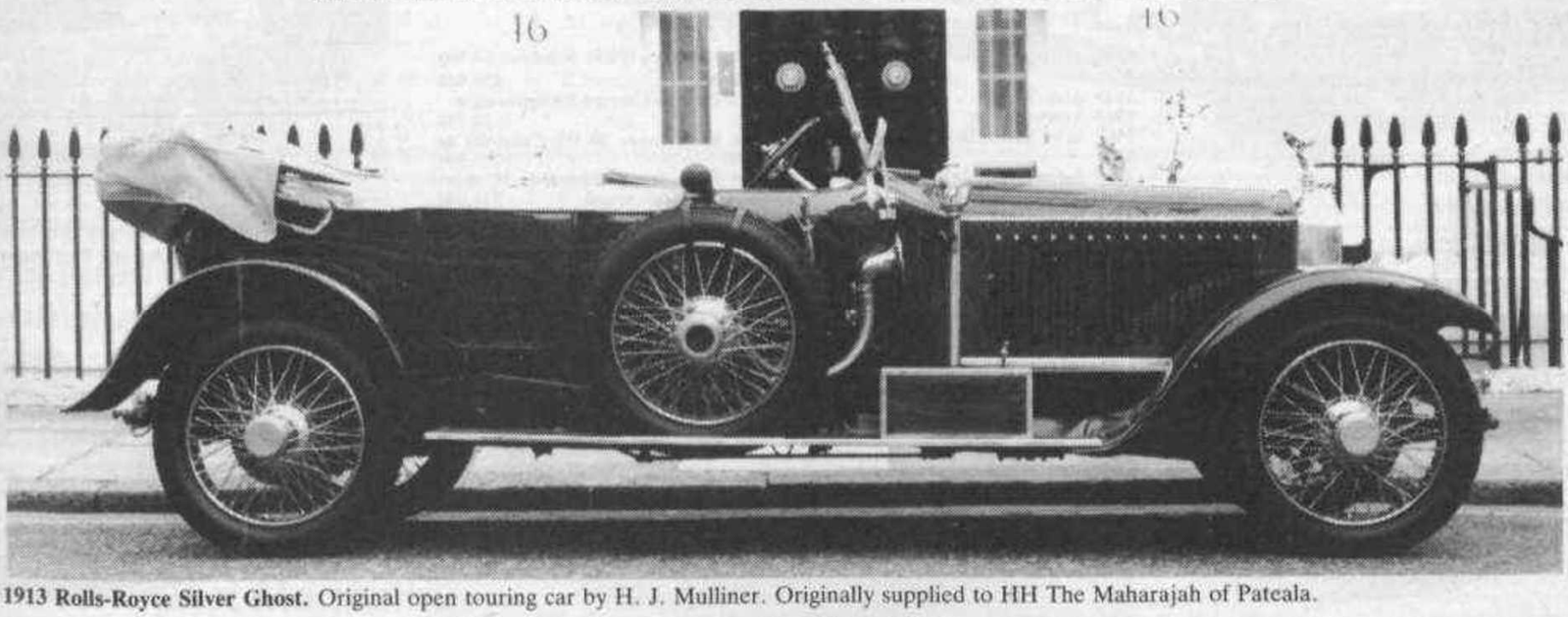
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