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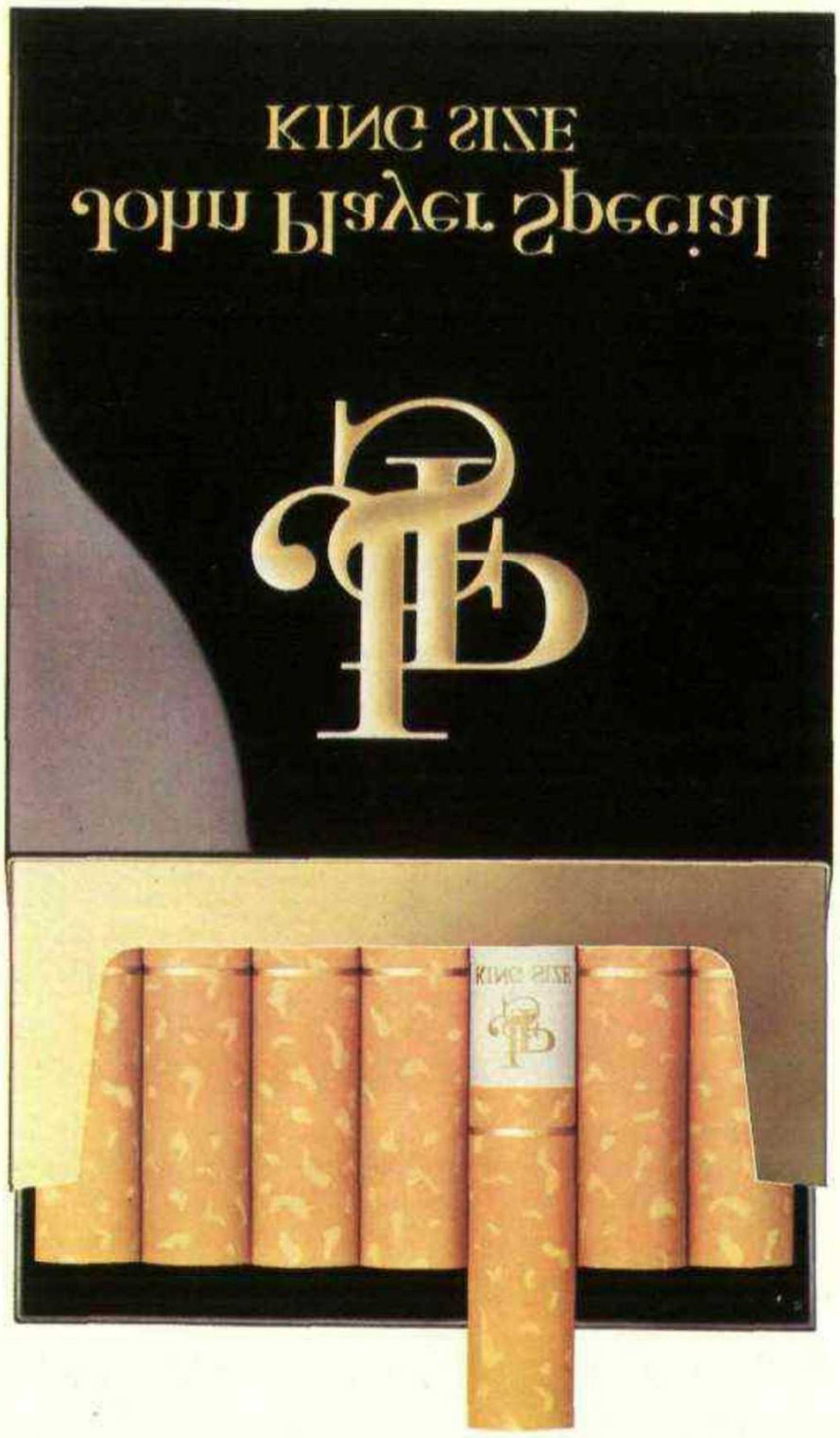
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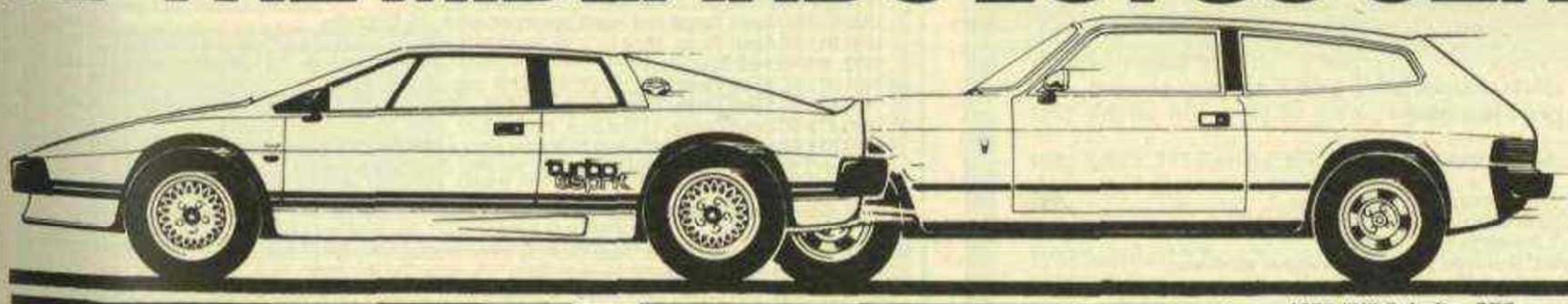
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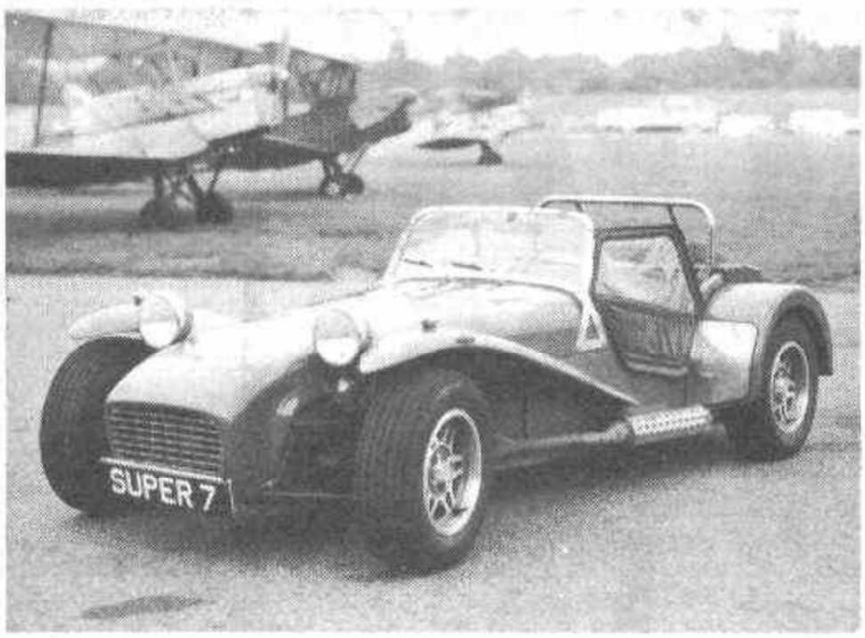
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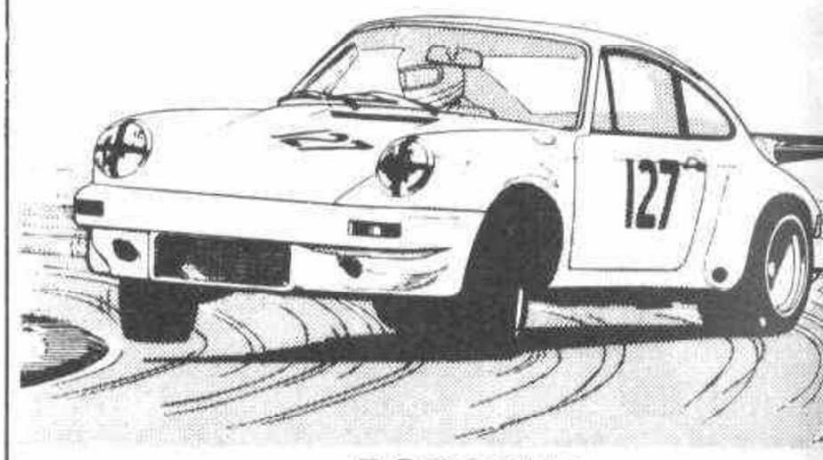
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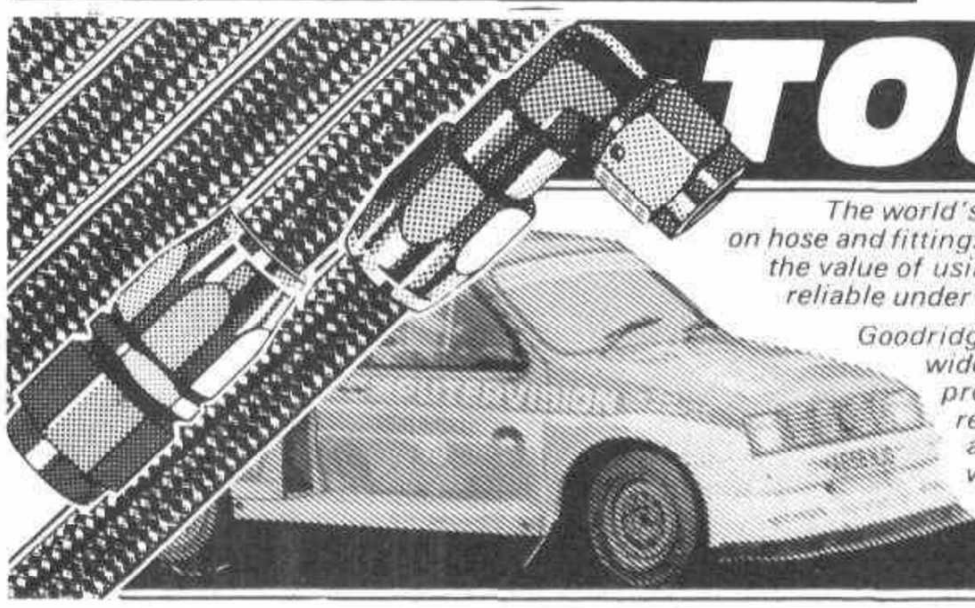
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Load-a-Juster kit, 2 fronts, 2 rears 212.40

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Austin A50, A60, MG Magnette, Morris Oxford, J4, Wolseley 1500, Healey 3000, Morris Marina Mk1, Mk2, Morris Minor 1000, Riley 1500 85.00
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Delivery by Securicor £4.80

"From Renault to Rover-

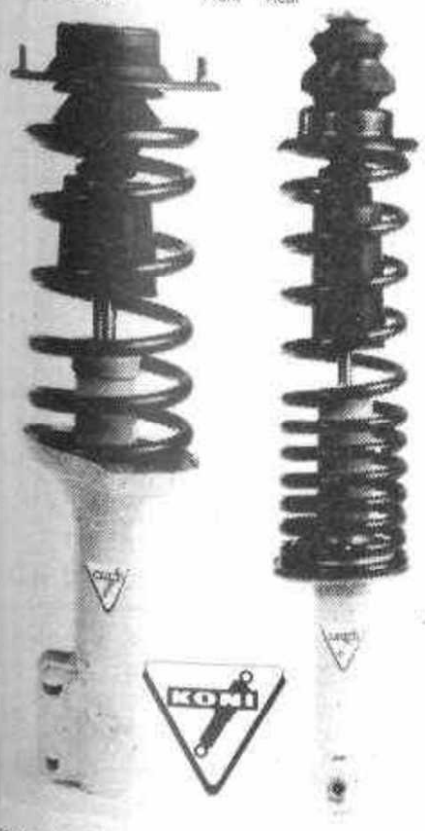
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If your vehicle is not listed please contact us for advice for suitable shock absorbers and springs. "Make your car handle", we have the experience to recommend the correct suspension parts for your needs. Demon Tweeks are the Trimoco British Saloon Car Champions 1983/84 contested in a VW Golf driven by Alan Minshaw.

Mk 1 Golf and Scirocco Front Rear



KONI ROVER SDi KITS



Consisting of 2 heavy-duty shock absorbers complete with 2 heavy-duty coil springs non-adjustable 139.85

Towing kits — 2 heavy-duty towing shock absorbers complete with 2 heavy-duty coil springs and levelladjuster adjustable 164.25

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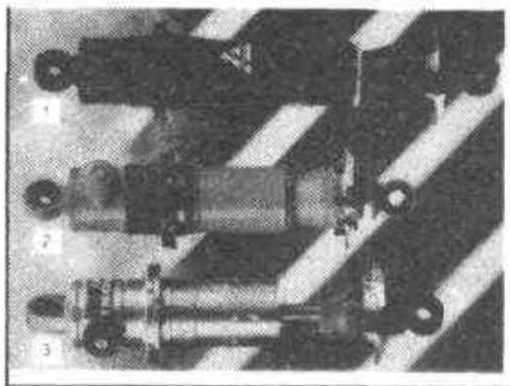
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Alfetta all models inc. GTV, Giulietta 1.3, 1.6, 2.0	38.50	35.70
Giulia 1300, 1600 Spider	34.40	34.40
Giulietta 2000 GT, GTV	38.50	35.70
GTV6 Coupe	44.80	39.90
AUDI		
100S, LS, GL	45.10	35.70
100, 1600, 2000, 2200 Avant	57.90	38.50
200, 2200 5E	57.90	38.50
Quattro inc. 80	61.10	68.40
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Triumph Herald, Vitesse, Spitfire & GT6	40.60	37.10
Toledo 1500 & TC, Dolomite & Sprint	40.60	40.60
TR7 & TR8	55.40	37.10
Rover 3 Litre, 3.5 Litre P5 Model	34.40	34.40
Rover 50, 75, 80, 90, 95, 100, 105, P4	38.50	38.50
Rover 2000 Type, 3500 V8 P6	35.70	34.40
Rover SDi	55.40	kit
BMW		
316, 318, 320, 323i, 82 on	55.40	37.10
518, 520, 525, 528	55.40	55.40
630CS, 633CS, 635CSi, 728, 732, 735, 2500, 2.8L, 86S, 30S, 30i, 30L	55.40	55.40
DATSUN NISSAN		
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Sunny, Violet, Bluebird	55.40	35.70
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132, 133	37.10	37.10
X19	59.30	59.30
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Escort Mk1 Mexico, RS2000, RS1600	61.10	41.20
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Escort Mk11 RS2000, Mexico RS1800	61.10	41.20
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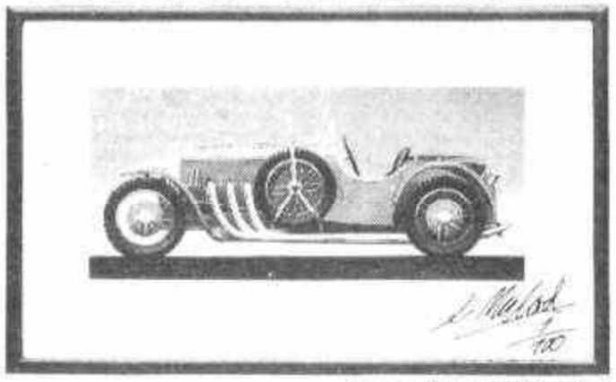
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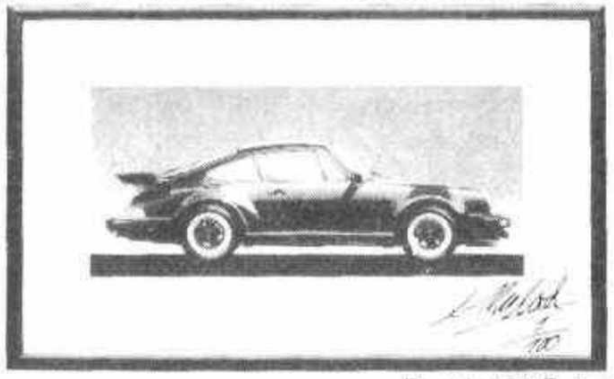
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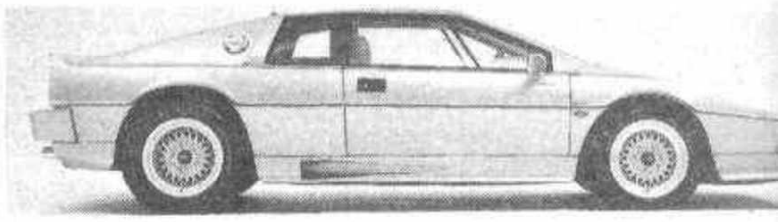
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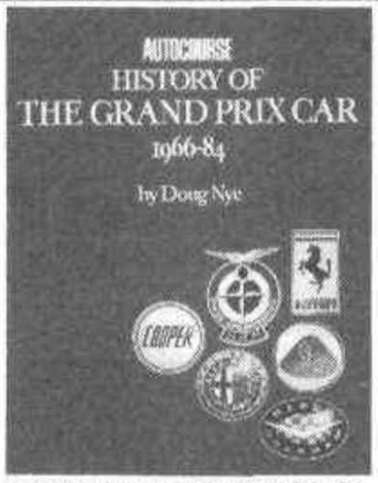
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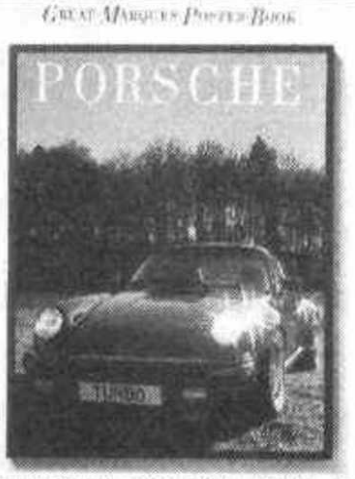
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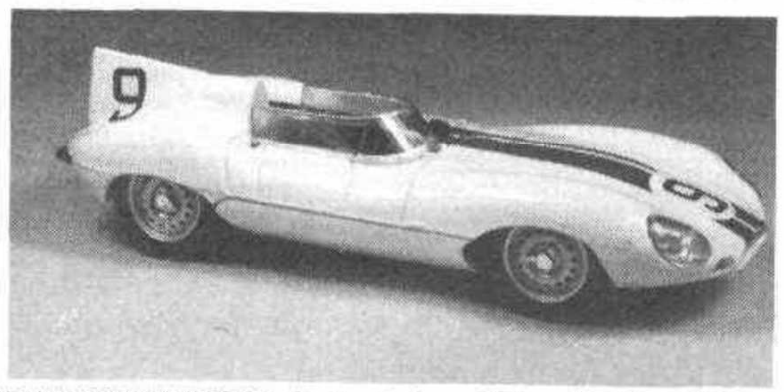
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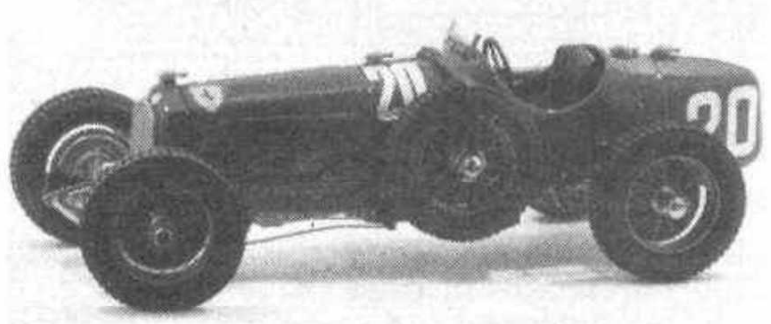




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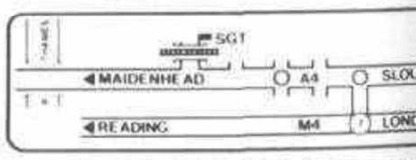
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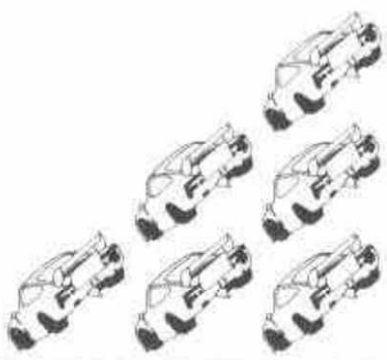
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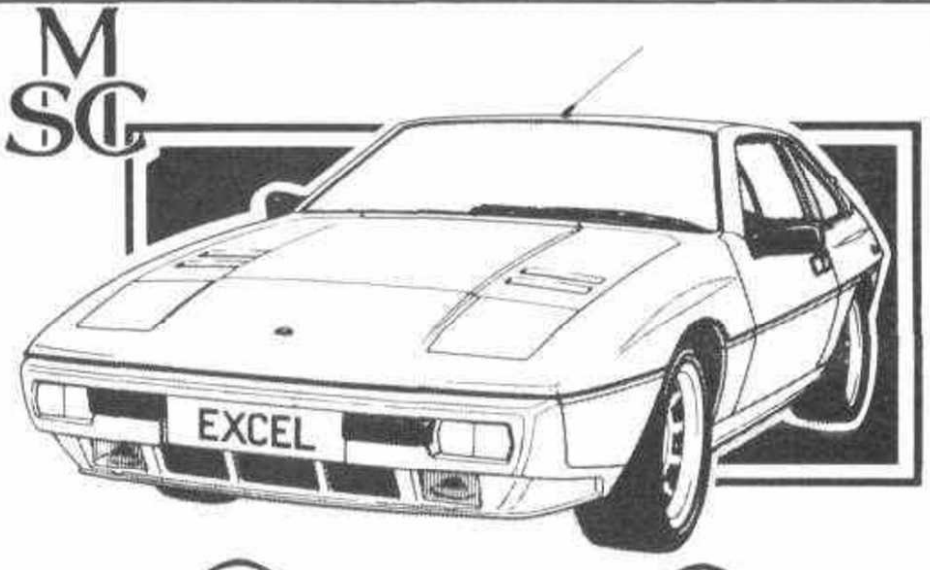
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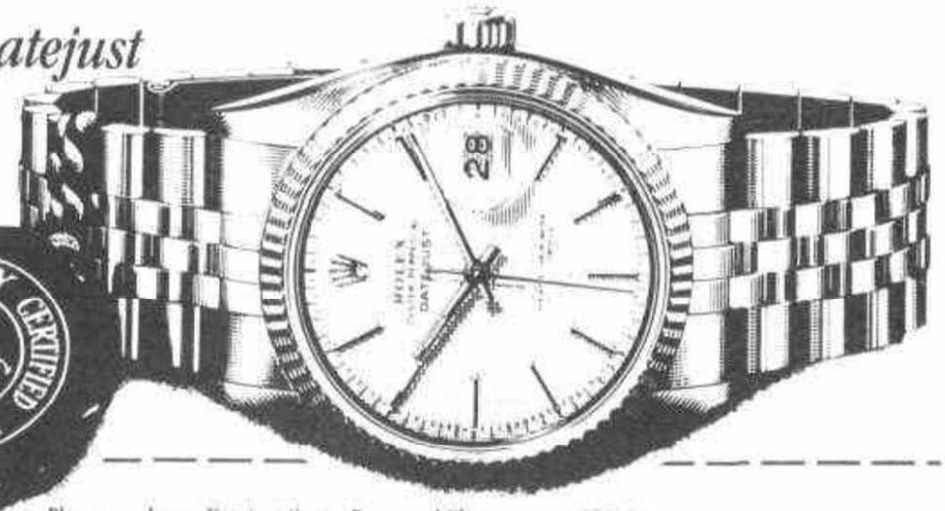
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1984 "B" PORSCHE 911 CARRERA CABRIOLET. Finished in metallic zinc with dark blue partial leather interior trim and matching dark blue hood, equipped with leather Sport seats. One owner. Dick Lovett supplied, having covered only 800 miles from new, balance of manufacturer's warranty. **£26,950**

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1982 "X" PORSCHE 911SC COUPE. Finished in metallic pewter with light beige and brown velour check interior trim, one owner, full service history for 32,000 miles, "Porsche" Plan warranty. **£16,950**

1985 "B" PORSCHE 944 LUX. Finished in alpine white with beige full "Porsche" c interior trim, equipped with electric sunroof, PDM, all cloth Sport seats, 7"/8"x15" fo alloy wheels, Sports suspension, Dick Lovett supplied, 6,000 miles. **£19**

1985 "C" PORSCHE 944 LUX. Finished in metallic silver with black pinstripe velour c and silver carpeted interior trim and equipped with electric sunroof and PDM, 5,000 m Dick Lovett supplied, balance of 2 year manufacturer's warranty. **£18**

1983 "Y" PORSCHE 944 LUX. Finished in alpine white with black, and black silver c velour interior trim, equipped with sunroof, front fogs, and passenger door mirrors, private owner, full service history for 22,000 miles, "Porsche" Plan warranty. **£14**

1983 "Y" PORSCHE 924. Finished in metallic sienna red with black pinstripe velour t stereo radio / cassette system, one owner and full Dick Lovett service history, 17 miles, "Porsche" Plan warranty. **£10**

Expected Shortly:

1985 PORSCHE 911 CARRERA TARGA. Dark metallic blue, black interior, leather Sport seats, 7"/8"x15" forged alloy wheels.

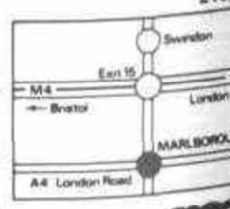
1984 PORSCHE 911 CARRERA COUPE. Grand Prix white, dark blue pinstripe interior, passenger door mirror, "Sport" spoilers, '85 model.

1983 PORSCHE 911SC COUPE SPORT. Guards red with black Berber interior.

1982 PORSCHE 911SC COUPE. Metallic slate blue with dark blue Berber interior.

1984 PORSCHE 944 LUX. Guards red with black pinstripe interior, air conditioning, power steering, cassette holder, extra trim, passenger door mirror and alarm.

1984 PORSCHE 924 LUX. Metallic stone grey.



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The BBC have never had so many requests for a video version of a motorsport programme as they have for this documentary from the Horizon team.
Commendably the BBC have already brought out the video and they've also added some more superb archive footage to make a total 79 minutes!
Fascinating stuff throughout.
79 mins **BBC/MGM**
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FORMULA VILLENEUVE – a tribute to Gilles Villeneuve



Few fans of Formula One can fail to express some degree of respect and admiration when the name **Gilles Villeneuve** is mentioned. This moving tribute, produced by a French-Canadian company, features many action sequences as well as personal reminsicences of personalities including **Enzo Ferrari, Fangio, Stirling Moss** and **Niki Lauda**. 60 mins **Macadam**
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GP HIGHLIGHTS 1985



Individual races **£29.90** (+p&p)
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Within a few days of each of this season's F1 GPs we are pleased to present FOCA's GP Highlights. 60 minutes of all the very best action in a tightly edited package expertly narrated by **Simon Taylor**. New for 1985 is a lap of some circuits filmed from a GP car – the ultimate record of a race. 60 mins **FOCA**

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WORLD ENDURANCE HIGHLIGHTS 1985



Magello 1000 kms 1985

Every round of the 1985 WEC season will be covered for Duke Marketing by Videovision Broadcast – the world's most prolific motorsport film producers. With broadcast-standard cameras covering all the track action, a camera inside one of the cars at some circuits AND a camera keeping an eye on the crucial pits action all the way from Mugello to Kuala Lumpur you can live the whole season from your armchair!
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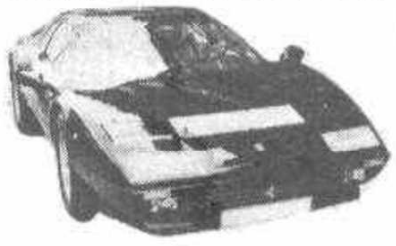
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Porsche

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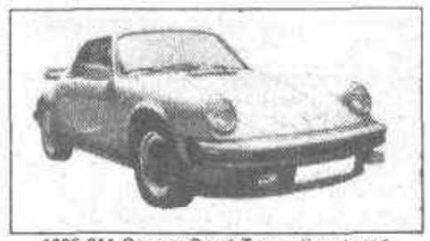
1983 Y Ferrari 512 BBi. Red cream leather, 15,000 miles F.S.H. POA
1982 Lamborghini. Countach LP400. Silver blue leather, 8,000 miles. POA



1985 911 3.3 Turbo. Black, cream leather int., low mileage. POA
1980 W-Reg 911 3.3 Turbo. White, black and white check int., 43,000 miles, F.S.H. £19,950



1984 XJS HE. Cranberry with doe skin, 9,000 miles, 1 owner, F.S.H. £18,950
1985 XJS HE 3.6 Cabriolet regent grey, low mileage. POA



1985 911 Carrera Sport Targa. Guards red. Low mileage, as new. POA
911 Sport Targa silver 36,000 miles. £15,950
1980 911 Sport Targa. White. £13,950



1983 A-Reg Mercedes Benz 280SL, petrol blue, 7,000 miles only, full spec. £19,950
1982 280SL. Lapis blue, beige int., 44,000 miles, F.S.H. £16,450



1984A 944, ice blue, manual, sun roof, b
sports seats, PDM, 1 owner. £15
1981 924, Blue £7



1983 Y-Reg VW Golf GLi Convert
Campaign model, white, 17,000m. £7
1985 B-Reg VW Golf GLi Convertible.
blue, 6,000 miles £9

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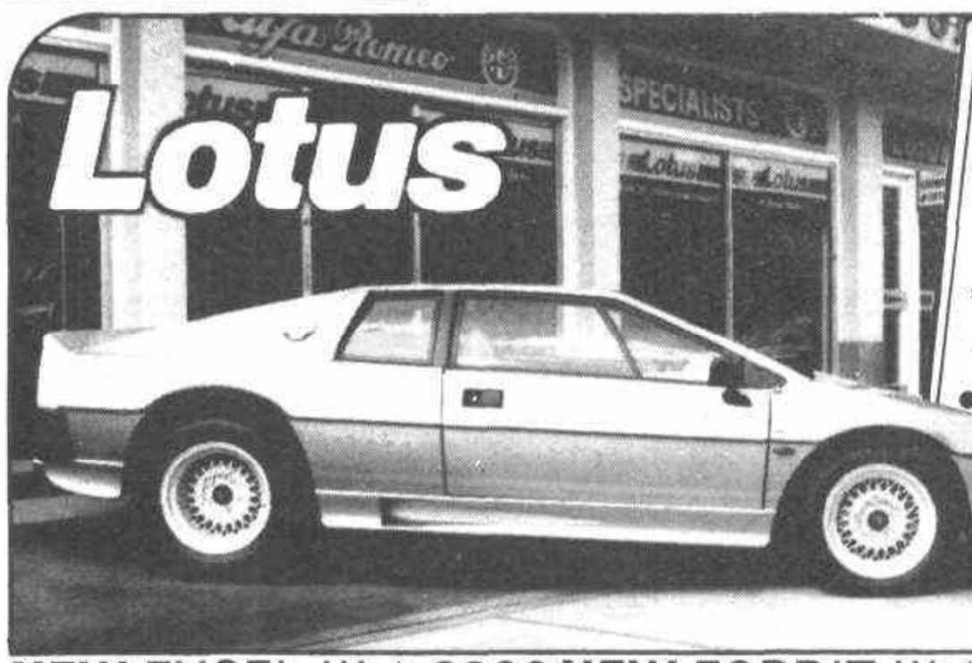
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1983 A ESPRIT TURBO, red, hide, air, 14,000m.	*£385	£16,950
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1984 A ESPRIT III, red, hide, 15,000m.	*£336	£13,950
1983 Y ESPRIT III, silver, hide, BBS, 7,000m.	*£285	£12,950
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1982 Y ESPRIT III, blue, hide, BBS, 25,000m.	*£270	£11,950
1982 X ESPRIT III, red, hide, BBS, 19,000m.	*£260	£11,450
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1985 B EXCEL III, (Srs.) blue, hide, Eagles, 15,000m.	*£330	£14,500
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1984 B EXCEL II, silver, hide, pas, 4,800m.	*£330	£13,950
1984 A EXCEL II, ice, hide, pas, air, 9,000m.	*£330	£13,950
1983 A EXCEL I, red, hide, pas, 10,000m.	*£270	£12,450
1983 A EXCEL I, red, hide, alloys, pas, 13,000m.	*£270	£12,450
1983 Y EXCEL I, met. ice blue, hide, pas, 5,000m.	*£270	£12,450
1983 A EXCEL I, blue hide, alloys, pas, 17,000m.	*£260	£11,950
1983 Y EXCEL I, blue, hide, pas, r/c, 14,000m.	*£260	£11,950

OTHER SPORTING CARS

1984 A PORSCHE 911 SC, Cabriolet, blue, hide, 12,000m.	*£470	£22,950
1983 Y PORSCHE 911 SC, Sport Coupé, red, 21,000m.	*£400	£19,950
1984 A JAGUAR 3.6 XJS, Convertible, pewter, ACU, 15,000m.	*£400	£17,950
1981 W MERCEDES 500 SEL, Sin, blue, absolutely full spec.	*£340	£14,950
1983 A TOYOTA SUPRA 2.8i, Sports Coupé, red, air/c, 21,000m.	*£150	£7,450
1979 T PORSCHE 928, auto, silver, hide.	*£190	£10,950
1984 A AUDI 100 Avant, silver, hide, pas, 16,000m.	*£170	£7,950
1983 A DATSUN 280 ZX Taraga, 2+2, red, 5 speed, 22,000m.	*£160	£7,750
1984 A FORD SIERRA XR4i, black, pas, sun r, c/l, tints, 6,000m.	*£170	£7,950
1984 A FORD SIERRA XR4i, silver, pas, s/r, tr c/l, c/coded.	*£162	£7,650
1984 A FORD SIERRA XR4i, blue, pas, s/r, tr, c/l, c/coded.	*£160	£7,450
1981 W BMW 528i, 5 speed, blue, s/roof, alloys, e/w.	*£135	£5,450
1982 Y MAZDA RX7, red, spoiler, sun roof, 14,000 m.	*£145	£5,999

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1982 Ferrari Mondial 8. Red, beige int., 28,000 miles, FSH. **£17,450**



1985 (June) Porsche 911 Carrera, sport Cabrio. Guards red full CAN CAN, leather interior, high spec., delivery mileage. **£29,950**



1982 928S auto, chiffon. green leather, e.s.r., 38,000 miles, FSH. **£18,950**
1980 W-Reg 928. Auto, met bronze, e.roof, 58,000 miles, FSH. **£15,450**



1984 Ferrari 308GTBi QV, red with beige leather, deep front spoiler, 11,000 mls. **£28,950**
1983 308GTS QV, red, 11,000 miles, 1 owner. **£26,950**



1982 500 SEC fire engine red, AMG styling, 27,000 miles, 2 owners. **£25,950**
1983 Y-Reg 500 SEC. White, blue velour, full AMG styling, 13,000 miles only. **£28,950**



1985 911 Sport Carrera. Slate blue, blue leather int, very low mileage. **POA**
1983 Sport Coupe. Kiln red, 42,000 miles, beige int., FSH. **£18,450**

COLLECTORS CORNER



1971 (Private Plate) Aston Martin DB6 Mk II Vantage 5 speed, finished in white with black leather, 21,000 miles FSH, 1 owner from new. **POA**



1971 Jaguar V12 E Type, 2 + 2 man, black with beige leather. Electric steel sun roof. Extensive history. **£8,950**

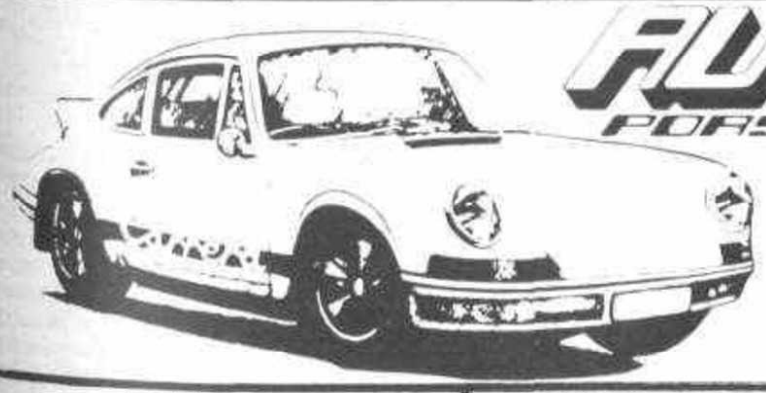
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TIP OF THE MONTH

Imminent Ice. The first frosts of Winter must be just around the corner, with salt, dazzling Winter sun, mucky motorways — and damn those frozen washer jets!

The current range of Porsches boast heated windscreen washer jets, which on the 911/930 — and probably on all the 924/944/928 as well — easily retrofit onto all earlier (pre-1984) models.

Fitting, whilst simple in principle, entails some time consuming dismantling behind the dash in order to wire them into the heated rear window switch. Also the mounting hole in the scuttle must be carefully enlarged.

Heated washer jet kit complete. **£23.00**
Fitting. **£35.00**
Prices include V.A.T.

Don't forget to put the right additives in the water — there's no such thing as a heated washer pump yet.

MARKET FORCES

Last month we perused the various models eligible for the prestigious 'over 208 bhp' Class A in the Giroflex *Porsche* series and their relative effectiveness. The other classes are less hotly contested, and we feel hold some models that are definite 'sleepers'.



Class B, 179-208 bhp

'72-'73 2.4 911S. Carrera 3.0, '81-'83 911SC. One example of each has taken it in turns to win every round so far. Not quite sufficient for a statistical survey, as the driver element(!) features quite highly, but we'd always back the 2.4 911S — just!

'78-'80 911SC. Uprate it to '81-'83 SC spec! Quite straightforward in the course of an overhaul. In our opinion the best 'cost effective' bet, as they're on average more plentiful and less rusty than a 2.4 911S.

'70-'71 2.2 911S. The class b.h.p. splits are particularly cruel on all the 2.2 models, in themselves excellent cars. The engines won't readily uprate, but a 2.4 or 2.7RS' engine / 'box can be fitted. In standard form should have the edge on a standard '78-'80 911SC.

Class C, 141-178 bhp

'73-'73 2.4 911E. Currently, and in our opinion rightly, the class of the class. Super car, but have you seen the driver?

'74-'77 2.4 911S/Lux. In '74 911S spec. — the main difference is the earlier exhaust, which will easily fit '75-'77 cars — our 'sleeper' for the class. If a late 911SC can 'occasionally' beat a 2.4 911S, this should 'occasionally' beat a 2.4 911E!

924 Turbo. Like the Carrera GT in class A, we feel it would be competitive but not a winner. Any takers?

944. Provenly competitive and we suspect with more to come. However, like the 924 Turbo.

'68 2.0 911S. Interesting one, this. Got the best power to weight in the class. Might lose out a bit on torque, but we can't help wondering.

'67-'68 2.0 911S. We're very fond of these, the original 'Performance 911'. And definitely still competitive — especially if you're brave and extrovert!

'70-'71 2.2 911E. As 2.2 911S. However, it should beat a.

'74-'75 2.7 911. Like the early 911SC, convert it to '74 911S spec in the course of an overhaul!

WANTED



We need good, full history 911s immediately, any year or model, and we're prepared to travel to all corners of our Great British Isles to view.

CARS FOR SALE



1983 June 3.0 911 SC Sport. Guards red, black Berber trim sports seats, pdm. One owner, F.S.H. 39,000 miles. **£21,000**



1978 LHD. 911 SC "DP" Kremer style body conversion. White with Red Flash. Blacklook. Black trim. 7 x 8J x 15" wheels. "Visually stunning" is an understatement! On "Q" plates. **£14,500**
Less engine / box, non runner, no guarantee. **£8,000**
We also have a 3.3 Turbo engine, suspension and brakes that could be installed.

1977 LHD 924. Silver with black interior. American spec. Impact bumpers. Factory roof. Very well maintained in rust free condition. 80,000 miles. Just had top end rebuild Autofarm Big-Throat conversion and Turbo style rear spoiler and front panel. **£3,650**



1973 LHD Carrera RS Touring. Chassis No. 9113600949. Grand Prix White with Blue. Rebuilt in Germany in 1984 in superb original order throughout. **£18,500**

PERFORMANCE PORSCHE



"Ultimate" 3.3 Turbo. LHD, built from converted road car for '83/'84 WEC series. Full Endurance equipment, c/lock BBS, 935 brakes, c/t gears plus LSD, fresh 'Group B' 380+bhp engine. Now registered, full trimmed and road legal. Three sets wheels, slicks / wets / Yokohama A008 on 8+9J. Complies with ERSCC/760 Prod. Sports regs., plus Intermarque "full point" car. Very interesting on the road. **£30,000**



2.8 "RS" Shopping Racer. Built by us '79. Just had full eng. / box rebuild, bare metal respray in Guards Red. 3.0 RS style body, 1wt. trim, AP 4-pot callipers, 8+9J rims, RS susp., etc. Superb RS lightweight style car. **£16,000**



Unique 924 Turbo "Shopping Racer" built on new RHD bodyshell. Eng. to Carrera GT output plus dry sump, front intercooler, boost control, nitrous oxide injection, etc. C/R gears+LSD. Full Comp. suspension, AP 4-pot caliper brakes, 9+11J rims+P7. Glass fibre panels, doors plus perspex. Alloy cage, race seat / harness. White / Red. 3,000 miles since built. Fully road legal. **Offers**

1972 911E. 2.4-litre in Viper Green Metallic with Beige interior. Electric sunroof. 82,000 miles, much Service History, had engine rebuild circa 53,000 miles. A good example. **£6,750**

COMING SOON:

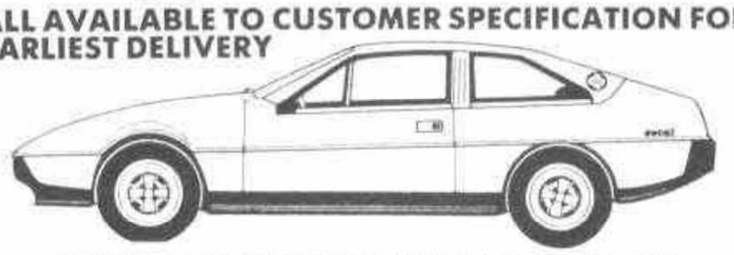
1970 911S 2.2-litre. One for the boys! Would make ideal "Giroflex" series racer or candidate for restoration. Very sound original chassis including original aluminium engine lid. No sunroof. Recaro seats. Five brand new tyres. Presently without engine. Would sell as is or with 2.2-litre S engine fitted if we can find one! **P.O.A.**

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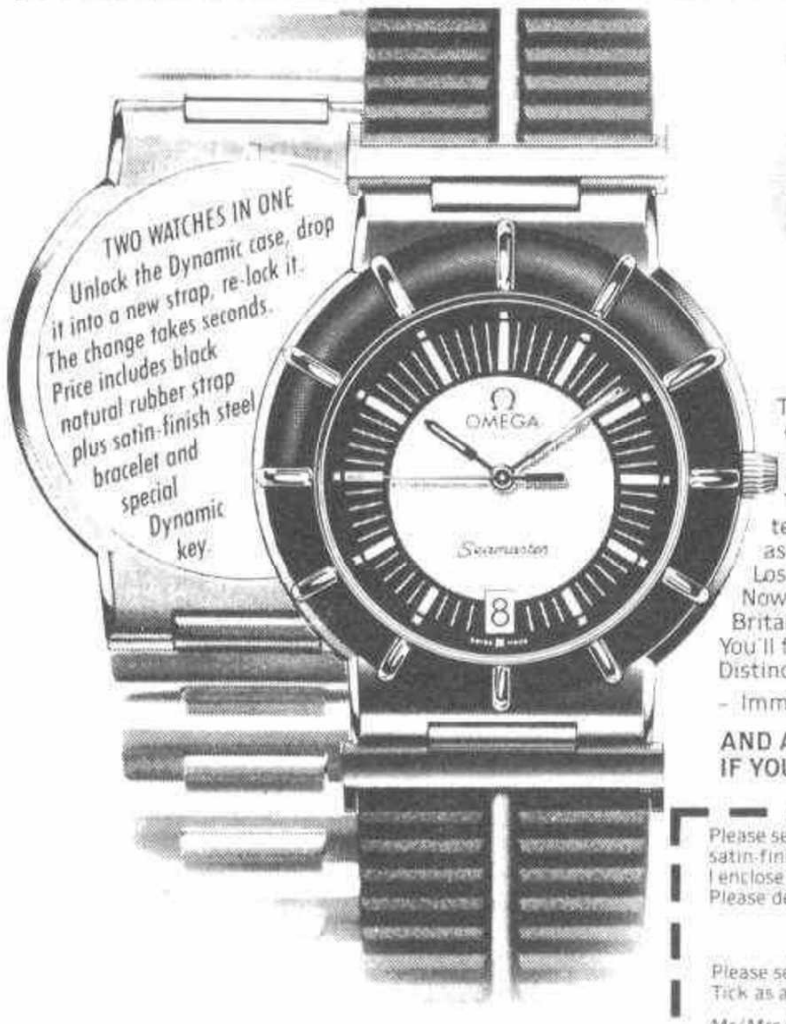
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Ferrari 308 GT4, 1976, 35,000 miles, me silver, beige hide interior £10
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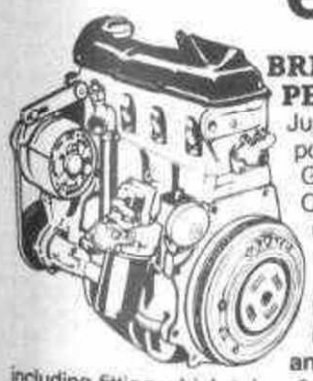
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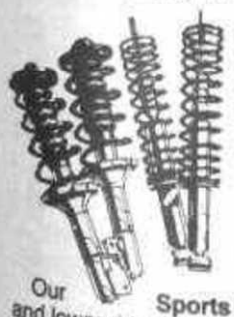
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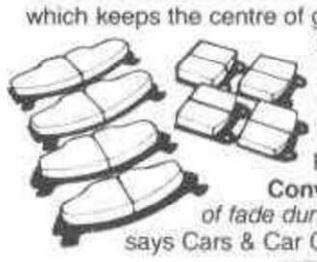
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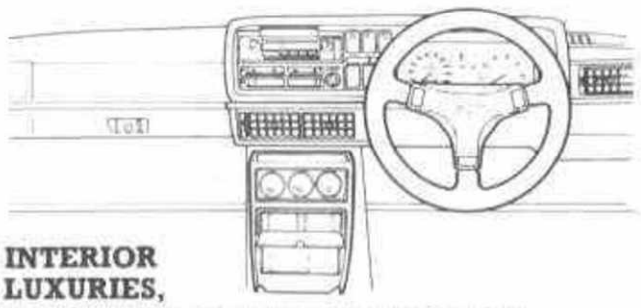


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MOTOR SPORT

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FRONT COVER PICTURE: Ayrton Senna accelerates out of the La Source hairpin on his way to winning the Belgian GP, his second victory of the season. In the background Nigel Mansell is busy sorting out an indiscretion but despite this spin he finished second, his best result to date in Formula One.

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MATTERS OF MOMENT

RENAULT BOWS OUT

The news that Renault is to wind up its F1 team at the end of this season has come as no surprise. Indeed, with the State-owned company making massive losses last year and its F1 team relegated to the position of mid-field runners this year, it is hard to see what other decision could be taken.

One would have to be xenophobic, to say goodbye to the team with any pleasure. For a major motor manufacturer to risk its reputation by entering Formula One at all is courageous and to do so while designing both chassis and engine is even more so and something which previously only Alfa Romeo, Mercedes-Benz and Honda had done in the post-war era. What made Renault's effort even more creditable was not just that the team enjoyed several seasons of success but was done with a new form of technology, the turbo-charged engine.

Despite the fact that both the drivers' and constructors' championships eluded Renault, though Prost came so near to the title in 1983, it changed the face of the sport. Not only have we now an exclusively turbocharged formula but, unlike most successful manufacturers, Renault has made its engines available to other teams. While it may have been politic to supply Ligier, supplying Lotus and Tyrrell came with no strings, such as the insistence that French drivers must be employed. We might remember, too, that Renault did not necessarily take a chauvinist line when selecting its own drivers, as Derek Warwick has proved.

Formula One has been enriched by the presence of Renault and we feel that if ever a team morally deserved to take a championship, Renault is that team. There is little room for sentiment in F1, however, and the hard truth is that even though Renault enjoyed great success in the period 1980-83, the team was bogged down by bureaucracy (a word which is French in origin) and decision-taking by committee, and these have no place in motor racing. Had Renault been run on the lines of McLaren or Williams it would have been invincible — but then much the same could be said of Ferrari.

Even though the works team is shortly to fold, Renault engines will continue to be supplied to other teams so the possibility of a Renault engine powering a driver or team to a World Championship still remains. Whether or not that happens, the company leaves F1 a completely different scene from that which existed in July 1977 when, at Silverstone, Jabouille debuted the world's first turbocharged F1 car.



SILVERSTONE, 16th July, 1977 — Jean-Pierre Jabouille qualified his Renault RS1 21st on the grid and retired on lap 17 with turbo failure. A development of that engine powered Senna to victory at Spa in mid September.

Motor Sport Fixture List for October

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

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

DATE	ORGANISER	VENUE	EVENT	TIM
Sept 28th-Oct 5th	**AC San Remo**	**San Remo, Italy**	**San Remo Rally (World Rally Championship round) (INT)**	—
October 5th	BRSCC	Oulton Park Circuit, Nr Tarporley, Cheshire	Race Meeting (R)	—
October 5th/6th	BRDC	Silverstone Circuit, Towcester, Northants	British Formula 3 Championship round (INT/R)	—
October 6th	Victory Circle Club	Fuji, Japan	World Endurance Championship 1,000 kms (INT)	—
October 6th	BARC	Gurston Down, Nr Broadchalke, Salisbury	Hill Climb Championship round	—
October 6th	ARDC	Bathurst, Australia	Bathurst 1000	—
October 6th	SMRC	Ingliston Circuit, Nr Edinburgh	Race Meeting (R)	—
October 6th	**RACMSA**	**Brands Hatch Circuit, Nr Dartford, Kent**	**European Grand Prix (World Championship Round) (INT)**	—
October 12th	BRSCC	Castle Combe Circuit, Chippenham, Wilts	Race Meeting (R)	—
October 12th	SUNBAC	Silverstone Circuit, Towcester, Northants	Race Meeting (R)	—
October 12th	750 MC	Cadwell Park Circuit, Louth, Lincs	Race Meeting (R)	—
October 12th	HDLCC	Worcester Road Traffic Island Car Park, Kidderminster, Worcs	29th Annual Ken Wharton Memorial Autotests (R)	10.3
October 13th		**Curacao**	**European F3000 Championship (INT)**	—
October 13th	BARC	Brands Hatch Circuit, Nr Darford, Kent	Race Meeting (R)	14.0
October 13th	**ACDME**	**Estoril, Spain**	**European Touring Car Championship round (INT)**	—
October 17th-20th	**ASA d'Antibes**	**Antibes, France**	**Rallye d'Antibes (European Rally Championship round) (INT)**	—
October 19th	MGCC	Oulton Park Circuit, Nr Tarporley, Cheshire	Race Meeting (R)	—
October 20th	BARC	Thruxton Circuit, Andover, Hants	Race Meeting (N/R)	13.3
October 20th	BARC	Snetterton Circuit, Attleborough, Norfolk	Race Meeting (R)	14.0
October 20th	BARC	North Weald, Nr Epping, Essex	Sprint (R)	—
October 20th	Astra MC	Lydden Hill Circuit, Nr Canterbury, Kent	Race Meeting (R)	—
October 20th	BRSCC	Mallory Park Circuit, Leics	Race Meeting (R)	—
October 20th		**Jarama, Spain**	**European F3000 Championship (INT)**	—
October 25th-27th	BRSCC	Brands Hatch Circuit, Nr Dartford, Kent	Race Meeting (R)	—
October 25th-28th	**Real Automobil Club de Cataluna**	**Spain**	**Rally Cataluna (European Rally Championship round) (INT)**	—
October 26th	750 MC	Silverstone Circuit, Nr Towcester, Northants	Race Meeting (R)	—
October 27th	750 MC	Snetterton Circuit, Attleborough, Norfolk	Race Meeting (R)	—
Oct 28th-Nov 3rd	**Federation Ivoirienne du Sport Automobile**	**Yamassoukro, Ivory Coast**	**Ivory Coast Rally (World Rally Championship round) (INT)**	—
Oct 30th-Nov 3rd	**RACAL Club**	**Algarve, Portugal**	**Rally Algarve (European Rally Championship) (INT)**	—
November 2nd	PMC	Silverstone Circuit, Nr Towcester, Northants	Race Meeting (R)	—
November 3rd	RAC	Serpentine Row, Hyde Park, London	London to Brighton Run	08.0
November 3rd	**CAMS**	**Adelaide, Australia**	**Adelaide Grand Prix (World Championship round) (INT)**	—

Club News

FOR those not able to get to Brands Hatch for Saturday practice before the European GP, the Three Counties Showground at Malvern, Worcestershire, should provide an interesting alternative. It is called the **Malvern Motoring Event,** and is devoted to a wide range of Vintage, Veteran, and Classic cars, most on display, but some for sale by auction. Most of the displays are under cover, and some of the choice exhibits are Bugattis (T13, T37, T40, T57), Alfa Romeo 6C 1750, ERA Riley, and AC Cobra, while the 500 or so vehicles also include historic commercials. A mock WWII battle is planned, and the children will no doubt enjoy the sight of Chitty Chitty Bang Bang — the film version, not Count Zborowski's. Admission is £1.50, or 50p for under 12s.

Bearing in mind recent references to automotive mountain-climbing in MOTOR SPORT, it is interesting to see an article in The **Morris Register Journal** on the same subject, although the particular attempt mentioned ended in failure when the Morris 14 was defeated by the appalling surface of a little-known Lakeland pass. More recent (and successful) trips to Holland, France, and Belgium organised by the club are described; Morris owners wanting to get involved should contact Bob Beaumont, 20 Chestnut Avenue, Gosfield, Halstead, Essex.

To coincide with the Malvern Motoring Event mentioned above, the **Railton Owners Club** will hold its AGM at the Bredon Hotel, Malvern at 8.00 pm on Saturday October 5th.

Many clubs now seem to be concerned either with one make of vehicle, or one aspect of the sport, so it makes a change to read **The Acorn,** organ of **Sevenoaks and District MC,** who are involved in a wide range of autotests, sprints, races and rallies both road and stage. The Acorn has just changed from A5 to A4 size and amongst its varied contents is a Table Top Navigational Rally that I am still struggling with! Membership Secretary is Mrs Anne Goodman, 55 Arran Road, Catford, London SE6.

Following recent articles on Turner and Buckler cars, readers may like to know how to contact the appropriate clubs. The **Turner Register** is run by Dave Scott, 21 Ellsworth Road, High Wycombe, Bu HP11 2TV and the **Buckler Register** is by Stan Hibberd, 62 Burwood R Hersham, Walton-on-Thames, KT12 4A

Congratulations

As we closed for press, we learned Russell Brookes won his first British O Rally Championship. Brookes, partnered Mike Broad, secured the title by th points from Jimmy McRae when he took Opel Manta 400 to victory in the M International Rally, with the sister ca McRae and Ian Grindrod finishing secon the event.

OBITUARIES

Air-Commodore Rodwell Banks, CB, OBE

WE REGRET to have to report the death, at the age of 87, of Air-Commodore Rodwell Banks, who as one of 13 children progressed from learning his engineering skills in his father's machine shop to become Director-General of Engine Production at the Ministry of Aircraft Production, under Lord Beaverbrook, during the war. From our standpoint Rodwell Banks is best remembered as the fuel-expert who prescribed the complex brews that suited the Rolls-Royce R-type racing aero-engine so well that this country was able to win the Schneider Trophy seaplane races of 1929 and 1931. This specialist knowledge of racing fuels gained while he was employed by the Anglo-American Oil Company and the Ethyl Gasolene Corporation, having previously worked for Peter Hooker Ltd who made racing engines for Parry Thon was invaluable for improving racing engi of all kinds.

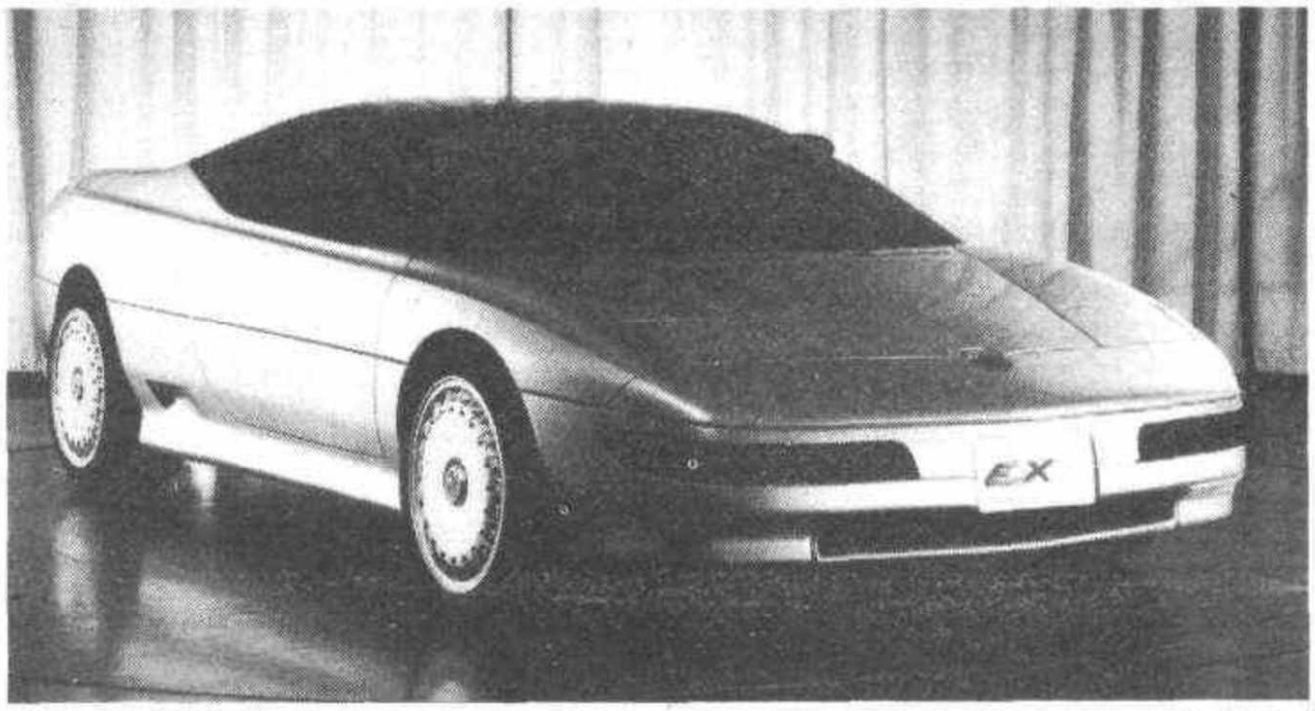
A love of fast motor boats from the ag 13 took Banks into the Royal Navy in W when he flew Short seaplanes, once shoot down an enemy Rumpler, and he took wings with the RAF in 1940. His c associations with Rolls-Royce and R-REC are well-known. — W.B.

* * *

As we close for Press we learn with g sadness that Dick Batho, that enthusia VSCC and Riley Register member, died September 7th at the wheel of his Amilc Riley. Dick was a very good farmer until foot-and-mouth epidemic of 1969 deci him to give up and concentrate on vintage-car interest. The death of t exceptional person leaves a gap in that wo that cannot be filled. Nev and Barb Farquhar were with him when the accid happened, near Lake Vwynay, no ot vehicles being involved. — W.B.

MG EX-E

. . . an illusion?



"As a car enthusiast I would dearly like to build the MG EX-E. As a businessman — well that could be a different matter." That was Harold Musgrove's statement at the opening of the Frankfurt Show, where Austin Rover's staff were bubbling with excitement over the company's first-ever concept car. Based on the Metro 6R4 rally car's running gear, the ugly duckling was transformed into a beautiful swan by stylist Roy Axe and a close-knit team of engineers, who have worked on the EX-E since the beginning of the year in total secrecy.

The glass-topped silver bullet, a Concorde among Dakotas, is "practical, capable of being put into limited production," according to Gordon Sked, responsible for exterior design. While doubting that all the features could be incorporated into one production vehicle, Sked pointed out that there was "no blue sky" in the concept car, an allegorical reference to the practicality of the various facets of design.

The aluminium chassis is adhesively bonded, to give excellent torsional stiffness, light weight and good crash resistance. EX-E is built on a modular principle in three sections, comprising the centre cabin section, a space-frame engine / transmission / suspension carrier at the rear, and a front suspension / steering gear carrier at the front. It's clothed with self-coloured, unstressed plastic panels in injection moulded polypropylene, with none of the constraints that face designers when their dreams have to be turned into metal.

The roof section, with a detachable Targa panel, is made of heat reflective polychromatic plastic sandwich glass which is dark above, and gradually lightens towards the waistline. The body has a remarkable Cd figure of 0.24, with zero front and rear lift, and incorporates tilting front and rear spoilers which are "tuned" by the driver, though it's envisaged that these, like the suspension, will become computer operated to an ideal angle for prevailing conditions.

The power unit is the rare 3-litre V64V being built now, in prototype form, for the 200 Metro rally cars under construction. With four overhead camshafts and four valves per cylinder, the MG uses the "Clubman's" version producing 250 bhp — normally aspirated, of course. The maximum speed is estimated to be around 170 mph, with standstill to 62 mph acceleration in under five seconds . . . and should ARG become interested in the highest realms of performance, the installation of the 410 bhp Group B engine would give the experimental car quite phenomenal acceleration.

No secret is made of the fact that competitions capability, specifically in Group C endurance racing, was allowed to be a factor in the MG's design. Quite possibly this was a carrot which will remain at the end of a stick for a long while to come, but the concept was unimaginable ten years ago, even five years ago, and clearly the winds of change have worked powerfully at Austin Rover.

Based on the rally car, the EX-E has, of course, four-wheel-drive based on the Ferguson system. Despite the inevitable demands on space in the front of the car, the designers are proud of the fact that they've managed to keep the radiator at the front (thus avoiding large, ugly intakes at the sides) and even found room for a full-size spare wheel, which has a nominal 17 in diameter. There is space, too, for variable rate power steering, providing maximum assistance at low speed / high load, and maximum "feel" at high speed / low load.

There are many more interesting features on the MG. It has, for instance, active ride computer-controlled suspension, which lowers and stiffens the car progressively by monitoring and adjusting the hydraulic pressure on the suspension struts; there is even the driver-controlled capability of raising the front or rear suspensions independently, to cope with kerbs and ramps.

A form of radar is included, the rear beam helping the driver to park, the front radar capable of sensing fog on the road ahead. The digital instrumentation is the LCD type, but at over 50 mph there is a "head up" display projecting speed, and other vital information at the base of the windscreen.

Locking and unlocking the car is performed by an infra-red beam, but door opening is performed by a personal "credit card" which stores a mass of information. The seats and mirrors will adjust automatically for the owner, or his wife, or anyone else holding a personal card for the car as soon as the door is opened, and the card can also carry service data for the car. Naturally, the ignition is controlled by the same card, making it impossible for anyone to steal the car, unless the thief has first stolen the card! Then, too, the EX-E has a simple navigation system, displaying "turn left, turn right" symbols when the destination has been entered on the computer. Windscreen wiping is automatic, triggered by a water reactive sensor, while other sensors look after mirror dipping, even the operation of the lights. Yet another feature is a "no hands" cellular telephone system, incorporating a microphone in the wrap-round headrest, while the incoming voice is routed through the radio's speaker system.

While the MG was just one of a number of concept cars at Frankfurt — Mazda, Nissan, Saab and Ford all displayed their ideas on cars of the 21st century — the British product was certainly the most imaginative. It is all-British, that's to say that Honda played no part in it, and was the product of ARG's design department at Canley, Coventry. Roy Axe's team included Dr. Stan Manton (engineering), Richard Hamblin (interior design) and Gordon Sked (exterior design), and the fruit of their labour was shown to the ARG board only a week before the show opened.

The decision to make a show car resulted from pressure from the German ARG distributor, and from the styling department, and having gone this far down the road ARG is doubtless wondering about the next step. The fact that "E" is incorporated in the title may be significant, as it denotes a succession to earlier successful designs, and everyone from Mr Musgrove downward was inordinately proud of the result. Mark Snowdon, sales director, told us guardedly that "if there was another MG sports car, it would be this sort of concept. The days of low-tech, inexpensive sports cars are over for volume manufacturers."

Certainly, if the reaction of the German and European journalists was anything to go by, ARG should be encouraged to make a series of EX-E type of cars bearing the MG badge. After all, if they can find 200 customers for the price-sensitive Metro 6R4, there should be no difficulty in selling 200 MGs virtually irrespective of the price tag!

M.L.C.

The Italian Grand Prix

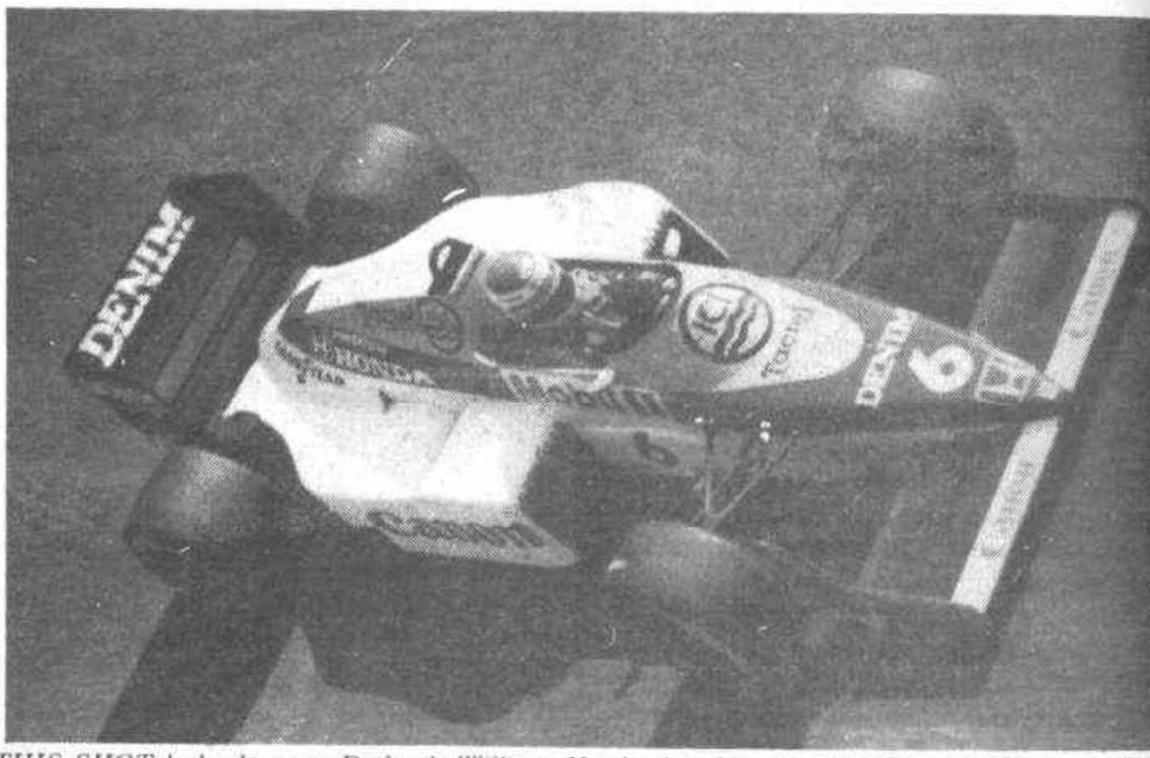
Honda nearly there

Monza, September 8th

THE TAIL-END of the Formula One scene is going through a bad time at the moment, first with the death of Manfred Winkelhock in Canada, then the injuries to Jonathan Palmer during practice at Spa-Francorchamps and then the death of Stefan Bellof during the Spa 1,000 kms race, all these incidents being in Group C sports cars, but robbing Formula One of three of its regular runners. Ken Tyrrell withdrew his number four entry in respect for his lamented driver and Zakspeed withdrew its entry as well. The entry list for the 56th Italian Grand Prix was brought up to 26 by the entry of Alan Jones making another return to Formula One, this time with a new team financed by an American group of companies using a chassis designed and built in England and powered by a Hart 415T engine. There was a change in the normal scene in the replacement of Andrea de Cesaris in the Ligier-Renault team by Frenchman Philippe Streiff.

With the end of the season in sight there was a slight feeling of "end of term" about the paddock as everyone got ready for the Friday morning test-session, with nothing really new mechanically to be seen, though just as much progress going in detail terms of engine power and efficiency and chassis and suspension mods to utilise the power, while tyre development is continuous. Ferrari had resurrected the two new monocoques it built for the French GP and added suspension improvements and re-thinking in terms of radiators and inter-coolers in each side pod, while it built a brand new car to this revised specification for Alboreto's use. The Tyrrell team had completed a third 014 model with Renault power for Brundle, his original 014/1 becoming the T-car.

As a change from recent races there were no worries about the weather; it was warm and sunny and in typical Italian fashion it was obviously going to stay that way. Indeed, Italy hasn't seen any rain all summer — it's all been north of the Alps. The first remarkable revelation was to discover that young Ayrton Senna had never ever driven round Monza in any sort of car and was going to have to "learn" the circuit, yet everyone assumes he will be challenging the established stars for fastest time in any practice session. Down at the bottom end of the pit lane it was good to see the "chunky" features of Alan Jones once more and the team personnel of the new Beatrice-sponsored car, called a Lola-Hart, for want of a better name, included many familiar faces from Formula One of a year or so ago.



THIS SHOT looks down on Rosberg's Williams-Honda, but things are looking up for the team. Hon engineers have made great strides this season and Rosberg appeared to have the race in his pocket until retiring laps from the end with engine failure.

Everyone had all their cars out in front of the pits so that the paddock looked uncannily empty, all the workshop tents alongside the transporters being remarkably clean and tidy with only the odd engine or three tucked away in corners. It only needed the hour and a half of Friday morning to change all this, for in spite of three chicanes Monza is fast and calls for sheer engine power, and strong engines at that. The Honda engines in the Williams cars sounded really "hard" and purposeful, while the BMW engines were making things vibrate all round them and the Renault, Ferrari and Porsche engines were making it quite obvious that the name-of-the-game at Monza was horsepower and torque, with the teams' chassis and aerodynamic experts juggling the variables to get the highest speed possible, commensurate with down-force to get maximum cornering power. That both factions were winning was shown by Piquet and Alboreto, in Brabham-BMW and Ferrari, respectiv recording over 197 mph through the sp trap at the finishing line, while Mansell others were already approaching the exis fastest practice lap of 1 min 26.584 sec f last year, and this was only a test-sessio preparation for the afternoon qualifying grid position. The morning session was without its drama and when it was Tambay's Renault, Patrese's Alfa Ro and Acheson's RAM were towed in Streiff's Ligier was brought in o breakdown crane after spinning off track. The Renault had run out of pe the Alfa Romeo suffered engine damag did the RAM, while already in the padd workshop tents was one of the Beatrice-l cars, with driveshaft trouble, while Piqu race Brabham had broken its BMW eng and the T-car engine was not work properly. The new Tyrrell's Renault eng would not work at all, defying all the eff of the Renault engine men to get it to st

ENTRY AND PRACTICE

No.	Driver	Nat.	Car-Engine	Friday Practice	Saturday Practice	Remarks
1	Niki Lauda	AUT	McLaren MP4 2B-Porsche V6 t c	1 28.472	1 28.949	1984 World Champion
2	Alain Prost	FR	McLaren MP4 2B-Porsche V6 t c	1 27.576(T)	1 25.790(T)	
3	Martin Brundle	GB	Tyrrell 014-Renault V6 t c	1 33.503(T)	1 28.793	Raced new car
4			Tyrrell 014-Renault V6 t c	Entry Withdrawn		
5	Nigel Mansell	GB	Williams FW10-Honda V6 t c	1 26.960	1 25.486(T)	
6	Keijo Rosberg	FIN	Williams FW10-Honda V6 t c	1 26.161	1 25.230	
7	Nelson Piquet	BRA	Brabham BT54-BMW 4 cyl t c	**1.25.679(T)**	1 25.584(T)	
8	Marc Surer	CH	Brabham BT54-BMW 4 cyl t c	1 27.799	1 27.153	
9	Philippe Alliot	FR	RAM 03-Hart 4 cyl t c	1 36.221	1 37.664	
10	Kenny Acheson	IRL	RAM 03-Hart 4 cyl t c	1 34.919(T)	1 38.325	Raced T-car
11	Elio de Angelis	ITAL	Lotus 97T-Renault V6 t c	1 27.098	1 26.044	
12	Ayrton Senna	BRA	Lotus 97T-Renault V6 t c	1 27.009	**1.25.084**	First race at Monza
15	Patrick Tambay	FR	Renault RE60B-Renault V6 t c	1 28.578	1 27.020(T)	Raced T-car
16	Derek Warwick	GB	Renault RE60B-Renault V6 t c	1 28.119	1 28.112	
17	Gerhard Berger	AUT	Arrows A8-BMW 4 cyl t c	1 27.746	1 27.723	
18	Thierry Boutsen	B	Arrows A8-BMW 4 cyl t c	1 28.369	1 28.760	Raced new car
19	Teo Fabi	ITAL	Toleman TG185-Hart 4 cyl t c	1 29.050	1 28.386	
20	Piercarlo Ghinzani	ITAL	Toleman TG185-Hart 4 cyl t c	1 30.271	1 31.449	
22	Riccardo Patrese	ITAL	Alfa Romeo 185TB-Alfa Romeo V8 t c	1 29.068	1 28.340	
23	Eddie Cheever	USA	Alfa Romeo 185TB-Alfa Romeo V8 t c	1 29.298	1 28.629	
24	Huub Rothengatter	NL	Osella FA1G-Alfa Romeo V8 t c	1 33.529(T)	1 37.664	
25	Philippe Streiff	ITAL	Ligier JS25-Renault V6 t c	1 31.727(T)	1 29.839	Replacing A de Cesaris
26	Jacques Laffite	FR	Ligier JS25-Renault V6 t c	1 30.186	1 30.376(T)	
27	Michele Alboreto	ITAL	Ferrari 156 85-Ferrari V6 t c	1 27.552	1 26.468	Raced new car
28	Stefan Johansson	SWE	Ferrari 156 85-Ferrari V6 t c	1 29.011	1 27.473	
29	Pierluigi Martini	ITAL	Minardi M185-Motori V6 t c	1 35.770	1 33.981	
30			Zakspeed ZAK841-Zakspeed 4 t c	Entry Withdrawn		
33	Alan Jones	Aus	Lola THL 1-Hart 4 t c	1 34.943	1 45.823	First race of Beatrice team

(T) In spare car



ALAN JONES is reported to have said of his Lola-Hart, "We're the only team whose qualifying tyres last longer than the engines". It is unlikely that Jones will be asked to join Australia's diplomatic service when his racing days are over.

and the Osella team had an engine failure.

The afternoon was really hot, so there was no mad rush to set a qualifying lap time and nearly five minutes passed before Brundle set the ball rolling with the original Tyrrell 014. In anticipation of Ferrari being to the fore a huge partisan crowd had paid to come and watch, and hopefully clap and cheer, but the Ferrari cars were not in the picture. As the "aces" took to the track the Ferraris were pushed further and further down the grid, and there was nothing to cheer about. For the *tifosi* it was a very dull afternoon. For those of us who take a broader view it was really hotting up and Piquet went through the speed trap at 207 mph with a lap in 1 min 26.595 sec. He got this down to 1 min 26.527 sec with another 207 mph pass, on his second run and in a final effort he shattered everyone with 1 min 25.679 sec, but *only* recorded 206.3 mph through the speed trap. Marc Surer in the second Brabham-BMW clocked 203.612 mph with a very respectable lap time of 1 min 27.799 sec and Gerhard Berger took his Arrows-BMW through the trap at 203.206 mph with a lap time of 1 min 27.746 sec. The visible "grunt" of the BMW engines from 130 mph onwards was quite spectacular and the unfortunate tail-enders like Martini with the V6 powered Minardi and Acheson with the Hart-powered RAM could not reach 180 mph. The Hondas were just on the 200 mph mark and Rosberg and Mansell were second and third, but not in the same bracket as Piquet. Ferrari were not in the BMW class on speed and were even worse on handling so neither Alboreto nor Johansson could give their fans anything to cheer about, added to which Johansson's engine blew up and he had to wait until Alboreto had finished, to have a go in the T-car, in case the team leader needed it. The Lotus-Renaults were not as fast as the Ferraris on the straight but both de Angelis and Senna were faster on lap times, the Brazilian being fourth fastest overall on his first attempt on the Monza track. A natural fast driver? Tambay had an exciting moment when he had to take to the grass verge at the Lesmo corners in order to miss Laffite's Ligier which moved the wrong way when being overtaken. At 150 mph the Renault skated along on the grass and then came back on the track, but a hidden kerbstone had gouged the monocoque's underside so the car was u/s for the rest of the meeting. Tambay took over the T-car and next day the Renault mechanics built up a new T-car round a spare monocoque.

It had been a pretty impressive high speed session, with Piquet averaging 151.428 mph (243.700 kph) on his fastest lap and Rosberg being second at 150.581 mph, both of them faster than last year's pole-position figure. The only consolation that the Italian papers could give the fans was to tell them that Alboreto was faster than Prost, much play being made of their personal battle to score points for the World Champion title. They almost forgot to mention that they were only sixth and seventh in the preliminary grid line-up, while poor Johansson was down in a miserable 14th position. Piquet's fast time had not been without trouble, for his gearbox went wrong during his second run and after having it put right his third and final run was on part-worn tyres.

Saturday was another warm and sunny day and even while "testing" there were troubles, Alan Jones blowing up his Hart engines in both his cars and Mansell having a very "hairy" moment at high speed when a rear tyre deflated, but he somehow kept it on the road and away from the unforgiving guard rails. While the Williams team gave it a thorough inspection Mansell used the T-car for the afternoon qualifying. The Beatrice team found engine changing a longer job than anticipated so that Joneseyboy only managed to get out in the dying minutes of the qualifying hour. After the deception of Friday qualifying a much smaller crowd attended on Saturday and their deception was even worse for Prost was actually faster than Alboreto. The scene at the front changed dramatically. Piquet knocked a fraction off his previous best time, but then the big KKK turbocharger failed and the mechanics had a busy time changing it, everything being very hot. Rosberg and Mansell both beat Piquet's new time and it looked like being a Williams-Honda front row until near the end of the hour when Senna went out and did an inspired lap in 1 min 25.084 sec, which included putting two wheels on the grass out of the first Lesmo corner, which took the edge off his speed through the second Lesmo corner. His excursion off the road wasn't intentional, he was simply going too fast! The remarkable thing was his speed trap time at the finish was only 197 mph, against Piquet's speed of 206.9 mph on his quick lap. Surer was still nearly as fast, with 205.7 mph and Johansson and Rosberg clocked over 200 mph, the Ferrari's poor handling being emphasised by the Swede's lap time only giving him tenth position on the grid. Prost moved up to fifth position, even though he could only manage 194 mph through the trap and Alboreto was seventh, so once again the crowd sat quietly and rather bored. In the last minutes of qualifying Piquet went out with a new turbocharger fitted to his BMW engine, but all hopes of regaining pole position were lost when he found the track slick with oil from the BMW engine in Boutsen's Arrows, which had blown up.

Sunday would have been a real "scorcher" except that the sky was overcast with a heavy haze, but it was quite stable and meant that the day was comfortably warm and free from glare, which was ideal for racing. In spite of the black days of practice an enormous crowd flocked into the Autodromo di Monza, ever hopeful that Alboreto would win by some miracle, or at the least that the dreaded Prost would blow up his Porsche engine. One paper gave the crowd as 120,000, another gave it as 150,000 and one even quoted 180,000, but certainly the place was packed solid so it must have been 100,000 and they were all in place quite early, in spite of the race not being due to start until 3 pm. The morning warm-up saw the McLarens of Prost and Lauda recording the fastest lap times in race conditions, which always depresses everyone else, especially after qualifying sessions in which they did not figure strongly.

The Beatrice team was still in trouble with its Hart engines blowing up, the new one in 002 failing, so that 001 had to be prepared for the race. The RAM team was also getting short on Hart engines, while the Toleman team was having no real trouble at all with its engines, which suggests installation

problems on cooling and oil circulation in the RAM and Lola. The Arrows team had another BMW engine failure and Boutsen's car was in many pieces during the lunch hour; Lauda's McLaren was having a new clutch fitted and Mansell's Williams had the gearbox off having a small oil leak cured.

STARTING GRID

↑

12
A. Senna
(Lotus-Renault V6 t/c)
1 min 25.084 sec
43(1 min 31.703 sec)

5
N. Mansell
(Williams-Honda V6 t/c)
1 min 25.486 sec (T)
38(1 min 28.283 sec)

2
A. Prost
(McLaren-Porsche V6 t/c)
1 min 25.790 sec (T)
27(1 min 29.714 sec)

27
M. Alboreto
(Ferrari V6 t/c)
1 min 26.448 sec
45(1 min 30.163 sec)

8
M. Surer
(Brabham-BMW 4 t/c)
1 min 27.153 sec
48(1 min 30.935 sec)

17
G. Berger
(Arrows-BMW 4 t/c)
1 min 27.723 sec
6(1 min 36.425 sec)

22
R. Patrese
(Alfa Romeo V8 t/c)
1 min 28.340 sec
24(1 min 34.784)

19
T. Fabi
(Toleman-Hart 4 t/c)
1 min 28.386 sec
24(1 min 33.864 sec)

23
E. Cheever
(Alfa Romeo V8 t/c)
1 min 28.629 sec
3(1 min 36.311 sec)

25
P. Streiff
(Ligier-Renault V6 t/c)
1 min 29.839 sec
35(1 min 33.575 sec)

20
P. Ghinzani
(Toleman-Hart 4 t/c)
1 min 30.271 sec
(—)

29
P. Martini
(Minardi-Moderni V6 t/c)
1 min 33.981 sec
(—)

33
A. Jones
(Lola-Hart 4 t/c)(T)
1 min 34.943 sec
6(1 min 36.536 sec)

6
K. Rosberg
(Williams-Honda V6 t/c)
1 min 25.230 sec
39(1 min 28.421 sec

7
N. Piquet
(Brabham-BMW 4 t/c)
1 min 25.584 sec (T)
36(1 min 30.436 sec)

11
E. de Angelis
(Lotus-Renault V6 t/c)
1 min 26.044 sec
10(1 min 31.896 sec)

15
P. Tambay
(Renault V6 t/c)(T)
1 min 27.020 sec (T)
43(1 min 31.745 sec)

28
S. Johansson
(Ferrari V6 t/c)
1 min 27.473 sec
48(1 min 30.795 sec)

16
D. Warwick
(Renault V6 t/c)
1 min 28.112 sec
5(1 min 33.330 sec)

18
T. Boutsen
(Arrows-BMW 4 t/c)
1 min 28.369 sec
29(1 min 32.820 sec)

1
N. Lauda
(McLaren-Porsche V6 t/c)
1 min 28.472 sec
30(1 min 29.998 sec)

3
M. Brundle
(Tyrrell-Renault V6 t/c)
1 min 28.793 sec
20(1 min 33.418 sec)

26
J. Laffite
(Ligier-Renault V6 t/c)
1 min 30.186 sec
27(1 min 32.448 sec)

24
H. Rothengatter
(Osella-Alfa Romeo V8 t/c)
1 min 33.529 sec (T)
18(1 min 37.585 sec)

10
K. Acheson
(RAM-Hart 4 t/c)(T)
1 min 34.919 sec (T)
1(2 min 14.092 sec)

9
P. Alliot
(RAM-Hart 4 t/c)
1 min 36.221 sec
18(1 min 35.308 sec)

(T) denotes spare car used for qualifying and/or race
N.B. Time in brackets is best lap in race
Number in bold is lap on which recorded.

All was ready by 2.30 pm when the 26 cars set off from the pits to line up on the grid. In the morning warm-up session Senna's Renault race engine had seemed a bit flat relative to his qualifying engine, but the Renault engine men checked all the electronic read-outs and pronounced it fit, so the idea of changing it was dropped, but Senna wasn't convinced about it. The race was to be over 51 laps so there was a lot of

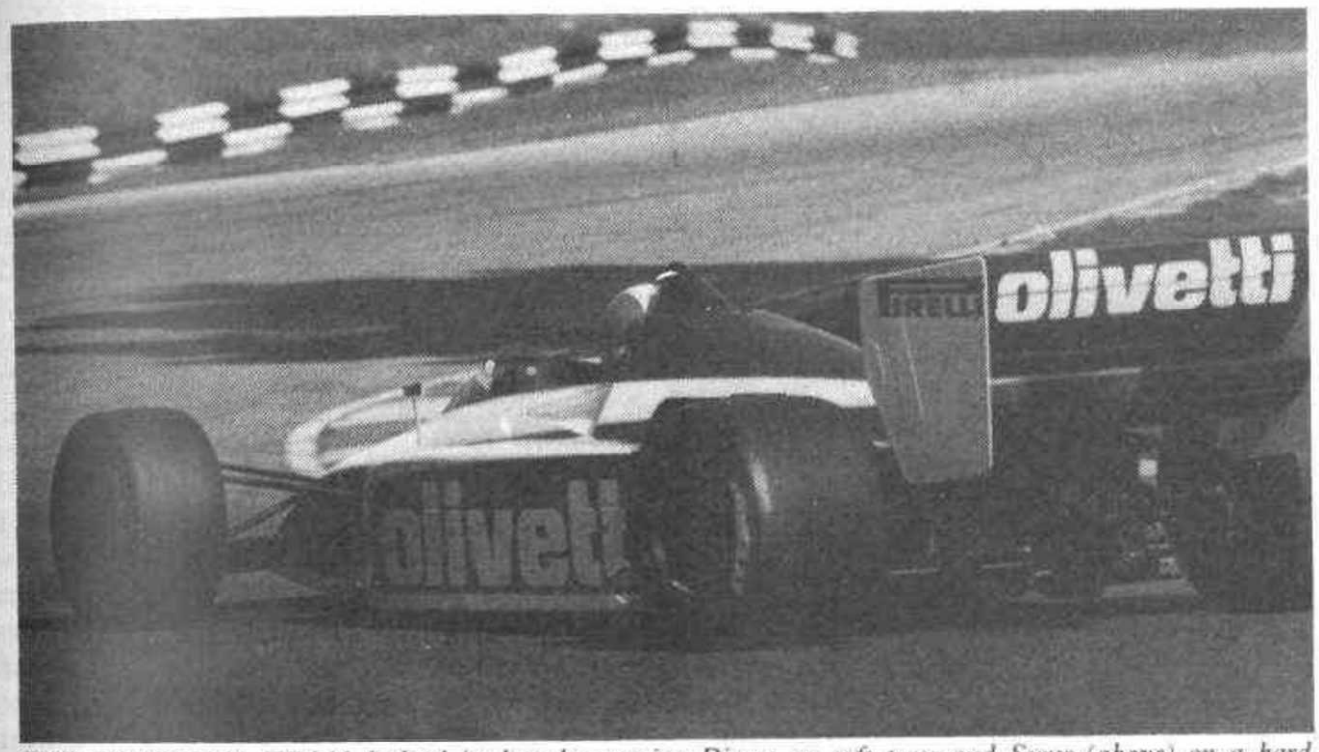


AYRTON SENNA took yet another pole position with his Lotus-Renault. His class is underlined by the fact that it was his first visit to Monza.

"topping up" of fuel tanks at the last possible minute, and added to that worry was tyre wear, many teams planning a mid-race tyre stop. Brabham hedged its bets by putting Piquet on soft tyres with a pit stop in view, and Surer on hard tyres with the prospect of running through non-stop. Similarly Prost was aiming to run non-stop and Lauda was planning a stop, as were both Williams cars. Nothing is cut and dried in these days of fierce competition between the big manufacturers supporting the specialist teams. Senna led the field round on the parade lap and they all took up their positions on the grid. The red light came on and as engines soared to 10,000 rpm and more, the huge concrete grandstand shook with the reverberations of all that unleashed power. The first eight positions on the grid were enough to send shivers down the back of the most hardened spectator; Senna (Lotus), Rosberg (Williams), Mansell (Williams), Piquet (Brabham), Prost (McLaren), de Angelis (Lotus), Alboreto (Ferrari), Tambay (Renault); as good a bunch of "racers" as you could wish to see, and all of them about to unleash 800 bhp in a car about the weight of a Mini-Metro. As they screamed away to the first chicane Rosberg and Senna were wheel-to-wheel, with Mansell behind them. Rosberg took the line into the first corner and Senna had little option but to cut straight across the kerbs, for he had no intention of lifting off and giving the corner to Rosberg. However, his acrobatics meant that he lost out to the Williams boys, but "nothing venture, nothing gained". Back at the start line two cars had been left behind, both having stalled their engines. Acheson's RAM-Hart was push-started by the marshals and joined in a bit late, but poor Ghinzani's Toleman-Hart was unable to restart in spite of being pushed a long way. The Electronic Engine Management system was confused by the messages being received and was giving all the wrong answers, so all the engine would do was to give an occasional "blurp".

Out on the circuit Rosberg was hard on it and had an enormous lead at the end of the opening lap, followed by Mansell, the two Honda V6 engines sounding terrific as they blasted past the pits at 185 mph. Senna third, Prost fourth, de Angelis fi Alboreto sixth, Piquet seventh, Tam eighth, Johansson ninth, and Warw tenth. With fuel tanks filled to the b many of the cars were hitting the sli bumps on the main straight with th under-body steel skids, sending out show of sparks. On the second lap Senna kn that he had been right about his Rena engine being a bit flat, for Prost caught h quite easily and went by into third place a de Angelis was closing on the Brazilian. the back of the field Alan Jones' Hart eng was showing signs of overheating and called at the Beatrice pit briefly to report fact, but was sent on his way with fing crossed. Acheson also called at the pits w gear-change linkage trouble. As the t Honda powered cars completed the th lap, Mansell's engine suddenly went flat a made an awful noise, but it kept runni and he staggered round the whole lap a made his way into the pit lane. The trou was diagnosed as a fault in the electro boost-pressure control unit, and after t was replaced by a new one in a matter seconds, the engine was back on full so and Mansell was back in the race as healt as ever, albeit nearly two laps behi Rosberg. This had let Prost up into seco place, running smoothly and consisten and just waiting for the Finn's engine blow up, except that this time it didn't, all the Frenchman could do was sit in seco place and watch the Williams slowly b surely disappear into the distance. The was absolutely no danger from behind, though de Angelis had taken third pla from Senna, he was a long way back a losing ground. Piquet and Pirelli had be having a gamble on tyres, the Brabha starting on relatively soft ones, but in t opening laps with a full tank of fuel th were beginning to overheat if pressed har However, by ten laps Piquet had been ab to speed up and had passed Alboreto a was closing on the Lotus duo, but he cou "read" his front tyres and knew they we wearing too rapidly due to the ear over-heating. At the end of lap 12 he w into the pits for a new set of tyres a rejoined in eleventh position, but no equipped to have a bit of a go. The Beatric Haas / Lola / Hart or whatever we a supposed to call it, expired in sight of th pits on lap 8 and Jones walked thoughtfully. The Minardi had expired the opening lap with turbocharger failure engine trouble, without many peop noticing and Cheever's Alfa Romeo went ou with similar trouble. Some engi development never progresses! Warwic retired his Renault at the pits on lap 10 wit the crownwheel and pinion chewed up an Berger had similar trouble in his Arrows a he sped past the pits to start lap 14, clankin to a stop before the first chicane.

Rosberg was in complete command of th race, lapping Mansell so that the secon



THE BRABHAM TEAM hedged its bets by starting Piquet on soft tyres and Surer (above) on a hard compound. Piquet finished second and Surer failed to take Senna for third by just two-tenths of a second giving Brabham, BMW and Pirelli one of their best results of the year.

Williams was running strongly between him and Prost, and anyone who wasn't paying attention, or had been to the bar or the toilet, would have thought the Williams team were still first and second. There was a long gap behind Prost, but then came Lauda in the second McLaren-Porsche, the crafty Austrian almost surreptitiously having worked his way up from his sixteenth position on the grid to third place. It only wanted Rosberg's car to falter and we'd have another McLaren one-two, with Lauda's steely eyes looking for another win. He had passed Johansson, Tambay, Alboreto, Senna and de Angelis and it would have been interesting to know what they all *really* thought as he went by, for Lauda is not one to say "Good-day, excuse me while I go by." On lap 26 Lauda was into the pits for a tyre change and a new nose cone, which dropped him back to tenth place, and on lap 28 Rosberg was in for what must have been the quickest tyre stop ever seen, for he was out and gone before de Angelis came into view, though naturally Prost had swept by into the lead as the Williams peeled off into the pit lane. Alboreto had stopped for tyres, losing only one place, that being to Piquet who was slowly but surely working his way back up through the mid-field runners. Tambay and Mansell both stopped for tyres and in spite of being too far back to make any impression the Williams-Honda driver was still pressing on hard when a lot of drivers would have given up in disgust. His tenacious drive was rewarded with a new lap record on lap 38 in 1 min 28.283 secs (236.512 kph).

While de Angelis was enjoying leading his brilliant young team-mate, his engine was using too much fuel and soon after half distance his contents gauge made him panic and ease right off, dropping from the third place he had inherited when Lauda made his pit stop, so that Senna moved up into third place behind Prost and Rosberg. Down at the back of the race the slower cars were gradually falling by the wayside, but in mid-field Marc Surer was running strongly as was Johansson, though the Ferrari was not exactly competitive compared with the leaders. Piquet had moved steadily ahead of these two and was once more closing on the Lotus pair, de Angelis being easy meat with his power turned down. Other people's stops had promoted Johansson to fifth place, but then his own stop put him down to eighth place, a lap behind the leader. Rosberg had been steadily closing on Prost, and on lap 40 he sailed by into the lead, the mighty McLaren unable to respond, and it really looked as if the Honda engine was going to hold together this time, for it sounded very healthy, as did Mansell's, but we spoke too soon for at the end of lap 45 it was Prost who appeared in the lead and the unfortunate Rosberg was seen heading for the pits. There was far more water on the outside of the engine than inside and its race was run. Although a head-gasket was suggested as the failure, one wonders whether it was not something more subtle like the failure of a ceramic-to-alloy joint inside, as the Porsche engine used to suffer last year. Their water-leaks were often attributed to the simple "head gasket". As if in sympathy Mansell's Honda engine expired three laps later with a suspected piston failure, but whatever it was, it was pretty serious. Between these two engine failures the quiet and glum crowd had began to leave, along with the Italian President and his entourage, for on lap 46 Alboreto had driven slowly into the pits with his Ferrari engine de-arranged internally. Even Johansson struggling along in fifth place was not enough to keep them in their seats. In was a black day for Maranello and Monday morning at the factory was something that every member of the team was dreading, for even at 87 years of age Uncle Enzo would be asking questions.

While all this was happening Piquet had caught and passed Senna, so that Rosberg's retirement promoted the Brabham to second place but too far back to worry Prost, who eased right off in the last two laps and let Johansson go by to un-lap himself, the last car on the same lap as the McLaren. Marc Surer had driven a remarkably consistent race, running neatly and tidily on his harder Pirellis and very nearly caught Senna's Lotus on the last lap, nonetheless finishing a praiseworthy fourth. Johansson went by to start his last lap as Prost came up to get the chequered flag, but on that last lap the Ferrari ran out of petrol and rolled to a stop. Though he moved down from being fifth, on the same lap as the leader, to being one lap behind, Johansson did not lose his overall position and as he rode back to the pits on the side-pod of the Lotus of de Angelis the Italian crowd gave him a great reception, for they appreciate an enthusiastic hard-tryer, even though he had never looked like winning.

Up on the winner's podium Prost took delight in "revving-up" the crowd, for the Italian press had been making a lot of drama about the rivalry for the World Championship between the Frenchman and Alboreto. He should have been looking to his right and left for he was flanked by two Brazilian drivers, one the fastest driver of today and the other the *best* driver of today, all things being equal. — D.S.J.

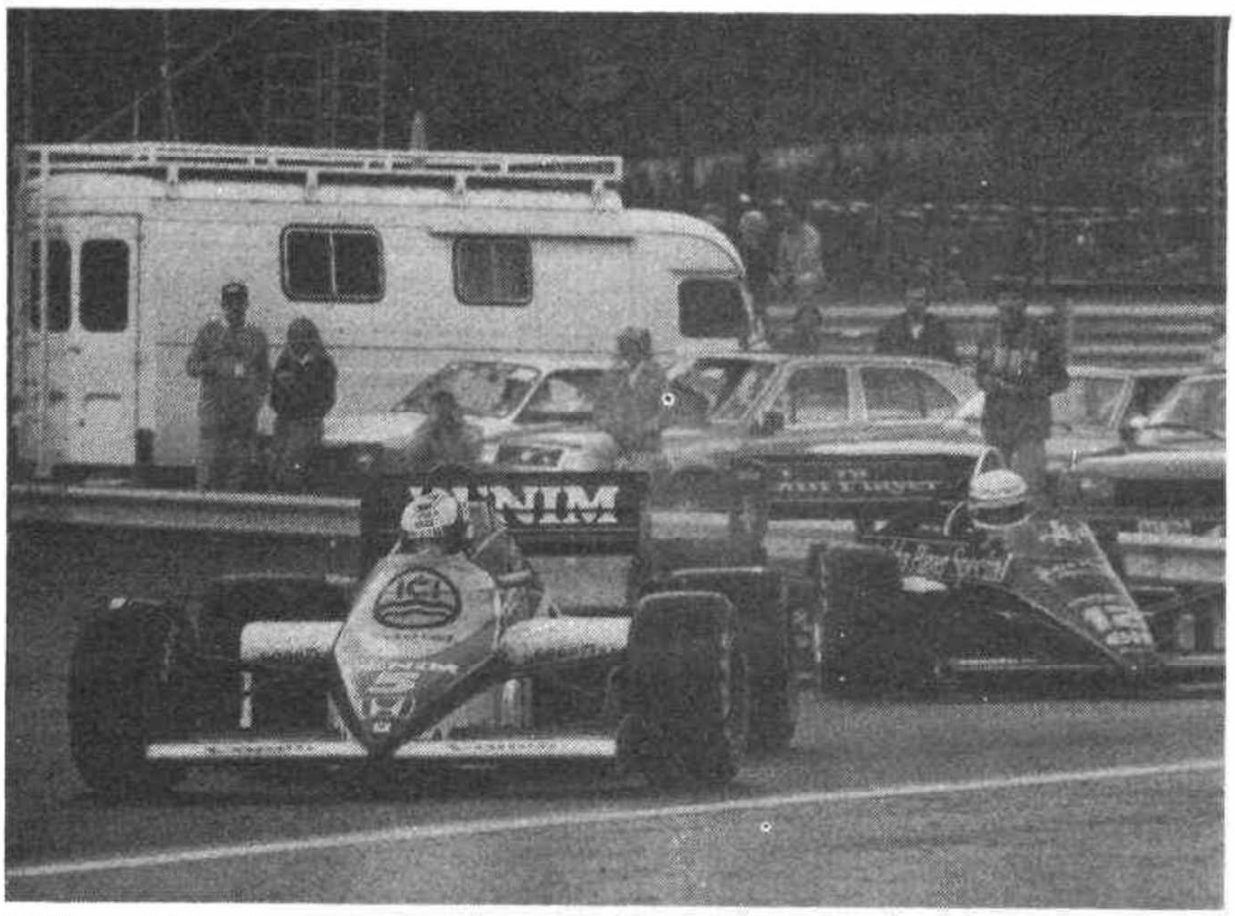
RESULTS

ITALIAN GRAND PRIX — Formula One — 51 laps — Monza — 5.800 km per lap — 295.800 km — Warm and overcast.

1st	Alain Prost	(McLaren MP4/2B-5)	1 hr 17 min 59.451 sec — 227.565 kph
2nd	Nelson Piquet	(Brabham BT54/6)	1 hr 18 min 51.086 sec
3rd	Ayrton Senna	(Lotus 97T/4)	1 hr 18 min 59.841 sec
4th	Marc Surer	(Brabham BT54/8)	1 hr 19 min 00.060 sec
5th	Stefan Johansson	(Ferrari 156/85-083)	1 lap behind — out of fuel on lap 51
6th	Elio de Angelis	(Lotus 97T/3)	1 lap behind
7th	Patrick Tambay	(Renault RE60B/08)(T)	1 lap behind
8th	Martin Brundle	(Tyrrell 014/3)	1 lap behind
9th	Thierry Boutsen	(Arrows A8/5)	1 lap behind
10th	Philippe Streiff	(Ligier JS25/03)	2 laps behind
11th	Nigel Mansell	(Williams FW10/6)	retired on lap 48 — engine failure
12th	Teo Fabi	(Toleman TG185/5)	4 laps behind
13th	Michele Alboreto	(Ferrari 156/85-085)	retired on lap 46 — engine failure
14th	Keijo Rosberg	(Williams FW10/7)	retired on lap 45 — engine failure
15th	Jacques Laffite	(Ligier JS25/05)	retired on lap 41 — engine failure
16th	Niki Lauda	(McLaren MP4/2B-4)	retired on lap 34 — engine failure
17th	Riccardo Patrese	(Alfa Romeo 184TB/02)	retired on lap 32 — broken exhaust
18th	Huub Rothengatter	(Osella FA1G/02)	retired on lap 27 — engine failure
19th	Philippe Alliot	(RAM03/02)	retired on lap 20 — engine failure
20th	Gerhard Berger	(Arrows A8/4)	retired on lap 14 — transmission failure
21st	Derek Warwick	(Renault RE60B/03)	retired on lap 10 — broken final drive
22nd	Alan Jones	(Lola-THL-1/001) (T)	retired on lap 7 — engine failure
23rd	Eddie Cheever	(Alfa Romeo 184TB/03)	retired on lap 4 — engine failure
24th	Kenny Acheson	(RAM 03/01) (T)	retired on lap 3 — gearbox trouble
25th	Pierluigi Martini	(Minardi M185/4)	retired on lap 1 — turbo engine failure
26th	Piercarlo Ghinzani	(Toleman TG185/4)	retired on lap 1 — failed to start

Fastest lap: Nigel Mansell (Williams FW10/6) on lap 38 in 1 min 28.283 sec — 236.512 kph

26 starters — 11 finishers



MANSELL AND SENNA exit from the p on lap 8 having stopped for slick tyres. At thi they are lying first and second in the race but s later the position was reversed for Senna ha given scrubbed tyres and Mansell had not.

The Belgian Grand Prix

— Touch and Go

Spa-Francorchamps, September 15th

IT WAS with some trepidation that the Formula One "circus" re-assembled in the paddock of the splendid *Circuit Nationale de Francorchamps* for a re-run of the 1985 Belgian Grand Prix that had been abandoned back in June when the Formula One cars tore up the newly-laid surface. Since then the whole circuit has been resurfaced at enormous cost and effort, using a normal tarmac-mix instead of the "trick" water-repellant one that had not worked. The motorcycle grand prix, a 24 hour saloon car race and a sports car endurance race had all been held on the new surface without any problems arising so all augured well. But the *Haute Fagnes* and the edge of the *Ardennes* in mid-September was another matter and weather reports were being studied carefully. Add to this the fact that practice was due to start on Friday the Thirteenth and that two drivers who were here in June are no longer with us, while a third was in hospital and it is easy to see why some people were a little apprehensive.

The normal entry was slightly depleted by the Tyrrell team only entering Martin Brundle, though he had two Renault-powered Tyrrell cars to utilise, and the RAM team withdrew its entry for Kenny Acheson due to a shortage of spare Hart 415T engines following the Italian Grand Prix the week before. The new team sponsored by the Beatrice Group could not enter Alan Jones with its Hart-powered car for this re-run as it had not entered the original event last June. During Friday morning in the test-session Niki Lauda damaged a wrist when a sticking throttle on his McLaren-Porsche caught him out and spun him into the barriers. The car was not badly damaged but Lauda flew away to Vienna to have his injury looked at and did not return. There was talk of replacing him with John Watson, who happened to be "passing through", but it would have needed the agreement of *all* the other teams and Ron Dennis has made some enemies within the ranks recently and it now showed. All this meant there were only 24 drivers for qualifying, so providing everyone went fairly quickly there were no problems about the starting grid, only the question of where everyone would be.

Team Lotus started the day in good but within minutes it had turned into Shambles, with Elio de Angelis in the because his own car had a slipping cl and Senna was sidelined with a t charger failure on his Renault engine gearbox trouble. However, a lot of work by the mechanics got both d back into fair order ready for the afte qualifying though Senna had to use t car which was not set-up properly fo lap sprints. The morning was cool and with blue skies and a warming sun Mansell was in great form with his Will Honda, the Japanese engines sounding purposeful at every race. He was revell the high-speed swerves and dow swoops, as was Rosberg, while Piquet his element. For those teams who had no progress since June it was just a ma repeating what they had done before, b the progressive teams there was ple learn in the way of adapting their cars superb conditions.

During the lunch break the skies cl over but conditions looked stable, th not permanently so, and in conseq there was a pretty busy queue in the pi to get out as soon as the track was op qualifying, Prost and Piquet leadin charge. Goodyear tyres were only just to last a hard lap with Honda, Fe BMW or Renault power, but looked ha with Porsche power so although Pi Senna, Rosberg and Mansell looked te down the hill by the old pits and up thr *Eau Rouge* and the *Radiallon* it was who was fastest for the lap, but only b infinitesimal margin. Although the weather was good for the highly str engines and visibility was ideal, wit glaring sun, there were still troubles. L went by with a spectacular fire pourin the back of his Ligier when the left-

ENTRY AND PRACTICE

No.	Driver	Nat.	Car-Engine	Friday Qualifying	Saturday Qualifying	Remarks
1	Niki Lauda	AUT	McLaren MP4/2B-Porsche V6 t/c	DNP	DNP	Withdrew injured
2	Alain Prost	FR	McLaren MP4/2B-Porsche V6 t/c	**1.56.563**	**1.55.306**	Pole position
3	Martin Brundle	GB	Tyrrell 014-Renault V6 t/c	2.00.950	2.01.364	
4			Tyrrell 014-Renault V6 t/c	Entry Withdrawn		
5	Nigel Mansell	GB	Williams FW10-Honda V6 t/c	1.56.727	1.56.996	
6	Keijo Rosberg	FIN	Williams FW10-Honda V6 t/c	1.57.582	1.57.465	
7	Nelson Piquet	BRA	Brabham BT54-BMW 4 t/c	1.56.643(T)	1.55.648(T)	
8	Marc Surer	CH	Brabham BT54-BMW 4 cyl t/c	2.00.154	1.57.729	
9	Philippe Alliot	FR	RAM 03-Hart 4 cyl t/c	1.59.626	1.59.755	
10	Kenny Acheson	IRL	RAM 03-Hart 4 cyl t/c	Entry Withdrawn		Shortage of engines
11	Elio de Angelis	ITAL	Lotus 97T-Renault V6 t/c	1.58.852	1.57.322	
12	Ayrton Senna	BRA	Lotus 97T-Renault V6 t/c	2.00.710(T)	1.55.403	
15	Patrick Tambay	FR	Renault RE60B-Renault V6 t/c	1.58.105	1.59.335	
16	Derek Warwick	GB	Renault RE60B-Renault V6 t/c	1.59.761	1.58.407	
17	Gerhard Berger	AUT	Arrows A8-BMW 4 cyl t/c	1.56.770	No time	
18	Thierry Boutsen	B	Arrows A8-BMW 4 cyl t/c	1.59.046	1.56.697	
19	Teo Fabi	ITAL	Toleman TG185-Hart 4 cyl t/c	1.57.588	1.57.857	
20	Piercarlo Ghinzani	ITAL	Toleman TG185-Hart 4 cyl t/c	1.58.820	1.58.706	
22	Riccardo Patrese	ITAL	Alfa Romeo 185TB-Alfa Romeo V8 t/c	1.59.703	1.58.414	
23	Eddie Cheever	USA	Alfa Romeo 185TB-Alfa Romeo V8 t/c	2.00.861	1.59.370	
24	Huub Rothengatter	NL	Osella FA1G-Alfa Romeo V8 t/c	2.06.083	2.05.776	
25	Philippe Streiff	FR	Ligier JS25-Renault V6 t/c	2.00.599	1.59.245	
26	Jacques Laffite	FR	Ligier JS25-Renault V6 t/c	2.01.345	1.58.933	
27	Michele Alboreto	ITAL	Ferrari 156/85-Ferrari V6 t/c	1.56.999	1.56.021	
28	Stefan Johansson	SWE	Ferrari 156/85-Ferrari V6 t/c	1.56.585	1.56.746	
29	Pierluigi Martini	ITAL	Minardi M185-Moderni V6 t/c	2.06.007	2.06.606	
30	Christian Danner	D	Zakspeed ZAK841-Zakspeed 4 t/c	2.05.059	2.07.046	Replacing Palmer tempo
	(T) In spare car					

turbocharger broke, but it was soon dowsed by the marshals when he stopped. Mansell had a very frightening moment in the long double-left downhill bend in the centre of the circuit, when the righthand spoke of his steering wheel broke and he scrabbled round the corners with the rim nearly at right-angles to the column! By 1.30 pm nearly everyone had made his pass at pole-position and Prost, Johansson, Piquet, Mansell, Berger and Alboreto were all below 1 min 57 sec which gave a lap speed of well over 130 mph. Grand Prix racing in the Grand Manner. Probably the most impressive figures given by the Longines team of timekeepers were the speeds of well over 160 mph past the pits into the braking area for the famous *Le Source* bottom-gear hairpin, and 200 mph at *Les Combes* at the top of the long uphill section on the main road towards *Malmedy* just before braking heavily for the sharp turn off onto the new section of the circuit. It was the BMW powered cars that were topping these figures.

As the qualifying hour drew to a close there were flashes of lightning in the dark skies and the rumble of thunder getting



PHILIPPE STREIFF has settled into the Ligier team well and at both Monza and Spa qualified quicker than his team-mate, Laffite. He has brought his car to the finish both times as well, tenth in Italy and ninth in Belgium.

closer. Literally one minute before qualifying finished the rain came over the hills from *Stavelot* but everyone was back in the paddock by then, though Senna had suffered another turbo failure and Laffite had borrowed his new team-mate's car right at the end, and this time the right-hand one broke. Apart from Senna being down in eighteenth place, due to his mechanical troubles, the scene looked pretty healthy. The only uneasy part of the proceedings was the fact that there were hardly any spectators to witness the speeds and high-speed driving by the top drivers. There were so few that you could almost count them individually, and one could only assume that having been "caught" in June they were not coming back to risk another debacle. In addition there was a depressing amount of black polythene sheeting covering the majority of the advertising hoardings, presumably because the firms concerned refused to pay any more money for their permanent sites. This is nothing to do with the RACB who organise the Grand Prix, but is the concern of B. C. Ecclestone and his financial firm (not FOCA I would add) who look after the finances of running the event.

On Saturday morning a gloom fell, for it was a typical autumn morning with thick mist in the valleys and clouds in the hills and as everyone drove into the circuit for the morning test-session it was obvious that it wasn't going to happen at 10 am. Not until the mists cleared and the clouds lifted, anyway. The start of testing was put back until 11 am and shortened by 15 minutes. The sun broke through and all was well so that we were able to get under way with all the usual things like trying different tyres, setting the cars up fully laden with 220 litres of fuel, doing consumption tests with lower boost pressure, fiddling with aerodynamics and so on.

The afternoon turned out to be superb and the battle for pole position was on in earnest. Senna set the ball rolling, then Alboreto beat him and Johansson was not far behind, though not quite as quick as he had been the day before. Prost was sent off and promptly took pole-position from Alboreto and then Piquet went out in the tweaked-up Brabham T-car and snatched the top spot. All this was with their first set of chosen tyres, some of them finishing their fast lap with the rear ones covered in blisters, while others managed to complete a full lap with them looking pretty healthy, but not good enough for another really quick lap. Piquet was down to 1 min 55.7 sec with over 200 mph through the speed trap, but Prost then did 1 min 55.3 sec with only 192 mph through the trap. The Ferraris and the Williams were tending to follow the Brabham principle of ultimate power, while Lotus was trying to keep down to the McLaren idea of less top speed and to finish the lap in good shape. Senna's first run time, which had been the initial target, was down to fourth position as the end of the hour approached, but Team Lotus had everything under control and the young Brazilian was waiting in the shadow of the pit garage ready for a final fling. With everything on his side he was away, round for a warm-up lap and then past the pits flat-out and maximum braking for *La Source* hairpin, down the plunge to *Eau Rouge* and up the other side to reach 190 mph at the top of the hill. Down through the fast infield onto the lower road and back across the timing line, with bubbles appearing on his rear tyres. 1 min 55.4 sec which put him into second place a 10th of a second behind Prost. In the last moments Piquet went out again, to do another 200 mph pass through the speed trap, and to reduce his time to 1 min 55.6 sec, but it was only good enough to consolidate his third place. The two Ferrari drivers were in the 1 min 56 sec

STARTING GRID ↑

2
A. Prost
(McLaren-Porsche V6 t/c)
1 min 55.306 sec
38 (2 min 01.730 sec)

12
A. Senna
(Lotus-Renault V6 t/c)
1 min 55.403 sec
40 (2 min 03.700 sec)

7
N. Piquet
(Brabham-BMW 4 t/c)
1 min 55.648 sec (T)
35 (2 min 02.655 sec)

27
M. Alboreto
(Ferrari V6 t/c)(T)
1 min 56.021 sec
3 (2 min 30.110 sec)

28
S. Johansson
(Ferrari V6 t/c)
1 min 56.585 sec
3 (2 min 24.045 sec)

18
T. Boutsen
(Arrows-BMW 4 t/c)
1 min 56.697 sec
30 (2 min 07.488 sec)

5
N. Mansell
(Williams-Honda V6 t/c)
1 min 56.727 sec
37 (2 min 03.479 sec)

17
G. Berger
(Arrows-BMW 4 t/c)
1 min 56.770 sec
41 (2 min 04.142 sec)

11
E. de Angelis
(Lotus-Renault V6 t/c)
1 min 57.322 sec
16 (2 min 09.675 sec)

6
K. Rosberg
(Williams-Honda V6 t/c)
1 min 57.465 sec
40 (2 min 03.363 sec)

19
T. Fabi
(Toleman-Hart 4 t/c)
1 min 57.588 sec
18 (2 min 06.350 sec)

8
M. Surer
(Brabham-BMW 4 t/c)
1 min 57.729 sec
42 (2 min 02.266 sec)

15
P. Tambay
(Renault V6 t/c)
1 min 58.105 sec
20 (2 min 07.582 sec)

16
D. Warwick
(Renault V6 t/c)
1 min 58.407 sec
20 (2 min 06.697 sec)

22
R. Patrese
(Alfa Romeo V8 t/c)
1 min 58.414 sec
18 (2 min 08.113 sec)

20
P. Ghinzani
(Toleman-Hart 4 t/c)
1 min 58.706 sec
3 (2 min 29.896 sec)

26
J. Laffite
(Ligier-Renault V6 t/c)
1 min 58.933 sec
35 (2 min 04.835 sec)

25
P. Streiff
(Ligier-Renault V6 t/c)
1 min 59.245 sec
38 (2 min 04.685 sec)

23
E. Cheever
(Alfa Romeo V8 t/c)
1 min 59.370 sec
20 (2 min 06.658 sec)

9
P. Alliot
(RAM-Hart 4 t/c)
1 min 59.626 sec
7 (2 min 22.744 sec)

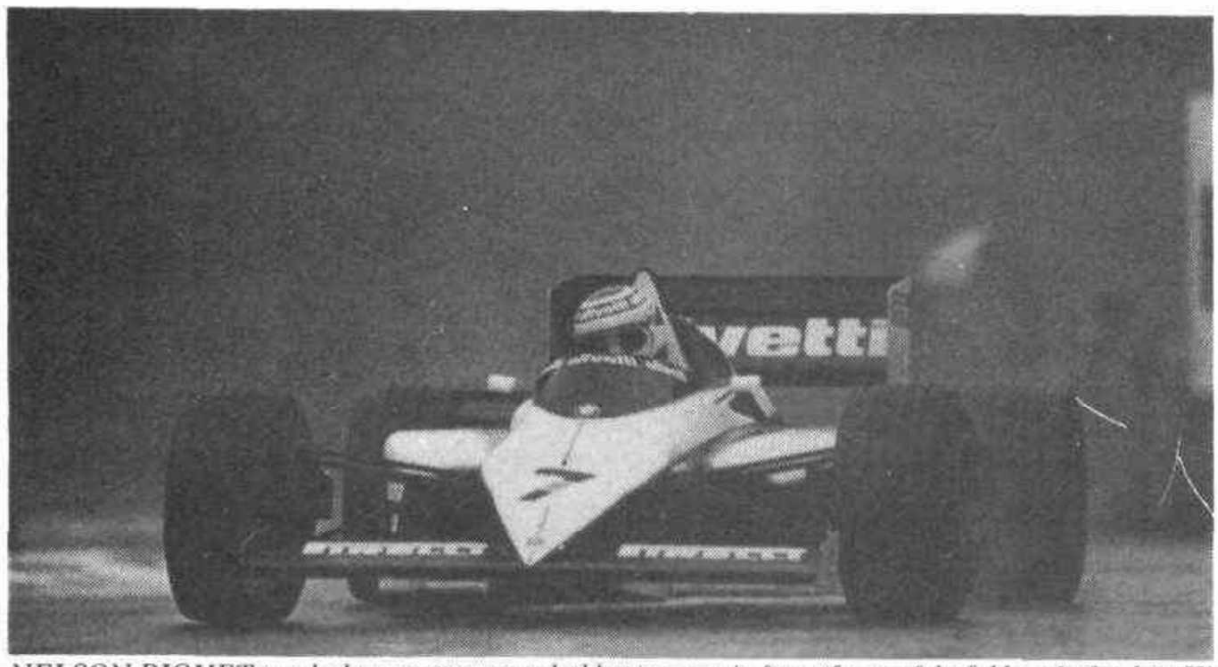
3
M. Brundle
(Tyrrell-Renault V6 t/c)
2 min 00.950 sec
37 (2 min 06.557 sec)

30
C. Danner
** (Zakspeed 4 t/c)(T)*
2 min 05.059 sec
16 (2 min 11.835 sec)

24
H. Rothengatter
(Osella-Alfa Romeo V8 t/c)(T)
2 min 05.776 sec
32 (2 min 19.005 sec)

29
P. Martini
(Minardi-Moderni V6 t/c)
2 min 06.007 sec
38 (2 min 15.557 sec)

(T) denotes spare car for grid time or for race.
* started race from pit lane.
N.B. Time in brackets is best lap in race.
Number in bold is lap on which recorded.



NELSON PIQUET was lucky to emerge unscathed having spun in front of most of the field on the first lap. His final finishing place, fifth, was lucky too for Thierry Boutsen's Arrows retired from the spot near to the end.

bracket, closely followed by Boutsen, Mansell and Berger also in the 1 min 56 sec class, but de Angelis and Rosberg, who were ninth and tenth, were already nearly two seconds slower than Prost, and that is a long way at an average of well over 130 mph. The two Arrows drivers had been making full use of their BMW power, Boutsen being very much at home on his national circuit, and the young Austrian Gerhard Berger being quite simply very brave. His grid time had been set on Friday, for on Saturday he was on his first flying lap when the plenum chamber feeding the BMW engine with highly compressed air from the turbo-charger unit, exploded and took some of the bodywork away, a frightening thing to happen just behind your head!

Everyone was assured of a place on the grid, though there was a difference of nearly 11 seconds between the fastest and slowest, and a speed differential at the top of the hill of nearly 30 mph. It is not only a question of engine power, for the top runners have cars that are close to the minimum weight limit of 540 kgs, while the small teams down the back have difficulty in getting their cars under 600 kgs, which is all a question of detail design and being able to afford exotic materials like carbon fibre and titanium, and of course, knowing how to utilise such things. For the organisers things perked up a little, for the small number of spectators of Friday seemed to have doubled, but it was still a pathetically small crowd and would not have done justice to a British club meeting. It certainly was not of Grande Epreuve standard.

By the grace of the gods we had skated precariously through the two days of practice and everyone was very thankful that all seemed to be well, but Sunday morning spelt total disaster. Not only were the clouds back on the high ground, but rain was pouring down in the valleys and the whole area was gloom personified. In diabolical conditions the morning "warm-up" session took place at 10 am and it was heroic stuff, with Mansell fastest with his Williams-Honda in race-trim, but it took him 30 seconds longer to complete the lap over a normal time. There were one or two spins and excursions into escape roads and onto the grass verges, but no serious damage was done, except to the Osella, so that Rothengatter had to face starting the race with the old 1984 car they keep by as a spare. The Ferrari team had brought along an early-specification car as a spare for Alboreto, more as a cross-check than anything else, for he and Johansson had the heavily revised cars they had used at Monza. It had not taken Alboreto long on Friday morning to convince himself that the newer car was an improvement, so 078 had been put to one side.

The 43 lap race for the Grand Prix de Belgique was not due to start until 2 pm so in the interim there was a race for old sports cars such as Ford GT40, Lola T70, Porsche 917 and Can-am McLaren, which revived some happy memories of past events at

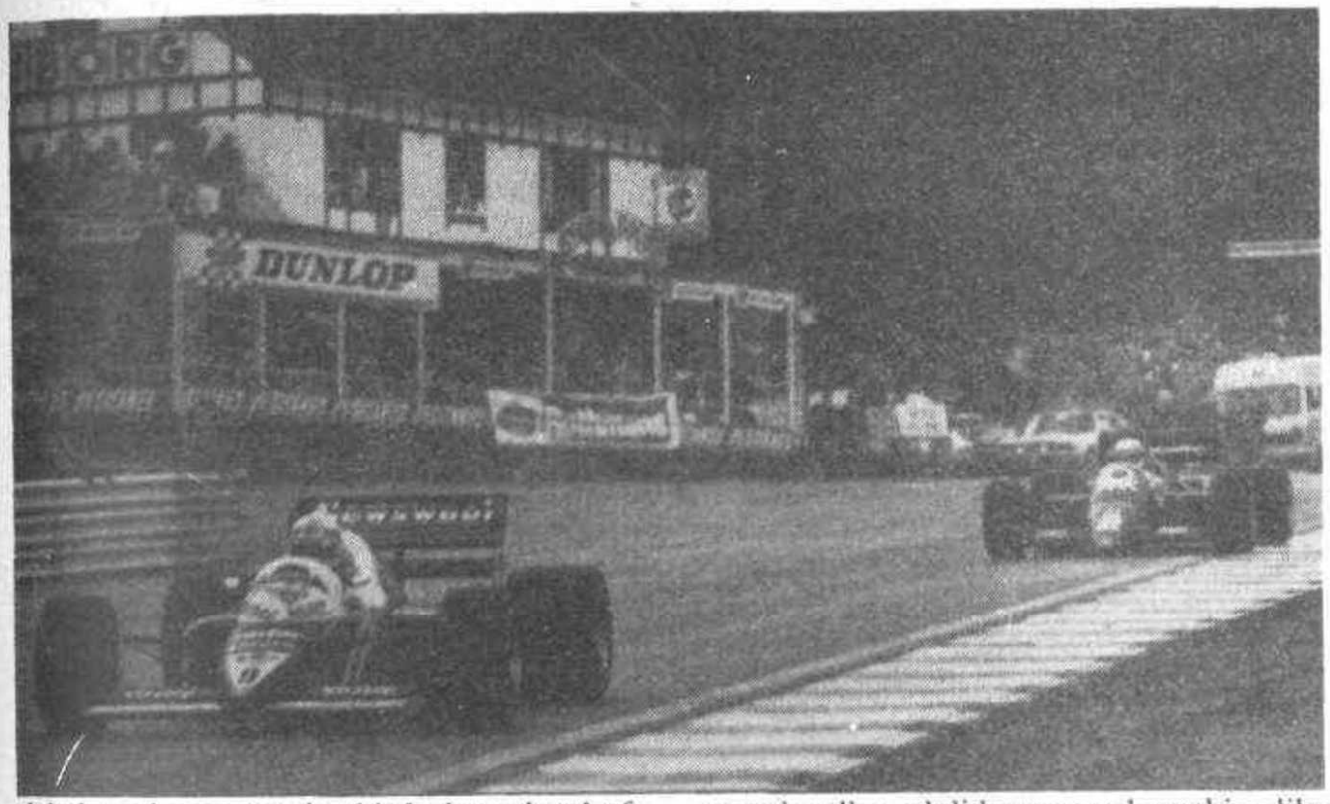


AYRTON SENNA, winner of the soaking Portuguese GP and the wet / dry Belgian GP.

Francorchamps as they roared round clouds of spray. At midday the rain was s falling and the small crowd of enthusias spectators was huddled under umbrell and then a miracle happened. The ra stopped, the clouds which were sitting ground level began to swirl about, the s broke through and there were the makin of a nice afternoon, but the track was s very wet. The pit lane opened at 1.30 pm f the run round to the dummy-grid a everyone was on "wet" tyres and there wa lot of spray from the cars, visibility bei appalling, but at least it was not going to g any worse, and during the 30 minute buil up to the start the track began to dry visib in places. All was not well in the pit-lane f Alboreto's Ferrari (085) developed a fu tank leak and there was a panic to transf him to the virtually untried T-car. At t other end of the pits there was also troub when Christian Danner returned with t Zakspeed while Alboreto was able to lea the pits before the closing time and make h lonely way round to the grid, Danner w forced to start from the pit lane, havi returned to his pit after the parade lap.

From the start Senna rocketed into t lead, followed by Piquet, both of them ou accelerating Prost's McLaren in the rush the hairpin. As they accelerated out of down towards *Eau Rouge* Piquet gave h BMW engine too much "welly" a promptly spun, with cars dodging all rou him, so the order up the *Radiallon* w Senna, Prost, Alboreto, Manse Johansson, Boutsen, Berger and Rosber And the spray was flying. With a clear ro ahead Senna was pulling away rapidly b poor Alboreto was finding the old Ferrari terrible handful, having done very litt practice with it, and he began to lose plac dramatically. Incredibly it only needed t 24 cars to cover two laps for a "dry" line begin to appear, so providing you stayed the groove the going was good. Th prompted Rosberg to stop on lap 4 a change to slick tyres, and Piquet did th same on the next lap. This dropped Rosbe to 21st place and Piquet to 19th place, b they both then began to go motor racing true champion style. Alboreto disappeare on lap 4 with clutch failure in the Ferra and at that Prost decided there was no poi in doing any serious motor racing, his min was on gathering points for the Worl Championship rather than trying to win th Belgian GP. Mansell had different ideas an sliced through into second place in pursu of Senna who was hungry for anothe victory, having been robbed of so many th season.

At the end of lap nine Senna, Mansell an Prost all decided that the circuit was dr enough for slick tyres and for a brie moment de Angelis actually led the race, bu then he too stopped and everything returne to normal, except that Rosberg had com storming up through the field on his dr tyres, profiting from every yard of track as



A SHORTAGE OF ENGINES caused RAM to enter only one car, for Philippe Alliot (seen leading Patrese's Alfa Romeo) but the Frenchman lost control on lap 11 and crashed into a barrier.

dried, and was now in third place ahead of an untroubled Prost who was merely going for a nice Sunday afternoon drive to gather points. Cars were already falling by the wayside and Ghinzani got his Toleman slightly off line down the hill past the old pits and promptly spun into the barriers with a sickening crash, and three laps later Alliot did the same thing with his RAM and crashed on the other side of the track, giving the marshals a busy time dragging the wrecks out of the way. Johansson had gone off into the rough when his transmission siezed up, and the Zakspeed expired, while de Angelis managed to struggle back to the pits with a turbo-charger failed on his Renault engine.

Senna was in a class of his own, though Mansell was driving heroically to try and keep him in sight, but it was useless, even though the Lotus was badly baulked on the rush up the hill from *Eau Rouge* by a different car on six or seven laps in succession. It seemed that Senna was destined to lap the tail-enders and mid-field runners on this section, and for lap after lap he went up the hill on the over-run behind a slower car, waiting to power past over the brow. The "dry line" was fine, but it was still damp off-line, so no one was going to move out of the way on the 150 mph sweeping climb, and Senna wasn't going to try any silly passing manoeuvres round the outside. Just after half distance, 17 laps, a small shower of rain passed over the circuit, not enough to cause any trouble but sufficient to slow everyone down by some 15 seconds a lap for three or four laps, then it was back onto the pace again, Prost had been following closely behind Rosberg until the rain came, when he eased off and let the fiery Finn go. When the rain stopped, Rosberg was hard up behind his number two team-mate and fizzing about to try and get by, but Mansell was unimpressed and a very good dice ensued. Both cars sounded very healthy indeed, the Honda engines sounding like winners, whereas the leading Renault engine was beginning to splutter occasionally and did not sound anything like so purposeful. However, the Lotus part of the combine was working superbly and with Senna's beautiful touch on the fast parts of the circuit, which means almost everywhere, he was well away from the battling Williams.

Mansell had no intention of giving way, for he was in a very worthy second place and he intended to keep it, but Rosberg was still pressing him hard. On lap 31 he literally had his car's nose under the gearbox of Mansell's car, and on the long top straight he was wondering if he could outbrake his team-mate when there was a loud bang from the front of his car as one of the very large fibre-glass brake air-scoops virtually exploded. He had to let Mansell go, for with one brake cooled and the other not, things were a bit dicey and at the end of the next lap he shot into the pits to have the other front scoop ripped off, to equalise things, at the same time having a new set of tyres fitted. This stop put him back behind Prost, and with the race in its closing stages there was no time for him to regain his position. Meanwhile Mansell had suffered a moment of inattention due to Rosberg's trouble, for he had been driving with his eyes on his mirrors to see what the Finn was up to and when he arrived at the end of the long top straight he was puzzled to find car number six had disappeared. It was only a momentary hesitation, but it was enough for him to overshoot his braking point and go sailing across the rough stuff and rejoin the circuit on the other side of the right hand corner, luckily without doing any damage.

Out in front Senna was driving with fingers crossed, for every now and then his Renault engine would stutter, and he was dreading the sudden silence that would herald another retirement while in the lead. However, for a change fate was on his side and he completed the 43 laps without the sign of challenger in his mirrors, elated at scoring his second Grand Prix win. It was a win from the front, on a circuit that calls for the highest standards of Grand Prix driving, and there was justifiable joy in the Team Lotus camp. Half a minute later Mansell charged across the line into a fine second place, after one of his better races, but it had not been without its drama, for he spun at *La Source* when the track was very wet, but kept the engine on the boil, and had his long anxious excursion across the rough when he misjudged his braking point. A satisfied Prost finished third, happy in the knowledge that Alboreto had retired from the "points race" and a fighting Rosberg was a fine fourth. Honda power was second and fourth without a single hesitation! These four were the only ones to complete the 43 laps, though Piquet had driven a very hard and canny race after his first corner misdemeanour and Warwick drove a good race to come home sixth. Unfortunate was Thierry Boutsen who had held fifth place for a long while, not by reason of other people having trouble, but by sheer merit and good driving, only to have his gearbox break up two laps before the finish.

By good fortune we had got away with the re-run of the aborted Belgian Grand Prix without any undue drama and it had been a good race, with splendid opportunities for some real Grand Prix driving. It's just a pity that not many people were there to see it.

— D.S.J.

BELGIAN GRAND PRIX — Formula One — 43 laps — Spa-Francorchamps — 6.939 kms per lap — 298.420 kms — Wet and Dry

1st	Ayrton Senna	(Lotus 97T 4)	1 hr 34 min 19.893 sec — 189.811 kph
2nd	Nigel Mansell	(Williams FW10 6)	1 hr 34 min 48.315 sec
3rd	Alain Prost	(McLaren MP4 2B 5)	1 hr 35 min 15.002 sec
4th	Keijo Rosberg	(Williams FW10 7)	1 hr 35 min 35.183 sec
5th	Nelson Piquet	(Brabham BT54 6)	1 lap behind
6th	Derek Warwick	(Renault RE60B 03)	1 lap behind
7th	Gerhard Berger	(Arrows A8 5)	1 lap behind
8th	Marc Surer	(Brabham BT54 8)	1 lap behind
9th	Philippe Streiff	(Ligier JS25 03)	1 lap behind
10th	Thierry Boutsen	(Arrows A8 4)	retired on lap 41 — transmission failure
11th	Jacques Laffite	(Ligier JS25 05)	retired on lap 39 — accident
12th	Pierluigi Martini	(Minardi M185 004)	5 laps behind
13th	Martin Brundle	(Tyrrell 014 3)	5 laps behind — with handling trouble
14th	Huub Rothengatter	(Osella FA1F) (T)	6 laps behind — with gearbox trouble
15th	Riccardo Patrese	(Alfa Romeo 184TB 02)	retired on lap 32 — electrical trouble
16th	Eddie Cheever	(Alfa Romeo 184TB 01)	retired on lap 27 — transmission failure
17th	Patrick Tambay	(Renault RE60B 08)	retired on lap 25 — gearbox failure
18th	Teo Fabi	(Toleman TG185 05)	retired on lap 24 — throttle linkage
19th	Elio de Angelis	(Lotus 97T 3)	retired on lap 18 — turbo failure
20th	Christian Danner	(Zakspeed ZAK 184 01) (T)	retired on lap 17 — gearbox failure
21st	Philippe Alliot	(RAM 03 04)	retired on lap 11 — crashed
22nd	Stefan Johansson	(Ferrari 156 85 083)	retired on lap 8 — transmission failure
23rd	Piercarlo Ghinzani	(Toleman TG185 04)	retired on lap 8 — crashed
24th	Michele Alboreto	(Ferrari 156 85 078) (T)	retired on lap 4 — clutch failure

Fastest lap: Alain Prost (McLaren MP4 2B 5) on lap 38 in 2 min 01.730 sec — 205.241 kph

24 starters — 11 finishers

Renault's High Performer

THE luxury, high-performance sector of the car market was sadly neglected by manufacturers in the early eighties as they struggled to minimise their losses and keep their smaller cars fresh. The market is now bouyant again but competition is fiercer than ever, and some very exciting large cars are now making their presence felt. Big BMWs remain the yardstick, but the Audi 200 Turbo, the Saab 9000 and the Mercedes 2.3 16 have all come as challengers in the past year, while only one rung below on the price ladder the Ford Granada V6, the Volvo 760 Turbo, the Saab Turbo 16 and the Citroën CX25 GTI Turbo all offer a great deal of performance. Renault's 25 V6 Turbo joins this exclusive club, offering 140 mph performance with a price tag only a little over £15,000.

Monsieur Guy Bergeaud, Renault UK's personable managing director, has set a comparatively modest sales target for the V6 Turbo at 350-400 units in a full year, perhaps 10% of this luxury sector. Two or three years ago this might have been unthinkable, but Renault's recovery in Britain is strong, the well-received 25 leading from the top and the new 5 pushing from below, and it's the still rather anonymous mid-range cars that the French manufacturer will have to nurse in future.

From the outside it's the new alloy wheels, equipped with Pirelli P6 tyres on the first 10 right-hand-drive cars off the line, that give the game away. The interior is as plush as we've come to expect, but the power unit is almost completely new which comes as a surprise. The alloy 90-degree V6 block is basically the same but the bore is increased from 88 to 91 mm, the stroke decreased from 73 to 63 mm (and the capacity reduced from 2,664 cc to 2,458 cc); it has a new crankshaft with the crankpins offset by 30 degrees to improve smoothness, new con-rods, new pistons, new exhaust valves in a much revised cylinder head design, plus of course a Garrett T3 turbo, intercooler, Renault's own Renix electronic injection with a knock sensor for each cylinder, and some "tidy-up" features such as mounting the ignition distributor on the timing case, and using a toothed belt to drive the water pump and alternator. Another important feature on this model is the adoption of Bosch ABS braking, operating on higher-grade iron discs which are ventilated at the front.

Increases in power and torque are highly impressive, both on paper and in road terms. Power rises from 144 bhp to 182 bhp (in both cases at 5,500 rpm), while the torque peak is up by 27%, from 162 lb ft to 207 lb ft, at 3,000 rpm (over 195 lb ft is available between 1,800 rpm and 4,500 rpm).

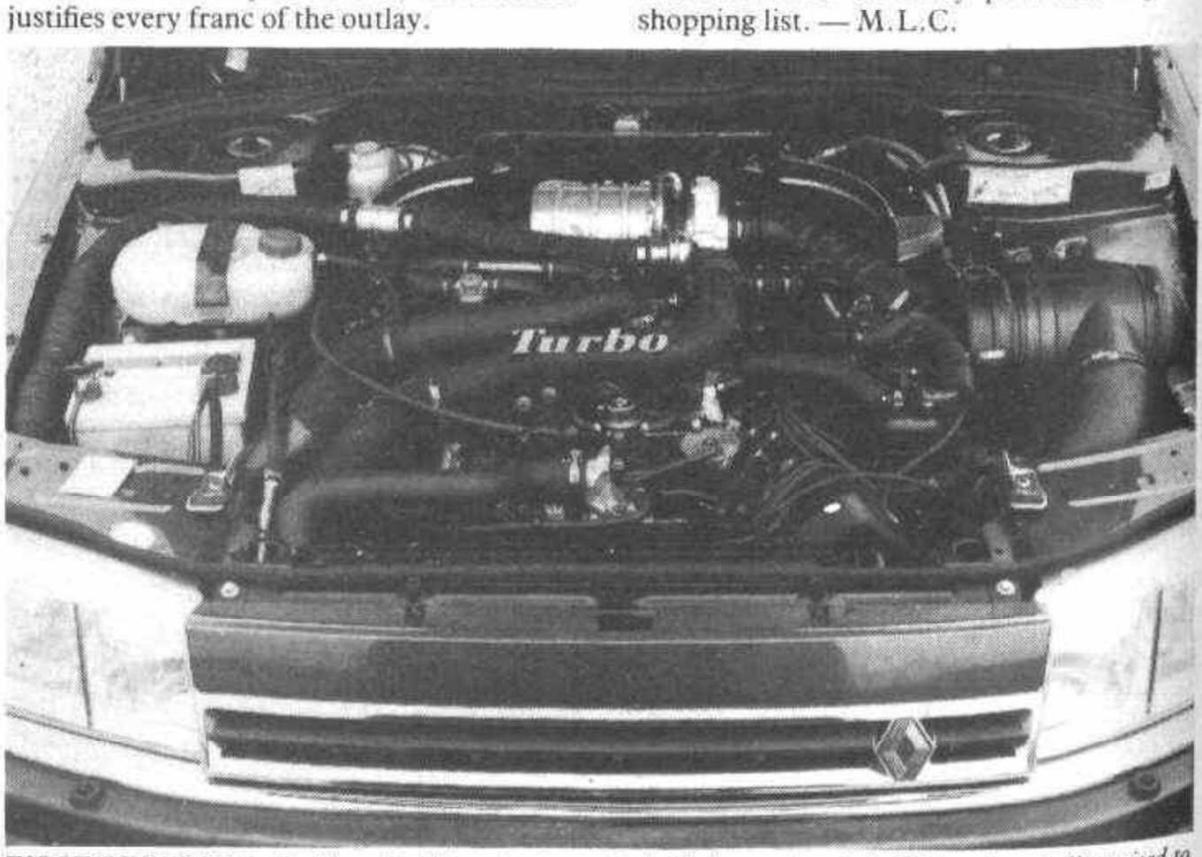
All this, in an aerodynamically sound saloon body that has risen in weight by only 100 lb (to 2,921 lb, at the kerb), helps to explain the nature of this rapid family express. It will accelerate from rest to 62 mph in 7.7 seconds and cover the standing kilometre in 27.9 seconds, but what is more impressive still is its ability to gather speed from 70 mph in fifth gear, a real mid-range punch in the back that the normally aspirated V6 fails to deliver.

The Renault 25 V6 Turbo is a car that needs handling with restraint, if you value your clean licence. All too often a cruising speed of 70 mph on the motorway gathers up to 100 mph quite unnoticed, the turbocharger compounding the smallest increase in throttle pressure. And that V6 is a beauty, revving freely to 6,500 rpm where a fuel supply cut-off operates. It was an expensive conversion, in the first instance for the Renault-Alpine in fact, but one that justifies every franc of the outlay.

The turbocharger application is marginally less praiseworthy. The turbo punch is rather sudden at around 2,500 rpm, especially in first gear, and needs watching on a rainy day. The throttle is rather sensitive to changes in pedal pressure, so this is not one of the "state of the art" applications, exemplified by the Porsche 944 Turbo, which could fool you into believing that the car simply had a larger-capacity engine installed.

That, and the somewhat sensitive power steering, might take a while to become accustomed to. Having said that, the Turbo model is one of the most dramatic cars ever to come from the State-owned manufacturer. As M. Bergeaud stated, the 25 V6 Turbo is Renault's image-builder, a model that should be on every potential buyer's shopping list. — M.L.C.





FIRST OFFERED in the Renault-Alpine sports coupé, the Turbo version of the V6 is substantially revised to produce an impressive 207 lb ft of torque at 3,000 rpm.

RALLY REVIEW

1000 Lakes

Salonen and Peugeot Capture World Titles

SHOULD you visit Finland in summertime, your first impression after the bustle of Helsinki will be of a country consisting of nothing but lakes and trees. Look further, and you will see small towns, little hamlets, forest cottages, the crop fields of smallholdings, small boats tied to wooden landing stages, plumes of smoke from lakeside sauna cabins, frighteningly high ski-jump towers and all the evidence of a practicality bred from generations of contact with Mother Nature at her harshest.

Finland is a perfect training ground for rally drivers, even though its blinkered, brainwashed police are unrelenting followers of the rule book, as incapable of individual thought as programmed robots. Indeed, their unsmiling severity has rubbed off on much of the population, and good, straight, arterial roads are often clotted by convoy after convoy of slow-moving vehicles, every driver in every frustrating queue either afraid to overtake or convinced that to do so would be to commit the ultimate, unpardonable sin.

Main roads have tarmac surfaces, but minor roads, of which there is a plentiful network, remain with dirt surfaces on solid foundations, often with a topspray of sealant. Thus the annual repair cost after the ravages of a severe winter is kept to a minimum, and the public has the benefit of low friction surfaces, both in winter and in summer, on which to learn the skills of maintaining adhesion between tyres and road.

Not every Finn is a rally driver, of course, and for every one to whom that tenuous adhesion becomes second nature there are many thousands whose skills never progress beyond average. Nevertheless, enough have become so highly skilful that, between them, Finland and Sweden have produced more champion-class talent than the rest of the world put together.

For many years, one of Finland's professional drivers who was never regarded as really top line was Timo Salonen. He scored one World Championship win in 1977, when he drove for Fiat, but in his many subsequent seasons with Datsun he managed only one more. His cars during that period were not exactly the fleetest, and some put his unspectacular career down to this, but others reckoned that Salonen didn't quite have that [illegible] which distinguishes a [illegible] only win occasionally.



TIMO SALONEN.

One of the people who didn't share that view was former co-driver Jean Todt who had been engaged by Peugeot Talbot to set up a thoroughly professional rally team and to prepare for a World Championship assault with the purpose-built 205 Turbo 16. Having decided on a two-car team, he engaged Ari Vatanen as his number one driver and Timo Salonen as his number two. Vatanen's brief was to go out and win, whilst Salonen's was to be a guaranteed finisher, in a high position of course but not necessarily in first place. It transpired that Todt's choice was a very shrewd one indeed.

Vatanen started the year well, adding two wins to those he achieved in 1984, but then came a spate of accidents leading to retirement, and this is when Salonen really began to show his mettle. Suddenly he was more than just a back-up; he was the man on whom all the team's winning hopes were pinned, and he went straight in and took over where Vatanen had left off, making it look so easy in the process.

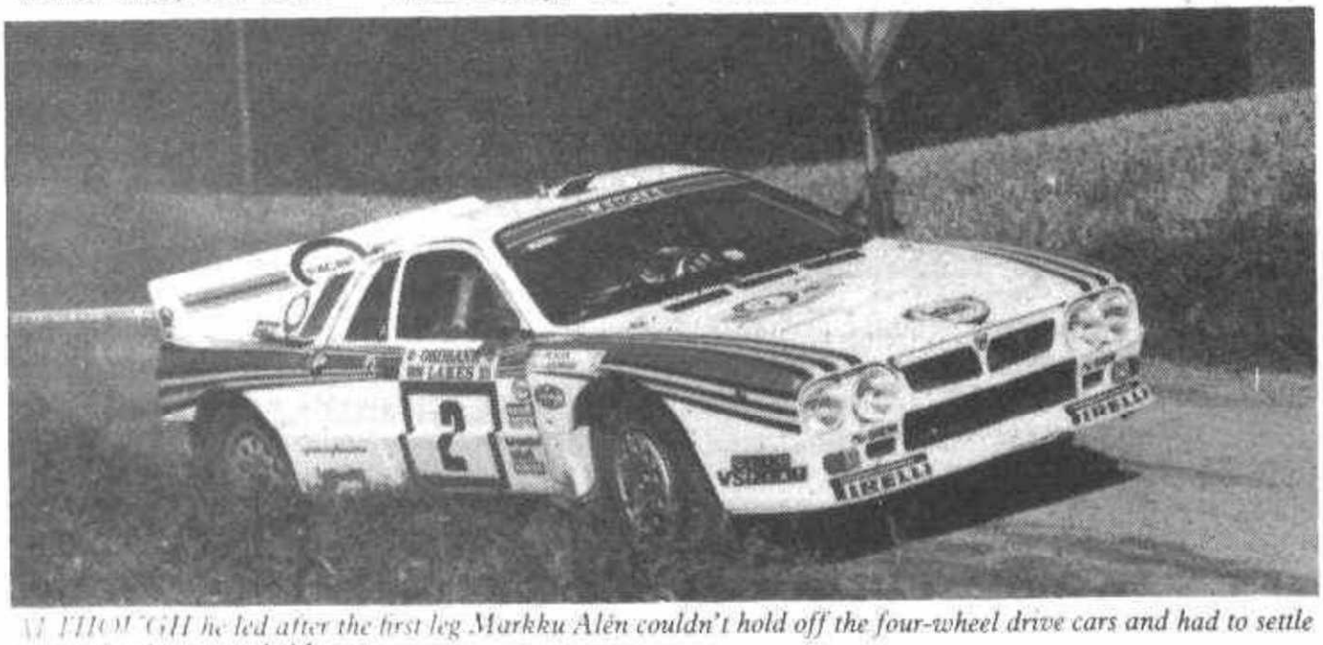
The first year of the International Rally Championship for Makes, before rallying became sufficiently respectable to merit a World title, was 1970 — incidentally, the sport was infinitely more enjoyable without that bandwagon of so-called respectability on which all manner of commercial parasites have since climbed — and in that year Björn Waldegård enjoyed eminent success by netting three victories for Porsche. The following year Ove Andersson went one better and drove an Alpine A110 to four wins. Since then others have matched that feat, Hannu Mikkola in 1979 for Ford and Walter Röhrl in 1980 for Fiat, but it is not until now that any driver has scored five championship wins in one year.

In Finland at the end of August, Timo Salonen achieved that distinction by winning, for the first time, his country's premier event, the Rally of the Thousand Lakes. In so doing, he also clinched the world title for himself and the makes championship for Peugeot.

It was by no means an easy victory — his winning margin was just 48 seconds — but his unruffled manner throughout the rally, perhaps the most furiously fast in the series, certainly made it look easy and served to emphasise the fact that Salonen is just about the least temperamental driver among the world's front rankers. Not for him any morose withdrawal, the tantrums of a prima donna, or the rudeness that some consider to be an entitlement. He is relaxed, patient, polite and always ready with a cheerful greeting.

With such a string of victories behind them, Salonen and Seppo Harjanne started the rally firm favourites. Team-mates Vatanen and Terry Harryman were still recovering from their very nasty accident in Argentina, so the back-up car was allocated to Swedish driver Kalle Grundel who has been driving a 205T16 for the German importers with Peter Diekmann. Normally, only one crew member may be changed at such short notice, but in this case, at Peugeot's request, FISA agreed to an exception being made.

Things get moved around quite often among the innards of rally cars these days, such is the unceasing quest for perfection, and when the Peugeots appeared in Finland they were equipped with a redesigned rear body frame much lighter than the previous



ALTHOUGH he led after the first leg Markku Alén couldn't hold off the four-wheel drive cars and had to settle for second in his outmoded Lancia.

one. Weight saving also extended to changes in material, various cooling components had shifted position and the engine was fitted with a water injection system apparently so secret that the Peugeot people were as sensitive about cameras as the management of the old Windmill Theatre!

There were body changes too, to minimise airborne time over those hundreds of jumps, and every day we wonder when the increasing use made of aeronautical technology will go the whole hog and extend to the adoption of full, three-axis control! On reflection, that may not be as far-fetched as it sounds. It could cut out both airborne rolling and nose-down landings, but what a work load for the, er, pilot!

Audi's challenge came from two of the highly modified S1 versions of the Sport Quattro, far more manageable on the move than its predecessors, but heavier. A hefty water tank supplying a brake cooling system contributed to this weight increase, but it was unable to function for more than some eight miles, after which the water ran out, the discs heated up and the brakes faded.

Aerodynamic development was, if anything, more apparent on the Audis than on the Peugeots, but it all served a purpose and produced better handling and adhesion. Trouble was, when one of those important but fragile appendages broke off in the rough and tumble through the trees, the cars became suddenly more difficult to drive at high speed.

Driving the two Audis were Stig Blomqvist and Hannu Mikkola, whilst a third car, albeit one of the older, bigger-bodied Quattros, had been fettled up for Lasse Lampi, who may have felt let down when its head gasket blew early in the event. A similar old Quattro was driven privately by Per Eklund.

Having opted not to indulge in the expense of visiting New Zealand and Argentina, Lancia was thought to have the unwrapping of the new Delta in mind for Finland, but instead they brought two of the familiar rear-wheel-drive cars for Markku Alén and Henri Toivonen. Alén was clearly disappointed not to be giving the Delta its debut before his home crowd, but Toivonen may have been relieved to have a familiar car for his first appearance since his accident in Sardinia in April.

Toyota, the slick, always cheerful, cosmopolitan team from Cologne, brought two turbocharged Celicas for Björn Waldegård and Juha Kankkunen, whilst prominent among the Group A contingent was the pair of factory Volkswagen Golf GTIs for Jochi Kleint and Franz Wittmann. There were also the Thousand Lakes regulars, Moskviches from the Soviet Union and Wartburgs and Trabants from East Germany.

Shorter than the majority of World Championship events, just 41 hours between start and finish, the rally used 50 stages which made up just under a third of the total 880 mile distance. Start and finish were at Jyväskylä's very comfortable, ideally appointed but shockingly expensive Sandpiper Hotel, tucked just inside the tree belt on the edge of the town. From here, the event struck out in three loops, two short and one long, the latter divided by another stop so that there were four legs in all.

Spectators are welcome both inside and outside the hotel, which becomes such a Mecca for enthusiasts that its profits during rally week must more than justify its total involvement with the event and its provision of a small but permanent rally office for the whole year. Coffee shop, bars and restaurant all have video screens showing up-to-date rally news and films, whilst the same is provided in the guest rooms.

Finland's summer has been as tropical as Britain's has been arctic, but anything can happen in autumn. Early in the week of the start there were hot days, but these gave way to clouds and rain before the action started. Indeed, there was a steady downpour at the start itself, and still the crowds turned out in thousands, packing the start area, filling the stages, and producing endless, slow-moving traffic streams all over the route, all aggravated by the clinically intolerant police who seemed more keen on punishment than sensible maintenance of traffic flow.

Although Finland's blind crests are as violent as they are numerous, the road surfaces themselves are smooth, and when all that rain made them very slippery indeed it was a safe bet that there would be a few incidents on the first stage, which started a hundred yards or so from the ramp, rounded the Laajavuori ski-jump tower and finished at a pony track around a small watersports lake called Killerjarvi.

True enough, Mikkola visited a ditch, Alén and Toivonen each put his Lancia off, and Grundel slammed his Peugeot into a telegraph pole. Mikkola didn't lose much time, but Toivonen had to be pushed back by spectators, later losing more time having water and oil radiators changed and th front frame straightened. Grundel's damag was even worse, and his dejection at th prospect of such an early retirement on h first outing for the full works team ju couldn't be hidden.

Everything at the front right corner ha been bent and twisted, including th chassis, and it was touch and go whether h could continue. However, the Frenc mechanics did manage to get him on h way, although the car handled peculiarly fo the rest of that leg. Later, a deliberately mi shapen wishbone was fitted to compensat for the chassis distortion and, behold, bot front wheels were pointing in their prope directions again.

Everyone expected four-wheel-drive car to fill the leading places, but Alén wa driving with his customary verve an staying firmly in second place. Salonen, o the other hand, was a very cool leader an



PER EKLUND'S private Audi Quattro A2 behaved faultlessly, but "Pekka" just couldn't match the speed of his contemporaries, finishing sixth.

was quite prepared to slow a little and no take chances when he noticed a handling deterioration. His front left shock absorber had stuck, and by the time this could be changed Alén had got ahead into the lead.

Blomqvist got fractionally ahead of Salonen as well, but dropped back to third after long stages on which the important brake-cooling water was used up, allowing heat build-up to produce fade. That situation remained until the end of the first leg, and when the rally got back to the Sandpiper at 1 am that night, after ten stages, Alén was ahead of Salonen by seven seconds, whilst Blomqvist was another 12 seconds behind.

But it certainly didn't stay that way for long. The first stage of the Saturday morning put Salonen back in the lead, and gradually he added second after second to extend it, only stopping his slow but relentless advance for a short time until new plugs could be fitted to cure a small but important reduction in rpm.

At lunchtime that day the rally was back

at Jyväskylä, and by then Salonen had eked out a lead of 47 seconds. Blomqvist, even without his important second gear, had moved ahead of Alén. Waldegård, who earlier had an unbalanced propshaft replaced, was without third gear, but had the gearbox changed soon after the start of the third leg, at the cost of a few road penalties. Team-mate Kankkunen had already gone out when his rear axle failed soon after the car ditched and a wheel hit a rock.

On the Saturday afternoon there were a few spins here and there on the town centre stage, which began as a sprint-hairpin-sprint along both sides of a dual carriageway then turned on to the dirt roads of the city park. Mikkola had been experiencing various little problems, and collected a chunk of road penalties when he clouted something firm and bent the right rear suspension.



FORMER driver Jean-Pierre Nicolas, now a member of the Peugeot Talbot Sport management team, supervises a tyre change on Timo Salonen's winning 205 T16 E2. Notice the large rear wing on this second evolution car.

An alternator change really went wrong for Mikkola when the mechanics discovered that they had no replacement bracket. Some strong words were exchanged, and eventually Mikkola drove off carrying the new alternator in the car, ready to have it changed at the next place where a bracket would be available. But all this was fruitless, because it wasn't long after that he joined the retirement list.

A minor oil loss had been noticed early in the first leg, but it didn't seem all that serious at the time. Now, on the 30th stage, a pipe actually broke, spraying oil everywhere. They got to the end of the stage, where a temporary repair got them going into the next, after which there would be time for a permanent replacement. Alas, that makeshift repair hadn't been good enough, and when the oil sprayed out again, this time igniting on contact with the hot turbocharger, there wasn't much chance of going on, even though the fire was quickly put out.

Meanwhile, things had been happening to the Group A people. Mikael Sundström had been leading the category until his Fiat Ritmo (Strada to the British) broke its clutch. Lars-Erik Torph moved ahead in his Golf, beating the two works cars, only to drop back when he had to stop for an axle change, letting Mikael Ericsson into the lead in his Audi 80 Quattro.

Ericsson came very close indeed to losing that category lead, and through no fault of his own. When he pulled out to drive slowly past a long line of cars stuck in a traffic jam he was immediately stopped by the police and threatened with exclusion unless he rejoined the queue and waited his turn like all the other road users. Such an imposition was totally unnecessary, and the police seemed bent on hindrance rather than help. Their attitude towards Ericsson was needlessly abrupt, but he had no choice but to sit there watching the minutes tick by. Fortunately, he didn't lose too many, and he collected the Group A award at the end, little over half a minute ahead of Torph.

Blomqvist, still having trouble whenever he ran out of brake cooling water, also experienced a drop in turbocharger pressure, whilst Alén lost a little time being pushed back by spectators after going off the road, though without losing his third place.

Behind, fourth place was being contested very hotly indeed. On the very first stage of the rally both Grundel and Toivonen had lost much time going off the road and having subsequent repairs. Both had fought back spiritedly, and their penalties became so close that Peugeot management feared that they might lose their back-up car in a duel which was of no concern to them. Sixth place was all they required should Salonen fail to finish, and here was Grundel putting that in jeopardy by indulging in a tussle which could produce no significant reward.

Grundel moved ahead when Toivonen stopped to replace a gearbox which had lost all its ratios except fourth and fifth, but during the final leg back to Jyväskylä, after a stop at Mänttä, that order was reversed and Toivonen finished fourth, just two seconds ahead of Grundel.

The weather had been changing considerably during the rally, but the start had been wet and presumably there had to be rain at the finish as well. There was, but it didn't dampen any spirits as Salonen drove up to the ramp, his title assured, and the crowds delighted that it had come to Finland for the third time since it was created in 1979.

Salonen and Harjanne, an able, affable pair, have throughout the year shown that they are fast, safe, reliable and consistent, and that is a rare combination indeed. But their year is by no means over. They are very keen to win the RAC Rally. What is more, they are in a good position to become the first crew to achieve a championship Grand Slam with the maximum of 140 points. Three events remain and, with only the seven best to count at the end of the year, they need two more wins to do this.

Peugeot Talbot Sport is in an even better position to score a maximum points tally. With seven wins so far (the other two were gained by Vatanen) and the eight best to be counted, only one more is needed to produce the maximum of 144 points. For a team in its first proper season, that is quite an amazing achievement. — G.P.

RESULTS

1st	T. Salonen (SF)/S. Harjanne (SF)	Peugeot 205 T16, Gp B		4 hr 10 min 35 sec
2nd	S. Blomqvist (S)/B. Cederberg (S)	Audi Sport Quattro, Gp B		4 hr 11 min 23 sec
3rd	M. Alén (SF)/I. Kivimäki (SF)	Lancia Rally, Gp B		4 hr 14 min 14 sec
4th	H. Toivonen (SF)/J. Piironen (SF)	Lancia Rally, Gp B	(2 min 50 sec)	4 hr 22 min 01 sec
5th	K. Grundel (S)/P. Diekmann (D)	Peugeot 205 T16, Gp B	(3 min 40 sec)	4 hr 22 min 03 sec
6th	P. Eklund (S)/B. Berglund (S)	Audi Quattro, Gp B		4 hr 23 min 08 sec
7th	B. Waldegård (S)/H. Thorszelius (S)	Toyota Celica, Gp B	(30 sec)	4 hr 30 min 08 sec
8th	M. Ericsson (S)/M. Reinhard (D)	Audi 80 Quattro, Gp A		4 hr 37 min 51 sec
9th	L-E. Torph (S)/J. Svanström (S)	Volkswagen Golf Gti, Gp A	(20 sec)	4 hr 38 min 26 sec
10th	S. Lindholm (SF)/S. Pettersson (SF)	Audi 80 Quattro, Gp A	(10 min 10 sec)	4 hr 46 min 51 sec

(Figures in brackets indicate Road Penalties)
176 starters, 83 finishers

WORLD RALLY CHAMPIONSHIP POINTS

DRIVERS (After 9 Rounds)

Timo Salonen (SF)	124	Juha Kankkunen (SF)	20	Mike Kirkland (EAK)	17
Stig Blomqvist (S)	75	Jean Ragnotti (F)	20	Henri Toivonen (SF)	16
Ari Vatanen (SF)	55	Shekhar Mehta (EAK)	20	Ingvar Carlsson (S)	15
Walter Röhrl (D)	39	Björn Waldegård (S)	19	Wilfried Wiedner (A)	15
Bruno Saby (F)	23	Massimo Biasion (I)	17		

A Total of 65 Drivers have Scored Points

MAKES (After 9 Rounds)

Peugeot	142	Lancia	38	Subaru	20	Opel	16	Chevrolet	9
Audi	108	Toyota	34	Mazda	20	Alfa Romeo	14	Talbot	8
Nissan	50	Porsche	24	Volkswagen	19	BMW	9	Citroën	4
Renault	38	Ford	21						

Morocco Postponed

When it was announced in Corsica in May that the Morocco Rally was to be revived, the news delighted everyone who had had any form of connection with the old World Championship event. But there was some concern about its September date, for that is a crowded month in a crowded year, and a poor entry due to date clashes would not do justice to what promised to be a fine rally.

Apparently there were other clashes internally, which brought the route survey schedule into conflict with important national events, and the result has been the postponement of the rally until the second week of December.

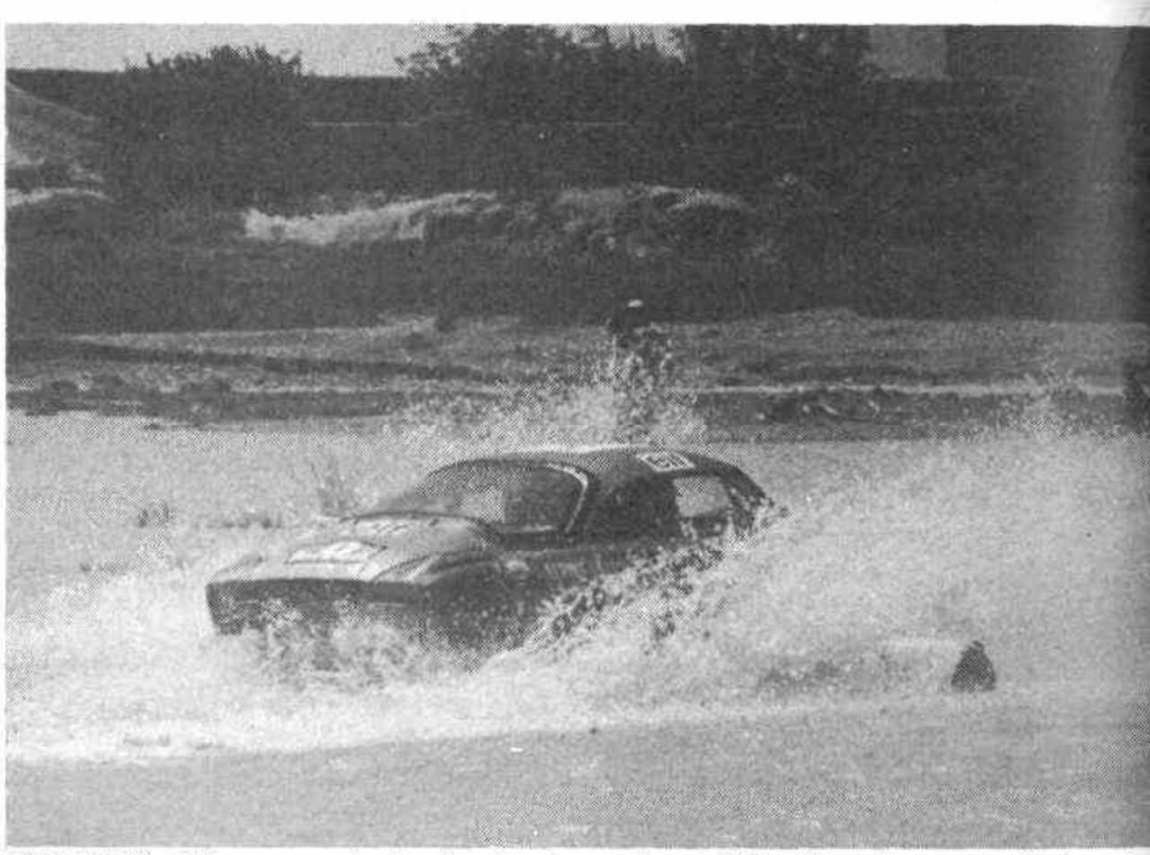
This will be welcome news, for it gives both the organisers and potential entrants far more time to prepare for this tough but satisfying event. It last figured in the World Championship in 1976, and it was a great loss to the series when it came to an end, largely for financial reasons. It now has adequate backing again, and it remains to be seen whether it can eventually regain its former championship status.

Road sections tend to be long in Morocco, but long special stages more than compensate for this. The longest in the past was some 500 miles, along rough, remote desert tracks in the South along which competitors needed to arrange in-stage fuel and tyre supplies. Indeed, it was not uncommon for spare parts to be dropped by parachute to stricken cars, and it was on this event in 1974 that we recall the first serious use being made of a helicopter for servicing, when Fiat hired an Alouette of the Royal Bodyguard Flight to supplement its radio relay aircraft.

That helicopter, carrying two pilots, two mechanics and as many spares as the maximum all-up weight would permit, started a trend which has escalated, and nowadays one rarely sees a works Peugeot, Audi or Lancia without its attendant helicopter. There are those who criticise such an advantage of affluence, but a rally team may allocate its budget as it wishes, and who is FISA or anyone else to dictate how money should be spent?

Furthermore, rally stages are invariably in remote areas where the best medical attention is not quickly available, and one cannot argue with teams who wish to come prepared with their own means of fast transport to hospital of anyone hurt in an accident. Hans Schuller in Kenya, and Ari Vatanen and Terry Harryman in Argentina could well owe their lives to the fact that there were helicopters close by when they were injured.

A feature of the Morocco Rally, for 1985 at least, will be its acceptance of non-homologated prototype cars. These are said to be by invitation only, but this is surely a formality and there will no doubt be an automatic invitation to anyone, particularly a factory team, anxious to put a prototype through a first class test.



THE REST of Morocco may be dry, but the river crossing at Rich still needs concrete guide posts to competitors and others on the submerged causeway.

The rally will start and finish at Casablanca, and there will be rest stops at Marrakesh. Other places to be visited are Missour, Rich, Midelt, Agdz, Ouarzazate, Zagora, Tata, Foum Zguid and Tizi'n Test, and these are just a few of the names which will bring pleasant memories to those who have competed in past Morocco Rallies.

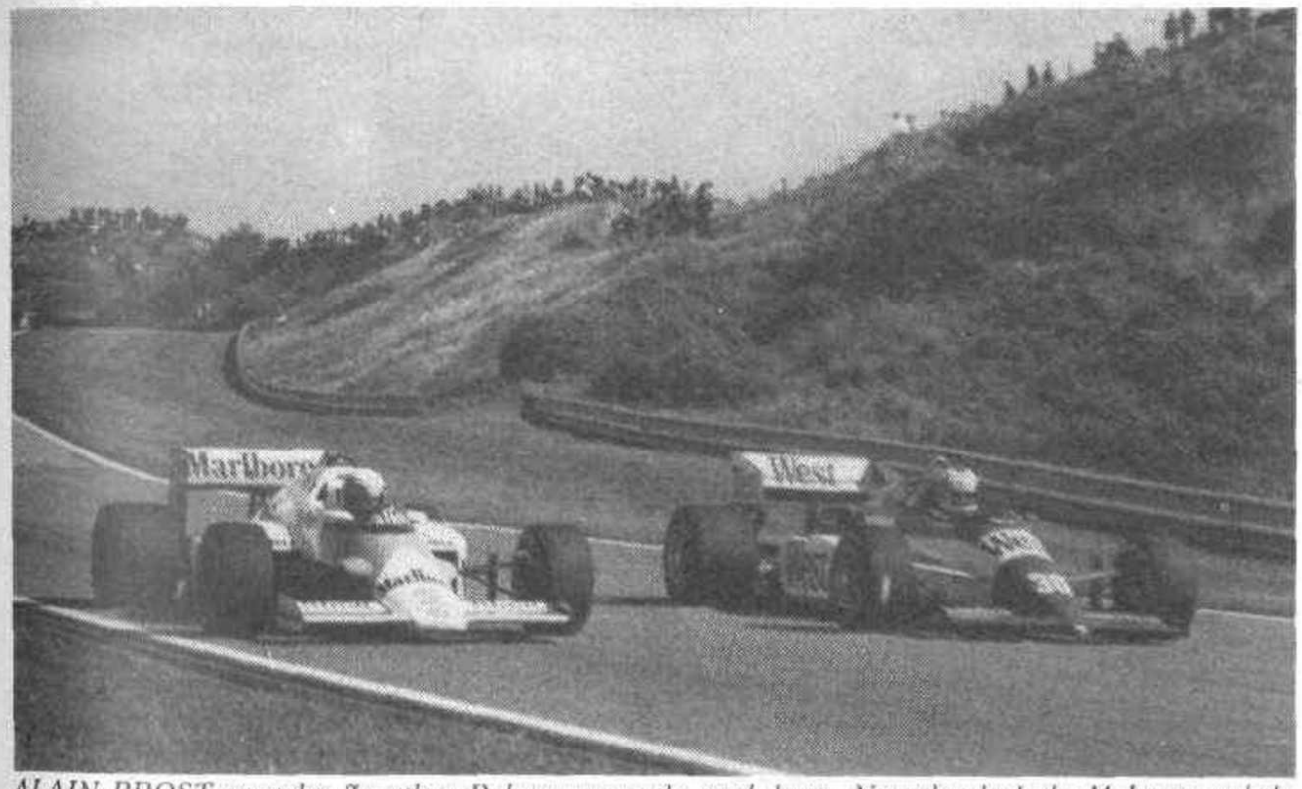
More information is available from the rally's Paris office, Promocourse International, 12 Rue Turpin, 94120 Fontenay-sous-Bois, France. Telex 231787.

LAST month, when speaking of the Amerathon, we neglected (due to a slip of the scissors) to record that the rally did not, after all, enter South America, and that the winners were Yann Cadoret, Frederic le Chanu and Francoise Jaquot in four-wheel-drive Mercedes Benz 2 which gave little trouble save for punctures and a spot of fuel vaporisatio the heat of Nevada's Death Valley.

TWO readers contacted us a few weeks to announce with pride that they knew meanings of "glissning" and "tywyllw two words which we used in Augu MOTOR SPORT in our item on keep English free from French invas Doubtless many more of you are equ knowledgeable, but it will do no harm proclaim that the former is the Swedish "guessing" and the latter the Welsh "darkness".



MOROCCAN TRACKS have to be treated with great respect. This car was a Datsun 240Z, from w Shekhar Mehta and G.P. clambered unscathed in 1973.



ALAIN PROST overtakes Jonathan Palmer among the sand dunes. Note that both the McLaren and the Zakspeed now sport the upright air deflectors which Lotus introduced at Estoril. These have appeared on many cars though it has not been established if all the teams using them know exactly why they are fitting them.

The Dutch Grand Prix — Quite a race

Zandvoort, August 25th

BEFORE the engines started up on the first morning of practice for the Dutch GP the talk was of the "musical chairs" that Niki Lauda had precipitated the previous weekend at the *Osterreichring* by announcing that he would be retiring at the end of this season and leaving the McLaren team. Much of the talk at Zandvoort was rumour and surmise, but equally much of it was true and some was actually confirmed. Lauda's place at McLaren, alongside Prost, is to be taken by Keijo Rosberg, and the vacant seat at Williams will be filled by Nelson Piquet, leaving Brabham after all these years. The Brabham seat could be filled by de Angelis moving from Lotus and the vacant seat at Lotus could go to a reasonable driver who might find himself out of work, like Derek Warwick, providing he is prepared to play number two to Ayrton Senna; that, of course, assumes that Senna will stay with Lotus. If the Beatrice / Lola / Hart combine turns out to be a pure Ford (Detroit) Grand Prix team, then there will be a rush for the second seat behind Alan Jones. Renault was on the brink of announcing its withdrawal at the end of this season, though engine supplies will continue to Lotus, Ligier and Tyrrell, or so the contracts say, and Toleman may become an all-Italian team.

While some people were waving their arms about and saying "we have a contract . . ." someone started up an engine, and then another, and another and practice and testing began in warm and sunny conditions with a strong tail-wind down the long straight. As some of the cars went by the pits clocking 192 mph before braking at 105 metres for the 80 mph Tarzan hairpin, you could only think to yourself, ". . . contract! What's a contract in the world of Formula One?"

The morning had not gone far before there was a bit of shouting and fist-waving for Patrese collided with Warwick, or rather the Alfa Romeo ran into the side of the Renault and damaged the French monocoque beyond immediate repair, so Warwick was forced to take over the spare car. The Tyrrell team was now much happier as it had promise of sufficient Renault engines to allow it to run both its drivers in Renault turbocharged powered cars, Brundle in 014/1 and Bellof in 014/2 and the Cosworth V8 engine was dead and buried once more. Just to confuse the issue Tyrrell was told that his drivers could revert to their original racing numbers of 3 for Brundle and 4 for Bellof. Although Ferraris were fastest through the speed trap at the start line, they were hopelessly down on lap times, the drivers complaining of the cars jumping about over the bumps. Much later it was discovered that the Maranello engineers had lost their way on spring rates, damping and shock-absorbers and the cars were making their own bumps!

It was a busy morning for some teams for Piquet made a nonsense of braking at the end of the straight and spun off into the sand in his "race" Brabham, and Senna's Lotus set itself on fire when the left-hand turbo-charger blew up. As he was on the section of the track behind the pits he turned right off the track and drove into the paddock through an escape road to get the fire put out as quickly as possible. For his initiative the organisers later fined him $5,000 for leaving the track at an unauthorised point! Already last year's pole position time of 1 min 13.567 sec set up by Prost with the McLaren-Porsche had been beaten by him and Lauda, and Piquet, Rosberg and Fabi were close to beating it, and this was only "testing" in readiness for the serious business of the afternoon qualifying hour. Consequently it was no surprise when anyone worth his salt beat last year's pole-position time, during the afternoon.

The Brabham sprint-car BT54/7 was wound up good and tight for Piquet's use in qualifying and he was right on form, with a lap in 1 min 11.074 sec (an average speed of 133.8 mph) which was some going on the winding Zandvoort circuit, though 190 mph down the straight helped. He was closely followed by Rosberg (Williams-Honda), Prost (McLaren-Porsche) and Senna (Lotus-Renault). Last year's fastest qualifying time would have been placed 14th in this first qualifying session for the 1985 Dutch GP. We do make progress, don't we, now that Formula One entertainment has become serious technical Grands Prix again. With Toleman entering Ghinzani in its second car again, it raised the entry to 27 so that the last man in qualifying was going to be a non-starter, which kept the regular tail-enders scurrying about.

Although the weather had been kind, rain and gloom was not far away so everyone had rushed out early before conditions deteriorated, and for once qualifying was

ENTRY AND PRACTICE

No.	Driver	Nat.	Car-Engine	Friday Practice	Saturday Practice	Remarks
1	Niki Lauda	AUT	McLaren MP4/2B-Porsche V6 t/c	1.13.059	DNP	1984 World Champion
2	Alain Prost	FR	McLaren MP4/2B-Porsche V6 t/c	1.11.801	1.29.507	Winner Austrian GP 1985
3	Martin Brundle	GB	Tyrrell 014-Renault V6 t/c	1.14.920	1.32.003	Reverted to No 3
4	Stefan Bellof	D	Tyrrell 014-Renault V6 t/c	1.15.236	DNP	Reverted to No 4
5	Nigel Mansell	GB	Williams FW10-Honda V6 t/c	1.12.614	1.32.740	
6	Keijo Rosberg	FIN	Williams FW10-Honda V6 t/c	1.11.647	DNP	
7	Nelson Piquet	BRA	Brabham BT54-BMW 4 cyl t/c	**1.11.074(T)**	DNP	Pole Position
8	Marc Surer	CH	Brabham BT54-BMW 4 cyl t/c	1.12.856	DNP	
9	Philippe Alliot	FR	RAM 03-Hart 4 cyl t/c	1.18.525	1.36.270	
10	Kenny Acheson	IRL	RAM 03-Hart 4 cyl t/c	1.20.429	DNP	Fri car No 9 DNQ
11	Elio de Angelis	ITAL	Lotus 97T-Renault V6 t/c	1.13.078	1.30.123	
12	Ayrton Senna	BRA	Lotus 97T-Renault V6 t/c	1.11.837	DNP	
15	Patrick Tambay	FR	Renault RE60B-Renault V6 t/c	1.12.486	DNP	
16	Derek Warwick	GB	Renault RE60B-Renault V6 t/c	1.13.289(T)	DNP	
17	Gerhard Berger	AUT	Arrows A8-BMW 4 cyl t/c	1.13.680	1.34.857	
18	Thierry Boutsen	B	Arrows A8-BMW 4 cyl t/c	1.12.746	DNP	
19	Teo Fabi	ITAL	Toleman TG185-Hart 4 cyl t/c	1.12.310	DNP	
20	Piercarlo Ghinzani	ITAL	Toleman TG185-Hart 4 cyl t/c	1.13.705	DNP	
22	Riccardo Patrese	ITAL	Alfa Romeo 185TB-Alfa Romeo V8 t/c	1.14.240	DNP	
23	Eddie Cheever	USA	Alfa Romeo 185TB-Alfa Romeo V8 t/c	1.14.912(T)	1.32.572	
24	Huub Rothengatter	NL	Osella FA1G-Alfa Romeo V8 t/c	1.19.410(T)	1.38.149	
25	Andrea de Cesaris	ITAL	Ligier JS25-Renault V6 t/c	1.13.797	1.34.638	Last race for Ligier
26	Jacques Laffite	FR	Ligier JS25-Renault V6 t/c	1.13.435	**1.28.393**	
27	Michele Alboreto	ITAL	Ferrari 156/85-Ferrari V6 t/c	1.13.725	DNP	
28	Stefan Johansson	SWE	Ferrari 156/85-Ferrari V6 t/c	1.13.768	1.32.544	
29	Pierluigi Martini	ITAL	Minardi M185-Moderni V6 t/c	1.17.919	1.38.227	
30	Jonathan Palmer	GB	Zakspeed ZAK841-Zakspeed 4 t/c	1.16.257	1.34.316	

nearly finished by 1.30 pm. The qualifying tyres would only stand one full-boost, searing lap so most drivers did two separate "flyers" and that was that. Senna waited until near the end for his second try and though he was faster than on his first run it *only* netted him fourth place behind Piquet, Rosberg and Prost. No disgrace for a relative new-boy to be behind that trio. The Ferrari team were in such a muddle that Alboreto and Johansson were down in 16th and 17th positions with virtually equal times. It was difficult to believe that the Ferraris were *that* bad. Kenny Acheson was the unfortunate driver in 27th position, his

STARTING GRID ↑

7
N. Piquet
(Brabham — BMW 4 t/c)
1 min 11.074 sec
51 (1 min 17.577 sec)

6
K. Rosberg
(Williams-Honda V6 t/c)
1 min 11.647 sec
3 (1 min 18.369 sec)

2
A. Prost
(McLaren-Porsche V6 t/c) (T)
1 min 11.801 sec
57 (1 min 16.538 sec)

12
A. Senna
(Lotus-Renault V6 t/c)
1 min 11.837 sec
31 (1 min 17.835 sec)

19
T. Fabi
(Toleman-Hart 4 t/c)
1 min 12.310 sec
16 (1 min 19.043 sec)

15
P. Tambay
(Renault V6 t/c)
1 min 12.486 sec
16 (1 min 17.335 sec)

5

18
N. Mansell
(Williams-Honda V6 t/c)
1 min 12.614 sec
44 (1 min 17.286 sec)

18
T. Boutsen
(Arrows-BMW 4 t/c)
1 min 12.746 sec
47 (1 min 18.730 sec)

8
M. Surer
(Brabham-BMW 4 t/c)
1 min 12.856 sec
9 (1 min 19.400 sec)

1
N. Lauda
(McLaren-Porsche V6 t/c)
1 min 13.059 sec
60 (1 min 17.054 sec)

11
E. de Angelis
(Lotus-Renault V6 t/c)
1 min 13.078 sec
39 (1 min 18.229 sec)

16
D. Warwick
(Renault V6 t/c) (T)
1 min 13.289 sec (T)
4 (1 min 18.230 sec)

26
J. Laffite
(Ligier-Renault V6 t/c)
1 min 13.435 sec
5 (1 min 19.549 sec)

17
G. Berger
(Arrow-BMW 4 t/c)
1 min 13.680 sec
45(1 min 19.294 sec)

20
P. Ghinzani
(Toleman-Hart 4 t/c)
1 min 13.705 sec
4 (1 min 20.920 sec)

27
M. Alboreto
(Ferrari V6 t/c)
1 min 13.725 sec
43 (1 min 17.710 sec)

28
S. Johansson
(Ferrari V6 t/c)
1 min 13.768 sec
5 (1 min 19.385 sec)

25
A. de Cesaris
(Ligier-Renault V6 t/c)
1 min 13.797 sec
14 (1 min 19.980 sec)

22
R. Patrese
(Alfa Romeo V8 t/c)
1 min 14.240 sec
1 (2 min 11.271 sec)

23
E. Cheever
(Alfa Romeo V8 t/c)
1 min 14.912 sec
1 (1 min 50.408 sec)

3
M. Brundle
(Tyrrell-Renault V6 t/c)
1 min 14.920 sec
47 (1 min 19.259 sec)

4
S. Bellof
(Tyrrell-Renault V6 t/c)
1 min 15.236 sec
31 (1 min 18.878 sec)

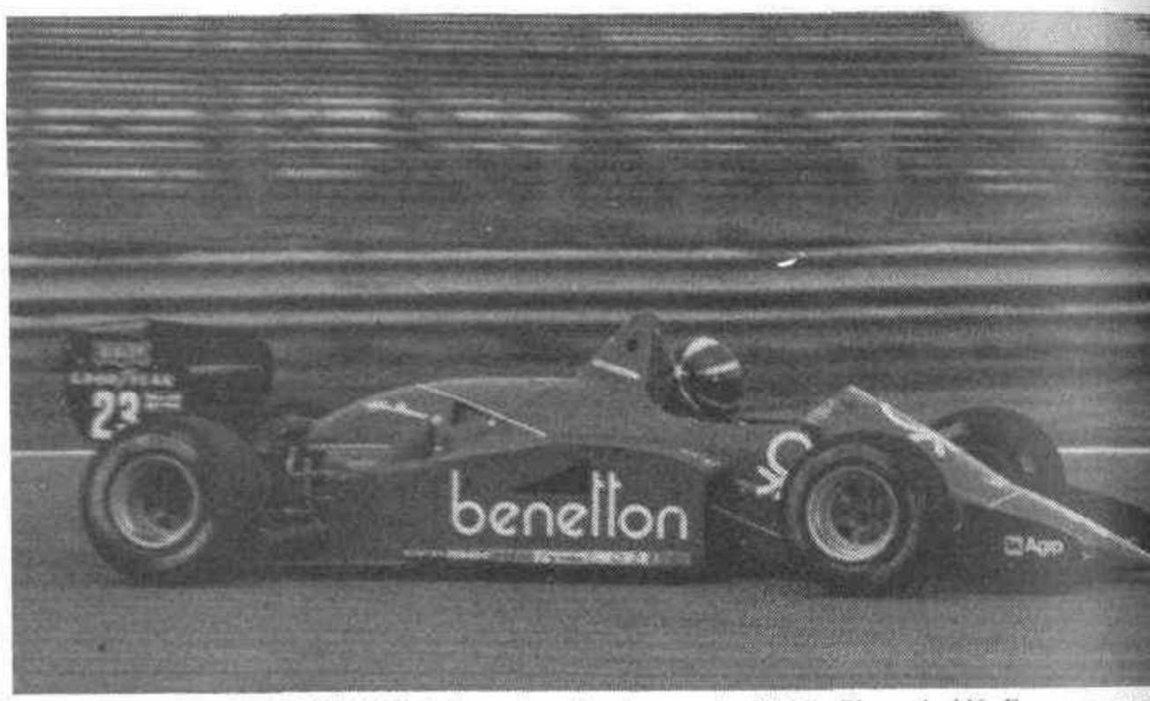
30
J. Palmer
(Zakspeed 4 cyl)
1 min 16.257 sec
12 (1 min 20.505 sec)

29
P. Martini
(Minardi-Moderni V6 t/c)
1 min 17.919 sec
1 (1 min 41.482 sec)

9
P. Alliot
(RAM-Hart 4 t/c)
1 min 18.525 sec
19 (1 min 20.928 sec)

24
H. Rothengatter
(Osella-Alfa Romeo V8 t/c)
1 min 19.410 sec (T)
51 (1 min 23.102 sec)

(T) Spare car used for practice or race
* Started from pit lane.
Did not qualify:
K. Acheson (RAM-Hart 4 t/c) 1 min 20.429 sec
N.B. Times in brackets are best laps in race
Number in bold is lap on which recorded



THE EMPTY GRANDSTANDS indicate that this photograph of Eddie Cheever's Alfa Romeo was ta practice. There are few photographs of the Alfa Romeos in the race for both Cheever and Patrese were out single lap with blown engines.

RAM-Hart damaging its engine in the morning so he had to qualify in Alliot's car after the Frenchman had finished with it. Unfortuately the gearbox broke while Alliot was qualifying and by the time it was repaired Acheson only had time for one flying lap. The rain did not develop until later.

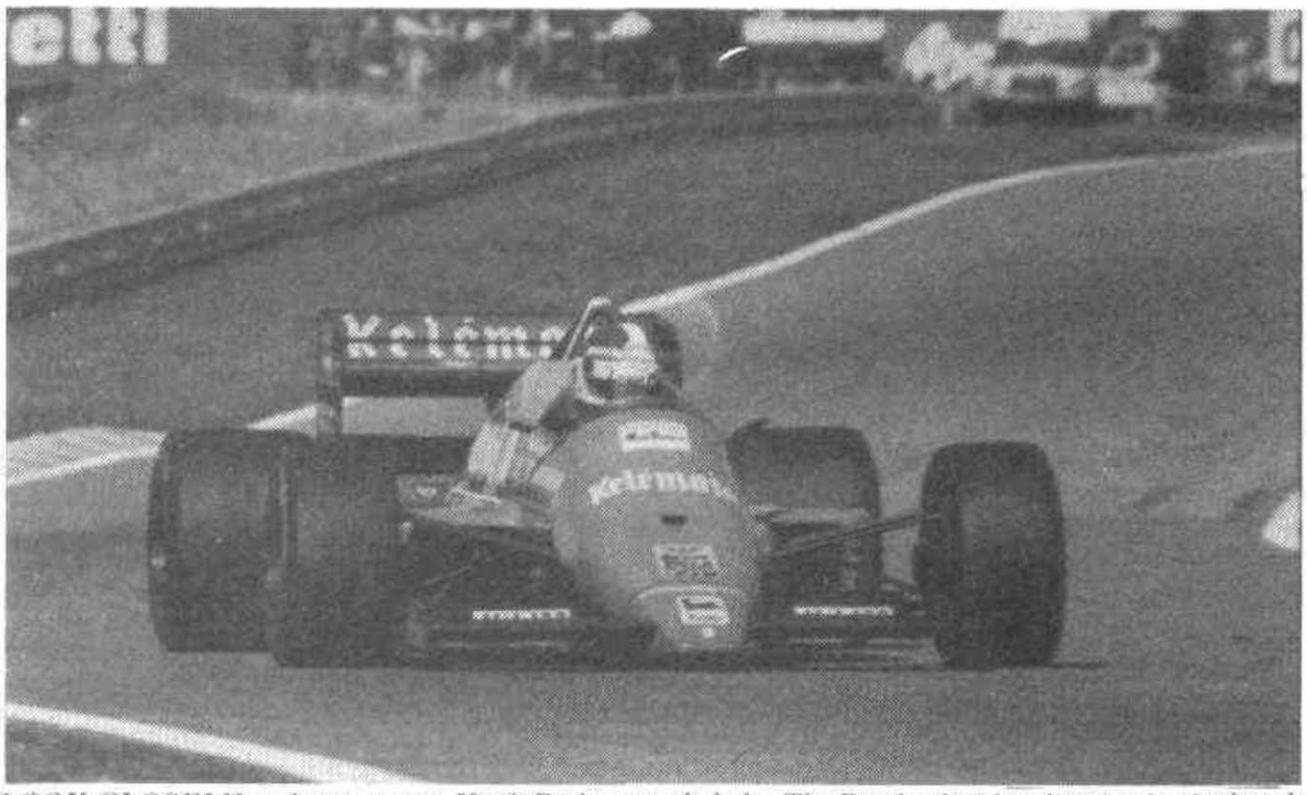
On Saturday morning you could have been forgiven for thinking that the North Sea had invaded Holland, everywhere was grey, wet and miserable and the only thing the teams could do was to prepare for a wet race on Sunday and try and learn a thing or two about running in the wet. To their consternation, or rather Goodyear's consternation, they found that the abrasive Zandvoort surface was wearing away the rubber on the "wet weather" tyres at an alarming rate and there were misgivings about how many tyre changes would be needed in a wet race. More important was Goodyear's concern that they had enough "wets" to supply all their runners, if that was the case. For a brief moment during the morning it looked as though the rain might stop and it could dry up, but it was an illusion, and throughout the qualifying hour the rain kept on coming down. Only a handful of drivers bothered to go out in the rain as most of them had learnt all they wanted to in the morning, and there was no question of improving on the previous day's time. So what could have been a pole-position battle worthy of Grand Prix racing, like that at Silverstone before the British GP, fizzled out and race-preparation began under the soggy paddock tents and in the drafty garages, for the wind at Zandvoort never seems to stop blowing.

This year nobody in their right mind takes any notice of the weather experts but remarkably Sunday morning turned out quite good, with blue skies and large white clouds occasionally obscuring the sun. Holland does not allow unnecessary noise before midday on a Sunday, so the pre-race "warm-up" ran from 12 to 12.30, wit race due to start at 3 pm. Conditions good, if a bit windy, and it was no su to see Lauda and Prost heading th times. The big surprise was to see th Ferraris in third and fourth places, Johansson fractionally faster than his mate. The Ferrari engineers had done radical rethinking on spring-rates shock-absorbers and realised they had making their own problems. In the Re pits all was confusion and they were own problem. As Warwick had take spare car, to replace his damaged another car was brought up from Pari when Tambay found his engine misfiri went out in this new spare car. The firs he braked heavily for the Tarzan hairpi left front suspension collapsed and h very lucky to get away with a mild sha It appeared to be a structural failure, did not exactly instill any confidence i two drivers, nor did the sight of mech welding stiffening gussets into the tw cars. Apart from the French team th were looking quite good, and even i weren't they did not show it.

At 2.30 pm the pit lane opened to everyone a lap or two before lining up dummy-grid opposite the pits, McLaren made a last-minute chan putting Prost into the T-car. When t lane was closed there were only 25 ca the grid for Tambay had gone off Renault only to return with the e apparently still misfiring. After fiddling about by the mechanics he h line up at the exit of the pit lane, to jo race after the start. Piquet led the round in a pretty orderly fashion, and lined up on the starting grid, which is b the pits. The anticipation of the star electric, for Piquet knew he was going first into the Tarzan harpin, from position, Rosberg was determined t every ounce of Honda power to beat Senna was going to do one o

"Villeneuve" starts from behind the Williams, Prost was not going to miss any opportunities, and if Mansell got it all right he was going to be in the thick of drag-race down to the first corner. At the back Alboreto and Johansson were actually behind Ghinzani in the second Toleman, which could not have pleased Uncle Enzo, so they were going to rocket away when the green light came on. When the red light came on someone's engine could be heard bouncing on the rev limiter, and it sounded like Rosberg's Honda engine. The sound and fury of nearly 20,000 bhp screaming to be unleashed is one of those things that has to be experienced by being there. No television or radio broadcast can hope to transmit it, and when the green light shone confusion reigned. Piquet, on pole-position, stalled his BMW engine, blocking the whole line of cars on the right, and Boutsen stalled his BMW engine in the left row. It seemed that Piquet must be struck, but by a miracle of quick reflexes, skill and judgement, everyone on the right missed him, and equally everyone behind Boutsen missed the Arrows. The Zandvoort start area is not all that wide, and there were numerous close-shaves, but it was heart-stopping to watch, so you can imagine what it must have been like to be in there amongst it all. Rosberg had made no mistakes, and neither had Senna and these two were away. Boutsen managed to "catch" his BMW engine while he was still rolling, but Piquet needed to be push-started by the start-line marshals; in the meantime Tambay had joined in from the pit lane. The 1985 Dutch GP was on with a vengeance, to run for 70 laps, and though there was a strong wind blowing off the sea, across the main straight, the white clouds in the sky looked comfortable.

In the opening lap Johansson and Alboreto jumped from 16th and 17th to 11th and 12th, and Tambay passed five cars. Rosberg really had his foot right in it, and as Piquet finished his opening lap the Williams was appearing onto the long straight, the Honda engine sounding very "hard" and purposeful. Nobody could stay with the Flying Finn and by the end of lap 3 he had pulled out a visible gap over Senna's Lotus and it was growing steadily. This went on to lap 10 when Rosberg eased the pressure very slightly, but was still looking very secure. As if the embarrassment of watching Tambay having to start from the pit lane in his works Renault wasn't enough, both Euroracing Alfa Romeos trailed into the pits at the end of the opening lap with smoke pouring from damaged turbo-chargers. On lap 9 Johansson came into the pits with smoke coming from his Ferrari engine, but this was much more serious than a mere turbo-charger; it was terminal internal damage. Running right at the back of the field Piquet was forging a lonely path, lapping nearly at the same speed as Rosberg, which made his "muffed" start all the more infuriating. The



LOOK CLOSELY and you can see Huub Rothengatter's halo. The Dutch television director clearly thought that his compatriot was a little special as well for the Osella has never had so much TV coverage. The car certainly deserved no halo for it spent a lot of time in the pits before finishing 11th, 14 laps in arrears.

order behind Senna had soon settled down after Fabi had been ousted from third place, where he had slotted into during the start line melée, both McLarens getting by him.

At 10 laps the order was Rosberg, Senna, Prost, Lauda, Fabi, Mansell, Warwick, de Angelis and Alboreto with no obvious changes imminent. The other interest was to watch Tambay's progress up through the field, for he was now thirteenth and about to pass Bellof in the second Tyrrell-Renault. On lap 14 Senna's Renault engine suddenly cut out completely, and Prost and Lauda nipped by. It then cut in again and the Brazilian went on racing, now in fourth place, but getting a bit fed up with things going wrong with his Lotus-Renault. At the start of lap 17 Tambay was harassing Alboreto, and dived to the inside under braking for Tarzan hairpin. "Our Albert" obviously thought "nice Mr Tambay" wouldn't do anything rough and stayed on line, but he was wrong, Tambay was aggressively wound up and banged wheels with the Ferrari as he forced his way through into ninth place. On the next lap this turned out to be eighth as Fabi came into the pits to retire his Toleman with a loose rear wheel fixing. On lap 19 Tambay disposed of de Angelis, and the Lotus number two promptly stopped at the pits for new tyres, so now Tambay was behind his team-mate Warwick, who was trying to get by Mansell.

Twenty laps saw a complete change, for Prost came by in the lead, followed by Senna, as Lauda headed for the pits for a routine tyre change. Mansell, Warwick and Tambay went into the Tarzan corner in a splendid wheel-to-wheel pushing and shoving match that you only get at Zandvoort, at the end of the long straight, and then Rosberg rolled slowly into the pit lane with smoke pouring from his Honda engine. It just wasn't strong enough for the Finn's heavy right foot. The two Renaults ousted Mansell and found themselves third and fourth, but then Tambay disappeared out in the country and it was reported that his transmission had broken " . . . probably the limited-slip differential . . ." Lauda's pit stop had been swift and sure and he was back in the race in eighth place, going as well as ever. Mansell stopped for tyres and de Cesaris stopped for good in a cloud of smoke, and then Senna made a swift tyre stop. Alboreto had unobtrusively passed Warwick, so Senna's stop let the Ferrari up into second place, which wasn't bad going from seventeenth on the grid.

While all this was happening Prost was droning round in the lead, as only he can do, looking unruffled and unemotional, but oh so efficient. Warwick disappeared as quickly as Tambay had, the reason being given as "gearbox trouble", so now at 30 laps the order was Prost, Alboreto, Lauda and Senna, with Marc Surer moving up onto the leader board in fifth place, ahead of de Angelis. Mansell had had the wrong sort of tyres fitted at his pit stop and was making very little progress, and was to stop later, on lap 39 to have some better ones fitted. Just before half distance there was a lot of activity in the Ferrari and McLaren pits, which were alongside each other, and sure enough Alboreto stopped for new tyres at the end of lap 32, and Prost stopped at the end of lap 33. This let Lauda by into the lead, and Senna moved into second place. Alboreto's stop was a good one, but Prost's was spoilt by the right rear hub nut baulking on its thread and having to be replaced. It only took a matter of seconds, but virtually doubled the length of the stop, and Prost rejoined in third place, quite a long way back from Senna. It would be nice to say that Prost now "got his head down" and began to really charge, but he doesn't drive like that. With no outward sign of aggression he began to whittle away the gap betwen the Lotus and the McLaren and his



THE "SILLY SEASON" when rumours abound about who is to drive for whom is in full swing and Derek Warwick and John Macdonald look suitably conspiratorial. Both have had dreadful seasons, Warwick's Renault not displaying his talent to best advantage and engine failures dogging Macdonald's immaculately prepared RAMs. John would doubtless like Derek in his team but the rumours place Hampshire's favourite son elsewhere.

lap times tell it all. While Lauda was lapping in the 1 min 18 sec bracket, with an occasional one in the 1.17 bracket, Senna was pretty consistently in 1 min 18 sec bracket. Prost reeled off 1.17.2; 1.17.2; 1.17.4; 1.17.8; 1.17.5. The gap closed steadily until by the end of lap 46 McLaren and Lotus were side by side as they crossed the line and headed for the braking point. Senna was on the inside and sat it out with Prost, but had to give best to the determined little Frenchman. Meanwhile Alboreto had disposed of de Angelis, so was now fourth, with his sights set on Senna's Lotus, especially as the Lotus was losing power, thanks to some obscure Renault fault. Although Lauda responded by getting his lap times down into the 1.17 bracket, Prost was even quicker, lapping in the 1.16 bracket, and with 20 laps still to go, he was going to catch the reigning World Champion.

With 10 laps left Prost had his team-mate well in sight, but it was obvious that Lauda was not going to slow up and let him through into the lead. They had a pre-race agreement that in such a situation it was every man for himself; there is no number two driver in the McLaren team. While the eyes of the world through television were on the two McLarens, there was a much more serious race going on behind them, for Alboreto was up with Senna, and both wanted third place. In the last two laps Prost made attempts to get by his team-mate, but the Austrian made sure there wasn't room, and eased back ever so slightly as he took "central" lines into corners, knowing that there was not room for Prost to get by, even if he had the speed. This was vintage Lauda, for he is not called "the wily Rat" for nothing. Lauda crossed the line two-tenths of a second ahead of Prost, holding him back just that minute fraction which can be so frustrating for the second man. Behind them Senna crossed the line a mere four-tenths in front of Alboreto, the difference being that both drivers were at their limit all round that last lap, indeed, as they had gone into Tarzan to start it they were side-by-side and it was getting quite rough.

This win was Niki Lauda's 25th, a total that equalled that of Jim Clark, and put him only two away from Jackie Stewart's record of 27 wins, so you could see why he wasn't interested in letting Prost go by. — D.S.J.

RESULTS

DUTCH GRAND PRIX — Formula One — 70 laps — Zandvoort — 4.252 km per lap — 297.640 km — Sunny and windy

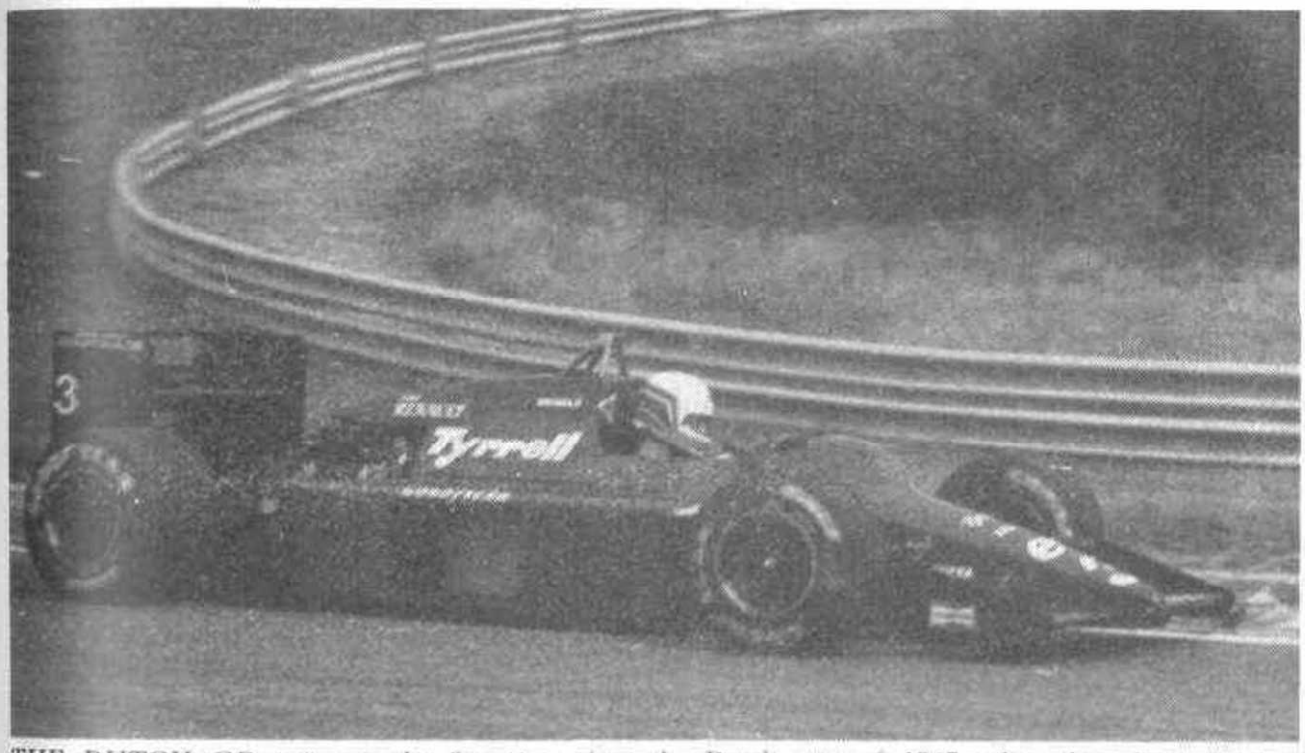
1st	Niki Lauda	(McLaren MP4/2B-4)	1 hr 32 min 29.263 sec — 193.089 kph
2nd	Alain Prost	(McLaren MP4/2B-3) (T)	1 hr 32 min 29.495 sec
3rd	Ayrton Senna	(Lotus 97T/4)	1 hr 33 min 17.754 sec
4th	Michele Alboreto	(Ferrari 156/86-080)	1 hr 33 min 18.100 sec
5th	Elio de Angelis	(Lotus 97/3)	1 lap behind
6th	Nigel Mansell	(Williams FW10/6)	1 lap behind — after two stops for tyres
7th	Martin Brundle	(Tyrrell 014/1)	1 lap behind
8th	Nelson Piquet	(Brabham BT54/6)	1 lap behind — after a long stop for tyres
9th	Gerhard Berger	(Arrows A8/4)	2 laps behind
10th	Marc Surer	(Brabham BT54/8)	5 laps behind — with a sick engine
11th	Huub Rothengatter	(Osella FA1G/02)	14 laps behind — after numerous pit stops
12th	Thierry Boutsen	(Arrows A8/)	retired on lap — broken suspension
13th	Philippe Alliot	(RAM 03/)	retired on lap 53 — engine failure
14th	Stefan Bellof	(Tyrrell 014/2)	retired on lap 40 — engine failure
15th	Derek Warwick	(Renault RE60B/8) (T)	retired on lap 28 — gearbox failure
16th	Andrea de Cesaris	(Ligier JS25/03)	retired on lap 26 — engine failure
17th	Patrick Tambay	(Renault RE60B/6)	retired on lap 23 — transmission failure (?)
18th	Keijo Rosberg	(Williams FW10/7)	retired on lap 21 — engine failure
19th	Teo Fabi	(Toleman TG185/5)	retired on lap 19 — rear hub nut trouble
20th	Jacques Laffite	(Ligier JS25/05)	retired on lap 18 — engine failure
21st	Jonathan Palmer	(Zakspeed ZAK 184/02)	retired on lap 14 — engine failure
22nd	Piercarlo Ghinzani	(Toleman TG185/4)	retired on lap 13 — engine failure
23rd	Stefan Johansson	(Ferrari 156/85/079)	retired on lap 10 — engine failure
24th	Pierluigi Martini	(Minardi M185/02)	retired on lap 2 — crashed
25th	Eddie Cheever	(Alfa Romeo 184TB/3)	retired on lap 2 — turbo failure
26th	Riccardo Patrese	(Alfa Romeo 184TB/2)	retired on lap 2 — turbo failure

Fastest lap: Alain Prost (McLaren MP4/2B-3) (T) on lap 57 in 1 min 16.538 sec — 199.995 kph
26 starters — 11 finishers

Some thoughts on the Dutch GP

FROM all aspects the Dutch GP Zandvoort was a good motor race, even the weather ruined the Saturday activi Every now and then a feeling arises in t paddock that two days of testing a qualifying is unnecessary and this year t atrocious weather in Northern Europe h virtually forced one day testing a qualifying, and the races have been none t worse for it. The idea of restricting pract to one day before a Grand Prix could ar again, except that the rule-makers at FI are busy at the moment trying to put a cu on qualifying speeds and to scheme up n rules for the future. There are suggestio that pre-race tyre-testing sessions should limited and already the idea of reduc engine capacity to 1,200 cc has be abandoned by the engine manufacture who are quite happy with the existi 1,500 cc limit for turbocharged engin Reduced fuel consumption in the hope controlling power is still on the cards a problems of the inherent dangers of qualifying hour are under review, so I do if the idea of one-day testing and qualify will get much of a hearing.

The pace and progress of Grand P racing at the moment is so furious that th is little time to look over the shoulder. W BMW, Porsche, Ferrari, Renault, Hon and Hart all working flat-out on eng development the chassis builders have th work cut out to keep pace, so it was surprise that no-one seemed to notice fact that there was no Cosworth V8 powe car entered for the Dutch GP, fr memory, the first time since 1967 wh Keith Duckworth's neat 3-litre production racing engine came upon scene. The last stronghold of Coswo power has been the Tyrrell team, but t year at Zandvoort Ken Tyrrell entered t cars powered by turbocharged Rena engines, so the Cosworth DFV and DFY Formula One has ended after a long a remarkable run, mostly against negli opposition and with 80% of the entry rely on the Ford-backed power unit. We are n in a much more serious phase of Grand P racing and there is no monopoly on pow units. Although Renault, Honda, Porsc Ferrari and the new Minardi are using a layout, the similarity stops there, and it interesting how varied the use of a V6 lay can be, even judged from the outside, for these days of fierce industrial competit there is not much chance of looking ins any of the engines. In addition to Zandvo being the anniversary of the Coswo engine's appearance, and the scene of first non-appearance, it was also Zandvoort just two years ago that the turb charged V6 Porsche engine appeared. Cal a TAG Turbo, in deference to the Sau Arabian firm of *Techniques d'Avant Ga*



THE DUTCH GP was not the first time since the Dutch race of 1967 when there have been no Cosworth-engined cars on an F1 grid but it was the first time when this was intentional for both Tyrrell drivers (Brundle above) had turbo engines.

who put up the money for McLaren's Ron Dennis to ask Porsche to design and build him a Grand Prix engine for his MP4/2 McLaren cars, the Porsche engine has won 17 races since it first appeared, and is now entering its third season of racing with the prospect of winning a lot more races.

During the Dutch GP there were a number of remarkable "happenings" that cannot really be explained, even in the light of after-thought. To have two cars stall on the starting grid when the green light came on, was remarkable in itself, but for no-one to suffer damage and for both cars to be able to be restarted and join in the race was a pure phenomenon. How everyone avoided hitting Piquet's stationary Brabham we will never know; I was sitting right opposite the start line and was simply mesmerised just waiting for the awful moment when the Brabham was struck by another car, and when they had all gone and Piquet was sitting there, stationary and unscathed, I just couldn't believe it was true. He joined in nearly a lap behind the leader and it was interesting to see that he was lapping at almost the same speed as the leader, once he got into his stride.

The Brabham-BMW ran perfectly throughout the race, only losing time at a rather slow pit stop due to some indecision about what tyres to fit. In the closing stages when Prost was closing up on his McLaren team-mate, they were both closing up on Piquet's Brabham, to lap him and you did not need a stop watch to see that it would happen about six or seven laps before the end. As Prost was trying hard to get past Lauda, their little battle could have been spoilt if they caught Piquet at an inconvenient part of the circuit. They could have both been held up, or one or other could have taken advantage of the situation and "out fumbled" the other. The wily old Lauda could see this coming and without it being obvious he eased back very slightly.

If you were only watching the two McLarens nothing appeared to change, they both seemed to be flat-out in a no-holds-barred battle to the finish, but if you took a wider view you became conscious that they were no longer catching Piquet and a study of his lap times afterwards, as given by the Longines-Olivetti people, showed that he was running with uncanny consistency. It was thus they finished, the two McLarens nose-to-tail but still the same distance from the Brabham as they had been six or seven laps before the finish! It's called "track-craft" and nobody has more of it than Lauda. I could name a lot of drivers who would have rushed up to lap the Brabham, stumbled at a crucial point, and the slippery Prost would have been by and into the lead. But not Niki Lauda, which is just one of the reasons he has equalled Jimmy Clark's total of 25 victories. My colleague A.H. also pointed out that between them Prost and Lauda have won more Grand Prix races than the rest of the field put together! And they are both in the same team.

Another "happening" that wasn't too obvious until thinking about it afterwards was the performance of Patrick Tambay in his Renault. The whole team had been in a shambles almost from the start of practice and the final ignominy was to see Tambay peel off into the pit lane instead of taking his place on the "dummy-grid". By this time the pit lane exit was closed so he was destined to start after everyone had gone by from the starting grid. The Renault engine appeared to be still misfiring and the car was pushed down to the pit lane exit. When the race got under way Tambay was allowed to join in after the field had gone by, though actually before Boutsen and Piquet got going. From then on the Renault engine sounded to be running perfectly and Tambay really sliced his way through the back markers in a most stylish manner.

It was lovely to watch and was Tambay at his best, which we haven't seen much of this season. He streaked his way up through the field until he caught his team-mate Derek Warwick and then he eased off dropping nearly three seconds a lap on what he had been doing. Two laps behind Warwick, holding fourth place, and then he suddenly stopped out on the circuit. The "official" reason was given as limited-lip differential trouble", but a lot of people felt it was more likely "out of fuel" for the suggestion was that he started with only half a tank of fuel, and on soft tyres, in order to salvage something from the debacle of their weekend, for he very nearly got fastest lap.

He was only beaten by Mansell and the two McLarens. Prost made fastest lap on lap 60 in his pursuit of Lauda, and Lauda made second fastest on lap 60 while fighting to stay ahead. Joker in the pack was Mansell who had made the wrong tyre choice, and the Williams team gave him similar ones at his first stop, but then he came in again at the end of lap 39 and on softer tyres he made third fastest race lap on lap 44. Tambay had made the fastest lap on lap 16 and it looked like being his until the closing stages of the race. The odd thing was that he did not retire the Renault at the pits, with nasty noises in its differential, or stop to complain of an uncontrollable rear end, which is normal if a differential gives trouble. Whatever it was it didn't wreck the transmission for the car was towed in at the end of the race.

The talk in the paddock before the engines started had been about Renault announcing the withdrawal of its racing team, probably after the Italian GP at Monza. It was actually announced the day after the Dutch GP.

With the unstable weather the crowd figures were not very good, added to which the admission and grandstand prices had been raised dramatically. This was one of seven races in which B. C. Ecclestone is involved financially, in an effort to keep the fixture viable from the profit point of view. It could be seen by reason of the fact that certain advertising signs had been covered with black polythene, notably the big TEXACO sign in the paddock. TEXACO pay the Zandvoort circuit a yearly rent to have the sign in the pits, but come Grand Prix time and the Ecclestone regime taking over, more money is demanded. A refusal means your sign is blanked out so that it does not appear on television!

Looking around the Zandvoort circuit the amenities are woefully lacking and behind the times, while much of it could do with a new coat of paint, but it all costs money. It would seem that the circuit is about ten years behind the accepted standards and the circuit owners do not have the surplus money to rebuild things. The track itself is fine, with no problems, but there is definite agitation to get the place tidied up. It will be a pity if it slips away into disuse, for everyone seems to enjoy the Dutch GP and it is a nice friendly meeting which invariably produces some exciting racing. Certainly, this year was one of the best. — D.S.J.



AMONG the ETC debutants at the Tourist Trophy was this Mitsubishi Colt Starion driven by Dave Brodie and Vern Schuppen. The car qualified in pole position and led on lap one before the drivers settled back to record a finish in fifth place. The race saw the first appearances of the Starion, turbo Sierra and Escort RS Turbo and, with other cars in the wings waiting to join in, the future of the ETC looks bright.

TOURIST TROPHY
The ETC Starts To Look Interesting Again

WITH the withdrawal of Jaguar and the BMW 635 CSi now in decline having reached the limit of its development, the European Touring Car Championship has, this year, lost some of its glamour. It's not that the Rover and Volvo victories this year have been hollow, for both marques have proved themselves quicker than last year's ETC-winning Jaguars, it's more of a case that neither make has quite the cachet of either Jaguar or BMW, it's been a middle management car series, rather than one for company directors' cars.

The Championship has also been clouded by wrangles over the eligibility of the Volvo 240 Turbos which, this year, have not only been quick but also reliable. Indeed, although early rounds seemed to indicate a Rover steam roller operation this year, Volvos have done most of the winning. The dispute centres on, among other things, the size of the real spoilers and the size of the turbochargers. Essentially it all comes down to how different people read the rule book but it seemed as though all results would remain provisional until the end of the year when the championship would be decided by a tribunal. Whatever the rights or wrongs of the matter, this is an unfortunate way to settle races. Now it seems that the controversy has been quietly buried and Volvo will keep all its points.

If this year's ETC has not had the glamour we've enjoyed of late, next year's should be much more interesting with the expected arrival of new cars from Mercedes-Benz, BMW and other makers and the Tourist Trophy gave us a taste of the future with the ETC debuts of the Ford Sierra XR4i Turbo, the Ford Escort RS Turbo and the Mitsubishi Colt Starion and at various points in the race, all three débutants led their classes. The Brodie / Schuppen Colt, indeed, started from pole ahead of the Rover of Walkinshaw / Percy with Andy Rouse putting the Sierra which he has developed in third place. Underlining the promise of the newcomers, the Longman / Curnow Escort RS Turbo sat in ninth place on the grid, quicker than any BMW and easily ahead of the Alfa Romeo GTV 6s which dominate Class 2 and the overall Constructors' Championship. Qualifying is one thing, especially when some teams have turbo boosts to tweak, and racing is another, and the pre-race warm-up, a fairly reliable guide to form, showed the three TWR Rovers quickest ahead of the two Eggenberger Volvos.

Brodie's Starion led for the first lap then Rouse's Sierra took the lead followed by Walkinshaw (Rover), Jean Louis Schlesser (Rover), Gianfranco Brancatelli (Volvo), Brodie, Jeff Allam (Rover), Rex Greenslade (Sierra) and Frank Sytner (BMW).

By lap six we had a situation unique in the history of the ETC for every class was led by cars from one maker, Ford. Rouse's Sierra led the race and class three, Richard Longman's Escort RS Turbo led class two and Ray Belcher's Escort RS 1600i led class one. It was a fine effort but not to last for, going into Copse on lap nine, Rouse had a stub axle break.

Schlesser then took the lead, followed by Brancatelli but shortly afterwards he spun at Stowe, sustained a puncture when hitting the kerb, was T-boned by a Golf but lim round to change a wheel and rejoin in place. Brancatelli then was able to pull of Walkinshaw and Allam. On lap Richard Longman retired his Escort wi badly slipping clutch and the class was again disputed by Alfa Romeos, Lombardi / Drovandi car eventually tal the honours, but the Ford's perform perhaps signals an end to Alfa Rom dominance of Class 2.

On lap 27 came an incident which perh decided the race. The BMWs of M Micangeli and Frank Sytner had b disputing fifth, at Woodcote Sytner left braking very late, Micangeli shut the across his bows and the Sytner car s Micangeli's hard into the Woodcote bar Though off the racing line it was deeme be a hazard and on lap 42 the pace car sent out while marshals pulled the car cl The field closed up and Brancatelli lost advantage.

Then confusion reigned as drivers fa to remember the correct procedure resuming racing with a pace car on the t and led by an Alfa Romeo, whose driver subsequently fined £1,000, half the barged by.

Walkinshaw hounded Brancatelli for next dozen laps, then pitted quickly handed over to Win Percy. The Volvo' stop took longer as oil had to be adde well as fuel and tyres and when Tho Lindstrom took over he had a big job o hands for Steve Soper had taken over f Schlesser in second place, the pace car having more or less wiped out Schles earlier mistake. The third Rover expired on Hangar Straight with electrical fault.

The two Rovers came home first second, giving Tom Walkinshaw his fo TT win. Volvo came away with consolation that its car might have won for the laps under the pace car and a lon pit stop. There were few consolati however, for Richard Belcher and D Carvell for the crankshaft on their Es snapped minutes from the end and were unclassified even though they completed as many laps as the Clas winner, the Kudrass / Putz Golf GTi. It cruel fortune. Against most peop expectations, the Brodie / Schuppen Sta actually finished and in a creditable place.

It was an exciting and absorbing rac itself but even more interesting were indications for the future as shown by pace of the Sierra, Starion and Escort Turbo. With other cars waiting to join the future of the ETC looks bright. — M

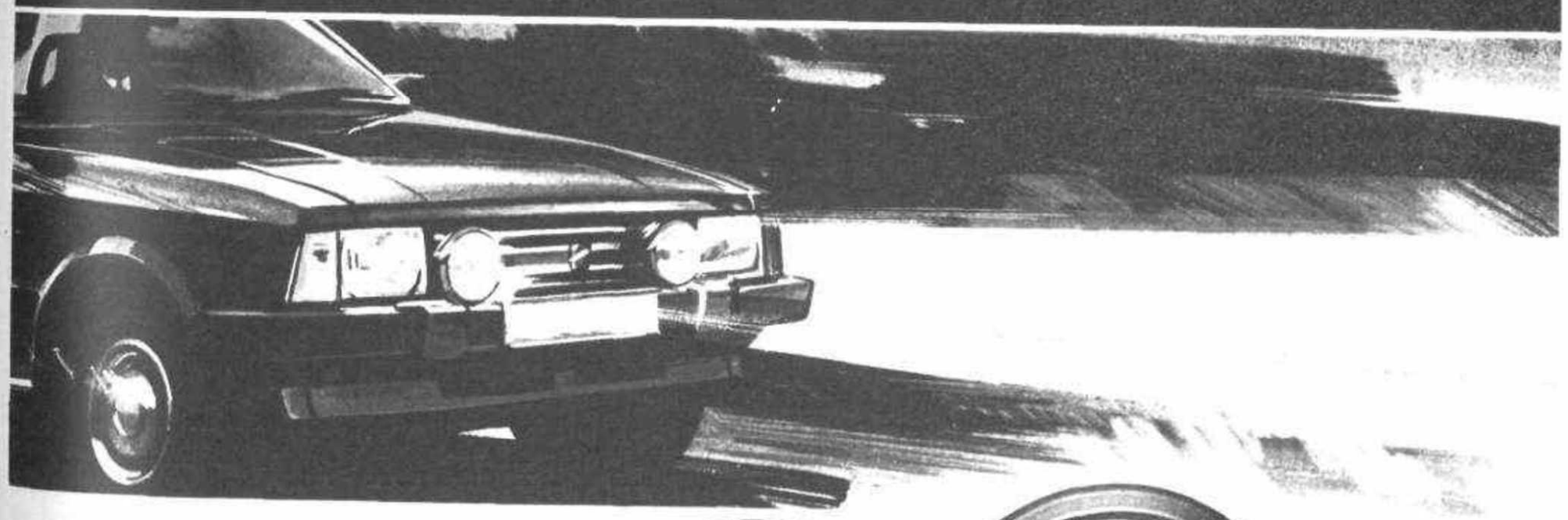
RESULTS

Istel RAC Tourist Trophy — Silverstone, September 8th, 1985 — Dry, warm, overcast — 107 laps, 500 kms.

1st	: Walkinshaw / Percy (Rover Vitesse)	(103.88 mph)	3 hr 1 min 12.2
2nd	: Schlesser / Soper (Rover Vitesse)		3 hr 1 min 17.8
3rd	: Brancatelli / Lindstrom (Volvo 240 turbo)		3 hr 1 min 26.0
4th	: Dieudonne / Muller (Volvo 240 turbo)		106
5th	: Brodie / Schuppen (Mitsubishi Colt Starion)		106
6th	: Bosshard / Micangeli (BMW 635 CSi)		104

Class winners: Kudrass / Putz (Volkswagen Golf GTi); Lombardi / Drovandi (Alfa Romeo GTV6); Walkinshaw / Percy (R Vitesse). *Fastest lap:* Walkinshaw, 1 min 38.78 sec, 106.85 mph (Record).

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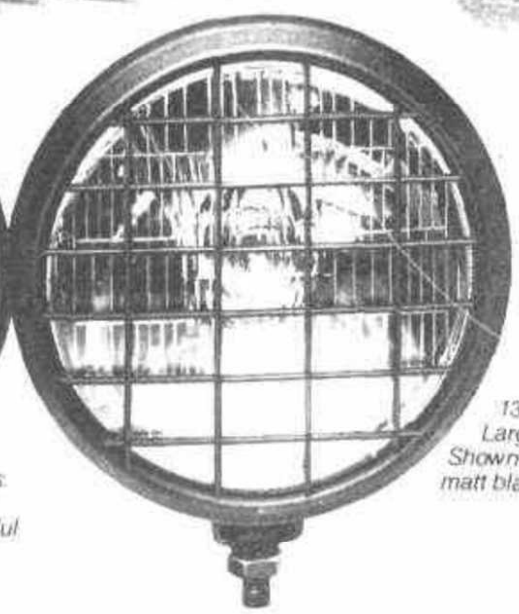
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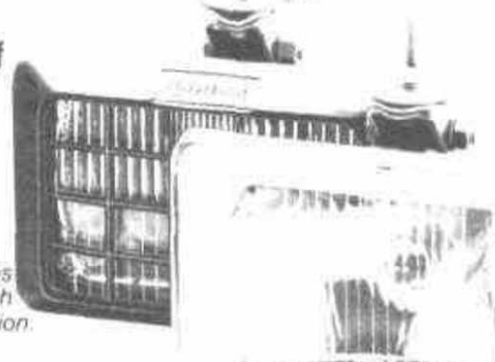
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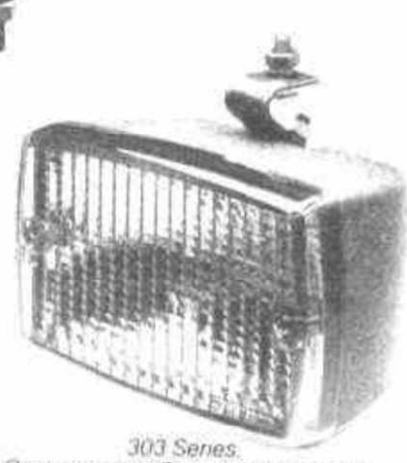


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Spa 1,000 Kms

Lancia victory — without joy

LANCIA'S victory in the Spa-Francorchamps 1,000 Kilometre race on September 1st should have been a happy occasion for the Italians, but it was marred by Stefan Bellof's fatal accident which led the organisers to halt the race at the five-hour mark, as a token of respect. International motor racing has been free of fatalities for a couple of years, but the sportscar teams were still recovering from Manfred Winkelhock's death in Canada, and Jonathan Palmer's severe accident during untimed practice on Friday.

When Bellof hit Ickx at Eau Rouge, at the three-hour mark, it was in full view of the pits, and a grandstand full of spectators. It was a particularly unpleasant accident and none of the participants had any wish to carry on. The stewards talked with Porsche's Peter Falk, Lancia's Cesare Fiorio, Jaguar's Tom Walkinshaw, and Reinhold Joest before wisely bringing the race to an end.

The three accidents, within as many weeks, were for different reasons. Careful examination of Winkelhock's Kremer Porsche revealed no reason for the accident, and it is now supposed that he suffered a blackout before arriving at Mosport's Turn 2. At Spa, Palmer's accident is attributed to the right-front tyre deflating suddenly, and though he sustained a broken leg the English driver owes his life to the fact that the armco barrier deformed about four feet . . . and to the honeycomb construction of the Silverstone-built, special Porsche 956B, since honeycomb crushes more progressively than sheet aluminium.

Stefan Bellof's fate was sealed by his own driving error, pure and simple, challenging Jacky Ickx too hard at the wrong place. No criticism should be made of the car, for a 130 mph-plus head-on impact with a barrier is not survivable in medical terms. All the same, the armco was backed by a concrete wall, and the WEC teams now question the logic of retaining any track with a solid wall.

Although it is not suggested that Bellof hit Ickx's car deliberately, he certainly meant to be uncomfortably close, having gone through the "bus stop" chicane a few moments before side-by-side with Ickx, their wheels bouncing over the kerbs. Perhaps they were smiling, the former team-mates locked in a duel for second place (Barilla, in the Joest Porsche 956, was 30 seconds ahead of them at that point). Poor Bellof, the 27-year-old reigning World Endurance Champion driver, went out the way he normally drove, attacking, being aggressive, and entertaining.

This may be the time to draw attention to the increasingly aggressive behaviour of several leading drivers in Porsche and Lancia teams. It is appreciated that the wide speed differentials in endurance racing cause special problems; the Group B cars, in particular, are slow and often badly driven too. In the past couple of years, though, there has been an increasing tendency for the professional drivers to barge their way past the slower competitors, even taking deliberate swipes at them as they go by. Accustomed to open-wheel single-seaters, perhaps they feel secure in a closed car, with enclosed wheels, and surrounded by tough kevlar/carbon-fibre bodywork. We are making a serious accusation, having witnessed several incidents of this nature and heard of a great many more. If safety in Group C racing is now in question (and it is, especially in Germany), it's not so much the inherent safety of the machines that FISA should be considering as the behaviour of some drivers, and the positioning of armco (not walls) and catch-fencing.

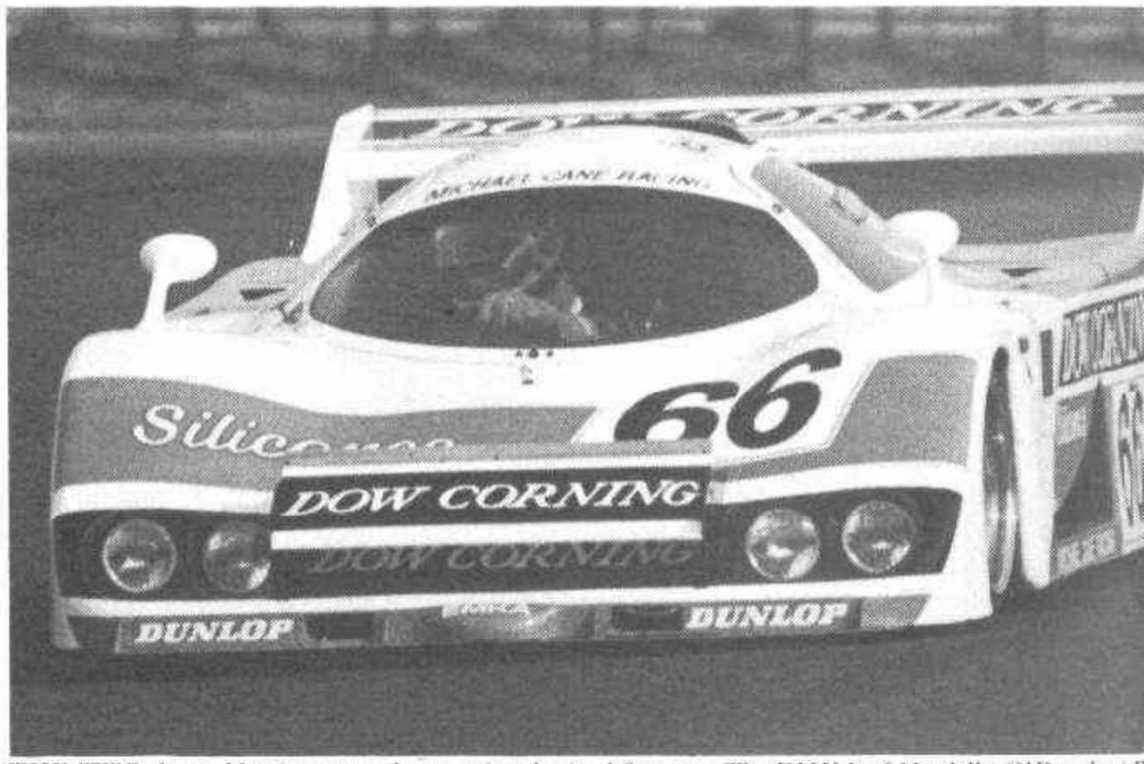
Generally, with up to 800 bhp in qualifying, and superb ground effects, these Group C1 cars which weigh around 950 kg with driver and fuel aboard, are going too quickly for the tracks. At Le Mans, they're too quick on the Mulsanne Straight, especially as regards the tyres. John Sheldon and Joel Gouhier will testify to that. While a slow puncture may be a nuisance in a slower car, at speeds of over 150 mph it can become a lethal explosion, without any warning to the driver.

Tinkering with the rules may not be much good. Perhaps it's time to go back to basics, to say that if this is Sportscar racing (the title the entrants have themselves chosen for the series next year) then it should be for sports cars such as Porsche 959s, Ferrari GTOs, Chevrolet Corvettes, Lamborghini Countachs Lotus Esprit Turbos, Toyota MR2s and the like. Would that be so awful? One suspects that the Automobile Club de l'Ouest is thinking along these lines, anyway.

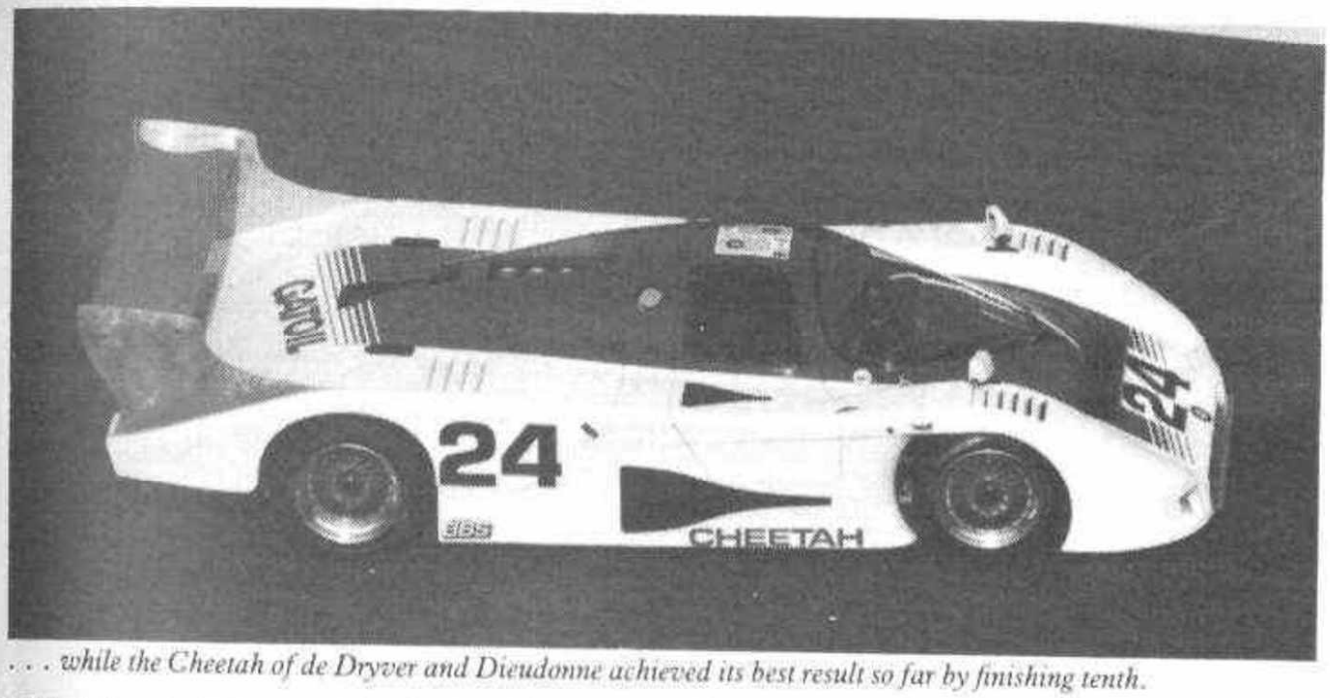
The entry for the Spa 1,000 Kms was the best seen in the Group C formula, which came into being in 1982. Lancia and Jaguar would challenge the factory and p Porsche teams, and Aston Martin to represented with two improving cars. J would be outgunned in Satu qualifying session, and Martin Bru time of 2m 10.07s was better than a expected. The Tony Southgate design was handling really well (t compromises still had to be made springs, since a full range of anti-rol was not yet ready), and the unde problem has been cured completely b use of wider Dunlop Denloc tyres. Br reckoned that he was losing a cou seconds to the turbo cars on the run Les Combes, and perhaps that much on the uphill stretch to La Source paraphrase, there's no substitute for a control knob!

Qualifying was a personal duel be Hans Stuck and Riccardo Patrese, ar Italian won. Quickest on Friday, or tyres, Patrese secured pole positio Saturday morning with a time of 05.91 sec, a speed of 198.42 kph. nearly four seconds quicker than Bou pole time last year, and while the resurfacing (which stood up we weekend) may account for a coup seconds, the rest was down to improvements. Stuck made three att on qualifying tyres, two spoiled by s cars, the third when his 962C ran lo fuel, and the reserve switch had to be In the circumstances a time of 06.38 sec was pretty good. Boutsen cracked the 2 min 0.7 sec barrier i Brun Motorsport / Schiesser 956, under 2 min 08 sec were Ludwig, Ickx and Surer, the latter in Kroesemeijer's 956 run by the K brothers.

Brundle led the second group, at be 2 min 10 sec and 2 min 15 sec, incl "John Winter" with Marc Duez, Lar Sigala and Schlesser / Heyer in the s



THE TWO Aston Martin-powered cars enjoyed mixed fortunes. The EMKA of Needell / O'Rourke / W (above) retired early on. . . .



. . . while the Cheetah of de Dryver and Dieudonne achieved its best result so far by finishing tenth.

TWR Jaguar XJR-6. In the C2 class Gordon Spice and Ray Bellm were on "pole" as usual in the Spice Engineering Tiga 3.3-litre DFL, and needed only a good result at Spa to sweep up all the C2 titles. This year they have been first at Mugello, Monza, Le Mans, Mosport and Spa, second at Silverstone and Hockenheim. Preparation, and good luck that springs from good planning, is the key to this Silverstone team's success, contrasting sharply with the fortunes of reigning champions Carma-Alba: after a second place at Mugello it has been downhill all the way for Martino Finotto's team, with a succession of gearbox and engine problems, and minor accidents. Rather, it is the Ecurie Ecosse team which Spice watches most carefully, with two wins to its credit this year.

Spice's time of 2 min 19.6 sec was followed closely by Frank Jelinski in the Labatt's Gebhardt (also 3.3-litre DFL powered). They were both quicker than the Aston Martin powered Cheetah and EMKA driven respectively by Bernard de Dryver / Pierre Dieudonné / Claude Bourgoignie, and Steve O'Rourke / Tiff Needell / James Weaver. Swiss entrant Chuck Graemiger has now taken over his own engine preparation, discovering that the 5.4-litre V8 gives not 580 bhp, as suggested by Tickford, but 540 bhp. "Our power to weight ratio is inferior to that of the C2 cars. It explains a lot of things" says Graemiger.

When Brundle forecast that his Jaguar "could run at 2 min 14 sec all day" rival Porsche and Lancia drivers expressed doubt. That was below Bellof's sportscar lap record, and the prediction sounded too good to be true. Brundle *did* start off at 2 min 14 sec . . . and saw Patrese, Bell, Mass, Boutsen and Ludwig disappear from sight, all five of them lapping below 2 min 12 sec! The first hour saw some stirring sportscar racing, Mass establishing a new Group C record at 2 min 10.73 sec (191.11 kph) as he passed Patrese for the lead on the 14th lap.

Then Boutsen attacked, putting Patrese down to third place, and Ludwig started to challenge. Closing on the Lancia was one thing, passing it another . . . "Patrese blocked me four times, dangerously," said Ludwig, normally amiable but now in a black mood. "He is an animal!"

Bell had dropped back, then pitted early with a bad vibration at the front of his Rothmans-Porsche. A tyre had turned on the rim, something unusual, and the stop was a short one since a light fuel load was needed. That was to be significant, as Stuck took over, for like Surer and Winkelhock at Monza earlier this year their pit stops were out of synchronisation with the others. Schlesser's Jaguar was retired with a malfunctioning differential which made the V12 powered car difficult to handle in the slower corners, Jelinski's Gebhardt was delayed by a cracked suspension upright, due to a collision, and the EMKA retired with a faulty mechanical fuel pump, which would take 90 minutes to change. And later the Ecosse, which had been romping away with the C2 class with David Leslie at the wheel, was brought in by Wilds with suspension and steering damage after a collision with Brundle, and lost 34 minutes. Then, Spice and Bellm had only to keep out of trouble to win the C2 class, as Finotto's Carma-Alba was in dire braking problems.

Fuel consumption checks showed that the leaders would have to slow down: Patrese's Lancia, the Rothmans-Porsches and the Boutsen / Bellof Porsche were all around 57 litres per 100 kms, the consumption far too high to finish the race easily. By contrast Baldi's Lancia, running fifth at the end of the first hour, had a consumption of 49 litres / 100 kms, and could attack whenever the drivers chose. Patrese's car was in trouble as soon as Nannini took over, passing the pits with a serious misfire and stopping at the top of the hill from Eau Rouge. Nannini got it going again, and a new Weber / Marelli engine management box restored it to health, but it was nearly two laps behind and Patrese moved into the Wollek / Baldi car for a stint.

At 75 laps, close to the three-hour mark, Barilla was leading by 30 seconds in the Joest Porsche. Behind him Ickx and Bellof were duelling hard for second place, then came the Baldi / Wollek / Patrese Lancia fourth and Stuck / Bell fifth, all on the same lap. A lap down were the Brundle / Thackwell Jaguar and Nannini's Lancia. Larrauri's Porsche had just retired with a broken distributor arm and the rest, led by Costas Los' March-Porsche, de Dryver's Cheetah and Spice's Tiga, were all far behind.

Down the hill to Eau Rouge for the 78th time Bellof was tucked in behind Ickx, mere feet behind. As Ickx turned in to the difficult left-right sweep the Schiesser car hit the back of the Rothmans car and spun it around. In a moment Ickx was sliding backwards into the guardrail, and Bellof's turned sharp left hitting the barrier about 20 metres away. So violent were the impacts that the noise could be heard the length of the pit lane, and both cars caught fire briefly, though the marshals were efficient. Ickx was helped out of his car, deeply shocked, with a sore neck, but nothing could be done for Bellof.

The pace cars were out for 40 minutes and there was no pleasure for anyone in what remained of the race. At 100 laps, covered in just over four hours, the Wollek / Baldi / Patrese Lancia had moved unobtrusively into the lead, a full lap ahead of Ludwig / Barilla, Nannini / Patrese, Brundle / Thackwell and Bell / Stuck.

More pit stops would decide the final order, which was established 22 laps later. The surviving Rothmans-Porsche of Bell / Stuck was just on the same lap as the Lancia when the flag went out, and further back the TWR Jaguar had Winter's Porsche 956 right on its tail, challenging for fifth. It should have been a good day for Lancia, for Rothmans-Porsche who won the World Endurance Championship for Teams, and for Gordon Spice and Ray Bellm who clinched both the C2 Teams and Drivers titles. No-one celebrated, but the achievements will have sunk in later.

M.L.C.

Results

Spa-Francorchamps 1,000 kms, 7th round, World Endurance Championship. Weather — cool and dry. Race stopped after 5 hours/122 laps/846.58 kms

1st	R. Wollek/M. Baldi/R. Patrese	(3.0 t/c Lancia-Martini LC2/85)	5 hr 00 min 23.42 sec (169.115 kph)
2nd	D. Bell/H. Stuck	(2.6 t/c Rothmans-Porsche 962C)	5 hr 02 min 37.86 sec
3rd	K. Ludwig/P. Barilla	(2.6 t/c Joest Porsche 956)	121 laps
4th	R. Patrese/A. Nannini	(3.0 t/c Lancia-Martini LC2/85)	121 laps
5th	M. Brundle/M. Thackwell	(6.0 TWR Jaguar XJR-6)	120 laps
7th	C. Los/C. Danner/P. Witmeur	(2.6 t/c March-Porsche 84G)	114 laps
8th	J. Lassig/H. Regout/J. Pareja	(2.6 t/c Obermaier Porsche 956)	113 laps
9th	G. Spice/R. Bellm	(3.3 Spice-Tiga DFL/C2)	112 laps
10th	B. de Dryver/P. Dieudonné/C. Bourgoignie	(5.4 Cheetah Aston Martin)	110 laps

Fastest lap: J. Mass (Rothmans-Porsche 962C), 2 min 10.73 sec (191.11 kph)

Leading Championship points.
C1 Teams: Rothmans-Porsche 107; Lancia-Martini 58; Joest New Man Porsche 50. Drivers: Bell and Stuck 97; Mass and Ickx 66; Ludwig 58; Barilla 52; Wollek 46; Surer 45; Patrese and Baldi 44. C2 Teams: Spice Engineering Tiga 110; Ecurie Ecosse 50; Ark Racing Ceekar 46; Team Gebhardt 40. C2 Drivers: Spice and Bellm 130; Mallock 65; Payne 52; Jelinski 47; Wilds 45; Winther and Andrews 44.

Road Impressions:

Lancia Y10 Turbo

WHILE the Ford Sierra 4×4 was having its first 6,000-mile service (in which mileage it had given no trouble of any kind and shown few flaws, apart from the hand-brake needing a good tug to hold the car on the hills and the engine exhibiting a *very slight* start-up reluctance, and it was returning 27.6 mpg and using very little oil) I was able to try the Lancia Y10 in turbocharged form. Having always had the highest regard for the Lancia Aurelia and Aprilia, in the context of their time, sampling the latest small car with the famous Italian name promised well. Lancia have made small-engined cars before, the 905 cc Ardea and the 1,090 cc Appia, so the 1,090 cc Y10 is a logical successor.

I used it first on the long but familiar run from London EC to mid-Wales and it proved very quick indeed, both in respect of high average speed and notable performance. It is necessary to keep the revs up, because nothing very spectacular happens below 3,000 rpm and it is better to keep things turning at above 4,000 rpm, but then, allowing for some turbo lag, the pickup is both exhilarating and a surprise to many drivers of much larger cars. In fact, the little Lancia really excels at the upper echelons of the intermediate acceleration ranges, for 0-60 mph, and similar exercises, show it to be inferior to the Ford Fiesta XR2, for instance, and not all that much quicker than a Vauxhall Nova XR. But for closing the gap between 50 and 70 mph and such like, without changing out of top gear, it really comes into its own as a little flyer. Top speed does not matter much, but here it is as quick, at nearly 108 mph, as almost any small car except the Ford Fiesta XR2. The Y10's five-speed gearbox has sensible ratios and the Japanese IHI turbocharger punches the output of the very over-square (76 x 57.8 mm) engine to 85 bhp at 5,750 rpm and produces 90 lb/ft torque at 2,750 rpm.

It was in the hoped-for refinement that the Y10 was a disappointment, especially remembering my enthusiasm for the Aprilia. The need to keep the engine revving meant making frequent use of the gearbox but the change was baulky, notchy and rubbery, with a short lever, although the clutch was light. The seat-belt was anchored high up, which I found rather unpleasant, the pedals were considerably off-set to the left, and the suspension gave a very lumpy ride over all but the smoothest surfaces. No doubt the front MacPherson-struts and the clever coil-sprung, trailing-arm, centrally-pivoted Omega rear suspension have to be stiff to give good cornering qualities, but for a so-called luxury small-car the ride is not sufficiently comfortable. Having said that, I admit that the Y10 Turbo Lancia goes round corners very well, with some roll, but securely, so that in spite of coming directly off a larger 4WD car I did not tip it up!



There is very mild understeer when really going, and the front wheels lose real grip if quick acceleration from rest is needed, in spite of being shod with 13" Michelin MXV tyres. The driving compartment isn't cramped but there is not much space behind, or boot-wise. Then things like sun-roof, split rear seat, central-locking, electric-windows and alloy wheels are lacking, and you have to open the rear side-windows manually, although you do get manual-adjustment of the external rear-view mirrors and headlamps wipers, a facia check-panel with 17 warning lights covering essential services, spot-lamps, tow-hooks, Vegliaflash digital clock and map light.

The chopped-off appearance of the Y10 is distinctive, and rather fun if you regard it as a baby Ferrari "bread-van". Normally the short bonnet is invisible and you view the road ahead through a very large windscreen. The single-blade wiper works well but parks rather high on the driver's side. The easily hinged front-seat squabs make up for the two-door body when carrying extra passengers, and the tail-gate can be released by a driver's lever, as on Japanese cars, to avoid using the single key. The plastic cover over the tail-gate lock was unattached and consequently fell off. The front seats must be called comfortable, and there is an attempt at luxury trim by using Alcantara imitation-suede surrounds on doors and facia, and hiding the Blaupunkt radio and Cambridge 23 stereo-player in a lidded cupboard. The other lidded apertures are the rather shallow cubby and driver's cupboard, and neither of these lock.

The instrumentation includes fuel, heat, oil-pressure and oil-temperature gauges to supplement the neat tachometer (red-lined at 6,000 rpm) and speedometer, and there is a difficult-to-read boost-gauge or economy dial on the right of the facia console. Engine-heat is normally just below 90 deg, oil-temperature approximately 50 deg and oil-pressure 4 bar. There is a manual-choke-cum-hand-throttle, but, even so, the engine tended to be a reluctant commencer. The aforesaid cubby-hole is supplemented by an open central-well ahead of the gaitered gear-lever, and tight door-pockets. The ce panel of the facia carries tiny push-bu for rear fog-lamp, spot-lamps, demister, rear wipe / wash, which is effective, and hazard-warning, and heater has further buttons for directi flow and screen-demisting, the amou heat / air being controlled by rocking t required extent two small toggle lever electronic selection, lights indicating has been achieved. In the absence instruction-book it took me a long ti learn to drive this rather enchanting distracting system.

The Y10 Turbo is a combinatio Brazilian build and Lancia, Fiat Japanese techniques. It is not as impr as I had expected, but on a long open journey it comes into its own, being quick and less of an effort to drive fa has a small four-spoke steering whee notched-end spokes slightly reminisce those of a 1914 GP Vauxhall) giving a view of the dials on the compact facia p The bonnet-release for the rear-h bonnet-lid is on the driver's side an dip-stick is commendably accessible. spare wheel is in the engine compart The steering is by rack-and-pinion, g 3.4 turns, lock-to-lock.

The Lancia Y10 may not be as refin Lancia cars were before the war ar gearchange cannot compare with the q well-weighted change of an Aprilia, bu the extras provided by a £500 addi package it begins to meet Lancar's that this Cd 0.31 low-drag, 133½ in little car marks Lancia's re-entry int luxury small-car market. In Turbo for undoubtedly a Fun-Box, and competi priced at £5,795, but I am not conv about the so-called "big-car ride" an consumption, checked over a conside mileage of mixed motoring, much of i wound-up, was rather below averag 29.3 mpg. The tank holds 47 litres a flush-fitting cap is lock-secured. Ther 12,000-mile main servicing interval three-year guarantee, which can supplemented with a six-year anti-cor warranty by Dinol Protection Ltd. — V

New Cars:

Mazda 323

MAZDA has produced new versions of its 323 range which is set against cars such as the Ford Escort, Volkswagen Golf, Nissan Cherry and Vauxhall Astra. A prospective buyer has a choice of three or five door hatchbacks, a four door saloon, 1.1 (54.5 bhp), 1.3 (68 bhp) or 1.5 (70 bhp) litre engines and either a five-speed manual gearbox or a three-speed automatic. A 115 bhp, fuel injected performance model will be imported shortly.

On a recent launch in Portugal I had the opportunity to sample several variations of the range over a wide range of driving conditions and can report that, even if the cars do not exactly stir the blood, they are spacious, well-equipped, quiet and free of any apparent vices, something which makes one suspect that the fuel-injected model will work well.



The new range represents no technical breakthrough, Mazda's engineers having concentrated on producing a good package. Aerodynamic refinements have resulted in a claimed cd factor of 0.37, the body shell has been stiffened, attention has been paid to paring weight and modifications to the engine's blocks and heads are claimed to have both reduced vibration and noise and increased economy and mid-range torque. The effect of all this attention to detail is marginal in any given area but, taken as a whole, adds up to a thoroughly competent package.

Handling, braking, steering and ride are all above average for the class, the five-speed manual gearbox is excellent but there were times when the engine of the 1.5 litre model I tried displayed a curious hesitancy when using the throttle to balance the car in corners. The level of equipment is a cut above Mazda's declared rivals without being extraordinary in itself but the cars are keenly priced and the importers should have no difficulty in selling their quota. — M.L.

BMW 325i
2- and 4-wheel drive

THE new top model in the small range from BMW, the 325i, follows the Munich company's established approach to new product development — steady and sure, rather than radical. No car manufacturer nowadays can afford to announce a new model which is inferior in *any* measurable respect to its predecessor, no matter what striking advances it may display in other areas. Nevertheless, perhaps because of the technical slant of their presentation, it is the German firms who seem to specialise in boasting percentage gains in all quantifiable factors.

Thus the 325i can claim that the 8% enlargment to 2.5-litres from 2.3 is accompanied by 10% better torque, 15% more power — and 3% better specific energy. The news that this makes the 171 bhp 325i the most efficient two-valve engine for its size available in Germany may not translate into showroom excitement for the customer, but it does indicate the emphasis on continuing invisible improvements in the century-old petrol engine.

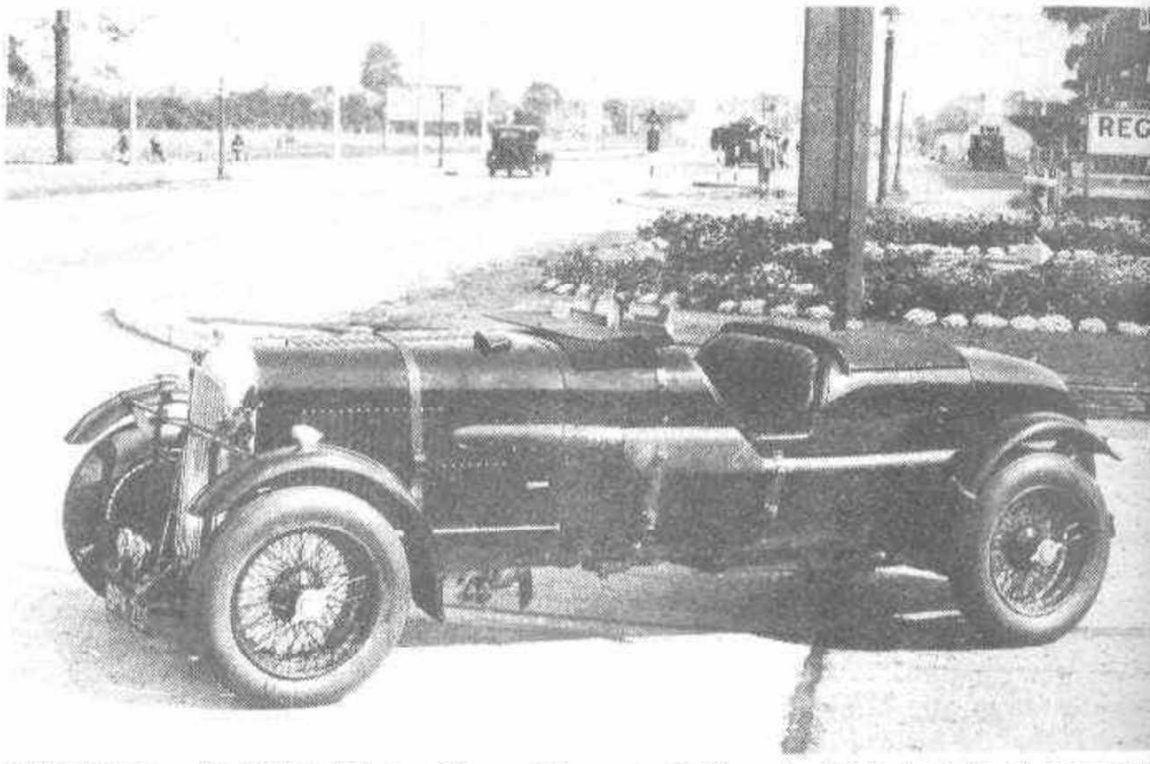
What will sell the car, though, is performance. Acceleration to 62 mph drops from 9.0 to 8.3 seconds, and a top speed of 135 mph is achieved burning less fuel than ever. This is apparent in the impressive flexibility of the new power unit (specially developed for this car, not borrowed from the existing 525i) whose higher torque occurs at the same 4,000 rpm. Otherwise, the driver might be in a 323i; pleasant steering, crisp ride, that unimpeachable instrumentation. To improve weight distribution and traction, the battery has been moved to the boot, and the only visible sign of all this is the single digit which alters on the boot badge. Prices are £11,495 for two doors, £11,920 for four.

At the same time as a short drive in the 325i, I was able to try a much more significant car — also called the 325i. This is the long-awaited four-wheel-drive version which combines the 2.5-litre motor with permanent drive to all wheels, split 37%:63% front to rear. Viscous locks in centre and rear diffs give variable and entirely automatic traction control much as in Ford's XR 4×4, but the most interesting element is the anti-lock braking system which comes as standard. Because the wheels in a wholly or partially locked 4WD system can no longer rotate fully independently of each other, previous ABS systems could be fooled into allowing all four wheels to lock by assuming that the car had actually come to a standstill, there being no external reference to tell whether the vehicle was moving or not. This is why Audi Quattro diff-locks automatically cancel the ABS. However, BMW have added just such a reference in the form of an accelerometer between the front seats, thus making possible full-time ABS under all conditions.

Although this new generation of 4WD cars is aimed at increased road performance (and therefore safety) rather than cross-country stuff, BMW have increased the ground clearance by 1.2 in, which must help in snow, and it was in fact on a glacier that the company chose to present the car to European journalists. It was a curious sensation, accelerating confidently uphill and recklessly standing on the brakes in a corner, feeling the car respond obediently as if on concrete while ice and slush fountained up all around from the standard road tyres. The braking system is tuned so that the car tends to turn in the same curve as the angle of the front wheels — or in other words, it does exactly what a driver without the benefit of skid-training might expect it to. There is no sensation through the steering wheel of the power going to the front wheels, and very little of the thumping apparent through the brake pedal on some other systems when the ABS is venting pressure, although the driver can tell that the system is in action, which gives valuable information on road conditions.

With flared wheel arches and narrow sill extensions, this is the one small BMW which is distinguished from its brethren, and some may not feel that the visual differences are enough compared to the extra cost, still to be fixed. Yet the BMW marketing policy has successfully exploited very fine model gradations, as has Ford's, and there is no reason to suppose, given the dynamic excellence of the 4WD car, that this will put customers off a conventionally styled but convincingly capable car. — G.C.

Lagonda at Le Mans



BPK 201 pictured in 1935 in TT trim. This car did not go to Le Mans, but finished eighth in the Tourist Tr that year, having been fourth the previous year.

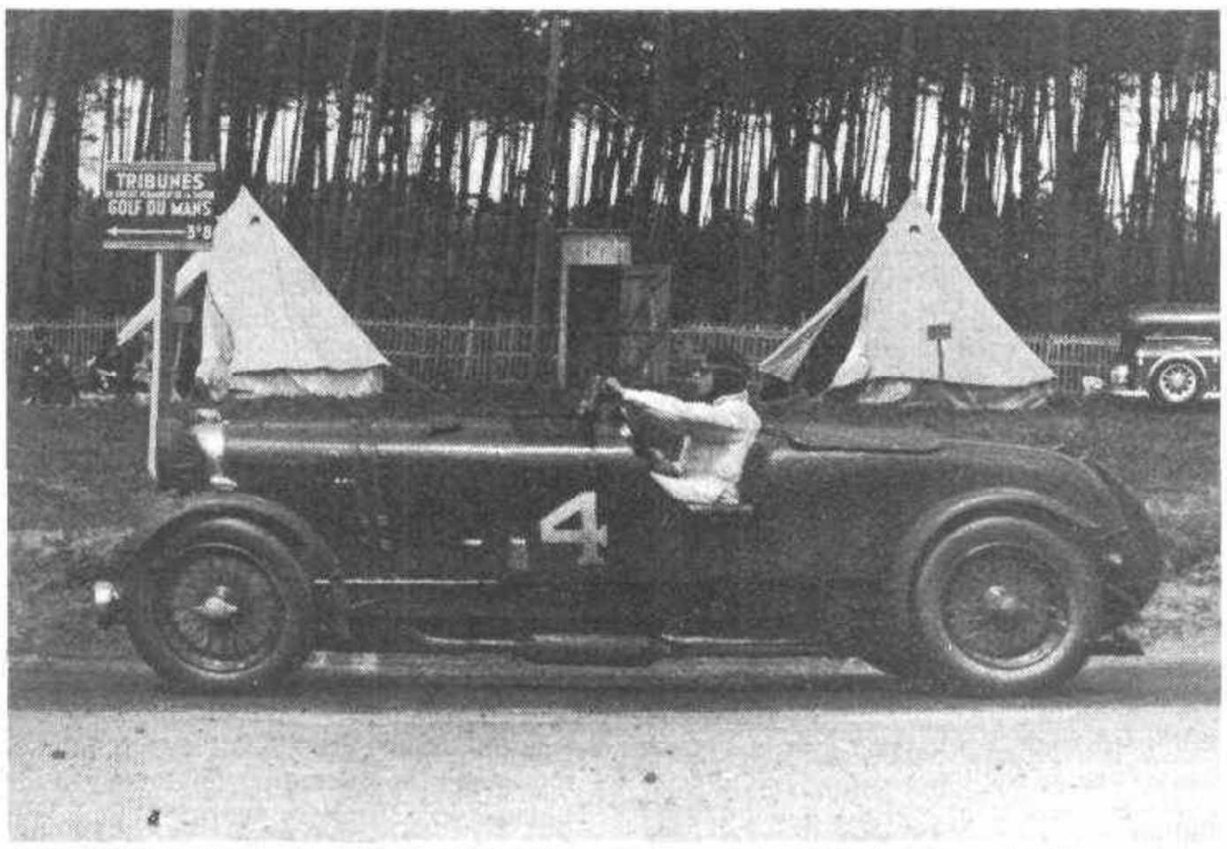
AS TIME goes by there are more and more opportunities to indulge in nostalgic commemorative "jollies" or "raids" as the Frazer Nash owners call them. It was the Frazer Nash section of the VSCC that organised one of the first of the big one-make "raids" when they journeyed to the Dolomites and northern Italy to relive the great days of the "chain-gang" in the Alpine Trials of 1932/3/4. This was in 1969 and was not a specific time landmark, it was simply an excuse for a trip to Italy. Since then "jollies" and "raids" have caught on as being a way to use old cars in collective security and any excuse is made for setting off to commemorate something from the past. Many of these gatherings are closely connected with an event or a particular happening, and while some are a bit over-organised and used as commercial advertising fodder, others are private and personal. No matter what old car you own you don't need to look very far for an excuse for a "jolly". In California they call them "boondoggles", a delighfully meaningless word that somehow sums up a happy trip with an old car to celebrate something entirely personal and inconsequental.

However, some "jollies" are very important and significant, and one of the most memorable that I have been on was in 1978 to Northern Ireland, to celebrate the 50th Anniversary of the first Tourist Trophy to be held on the magnificent Ards circuit to the east of Belfast. That great Talbot enthusiast, Anthony Blight, sportingly let me join his team of Fox & Nicholl Talbots and I had a marvellous week in Ulster with GO54. That was a commemorative run that brought tears of emotion to many eyes. As a Frazer Nash-BMW enthusiast I had a lot of pleasure organising a small private gathering last year to commemorate to the very day, fifty years since AFN Ltd signed the contract to import BMW cars into Great Britain under the agreed name of Frazer Nash-BMW. Next year will be an excuse for a "jolly" for the Type 328 BMW, to celebrate fifty years since the first prototype car won the 2-litre class at the *Eifelrennen* on the old Nürburgring.

Fifty years is a good round figure on which to base a "jolly", so that over the years there has been a continual flow of motor racing happenings to celebrate. Some of the long established makes are now celebrating 75th anniversaries, and this year the British celebrated 100 years of the motor car, though the French did it last year the Germans are doing it next year, but anniversaries are more easy to pin-poin Le Mans it is possible to cele something every year, and 1985 wa exception. It was a year not be misse Lagonda enthusiasts, for a Lagonda wo Mans in 1935, exactly fifty years ago.

The Lagonda Club organised a "jolly" to Le Mans to commemorat make's only victory at the Sarthe. Be Jaguar, Ferrari and Porsche enthusiast probably smile, recalling their num victories in the 24 Hour race, but if want to celebrate they have the proble which particular year to choose; in Lagonda Club there was no such prob 1935 was the year that John Hindmarsh Hawker test-pilot, and young Louis Fo drove a special 4½-litre Lagond victory, so 1985 had to be the year. Whenman and Alec Downie of the Lag Club organised a 10-day trip ar Northern France for some 25 Lagonda ranging from early 2-litres to late V including naturally enough, a lot of litre Meadows-engined cars that owed to the Fox & Nicholl racing 4½-litres. "jolly" ended up at Le Mans for this y 24 Hour race and the actual car that w 1935, now owned by David Johnson there to take part in a parade roun circuit before the race began. This parti car was one of three that were built by & Nicholl in 1934, and on this sp occasion the other two cars were the "maids of honour", though one of then actually taken part in the 1935 race finished 13th.

These special Fox & Nicholl Lago were built in the summer of 1934 i operation with the Lagonda fac specifically to take part in the To Trophy on the Ards circuit in Septe 1934. Arthur Fox was a great motor r enthusiast who today would be call

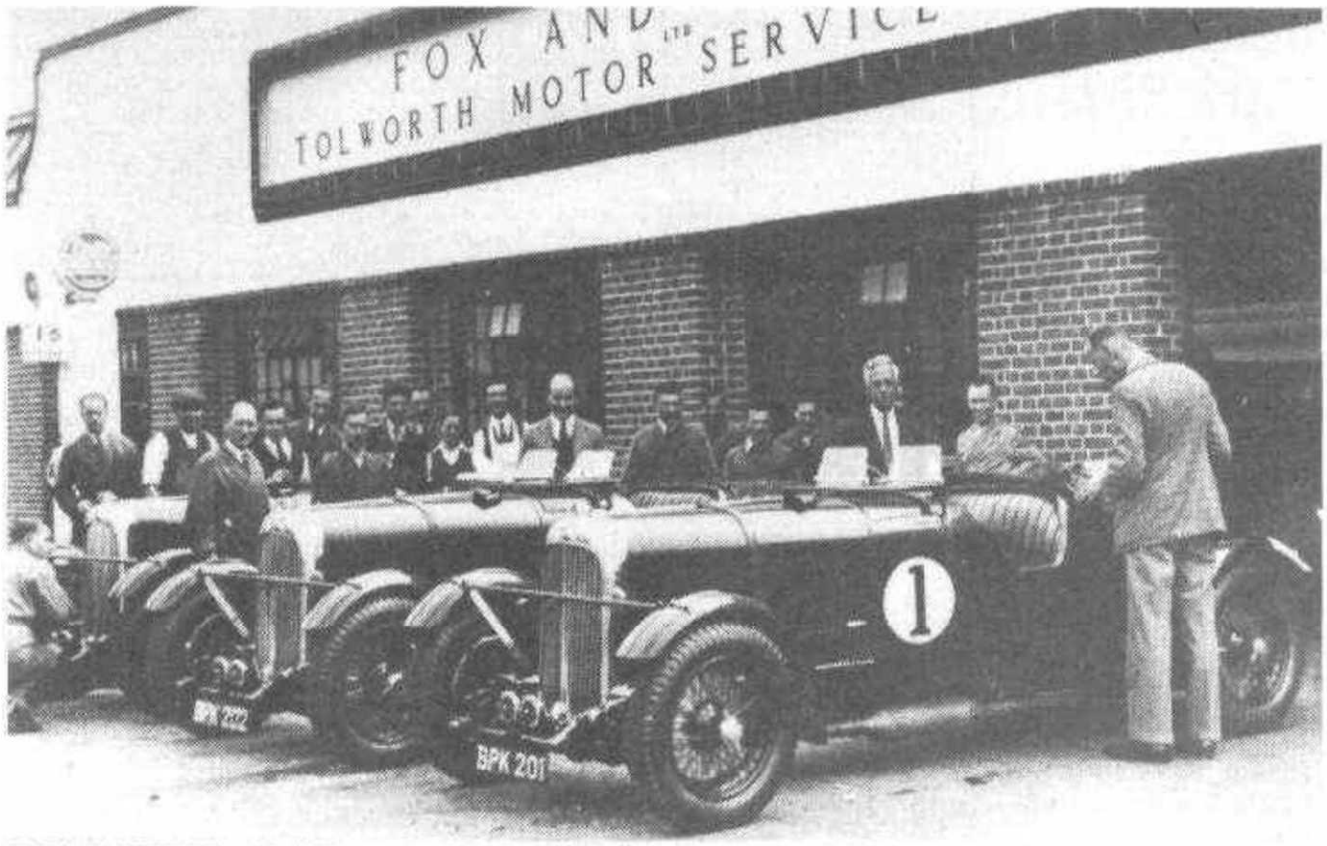


LOUIS FONTES at the wheel of BPK 202 on the way to Lagonda's only Le Mans victory in 1935.

"sponsor", and his garage and tuning establishment on the Kingston-By-Pass was where the cars were prepared. They were built on the short chassis as used for Lagondas 3½-litre sports cars, with special 4½-litre Meadows 6 cylinder engines squeezed in, and one of the photos accompanying this article shows the three cars outside the Fox & Nicholl premises in August 1934, shortly before they left for Liverpool to take the boat to Northern Ireland. They were registered in Kingston-upon-Thames and given the consecutive numbers of BPK 201, BPK 202 and BPK 203. In the Tourist Trophy they finished 4th, 5th and 8th, driven respectively by the Hon Brian Lewis, John Hindmarsh and John Cobb. The following year BPK 203 was sold to Dr Benjafield and BPK 202 was entered for Le Mans for Hindmarsh and Fontes while BPK 201 was kept in store. In the official entry list for the 1935 Le Mans race there is only one 4½-litre Lagonda entered, with the racing number 4. The other Lagonda entry is for a 2-litre with the racing number 14, the entries having to be in very early in the season. By the time scrutineering began Arthur Fox and Lagonda changed the second entry to a 4½-litre Lagonda to be driven by Dr Benjafield and Sir Ronald Gunter, and though the entry was now in the unlimited class the car retained its 2-litre class number 14. This was BPK 203. The aforementioned photo of the three cars outside the Kingston Bypass works has erroneously been described as the 1935 Lagonda team for Le Mans, whereas it is a 1934 photo and the "team" did not go to Le Mans in 1935, only BPK 202 went, with BPK 203 as a private entry. The records of the Automobile Club de l'Ouest have no reference to this late change of entry and the official club book still insists that car number 14 was a 2-litre, even though photographs clearly show it to be BPK 203!

While Hindmarsh and Fontes were winning the 24 hour race, not without a good slice of luck, for the opposing Delahaye team made a nonsense of its lap chart, and the Lagonda's engine was very low on oil, the second car was holding fourth place when gearbox trouble intervened. With only top gear available Benjafield and Gunter struggled round for the last few hours at greatly reduced speed and gradually dropped back to 13th place by the finish, but at least they kept going for the whole 24 hours.

These Fox & Nicholl Lagondas only made one more racing appearance and that was for the 1935 Tourist Trophy, again held on the Ards circuit. Hindmarsh drove the Le Mans winning car, to finish 7th and Charlie Dodson drove BPK 201 to finish 8th. The third car was not entered. After that these two cars were also sold off into private hands and remarkably, all three are alive and well today and are in constant use. Last year the owners, together with a handful of Lagonda club members celebrated the 50th birthday of the three cars, gathering at the old Lagonda factory in Staines and then driving to the site of the old Fox & Nicholl garage on the Kingston Bypass. This was done as near to the date of the 1934 photograph as could be ascertained, we may have been a day out one way or the other, but it was a very plasant little private party enjoyed by those present and it was the first time the three cars had stood side-by-side, since Fox & Nicholl disposed of them. BPK 201 spent a lot of time in the USA, BPK 202 has never left the UK and BPK 203 spent a long time in Southern Ireland. Now they are all back home again and still in remarkably original condition, retaining their original registration numbers, car / chassis numbers and engine numbers. A number of copies of these cars have been made, using later 4½-litre Lagonda components, but there were only three Fox & Nicholl TT / Le Mans Lagondas and they are all still with us, their whole fifty years of existence well documented, with no "grey areas" that encourage spurious claims to be made for fakes. — D.S.J.



FIFTY YEARS APART — the Fox & Nicholl Lagondas at the Tolworth works in 1934 (above) were preparing to set off for Liverpool and thence to Northern Ireland for the TT, not, as we suggested in June, en route to Le Mans. In September 1984 all three M45s were re-united for the first time since 1935 at "The Ship" in Egham (below).



Their racing history is brief and to the point:

BPK 201 — 1934 Tourist Trophy 4th; 1935 Tourist Trophy 8th.

BPK 202 — 1934 Tourist Trophy 5th; 1935 Le Mans 1st; 1935 Tourist Trophy 7th.

BPK 203 — 1934 Tourist Trophy 8th; 1935 Le Mans 13th.

Their vital numbers are as follows

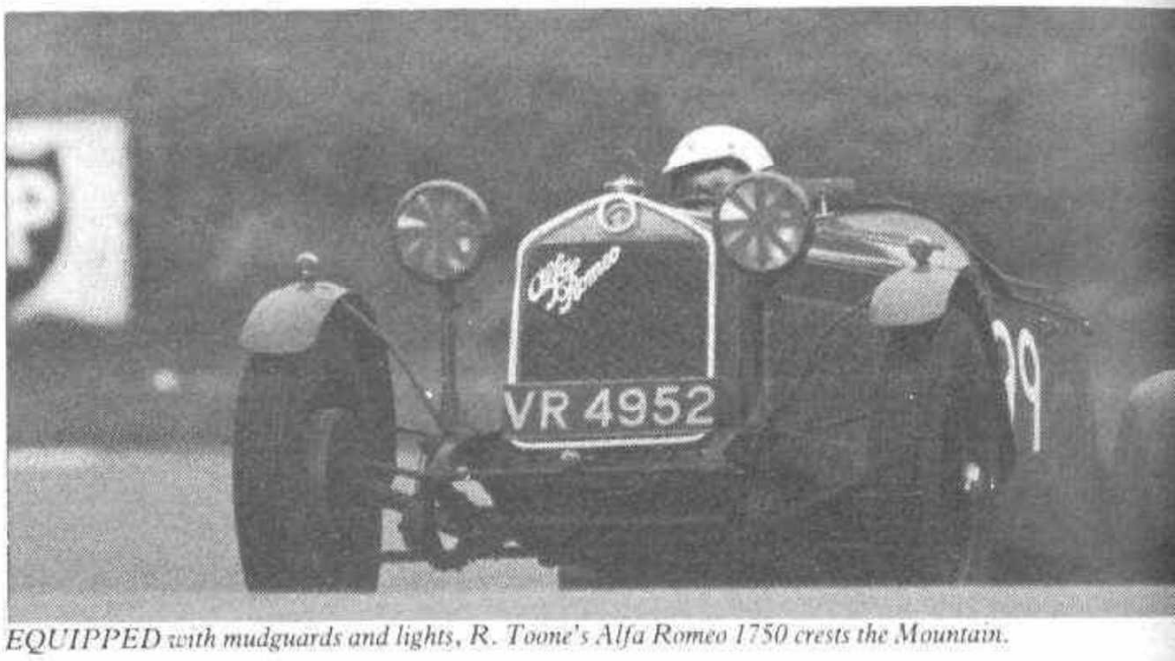
Reg No	Car Number	Engine Number
BPK 202	Z11078	M45/269
	2823	C58/1
BPK 203	Z11079	M45/271
	2824	C58/3
BPK 201	Z11118	M45/270
	2868	C58/2

VSCC Cadwell Park Finale

THE VSCC held its final race meeting of 1985 at the hospitable Cadwell Park circuit on August Bank Holiday Sunday. Nearly 160 cars were entered for what was the ninth year of this vintage meeting at a circuit so well-suited, with its pre-war flavour and interesting corners and undulations, to this kind of racing.

The nine-race programme opened with a five-lap handicap, in which the last three starters, the ohv vee-twin Trice, Brydon's Speed-20 Alvis, and an Aston Martin with 1939 Riley Big-4 engine — the epitome of this sort of racing is variety — had a long wait before being released. In fact, the winner was Withington's so-called Riley Raven, a neat 1½-litre car, which came through by eating away at the field in proper handicap-race style, with Brownridge's Wolseley Hornet second, Mann's Triumph Southern Cross third. Davie's ex-Dobbs Riley slid off at the Mountain but still contrived to come in 11th, out of 18 finishers. There followed a short delay to re-establish telephone contact with the marshalling-posts, after which Tarring cranked-up his aluminium-bodied sv Anzani-engined standard 1927 tourer, and the Frazer Nash chain-drive five-lap handicap was on. Tarring was caught after two laps and Gibbs, driving the twin-blower, Gough-powered single-seater Frazer Nash, came through well, to win from Selwyn-Smith's Fraser Nash International and Walker in the Ford-engined GN "Dragonfly".

Next came the eight-lap Vintage Scratch Race. This promised to be exciting, with Footitt in the AC/GN and Bob Roberts in the Midland Motor Museum's famous Sunbeam "Tiger" starting side-by-side. Footitt had the advantage on initial acceleration but the Sunbeam soon got into its powerful stride. Alas, Freddie Giles overcooked it on lap 2 at Hall bends, the AC/GN "Beetle" which his son had driven into eighth place in the previous race (in which Freddie was fourth in the GN "Salome") going end-over-end, flinging Freddie out, and the race was stopped; but not before the skilful and intrepid leather-clad Harper in the 1926 vee-twin, two-speed Morgan three-wheeler had overtaken Giles at that point. Freddie was reported bruised and angry . . . The re-run, over the full distance (none of this F1 nonsense!) saw Footitt again lead away, but this time the Sunbeam was much closer, until Bob lost this heavy-to-handle car in mild fashion on the opening lap. The oil flag was out, too, slowing things a little. The "Cognac" ran away with it, winning a processional event by 25 sec, and doing fastest lap, at 69.35 mph, with Harper in the Morgan second, M. J. Stretton's Frazer Nash Super Sports third, and Randel Stewart's 3/4½ Bentley fourth. The



EQUIPPED with mudguards and lights, R. Toone's Alfa Romeo 1750 crests the Mountain.

McDowell-Ford of Tom Threlfall was seen to have added a smoke-screen to its repertoire.

The race of the meeting was the Williams Monaco Trophy ten-lapper, for two-seater GP cars, the field depleted because the Bugatti-challenging Alfa Romeos had three of their number in Laguna Seca for a more attractive Alfa race and the Sunbeam "Tiger" did not elect to run again. But first there was another five-lap handicap, which the slab-tank Wolseley Hornet Special won from its limit start with consummate ease. The back-markers came up fast, however, giving Brydon's Alvis second place behind Poynter's Lea-Francis Ulster, with Gardner's yellow J4 Replica MG with 939 cc engine and the much improved Trice following home the Alvis, which lapped at 62.84 mph. The interest now centred on the Williams Trophy race and whether Sir John Venables-Llewelyn in Lord Raglan's Type 51 Bugatti (again *driven* to the course from Wales) could do the hat-trick. Martin Morris in Marks' later Type 51 beat John off the line but the hat-trick was thereafter never in doubt, the red Bugatti always some 25 lengths or so ahead of the blue one, given pit-signals each round by Lord Raglan himself. It was a popular win, by 3.8 sec, with Heimann's 1931 Type 51 Bugatti, driven very well by Dutton, third, 13.7 sec behind Martin Morris. Behind this dominant Bugatti trio (all given lap-by-lap pit-signals) came Pilkington's 1938 4.4-litre Talbot-Lago, to win the Bruton Trophy, having lapped at 68.76 mph, to Venables-Llewelyn's best of 70.25 mph, the French car having kept Grist's Monza Alfa Romeo at bay by a matter of 43.6 sec. The Bequet-Delage failed to complete a lap.

After Sir John had completed a lap-of-honour with the winning car's owner Lord Raglan and the Trophy beside him, racing resumed with yet another five-lap handicap, in which Harris' Lagonda Rapide Special came through neatly from the 30 sec mark to take the flag from Bailey's triple-carburetter AC Special and Quartermain's venerable 30/98 Vauxhall, the last-named staving off Scott's sister car by just 0.1 of a second. Rain was now making thi difficult, and the following ten-lap scra race for pre-war racing cars was ha indeed. Martin Morris in his ERA R made a model start from the front of the g and led all the way, pursued v determinedly for six laps by Spollen in E R8C, until he dropped back to fou position, when it was apparent t Thwaites was really making ERA R6B and that Dutton was having the drive of life in Heimann's Type 51 Bugatti. T finished in that order, Morris winning 1.6 sec and lapping fastest in the slipp conditions, at 63.23 mph with a mere sec separating the Bugatti and R6B, w Spollon ended up 4.1 sec behind Dutt Exciting stuff! The Pilkington Talbot-L succumbed to transmission trouble, and John Venables-Llewelyn in ERA R retired after one lap.

Over a wet track Farquhar's ex-Di Riley 9 then took the Spero Trophy R (eight laps) from Bull's J2 MG and Rawso A7 which won the Voiturette Trophy, handicap part going to White's A7. A l day closed with a five-lap handicap wh Burrows' Speed-25 Alvis Special won fr Harris' effective Lagonda and Hudso Ulster Aston Martin, Bill Summ Maserati-like KN MG, on scratch, retir with a recurrence of the fuel starvation had afflicted it in practice, although the in its tank had relented sufficiently for son to make seventh place in the pre- race. Cadwell is fun; if you missed it time, look for it again at about the same in 1986. — W.B

Results

William Trophy Race: 1. Sir J. Venables-Llewelyn (Bug 69.37 mph; 2. M. H. Morris (Bugatti); 3. I. Dutton (Bug
Pre-War Racing Cars Race: 1. M. H. Morris (B 60.92 mph; 2. R. Thwaites (ERA); 3. I. Dutton (Bugatti)
Vintage Scratch Race: 1. G. R. Footitt (AC/GN), 67.50 2. S. Harper (Morgan); 3. M. G. Stretton (Frazer Nash)
Spero Trophy Race: A. N. Farquhar (Riley), 54.92 mph.
Frazer Nash Handicap: M. W. Gibbs (Frazer N 64.44 mph.
First 5-lap Handicap: G. Withington (Riley), 52.74 mph.
Second 5-lap Handicap: J. N. Brownridge (Wolse 55.62 mph.
Third 5-lap Handicap: J. Harris (Lagonda), 54.28 mph.
Fourth 5-lap Handicap: G. Burrows (Alvis), 55.64 mph.
Fastest lap of the Meeting: Sir J. Venables-Llew (Bugatti), 70.25 mph.
1985 MOTOR SPORT Brooklands Memorial Tr Contest: 1. Tim Llewellyn (Bentley), 90 points. 2. D Black (Alfa Romeo) 85 points. 3. The Hon. Patrick Lin (ERA), 83 points.

Two Tuned 205s:

Factory Plus Pack v Cheetah 1.9

THE CRY of "more power" is one that is often heard in the more sporting circles of the motoring world when a particularly nicely balanced small car makes its appearance. Such calls have been frequent in the case of the Peugeot 205GTi, the nimble and willing two-door hatchback which spearheaded the Peugeot-Talbot group's campaign to create a sporting image for the range. Its combination of poise and grip perhaps tended to overshadow the free-revving 1,600 cc power unit, for all that it is a smooth and vice-free package, and made one compare it with larger-engined cars such as the Astra GTE, or with more complex 16-valve units like Toyota's Corolla GT. Against these, the Peugeot's 105 bhp looks a little skimpy, and Peugeot Talbot Sport in France have developed a performance kit which boosts this to 125 bhp.

Now, a jump in power of just under 20% on a relatively small engine is a big one, especially when the alterations are restricted to valve size and lift, and the noticeable extra performance at high revs is offset by an equally noticeable loss of urge below about 3,500 rpm. The kit consists of a new cylinder head comprising larger valves, and a modified camshaft, and costs a little over £1,000 including an exchange allowance for the standard cylinder head.

Big-valve heads are of course at their most efficient while flowing air at high velocity, ie at high revs, and with a rev limit of 7,000 rpm, the little 205 streaks along open roads when given its head with welcome extra punch. On the two-mile straight at the Bruntingthorpe Proving Ground, the GTi Plus hit 125.4 mph, about 5 mph up on standard, while 0-60 mph produced a best of 8.7 sec, compared to 9.2 as standard. But such standing starts highlighted the low rpm deficit of the conversion, it being necessary to spin the driving wheels for longer than usual in order to keep the red needle pointing in the important sector of the tachometer, for the engine will falter on wide throttle openings on the first half of the dial.

This is apparent in traffic, where enforced restraint keeps the car in low gears for surprisingly long periods, and I found that normally second gear corners needed first; it is only the very easy gearchange which prevents this from being a real drawback, though the synchromesh on the test car was showing signs of wear.

More fun than a standard car, then, but only in the right circumstances. What the car really needs is extra capacity: enter Charters of Aldershot. With the well-received Sunbeam Cheetah to their credit some years ago, which was a cheaper but effective rival to the Sunbeam Lotus, and a hot Samba more recently, they have used their Peugeot Talbot dealership facilities to combine crankshaft, con-rod, and pistons from other PSA models with the existing injection set-up and cylinder head to produce a longer stroke 1900, for a price of about £1,200 + VAT. The development was done in conjunction with Ravic Engines of Daventry.



NO ADD-ON FIBREGLASS for the Cheetah 1.9.

And it has to be said that if you have around £1,000 to spend on your 205GTi, this is the one to go for. The figures will suggest that it is slightly inferior to the factory kit, with 0-60 coming in at a best of 8.8 sec, a whisker behind the other, and top speed only stretching to 119 mph, but the mid-range strength of the larger engine is a delight. It responds at all revs with gusto, making the choice of gear one of fine-tuning rather than necessity, and the much fuller torque curve allows a more leisurely (and tyre-preserving) take off whether at country junctions or city lights. It is still very easy to spin the wheels, though, which tends to attract attention, and what with the speed that each gear is disposed of, it is a car which could be rather bad for the driving licence.

No modifications have been made to the suspension of either of these cars but recent revisions to damping rates have improved the ride of the stock GTi, making it feel a touch more positive particularly in changing directon. With the extra performance, one begins to think about other possible areas of improvement — harder brake pads are fitted to cope with the extra work but perhaps a quicker steering rack would be appropriate; in the meantime what it has will do very well.

Some rather neat signwriting on the plastic trim gets the "Cheetah 1.9" message across to onlookers and drew many puzzled looks while we had the car, but I found that the sports-styled seats were not as comfortable as my early brief experience of the 205 suggested, especially on long motorway journeys. Fuel consumption is up, too: around 27 mpg from 30-plus. Given an interesting road, though, such quibbles are likely to be thrown to the winds. — G.C.

DROP-TOP BEE-EM: Coming soon, a full four-seater convertible 325i.

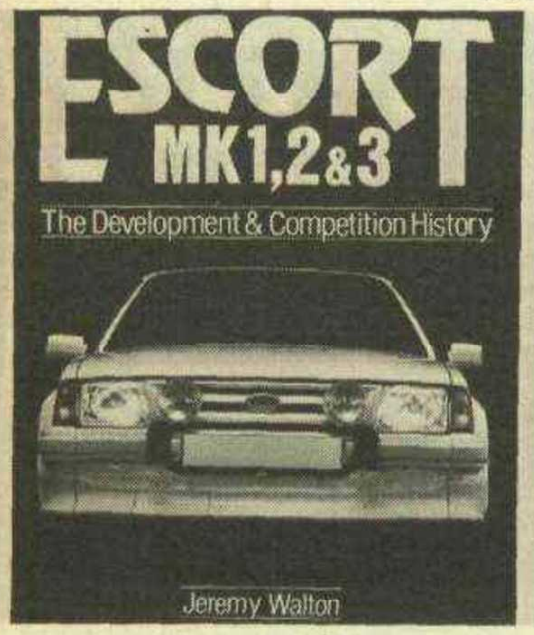


BOOK REVIEWS

"Escort Mk 1, 2 & 3 — The Development & Competition History" by Jeremy Walton. 374 pp. 10 in × 7 in. *(Haynes Publishing Group, Sparkford, Yeovil, Somerset, BA22 7JJ.* £14.95)

Last month I reviewed Jeremy Walton's book about the RS Fords and now here is a comprehensive look by the same author at the Ford Escort that for the past 18 years has served well drivers of all kinds. The coverage, as the title indicates, is of all the Escort models, including the front-drive ones that inevitably replaced the former rear-drive models. The author has driven most Escorts, sometimes very fast, and was with Ford's AVO department when they were in the early stages of production. So anyone who wants chapter and verse about this popular Ford will find it in this latest Haynes' book. I am pleased to add that Walton has borrowed many MOTOR SPORT test figures in comparing different Fords, a reminder that I have enjoyed driving many quick Escorts, from the first Escort GT to a Mexico. This work very effectively puts the Escort on the bookshelf.

W.B.



* * *

Every so often one comes across a book which seems to be so far out of the usual mould that it is positively eccentric. Very occasionally such a book proves to be a mine of delight. Such a book is Robin Read's "Goodwood — a Private View" (publ. Nelson & Saunders, 2 Dartmouth Road, Olney, Bucks, MK46 8BH, 104 pp, paperback, 8 in × 12 in, £9.95).

The book is a photograph album of Goodwood between the years 1949-56. The photographs were taken by Robin's father, Cyril, now living in retirement in Norfolk. Cyril Read had lost his left hand and so could support only a relatively light camera, with the result that he could not take action shots which would have required a telephoto lens and, instead, concentrated on intimate shots taken in the paddock. We see, therefore, Paul Emery with a worried look trying to get one of his 500 cc cars to run correctly. There is a happy Reg Parnell at the wheel of his 4CLT/48 Maserati and, in the background, is Graham Hill who was then just a fan and three years away from taking his driving test. Throughout the book one comes across the outstanding cars and personalities of the period, a very pleasant stroll down memory lane.

Robin Read, whose involvement with the sport includes running Dante Engineering and three years as Sales Manager of Lotus, has provided a clear, authoritative commentary on each photograph. For those who are interested in the period of motor racing which saw the foundations laid for the ultimate success of the British motor racing industry, this book is a must. It's something to keep and every so often take off the shelf and dip into. — M.L.

* * *

When one sees a book described on its cover as a "definitive history" my reaction is normally to stifle a snigger. "Jaguar", however, is written by Andrew Whyte and what Mr Whyte does not know about his subject is really not worth knowing. More than that, he writes well and knows that behind every car is a story about the people who made it and the car cannot be understood unless you first understand its background and the people who made it.

"Jaguar" was first published in 1980 and the first edition was reprinted three times. This latest edition (publ. Patrick Stephens Ltd, Denington Estate, Wellingborough, Northants, NN8 2QD, 252pp, illustrated, £12.95) has been revised and up-dated so that it brings us up to the beginning of 1985.

It's a particularly well-illustrated book and always readable. If one's library had to contain only one book on the marque, this would have to be the one. — M.L.

* * *

Shire Publications Ltd, Cromwell House, Church Street, Princes Risborough, Aylesbury, Bucks, HP17 9AJ, have come up with an attractive little book by Llyn E. Morris about "The Country Garage", price £1.25. It contains 35 reproduced photographs of early country garages, some of which have been seen elsewhere but which are nostalgic in the extreme, one of these, for instance, being of Donald Healey's Perranporth establishment, as mentioned in MOTOR SPORT recently, seen *circa* 1922. The vehicles thereat are not named, nor are they in many of the other shots, but you should have fun identifying them. There is a simple accompanying text and reproductions of old advertisements, etc. Altogether a pleasing little production; some of the vehicles seen in the pictures *are* named, such as a rare 1918 15 hp Swift tourer at the country garage at Bugle in Cornwall and a Darra chassis at Presteigne. Morris and Ford se to predominate in later pictures and unnamed car on page nine is a Scrip Booth. Watch for a vintage-motor-car bo from the same source, this autumn.

It may be of interest to historians who not use the old British Road Federat booklets when seeking statistics of number of vehicles in use on British ro that those quoted in "The Country Garag are from the "Abstracts of British Histori Statistics" published by Cambridge Univ sity Press, showing for instance that in 19 there were 389,000 mechanically-propel vehicles of all kinds on our roads, and t by 1939 this figure was up to 3,030,000.

W

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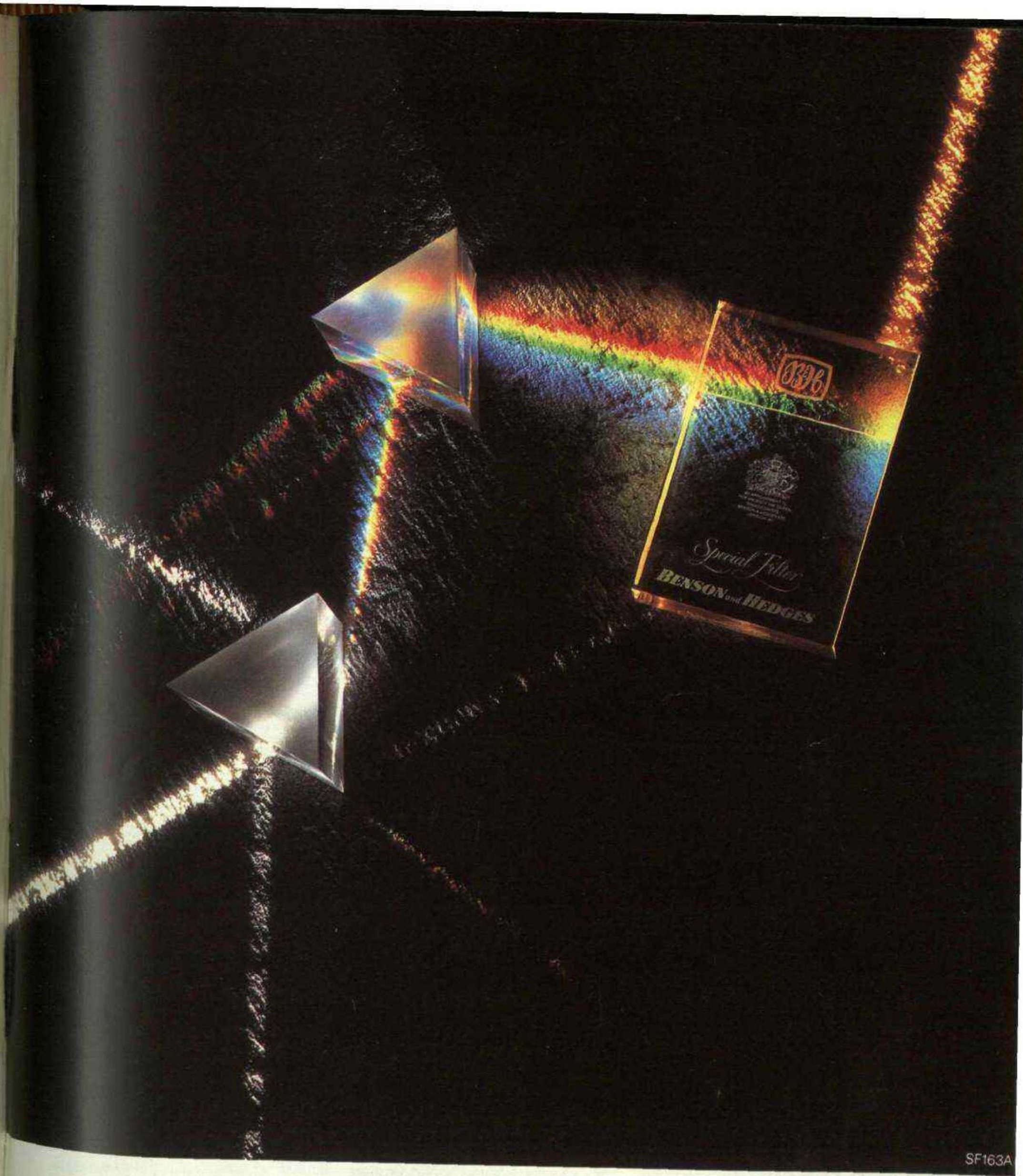
I cannot imagine why anyone should w a book expressly devoted to "British Fam Cars of the 'Fifties" but should anyone so, Haynes — address above — have fil the bill with a biggish book by Mich Allen on this very subject. It was clever get many of these dreary 1950s cars colour. But Singer and Wolseley enthusia need not bother, because for so inexplicable reason this make is not am the Austin, Ford, Hillman, Mor Standard and Vauxhall cars which make what, at £14.95, is a too-expensive offeri

W

* * *

Those interested in early aviation hist will welcome a little book, "The Royal F ing Corps in Oxfordshire — 1912-1918" Peter Wright. It contains lots of fascinat pictures, and the text outlines the coming the RFC to Oxfordshire, the aeropla used, the aerodromes they occupied, first being that at Port Meadow, the ea accidents, and so on. What I found espe ally interesting was the references to remains of buildings and other relics those days, which can still just about seen, including a trace of Aerodrome Re at Port Meadow. The book also has a pho graph of the memorial-stone, still at Wolv cote Bridge, in memory of Lt C. A. Bettin ton and 2nd-Lt E. Hotchkiss, who lost th lives when the Bristol Coanda monopla they were in broke up when coming in land at Port Meadow. Locals contributed a 1d-fund for the stone and flowers for t funeral, which totalled more than £31 1 the bodies had been removed in a 60/90 Napier. (I had known of, and have pho graphed, two similar memorials near Ston henge but did not know of this one.) The is also a plaque in Wolvercote Parish Church, made from a sheet of metal fro the crashed machine. . . .

The book lists some of the flying accider in the county from 1917-1919 and all t RFC/RAF graves in Oxfordshire dati from 1917-1918. The book can be obtain from the author at 4 Parklands, Freelan Oxford OX7 2HX, Smiths bookshops, a the price is £2.50 post free. — W.B.



MIDDLE TAR As defined by H.M. Government
DANGER: Government Health WARNING:
CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH

Dutch Grand Prix THE McLAREN International team scored its first 1-2 finish of the 1985 season at Zandvoort (above) when Niki Lauda beat team-mate Alain Prost fair and square for the first time in their two year partnership. Nelson Piquet's Brabham BT54 (top right) qualified on pole position, but the Brazilian stalled at the start and started long after the field had disappeared. Below left Michele Alboreto hustles on towards third place in his Ferrari 156/85, the Italian almost catching Ayrton Senna's Lotus 97T on the last lap. Below centre, the Renault RE60Bs of Derek Warwick and Patrick Tambay sandwich Nigel Mansell's Williams FW10 early in the race. Lower right, Te Fabi's Toleman-Hart TG185 ran as high as third on the opening lap but was destined not to finish.


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VSCC CADWELL THE Williams Trophy became an all-Bugatti scrap, T51s taking the top three places. Venables-Llewelyn won for the third time, closely followed by Martin Morris, above. The Frazer Nashes and GNs were led home by Gibbs' Frazer Nash racer (below), and Ron Footitt (AC/GN) again scooped the Vintage scratch event, bottom left. Another AC entry was L. Bailey's Ace (left), seventh in the final race.









ITALIAN GRAND PRIX ALTHOUGH Alain P notched up his fifth wi the season in the Italian Grand Prix at Monza on Septembe the fastest lap of the race was recorded by Britain's N Mansell (above) at the wheel of his Honda V6-engined Willi FW10. Below, Prost's McLaren MP4/2B chases Keke Rosber





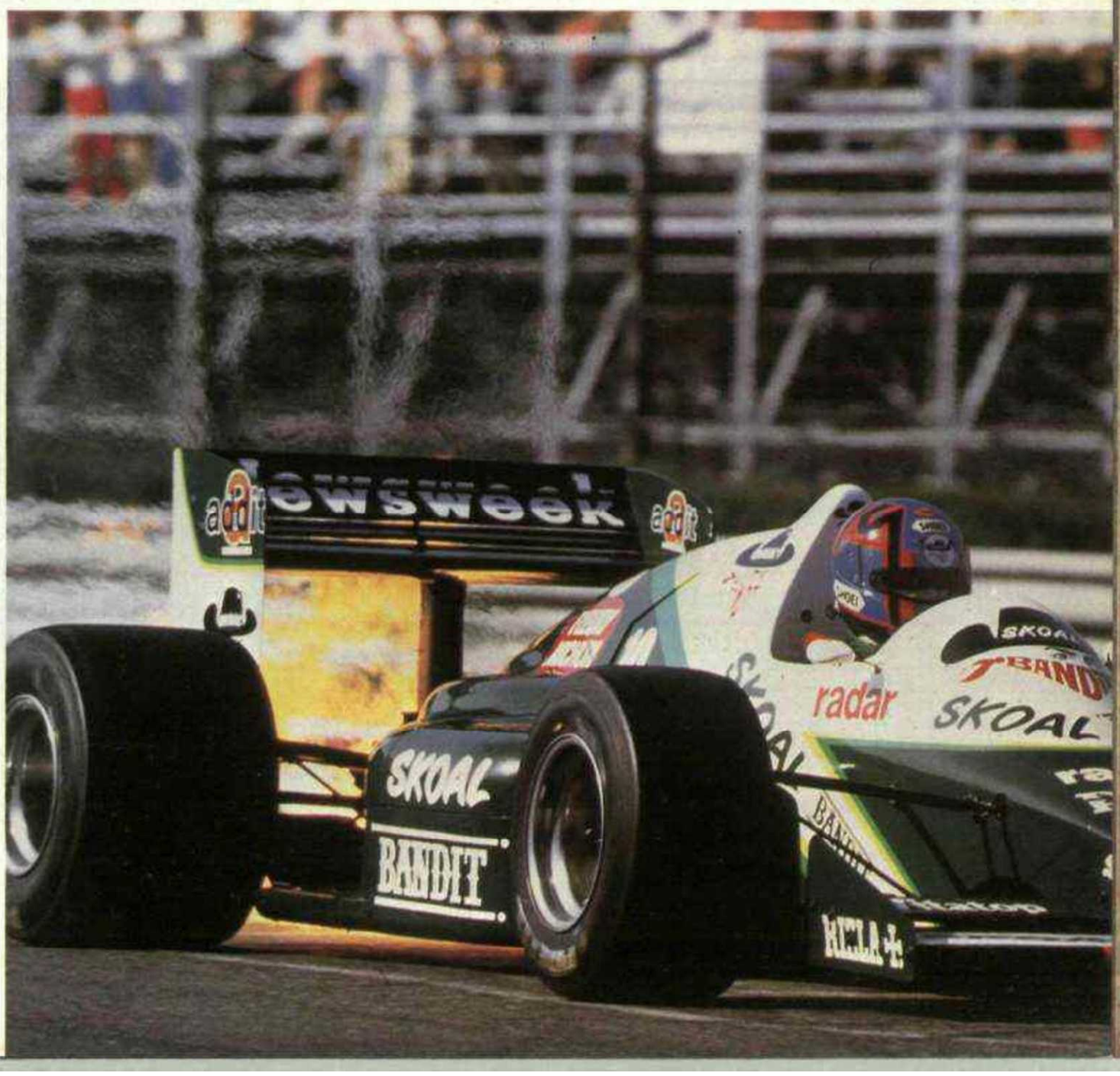


NEW face in the Ligier camp was Frenchman Philippe Streiff (above) who took over the place vacated by the accident-prone Andrea de Cesaris who was recently dropped by the French team following a major crash in the Austrian GP. Streiff finished tenth.

the other Williams-Honda through one of Monza's tight chicanes. Below left, Nelson Piquet cocks a wheel over a kerb as he heads for second place in his Brabham BT54. Top left, Alan Jones prepares for the start at the wheel of the new Beatrice Lola THL1.

SPECTACULAR!: Kenny Acheson's RAM-Hart belches flame from its exhaust on the over-run during practice, below. The Ulsterman retired early during the race owing to a gearbox malfunction.





LINDISFARNE RALLY

BRITAIN'S new World Rally Championship contenders met for the first time on the rain-swept Lindisfarne Rally based on the vast Kielder Forest complex. Ford's RS200, driven by Malcolm Wilson, was the surprise winner, the four-wheel-drive car making its public début. However victory would have gone to Tony Pond in the MG Metro 6R4 if not for problems with the brakes which dropped him to sixth. Both cars were evenly matched, the MG more likely to make its World Championship début on the RAC Rally in November than the Ford which has been delayed by production problems.

Rothmans

KING SIZE

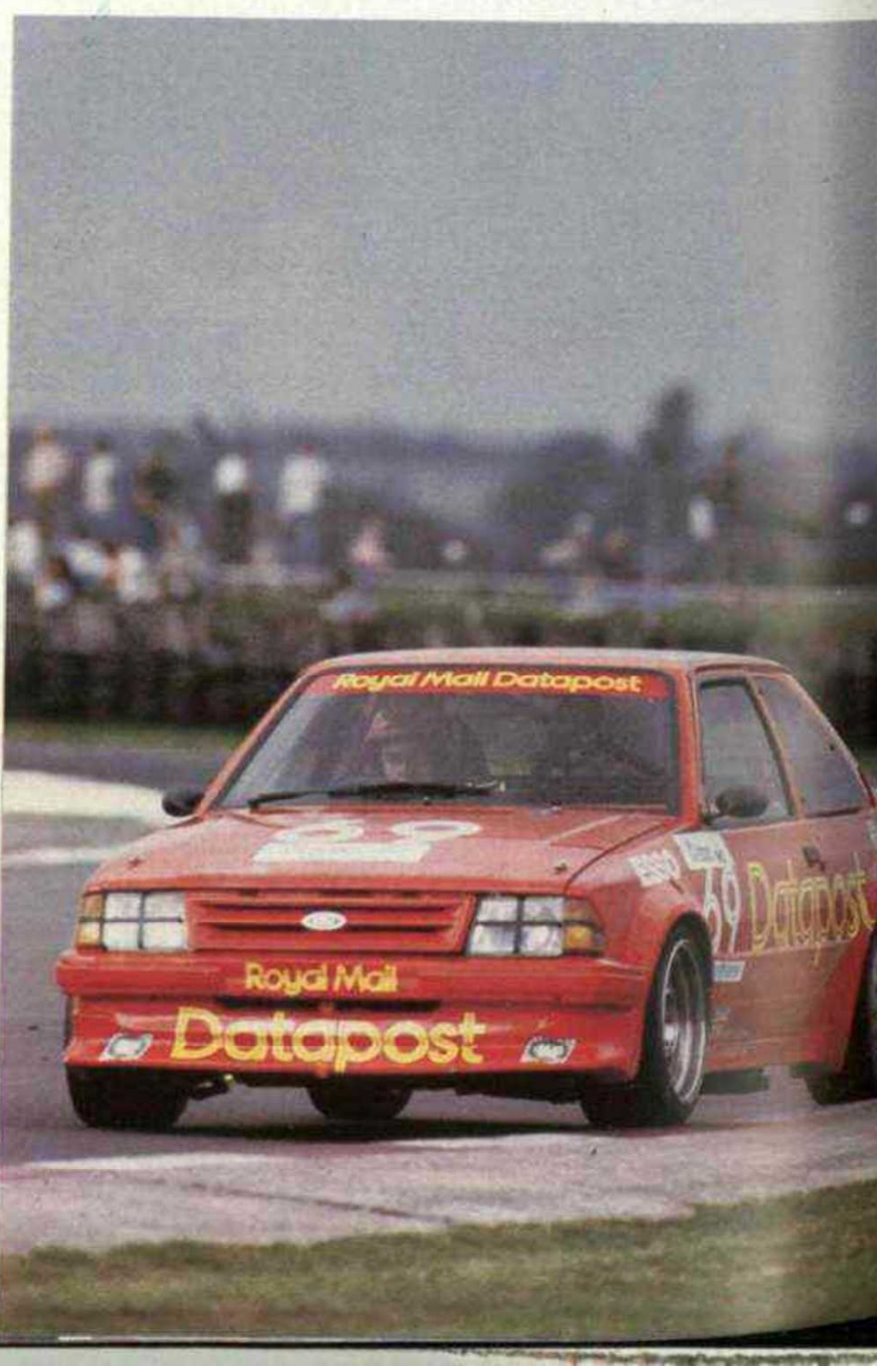
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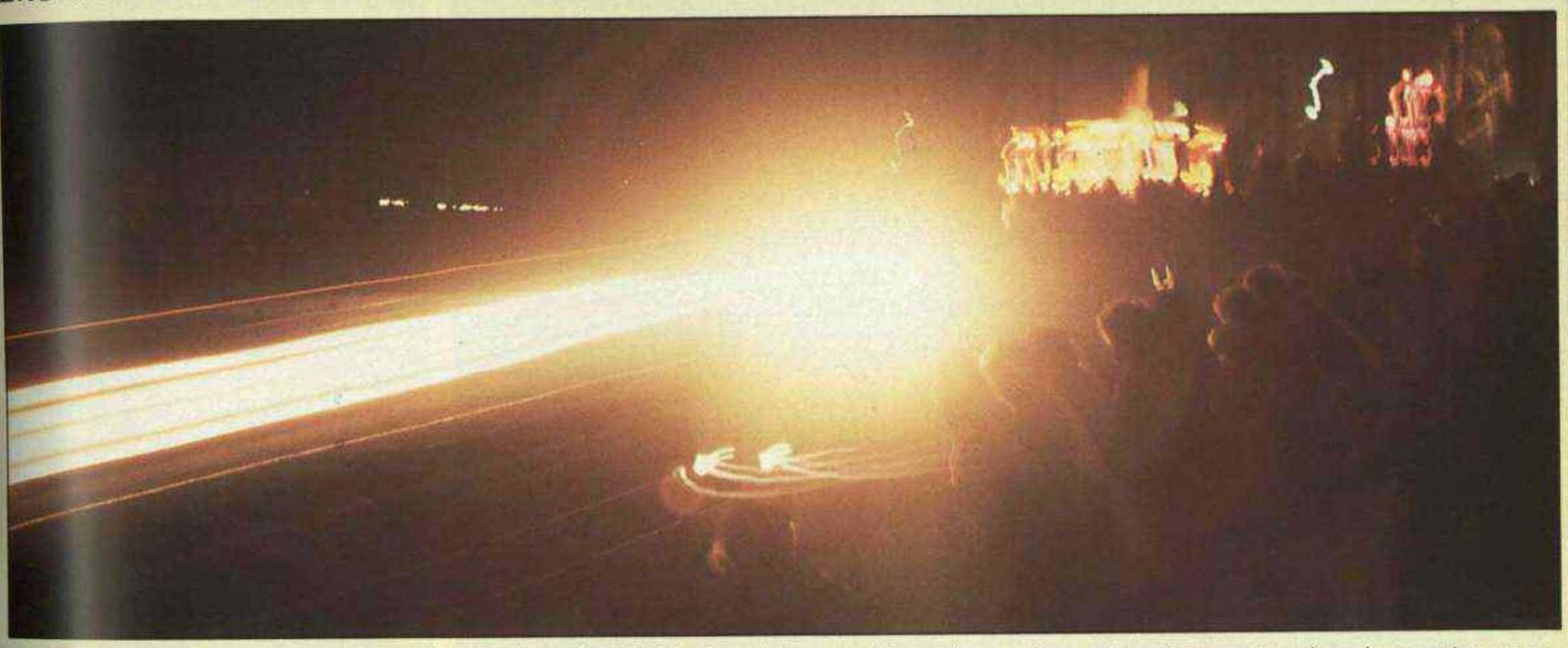
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TOURIST TROPHY (ABOVE, left to right) Andy Rouse (Ford Sierra XR4Ti), Tom Walkinshaw and Jean Louis Schlesser (Rover Vitesses) and Dave Brodie (Mitsubishi Colt Starion) at the start of the Tourist Trophy which was first run 80 years ago. All four drivers led at various times but Rovers came home 1-2. (Below) The Volvo 240 Turbo of Gianfranco Brancatelli and Thomas Lindstrom might have won save for the intervention of the pace car and the need to top up with oil during its pit stop. (Below right) Richard Longman at the wheel of his Ford Escort RS Turbo which made its ETC début. Longman and Alan Curnow dominated Class 2 in both practice and the race until sidelined with clutch trouble.





2.15 a.m. local time. The man in the Heuer Watch takes the Esses Bend–and the lead.



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BELGIAN GRAND PRIX

FERRARI was out of luck in this crucial of the Championship, Stefan Johan 156/85 (above, right) lasting mar longer than Alboreto. Left, Nigel M fends off Keke Rosberg as the two W FW10s plunge down past the old p towards Eau Rouge. Lower right, Boutsen held the Arrows A8 in fifth pl much of his home Grand Prix o succumb to transmission trouble late race. Below left, Christian Danner debu the Zakspeed but also failed to finish.

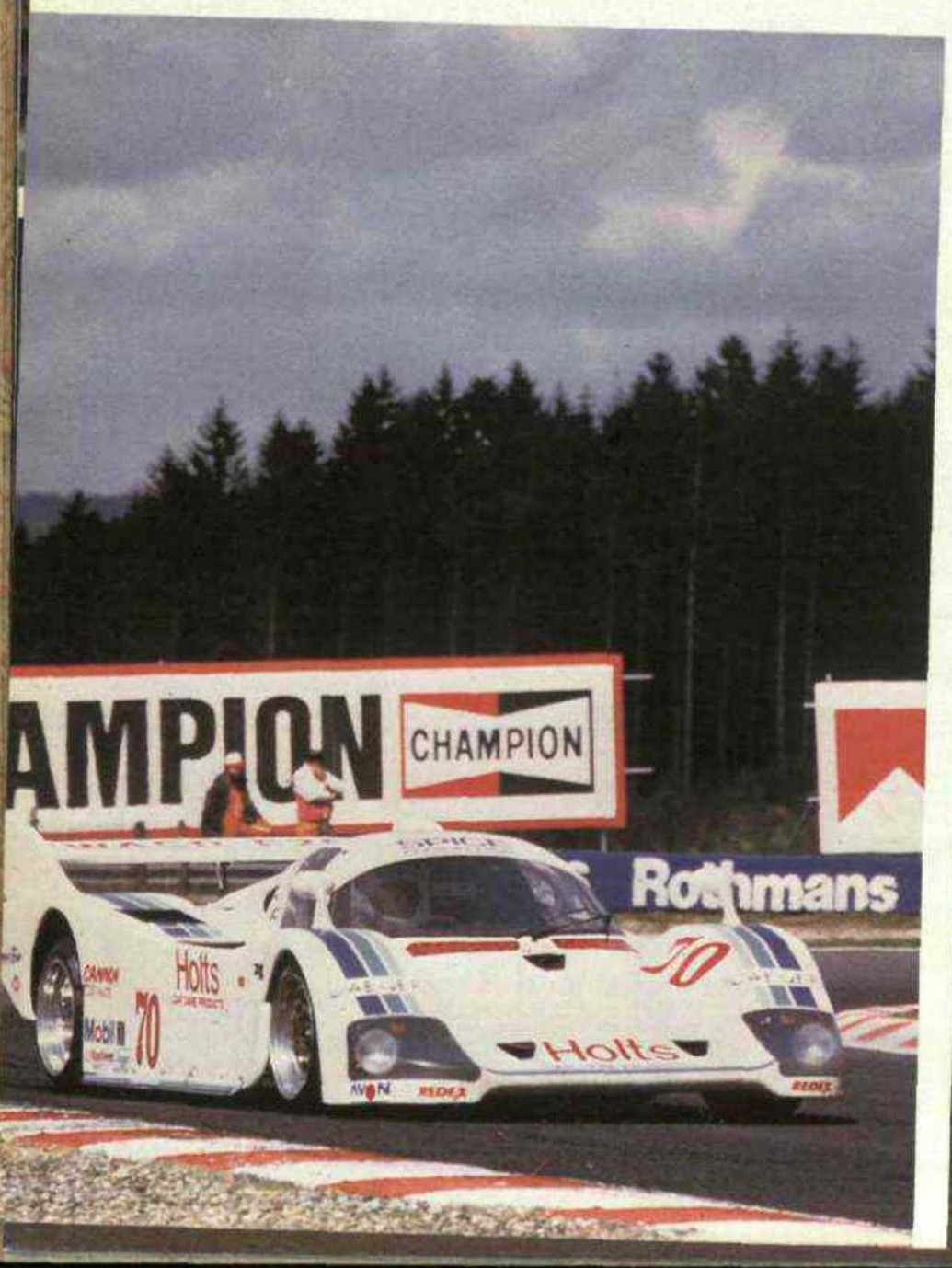


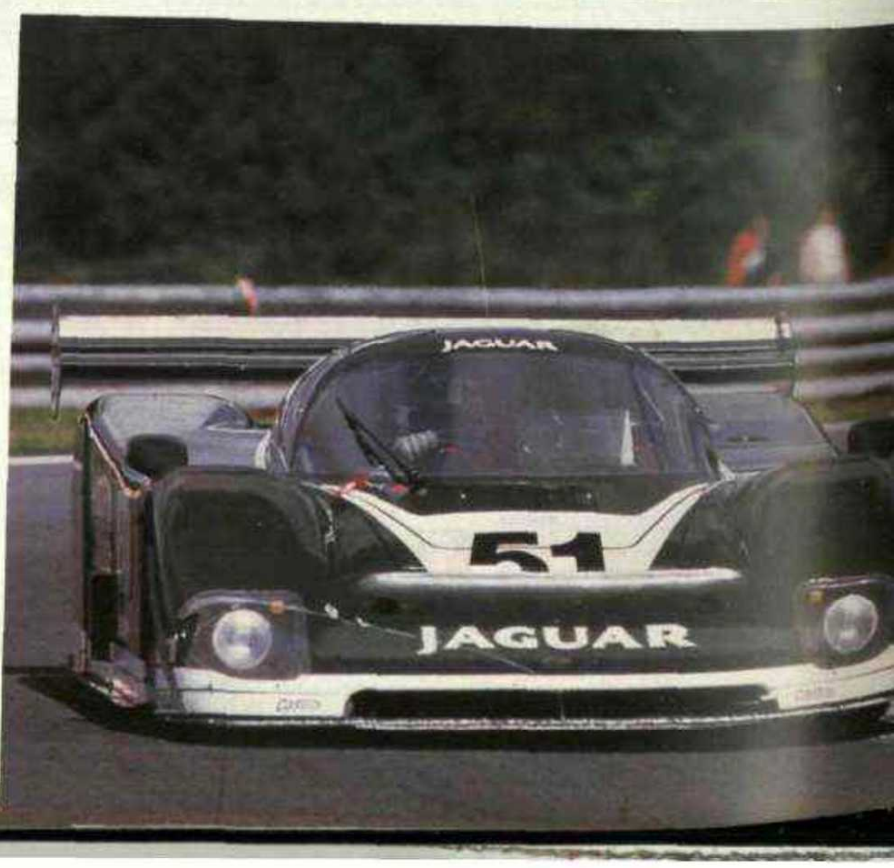
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WEC SPA 1000 KMS AFTER three years of trying, the Martini-Lancia finally beat the Rothmans-Porsches fair and square with Bob Wollek, Mauro Baldi and Riccardo Patrese sharing the winning car (above). Victory was joyless, however, following the accident which killed reigning World Endurance Champion, Stefan Bellof (right). The Jaguar XJR-6 cars continue to make progress and Mike Thackwell (bottom right) and Martin Brundle brought their car home fifth. Gordon Spice and Ray Bellm secured the Group C2 Championship with their fourth win of the season (bottom left).



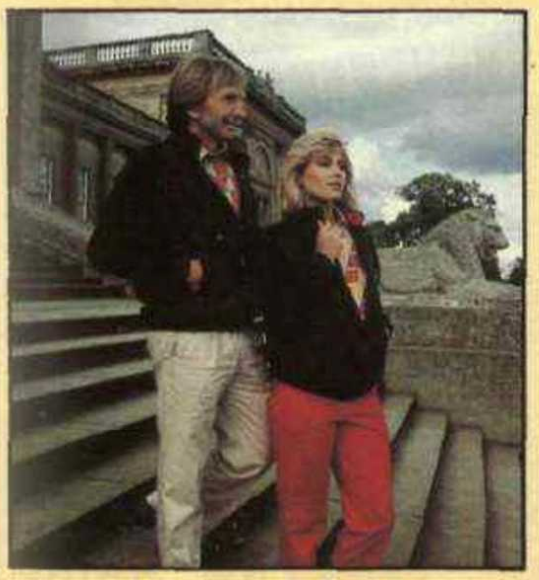




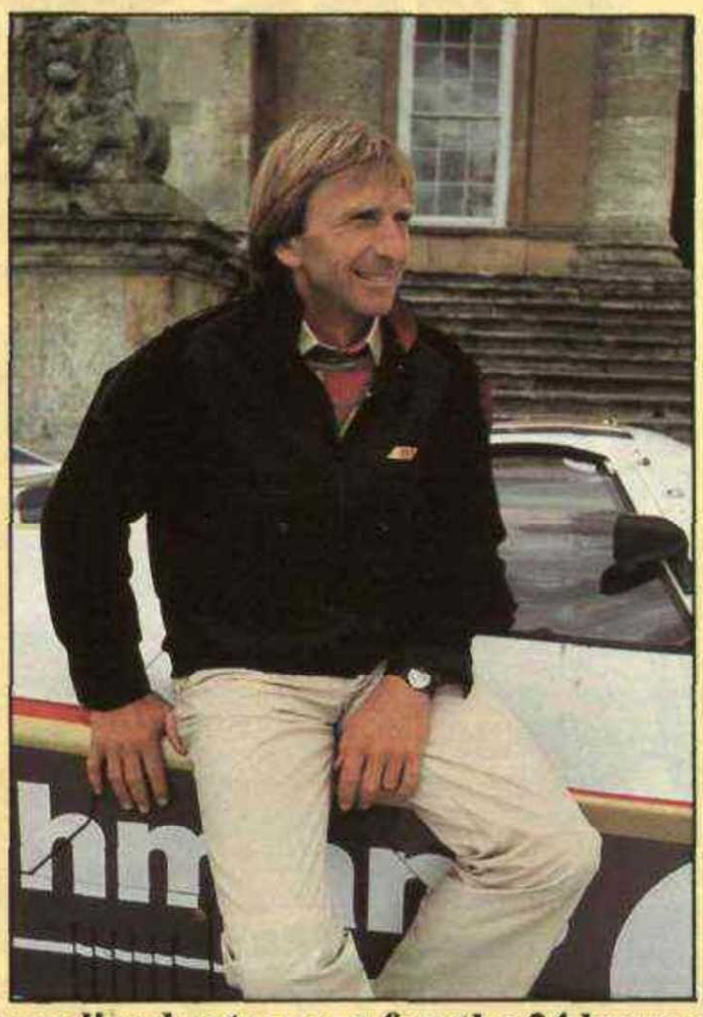
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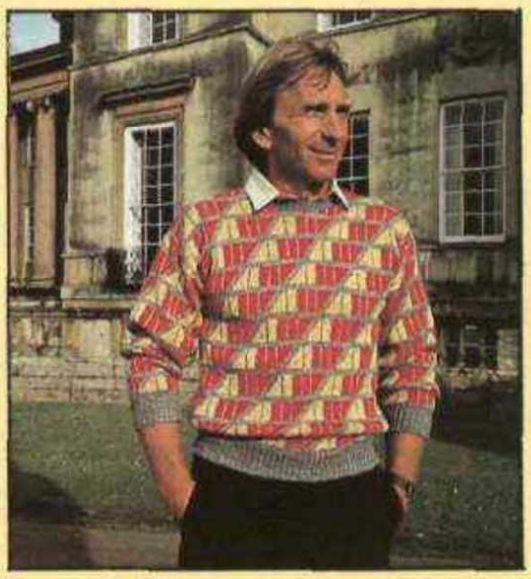
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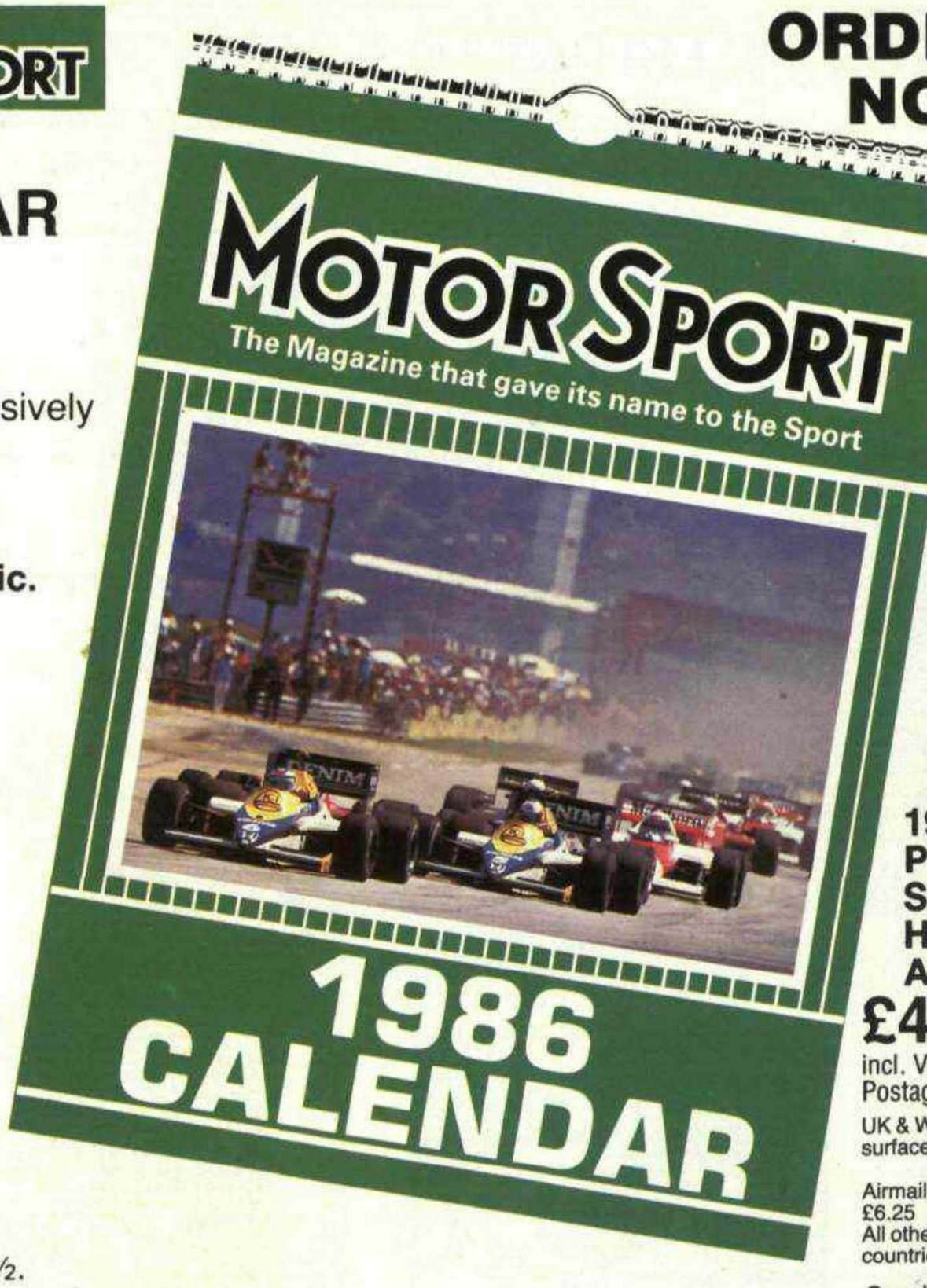
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ROAD TEST

TOYOTA MR-2

A Sports Car For The Eighties

ANYONE who tries to lay down a definition of a "sports car" soon finds himself in the position of the oozlam bird, disappearing up his own specifications. A sports car cannot be defined by out and out performance. The Reliant Scimitar SS1 is comfortably outgunned by most "hot hatches" yet is unmistakeably a sports car. It is nothing to do with the number of seats (the Austin-Healey did not suddenly stop being a sports car when an occasional rear seat was added), nor does a sports car have to be a rag-top: the Triumph Herald convertible was not a sports car yet the Jaguar E-Type coupé unquestionably was. A sports car is something which is recognised, not defined, just as we recognise an actor who is a "star" despite the fact that he may have some serious limitations in his craft — John Wayne died without giving us his Hamlet, yet was undeniably a star.

In August I was given the use of, first, a Caterham Seven Super Sprint 1700 (see last month's MOTOR SPORT) and then a Toyota MR-2 — I get paid for doing this, I must have done something terrific in a previous life. The contrast between these two distinguished sports cars was fascinating. Both are fully-fledged sports cars and are similarly priced, yet two cars could not be more dissimilar in character. The Caterham is basic, the Toyota is superbly equipped, the Caterham has astonishing acceleration, the Toyota merely beats decent "hot hatch" times, the Caterham is a rude beast, the Toyota is refined, and the list of contrasts continues not only in generalities but in detail too, yet both are true sports cars. The essential difference, though, is that the Caterham makes demands on the driver, to get the best from it you have to learn the car patiently (and the rewards are great when you do) whereas one can be almost immediately familar with the MR-2.

Toyota has been clever with its use of its splendid 1,600 cc, 16 valve, 122 bhp 4A-GE engine. It powers the Corolla GT Coupé (front engine, rear wheel drive), the Corolla GT hatchback (transversely mounted front engine, front wheel drive) while, in the MR-2, in conjunction with the Corolla GT transaxle, it appears transversely mounted behind the driver. This mid-engined layout, naturally, restricts luggage space and I must say that I had my reservations about its practicality as an everyday vehicle but was pleasantly surprised to find just how much one could pack into it. The rear luggage compartment will take a couple of small-to-medium sized suitcases, while the f "boot" will take quite a lot of small packages. There are generous, r pockets inside both doors and, a cl touch this, behind the driver's seat there small hook on which to hang your jacke it were used as a second car, the mems would be able to stow a week's fa shopping in it without encroaching on passenger area.

A mid-engined layout can lead to a n gear shift, but not in this case. One grips leather-clad gear lever around the mi (it's like a joystick control, not a stick wi knob on top) and if there is a be gearchange, then I've yet to encounter i weight bias of 44/56 helps the 14 in 185/ 60 Continental Super tyres to transmit power to the road without a hint wheelspin, which is unusual given that engine revs freely to 7,600 rpm. When I drove an MR-2, in Portugal in January, characteristic impressed me greatly for e on the smooth cobblestones of Oporto it impossible to induce wheelspin. On other hand, the rearward weight bias d not help braking in the wet. The Assist Editor, Gordon Cruickshank, reports t the front wheels had a tendency to lock the wet under hard braking but all driving of an MR-2 has been in conditions and this includes some sv lappery of Donington Park where the bra

TOYOTA MR-2

Maker: Toyota Motor Sales Co Ltd, Tokyo.

Importer: Toyota (GB) Ltd, The Quadrangle, Redhill, Surrey, RH1 1PX.

Type: Mid-engined two seat sports coupé.

Price: £9,295.

Engine: Fuel injected, water-cooled, in-line four-cylinder mounted transversely, dohc, four valves per cylinder, 81 mm × 77 mm, 1,587 cc. Max power, 121.9 bhp at 6,600 rpm; max torque, 104.8 lb ft at 5,000 rpm.

Transmission: Five-speed manual.

Front and rear suspension: independent, MacPherson struts, coil springs, telescopic dampers, anti-roll bar.

Steering: rack and pinion.

Dimensions: length, 12 ft 10.4 in; width, 5 ft 5.6 in; height, 4 ft 1.2 in; wheelbase: 7 ft 7.3 in; front track, 4 ft 10.7 in; rear track, 4 ft 10.9 in. Kerb weight, 2149 lb.

Brakes: Servo-assisted discs, 9.6 in front (ventilated), 9.5 in rear. Dual circuit, diagonal split.

Wheels: alloy, 5.5 in rims, 185/HR 60 14 in tyres.

Overall fuel economy: 28.5 mpg. Range: 256 miles.

Luggage capacity: 4.8 cu ft.

Performance figures: see text.

Summary: a well-equipped sports car refined in every department. Outstanding engine and gearbox. The only way we can think of improving this car would be the fitting of ABS to counteract a tendency to lock the front wheels when braking in the wet.



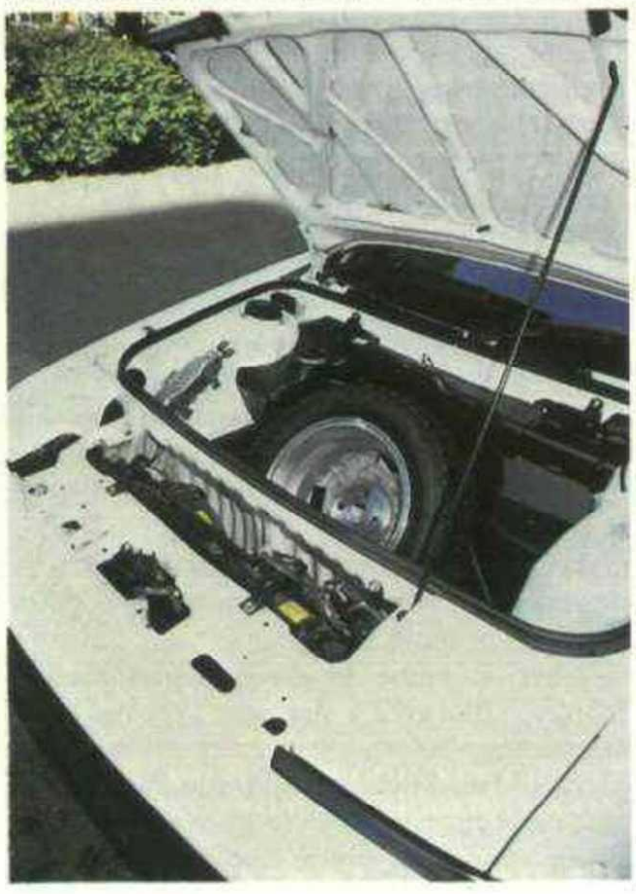
(9.6 in discs front, 9.5 in discs rear) seemed outstandingly good.

Entry to the MR-2 is easy, thanks to very wide doors. Once seated, one's first task is to adjust all the seat controls for, apart from the normal fore and aft and tilt adjustments, there are pressure controls for the thighs and lumbar region and the side supports can be altered too. At first, the leather-trimmed steering wheel, which is adjustable for rake, seems too large and that feeling never left me, though it is hard to see how it could be made smaller while still retaining an excellent view of the instruments and ease of manipulating all the other controls.

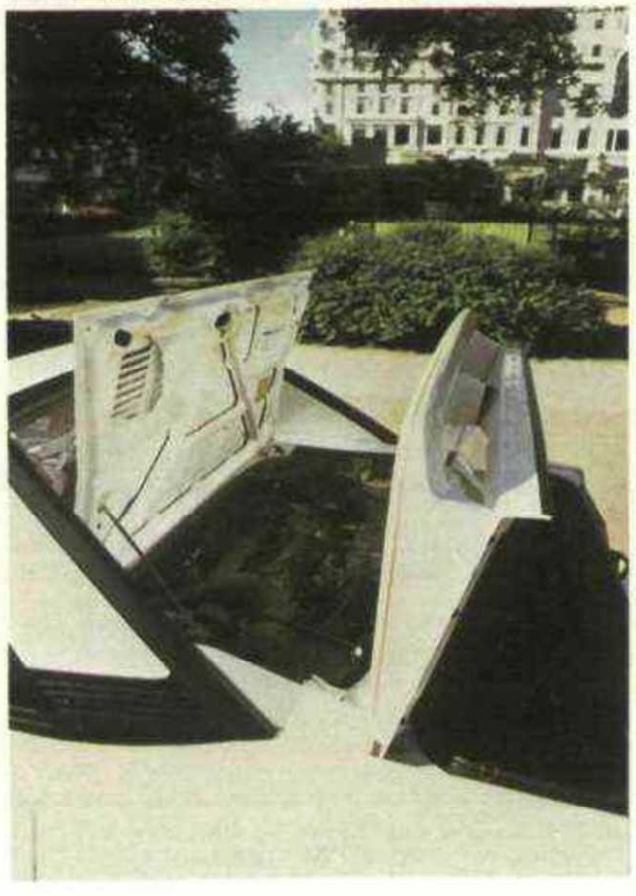
Toyota UK offers only one optional extra, metallic paint finish at £42.36 above the basic price of £9,295, for the cars are brought in with a high level of equipment which includes electric windows, central locking, easily adjustable headrests, a good quality radio / cassette player, detachable "moon roof" (the aerodynamics of the car allow normal conversation at 90 mph with the panel removed), tinted glass and electrically adjusted door mirrors. I was once taken to task by a reader for deploring the lack of this last item on a sports coupé which I'd enjoyed; he made me feel like Sloth personified for had he not gone for years without feeling the need to change his mirror settings? The point is that if a car is a good one, every driver in the family will want to drive it and we all have different requirements. The ability to adjust mirrors easily and accurately is a safety factor, not merely sybaritic luxury especially when, as with the MR-2, rear and rear three-quarter vision is restricted; for while the rear wing looks fairly discreet from the outside, it looms large from inside the cockpit.

The standard accessories are sensible too, the windscreen washers, for instance, deliver four powerful jets which easily deal with the splattered corpses of insects which were not quite quick enough. A smaller detail, but typical of the design, is that the "door open" warning light incorporates a clear panel which illuminates the ignition

FRONT boot space is restricted due to the spare wheel, intrusion from the MacPherson strut front suspension and a radiator which is set well back. There is space, however, for soft items such as coats.



THE front compartment houses the transverse engine while the rear is for luggage. Toyota claims a capacity of 4.8 cu ft which, translated, is two small-to-medium suitcases, enough for short holidays for two.



switch. This degree of competence in detail design gives the driver immediate confidence in the whole car.

Everything in the interior of the car feels natural, it's as though one wears it like a favourite pair of shoes. You slip off into city traffic with confidence, the first dab of the accelerator, the first flick of the wheel, the first kiss of the brake pedal and you know that you are not only at one with the car but there are treats ahead. The treats accumulate; they begin with the first take off from traffic lights where, effortlessly, you leave the rest of the traffic behind. You take your short cut around the back streets and the car moves precisely in and out of the cars parked on either side of some roads. Eventually you make the motorway with that marvellously flexible engine responding with muscle in what is, in terms of ultimate speed, but not feel, an overdrive fifth. Off the motorway and a quick hack across country to "Mon Repos" and on every type of road surface the MR-2 feels comfortably at home. The 67 miles from the MOTOR SPORT office to the family pile outside Northampton is accomplished rapidly and entirely without strain.

Number One son drools over the car so he must be given a quick squirt in it, and then there's his mate who must not be left out. There is so much pleasure in the car that you want to share it, even after a long day in the office. In fact the drive home is more refreshing than a shower. Steering, in city traffic, is a little on the heavy side, but that's no criticism of a sports car, since in country lanes that feeling translates into complete feeling, with the wheel communicating with the driver. The car is taut but the ride is excellent; you are aware of changes in the surface, as you should be, but potholes and ridges do not present problems, all four wheels remaining in tune with the road.



OPEN air motoring can be achieved by stowing the glass "moon roof" under the bonnet. With the panel removed, wind noise remains acceptable at speeds up to 90 mph. There is also a sun shade which goes under the panel to complete the transition to a coupé and this stores in the rear boot (above).



THE HEART OF THE MATTER. Toyota's advanced fuel injected dohc 16-valve engine is, in our opinio one of the truly great mass-produced power units in the history of the motor car.

When cornering there is mild understeer at what I would call "sporting motorist" speeds on public roads. This becomes more pronounced when the car is driven really hard, as one might do in selected situations.

Body roll is minimal, the machine responds sensitively to the throttle, and so you do not have to be Fangio to obtain very high cornering speeds. When you reach the limit, the rear end starts to break away very gently, giving the driver ample time to correct. If you watch any top class sportsman, he appears to have time on his side whether it's controlling a bouncing football or returning a volley at tennis. The MR-2 gives everyone that margin of time and so flatters the driver.

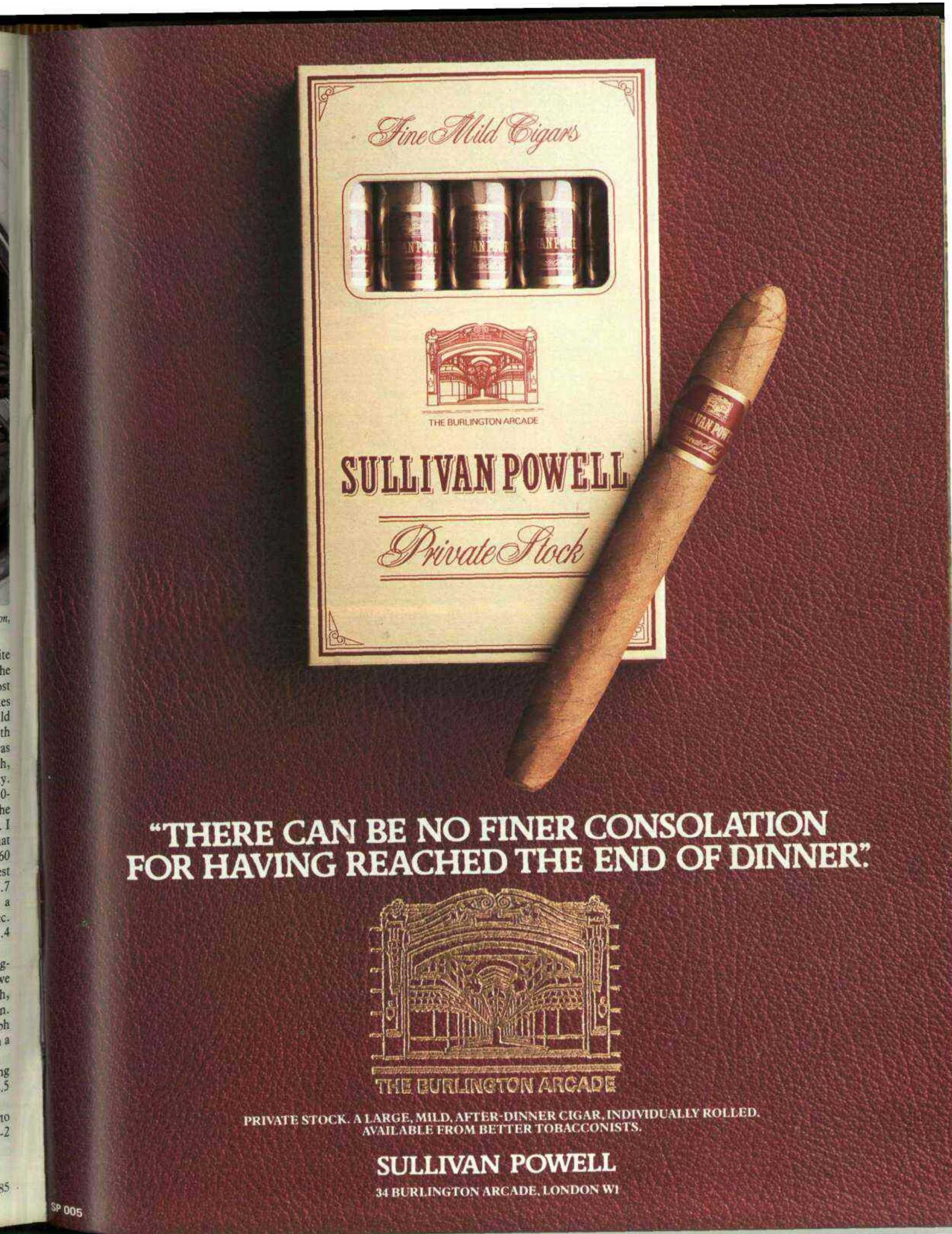
The engine is a great design, and the word "great" is not used lightly. In my view it is one of the truly great mass-produced motors in the history of the motor car. It's so willing and responsive that it seems to have the edge on engines which, on paper, are more powerful or more muscular.

When it came to do our performance figures, however, the car proved disappointing and this brings us back to the problem faced by the road tester. We receive cars early in their lives so they should be in prime condition, but it doesn't quite work like that. Cars in every press fleet take qui a hammering as various writers verify t claimed performance figures, and are mo vulnerable in the transmission, which tak a pounding which no private motorist wou give his car. It seems that my car began wi very slight clutch slip, for the rev limiter w hit at 59 mph in second, instead of 61 mp which necessitated two changes up to sixt Having recorded a time of 8.7 seconds for 60 mph the clutch began to protest and t smell of hot fibre began to pervade the car dislike abusing cars, so called a halt at th point. Toyota claims 8.2 seconds for 0- mph and one magazine, using similar te equipment to our own, recorded 7 seconds. These are excellent figures for normally aspirated engine of just 1,600 c 0-30 mph takes 2.6 seconds, 30-50 mph, 3 seconds and 50-70 mph, 5.5 seconds.

On the two mile straight at Bruntin thorpe Proving Ground in a strong wind w achieved a mean top speed of 115.45 mp with 120.4 mph as a best one-way ru Toyota claims a maximum speed of 124 mp and doubtless this would be possible given deserted autobahn.

Overall fuel consumption, excludi performance testing, worked out at 28 mpg.

Were it not for the fact that I often need carry more than one passenger, the MR would be my next car. — M.L.


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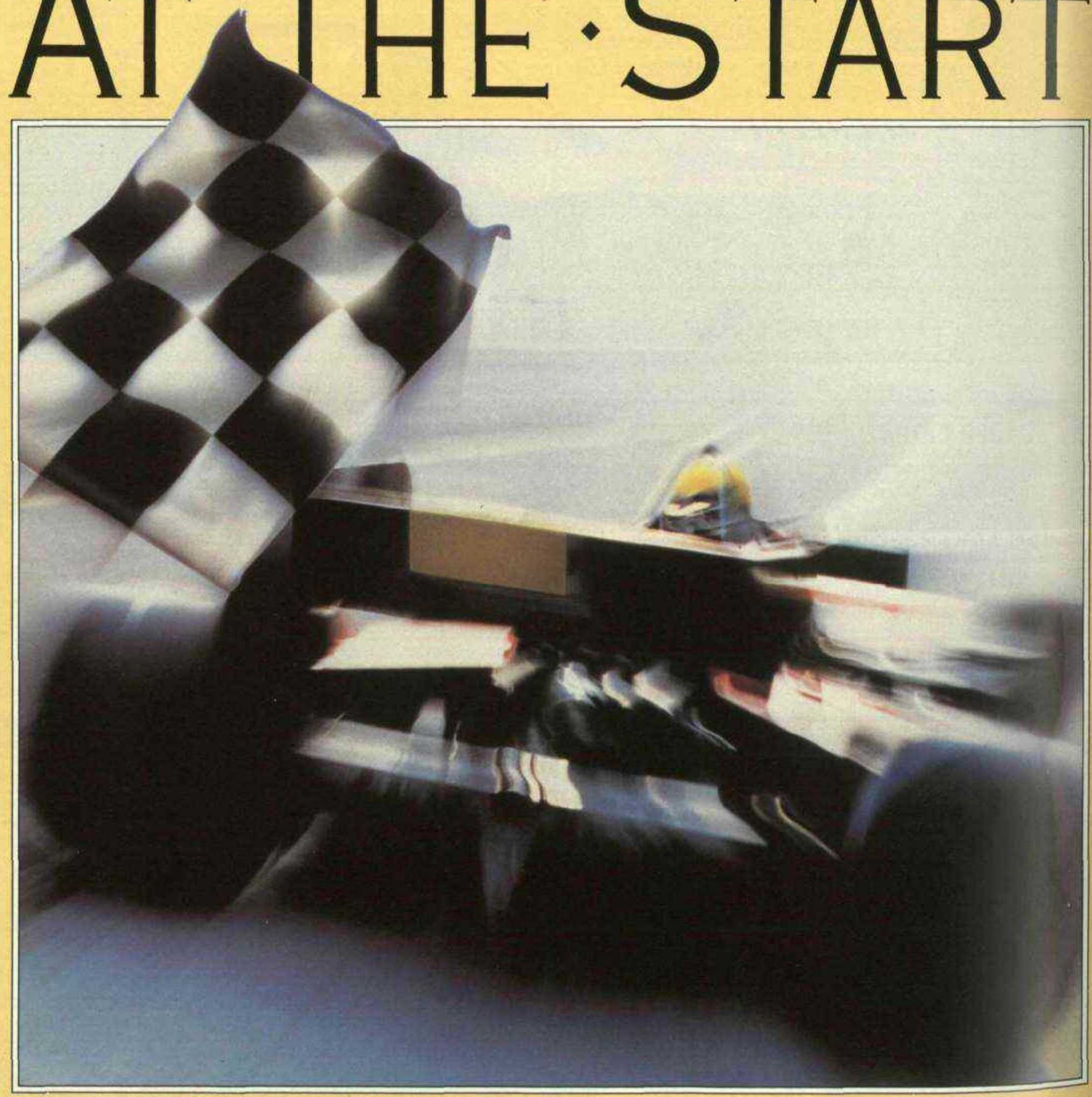


Rally of 1000 Lakes A PEUGEOT win was no surprise, but the revised Quattro Sport pressed the 205 T16 pretty hard. Timo Salonen / Seppo Harjanne (top left) finished less than a minute ahead of Blomqvist / Cederberg in the aggressive-looking Evolution Quattro Sport S1, top right. Lancias took the next two places, Alén third and Toivonen fourth, despite his accident on stage one (inset left). A fast and consistent drive gave Toyota seventh overall thanks to Björn Waldegård (left), while Group A honours fell to Audi and the 80 Quattro of Mikael Ericsson, right. Despite several fastest stage times, Hannu Mikkola's Quattro Sport, below, had a troubled time, and finally retired with a broken oil-pipe.





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TBs FROM BILSTON. — A foursome of these once-popular three-wheelers, with T. W. Meredith, the Managing Director of the cyclecar side of the Company, at the wheel of the car second from the right of the picture. The cars carry competition numbers. Note the gas lamps on one of them.

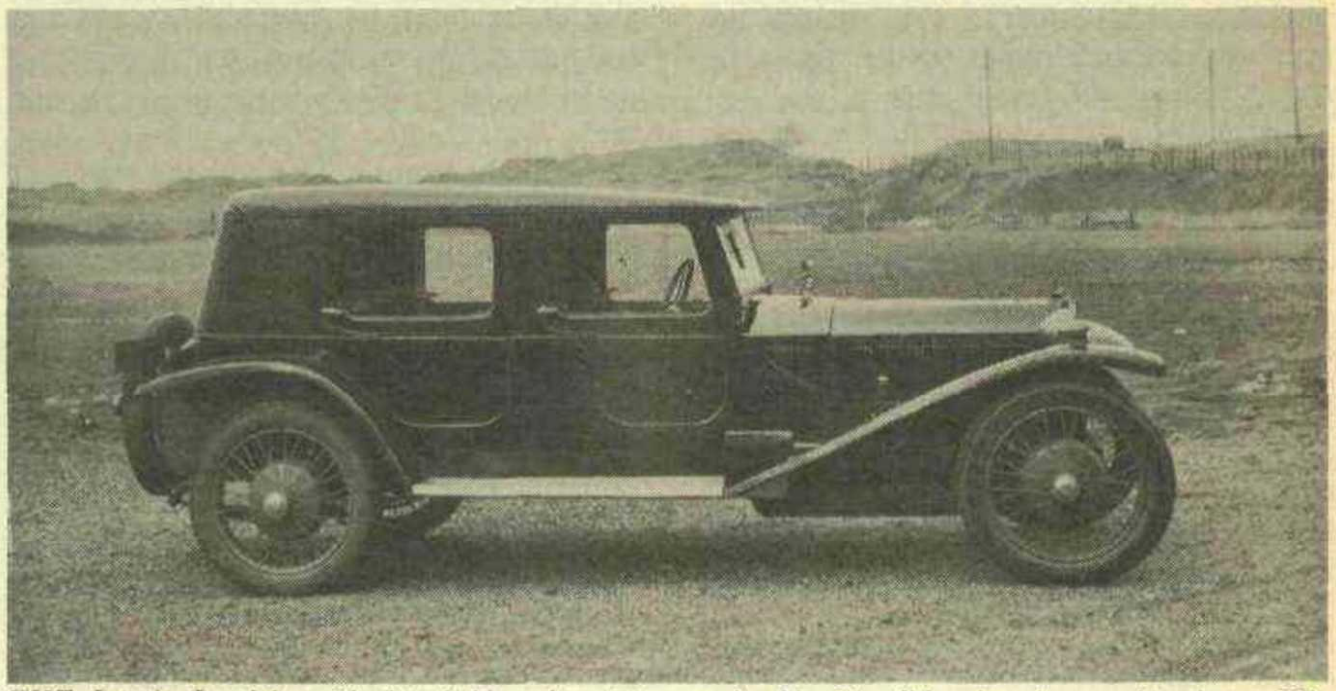
Three becomes Four

IN VINTAGE times the three-wheeler had a good innings. The breed, even in earlier times, was personified by the Morgan, which was eminently successful in competitions and as a practical runabout. But there was a surprisingly large number of other makes, which courted the simplicity and reduced taxation-rate (£4 per annum in those days, against £1 per rated horse-power for four-wheelers). The advantages of the tricar were freely discussed in vintage times, although its greatest advantage was over the motorcycle and sidecar outfit rather than the four-wheeled cyclecar or big-car-in-miniature. In the latter context, after 1922 the Austin 7 came on the scene and washed out all opposition, as well as taking on with aplomb many other miniature big cars of the time.

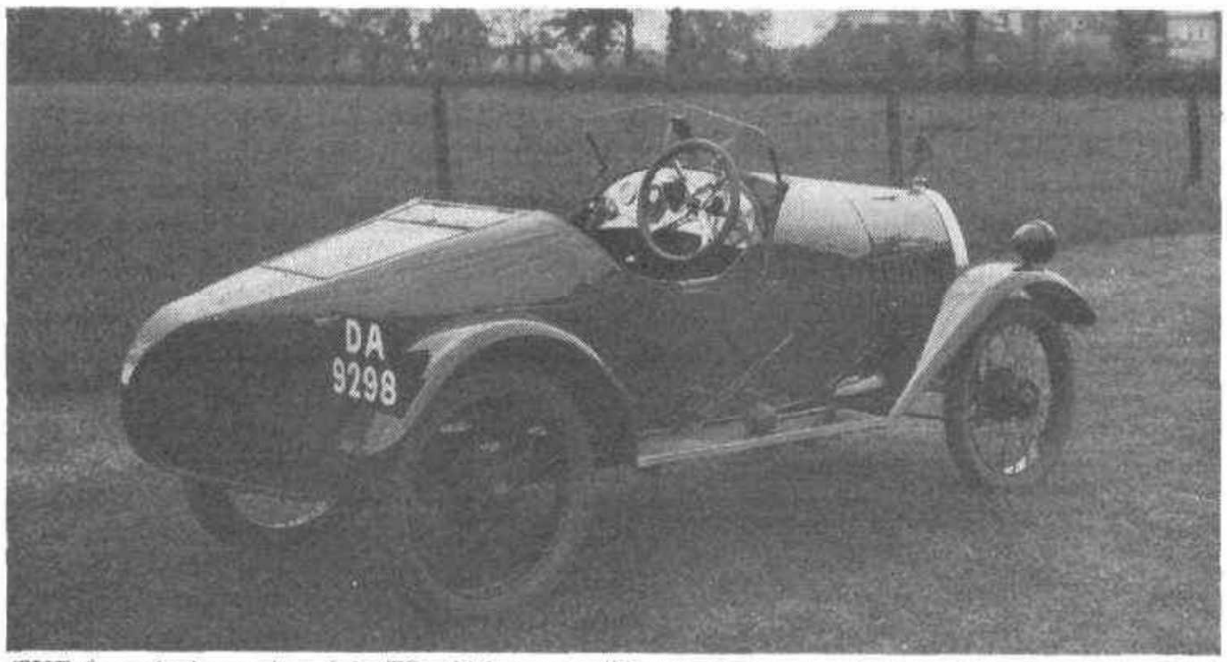
However, in the three-wheeler's hey-day, when H. F. S. Morgan drove his products in the big trials and you could see the team of racing Morgans performing at Brooklands, particularly against the "works" Austins in the LCC Relay Races, never quite beating them but looking marvellously exciting as they crackled round at the top of the bankings, it was not difficult to raise some enthusiasm for supporting a car at three points instead of four. . . . Nevertheless, it is interesting to note how many three-wheeler manufacturers turned eventually to four wheels, even if they progressed no further than a prototype in this move.

Morgan's themselves, in 1936, came up with the Morgan 4/4, which if it were certainly not just a three-wheeler with an extra wheel added, sounded the death-knell of the Morgan trikes, the last of which was made in 1952. Before that there had been a different "three becomes four", when the traditional vee-twin power pack of the Morgan and most other three-wheelers was supplemented by the Ford-powered four-cylinder trikes, a move some other tricar makers also adopted. On the broader "Three Becomes Four" theme, the Crouch Carette adopted four wheels prior to the 1914/18 war and at a much later stage the FWD BSA three-wheeler moved in the same direction, with a four-wheeler possessed of a dead-beam back axle. There was a double-take here, as the F. W. Hulse-designed BSA three-wheeler that had originally had the Hotchkiss-inspired vee-twin air-cooled engine, used also for the just-referred-to four-wheeler and an earlier four-wheeled BSA light-car, took on a water-cooled four-cylinder engine in 1933, and after its demise in 1936 there was a four-wheeled version of that, which developed into the BSA Scout sport model. Without labouring the matter, one can think of such three-wheelers as the Coventry-Premier, the Castle-Three, the JMB, whose prototype four-wheeler was built in 1935, the Messerschmitt, Sandford, Stanhope, D'Yrsan, Teilhol, etc, all of which in the end took on four wheels; there have been photographs of some of these in the past "Fragments on Forgotten Makes" series in MOTOR SPORT. One must not confuse this change in the number of wheels with the ploy of placing the two back ones very close together so that the vehicle still complied with the tax-reduction requirements (they had to be no more than 1 ft 6 in apart), as on the Merrell-Brown in vintage days, and the BMW Isetta in more recent times. In less recent years there was the Berkeley, another three-wheeler to adopt a fourth wheel.

Thinking back to all those between-wars three-wheelers, perhaps the Morgan's closest rival, if you consider trials results, was the TB. This was dealt with in No 41 of the aforesaid "Fragments" articles. Suffice it to say that during its lifetime, the TB was improved in various ways, including a strengthened chassis, and that an aluminium-bodied sports model with aero windscreens was listed in 1922 for £175 (the 1924 sports A7 cost £170). Among the sporting performances of the TB were good results in the MCC long-distance trials by drivers like W. Pratt, F. Brooks, F. H.



THE Lancia Lambda with detachable saloon top, run by Mr Meredith when he wasn't using a TB three-wheeler. It was said to have been serviced by the TB fitters.



THE four-wheeler version of the TB which was possibly a works prototype but which Mr Meredith certainly developed, using parts from other cars, for his own amusement and which he was running with great satisfaction into the late vintage years. [Photos by courtesy of Mr Bottomley]

Douglas, J. W. Meredith, etc, and especially F. S. Spouse's fine showing in the 1923 ACU Six-Days Trial, in which his TB averaged 56.4 mph for 28 laps of Brooklands Track, instead of the required minimum of 30 mph, this after a gruelling 900 road miles, and made a clean climb of the very steep "freak" Alms hill near Henley. He gained 23 more marks than he started the trial with, winning the Hopwood Cup for best individual performance, in an event in which gold-medal-winner S. Hall's Morgan was seven marks down, D. N. Rhodes' Scott Sociable (which managed 41 mph on Brooklands) had some trouble but took a silver medal, W. A. Carr's Morgan retiring after 18 laps at Brooklands with water in its near-side cylinder. But in spite of this, by the end of 1923 no more TBs were made, as they could not compete with the A7 market although front brakes had been offered by the end of 1921, a three-wheeler innovation.

Incidentally, it was rather amusing how each three-wheeler maker vied with his rivals, rather as in later years did the baby-car manufacturers, with Triumph offering a three-bearing crankshaft and hydraulic brakes on the Super Seven, Singer an overhead camshaft engine on the Junior, to try to combat the lower price of the A7. Thus in 1923 the New Hudson boasted a good finish, a three-speed and reverse gearbox, and final drive by enclosed chain, the LSD was available as a delivery van, the TB had shaft-drive as well as a three-speed and reverse gearbox, to transmit power from its 986 cc vee-twin JAP engine, the tiny Xtra had foolproof friction-drive, the Castle Three had a water-cooled four-cylinder engine, and the Morgan the longest pedigree. I remember that a distant relation borrowed a TB for his honeymoon, sometime in the early 1920s, not I believe with altogether satisfactory results. . . .

Continuing my theme of "threes" that became "fours", TB is said to have made a four-wheeler prototype before the Bilston factory turned to other things. The heading picture shows a fine line-up of new TB three-wheelers, with Mr J. W. Meredith, Managing Director of Thompson Bros (Bilston) Ltd in the one second from the right of the photograph. He had come from Clyno, where he had been apprenticed on the motorcycle side, and had turned that part of the factory which had been used during the war for making aeroplane components into the TB production shop. A keen driver, he used TBs himself, for competition work, although later he had a fine Lancia Lambda with detachable saloon top — it is said that for years the hole in the factory roof could be seen, where a spring from its front ifs had escaped, during an overhaul! After which Mr Meredith discovered the excellent acceleration to be had from a late-model Ford V8 or Mercury.

Whether a four-wheeler TB was actually made at the factory or not, certainly by 1928 the enthusiastic Mr Meredith had built himself a four-wheeled cyclecar. It used a 10 hp water-cooled Blackburne side-valve engine as used in later TBs, but with a Morris-Oxford clutch, driving to an Eric-Campbell gearbox. The back axle came from a Model-T Ford, its track narrowed to 3 ft 6 in, as did the propshaft, which was cut-down Model-T. Wire wheels, front axle and the Bugatti-like radiator were, not surprisingly, from a TB, and the steering, by bevel gear and pinion, had an almost horizontal column, passing over the engine. Mr Meredith was living in Wolverhampton and his little car was registered DA 9298. By the autumn of 1928 it had run a reliable 10,000 miles and it was capable of 60 to 65 mph and 45 mpg. Today the only three-wheeler made here in any numbers is the Reliant Rialto which still commands a tax-concession, of £60 a year — and this, too, had four-wheeler connotations, in the form of the Rebel and later Kitten.

If anyone can think of any other three-wheelers that became four-wheelers, drop me a postcard. — W.B.

V-E-V Miscellany. — In the N
Edmonds' "Time of Your Life" show
BBC 1 on August 13th the interview
with Barbara Cartland, who inevita
brought up the ladies' race at Brookland
which she was involved in 1931. This
supported by film and by Dudley Gaha
driving the lady onto the set in an
Montlhéry Midget, a fleet of these being
cars used for this fake race, contes
between débutantes and other socialites
the time. We have to point out, as we h
done before, that this was not, as the B
programme implied, the first ladies' rac
be held at Brooklands. That took place
1908, at the July BARC Meeting, when
one-lap Ladies Bracelet Handicap was c
tested, won by Miss Muriel Thomp
driving Oscar Thompson's Austin "Pobb
from Mrs Locke-King on her husban
Itala "Bambo", third place going to M
Christobel Ellis on G. C. G. Moss' Ar
Johnston "Guarded Flame", her volum
ous skirts tied round her legs with cord
the car was devoid of bodywork.

While it is true that after this the BA
did not permit women to drive with the m
until the Whit-Monday Meeting of 19
they had done so in other Brooklands' ra
before then, in other Clubs' events fr
1920 onwards, while at the Inter-C
Meeting at the Track in 1932 Mrs Tolhu
driving E. K. Rayson's Riley 9, won a mi
race, and many other lady drivers compe
that day, Miss Hedges winning another m
in a Talbot 90. In fact, lady drivers had b
permitted in the 1929 BARC Six-Ho
Sports Car Race and there had been a Lad
Handicap at the 1928 Evening Meeting, w
by Miss Maconochie in a supercharg
Salmson, and this was followed up to 19
by four similar races. So not only was t
organised by Barbara Cartland far fr
being the first Brooklands' Ladies Race,
it was really an unofficial stunt .
Incidentally, the lady was seen being flo
over her house in a DH Tiger Moth in R
markings and she exhibited a trophy giv
to her by the father of the Wright brothe
who were the first to make an aeroplane
in 1903.

We hear that a well-known Buga
owning member of the VSCC has acquir
an old Aries car. In the 1930s that cle
model-maker and Frazer Nash expone
Derek Dent, made an impressive model
"The Terror", which rumour says is s
around. If anyone can tell the Frazer Na
Section of the VSCC its whereabouts,
Secretary would be very grateful.

We regret to have to record the passing
two more vintage-car personalities. Norm
Routledge, whom the Editor was friend
with when he was in Yorkshire during t
war, and who later built a bullnose Mor
Special which was well-known to the Bu
nose Morris Club, died recently, and
August Marion Morgan, who with her hu
band and before that as Mrs Agnew, was
enthusiastic exponent at Brooklands, Bo

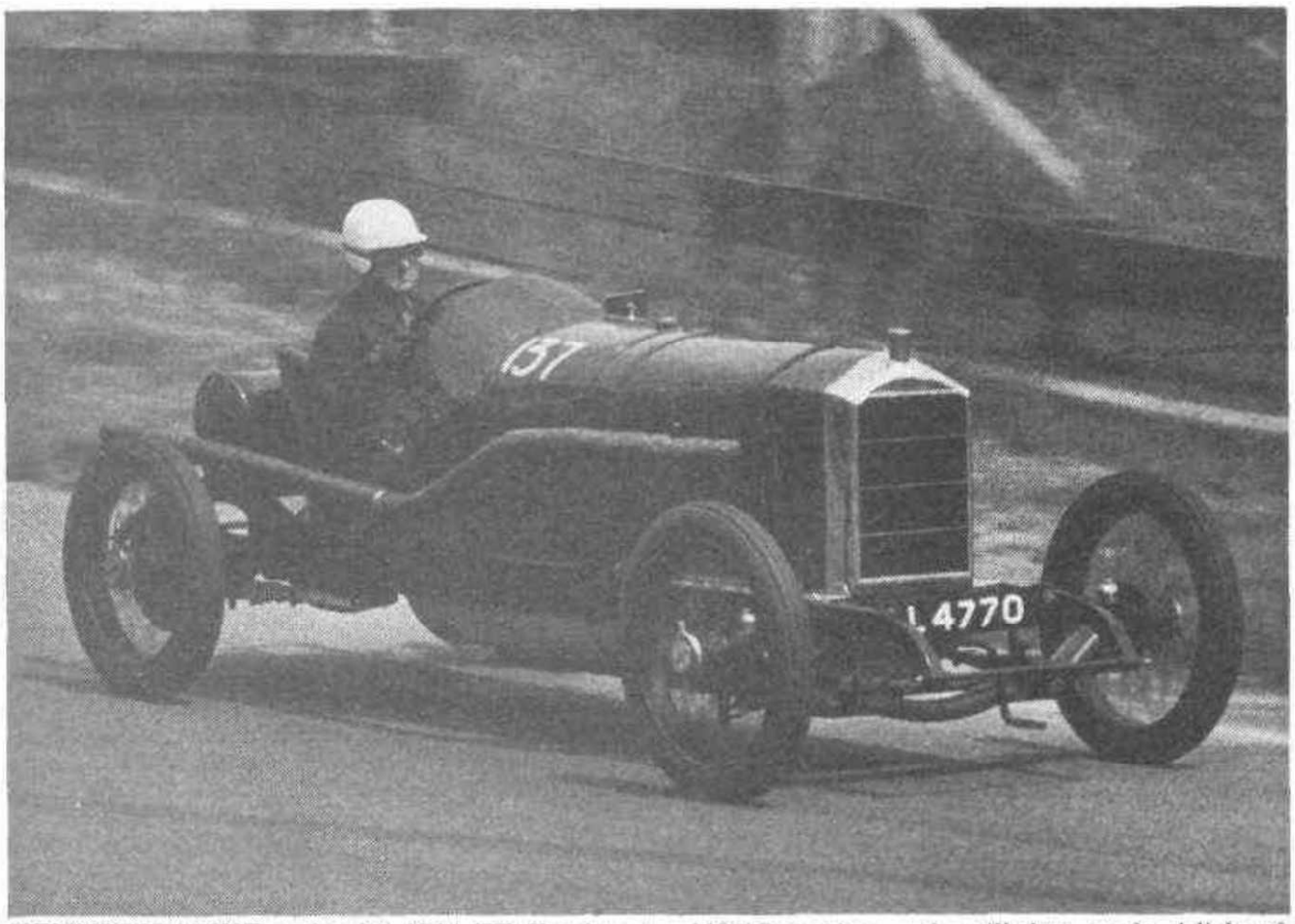
An Unsolved Mystery

A MONTHLY contemporary which devotes all its space to old-car matters, whereas I am allocated only part of MOTOR SPORT for this purpose, surprised me by devoting no less than seven full pages of its August issue to re-opening the Mystery of 1914 TT Humbers, which, although we have aired it in these pages from time to time, is still unsolved. This racing-car conundrum is in two parts: (1) were there just the three team-cars, as entered for the race, or was a fourth car constructed, and (2) which car was which, of those that were raced again after the war?

I do not propose to devote much space to this intriguing problem, because that would be poaching on another's preserves, but one or two points of interest arise that cannot be ignored. Incidentally, my personal view is that only *three* of these Peugeot-crib TT Humbers were built, because had there been a fourth car, surely it would have been taken to the IoM as a reserve or practice car; and because no more than *three* have ever been advertised for sale together as one lot.

Be that as it may, although none of these Humbers did any good in the 1914 two-day TT, what is thought to have been the fastest of them, entrusted to W. G. Tuck, won the 100 mph Long Handicap at that fateful 1914 August Bank Holiday Brooklands Meeting, after finishing third in the 100 mph Short Handicap, this less than two months after it had retired from the TT. After the war two of these Humbers ran at Brooklands when it was reopened in 1920, driven by Philip Rampon and W. G. Barlow. (I have reason to believe that Barlow had the ex-Tuck car, which long afterwards was raced by C. D. Wallbank who bought it from a garage near Folkestone in 1925 thinking it to be one of the successful 1913 Coupe de *L'Auto* Peugeots, its log-book and number-plates presumably having vanished.)

Some very interesting points having been raised by Brian Demaus's article, I would like to look at them briefly, these 1914 TT Humbers being of more than passing interest because Kenneth Neve keeps one in splendid order to this day, frequently racing



KENNETH NEVE racing his 1914 TT Humber at a VSCC meeting, as he still does, to the delight of Edwardian racing-car folk. Controversy still rages as to whether three or four of these cars were built, and who owned which after the war. This one formed a "Veteran Types" article in MOTOR SPORT in 1940.

it at VSCC meetings. Firstly, Demaus, in truly Sherlock Holmesian fashion, expounds the fascinating theory that when W. O. Bentley was building his first experimental 3-litre Bentley, he may have used, if not an actual 1914 TT Humber chassis-frame, then a spare one he obtained with the assistance of F. T. Burgess (who was working with him on the Bentley project) from Humber's in Coventry. This may not be so far-fetched as some might imagine, because (and whether or not Demaus was aware of this when he wrote his article, I do not know), Wallbank told me that he discovered, when he was rebuilding his Humber, a considerable number of spares for those racing cars still in the Service Department at Humber's and that was as late as 1928/29. So W.O. could have drawn on such a source, to save money in the lean years.

To endorse his assumption Demaus refers to the fact (revealed in my "History of Brooklands Motor Course") that C. G. Brocklebank obtained a 3-litre Bentley chassis frame with which to replace that of his aged Peugeot that he was about to race at the Track in 1922. Indeed, Demaus assumes this to have been the chassis of Exp. No. 1 Bentley, which had been slung up in the rafters of Bentley's Cricklewood factory in 1920, although this is going further than the notes by Brocklebank actually went. The relevant point is that the wheelbase of this Bentley was 9 ft 4 in, that of the 1914 TT Humbers 9 ft 8 in, and Demaus shows convincingly how the latter might well have been used for this experimental Bentley. However, he supposes that Brocklebank's Peugeot was one of the 1913 3-litre Coupe de *L'Auto* cars, also with a 9 ft 4 in wheelbase, whereas in fact it was one of the 1913 5.6-litre GP Peugeots, the wheelbase of which Brocklebank put down as 8 ft 9 in, so it is not surprising that he had to "adapt the Peugeot cross-members to it. . ."

Another matter raised by Demaus is that the picture of Rampon's car is wrongly captioned in my book, where Plate-16

V-E-V MISCELLANY

Continued from previous page

logne, etc, with Bamford & Martin Aston-Martins, one of which was for a time powered with a Hooker-Thomas engine and was called "Green Pea", died at the end of August.

The Bentley DC is already planning its next year's Jubilee celebrations, which will take place from July 1st to 5th, inclusive, and be centred on Buxton. The Trojan OC has had to cancel its Syon Park Meeting of October 15th but will hold its AGM at Effingham Park, Copthorne, Sussex, on October 27th. It was nice to see Colin Crabbe's stylish 1938 Type 26 Talbot-Lago convertible in use as one of the course-cars at the VSCC Cadwell Park Race Meeting.

At this Cadwell Park Meeting the three top placings in this year's MOTOR SPORT Brooklands Memorial Trophy contest did not alter from those already established, so Tim Llewellyn won the annual Trophy and £150, David Black the £100 and the Hon Patrick Lindsay the £75. Tim having been told by his wife he had to attend an equestrian event, he wrote to apologise for not being present to collect the cup, which will be awarded later with the rest of the VSCC silverware, Black was in America and Lindsay unwell. The Ford Vintage Racing Trophy was presented, however, rather oddly you might think in view of the fact that there is but one Ford racing in VSSC events, but very deserving nevertheless, as it goes to drivers of cars raced with full legal road equipment and carrying a current licence-disc, to discourage the trailer brigade. This year's winner was G. Burrows, who took the cup and £75, the runners-up being R. Baddiley and L. Marriott, and as they all drove Alvis cars, the Alvis OC should be well pleased. The MOTOR SPORT contest also worked out rather well, because the Bentley Tim drove is just the sort of car you might have seen at Brooklands before the war, Black's Alfa, as the ex-Charlie Martin car, actually competed there, and Lindsay's famous ERA "Remus" ran there each year from 1936 to 1939 inclusive.

W.B.

purports to be of the Humber after it had been powered with a Sunbeam Arab aero-engine and renamed the Martin-Arab in recognition of Len Martin, Rampon's mechanic, having carried out the conversion in the home garage. This I readily concede, the photograph having been sent to me by Mr Rampon, inscribed "The Martin-Arab", before I had seen a subsequent picture showing that to install the Arab engine in the Humber its radiator had to be moved forward and the bonnet sides extended, as dimensions of Humber sub-frame and Arab engine, kindly given to me recently by Kenneth Neve and Anthony Heal, make apparent.

The mystery now is, what engine was Philip Rampon using in the car as depicted? Although in a letter to me when I was writing the Brooklands book he said he used only the TT Humber engine and then the Sunbeam Arab aero-engines bought from Government surplus-stores, his memory must, I think, have been at fault, because the car in the picture has all the appearance of being a 1914 TT Humber, except that its exhaust pipe runs along the *near-side*. Burgess put the exhaust pipe on the *off-side* of his Humbers, it has been suggested, to avoid copyright infringement because his design was such a blatant copy of the 1913 3-litre Peugeot racing cars (as was that of Coatalan's Sunbeam). The Humbers bore no badges or other recognition marks and no-one knows why the Humber Directors sanctioned them. More likely, perhaps, this o/s exhaust was to facilitate a quick "exit" for the occupants at the pits, which were on the *left* of the road in the IoM. . . .

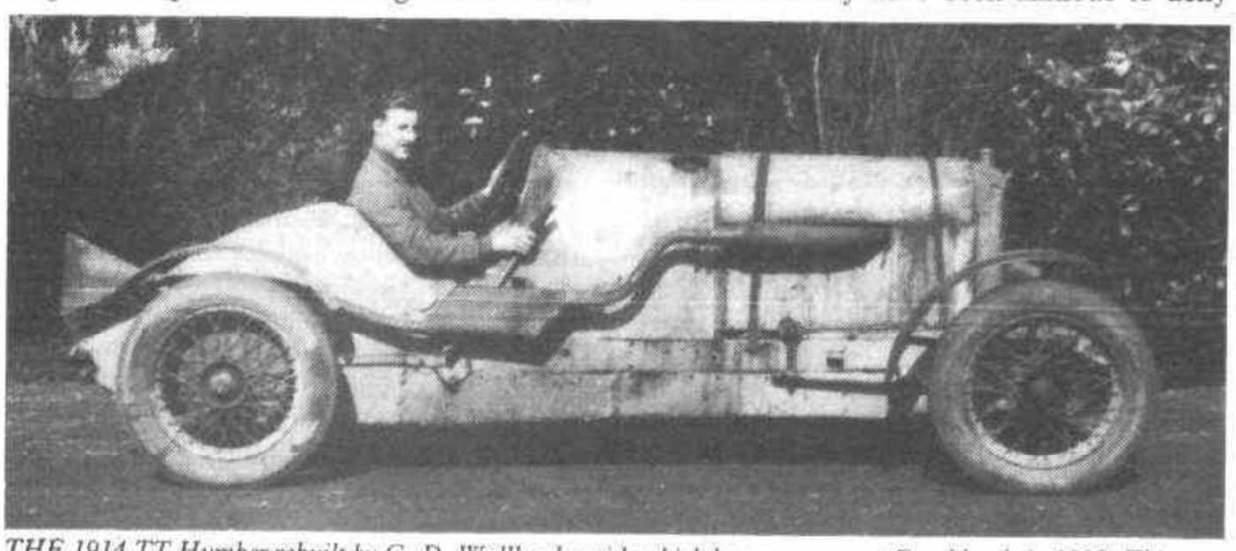
Anyway, Rampon not having any success with his TT Humber at Brooklands in 1920, and maybe even having blown it up, he decided to turn it into an aero-engined car for 1921. I suspect that, the Arab conversion not being ready, he had to find another engine for the 1921 Easter Meeting. The race-card gives this as of 102×160 mm (5,230 cc). These dimensions do not fit any known racing engine, but I find myself wondering whether the entry form was misread and that what had been put on it was 100×160 mm, the size of the Arab engine Rampon was intending to use. I hold



RE-ENGINED in 1921, but no-one knows with what make of engine — Philip Rampon's 1914 TT Humber seen at Brooklands that year, when it lapped at over 95 mph before a monumental blow-up. . . .

the view that entrants did not always regard with respect the forms the BARC intended them to fill in; there is evidence that when Rampon was running his Humber in 1920 the race-card showed it to have an engine of 82×150 mm, whereas these TT Humbers were of 82×*156 mm*. If his, or someone else's, writing was mis-read in 1920 the same could have happened in 1921 and if the number of cylinders of the Arab was omitted, the BARC office, anxious to print the programme, could be forgiven for calculating the capacity as for a *four-cylinder* Humber, hence the 5,230 cc (the car was still entered as a Humber at this stage).

Admittedly, after the car had been in the news for blowing-up in sensational fashion at the 1921 Easter Meeting, skidding round as the engine seized, *The Autocar* in a caption to a drawing of the incident, implied that the Humber now had a GP Vauxhall engine (but the dimensions of that 1914 engine were: 101×140 mm) and *The Motor*, saying that a con-rod was found afterwards on the track but the cylinder was still missing (suggesting separate cylinders, which even the Arab did not have), was quick to remark that it was not of Humber manufacture. The Coventry Company would certainly have been anxious to deny



THE 1914 TT Humber rebuilt by C. D. Wallbank, with which he won a race at Brooklands in 1929. This one was written up by Kent Karslake in MOTOR SPORT in 1931.

that Rampon was still using a Hum engine, after this very public disaster!

So what was this mysterious eng Probably we shall never know. But I myself wondering if Rampon could used a 1913 3-litre Peugeot engine? It w certainly have been easy to install! If isn't acceptable (its dimensions 78×156 mm), what about an 82×160 1914 TT Sunbeam engine? Finally, to ro things off, in my view it is highly prob that the owner-sequence of the 1914 Humber in which I saw Wallbank win race at Brooklands in 1929 (having g with my mother in an A7 Fabric sal was: Tuck, Barlow, Wallbank, Ash Erskine Garage at Brookwood, Lawre (Kent Karslake writing up the car MOTOR SPORT's "Veteran Types" se at this time), Ashford-Fleet, Berk Harri London for Miss Victoria Worsley, Batchelor, the outbreak of war then cau this particular TT Humber to be broke in Durham. Now I fear the research start up all over again! — W.B.

Statistics

THOSE who like statistics may care to h the results of a survey we were able to m relating to the popularity of different ma of new cars registered in the small and t remote county of Radnorshire from 192 1928. Of the 72 new cars in use in 1 (there were 84 motorcycles) 19 were Fo nine were Morrises, and Overland, Ch rolet and Morgan accounted for five ea The following year 86 new cars were ta compared to 98 motorcycles, 18 of wh were Overlands, 16 Morrises and 14 St dards, the highly-taxed Ford being dow nine. By 1925 there were 105 cars, motorcycles, and of the latter, 24 were Morrises, 18 were Austins and 15 Ov lands, Fords now at 10. In 1926 we find Morrises, 21 Austins and 14 Fords (yet smaller-engined Model A was not yet av able), of the total of 90 new vehic motorcycles adding 98.

Coming to 1927, cars were again at (but new ones), with 30 of these Morris 22 Austins and 13 Clynos, Fords back to (there were now only 70 new motorcycle The year 1928 saw a slight rise in mot cycles, to 76, and 91 new cars, led by Austins, 23 Morrises and lagging far behi (but a surprise) seven Talbots, six Singe five Clynos and four each of Citroën a Ford. By 1929 97 new cars (and 64 n motorcycles) were registered in Radn shire, led by 33 Morrises, 24 Austins, n Chevrolets, seven Fords and four each Singer and Overland. The 1930 figures w 95 cars and 55 motorcycles, the slu beginning to show, the former led by Morrises, 25 Austins, 14 Fords, and th each of Chevrolet, Rover, Singer a Wolseley, while Triumph and BSA h ousted Ariel in the new motorcy registrations, a pattern probably reflect countrywide. — W.B.

V-E-V Odds & Ends. — A reader, correcting our O.J. comments on the Fosse Way, recalls that he first travelled along it in 1924 in his Father's 600 cc New Hudson sidecar outfit, "a lusty job that could show a clean pair of heels to the rather average cars of the day". Although O.J. remarked on how straight this road was, there were then bad accident spots along it, as at the Nottingham-Grantham crossing, while the Nottingham-Derby road was tortuous through Sandiacre and Stapleford until a new road was made in the 1950s. There were accidents to undisciplined riders in the days when the youth of the district reckoned that a motorcycle wasn't up to much if it couldn't make the 80 miles from Skegness to Mansfield Market Place in two hours. . . .

News of the RAC Veteran Run is already coming in, HRH Prince Michael of Kent being down to drive a 1901 Mors, while the first car scheduled to start on November 3rd is an 1892 Benz, followed by a Panhard of the same age, and 25 entries have come in from the USA. A reader has sent us a photograph of a plaque erected before the *Tampa Daily Times* building in Florida to commemorate the start from there in November 1909 of the four-day Tampa-Jacksonville Endurance Run, which had an entry of 16, plus the pathfinding car and a Press car. SATS of S. Africa have published a book about transport in that country from 1910 to 1985, which includes a picture of a solid-tyred Dennis 'bus used in 1912 by South African Railways. From an article in *Industrial World* that appeared in 1935 it is claimed that the oldest motor firm in Gt Portland Street, London, was Reys Motors Ltd, founded in 1899 by A. P. Rey. In 1935 the MD was S. B. Green, who had been apprenticed to Mr Rey in 1907 when the firm was in Hampstead. In 1935, besides the showrooms at 175, Gt Portland St, showing mainly Morris, MG and Austin cars, but with agencies for Standard, Hillman, Humber, Ford and Singer, there were premises at Golders Green and a works at Gloucester Gate, NW1. Have you seen the IoM postage stamps depicting ERA and Alfa Romeo racing cars? A New Zealand reader recalls a yellow Beardmore racer which made FTD at the Dunedin hill-climb for many years from 1925 onwards, until beaten by a Ford V8 ten years later. One wonders if this could have been the car with which Cyril Paul broke the Shelsley Walsh record in 1924?

An American reader wants to establish the history of a 12 hp Riley Special he recently bought in Dorset, after it had been stored for some 22 years. It was first registered in 1937, Reg, No. OXA 650, and the radiator has been moved forward at some time and the chassis shortened. Letters can be forwarded, as they can to the reader in Worcestershire who is seeking parts for the 1933 Singer Nine sports four-seater, Reg. No. OY 7369, which were sold off by mistake before he acquired the car at auction. He wants particularly hood frame, seats, windscreen supports and a badge, and help over the original number, of which Swansea has no record. W.B.

Cars In Books

THERE are some interesting snippets of information about Queen Mary and the pre-war Royal Daimlers in "Queen Mary And Others" by Osbert Sitwell (Michael Joseph, 1974), such as the driving prowess or lack of it of Queen Mary's chauffeur, Humphries — Sitwell's own scamp of a chauffeur was called Walter Cooper but the car he drove isn't named — and of how he once drove the large, old-fashioned Daimler rocking and swaying across the Badminton grass when the Royal party was returning for lunch after a morning spent, under Queen Mary's initiative, of thicket-clearing. There is also reference to Humphries losing the Royal entourage for 1½-hours in Ashdown Forest on one occasion and of how the Daimler under his care was always breaking down. When this happened on a journey from Windsor Castle to Oxford, Lady Desborough, the Lady of the Bedchamber, was told to stop a car and ask for a lift for Queen Mary, which she did, the car, make unfortunately not quoted, belonging to a Mr. Titmuss, and the back of this small car full of onions. Nevertheless, Queen Mary was happy to accept a lift, sitting beside the car's owner with Lady Desborough and Mrs. Titmuss in the back. There are interesting references, too, to the houses HM Queen Mary inspected as possible retreats during the expected war — she finally settled for Badminton, taking 70 separate pieces of luggage — and motoring is described as "her chief recreation in ordinary times".

Another book which not only mentions early motoring but has a whole chapter devoted to it is "A Mixed Bag" being the recollections and reflections of a surgeon, by W. Bernard Secretan, MB, FRCS, which seems to have been published privately in Reading in 1943 and a copy of which was lent to me by David Filsell. After covering the joys and hazards of early motoring, the author divulges that his first car was a 7 hp two-cylinder Swift, with trembler-coil ignition, bought "a few years previous to 1905", by which time cars had become much more reliable. The author was proud of it climbing Porlock hill successfully in 1906, when the 10 hp Panhard owned by the enthusiast friend who had introduced him to motoring had failed on this then loose gradient with its 1-in-4 hairpin bends.

From "Lloyd on Lloyd" by Chris and John Lloyd with Carol Thatcher (Willow Books, 1985), about the famous tennis pair, which must surely become a best-seller, we learn of John Lloyd not being interested in cars, but learning to drive at Chris's suggestion, and of how she gave him a metallic grey BMW in 1984, as a present on his 30th birthday. — W.B.

VSCC at Madresfield

BY permission of Lady Beauchamp the VSCC held its annual driving frolics over the straight one-time speed-trial course at Madresfield Court on September 1st. Five tests in four classes for 82 entrants was the programme, with 12 more in the beauty contest. It became apparent that all vintagents do not have fast ladies or drive rapidly all the time, because we saw them trying to go as slowly as possible before accelerating! In this test, quite the slowest was Mike Bullett in his delightful 686 cc AV Monocar. In spite of mistaking a line and opening up about a third of the distance too soon, his crawl had occupied 108.7s, winning him the tests hands down, or should I say, throttle shut?

Some cars disliked crawling, Leigh's Colmore Frazer Nash making the girl-observer whose task it was to see that its clutch was not used, *run* beside it, and Tebbett's Riley Gamecock showed its disapproval by developing a series of jerks, as did Colquhoun's 2-litre Lagonda, nor did Tarring's Super Sports Frazer Nash really like it. Rather quick ones included Kennard's sporting 3-litre Bentley, Lloyd's 10/23 Talbot saloon, and the Singer Le Mans. The top-hat A7 saloon stopped at the end of the slow part, Mrs Lemon amused the onlookers with a nicely-controlled display of aerobics in her A7 Chummy, another A7 stalled, and a 12/50 Alvis looked about to come to the boil. The GN Dragonfly shed its 1st-gear chain but Walker quickly got a dog into another kennel without spoiling his run.

The Talbot 105 and 90, respectively of King and Beebee, performed quietly and smoothly as befitted Georges Roesch cars, Walker's 1913 Rolls-Royce even more so, in proper Sir Henry tradition. Mitchell's R-R 20 shooting brake was very slow when intended, but gave an undignified jump on accelerating, mostly left to some of the A7s, and Hancock's big Daimler limousine was really sedate. But perhaps the slowest after the AV was the Threlfalls' BSA. In the fast part of the test the Shoosmiths' 3/4½ Bentley seemed likely to have set FTD. Of seven Edwardians, March's Bébé Peugeot set up a record smokescreen and Mitchell's 1913 6½-litre Mitchell 40 tourer did not seem affected by a gearbox near-seizure that had afflicted it on the drive down from Leicestershire.

All that had taken about an hour and the other tests were less fairly reportable. Anyway, by then I wanted my tea . . . —W.B.

The results were: **Beauty Contest: Montagu Trophy,** P. H. Bell (J2 MG). **First Class Award Winners (Tests):** D. Marsh (Bugatti), D. Leigh (Frazer Nash), D. David Boyd (Citroën), R. Beebee (A7), T. Threlfall (BSA), P. Baker (Riley), R. Collings (Britaxia-Zust). **Best Lady:** Ann Shoosmith (Bentley).

READERS' LETTERS

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

Alexander-Turner

Sir,

May I offer some belated corrections and information on M.L.'s excellent article on Jack Turner. Belated because my July copy only arrived today after reminders to your distribution chaps!

I refer to the last two paragraphs on page 731 regarding the Alexander / Turner link and the "one-off" car mentioned. As I was very much involved the facts are as follows. . . .

Following several successful seasons racing Elva / Climax, MG "A" and running and racing Team Sprite, I teamed up with Michael Christie to race an Alexander / Turner for 1961; he was most cooperative and helpful and allowed me to make full use of his facilities at Haddenham. The first car was a Mk2 with a 948 cc BMC unit prepared by Fred Hillier and his chaps (of whom more anon) and myself, we also enjoyed the use of the Alexander Transporter. This car was very successful in the *Autosport* Trophy (in which we had done very well previously with the MG "A" and Team Sprite), National and some International events, only not being placed in two out of 16 races and these due to minor mechanical problems. The worst being the Irish Holmpatrick Trophy, lost four laps from the end by a holed radiator, the Turner being timed at 108 down the back straight, the second losing an *Autosport* trophy class win by a broken throttle linkage at Silverstone. At this time closed GT cars were the "IN" vehicle so we sold the Turner and I designed a closed, streamlined GT body for the latest Mk2 chassis. This was approved by M. Christie. We also thought that Jack Turner would take it up as a new project, but he was not interested, later of course coming out with his new 2x2. As we were "with Shell" Keith Ballisat of Shell Comps backed the project and, after further titivating by M. Parkes, the design was given to Williams & Pritchard who made a beautiful miniature "GTO". Initially powered by another 948 cc BMC unit this car was very successful, as M.L. comments; later fitted with an uprated FWA 1,098 cc (encouraged by Pat Ferguson in Gordon Unsworth's FWA powered "Tatty" Turner) it was again successful. As Jack Turner was not interested in it we sold it.

The point I wish to make is that this "one off" was conceived by myself, originally designed by myself and raced by myself . . . not by any fictitious Wing Commander "Alexander"! [Just testing — M.L.]. We then went for a Mk2 chassis with one of the first 1,600 cc Cosworth Ford engines, not a twin-cam; this was a superb little car, highly competitive in the "up to 2,000 cc class", very successful indeed, utterly reliable, except in the 1963 "TT" when well placed, after a couple of hours, in the class, a half-shaft went at St Mary's; nevertheless we finished 14th overall after changing it! A veritable "giant killer" on short circuits . . . average lap times being around: Mallory 60 sec, Brands (Long) 2 min, Goodwood 1 min 41 sec, Silverstone 1 min 57 sec, etc. Unfortunately I was posted overseas again in 1963 and that was that. Meantime Motorway Sales were extending their successful involvement with "Tatty" changing hands to Warwick Banks and extending their team to include two more BMC powered cars and Tatty had been uprated to 1,147 cc and John E. Miles got going great guns in late 1963 into 1964 with his 1,650 Ford powered Turner but the competition was getting too strong with Elans, Divas, Ginettas etc. Those of us who raced Turners, of whatever mark or power, enjoyed some classic sport, safe, reliable and competitive (all with very limited means and no sponsorship as such exists now). We took a pride in immaculate presentation (yes, even "Tatty" in latter days!). The late Fred Mathews once said to me at scrutineering "Well, Mac, I suppose I can eat my breakfast off it as usual". We can look back with nostalgia, a sense of achievement, a little sorry that Jack Turner did not support us more positively perhaps, regret that the Turner car was not more commercially successful, it deserved to be, but glad that Jack recovered and is in honourable retirement.

Finally, regarding the many letters relating to the Halton Tojeiro, Fred Hillier was both a power behind the development, and a driver, of this car when he was stationed at Halton. Now running the Alexander Hillier Garage at Haddenham I am sure he could complete the history of the car for you, if asked.

Thank you, as usual, for a magnificent magazine.

K. W. (MAC) MacKENZIE, DFC, AFC
ex-Chairman RAF Motor Sport Association etc
Paphos, Cyprus

A Fairer Formula

Sir,

So the mighty Regie Renault are pulling out of Formula One racing and I'm left wondering how long it will be before Alfa Romeo follow suit. And with these mighty state-financed teams out, what of the lesser teams such as Spirit, Ram and Osella, r mention Minardi, Zakspeed and Tole Will the next few years see a return t situation in the fifties when only a handf works teams contested the W Championship with only native hop filling the grids as the circus wends its around the globe? Of course, the cars o eighties are infinitely more expensive the cars of the fifties, but what is the stop drivers campaigning old cars as us happen in the Aurora AFX Champion and to a lesser extent in the current F Championship? Maybe drivers of the ca of Thackwell, Danner, Pirro and *les j* Ferté will have a fighting chance of pro themselves instead of being frustrati ignored whilst lesser drivers such Martini, Alliot and Rothengatter are ab have lucrative drives bought for th Maybe the proposed Hungarian GP interest others in the Eastern Bloc and might see competition from east of the curtain. Let's face it, there must be s drivers of World Championship status there. Maybe some time in the future, te will become teams and constructors become constructors so we end up wi situation not unlike that in CART w many drivers have identical machin Then we might see just who the best dri in the world are and not who is driving best car. Maybe FISA will introduce a turbo engine capacity limit of 1,200 cc also ban wide, slick tyres. Whilst they' it, they might ban any event from championship which isn't the national G that particular nation, and also limit championship round venues to circ which have been in proven existence for or more years. We might even see driv salaries limited which would mean t participating in other types of racing to a living.

We might see all these things happen we probably won't, which is a great because today's ultra-slick, high-Formula One racing is missing a great d Or maybe I should be following F3000!

Wheatley, Yorks T. J. HONEYBO

Advance or Ret

Sir,

I have read with interest comments MOTOR SPORT August / Septem regarding the apparent views of the pol the IAM and others on the technique kno as heel and toe.

As an IAM member for the past ½ mil miles, I feel I am qualified to add my po of view before the topic is put to rest.

Firstly, the police, it is said, discour the heel and toe technique on the road. it be clear, there is no law against it and I only suggest your readers make up their o minds, as my opinion of traffic police tainted by two experiences. One of wh goes back 20 years, when I was stopped b police officer, who felt I had been a bit ov enthusiastic whilst negotiating a rou

about, and proceeded to order me to remove the full harness seatbelt I was wearing, as apparently "I could not possibly be in proper control of my vehicle strapped in like that". The other recent experience, when traffic police parked on a bridge above and ahead of me allegedly, according to the summons, recorded me by Vascar travelling at "96 mph whilst braking". Whether they thought I was practising heel and toe at the time I don't know, but I do know that the alleged offence was incorrect, and no manner of reasoning or correspondence was to avert my eventual conviction, and a fine in line with three late-night muggings and a mid-afternoon Granny bashing.

Of the IAM I can only say I have passed two of their tests, cars and commercials, without the necessity to discontinue during the tests my regular practice of heel and toe. The technique, I think your readers will agree, lends itself to balanced control under braking, a technique which sensibly used does nothing to impair braking distances. In conclusion, I feel I should admit to other motoring habits regularly used by me, where vehicle and circumstances are appropriate. I have employed cadence braking as far away as Poona in a monsoon, left foot braking in the depths of winter in Prudhoe Bay, double de-clutched in Kano and regularly used heel and toe for 23 years, wherever I have been. To avoid the IAM seeking my resignation, I have already decided not to renew my membership and as far as the police are concerned, I suppose I will have to grow a beard, shave my head and go on the run, "ON MY HEELS AND TOES OF COURSE".

Great Bedwyn ROBERT FENN

Questionable Values

Sir,

I am delighted that M.L. has drawn attention (in his road test of the Toyota Corolla GT) to the questionable value of manufacturers' 0-60 acceleration times. Useful as these are as a basis for comparison, they have little practical significance for most people — I don't know anyone who has ever tried to match them in his own car and I certainly wouldn't dream of subjecting either my MG Metro or Morgan 4/4 to such uncivilised treatment.

Perhaps more to the point in today's crowded conditions is the way in which a car moves off and reaches 30/40 mph; my former Renault 11 automatic had an official acceleration time of over 17 seconds, yet it was well able to hold its own in traffic, and in the most agreeable manner.

As a member of the I.A.M. I firmly believe that maximum revs, dropped clutches, wheelspin and other extravagant techniques have no place whatever in everyday driving and belong strictly to the realm of road testers (preferably OFF the road) and all those people who do such appalling things to their cars on television while pursuing, or being pursued by, others similarly crazed.

Thank goodness MOTOR SPORT'S road test reports invariably reflect a mature assessment of the cars examined by you, with no suggestion of the excitability to be found in other magazines' reports.

Wanstead A. K. BENNETT

Hillclimb Points

Sir,

As a close follower of the hillclimb scene from 1962 to 1972 I was interested to note that W.B. reported the presence of Tony Marsh at the recent 80th anniversary celebrations at Shelsley Walsh.

Regrettably I no longer have my detailed records but I am certain that Tony Marsh last "drove in anger" not in 1967 but at the June Shelsley meeting, 1968. The 4WD Marsh Special was not BRM-powered — it used a 4.2-litre V8 described variously during 1966/68 as Oldsmobile, Buick or simply GM.

I was pleasantly surprised to learn of the existence of the Marsh Special as a still-effective sprinter. Following Marsh's predictable departure from the hillclimb circus the car next appeared early in 1969 in the hands of Geoff Rollason. The most obvious feature of the "Rollasonisation" was that the mechanicals had been clothed in a Lotus 41 (?) body. In 1970 the car was compaigned by Jack Maurice and the last I heard of it was that bits of the car were adorning a motor sport-orientated bar in the Imperial Hotel in Newcastle upon Tyne.

There was, in fact, a Marsh Special with a BRM engine. This car was 2WD and appeared in 1962. The car was very successful and recorded FTD in the RAC Hillclimb Championship rounds at Prescott, Wiscombe, Bo'ness and Rest and be Thankful: unfortunately after his FTD run at Rest a later attempt on the hill resulted in a dramatic off course excursion on the lower slopes after landing badly on one of the "airborne" sections for which the venue was famous. The badly damaged car was never repaired, the engine returning to the T48 BRM from whence it came.

The eagle-eyed hillclimb enthusiast will have wondered what happened to the Marsh BRM at Shelsley — missing from the events listed above. The answer provides a pleasant little anecdote in this year of celebration for the MAC and Shelsley. Tony Marsh in his 2.5-litre Marsh BRM made a demonstration ascent which was faster than the official FTD man (Ray Fielding, 2.5-litre BRM T48). Tony (Hillclimb Champion 1955, 1956 and 1957 — and a local lad), the then current champion Arthur Owen and the champion-elect Peter Westbury all had their entries refused because they missed the official closing date for entries. The result was an entry of less than 100. Whilst none of those concerned was very pleased about the attitude of the organising club can you imagine the effect in this day and age? Needless to say, all the sluggards had their entries in plenty of time for the August Shelsley.

With my thoughts back in 1962 and centred on Tony Marsh and BRM it is interesting to digress that whilst the official BRM team were hard pushed to provide cars for their grand prix stars, Graham Hill and Ritchie Ginther, to drive in the world championships events (the car used by Ginther in the Dutch and Monaco GP was an interim P48/57 originally intended for a customer), Tony Marsh's garage contained an interim P48/57, a 1.5-litre Climax-engined P48 and the 2.5-litre Marsh BRM — more ready to race cars than the works!

The P48/57 BRM was not one of Marsh's best buys — nor for that matter was the similar car used by Jack Lewis and raced under the Ecurie Galloise banner. We know that Marsh was present at Shelsley, whatever happened to Lewis?

Finally, MAC and Shelsley — keep up the good work so that we can look forward to a splendid Century of Shelsley in 2005.

Sunderland KEN HAMMERTON

[An interview with Tony Marsh will shortly appear in Motor Sport. — M.L.]

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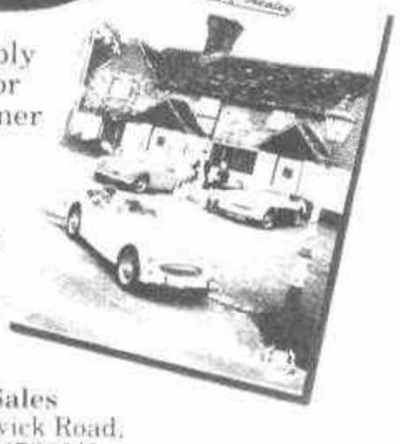
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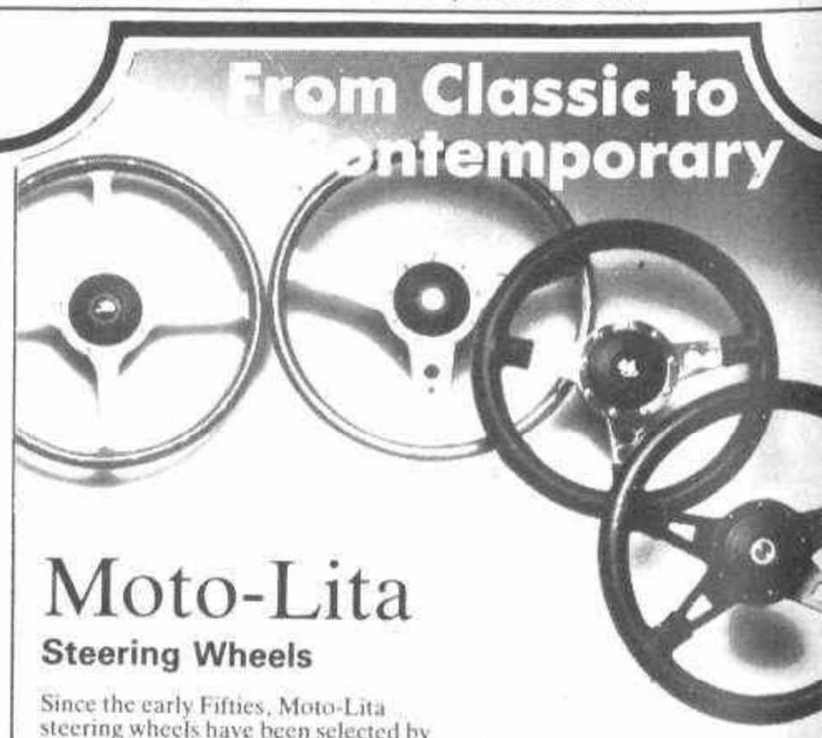
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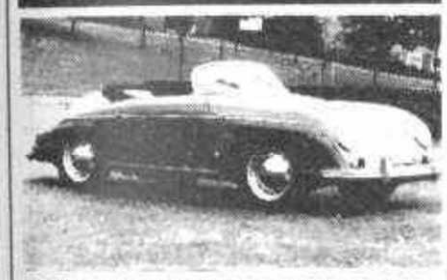
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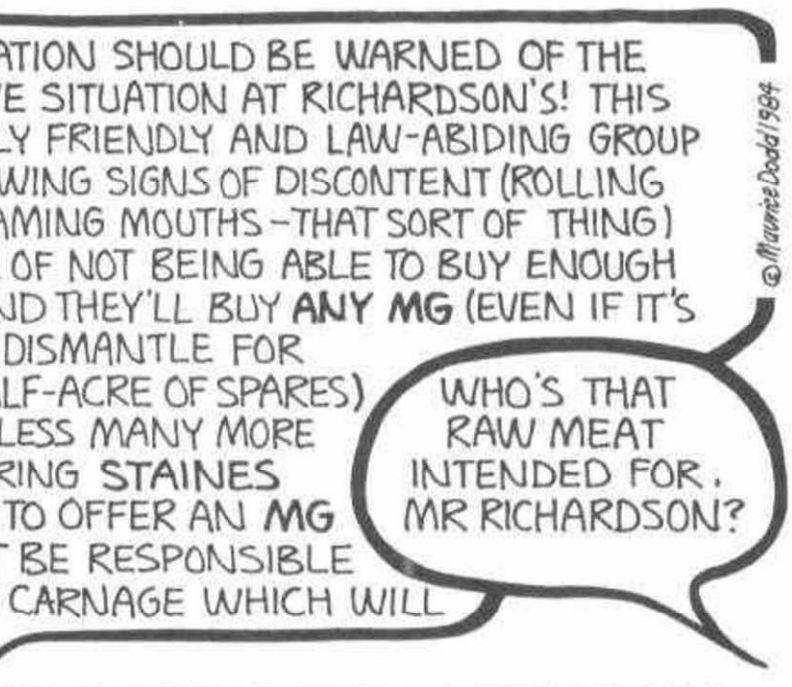
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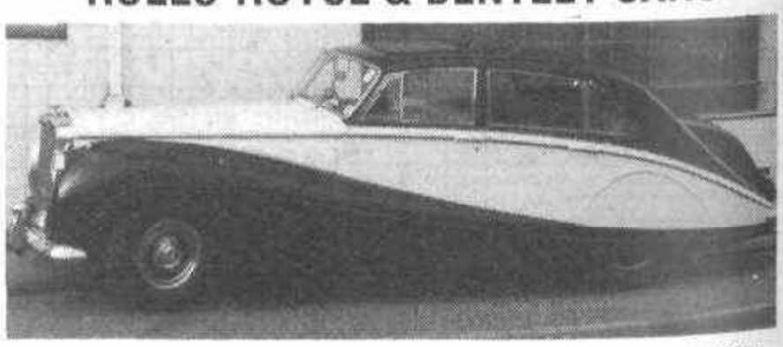
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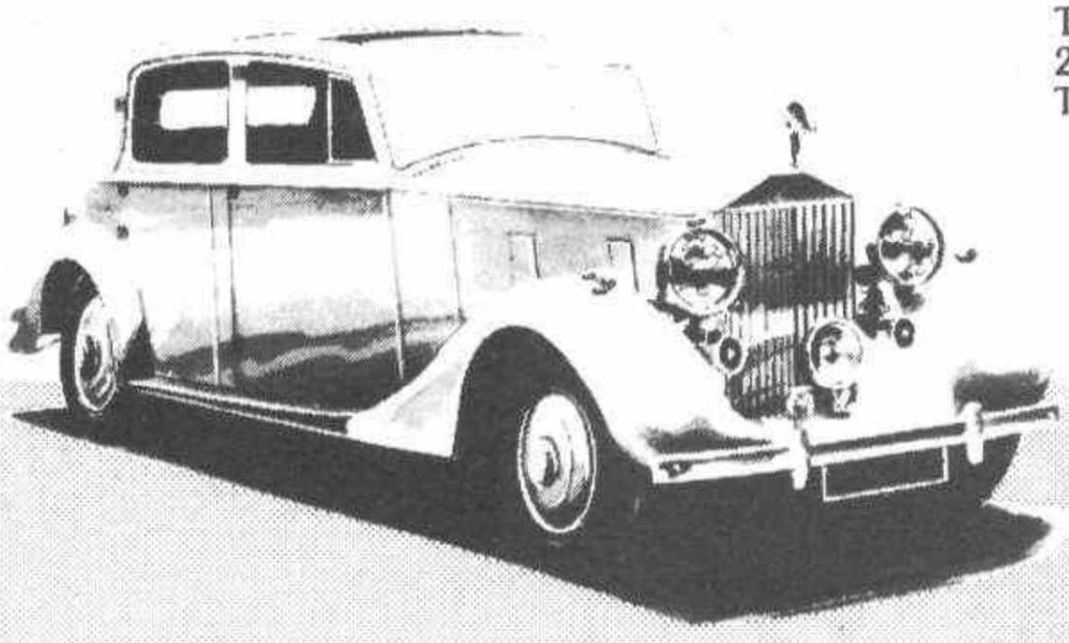
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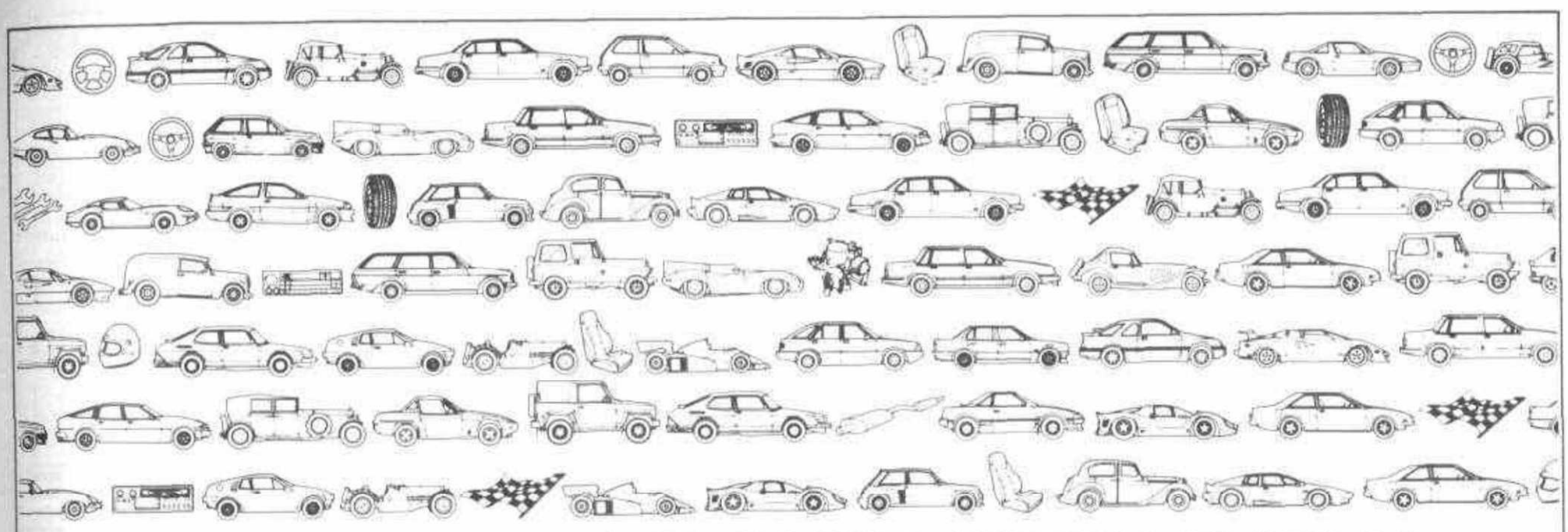
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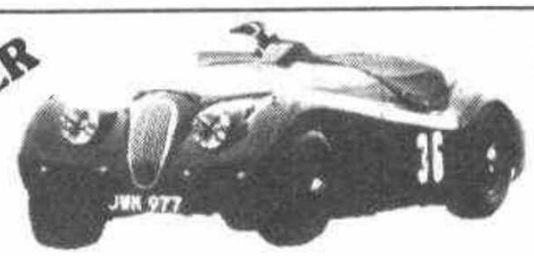
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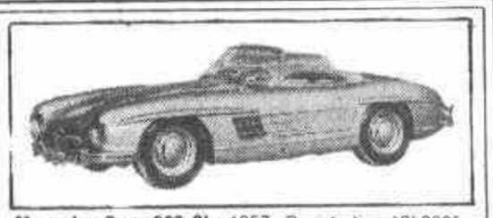
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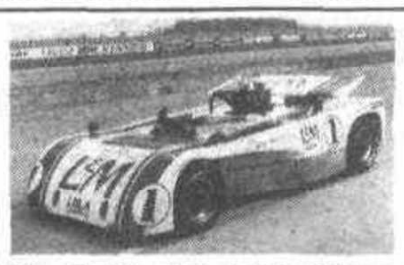
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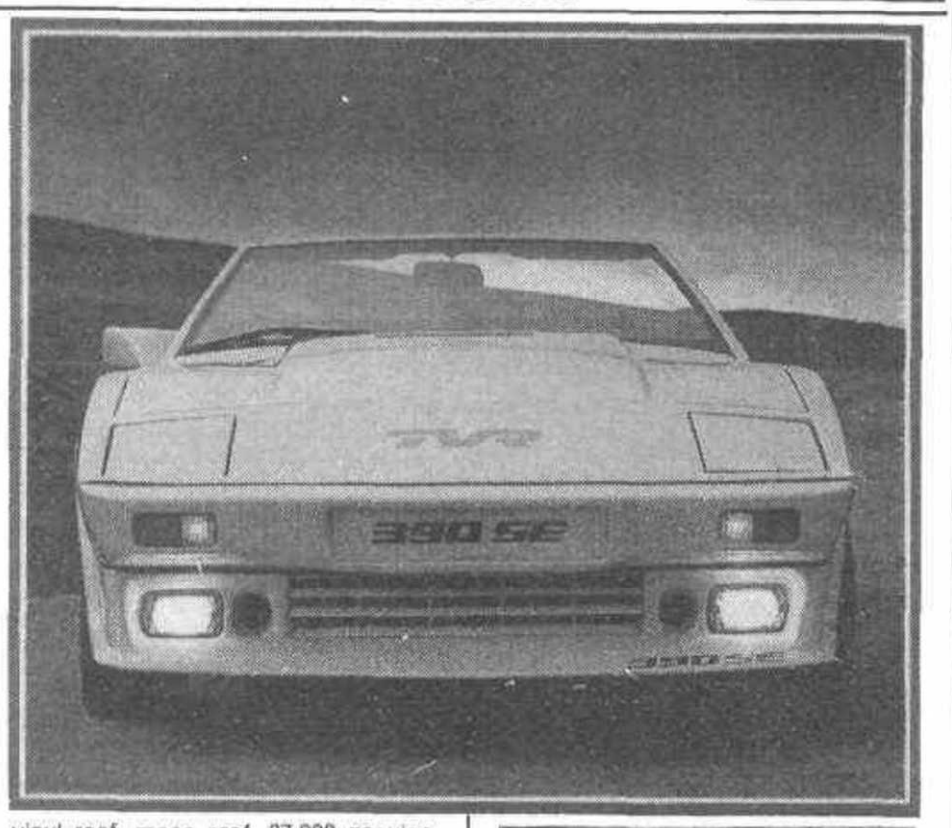


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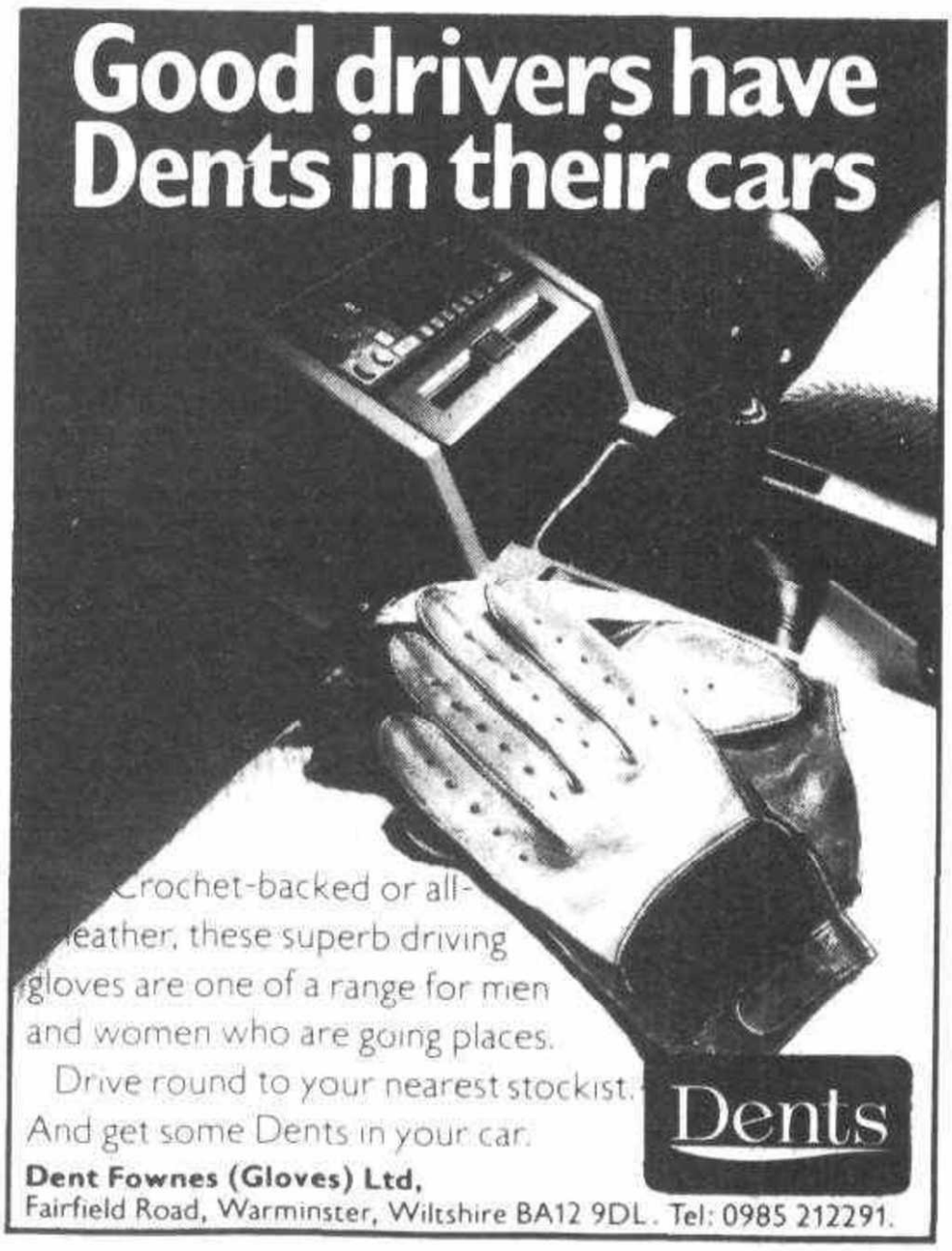
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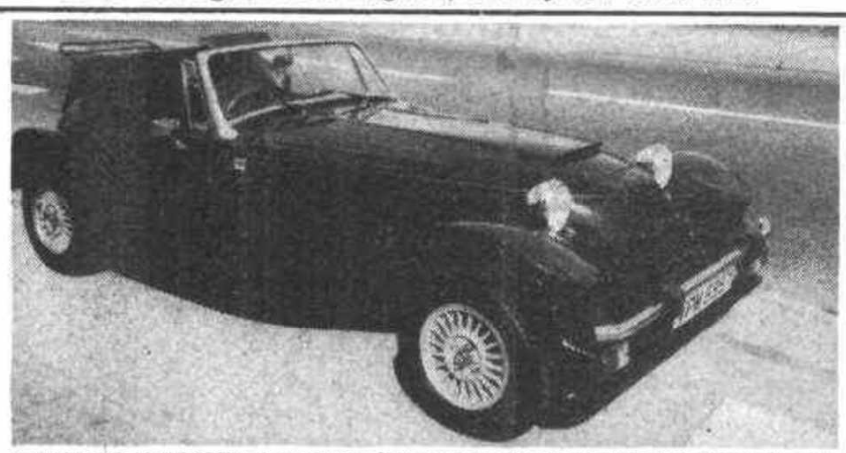
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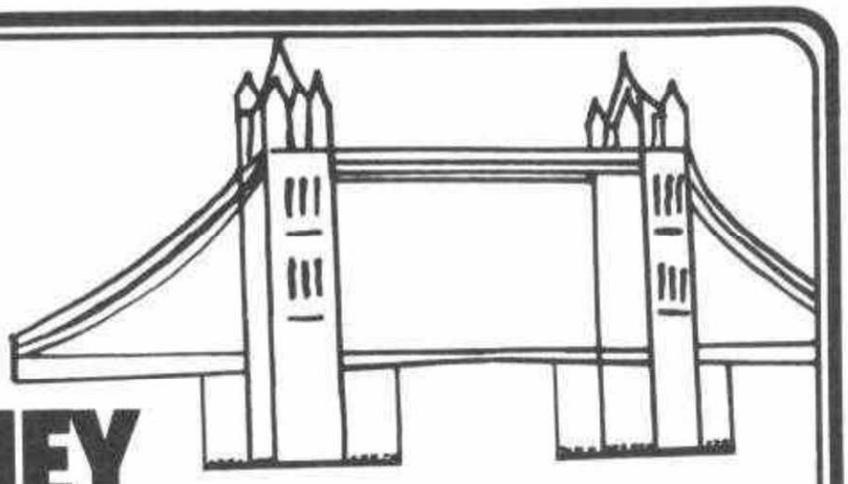
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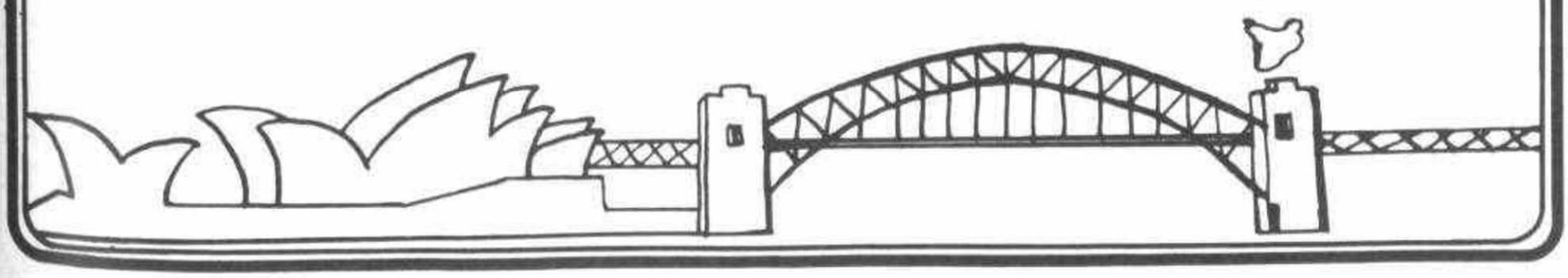
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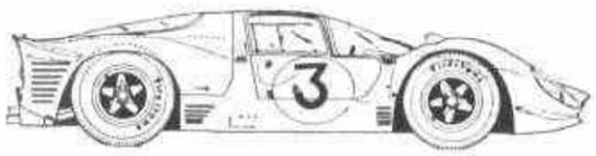
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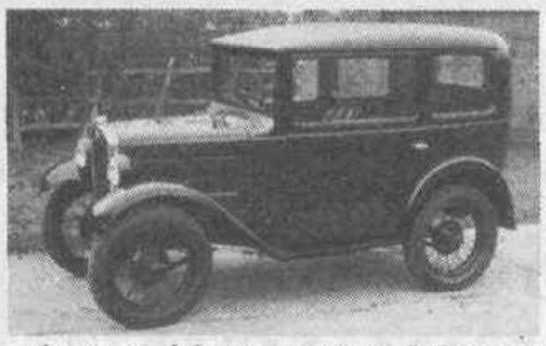
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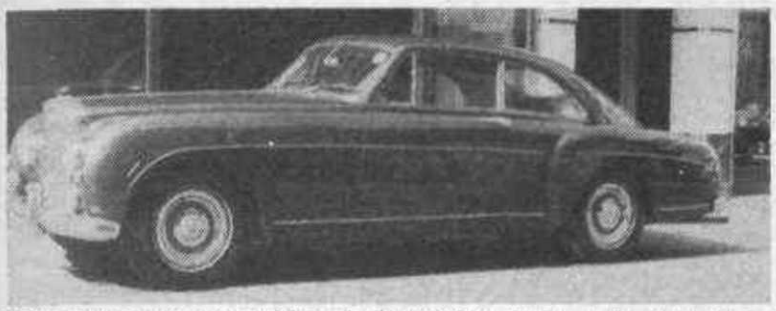
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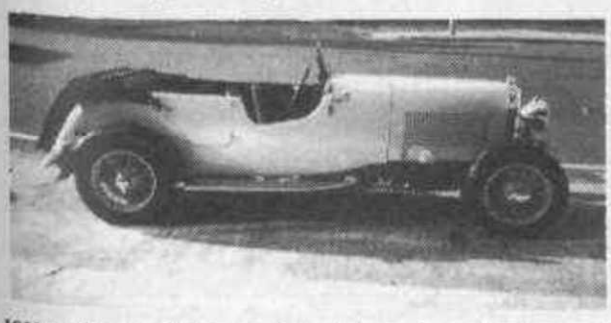
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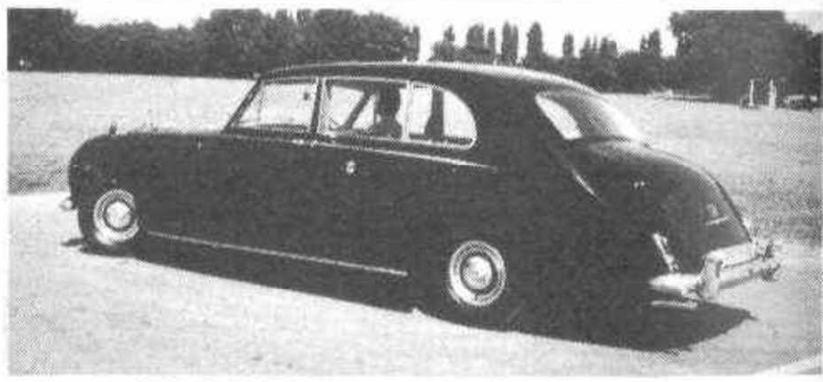
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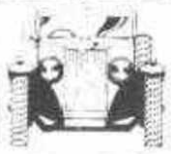
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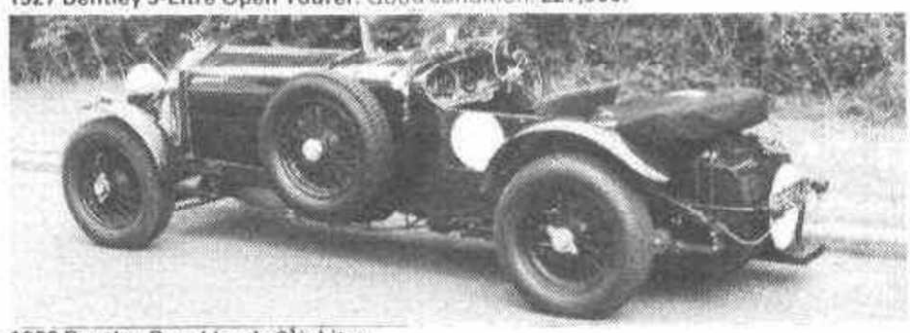
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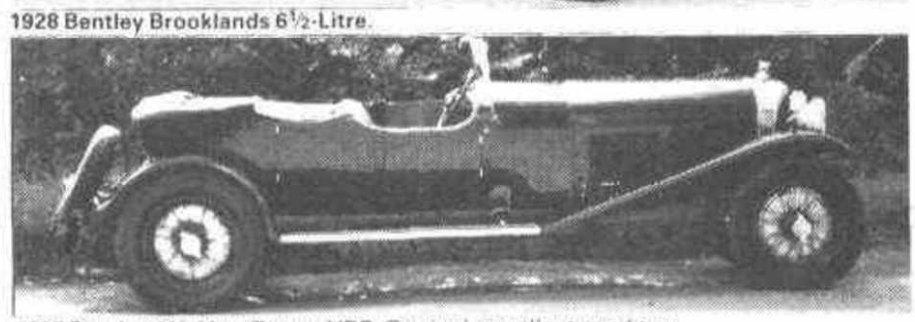
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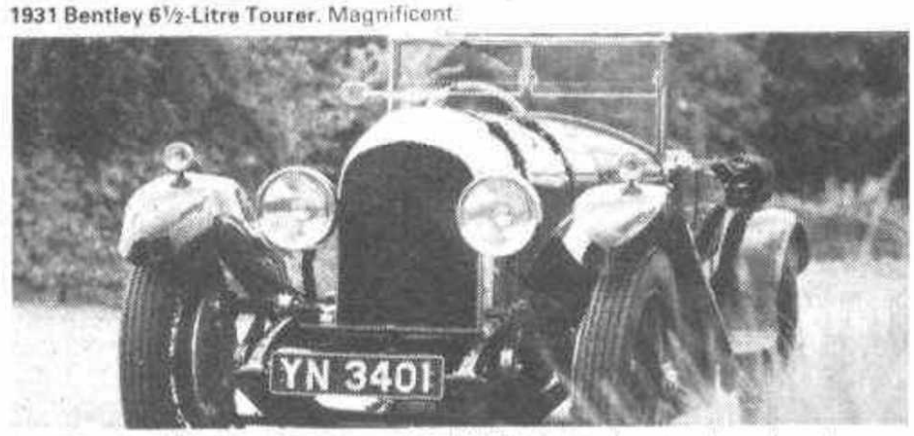
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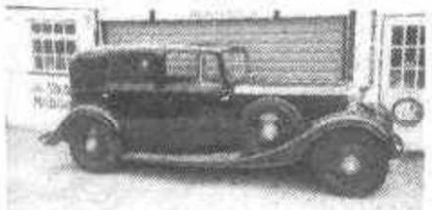
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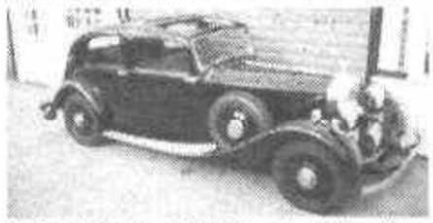
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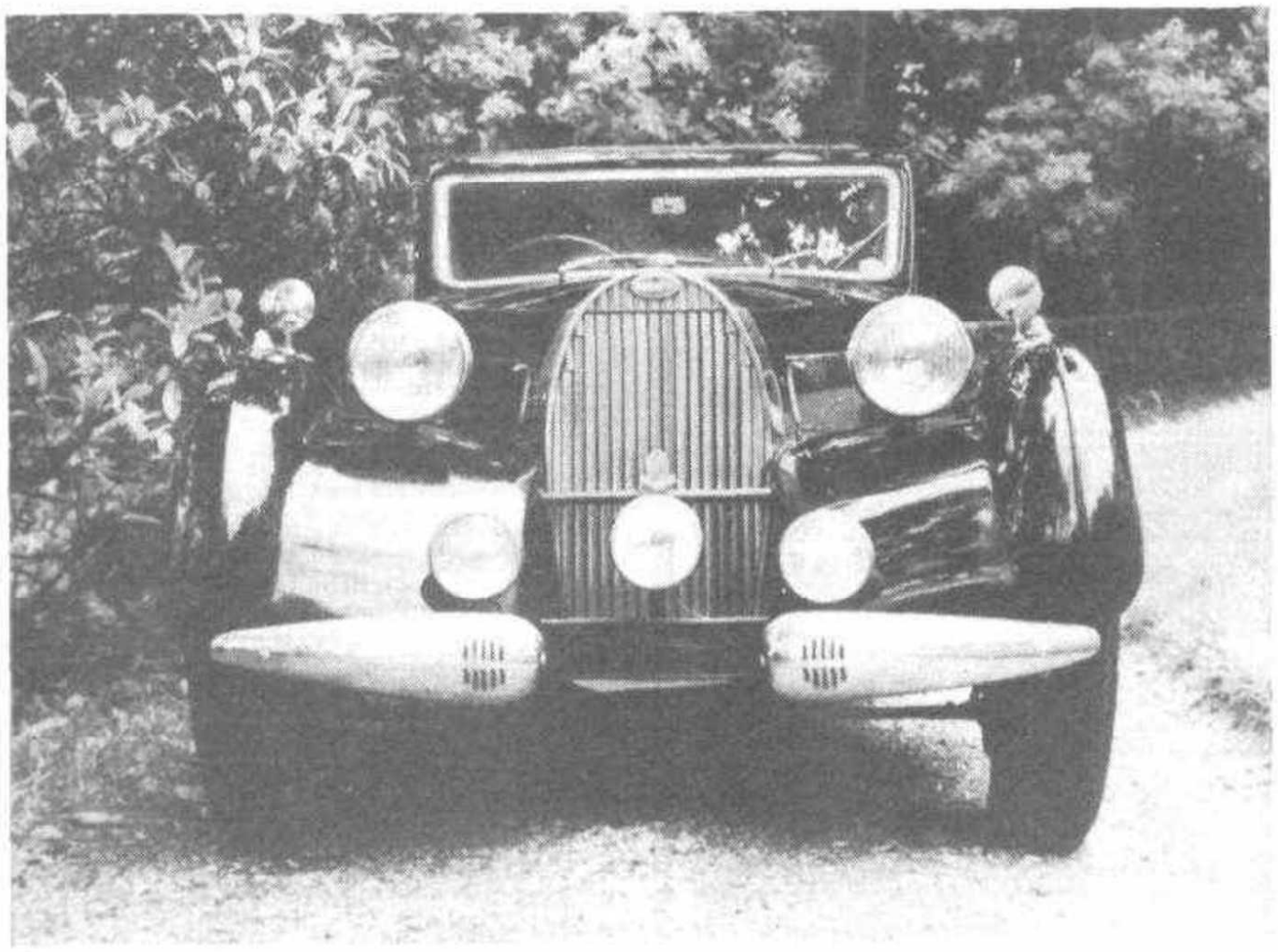
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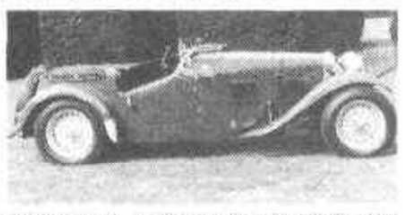
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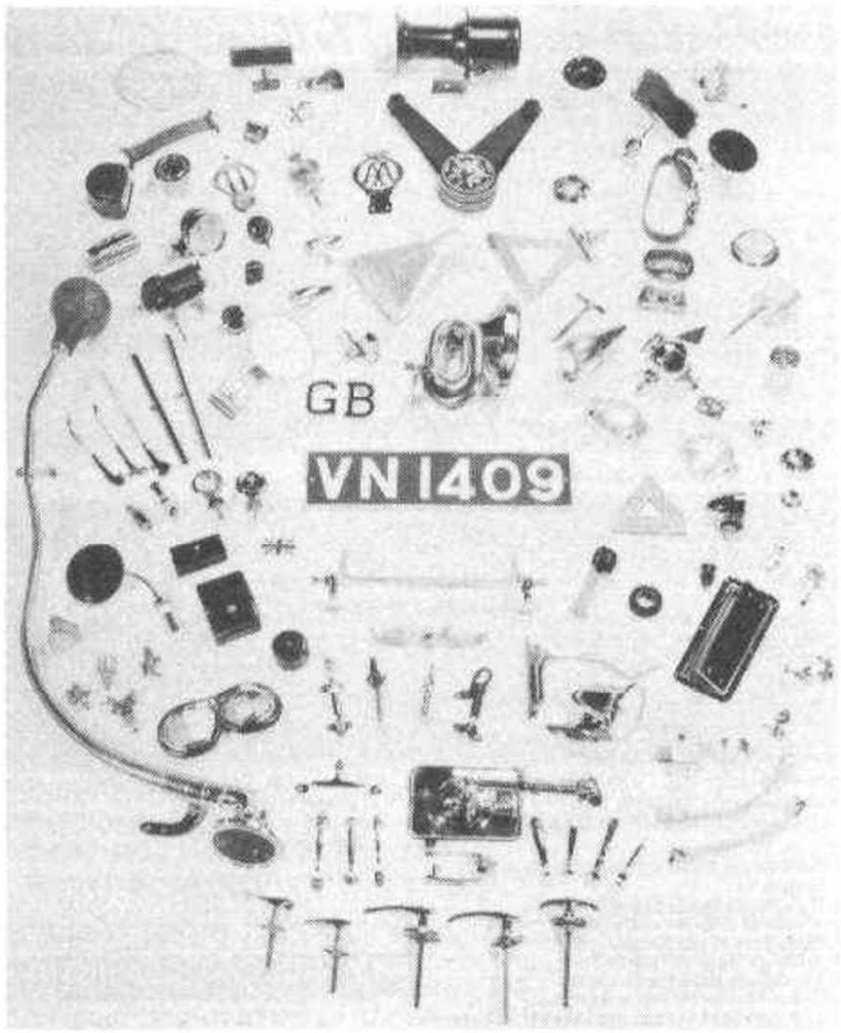
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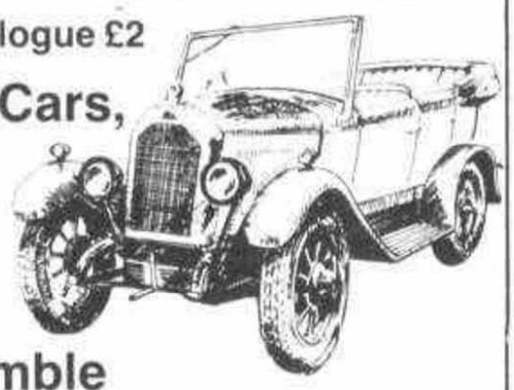
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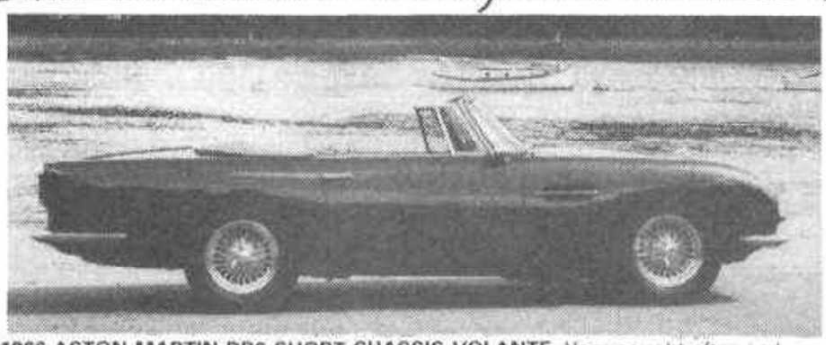
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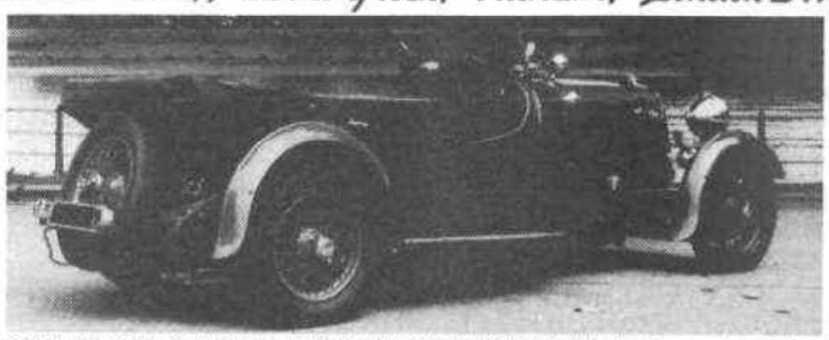
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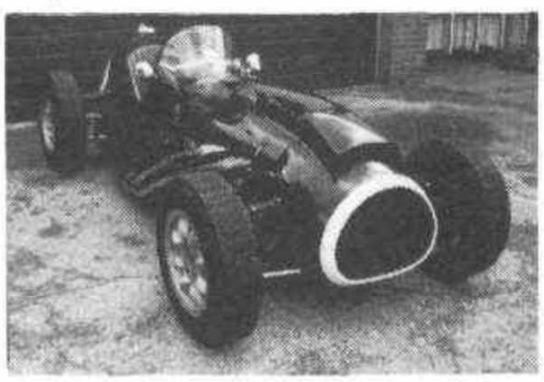
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Both cars are in BRG with white nose-bands, and are in the most perfect 'Concours' condition achievable.



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1965 AC WILLMENT / GHIA COBRA 427 GT: one of the world's most famous post-war motoring creations! The subject of many magazine articles, this unique 200 mph (truly!) road car has still under 14,000 miles from new, and is totally original; Cobra World Registry Listing — CSX 3055 (Ford Advanced Vehicles); full Holman and Moody '427' side oiler with dual quad Holleys; simply astonishing!



1967 AC COBRA 289 Mk 3 — R.H.D. One of only approx. 6 left in the UK, (the last one sold over 3 years ago). Totally restored 5,000 miles ago; full '427' S/C body with Halibrands etc.; 306 b.h.p. engine; light metallic green, black trim. Absolutely magnificent throughout.



NB: THE CELLNET RINGING TONE IS SIMILAR TO AN EXTENDED 'ENGAGED' SIGNAL — DON'T HANG UP!

TWO BRAND NEW (1986 SPEC.) AC MK IV SPORTS; my personal sales of these fabulous (0-100 mph in 12.9 secs), handbuilt by Autokraft, aluminium-bodied sportscars, has now risen to eleven. Their investment value has already been proved and therefore this opportunity of the last two 'latest 1986 spec.' examples in UK / European form is gilt-edged!
(i) LEFT-HAND DRIVE, unregistered. Maroon with black trim, type-approved for Europe etc. and DOT Cert for USA. "Desmogged" 240 bhp (Din) engine fitted, or could supply in US (EPA) form. Delivery mileage.
(ii) RIGHT-HAND DRIVE, UK registered and taxed. Metallic blue with tan trim. Delivery mileage. (Photo).

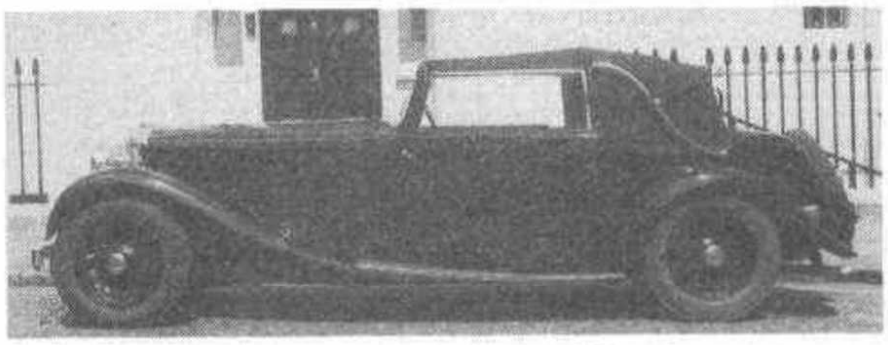


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1959 BENTLEY SI CONVERTIBLE
This vehicle is one of a pair of prototype (one rhd, one lhd) convertibles built by Park Ward as an adaptation of the standard steel body. The design proved too expensive to be built in series production until 1961 when H. J. Mulliner altered the design to suit the SII chassis. This unique vehicle is finished in maroon with beige hide upholstery.

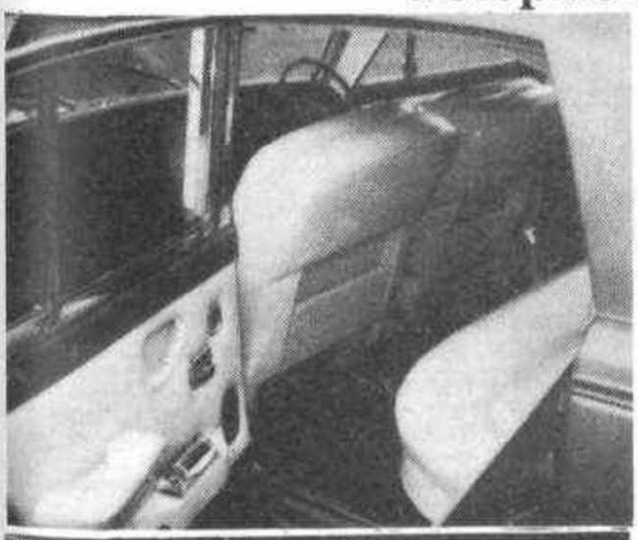
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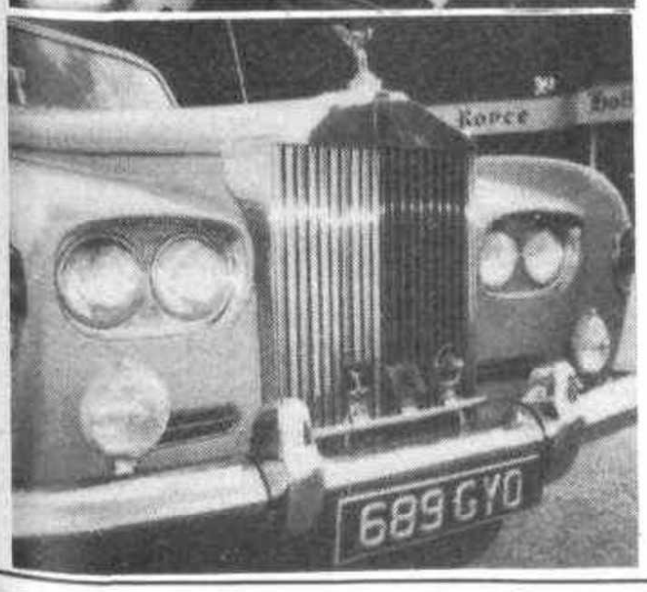
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1977 Silver Shadow I Caribbean Blue with Magnolia interior *(illus left and right)* **£14,500**
1971 Silver Shadow. Shell grey over Seychelles blue. Blue interior **£9,500**
1969 Silver Shadow. Shell grey over red with black interior **£8,800**
1954 Silver Dawn. Black over Shell Grey, red interior **£18,500**
1963 Silver Cloud III. Sage Green. Magnolia interior. White band tyres. Excellent. *(illus left and right)* **P.O.A**
1962 Silver Cloud II. Caribbean Blue over Seychelles blue. Blue interior. Excellent **£19,500**
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***Rare:* 1971 300 SEL Mercedes** (Mint) and very fast. **£6,000**
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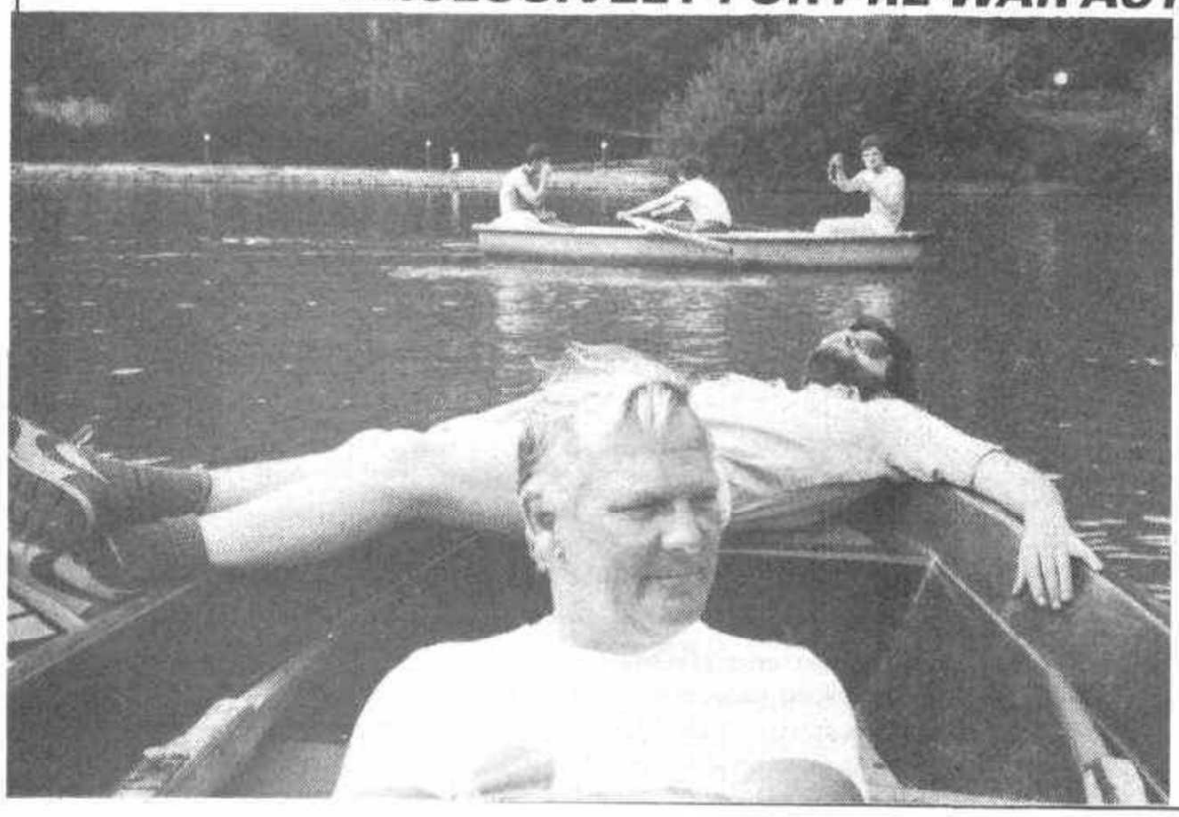
Expected New Arrivals:
1961 Phantom V James Young. Dark blue very rare.
1964 Silver Cloud III. Regal Red.

**** Interesting cars such as this are taken in part exchange against Rolls Royce and Bentley cars.***





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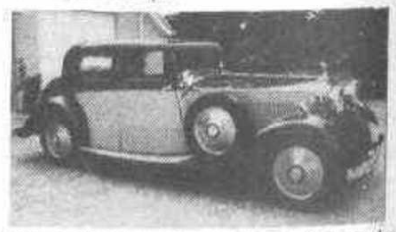
1967 Mercedes 300SE Coupé *ready for full use, MoT, reliable, fast, elegant. Another rough car the same available for spares or restoration.*



1939 Vauxhall 12 Saloon, *in mint original condition, a super old car & nice to drive. Good appearance, suitable for wedding hire, or ideal for agents showroom, rallying or daily use.*



1954 Bentley *R type, with rare Abbott Sports Lightweight, 2 door Coupé Continental specification, only 8 of these splendid bodies built, see page 247 of (Green) Bentley Fifty Years of the Marque.*



1934 Rolls-Royce 20/25 Sports Saloon *by William Arnold, elegant car in fully restored condition, nice for continental events or touring.*



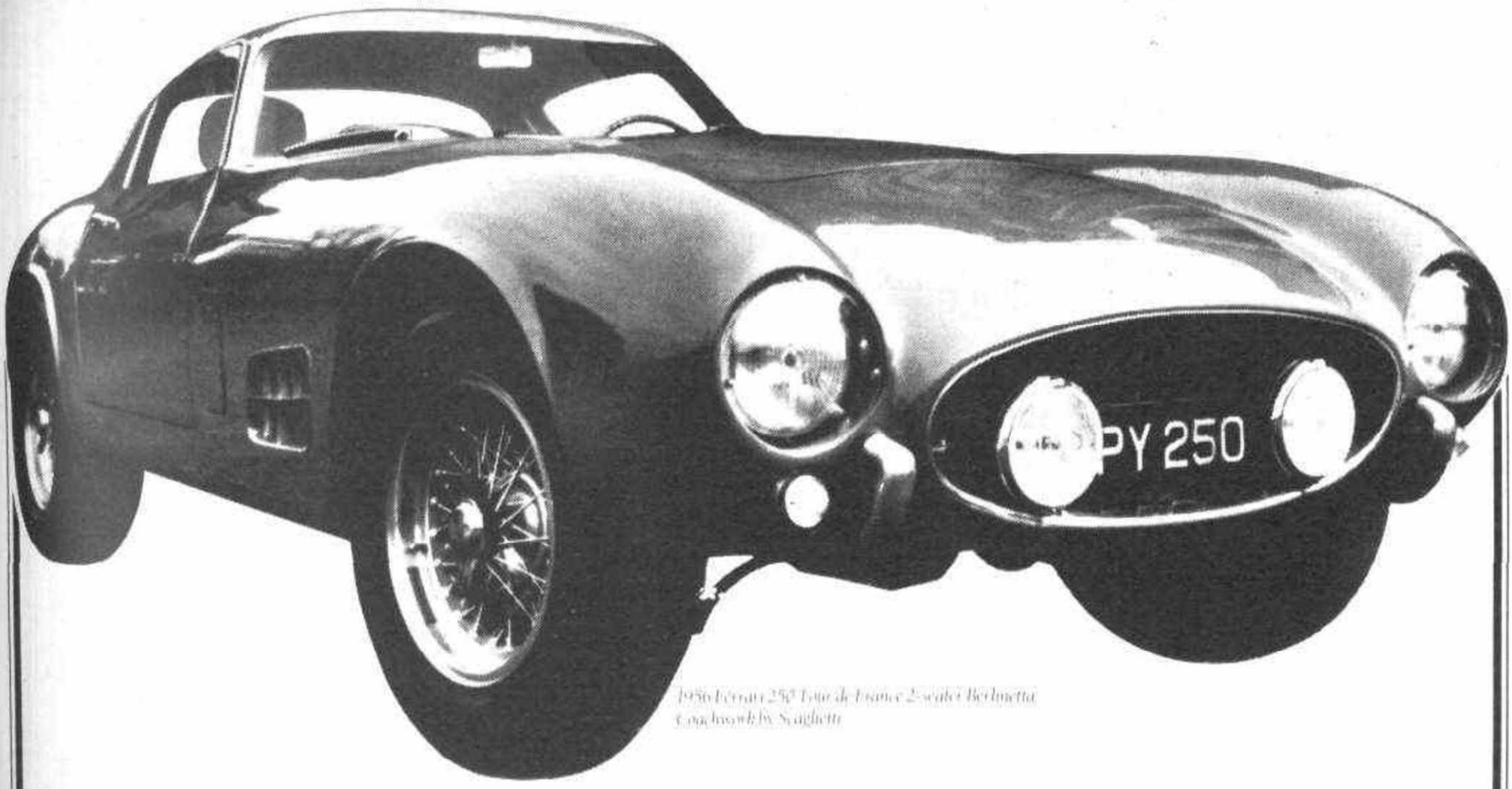
1903 Stevens-Duryea, *full 4 seat Brighton Run car. VCC dated 20hp twin cylinder, in mint concours after extensive rebuild of an original car.*

1948 Jaguar *1½-litre sports saloon completely original car needing full restoration but in generally sound condition.*

1927 Citroën B12 Tourer *with spares, nice car for restoration.*

1924 Fiat 519 Weymann fabric saloon, *grand car for VSCC events & daily use, lorry load of spares.*

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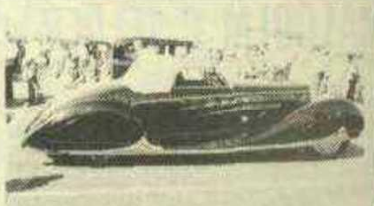
1924 Cluley 10.5 Four Seater Tourer. Family vintage motoring. **£5,350**
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1974 Range Rover. One previous owner, very good indeed, Sahara. **£3,250**
Jaguar XJ12 Saloon. T-Regd., Serviced by local dealer, owned by local MP. Bargain at **£4,500**

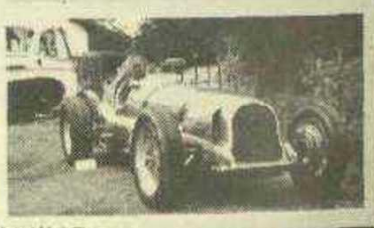
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1964 Rolls Royce Silver Cloud III Saloon. Choice of 4.



1967 Rolls Royce Phantom V 7 passenger limousine. Choice of 3



1961 Bentley Continental Convertible. Choice of 5 Continental models.



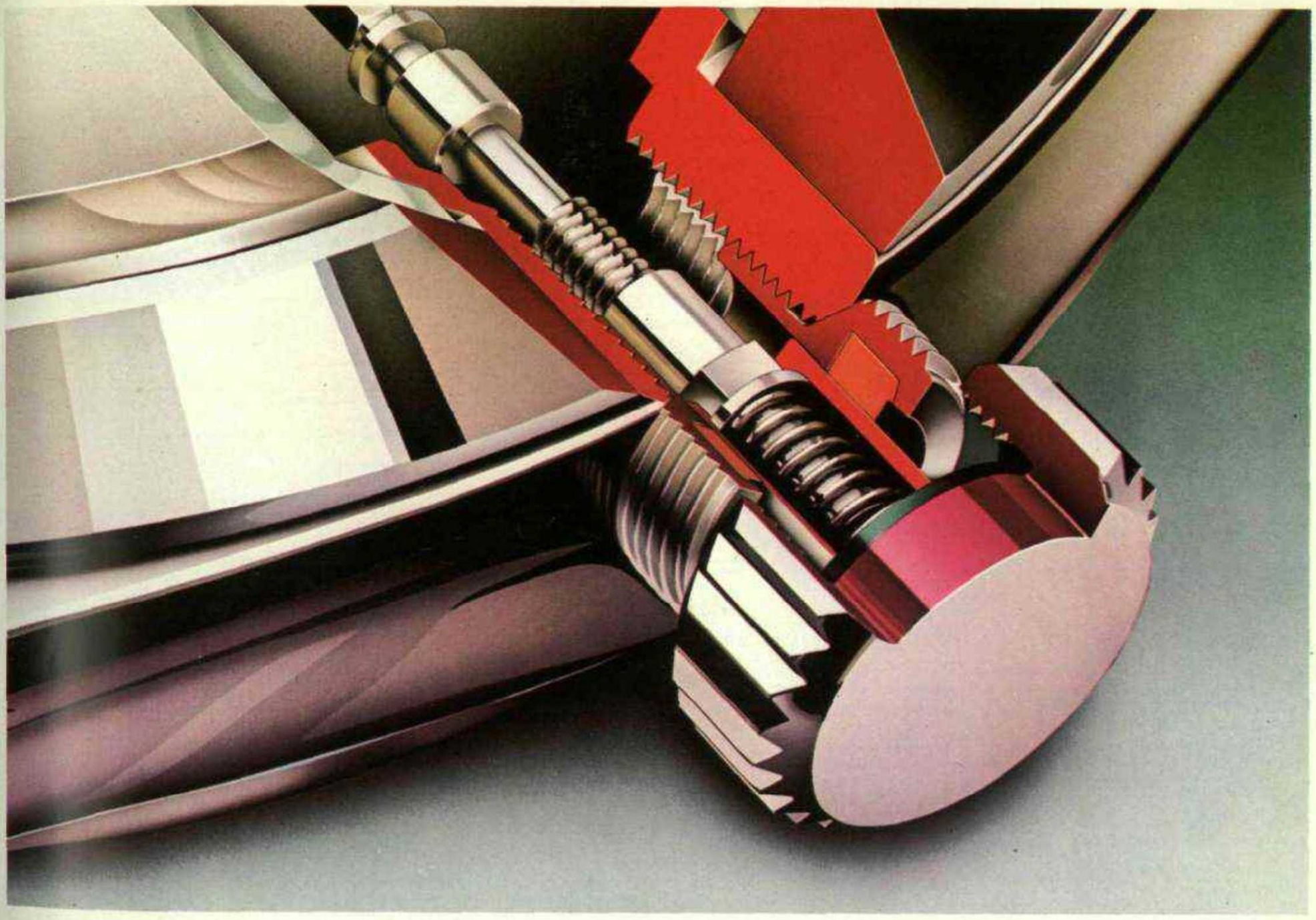
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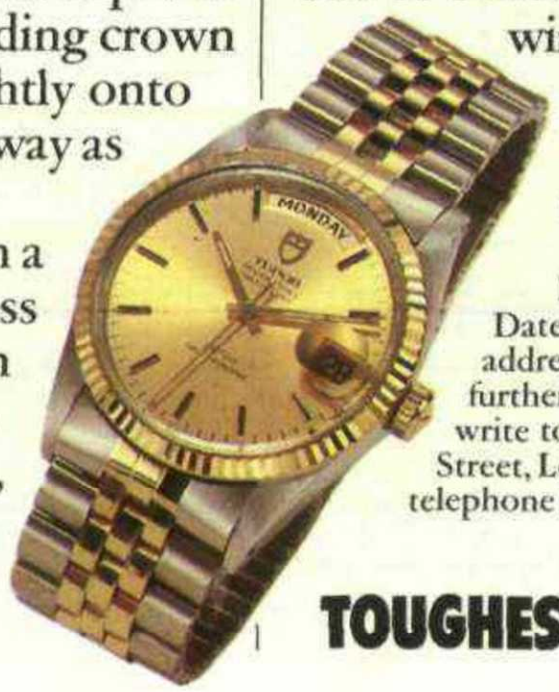
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