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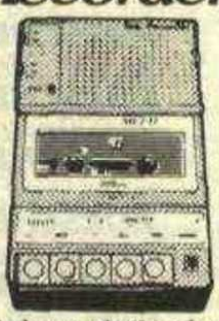


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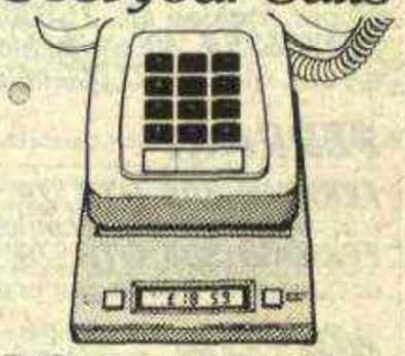


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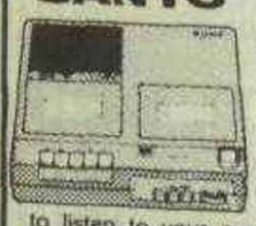
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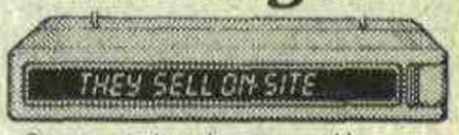
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An outline of our programme is given below:

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★ "Petit Prix" Budget tour
★ Weekend by Sea and Coach with a night in Brussels
★ Mini-Cruises by Olau-Line with 2 nights at Brussels Hyatt or Hilton
★ "Goodwood VIP Club" flights direct to Spa by executive light aircraft

SAN MARINO GRAND PRIX — Imola **May 6**
★ Mini-Cruise by Olau-Line with 2 nights in Bologna
★ One week holiday also including visits to Porsche and Mercedes
★ Long weekend flying British Airways and staying 3 nights in Bologna

FRENCH GRAND PRIX — Dijon **May 20**
★ Enthusiasts weekend flying Swissair, visiting Porsche, Mercedes and the Schlumpf Collection, including a Burgundy wine-tasting

MONACO GRAND PRIX — Monte Carlo **June 3**
★ Mini-Cruise by Olau-Line with 3 nights in Nice
★ 11 Day "Vive La France" holiday including a visit to the Schlumpf Collection
★ Goodwood Champagne Charter Flight with 3 nights in Nice
★ Four and seven-night holidays in Nice flying British Airways
★ "Goodwood VIP Club" weekend flying British Airways Concorde and staying 4 nights in Nice, at the Hotel de Paris in Monte Carlo or on our chartered yacht at the trackside in Monte Carlo harbour
★ "Goodwood VIP Club" day flight on British Airways Concorde

CANADIAN AND DETROIT GRANDS PRIX **June 17 and 24**
★ 11 day holiday with direct flights on British Airways staying at Sheraton and Westin Hotels in Montreal and Detroit

LE MANS 24 HOURS **June 16 and 17**
★ "Petit Prix" budget weekend with departures from over 30 towns and cities
★ Weekend by sea and coach with a night in Paris
★ Mini-Cruise by Olau-Line staying in Paris and Rouen
★ Long weekend flying British Airways staying two nights in Paris
★ Budget Charter Flight direct to Le Mans
★ "Goodwood VIP Club" flights in executive aircraft direct to Le Mans from regional UK airports
★ "Nostalgia" flight by DC-3 Dakota direct to Le Mans

BRITISH GRAND PRIX — Brands Hatch **July 22**
★ Weekend with 1 night in London and departures from over 30 towns and cities

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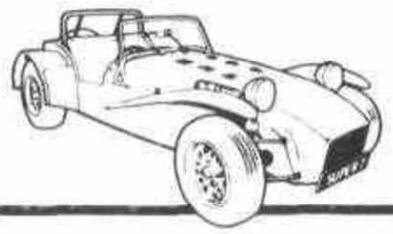
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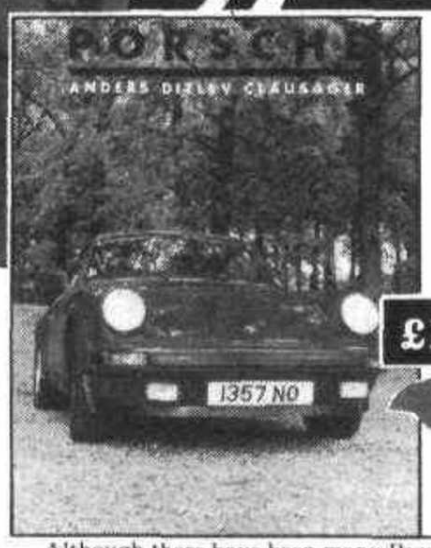
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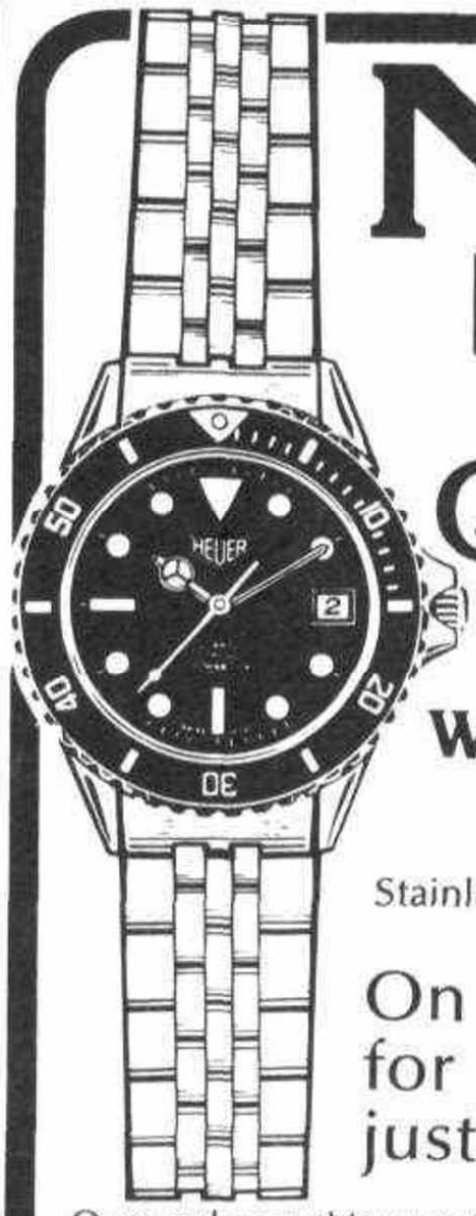
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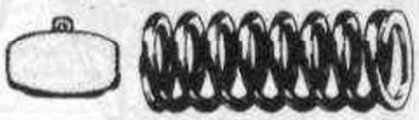
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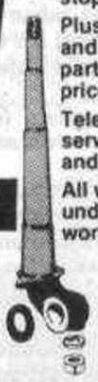
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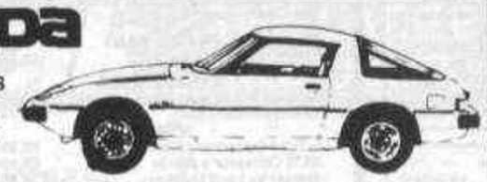
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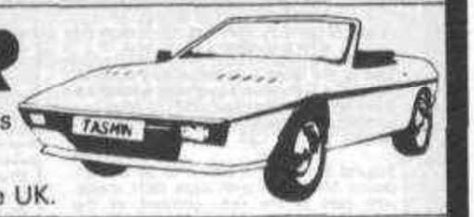
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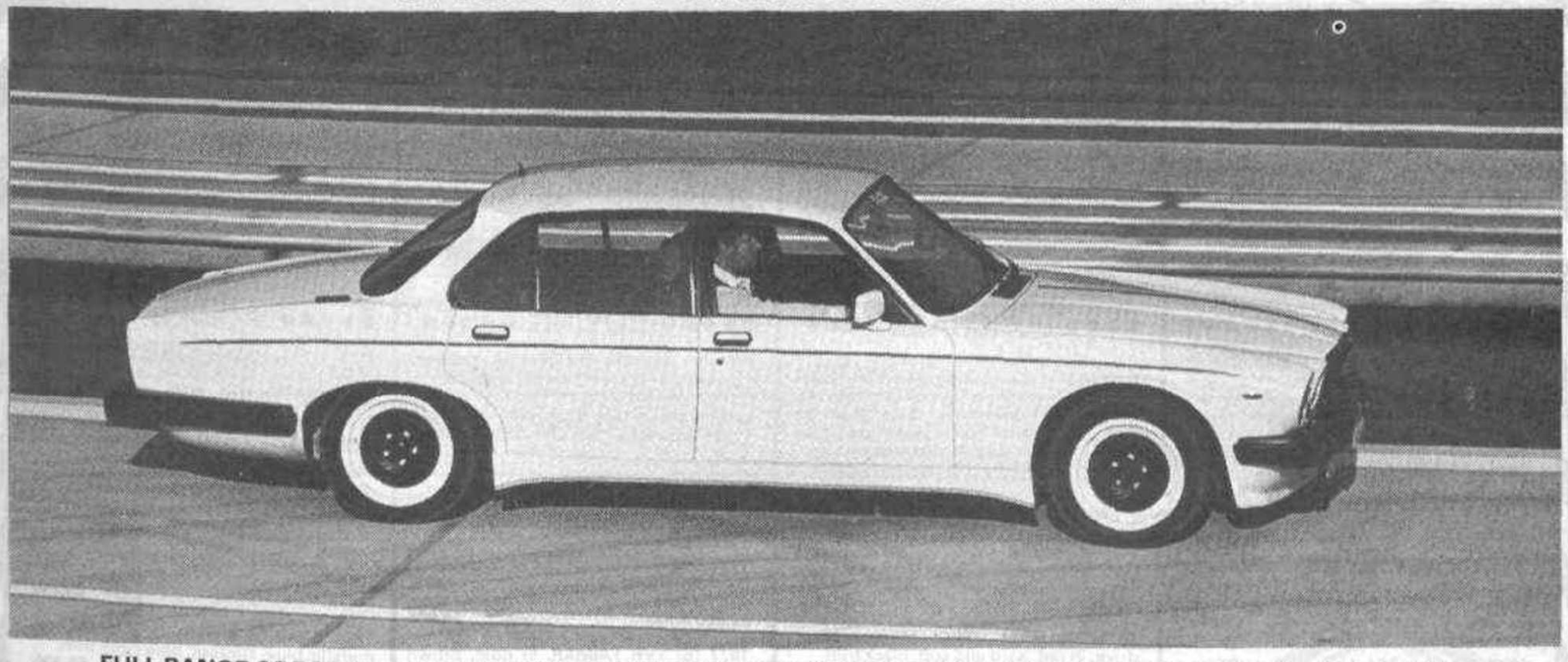
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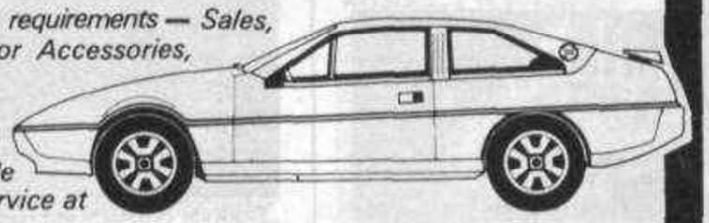
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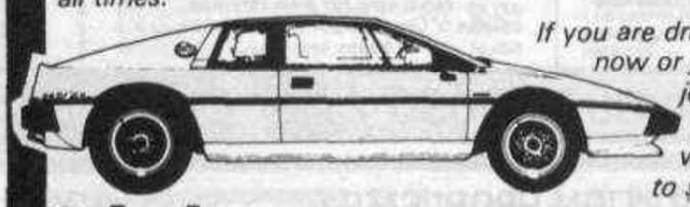
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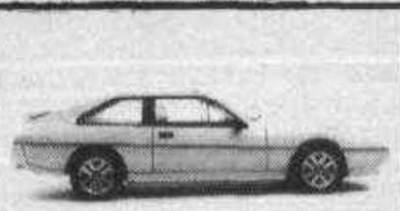
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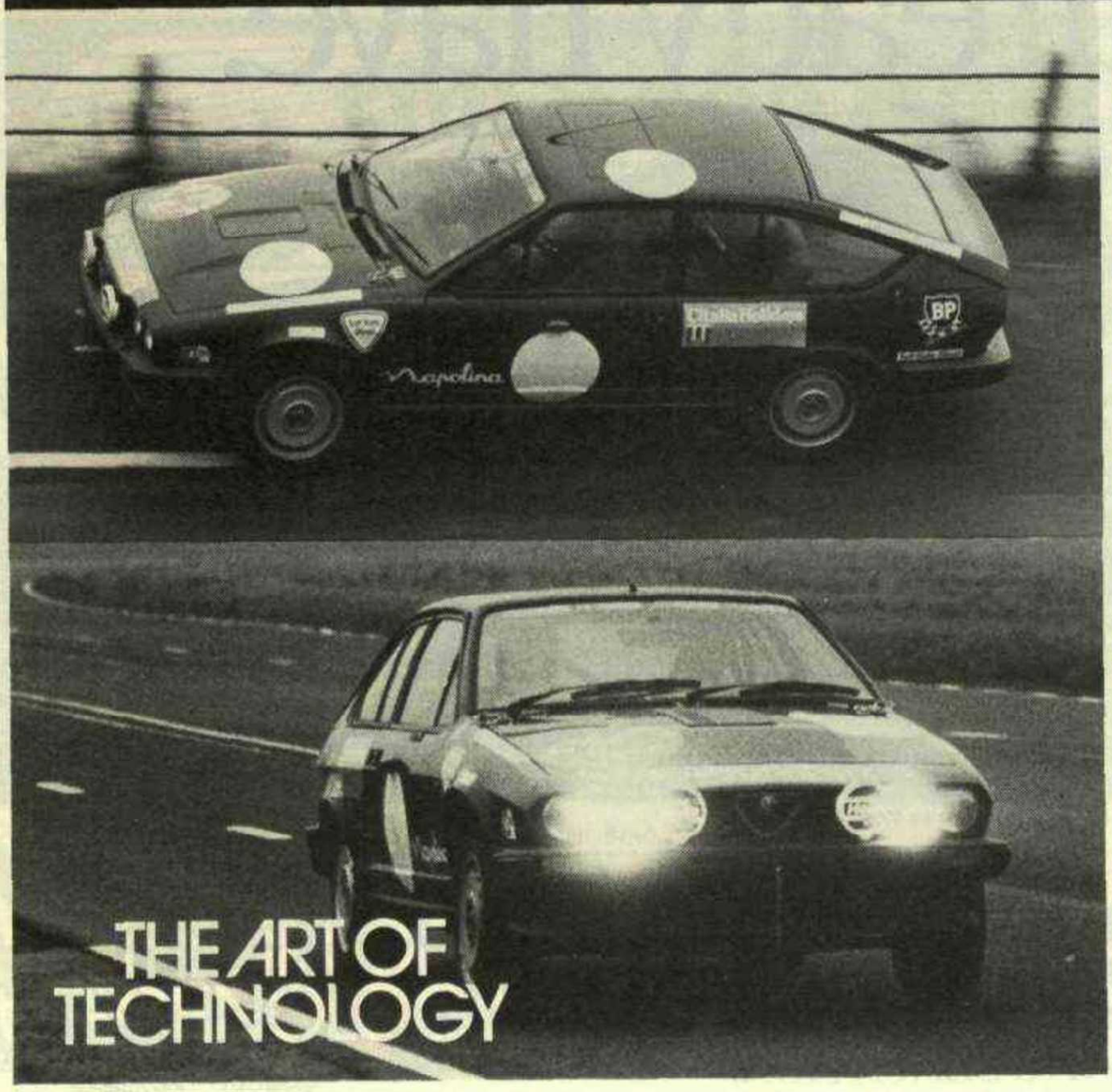


At 7.19am 13th November 1983, on the Motor Industry Research Association Proving Grounds near Nuneaton, a standard Alfa Romeo GTV6 completed 24 hours of high speed driving to set 17 new records for speed and endurance.

Throughout that long day and night under the scrutiny of the RAC, records were set at regular intervals. At distances that ranged from 50 up to 2000 miles.

The GTV6 with its powerful 2492cc V6 engine flew through the 50 mile mark averaging 124.90mph. It passed the 1000 mile distance and placed an incredible 122.87 mph average speed in the record book.

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And after twenty four hours, when all the existing records had fallen, the final overall record stood at 115.35mph.

On the way, the 2.5 litre GTV6 even beat the 200 mile record established only a few weeks before by a 4.5 litre Lamborghini Countach!

The Alfa Romeo was driven by a team of six non-professional drivers. In fact, three of them were selected from amongst the winners of a recent competition run by Alfa Romeo and open to all fleet car buyers.

And the Mira track is not an easy one for such a record attempt. It has three straights and three steeply banked turns which test driver and car alike. The record shows all the drivers performed faultlessly and the stability and handling of the finely balanced GTV6 chassis as well as the power and reliability of its engine, carried the team to a notable success.

See the exciting GTV6 and the complete range of Alfa Romeo models at your nearest dealer now.

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VOL. LX No. 1 JANUARY 1984

MOTOR SPORT

Sixtieth year of publication
Publication date first of month

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FRONT COVER PICTURE: THE Monte Carlo Rally takes place later this month, and we recall the last predominantly snowy event which took place in 1978. Our Rallies Editor features the Monte in this issue, as a rally which was once the mecca of British professional and amateur drivers but is now almost exclusively a Continental event.

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Matters of Moment

Mixing our metrics

FOR THE past two years at least petrol has been sold in litres at major garages, and nowadays a pump that registers in gallons is a rarity. Yet, having gone halfway to metrication we insular British still quote fuel consumption in Imperial miles-per-gallon, which seems anomalous to say the least. The Department of Transport sets the lead in this (despite it having been a Conservative government that pushed through decimal coinage, and the conversion to metrics generally) by quoting the official fuel consumption figures in mpg; motoring magazines habitually convert litres to gallons simply because there is no alternative . . . but, now we have reached George Orwell's year of destiny, should we not quote our cars' consumption figures in more realistic terms?

Progress in the past decade has brought us ever-smaller computers, and now anyone who wants one can afford a pocket calculator, so providing we remember the magic conversion of 4.54 litres to a gallon there is no great problem in converting our fuel consumption into miles-per-gallon. But it does involve an extra calculation, and the real question is whether we should persist with this anachronistic calculation.

While corresponding recently with Mrs Lynda Chalker, Minister of State for Transport, on the subject of our speed limit petition we asked for her views about the presentation of fuel consumption figures, and to the lady's credit she gave us a long and detailed reply. We quote: "Many alternative formulae have been put forward for expressing fuel consumption — miles per litre, miles per five litres, litres per mile, litres per 62 miles, and your suggestion of litres per 100 miles. I am sorry to say that each suffers from one disadvantage or another. We are reviewing the issue, and if we can achieve a formula acceptable to consumers, then we shall certainly move to this. However, I must be sure that any new formula will be well understood by the motoring public at large". Naturally we agree that any formula must be acceptable to the public, but having said that, any change is going to take time for assimilation. When we decimalised our coinage in 1973 it took weeks or months for people to stop asking "what's that in real money?" and older people often felt thoroughly confused. We did get used to pounds and pees, in due course, and after a short time would probably not have wished to convert back to £ s d.

To convert litres and miles to miles-per-gallon involves one calculation more than any of the metric alternatives, so for Mrs Chalker to say that each suffers from one disadvantage or another is puzzling. Rather, each alternative has one disadvantage fewer than the present practice. As a matter of interest, 30 miles per gallon equates to 6.608 miles per litre, 33.04 miles per five litres, 0.151 litre per mile, 9.38 litres per 62 miles (this being the equivalent of the Continental norm of litres per 100 km), and to 15.12 litres per 100 miles. Clearly the smaller figures, ie those for miles per litre and litres per mile, involve going to three decimal places for the sake of accuracy.

Most of our readers are consumers or are interested in fuel consumptions — so what do you think? Are we being pedantic in thinking that there is a better way of expressing fuel consumption? Does it matter? And if it does, what is the best way of presenting the figures? Do tell us, and if a clear pattern emerges we will be pleased to pass it on to Mrs Chalker, who probably has no feedback "from the field" and is, as we know, prepared to take the views of our readers into account. — M.L.C.

Over-reacting?

As a rival to the traditional and conservative USAC race organisation in America, CART has spent the past five years developing and expanding the premier form of national single-seater racing. CART does not subscribe to ACCUS, the FISA nominated ruling body, and is not

Continued overleaf

Motor Sport Fixture List for January

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

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

DATE	ORGANISER	VENUE	EVENT	TIME
Jan 1st	**Thierry Sabine Organisation**	**Place de la Concorde, Paris**	**Paris-Dakar Rally (INT)**	—
Jan 6th/7th	MCC	Cirencester, Reading and Lewdown	56th Exeter Trial	22.00
Jan 21st-28th	**Automobile Club de Monaco**	**Monte Carlo, Monaco**	**Monte Carlo Rally (World Rally Championship Round) (INT)**	—

MATTERS OF MOMENT

Continued from previous page

therefore governed in Paris, but until now M Balestre has not chosen to impose any sanction on CART, its entrants, drivers, constructors or circuit owners.

Strange, then, that early in December FISA should have issued a strongly worded bulletin warning all interested parties of excommunication on the grounds that "CART has made proposals to different countries to transform what was only a national Championship into a World Championship in complete violation of the International Sporting Code". CART did approach the Hockenheim circuit a couple of years ago to stage a race, but we are not aware of any more recent or wide-reaching proposals; on the other hand, CART *has* agreed to stage a race at Long Beach in lieu of the Grand Prix, and probably offers other American organisers a more attractive deal than FISA or FOCA could hope to do, in terms of budget and potential publicity. Passively or actively, CART could threaten the expansion of the World Formula 1 Championship in America, where Grands Prix are scheduled in 1984 at Detroit, Dallas and New York.

Under threat of suspension from FISA are all the CART drivers (including the Andrettis, who would be unable to return to Le Mans, and Teo Fabi who has already been dropped from the Lancia World Endurance Championship team), circuits which stage such races, and constructors who include March Engineering, who hope to sell 32 Indycars in the States and would be precluded from running in Formula 1 or Formula 2 in 1984.

It is easy enough to recognise the threat to FISA. But the threat has been apparent enough since 1979, and by taking no action in the years of growth FISA has helped to foster the organisation it now wishes to punish. The threatened sanctions will inevitably widen the rift between FISA in Paris and all American bodies which tolerate, at best, government from Europe and may well lead to a permanent rift which will do nothing to help M Balestre and Pierre Aumonier bring America back into the World Endurance Championship.

It would befit the situation for FISA to talk to the CART organisation, to recognise it officially, to reach agreement on its schedules — and to drop the threat of sanctions which seem likely to backfire on FISA in a big way. — M.L.C.

70 mph petition

The MOTOR SPORT / *Motoring News* petitions against the 70 mph speed limit on motorways proved enormously popular, and we are pleased to announce that a total of 70,000 signatures was amassed. The petition forms were to be presented by The Earl Howe to Mrs Lynda Chalker at the Department of Transport on December 21st, and we will carry a photograph of the occasion in the next issue.

The Editors of both journals would like to thank all the readers who completed the petition forms, and asked their friends, colleagues and acquaintances to support our cause.

Mrs Chalker is to receive a report on all speed limits any day now, with a view to making any changes that are deemed desirable, so we feel that this is our best — perhaps our only — chance to have the motorway limits revised upwards. It was on the recommendation of the Police authorities that she has revised the speed limits on certain roads for commercial vehicles, on the grounds that the present limits are widely ignored and are difficult to enforce, and we hope that equally enlightened thinking will be brought to bear on the 70 mph limit for cars.

The Brooklands Situation

FOLLOWING last month's announcement of further setbacks to the plans for developing the "Forty Acres" area of Brooklands Track as an Aviation and Racing Car Museum and for Brooklands Society and Motor Club purposes (this 40 acres became 35 acres and now Gallaher's, the tenants, speak of 14 acres), an emergency meeting was held between Elmbridge Borough Council and Gallaher's representatives. We understand that strong opposition was expressed to proposals for demolition of more of the historic Members' banking and other detrimental plans.

A further meeting at Walton Town Hall on November 29th broke up after a very brief discussion, because it was voted to refer the distressing position to the Secretary of State for the Environment. We understand that the view was also expressed that the RAC, as the governing body of motoring sport in this country, should have been consulted, on the grounds that it must be concerned not only for active race-circuits, but also for endangered historic ones.

Another meeting was scheduled for three weeks later, after this issue of MOTOR SPORT had closed for press. We hope to publish details of what took place next month. — W.B.

Club News

Citroën Anniversary

IT IS 50 years since Andre Citroën unveiled the *Traction Avant*, with so many innovative features, and enthusiasts throughout Europe will be participating in a wide variety of events to mark the occasion. In Britain there will be a Celebration Dinner in Bracknell on April 27th, while Knebworth House near Stevenage will be the scene of the Sixth International Citroën Car Clubs Rally and Anniversary.

More details of these events, which involve four Citroën Clubs, are available from Allan Sibley, Traction Owners Club, 174C St. Annes Road, Tottenham, London N15 5RP.

750 Motor Club

750 MC have long been the chief campaigners in low-cost motorsport, to this end the Berkshire Centre have organised "Racebuild '84", a series of talks aimed at the prospective racing car designer. From now until August, topics will include suspension design, chassis construction, and setting up, and the club have obtained such experts as Adrian Reynard, who spoke in December, Ray Mallock, and Mike Pilbeam. Meetings of the Berkshire Centre are on the second Wednesday of every month at the Hind's Head, Aldermaston, and details of which dates will be Racebuild talks are available from David Grainger on Reading 478759.

Lotus 47 Register

THE club movement appears to have completely shifted emphasis in recent years from a geographical basis to a wealth of one-make organisations. Now that most (or perhaps all?) makes have their own clubs, one-model registers are flourishing, even for the rarest of models of which only a handful exist. The Lotus 47 Newsletter does not mention how many of these cars are still around, but if you have one, you will get help and information from Tim and Sheila Hassall, 25 The Paddock, Tarporley, Cheshire.

Exeter Trial

THE next MCC Exeter Trial takes place on January 6th / 7th, starting from three points, Cirencester, Reading and Lewdown, at 10 pm on the Friday, finishing at Sidmouth in Devon the following afternoon. Entries, which have closed, are limited to 300 and the usual varied cavalcade of cars and motorcycles will tackle several steep Observed Sections, which will include old favourites like Rocombe, Simms and Fingle Bridge, and some new ones. This classic event is the 56th of its kind and is well worth turning out to watch. — W.B.

Chamonix 24 hour Ice Race

THIS ice marathon became a popular event in the early 70's, but has not been held since it was cancelled due to avalanches in 1978. Held on a short circuit at the foot of Mont Blanc, the event drew many thousands of spectators from all over Europe and was televised via the Eurovision network. Now it has been revived at the instigation of Chamonix's Mayor, and the 1984 *24h Sur Glace* will take place on the 4/5 February under the direction of M. Franz Hummel of the Chamonix Tourist Office.

Japanese technology for Jaguar Cars

JAGUAR have turned to Japanese technology in the continuing quest to raise standards of quality and efficiency. The company signed an agreement last month with Dainichi Kiko and its British agent, Dainichi Sykes Robotics Ltd, to supply Advanced Automated Manufacturing Technology (AAMT) over the next five years, Jaguar's research having shown that systems engineering and software are the keys to the successful application of robots in production.

Nothing New . . .

IN VIEW of last month's announcement that the name Invicta is to reappear among car manufacturers, it is amusing to find that in August 1937 a similar announcement was made in the motoring press, namely, that a new firm of Invicta Ltd, operating from Alpha Place, Flood Street, Chelsea, was being formed to sell, and later manufacture in this country, a range of cars "based on a well-known Continental make", of 2½-litre to 4-litre models. One motor journal hoped soon to publish a road-test report, but we believe the idea was still-born.

Then, in view of the present unhappy upheaval over Brooklands, it is interesting that, in April 1936, announcements appeared in the papers saying that "A London syndicate is negotiating for the purchase of the BARC's ground at Weybridge. This is by no means the first occasion on which offers to purchase the track and the aerodrome have been made. Whether or not the present negotiations will be successful depends, presumably, on the syndicate's idea of the value of the property it wishes to acquire". Well, Brooklands was saved from the developers in 1936 and we must hope that what is left of it will be saved again in 1984.

Then, Noble's LSR having confused some folk, it is amusing to find S. C. H. Davis writing as follows of Eyston's 312 mph run in November, 1937: "That the record speed was achieved over the kilometre has resulted in the usual confusion. For some reason or other people cannot be made to understand that the world's LSR is merely a flowery title for whatever record has against it the highest speed a car has ever attained, which can just as well be the kilometre as the mile — it is, as a matter of fact, more likely to be the shorter distance than the longer, unless the car is accelerating all the time." — W.B.

Record Breaking

ACTIVITY in the once-prolific field of record breaking is at a low key these days, but is not entirely moribund. Apart from the long-distance records set recently by Mercedes-Benz and referred to elsewhere, British Class D records were established at the MIRA high-speed track by a team of six drivers using a production-model Alfa Romeo GTV6 coupé. Seventeen new records were set up, from 50 miles to 24-hours, at speeds of around 115 mph, including bettering the 200-mile class record previously held by a Lamborghini Countach at 121.93 mph, which the Alfa Romeo lifted to an average speed of 126.10 mph.

Some if not all of these new figures rank as British National class records, because the International Class D 50-mile record, for instance, stood at 131.47 mph, to the credit of Zehender (Maserati) in 1938, compared to the Alfa's 1983 speed at 124.9 mph.

W.B.

Saab Turbo milestone

A TOTAL of 100,000 Saab Turbos have now been produced in seven years, making the Swedish company the European leaders with this technology. Hitherto regarded as a high performance item, turbocharging was adopted by Saab primarily to improve the power in the mid-range, especially for the American market where the anti-pollution equipment robbed the cars of their sparkle. Every third Saab produced today is turbocharged.

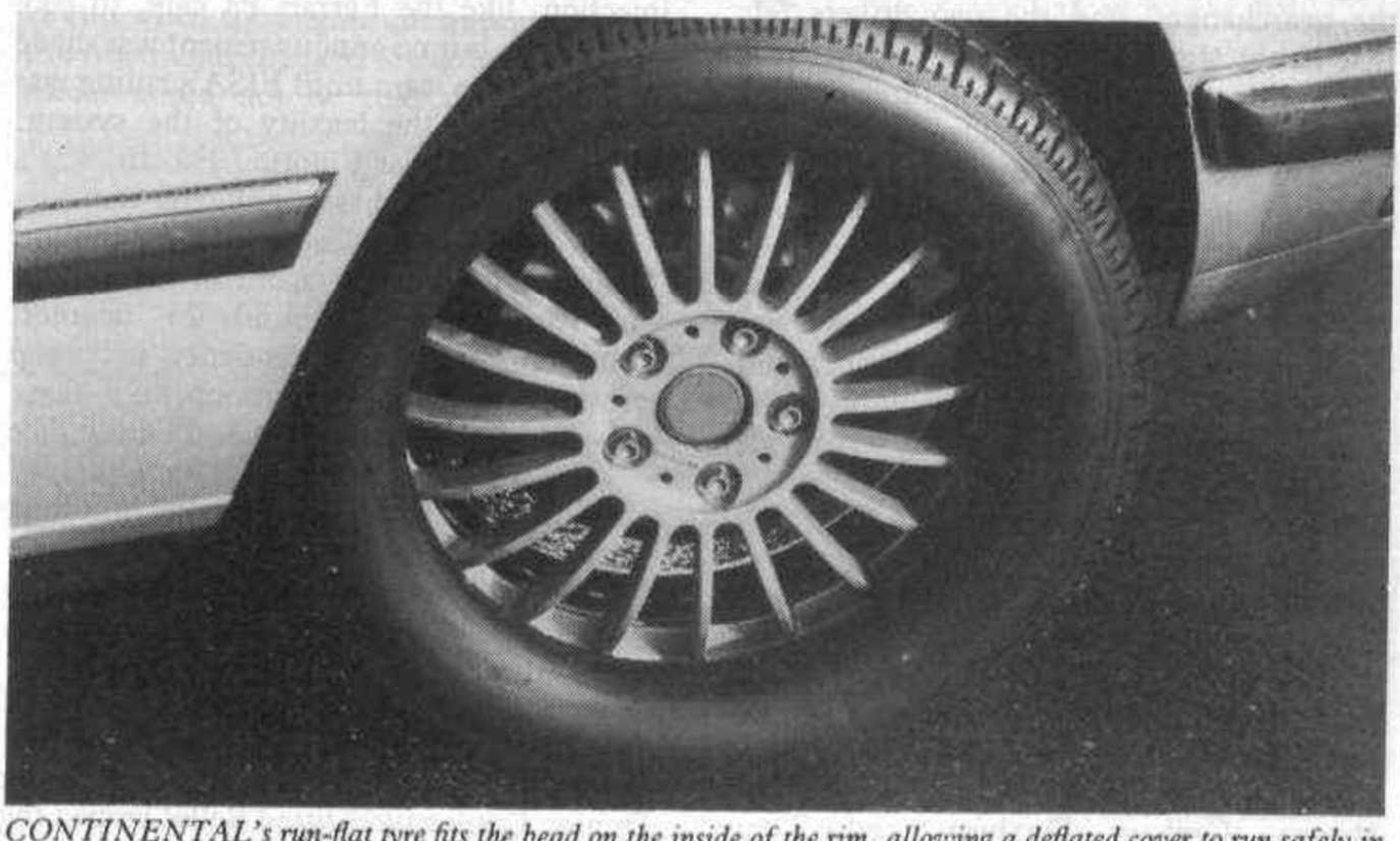
Benz Dates

LET's get it right. The Science Museum's Benz which has completed a Brighton Run is dated 1888, only a replica existing of the first Benz of 1885, as Cecil Clutton has pointed out. — W.B.

Conti Tyre System

THE German tyre manufacturer, Conti, has announced the ultimate in run-flat tyres which, it hopes, will be adopted by motor manufacturers and be in production in three to five year's time. Unlike just about every other safety or run-flat tyre yet designed, the Conti System puts the tyre bead into a flange on the inner part of the rim so that the well (which is virtually flat) runs in close proximity to the cover, and even with a loss of pressure can be run safely for hundreds of miles.

Conti claim for the tyre that it offers 10% improvements in driving comfort, wet skid resistance, mileage and wheel weight, while offering 15% more space for fitting brakes and a 15% improvement in rolling resistance, and a 25% improvement in aquaplaning behaviour. In other words, it offers complete all-round improvements rather than compromises.



CONTINENTAL's run-flat tyre fits the bead on the inside of the rim, allowing a deflated cover to run safely in contact with the well. Numerous advantages are claimed.

KYALAMI 1,000 Kms

Bell's race, Ickx's title

FOR the first time since 1974 the Sports Car Club of South Africa was allocated a championship endurance race, the Kyalami 1,000 Kms event on December 10th being the seventh and final round of the 1983 World Endurance Championship. Run a full two months after the previous round, at Fuji, the South African event attracted a top-class entry, 25 cars from Europe including three works Porsches, two works Lancias and a full supporting cast of Group C, Junior and Group B cars.

Porsche secured the Makes title as far back as Le Mans, having no effective opposition, but the Driver's Championship offered Derek Bell a mathematical chance of snatching the title from Jacky Ickx, if he could win the race with the Belgian placed no higher than fifth.

Lancia prepared a new LC2/83, chassis 005, for Riccardo Patrese and Alessandro Nannini, with Alboreto no longer available due to his Ferrari contract, never mind that Ferrari and Lancia are in the same group! The second entry, crated up the day after the Mugello European Endurance race in October, was assigned to Piercarlo Ghinzani, Hans Heyer, and Giorgio Pianta.

Two Rothmans-Porsche 956s were prepared as usual for Ickx / Jochen Mass and Bell / Stefan Bellof, but the third car for Al Holbert and Vern Schuppan differed in having a new twin clutch gearbox which Porsche designed about 12 years ago, but have had under development for two years. The mainshaft has two clutches, one of which is always engaged, and the gearchanging is controlled by a series of micro switches and valves. The advantage is that power is applied constantly, the driver keeping his foot hard on the throttle through the gearchanges, and the two drivers felt that it was significantly faster . . . when it was working properly. During three days of testing and practice the transmission would function properly for a couple of laps then get too hot and start misbehaving, so a normal gearbox was fitted for the race. At the end of the 1982 season Bosch's new Motronic engine management system was developed on Bell's race car, and that caused a few problems at first but has been the works team's greatest single advantage during 1983. The technicians gained a wealth of experience with the twin-clutch gearbox, which is likely to arouse interest throughout the motor racing world when it starts winning events.

The leading private Porsche teams included John Fitzpatrick's two 956s for David Hobbs / Thierry Boutsen / Desire Wilson and the South Africans Sarel van der Merwe, Graham Duxbury and Tony Martin. Reinhold Joest's pair of 956s was



THE second-placed Lancia Martini comes in for a well controlled pit stop. Despite losing a door, its position was not threatened.

handled by Bob Wollek / Stefan Johansson / Chico Serra and by Dieter Schornstein / John Winter, the old 936C also lined up to be driven by Prince Leopold von Bayern / Siggi Brunn. The Swiss, Walter Brun, entered his 956 for himself, Hans Stuck and Massimo Sigala, and Richard Lloyd's 956, usually in Canon colours, now switched to Gunston cigarettes livery for Jan Lammers and Dr. Jonathan Palmer.

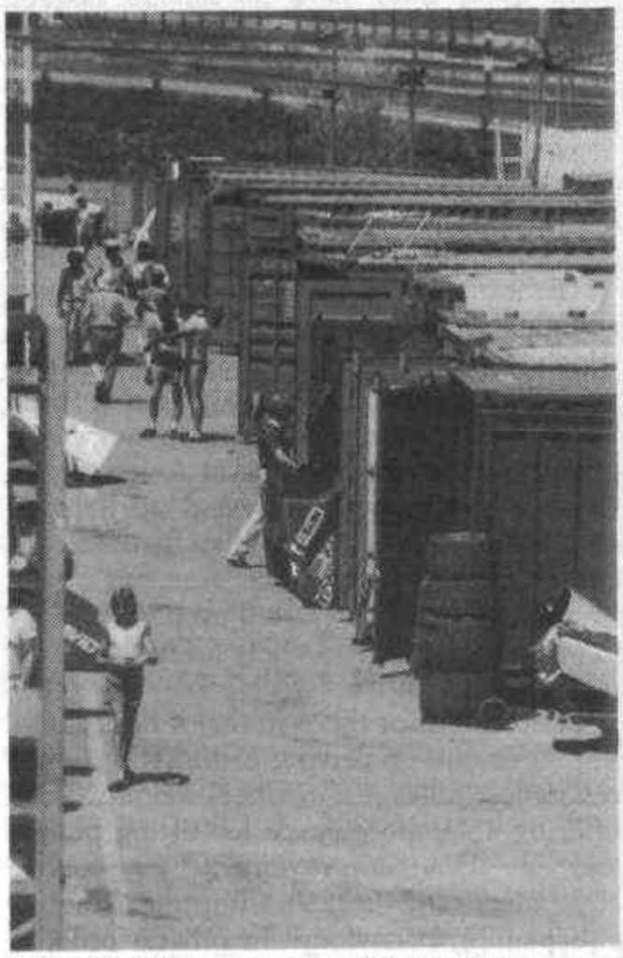
The Junior class was headed by two Giannini-Albas, the 1.9-litre turbocharged models which have dominated the class all year. The team is financed and run by Martino Finotto, the first driver, and the engines are designed and built by Carlo Facetti, the second driver. Since Le Mans the units have been equipped with water injection, like the Ferrari F1 cars, to cool the pistons, but no announcement was made by this private team until FISA's ruling was announced on the legality of the system. The second car, for Finotto / Facetti, was a new carbon fibre chassis reducing the car's weight to 707 kg, close to the minimum. Though it's hot at Kyalami in December, with temperatures around 25 degrees, violent storms have a tendency to sweep across the area each afternoon, and these had a bearing on practising and on the race itself. Qualifying was arranged for Thursday morning and afternoon with untimed practice on Friday, prior to Saturday's race which is against the trend, but made life more pleasant for the "captive" teams in South Africa.

Thursday morning's all important qualifying session was dominated by the first and second works Porsches. With qualifying Dunlop Denloc tyres fitted Bellof lapped the 4.1 kilometre circuit in 1 min 10.88 sec, an average of 208.4 kph, and the 956 was timed through the speed trap on the long downhill straight at 306.33 kph (190.3 mph), which is impressive on a track which is 6,000 feet above sea level. Jochen Mass was only fractionally slower at 1 min 11.63 sec, and the nearest that any private team could get was 1 min 13.97 sec, a time set by Hans Stuck.

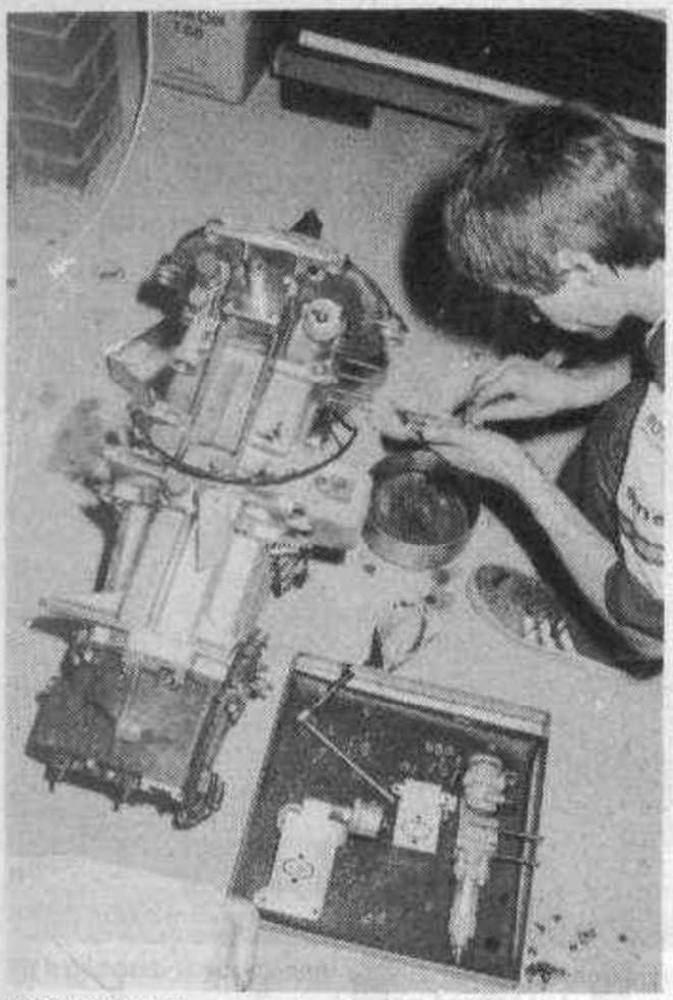
Thierry Boutsen in Fitzpatrick's first entry, and Jan Lammers in the Gunston 956, were timed at 1 min 14.04 sec and 1 min 14.13 sec respectively, and Riccardo Patrese put the Lancia-Martini into sixth place on the grid at 1 min 14.64 sec.

Throughout the year the Italians have been unable to prove their real speed since the LC2/83 was designed to run on Pirelli's radial ply tyres, and although they started on pole position in the first race of the season at Monza, tyre failures forced the team to switch to Dunlop from the third race, at the Nürburgring. Dunlop's crossply tyres do not suit the cars, and are in fact those used for the Porsche 935s, Lancia reckoning that they are two or three seconds slower per lap. With Pirelli now out of endurance racing, Lancia hope to sign a contract with Dunlop or with Goodyear for 1984 to have more suitable tyres developed during the winter, so that we can see the true potential of the team. Ghinzani's engine ran its bearings 50 minutes into the morning session when he had posted the eighth fastest time of 1 min 15.98 sec, but as the engine had run the Mugello race and was due to be changed, this was not a real setback.

The South Africans van der Merwe, Duxbury and Martin had no difficulties adapting to the turbocharged 956s, the first-named being seventh fastest on 1 min 15.57 sec, Holbert and Schuppan



A CHANGE from the beautiful motorhomes, teams worked out of giant containers at Kyalami!



PORSCHE'S new twin-clutch gearbox was tested for three days with promising signs of being competitive next year, though it weighs 15 kg more than a conventional transmission.

languishing in 12th place while the Porsche technicans played with their gearbox, changing one programme with another in an effort to keep it working properly when it was hot. During the untimed session next day, in fact, Holbert was clocked at 1 min 16 sec on race tyres, which would have been the third fastest lap of the race if repeated the next day, but the decision was taken to fit the normal five-speed gearbox for the race.

Bob Wollek, normally a front runner, was slow in the first practice session due to a down-on-power engine, being tenth fastest, and just as the cars were being readied for the second timed session a sub-tropical rainstorm swept across the circuit and flooded the track in places, ruling out any chance of improved times.

The race ran to an entirely predictable pattern for the first hour, with Bellof and Mass romping away to open up a lead of a minute by the time the first refuelling stops were due. Third position was a memorable scrap between the Lancias driven by Patrese and Ghinzani, Lammers, Boutsen, Stuck and Wollek with van der Merwe and Holbert keeping up close. The drivers were really hard at it, raising clouds of brown dust as they came out of the corners with one or two wheels off the road, and it looked more like a British Formula 3 race than a 1,000 kilometre, fuel consumption orientated endurance event at times.

Lammers and Wollek banged wheels hard in the opening laps, and the Dutchman was the first to make a pit stop after 32 laps with the left front wheel missing, the latest in a sequence of 956 wheels falling off during the season. Wollek had by this time secured third place, more or less, from Patrese, and Ghinzani was up with them when he stopped early for a fresh set of tyres, Boutsen also stopping with a blistered left rear tyre.

On schedule Bellof handed over to Bell, and Mass to Ickx, and the leader was handed an advantage when Ickx's engine wouldn't start up, losing the Belgian a minute. Nannini took over the third-placed Lancia, Serra the fourth-placed Joest Porsche and Heyer was going well in the fifth-placed Lancia which had stopped early for tyres.

Another rainstorm then changed the complexion of the race. It was not as torrential as on the previous days, but the 15 min downpour drenched the track and flooded the Esses, where nine cars left the track. Jacky Ickx spun and damaged the underside of his car, ruining the ground effects, Chico Serra spun the Joest Porsche 956, and promptly had David Hobbs collide heavily with the front of his car, penetrating the windscreen. Massimo Sigala went off in Stuck's Porsche, retiring with the nose panel and mounting points wiped off, and several of the saloon car entries also left the road. Fortunately no drivers were hurt in these incidents.

Bell was in his element in the bad conditions, power sliding his car from corner to corner, and was a lap ahead of the rest as the track dried. Nannini was then second in the Lancia, Heyer third in the other Lancia, Ickx fourth but two laps behind, Schuppan fifth and Graham Duxbury sixth, both three laps down.

The Lancias kept pressure on Porsche all the time, making the race more interesting than most we have seen this season. The Ghinzani / Nannini car had two short delays, first when the driver's door flew off along the main straight and had to be replaced, then when a fuse failed in the fuel pressure system. These incidents allowed Bell and Bellof to increase their lead to four laps, and they could hardly fail to win providing the car didn't break down.

Schuppan's works Porsche retired on the circuit when the engine cut out, and though the Australian changed the ignition pack the motor could not be coaxed back to life. Then Heyer had a nasty accident in the third-placed Lancia when the front suspension, or steering, broke and sent the car headlong into the armco at Sunset Bend. The car was badly damaged, but Heyer suffered nothing worse than bruising from the seatbelts.

Four hours into the race Bell / Bellof led on 168 laps, Patrese / Nannini had covered 164 laps, Ickx / Mass 162 laps in a car that handled atrociously as the bodywork broke up, Merwe / Duxbury / Martin were fourth on 160 laps, Bob Wollek moved across to the fifth-placed 956 with Schornstein and Winter, and Lammers / Palmer were sixth. The Facetti / Finotto Giannini-Alba easily led the Group C Junior class, though delayed first by a water leak then by front-left wheel pegs shearing through, and the Jens Winter / Lars Jensen BMW M1 was going impressively well to lead the Group B category.

Fate had one more trick to play, choosing the South African trio in Fitzpatrick's 956, when a cooling fan belt came off. It took five minutes to fit a new one which promptly snapped, forcing another stop which put the car back two places in the final results.

Victory for Bell and Bellof made them the most successful partnership of the season with three wins to their credit, but Ickx only needed his third place to win the driver's championship for the second year in succession. The most encouraging feature of the race, though, was Lancia's return to form. — M.L.C.

CASTROL KYALAMI 1,000 KILOMETRES — 244 laps — 7th round, World Endurance Championship
December 10th

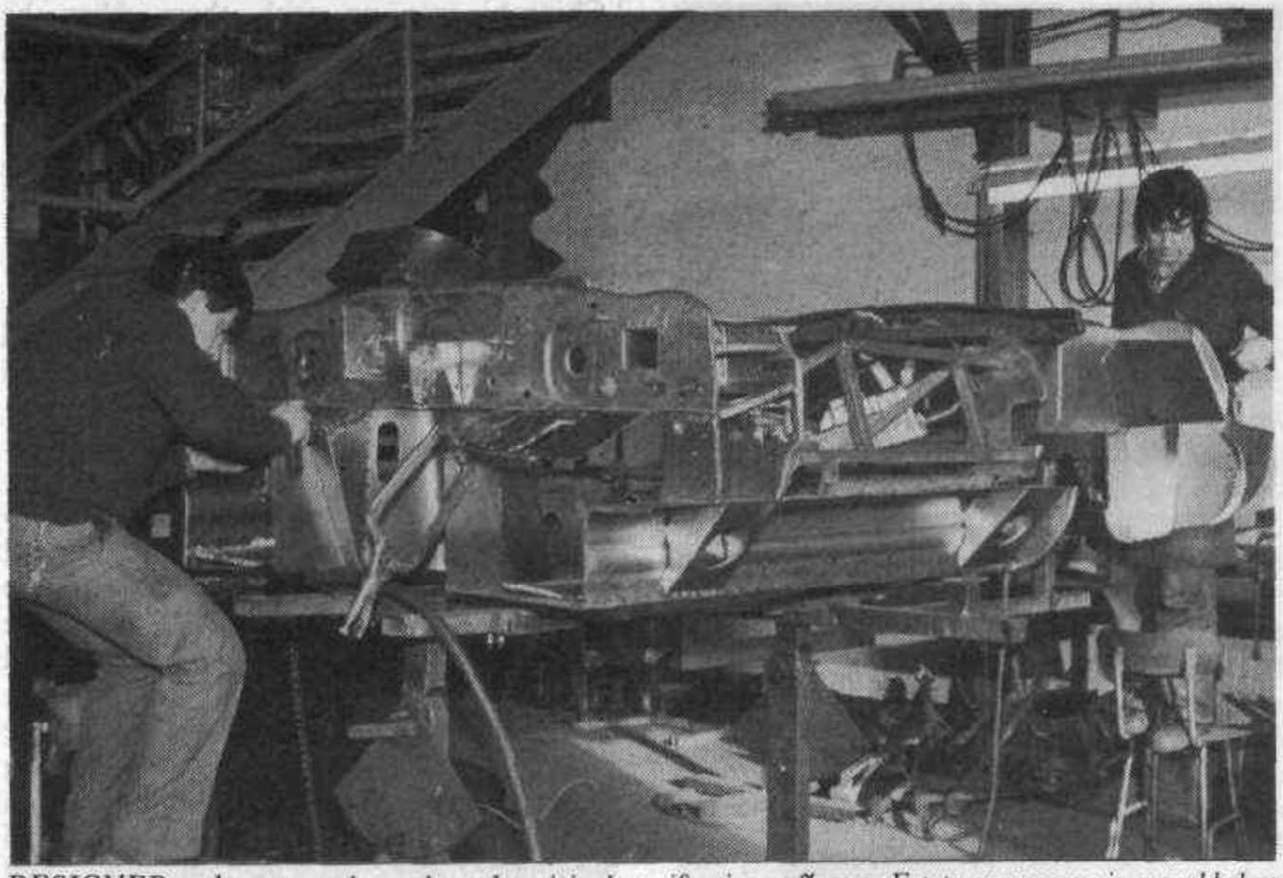
1st : D. Bell/S. Bellof (2.6 t/c Porsche 956) 5 hr 44 min 06.4 sec (174.59 kph)
2nd : R. Patrese/A. Nannini (2.6 t/c Lancia LC2/83) ..... 240 laps
3rd : J. Ickx/J. Mass (2.6 t/c Porsche 956) ..... 236 laps
4th : D. Schornstein/J. Winter/R. Wollek (2.6 t/c Porsche 956) ..... 228 laps
5th : J. Lammers/J. Palmer (2.6 t/c Porsche 956) 225 laps
6th : S. v. d. Merwe/G. Duxbury/T. Martin (2.6 t/c Porsche 956) ..... 224 laps
7th : L. von Bayern/S. Brun (2.6 t/c Porsche 936) 217 laps
8th : J. Winther/L. Jensen (3.5 BMW M1 GpB) ... 200 laps
9th : K. Kroesemeijer/G. Fouche/F. Konrad (2.8 t/c Porsche-Kremer CK5) ..... 196 laps
10th : T. Wiren/K. Leim (3.3 t/c Porsche 911 Turbo GpB) ..... 193 laps
13th : M. Finotto/C. Facetti/M. Faraci (1.9 t/c Giannini-Alba GpC Junior) ..... 190 laps

Fastest lap: S. Bellof, 1 min 15.59 sec — 195.4 kph (record)



BOTH the South African importer entered Alfa Romeo GTVs fell foul of the conditions, the Arnold Chatz / Eric Saunders entry collecting catch-fencing and the Maurizio Bianco / Dick Pickering car being rolled comprehensively. Both continued racing, but retired later on.

"Restoration boom is over" says Oldham and Crowther



DESIGNED and constructed exactly to the original specification, a Jaguar E-type monocoque is assembled at the company's Peterborough workshop. At £2,600 it seems remarkably good value.

TEN years ago this month MOTOR SPORT published a lengthy feature article on Oldham & Crowther, a Peterborough company which was rapidly acquiring a fine reputation for restoring Jaguar sports cars. This article, say Ruth Oldham and Martin Crowther, was instrumental in getting the classic car restoration business started, bringing a flood of business from enthusiasts who wanted their XKs restored to pristine condition. . . .

The enthusiasts were followed by another breed, the investors, people who looked out for average condition Jaguars, bought them cheap, and had them smartened up to sell for a profit. Gradually the supply of XKs dried up and the more plentiful E-types became vogue-ish, but then the returns diminished. And now, a decade later, the boom is over; "fast buck" jobs by so-called restorers who ignored the mechanical elements, and the fact that the cars are not worth in the market place what has been spent on them, have combined to knock the bottom out of the *serious* restoration business.

"We started our business in 1972 because we love Jaguars, and our customers were people who felt the same way", says Martin Crowther. "There were plenty of XK sports cars which were literally rotting away, and we wanted to restore them and keep them on the road". Ruth Oldham takes up the story. "Other people got in on the act, offering restorations that were simply not up to scratch. The cars *looked* nice, but the people we are talking about had no mechanical knowledge at all, and some of the cars were absolute death traps, rotted away underneath".

What finished the restoration business, so far as the respectable companies are concerned, is that the values of the concours finished cars are far below the actual cost of doing the work, and this simple economic fact has scared away the people who brought in the volume — the investors. It would for instance cost well over £10,000 to restore fully an average example Jaguar XK150, including VAT, "and the actual number of *enthusiasts* who can afford to have a restoration carried out is very limited, probably no more than the actual number of restorable cars available".

During the 1970s Oldham & Crowther campaigned a fearsomely fast Jaguar XK120 which Crowther himself raced until he had a nasty accident at Brands Hatch in 1975, the programme then being entrusted to John Pearson and David Preece. The company also sponsored the Thoroughbred Championship in racing; yet, after winning the title outright in 1978, the partners gave up racing altogether to concentrate on building up the business.

When Pressed Steel's assets at Linwood came under the hammer, Oldham & Crowther bought a 750 ton Hamilton double-action press, a machine that had pressed panels for many of Europe's favourite cars, including the Volvo P1800, Rolls-Royce, BMW, Alfa Romeo and Talbot. This is one of five presses owned by the company, which regards itself today primarily as an engineering firm capable of making anything from a truck cab to a complete one-off prototype for a motor manufacturer.

Oldhams & Crowther still offer a complete range of Jaguar sports car bodies and panels, no fewer than 17 different models being offered from the XK120 to the E-type. An XK150 shell, completely to the original specification, costs £5,000 in primer less only the aluminium bonnet, while a Series 1 E-type monocoque will cost just under £2,600 (and with modern rust-proofing techniques, this should last a lot longer than the original!).

Nearly three years ago they started the Oldham & Crowther Restorers' Club which has turned out to be a great success, with over 1,000 members subscribing for a monthly bulletin packed with ideas for restorations. "We believe that the future of the classic car lies in people, enthusiasts, rebuilding their cars at home, or in a small local garage," says Ruth Oldham. "In that way the overheads are likely to be low, and the owner can take a personal interest in the progress. We are, therefore, specialising now in supplying parts at reasonable, semi-massed produced prices, enabling them to undertake the work, and information about how to carry it out."

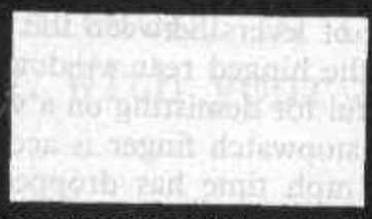
The current boom in restoring Morris Minors is proving a breadwinner for Oldham & Crowther, who supply a complete range of chassis and body parts including a van and a pickup chassis which will accept parts from a Minor which is beyond reclaim. They're also looking at other popular cars for which there would be a ready market for chassis panels, the list including Sprites, Midgets, MGBs, even Porsche 911s perhaps.

A spin-off from the Morris Minor parts business is the production of a low-cost sports car which will accept Minor or Marina mechanical components. Martin Crowther has designed a sturdy box-frame steel chassis and an alloy body, unusual in this age of plastic, and hopes to sell the kit — less drivetrain — for around £1,000. Taking a mechanically sound "donor" car, the young enthusiast with little experience could assemble this car in a weekend.

The 750 Motor Club is to run a low-cost formula this year for production-based kit cars, and the Oldham & Crowther creation will be entered in this series by the Peterborough firm.

From grass roots to international level? Martin Crowther surprised us by mentioning, just in passing, that the company is actively seeking substantial sponsorship to run a Jaguar XJ-S in the European Touring Cars Championship, and could be represented at both ends of the racing spectrum in 1984. "Much as we enjoyed ourselves in Thoroughbred racing, we look to the future at international level, and would like our name to be better known in Europe," says Crowther. With his background of making XK120s go faster than Lofty England would ever have thought possible, and knowing that his fertile brain has already produced some ideas for the XJ-S, the possibilities of this project should not be underestimated . . . though, first, a major sponsor has to be secured. — M.L.C.

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UNIPART

Tuning Test: Datsun Stanza Sport



BILL BLYDENSTEIN'S watchword is "driveability". Over the many years he has been tuning cars (concentrating on Vauxhall / GM and latterly Datsun Nissan), he has developed a philosophy of "usable performance" — tuned engines which tend to emphasise torque rather than brake horsepower, so that the driver can exploit the car's potential without having to keep one eye glued to the tachometer. Better fuel consumption figures can often be realised this way too, as the engine is allowed to run at optimum efficiency during far more of the time. To illustrate the point, Blydenstein, an enthusiastic Dutch-Norwegian, produces an impressive array of test results, efficiency charts and road test reprints, all of which seem to put his conversions at the top of any efficiency league. It might seem like high-pressure salesmanship — except that the facts bear him out.

Our test car, lent by Frank Holland Motors of Cambridge, was in Blydenstein's words a "shop window", in that it had been fitted with every item from the range of Stanza conversion parts. The little Nissan is a very ordinary sort of hatchback when it arrives on these shores — smart, but not eye-catching, willing, but not especially rapid, while criticism has been levelled at the handling, particularly the behaviour of the back end. Once the Shepreth workforce have done their bit, however, what results is a rapid, stable little package which draws attention to itself in a most unseemly manner.

What onlookers see is a very deep front bumper / airdam, restyled grille, and an extraordinary ridged block of a tail spoiler



which gives the car the rear aspect of a tiny Quattro. What they don't know about until the lights change is the "A" pack cylinder head, which for an outlay of only £250 plus VAT confers an extra 10-12 bhp, a good value gain that makes all the difference to driving pleasure. Not that it is going make a GTi or GTE look silly — it is still only a 1600 — but it will surprise many a rival.

Also fitted were Stage 2 springs and Koni dampers, total cost £324 plus VAT, and a set of Pirelli +1 wheels with P6 tyres. These are not part of the kit, wheels being left to individual choice. Blydenstein also has a "tweak" for the rear suspension about which he is a little coy, for fear of upsetting Nissan management, but overall the Stanza Sport behaves in enjoyable fashion, understeering of course, but with much improved steering response and reduced roll. Steering action itself is disappointing, even though it is a rack-and-pinion unit, being a little vague and slow, and not helped by the relatively large and "plasticky" wheel, but in compensation the gearchange is above average for a transverse-engined front-wheel-drive car. Internal appointments, as is usual on products from the Far East, are generous if rather overstyled, with neat touches such as a pair of levers between the seats which operate the hinged rear windows by cable, very useful for demisting on a wet night.

If my stopwatch finger is accurate, then the 0-60 mph time has dropped from the standard car's 12.5 sec to 9.9 sec, proving the effectiveness of the new cylinder head, which utilises the original carburetter. More significant to Blydenstein's way of thinking is the 30-70 mph time, since rolling acceleration is more often required of a car than a standing start, and the figure we obtained in fourth gear on a damp road was 23.9 sec, a reduction of a fifth over standard. Power drops off rapidly after 5,000 rpm, demonstrating the engine's humble origins, but the fatter torque curve compensates for this; in fact, such is the flexibility that an unknowing driver might well give the credit to Nissan, without realising any tuning had been done.

At motorway speeds, there is little pulling power available in fifth, but with the easy gearchange and light clutch, the intermediate gears will quickly do what is necessary, and once back in fifth, 100 mph is available without strain, while a comfortable cruising speed of 90-plus will consume many miles of motorway in those countries with less restrictive speed limits. Even at these speeds, this is quite a quiet car, with wind noise at a lower level than suspension noise. Stability is good at high speeds, no doubt helped by the airdam, although the rear spoiler obscures the lower part of the rear screen, which makes parking pure guesswork. I found the most sucessful plan for reversing was to peer over the spoiler and move back until I was sure an insurance claim was imminent, and then cross my fingers and continue another three feet. It worked every time, which was just as well, since the unusual styling attracted onlookers every time it came to a halt, and a profusion of witnesses would have been embarrassing.

The standard of finish was very good: high-quality mouldings accurately fitted (save that the tail spoiler chattered against its matching side panel) and two shades of silver-grey lacquer were set off by red pin-striping and badges. The drawback of such striking bodywork is the temptation to prove that the chassis can keep up with its image, and this resulted in the fuel-consumption dropping to 25.3 mpg during our short test. It would not, however, be difficult to improve on this with restraint. For those who are content with the Stanza's showroom figures, the cost of the body panels alone is £352+VAT, while fitting and painting could add £640 to that.

Perhaps the Stanza Sport's appearance promises more than is actually delivered at this stage of development, but given the relatively low price of the base car (£5,819), the conversion undoubtedly makes for a good value package. And who knows — there may be more to come from the Hertfordshire village of Shepreth. — G.C.

Dear Derek Warwick:

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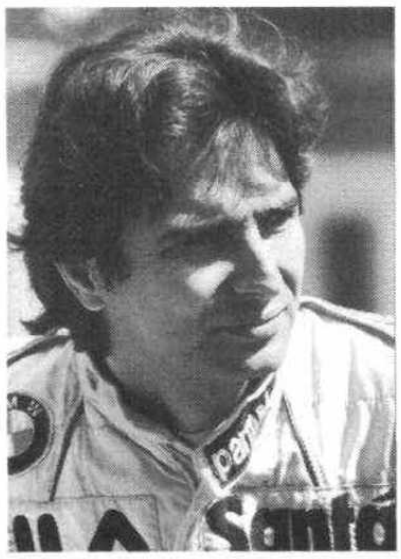


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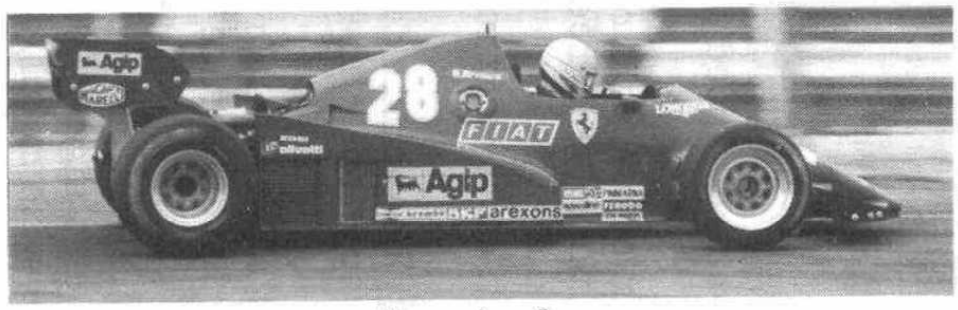
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INTERNATIONAL RACE RESULTS OF 1983

WORLD CHAMPIONSHIP EVENTS



Champion Driver
NELSON PIQUET



Champion Car
FERRARI

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's Speed kph	Fastest lap	Time Min sec
Mar. 13	Brazilian GP — 316.953 kms	Rio de Janeiro	N. Piquet (Brabham BT52-BMW t/c)	K. Rosberg* (Williams FW08C-Cos. V8)	N. Lauda (McLaren MP4/1C-Cos. V8)	J. Laffite (Williams FW08C-Cos. V8)	P. Tambay (Ferrari 126C2-V6 t/c)	M. Surer (Arrows A6-Cos. V8)	175.300	N. Piquet (Brabham BT52-BMW t/c)	1.39.829
Mar. 27	USA (West) GP — 245.625 kms	Long Beach	J. Watson (McLaren MP4/1C-Cos. V8)	N. Lauda (McLaren MP4/1C-Cos. V8)	R. Arnoux (Ferrari 126C2-V6 t/c)	J. Laffite (Williams FW08C-Cos. V8)	M. Surer (Arrows A6-Cos. V8)	J. Cecotto (Theodore-Cos. V8)	129.793	N. Lauda (McLaren MP4/1C-Cos. V8)	1.28.330
Apr. 17	French GP — 313.740 kms	Paul Ricard	A. Prost (Renault RE40-V6 t/c)	N. Piquet (Brabham BT52-BMW t/c)	E. Cheever (Renault RE40-V6 t/c)	P. Tambay (Ferrari 126C2-V6 t/c)	K. Rosberg (Williams FW08C-Cos. V8)	J. Laffite (Williams FW08C-Cos. V8)	199.866	A. Prost (Renault RE40-V6 t/c)	1.42.695
May 1	San Marino GP — 302.400 kms	Imola	P. Tambay (Ferrari 126C2-V6 t/c)	A. Prost (Renault RE40-V6 t/c)	R. Arnoux (Ferrari 126C2-V6 t/c)	K. Rosberg (Williams FW08C-Cos. V8)	J. Watson (McLaren MP4/1C-Cos. V8)	M. Surer (Arrows A6-Cos. V8)	185.480	R. Patrese (Brabham BT52-BMW t/c)	1.34.437
May 15	Monaco GP — 251.712 kms	Monte Carlo	K. Rosberg (Williams FW08C-Cos. V8)	N. Piquet (Brabham BT52-BMW t/c)	A. Prost (Renault RE40-V6 t/c)	P. Tambay (Ferrari 126C2-V6 t/c)	D. Sullivan (Tyrrell 011-Cos. V8)	M. Baldi (Alfa Romeo 183T-V8 t/c)	129.586	N. Piquet (Brabham BT52-BMW t/c)	1.27.283
May 22	Belgian GP — 277.960 kms	Spa-Francorchamps	A. Prost (Renault RE40-V6 t/c)	P. Tambay (Ferrari 126C2-V6 t/c)	E. Cheever (Renault RE40-V6 t/c)	N. Piquet (Brabham BT52-BMW t/c)	K. Rosberg (Williams FW08C-Cos. V8)	J. Laffite (Williams FW08C-Cos. V8)	191.729	A. de Cesaris (Alfa Romeo 183T-V8 t/c)	2.07.493
June 5	Detroit GP — 241.402 kms	Downtown	M. Alboreto (Tyrrell 011-Cos. V8)	K. Rosberg (Williams FW08C-Cos. V8)	J. Watson (McLaren MP4/1C-Cos. V8)	N. Piquet (Brabham BT52-BMW t/c)	J. Laffite (Williams FW08C-Cos. V8)	N. Mansell (Lotus 92-Cos. V8)	130.411	J. Watson (McLaren MP4/1C-Cos. V8)	1.47.668
June 12	Canadian GP — 308.700 kms	Montreal	R. Arnoux (Ferrari 126C2-V6 t/c)	E. Cheever (Renault RE40-V6 t/c)	P. Tambay (Ferrari 126C2-V6 t/c)	K. Rosberg (Williams FW08C-Cos. V8)	A. Prost (Renault RE40-V6 t/c)	J. Watson (McLaren MP4/1C-Cos. V8)	170.661	P. Tambay (Ferrari 126C2-V6 t/c)	1.30.851
July 16	British GP — 316.173 kms	Silverstone	A. Prost (Renault RE40-V6 t/c)	N. Piquet (Brabham BT52B-BMW t/c)	P. Tambay (Ferrari 126C3-V6 t/c)	N. Mansell (Lotus 94T-Renault V6 t/c)	R. Arnoux (Ferrari 126C3-V6 t/c)	N. Lauda (McLaren MP4/1C-Cos. V8)	224.049	A. Prost (Renault RE40-V6 t/c)	1.14.212
Aug. 7	German GP — 305.865 kms	Hockenheim	R. Arnoux (Ferrari 126C3-V6 t/c)	A. de Cesaris (Alfa Romeo 183T-V8 t/c)	R. Patrese (Brabham BT52B-BMW t/c)	A. Prost (Renault RE40-V6 t/c)	N. Lauda (McLaren MP4/1C-Cos. V8)	J. Watson (McLaren MP4/1C-Cos. V8)	210.524	R. Arnoux (Ferrari 126C3-V6 t/c)	1.53.938
Aug. 14	Austrian GP — 314.951 kms	Österreichring	A. Prost (Renault RE40-V6 t/c)	R. Arnoux (Ferrari 126C3-V6 t/c)	N. Piquet (Brabham BT52B-BMW t/c)	E. Cheever (Renault RE40-V6 t/c)	N. Mansell (Lotus 94T-Renault V6 t/c)	N. Lauda (McLaren MP4/1C-Cos. V8)	223.494	A. Prost (Renault RE40-V6 t/c)	1.33.961
Aug. 28	Dutch GP — 306.144 kms	Zandvoort	R. Arnoux (Ferrari 126C3-V6 t/c)	P. Tambay (Ferrari 126C3-V6 t/c)	J. Watson (McLaren MP4/1C-Cos. V8)	D. Warwick (Toleman TG183B-Hart t/c)	M. Baldi (Alfa Romeo 183T-V8 t/c)	M. Alboreto (Tyrrell 012-Cos. V8)	186.100	R. Arnoux (Ferrari 126C3-V6 t/c)	1.19.863
Sept. 11	Italian GP — 301.600 kms	Monza	N. Piquet (Brabham BT52B-BMW t/c)	R. Arnoux (Ferrari 126C3-V6 t/c)	E. Cheever (Renault RE40-V6 t/c)	P. Tambay (Ferrari 126C3-V6 t/c)	E. de Angelis (Lotus 94T-Renault V6 t/c)	D. Warwick (Toleman TG183B-Hart t/c)	217.548	N. Piquet (Brabham BT52B-BMW t/c)	1.34.431
Sept. 25	European GP — 319.656 kms	Brands Hatch	N. Piquet (Brabham BT52B-BMW t/c)	A. Prost (Renault RE40-V6 t/c)	N. Mansell (Lotus 94T-Renault V6 t/c)	A. de Cesaris (Alfa Romeo 183T-V8 t/c)	D. Warwick (Toleman TG183B-Hart t/c)	B. Giacomelli (Toleman TG183B-Hart t/c)	198.214	N. Mansell (Lotus 94T-Renault V6 t/c)	1.14.342
Oct. 16	S. African GP — 316.000 kms	Kyalami	R. Patrese (Brabham BT52B-BMW t/c)	A. de Cesaris (Alfa Romeo 183T-V8 t/c)	N. Piquet (Brabham BT52B-BMW t/c)	D. Warwick (Toleman TG183B-Hart t/c)	K. Rosberg (Williams FW09-Honda V6 t/c)	E. Cheever (Renault RE40-V6 t/c)	202.939	N. Piquet (Brabham BT52B-BMW t/c)	1.09.948

Driver's Championship Placings: 1st: N. Piquet; 2nd: A. Prost; 3rd: R. Arnoux
Manufacturer's Championship Placings: 1st, Ferrari, 2nd: Renault; 3rd: Brabham-BMW

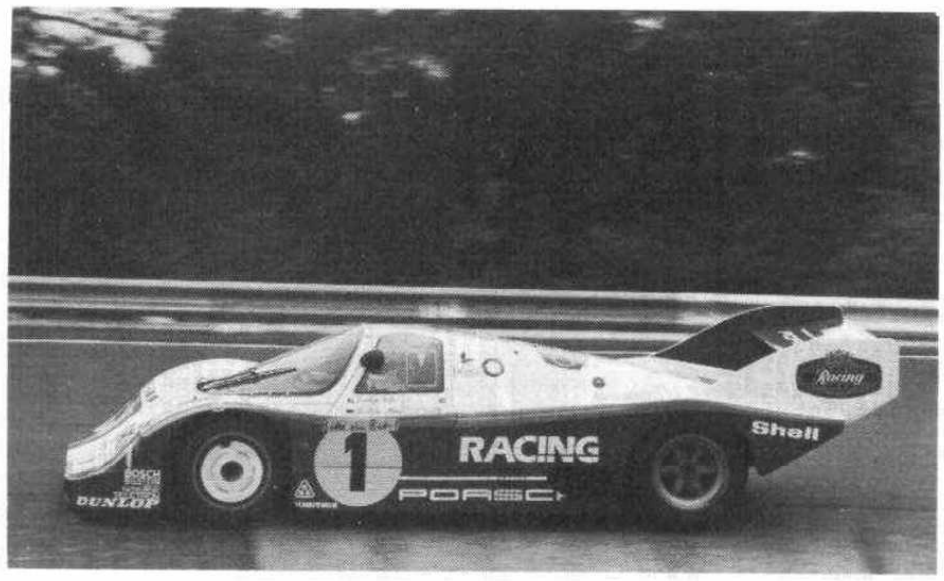
*Disqualified

MOTOR SPORT, JANUARY 1984

WORLD ENDURANCE CHAMPIONSHIP

FOR MANUFACTURERS AND DRIVERS





Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's Speed kph
Apr. 10	Monza — 1000 Kms	Italy	R. Wollek/T. Boutsen (Porsche Turbo 956)	J. Ickx/J. Mass (Porsche Turbo 956)	R. Stommelen/H. Heyer/ C. Schickentanz (Porsche Turbo 956)	A. Plankenhorn/J. Barth/ J. Lassig (Porsche Turbo 956)	J. Fitzpatrick/D. Hobbs (Porsche Turbo 956)	J. Lammers/T. Needell/ R. Lloyd (Porsche Turbo 956)	192.890
May 8	Silverstone — 1000 Kms	England	D. Bell/S. Bellof (Porsche Turbo 956)	R. Wollek/S. Johansson (Porsche Turbo 956)	J. Lammers/T. Boutsen (Porsche Turbo 956)	A. Plankenhorn/H. Grohs/ J. Lassig (Porsche Turbo 956)	A. Jones/V. Schuppan (Porsche Turbo 956)	R. Cleare/T. Dron (Porsche-Kremer CK5)	198.270
May 29	Nürburgring — 1000 Kms	Germany	J. Ickx/J. Mass (Porsche Turbo 956)	R. Wollek/S. Johansson (Porsche Turbo 956)	J. Lammers/J. Palmer/ K. Rosberg (Porsche Turbo 956)	A. Plankenhorn/H. Heyer/ J. Lassig (Porsche Turbo 956)	O. Larrauri/M. Sigala (Lancia Turbo LC1)	J. Fitzpatrick/D. Hobbs (Porsche Turbo 956)	168.402
June 18/19	Le Mans 24 hrs.	France	V. Schuppan/H. Haywood/ A. Holbert (Porsche Turbo 956)	J. Ickx/D. Bell (Porsche Turbo 956)	M. Andretti/M. Andretti Jnr/ P. Alliott (Porsche Turbo 956)	C. Schickentanz / V. Merl / M. de Narvaez (Porsche Turbo 956)	J. Fitzpatrick/G. Edwards/ R. Keegan (Porsche Turbo 956)	R. Wollek/S. Johansson/ K. Ludwig (Porsche Turbo 956)	210.330
Sept. 4	Spa — 1000 Kms	Belgium	J. Ickx/J. Mass (Porsche Turbo 956)	D. Bell/S. Bellof (Porsche Turbo 956)	J. Fitzpatrick/D. Hobbs (Porsche Turbo 956)	H. Stuck / H. Grohs / W. Brun (Porsche Turbo 956)	A. Plankenhorn/H. Regout/ J. Lassig (Porsche Turbo 956)	G. Francia/P. Barilla (Lancia Turbo LC2)	174.250
Sept. 18	Brands Hatch — 1000 Kms (race shortened to 6 hrs.)	England	J. Fitzpatrick / D. Warwick (Porsche Turbo 956)	J. Ickx/J. Mass (Porsche Turbo 956)	D. Bell/S. Bellof (Porsche Turbo 956)	R. Patrese/M. Alboreto (Lancia Turbo LC2)	A. Plankenhorn/H. Regout/ J. Lassig (Porsche Turbo 956)	R. Wollek/S. Johansson (Porsche Turbo 956)	162.170
Oct. 2	Fuji — 6 hrs.	Japan	D. Bell/S. Bellof (Porsche Turbo 956)	J. Ickx/J. Mass (Porsche Turbo 956)	V. Schuppan/N. Fujita (Porsche Turbo 956)	H. Pescarolo/T. Boutsen (Porsche Turbo 956)	R. Wollek/H. Heyer/ V. Merl (Porsche Turbo 956)	K. Takahashi/C. Schickentanz (Porsche Turbo 956)	197.91
Dec. 10	Kyalami — 1000 Kms	S. Africa	D. Bell/S. Bellof (Porsche Turbo 956)	R. Patrese/A. Nannini (Lancia Turbo LC2/83)	J. Ickx/J. Mass (Porsche Turbo 956)	D. Schornstein/J. Winter/ R. Wollek (Porsche Turbo 956)	J. Lammers/J. Palmer (Porsche Turbo 956)	S. v.d. Merwe/G. Duxbury/ T. Martin (Porsche Turbo 956)	174.59

Manufacturer's Championships: 1st, Porsche; 2nd, Lancia; 3rd, BMW.
Driver's Championship: J. Ickx

INDIANAPOLIS 500 MILES

(To USAC Rules)

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's Speed kph
May 29	Indianapolis — 804 Kms	USA	T. Sneva (March 83C-Cos. DFX)	A. Unser Snr. (Penske PC11-Cos. DFX)	R. Mears (1) (Penske PC11 — Cos. DFX)	G. Brabham (Penske PC10-Cos. DFX)	K. Cogan (March 83C-Cos. DFX)	H. Holmes (March 83C-Cos. DFX)	262.597

TASMAN RACES
(Formula Mondial & Pacific)

Date	Race & Distance	Location	First	Second	Third	Winner's Speed kph
Jan. 2	Bay Park — Heat One	New Zealand	A. Berg (Ralt RT4)	K. Smith (Ralt RT4)	M. Rosen (Ralt RT4)	140.322
	Heat Two	New Zealand	A. Berg (Ralt RT4)	M. Rosen (Ralt RT4)	C. Danner (Ralt RT4)	140.719
Jan. 8	Pukekohe — Heat One	New Zealand	D. McMillan (Ralt RT4)	D. Oxton (Ralt RT4)	A. Berg (Ralt RT4)	174.206
	Heat Two	New Zealand	D. Oxton (Ralt RT4)	P. Radisich (Ralt RT4)	N. Hunter (Ralt RT4)	171.990
Jan. 16	Manfield — Heat One	New Zealand	N. Hunter (Ralt RT4)	D. Oxton (Ralt RT4)	A. Berg (Ralt RT4)	156.733
	Heat Two	New Zealand	C. O'Brien (Ralt RT4)	K. Smith (Ralt RT4)	D. Oxton (Ralt RT4)	157.216
Jan. 23	Lady Wigram Trophy — Heat One	New Zealand	A. Berg (Ralt RT4)	D. McMillan (Ralt RT4)	K. Smith (Ralt RT4)	171.269
	Heat Two	New Zealand	D. Oxton (Ralt RT4)	K. Smith (Ralt RT4)	A. Berg (Ralt RT4)	172.969
Feb. 6	Calder Raceway — 160 kms	Australia	C. O'Brien (Ralt RT4)	A. Berg (Ralt RT4)	N. Hunter (Ralt RT4)	139.965
Feb. 13	Adelaide Raceway	Australia	CANCELLED			

FORMULA TWO RACES
(For European Championship)

Date	Race & Distance	Location	First	Second	Third	Winner's Speed kph
Mar. 20	BRDC — 221.7 kms	Silverstone	G. Gabbiani (March-BMW)	M. Thackwell (Ralt-Honda V6)	C. Danner (March-BMW)	194.215
Apr. 4	BARC — 208.5 kms	Thruxton	G. Gabbiani (March-BMW)	M. Thackwell (Ralt-Honda V6)	J. Palmer (Ralt-Honda V6)	195.809
Apr. 10	Jim Clark Trophy — 203.9 kms	Hockenheimring	J. Palmer (Ralt-Honda V6)	C. Danner (March-BMW)	M. Thackwell (Ralt-Honda V6)	196.015
Apr. 24	Eifelrennen — 187.4 kms	Nürburgring	G. Gabbiani (March-BMW)	A. Nannini (Minardi-BMW)	C. Danner (Ralt-Honda V6)	191.398
May 8	Vallelunga — 208.0 kms	Italy	G. Gabbiani (March-BMW)	J. Palmer (Ralt-Honda V6)	M. Thackwell (Ralt-Honda V6)	166.415
May 23	Circuit of Pau — 201.4 kms	France	A. Ferte* (Maurer-BMW)	J. Gartner (Spirit-BMW)	S. Bellof (Maurer-BMW)	114.984
June 12	Jarama — 215.2 kms	Spain	M. Thackwell* (Ralt-Honda V6)	S. Bellof* (Maurer-BMW)	J. Palmer* (Ralt-Honda V6)	145.305
June 26	Donington Park — 220.5 kms	England	J. Palmer (Ralt-Honda V6)	M. Thackwell (Ralt-Honda V6)	P. Streiff (AGS-BMW)	172.602
July 24	Autodromo Misano — 202.3 kms	Italy	J. Palmer (Ralt-Honda V6)	P. Martini (Minardi-BMW)	R. Castello (March-BMW)	174.330
July 31	Mediterranean GP — 222.7 kms	Enna, Sicily	J. Palmer (Ralt-Honda V6)	P. Streiff (AGS-BMW)	M. Thackwell (Ralt-Honda V6)	190.416
Aug. 21	Zolder — 196.0 kms	Belgium	J. Palmer (Ralt-Honda V6)	M. Thackwell (Ralt-Honda V6)	P. Streiff (AGS-BMW)	177.680
Sept. 4	Mugello — 222.2 kms	Italy	J. Palmer (Ralt-Honda V6)	M. Thackwell (Ralt-Honda V6)	P. Streiff (AGS-BMW)	176.300

*Disqualified after race

European Champion: Dr Jonathan Palmer

FORMULA THREE RACES
(for European Championship)

Date	Race & Distance	Location	First	Second	Third	Winner's Speed kph
Mar. 13	Vallelunga — 96.0 kms	Italy	E. Pirro (Ralt-Alfa Romeo)	J. Nielsen (Ralt-VW)	P. Martini (Ralt-Alfa Romeo)	—
Apr. 17	Zolder — 93.7 kms	Belgium	E. Pirro (Ralt-Alfa Romeo)	D. Theys (Ralt-Alfa Romeo)	G. Berger (Ralt-Alfa Romeo)	—
May 1	Magny-Cours — 100.0 kms	France	J. Nielsen (Ralt-VW)	F. Hesnault (Ralt-VW)	M. Ferte (Martini-Alfa Romeo)	—
May 22	Österreichring — 94.9 kms	Austria	T. Byrne (Ralt-Toyota)	G. Berger (Ralt-Alfa Romeo)	E. Pirro (Ralt-Alfa Romeo)	192.066
June 5	La Châtre — Two Heats & Final	France	R. Ravaglia (Ralt-Toyota)	D. Theys (Ralt-Alfa Romeo)	P. Fabre (Martini-Alfa Romeo)	128.967
June 12	Silverstone — 94.3 kms	England	M. Brundle (Ralt-Toyota)	T. Byrne (Ralt-Toyota)	D. Theys (Ralt-Alfa Romeo)	196.983
June 26	Monza — 98.6 kms	Italy	J. Nielsen (Ralt-VW)	R. Ravaglia (Ralt-Toyota)	T. Byrne (Ralt-Toyota)	—
July 10	Misano — 90.6 kms	Italy	T. Byrne (Ralt-Toyota)	P. Martini (Ralt-Alfa Romeo)	R. Ravaglia (Ralt-Toyota)	—
July 31	Zandvoort — 93.5 kms	Holland	J. Nielsen (Ralt-VW)	P. Martini (Ralt-Alfa Romeo)	E. Pirro (Ralt-Alfa Romeo)	163.623
Aug. 7	Knutsdorp — 93.5 kms	Sweden	J. Nielsen (Ralt-VW)	G. Berger (Ralt-Alfa Romeo)	E. Pirro (Ralt-Alfa Romeo)	—
Sept. 4	Nogaro — 93.6 kms	France	P. Martini (Ralt-Alfa Romeo)	E. Pirro (Ralt-Alfa Romeo)	J. Nielsen (Ralt-VW)	147.791
Sept. 11	Jarama — 99.3 kms	Spain	P. Martini (Ralt-Alfa Romeo)	E. Pirro (Ralt-Alfa Romeo)	J. Nielsen (Ralt-VW)	138.353
Sept. 25	Imola — 90.7 kms	Italy	P. Martini (Ralt-Alfa Romeo)	J. Nielsen (Ralt-VW)	I. Capelli (Ralt-Alfa Romeo)	—
Oct. 9	Donington Park — 94.5 kms	England	M. Brundle (Ralt-Toyota)	P. Martini (Ralt-Alfa Romeo)	J. Weaver (Ralt-VW)	150.055
Oct. 23	Croix-en-Ternois	France	P. Martini (Ralt-Alfa Romeo)	E. Pirro (Ralt-Alfa Romeo)	R. Ravaglia (Ralt-Toyota)	—

European Champion: Pierluigi Martini

EUROPEAN TOURING CAR CHAMPIONSHIP
(Group A Saloons)

Date	Race & Distance	Location	First	Second	Third	Winner's Speed kph
Mar. 20	Monza — 500 kms	Italy	D. Quester / C. Rossi (BMW 635 CSi)	T. Walkinshaw / C. Nicholson (Jaguar XJ-S)	H. Heyer / A. Hahne (BMW 635 CSi)	161.119
Apr. 10	Vallelunga — 502.4 kms	Italy	H. Kelleners / W. Grano (BMW 635 CSi)	M. Winkelhock / D. Quester (BMW 635 CSi)	C. Nicholson / P. Dieudonne / T. Walkinshaw (Jaguar XJ-S)	130.09
May 1	Donington Park — 504 kms	England	J. Fitzpatrick / E. Calderari / M. Brundle (Jaguar XJ-S)	D. Quester / H. Heyer (BMW 635 CSi)	H, Stuck / W. Brun (BMW 635 CSi)	114.794
May 15	Enna-Pergusa — 504.9 kms	Sicily	T. Walkinshaw / C. Nicholson (Jaguar XJ-S)	H. Kelleners / W. Grano (BMW 635 CSi)	M. Vanoli / R. Hollinger (BMW 635 CSi)	153.906
May 22	Mugello — 503.5 kms	Italy	H. Kelleners / U. Grano (BMW 635 CSi)	Z. Vojtech / B. Enge (BMW 635 CSi)	T. Walkinshaw / J. Fitzpatrick (Jaguar XJ-S)	—
June 12	Bruno — 611.5 kms	Czechoslovakia	T. Walkinshaw / C. Nicholson (Jaguar XJ-S)	D. Quester / H. Heyer (BMW 635 CSi)	H. Stuck / W. Brun (BMW 635 CSi)	172.060
June 26	Österreichring — 570.4 kms	Austria	T. Walkinshaw / M. Brundle (Jaguar XJ-S)	E. Calderari / P. Dieudonne (Jaguar XJ-S)	H. Stuck / W. Brun (BMW 635 CSi)	—
July 10	Nürburgring — 6 hrs	Germany	M. Winkelhock / D. Quester (BMW 635 CSi)	H. Kelleners / W. Grano (BMW 635 CSi)	M. Vanoli / C. Danner (BMW 635 CSi)	150.219
July 17	Salzburgring — 581 kms	Austria	T. Walkinshaw / C. Nicholson (Jaguar XJ-S)	H. Stuck / W. Brun (BMW 635 CSi)	M. Winkelhock / D. Quester (BMW 635 CSi)	185.230
July 30/31	Spa-Francorchamps — 24hrs	Belgium	H. Heyer / A. Hahne / T. Tassin (BMW 635 CSi)	M. Winkelhock / D. Quester / C. Rossi (BMW 635 CSi)	J. Allam / P. Lovett / S. Soper (Rover-Vitesse V8)	
Sept. 11	Silverstone T.T. — 504 kms	England	R. Metge / S. Soper (Rover-Vitesse V8)	J. Palmer / J. Weaver (BMW 635 CSi)	Z. Vojtech / B. Enge (BMW 635 CSi)	159.824
Sept. 25	Zolder — 473 kms	Belgium	H. Kelleners / U. Grano (BMW 635 CSi)	M. Duez / M. de Deyne (BMW 635 CSi)	M. Delcourt / G. Trigaux (BMW 635 CSi)	



European Saloon Champion: Dieter Quester

CAN-AM
(Canadian-American Challenge)

Date	Race & Distance	Location	First	Second	Third	Winner's Speed kph
June 5	Mosport Part — 237.4 kms	Canada	J. Villeneuve (Frissbee-Chev V8)	J. Crawford (VDS/002-Chev V8)	M. Roe (Ensign-Cos V8)	179.892
July 3	Lime Rock Park — 196.9 kms	America	J. Crawford (Ensign-Cos V8)	M. Roe (VDS/002-Chev V8)	B. Roos (Scandia-Hart)	172.920
July 17	Road America — 257.5 kms	America	J. Fitzpatrick (Porsche 956 t/c)	J. Villeneuve (Frissbee-Chev V8)	C. Monk (Frissbee-Chev V8)	174.742
Sept. 4	Trois Rivieres — 202.7 kms	Canada	J. Villeneuve (Frissbee-Chev V8)	J. Crawford (Ensign-Cos V8)	M. Romano (Ralt RTZ-Hart)	140.373
Sept. 11	Mosport Park — 237.4 kms	Canada	J. Crawford (Ensign-Cos V8)	J. Villeneuve (Frissbee-Chev V8)	J. Fitzpatrick (Porsche 956 t/c)	187.183
Oct. 9	Sears Point — 202.7 kms	America	J. Villeneuve (Frissbee-Chev V8)	J. Crawford (Ensign-Cos V8)	M. Roe (VDS/002-Chev V8)	163.773

Can-Am Champion: Jacques Villeneuve

INDYCAR RACES
(FOR CART CHAMPIONSHIP)

Date	Race & Distance	Location	First	Second	Third	Winner's Speed k.p.h.
Mar 20	Phoenix, Arizona	USA	CANCELLED			
Apr 17	Atlanta, Georgia—321 kms	USA	G. Johncock (Wildcat-Cos DFX)	A. Unser Snr. (Penske PC11-Cos DFX)	J. Paul Jnr (Penske PC10-Cos DFX)	235.178
June 12	Milwaukee, Michigan—241 kms	USA	A. Unser Snr. (Penske PC11-Cos DFX)	R. Mears (1) (March 83C-Cos DFX)	T. Fabi (March 83C-Cos DFX)	186.370
July 3	Cleveland, Ohio—500 kms	USA	A. Unser Snr. (Penske PC11-Cos DFX)	P. Halsmer (Penske PC10-Cos DFX)	T. Fabi (March 83C-Cos DFX)	174.134
July 17	Michigan—804 kms	USA	J. Paul Jnr. (Penske PC10-Cos DFX)	A. Unser Snr. (Penske PC11-Cos DFX)	M. Andretti Snr. (Lola T700-Cos DFX)	217.039
July 31	Elkhart Lake—321 kms	USA	M. Andretti Snr. (Lola T700-Cos DFX)	A. Unser Jnr. (Eagle 83-Cos DFX)	A. Unser Snr. (Penske PC11-Cos DFX)	159.984
Aug 14	Pocono—804 kms	USA	T. Fabi (March 83C-Cos DFX)	A. Unser Jnr. (March 83C-Cos DFX)	R. Mears (1) (Penske PC10B-Cos DFX)	217.071
Aug 28	Riverside—500 kms	USA	R. Rahal (March 83C-Cos DFX)	T. Fabi (March 83C-Cos DFX)	J. Paul Jnr. (Penske PC10-Cos DFX)	182.947
Sept 11	Mid-Ohio—338 kms	USA	T. Fabi (March 83C-Cos DFX)	M. Andretti Snr. (Lola T700-Cos DFX)	R. Rahal (March 83C-Chev V8)	159.803
Sept 18	Michigan—321 kms	USA	R. Mears (1) (Penske PC10B-Cos DFX)	R. Rahgal (March 83C-Cos DFX)	T. Fabi (March 83C-Cos DFX)	293.424
Oct 9	Las Vagas—321 kms	USA	M. Andretti Snr. (Lola T700-Cos DFX)	J. Paul Jnr. (Penske PC10-Cos DFX)	C. Ganassi (Wildcat 9B-Cos DFX)	140.322
Oct 23	Laguna Seca—300 kms	USA	T. Fabi (March 83C-Cos DFX)	M. Andretti Snr. (Lola T700-Cos DFX)	C. Ganassi (Wildcat 9B-Cos DFX)	172.107
Oct 28	Phoenix, Arizona—241 kms	USA	T. Fabi (March 83C-Cos DFX)	M. Andretti Snr (Lola T700-Cos DFX)	T. Sneva (March 83C-Cos DFX)	203.856

CART Champion: Al Unser Snr.

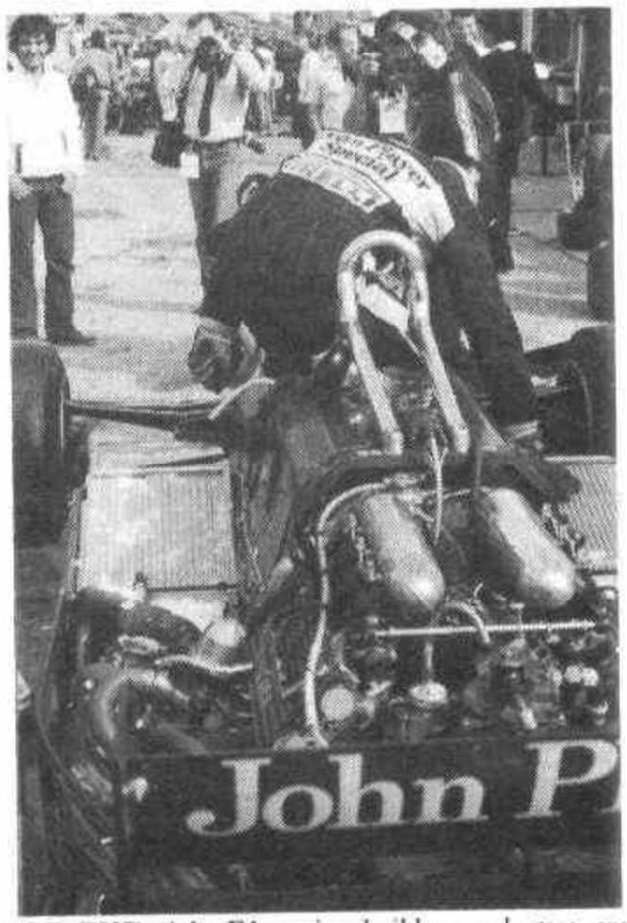
FORMULA ONE ENGINES

LAST month in Formula One Scene the current engine situation was discussed with the fact that there are eight different manufacturers battling against one another in the horsepower stakes. The engines in use during 1983 are listed below with figures taken from information supplied by the manufacturers to *Autocourse* for their 1984 Annual. Actual engine capacities are not quoted as some of the figures are suspect and calculations do not agree with the figures given. Similarly horsepower figures are only a guide and are nominal. Brian Hart was the only one to give an accurate figure, when he quoted 580 bhp at 1.8 bar boost (26 psi). In all cases real power comes in at something over 8,500-9,000 rpm so that drivers have to keep an eye on the tachometer to keep the engine within the limited rev-range which is in the order of 2,500 rpm or less. If you let the rpm drop below the critical figure (around 8,500-9,000 rpm) "the light goes out" and you suffer the fashionable "turbo-lag". It means you have fallen off the working part of the cam design. Even the flexible Cosworth goes flat below 8,500 rpm.

D.S.J.

Formula One engines in 1983

Make	*Cylinders*	*Bore & Stroke*	*Capacity*	*Nominal bhp*	*RPM*	*Turbo*
Alfa Romeo	V8 at 90 degrees	74.0 × 43.5 mm	1½-litres	640	11,500	Alfa Romeo 2
Alfa Romeo	V12 at 60 degrees	78.5 × 51.5 mm	3-litres	540	12,300	—
BMW	4 in line	89.2 × 60.0 mm	1½-litres	640	11,000	KKK (1)
Ferrari	V6 at 120 degrees	81.00 × 48.4 mm	1½-litres	620	11,500	KKK (2)
Cosworth DFV	V8 at 90 degrees	85.6 × 64.8 mm	3-litres	495	11,000	—
Cosworth DFY	V8 at 90 degrees	90.0 × 58.8 mm	3-litres	510	11,000	—
Hart	4 in line	88.0 × 61.5 mm	1½-litres	580	10,750	Holset (1)
Honda	V6 at 80 degrees	80.0 × 49.0	1½-litres	600	10,400	KKK (2)
Renault	V6 at 90 degrees	86.0 × 42.8 mm	1½-litre	650	12,000	KKK (2)
Porsche	V6 at 80 degrees	82.0 × 47.3 mm	1½-litres	700	11,500	KKK (2)



OF THE eight F1 engine builders, only two are British, with many UK teams such as Lotus turning overseas for motive power.

The 1984 International Racing Season

THE CALENDAR of the major International events is listed below, these being the ones counting towards the various Championships. Bearing in mind what Mr Ecclestone said early in the 1983 season, that none of the Grand Prix events for that season would be cancelled, and that somehow we missed seeing the Formula One races at Dijon-Prenois, New York and Las Vegas, be prepared for cancellations and alterations to the Formula One list. Certain events can be guaranteed, like our own Grand Prix at Brands Hatch this year, the San Marino GP at Imola and the Italian GP at Monza, but the thought of the European GP at the new mini-Nürburgring in October sounds very unreal.

Work on the mini-Nürburgring is forging ahead and a Formula 2 event is due on April 29th. Similarly a new Autodrome is being built at Fuengirola in Spain, just north of Malaga, and a provisional date is booked for June 3rd for a F2 race, with a non-championship long-distance sports car race to open the track on May 27th. A look at the opening of the Formula 2 season would seem to suggest that it is being sponsored by Townsend-Thoresen Ferries, with four races in April in the sequence England, Germany, England, Germany so the Dover-Calais ferry boats will be pretty full that month. Obviously there is a master scheme behind this sort of planning, but it is not very obvious to the lay-mind.

Reading the list of events for the European Touring Car Championship, in which the Jaguar XJS coupes really sorted out the BMWs on a number of occasions in 1983, must give any European with the wanderlust a twinge of excitement. Journeys from Sicily to Czechoslovakia, back to Austria, up to Germany and Belgium, over to England and then back to Belgium and down to Italy would provide some interesting motoring if it wasn't for all the other people trying to do the same thing! — D.S.J.

GRAND PRIX RACES
(Formula One Driver's and Manufacturer's Championships)

Mar 25	Brazilian GP	Rio de Janeiro
Apr 7	S. African GP (Saturday)	Kyalami
Apr 29	Belgian GP	Spa-Francorchamps
May 6	San Marino GP	Imola
May 20	French GP	Dijon-Prenois
June 3	Monaco GP	Monte Carlo
June 17	Canadian GP	Montreal
June 24	USA (Central) GP	Detroit-Michigan
July 8	USA (West) GP	Dallas-Texas
July 22	British GP	Brands Hatch
Aug 5	German GP	Hockenheimring
Aug 19	Austrian GP	Österreichring
Aug 26	Dutch GP	Zandvoort
Sept 9	Italian GP	Monza
Sept 23	USA (East) GP	New York
Oct 7	European GP	Nürburgring

WORLD ENDURANCE CHAMPIONSHIP
(For Manufacturers and Drivers)

Apr 8	Monza 1000 Kms	Italy
May 13	Silverstone 1000 Kms	England
June 16/17	Le Mans 24 hrs	France
July 15	Nürburgring 1000 Kms	Germany
Aug 5	Mosport 6 hrs	Canada
Aug 12	To be nominated	United States
Sept 2	Spa-Francorchamps 1000 Kms	Belgium
Sept 30	Fuji 1000 Kms	Japan
Dec 4	Kyalami 6 hrs	S. Africa

FORMULA TWO EUROPEAN TROPHY

Apr 1	Silverstone	England
Apr 8	Hockenheim	Germany
Apr 23	Thruxton (Monday)	England
Apr 29	Nürburgring	Germany
May 13	Vallelunga	Italy
May 20	Mugello	Italy
June 3	Fuengirola	Spain
June 11	Pau (Monday)	France
June 24	Hockenheim	Germany
July 22	Santa Monica-Misano	Italy
July 29	Enna-Pergusa	Sicily
Aug 27	Donington Park	England
Sept 29	Brands Hatch	England

FORMULA THREE EUROPEAN CHAMPIONSHIP

Mar 25	Donington Park	England
Apr 15	Zolder	Belgium
May 1	Magny-Cours	France
May 13	La Chatre	France
May 20	Österreichring	Austria
June 10	Silverstone	England
June 17	Nürburgring	Germany
June 24	Monza	Italy
July 8	Enna-Pergusa	Sicily
July 15	Mugello	Italy
Aug 5	Knutsdorpring	Sweden
Sept 16	Nogaro	France
Oct 7	Croix-en-Ternois	France
Oct 21	Jarama	Spain

EUROPEAN TOURING CAR CHAMPIONSHIP

Mar 18	Monza	Italy
Apr 8	Vallelunga	Italy
Apr 29	Donington Park	England
May 13	Enna-Pergusa	Sicily
June 10	Brno	Czechoslovakia
June 17	Österreichring	Austria
July 1	Salzburgring	Austria
July 8	Nürburgring	Germany
July 28/29	Spa-Francorchamps	Belgium
Sept 9	Silverstone	England
Sept 23	Zolder	Belgium
Oct 21	Mugello	Italy

EUROPEAN MOUNTAIN HILL-CLIMB CHAMPIONSHIP

Apr 1	Ampus-Draguignan	France
Apr 22	Ecce Homo	Czechoslovakia
May 20	Estrala	Portugal
May 27	Montseny	Spain
June 10	Rechberg	Austria
June 24	Rieti	Italy
July 8	Potenza	Italy
July 22	Freiburg-Schauinsland	Germany
July 29	Popoli	Italy
Aug 12	Mont Dore	France
Aug 26	St. Ursanne-les Rangiers	Switzerland
Sept 2	Turkheim-Trois Epis	France

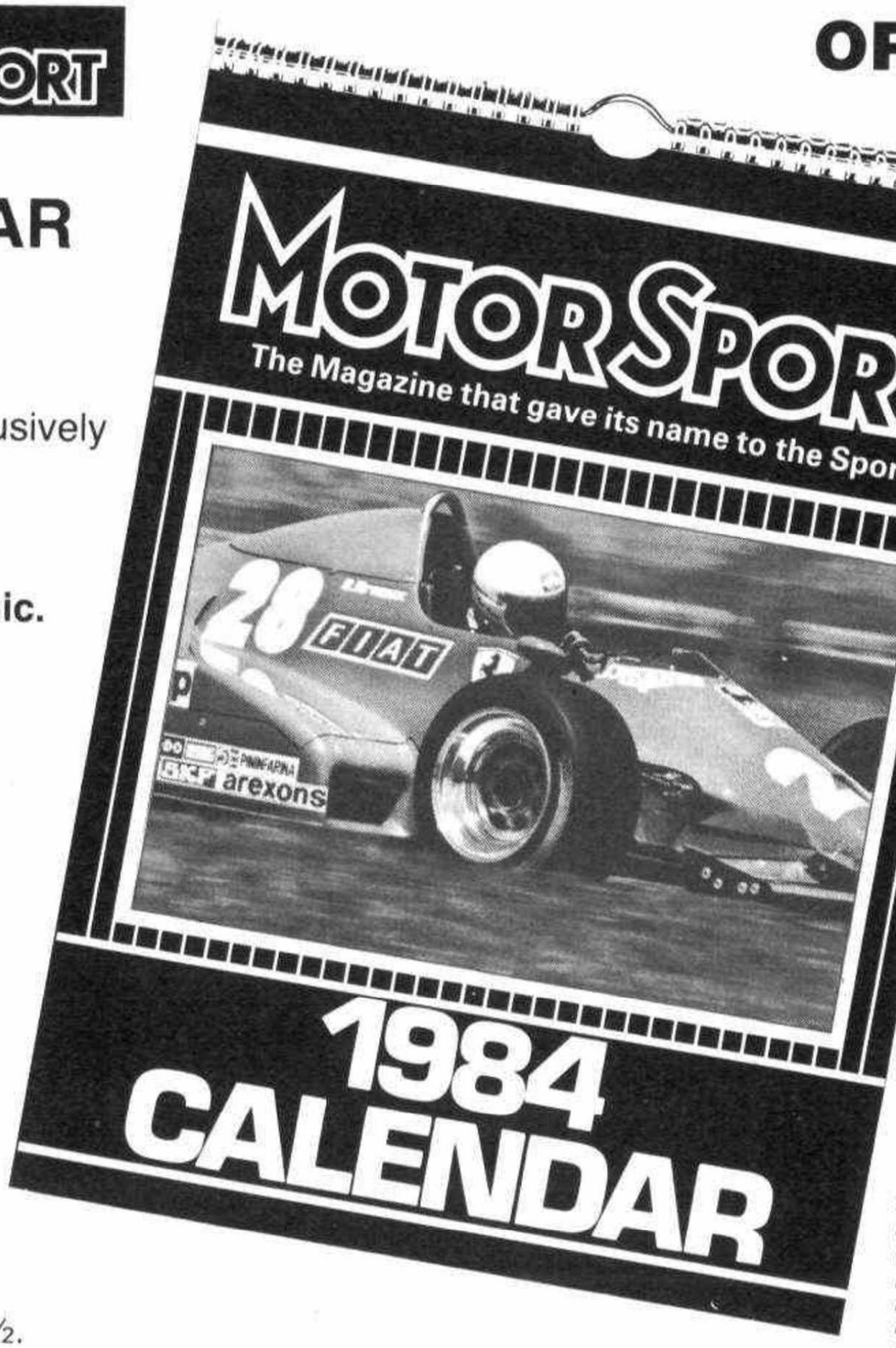
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Audi v Lancia

The Rally Manufacturers in conflict

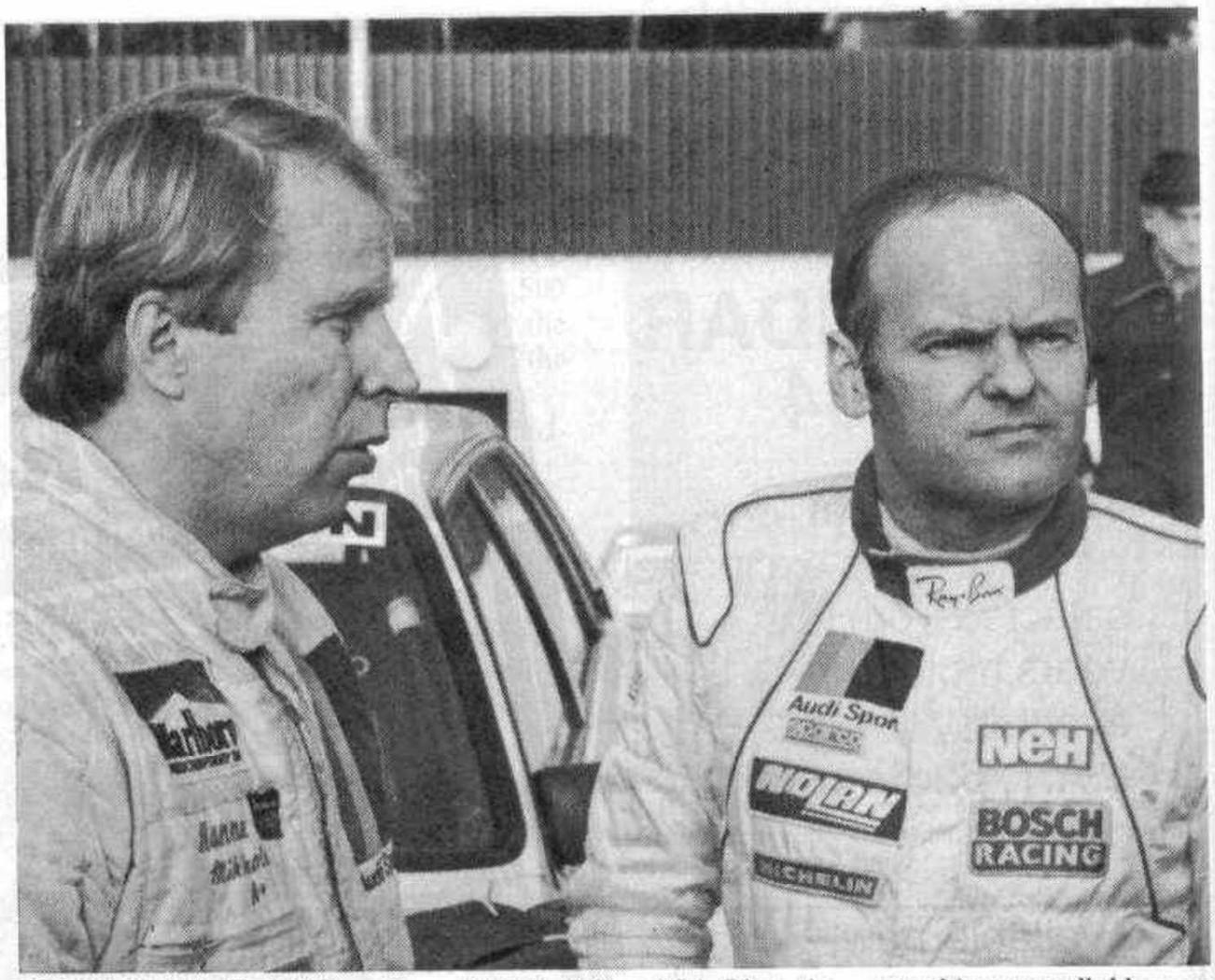
IF nothing else the 1983 World Rally Championship helped disprove two myths. The first, that Germans are without exception coldly and clinically efficient. The second, that Italians are always in turmoil, always having a crisis. The championship just past would, however, seem to indicate that there had been a complete role reversal.

For those brought up on stories of the ruthlessly efficient Alfred Neubauer and the all-powerful Mercedes Grand Prix team, the activities of the Audi Sport rally team come as something of a shock. The stories of ineptitude and mix-ups within Ferrari and Maserati are legion, but somewhere along the line someone forgot to pass on the message to the small Lancia (née Abarth) rally team about the Italian trait for foul-ups.

However, where both Audi and Lancia did conform to their respective national images was in terms of engineering philosophies. Audi gave every indication that someone, somewhere, felt that increased horsepower was the answer to any problems. Forget how bad the handling may be, brute force would overcome. It is not the contradiction that it may seem to say that despite its four-wheel-drive and turbo-charger, the Quattro is unsophisticated. It's tough, strong, in fact built like a tank. That alone enables it to overcome any human frailties. There are even those within the team itself who refer to the Quattro as the "electronic tractor". Certainly, the Audi has emerged as a sophisticated machine in concept, but in its application it lacks a certain delicacy or finesse.

Finesse is, however, a word which can be used in the context of the Lancia Rally. With its space-frame chassis it is in many ways the epitome of an Italian competition machine. Purpose-built for the job, it is light, strong, reliable, easily adaptable and simplicity itself to maintain. It is also apparently a joy to drive, the flexibility of the supercharged four-cylinder 1,995 cc engine a matter of some considerable envy amongst the non-Lancia drivers who as the season progressed had to contend with more and more intransigent power units as their employers strove to keep up, mistakenly substituting increased top-end output for a smoother torque curve.

Two, therefore, entirely different solutions to the same problem. At the start of the year it did seem — on paper at least — that the odds were stacked in Audi's favour. The Ingolstadt team — based in an old supermarket — had made it known that they would be prepared to contest every one of the 12 qualifying events in order to achieve its dual goal — the Makes title, and also the Drivers' Championship. Lancia was more cautious. They really only wanted the Makes title. With customary cunning they would pick and choose the rallies which they thought best suited to them. In fact it didn't quite turn out like that. Lancia ended up chasing Audi — or rather hounding them — to the four corners of the world. Once the Italians had achieved their aim on the penultimate round of the Makes Championship (Sanremo), they tactically withdrew, Director of Motorsport Cesare Fiorio announcing that he was considerably over-budget.



FRIENDS AND RIVALS — Hannu Mikkola (left) and Stig Blomqvist — team drivers controlled by team policy.

In this respect it is beyond any doubt that Audi's budget was the largest. Motor manufacturers are somewhat coy about discussing such figures (surely they cannot be ashamed?) but conservative estimates indicate that Audi spent £6 million on trying to retain the Makes title. In the end they failed, salvaging the Drivers' Championship for Hannu Mikkola. With no outside backer to help defray the not inconsiderable costs of transporting and maintaining a fleet of rally cars as they travel the world, one would expect Audi's investment to be proportionately higher than the Martini-sponsored Lancia team.

At a press conference in December to unveil Lancia's plans for this season, Fiorio said that the budget for the rally and Endurance programme was 10 billion lire — £4.5 million. It is safe to assume that less was spent in 1983, and one also presumes that this is how much the Fiat Group spends, and does not take into account whatever Martini pay for having its indentification on the cars.

However, whatever the outlay, Lancia obviously feel every penny was well spent, particularly as they won the coveted Makes Championship for the fifth time and with an evolution car which was in only its first full season of international rallying. In 1982 the fledgling Lancia Rally had stumbled from mechanical crisis to mechanical crisis. It looked bad, talk already suggesting that the 037 Rally (the type number given by Abarth for the project) was too fragile, too much like a Group C racing car to succeed. But Lancia was learning all the time. So much so that during 1983 the Rally earned a reputation for being one of the — if not the — most reliable cars contesting the current World Championship. So much so that it put more conventional machines in the shade — teams like Nissan have in the past been able to set great store and gain results from their unquestioned reliability, but not any more with the advent of the 037 evolution model. The instances of mechanical failure amongst the factory 037s were so rare that one can literally reel them off from memory. There was Jean-Claude Andruet's supercharger failure on the Monte Carlo Rally, the Frenchman also drawing the short straw on Corsica when the engine seized afer the water injection filled up the car's combustion chambers, a headgasket failure for Markku Alén on the Acropolis and a misaligned compressor on Walter Röhrl's Sanremo 037. The Monte, Acropolis and Sanremo problems were corrected during the rallies.

In comparison there were a myriad of problems with the Quattros. Fires, transmission failures, broken engines, turbocharger faults, and even wheel losses dotted Audi's season. At times it seemed that the team had taken on far too much.

They never had time to test and prepare themselves properly, but that apart many of Audi's dramas were compounded by bad service support. On almost every rally a mechanic managed to do something drastic, and even by the RAC Rally, the final round of the championship, there were still mistakes being made — 20 litres of water in the fuel tank of Michèle Mouton's car, for example.

There is no denying that these errors became a source of constant worry amongst factory drivers Mouton, Mikkola and Stig Blomqvist. One advantage of being a professional factory team driver is that you have the back-up of people which enables you to concentrate on the thing you are being paid to do: drive. Sometimes the Audi trio must must have felt that they were back in their early amateur private days. Mikkola, in particular, found it necessary to always check what was going on at a service point. Constantly cajoling and checking, Mikkola never really felt that he could relax.

The saviour of many a bungled service was team manager Roland Gumpert. The 39-year-old engineer was more often than not doing the work of mechanics. It was partly due to the highly regimented German system which dictates that each person is a specialist, and therefore only deals with his own particular problems area, partly a reluctance to do anything unless a specific order is issued. Add to these factors the basic lack of rally experience within the team mechanics — one week they can literally be working on an Audi production line, the next be trying to change a front differential at three in the morning on the top of an icy cold mountain — and one starts to sympathise with Gumpert.

The more the drivers experienced problems, the more they turned to Gumpert for help. The more Gumpert did, the less the mechanics felt inclined to do. It was a classic Catch 22 situation, but there can be no denying that Gumpert doesn't exactly object to being thrust into the middle of a mechanical problem.

Like the cars they used, there was a complete contrast in styles between the men who ran them. Lancia's Fiorio would no more think of delving under a bonnet than Audi's Gumpert would of weaving some devious political web. There is a little doubt that Fiorio is highly politically motivated character. He knows how to manipulate the rules, and those who enforce them. He knows how to motivate his drivers. How to press home an advantage. But he has been at it a long time, and he does have a well structured organisation underneath him. On the other hand there aren't many drivers who "enjoy" the highly charged politics of the team — in this respect the Lancia rally organisation is typically Italian.

One couldn't imagine Gumpert manipulating his drivers in the way that Fiorio does. It does seem that Gumpert is sometimes in awe of his trio. Heaven knows how he is going to cope with the arrival of Röhrl this season. Certainly there will have to be a change in approach during 1984, Gumpert having to adapt himself into the role of a manager along the lines of Fiorio. I think he can make the transition, and once he does he could emerge as a match for his Italian counterpart.

The turning point for the championship was undoubtedly Greece. This was the chance for Audi to claw back the two point deficit from Lancia. With Mouton having won the Acropolis in 1982 the German team started as favourites, and in spite of some appalling service, Mikkola led. Then a boot hinge pin broke. A small failure, but one which resulted in his Quattro's engine being starved of oil after the massive boot-lid mounted oil cooler pulled itself away from its connecting pipes. As a result Röhrl was a surprise winner, Lancia now having a six point advantage over Audi.

This totally unexpected result seemed to throw Audi into turmoil, so much so that they lost the next round in New Zealand. After this defeat there was even talk about a tactical withdrawal until the 1000 Lakes, but Gumpert rightly insisted that his team should still go to Argentina. Here were stages and conditions which could have been made for Quattros. With average speeds in three-figures, the need sometimes to change gear on a stage only a couple of times, plus snow, ice and rain it was no surprise that Quattros filled the top four places.

However, although this walk-over did help restore team morale, it basically came too late. Even though Mikkola and Blomqvist finished first and second on the 1000 Lakes, Alén's tactical third place meant that Lancia maintained its advantage. All that Fiorio had to do was ensure that his team performed at its peak in Sanremo, there could be no mistakes on Lancia's home event. There weren't, and Lancia were champions for the fifth time.

Audi could now only salvage the Drivers' Championship for Mikkola, and they had to go all the way to the Ivory Coast to do that, although even there they were beaten by Toyota.

It had been a difficult year for Mikkola, probably his last chance ever of becoming World Champion, as in 1984 he has opted for a limited six rally programme for the factory team. After 10 years at the pinnacle of the sport there is no doubt that he deserves his crown. There have been suggestions that he was given the title by Audi, that it was a hollow success as Lancia didn't press home the late challenge from its drivers Alén and Röhrl.

It is a fact that Audi decided during the year that both Mouton and Blomqvist should step aside whenever necessary to give Mikkola as much chance as possible of becoming champion. This had been understood by Blomqvist all along. He was in the team to act out a supporting role to either Mouton or Mikkola, the decision to promote the latter's chances not coming until after the Safari Rally where he was second overall (to Ari Vatanen's Opel) and had a clear 28 point lead over Mouton. It got steadily worse after that, both Röhrl and Alén closing in rapidly, and as Mouton slipped further back it was only natural that she should be asked to give Hannu whatever support was necessary.

As it turned out there was only one clear cut incident when a team-mate was asked to slow down — Argentina, where Blomqvist backed off to let Mikkola through and earn himself another five points, the difference between first and second. The 1000 Lakes in Finland was less clear cut. Mikkola had put in a brilliant drive, overcoming all sorts of delays and problems, to be on Blomqvist's tail as the rally reached its climax. Gumpert says that no team orders were issued, but there is no doubt there was some discussion between the trio prior to the final stages. Mikkola did catch and pass Blomqvist, the Swede not retaliating.

If Lancia had gone to both the Ivory Coast and RAC rallies then the result of the championship could have been very different. But there was never any chance that Fiorio would send a car to West Africa — it was too close to Sanremo for him to make any last minute arrangements — so the fact that Mikkola finished second behind Björn Waldegård in a Toyota Celica Turbo, effectively put the title behind the grasp of Alén. Röhrl could still snatch the championship *if* he had come to the RAC, and *if* he had won, but against the Finn on unseen roads it is doubtful whether the German would have managed the task in view of his dislike of non-practice rallies.

Hannu Mikkola is a worthy World Champion, it hardly being his fault (or problem) that FISA's continuing policy means that there are still two World Championships run in tandem. The need to have two events which count for just the Drivers' Championship (Sweden and Ivory Coast) is an anachronism. If these events aren't good enough for inclusion in the Makes' Championship then why include them at all? Certainly the Ivory Coast is the least popular event of the season, and whilst Sweden is well organised and promoted, its specialist nature as a snow rally puts off a lot of people. But why should it be considered more specialist than, say, the roads of Corsica?

There is a growing feeling that 12 events are simply too many. If a team is to contest the entire championship then it places an almost impossible strain on personnel. A much more sensible solution would be to have a 10 round World Championship, the best eight results to count for both a Drivers and a Makes title. That would stop teams like Lancia being able to pick and choose, thereby creating a more meaningful series with all the rounds contested by the leading teams. Then we would start to have a real World Championship. — M.R.G.

ROAD IMPRESSIONS



The Honda Accord EX

THE need for a convenient car to use as a tender when I went in the 1904 Mercedes on the Veteran Car Brighton Run gave me a good opportunity to discover that this is just what the latest Honda Accord is — a well-contrived, convenient, medium-sized car with other attributes. It came to us in three-door EX (for Executive) form, a Hatchback with an ingenious folding shelf and divided rear seat, so an admirable load carrier, even if the hatch does not extend to the bottom of the back of the body. It was also the Hondamatic version of this well-made car, so it was simplicity to drive, the gear locations rather oddly marked "OD" for normal drive, with a star showing the middle-gear position, but otherwise with the expected L, N, P and R positions; the change into N from drive is unprotected, however, but a press-button on the side of the T-handle guards against inadvertent moves into L, R or P. An illuminated indicator on the fascia follows the gear-lever movements.

When I say this Honda Accord is well laid out and conveniently equipped, I mean it! This is evident in the quality of the clearly-labelled, or symbolled, controls, the floor levers to enable the driver to open hatch and near side lockable fuel-filler flap without getting out of his easily-adjusted (for height as well as reach) comfortable seat, these seat adjustments closely graded. The well-contrived and substantial twin stalk controls have the rear wipe/wash operated from the left one, turn-indicators with the right-hand stalk, the four horn-pushes on the steering-wheel spokes are easy to use whether you loll along with hands at "ten-to-two" or use a lower grip, and ten warning lights are on the instrument panel which also contains the easily-read Seiki tachometer and speedometer, the former red-lined at 6,000 rpm. These dials are supplemented by heat and fuel gauges (approx 1.9 gallons reserve when the low-level petrol light comes on), and the car-plan that illuminates if a door or the hatch is left open. There is also a service panel, ingeniously arranged to show lights of different colours if something vital fails, needs servicing, or is overdue for such attention, this including a tyres-rotation reminder.

The gear selector is rather long, the hand-brake well placed. Other convenient aspects of this smart Honda Accord include a four-position headlamps' adjuster to cope with anti-dazzle under varying loads, easily variable panel lighting, a heater fan that has three settings beyond the "mild" one which is useful for rapid de-misting, two internally-adjustable rear-view mirrors, a good electric sunroof with sliding cover below it, and an electric roof-mounted rádio aerial, both having neat switches, a holder for cassettes for the National radio / stereo player which uses door-speakers, rear seat belts, thus anticipating the time when these become compulsory, mud flaps behind all the wheels, a quartz clock in the centre of the screen sill, with a button for date display, openable rear side windows, and useful stowages that encompass a shallow but lockable cubby, elastic-band-closed front door pockets and bins beside the back seat, and a coin storage on the fascia. Such items, coupled with the excellence of the ventilator flap controls and a good paint job, make this Honda the equal of far more costly cars.

The Stanley lamps give good illumination, with flick dip, there is a manual choke with throttle-setting notches, again all of high quality and giving prompt starting from cold. The fuel tank holds a useful 13.2 gallons. Taking the Accord over in London traffic the initial impression was of some whirring as the Hondamatic operated, but on less congested roads this is a notably quiet, smooth-running car, able to nudge 100 mph on a Motorway. It has good servo disc / drum brakes but the Japanese suspension, all independent by coil spring struts, allows rather too much sway at speed on winding roads, so that one normally-immune back-seat occupant felt momentarily sick. Road-holding is not suspect to any great degree, however, the wheels being shod with 165 SP13 Michelin XZX tyres as a contribution to good grip. The power steering has been praised in a contemporary journal as about the best there is. I cannot agree, finding it much too light and inclined to be vague, although it has some castor return and its light action is certainly excellent for parking or taking quick evasive action.

For a 1.6-litre car (77 × 88 mm, ohc, four-cylinder, front-drive) fuel consumption is not all that good. Driving very fast gave around 26 mpg and this only improved to an overall 26.7 mpg with more unhurried usage. Where this Honda scores is in its apparent quality, that would not disgrace "prestige" models, and its well-thought-out minor details. The front-hinged, prop-up bonnet-lid is easy to open but makes dip-stick and fillers a trifle inaccessible, but not so the Yuasa battery. As central door locking and electric windows, the latter hardly needed in a compact body, are omitted the price is held to £6,500 (£6,190 with manual transmission). It comes with a good multi-lingual handbook, but I thought the seat-belt connectors rather difficult to use. It is thus an attractive proposition, which makes me keen to try the 12-valve Honda Prelude which I had hoped this one, asked for at short notice, would have turned out to be. . . .

You may look askance at the way Japan is taking over Dunlop and showing us how to play rugby football, after having absorbed the British motorcycle industry, and invaded our car market. But it pays to see what the opposition is like! — W.B.

Lancia's Delta HF
— a significant débutant

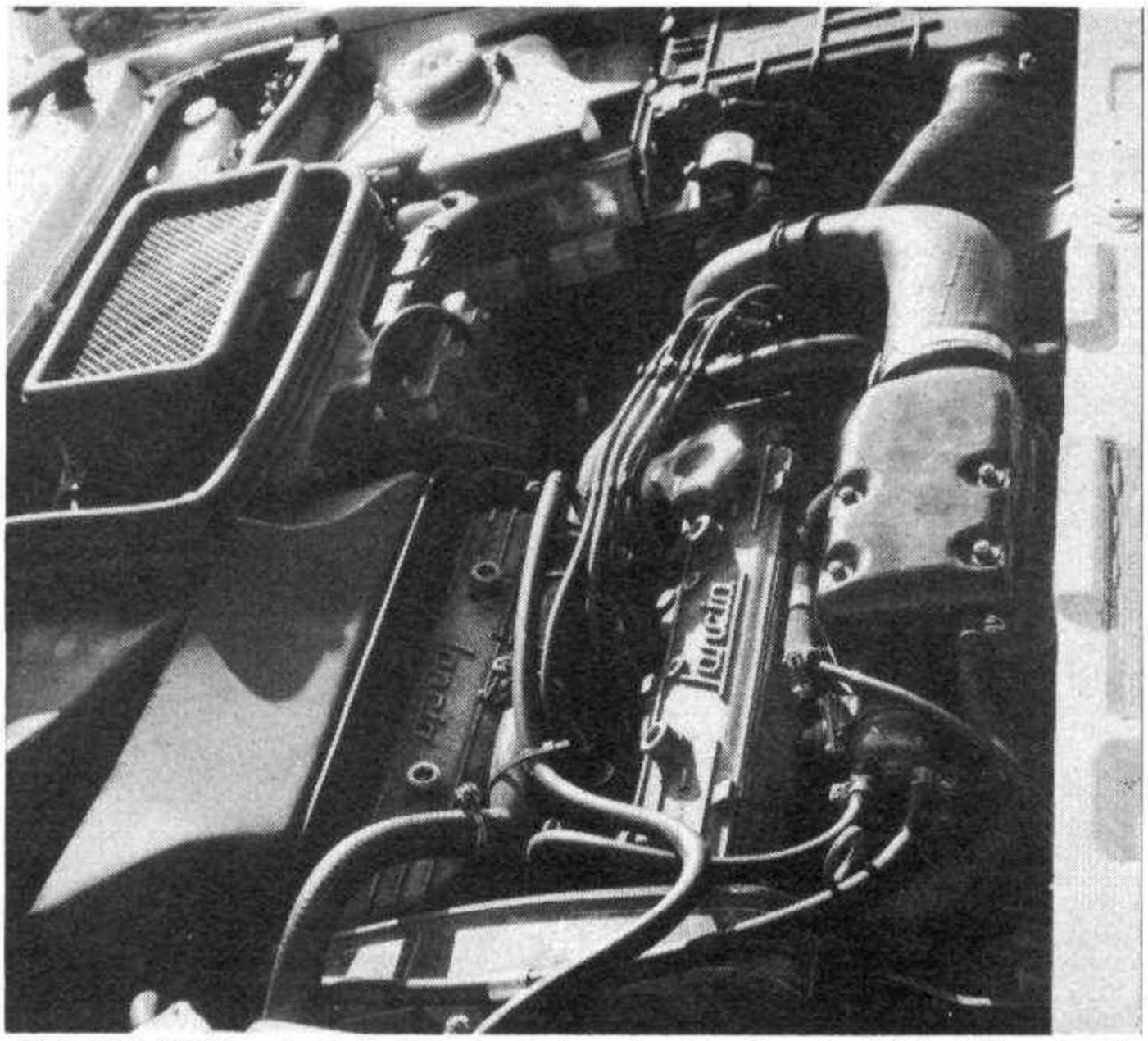
IN A particularly busy round of autumn announcements, many of them geared to the Frankfurt Show last September, little attention was given to the Lancia Delta Turbo which will reach the British market in mid-1984. It is an important newcomer nonetheless, bringing the Italian make to the forefront in the high-performance family car market, and the opportunity of driving the car briefly was not to be missed.

The first question that's bound to be asked is why Lancia chose to fit a Garrett turbocharger on the Delta's 1.6-litre engine rather than the Volumex supercharger that is favoured for the Trevi, the Coupé and the HPE. Lancia director Dr Alberto Pianta explained to us that the company is committed to having a forced induction version for every model in the range eventually, but is open-minded about which system to use. The Volumex supercharger, as applied to the Coupé which we featured last month, has "softer" characteristics which do more for the torque than for the power output, and is therefore better suited to the larger-engined models. The turbocharger, already used very successfully on the World Rally Championship winning mid-engined Rally model, is more "explosive" to use Dr Pianta's expression, and will be preferred by younger drivers who want the feeling of power.

Lancia claim that the Delta Turbo HF is the first small, mass produced saloon to have a turbocharger fitted; Saab may not agree with that, having produced 100,000 turbocharged cars in seven years, so maybe the claim hinges on the definition of "small"! Lancia intend to make 5,000 Delta Turbos per annum, of which 3,000 will be reserved for the Italian market and the remaining 2,000 distributed initially in France and Germany, and then in other markets including Britain.

A great deal of development has gone into the Delta Turbo HF, as you'd expect of a company of Lancia's standing. Taking the Delta GT's twin-cam, 105 bhp, 1,585 cc four-cylinder engine as a base, the HF version incorporates the Garrett T3 turbocharger upstream of a Weber twin-choke carburetter, boosting the power output to an impressive 130 bhp at 5,600 rpm. The torque is improved by a whopping 42 per cent, to 143 lb ft at 3,700 rpm, suggesting that the HF will be both lively and flexible.

An air-to-air intercooler is included in the specification, lower piston crowns reducing the compression ratio to 8:1, and the power unit is managed by a new Marelli Microplex system (more advanced than the Digiplex system used on Ferraris, apparently) which also has a knock-sensor to regulate the ignition advance. A ZF 5-speed gearbox replaces Lancia's own box, the normal all-disc brake system is retained, an oil cooler is added to the specification, the forward part of the exhaust system is made of stainless steel, and new alloy wheels are fitted with Michelin TRX tyres.



PARTICULARLY neat installation hides the turbocharger low down, from where it feeds a Weber twin-choke carburetter.

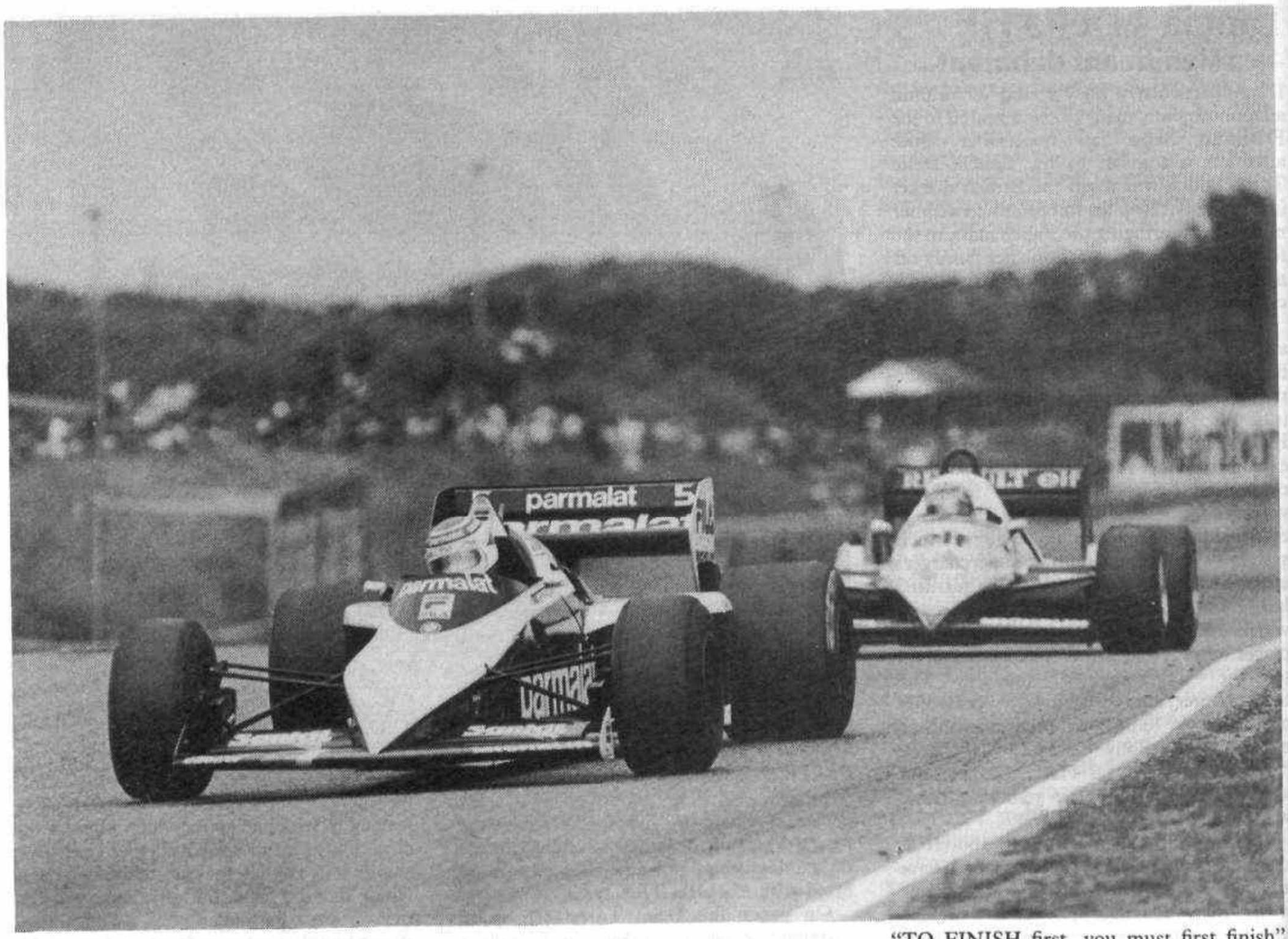
On paper the Delta Turbo HF is an extremely attractive package, technically a lot more interesting than its potential rivals. The "packaging" is rather anonymous, unfortunately, the four-door bodywork strongly resembling the VW Golf for instance, but it is modern and spacious for family usage. A four-wheel-drive version of the Turbo HF has also been announced, and a coupé version could be a real winner.

Despite Dr Pianta's hint of explosive power, the Turbo HF is all the more impressive on the road for having a lot of power — and torque — delivered smoothly, lacking the "step-on" effect that you'd feel in a Porsche. The combination of 130 bhp in a family saloon weighing exactly 1,000 kg (20 cwt, near enough) is potent to say the least, whipping the HF to 62.5 mph in 8.9 seconds and to a top speed of slightly over 120 mph. The turbocharger is unusually quiet, too, betrayed only by a faint whistle which you would notice with the windows down, resulting in a performance which would do credit to a potent 2-litre model.

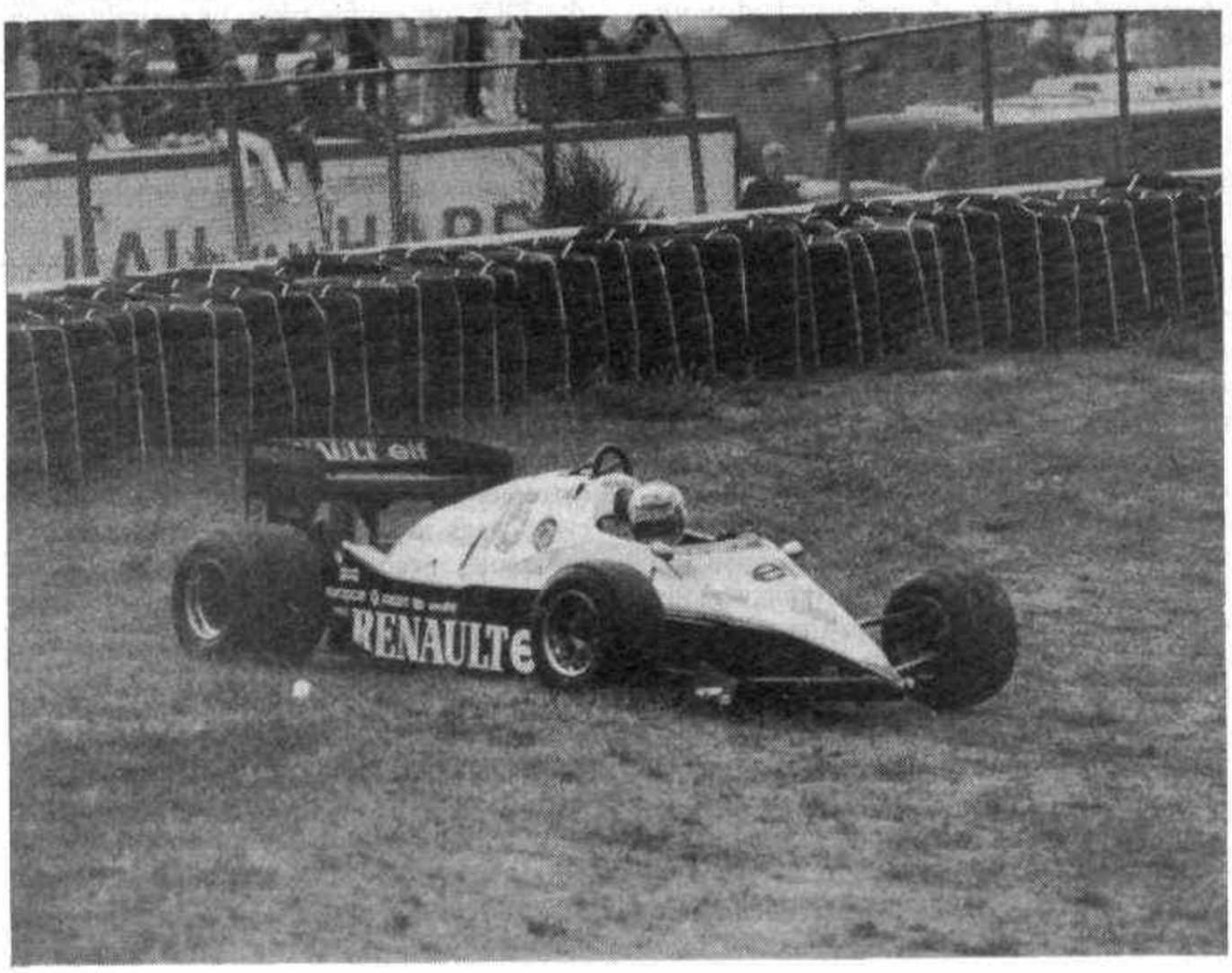
In the few miles that we drove the car, three up, we formed the impression that the Delta Turbo could become a formidable class contender, and could attract the following of the Alfasud Ti which is now being phased out. The handling felt good, as did the gearbox, brakes and steering, leaving us with one doubt which would need checking in a full road test, that front-end stability is not all that it might be; on a windy day the Delta felt rather unsteady at the front, particularly in overtaking, suggesting that a deeper front air dam might be needed. This might, equally, have been some peculiarity of the road surface, or of the TRX low profile tyres, or a combination of all three factors.

The purpose of our visit was to tour Lancia's Chivasso plant, which opened in 1962 and has recently been extended and thoroughly modernised, £33 million (half of the current total budget) having been spent on the rustproofing and painting areas. Lancia is the first company in the world to have adopted cataphoresis painting, that is, dipping the bodies in baths of primer paint through which an electric current is passed. An average of 20 to 40 microns of primer adheres to the metal, and Lancia go to the extremes of cutting up a couple of shells every week to check the primer thickness in the most inaccessible parts. Most of the painting is robotised, and the shells are then sent down a line where all the cavities are wax filled, and the undersides thoroughly undersealed, before assembly.

Whatever Lancia's recent reputation for rust proneness, the company is taking great pains to rectify the matter. Only time will really tell how successful Lancia have been, but the company is confident that its preparation now matches that of VW, Saab, or any other noted rival. — M.L.C.



To Finish First . . .



"TO FINISH first, you must first finish" the saying goes and during the 1983 Formula One season most of the top drivers did their best to eliminate themselves from the races at one time or another. Some of their mistakes were pardonable, some were as a result of trying too hard, some were due to brain-fade and some were plain stupidity. World Champion Nelson Piquet was not perfect, stalling his engine at the start of the San Marino GP at Imola and having to sit in his car on the front row while the rest of the field dodged round him. At Zandvoort in the Dutch GP he ended up in the barriers through no fault of his own when Alain Prost ran into him without warning. Piquet (above) is seen leading Prost shortly before the accident. The Renault driver carried on, leaving the stricken Brabham in the barriers, but before the end of the lap Prost crashed and is seen (left) bouncing off the tyre wall before coming to rest with broken front suspension.

Not all the mistakes of the season were due to going too fast or trying too hard, some were quite the opposite. In the Monaco GP both McLaren team drivers "frigged-about" on the first day of practice, trying to force the issue with their management over the decision about when to start racing with the new Porsche engine.



Both Lauda and Watson failed to qualify during the first day, to emphasise how useless it was to carry on with Cosworth engines, but were caught out on the second day of practice when it rained and there was no hope of qualifying. A dejected Niki Lauda (above) is seen in his Cosworth powered McLaren on wet-weather tyres circulating on the second day of practice with no hope at all of getting into the race.

At Brands Hatch for the Grand Prix of Europe, the Ferraris were outclassed due to a deficiency in tyre adhesion over their rivals. Rene Arnoux threw away all hopes of finishing in the points when he had a spin at South Bank Corner (below). Although he got going again he had been forced to wait for a long time while everyone went by and from then on was right out of the picture. Spinning was a popular pastime with many drivers during the season and wide grass verges and run-off areas allowed most of them to get away with it. The most remarkable spin of the season (captured beautifully on American television) was Keijo Rosberg's on the first lap of the Grand Prix at Long Beach when vying for the lead. He did a 360-degree spin when braking for a sharp right-hander, during which he did not hit anything and only lost a couple of places, keeping the engine running and carrying on. Later in the race he collided with Tambay's Ferrari, thus eliminating it, and one corner further on eliminated himself against Jarier's Ligier. Not Rosberg's best race.

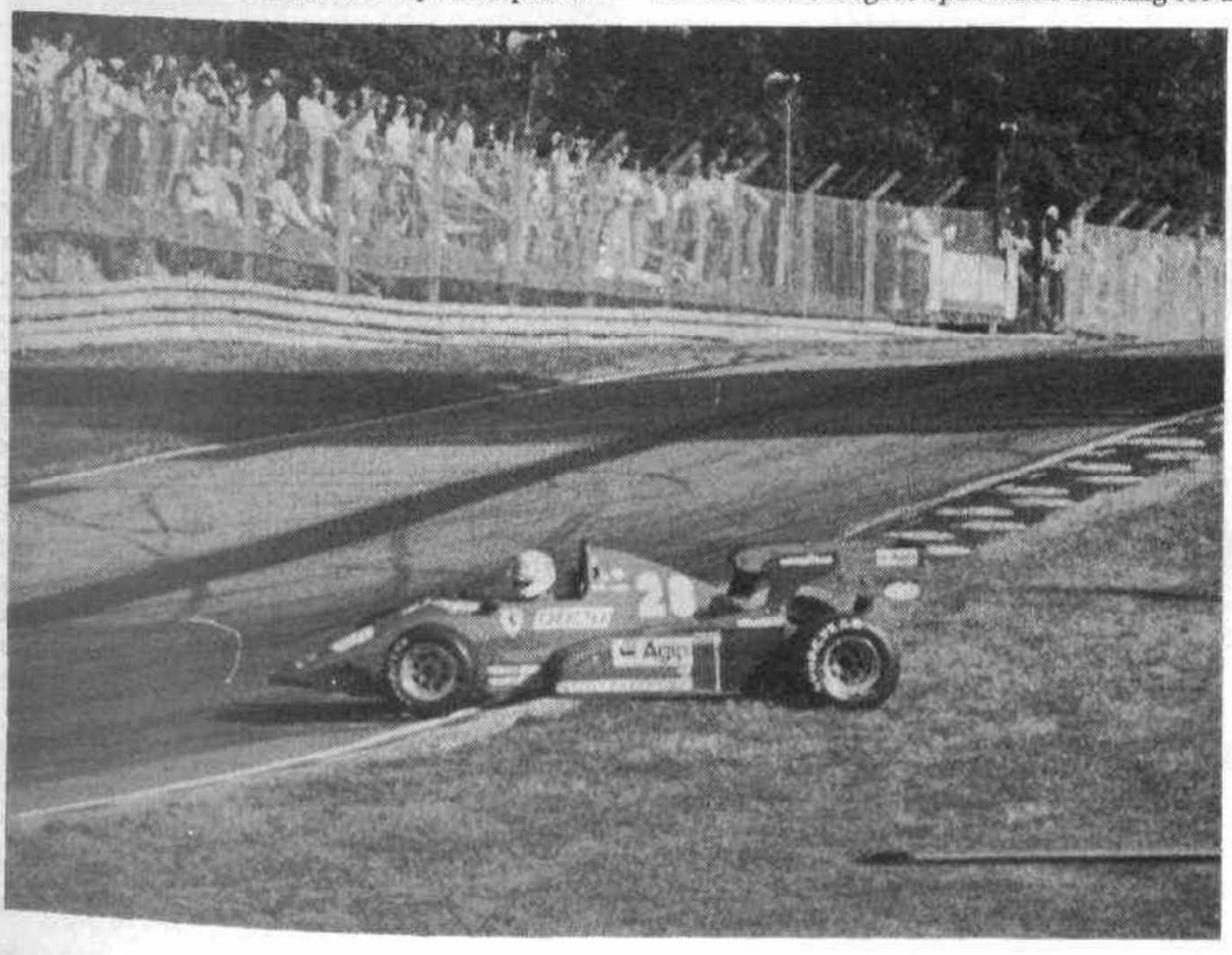
Some drivers were handicapped by having uncompetitive cars, either lacking in road-holding and handling or simply lacking in horsepower, and while some of them spent the whole season moaning and whining about their misfortunes, others did the best they could with what they had got and never complained. One such was the Swiss driver Marc Surer (below) who drove his under-powered Arrows A6 extremely well all season, but in addition enjoyed doing it. Watching him power-slide round some of the corners, well over the limit of adhesion but beautifully in control, was a real pleasure. His comments were to the effect that if his car was not competitive at least he could enjoy himself, and he loved



the sensation of having a car nicely balanced with all four wheels sliding, and the Arrows A6 was a nicely balanced car.

While most accidents are caused by misjudgement others are caused by inattention or taking chances. A driver may know well enough that a particular corner is slippery or the surface is getting covered with rubber, or the actual road surface may be breaking up, in which case he alters his line to avoid such hazards. This is referred to as "keeping off the marbles" even though it may mean taking that particular corner a bit slower than you would like to. If you misjudge your braking, or your speed into a corner or you put the power on too soon you can soon find yourself off-line and heading onto "the marbles". After that it is in the lap of the gods as to what happens for it can be like being on ice, where neither the steering nor the brakes or throttle have any effect on the direction in which the car is travelling.

The difference between being "on" or "off the marbles" may only be the width of





tyre in misjudgement, but the end results can be catastrophic as shown by Derek Warwick (above) climbing out of his Toleman-Hart at the San Marino GP at Imola after landing on the tyre wall and the Armco barrier. It was at Imola that Riccardo Patrese made his monumental mistake. After driving brilliantly to wrest the lead from Patrick Tambay's Ferrari, he crashed three corners later and threw away a certain victory. "He got over-excited" said Tambay "it is a very easy thing for a racing driver to do." At the Grand Prix of Europe at Brands Hatch Patrese lost the lead through no fault of his own (right). He was leading Elio de Angelis in the Lotus-Renault, when the Roman driver tried to overtake, misjudged things and hit the back of the Brabham. Both cars spun and Patrese lost his lead entirely due to the fault of his fellow countryman.

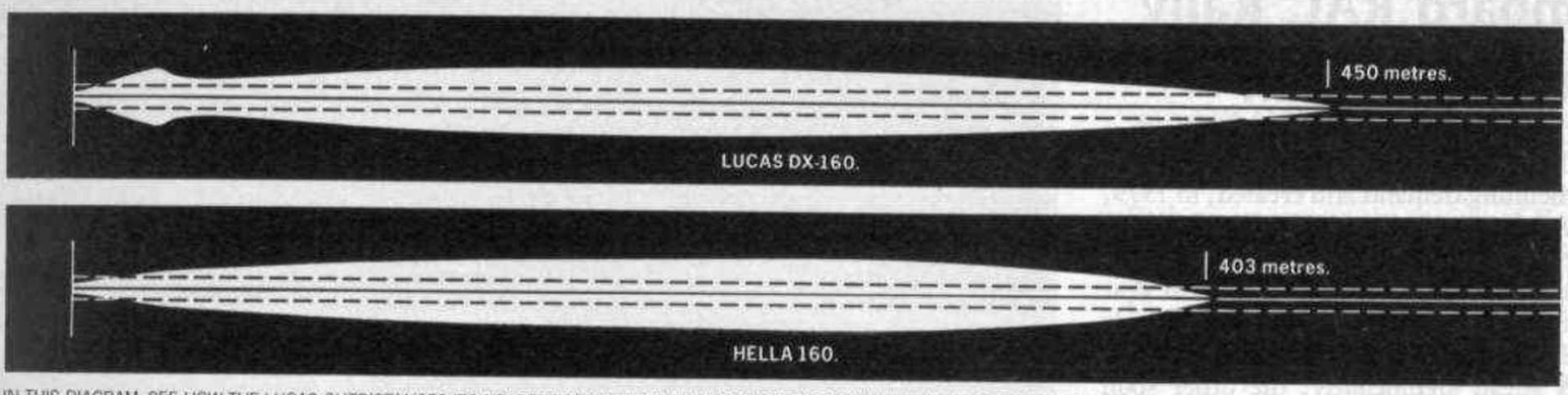
Drivers can make mistakes which are totally personal and effect no-one but themselves and their team. One such was Tambay stalling his engine on the starting line at Detroit. His mistake was compounded by the race officials who towed his Ferrari away off the track without any attempt to restart the engine. While many drivers did not necessarily make visible mistakes they had their black moments when they could not overcome difficulties and Jacques Laffite suffered the indignity of failing to qualify for two races for no obvious reason, and Michele Alboreto was in last place on the grid at Brands Hatch in his Tyrrell just after he had signed a contract to drive for Ferrari in 1984! Hardly any of the drivers were blameless throughout the season of 15 Grand Prix races and it is some reflection on the pace that is set in Formula One by the sheer competitiveness of the front-runners. In the Italian GP at Monza





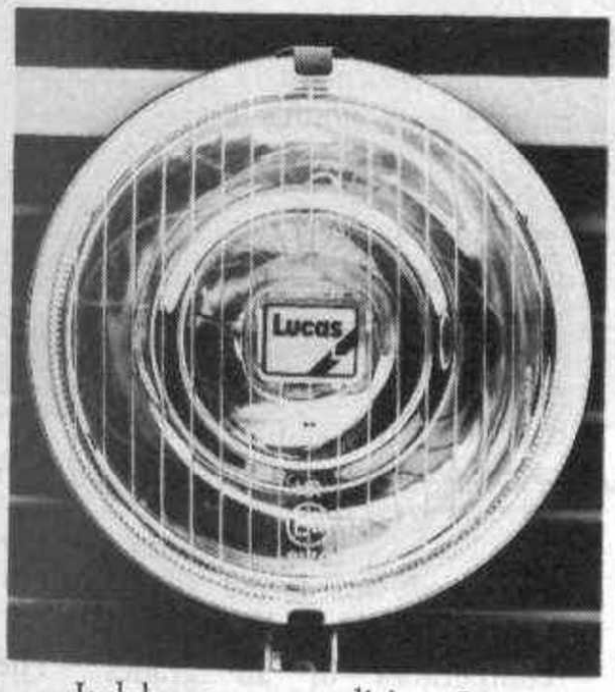
Andrea de Cesaris misjudged his braking for the first 'chicane' and hit one of the rear tyres of the car ahead of him, which bounced his Alfa Romeo off into the sand, where it stayed for the rest of the race! Another driver to spin off into the sand, this time at Zandvoort, was Nigel Mansell (left) who tried to out-brake John Watson in the McLaren. Mansell's race was over while Watson drove on to a fine third place. In the last race of the season "Wattie" had brain-fade and transgressed the overtaking rules during the parade-lap round to the start and was subsequently disqualified, a sad way to end his Grand Prix career with the McLaren team.

In spite of all these alarms and excursions by the top drivers they were the ones up at the front setting the pace and winning the races or finishing in the first six. It's not easy up at the front. — D.S.J.



IN THIS DIAGRAM, SEE HOW THE LUCAS OUTDISTANCES ITS NEAREST COMPETITOR. (THE REST OF THE COMPETITION FALL EVEN FURTHER BEHIND). THE DIAGRAM IS TO SCALE, AND BASED ON THE STANDARD ROAD WIDTH OF 7.3 METRES. FOR SIMPLICITY THE LIGHT PATTERN OF ONLY ONE LAMP IS SHOWN.

IT'S EASY TO SEE WHICH ARE THE MOST POWERFUL DRIVING LAMPS ON THE ROAD.



In laboratory conditions Lucas development engineers compared our new range of Driving Lamps with the competition.

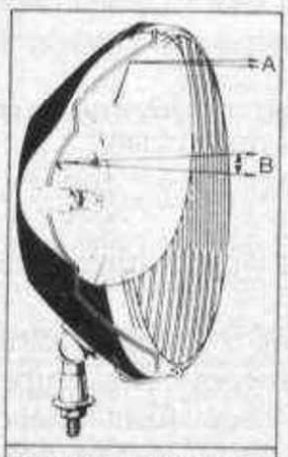
As you can see, the results were pretty dramatic.

Out-performing every other lamp in terms of penetration and distribution they are, quite simply, the best auxiliary driving lamps you can buy.

The secret, as our lighting engineers will tell you, lies somewhere in the world of lumen output, the refractive index and of course, the inverse square law. (That should get our competitors guessing.)

Put simply for the layman; we've used a high precision, stepped homofocal reflector which collects and directs the available light much more efficiently than standard reflectors.

Giving optimum visibility, it not only outdistances any other lamp, but also throws a very practical graded light pattern. Creating a smooth regular beam that achieves perfectly balanced illumination.



The stepped homofocal reflector, with its two different forms, gives brilliant central intensity (A), as well as extra light at wider angles (B).

Available in rally, round and rectangular formats, there's a suitable style for most cars. And their remarkably shallow profile demonstrates that lamps don't need to be big and bulky to achieve maximum efficiency. What's more, they're much easier to fit, coming with a complete fixing kit, comprehensive step-by-step instructions and complementary covers.

Rally proven by the U.K.'s leading rally drivers Russell Brookes and Jimmy McRae, and chosen as standard equipment by the British Junior Rally team, these lamps are truly tried and tested.

Additionally, we have produced a range of supplementary Fog Lamps which share the same high technology, high precision characteristics, but naturally give a wider, flatter beam to pick out kerbs and penetrate with minimum glare.

Designed and made in Britain, the new range of Lucas Fog and Driving Lamps are streets ahead of the competition, in every area.

Every area but one that is.
The price.



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Lombard RAC Rally of Great Britain

WHEN FISA finally gave in to an overwhelming demand and created, in 1979, an official World Championship for rally drivers, rather than just their cars, the tussle for the title was nail-bitingly close. All year Hannu Mikkola and Björn Waldegård made little impression on each other, and if one moved ahead significantly, the other soon caught up.

Finally, the first holder of the title was Waldegård, who won by a single point from his team-mate and keen rival. From that moment, Mikkola has nursed a determined ambition to win that title before he quit the sport, and this year he has succeeded. But he was a little disappointed by his second place in the Ivory Coast in October, for he would have liked to have won what turned out to be the deciding round.

However, the RAC Rally was yet to come, and although Mikkola had been the winner four times in the past, he felt that it would be fitting, as champion, to win the final round. The form book was not exactly with him for he has endured atrociously bad luck in the past, whilst Audi's record of servicing efficiency was pretty poor, but this time his Quattro turned in a reliable performance, there were no serious blunders in service areas, and his only significant delay was not the car's fault at all.

It sounds like a reasonably safe formula for success, but we have not yet mentioned a factor which had perhaps a greater bearing on the outcome than all the others put together — the presence among the leading runners of the Audi team's underdog, Stig Blomqvist.

Notwithstanding his incredible ability, and the manner he adapted amazingly quickly from front-wheel-drive Saabs to four-wheel-drive Audis, Blomqvist has never been declared a front line member of the works team. He has driven dealer-entered cars and even ran as back-up driver to Mikkola and Michèle Mouton, but always playing second fiddle and always showing his true ability only when Audi team management have allowed him.

His role has always been to support, and his wins for Audi on World Championship events have only been on those occasions when to have instructed him to hold back in favour of a team-mate would have been to let a car other than an Audi into the lead.

On the RAC Rally it was not necessary to provide any back-up support. Mikkola had already settled the World Championship, so he was not really looking for additional points. What is more, Lancia had clinched the title for makes and were not contesting the RAC, so every runner could be given a free rein. Mikkola wanted to win so that his championship year would be properly sealed, Blomqvist so that his true mettle could brought into the open with no team tactics to conceal it.



COED MORGANWG looks strangely desolate on the final morning of the rally as Stig Blomqvist, by then not driving at 100%, heads for certain victory.

What transpired was a straight, clean, unhindered fight between two superb drivers, keen rivals but firm friends. Mikkola did have an early mishap which cost him some five or six minutes, but the final difference was such that Blomqvist would still have won despite this. There were various little problems which affected both, but what car can manage an entire RAC Rally at a winning pace nowadays without experiencing some sort of tribulation?

Compared with other rallies in warm climates, close to attractive beaches, the RAC Rally is hardly a contender in the comfort stakes. Rain, fog, wind, hard frosts and generally dismal conditions put it well below the league of the Acropolis or the Safari, but it has one major feature to its outstanding advantage, forest roads. Engineered as though they were specifically designed for rallying, the roads of Britain's forests are immensely popular with competitors of all grades. The well cambered bends have a rhythm which lends itself to high speed driving through the trees and provides an exhilaration which has to be experienced to be appreciated.

Unfortunately, forests cost a great deal of money, for the Forestry Commission charges an enormous sum for their use. The cost, along with all the event's other organisational cost, could not be met from the combined balance of entry fees and the sponsorship cheque of Lombard North Central, so another means of revenue was required. The Stately Homes of England came to the rescue some years ago, for in these private estates admission charges can be levied, unlike most of the forests used as stages. Their use has since increased, and this year of the 59 stages only 43 were actually in forests, eleven were in private estates or parks and four were at racing circuits or airfields. To attract more people to the turnstiles, the start was moved from



SALONEN, Nissan's lead driver, went off into the trees, but the team stayed on to support Geitel who finished only just outside the first ten.

Sunday to Saturday so that more of them could be accommodated within the weekend.

These non-forests stages, termed Mickey-Mouse since their inception, are not at all popular with competitors, for they tend to be artificial, without any regular swing, and are quite often slippery and dotted with trees and gateposts which all too often catch out the unwary who believe, mistakenly, that tarmac is always less slippery than loose gravel. They are also relatively short, so that the advantage one gains by a very quick time is often not worth the risk. However, they are tolerated without much protest since everyone knows they bring a vital revenue and serve to bring the sport to a wider public.

This year's rally began and finished at Bath, where it has been hosted twice before, and it attracted works teams from Audi, Opel, Toyota, Nissan, Skoda and Lada, with dealer consortium representation of Vauxhall and a token entry of one Escort from Ford. However, Audi, Opel and Toyota were undoubtedly going to be the main combatants, and much depended — or seemed to depend — on whether the four-wheel-drive Quattros would get the advantage of slippery conditions.

On the first day, a five-stage loop starting and finishing at Bath, the park stages were really slippery, and it came as no surprise that Audis occupied the leading places at the end of the day. Blomqvist was four seconds ahead of Mikkola, a very slender reward indeed for a whole day of rallying, and they were followed by Mouton (Quattro), Toivonen (Opel Manta) Buffum (Quattro) and Waldegård (Toyota).

The first and fifth stages were at Longleat, the second at Bristol's Ashton Court, the third at Castle Combe and the fourth at Colerne airfield. Blomqvist suffered a terrible misfire, accompanied by flame-throwing backfires, on the first stage, but this was substantially cured by replacing a dropped lead from the electronic ignition. He experienced a much lesser degree of power loss throughout the event, however, for there was always a tendency to misfire at high rpm. His alternator was changed on that first day, whilst all the Quattros seemed to suffer from doors which were difficult to open.

Spectator attendances seemed to be rather on the low side, for car parks were far from full and there seemed to be no queues at entrances as there have been in past years.

The second day was as dry as the first as the rally made its first real departure from Bath on its way to the forests of Yorkshire. But first came park stages at Bewdley, Sutton, Weston, Trentham, Oulton, Knowsley and Harewood. It was at Sutton that Mouton had her first misfortune when a terrible spluttering gave the first signs of water having been put into her fuel tank by mistake. A long flushing session was needed to put this right, and the French girl was hardly in a happy frame of mind when that was over.

Salonen, Nissan's number one man, went off into the trees at Trentham, and thereafter the entire team's efforts were directed towards supporting his fellow countryman Peter Geitel. Knowsley was the scene of Mikkola's near disaster when he hit a log and knocked a front wheel right off the car. To balance the car, co-driver Hertz rode on the boot lid for the remainder of the stage, being joined by a few helpers after crossing the finish line and driving on to the service area.

After Knowsley came a time control at Leeds, followed by the Harewood stage, where Waldegård lost his fan belt. There was another stop at Harrogate (the policy this year was to visit city centres) before the forests were finally reached, starting with Boltby, Cropton and Pickering before disappearing into a 40-miler in the Dalby

KALLE GRUNDEL from Sweden was hailed as a new star for his eighth place in a GpA Golf, but he has been rallying for some time, and scoring good results.



complex. It was here that Blomqvist made rather a mess of the rear of his car, but he nevertheless made such a good time that Mikkola was quite incredulous afterwards. Over the 40 miles, the Swede had taken no less than a minute and 20 seconds from the Finn, an amazing achievement. Vatanen went off into the trees here in his Opel, team-mate Toivonen's engine blew up, Mouton hit a logpile, Eklund struck a log with his Toyota and many others went off and stayed off. It was bitterly cold that night, and frost had made the stage very slippery.

Mouton went off in Wykeham, having earlier cracked two brake discs which could not be replaced in the time available, whilst Buffum, the American driver who was giving a stirring performance, needed a replacement gearbox. Russell Brookes changed a bent rear suspension arm after Langdale, whilst at the Middlesbrough time control huge, uncontrolled crowds severely hampered the work of mechanics in the service area. They were even climbing on service vehicles to take photographs, and one wonders whether it is perhaps time to make the work of these tireless experts less exacting by keeping spectators out of their way. Toivonen holed his radiator and lost his fan belt in the isolated Hamsterley stage, whilst Vatanen, having gone off earlier, retired with a blown gasket which could not be changed due to serious warping of the cylinder head. Toivonen, in fact, was plagued by a blowing gasket right through the rally until he retired much later.

Among the British drivers Jimmy McRae and Russell Brookes (Manta and Chevette) were the two who were really in the running for national lead, but in Kielder McRae lost time when a puncture and a broken halfshaft demanded that the entire axle be changed. The Kielder forests were generally less rough than they have been, but very slippery due to frost. One of them had to be cancelled after some 40-odd cars had passed because a Forestry Commission Land Rover strayed inadvertently on to the stage and the organisers rerouted rather than cause a delay.

Eklund's Toyota stopped suddenly and unheralded when the engine failed, thought to be due to crankshaft failure. It was perhaps just as well, for both crew members were in acute pain, Eklund from a broken thumb collected at Harewood and Dave Whittock with a displaced spinal disc caused when the car hit a log pile on Dalby, spun, jumped in the air and punctured on landing. Whittock was in so much pain that he could not get out of the car to help Eklund change the wheel, and it didn't help much when the jack broke.

On into Scotland, stages became a little rougher, and there was a crop of punctures in Twiglees, not to mention clips with roadside logs. Brookes drove four miles on a flat, whilst both McRae and Waldegård collected punctures. Terry Kaby's Chevette was losing water through a perforated head gasket, Brookes had new halfshafts lest his earlier puncture had caused some unseen damage, Mikkola was given a new brake disc and Blomqvist's rear body panelling was gradually looking less tattered as mechanics worked on it whenever they had a chance, adding metal sheets and, before the end, adding the proper paint scheme.

After two stages in Grizedale, where Toivonen finally stopped and Waldegård ended up in a ditch with a wheel missing, the rally arrived at Windermere, where the little time available for service was taken up in making cars as fit as possible for the next leg, down through Wales and back to Bath. Still the rain was keeping away, but it was bitterly cold on the edge of that lake.

LAMPI, from Finland, tried hard to give Audi a 1-2-3 result, but could not get ahead of McRae's Opel Manta 400. He finished fourth.





MARSHALS generally do a good job, but sometimes we wonder . . .

By this time Blomqvist's lead was up to over eight minutes, whilst Mikkola had worked himself back up to second place, three and a half minutes ahead of Brookes. McRae was only 21 more seconds behind, ahead of Lampi and Buffum, whilst in seventh place was Kalle Grundel from Sweden driving remarkably in a Gp A Golf GTI.

On the Tuesday morning there was a repeat of the Great Grizedale stage, and it was here that McRae lost even more time to Brookes when he punctured and had to stop to change a wheel. From then on, he slowly began to overhaul Brookes, but it looked a pretty daunting task at that stage.

After a few parks came the group of stages in Clocaenog, followed by the two rather hairy stages on the hillside above Penmachno village. Laine's car caught fire on the first, and the stage was held up when other crews stopped to help after seeing his displayed red cross card. On the next, Brookes had a very nasty moment indeed when he went off the road backwards and sailed noiselessly through the air not knowing where or how the car would land. Amazingly enough, it stopped on its wheels, but it took an army of spectators hauling on

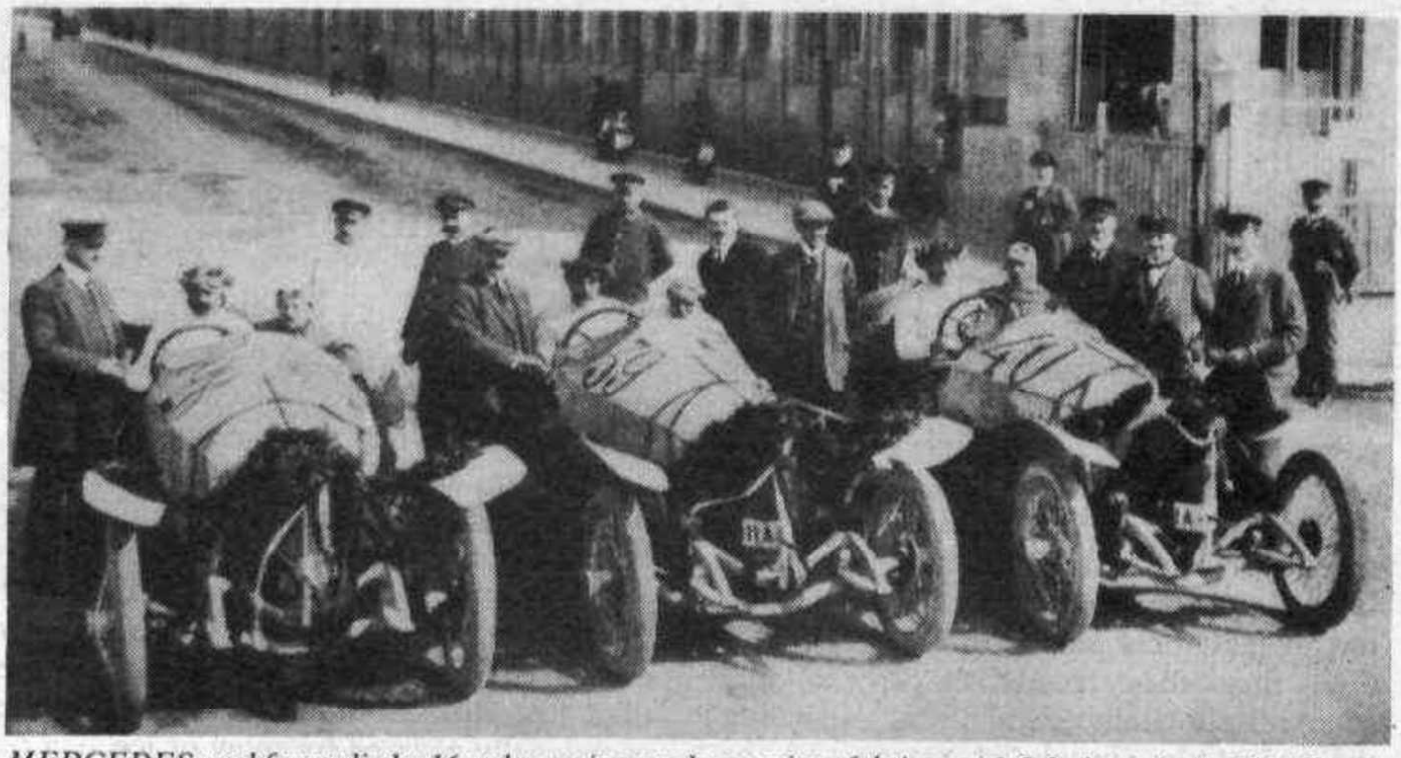
Continued on page 56.

Valve Multiples

IN COMMENTING last Show-time on the trend of design, *Autocar* pointed to the recent re-introduction of multiple valves as an aid to engine efficiency. Thus we have seen the latest Jaguar AJ6, Mercedes-Benz 190 Sport, BMW M635CSi, Toyota Corolla, VW Scirocco, Nissan Silvia RS, Audi Quattro Sport, Peugeot 205 Turbo 16, and Saab adopting four-valve-per-cylinder engines, and Honda is using three valves per cylinder, once a legacy of old-type racing power units.

In discussing this trend, *Autocar's* Technical Editor instanced the 1912 Grand Prix Peugeot as usually credited with being the first of the four-valve-per-cylinder breed, also noting that all proper Bentleys and, much more recently, the Ford BDA, the late-lamented Triumph Dolomite Sprint, Lotus and Ferrari have followed this multiple-valve pattern. He omitted the Brescia Bugatti, another notable exponent of the theme.

Although Peugeot and M. Ernest Henry are rightly quoted as the initiators of the 16-valve four-cylinder engine, it was the method of actuating those valves which was the true pioneering aspect of the 1912 GP Peugeot engine, its twin overhead camshafts operating the valves in the pent roof cylinder heads without the intervention of rockers, at a time when crankshaft speed was exceeding a dizzy 2,000 rpm. Nor should it be overlooked that, whereas the present reversion to multiple valves is intended to promote better breathing and controlled gas-flow, before the First World War designers who used more than a pair of valves per cylinder tended to do so for other reasons.



MERCEDES used four-cylinder 16-valve engines on the occasion of their great 1-2-3 victory in the 1914 French Grand Prix.

It was mainly the unreliability of the valves themselves, in those days, together with the fact that valve springs could quickly lose their tension, rockers break, and so forth, which prompted a doubling up of the valves, on the "belt and braces" principle of security. If the valve springs stood up to the demands of a racing engine, and the rocker gear could be induced not to break up, or the valve collets or cotters not come adrift (in which case a valve would fall into the cylinder, and that was usually that!), the valves were not unknown to distort and leak, or develop other maladies. If more than one valve per "pot" were used, at least the engine might continue to run, but at reduced power. Moreover, with the big-bore cylinders and large capacity swept volumes of pre-war days, large valves were required if the cylinders were to be adequately filled, and their very weight imposed severe loadings on valve springs and operating gear that could be beneficially reduced by using more than one, smaller, valve.

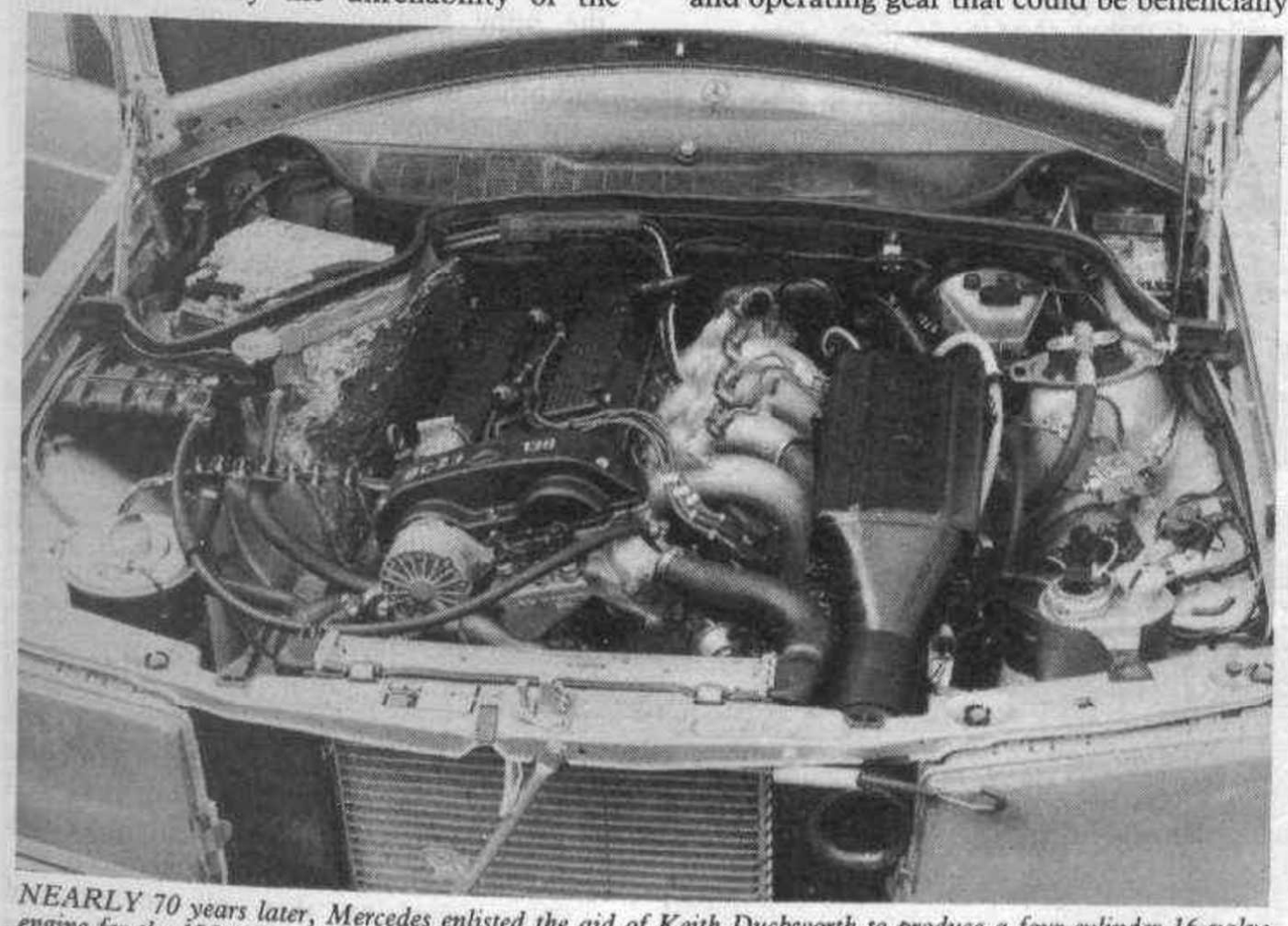
So the racing engines built by Peugeot, Ballot, Fiat, Delage, Humber, Mercedes, Aston-Martin and Sunbeam, etc, between 1911 and 1921, Mercedes with their convincing 1, 2, 3 victory in the 1914 French Grand Prix demonstrating that a single-overhead-camshaft would still suffice, used four valves for each cylinder.

After the war it can be assumed that valve steels and valve springs had been so improved by aero-engine development (for although such engines ran comparatively slowly, failure could be terminal) that multiple valves were needed to improve breathing efficiency more than for reliability purposes, and with the arrival of supercharging there was no longer any call for them. So it is interesting that, in spite of the availability of downdraught carburetters, fuel-injection and turbo-charging a number of engine designers have gone back to doubling up on valves, a lead taken in this country by Jaguar.

At one time the need for more than one inlet and one exhaust valve per cylinder was regarded as unhappily archaic, as came out during 1924 in the controversy between Louis Coatalen of Sunbeam and W. O. Bentley. I quote: *Coatalen*— "One of my points is that, in essentials, the present Bentley car is a faithful copy of the design of the more prominent racing cars of 1913 and 1914". *Bentley*— "Multiple valves call for no special pleading. They are obviously better from every standpoint than single valves, being lighter in reciprocating weight and giving better cooling for a given port opening. For valves, even in the cars we have raced, we use ordinary stainless steel. It never gives any trouble, because we like small valves, two of each".

If you think that Walter Bentley was labouring the case for his antiquated engine, the fact is that he remained faithful to the layout he had finalised in 1919 for his famous 3-litre Bentley for all his subsequent

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NEARLY 70 years later, Mercedes enlisted the aid of Keith Duckworth to produce a four-cylinder 16-valve engine for the 190 / 2.3, which recently broke three World records in the 153 mph bracket at Nardo.

What price Monte-Carlo?

Once regarded as the world's best rally, the Monte is no longer an adventure for the private British teams. Our Rallies Editor explains why.

STRANGE how some people form obscure associations between certain events and the passing of another year. Some do it by the ending of the lawn mowing season, or even just by the renewal of car insurance, whilst others may notch their sticks whenever the Boat Race comes around, or Wimbledon fortnight. Others reckon to be a year older each time they receive a copy of the Monte-Carlo Rally regulations, signalling the end of the speculation season and the start of what has become, sadly, a year of serious business more than sport.

There was once an annual pilgrimage to Monte-Carlo by British competitors, numbers often reaching well over a 100 as adventure seekers chose an uncomfortable, often perilous means of journeying to a little winter sunshine on the Mediterranean. Indeed, so popular was the rally in Britain that enthusiasts formed the Monte-Carlo Rally British Competitors Club, now defunct since its merger with the less exclusive International Rally Drivers Club.

Since the 'fifties there has been a dramatic change in both the style of this former classic, and the proportions of competitors it attracts from various countries. Just getting there is no longer the meat of the competition and the adventure element has diminished almost to nothing by the coming of stereotyped special stages. Slowly, the British became fewer year by year, and nowadays the French, the Germans, and to a slightly less degree the Italians make up the bulk of the non-factory entrants.

To them, the glamour of taking part is still important, but the British obviously demand more for their money — and it does cost a pretty penny nowadays — and other rallies offer better value, a more friendly atmosphere and a style which demands more than just sheer speed over Alpine tarmac occasionally covered by snow or ice.

Although the word rally is defined as a gathering, most events seem to do the opposite by scattering. The Monegasque organisers are probably now alone in sticking to the definition by having a number of starting points from which competitors converge on the Principality. This traditionalism has often led to criticism that the rally was becoming too old-fashioned, but although the organisers regarded the overall style as sacred and resisted all efforts to change it, they have never been slow to try innovations of a technical nature.

Some of these were made with good intentions, but, perhaps due to a lack of competitive experience among the organisers, many resulted in sheer farce. The outcome was a reputation for controversy which no other event has matched, and when you couple this with an almost pathological obsession with technical detail, and the letter of the regulations rather than the spirit, you will be part of the way towards understanding why some people still like the event and others have grown to hate it.

CONVOYS were — and sometimes still are — common when someone stopped or spun on a road narrowed by snowbanks, and tempers can get very frayed when the organisers do nothing about it.



The interpretation of FISA's regulations has never been easy, particularly when any new edict is accompanied by indifferent translations from the French which, pompously and without good reason, is declared to be the language to be used in the event of any dispute. There should, of course, be no need for interpretations, for the rules should be crystal clear with only one possible construction placed upon them. Alas, they have seldom been like that, and since Monte-Carlo has generally been the first major rally of the year it has usually provided the scene for the first debates and wrangles.

Straightforward penalties, at the rate of a minute for a minute, were once unheard of. In order to level powerful cars with less powerful ones various complicated formulae were devised, and no team manager worth his salt, or competitor for that matter, was ever without his slide rule. But it rendered the rally almost impossible to understand, and perhaps contributed to what persists as a certain lack of appreciation by the general public of what the sport really entails.

In 1961, for instance, the French Panhards gained an immense advantage from a formula which favoured heavy cars and penalised those with biggest engine capacity, a fact which was quickly seized by the shrewd Saab team who sent a 96 estate car the following year for Erik Carlsson. That was also the year that he used studded tyres, introducing to the sport and to road users in general one of the best winter safety aids ever devised. Unfortunately, those very studs led to a mass of legislation, not always the same from event to event, limiting dimensions, weight, methods of insertion and other technicalities.

At that time there were also regularity tests, hit-or-miss things that they were, but fortunately they did not survive far into the 'sixties and the practice of timing on sight was discontinued.

It's worth quoting some of these infamous Monte-Carlo formulae, so we've chosen the least complicated, with the minimum of advantage given to any one group over another. The year was 1962, and in each case the result of the calculation provides the figure by which stage times in full seconds should be multiplied to arrive at the penalty. In each case, C is engine capacity in litres.

Gp 1: $\frac{\sqrt{C}}{8C+1}$ Gp 2: $\frac{1.03\sqrt{C}}{8C+1}$ Gp 3: $\frac{1.06\sqrt{C}}{8C+1}$

And that was a simple one which didn't take overall weight or any other factor into account. It wasn't until 1968 that all formulae and indices were abandoned and a purely scratch classification introduced.

But prior to that all manner of controversies had arisen, some resulting in

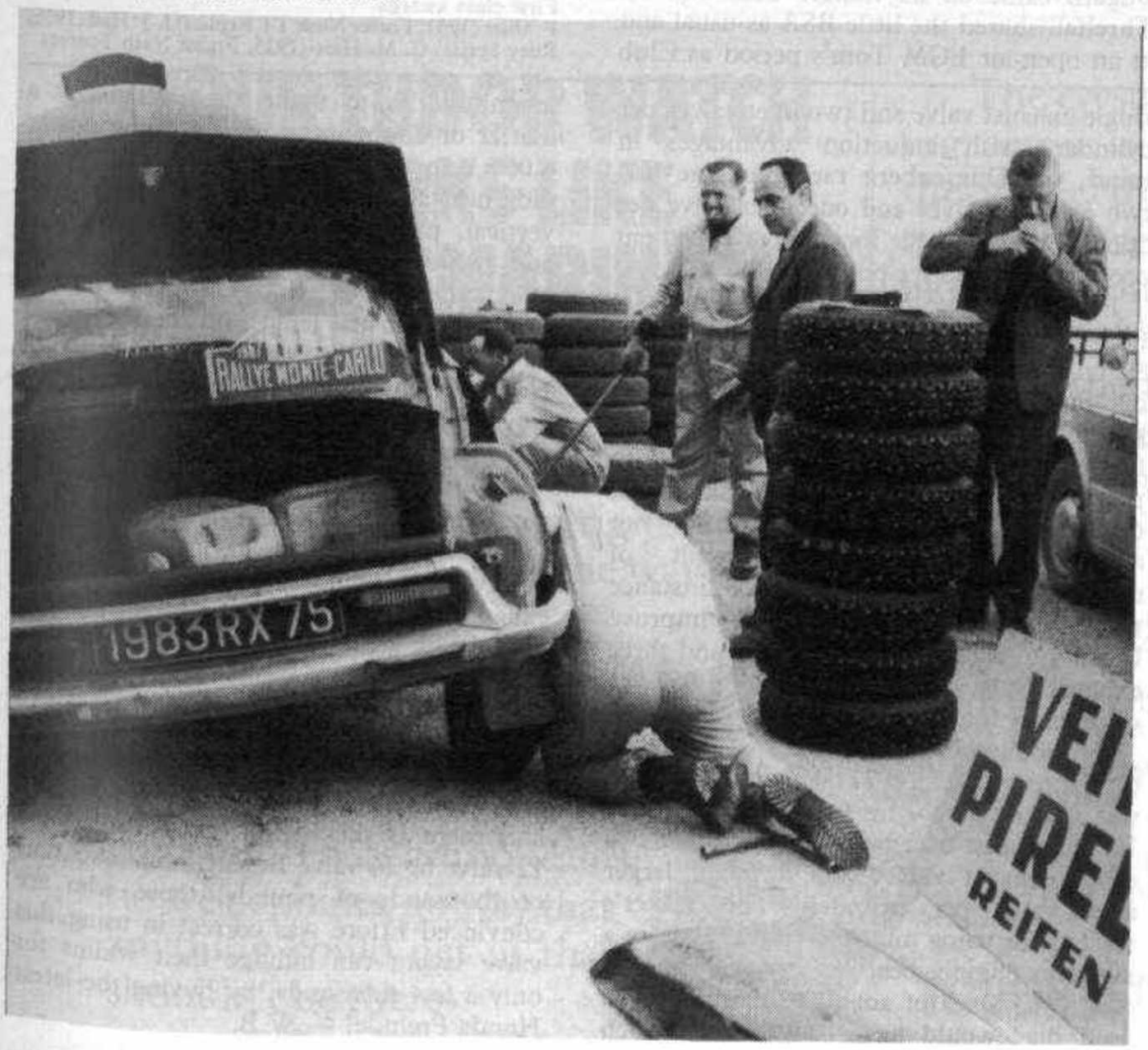
volatile arguments and really ugly scenes at rally headquarters where it was the practice for decisions to be announced by bland-faced junior officials quietly pinning up an official notice, sometimes in the small hours of the morning.

The year 1966 will probably be remembered better than any other, for that was when the winning Mini-Cooper of Timo Mäkinen was systematically taken apart until some trivial justification was found for imposing disqualification. It will live in memory as "The Rally of the Bulb".

This was the first year of a completely new Appendix J, and it was so ambiguous that a group of factory competition managers got together to present a questionnaire to the FIA in order to clear up certain points. A certain amount of light illuminated the darkness, but anomalies remained and what could be done, and what could not, were by no means clear when the rally started. What made matters worse were the Monte regulations themselves, for it was declared that only cars of groups one and three would be eligible for European Championship points. Furthermore, Gp 1 cars would be penalised 20 points per minute late on the road whereas other groups would collect 60 per minute. On stages, cars not in Gp 1 would have all their penalties multiplied by 1.18. It was obvious that Gp 1 cars stood to gain a huge advantage, so most manufacturers in it to win chose to enter Gp 1 cars.



THE YEAR of the roof racks was 1967, when a coefficient gave a big advantage to cars using only eight tyres per leg. They had to be carried in the car, and the roof was the most convenient place. Below, a Citroën prepares to take its replacement stock on board.



Gp 1 cars were permitted to fit two additional lights at the front, whereas Gp 2 cars could carry a total of six. Sadly, some of this escaped translation, and some of the British Gp 2 privateers were disqualified on arrival at Monte-Carlo. The works Minis were fitted with headlamps containing only main beam bulbs (quartz-iodine bulbs were then non-dipping) with dip switches which put out the main headlamps and switched on the two ancillaries. An extra variable rheostat could also dim the main headlamps when required.

Mäkinen's times were amazing, and there were comments that no near-standard Cooper S could possibly beat Porsches and other powerful cars up hill climbs like Mont Ventoux. During the break between two parts of the rally it was announced that an inspection would be made of lights, since only yellow lights were legal in France. When someone pointed out that International Circulation Regulations allowed white lights if they were legal in the car's country of registration, the organisers backed down, but their target changed to the Minis' dipping system, also used by Ford and some British privateers. When the systems were shown to be legal, the argument faded away, but soon another technical inspection was arranged and this time no decision was announced until long after cars had left on the final leg.

During that leg, the organisers announced

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VSCC December DTs

IT HAS been said that only mad dogs and Englishmen go out in the noon-day sun. The sun shone for the VSCC Winter Driving Test Meeting at Enstone aerodrome near Oxford on December 3rd but it was not of that intensity! However, Englishmen, in the guise of enthusiastic "vintagents", were out in force, some 73 of them if we include the ladies, for 10 tests of new ingenuity, such as driving onto planks and nudging but not toppling bollards, all very cheerfully and efficiently marshalled.

The competing cars, all pre-1939, made an interesting assembly. The Alvis contingent was out in force, including Haye's and Glover's beetle-back 12/50s, Sparrowhawk's trim cycle-mudguarded 12/70 two-seater, and Scandrett's smart 1931 12/50 drophead. Lea-Francis was represented by Harle's P-type, Lupton's concealed-hood 1938 Sports coupé, and Smith's 12/40. The now-well-known 1914 Type 25 Metz, ably handled by Baker as well as by Hickling, its owner, was rivalled in control-complexity by the 1911 3½-litre Type 45 Overland, a bolster-tank two-seater with ¾-elliptic back springs, contracting rear-wheel brakes, big brass Overland electric headlamps, and no instruments of any kind. Its left-hand pedal engages top gear, the centre pedal low or reverse, the right-hand pedal the brakes. Unfortunately it was suffering from a binding transmission and the engine died on Lees in mid-test, depriving Miss Mill of her try.

Dearden-Briggs had a delectable, entirely "French", *doorless* four-seater C4 Amilcar on 800 × 70 tyres — maybe the coachbuilders had run out of hinges? — any problems with frozen legs in winter having been solved by fitting flaps of hood material over the apertures. Lee's Salmson likewise represented the French *mode*. Gray's 1904 28/32 hp Mercedes in racing trim, the type I was on about last month, had Collings' Sixty Mercedes for company, Roger having time to read the test instruction while on the move. Miss Moores had an Austin 7, which reminds me that Butler drove his 1930 A7 with a lucky bear on its windscreen and a child's seat in the back, thus using this Chummy as Sir Herbert had intended. Pat Marsh drove the ex-Tom Ploughman 30/98 which in 1952 at Montlhéry covered 107.9 miles in the hour and which has been rebodied but mechanically unaltered in the last twelve months. His brother's Brescia Bugatti came on its trailer. Tom and Di Threlfall shared the little BSA as usual and at an open-air EGM Tom's period as Club President was duly extended, on a unanimous show of hands.



DOORLESS Amilcar C4 with fabric panels for weather protection, in front of the Editorial Alfa 6.

I have said previously that DTs are not for serious reporting. So let's just remark that on being confronted with the nudging test Tony Jones' Chummy A7 had a fit of the stalls, that Jane Arnold-Forster in her wooden Seven missed prodding one bollard, that Ann Shoosmith was throwing her big-booted ex-team 4½-litre Bentley about with much spirit, curbing it with the outside hand-brake, that Gillies attacked his bollards with the open driver's door of his Riley 9 Kestrel saloon, and that Roesch Talbots were operated by Rawlings (14/45), Brisby in Allison Moores' 90, and King in a 105, and that, at the risk of upsetting at least one reader, I cannot resist saying that Reg Nice handled his Ulster Austin nicely . . . Miss Gunn was driving her A7 briskly, the first test perturbed Fountain's fabric-bodied Riley 9 Special so much that it boiled, and the oldest entry, Rosoman's 982 cc Z-type 1911 De Dion was game, but very pedestrian in reverse. But enough is enough! The appended results will cover the highlights of a good day's sport. — W.B.

VSCC Driving Test Results:

Class I

First class awards

D. J. Lee (1927 Salmson AS) R. Harle (1930 Lea Francis) I. Lock (1927 Austin 7)

Light Award:

Mrs. D. M. Threlfall (1924 BSA)

Edwardian section:

R. A Collings (1903, Mercedes 60 HP)

Touring class award:

A. Rawlings (1929, Talbot 14/15)

Saloon class award:

B. A. Gillies (1936, Riley 9 Kestrel)

Class 2

First class awards:

F. Giles (1931, Frazer Nash TT Replica) I. J. Hall (1936, Riley Sprite) G. M. Hare (1925, Frazer Nash Tourer).

MULTI VALVES — Continued

engines, over a period of 11 years, up to the 8-litre. That does not disguise the fact that post-war production-car engines with multiple valves stemmed from pre-1915 racing-car practice. Nevertheless, long after Bentley had decided on four valves per cylinder, two great American companies followed suit, Duesenberg for their twin-cam Model-J and Stutz for their swan-song twin-cam DV (for dual-valve) 32.

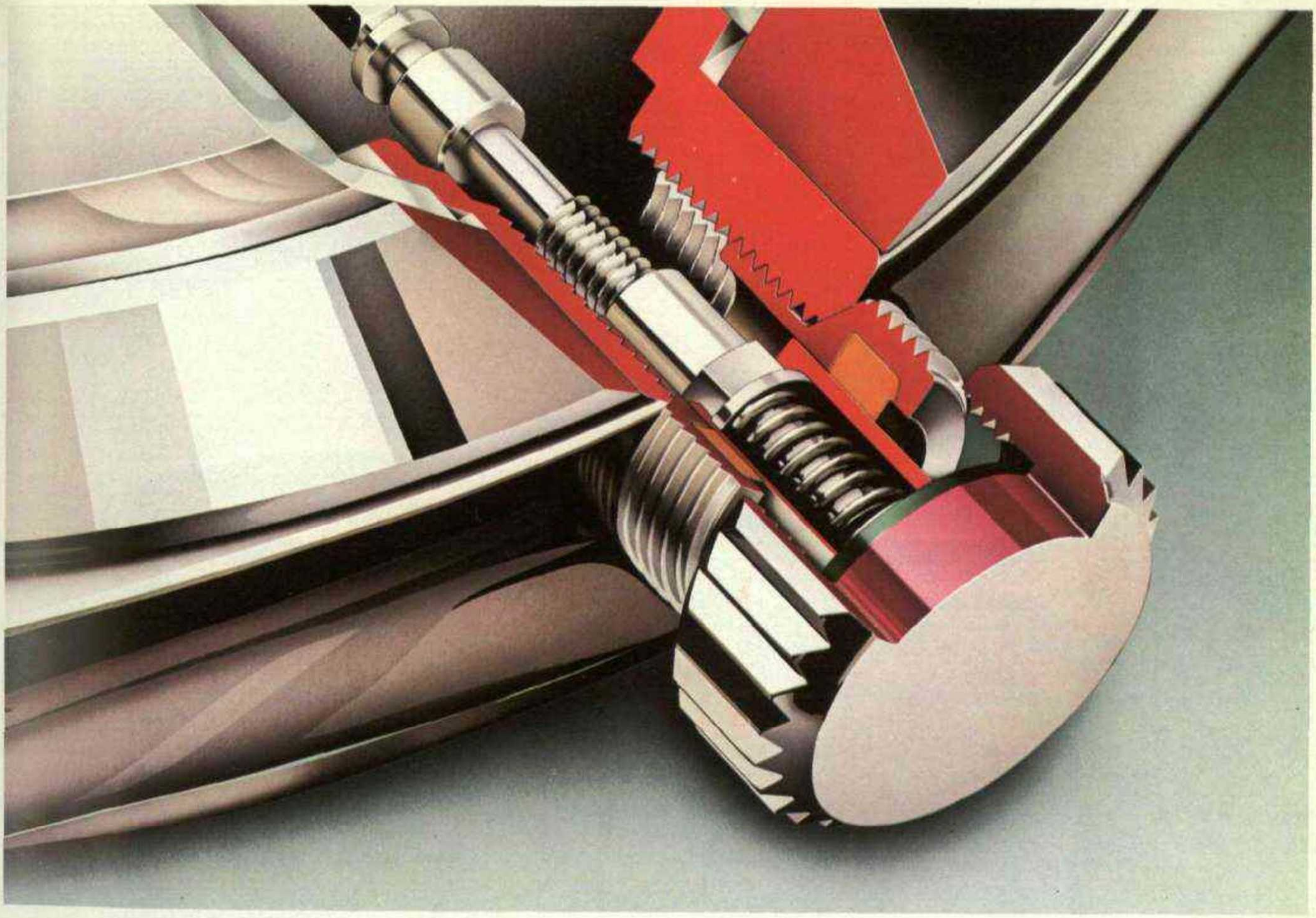
Ettore Bugatti built those four-cylinder 16-valve Bugattis *after* the Armistice, but they had been laid down before the war. Even before that, around 1912, Bugatti had used three valves per cylinder for larger engines, and he retained this layout for his war-time straight-eight aero-engine, later doubled-up as a bi-block 16-cylinder. If it wasn't until he had studied a twin-cam Miller in 1929 that he was wooed away from the triple-valve configuration, at least he had introduced America to the eight-cylinder in-line power unit, and after Duesenberg had built the Bugatti aero-engine under licence they adopted the triple-valve set-up for their racing straight-eight that won the 1921 French Grand Prix.

However, whereas Bugatti always used a single exhaust valve and two inlet valves per cylinder, with induction advantages in mind, the Duesenberg racing engine had two exhaust valves and one inlet valve per "pot", presumably for more expedient cooling of the hotter poppets.

For a few years after the Armistice four-valve layouts continued to appear, in Aston-Martin and Sunbeam racing cars and in Sunbeam's rare "sports-conversion" power units, for instance, but the need for them was over and they were a throwback to pre-war thinking. Even in Edwardian days, though, the multiplicity of valves may not always have been on account of metallurgical limitations, as for instance when Peugeot, presumably to improve breathing, used three inlet valves and three exhaust valves for the single 1,957 cc cylinder of their 1909 *voiturette!*

A production-car engine that followed the pattern of the 1921 racing Duesenberg was that of the 20 hp 3½-litre Nazzaro of 1922, the cast-iron head of which had two small exhaust valves and a much larger inlet valve per cylinder. The maker's reasons for using multiple valves, even in a post-war engine, bear out my theories: "If only two valves of adequate size had been used they would have had to be of such magnitude as to make their reliability a matter of doubt in an engine doing nearly 4,000 rpm, while the head (90 mm bore) did not allow four". The valves were vertical, prodded by a single oh-camshaft and rockers, the much greater lift of the inlet valve being achieved by making its rocker of unusual length on the valve side of the axis. Nor was that the end of Nazzaro novelty, because one exhaust valve of a pair was made to open considerably in advance of its fellow. . . .

Now we have come full circle, with the new generation of "four-valve" engines and the latest Honda range having three valves per cylinder. Honda use two inlets and one exhaust, with staggered inlet valve opening, Mitsubishi also use this arrangement for their turbocharged Sirius range, but with one small "regular" inlet valve and a larger inlet valve which opens when the engine is turning at over 2,500 rpm. Thus the engineering of earlier decades is vindicated and there is the happy thought that if a 12-valve or 24-valve Bugatti now costs tens of thousands of pounds, those who are convinced Ettore was correct in using this valve layout can indulge their whims for only a few thousands, by buying the latest Honda Prelude! — W.B.



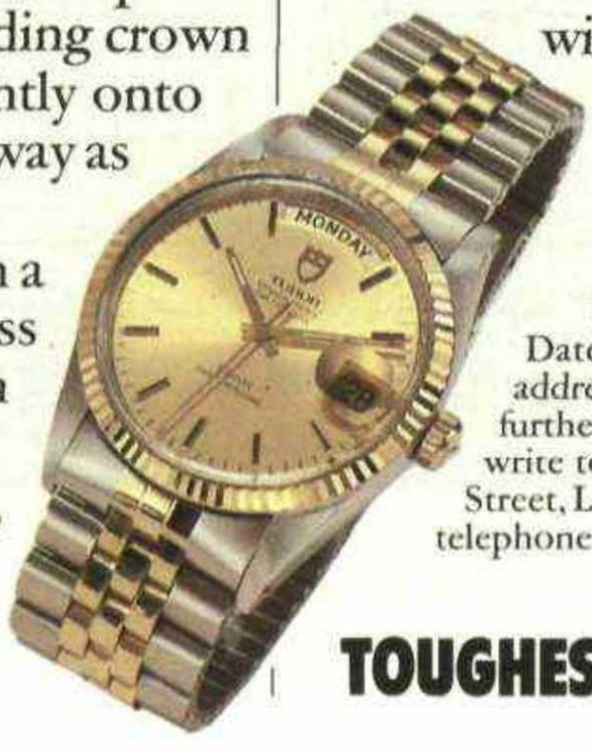
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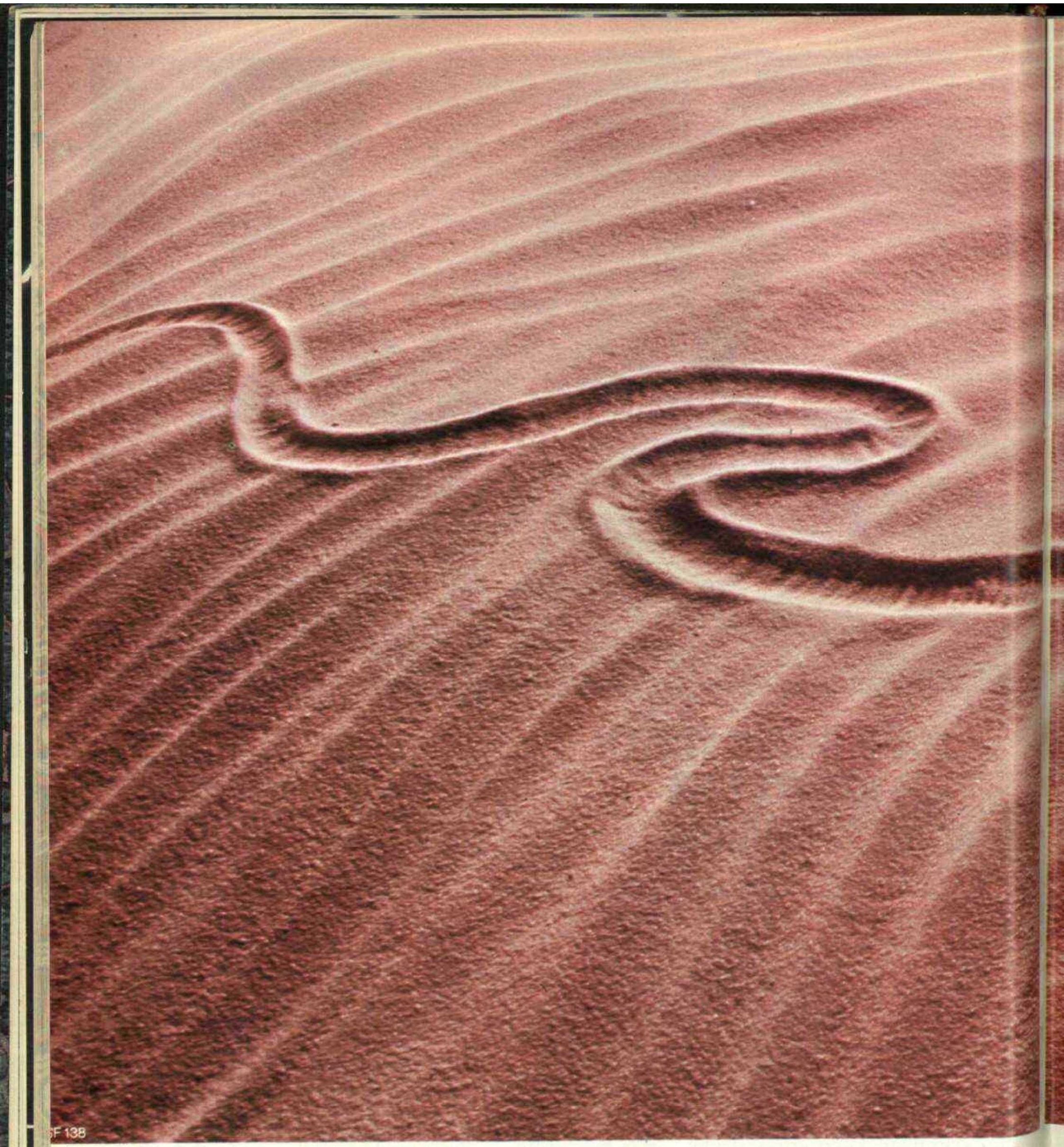
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MONTE CARLO RALLY
continued from page 47

that nine British cars and one British-entered Simca would be excluded for replacing double-filament bulbs with those of single filaments. Nothing was said about the claim that works Citroëns had been using white lights illegally.

Protests were lodged but the organisers and the stewards were adamant; the disqualifications would remain. The leading four drivers, Mäkinen, Aaltonen and Hopkirk in Minis and Clark in a Cortina Lotus, were out of the rally. There was a huge outcry, and the mass of waiting people at rally HQ surged forward so violently that the counter was in danger of demolition. Pauli Toivonen, who found himself the declared winner (in a Citroën) did not appear at the prize-giving, and even HRH Prince Rainier took the unprecedented step of remaining absent.

The following year the organisers attempted to lessen the advantage of professionals over amateurs by creating a category for cars which would be limited to a maximum of just eight tyres for each of the three legs. But the penalty advantage of 12½% was too great an attraction and the factories chose to enter in this category. Competing cars were seen with roof racks laden with spare wheels and tyres, whilst the organisers took to using radio-active paint and branding irons to identify each tyre with its car.

There were some frightening scenes in the mountains as tyres wore out and crews were determined to stick to baldness rather than risk being caught using an illegal tyre. Some even collected punctures which could not be repaired and continued after stuffing tyres with grass and bracken. Naturally, the exercise was not repeated.

Not many years after there was that terrible organisational gaffe high above the village of Burzet in the Ardeche, when, due to a road blockage caused primarily by heavy snow, some two-thirds of the field were delayed beyond their maximum lateness. The organisers refused to cancel penalties, and the excluded competitors went en masse to Digne where they attempted to bring what remained of the rally to a stop. Police were present in strength, batons were drawn and the situation became very ugly indeed. However, the rally did continue, and the excluded drivers were offered the consolatory crumb of a free entry the following year.

Controversy and debate have often clouded the main competitive issues of the Monte-Carlo Rally and the organisers have rather fuelled this situation by remaining aloof and unapproachable, preferring the sanctuary of their inner offices to facing whatever madding crowd may have gathered outside. Happily, they have become less machine-like in recent years, and nowadays a high-numbered privateer can reasonably expect an answer if he raises a query.

Later this month the 1984 version will take place and it remains to be seen whether any fresh or familiar scandal will detract from the competition itself, which will have a few new car / driver combinations to create new interest. — G.P.

MÄKINEN (above) was disqualified due to his headlamp bulbs in 1966, and the declared winner (Toivonen in a Citroën) went over to join Lancia (below) the following year.





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The radio also has IAC, our Interference Absorption Circuit, which cuts interference on FM reception.

There is a loudness switch which enhances the bass at low volume, giving it a lift and making it sound more natural.

The tape player has locking fast-forward and rewind, so you don't have to sit with your finger on the button, waiting till they play your tune.

All in all, our 438 is all you could ask for.

And, in return, all we ask is less than £100.

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AUDIOLINE


Today,
Oscar broke three ribs.
Tomorrow,
he's going to break his pelvis.

Today Oscar's car was catapulted into a stationary object at 70mph.

He smashed his ribs into the steering wheel.

The facts behind the reputation.

Tomorrow will be worse. He will break his pelvis as well as suffering severe facial cuts and concussion, in another horrifying, albeit simulated, accident.

And then he will tell us all about his injuries in detail.

It's all in a very good cause.

Because we don't want you to suffer in the way that Oscar suffers.

Almost human.

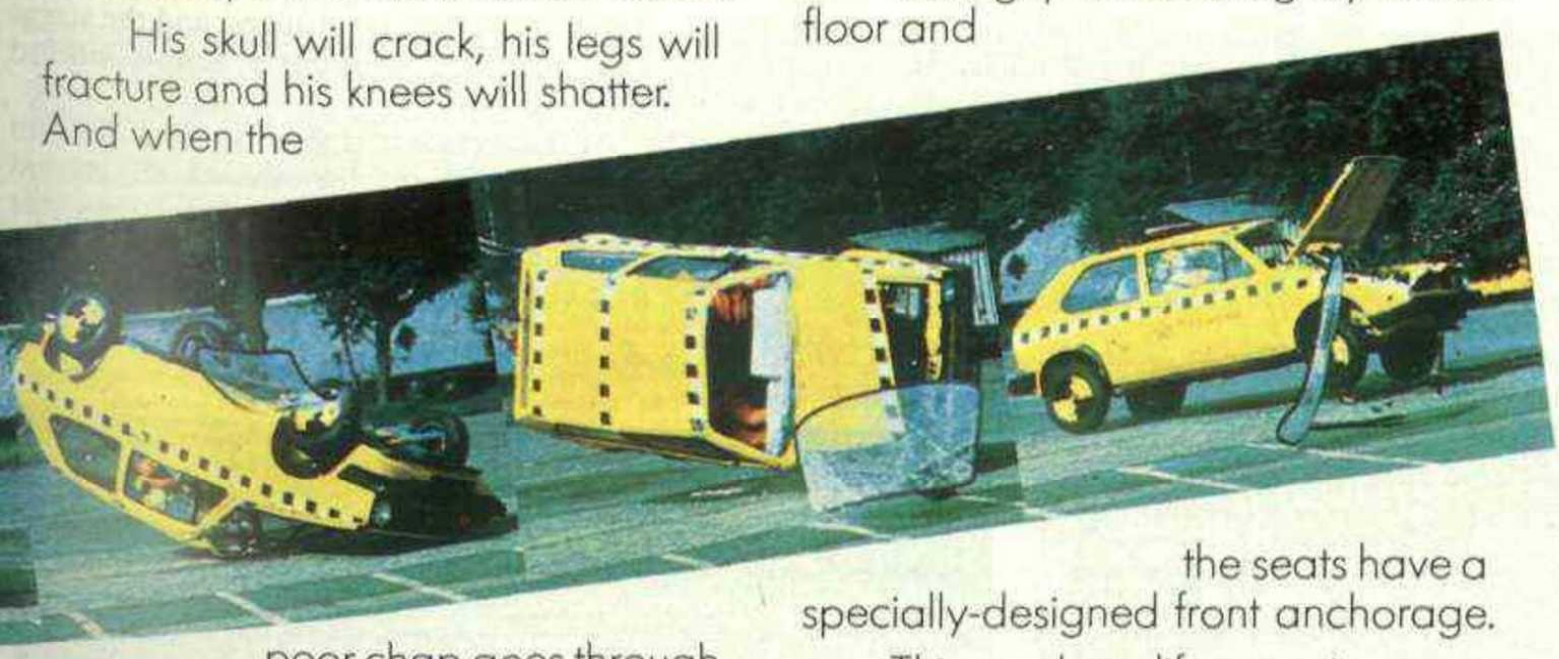
By now you will have gathered that Oscar is one of our test dummies, of which we have 50 men, two ladies and three children.

They all go through terrible accidents, recording vital information which helps us make Volkswagens even safer.

All play a critical role in our research programme, but none more than Oscar.

His bones are made of ceramics and closely matched to human bones.

His skull will crack, his legs will fracture and his knees will shatter. And when the



poor chap goes through the windscreen, as he does now and again, his face will cut.

Indeed, he is the next best thing to flesh and blood.

He tells all.

His elaborate measuring instruments record vital information such as deformation of the rib cage, fractures of the skull and other parts of the body, including the soft areas.

We are even able to measure the maximum impact which the head, with its vital control centre, the brain, can withstand.

By his efforts we can research the effects of whiplash injury and therefore design more effective head restraints.

We can check that our crumple zones will soak up the impact instead of Oscar – and that our safety cages will keep him safe in all kinds of accidents.

Oscar is just like a real human being sitting there. Except that he lives to tell the tale.

How safe are the seat belts?

A seat belt is a very effective anchorage, but are the seats themselves properly anchored to the floor?

It would of course be ideal if car seats could be made a permanent fixture.

But because human beings come in different sizes, and are not adjustable, seats must be.

So once again, VW engineers came up with a special solution: a three-point seat mounting.

Rails grip the seat tightly to the floor and the seats have a specially-designed front anchorage.

This can be a life saver in a rear-end collision, because it stops the seat from tipping backwards.

We know it works because Oscar has proved it for us.

Of course all the parts of Oscar's body are replaceable. In that respect he is different from the humans he so closely resembles.

It's just as well.

Because the day after tomorrow he's going to break his neck.



continued from page 44

a rope to get the car back to the road, by which time McRae had passed him into third place. Kaby also stopped here after going off, whilst Brookes inherited much trouble which necessitated replacement of track control arm, clutch, gearbox, half-shafts and front suspension.

At Dolgellau that evening there was more disruption of service areas by spectators, not helped by the fact that some teams were allowed to set up market stalls selling jackets and other goodies. The same seemed to be the case at Machynlleth later.

From then on, through the stages of Dyfi and Pantperthog down to the Brechfa forest, little changed among the leaders. Blomqvist was safely in the lead and not taking any chances, whilst Mikkola had resigned himself to second. McRae looked set to take third place, his best ever performance in an RAC Rally of which he and Ian Grindrod can be justly proud.

Further south, there was a loop through various stages in the vast area of Coed Morganwg, then an early breakfast stop at Swansea before a repeat of the same stages. Again there were no changes, and the stages even turned out to be dusty, almost unheard of on the RAC Rally.

At the service area after the final Margam stage there were handshakes all around among the leaders, but no more than just routine checks on cars, most of which were followed closely by alert mechanics on the



BLOMQVIST'S damaged left rear was gradually replaced by sheet metal, and even finished with an aerosol paint job.

GRUNDEL'S drive to eighth place in a GpA Golf was true to form — he has always been consistently good.



KANKKUNEN saved the day for Toyota. He finished seventh, whilst both his team-mates retired.



final journey to Bath, lest something drastic should befall any of them. Just then, Audi's radio relay aircraft which had been airborne night and day throughout the rally, an unnecessary expense on a rally such as this, made a low pass to add congratulations to the winners. Jokingly, some drivers remarked that perhaps this was Audi's way of spending unused budget allocations before the year finished.

That was it. Britain's premier sporting contest was won by a man whose ability borders the phenomenal. With what appears to be no effort at all, for he invariably looks relaxed and never ruffled, Stig Blomqvist strode ahead of his rivals and stayed comfortably ahead without being really challenged at all.

Next year he will have a much bigger programme with the Audi team, so he could well be the top favourite for the world title even though he will be joined in the team by former champion Walter Röhrl. But there will be other changes, even newcomers, so we must wait to see what lies ahead. — G.P.

RAC Rally

1st	S. Blomqvist / B. Cederberg (Audi Quattro Gp B)	8 hr 50 min 28 sec
2nd	H. Mikkola / A. Hertz (Audi Quattro Gp B)	9 hr 00 min 11 sec
3rd	J. McRae / I. Grindrod (Opel Manta 400 Gp B)	9 hr 12 min 19 sec
4th	L. Lampi / P. Kuukkala (Audi Quattro Gp B)	9 hr 16 min 57 sec
5th	R. Brookes / M. Broad (Vauxhall Chevette Gp B)	9 hr 19 min 01 sec
6th	J. Buffum / N. Wilson (Audi Quattro Gp B)	9 hr 21 min 16 sec
7th	J. Kankkunen / J. Pironen (Toyota Celica Turbo Gp B)	9 hr 31 min 48 sec
8th	K. Grundel / R. Michel (VW Golf GTI Gp A)	9 hr 38 min 20 sec
9th	M. Sundström / D. Orrick (Opel Ascona Gp A)	9 hr 42 min 18 sec
10th	M. Jönsson / J. Johansson (Opel Ascona Gp 2)	9 hr 45 min 07 sec



RUSSELL BROOKES (above) had a long and intense duel with Jimmy McRae (below) for the position of best placed Britisher. When McRae lost time with a puncture, Brookes moved ahead, but he lost time with a fearful high speed departure from the track in Wales and the Scot took third place.





Lancia Coupé Volumex

An imperfect classic

THE principle of supercharging is as old as the hills, but it's a brave manufacturer who re-introduces the system at a time when others pursue the "something for nothing" turbocharger route. But Lancias have always been a little different, and by adding the Roots-type Volumex supercharger to their two-litre engines in the pretty Coupé and the useful HPE the Italian company has extended its range with a pair of cars which will probably be regarded as classics in years to come, out of the same mould as the delightful Fulvia of yesteryear.

The long stroke, iron block engine comes from Fiat's line, the bore and stroke of 84 × 90 mm giving a familiar 1,995 cc capacity. It is mounted transversely to drive the front wheels, and takes on its Lancia identity with an alloy crossflow cylinder head, a twin overhead camshaft with a 65-degree layout, and a good old-fashioned Weber 36 DCA carburetter. The Volumex supercharger is at the front of the engine, alongside the carburetter and driven by a cogged belt direct from the crankshaft. There is an opaque float chamber at the top of the supercharger, and a note in the handbook warns the owner to check the level of the lubricating oil every 500 kilometres (about 300 miles), which could be a chore on a long journey.

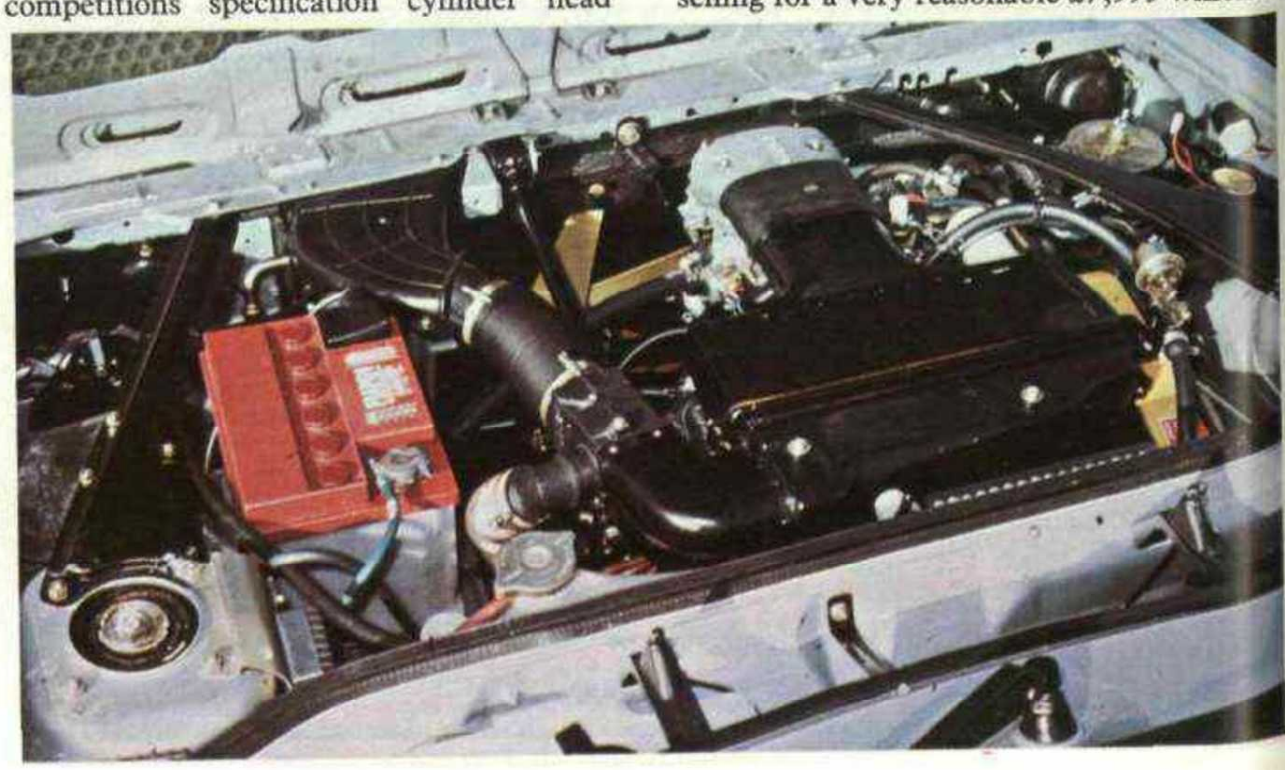
THE front-hinged bonnet allows limited accessibility to the engine. The supercharger is on the right of the engine, driven by a cogged belt direct from the crankshaft.

The object of supercharging was not so much to gain extra power as to increase the torque, and Lancia has been totally successful in this respect. Compared with the normally aspirated Coupé engine, which develops 122 bhp, the power has increased by an ultra-conservative 10.6 per cent to 135 bhp at the same engine speed, 5,500 rpm. Torque, however, has increased by 17.8 per cent, from 129 lb.ft at 2,800 rpm to 152 lb.ft at 3,000 rpm.

The normally aspirated engine is equipped with Bosch L-Jetronic fuel injection which is not suitable for the addition of a supercharger, and the power unit has undergone a number of other changes including reshaping the cylinder head and fitting new pistons to lower the compression ratio to 7.5:1, adoption of a competitions specification cylinder head gasket, sodium cooled exhaust valves and tri-metal con-rod bearings. The lubrication and cooling systems have also been revised with a thermostatic by-pass oil cooler incorporated, and the exhaust system has been reworked.

There is much more to the Coupé Volumex than merely bolting on a supercharger, clearly, other modifications including closing the ratios on the five-speed gearbox, doubling the springs on the clutch pressure plate and fitting stiffer road springs, while from the outside the Volumex version is distinguished by its black-painted air dam and a miniature rear spoiler across the boot lid.

The result of all this work is a vivacious and torquey sports coupé that has the unmistakable hallmark of Lancia's pedigree, selling for a very reasonable £7,995 which is



some £719 dearer than the injected Coupé IE. The purchase price is one thing, but the owner then faces running costs which include an average fuel consumption in the very low 20's which is quite unacceptable in this era; our best consumption figure was 23.5 mpg, our worst 19.3 mpg, seemingly made all the worse by the poor range per tank. According to the brochures the tank holds 52 litres of fuel (11.4 gallons), but the yellow warning light comes on "solid" when eight gallons have been used, giving the car a comfortable touring range of only 160-180 miles.

We would not expect a carburated engine to be as fuel efficient as one with electronic ignition, and neither would we expect a supercharged engine to be as economical as a normally aspirated unit — even so, a target consumption figure some 25% better should have been a prime objective of the development team, together with making better use of the capacity of the fuel tank. Some family cars of comparable performance are capable of returning better than 30 mpg in similar conditions, and there are machines with almost twice as much power which give consumption figures similar to the Lancia's.

leading edge, contact being only through the buttocks and the backrest.

There are some very nice features to be found inside the car, including back-lit coloured symbols on the rocker switches making them very easily located at night, and twin push-button interior lights overhead, one to illuminate the cabin and another being a swivelling pencil beam for map reading. The bronze tinted windows are electrically operated, a manual sunroof is fitted, and the instrument tableau is well laid out with a rev-counter matching the speedometer, having a green sector from 1,600 rpm to 3,000 rpm "for economical driving", and the red sector starting at 6,300 rpm.

MacPherson strut suspension is fitted at the front and rear with anti-roll bars, the rear one also acting as a radius rod. The Coupé has servo-assisted rack and pinion steering, and solid discs all round also with a servo. Cromodora alloy wheels come as standard with Pirelli P6 tyres.



A brisk performer

The real pleasure of the Coupé Volumex is actually driving the car, of course. The



RECARO seats are superbly comfortable, though lack of rearward adjustment brings the thighs clear of the cushion.

Having got our main complaint out of the way, more about the car, a mixture of unalloyed driving pleasure and infuriating criticisms. We would regard the Pininfarina styled Coupé as being one of the prettiest available, the VX version's additions keeping the styling up to date. It is marketed as a two-plus-two, but only achieves this by restricting the seat runners so that anyone over 5 ft 9 in is short of legroom; if the driving seat went back as far as a taller person would like, it would be a two-plus-one! The seats are by Recaro, trimmed with Ermenegildo Zegna wool fabrics (it says here) and with adjustable bolsters to support the thighs — or would support the thighs of a shorter driver. Ours were always well clear of the cushion's

engine is a very prompt starter, the Weber having a cold-start device, and has just the right induction noise to make you aware that this is no ordinary souped-up sedan. We had to remember, though, to park the car at night facing the direction we wanted to go the next day since the gearbox refused to engage reverse until the oil was thoroughly warm!

Vivacious is an adjective that comes to mind time and again. The clutch is beautifully smooth and the Lancia moves away briskly, the close ratio box contributing to the pleasure of driving. It has a very faint whine that does not offend in any way, rather contributing to the sporty character of the car, and the sturdy lever has a positive action that makes light work of the first four ratios, though fifth is rather baulky and difficult to engage. This, we were told, was due to incorrect adjustment.

Speeds in the gears are 28 mph in first, 58 mph in second, 95 mph in third and 113 mph in fourth, the maximum claimed speed being 124 mph. Only by going briefly into the red sector on the rev-counter could we reach 60 mph in second gear and break nine seconds in our acceleration runs, the average being an on-par 9.1 sec, with 80 mph seen in 16.5 sec and 100 mph in 28.8 sec. After a visitation to the 6,000 rpm realm (there is no cut-out, unusually) the engine pinked noticeably in the next higher gear for several seconds, suggesting that there is some potential local overheating.

The Volumex actually feels quicker than the stopwatch says, revving very freely and having so much torque. It is in fact much more rewarding to drive the car on its torque curve since it pulls extremely strongly from 1,500 rpm, and feels more like a 3-litre engine when it gets into its stride. This is where the supercharger really pays off, having no lag, no flat-spots and no sudden bursts of power, just a steady surge of power and torque all the way up.

When delivered, the Lancia's newly fitted P6 tyres were under-inflated, but inflating them to the maximum recommended 32 pounds enabled us to explore the limits of roadholding. The power steering was rather lighter than we cared for, and felt undergeared, but the car's turn-in to corners is very sharp. Initial understeer balances out at higher speeds and, having driven the same car at the Donington race track a few days previously, at Lancia's Press introduction, we knew that at the limits of adhesion the car actually oversteers. It's hard to think of another front-drive car which will oversteer with power applied,

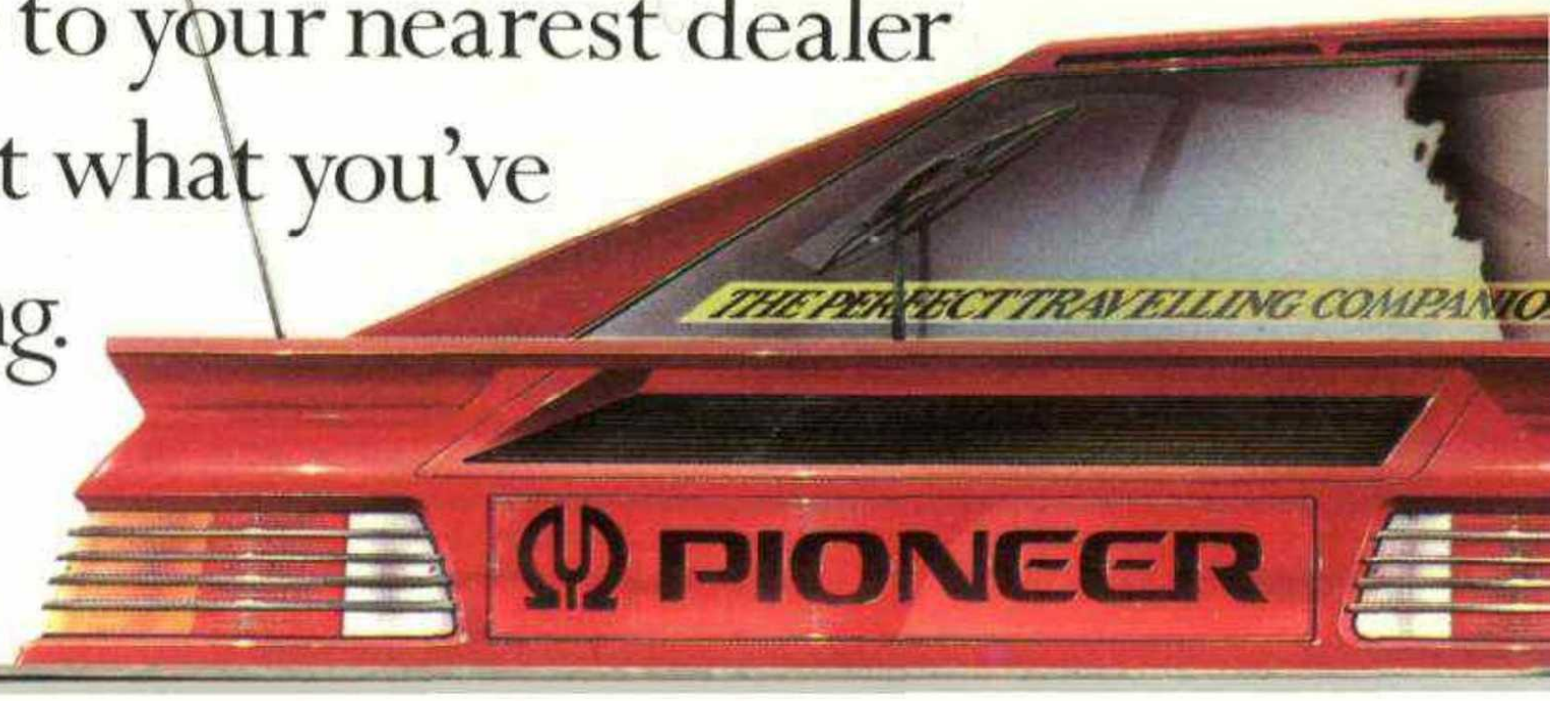
Continued on page 65

KYALAMI 1000 kms: DEREK BELL, partnered by young German Stefan Bellof, scored a thoroughly deserved victory for the Rothmans-Porsche team in South Africa's endurance race (above), but with team-mate Jacky Ickx finishing third overall the Englishman failed narrowly to win the World Endurance Championship for Drivers. Riccardo Patrese and Alessandro Nannini (below) bolstered Italian honour by taking their Lancia LC2 to a strong second place, despite running on tyres ill-suited to the car.

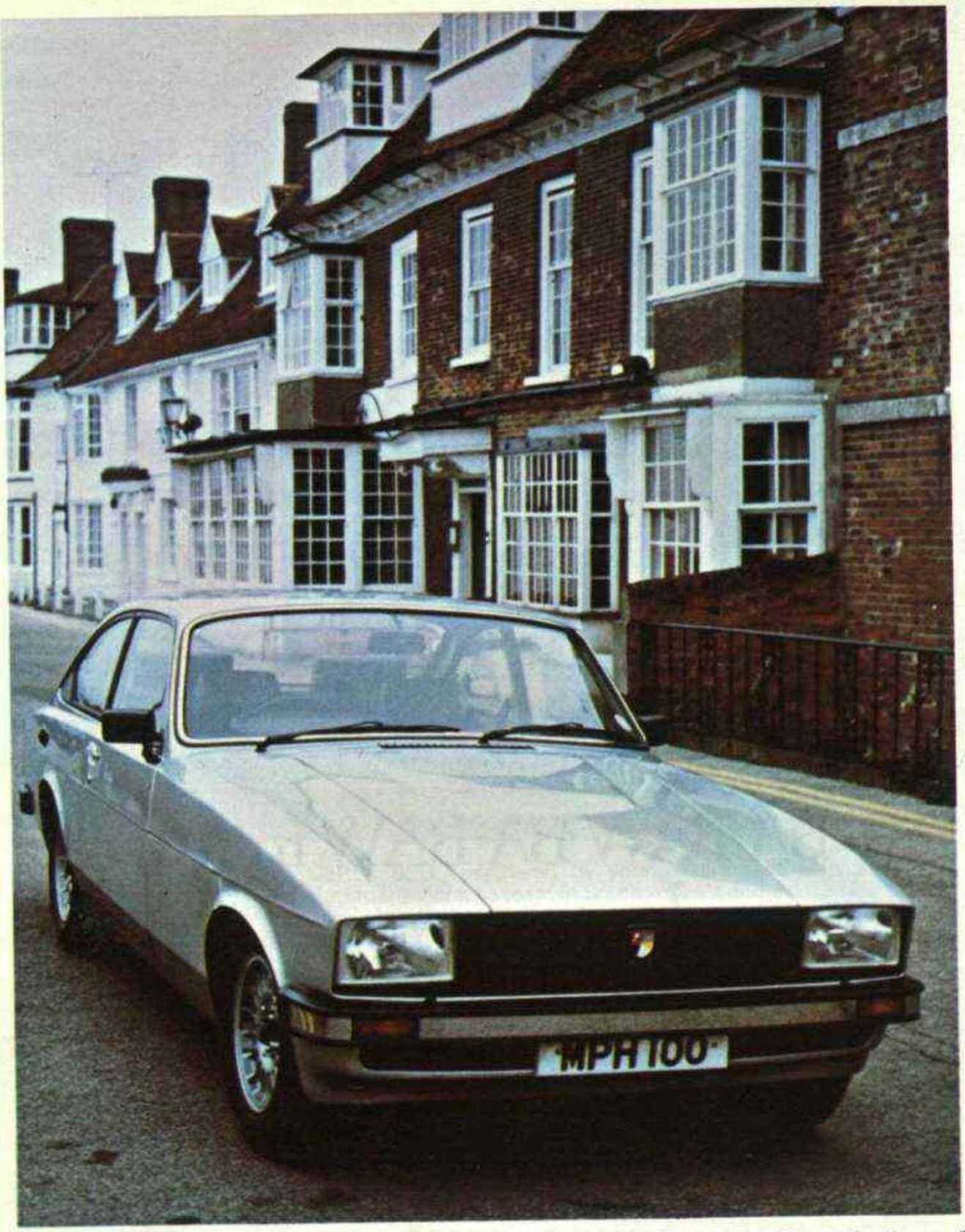


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BRISTOL BRIGAND

Exclusivity in extremis!

AN outing with a Bristol is like taking a trip back in a time capsule to a more leisured, high-quality way of life; not exactly 1930s, more the studied, unobtrusive good taste of the early 1950s when the rich were still rich, the workers were still workers and life followed a nice, predictable, well-ordered social pattern. Before any of MOTOR SPORT's readers start straining to hear Ivor Novello melodies in the air, and before Tony Crook at Bristol's picks up his phone and asks me why I'm comparing the latest turbocharged Bristol Brigand to something out of the 1950s, let me make it clear that (a) I'm now indulging in an ill-timed bout of misty-eyed nostalgia and (b) I'm not referring to the engineering technology of the current Bristol cars.

What I *am* saying is the time has passed Bristol by in the most charming way possible. With an absurdly modest output of hand-crafted, high-quality cars, this specialist manufacturer contents itself to occupy an expensive, elite and exclusive *niche* in the high-performance market. "Britain's most exclusive car" proclaims a sign within the company's unostentatious Kensington showroom. A claim that can be made with some justification, we feel, because when we recently spent an enjoyable weekend with the Brigand, we did so in the knowledge that there were barely thirty similar examples of this particular moden anywhere else in the World. That's exclusivity!

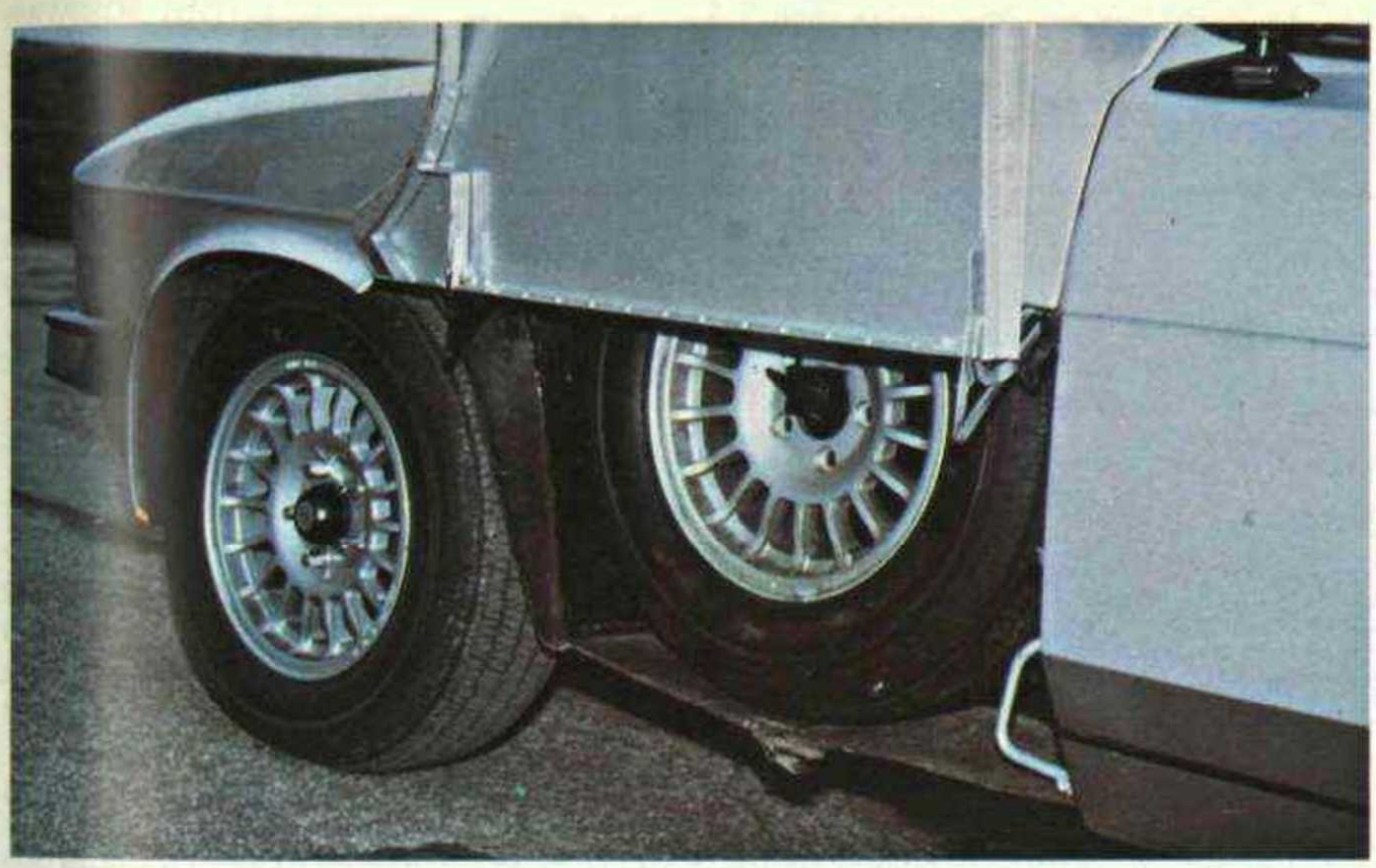
Two years ago we enjoyed a test of the square-cut, impressive Bristol Beaufighter, a large drop-head coupé which combined considerable dignity with shattering performance. That recipe is continued with the Brigand, although most people felt that the slightly softer, more rounded, lines of this latest machine to be more attractive than those of the Beaufighter.

Just to recap for those who may not know the admittedly well-recorded and documented history of this specialist manufacture, the Bristol Car concern was originally an offshoot of the Bristol Aeroplane Company. One of the pioneers of the aviation business, this was founded by Bristol businessman Sir George White back in 1910 and, during the Second World War, over 14,000 aircraft were built for military use, the majority of them being Blenheims (the first British aircraft to operate over enemy territory in 1939). At the end of the War the company found itself with an enormous surplus of engineering capacity, so some of this was turned over to manufacture of specialist cars. By 1956 the Bristol Aeroplane Company had been reorganised into three wholly owned entities: Bristol Aircraft Ltd, Bristol Engines Ltd, and Bristol Cars Ltd. At that point Bristol Cars passed into the ownership of another Sir George White (the grandson of the one who established the aircraft company in the first place) and former racing driver Tony Crook. Production of the cars continued at the firm's Filton factory, as it does to this day, and when Sir George retired in 1973, Tony Crook became Chairman and Managing Director.

Like all Bristol models, the £49,827 Brigand is built round a massively strong chassis of closed box welded steel construction with three cross members and stiff floorpans which are welded into the structure. By any modern-day standards, this gives the Brigand constructional integrity equal (some would say considerably better than) any monocoque structure from a mass manufacturer, and also contributes towards the Brigand's quoted weight of 3850 lb (1746 kg) — more than a ton and a half!

The body is a full four-seater, two-door





TYPICALLY BRISTOL: one of the marque's trademarks has long been the siting of the spare wheel in a separate compartment just behind the nearside front wheel.

saloon of welded steel construction incorporating aluminium alloy panelling. The wide-opening doors have burst-proof locks and a self-locking system — and feel as solid as the bare chassis frame obviously is! Front suspension is by means of unequal length wishbones in conjunction with coil springs, telescopic dampers while torsion bars and a Watts linkage are employed at the rear. Adjustable front and rear dampers are fitted, the steering is a power-assisted recirculatory ball system and self-adjusting Girling disc brakes are employed all round.

As on all the current Bristol range, Chrysler's 5.9-litre V8 engine (101.6 × 90.93 mm) powers the Brigand, in this case equipped with a Rotomaster turbocharger to further boost the "more than adequate" power output. Bristol decline to quote a figure for this unit's brake horsepower, taking a leaf out of Rolls-Royce's book in this respect, but as we said when testing the Beaufighter in 1981, it's quite sufficient to endow the car with a quite outstanding acceleration capability. This 90-degree V8 is equipped with specially developed camshafts, a four-barrel downdraught carburetter and employs electronic ignition. The engine's cooling capacity is 29 Imp pints (16.5 litres) and automatically operated twin electric fans assist engine cooling when required, there also being a manual over-ride switch to control these fans irrespective of engine speed.

Transmission is by means of a Chrysler Torqueflight transmission with torque converter, offering three forward speeds and reverse, with a conventional intermediate hold facility on first and second gears. The Brigand runs on tubeless Avon Turbospeed ACR18 radials (215)70VR15) which incorporate the Avon safety bands to prevent the tyres coming off the Wolfrace-manufactured alloy wheel rims in the event of a puncture at speeds.

So far we have dealt with the Bristol company's background and the bland technical specification of the Brigand. None of this, however, can convey the atmosphere of well-insulated refinement that one experiences when one slips in behind the wheel of one of these bespoke motor cars. To start with, the Brigand's cabin is very high compared with those of most cars on the road today so, inevitably, one is imbued with a feeling of quiet dominance and superiority as you view the world across the seemingly endless bonnet. The Chrysler V8 isn't really quite in the same league for refinement and silence as the Mercedes-Benz V8 or the Jaguar V12, there being a perceptible amount of induction noise, particularly under hard acceleration, but we're talking in terms of a fine distinction and, by the standards of most large cars, it is extremely refined.

Furthermore, the Brigand continues to startle the driver when one really begins to put one's foot down. It will roar from standstill to 60 mph in six seconds flat and to 80 mph in 10 sec. In terms of top speed, Bristol quotes 152 mph and, during our tests on a privately owned airport runway in East Anglia (taking a leaf out of Tony Crook's book — his cars' performance testing is done at Filton!) the ease with which the Brigand built up to an indicated 145 mph suggested to us that the quoted top speed might be a bit on the conservative side. Of course, harsh acceleration and sustained running at 100 mph-plus speeds will exact a dramatic toll on the Brigand's fuel consumption, but during the course of our three days with the car we averaged out at 17.8 mpg which, under the circumstances, is so outstanding that I had to check my mathematics three times before I was satisfied that my calculations were correct!

At these sort of speeds there is precious little in the way of wind noise and the Bristol Brigand is certainly a supremely relaxing machine to waft about the place at speeds in excess of 100 mph. Such performance would really only be appreciated on long trans-European tours in enlightened countries which enjoy de-restricted Motorway standard roads: even a passing acquaintance with a car such as the Bristol Brigand, endowed with such reserves of performance and handling, reminds one that modern-day technology can easily produce cars that are capable of exceeding the 70 mph limit with absolutely theoretical safety and security. If only most drivers were educated to the same sort of levels, our road safety statistics would make far less worrying reading. . .

Loping along at 100 mph, the Brigand's

Continued on page 65



THE Brigand interior (left) is an upper-crust mixture of the best hide upholstery, walnut fascia trim and quality carpeting. Right, the slightly "softened" rear end profile makes this large two-door saloon visually more attractive than the rather angular Beaufighter, the last Bristol to come our way.

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1981 Rolls-Royce Camargue. Finished in ivory with magnolia hide piped tan. Probably one of the most stunning cars we have seen. The whole of the interior and exterior chrome parts have been gold plated at a cost of over £20,000. 12,000 kms from new. Left hand drive with UK taxes paid. The latest **5 Series Model.** **£59,950**



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BRISTOL BRIGAND

continued from page 63

V8 engine is ticking over at 3,600 rpm and the atmosphere within the cabin is akin to a West End club. I would suggest that the classic blend of high quality leather upholstery and trim, deep pile carpeting and hand-polished walnut is at least the equal of anything produced by Rolls-Royce. The instrumentation exudes quiet good taste, with white lettering on black backgrounds. Immediately ahead of the driver is a 160 mph speedometer and a matching 7,000 rpm rev-counter which has its warning line at 6,000 rpm. Between the two major dials is a turbocharger boost gauge, and there is a water temperature gauge (105 degrees was normal) and an oil pressure gauge which ran regularly around 55 psi. The fuel contents gauge for the 18 Imp gallon (82-litre) fuel tank is, perhaps thankfully, shielded by one's left hand when one adopts the normal "ten to two" position on the high-mounted, thin-rimmed steering wheel. The car includes in its basic price an excellent air conditioning system and a notably effective combination of heating / demisting and ram-effect ventilation. Not only are there four fresh air vents at face level across the fascia, but there is also one low down on each wheel arch, carefully designed to blow air between the front seats



and the doors to cool / warm the rear seat passengers. It is this sort of attention to detail that marks the Bristol apart from even its more expensive and exalted rivals.

Other individualistic touches include rotating vents to admit cooling air from the inside of the compartments behind each wheel arch, those compartments containing the spare wheel (nearside) and the battery, twin brake servos and fuse panel (offside). Once released with the special key, which is normally kept tucked away in a little pouch on the inside wall of the o/s wheel arch, the lower panels of each front wing swing upwards to reveal these two neat little features which are unique to Bristol's way of doing things.

Aside from its impressive straight line performance, the Bristol Brigand handles remarkably well for a machine which looks so upright and dignified. It rolls a reasonable amount, but at no time does one get the impression that the Avon rubber is about to lose adhesion with the road surface: it hangs on splendidly and, although the ride was, I felt, a touch softer than the Beaufighter's had been, the Brigand can really be hustled through tight corners at an amazing speed. The automatic gearbox was smooth and effective, but crept too much when stationary in "D", while the brakes were not quite as progressive as I would have liked. When one applied pressure to the pedal, they initially felt quite smooth but then seemed to come on too abruptly as the servo effect took over.

It goes without saying that the level of detailed trim and equipment on the Brigand was of a very high order indeed. Windows and front seat adjustment are controlled electronically, the individual headrests are removable when not required, electrically heated rear screen, electrically adjustable door mirrors, pockets on the rear of the front seats, courtesy light with a delay, the luggage boot can be opened electrically by the driver, the whole finished package is undersealed and the inside of the bodyshell selectively treated with anti-drumming material.

There is nothing quite like a Bristol. It's not as common as a Rolls-Royce or Bentley, it's more exclusive than a Jaguar or Mercedes-Benz, less ostentatious than an Aston Martin. It represents a blend of quiet, under-stated good taste allied to a high level of equipment, impeccable finish and dramatic performance. We called the Beaufighter "an English gentleman's very high speed touring carriage," no better soubriquet could be suggested for the Bristol Brigand; it's as simple as that.

A.H.

LANCIA COUPE VX

continued from page 59

and this characteristic made the car very reassuring and rewarding to drive on fast roads. The 14-inch diameter Cromodora alloy wheels have 5½J rims rather than 6J which is fairly standard for sporting cars in this class, but then the kerb weight of 1,095 kilogrammes (2,409 pounds) is perhaps a little lighter than the Porsche 924, for example. The net effect is very high cornering capability and neutral characteristics, with braking very ably taken care of by the all-disc system.

The twin headlamps system gives a very good spread of light on "full" with good penetration, though the dipped beam is markedly less efficient. All the lighting is controlled by one stalk on the right of the column, aft of the indicators, while the wipers are operated by a lever on the left.

The general impression given by the Lancia Coupé Volumex is that it's a real driver's car ("just like a Formula car" our photographer remarked). The beefy engine, the faint supercharger whine, the close ratio gearbox and the taut handling characteristics combine to give the car a pedigree feel, setting it apart from the breed of quick family saloons whch snap at its heels. Sadly, our memory of the car will be tinged by some major shortcomings: the poor fuel economy and range, the inadequate seating adjustment and the baulky fifth / reverse gears are features that some people just could not live with.

M.L.C.

SPECIFICATION

Body
Two-door, 2-plus-2 coupé. Length, 13 ft 1.3 in; width, 5 ft 5 in; height, 4 ft 2.6 in; wheelbase, 7 ft 8.5 in; fuel tank, 52 litres; weight, 1,095 kg (21.5 cwt).

Power train
In-line four, transverse mounted and driving front wheels. Bore and stroke, 84 × 90 mm; capacity, 1,995 cc. Belt driven twin overhead camshafts, and Volumex supercharger. Maximum power, 135 bhp DIN at 5,500 rpm; maximum torque, 152 lb ft at 3,000 rpm. Induction, Weber 36 DCA5/250 carburettor, ignition electronic. Gearbox, 5-speed manual; clutch, single dry plate; final drive, hypoid bevel, 3.26:1 ratio.

Suspension
Front, MacPherson struts with lower wishbones and anti-roll bar; rear, MacPherson struts with transverse arms, and anti-roll bar.

Brakes
251 mm solid discs front and rear with servo, and dual hydraulic system split front / rear.

Performance
Acceleration:
0-30 mph: 3.25 sec (@ 6,400 rpm)
0-60 mph: 9.1 sec.
0-80 mph: 16.5 sec.
0-100 mph: 28.8 sec.
Speeds in gears: 1st — 28 mph.
2nd — 58 mph.
3rd — 95 mph.
4th — 113 mph.
5th — 124 mph (claimed).
Fuel consumption: 22.7 mpg.

Price:
£7,995, including car tax and VAT.

BOOK REVIEWS

Books for the New Year

"Cooper Cars" by Doug Nye. 376 pp 10 in × 7½ in *(Osprey Publishing Ltd, 12-14 Long Acre, London WC2E 9LP £20.00).*

This is a considerable *magnum opus* by the well-known motor racing writer Doug Nye. There have inevitably been other books about Cooper Cars, the famous Surbiton builders of highly successful racing cars, commencing with their ingenious Cooper 500s. John Cooper himself has written one, as Nye readily admits, and there have been others. But this masterly work is the complete history of Cooper Cars Ltd, seen from the technical, and one might say very personal, angle. Because Cooper's have taken part in so very many races, from 1946 onwards, the record of the front-engined cars occupying no fewer than 31 pages at the end of this book, Nye, although granted many large pages by Osprey's, of quite small type, had a long story to give us, so had to decide whether to devote the detail to the races or to the cars. He chose the latter course, rightly in my opinion, so the races invariably get but a few lines each. I had to adopt much the same course when getting the 28 seasons of Brooklands' racing between two covers and one eminent motoring historian was kind enough to say he had expected this treatment to be boring but found that it held his attention to the end. The same can be said of this great Cooper tome, at all events by those who love the more recent motor racing, all over the World, and the legends in particular of the volatile Cooper Company, its "boss" John Cooper, and all the chaps who worked for him and raced his cars.

Nye has dug deep and has exactly captured the atmosphere of this remarkable organisation. His accounts of the pranks that went on there, in the very language used by the participants, shows this to be a Cooper story by a dedicated Cooper fan. Innumerable good pictures, meticulously captioned, and quotes from the contemporary motoring press — MOTOR SPORT gets its quota — and of famous racing men from Stirling downwards, help bring the text to life, making this a great read and an essential record for any true blue (or green) motor racing follower. One is tempted to quote some of Nye's better Cooper anecdotes but I have never regarded it as fair for a reviewer to "lift" such precious material, for the benefit of the review rather than the book. So to enjoy the stuff Doug has dug up you will need to buy or borrow this book. It will take you quite a long time to get through it but you will find it is all there, set down in entertaining fashion, especially for those who want Cooper data rather than a race history. Nye has even put in a picture of what he thinks is this reviewer failing to take much interest in Eric Brandon leaving the start-line at Prescott in 1946, first meeting for the Mk. I Cooper-JAP, and the other 300-plus illustrations run from things like the miniature car Charles Cooper made for John and Charles's Flying Flea (A7-powered), to Bill Knight taking records with a 250 cc Cooper-Norton. The text takes you from the 500s through the sports cars, to the Cooper-Bristols, F3, F2, F1, with the winning begining in 1958, on to the great years for Cooper, the 1½-litre cars, the Maserati project, and the record cars. A *very* good start to the 1984 motor-book season.

W.B.

"Race & Rally Car Source Book" by Allan Staniforth. 204 pp. 11 in × 8½ in *(Haynes Publishing Group, Sparkford, Yeovil, Somerset BA22 7JJ.* £8.95).

This book packs a lot in, about many different types of racing car, from 750 Specials to F1 Williams, as it unfolds the techniques of their design and the purpose behind their specifications. The author, who has built a number of specials of his own, and with Richard Blackmore the Terrapins, hopes his all-embracing explanation of the way things are in such cars, and the reasons therefore, will aid those embarking on, or dispairing of, a DIY race or rally car. There is certainly lots of meat here — the chapters start you off on construction, then deal with special aspects such as aerodynamics, suspension and steering ("The heart of the matter?"), and run through such successful trailblazers as Rally Saab, Mini and Ford, to the Audi Quattro, and even disclose the "secrets" of cars like the F1 machinery from Vanwall to Lotus 78 and Brabham BT46B. The appendices list weights of materials, metal comparisons, gauge equivalents, torque-wrench settings, a guide to spherical joints, and even give the references to rubber mixes for Dunlop, Avon, Goodyear, Michelin and other tyres etc. Among this almost surfeit of information there must be much useful data that will brush off on someone, and most special builders will read the book with great concentration and, I am sure, much enjoyment. — W.B.

"ATA Girl — Memories of a Wartime Ferry Pilot" by Rosemary du Cross. 105 pp. 9½" × 6¼". *(Frederick Miller Ltd, Dataday House, 8 Alexandra Road, London, SW19 7JZ.* £5.95).

This is a charming little book recalling the carefree pre-war aviation days, although it is mainly about Lady du Cross's experiences as a ferry-pilot with Air Transport Auxiliary. Two books have already appeared on this aspect of flying, by Lettice Curtis, notably for her "forgotten Pilots", so this one is somewhat repetitive. One can, however, forgive Lady du Cross for this, because her account is charmingly written and includes some fresh anecdotes. She brushes aside the problems of flying all kinds of military aeroplanes, up to four-engined bombers and unusual American fighters, saying the excellent ATA loose-leaf handling notes made it easy. What modesty! Undoubtedly those ATA girls were courageous and competent, in high degree. . . .

The book opens with revelations about Rosemary's dancing career, before flying became her obsession. It is amusing that she describes her parents, Sir J. D. Rees, MP and Lady Rees, as "poor but honest". Poor she may have thought them, but they were able to buy her a new Miles Hawk Major (G-ADBT), later replaced by a Miles Whitney Straight, in which she took part in many pre-war European Air Rallies . . . After the war she ran her own one-woman air-taxi service for a while, with her Percival Proctor, as Sky Taxi, before she married and turned to politics — and learning to ride, at the age of 70. Cars are not mentioned by make but it is interesting that the "kind man with a garage in Henley", who produced quite a lot of clients for the air-taxi business (at 1/6d a mile), was Squire of Squire Motors, presumably the makers of that exciting twin-cam 1½-litre sports car, and there is mention of racing motorcyclist Wal Handley and Armstrong Payne, the latter W. B. Scott's motor-racing friend, who both died while with ATA. The book is illustrated with reproductions of Press write-ups, cartoons, and pages from the ATA handling notes. The author says the latter made flying so easy, but to a layman they look horribly complicated and great credit goes to this girl who flew 91 types of aeroplane on 1,025 deliveries while in ATA, having been taught to fly by the inimitable Captain Baker at Heston in Avro Cadets. Another one for the flying buffs among our readers to collect. — W.B.

* * *

The explanation of what rallying is all about, by experienced Stuart Turner and Tony Mason, has gone into a new edition of "Drive It!" — The Complete Book of Rallying, by the Haynes Publishing Group, having first appeared in 1978 and been reprinted thrice in between, which speaks for itself. Running to 136 pages measuring 11 in × 8 in, with a picture on almost every page, the price is a modest £6.95.

A weighty 220-page coffee-table tome has come from Haynes, called "Extraordinary Automobiles", as Peter Vann and Gerald Asaria see them. The claim for it is that "it transcends the ordinary run of books of traditional shots of that most hackneyed subject — four-wheel motor vehicle productions" — which may be why a six-wheeled Wolfrace Spaceship is included! The idea of the authors is to "appeal to the senses, summoning up a great dream, addressed to our longing for escape and our yearning for the exceptional". To this end the 12 in × 9 in volume has 220 colour shots of bodywork, not only by the well-known Italian stylists but also by Caruna, Duchatelet, Artz, Rinspeed, Sbarro, B+B, and Wood & Pickett, backed up by the work of Aston Martin, Panther, Wolfrace, etc and the many Replicas of former great cars. I think those engaged on automotive styling should be intrigued but it is expensive, at £24.

W.B.

* * *

The Haynes Publishing Group has two books of especial interest to sports-car enthusiasts in its latest publications in its "Super Profiles" series. These are "Fiat X1/9" by Graham Robson and "Triumph Stag" by James Taylor. Of identical format, these 56-page 10¾ in × 8¼ in books include colour pictures and each costs £4.95. Taylor says of the Stag that he "considers it to be one of the greatest failures of the Leyland era, brilliantly conceived but badly let down in the execution", but has a sufficiently great affection for it to have written this book about it. Graham Robson met the individualistic Fiat X1/9 when it was released to the motoring press in 1973 and says he would certainly have one in his stable today were it not for the fact that as "a high-mileage professional motoring writer he needs more space and a higher-geared car". These two books will show what these controversial sports cars are like, and how they were developed. — W.B.

* * *

Yet another Ferrari book! — Osprey have come up with "Ferrari 250LM", by Marcel Massini, with Rob de la Rive Box. This 196 page, 10 in × 7½ in book gives excellent coverage and illustrations relating to what the authors call "Ferrari's first street legal mid-engined GT car, truly an exotic among exotics". Even model and toy Ferrari LMs are included. It sells (the book I mean) for £14.95 and is no accident, because this well-known publishing house has a dozen other Ferrari titles on its list.

Motor Racing Publications Ltd can supply the American-published "Illustrated MG Buyer's Guide" by Richard Knudson, which takes a deep look at the used MG market, with valuable hints on what to go for and what to investigate when you do so. A 157-page, 9¼ in × 7½ in soft cover publication, it costs £7.95 here and others in the series cover Ferrari, Porsche, Corvette, Mustang, Alfa Romeo and Lamborghini.

* * *

Patrick Stephens Ltd of Barr Hill, Cambridge, have published No 7 in their fascinating range of books which look at disused airfields all over the country, with copious pictures of the aircraft that used them, old buildings, aerial views, and the rest. A fine guide to those who like to hunt historic sites. This latest one, priced at £10.95, covers the military airfields of Scotland, the North-East and Northern Ireland, as seen by David L. Smith. Enjoyment for aviation buffs.

* * *

Still on an aviation theme, Haynes latest Aeroplane Super Profiles cover the Super Etendard, the Sea King, and the F-4 Phantom II. Slim but data-packed books, ideal for the bookshelf, with dramatic pictures, some in colour, and data tables, each one sells for £4.95, the Series Editor being Christopher Chant.

* * *

Haynes have come up with "TR for Triumph" by Chris Harvey, the title self-explanatory to sports-car folk. This specialist 231 page book is priced at £14.95.

* * *

Two useful books in Osprey's "How To Restore" series are "Car Interiors" by Peter Wallage, and "Electrical & Ignition Systems" by the same author. Each costs £6.95.

MOTORING NEWS VIDEO

MOTORING NEWS returns to *Donington Park* for the third issue of its *Video Magazine* introduced by *Raymond Baxter*. This edition includes a penetrating interview with *Russell Brookes*, long-time rallying stalwart and runner-up in this year's *Rothmans RAC Open Rally Championship*.

Raymond Baxter introduces:

★ **BMW B9 Alpina road test**

★ **FF2000 team owner John Kirkpatrick interviewed by Raymond Baxter**

★ **Rising FF2000 star Anthony Reid interviewed by Alan Henry**

★ **Russell Brookes interviewed by Raymond Baxter**

A few issues of this exciting 3rd edition remain for the collector and enthusiast. Our 4th edition will be available late February 1984.

To: MOTORING NEWSVIDEO, PO BOX 35, STANDARD HOUSE, BONHILL STREET, LONDON EC2A 4DA

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VETERAN EDWARDIAN VINTAGE

A SECTION DEVOTED TO OLD CAR MATTERS



OUT OF THE PAST. — A possibly posed photograph of the Sutherland Garage at Paddington, London, taken in the 1920s, which shows how motoring was then. From left to right: *the Rhode being serviced represents a typical small-car of those times, the 21/70 hp Alfa Romeo tourer is attended by two chauffeurs, an AC is being refuelled from two-gallon cans, and the Paige and Daimler represent the hire-cars, while the signs for BP Spirit, Mobiloil Gargoyle, Shell, Redline and Castrol are of the period, as are those for magneto repairs and vulcanising. . . .*

A Morris Commercial Treat

THOSE interested in the older Morris commercial vehicles have a treat in store if they have not already seen the excellent little soft-cover book (110 pages, 8¼ in × 5¾ in) "Morris Commercials — the first years", issued by the Morris Register. It covers in pictures and text and well-compiled tables the history of such vehicles from 1924 to the war and later, in Harry Edwards' usual in-depth style. The pictures are delectable, running from early "flat-noses" in rural setting, on through the many variants, to the 'buses, ambulances, tipper-trucks, and the rest.

The only mild criticism is that these pictures vary from intriguing period shots to more modern ones, which it isn't always possible to differentiate between, unless the latter Morrises are wearing club badges or whatever; might it not be an idea, in this and other similar publications, to put the letter "P" after captions to period photographs, and "M" after modern pictures? Otherwise, what excellent and interesting coverage this is.

It is fun seeing who used these Morris Commercials in pre-war days and, to me, a surprise to find that the Green Line express coach service employed a Morris Viceroy coach; another Morris bus labelled "Express" was the Director running to Herne Bay on the East Kent service, this Company also using big Morris Imperial double-decker Park Royal-bodied 'buses, a contrast to the Minor and Eight vans etc. which the book also deals with. Copies are available from Regional Secretaries of the Morris Register, or direct from Harry Edwards, Wellwood Farm, Lower Stock Road, W. Hanningford, Chelmsford, CM2 8UY for £3.75 (packing and postage 50p extra), on mentioning MOTOR SPORT.—W.B.

The Things They Say. . .

". . . THE glorious sounds emanating from the machine were music to my ears, but I had yet to sample the famed supercharger. The opportunity came soon enough when a stretch of straight-ish secondary road came into view and I closed in on a modern car travelling at around 50 mph. Down went my right foot, hard onto the heavy spring, and then a thousand furies were let loose. My vision blurred as the steed turned into a giant vibro-massage — my ears were rent by unearthly wailing and my knuckles whitened on the steering wheel. As the modern car receded, I let off the supercharger — some kind of normality returning like the calm after a hurricane. It must have scared the life out of our grockle-friend in his Allegro or whatever it was." — Brian Palmer, writing of the thrill of driving the Midland Motor Museum's ex-Sir Malcolm Campbell 38/250 Mercedes-Benz, in *Thoroughbred & Classic Cars*.

I was interested, because I drove this great motor-car some 300 miles from Bridgnorth to the 1982 Brooklands Re-Union and back; I see that unfortunately Brian Palmer had to return to the Museum because "the clutch having reached the maximum of its adjustment, jammed second gear in mesh", but after overhaul he had a brief second-session. I was more fortunate on my long day's experience of the car, which was highly enjoyable. But was I too undramatic in telling about the engagement of the blower, I wonder? — W.B.

V-E-V Odds & Ends:— It seems that generally the 100th year of the birth of the motor-car will be celebrated in 1985 (although some favour 1986), and already we hear that a big event is being planned to take place at Silverstone over the 1985 Spring Bank Holiday, 8,000 to 10,000 vehicle exhibits being visualised, from antique motorcycles to custom cars, historic cars and commercial vehicles to racing cars. Apart from static displays, vehicles will be demonstrated and paraded on the circuit. This seems quite an attractive idea provided it is not drowned by commercialism, or is seen as happening a year too soon. Rather as we used to think that in times gone by Goodwood could have staged a sort of motoring garden-party with cars of all ages going past while the guests consumed strawberries and cream and drank champagne — with no racing of any kind.

This year the Inter-Register Contest, instituted years ago as a mild form of competition between the smaller one-make clubs, has been a tie between the Sunbeam STD Register and the Fiat Register, with the next placing going to the Humber Register. For the record, some corrections to last month's V-E-V features follow. In the piece on the 1926 Arab, the one-time owner who was united with the Arab at the last Brooklands Re-Union was not John Parker but John Harvey, The Hon Patrick Lindsay's Crossley gas-engine came from a house near Firle, not Fife, and of course his Rolls-Royce PII that he drove home from India had Autovac, not Autorac, bothers. The Brighton Run Mercedes-Simplex got its components reversed, its carburetter being, in fact, on the near-side, its water pump and magneto on the off-side, with the air-pump and manometer on the *left* of its fascia.

A Look Back to the Roads of the 1920s

(Continued from the October issue)

THE 1920s motoring scene seems as far removed from the present as steam trains are from Inter-City diesels, or piston-engined air-liners from Concorde. To recall something of what it was like to be out and about then, let us continue the saga of Owen John, pioneer motoring journalist and for a very long period a weekly contributor to Britain's first motor journal. He may be termed a motoring pioneer in all honesty, for he was in at the birth of the horseless-carriage and owned a car of his own from around 1903, in the form of a primitive Brush, kept in what was at that time a notably "horsey" hunting county. In later times O.J. had a pre-Willys Overland, followed by the Crossley tourer to which he showed great allegiance, until it was replaced, still in the 1920s, by a complex Rover 14/45 hp saloon.

We left this versatile motor-noter sampling a 1922 AC light car and saying what an excellent proposition it was. O.J. was in a position to try many new models, although not attached professionally to any motor paper. Thus we find him attending the big demonstration staged in 1922 by Percy Richardson at Frensham Ponds in Surrey of the friction-drive GWK, which was to O.J. entirely convincing, as these cars "climbed mountains, charged trees, and waded about in water up to the axles, exactly as if these things were part of its ordinary routine, for the purpose of demonstrating that the transmission did not slip under circumstances and amid surroundings apparently specially designed to cause it to do so." O.J. also thought the place where these tests were staged might be "in the Highlands, or Kerry, or Paradise itself". After tea at the "charming and delightful" Frensham Ponds Hotel he drove off with Mr Richardson, MD and "High Priest" of GWK Ltd, through the beautiful heather country into the setting sun, discussing what constituted a light car, as this four-seater GWK moved along at 40 mph.

The Highlands had been in O.J.'s mind since "the twelfth", because he always went to Scotland every year for the grouse shooting, and had done this before there were motors, which enabled him to see how much the horses had benefited, in those difficult and bleak places, from the coming of the car. Indeed, said O.J., the motor-car had opened up Scotland to many who otherwise would have seen very little of it, if anything at all, and Scottish hotels were improving, he thought, from the times when as the guests departed the landlady was heard to say to the chambermaid "Only change the sheets *if necessary*"! And on this score, one of O.J.'s readers had recommended the "Ramsey Arms" at Fettercairn, near Brechin; it would be amusing to know whether this presumably outstanding hostelry still exists, as one of our readers informed me Sam's Chop House in Manchester, which I mentioned as having been used by O.J. in 1922, still does . . .



TRAFFIC you would have encountered on 1920's roads, as a solid-tyred Commer Car charabanc, a horse-drawn brake, and a Unic taxi set off, perhaps for the Derby at Epsom. This period picture was sent to us by a reader.

Having remarked that the Scottish Highlands were at their best in the autumn, O.J. went on to discuss the best ways of getting there, saying that those in a hurry, like himself he rather pompously explained, — "Personally, I am generally in a hurry because I am an industrious man" — made for Carlisle, where by 1921 the roads were as good as any to be found throughout the country. But if Carlisle was dour, turn left at Ecclefechan into Dumfries, said O.J., for under its cliffs and by the sea one might be at Hyères, at Dawlish, or in Kerry, for climate and flowers and trees and midges. Expounding on other routes to Scotland caused O.J. to remark on how unfortunately congested, with innumerable motor coaches and excursionists, Kendal in the English Lakeland, and Lynton approaching "Lorna Doone" country, had become. Which reminds me that when D.S.J. and I tried the then-new V12 Jaguar some ten or more years ago, we took it to Scotland, which my companion had then not seen, and were disappointed at the tawdry tourist attractions and caravan sites all along the West coast; and only recently I heard the same view expressed.

O.J. not only enjoyed shooting but was a keen player of golf. In 1922 he was driven to "an extraordinarily good links near Oxford" in a famous racing car still known as the "Blue Bird". The unnamed owner was described as a beautiful driver, who took no risks at all, but O.J. felt the fast journey hadn't been good for his play. The racing car was called a good car, a fast car, that could make a horrible noise when it liked but also slide through towns and traffic as sweetly as the latest thing in tourers. Its seats, for a racing car, were not particularly uncomfortable or cramped. But O.J., because he was a bad passenger, was not really happy in it. It is intriguing to wonder which car he had been out in. Capt (later Sir) Malcolm Campbell named his racing cars "Blue Bird" and it may very well have been he who had driven the prolific motor-noter to his golf tournament. On the other hand, several "Blue Birds" had found other owners, so it may have been one of these. *If* Campbell were O.J.'s chauffeur, the cars he was racing that year were a 3.8-litre Talbot, the old 1912 GP Peugeot, and a 1½-litre Austro-Daimler. As O.J. said the car was *still* called "Blue Bird" I suspect it was the venerable 7.6-litre Peugeot that he went out in, a car capable of lapping the Track at over 103 mph at the beginning of the 1922 season.

This reminds me of a newspaper headline that caught my eye when I was a schoolboy, around this time. It read "Husband of Racing Driver Apprehends London 'Bus Driver", or words to that effect. It seemed that the gentleman in question had been annoyed by the driving of the 'bus driver in Piccadilly, who pulled up so sharply that some of the lady passengers were thrown almost to the floor, so he got down, went to the cab, and remonstrated with the man, before stalking off to his nearby club. It was the "husband of a racing driver" that had caught my attention. So who was he? None other than Major Menzies, whose wife worked for Malcolm Campbell and occasionally drove the big GP Peugeot in the lesser races at Brooklands. Which just goes to show how racing motorists attracted Fleet Street's attention in those far-away days . . .

We are reminded that open cars were very much in vogue in 1922 by O.J. commenting that the hood of his Crossley had been

improved by the fitting to the windscreen pillars of a pair of Tesco glass wind-deflectors, which enabled him to smoke while driving and kept out draughts and rain. The Crossley's hood was wide enough for its owner to dispense with side curtains, but O.J. got in a nice dig at its manufacturers by saying that when he had taken delivery of the car in 1919 he was rejoicing in the hood's strength as he drove home from Manchester in a gale, when the wind dislodged the back seat cushion and the side curtains *allegedly* stowed beneath it *appeared* to have been whisked out of it. "From that day to this I have never seen them again, *nor had any in their place*", concluded O.J., who clearly did not believe they had ever been put into the car . . .

As we are looking at the roads, as well as at the cars, of just over 60 years ago it is pertinent to remark that O.J. thought then that in spite of the pessimism of the AA road reports that were then a feature of the daily newspapers, road surfaces were, in general, improving. He had been to Somerset for the partridge shooting and reported that apart from the mile into and the mile out of Marlborough — "a place so picturesque in itself that perhaps a perfect surface would be out of keeping" — there was little to complain of, albeit the main roads of Wiltshire were not quite as good as those of neighbouring Berkshire. In the old days, when Wiltshire roads were shocking, this was, observed O.J., more noticeable because they ran across big, wide lands and through country that seemed to invite speed. Trowbridge, in particular, was found to be a great advance, from the times when its alleged centenarians and bucolic football teams lined up with its awful roads. However, we are reminded of how very much conditions have changed by O.J. saying that so narrow were the roads that the local brewery traffic was likely to smash up the smooth new surfaces, as every wheel could but follow in the path of its predecessors — so a Trowbridge by-pass was called for.

The then-new Great Western Road at the back of Chiswick was something O.J. had not then experienced but he hoped the camber, as on the Newbury to Hungerford road, would not be too great. New dressings for roads were under discussion in 1922, and Shell-Mex offered "Mexphalte" as one of them, and in that year of innovation crepe-rubber tennis courts had arrived to compete with the red brick hard courts. In discussing various routes from the South to the North of the British Isles, O.J. spoke of the "much exaggerated terrors of the road through the manufacturing districts between Warrington and Wigan". The so-called terrors may have been over-stressed then but not in later years when there had been such a great increase in traffic. I recall how colleagues and I, perhaps going North to cover the RAC Rally or suchlike, dreaded that part of the journey, for this congested area was virtually unavoidable until well after WW2 days. Which should make us all extremely thankful for today's network of British Motorways, the only disappointing aspect being that such fine routes for essential transport are reduced in effectiveness due to unrealistic speed limits, from which stem a fearful waste of police manpower, in times of an incredible crime increase, as radar guns are operated. . . .

The next car sampled by O.J. seems to have been a rather unusual 10/15 hp Fiat. Unusual because it was called a sports model yet its English body, with every possible refinement, had a dickey seat. I know there was a so-called sports 12/15 hp Fiat with flared mudguards and included it in the recent discourse on bogus sports cars. But I do not recollect a car of this make and type listed as a sports model yet possessing a dickey seat — maybe the Fiat Register will enlighten me? Anyway, although O.J. said there was nothing about the Fiat that was sacrificed to speed or that made it anything but a gentleman's conveyance, he was greatly impressed, after trying it under all manner of conditions, including over the then "execrable vileness" of Warwickshire's rural roads. In fact, he said he had never enjoyed a car more. He described the Fiat's springing as super-excellent (shock-absorbers were fitted), the brakes were what you might expect of a car built in the neighbourhood of the Alps, but it is another reflection on the performance — or non-performance — of most cars of the early vintage period, that speed was not great. O.J. "whacked up" 50 mph without trying but ordinarily travelled at 40 mph, which was regarded as quite good going from a small car in 1922. Even one which, as O.J. had not overlooked, was brother to the make that "had been whacking the whole World at most of the big Continental motor race meetings that summer".

The comfort of this little Fiat got O.J. onto thinking about tyres and although Rapson's were clearly his favourites he warmly praised the inventiveness of Dunlop's. What, I wonder, would he think of their subsequent takeover in the 1980s by a Japanese company? He was also advocating British cars in 1922, believing that although the cheapest cars then available were the American "self-contained machines", that they might not retain their youthful appearance for very long, or be kept smart, whereas people were buying British cars of the best makes because they knew these would not be out of date or any less useful in a year's time, and that any snags will have been made good and the car will not be practically unsaleable when the time came to get rid of it. Some of these cars were better after 10,000 miles than they were when new, thought O.J., bearing out my own theory that any car should give good service for its first 10,000 miles, but that quality cars shouldn't reveal any weaknesses until they have served for at least 40,000 miles. O.J. cited in this respect a 1912 Calthorpe owned by a parson which, apart from needing a lick of paint, was as good as it was seven years before, never went wrong, and so was trusted, and his own 1920-model Crossley which after 20,000 miles was going as well as ever. . . .

One very interesting item emerges from these diggings into the past. The saying "The Quality Remains, long after the Cost has been Forgotten" is, I thought, attributed to Sir Henry Royce. Yet O.J. quotes Mr Willys as saying it, in 1922. Presumably he said this either of the Crossley or the 20 hp sleeve-valve Willys-Knight he was then promoting. Either way, it is something Rolls-Royce historians may care to ponder. — W.B.

(To be continued as space permits)



A PEACE that passeth present-day comprehension, that is if you have driven through Burford, near Oxford, recently. In the vintage years it was possible to find parking space for this Austin 12/4 outside "The Lamb" while its owner passed the time of day within, before driving in leisurely fashion to some Cotswold home, without having to stop for traffic lights at Burford's famous pack-horse bridge. . . .

"MOHAWK" & "MANITOU"

Two 12-Cylinder Sunbeam Record-Breakers

[The Sunbeam Motor Car Company Ltd of Wolverhampton pioneered the 12-cylinder engine, and it was after study of the racing Sunbeam "Toodles V", described below, by Packard of America that the first successful production V12 car appeared, in the form of the Packard "Twin-Six". Although Louis Coatalen's creation had side valves it was a very fast car, which by 1913 had set the Brooklands' lap-record to 118.58 mph. The story is told for us by the great Sunbeam authority, Anthony S. Heal. — Ed]

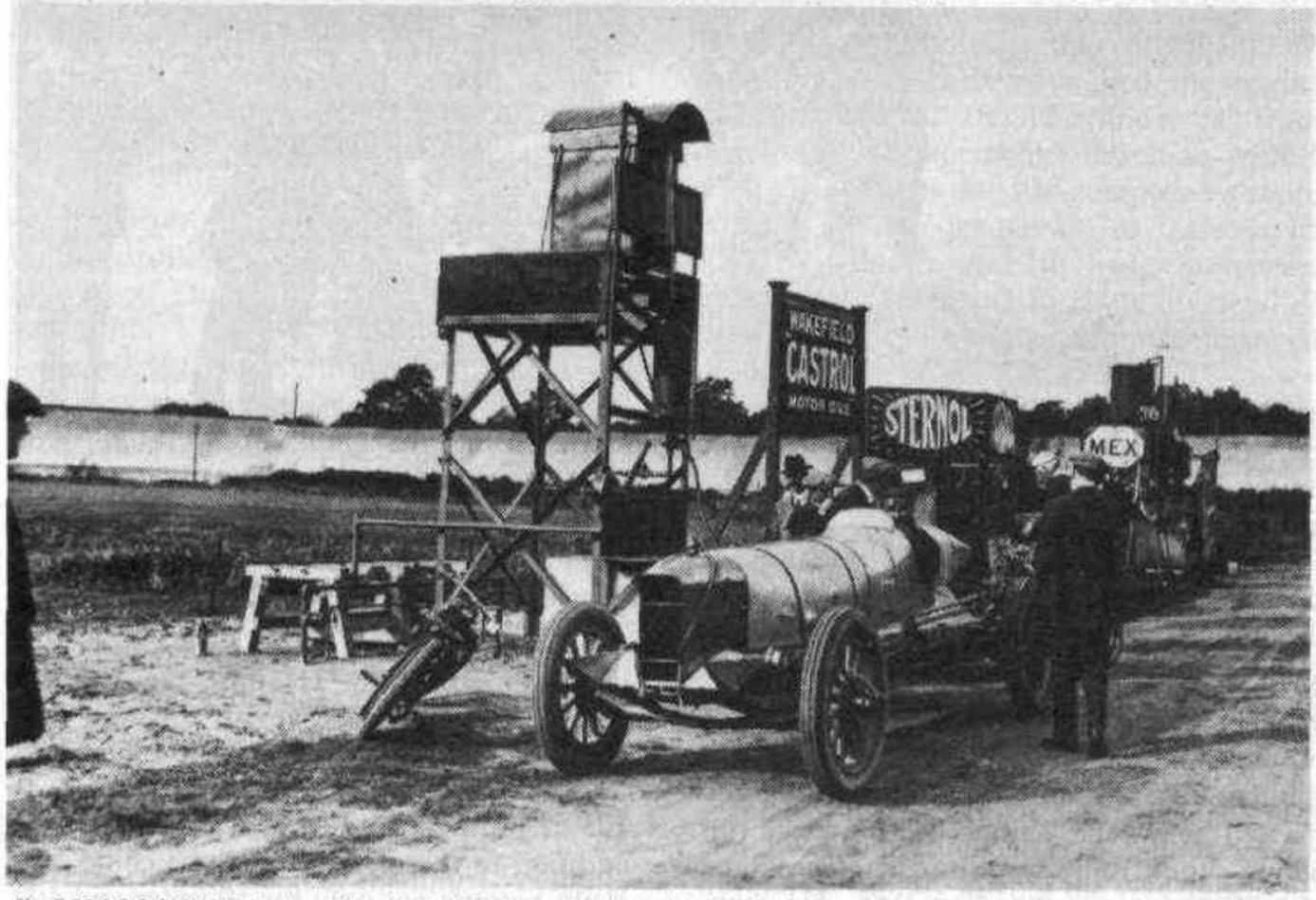
S. F. EDGE did not claim that Napier were the first to build a six-cylinder motor car engine but he did his best to make it known that they were the first to drive a six-cylinder automobile on the road and to market it successfully. Louis Coatalen, on the other hand, did claim that the Sunbeam Motor Co Ltd were the first to build, and to race successfully, a 12-cylinder car but, owing to the outbreak of war in 1914, they were prevented from being the first to market a production car of this type.

Coatalen's 1913 racing car was driven by a V12-cylinder side-valve engine which was later developed as the "Mohawk" to power aeroplanes in the first World War. His 1920 12-cylinder Brooklands outer-circuit record-breaker was, in contrast, fitted with a 350 hp engine, developed from a war-time "Manitou" aero engine, which was adapted for use in a racing car.

The cylinders of the first 12-cylinder car, like those of the 1913 Sunbeam six-cylinder Grand Prix racers, were cast in blocks of three. Two banks, each of six cylinders, were mounted on the crankcase at an included angle of 60° with a single camshaft in between. To save weight, non-adjustable tappets were used as the use of this engine for aircraft was envisaged by Coatalen from the outset. Its testing and development was more easily achieved at Brooklands in a racing car than in the more hazardous conditions of a 1913 aeroplane.

The space between the two banks of cylinders was pretty well filled by the two exhaust manifolds. Originally two carburetters under the scuttle fed the engine through very long induction pipes but later four vertical Claudel Hobsons were used. They were mounted on short manifolds on each of the four-cylinder blocks which were slightly staggered to allow the big ends of each pair of connecting rods to lie side by side on each crank pin. Skew gears at the front of the camshaft drove two magnetos through a cross-shaft. Dry sump lubrication, then a novel idea of Coatalen's, was effected by two oil pumps and an oil tank in the tail, connected by large diameter pipes, which ran along the outside of the chassis frame, to act as an oil cooler. The copper sump was also ribbed for cooling. The scavenge pump was rather too small and the sump had to be drained before the start of a race.

The 9,048 cc (80 × 150 mm) engine developed some 200 bhp at 2,400 rpm and was mounted in a sub-frame carried on the chassis at three points as on the standard 25/30 hp model. A cone clutch, which seems to have been the car's Achilles heel, drove through a standard 4-speed gearbox and an open propeller shaft to a back axle without a differential, like the Grand Prix cars. It was located by a pressed steel torque arm. An axle ratio of 2 to 1 was used, with 880 × 120 Palmer Cord tyres mounted on steel artillery wheels. The wheelbase was 10 ft 6 in and the rear two feet of the frame members were filled with lead to help rear wheel adhesion. Houdaille hydraulic dampers were fitted to each of the specially strengthened half-elliptic springs.

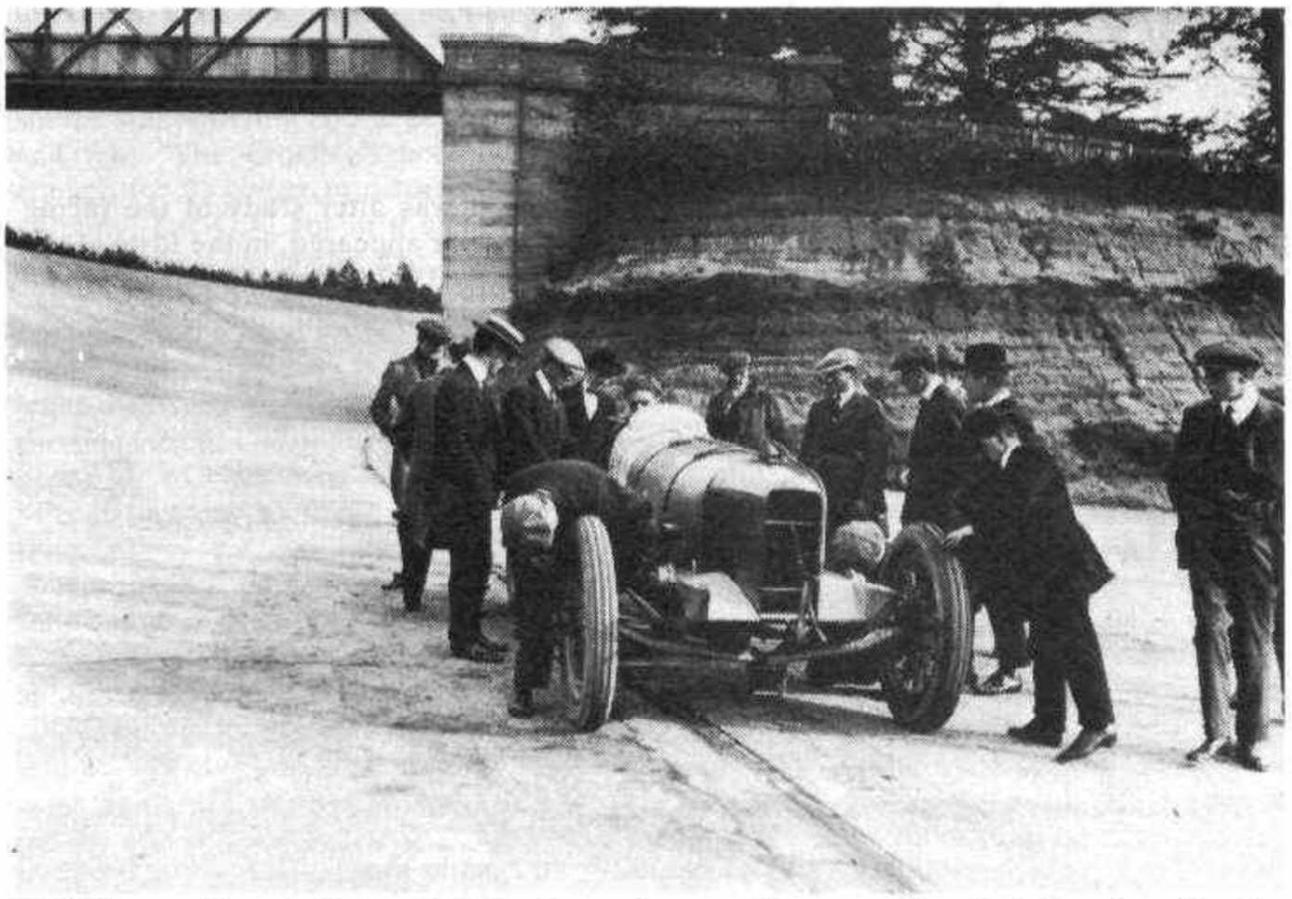


J. CHASSAGNE in the 12-cylinder Sunbeam as it is filled with fuel at Brooklands ready for the attempt on the World's 1 Hour Record in October 1913.

Following Louis Coatalen's established custom this car was the fifth Sunbeam racing car to be called "Toodles". This was Coatalen's soubriquet for his wife Olive, daughter of Henry James Bath, an engineer and director of the Sunbeam Motor Car Co Ltd. It was entered for the Brooklands August Bank Holiday meeting of 1913 for Jean Chassagne to drive. Much was expected of the car and there was great disappointment when it was a non-starter due to clutch trouble. It eventually made its début at the Autumn Meeting on October 4th when it was on scratch with Percy Lambert's Talbot in the 100 mph Short Handicap. Chassagne evidently treated his clutch delicately for Lambert immediately gained a lead of 100 yards. At the end of the first lap the Sunbeam was catching up, being only 50 yards behind at the start of the Railway Straight and only two lengths behind as they went on to the Byfleet Banking. Lambert was justifiably running near the top of the banking and Chassagne, with the faster car, was undecided whether or not to pass below him. He waited until they reached the fork when he "swept past" the Talbot to take third place, 20 yards ahead of Lambert, having averaged 105.75 mph. His hesitation cost him the race for it seemed clear to the *Autocar's* representative that given a clear run he could have overtaken both C. A. Bird's Coupe de *l'Auto* Sunbeam and N. S. Hind's 6.3-litre Berliet, which took first and second places. Chassagne's fastest lap at 118.58 mph gave promise of "Toodles V's" true potential.

The race illustrated the problem of passing with two evenly matched very fast cars travelling high on the banking. It was to remain a problem for the ensuing 26 years until the track was closed at the outbreak of war in 1939, only soluble by gentlemanly behaviour on the part of the drivers concerned. Lambert and Chassagne had agreed before the race that the driver who took the lead at the start should take the position on the banking commensurate with his speed. If the second driver felt able to overtake he should pass below his rival.

Later in the same meeting the Sunbeam and the Talbot were again together on scratch in the 100 mph Long Handicap. Again the Talbot made the better get-away and was 50 yards ahead on the Railway



ABOUT to set off on a preliminary lap before the record attempt: Chassagne talks to Louis Coatalen on his right, with Dario Resta and K. Lee Guinness on his left.

Straight. It still had a lead of three lengths at the end of the first lap. As the cars passed under the Members Bridge, Chassagne pulled the Sunbeam down the banking and passed below the Talbot. With a clear run along the Railway Straight Chassagne established a commanding lead. He won, averaging 110 mph, the fastest race-winning speed recorded up to that date. Even the blasé Brooklands *habitués* were moved to clap their hands as Chassagne brought the big Sunbeam back into the Paddock. His fastest lap was done at 117.49 mph.

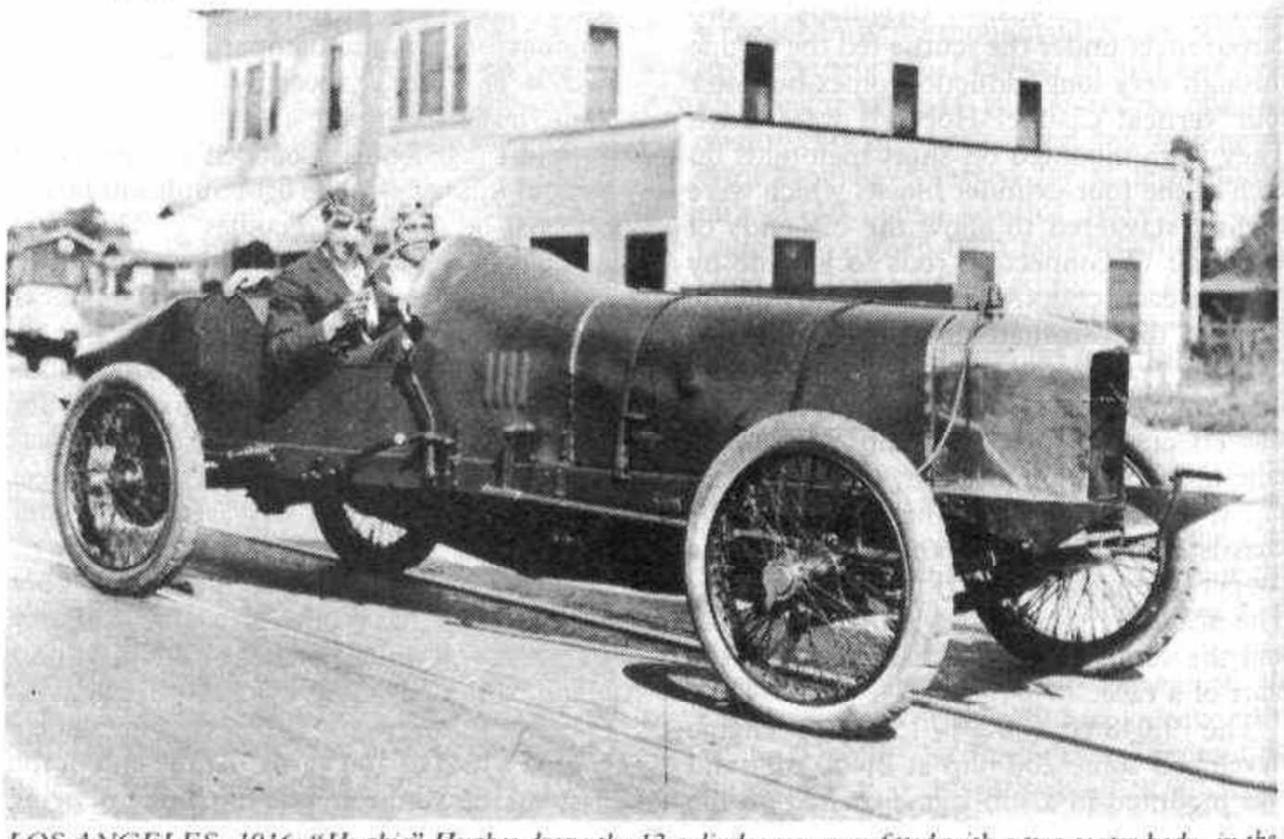
Earlier in the year Percy Lambert had made history by setting the World's Record for one hour over 100 miles for the first time. This was soon bettered by Jules Goux, with a 5.6-litre Grand Prix Peugeot, who covered 106.2 miles in 60 min. It seemed more than likely that "Toodles V" would be capable of beating Goux's record but very doubtful if tyres could stand that pace. An attempt was made on October 9th. Chassagne limited his speed to 112 to 115 mph in order to give the tyres a chance but it was nevertheless too high and on the 14th lap the tread of the offside rear wheel was thrown off and the attempt on the one hour record had to be abandoned. It was clear that the Sunbeam was capable of much greater speed but that the tyres were the limiting factor. Chassagne would have to be satisfied with only a marginal improvement on Goux's speed.

On October 11th the Sunbeam was again prepared for another attempt. The 880 × 120 Palmer Cord tyres were fitted with security bolts with hexagon nuts and the pressures were carefully checked. Surplus oil was drained from the sump and Chassagne set off with a standing lap at 117.46 mph. This was obviously too fast so he eased up, lapping with great regularity at just over 107 mph. He took the World's Record for one hour at 107.05 mph and continued, changing tyres on the 42nd lap in 53 sec, to set a new record for 150 miles at 105.57 mph. Louis Coatalen realised that in addition to these two records he could also claim records not only for 50 miles and 100 miles but also for 50 km, 100 km, 150 km and 200 km, making a score of eight World's Records in under an hour and a half! Even if his side-valve engines were outclassed for Grand Prix racing he was able to show that they were still capable of setting up new World's Records, for only a week beforehand one of the six-cylinder, 4½-litre Grand Prix Sunbeams, fitted with a single-seater body and driven by Jean Chassagne, Dario Resta and K. Lee Guinness, had run for 12 hours at Brooklands, setting up 36 World's Records. By November Sunbeam cars held every World's Record from 50 kilometres and 50 miles to 12 hours.

Despite these successes it had not been possible to realise the car's full potential. Rudge Whitworth wire wheels, with eared lock-nuts, first used by Georges Boillot's Peugeot, were fitted and in December *The Autocar* published a striking drawing by Gordon Crosby showing "Toodles V", fitted with twin rear wheels, hurtling along a tree lined straight *Route Nationale*. The caption said that the "twelve cylinder Sunbeam car will shortly attack World's Records on some straight stretches of road in France". As far as I know the car never crossed the Channel but nevertheless in March 1914 the long deferred attack on short distance records was made at Brooklands. Chassagne set up three Class H (850 cubic inches) records for the Half Mile (118.66 mph), 1 Mile (120.73 mph) and 2 Miles (119.38 mph). Tyre trouble on his second lap prevented the run from being continued.

A new rival appeared to challenge the twelve cylinder Sunbeam at the Brooklands Easter Meeting of 1914. L. G. Hornsted with the 84.9 hp Benz (21½ litres) was on scratch with Dario Resta with "Toodles V" for the Lightning Short Handicap. The Benz made the better get-away but the Sunbeam soon began to gain, overtaking the German car on the Byfleet banking on the second lap. He could not catch Holder's Vauxhall which won the race at 92.5 mph. Resta took second place at 103.5 mph.

The Sunbeam Racing Department was very fully committed in preparing two teams of new racing cars for the 1914 Tourist Trophy and the Grand Prix de l'ACF so that the twelve cylinder car was not seen in action again until July when it, together with one of the 4½-litre Grand Prix cars and



LOS ANGELES, 1916: "Hughie" Hughes drove the 12-cylinder car, now fitted with a two-seater body, in the George Washington Sweepstake Race at the Ascot Dirt Track, finishing seventh.

one of the 3.3-litre TT machines, took part in the speed trials organised by The Yorkshire Automobile Club on Saltburn Sands. K. Lee Guinness drove the Grand Prix car to win the 4,600 cc class and Dario Resta, with "Toodles V", won the Unlimited Racing Car Class at 104.5 mph and, in an attempt on The World's Record for the flying kilometre, averaged 111.05 mph running in both directions. One way he achieved 117.6 mph.

The last appearance of the twelve cylinder Sunbeam at Brooklands was at the fateful meeting on August Bank Holiday 1914, when Dario Resta, again on scratch, won the Lightning Long Handicap at 107 mph.

With the outbreak of war, motor racing in Europe ceased and it was six years before the next race was held at Brooklands. The twelve cylinder engines of the type used in "Toodles V" were being built at the Sunbeam works for the War Office and The Royal Navy. The cylinder bore was increased, first to 90 mm and then to 100 mm, and the power output was stepped up to 225 hp and 250 hp.

But the racing career of "Toodles V" was not finished. The car was sent to America where motor racing continued until 1916. Ralph de Palma drove it at the opening meeting of the new track at Sheepshead Bay on Long Island in a special match race between himself, Burman (Peugeot), and Oldfield (Blitzen Benz). De Palma with the Sunbeam won at 113.7 mph.

In 1916 Hughie Hughes entered the Sunbeam for the Corona Grand Prix in California. In 1958 Mr Earl Sargent wrote to me saying that he had met one of the early residents of the town who had been there in 1916. He said that Hughie Hughes in "a long English car" had received permission, a fortnight before the race, to make a trial run on the course. To minimise traffic problems the trial was held at dawn and the car was timed on its best lap at just over 100 mph. He also related with glee that practically the entire city witnessed the test as the Corona course was a three-mile perfectly circular boulevard enclosing the city (and a major portion of its residential district) and after the warm up no one could sleep because of the deep note of the Sunbeam's engine. Hughie Hughes, despite his unofficial practice run, did not finish in the Grand Prix but he drove the car again in a 150 Mile Race at Ascot Dirt Track where he finished seventh.

Frank Bill, the Sunbeam racing mechanic who accompanied Josef Christiaens with the 4.9-litre 6-cylinder Sunbeam to Indianapolis and several other American race tracks during the 1916 season, also recalled seeing the 12-cylinder Sunbeam in action on a dirt track. He wrote to me that he went "to Kalamazoo dirt track to watch the big 12-cylinder Sunbeam in a 100 mile race. It started off and took the lead and then skidded right across the track. About eight cars ran into it and within a few minutes there were 10 dead, all piled in a heap of wrecked cars".

If that was the end of the first 12-cylinder car its achievements were not forgotten nor did the influence of "Toodles V" cease at that point. At the annual general meeting of The Sunbeam Motor Car Co Ltd, in December 1916, Louis Coatalen, Chief Designer and Managing Director, said: "At the outbreak of war the Sunbeam Company had something quite new in cars, notably the 12-cylinder machine, with which they established many World's Records something like twelve months before the commencement of the campaign. This was the first car in the world of such a type, and it would have been marketed but for the war. As it was, they sent it to America where it performed notably and was bought by a motor manufacturing firm of perhaps the highest reputation in that continent. In consequence that firm studied the engine and standardised the 12-cylinder car from the Sunbeam Company's machine with a degree of success that had compelled it more than to double its works, to increase its capital twofold and it had, moreover, enabled the Company to pay a dividend of 50% on that doubled capital for its financial year just concluded."

He would mention no names but he wished to draw attention to the fact that the war had robbed the Sunbeam Company of the credit and the profit of being the first in the world to market a 12-cylinder car.

If an American company took the credit and the profit from the commercial exploitation of the 12-cylinder engine for the automobile, the 225 hp side-valve Sunbeam-Coatalen "Mohawk" gave sterling war service to the Royal Naval Air Service in seaplanes in the North Sea, Mesopotamia and Lake Tanganyika. Aero engine design developed rapidly during the war under the pressure of the demands by the British and Allied Air Services but the "Mohawk" engines, first standardised by the War Office in 1913, continued to give dependable service until 1917.

(Part Two, covering the very fast and successful V12 Sunbeam racing car powered by an adaptation of that Company's "Manitou" aero-engine, will be published next month.)

Out of the Past

I MENTIONED recently some venerable ladies who have been driving for longer than most of us. One such lady is Lady Olwen Carey Evans of Criccieth, a daughter of David Lloyd George, who began in 1916. Being curious as to the sequence of cars used, I wrote to her and she has kindly replied, saying that long before 1916 she was allowed to try her hands on what was a high two-seater controlled by a "lap-handle" instead of a steering wheel. This could have been anything from an AC Sociable to an Edwardian Lanchester. Her father's chauffeur, Dyer, provided "several good hints", and taught her to drive.

After this she lists the cars she remembers as Vulcan, Napier, a Peugeot used in India, where she also drove an Overland, MG, Delage, Armstrong Siddeley, Sunbeam, Ford, Morris-Oxford, Allard, Lincoln, Rover, Singer Gazelle, Mercedes-Benz and Volvo.

Now aged 91, and having successfully passed her IAM Test in 1963, she still drives frequently, her current car being a Volkswagen Golf. — W.B.

V-E-V Miscellany.— On February 4th next the National Motor Museum is showing a rare motor racing film during its third "Archive Special" at the National Film Theatre on London's South Bank. It is Hugh Hudson's 1970 / '71 film about Fangio's career, said to have been shown in the UK but once before, when the 750 MC discovered it in the vaults and used it in 1975. Other films on the evening in question will include showings of Thust II, the Mini celebrating its 25th Anniversary, but also some historic films, like one recently restored for the NMM Archive about the 1907 French Grand Prix, a 1910 promotional film made for a Reading garage, and Ford's instructional film called "Your Driving Test", although we fear this was made long after Model-T times . . . The showing will commence at 8 pm and admission tickets cost £3 each, from the Box Office, National Film Theatre, South Bank, London SE1 8T, an sae being requested.

Arising from the item we published about the origins of Chris Booth's ex-Harris Morgan three-wheeler, Laurie Weeks writes to say that he thinks Booth is trying to determine whether his Morgan was *built* or *only modified* by Robin Jackson, bearing in mind the similarities between it and Weeks' own ex-Horton / Jackson Morgan Blackburne, Reg. No. OM 4000. But there should be no question about the Booth car being genuine, and not a replica, Weeks thinks. Oxfordshire County Council is launching a "Group of Friends" to help provide public access to Nuffield Place, Oxfordshire, the former home of the late Viscount Lord Nuffield, of Morris car fame. The house dates back to 1914 and is set in four acres of ground, and was bought by Lord Nuffield in 1933. Today many of his personal possessions remain intact, much as they were at the time of his death in 1963, including his then new HMV radiogram with steel needles, etc. Mr James Bateman, Oxfordshire's Director of Museum Services, regards Nuffield Place as a National treasure and is working for its public access, which can be secured for a £350,000 endowment, toward which the present owners, Nuffield College, will contribute a £200,000 interest-free loan, providing the County Council will maintain the house. This seems a highly laudable cause, details of which are obtainable from J. A. Bateman, Fletcher's

House, Woodstock, Oxford OX7 1PS. It seems the greatest tragedy that Brooklands Motor Course has not been treated with the same respect.

The "Fragments on Forgotten Makes" article about Jackson cars has caused a lot of interest. Now Ken Woodhead, of Blenheim, New Zealand, writes to say that he has a 1908 four-cylinder Jackson with 10 hp Amatoutz-Raval engine (made at Besançon, France), which in 1929 was sold in Christchurch, NZ, driven to North Canterbury, and there converted into a farm trailer, so that a replica dog-cart body is now having to be made for the car, as part of its restoration. Mr Woodhead has never heard of this make of engine being used by Jackson's and wonders if his car is earlier than 1908; he would appreciate any information and says our article has already told him more than he knew of this make. He lists six Jacksons known still to exist, including the 1909 single-cylinder dog-cart in Birmingham City Museum, which he measured before constructing his replica body, three in Australia, and one each in Ireland, Holland, and South Africa, and his own, of course, in New Zealand. A 1903 Eagle runabout was among a six-car display at the opening of Power Hall, a new section of the Greater Manchester Museum of Science and Industry, last year. It has close connections with the area, its origins going back to the Jackson / Edwards partnership which to this day lends its name to a garage in Manchester Road, West Timperley. In 1885 Jackson established a cycle business in Mayor's Road, and as this expanded he moved to Oakfield Road, Altrincham, forming Century Engineering in 1899 with Arthur Finch, from which emanated the Century Tandems and later the Eagle three-wheelers. The 1903 example of the latter is thought to be the only one of its kind to have survived; it was in use up to WW2 and is being restored in Derby. The GPO used similar models from 1904 for carrying mail. On the subject of early three-wheelers, the Mr Woodhead aforementioned, who also has a 1915 Humber, sent us a clipping about a very odd Jackson made in a batch of 50, apparently, for use over the rutted tracks of the Costa Rica, the single front wheel, on long half-elliptic springs, steering, unlike on the more normal single-rear-wheeled Jackson tricars.

Someone working on a family tree has come upon a photograph of a group of brickmakers with a consignment of bricks destined for delivery to Brooklands Motor Course, presumably when this was under construction in 1906/7 and what the lady concerned would like to know is whether these brickmakers could have been Mr William Ellis or the architect, Mr Levi Harlington Ansell, both of whom were related to her? As there was a picture of the Brooklands finishing straight under construction, found with the bricks picture, there could well be a motoring connotation here. A reader who is trying to complete the history of his 1937 SS100 asks for any available information on the car, DYL 469, which was apparently rallied and raced by Charles Truett with a factory-prepared engine having hc pistons and a bronze head, between 1937 and the end of 1939, appearing at Brooklands, Donington and the Crystal Palace with drilled chassis, running sometimes stripped, at other times with cycle-type wings. Mr Truett joined up immediately war was declared and the SS was laid up, and he then sold it in 1946 to a Croydon garage, from whom Alvin "Spike" Rhiando, that colourful dirt-track driver and 500 cc competitor, obtained it. It was sold again in 1948 and the owner would like to find "Spike" Rhiando so as to fill in details of his usage of the car, which is now in fine condition and the history of which is fully documented from 1948 to the present owner's acquisition in 1977. Letters can be forwarded. Rumour says that Lord Derby's 1934 FWD Cord has been found in a Derbyshire barn and is to be restored but we would question the *Sheffield Weekly Gazette's* statement that only one Cord remains in this country (over to James Leasor) or that, when new, this one was capable of 135 mph.

In last month's "MOTOR SPORT to the Rescue" piece it would have been more accurate to have described the museum from which the Alta racing car was stolen as the Peter Black Collection in Keighley, instead of the Black Museum as in some reports on the case, and for the record the Alta *did* have its engine, albeit badly in need of overhaul. A reader who has been researching the subject of British sand racing for the past five years, and who would appreciate any information, hopes to organise a get-together of appropriate cars and personalities at Southport sands next year. Letters can be forwarded. We hear that Selfridges, in connection with its 75th Anniversary next year, hopes to find and restore one of its former delivery-vans, either horse-drawn or petrol, a commendable ambition when one Company we could name seems intent on historical destruction! — W.B.

VINTAGE POSTBAG

Brighton Points

Sir,

I was amused to see that my old friend Ted Woolley has been "knocking" the VCC again. I am *not* the Chairman of the VCC however, only its Hon. Editor, and the remarks of which Ted complains were not mine. It might have been a little more objective of Ted to have written to me, as Editor of *Veteran Car* rather than you as Editor of *Motor Sport*, however. Never mind, but may I use your columns to straighten out a few other points?

The London-Brighton Run has *never* been the preserve of the VCC. At various times it has been organised by the *Sunday Graphic* and *Daily Sketch*, *The Autocar* and for over fifty years by the RAC. It has never been a VCC event. I personally, can see nothing wrong in the VCC's Chairman expressing regret that some of those who enter cars every year for the "Brighton" don't bother to join the Club and take part in the very many excellent rallies organised by it *throughout the year* for veteran and Edwardian vehicles.

But he destroys his credibility entirely by his attack on the VCC Members' List. I certainly know of no Club whose members and cars list is up to date by the time of publication and there is nothing that the VCC can do to prevent its members selling their cars to each other. The majority do so quite frequently without notifying headquarters. The fact is that nearly all the cars listed are probably still owned by members of the VCC (either at home or abroad) even though we don't know by whom. The real value of the listing is that it keeps a record of most known cars and — like the VSCC members and cars listing (which is equally out of date after a few months) is an excellent starting point if you want to trace whether a particular year or model of car exists.

Human nature being what it is, there is no better way to handle the members list at present, and most members would prefer to have it, with all its imperfections, than to be without it. And that goes for Ted Woolley, too! M. WORTHINGTON-WILLIAMS
Newcastle Emlyn Editor *VCC Gazette*

The VCC Replies

Sir,

I wonder why that "esteemed veteran enthusiast" (to use his own words in MOTOR SPORT, October 1983) Ted Woolley should use your esteemed magazine to air his views on our Club magazine and members list which he tells us he continues to read, although not recently a member?

Far from the Veteran Car Club benefiting from the RAC London to Brighton Run we are charged (whether members of the Veteran Car Club or not is immaterial) £20 to participate in this unique British spectacle.

Our list of Club members and their cars is produced for our members. It is enlarged to list chassis numbers and dates of many cars existing but not presently owned by members. It is a useful reference book.
Reigate B. K. GOODMAN
Chairman, Veteran Car Club of GB

READERS' LETTERS

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

Safer at Speed

Sir,

In connection with your recent correspondence in "Motorway Speed Limits" I think the following story highlights a similar problem.

I was recently driving north on the M1 towing a small, empty, box trailer behind my Golf GTi. The weather was foul with persistent rain. At one point I became "jammed" in the middle lane with juggernauts solid on the inside lane, in front of me and behind. This situation was made worse by the driver of the lorry behind flashing his light and sounding his horn, in an attempt it seemed to "close ranks" with his pal in front. At this point I became rather nervous as I was driving into a "wall" of white spray and could see nothing of the situation ahead, and had visions of multiple pile-ups etc. I decided to pull into the fast lane and get away from this maniac joker behind me, and well clear of this 200 yard convoy of lorries.

Having done this I felt safe and relaxed in the clear centre lane ahead. Needless to say one mile ahead I was stopped by police, cautioned and subsequently fined and endorsed for driving in the fast lane and in excess of the 50 mph limit.

The stupid thing was that to remain in my previous situation was far more dangerous than any ½ mile spell in the fast lane in such a safe and stable car, a fact which the officer at the time was in full agreement with. I feel 50 mph for empty trailers is as daft as 70 mph.

Name and address supplied.

Obesity?

Sir,

In your article on the new 3.6-litre XJS Cabriolet, you state that the new car takes a "still impressive 20.1 seconds" to reach 100 mph. As I am sure you are aware, the original 3.8-litre E-type attained the magic ton in less than 17 seconds — over twenty years ago. The power from the two engines is very similar, bearing in mind the rather optimistic 265 bhp gross quoted by Jaguars in those days, but the weight for today's open two-seater is an amazing 32.6 cwt compared with 24.1 cwt for the first E-types.

As a strong Jaguar supporter (I have three) I hope that the next generation of Jaguars with their superb new engines will be rather more svelte and feline and a little less of a "fat cat", as all this extra weight surely negates any increased efficiency achieved by the Mays head etc.

Carlisle KIRK RYLANDS

Good Vintage racing

Sir,

Please find enclosed our copy of your petition, containing the signatures of 30 of our friends and colleagues.

We would like, through the pages of your magazine, to express our thanks to the VSCC, for the excellent sport we enjoyed at their Cadwell Park meeting. No doubt the spectator turnout was a little disappointing from their point of view, but we enjoyed one of the best day's motor racing that we can remember. We often did not know who was driving what, or who was leading, the public address having failed in some parts of the circuit, but that did not detract from the sound and spectacle of those wonderful old cars. We enjoyed every minute and many thanks are due to the entrants, the organisers and all concerned.

We are in the situation of having a 300-mile round trip to either Cadwell or Donington to see our racing, but we do not regret a single step of the way. All being well we will be there again next season.

Cleveland HAROLD & SUSAN BRAND

The Brighton Veteran Car Run

Sir,

May I through the columns of your widely read magazine extend my thanks to the many modern and vintage motorists who showed the utmost consideration to myself and fellow entrants in the above event?

Having been an entrant every year from 1960 to date and been successful on 22 occasions, I found the traffic this year more considerate than any previous years and the Police superb — especially their efforts to cope with a serious accident involving modern cars halfway up Redhill.

Other entrants that I spoke to expressed similar views although in one or two cases, inevitably, there had been minor hold-ups en route.

How disappointing it was to see the rules on Tender Cars being flaunted so blatantly by at least two of the entries from the USA who, in spite of having quite powerful cars carrying several passengers, had a uniformed chauffeur driven Rolls-Royce Limousine and a Daimler Limousine driving right behind their competing cars.

Apart from being against the published rules of the event, the obstructions caused both to Veterans and modern cars and as, one may assume, the chauffeurs were not experts in the repair of the Veterans in the event of a breakdown, one can only wonder if they were there in case it rained!

Very early and frail cars may be excused from having tenders in close proximity, as they are often too small to carry all the tools etc that might be needed and not everyone is able to drive back to home under their own power as I do, and thoroughly enjoy doing so! There are some breakdowns which need trailers and some far afield entrants trail their vehicles to the start and away from the finish, and a lot of these tenders travel by other routes to Brighton. (The Historic Commercial Vehicle Club insist that the tenders on their May Rally to Brighton be genuine recovery-type vehicles).

It is not difficult to obtain help, in the event of a breakdown, from other competitors or members of the public and the event is a demonstration of reliability and endeavour.

Could it be that if there was more restriction on unecessary Tenders; that the RAC and VCC might be able to persuade the authorities to allow a further increase in numbers so that fewer reserves would be disappointed? With all the thousands of cars of modern type would a mere fifty or so more Veterans really make all the difference?

East Molsey, ARTHUR FREAKES

[We thought the rule was that tender cars and vehicles were not allowed to follow competing veterans, under penalty of disqualification of the latter, if discovered. The temptation to use a back up vehicle is, however, understandable and then, when it is needed in congested traffic, it becomes difficult to park so as to present no obstruction. We encountered large trailers badly obstructing the veterans this year, which endorses this correspondent's views. —Ed]

Stuck for a belt

Sir,

I own a 1975 Lancia Fulvia 1300S which I find very enjoyable to drive. I have had the car for almost four years, my only regret is that I did not have it from new.

Because I came overseas the car was laid up for nine months, and two months before I was due to return to the UK the car was taken to my local garage to be made ready for the road and MoT. On arrival in the UK, the car was nowhere near ready and in my month at home, the correct rear brake shoes finally arrived and were fitted. When I left to return abroad, the garage was still waiting on HT leads and a fan belt. This latter, I have just learned that Lancia say they cannot supply! Now four months involuntary immobility.

Lancia may advertise rightly the "Driving Sensation", but their spare parts service for a car not ten years old is truly SENSATIONAL. Moral, if you buy a Lancia don't keep it too long.

I wonder, do other Fulvia owners have the same problem, or, are Fiat manoeuvring off the roads the remnant of the true Lancia?

Kilmarnock CHARLES H. CUTHBERTSON

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MG J2. Sports P Midget. Dark blue colour. Chassis No. PA 0818. Engine No. P 1071 AP. Original condition, attractive price. Medici, Reggio Emilia, Italy. Tel: 0522 73245 or 73246. (57760

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MORGAN +8. 1982. Royal ivory, black leather, alloy body, underseal, rustproofed, P6 tyres. 6,000 miles, garaged. Offers. Tel: (06374) 742 or 662. (57763

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MG TA. 1936, complete, original, in dry storage some years. £3,250. Also MG J2, 1933 cycle wings, good bodywork, engine / gearbox not fitted. £2,950. Tel: 0822 843445. (57785

MARK II JAGUAR 2.4. 1959. Cotswold blue, wire wheels, automatic, MoT from date dot confirming 70,000 miles from new, brown log book, very nice car, swap for your unfinished project, or take £795 cash. 57 West Street, Lilley, nr Luton, Beds. Tel: 046276 532. (57724

RILEY 9. 1929 Mk4 fabric four-door tourer, excellent condition, tax and MoT, three owners from new, £6,850. Tel: Pulborough (07982) 3896. (57725

STAG. 1972, white, soft top, overdrive, mechanically excellent, must sell — South Africa calls, body chrome, etc., clean. £2,250. Tel: 0977 613746 weekdays. (57726

AUSTIN 7's FOR SALE. 1936 Nippy, 1936 Cabriolet, 1928 Chummy, 1935 four seat Tourer. Also 1961 MGA, 1953 Wolseley 6 / 80, 1961 Isetta Bubble Car, 1947 Morris 8 Series E. For details send large sae to Murphy, 14 Plant Lane, Moston, Sandbach, Cheshire. Tel: Sandbach 3450 after 6 pm. (57712

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1929 FORD Model A, one ton truck, rebuilt body with *spares. Tel: Yatton 833056.* (59090

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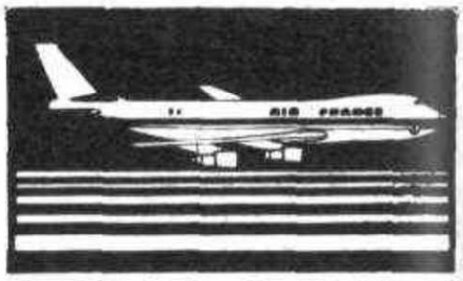
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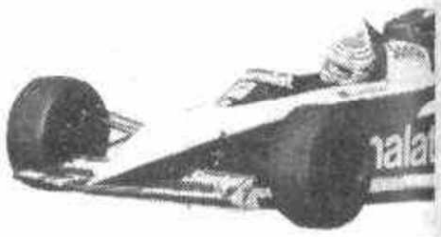
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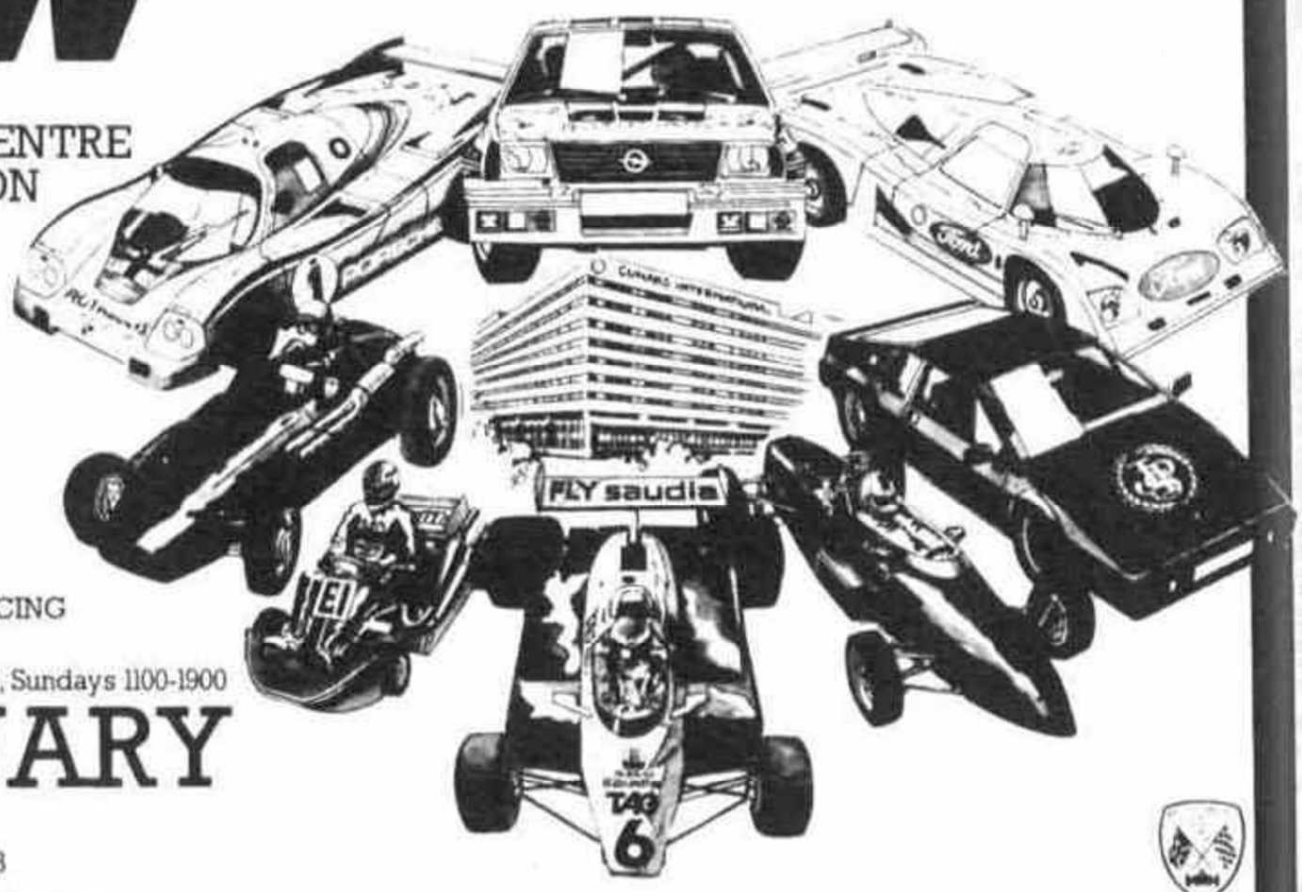
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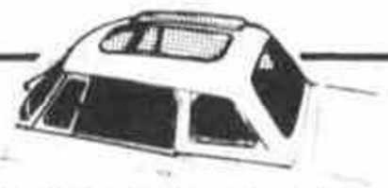
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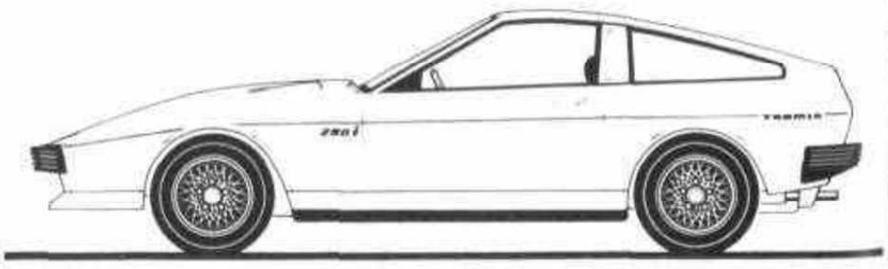
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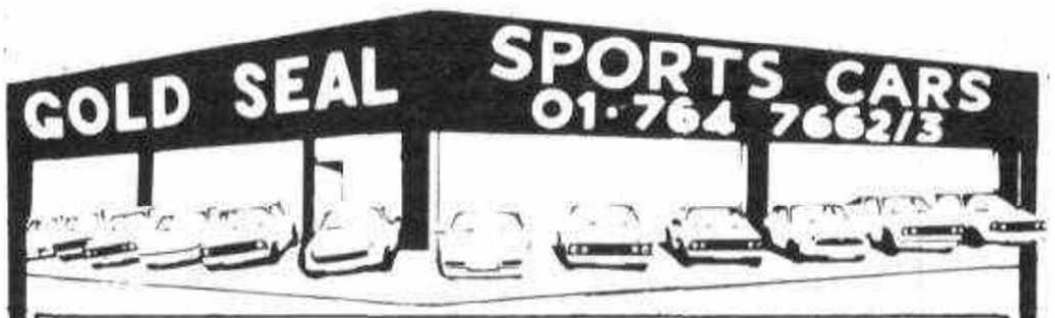
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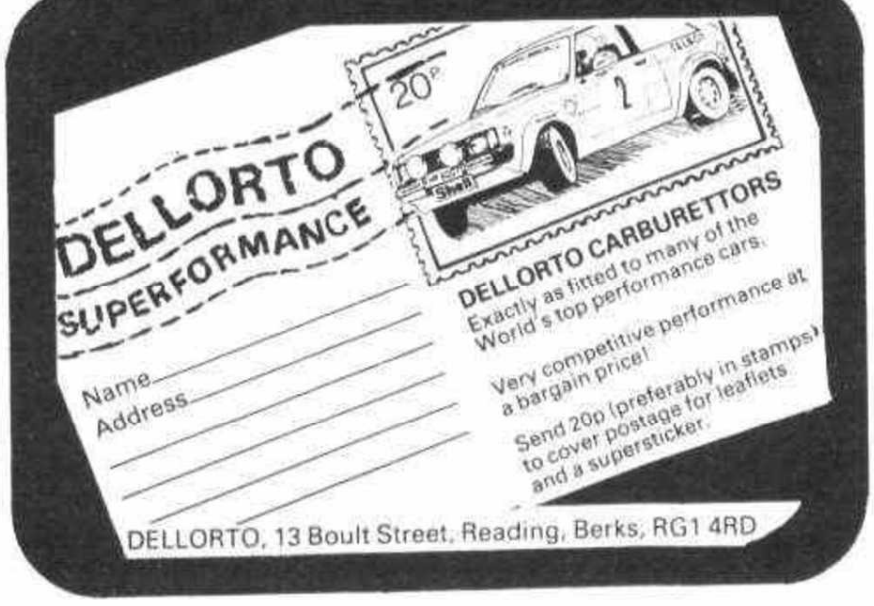
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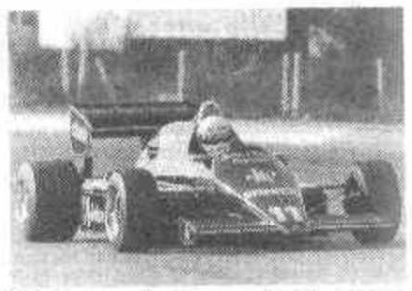
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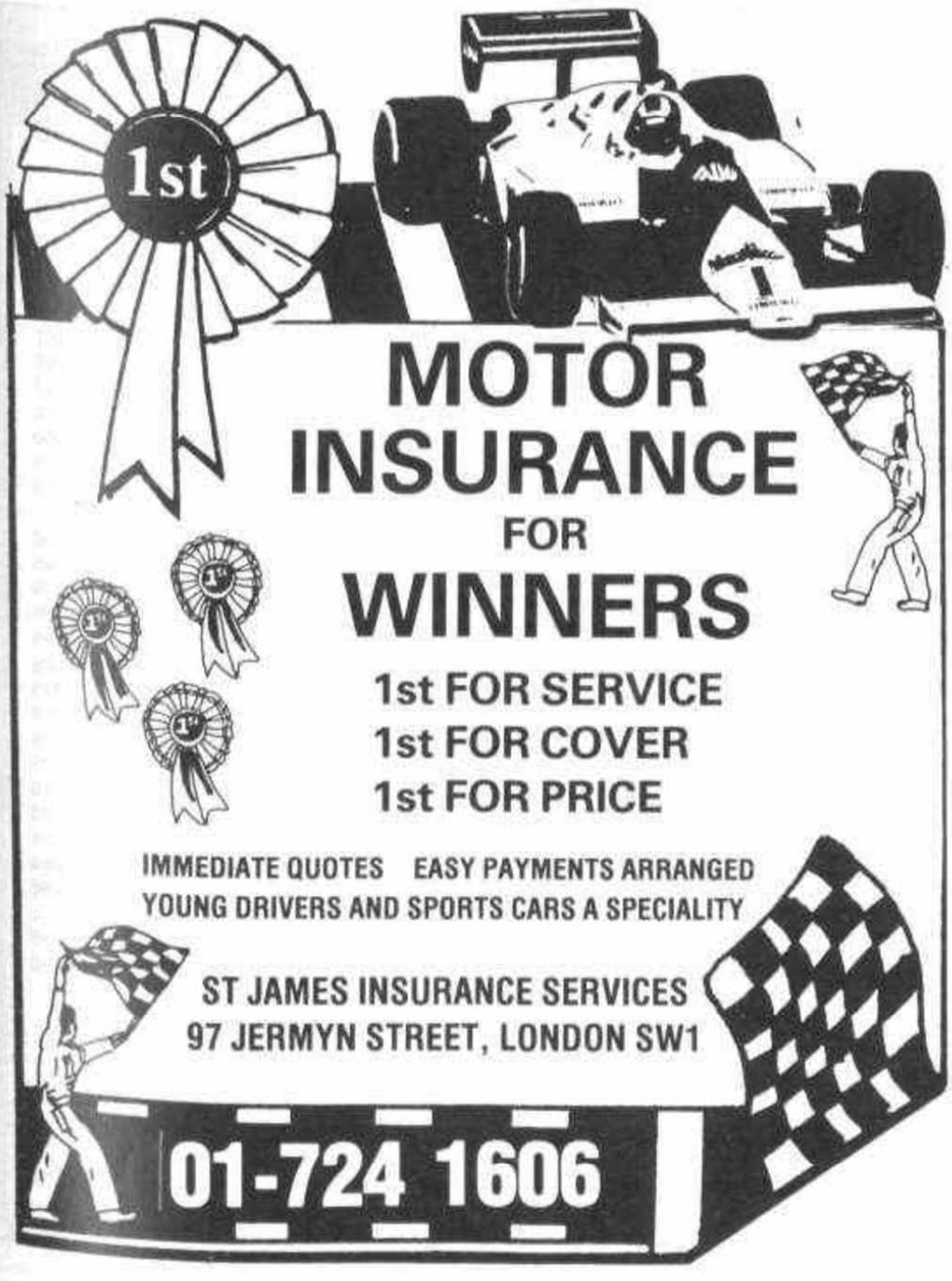
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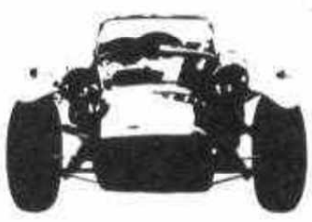
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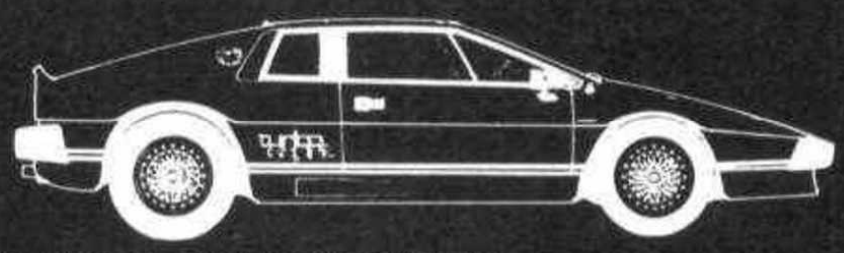
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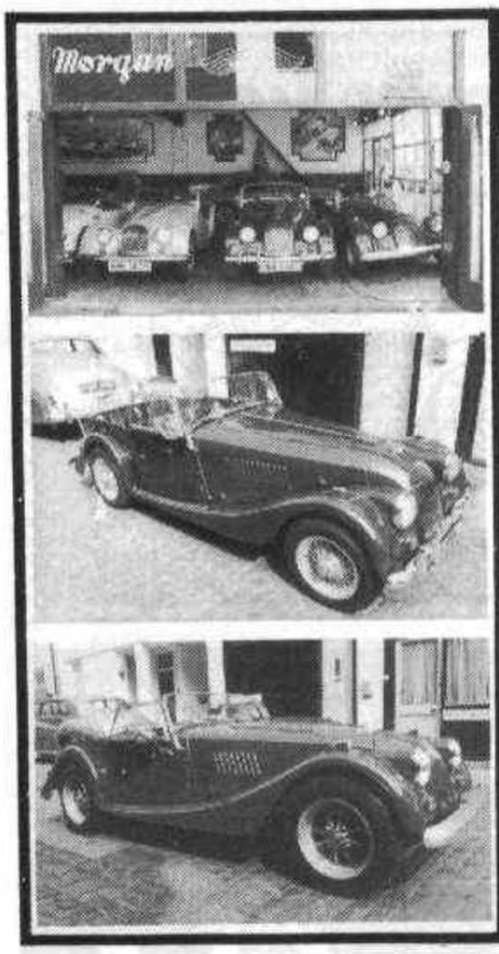
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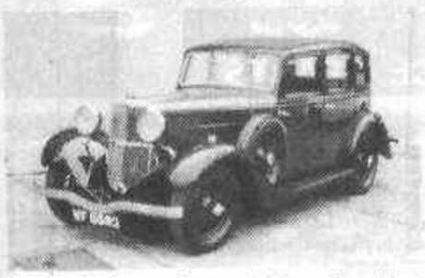
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Happy New Year Readers. Why not welcome the new year with the purchase of your dreams. A **Morgan** of course. The selection we have will amaze you or your friends. To set the **Morgan** tongues wagging we have a late **Morgan** Plus 4 Coupé in black with red leather interior. For those of you not in the know this **Morgan** is very rare. It has the old classic Coupé body style with glass sliding windows. The hood can be folded either completely or only half. It comes with a TR4 engine and Moss gearbox. Terrible price. At the other end of the scale we have a 1976 **Morgan** 4/4 4-seater in Royal Ivory with rotten wood, rust, woodworm, a must for somebody who has an empty garage and wants something to do over the winter. Very cheap, **Morgan** Plus 8 in Royal Ivory with blue leather interior matching hood and sidescreens. Just under 3,000 miles from when it was new at the beginning of this year. 1980 **Morgan** Plus 8 in silver with black wings black leather interior, two owners, 10,000 miles, wing off spray when new. Lots and lots of extras. 1978 **Morgan** Plus 8, green with tan leather interior, luggage rack. 1978 **Morgan** Plus 8, nut brown wings and stone leather interior. I'm so fed up with looking at this **Morgan** that the first reasonable bid will secure the car. Thinking of going racing? then our 1979 **Morgan** Plus 8 in black with red leather interior is the car for you. Close ratio cogswapping 5-speed gearbox, disc brakes all round, rack and pinion steering all helps you on your way to the chequered flag. 1976 **Morgan** Plus 8 in signal red with black leather interior. A great deal of work has been carried out on this **Morgan** recently. Another **Morgan** Plus 8 of 1975 birth is also finished in signal red. Fitted with radio / cassette, two owners from new. On the 4/4 front we have a new **Morgan** in Royal Ivory with black leather interior, wire wheels, leather interior and many other extras, door handles etc. Two 1980 **Morgan** 4/4 4-seaters. One in red and one in green. The red **Morgan** has red leather interior and the green has tan leather interior. Ally body on the red and wire wheels on the green, both low mileage and in superb order. Two 1978 **Morgan** 4/4s. One in Royal Ivory and one in signal red. Apart from the colour they are like two "non extras" sisters. If your 4-year-old child is moaning that you didn't give him a good enough present we have just the thing. New **Morgan** pedal car in yellow with working lights and horn. The latter he may well need after you have given him a shove down a steep hill. Mogman appears next month.

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1934 Sunbeam Dawn Saloon. Excellent example. **£2,495**
1933 Austin Seven Special Sports. Open fun. **£650**
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1935 Austin 10 Litchfield. Good example. **£1,250**
1935 Austin Seven Pearl Cabriolet. Nicely restored. **£1,995**
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1939 Humber Snipe Saloon. Very original car. **£1,250**
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(0533) 412005 Evenings

FOR SALE — continued

MASERATI KHAMSIN, 1977, 5-speed, RHD, excellent body, chassis, mechanics and interior, MoT, in use, new clutch. Tel: High Wycombe 443329. (59396

JEEP. Willys ex-American Army. Original, new tyres, dry stored. £2,000. Tel: 0603 720119 (evenings). (57534

FIAT X1/9. Owner going overseas 1983 red model, stereo elec. aerial, only 4,000 miles, just run in. Full mastercover and warranty. £5,600. Tel: Rotherham (0709) 553888 (59769

LOTUS ELAN S2 1966 DHC with detachable hard top, recon engine, taxed, MoT Nov 1984. A collectors car at £1,995. Tel: (0271) 63514 Day, 62255 evenings. (59766

GRANADA GHIA 2.8 Estate, 1979, silver, power steering, auto, alloy wheels, sun roof, electric windows, stereo, recent expenditure, exhaust, starter, steering rack, water pump, long MoT, nice genuine car, £3,000. Tel: Evesham 831662 (evenings) (59767

GINETTA G15 998 Chassis 150604. Black, sunroof, documented rebuild, very low mileage, £2,500. Tel: 037882 2243. (59770

JAGUAR 'E' TYPE V12 ROADSTER This vehicle is better than new condition with nearly every part replaced or overhauled, built to the highest concourse standard possible. 'E' Type day winner 2 years running plus many first class wins. Finished in Jaguar blue, black trim hard/soft tops. w/w tyres. c/wheels, a fantastic investment, POA. Tel: 0203 404600 (59802

SAAB 99 TURBO, March 1980. Red 2-door saloon, one owner, 46,000 miles, radio. Recent shock absorbers and decoke. New turbo at 25,000 miles. Properly maintained with service history. £3,750 ono. Tel: Salisbury (0722) 26166 (office hours). (59084

LOTUS EUROPA SPECIAL, 1972. Immaculate condition. 1,350 miles since 1978 Vegantune rebuild of engine, chassis, body. JPS colours. Kenlowe cooling system. £4,200 ono. Tel: Scarborough 367484 evenings. (59797

MARCOS 3-LITRE FORD. Immaculate throughout, red, re-upholstered, new tyres gearbox exhausts. Personalised registration number, 196 MM, new MoT, must be seen. £5,000 no offers. Tel: Rustington 2465 day, Worthing 212843 evening / weekends. (59859

LOTUS ELITE 2.2. 1981, 34,000 miles, vgc. £8,200 ono. Tel: 0283 812849 (59855

ALFA ROMEO ALFETTA 2.0L. 1980 W, red, blue velour trim, rustproofed, one owner, full history, 16,000 miles, extras, excellent. £2,400. Tel: Sheffield 361800. (59827

TR5, 1968, wires, overdrive, Surrey top, 65,000 miles, MoT November 1984, £200 recently spent on brakes, suspension, etc. £1,850. Tel: Wormley 3705 (Surrey). (59856

JOWETT JUPITER SPORTS, 1952, excellent condition. Tel: Durley 393 evenings. (59828

190 SL MERCEDES SPORTS. Hard and soft tops, excellent condition. Tel: Durley 393 evenings. (59828

ASTON MARTIN DB6 Mk. I VANTAGE. 1970 (J), one owner, 51,000 miles, service history, chrome wires, metallic blue, tan hide trim, superb collectors car. Tel: 0676 32229 (Midlands) trade. (59888

VINTAGE LEA FRANCIS SALOON. 1929, fabric body, good condition, MoT. £3,250 or interesting vintage and sporting exchange. Tel: 0564 823209 (Worcs.). (59083

FOR SALE — continued

CORVETTE STINGRAY CONVERTIBLE 327. Manual, last of the pre-emission cars, full spec., includes air conditioning, electric windows, tints, pas, new hood and clutch, beautiful car in bright red. £4,450. Tel: 0676 32229 (Midlands) trade. (59888

MORGAN CLIMAX. 1936, superb, earliest known roadgoing specimen, featured in Hill's Flat Rad Book, completely rebuilt, spares include two Climax engines. £6,250 ono. Tel: 0432 272763 (Hereford). (59890

MORGAN PLUS 8, 1976, 40,000 miles, new ash body, aluminium panels, steel wings, repainted ivory, purrs, seen Devon. £5,850. Box No. 6832. (59889

AUSTIN 16/6 SALOON, 1929, fully restored, excellent condition, long MoT, history known, mine since 1960, selling reluctantly to good home, also £500 spares. Tel: Sargant on Bradford-on-Avon (02216) 3262. (59971

ROLLS-ROYCE 20, 1923, very interesting rebuild project. One of the earliest Twenties, sound chassis, perfect radiator, unbraked axle, early engine, centre changes 'box, professional replica body (unpanelled), challenging but worthwhile. £3,950 or adjusted exchange against vintage or sports car, running or needing work. Box No. 6833. (59083

LAGONDA TICKFORD COUPÉ, 1954, very rare, only two or three left, overhauled engine, new hood, over £3,500 spent, valued at £8,000. Asking £6,500. Tel: Sandwich 612179. (59963

GOLF GTi. Alloy wheels and tyres, 175 x 70 HR, set of five, delivery mileage only. £260. Tel: 01-733 2282. (59964

JAGUAR XK150 FHC, 1959, old English white, red interior, maintained regardless of cost, present owner last six years. £4,600 ono. Tel: Lochans (077682) 343. (59965

PORSCHE 911S COUPÉ SPORTAMATIC, 1973, bronze, electric windows and sunroof, radio / cassette player, much admired. £4,995. Tel: Charlbury (0608) 811044. (59966

TVR TAIMAR. T-Reg., black, sunroof, radio, recently resprayed and major overhaul by manufacturers, 46,000 miles. £5,250. Tel: Swansea 71443. (59967

COLLECTORS JAGUAR 3.8S AUTOMATIC. 1964, mechanically overhauled, excellent gunmetal bodywork with red leather trim plus registration number 2 HPF. £3,750. Tel: 01-997 3311 ext. 2260 (office), Iver 643840 (evenings). (59968

BMW 633 CSi, 1978, auto, air conditioning, electric roof, cassette radio, Amazon green, white upholstery, one owner last four years, 77,000 miles. £5,250 ono. Tel: Southend 338311 (office). (59969

MGB, 1981 (X), 11,000 miles, one fastidious owner, Ziebart, radio cassette, other extras, as new, red. £5,000 ono. Tel: Goring (0491) 873429 (evenings). (59970

GOLF GTi, Full Richard Lloyd 1.8 conversion, twin tanks, twin lights, Bilstein's Plus P6's, modified bodywork, 3.47 diff, Sharp stereo, sunroof, highish mileage but absolutely immaculate. £4,195 ono. Tel: 0302 710809 (59994

MORRIS 8 TOURER, 1937 Mk I. Superb runner, red with new black trim and hood. Long MoT. Rebuilt engine £2,850. Mercedes 350 SE, 1977, low mileage, white, stereo, electric roof. £500. P/ex considered. Tel: 03745 4174. (59992

FOR SALE — continued

CITROEN GSA, 1983 Model, reg no CND 773Y. Jade/fawn, stereo cass, cav sealed, 9,000 miles only, keenly priced at £2,995. Tel: Glossop 4134 (evenings). (59993

TRIUMPH GT6 MK3, 1973. White, fitted o/d, radio stereo cassette, taxed, MoT, owned for last 6 years but must now reluctantly part company as new firms car available. £750 ono. Tel: Wombourne (Staffs) 898336 (evenings). (59988

MINI COOPER, 1967. 998 original trim, alloy wheels. £450. Tel: Emsworth (02434) 3671. (59991

GINETTA G12, rare sports racer with mid-mounted Lotus twin-cam in full race trim, eligible for Bellini historic racing series. Two sets wheels and tyres. £6,000. Tel: 045282 3458. (59982

ALFA ROMEO 1600 GT Junior. Maroon with tan upholstery. Well maintained and in very good condition. £1,750. Tel: 0228 60762. (59983

FERRARI 308 GT4, 1977. Ice blue, beige leather interior, music, service history, 40,000 miles. Desirable car. £6,950 ono. PX. Stamford, Lincs. Tel: 0780 64312. (59984

MORGAN +8, W-reg. 7,600 miles, aluminium body, leather upholstery XWX tyres, two tone silver and claret, £10,000. Monmouth area. Tel: 0594 530403. (59987

MORGAN 4/4, 4-seater. W-reg. 30,000 miles. Cherished by same owner since new. All conceivable extras including aluminium body, leather upholstery and Voxson stereophonic cassette radio. All reasonable offers considered. Tel: Clockheaton 875037 after 7 pm. (59986

WANTED

LOTUS SEVEN or any interesting sports car up to £5,000. Tel: 01-458 3506. (59564

ROLLS-ROYCE P. V. James Young touring limousine wanted, low mileage car preferred. Tel: 01-373 2296. (53350

ROLLS OR Bentley Convertible wanted, S1 Park Ward or S-Type Mulliner adaption model (standard shape). Tel: 01-373 2296. (55350

FOR 1923 ROLLS. Steering, bulkhead wings, bonnet. Condition immaterial. 184 Accester Rd. Wythall, Worcs. Tel: 0564 823209. (59083

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ALFA ROMEO Giulia models (1964-78) Particularly 2000 GTV and Spider. Required by Richard Banks. Tel: 0440 820291. (ACC

EXECUTIVE CARS WANTED. Good prices paid for Rolls-Royces, BMW's Mercedes & Porsches etc. Executive Cars of Birmingham. Tel: 021-427 3235. (ACC

FERRARI 246 GT/S, 308 GTB/S (especially fibreglass) 512BB, must be exceptional, with history. Tel: Nick Cartwright on 062982 2410. (57765

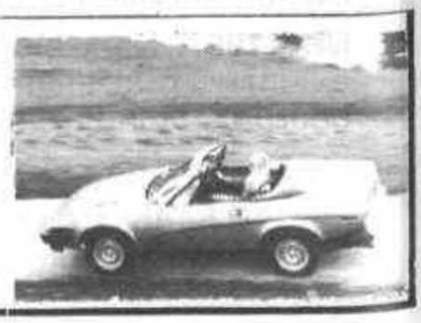
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Tasmin 280i Convertible, gold, red or white with more following hot on their heels, in the pipe line. Come and talk to **TVR's first and foremost Agent,** where you know you will get a fair deal. Our stock of **secondhand TVRs** begins with the following: **1983 TVR Tasmin Convertible, Ferrari Red,** 5 speed gearbox, 8,000 miles, full leather interior, little used and never abused, and you can play with its central locking alarm! All for a mere **£9,250. 1982Y TVR Tasmin fixed head series II Crystal Green,** 5 speed gearbox, exhibited at Birmingham Motor Show, **£8,995. 1981X TVR Tasmin Convertible, silver,** 25,000 miles, has passed this way before, **£6,950** (that's good value). **1981 TVR 3000S Convertible, silver,** radio cassette,



Wolfrace wheels, 21,000 miles, **"car of the month"** and the last 3000S that was supplied by our good selves, exceptional condition, **£7,250. 1980 TVR Taimar, metallic blue,** silver modelband, electric windows, 31,000 miles, one owner, excellent in every way. **£6,250. 1978 TVR 3000M, bright metallic green,** oatmeal trim, 24,000 miles, one owner, as standard as standard can be, but nevertheless in mint condition, **£4,850. 1978S, TVR Taimar, white,** brown modelband, sunroof, radio cassette, very popular colour, **£4,500. 1978 TVR 3000M, silver,** black vinyl roof, sunroof, radio cassette, old favourite here at Arkley, **£3,950. 1977 TVR Taimar, white,** green modelband, radio cassette, 49,000 miles with **overdrive** for the economy minded, **£4,950.** Right, that's it for **TVR's**





so moving on to our alternative menu — the **mighty Morgan.** We find sparkling in the winter sunshine, **1983 A, Morgan +8, Jaguar Indigo Blue,** alloy body and wings, rustproofing, stone leather, reclining seats, matching weather equipment, luggage rack, outside door handles, badge bar and bonnet strap, as new condition. **1980W, Morgan +8, metallic blue,** blue interior, alloy body and wings, 31,000 miles, roll over bar, very good value. **1979 Morgan +8, Brunswick Green,** black leather, 27,000



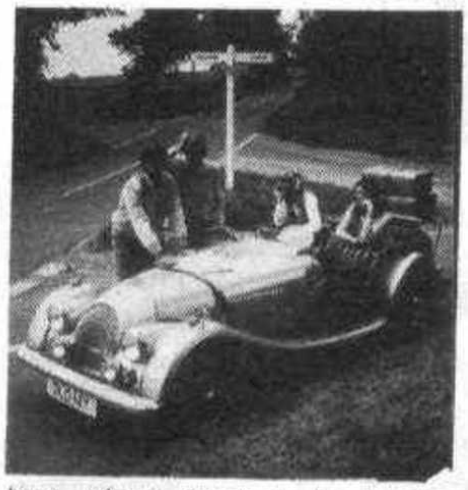
miles, former resident of South Kensington. **1982Y Morgan 4/4 2 seater, royal ivory,** alloy body and wings, red leather, wire wheels, +8 spots, Fiat twin cam engine, 5 speed gearbox, not very expensive. **1980W Morgan 4/4 2 seater nut brown,** stone leather trim, wire wheels, very eyecatching. **1981X Morgan 4/4 4 seater, black,** wire wheels, red leather interior, one owner, supplied and serviced by **JBG,** very smart example, **1980W Morgan 4/4 4 seater, signal red,** wire wheels, reclining seats, bit of a plain Jane but very nice to know. **1977 Morgan 4/4 4 seater, Royal Ivory,** wire wheels, reclining seats, new hood, a sparkling family Mog. **1976 Morgan 4/4 4 seater, Indigo blue,** wire wheels, cheap



and cheerful and down in last month's ad as a -001 (for some reason known only to **Nysha**) — "when you've seen one Morgan you've seen them all" she said! We've still got the flags out to celebrate the sale of our much maligned **Midas,** not exactly the most successful project we've ever got involved with, and the subject of much New Year's Resolution making, but **JB's jeep** is still here so for those who haven't seen it advertised before listen to this: **1981X Jeep Scrambler Pickup,** hard and soft tops, 4 wheel drive, left hand drive, 6 cylinder economy model engine, radio cassette stereo, beige over gold, chrome wide wheels, Wrangler off road tyres, 4,000 miles genuine from new (even **JB**



didn't like driving it very far), must be a bargain at **£4,750. New export AC 3000Me, silver,** left hand drive, sunroof delivery mileage of 2,000 kilometres, only **£7,950 taxes unpaid. 1980W TR7 convertible, Jade** (a sort of metallic green) radio cassette, one owner from new, absolute bargain **£3,500. 1979 Lotus Elite 503, Lagoon blue,** oatmeal leather interior, air conditioning, power assisted steering, amazingly enough this is the second time we have taken this car in part exchange for a new Tasmin and the car must be considered cheap at a mere **£4,950. Kit Cars:** while away the



long winter evenings by knitting yourself a nice little kit car! Of the **Westfield or Arkley variety.** Patterns and materials can be obtained from this address and just think of all those endless hours of fun and amusement finding out which bit goes where! The **Arkley kit** starts at £360 plus VAT and you will need an MG Midget with a sound floor pan to base it on. **Westfield** prices start at £1,550 plus VAT and all you need is an MG Midget with an unsound floor pan to start with. **That's it for this month except to say that isn't it disappointing when you've turned over a new leaf to find it is just as wrinkled underneath!! HAPPY NEW YEAR.**



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PIPER P2, any condition considered anywhere in UK. Tel: 067 182 431. (55991
PRE-WAR ROLLS-ROYCE wanted in any condition with interesting period, opening or coupe coachwork by RREC member for own use. Tel: Southend 585986 or 41092. (56348
WANTED FOR 1912-1915 Fiat Tipo Zero. Rear axle, steering column, wheels, any other parts. Jones, Awlfryn, Llandeusant, Holyhead, Anglesey. Tel: 040788206. (57273
AC 300 ME wanted privately for cash. Any condition, mechanically with good bodywork. Tel: 0926-81 4484. (59395

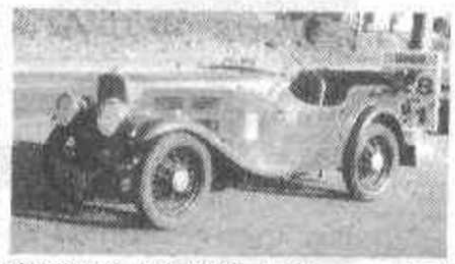
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'83 Y RENAULT 5 TURBO 2 Italian red 185 bhp engine. Colour coded bumpers and mirrors TRX tyres 4,000 miles, £8,500. Tel: Sports Car Centre 0905 840 288.
1966 JAGUAR 3.8S. Opalescent Silver, Dark Blue interior, Chrome wire wheels, 81,000 miles, woodrimmed steering wheel, a very handsome useful family classic car with service history. £2,495. Tel: Hexagon 01-348 5151.
ROLLS-ROYCE SILVER SHADOW. Metallic willow gold, black Everflex roof, black hide int, reg 1975 Nov but is the '76 model, with the specification, 1 owner, 25,000 miles absolutely warranted. Full service history, maintained by R-R agents. In as-new condition. £15,999. Executive Cars of Birmingham. Tel: 012-427 3235. (ACC
ROLLS-ROYCE SILVER SHADOW. Regency bronze over walnut, black Everflex roof, magnolia hide int, reg late '72 but has '73 specification. Compliant suspension, speed control. Usual refinements. Cherished no. available if required (300 MAA). £8,999. Executive Cars of Birmingham. Tel: 021-427 3235. (ACC
PORSCHE 3.0 LITRE Carrera Sports. Yellow with black int. Tints, electric windows, R/C a very rare model, viewing recommended. £8,999. Executive Cars of Birmingham. Tel: 021-427 3235. (ACC

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PORSCHE 911 SC SPORT COUPÉ. W-Reg., guards red, black check, stereo, ESR, P7's, spotlights, pdm, lettered, 30,000 miles, fsh. **£15,995**

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1969 Aston Martin DB6. Automatic, triple SU's. Full history available, over £10,000 spent at Robin Hamiltons, white, black hide, chrome wire wheels. **£5,950**

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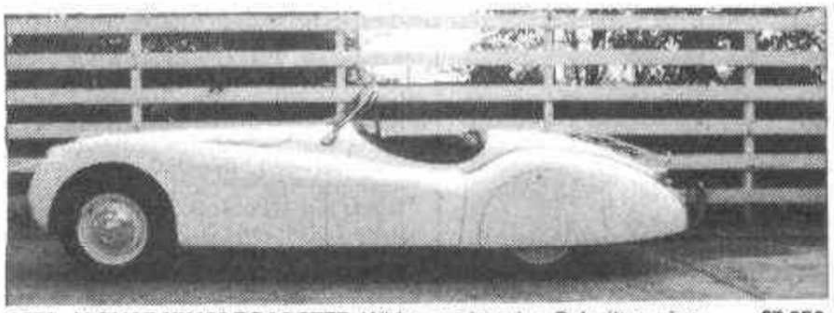
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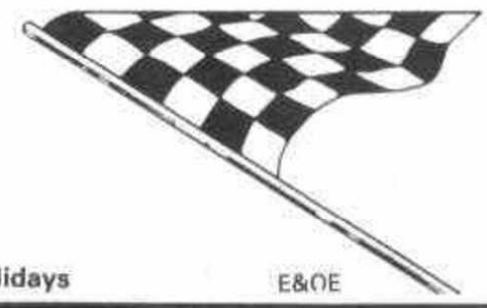
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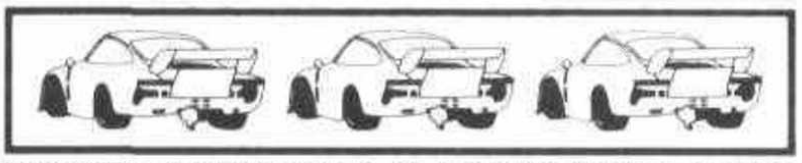
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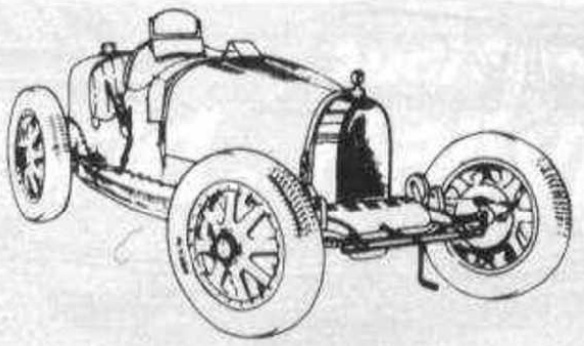
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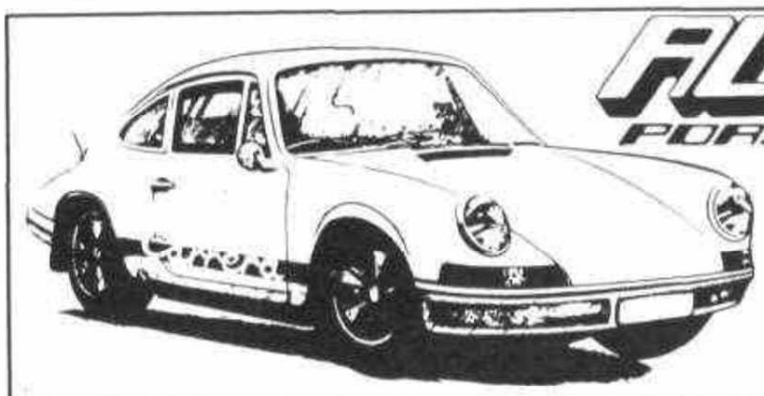
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TIP OF THE MONTH

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If you were planning to do something this Winter keep the car on blocks and ring up for a progress report!



1974 3.0 Carrera RS Lightweight. Chassis No. 9114600097. Only 6 R.H.D. cars were built in this limited homologation series, 5 imported to the U.K., all readily identifiable being supplied in different colours. This is the Guards Red car, and has covered only 14,000 miles. It was cosmetically re-finished at the Porsche Factory Sport Dept. last winter, and is totally immaculate and original. **£36,000**

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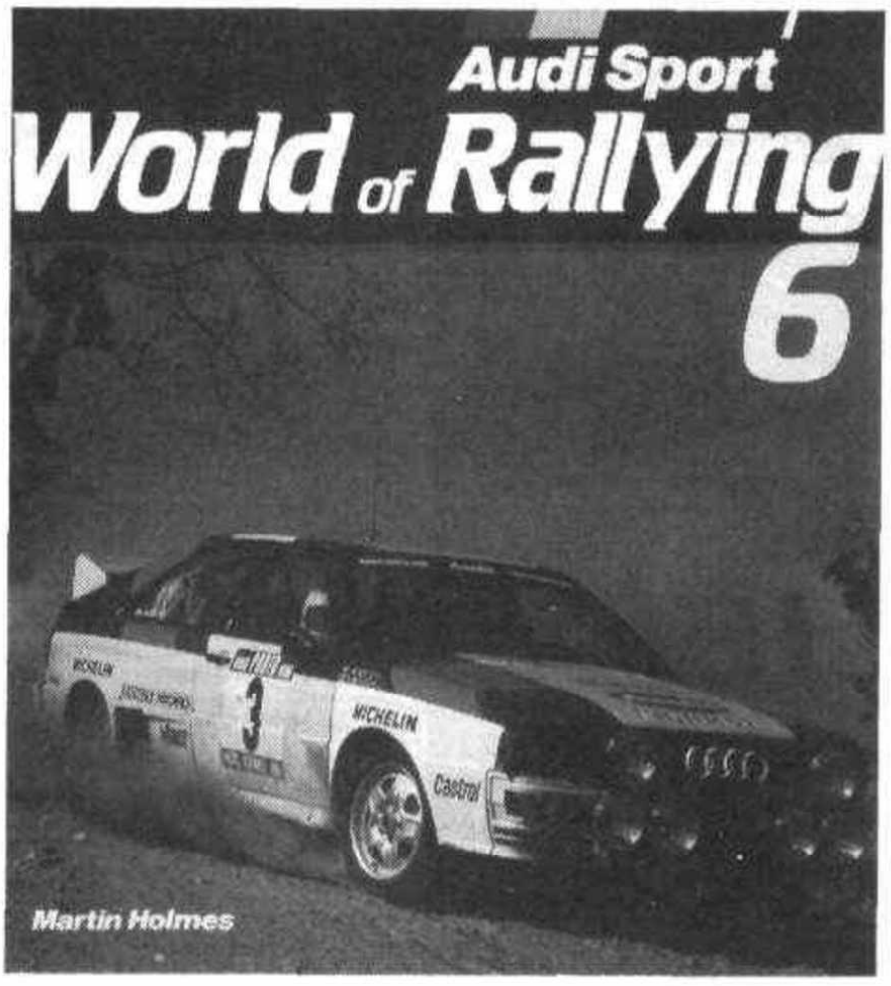
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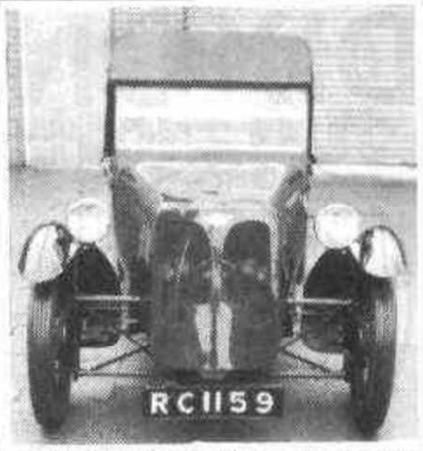
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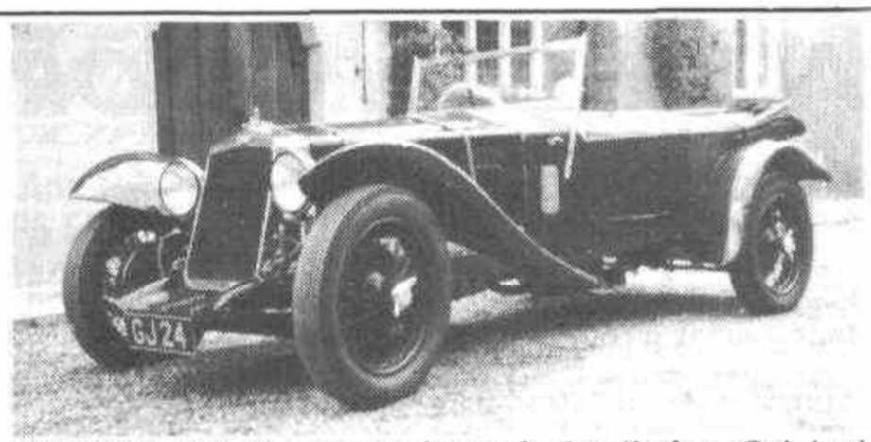


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205/60HR x 15	£72.95	/
205/60VR x 15	£91.85	/
235/60VR x 15	£127.80	/
205/55VR x 16	/	£151.25
225/50VR x 16	/	£171.95

ALLEYCAT ALLOY



	Rally	Slot
5 x 10	N/A	£21.50
5 x 12	£25.50	£26.85
5½ x 13	£28.50	£27.40
6 x 13	£30.50	£29.85
7 x 13	£33.45	£34.85
8 x 13	£35.50	£36.50
6 x 14	£37.25	£39.95
7 x 14	£40.85	£43.75
5½ x 15	£36.85	N/A

Alleycat Rally and Slot use standard nuts

TOP QUALITY REPLICA ALLOY WHEELS



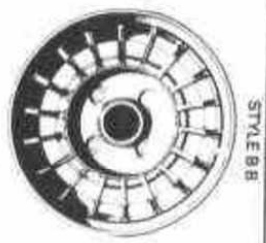
Alfasud, Ritmo, Delta, Solara, Kadett, Ascona, Golf, Scirocco, Passat, Jetta, Escort, Volvo 240

6 x 13 £31.95
5½ x 14 £35.00



Golf, Scirocco, Passat, Jetta, Audi 80

6 x 13 £31.95
6 x 14 £35.25



Alfasud, BMW 3 & 5 Series, Ford Escort, Lancia, Delta, Beta, Kadett, Talbot Horizon etc., Ritmo

6 x 14 £35.50

COMPOMOTIVE



Available in:

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5 x 12	£21.50
5½ x 13	£27.85
6 x 13	£27.95
7 x 13	£32.50
8 x 13	£35.50

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All 3 piece wheels, all off sets to order

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5½ x 13	£29.95
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7 x 13	£34.95
5 x 14	£29.25
6 x 14	£33.00
7 x 14	£35.25
6 x 15	£36.00

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C = Competition

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5½ x 13 (R)	£38.75
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6 x 13 (C)	£48.00
6½ x 13 (C)	£51.10
7 x 13 (C)	£51.90
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10 x 13 (C)	£70.00
12 x 13 (C)	£84.50
6 x 14 (R)	£44.60
7 x 14 (R)	£53.80
6 x 15 (R)	£54.50
7 x 15 (R)	£59.40
8 x 15 (R)	£64.80
8 x 15 (C)	£71.80

This price does not include wheel nuts or bolts. These are **£12** per 16, **£16** per 20 extra (wheel price includes centre cap) except competition wheels. Spare revolution centre caps **£1.25** each. Good discount available on Revolution. Please enquire.

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each	Super Mag	8 spoke Chrome steel	8 spoke c/w pinstripe
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6 x 10	£12.75	—	£13.75
5 x 12	£16.50	—	£18.50
6 x 12	£16.50	—	£18.50
5½ x 13	£16.50	£29.95	£18.50
6 x 13	£16.50	£29.95	£18.50
7 x 13	£18.45	—	£18.50
8 x 13	£24.85	—	£24.85
7 x 14	£24.85	£41.85	£24.85
8 x 14	£24.85	—	£24.85
7 x 15	£27.25	£43.00	£27.25
8 x 15	£27.25	£49.86	£27.25
10 x 15	£30.40	—	—

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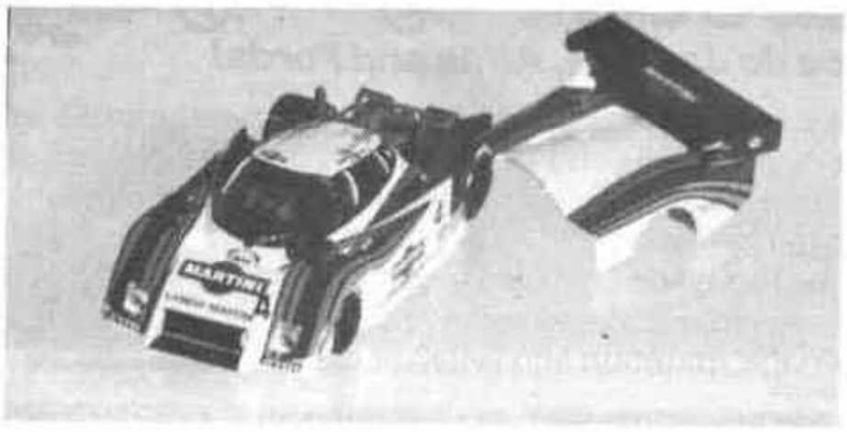
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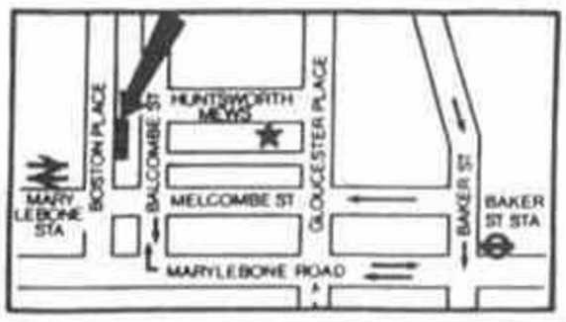
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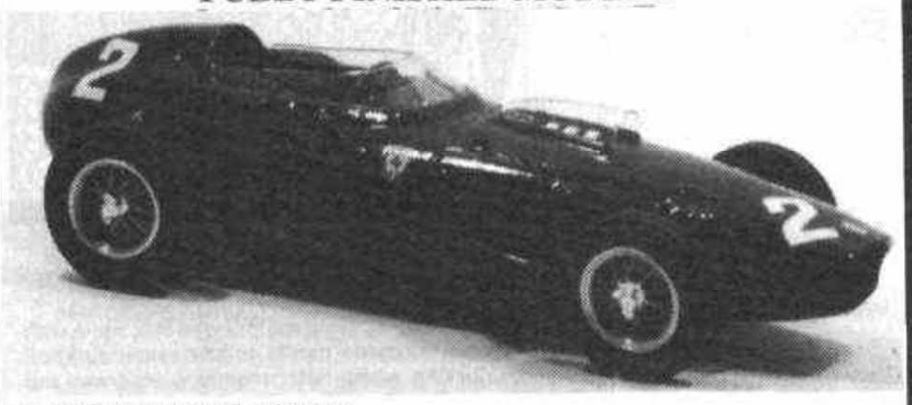
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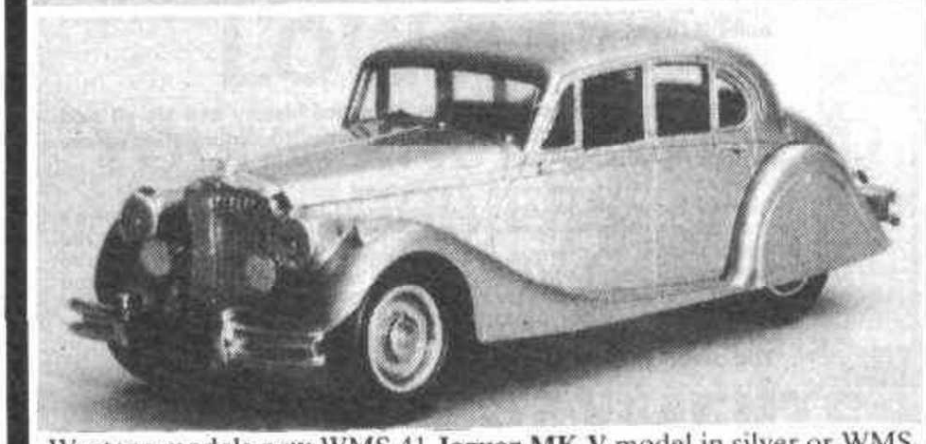


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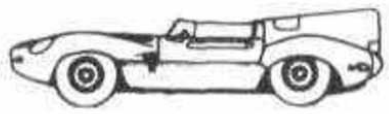
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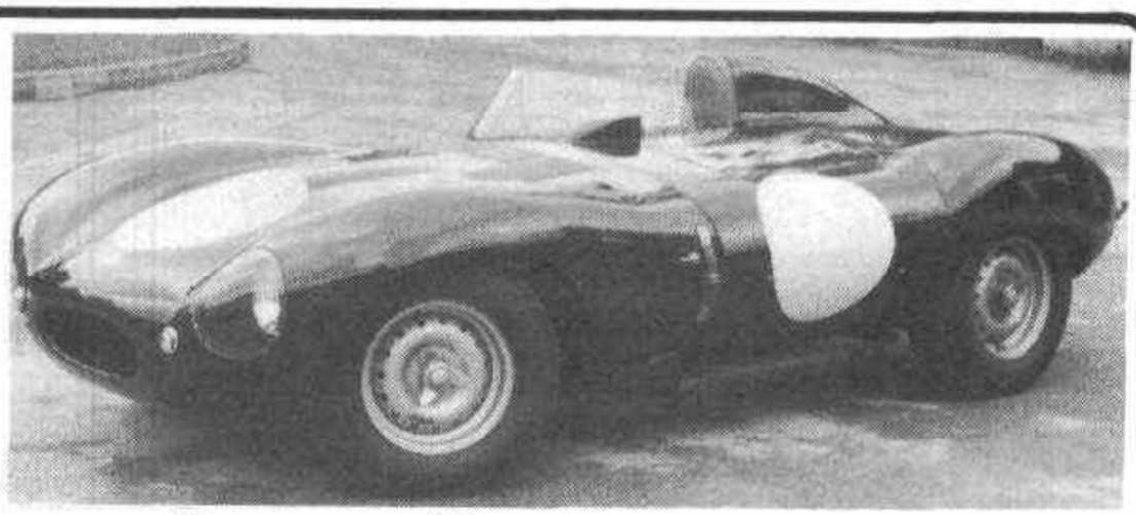
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1984 . . . 'COB 1' will attend various functions (driven to and from, with maybe an increase in turbo boost?) and is still available in **MAGNIFICENT PORTRAIT form (see below).** A colour article on another **'NOSTALGIA' 427 COBRA** will shortly appear in *Classic and Sportscar*. **My 7-LITRE FORD Mk. 4 LE MANS GT** will be debuted, courtesy of Autokraft. **'SPIRIT OF THE MEETING' AWARDS will continue** for S.H.S.C.C. and A.M.O.C. Historic Race Days, and **GATHERINGS at 'THE GOAT' PUB** will flourish. Big Brother or no!

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1965 FERRARI 275 GTB/2 — 6 CARBS.: the finest, but none! The restoration, just completed, has taken 7 years and has encompassed every single component, including a predominantly new handbuilt body (long-nose style) by Autokraft. 280 b.h.p. engine by Robert Houghton, drive-train and transaxle by TDK Engineering; the total cost is unprintable, but the end-result in red with black trim and chrome Borrani wires is simply and utterly astonishing!

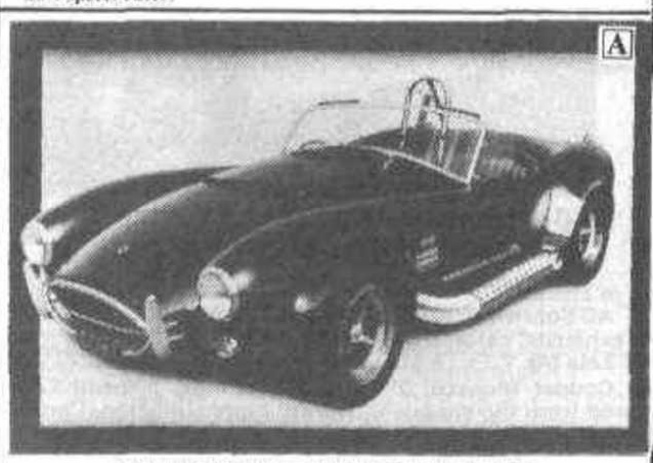


1959 JAGUAR XK150S 3.4 ROADSTER: a totally restored (body-off-chassis) example of this rare and desirable model, retaining its original engine, manual O/D, 16" wires etc; white with grey interior (the retrim alone cost £2,000), and the engine compt. etc. all to J.D.C. 'Concours' standard.

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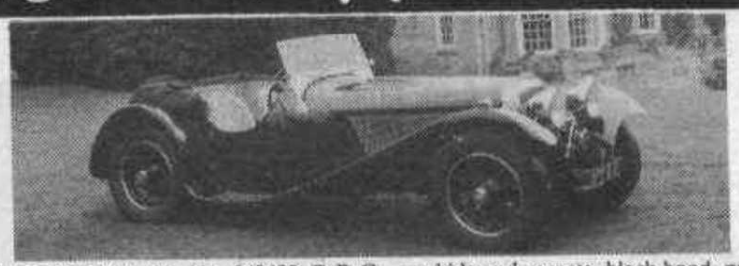
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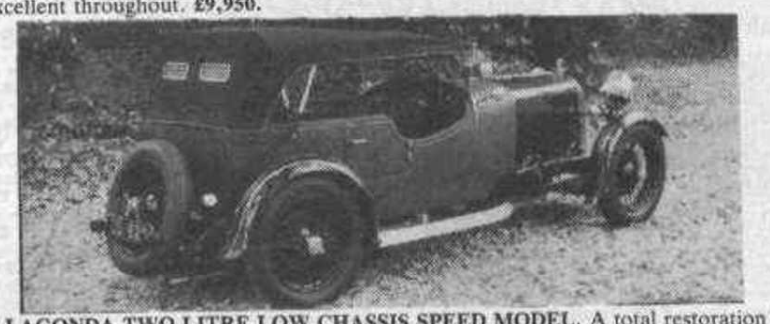
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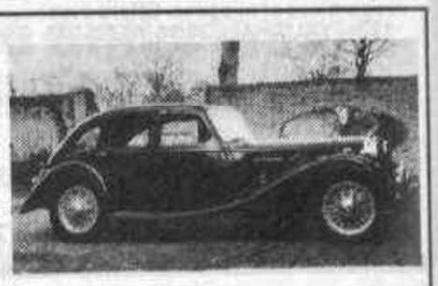
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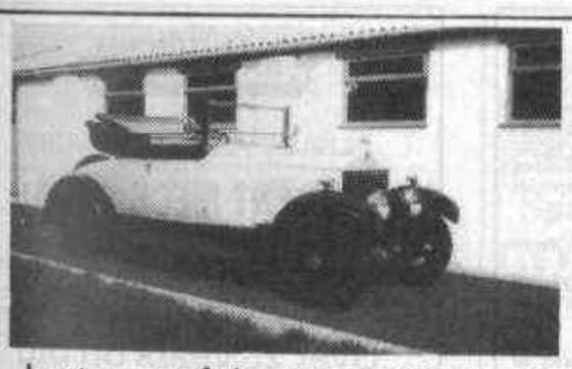
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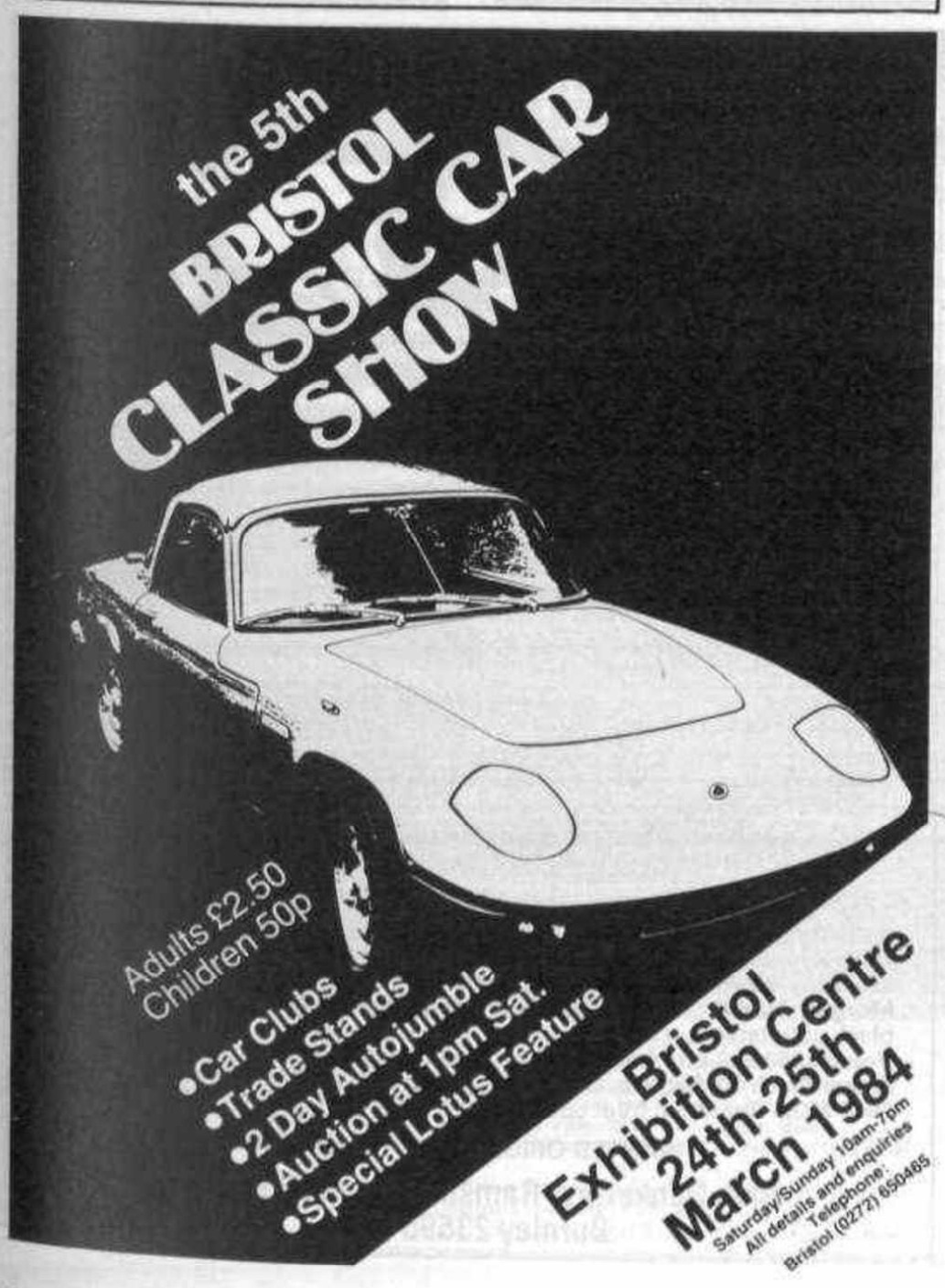
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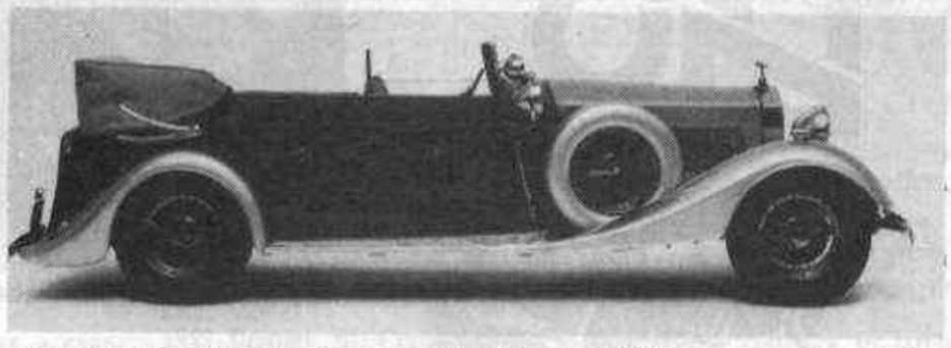
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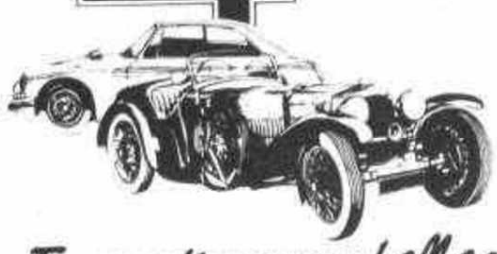
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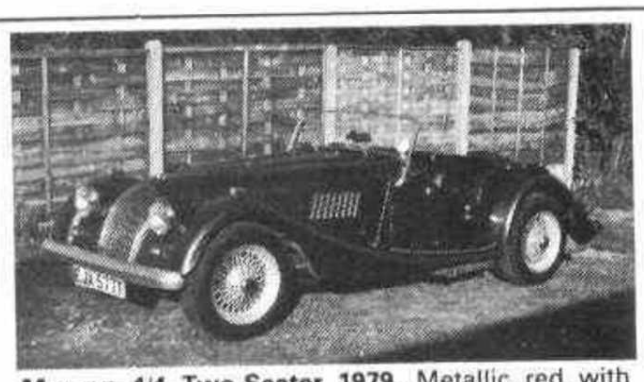


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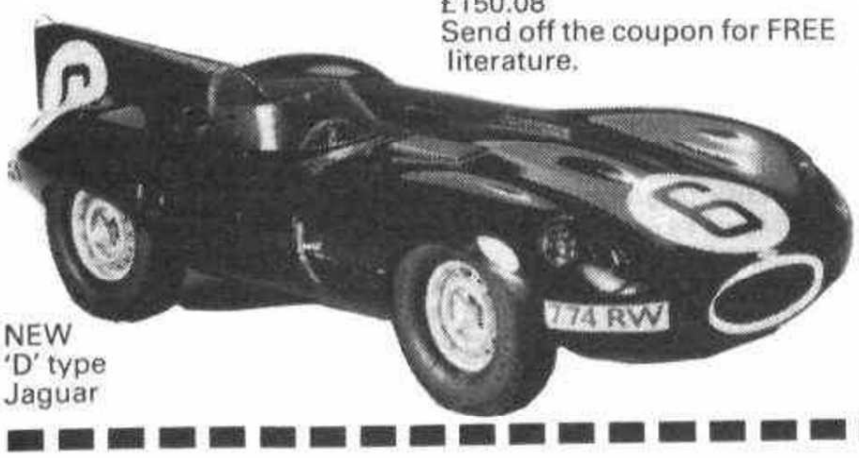
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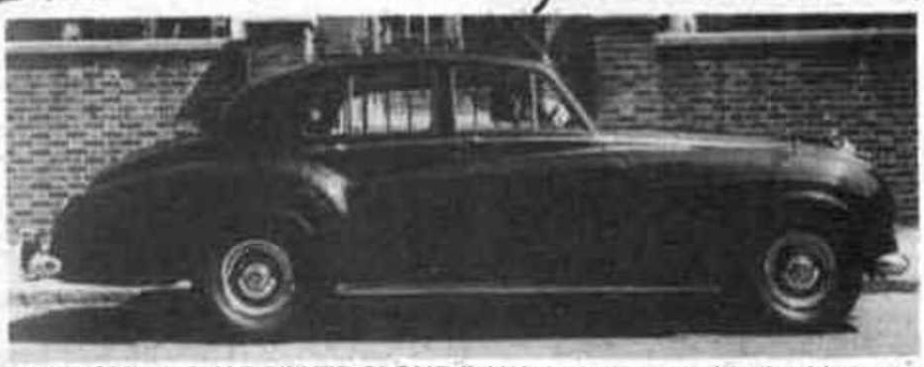
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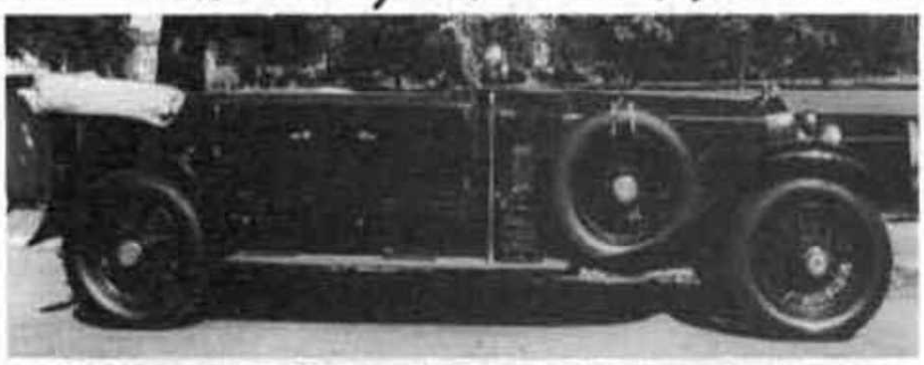
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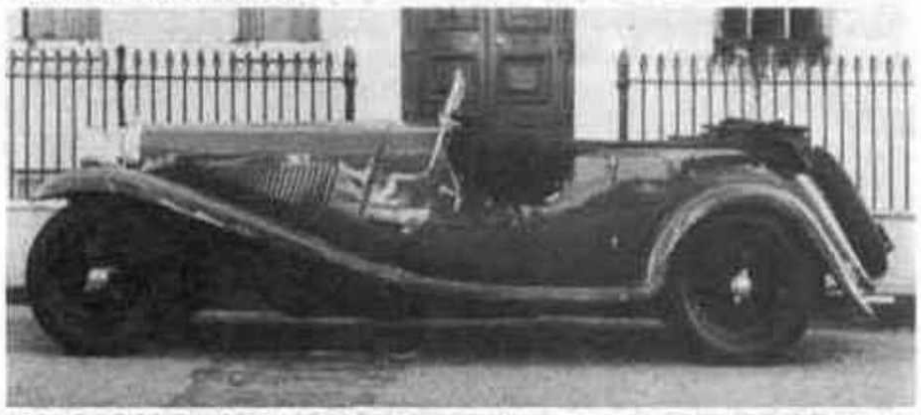
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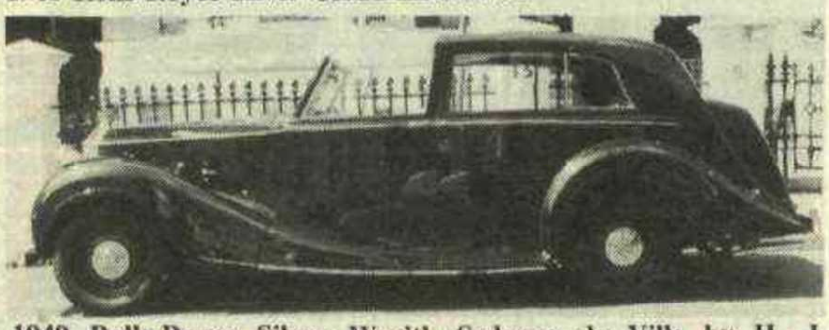
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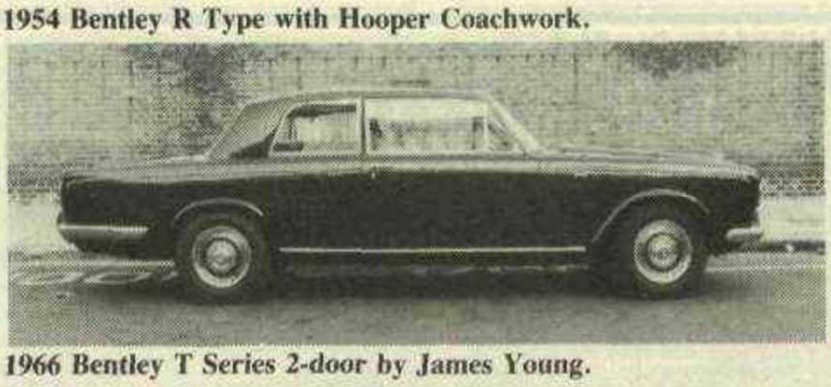
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