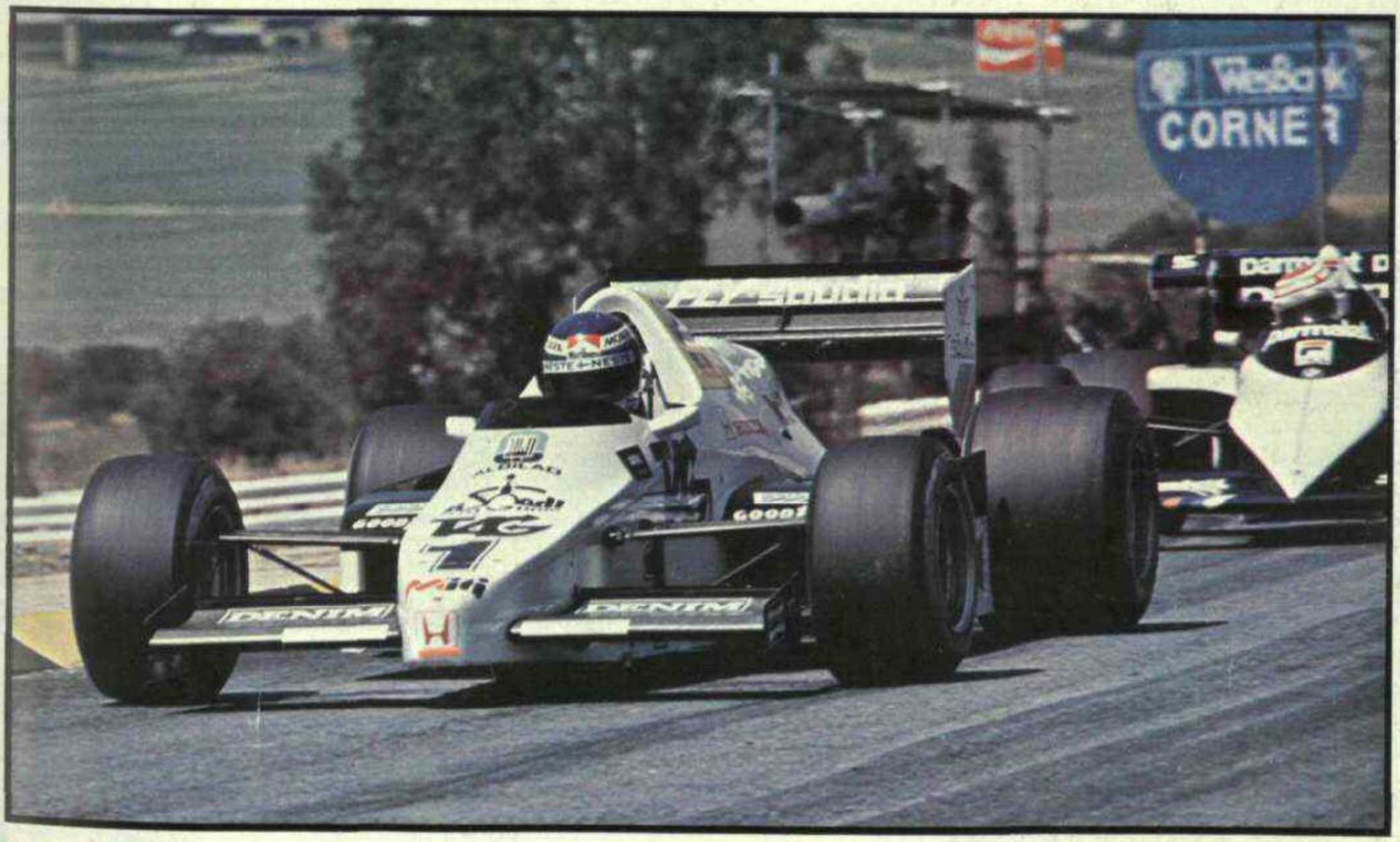
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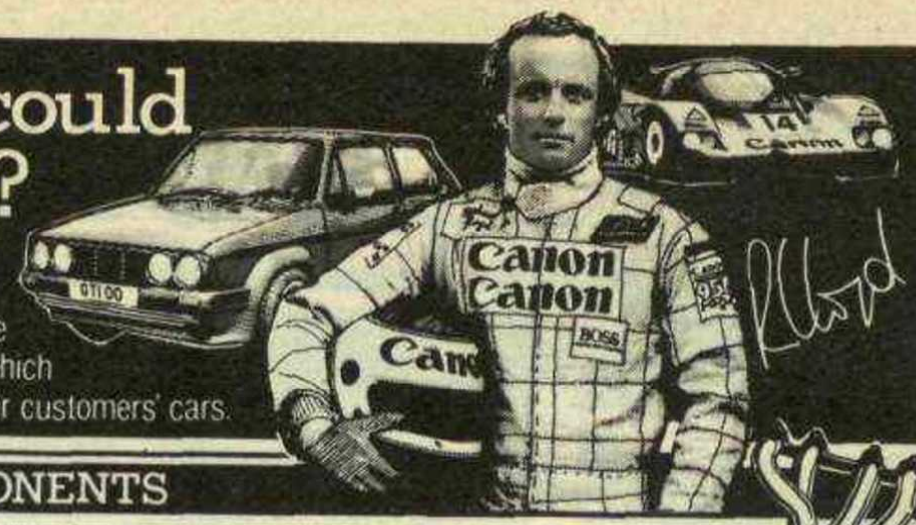
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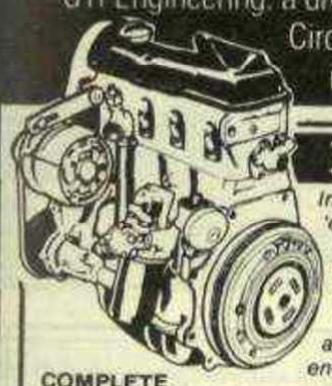
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GTi Engineering, a division of Richard Lloyd Racing Ltd, is based at Silverstone Circuit and is the home of the famous Canon Porsche 956, which is maintained in the same workshops as those used for our customers' cars.




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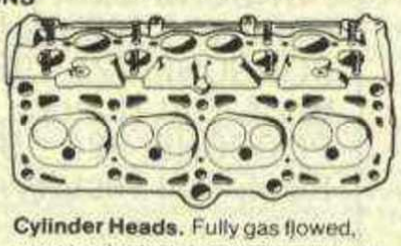
*In the interests of reliability and 'driveability', we adhere to the traditional proven methods of extracting maximum power and torque from our engines, which are painstakingly assembled by race-trained engineers.*

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**RLR2000 Plus** (injection) 150bhp

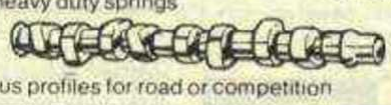
**CYLINDER HEAD CONVERSIONS**
**RLR 1800 'Plus Pac'** 135bhp for 1800 injection Golf/Scirocco.
**RLR 2200 'Plus Pac'** 160bhp for 2.2 injection Audi Coupe.



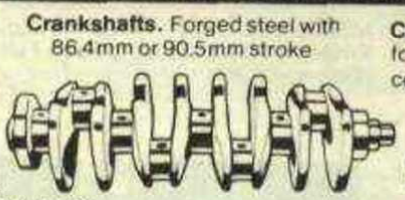
**Cosworth Pistons.** Forged, 81.0mm, 82.5mm. Also 79.5mm (race)



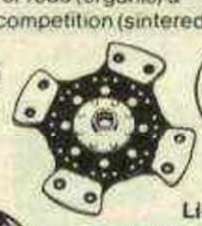
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Also large **Throttle Valve** for Golf GTi



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

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**Reflective Rear Nameplates.** For GTi c/w kit to remount licence plate below bumper.

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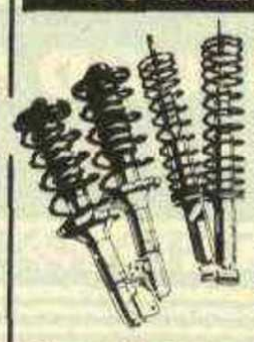
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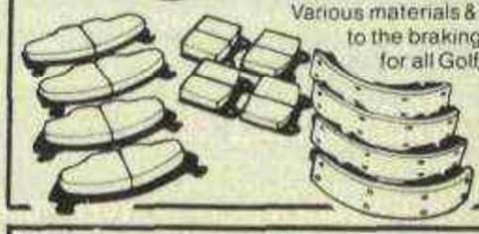
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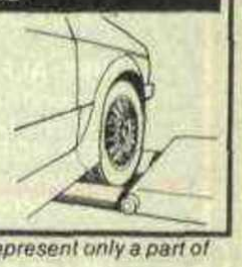



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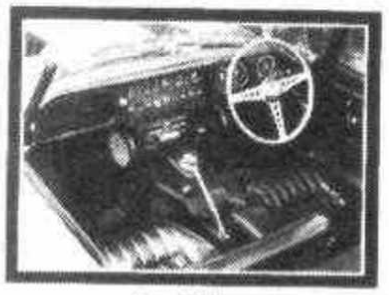
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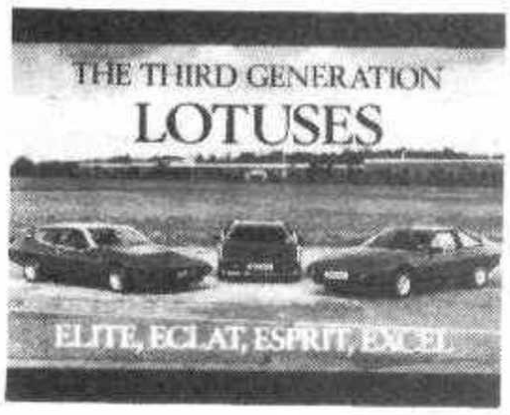








Peter Wallage




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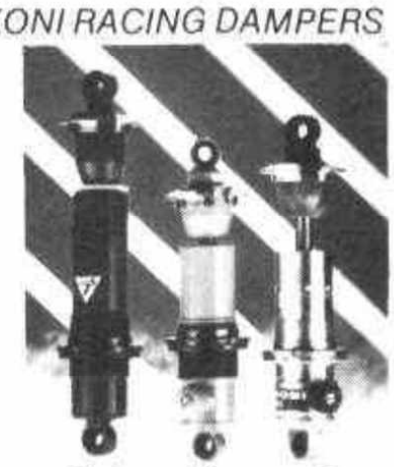
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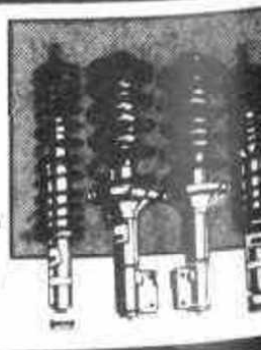
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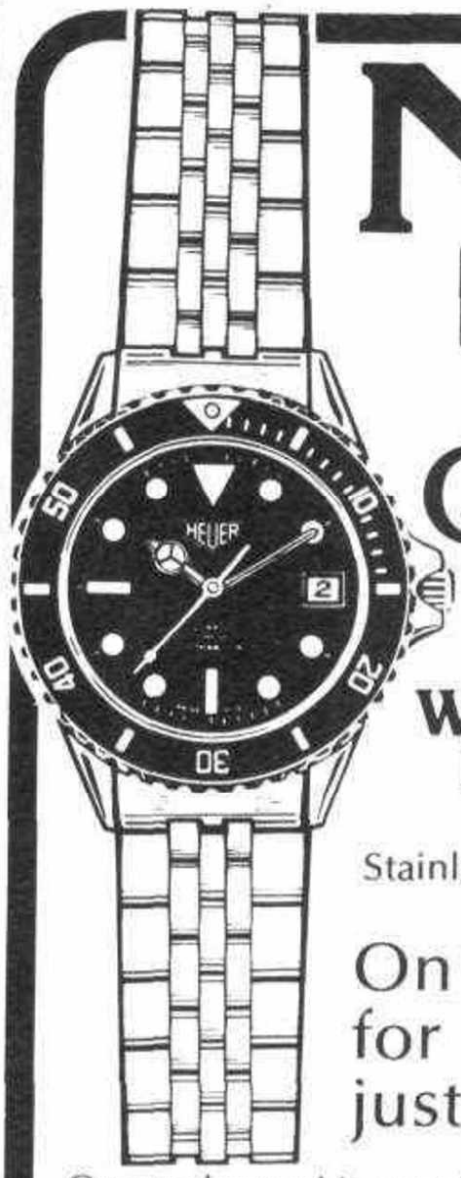
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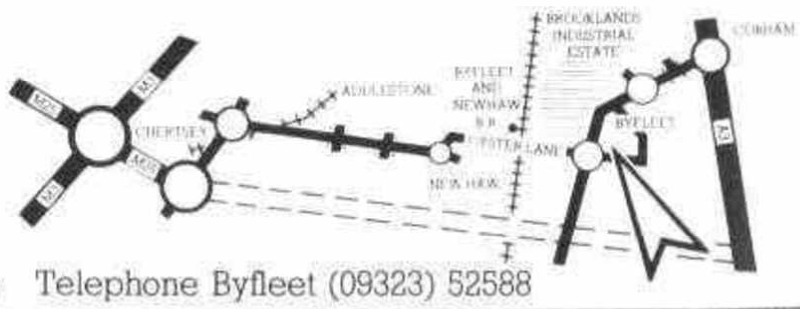
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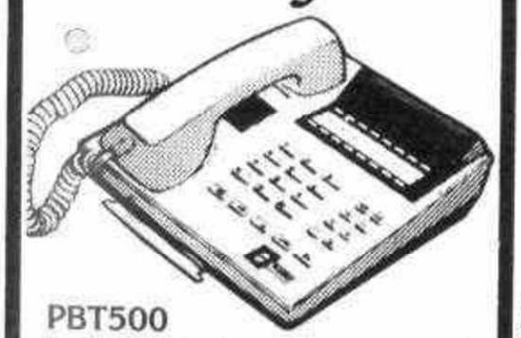

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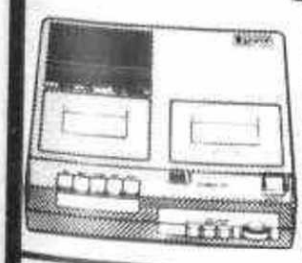


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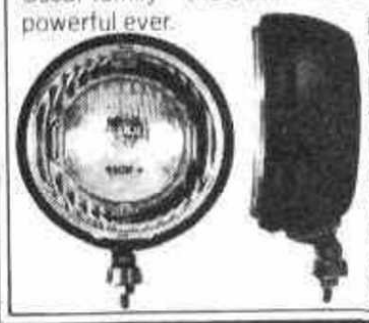
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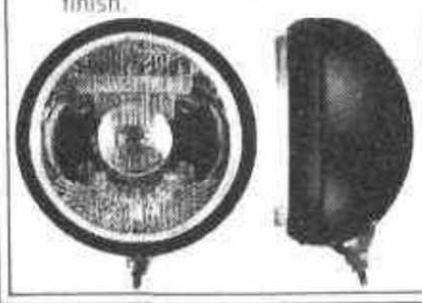
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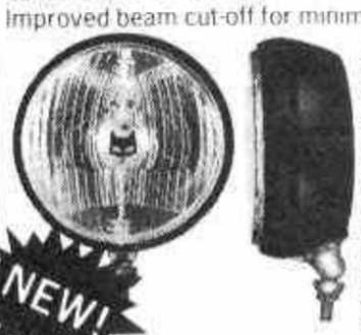
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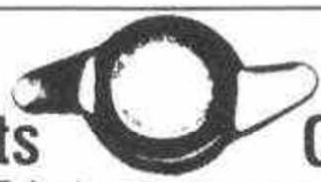
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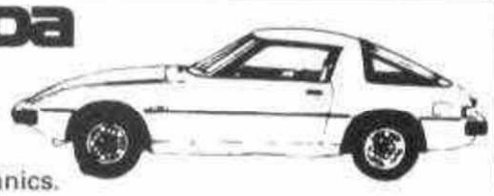
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**1982 Y Lotus Esprit S3.** Black, half champagne leather, BBS wheels, radio / stereo. **£13,495**

**1982 Lotus Esprit III.** Red, half champagne leather, BBS wheels, sunroof, radio / cassette. **£12,995**

**1982 Lotus Eclat 2.2.** Metallic silver, hopsack interior, power steering, stereo, alloy wheels, 12,000 miles, one owner. **£11,795**

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**1982 Alfa Romeo Giulietta 1.8 saloon.** Metallic blue, cloth trim, stereo, alloy wheels, 10,000 miles, one owner. **£5,295**

**1983 Alfasud Ti 105.** Red, sunroof, alloys, radio / cassette. **£5,295**

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**1973 TRIUMPH STAG.** Manual overdrive, in red, hard and soft, black trim. **£1,995**

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**1979 LOTUS ECLAT 523.** In metallic gold, brown vinyl roof, champagne leather trim, power steering, two owners, 25,000 miles. **£7,995**

**1981 BMW 320.** In black, sunroof, radio / cassette, BBS wheels, front and rear spoiler, electric mirrors, one owner, 22,000 miles. **£6,995**

**1977 (S) TVR TAIMAR.** In gold, brown model band, interior, sunroof two owners. **£4,495**

**1982 TVR TASMIN 2+2 2.8.** In red, full specification, PAS, one owner, 6,000 miles. **£11,495**

**1982 FORD ESCORT XR3.** In red, black trim, alloy wheels, one owner, 15,00 miles. **£5,795**

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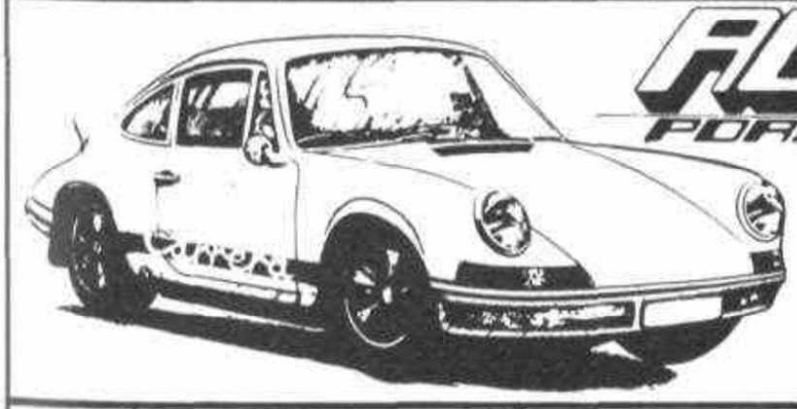
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### TIP OF THE MONTH

Pumping air? All 911SC, 3.0 (not '78) and 3.3 Turbos are fitted with an engine driven air pump that pumps air into the exhaust port, more or less at right angles to the end of the valve guides, to help complete the combustion process and hence 'clean up' the exhaust emissions.

Naturally all socially conscious owners will want to maintain this system, although it absorbs a little power — thought: Does it qualify as a first stage supercharger on a Turbo?! — and we have seen valve guide ends significantly eroded by the air jet.

For the rest of you(!), we have noted no ill effects at all — in fact, the environment apart, just the opposite — in removing the drive belt from the pump (awkward on Turbos as it's driven off the front of the left-hand cam), or even blanking off the nozzles and control circuit connections and removing the system completely.

### CARS FOR SALE



**1974 3.0 Carrera RS Lightweight.** Chassis No. 9114609097. The ex-JCT 600 Guards Red one of the five imported, 14,000 miles, coachwork and trim restored to original at Stuttgart last winter. **£36,000**

**1973 2.4 911T Lux Targa.** White, black trim, sound, straight and original with new front wings, it's currently legal and running very well so I'm using it! Hence with imperfect paintwork not yet tidied. **£4,500**



**1973 2.7 Carrera RS Lightweight.** Chassis No. 9113600628. We have now completed a total restoration and rebuild, body and mechanical. Mint in its original Grand Prix White with Blue, we can confirm that the legendary performance of this model is true! **£19,500**

**1973 2.7 Carrera RS Lightweight.** Chassis No. 9113601096. Originally White with Blue, we've just acquired this 'ripe for renovation' RHD Lightweight. We might consider selling 'as is', or discussing a long term renovation.

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### CARS FOR SALE



**1980 3.0 911SC Sport.** Guards Red, black-look, black trim, 24,000, full history, Y-reg. **£13,950**



**1976 2.7 911 Lux Coupe.** Platinum, black trim, full history, just fully serviced, S-Reg. **£7,750**



**1966 2.0 911S.** Chassis No. 305481S. One of the very first, and at 160 bhp has a higher bhp / litre than the '84 Carrera and the RS! Dark blue, black trim, superb. **£6,750**



**1977 (April) 2.7 911 Lux Targa.** Grand Prix White, black trim, full history, forged S alloys, in beautiful order. **£8,500**



**1980 (Jan) 3.0 911SC Sport Targa.** Silver, black-look, black trim, one owner, 42,000 miles, full history, superb. **£14,500**

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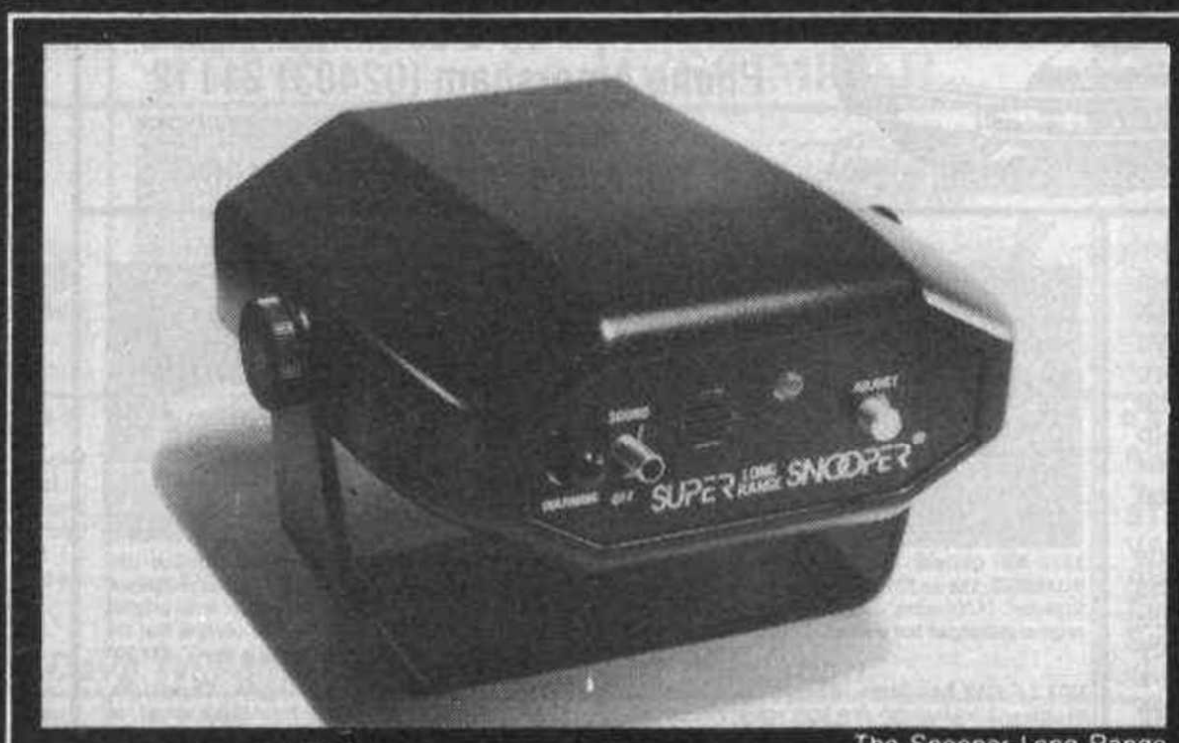
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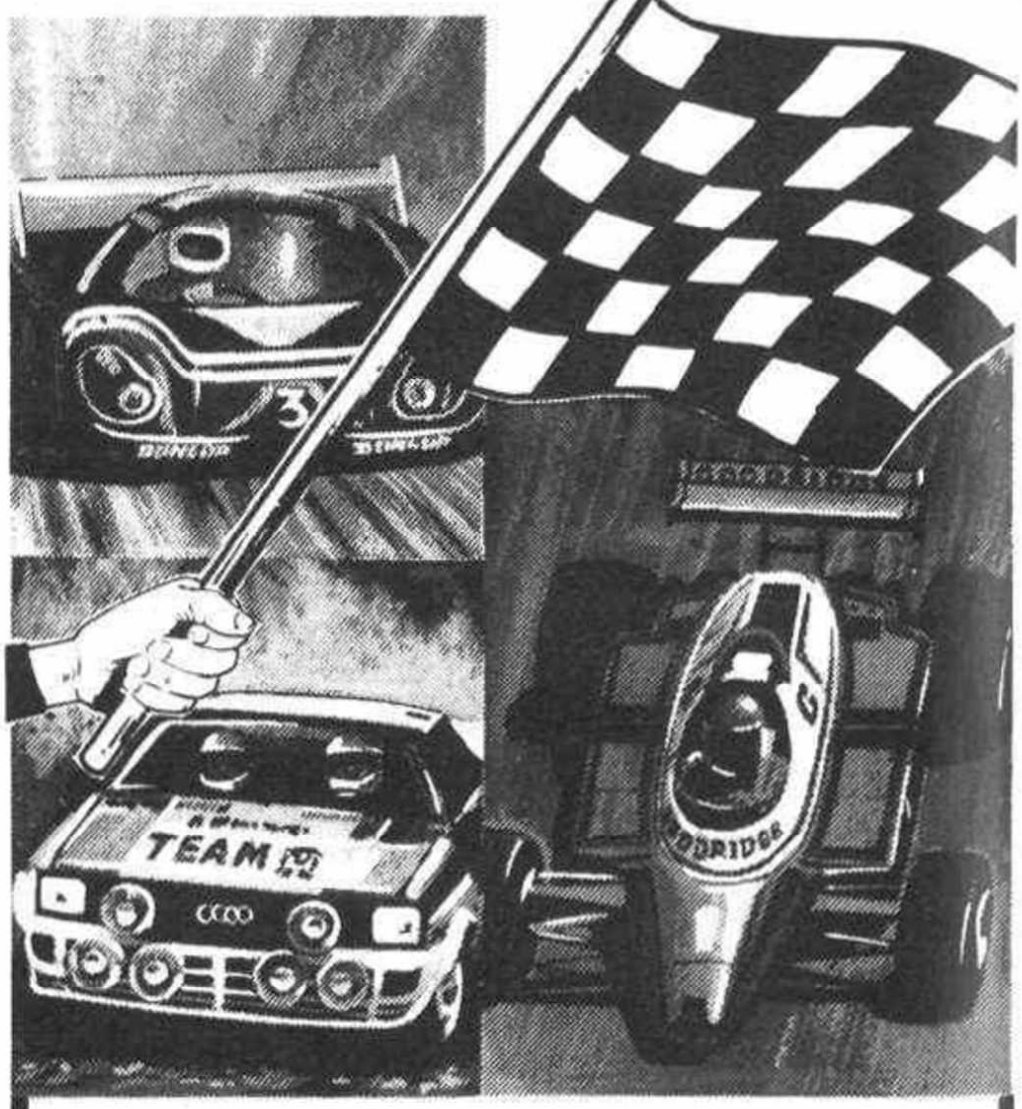

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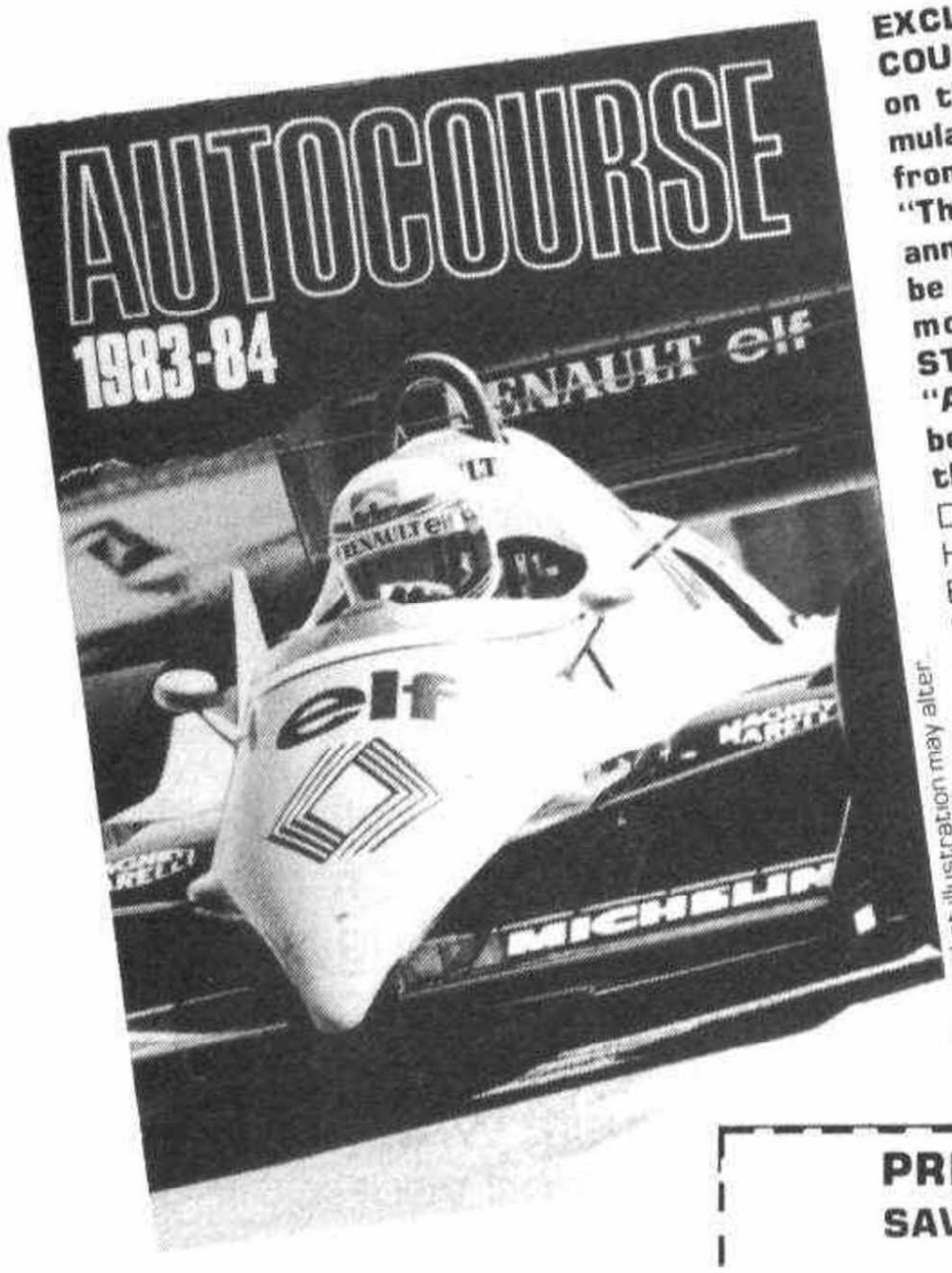
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# MOTOR SPORT

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

VOL. LIX No. 11 NOVEMBER 1983

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**FRONT COVER PICTURE**: NEW World Champion Nelson Piquet, in his Brabham-BMW, comes up to lap the deposed title holder Keke Rosberg at the wheel of the new Williams-Honda for the first time. On its début race the Honda-powered car finished fifth.


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## Matters of Moment

# Higher motorway speeds? There is hope!

POWERFUL support is being given to our Petition for an upward revision of speed limits on British motorways, and the petition forms are now flooding in. The most encouraging news is that Mrs Lynda Chalker, MP, newly promoted as Secretary of State for Transport, has commissioned a national speed survey, the results of which are expected at the end of the year. In a letter of acknowledgement to our leading article, Mrs Chalker assures us that the results of the survey will be taken into account "together with all the views which we receive, including those of your readers, in helping us to take the best decision for the future".

Immediate support for our petition came from Earl Howe, whose letter appears on page 1376, and from Sir Hector Monro, MP, the former Minister of Sport, who has written to Mrs Chalker and received an encouraging response. We are particularly encouraged to note that both Earl Howe and Sir Hector Monro are Justices of the Peace, lending even more weight to their powers of persuasion.

Sir Hector makes several pertinent points in his letter to the Under Secretary — that speed differentials should be maintained as the lorry speeds rise to 50 mph; that technical improvements make higher (car) speeds perfectly safe; that the energy saving argument is no longer valid; and that there are "miles and miles" of trunk roads, and others, where the 60 limit could be raised to 70 mph.

Mrs Chalker replies that she already knows, from the Armitage Report, that the current 40 mph speed limit for lorries on dual carriageways "is widely ignored" and the increase to 50 mph is supported by the police, "who have never found it practicable to try to enforce a limit that is widely held to be unrealistic".

If Mrs Chalker were to travel the length of any three-lane motorway at 70 mph precisely, she would be in no doubt whatsoever that the motorway limit is just as widely ignored, and by and large the police do not have the resources to enforce it. She might encounter a large wedge of traffic following a police car, which will discreetly slow down to 60 mph to allow all the motorists to pull away unhindered, or she might see an unmarked police car stopped on the hard shoulder in company with a cross-looking member of the community, though that is less likely.

To stop motorists on a random principle does not seem quite right. A Gallup Poll published in the *Daily Telegraph* last month revealed that the majority of the public (56%) believe that the police spent too much time attending to traffic offences, and only 42% believe that they are more interested in dealing with serious crimes.

The police are extremely aware of their public image, and would always wish to enhance it with the law-abiding public, so we question whether they really enjoy stopping motorists on a random principle. Would not they, too, prefer to have a more realistic speed limit which is widely obeyed?

This is now our best, perhaps our only, chance to raise enough pressure to have the 70 mph limit on motorways raised to something more in keeping with the 80s. If you have not yet sent in your petition form please do it *now;* we have extended the closing date by a few days, so good is the response. Failure to take action now would be to acquiesce to a limit which has done no good at all. — M.L.C.

# Bravo, Richard Noble

WARMEST congratulations to Richard Noble for setting a new World flying start mile record of 633.468 mph with his Rolls-Royce powered Thrust 2. It was rather nice to hear the modest winner of the Nobel Prize for Literature, William Golding, refer to Noble's new record, established the day before his own award, as another fine boost for Britain. . . .

To the public, Noble is the new holder of the "Land Speed Record", a loose term applied to the fastest-ever officially recognised speed with a car, because he has beaten Gary Gabelich's Blue Flame mile speed by 11.061 mph. In fact, and without intending in any way to detract from

*Continued overleaf*

# Motor Sport Fixture List for November

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

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

| DATE | ORGANISER | VENUE | EVENT | TIME |
|---|---|---|---|---|
| **Nov 2nd-6th** | **Racal Club** | **Algarve, Portugal** | **Rally Algarve (European Rally Championship Round) (INT)** | — |
| Nov 5th-6th | Teifi Valley MC | Public Car Park, Newcastle Emlyn 145/306406 | Permapost Fencing Cilwendeg Rally (*Motoring News* Championship Round) (*R*) | 22.45 |
| Nov 6th | RAC | Serpentine Row, Hyde Park, London | London to Brighton Run | 08.00 |
| Nov 12th | BARC | Thruxton Circuit, Andover, Hants | City TV Raceday | 13.00 |
| Nov 13th | BARC | Brands Hatch Circuit, Fawkham, Dartford, Kent | Race Meeting (*R*) | 13.00 |
| **Nov 19th-23rd** | **RAC** | **Great Pulteney Street, Bath** | **Lombard RAC Rally (World Rally Championship) (INT)** | **10.00** |
| Dec 3rd-4th | Caernarfonshire & Anglesey MC | Wellfield Car Park, Bangor 115/582722½ | JJ Brown Memorial Rally (*Motoring News* Championship round) (*R*) | — |

*MATTERS OF MOMENT*

*Continued from previous page*

Noble's great performance, unless you re-write the FIA rules Gabelich still holds the World's flying start kilometre record (the former Land Speed Record) because a new record can only be established if the old one is bettered by one per cent. Gabelich's kilometre speed of 630.388 mph, set in 1970, remains the world's flying start kilometre record because Noble failed to beat it by the required margin.

However, it was a magnificent show and Thrust 2's 633 mph is now the speed to beat, over the mile distance the American contenders recognise. For our on-the-spot report, see page 1341. — W.B.

## OBITUARIES

### C. J. P. Dodson

RECENTLY we had regrettably to report the death of Pat Driscoll and now comes the sad news of the demise of another great pre-war exponent of Sir Herbert Austin's racing team, C. J. P. Dodson, who at the age of 84, had an accident while riding at an historic motorcycle meeting and never regained consciousness. Charlie Dodson was an ex-motorcycle racer who turned to cars with notable versatility and professionalism. He made an excellent start when deputising for John Cobb in the 2.3-litre Monza Alfa Romeo in the 1934 IoM Mannin Beg race, in which he finished second, vanquished only by the Hon. Brian Lewis in the hired P3 *monoposto* Alfa Romeo. This is probably why Cobb chose Dodson, along with Tim Rose-Richards, as his co-drivers when he successfully put the World's hour record up to 152.7 mph at Utah with the Napier-Railton in 1935, capturing the coveted 24-hour record at 137.4 mph. Before this Charlie Dodson had shown his four-wheeler ability by winning the 1934 Ulster TT in an MG Magnette at 74.65 mph, holding at bay on handicap Eddie Hall's Bentley, and two years later he was to win this important race when he shared a Riley with Freddie Dixon.

Driving for Lord Austin, Dodson held the class H Brooklands' outer-circuit lap record at over 121 mph until this was bettered by Harvey-Noble's MG, and he holds in perpetuity the Class H Mountain lap record at 77.03 mph for Austin. Dodson's versatility was demonstrated again when, before the Austin records, he gained his 120 mph Brooklands' badge with the big Barnato-Hassan-Special, yet was selected to share Austin 7 entries at Le Mans in 1935 and 1937 and won the British Empire Trophy Race for Lord Austin in 1938 at Donington Park, beating Bira's ERA. He had finished second with a Riley in the 1937 BRDC 500 kms race at Brooklands and handled Count Heyden's Delahaye in Mountain races, etc. — W.B.

### Z. Milledge

As we close for press we learn with deep regret of the death, due to a stroke, of Zillwood "Sinbad" Milledge, remembered in our world as Robin Jackson's consultant at Brooklands and thus associated with many Brooklands cars, but a scientist of repute outside the automotive world. He had been ill for some time but only recently contributed letters to the *Brooklands Society Gazette*. Our condolences to his wife and niece. W.B.

## MOTOR SPORT

### To The Rescue

TO STRIKE a new note among the present prolificacy of motoring books I have often thought that one on "Cars In Court" might be interesting, dealing as it could with all the many cases from the Red Flag and Brooklands Noise-Suit days to the present, including those legal affrays in which racing cars have been involved, with successful speed-limit defences thrown in for good measure. To date, however, I have not found the required co-author. However, if such a book is ever written it ought to contain a recent case in which MOTOR SPORT came to the rescue.

Many of those who attended last year's Brooklands Re-Union were delighted to see on view in the Paddock the ex-W. S. Bennett sports / racing Alta, albeit without its engine. Had the car's admirers known that it never returned to the Black Motor Museum in Leeds, which had lent it, they would have been upset, although no blame attached to the Brooklands Society. To assist in trying to find this historic racing car the museum's representatives placed an advertisement in MOTOR SPORT. A Mr Davis Watson, described as a one-time racing driver and now an agent for historic-car sales, saw the advertisement and told the museum he had been approached by Grahame Fleming, Registrar of the Alta Club and formerly Hon Secretary to the Brooklands Society, and had agreed to buy the Alta from him at a provisional price of £6,000, of which £1,250 was his agent's commission. The car was shipped, crated, to Australia, and we understand it is still there. Fleming, who had signed a receipt for the car, undertaking to insure it for £10,000 (which he never implemented), had told the police he had sold the Alta for scrap. In court Fleming's story was that, having nowhere to store the car, he tried to contact the museum but, getting no reply (the Museum said it has a 24-hour answering service), he dumped the Alta on waste ground and then contacted Mr Watson. He was defended by Mr Michael Oliver and received an 18 months' suspended prison sentence and a fine of £500. This seems hardly the way to deter car thieves and we recollect prison sentences being served on those who had taken cars for joy-riding, with no intention of selling them. It would be interesting to know if the money obtained by selling stolen property has to be made good, in addition to a fine? This is a sad case, as one would not expect a Club official to act in the way Fleming did, but it is certainly one for "Cars In Court", should such a book ever be written. — W.B.


## MOTOR SPORT Calendar

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# Club News

## Mille Miglia 1984

The quaintly named Musical Watch Veteran Car Club, together with l'Automobile Club di Brescia, is organising a re-run of the Mille Miglia in 1984, from May 24th to May 27th. The event will start at night, and in four days will cover three journeys between Brescia and Rome; it's to be timed, and is open to cars manufactured between 1927 and 1957. Support from a number of manufacturers has already been promised, we're told, and any individuals interested can contact the organisers at Via Somalia n. 8/A, 25100 Brescia, Italy.

## The MCC

BRITAIN's oldest motor sporting club, the Motor Cycling Club, which since pre-WWI times has catered for cars as well as motorcycles and three-wheelers, last month ran its 61st Edinburgh Classic Trial. This attracted more than 250 competitors, proof of the popularity of these events which are so difficult and costly to organise. There was a fine variety of cars competing, including the usual keen vintage contingent. Next January 6th / 7th another Exeter Trail will be held, dating back to 1910, with the "Land's End" at Easter. Three times a year the MCC publishes its magazine "Triple", named after the highly coveted Triple Awards won by those making first class performances in all three of the Club's annual trials. This is an organisation very deserving of support of all true enthusiasts, if only for the fun of displaying the badge, depicting a single-cylinder de Dion Bouton engine and the date of foundation — 1901. There is an annual October Silverstone race meeting for those more addicted to speed than mud, and the Membership Secretary is A. L. Bonwick, 82 Masons Way, Olton, Solihull, West Midlands, B92 7JU. — W.B.

## RAC Brighton Run

THE record 370 car entry for this year's London to Brighton Run will include the oldest car ever to enter the event. It is a Panhard Levassor built in 1891 and only recently imported from America, where it had been used for static displays but not run on the road, for many years. As the oldest car, it will be flagged off first from Hyde Park at 8 am on Sunday, November 6 to begin the 57-mile journey.

## "The Things They Say. . . ."

"The MG name is now proudly back on a BL product, and happily the MG Metro has been accepted by fiercely loyal enthusiasts as being in the MG tradition. The moral of the episode is clear: you mess around with the famous marque names that are loved and cherished by motor enthusiasts at your peril!" — Sir Michael Edwardes, writing in his book "Back From The Brink" (Collins, 1983) before this sentiment was strengthened by the advent of the MG Metro Turbo and the MG Maestro. — W.B.

## *MN*/MOTOR SPORT Video

THE October edition of the *Motoring News* and MOTOR SPORT Video is still available, the main feature being an interview with Britain's most promising young driver, Martin Brundle. Recorded exclusively at Donington Park, Brundle talks about his struggle to the top in Formula 3, and his ambitions for the future. Top team manager Eddie Jordan talks to Raymond Baxter about his plans to break into Grand Prix racing.

The video also takes a close look at the Alfa Romeo 33, tests a rare BMW M1, and discusses club rallying with the leading *Motoring News* Championship contender, Roger Moran. Each copy costs £11.80 including VAT, postage and packing, plus £2.50 for overseas carriage if applicable. State whether you require VHS or Beta format.

# VSCC Welsh Weekend

THE VSCC's now traditional Welsh weekend took place in mostly heavy weather, on October 15th / 16th. It is a habit that dates back to 1939, when adventurous vintagents sought a trip over the border; Presteigne was the target then as now, because the Secretary happened to know the publican at the "Radnorshire Arms" and this was thought far enough to go, anyway. The ploy has since been elaborated on, although the demise of the Telegram (used formerly to announce turning points on the road section, often in cryptic messages) has simplified matters.

Competitors, this year numbering 23 for the driving tests and 71 for the trial, are now *trusted* to have driven 100 miles within 24 hours, before signing-on. Studying the driving test rules, it seemed as if the ideal car would be a really old, long-wheelbase, back-braked saloon able to average slightly better than 4 mph! The rain was unrelenting on the Saturday which reminds me of a conversation I once had with Cecil Clutton: "You live in Wales? Does it rain much?" "Yes." "Well, that's what Wales is for, isn't it?" You cannot report such frolics seriously, anyway. Suffice it to say that the occasion was unique, in as much as only one Austin 7 had entered and was a non-appearer (whereas 18 A7s were entered for the two-day trial). Reeve had to rely on friends to push his Aero Morgan backwards when it was time to reverse, Malvern apparently never having heard of driving tests in tricar times. A welcome entry was Demaus' 1926 Arab, of which, more next month.

Two new hills figured in the Sunday trial, the easy Impton Wood and the muddy, twisty section called The Cut. The fun concluded at the three Pilleths, where successful ascents of Pilleth One were mainly those by the lighter cars, although Threlfall's Ford rushed up as if V8-powered, Hirst's Alvis made it look easy, May's Frazer Nash led some successful "Chain Gang" onslaughts and Lee's Salmson, its magneto protected with a carrier bag, made it to the top, as did Fenner's Riley 9 and Christian's 12 / 50 Alvis, which went up fast. Barry Clarke's Austin 7 with replica Hughes sports body probably made ftd and it was nice to see Meeks' 1921 Austin 20 again and a surprise to see Jelley in an open aluminium-bodied 1929 Austin 16 / 6, which failed almost immediately on this section. Then Collings' remarkable 1903 Mercedes showed that it was superior, even for this task, to the 30 / 98s and, come to that, his son's 4½-litre Bentley, etc. The only "casualties" noted were Felton's Brescia Bugatti which ran a big-end before getting to Presteigne and Winder's A7 which suffered thus during the trial and also broke a halfshaft. — W.B.




*COLLINGS' 60 hp Mercedes mades good progress through Welsh woodland, finishing 4th in class.*

**RESULTS**

**Driving Tests and Concours d'Elegance**

**TALLYLLYN RAILWAY TROPHY: Winner:** R. D. l'Anfon 1927 (Humber 9/20) Driving Test.

**First Class Award:** Simon Diffey (1926 Humber).

**Second Class Awards:** Mrs Angela Cherrett (1928 Alfa Romeo); Robin Batchelor (1925 Morris Cowley).

**Trials**

**HARRY BOWLER TROPHY: Winner:** H. F. Moffat (1923 Bugatti Bescia).

**PRESTEIGNE TROPHY: Winner:** M. U. Hirst (1928 Alvis 12/50).

**First Class Awards:** B. M. Clarke (1923 Austin); H. Spence (1930 Lea-Francis); J. P. Evans (1928 Austin); B. Downes (1927 Austin); R. A. Collings (1903 Mercedes); T. J. Threlfall (1928 Ford).

**Second Class Awards:** W. S. May (1926 Frazer Nash); J. F. Blake (1928 Frazer Nash); W. S. Gordon (1929 Austin); J. N. Fenner (1929 Riley); B. Gray (1924 Vauxhall); D. R. Marsh (1925 Vauxhall); A. Jeddere-Fisher (1921 Vauxhall); B. Spollon (1924 Vauxhall).

# Jaguar theme at Motorfair

"IT'S THE first time for a dozen years that we've had an exclusive Jaguar stand" commented an enthusiastic Jaguar executive at the Earls Court Motorfair, and his pride in the new success of the company was obvious. The centrepiece was the XJ-S Cabriolet 3.6, flanked by a working cutaway of the new 24-valve AJ6 engine, an all-aluminium masterpiece that will take the marque through to the launch of the XJ40 saloon at next year's British motor show.

Yet Jaguar are not only making and selling cars. The first transaction of the Motorfair was the purchase, by Jaguar Cars Limited, of four Harrods version XJ saloons made by Panther Cars at Weybridge. These will be exhibited by Jaguar in the Middle East — where else? — to divert attention from the boom in Mercedes customising which has now reached the ridiculous stage in tack-on panels. The Harrods Jaguar, by contrast, is refined with a sumptuous interior, full leather, Wilton carpet, cocktail cabinet, even a manicure set and a carriage clock. Gold plated interior fittings double the price of a standard XJ, the six-cylinder coming up to £35,000, but without the gold the on-cost can be kept to as little as £5,000, including 15 coats of paint!

The most opulent and expensive car at Motorfair must have been the Tickford Lagonda, which is not a car noted for its lack of creature comforts even in standard form. The Tickford treatment includes a higher grade of leather for the upholstery (white, with blue piping), two colour TV sets, tack-on aluminium exterior panels, and a new line in BBS three-piece modular forged alloy wheels of massive 8 in by 16 in proportions, shod with Pirelli 265/50VR16 P7 tyre equipment. If you have to ask the price you can't afford it, but it works out at £85,000.

Of greater technical interest is the Tickford Capri Turbo, which has just gone on sale through Aston Martin and some Ford dealers at £14,985. Restyled body panels, flared arches, and a rear spoiler transform the appearance, while the performance aspect is taken care of by installing a Garrett turbocharger and AFT computerised ignition and electronic fuel management, raising the power of the 2.8 litre V6 engine to 205bhp. With a modified 5-speed gearbox, a limited slip differential, all-wheel disc brakes and fully floating driveshafts, the Tickford Capri is pretty far removed from the original Ford product.

Luxury is a very saleable commodity, even in a recession. Austin-Rover introduced three special editions for Motorfair, one being a Vanden Plas version of the Metro. Leather facings on the seats, pile carpet, and full stereo with four speakers are all included, each of the 500 examples having its number etched on the glass of the driver's door . . . and you can have any colour you like, so long as it's black.




*AMONG the first customers for the Harrods Jaguar, by Panther, was Jaguar Cars Ltd who will display four cars in their Middle East showrooms. Gold coloured brightwork on the exterior, and real gold plating inside the car, boost the price though they are optional.*

The production of the half-millionth Metro in three years is marked by another special edition, the Gala, of which 2,500 will be made, and a third special edition (one to give the Austin-Healey Owners' Club apoplexy) is the Mini Sprite, which is marketed with alloy wheels, a 4-spoke steering wheel and a new instrument binnacle. Like Jaguar, Austin-Rover has certainly turned the corner with its worldwide manning level stabilised at 41,000, and projected sales due to rise from 450,000 this year to 600,000 in 1986. Of




*MODIFICATIONS to the Lotus Excel bring it right up to date, including a rear spoiler and louvres in the bonnet.*

technical interest on the Austin-Rover stand, the Maestro 1600 is now available with Volkswagen's three-speed automatic transmission, and the Rover Vitesse is now available with the GM automatic transmission at no extra cost.

Lotus have restyled the popular Excel model with the addition of a rear spoiler, which blends nicely into the Giugiaro styling and reduces the rear lift at the back by two-thirds at 100 mph; louvres in the bonnet to reduce under-bonnet temperatures, and colour keyed bumpers change the appearance quite significantly, and the removal of the rear-seat headrests improves rearward visibility, a major criticism in our recent Excel report.

Ford introduced a number of new and revised models in recent months, notably the Escort Cabriolet, the three-door Sierra and the updated Fiesta, and now the Granada models have 5-speed gearboxes as standard equipment. From Alfa Romeo come revised versions of the Giulietta and Alfetta, with new front and rear styling, and the Alfetta is now equipped with Bosch Motronic engine management. Lancia introduce the Prisma saloon and the Volumex supercharged versions of the twin-cam 2-litre Coupe and HPE, the Coupe being a model which will soon be featured in MOTOR SPORT.

From France, Peugeot launched the 205 range of small hatchbacks, engine sizes ranging from 954 to 1360 cc, and the range-topping 505 GTi model which is yet another contender in the BMW class, with 128 bhp from the 2,165 cc injection engine; a 5-speed gearbox and limited slip differential come as standard equipment on this £9,595 high performance model. Renault have launched the Fuego Turbo model at £8,700, a reasonable price for their 125 mph newcomer, and two new versions of the Renault 11 saloon.

Among the specialist manufacturers, Dutton have brought back the Moke, as sole UK agents for the British Leyland Portugal manufacturer. The Moke 'Californian' retails for £4,100, and it will be interesting to see if it is as popular as in the 1960s when Austin-Morris sold the car to the King's Road set.

The Autokraft company is now in full production with the AC MkIV, not a replica of the famous AC Cobra but an evolution, brought fully up to date and licensed to use the AC name. Brian Angliss plans to make 100 ACs a year for the States, where they will be sold through Ford dealerships, and a further 24 per year for Europe (this, too, will be featured soon in MOTOR SPORT).

Graham Nearn's Caterham Cars company celebrates 26 years of continuous production of the Lotus 7, and 10 years of association with Lotus, with an eye-catching all-aluminium bodied Caterham Super 7 with burnished bodywork made by Williams and Pritchard.

The Jensen name is back. The first brand-new Interceptor to be made since 1976, and finished in maroon, appeared on the Jensen Parts and Service Ltd stand in the gallery in Series 4 form, with current Type Approval. Beautifully made, and fully equipped with a hide interior and lambswool seat inserts, the show car was powered by a 7.2-litre Chrysler V8 engine, though "production" cars will have the later 5.9-litre V8 installed. Ian Orford, the managing director, tells us that the West Bromwich company, with a staff of 38, can make 12 cars per year. Charles Follett Ltd are the sole UK distributors and have ordered the first 10 Interceptors, which will cost in the region of £39,000.

On a closing note, Portman Garages displayed Barry Robinson's Lamborghini Countach which, a few days before the show opened, established 12 outright United Kingdom speed records and 12 class records, ranging from an average of 154.78 mph for five kilometres to 121.98 mph for 200 miles. Established at Vauxhall's Millbrook proving grounds, the speeds would have been higher still had the record bid not been called off due to heavy rain and high winds! — M.L.C.




*EXPENSIVE! Tickford modifications to the Aston Martin Lagonda bring the price up to £85,000. They include new BBS modular wheels, aluminium lower body panels and two TV sets.*




*JENSEN is back. The first new Interceptor to be built since 1976 appeared at Motorfair, and the West Bromwich company plans to build ten per year, at around £39,000.*

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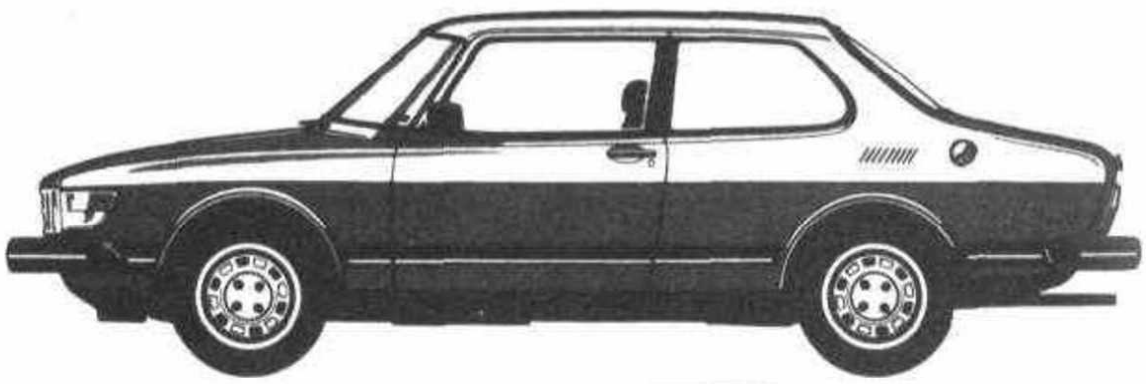
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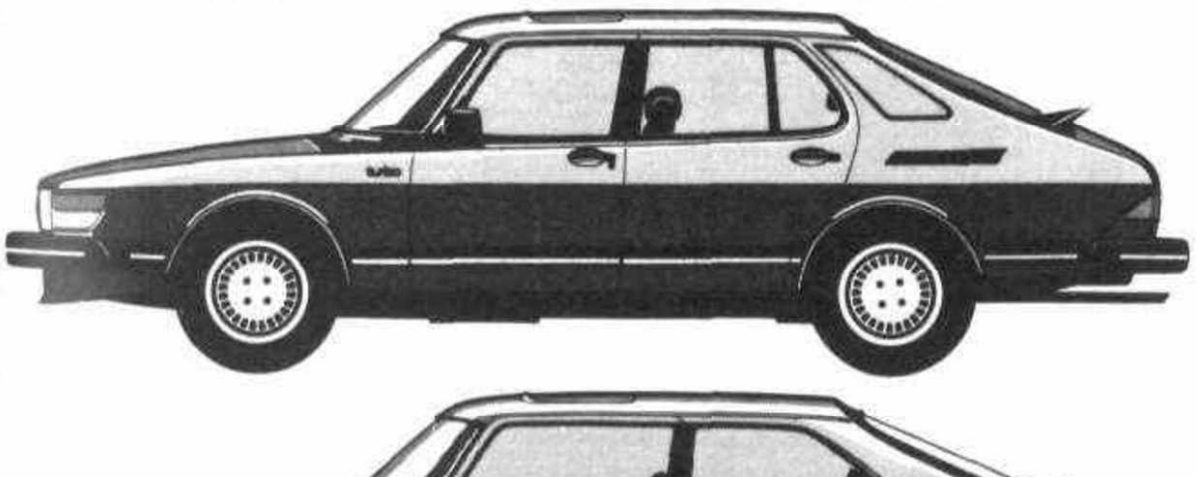
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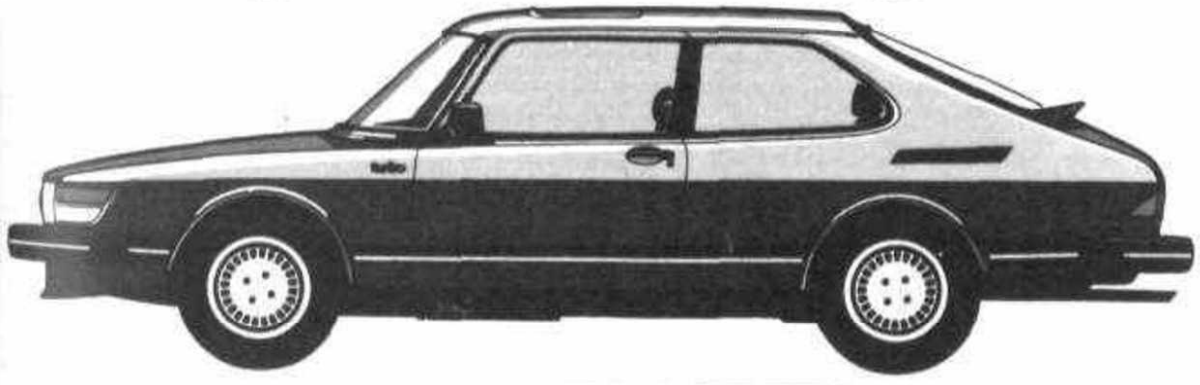
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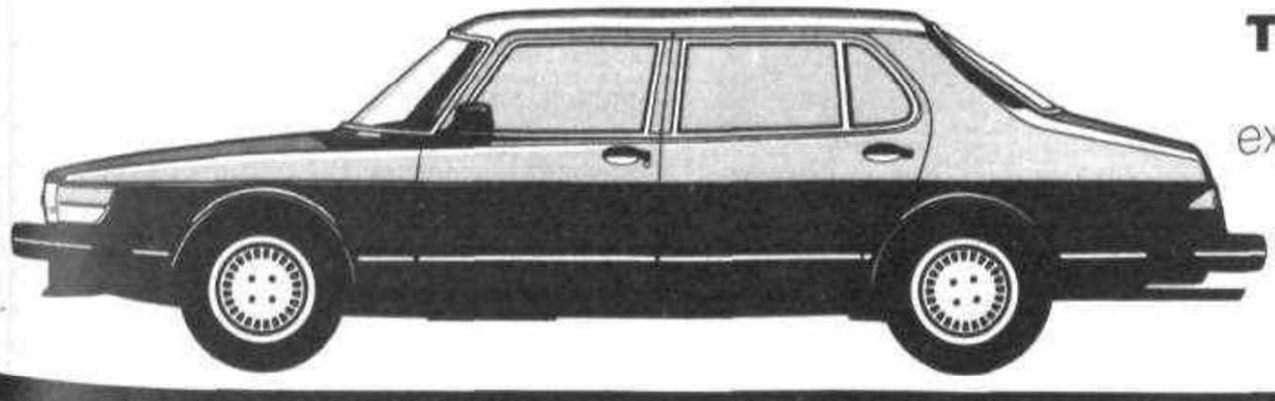
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## Interview

# A return to Formula 1 for Porsche's Hans Mezger

IN the 15 years that the Ford Cosworth DFV V8 reigned, almost supreme, in Grand Prix racing only Ferrari provided unbroken opposition. Renault broke the mould with their 1.5-litre turbocharged engine which made its début at the British Grand Prix in 1977, at first a no-hope laughing stock but taken increasingly seriously as it became faster, then more reliable. Today, the DFV is finished as a serious contender and Grand Prix racing has become much more international as a result with the French, Italian and German makes in the ascendancy.

For 53-year-old Hans Mezger, a presence in Formula 1 is a return to old haunts; 24 years ago he was heavily involved in Porsche's flat-8 Grand Prix engine that won a single World Championship event, at Rouen in 1962, but marked the end of the German company's interest in Grand Prix racing. For the past two decades Porsche has concentrated on endurance racing, an easier class to dominate say critics, taking the view that drivers get too much publicity in Formula 1 and manufacturers not enough. But Porsche is also a consultancy, which in its early days designed the Auto Union Grand Prix car, and it would never have refused to design an engine, or a complete car, for a customer. That opportunity came along in August 1981 when Ron Dennis, a director of McLaren Racing International, approached the German company to design a Grand Prix engine which would replace the DFV in his John Barnard designed cars. The contract was signed two months later on October 12th, and design work was handed over to Hans Mezger, deputy head of engine research and development, who has been responsible for all Porsche's racing engines since 1964.

Mezger denies that he had any preconceived ideas about the configuration of the engine. "We always took an interest in Formula 1, of course," he says, "but without a client there were no plans on paper. We asked for four months to study our design, and went to some races to study the targets and the problems."

The first decision was that the engine should have six cylinders in a vee formation, and detailed studies decided Mezger that the crankcase should be at an 80-degree angle (at the same time Honda came to the same conclusion) taking vibration, compactness and suitability for ground effects into consideration.

By the Spring of 1982 all the studies were complete and detailed drawings were started, taking tangible shape so rapidly that the first unit was built and running on the dynamometer by October, 12 months almost to the day since Ron Dennis had signed the contract. Without delving too deep into the politics, Dennis had committed the McLaren team to the contract without having an equally committed sponsor, but some involved negotiations with Mansour Ojjeh, director of Techniques d'Avant Garde, brought the Saudi company into the equation during 1982, Ojjeh and Dennis becoming directors of a new company named TAG Turbo Engines, the agreement including use of the name on the rocker covers of the Grand Prix power units.

The first time the engine ran in October last year it was powered by a motorised dynamo, lacking the all-important Bosch engine management system. Designing the hardware is comparatively easy, but adapting the electronic engine management system of injection and ignition is a specialist undertaking, in this case using an independent system on each bank of three cylinders with a central control unit. Fortunately Porsche and Bosch had some research experience with the similar system on the flat-6 956 endurance racing engines which, so equipped, appeared for the first time in April, a month after the Porsche designed TAG Turbo engine was shown for the first time in public at Geneva.

Having run for the first time under its own power in December last year, the Formula 1 engine began its road trials installed in a 956 endurance racing test car just to get some miles behind it, until the McLaren MP4 / 1D interim chassis was ready to accept the V6.

Although Mezger is reluctant to discuss power outputs, it is known that his design develops in the region of 700 bhp for qualifying and some 620 bhp for the races, on lower boost. The début of the McLaren MP4/2 could have been in Austria in August, but was delayed until the Dutch Grand Prix at the end of that month so as to appear for the first time on neutral ground (everyone fearing what the Austrian Press would have said if the new engine let Niki Lauda down in his "home" Grand Prix!).

"Our targets were not fixed exactly," says Mezger. "We decided to use the races this year to develop the engine, and to make steps from race to race. After all, the

*HANS MEZGER with the TAG/Porsche Formula 1 engine, which started with a clean sheet of paper 25 months ago. It took Niki Lauda to a temporary second place in South Africa until a turbocharger failed.*



requirements for Zandvoort or Monza are different from those for Brands Hatch. Our real target was to make a simple engine, which is efficient and has good fuel economy."

So how have the first race experiences measured up against expectations? "We certainly did not expect to win our first race" says Mezger. "If we had spent three years on development, maybe, but not in this short time. We knew we had good power and reliability, but we knew we had a lot of work to do with throttle responses, and it is getting better. You can do half your development programme on the dyno, but the other half can only be on the track so that all the parts can be involved: the engine, the driver, the car and the team. For each circuit we have to decide what boost to use, we even change the size of the turbochargers, and all this is gaining us experience that you cannot gain any other way.

"The racing is very competitive, very nice, it is not a bit like Group C, where Porsche would really like to have some more competition."

Next year the Formula 1 regulations change, limiting the amount of fuel to 220 litres (12 % less) and banning fuel stops, so how will that affect the competitiveness of the TAG Porsche engine? "We have always had that in mind, and it won't be any problem," is Mezger's opinion. "We are always looking for the optimum between power and fuel consumption, and we have an efficient engine so we expect to be competitive from the start.

"In my opinion the problem is that unless we can find a regulation that covers the situation we will need two different engines, one for qualifying and one for racing. There is no fuel restriction for qualifying, of course, and none of the manufacturers are happy about the situation." So, could not Ferrari, Renault, BMW and Porsche have a gentleman's agreement not to develop qualifying engines? "We could, I suppose, but then another constructor, a new one perhaps, could come along with two or three bar boost and qualify faster. No, we do need a regulation and we are talking about this, but it won't be easy to frame it." This sounds very true, when you consider that Goodyear, Michelin and Pirelli are unable to reach agreement to ban qualifying tyres, though it is very much in their own interests to do so.

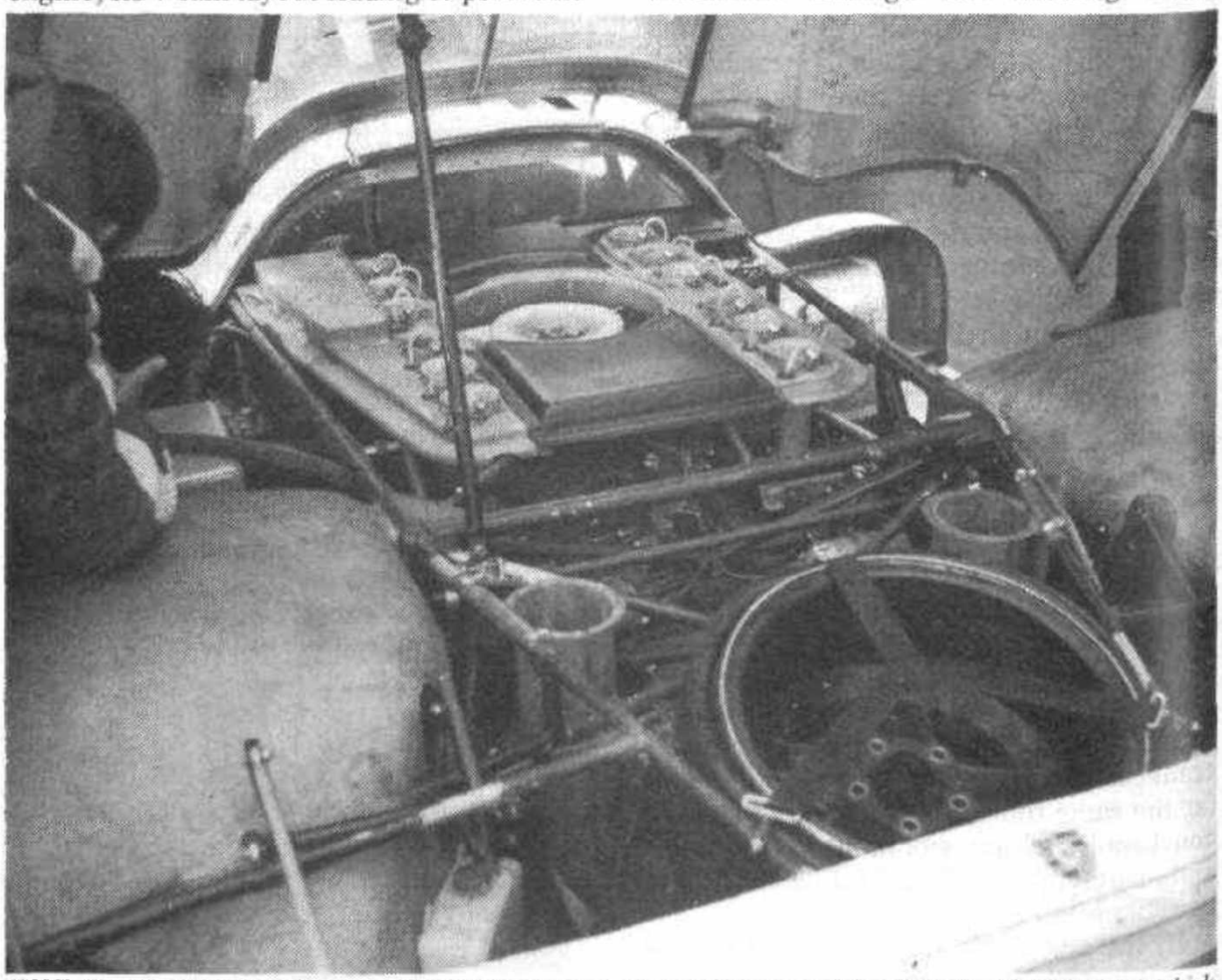
By consent one of the smallest, lightest (at 150 kg complete) and neatest power units in Formula 1, the TAG Porsche has a bore of 82 mm and a stroke of 47.3 mm to give a capacity of 1,499 cc. The beautifully cast crankcase is made from a composite of aluminium and magnesium alloy, with the twin water pumps and oil pumps placed at the front of the engine driven by the valve train gears. As you'd expect of a Porsche design, KKK turbochargers are specified, well outboard at the flanks of the car.



*MEZGER'S first racing project was to redesign the combustion chamber shapes of the type 804 Porsche Formula 1 car, which won the French Grand Prix with Dan Gurney at the wheel in 1962.*

**Mezger the designer**

Hans Mezger graduated from the Stuttgart Technical University in 1956 with a Diploma of Engineering degree, and went straight to work at Porsche's Works 1 development department where his first project was to work on the valve train of the complex Fuhrmann-designed Carrera engine, its 4-cam layout leading to problems with the valve springs. In 1959 he transferred to the design department when work started on the type 804 flat-8 Formula 1 engine, remaining with the project until it was cancelled in 1962 after Dan Gurney had won the French Grand Prix. During development the car, though advanced, had two main problems, one of which was severe vibrations through the steering under



*THE FIRST overall racing car design undertaken by Hans Mezger was the fabulously successful 917 which won two World Championships and two Can-Am titles in the 1970-73 era.*

braking, cured by fitting radius arms to spread the torque loads through the chassis. The second, and more serious problem was to extract enough power from the air cooled engine, the combustion chamber shape not being very good. With new combustion chamber design the power did go up from 160 bhp to around 180 bhp, but it was still not enough to cope with the Coventry-Climax and Ferrari rivals so Dr Porsche stopped the F1 programme to concentrate on sports car racing, where the four-cam type 804 engine, in 2-litre form, met with considerable success.

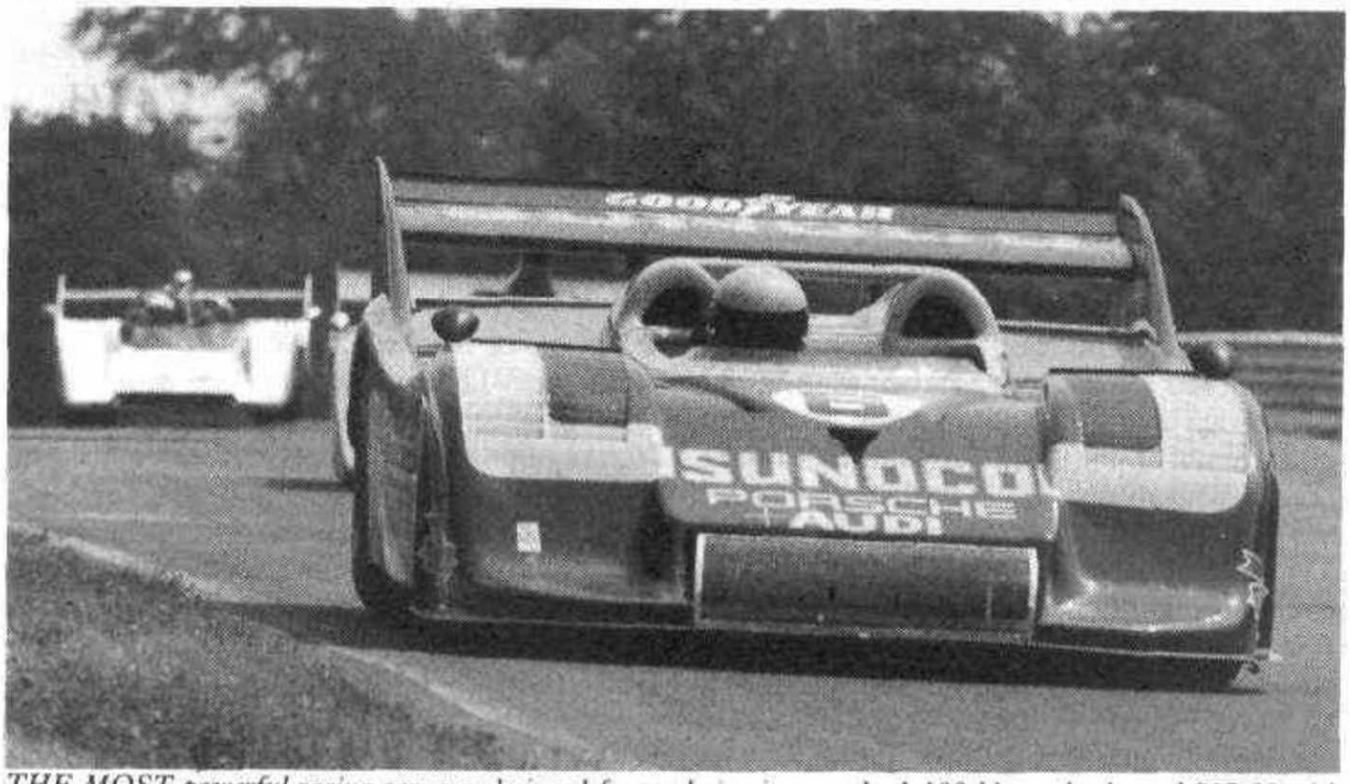
Through the 1960s Hans Mezger was involved in many production and race engine projects, from developing the 911S unit through to the flat-8 908, which was in effect a four-cam "six" with two more cylinders added to bring in up to 3-litre capacity. His first assignment to design a complete racing car was project 917, the space-frame flat-12 car which won two world endurance racing championships, and then in turbocharged form two Can-Am titles. Though Mercedes had preceded Porsche in taking the drive from the centre of the crankshaft, Mezger came to his own conclusion that this was the logical layout considering that this was, after all, the mating of two six-cylinder engines, and crankshaft stiffness (and previous problems with flywheel mating) dictated an unusual solution.

The first 917 engine gave 540 bhp from a 4.5-litre capacity, but in 5-litre form for 1971 it gave 600 bhp, while an experimental 16-cylinder engine produced in excess of 750 bhp. Even that was overshadowed by the turbocharged engines developed for Can-Am racing, the final 5.4-litre version for 1973 developing no less than 1,100 bhp making it the most powerful engine ever produced for road racing.

"It was quite a big decision to turbocharge that engine", Mezger explains. "Some of the Indy engines were turbocharged, but there the throttle lag did not matter too much. General Motors, and BMW, had produced turbocharged cars but they dropped their projects because of throttle lag, so we thought we were trying something quite new. We did a lot of work with boost control, via a wastegate so as to by-pass the turbine when the pressure built up too much, and to keep the turbine spinning. The funny thing is we thought we had invented the waste-gate, but when we went to patent it we found that Garrett had already done so, using a butterfly valve . . . though that tended to stick when it got too hot."

Throttle lag was brought under control to the extent that the Can-Am cars were very manageable, for expert amateurs as well as professional drivers. Once the SCCA decided on a change of rules late in '73 for the following year, Dr Ernst Fuhrmann, by then chief executive of Porsche, set in motion the development of the 911 Carrera Turbo which was raced by the company in 1974 in readiness for the new Appendix J "silhouette" formula which commenced in 1976. Again, Mezger and his deputy, Valentine Schaeffer, did the development work for the Carrera Turbo, the roadgoing 911 Turbo, and the 934, 935 and 936 models which followed.

In fact since the Can-Am development ceased ten years ago all programmes have concentrated on the production flat-6 block, which has given as much as 750 bhp in turbocharged form for the 935. Mezger always knew that air cooling was a major constraint, the valves needing to be so big that normally only two could be used per cylinder, so a significant advance was made late in '77 when the water-cooled head system was developed, this allowing the use of four valves per cylinder. As far back as 1969 two four-valve versions of the 908 engine were produced, one with air cooling and another with water, giving 390 bhp at an early stage compared with 370 for a good two-valve unit. Like the flat-16, though, these projects were carried out in case they were needed, but were never proceeded with.




*THE MOST powerful racing car ever designed for road circuits was the 1,100 bhp turbocharged 917-30 with which Mark Donohue won the 1973 Can-Am series.*

The Group 6 type 936 equipped with four-valve heads for 1978 developed 620 bhp, with a capacity of 2,142 cc, against 580 bhp for the two-valve version. The 3.2-litre 935 / 78 gave 750 bhp and won its début race at Silverstone comfortably, but after a fraught race at Le Mans it was not raced again, lest the company become too dominant over its customers. A water-cooled 1.4-litre "baby" Porsche was also developed, but was not raced.

Indianapolis was a big disappointment to Porsche, for having resolved to return to single-seaters with the Interscope team, Mezger and his staff designed a 2.65-litre, 630 bhp version of the flat-6 with welded cylinder heads, and no cooling fan since methanol fuel allowed the unit to run cool enough. An assumption was made, backed by a verbal agreement with USAC, that the unit would run on 54 inches of mercury boost, midway between the specified 60 inches for a 4-cylinder engine and 48 inches for an 8-cylinder engine. "We had problems during testing with con-rod lubrication, as the 911 crankcase with its standard oil feed was not designed for continuous operation at 9,000 to 10,000 rpm. We got that under control, but then USAC told us that we would have to run with 48 inches of boost like an 8-cylinder. To have obtained the power, we would need to run at still higher revs, and we knew that was not possible, so the project had to be cancelled."

Bad news for the Indy programme, but good news for the endurance programme since the engine configuration, with some essential modifications (such as fitting a cooling fan!) was used for the 936/81 which won Le Mans, and then in the 956 which has dominated the French classic in the past two years.

Porsche's engine research and development department, headed by Paul Hensler, employs up to 140 people working not only on in-house developments, but on customer contracts as well. As his deputy, Mezger also has special responsibility for a team of 20 who, during 1983, have worked on the TAG Formula 1 engine contract, the Group C 956 engine development, an evolution for SCCA racing, the Group B prototype which made its début at Frankfurt, a Group B car evolution, plus another outside contract, which makes quite a variety.

Mezger is quite undeterred by the teething problems encountered in the early races, his engine having just dropped a valve in Lauda's car during practice for the European Grand Prix. "If there is a consistent problem, we have the resources to correct it," he explains very simply. It has taken Porsche a long time to return to the hot-bed of Formula 1, to an environment of intense competition, and it will be interesting to see how the engine shapes up in 1984. — M.L.C.

# Jaguar's new six

## — in an XJ-S Cabriolet




*CABRIOLET styling enhances the Jaguar AJ-S sleek lines. In open-top form the car is purely a two-seater, with a top speed of 142 mph.*

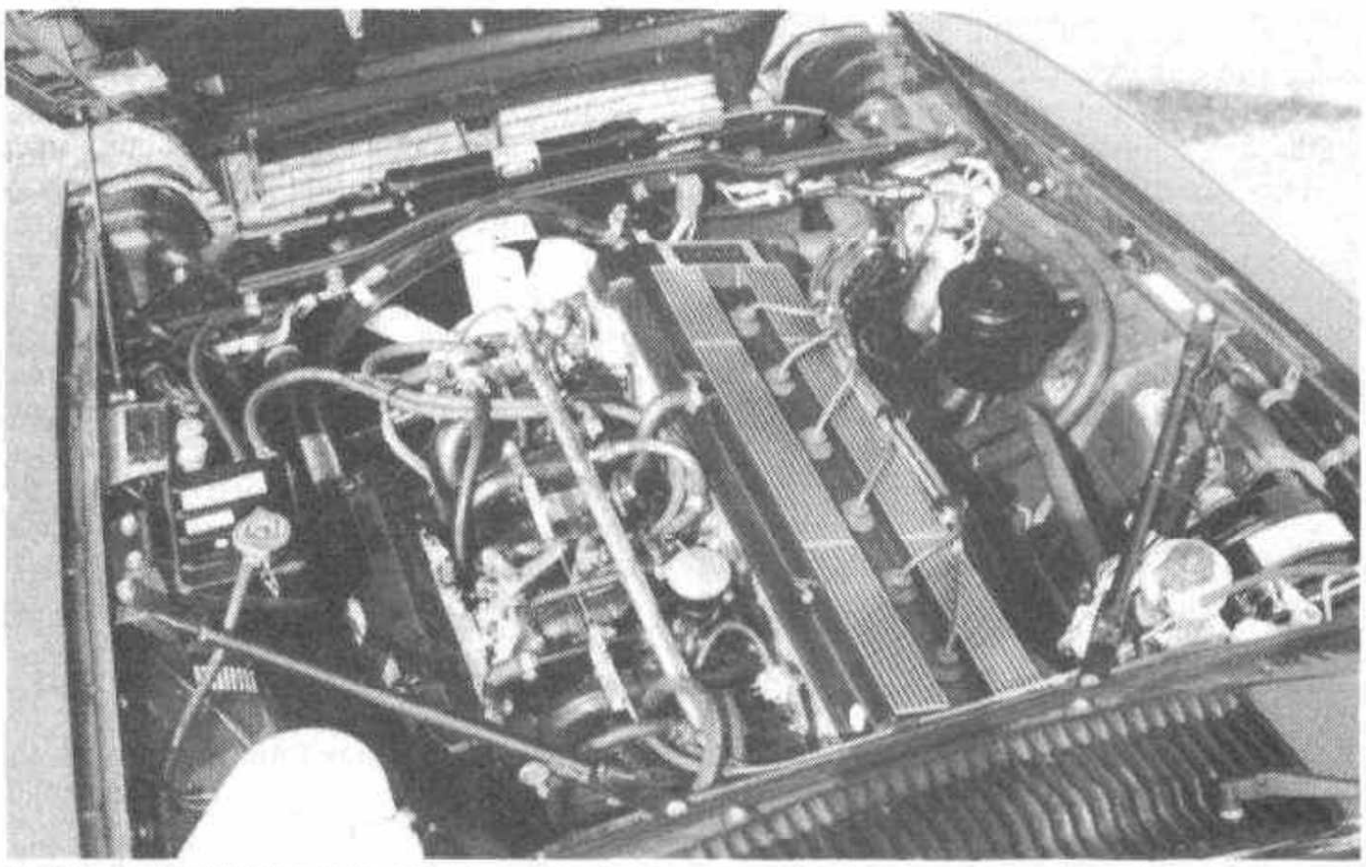
AN entirely new six-cylinder engine, in the XJ-S Coupé or a new Cabriolet, was Jaguar's autumn announcement unveiled in time for the Motorfair. The in-line six has a capacity of 3.6 litres and develops 225 bhp DIN, aided by twin chain-driven overhead camshafts and four valves per cylinder. The power unit, in two forms, will be at the heart of the XJ40 saloon which is due for announcement early in 1985, when a "standard" destroked 2.9-litre version with the May head will also become available.

This is only the third new Jaguar engine to be produced in the post-war period, the first being the legendary XK six-cylinder engine which appeared in 1948, the second being the V12 which was installed in the E-type, and later in the XJ-S and Jaguar / Daimler saloons, from 1971.

The AJ series engine is mainly aluminium, this material used for the block, head and sump, with thinwall cast iron liners. It has the same bore centres as the XJ12 so that the same cylinder head can be used later on, and retain the 12-cylinder's generous seven main bearings, so it remains a comparatively bulky and long power unit. It differs from the HE "12" in having a dry liner closed deck block, rather than a wet liner open deck, in the interests of weight and torsional stiffness (apparently it was considered at one time to have a Diesel version, but this plan was abandoned).

Jaguar's design team had been mulling over a replacement for the XK since 1970, first making a V8 version of the V12 which was considered not smooth enough. Then they considered putting a 24-valve head onto the iron block unit, but came to the conclusion that the block itself was not capable of further development. Then they cut the V12 in half to use one bank of six, but found that at 2.6 litres it did not develop enough power . . . and, wishing to keep the 90 mm bore so that the heads would be interchangeable, they increased the stroke — but that made the engine too tall.

In the end it had to be a completely new design, one in which more than £30 million has been invested. It's no less than 180 pounds lighter than the XK (say 25%), is 10% more powerful at the outset, and will probably use around 20% less fuel. Lucas electronic fuel injection is used, as on the 12-cylinder, with unusually long 17 in inlet tracts which give a good "ram effect" for mid-range torque. The engine develops 225 bhp at 5,300 rpm, and 240 lb ft of torque at 4,000 rpm; the compression ratio is 9.6:1, the 24-valve head featuring a pent roof, and domed pistons are fitted.



*A COMPLETELY new all-alloy engine, the AJ6, is now in production eventually to replace the venerable XK6. With four valves per cylinder and Lucas electronic fuel injection, the 3.6-litre unit develops 225 bhp DIN.*

The AJ6 unit has a bore and stroke of 91 × 92 mm producing a capacity of 3,590 cc, such square dimensions being rather unfashionable nowadays though due for a much shorter stroke when the 2.9-litre version comes along, probably producing in the region of 160 bhp DIN with the 12.5:1 compression May head, and two valves per cylinder.

To begin with the AJ6 drives via a Getrag five-speed gearbox similar to that in the coupés contesting the European Touring Car Championship. It is a welcome development from Jaguar whose more sporting products have been available only in automatic form for several years now, though it has to be said that the XJ-S 3.6 is still very much a Grand Touring car, rather than having great sports car appeal. The lack of an automatic version initially is explained by the fact that the AJ6 engine will eventually be mated to a new, four-speed automatic which will suit its characteristics better than the GM400 box now fitted in the 12-cylinder versions.

Apart from the fluted bulge in the bonnet to accommodate the slightly taller engine, the Coupé is little changed, having the same brakes, power steering and suspension design, though the front spring rates have

been lowered to take the lighter overall weight into consideration.

The Cabriolet has a fixed roll-over bar and a detachable "Targa" top which fits the overhead section; aft of the bar, the driver can choose between a conventional folding hood or a double-skinned GRP panel which incorporates a heated, glass rear window, so the model is aimed for maximum year-round versatility. The fabric tops are fitted by Aston Martin Tickford's new factory at Bedworth, Coventry, on a line alongside one for the new Tickford Capri.

Available only in six-cylinder form, the Cabriolet version has been stiffened along the transmission tunnel and incorporates a rear cruciform member. Quite substantial changes had to be made including reworked header rails, cant rails and B-posts. Then the rear "flying buttress" was cut away, the rear wings changed and a new panel fitted ahead of the boot, the luggage compartment itself being unchanged (as is the 20-gallon tank capacity). The Cabriolet is, however, purely a two-seater as the space behind the front seats is converted for luggage carrying only.

Sales of the XJ-S are expected to build up rapidly, from 4,500 units this year to around 6,000 in 1984 and eventually to 9,000. Keen pricing will help. The Coupé 3.6 is priced at £19,250 including tax, the Cabriolet at £20,756 which is within a few pounds of the XJS-HE, the latter model now having a trip computer, cruise control and a headlamp wash / wipe as standard equipment. Included in the price of the 3.6-litre models are air conditioning, stereo radio / cassette, remote control mirrors, central door locking and tinted glass; the Cabriolet has a different pattern of alloy road wheel, and leather upholstery included in its price.



*THE JAGUAR Cabriolet has a two-part roof, the rear section extending forward to the T-bar, and a removable panel enclosing the occupants. A fixed-panel rear window is also supplied for wintertime.*

**On the Moor**

Dartmoor is infamous, perhaps, for its prison and its sometimes inclement weather. Jaguar managed to avoid the first for the launch of the new models, but a mist prevented us from extending the cars to check the performance. Top speeds of 145 mph are claimed for the six-cylinder Coupé and 142 mph for the Cabriolet, with 60 mph coming up from rest in just 7.6 sec. Up to 30 mph the five-speed 3.6 is actually quicker than the V12, the times to 60 mph being identical on paper, but then the HE goes on to 100 mph in 17.5 sec while the six-cylinder models take a still impressive 20.1 sec to reach the same mark.

A weight saving of 95 kilogrammes (210 pounds) bringing the kerb weight down to 1,660 kg is clearly a help, and so is the excellent Getrag gearbox which has a positive action infinitely smoother than the unit formerly fitted in the E-type. Fifth gear (even higher than the V12's auto top gear ratio) gives a long-legged 28.4 mph / 1,000 rpm, which translates to 2,464 rpm at 70 mph.

This is likely to be good for fuel economy, and Jaguar's claim of around 25 mpg in mixed driving is credible. Using the gearbox quite a lot, and peaking at 120 mph on a clear stretch of road, our trip computer told us we were averaging 23.5 mpg which should be easy enough to improve on a steady run.

The new engine has the right Jaguar sound, a similar exhaust system keeping the subdued, purposeful growl. Higher up the speed range at around 5,000 rpm there is a new, more exhilarating sound of 24 valves at work. The car feels impressively quick, though it seems to be running out of urge at around the 100 mph mark and is, perhaps, a bit low on power-to-weight ratio compared with the 295 bhp 12-cylinder.

Any new Jaguar is exciting, and the additions of a completely new power unit — especially one as advanced as the AJ6, with years of development ahead of it — and a new Cabriolet body style bring fresh appeal to the Coventry company's line-up. As we know, productivity is substantially higher than it was three years ago, the factories are working at maximum production levels and all the export markets are booming, so the newcomers could not have come at a better time. — M.L.C.




*A NEW badge denoting the 3.6-litre engine is the only obvious visual change on the Coupé. The higher-profile bonnet line will be noted by the keen-eyed Jaguar enthusiasts!*

# ROAD IMPRESSIONS




*SHARING a common origin with the very successful Delta, the Prisma boasts amongst other features one of the best instrument layouts available.*

## Lancia Prisma 1500

WHAT A useful and jolly little car is the latest version of the Lancia Prisma — and not so little either, because this four-door booted saloon comfortably takes four and their luggage. It follows the current line of four-cylinder transverse-engined, front-wheel-drive family cars but tries to impart a little extra. To one who remembers the great Lancia models of the past it is not a Lancia, but it is a nice car nevertheless. We should really have tried it in twin-cam, 105 bhp, 110 mph form. As it was, the 1500 engine with belt-driven single oh-camshaft, alloy head, and five-bearing crankshaft develops 85 bhp at 5,800 rpm, which pushes the Prisma along very well without undue noise or fuss. The claim that this is one of the lightest cars in its class, at 2,068 lb, seems justified, translated into willing pick-up. There is 12.5 kgm torque at 3,500 rpm and it all works out at 0 to 60 mph in rather under 12 seconds, while it is possible to push this 86.4 × 63.9 mm (1,498 cc) Prisma up to just over 100 mph. Its "Otto-4" engine, as Lancia have it, now has a c.r. of 9.2 to 1, and it has been given a high-turbulence head and breakerless electronic ignition.

So what is it like on the road? The latest Prisma can be summed up as having comfortable seats upholstered in sensible tweed, a five-speed gearbox with a stubby lever whose action is average-good, but a thought rubbery, so it would not have done for an Aprilia, disc/drum brakes which feel unreassuring at first but prove to be powerful and progressive when the pedal is firmly depressed, and all-round independent MacPherson-strut suspension which very effectively irons out the bumps, if jittery and rattly over bad surfaces. The engine runs commendably quietly and the steering (3½ turns lock-to-lock) is light. The instrumentation is effective, with the smaller dials consisting of a battery-meter, thermometer and accurate fuel-gauge with low-level light. The warning lights are small and neat, on the compact Veglia instrument panel, but the digital clock was sometimes difficult to read in daylight. Seat belts front and rear are standard equipment, as are courtesy lag interior lighting, a laminated windscreen, an adjustable steering column and two external rear-view mirrors. The triple stalk-controls are arranged in a pattern common to Italian cars, the lh one for the lamps longer and ahead of the turn-indicators' control, which is matched by the rh wipe/washers stalk. The external door handles are akin to those of an Alfa 6. The instruments are minutely calibrated, engine heat normally being 87 deg C and the tachometer needle going into the red at 6,500 rpm. The central console contains a row of switches, the heating and ventilation adjusted with three remarkably big knobs, with clear symbols above them, and, below, a Panasonic radio / stereo having a roof aerial.

The plastic fascia surround incorporates a useful shelf, properly angled to retain loose objects, unlike that of an Alfa 6, but the wells in the scuttle are irritatingly far forward, especially in this age of seat belts (door pockets would be preferable) and the cubby hole is too small and although lockable, this involves using the key to open it and then turning a knob to drop the lid. The Carello lamps gave a good beam once properly adjusted, which is easy to do. The petrol tank holds 9.9 gallons, its screw-type filler tap (a Fiat contribution?) being beneath a lockable panel on the near-side. Although the hand-out says "Pirelli low-profile tyres are used to reduce rolling resistance and for improved directional stability", in fact the test car was on our old friend the Michelin "X" (165 × 70 SR 13 ZX). It was rather disconcerting to find an exposed steering-column, the universal joint of which rubbed one's left foot when cornering!

Using this likeable Prisma for well over 1,000 miles, some of them hurried ones, such as driving back to Wales after the VSCC Cadwell Park races, fuel thirst worked out at 33.3 mpg, with up to a remarkable 36 mpg when merely cruising and although a flickering warning light caused me to consult the dip stick, no oil was required. The front-hinged bonnet is self-supporting, with plastic release lever on the driver's side of the car, but one has to remove the electrical connection before the awkward dip stick can be read.

The gear lever is gaitered, with a large lidded ash tray and inset lighter ahead of it, there is a roof-located map lamp as on an Alfa 6, the doors are of generous size and possess effective "keeps", and although the literature suggested that a check panel for services is only to be found on the Prisma 1500 Automatic and 1600 models, there was one, very compactly set in the left side of the instrument binnacle, on the test car. There was also an economy gauge, best ignored unless you are a "mimser". This single-cam 1500 proudly carried a reminder that a Lancia Rally *con compressore volumetrico volumex* won this year's Monte Carlo Rally outright, and I look forward to trying a normal Lancia with this engine-driven supercharger.

For the present, let it be said that the Prisma, which is built at the Chivasso plant and comes between the Delta and Trevi, and costs £5,550, is an attractive small car worth considering by those seeking family transport with a prestige badge. Lancia claim to have overcome their notorious rusting problems (those Betas with engines virtually falling out) by using various treatments, including 38 to 40 microns of primer on body panels compared to the standard 18 to 20 micron thickness. — W.B.

# The efficient BMW 'eta'




NAILING the bogey that reasonable power outputs and respectable fuel consumption figures cannot go hand-in-hand, BMW's new eta petrol engine has found its way into the popular 5-series bodyshell and is now available under the model designation 525e. Under development for a considerable time at the firm's technical base in Munich, the eta engine's design aim is to exploit the existing advantages of the petrol engine whilst minimising its disadvantages under partial load conditions. The Greek "eta" is used by engineers to reflect efficiency, the ratio between fuel consumed and energy developed, and subtle design changes to the combustion chambers of the 2639 cc six-cylinder BMW engine are designed to maximise the burning of the air / fuel mixture and to provide a high compression ratio of 11.0:1. The net result of these, and other, changes to the engine's specification is to endow the unit with the performance associated with a 520 saloon whilst, at the same time, returning outstandingly good fuel consumption figures.

Modifications to valve timings and inlet and exhaust systems have also been incorporated, the latter factor contributing to the engine's distinctively long inlet manifolds, which are intended to fill the cylinders efficiently and provide a significant "dynamic post-charge effect." An engine's frictional losses increase by their square, but only increase in a linear curve when engine capacity is increased. BMW engineers have thus come to the conclusion that a larger engine running at lower speeds would produce a low friction coefficient, and enable them to realise their ambition of combining performance with economy.

With this 525e engine producing the same 125 bhp output as the smaller capacity 520i, the engine is operating at a lower speed than the 2-litre unit. This enables such refinements as lower tension valve springs to be used, cutting down friction between rocker arms and cams, while the number of camshaft bearings has been reduced from seven to four with the same ends in mind. The eta engine also employs "second generation" Digital Motor Electronics similar to the system already employed on BMW's 3.2-litre and 3.5-litre engines. This enhances cold start control and improves fuel economy when the engine is cold by speeding the warm-up in cold weather, and the fuel cut-off now extends down to 1200 rpm.

The familiar creature comforts of the BMW 5-series are immediately apparent in this well-equipped £11,495 (tax paid) machine, although everyday motorists will need more than a degree of convincing to pay out £1,300 more than the cost of the straightforward 520i in the interests of technical efficiency and improved fuel consumption. However, we must record that we were highly impressed with the consumption figures recorded from this new "high efficiency" BMW: during its time in our hands it returned a creditable 33.2 mpg which is well in line with its official figures of 37.7 mpg at a steady 75 mph and 24.6 mpg in the urban cycle. Since our test didn't include much in the way of motorway driving, this sort of figure is obviously not unreasonable, making the 525e an interesting proposition for anybody who turns in a high business mileage, for example, over a relatively short period.

To complement the engine's low speed torque (177 lb ft at 3250 rpm), a very high final drive is employed, enabling the BMW to reach the same road speeds as the 520i but at lower engine speeds. In fact, the 525e's final drive ratio (at 2.93:1) is 25% higher than that on 520i, although the acceleration is slightly better with 0-60 mph being managed in 10.4 sec.

The 525e is available only with automatic transmission at present, employing the smooth four-speed unit which is also available on the 6 and 7-series models. Ventilated disc brakes at the front enhance the chassis specification, while drums give way to solid discs at the rear, and the suspension has also been beefed-up to deal with the slightly increased overall weight and its different distribution.

Elsewhere, the 5-series BMW recipe remains pretty well unchanged, a high level of basic specification being further enhanced on our test car by the addition of an electric sunroof (£579), alloy wheels (£557), central locking (£197), one of those irritating onboard computers (at £499 a waste of the writer's money, at least) and electric windows (£528). An interesting car, well worth thinking about for the owner who has to think carefully about his petrol bills without wanting to dispense with all his performance aspirations. — A. H.

## The Things They Say . . .

REFRESHINGLY honest: "Yet again two imitation Ulsters had their inaugural runs to this Rally, Andrew Fleetwood's fully road-equipped example and my own LWB model." Paul Bonewell writing in the Bulletin of the 750 Motor Club. — D.S.J.

"SOMEWHERE in the middle of a long haul from Boulogne to Brittany recently I found that oncoming drivers were flashing their lights at me. It happened too often to ignore and eventually I pulled in to check the car. I had not left my headlights on, nor a door partly open and nor, thankfully, was water gushing from my radiator. I shrugged my shoulders, got back in the car, and drove on. There was yet more flashing and, on rounding a bend, I discovered the answer — a police trap. Had I only known what my fellow drivers had been trying to do, I would have been grateful instead of apprehensive." By the Motoring Correspondent to *The Times*, clearly a fellow you cannot help!

Also from *The Times:* "Since the *collapsible* Morris Minor went out of production years ago the only 'popular' model available has been the rather pricy Beetle job from Germany", in the convertible context. Our italics, and whatever will Morris Minor enthusiasts have to say? — W.B.

# Two Audis on the road

THE Golf GTi, due to reach the market in Golf 2 form next spring, has become the cult car of the 1980s in much the same way as the Mini-Coopers were so fashionable 20 years ago. In fact the GTi started a boom in small, high performance machines prompting Ford to bring out the XR3 and XR3i, and Opel the Kadett GTE. To ring the changes we have tested the Audi 80 Sport, which is powered by the GTi's 1.8-litre, fuel injected, 112 bhp engine. Advantages of the Audi are that its wheelbase is 5½ inches longer than that of the Golf, it has four doors and a large boot, and although it weighs 70 kg more it also has a higher top speed, of 115 mph against 112 mph; it is, in fact, more akin to Golf 2 in these respects.

Audi's range on the 80 now runs to six models, plus the Coupé GT and Coupé Injection models on the same platform and with similar interior appointments, all having four or five cylinders and the Quattro models with four-wheel drive. It is quite an astonishing array of variations on a theme representing considerable investment, and it is worth remembering that at no time has Volkswagen attempted to badge-engineer the Audi range, taking the more enlightened view that the engineers in Ingolstadt can go ahead with their projects, expensive as they may be, to the benefit of the group as a whole.

As a second cousin twice removed from the Quattro rally car, the 80 Sport is an interesting proposition for people looking for a sporting model at around £7,800 (and it has the advantage of being in a lower tax band at 1,781 cc). Expensive, certainly, at £1,300 more than an XR3i and £700 more than a GTi, but the advantage of having four doors and the feel of a larger car would give the Audi an advantage with some customers.

Cast alloy wheels, 6J × 14, with Dunlop D3 Sport tyres are standard equipment, as are a 5-speed gearbox, twin exterior mirrors, head restraints, laminated screen, a full array of gauges including an econometer, and seat belts for all the occupants.

The heart of the car is the peppy four-cylinder engine which overhangs the front wheels. It has a throaty induction noise and revs freely to the red sector on the rev-counter, not being much slower than the GTi with a 0-60 mph time of 8.7 seconds (half a second quicker than is claimed for the car) and a top speed of 115 mph. It's fairly sensitive to the style of driving, though, returning 28.1 mpg on a fast cross-country journey to Silverstone for the European Touring Car race, but 33.9 mpg on quieter journeys including trips into Central London.

The car has an extremely useful 15-gallon fuel tank giving it a range of at least 400 miles, though Audi's claim of up to 680 miles being "feasible" sounds rather far-fetched unless you like driving along motorways at a steady 56 mph! We found that 4,000 rpm is a comfortable cruising speed, representing an indicated 87 mph which should be good for 30 mpg overall.

The 80 Sport does not have power steering, and suffers a little in being rather heavy at low speed, but low geared for fast driving. The longer wheelbase makes the Audi a rather more forgiving car than the GTi, with less understeer, and has the added benefit of smoothing the ride and making it less choppy.

Only three colours are offered, white, silver or black, and while we found the Audi Sport stripes and lettering tasteful some might regard them as bait for the law, and they can be deleted from the specification. "80 Sport" lettering is engraved on the rear side window glass, and this would be sufficient for some people. In summary, a fast, comfortable and well equipped family car, not quite the most expensive 1.8-litre model on the market but right at the upper end of the sector, and well-worth a second look if you are considering a Golf GTi but could afford a little more. — M.L.C.




*AUDI'S 80 Sport model is an attractive proposition with near GTi performance, four doors and a larger boot.*



*THE Coupé's lines, slightly slab-sided, can be considered handsome. Full 4/5 seat interior capacity belies the GT looks.*

## Audi Coupé Injection

In 10 weeks the managing editor has covered 5,300 miles in his Audi Coupe Injection at a surprisingly good average of 30.2 mpg, the five-cylinder engine having used two litres of oil in this time.

At the time of ordering it was a straight choice between the new Sierra XR4i and the Audi Coupe, both priced at a shade under £10,000 "on the road" with radio, delivery charges and the rest. The Sierra lost out, fine family car as it is, on account of its rather too soft rear suspension and the probability that the fuel consumption would

*Continued on page 1330*




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# 750MC Birkett Six Hour Relay Race

AUSTIN Sevens must be going faster this year. The final handicaps issued at the start of the 1983 Birkett Relay Race at Silverstone on the second weekend in October showed that Team 7, Austin 7s of the organising Club, had only 124 credit laps over the Chevrons on scratch, compared to 128 last year. In between these expected limits were 26 other entries, some one-make clubs such as Jaguar, Alfa, and two Porsche teams, and some based on club formulae like Formula 1300 and Post-Historic Road Sports, a healthy mouthful which concealed amongst others the V8s of John Atkins (Cobra) and Roger Connel (TVR Griffith).

Shortly before noon, the grid assembled, under chilly skies which threatened rain but in the event held off for the full six hours, with Dodkin's Chevron B8 and Chapman Spooner's magnificent Lola Aston up front, the latter not driven as expected by Jonathan Palmer, but by Mike Wilds. With a curious assortment of noises 28 clutches were released, and as the thunder of the Lola Aston faded towards Copse, the tyre-smoke cleared to reveal Rawson's A7 proving the handicappers point and already well down on the next car. By lap two Wilds was already lapping cars and it was clear that the 150-lap limit on the Lola was a wise decision. The first visit to the pits occurred as early as lap four, when Don Shead's Lister Jaguar was replaced by Hamilton's E-type, giving those new to this event their first opportunity to witness the transfer of the velcro sash which takes the place of the athlete's baton in this motorised version of the relay race. Setting a furious pace at the head of the field were still the Chevron team, now championed by Ray Bellm, and Wilds, who could easily fend off Bellm on the straights but was having to work hard to stay ahead through the corners, while a surprise third on the road were the Westinghouse Formula 1300 team, just ahead of the Ginettas and the Porsche Carreras.

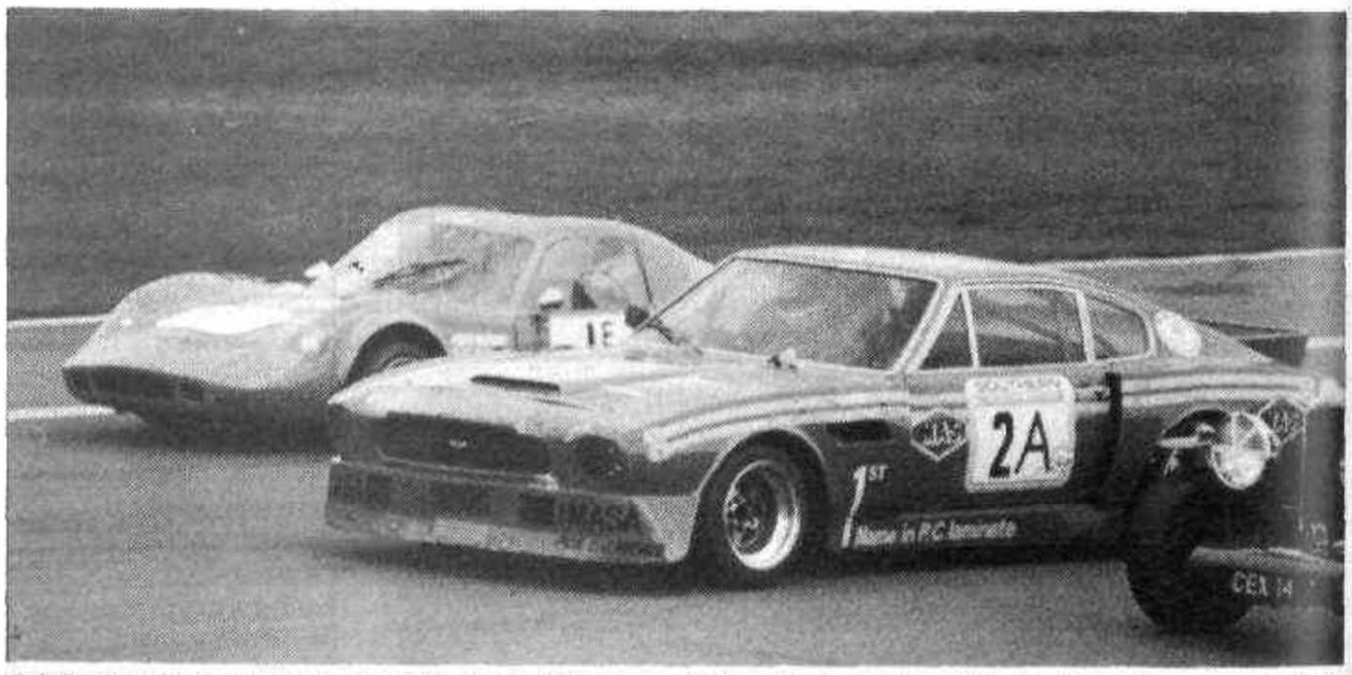
Positions were given over the PA system both on handicap and actual laps completed, but the talk in the pits was only of on-the-road places, most of the rather sparse onlookers being content to find out the corrected positions after the excitement was over. A minor problem for the team managers was that as the Paddock PA is reserved for special announcements and does not relay the commentary, the spectators sometimes knew before the teams that there had been an off or a breakdown. A solution to this, and to providing enough speakers to thoroughly cover a circuit, might be to hook the PA up to a low-powered VHF transmitter so that anyone with a pocket radio could tune in anywhere around the circuit and get constant sound quality. Worth considering, Silverstone and MCD?

When the Lola eventually pulled in, it was replaced by Don Prater's Aston V8, almost as loud if not quite as fast, which immediately slotted into the battle with Dodkins, while further back the AC Ace of Howard Pessall displayed astounding roll angles and a strong desire to oversteer at Woodcote. At the other end of Club Straight, Becketts was catching out several drivers, first a Morgan spinning, then Phelan's Ginetta, which was narrowly avoided by an errant Mallock. It soon became obvious that Phelan was unable to restart, and as soon as the team realised this, a replacement was sent off to collect the sash. This delay helped the Porsche Carreras up to fourth, just in front of the Post-Historic Road Sports cars, but what the printed half-hourly reports soon began to show was a decline in the Chevron fortunes and the steady progress on handicap of the Caterham Seven team, who numbered driver / journalists Tony Dron and Jeremy Coulter amongs their *equipe*. Some very rapid and neat driving by Rob Kirby in the Napolina 'Sud meant that the Alfa Owners Team pushed their way up to fifth and then fourth on handicap, as well as running possibly the noisiest car there — the raucous but well-prepared Bertone GTV of Pietro Caccaviello.

Minimising the time loss in the pits at changeovers was obviously important and some alarming near-misses resulted — notably when the howling of tyres announced the sideways arrival of a Bentley, scattering onlookers and mechanics alike. Porsche Club Gentlemen suffered a misfortune when Geoff Styring was hit by another car and left the circuit, badly damaging a wheel, but Stuttgart's honour was maintained by the Carreras who settled into a solid fourth position, though still trailing the F1300s who seemed slightly bemused by their unexpected luck. A steady trail of petrol was being laid through Becketts by Mason's famous Ulster Aston, but this seemed to cause no particular problems to following drivers. It was here that another problem hit the Porsche Gents — Jake Allport arrived at the hairpin at a speed that a city policeman would have overlooked, with flapping rubber betraying a puncture on the left hind.

The efficient results service (including a VDU readout) showed, at three-quarters distance, that the flamboyant rally-style cornering of Dennis Welch in his Healey was helping the AH Club into third on handicap, although seventeenth overall, but what seemed odd was that the Chevrons, while clinging on to first overall, were slipping badly on corrected laps, down to eighteenth at one stage. In fact it was a series of mechanical problems which prevented them from living up to the handicappers' expectations in the latter part of the race, although they still had some laps in hand over the Astons. In an attempt to wrest the

*Continued on page 1344*




*RACING for the lead, Richard Dodkin's Chevron and Don Prater's Aston Martin lap a slower competitor.*

*AUDI COUPÉ — continued*

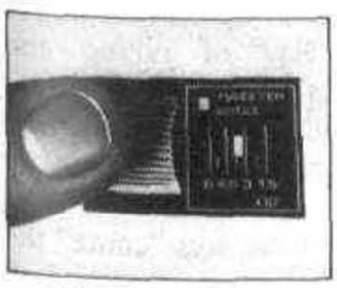
be on the wrong side of 25 mpg, while the Audi's handsome styling was a plus-point that carried weight.

The Audi was handed over with no mechanical defects at all, perfect save for a stone-chip above the nearside rear wheel arch and a defect on the coachlining nearby. On the face of it a front-drive car with a five-cylinder, 2.2-litre, 130 bhp engine overhung seems to be biased too much to the front, but excellent power steering makes it nice to drive and understeer is extremely mild. It will be interesting to see how it behaves in the winter-time.

So far, so good. It has never failed to start first time, to run cleanly and to pull well, the still unusual five-cylinder engine making a pleasant and distinctive growl as it passes the 4,000 rpm mark. It becomes noticeably harsher at higher revs (and the two-litre version of the unit has been revised now to make it less harsh), but not uncomfortably so, and there is enough torque to make 5,000 rpm a sensible change-up point, unless hurrying.

With full seating for four adults and a long list of standard equipment, lacking only a radio, the Audi Coupe Injection is an attractive choice in the sub-£10,000 sector, now vacated by Porsche's 924 model. A further report will be published next year — M.L.C.

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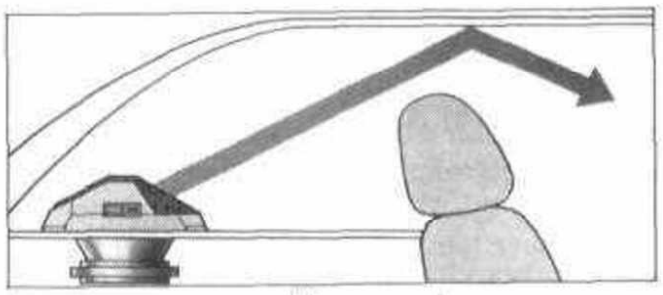
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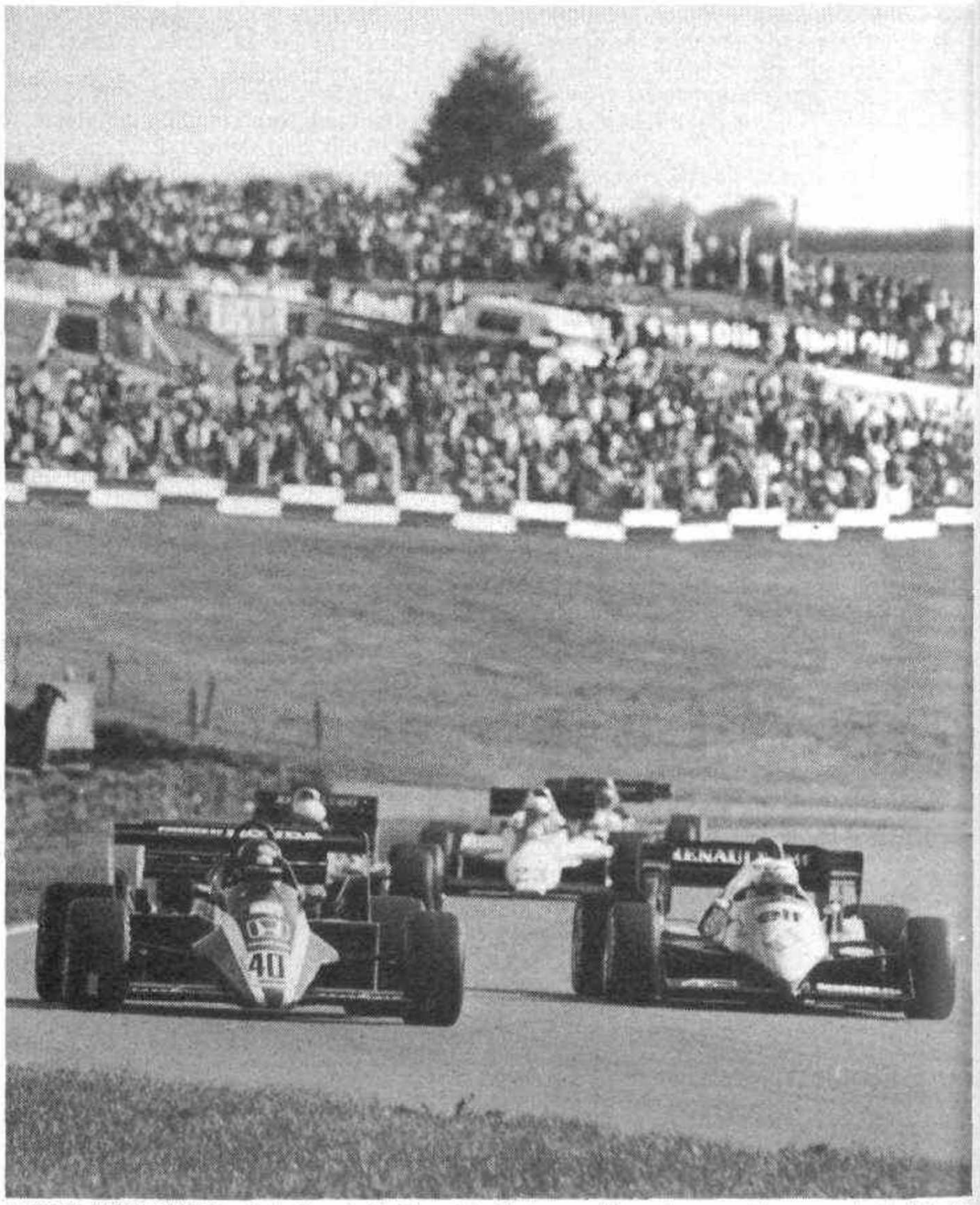
TS-1690

# The Grand Prix of Europe —Autumn Fayre

**Brands Hatch, September 25th**

ONE THING we now know is that the South of England is still a rich and plentiful part of Great Britain. Back in the spring Brands Hatch held the Race of Champions as a one-off non-Championship Formula One event to give the enthusiasts in the South a chance of seeing the 1983 Formula One cars in action as the British Grand Prix was due to be held at Silverstone. At that time there were 17 Grand Prix events scheduled for the 1983 World Championship series and Mr Ecclestone, speaking on behalf of FOCA who do the Grand Prix financial negotiations, stated emphatically that any rumours about races being cancelled were nothing more than malicious rumour; there would be no cancellations, he said. The Swiss Grand Prix due to be run at Dijon-Prenois was cancelled, the Grand Prix in the car park at Las Vegas was cancelled and the New York Grand Prix never even got started, so, in spite of "little Bernie's" words, the World Championship series was reduced from 17 to 14 events and one or two of the sponsors who pour money into the Formula One teams said "Just a minute, we paid for 17 events and now there are only 14." A number of other sponsors are now paying per race rather than a lump sum at the start of the season, and others are paying on results. There is still a great deal of money involved in Formula One but these days you have to earn it, as well as earning your start-money based on grid position and results money which FOCA pay out on behalf of the organisers. It's tough at the top! Actually it's much tougher at the bottom.

With a shortage of races on the calendar, John Webb of Brands Hatch went smartly into action with the RAC and the result was that FISA and FOCA agreed to there being a Grand Prix at Brands Hatch as well as at Silverstone. As Silverstone had the RAC title of the British Grand Prix, we could not call the proposed race the British Grand Prix 2, so the title of Grand Prix of Europe was resurrected and given to the Brands Hatch race. When all the Grand Prix races were in Europe, each year one of them was "honoured" by being given the title Grand Prix of Europe but it was a meaningless title and it eventually disappeared from use but remained on the statutes. I suppose we could have suggested the Grand Prix of London (SE) or the Grand Prix of Kent, or even the Isle of Sheppey Grand Prix, but Grand Prix of Europe was acceptable to everyone and it left John Webb and the RAC a bare three months to get organised. By a nice gesture of mutual agreement, so rare in Formula One circles, it was agreed that no publicity for the Grand Prix of Europe would begin until the British Grand Prix at Silverstone was over and thus it was.



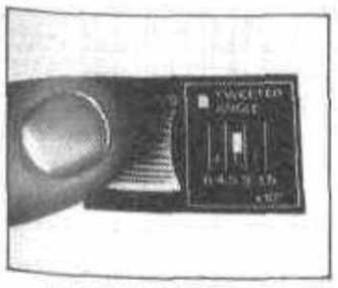

*MIXED FORTUNES: Alain Prost in his Renault (right) emerged from the race with a two point lead in the Championship, but it was the last Spirit-Honda run for Stefan Johansson. In 1984 Honda will supply only Williams with their turbocharged V6.*

But now the question arose as to whether the paying spectator could afford to attend another major Grand Prix event so soon after Silverstone. Most people had got through at least £120 (for a man and his wife) at Silverstone and it was hard to see how they could afford to do it again in three months time, while there were other problems such as un-paid enthusiastic marshals, helpers, officials and so on taking off yet more time from work and the Trade and Industry and Advertising world which fills and pays for the back-cloth to a World Championship event had misgivings about finding a second helping from the kitty.

The 1982 British Grand Prix at Brands Hatch had been sponsored by Marlboro cigarettes so that everything that could be painted was painted Red and White. Now John Player agreed to sponsor the Grand Prix of Europe so everything that could be painted had to be painted Black and Gold. Even the toilet rolls changed colour, I am told! It was a monumental task and while certain sections of British industry are losing contracts because of saying "It can't be done", Brands Hatch management got on and did it. The result was a highly successful Grand Prix of Europe to which something like 65,000 people turned up on race day to enjoy a very full day of racing and entertainment. In fact there was so much going on that you could have been excused for missing the two hours that it took to run the Grand Prix.

When Bernie Ecclestone says "come" the Formula One troops act as one man and all the teams were present ready for the Friday practice with a few minor alterations. The entry for the second Theodore car was withdrawn and Johnny Cecotto was there "on holiday" and the Williams team entered an extra car for Dr Jonathan Palmer as a one-off drive in return for all the test-driving he has been doing for the team during the summer. There had been a vague hope that

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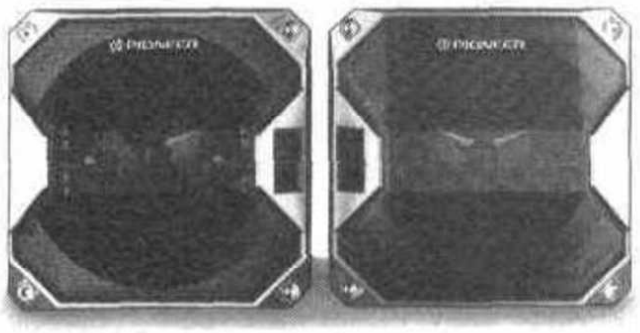
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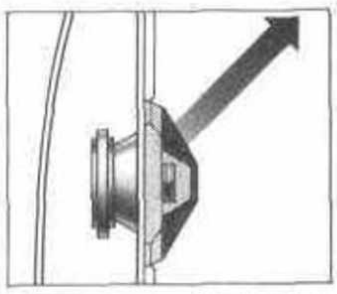
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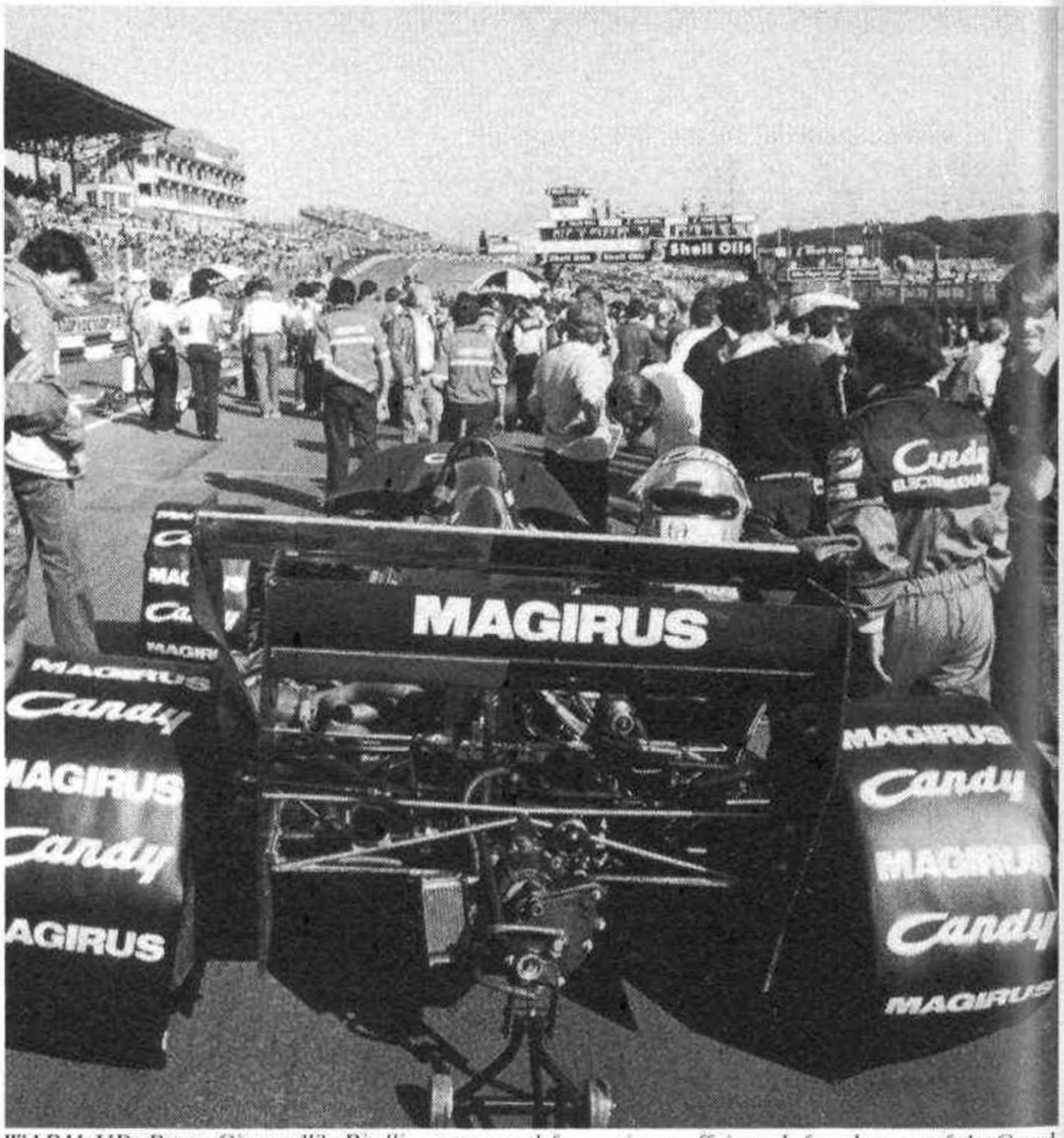
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the first Honda powered Williams would be tried out in practice, but nothing transpired. One notable thing that did appear in practice was a crop of vast rear aerofoils copied from the Ferrari. All season Ferrari has been using these very large rear aerofoils known in the paddock as the "tea tray" and the opposition has been saying that the Ferrari engine must have a lot of surplus horsepower if it could afford the drag of this large device, even if it did create a lot of down-force. The ATS team made a copy of it, which they have been using for most of the season and now these large "tea trays" appeared on the Renaults, the Brabham-BMWs and the McLaren-Porsches, the theory being that down-force was more important than maximum speed on the twisty, undulating, Kentish circuit, which seemed reasonable enough.

Practice took place on Friday and Saturday mornings at the regulation time of 10 am to 11.30 am and each afternoon there was an hour in which to qualify for grid positions. To anyone watching from a distance or by remote control, like television, the pace during the qualifying hour is not apparent, but to those lucky people watching from the pits it is a different story, especially for those vying for the front of the grid or for the last place on the grid, for three of the 29 drivers were not going to be in the race. It seemed that Team Lotus were inspired by the Black and Gold scene surrounding them and with the cars giving minimal trouble both de Angelis and Mansell rose to the occasion and dominated both qualifying hours. In spite of de Angelis trying to upset the equilibrium by crashing the spare car (94T/3) on Saturday morning, Team Lotus were undismayed and their Italian driver made fastest time in both qualifying sessions, content to use only one set of his qualifying tyres on Saturday afternoon, as no-one got close enough to his time of 1 min 12.092 sec to worry him. For once there was no moaning and whining about the Pirelli tyres they were using and such tyre bleating as there was came from the Goodyear runners this time. All was not perfect in the Pirelli camp, however, as the Toleman-Hart cars were hardly any better on soft qualifying tyres as they were on hard race tyres. Rubber continues to be a "black art", continually misguided and misdirected by the opinions voiced by the drivers, when their problems could well be something entirely different, but tyres are the easiest things to blame for not being an "ace-driver" or taking pole position on the grid. Everyone was trying very hard, especially those at the front of the grid, for Brands Hatch is an awful circuit for overtaking so that every place you can gain on the grid is a useful bonus. Apart from the minor accident that de Angelis had, his compatriot de Cesaris had a pretty major one and Rosberg had a minor one and added to this there were a few blown up engines, including the Porsche V6 in Lauda's




*WARM UP: Bruno Giacomelli's Pirellis are prepared for maximum efficiency before the start of the Grand Prix.*

McLaren, and a few harmless spins from drivers like Piquet.

Although the pace seemed to be fast and furious, the pole-man's time was a long way off that of 1982 which was surprising as at most of the circuits this year lap times have come remarkably close to 1982 times. The point being that this year "ground effect" has been banned in an attempt to slow things down and this was the first time the new cars could not approach the lap times of the old ones. It is just possible that only Team Lotus had all the variables correct and their times represented what would normally have been the second and third rows on the grid and that had the combinations of Arnoux / Ferrari, Tambay / Ferrari, Prost / Renault or Piquet / Brabham got things right then pole-time would have been 1 min 11 sec or even 1 min 10.5 sec, which would have compared favourably with the 1982 time of 1 min 09.54 sec. Something had to be blamed and it varied from the 1000 kilometre sports car race of the previous week-end leaving a lot of rubber on the surface, to the Black and Gold aura created by John Player sponsorship getting into the electronics of the Longines automatic timing apparatus! Whatever it was there was no gainsaying the fact that de Angelis was on pole-position with Mansell third, Patrese lining up his Brabham-BMW in second place, but Nelson Piquet was alongside Mansell and the Brazilian's presence is sufficient to disturb any aspiring race winner. As if that wasn't enough the two Ferraris of Arnoux and Tambay were in

**PRACTICE TIMES (Longines Timing)**

| No. | Driver | Friday p.m. | Saturday p.m. |
|---|---|---|---|
| 1 | K. Rosberg | 1.14.917 | 1.15.252 |
| 2 | J. Laffite | 1.18.467 | 1.18.261 |
| 3 | M. Alboreto | 1.17.456 | 1.17.936 |
| 4 | D. Sullivan | 1.17.134 | 1.16.640 |
| 5 | N. Piquet | 1.12.724 | 1.13.095 |
| 6 | R. Patrese | 1.13.475 | 1.12.458 |
| 7 | J. Watson | 1.14.296 | 1.13.783 |
| 8 | N. Lauda | 1.15.266 | 1.13.972 |
| 9 | M. Winkelhock | 1.13.679 | 1.14.750 |
| 11 | E. de Angelis | **1.12.342** | **1.12.092** |
| 12 | N. Mansell | 1.12.623 | 1.13.089 |
| 15 | A. Prost | 1.13.342 | 1.13.526 |
| 16 | E. Cheever | 1.13.592 | 1.13.253 |
| 17 | K. Acheson | 1.17.577 | 1.18.069 |
| 22 | A. de Cesaris | 1.14.403 | 1.15.440 |
| 23 | M. Baldi | 1.14.727 | 1.15.174 |
| 25 | J-P. Jarier | 1.17.141 | 1.16.880 |
| 26 | R. Boesel | 1.17.177 | 1.17.593 |
| 27 | P. Tambay | 1.13.898 | 1.13.157 |
| 28 | R. Arnoux | 1.13.596 | 1.13.113 |
| 29 | M. Surer | 1.15.346 | 1.15.501 |
| 30 | T. Boutsen | 1.16.094 | 1.15.428 |
| 31 | C. Fabi | 1.19.087 | 1.17.816 |
| 32 | P. Ghinzani | 1.17.850 | 1.17.408 |
| 33 | R. Guerrero | 1.16.769 | 1.17.454 |
| 34 | J. Cecotto | Entry | withdrawn |
| 35 | D. Warwick | 1.14.411 | 1.13.855 |
| 36 | B. Giacomelli | 1.15.521 | 1.13.949 |
| 40 | S. Johansson | 1.16.525 | 1.15.912 |
| 42 | J. Palmer | 1.17.432 | 1.17.524 |

(T) denotes spare car used to record time.

row three and nobody in their right mind discounts a Ferrari. On the back row of the grid was Jonathan Palmer about to have his first Formula One race and alongside, in 26th place was the unusual sight of Alboreto, in a Tyrrell 012. The Tyrrell team had produced a second 012 model, which Sullivan qualified comfortably, while Alboreto only just scraped in with his 012, and was far from happy with it, so on race morning Ken Tyrrell changed his two drivers over, or rather he changed the two cars over, Sullivan having 012/1 and Alboreto 012/2. Another team in trouble on race morning was the Spirit-Honda for they found the fuel consumption of the Japanese engine to be astronomical, so the turbo pressure was reduced to lower the temperature and improve the consumption but, of course, this meant reducing the power down to little more than a Cosworth DFY. In practice the new Spirit 101/1 was tried but the short exhaust pipes between the engine and the turbochargers gave rise to too much heat, which the inter-coolers could not combat and the car had to be abandoned in favour of 201C/5, the middle one of the three cars built by Spirit. The Honda engine men had assured John Baldwin that the short exhaust pipes would be all right, but they were wrong! Watching the cars line up for the start was a chastened Jacques Laffite, a philosophical Corrado Fabi, and a sad Kenny Acheson, all three having failed to qualify.

Apart from Jarier breaking the transmission of his Ligier actually on the grid, the field got away to a good start, de Angelis suffering from being on the lower side of the sloping start area, and Mansell trying to win before the first corner. Patrese led de Angelis, Mansell, Piquet, Cheever, Winkelhock, Arnoux, Prost, Tambay and Warwick at the end of the opening lap and already it was obvious that there was something wrong with Mansell or his Lotus, for he was holding everyone up and Patrese and de Angelis were fast disappearing. It later transpired that Mansell could feel something wrong with his Pirelli tyres and did not have the confidence to "lean" on them as he should have done. One by one his followers elbowed their way by until the "Brummie" was down to seventh place and the race could get under way properly. Piquet was hard after the two Italian drivers, pulling away from the rest and on lap 11 he must have grinned inside his helmet, for ahead of him at the entrance to the climbing left-hand turn leading out of the stadium onto the fast back part of the circuit, he saw the leading Brabham and the Lotus spinning in all directions. De Angelis had tried a run up the inside of Patrese's car as they braked for the corner, the right front wheel of the Lotus hit the left rear of the Brabham and round they both went. As Piquet went by Patrese gathered himself up and set off in second place, but poor de Angelis was well out on the grass and revving and wheel-spinning his way back onto the track while Prost, Cheever, and Arnoux went by.

As a race the Grand Prix of Europe was now all over, for Piquet had a clear road ahead of him and he simply drove away from the opposition, just as he had done at Monza two weeks before. Patrese lost confidence in his Brabham as the thump from the Lotus had deranged the rear suspension slightly and de Angelis trickled into the pits on lap 13 with a sick Renault engine. Prost was very comfortably in second place, but could do nothing about Piquet, and the Frenchman was fairly happy to be where he was anyway, for practice had been depressing, not due to trouble but simply due to the Renault not getting to grips with the Brands Hatch circuit. Behind the

**STARTING GRID** ↑

6
R. Patrese
*(Brabham-BMW t/c)* (T)
1 min 12.458 sec
**56** (1 min 15.107 sec)

5
N. Piquet
*(Brabham-BMW t/c)*
1 min 12.724 sec
**38** (1 min 14.778 sec)

27
P. Tambay
*(Ferrari V6 t/c)*
1 min 13.157 sec
**48** (1 min 14.933 sec)

15
A. Prost
*(Renault V6 t/c)*
1 min 13.342 sec
**73** (1 min 14.616 sec)

7
J. Watson
*(McLaren-Porsche V6 t/c)*
1 min 13.783 sec
**30** (1 min 15.800 sec)

36
B. Giacomelli
*(Toleman-Hart t/c)*
1 min 13.949 sec
**64** (1 min 14.877 sec)

22
A. de Cesaris
*(Alfa Romeo V8 t/c)*
1 min 14.403 sec
**72** (1 min 14.905 sec)

1
K. Rosberg
*(Williams-Cosworth V8)* (T)
1 min 14.917 sec
**36** (1 min 15.260 sec)

30
T. Boutsen
*(Arrows-Cosworth V8)*
1 min 15.428 sec
**4** (1 min 16.050 sec)

4
D. Sullivan
*(Tyrrell-Cosworth V8)*
1 min 16.640 sec
**27** (1 min 17.222 sec)

25
J-P. Jarier
*(Ligier-Cosworth V8)*
1 min 16.880 sec
( — )

32
P. Ghinzani
*(Osella-Alfa Romeo V12)*
1 min 17.408 sec
**60** (1 min 18.406 sec)

3
M. Alboreto
*(Tyrrell-Cosworth V8)*
1 min 17.456 sec
**55** (1 min 15.599 sec)

11
E. de Angelis
*(Lotus-Renault V6 t/c)*
1 min 12.092 sec
**6** (1 min 15.601 sec)

12
N. Mansell
*(Lotus-Renault V6 t/c)*
1 min 12.623 sec
**70** (1 min 14.342 sec)

28
R. Arnoux
*(Ferrari V6 t/c)*
1 min 13.113 sec
**56** (1 min 14.924 sec)

16
E. Cheever
*(Renault V6 t/c)*
1 min 13.253 sec
**65** (1 min 15.161 sec)

9
M. Winkelhock
*(ATS-BMW t/c)*
1 min 13.679 sec
**35** (1 min 15.710 sec)

35
D. Warwick
*(Toleman-Hart t/c)*
1 min 13.855 sec
**39** (1 min 14.732 sec)

8
N. Lauda
*(McLaren-Porsche V6 t/c)*
1 min 13.972 sec
**22** (1 min 15.957 sec)

23
M. Baldi
*(Alfa Romeo V8 t/c)*
1 min 14.727 sec
**25** (1 min 16.392 sec)

29
M. Surer
*(Arrows-Cosworth V8)*
1 min 15.346s
**35** (1 min 17.039 sec)

40
S. Johansson
*(Spirit-Honda V6 t/c)*
1 min 15.912 sec
**32** (1 min 17.042 sec)

33
R. Guerrero
*(Theodore-Cosworth V8)*
1 min 16.769 sec
**59** (1 min 16.279 sec)

26
R. Boesel
*(Ligier-Cosworth V8)*
1 min 17.177 sec
**53** (1 min 18.698 sec)

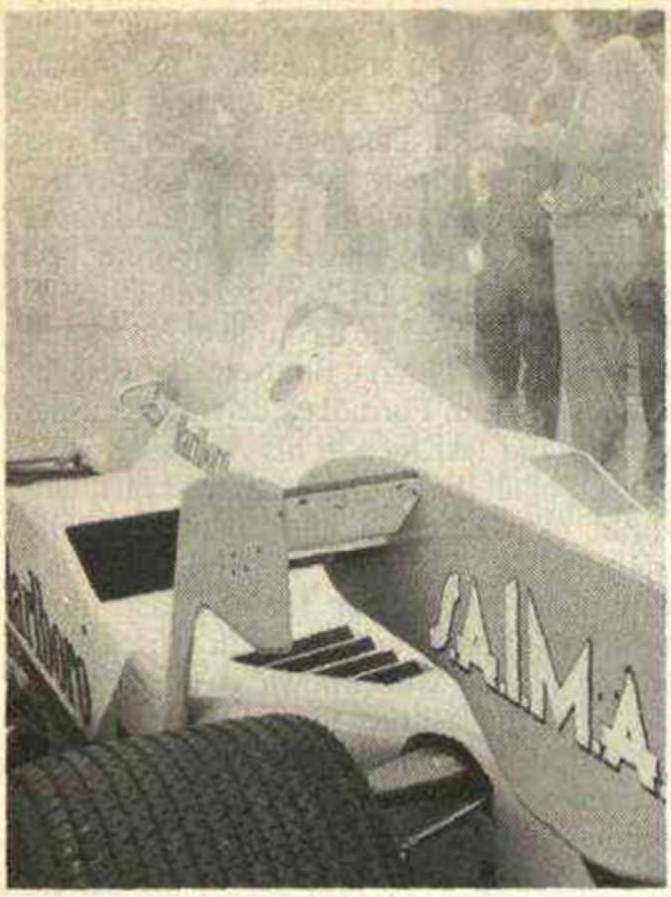
42
J. Palmer
*(Williams-Cosworth V8)*
1 min 17.432 sec)
**26** (1 min 16.794 sec)

*Did not qualify:*
17 K. Acheson (March-Cosworth V8) 1 min 17.577 sec
31 C. Fabi (Osella-Alfa Romeo V12) 1 min 17.816 sec
2 J. Laffite (Williams-Cosworth V8) 1 min 18.261 sec
(T) denotes use of spare car for practice time or race.
N.B. Times in brackets are best laps recorded in race.
Number in bold is lap on which recorded.

winners there were one or two interesting scenarios. Watson and Lauda were running smoothly in the McLaren-Porsches, holding on to Warwick's Toleman-Hart, which was going well on Pirelli race tyres, and further back Johansson in the Spirit-Honda was struggling to stay ahead of Alboreto and Sullivan in their DFY-powered Tyrrells. Palmer had moved up a couple of places and was following Thierry Boutsen, the Belgian newcomer from Formula 2 driving his usual smooth and fast race in his Arrows A6. At the end of all the fast turbocharged cars, and ahead of Giacomelli and Baldi, was the irrepressible Rosberg, hopefully driving with Cosworth power for the last time, before starting afresh in South Africa with Honda power. Unbeknown at the time, it was to be the last race for the Spirit-Honda, for during the following week Honda were to make the decision to withdraw their engines from the team for 1984, concentrating all their efforts on the Williams team.

Lauda's race ended on lap 26 when his Porsche engine suffered an internal breakage, and then Sullivan went out in a cloud of smoke and flame as an oil leak onto the engine ignited, and caused him to spin due to the oil on his rear tyres. The race was over the usual Brands Hatch distance of 76 laps and as the halfway point approached pit stops began, Watson being brought in early as part of the rear aerofoil was coming adrift. While the car was refuelled and the tyres changed, the loose bits were ripped off and he was sent on his way while preparations were made to bring him in again and replace the rear aerofoil. This never happened, for on the fastest part of the circuit, approaching Westfields corner the whole aerofoil structure began to break up and a large part detached itself upsetting the balance of the car and throwing it off the road and into the tyre barriers, a bemused Watson being carried along as a passenger. He was quite unhurt, but the left front suspension was smashed as well as there being damage to the rear.

After his poor opening laps Mansell had settled into sixth place, moving up into fifth place when Arnoux spun his Ferrari at South Bank Bend (Surtees Corner) on lap 20 for no obvious reason other than inattention, and while all the pit stops were in progress Mansell was momentarily in second place until his own stop. The Lotus lads excelled themselves with a routine stop in 9.62 seconds, the fastest ever recorded, and Mansell responded by rejoining the race full of "tiger", especially when he found the car handling the way he wanted it to on its new Pirelli tyres. In contrast the Brabham pit stops went all wrong, a misfitted rear wheel delaying Patrese for more than 25 seconds and a faulty wheel-nut gun delaying Piquet for more than 19 seconds. Patrese dropped from third to tenth place, from where he never really recovered, but Piquet had such a commanding lead before he stopped that



*A CHARACTERISTIC cloud of smoke from Lauda's McLaren TAG / Porsche as it is started up.*

the delay did not worry him. By lap 45 all the routine stops were over, but Cheever then made an unscheduled one as his helmet visor had come adrift and needed patching up with sticky tape, so the race order was Piquet (Brabham-BMW), Prost (Renault), Tambay (Ferrari), Mansell (Lotus-Renault), de Cesaris (Alfa Romeo), Warwick (Toleman-Hart), Giacomelli (Toleman-Hart), Patrese (Brabham-BMW), Winkelhock (ATS-BMW), Arnoux (Ferrari), Surer (Arrows), Cheever (Renault) and Alboreto (Tyrrell). The rest had been lapped by Piquet, and were in the order Boutsen (Arrows), Guerrero (Theodore), Palmer (Williams), Johansson (Spirit), Boesel (Ligier) and Ghinzani (Osella). It wasn't Rosberg's weekend, for after a very uncharacteristic accident in practice, his engine blew up in the race on lap 44.

As far as the leader was concerned it really was all over and Nelson Piquet only had to cruise home at his ease, for Prost was no menace at all and the Brazilian demonstrated once again his very capable ability to ease right back on the power and still maintain his lead. Tambay looked secure in third place, even though Mansell was going well in fourth place, but in the closing stages the Ferrari rear brakes began to fade and the Lotus closed the gap dramatically, passing into third place as they started lap 66, Tambay moving over to let Mansell through on Paddock Bend in gentlemanly fashion once he realised he could not keep ahead any longer. Two laps later, while trying to defend fourth place from de Cesaris, Tambay had his right front brake lock on going into Druids Hairpin and he slid gently off the track, across the grass, into the tyre barrier and out of the race. Mansell was now well and truly wound up and he set the fastest lap of the race on lap 70. Piquet had made his own fastest lap on lap 38 and thereafter had not needed to try desperately hard, whereas Prost made his fastest lap on lap 73, just in case Mansell's momentum became dangerous to his second place. Warwick was running in fifth place, behind de Cesaris's Alfa Romeo and had serious designs on passing the Italian, but before he got the chance his cockpit fire-extinguisher began to leak and for a couple of laps he drove round in a $CO_2$ mist, suffering low-temperature burns on his right hand and on one leg. Although this prevented any further thoughts of fourth place it did not upset his fifth place and he led his team-mate Giacomelli over the line to give the Toleman team a very satisfying 5th and 6th.

Piquet's win was very popular with the British crowd and they also applauded Mansell and Warwick most warmly for putting Britain well into the Grand Prix picture, while the Team Lotus record pit-stop gave the boys in Black and Gold something to be proud of. It had not been an exciting Grand Prix of Europe (or British Grand Prix 2) but it had been an eminently satisfactory one from all points of view, not least the weather which had been a real Indian Summer type of day. — D.S.J.

**RESULTS**

**GRAND PRIX OF EUROPE — Formula One — 76 laps — Brands Hatch — 4.206 kilometres per lap — 319.656 kilometres — Warm and Dry**

| | | | |
|---|---|---|---|
| **1st** | Nelson Piquet | (Brabham-BMW BT52B/5) | 1 hr 36 min 45.865 sec — 198.214 kph |
| **2nd** | Alain Prost | (Renault RE40/05) | 1 hr 36 min 52.436 sec |
| **3rd** | Nigel Mansell | (Lotus-Renault 94T/2) | 1 hr 37 min 16.180 sec |
| **4th** | Andrea de Cesaris | (Alfa Romeo 183T/03) | 1 hr 37 min 20.261 sec |
| **5th** | Derek Warwick | (Toleman-Hart TG183B/04) | 1 hr 37 min 30.780 sec |
| **6th** | Bruno Giacomelli | (Toleman-Hart TG183B/03) | 1 hr 37 min 38.055 sec |
| **7th** | Riccardo Patrese | (Brabham-BMW BT52B/1) | 1 hr 37 min 58.549 sec |
| **8th** | Manfred Winkelhock | (ATS-BMW D6/03) | 1 lap behind |
| **9th** | René Arnoux | (Ferrari 126C3/066) | 1 lap behind |
| **10th** | Eddie Cheever | (Renault RE40/04) | 1 lap behind |
| **11th** | Thierry Boutsen | (Arrows-Cosworth A6/5) | 1 lap behind |
| **12th** | Roberto Guerrero | (Theodore-Cosworth MN18) | 1 lap behind |
| **13th** | Jonathan Palmer | (Williams-Cosworth FW08C/06) | 2 laps behind |
| **14th** | Stefan Johansson | (Spirit-Honda 201C/5) | 2 laps behind |
| **15th** | Raul Boesel | (Ligier-Cosworth JS21/03) | 3 laps behind |
| **16th** | Patrick Tambay | (Ferrari 126C3/069) | retired on lap 68 — accident (brakes) |
| **17th** | Michele Alboreto | (Tyrrell-Cosworth 012/2) | retired on lap 65 — engine failure |
| **18th** | Piercarlo Ghinzani | (Osella-Alfa Romeo FA1E/02) | 13 laps behind — running at finish |
| **19th** | Marc Surer | (Arrows-Cosworth A6/4) | retired on lap 51 — engine failure |
| **20th** | Keijo Rosberg | (Williams-Cosworth FW08C/09) | retired on lap 44 — engine failure |
| **21st** | Mauro Baldi | (Alfa Romeo 183T/02) | retired on lap 40 — clutch failure |
| **22nd** | John Watson | (McLaren-Porsche MP4/1E/5) | retired on lap 37 — accident (aerofoil) |
| **23rd** | Danny Sullivan | (Tyrrell-Cosworth 012/1) | retired on lap 28 — engine fire |
| **24th** | Niki Lauda | (McLaren-Porsche MP4/1E/6) | retired on lap 26 — engine failure |
| **25th** | Elio de Angelis | (Lotus-Renault 94T/1) | retired on lap 13 — engine trouble |
| **26th** | Jean-Pierre Jarier | (Ligier-Cosworth JS21/04) | retired on lap 1 — transmission |

*Fastest lap:* Nigel Mansell (Lotus-Renault 94T/2) on lap 70 in 1 min 14.342 sec — 203.683 kph

*26 starters — 16 finishers*

## Brands Hatchings

René Arnoux's miserable day was completed by having to make a second pit stop as he didn't like the Goodyear tyres fitted at his first stop. It made little difference, apart from dropping him a lap behind Piquet.

* * *

It was a great day for the newly-formed Nelson Piquet Fan Club.

* * *

Jonathan Palmer did a nice tidy job on his "courtesy drive" in the Williams FW08C / 06, qualifying without any drama, and running a good regular race to finish 13th, obviously learning as he went along.

* * *

The Didcot factory was at full stretch, fielding three Williams cars for practice and then bringing along a fourth car to replace FW08C / 07 which Rosberg damaged in practice. It was FW08C / 02 but was not actually used.

* * *

The Brands Hatch flying display excelled, with Hawker Hind, Supermarine Spitfire, Avro Lancaster, Hawker Hurricane, de Havilland Mosquito, and Boeing Flying Fortess among others.

* * *

The only hospital case of the day seemed to be the victim of a lawn-mower accident, during a race for grass-cutters on the Clearways arena. Yes, everything happened at the Autumn Fayre.

* * *

Patrese set off from the pits for the starting grid in BT52B/6, his own car, but it was running badly so he returned promptly and jumped into BT52B/1, the spare car which was set up for Piquet. He went round again and took his position on the grid and in the 15 minute wait before the parade lap the Brabham mechanics re-set the pedals, controls and seat to suit the Italian.

* * *

In Saturday qualifying there was a speed trap at the start / finish line which recorded the instant speed of the cars. The Brabham-BMWs were clocked at 173 mph, while Lauda's McLaren-Porsche clocked 170 mph, a lot depending on the speed of exit of Clearways corner coupled to high-speed acceleration. Fastest Cosworth power was Sullivan's Tyrrell with 154 mph. Slowest was Boesel's Ligier with 147 mph.

* * *

It was the penultimate race for Patrick Tambay in a Ferrari, as the following Tuesday saw Enzo Ferrari announce that he was replacing Tambay with Alboreto for 1984. The result of some "behind the scenes" Italian manipulation to suit interested parties,' nothing to do with Tambay's ability or record.

# Flash Black

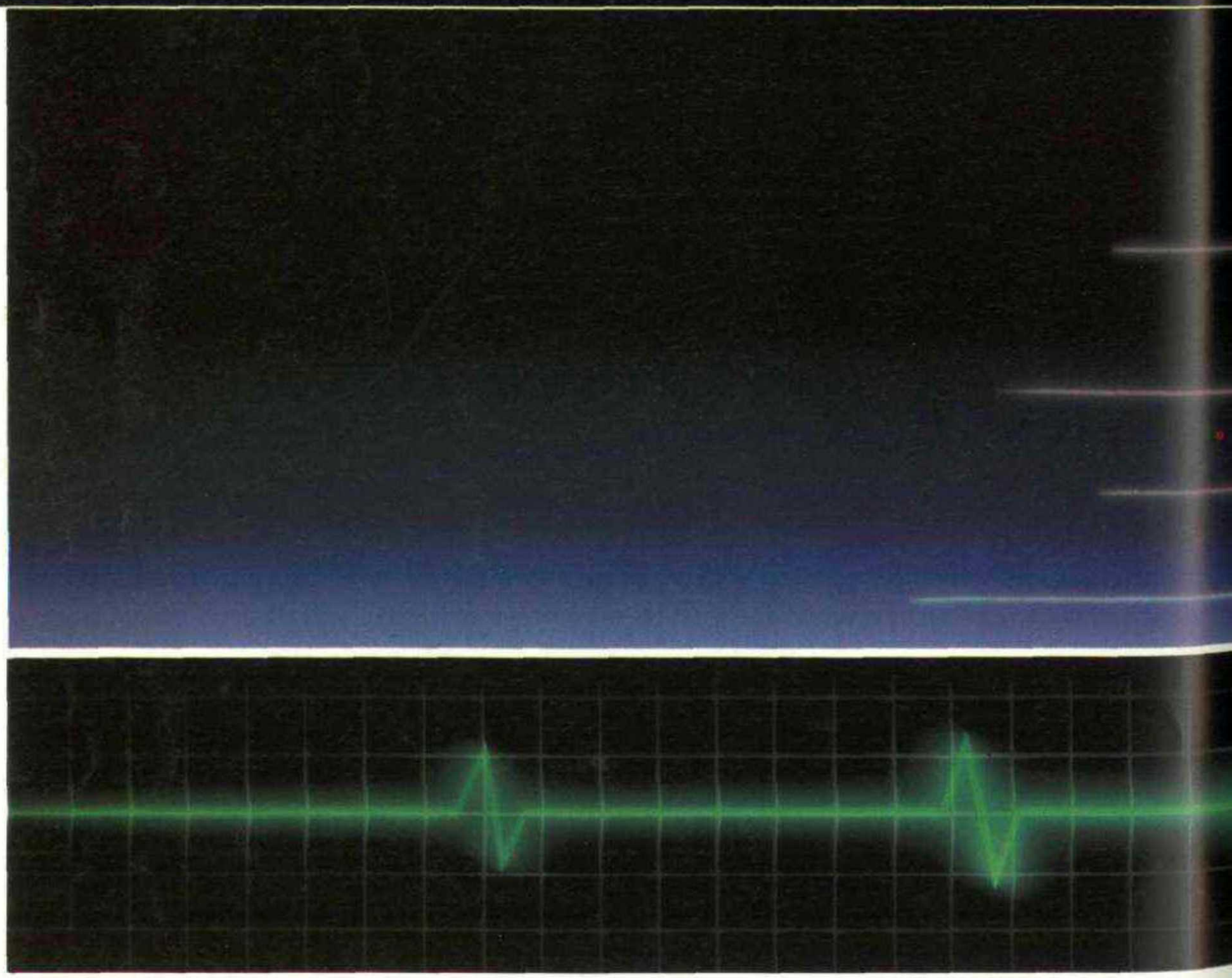
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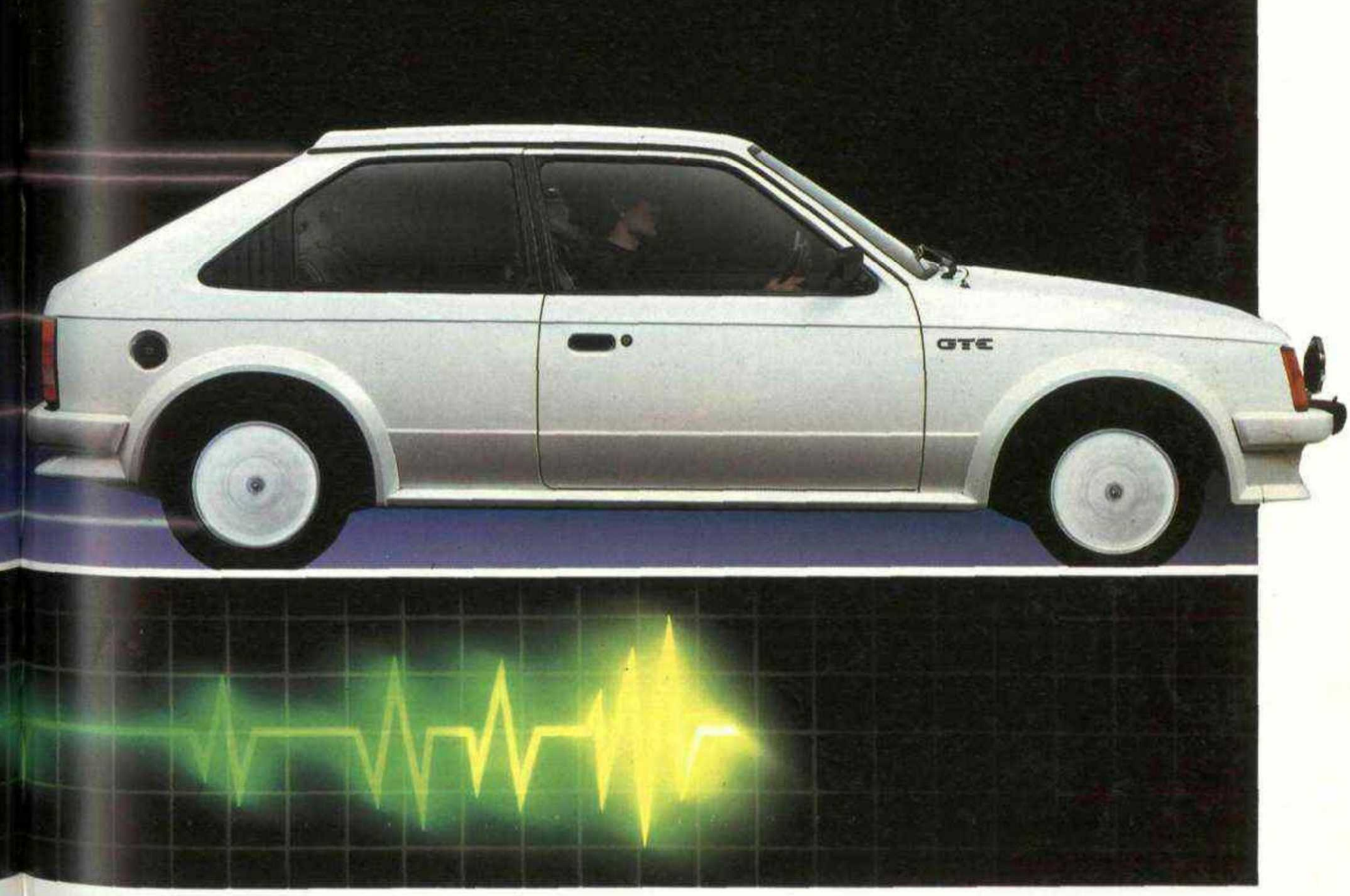
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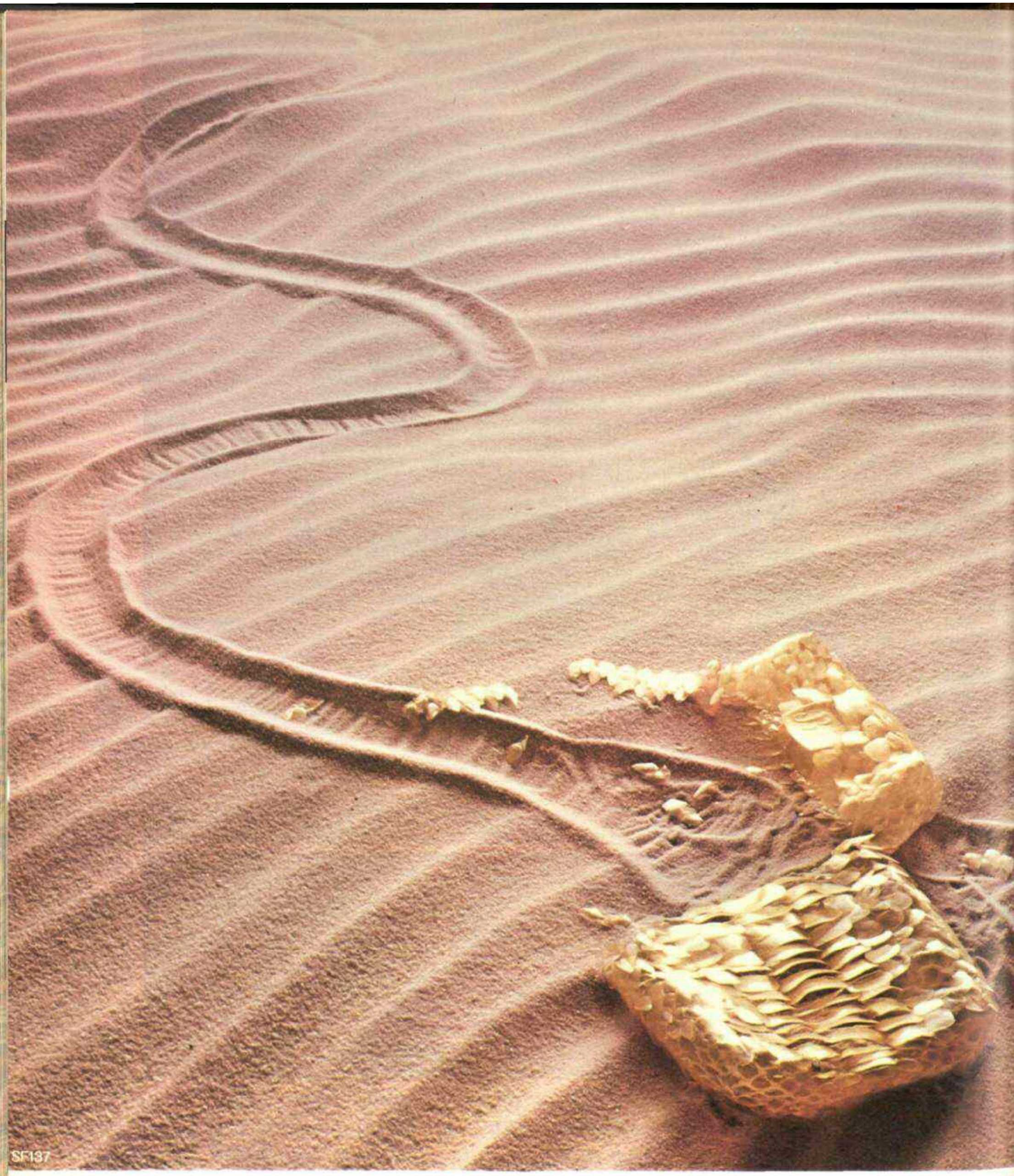

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# Project Thrust: persistence rewarded

NINE years of endeavour, frustration, patience and heartbreak finally ended for Richard Noble on Tuesday, October 4th — when he piloted the 34,000 hp jetcar Thrust 2 to a new mile land speed record of 633.468 mph. For Noble, the latest in a highly distinguished line of British speed kings, the success was the culmination of a dream that had begun as long ago as 1952 when, as a six-year-old, he watched John Cobb's Loch Ness preparations for a water speed record attempt in the jetboat Crusader.

As the cheers faded across the sun-baked wastes of Nevada's Black Rock Desert, a 15-mile trip by road from the nearest town — Gerlach — there was plenty of time to reflect on the price of Noble's achievement. In hard cash terms he will breezily mention some £1.75 million, but in human currency the stakes were equally high. Noble's dedication to his task was instrumental in persuading key figures to join Thrust. Designer John Ackroyd, for one, turned down a far more lucrative position with Messerschmitt. Highly individualistic, he accepted the challenge of designing the fastest car on four wheels and succeeded brilliantly, Thrust 2 peaking at its 650 mph target design speed during Noble's fastest run.

The path to the record, however, had been strewn with stones and pitfalls. No sooner had Noble's fledgling team achieved a new 418.118 mph British car and driver record at Bonneville salt flats in October 1981 than torrential rain washed out, quite literally, any chance of further speed increases. The team returned home disheartened yet determined, and the major sponsors agreed to back a new attempt the following summer. After all, nobody could control the weather and 1982 was bound to be better. Unfortunately, it wasn't. 1981's record rainfall for the Utah area was nothing compared to 1982's; in fact, the salt flats never did dry out that year.

Faced with defeat even before Thrust had turned a wheel in anger, Noble and his crew began a desperate search for an alternative site — and found the Black Rock Desert. Within six days the team had relocated, and with the townsfolk of neighbouring Empire and Gerlach successfully fought for the right to use the desert. Noble had successively upped his own record to 590.551 mph by November 4th when the onset of winter forced yet another halt.

Time, and credibility, was begining to run out.

Come what may, 1983 was going to be Thrust's last hurrah. Commitments from the major sponsors — Castrol, Champion, Fabergé, GKN, IMI Norgren Enots, Initial Services, Kluber, Loctite, Plessey, Trimite and Trust Securities — went as far as September 30th, after which date Thrust Cars Ltd would cease to operate. Noble launched his latest attempt in May, with a view to running in Nevada by mid-June, only to be forced to wait yet again — for the weather.

Winter had come early in 1982, and left late in 1983. Ackroyd had plotted a 15-mile course — significantly longer than 1982's — but snow melting on the Quinn Mountain ranges bordering the desert resulted in a persistent sump of water towards the middle of the track. Until that dried Noble's hands were tied.

Weeks dragged on until August brought the good news that initial preparations could be started. Within days it rained again. The weather in the Washoe, Pershing and Churchill counties can be perverse, however, and within a further week the project finally got the green light.

Honed by the previous traumas and frustrations, Noble's crew moved in with a slickness matched only by its determination to return to Britain with the record. Eight runs through the measured distance were planned and the first three went exactly to plan, although the weather conspired to separate the first and second by two days due to high wind. On the fourth run, however, trouble reared its ugly head as the afterburner failed to operate properly. Within hours though, Noble had established a new British car and driver record of 606.470 mph — further evidence of the team's refusal to be thwarted. Even the fact that the new mark was not quite enough to better Craig Breedlove's 1965 jetcar record by the FIA's mandatory one per cent failed to make much of a dent in morale. "We'll get it tomorrow", Noble remarked confidently, elated at exceeding 600 mph.

Thursday the 22nd of September brought disappointment, however. Disappointment and near despair. With a 607.9 mph clocking Noble looked in good shape after his first run, but engine trouble prevented the return. Moreover, initial diagnosis suggested Noble had blown the 20 year-old Rolls-Royce Avon 302. John Watkins, the team's engine expert, was hurriedly summoned from RAF Binbrook. Noble made urgent contact with Rolls-Royce, who responded by sending George Webb out from Atlanta. The pair hit it off from the word go and the findings were encouraging. Suspicions that the Avon had surged — inhaled more air than it could digest and expelled it out the front, with subsequent damage to the turbine blades — were quickly dispelled. "When these things surge I've seen them blow three-inch thick doors down", explained Webb laconically. "I think you can safely say you'd have known all about it if this one had surged".

It transpired that incorrect air / fuel mixture had flamed out the Avon and following static trials at Reno airport, Thrust was back in action on the 29th, 31 years to the day since Noble's boyhood hero had perished on Loch Ness. This time Noble beat Gary Gabelich's outright record by a scant margin — 622.837 over 622.407 — but the elation was shortlived. Once again Thrust couldn't make a return run.

This time it was air in the fuel system preventing the engine running properly. Theories were put forward that under the 5G deceleration that resulted when Noble deployed the parachute fuel was thrown forward in the tanks, allowing the pick-ups to inhale air. Mike Hearn, assistant fire attendant in the Jaguar XJ12 *Firechase*, suggested the use of an automatic timer to control fuel flow between the two 62-gallon tanks and a 485 mph test run the following day proved another gremlin had been lost.

That was when the weather intervened again to call a temporary halt to proceedings. The downtime, however, was far from wasted. Visits to Gerlach by American speed kings Gabelich and Breedlove had resulted in no shortage of suggestions how to boost Thrust's speed, while Ackroyd, team manager Ken Norris and chief engineer Gordon Flux most certainly weren't stuck for ideas either. To reduce rolling drag Ackroyd altered the rake of the car to decrease aerodynamic downforce on the nose; body panel expert Brian Ball spent hours lovingly polishing the underside to lessen surface drag; the decision was taken to run when the temperature would be near its peak. Up to that point runs had been made early in the morning, when the cooler air would benefit engine breathing; now the team sought to exploit the other side of that particular sword. The higher the temperature, the higher the speed at which the sound barrier — Mach 1 — is reached and the higher up the speed range transonic drag becomes a consideration. With a non-supersonic machine such as Thrust, transonic drag is a real problem and Ackroyd was convinced it *had* hurt Thrust's speed at 622 mph.

Thus the scene was set for October 4th, the day on which Noble would make history. At 73 degrees the ambient temperature was 20 degrees better than that for the 622 run and with zero wind Noble blasted north to south at 624.241 mph for the mile, 626.240 for the kilo. Promising, but perhaps not quite enough. The southern end of the track, however, was harder, giving the four-ton jetcar less of a trough to climb out of initially. On that second pass Noble stormed back at respective speeds of 642.971 and 642.051. Averaging elapsed times, that gave him 633.468 mph for the mile — a new record — and 634.051 for the kilo, faster than Gabelich's 630.388 mark for that distance but not quite enough to better it by one per cent. A third run, aimed at beating the kilo figure, yielded only 620 mph speeds, thanks to the condition of the northern end of the course. Noble's mile mark, however, was enough. Britain had regained a record it once regarded as its own, but had not held since 1964. Richard Noble — and his crew — had at least realised a dream. — D.J.T.

# Japanese measure up the Porsches

SIGNS THAT Group C racing will get stronger, and that the challenge will come from the Orient, were seen in Japan when the Fuji 1,000 Kilometre World Endurance Championship race was run early in October. While Honda involve themselves in Formula 1, both Nissan and Toyota were represented by teams with turbocharged 2.1-litre production-based engines which acquitted themselves well, the Nissan-based March 83G finishing the race in seventh place.

For the sixth round of the WEC the Europeans had to travel right around the world, Rothmans-Porsche sending their two cars for Derek Bell / Stefan Bellof and Jacky Ickx / Jochen Mass. Lancia-Martini did not enter a team, preferring to concentrate on development work and entering the two European Endurance Championship races at Imola and Mugello, also in October, so as usual opposition to the works team came from the Porsche customers, and from the local teams which no-one was prepared to under-rate.

Porsche had long since secured the Makes title, with a maximum 100 points from five races, but the Driver's Championship was still open with Ickx on 70 points, Bob Wollek on 56, Mass on 55 and Bell on 54. With Mass regularly driving with Ickx, however, he is effectively out of the title chase. Reinhold Joest kept the Marlboro-sponsored 956 in Europe and sent the second-string New Man-sponsored car to Japan for Wollek, driving with Hans Heyer and Volkert Merl, while Wollek's usual co-driver Stefan Johansson was loaned to the Kremer brothers' team to drive their 956 with Philippe Alliot and Franz Konrad.

A wealthy Japanese industrialist, Yoshina Matsuda, who has filled three museums with Porsches, had bought a 956 which he entered, brand new, for Thierry Boutsen and Henri Pescarolo. They, like John Fitzpatrick's car, were on Goodyear tyres while Walter Brun's 956 for Clemens Schickentanz / Kenji Takahashi and Preston Henn's 956 for himself, John Paul Junior and Kunimitsu Takahashi were on Yokohama rubber. Another leading Porsche 956 entry was that of the Japanese Team Trust for Le Mans winner Vern Schuppan with Naohiro Fujita, this having the lower, faster "Le Mans tail" with less downforce.

The name Silvia Turbo suggests a souped-up Datsun road car, but this was in fact the name of a March 83G backed by Nissan and powered by a 530 bhp, single turbo four-cylinder engine which proved fastest of the Japanese entries in the hands of Kazuyoshi Hoshino and Akira Hagiwara. They qualified seventh fastest, in touch with the Porsche customer cars at any rate, and fractionally faster than the Toyota-backed Dome powered by a 480 bhp, 2.1-litre four-cylinder engine, this having two valves per cylinder against Nissan's four-valve design. The car was considerably lighter than the Nissan, though, and no less competitive.

European representation was reduced by one when Fitzpatrick's car went off the track during untimed practice, probably due to a deflating tyre, and was too badly damaged to run in the race. The next day Geoff Lees had a bad fright when his Dome-Toyota caught fire at speed, apparently due to a loose fuel pipe connection, and gave the British driver superficial burns before he could get out. Then, during timed practice, Philippe Alliot's 956 went out of control and actually broke in two as it somersaulted over a barrier — but remarkably, the Kremer entry was rebuilt for the race, virtually as a new car.

On his first visit to the Japanese track, Stefan Bellof put his works Porsche on pole position three seconds faster than last year's mark, at 1 min 10.02 sec, just half a second quicker than Mass. Surprisingly the nearest challenger was the Matsuda Collection 956 driven by Boutsen, on 1m 11.34 sec, the new car rapidly tuned to race pitch by Fitzpatrick's crew who had been hired in entirety. Wollek was fourth fastest on 1 min 11.69 sec, followed by Fujita in the Team Trust 956 (1 min 11.98 sec), Kenji Takahashi in the Brun 956, then the Nissan-powered March and the Toyota-powered Dome. Tiff Needell and Eje Elgh were 10th fastest in a Cosworth-DFL powered Dome.

The practice times made it look like a Rothmans-Porsche benefit, and so the race proved. Bellof went straight into the lead with Mass in hot pursuit, with Wollek soon overtaking Boutsen and Schuppan into third place. The two German drivers disputing the lead could afford to forget about the opposition as they pulled away, Mass snatching the lead after 16 laps only to lose it again on the 23rd. By the time 32 laps had been covered, out of the 230 that were scheduled, Wollek had been lapped in third place and the result was beginning to look all too predictable.

Both the Brun 956 and Henn's 956 lost a lot of time having diaphragms replaced in the fuel systems, which seemed to be an unusual coincidence, and Needell / Elgh Dome lost time with a breakage in the rear suspension. The Nissan-powered March 83G was not running as quickly as expected, due apparently to fading turbo boost pressure, but the Toyota-powered Dome was going nicely and holding sixth place, though two laps behind the leaders, at quarter-distance.

By this time the track was becoming exceedingly slippery, and was beginning to break up in places, and when Bell made his pit stop his front tyres were completely worn out due to excessive understeer, while Ickx's rear tyres were badly worn due to oversteer! Henri Pescarolo had caught and passed Hans Heyer into third place, though the Frenchman was by now suffering from sore

*Continued on page 1344*

**RESULTS**

**FUJI RACEWAY 1,000 Kms — October 2nd — 225 laps (978 kms)**

| | | | |
|---|---|---|---|
| **1st** | D. Bell / S. Bellof | (2.6 t/c Rothmans Porsche 956) | 4 hr 57 min 6.36 sec — 197.91 kph |
| **2nd** | J. Ickx / J. Mass | (2.6 t/c Rothmans-Porsche 956) | 4 hr 57 min 56.2 sec |
| **3rd** | V. Schuppan / N. Fujita | (2.6 t/c Porsche 956) | 219 laps |
| **4th** | H. Pescarolo / T. Boutsen | (2.6 t/c Porsche 956) | 218 laps |
| **5th** | B. Wollek / H. Heyer / V. Merl | (2.6 t/c Porsche 956) | 209 laps |
| **6th** | K. Takahashi / C. Schickentanz | (2.6 Porsche 956) | 203 laps |
| **7th** | K. Hoshino / . Hagiwara | (2.1 t/c Nissan-March 83G) | 198 laps |
| **8th** | K. Misaki / M. Nakamura | (2.2 Toyota-March 75S Junior) | 198 laps |
| **9th** | K. Matsumoto / K. Hoshino / M. Sekiya | (2.1 t/c Toyota-Dome) | 196 laps |
| **10th** | F. Bellabio / M. Welti | (3.5 BMW-Sauber) | 196 laps |

*Fastest lap:* Bellof — time not given




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# CARS IN BOOKS

FOR THOSE who like to know what kind of cars individual people used, and I suppose most of us do, there is interest from this and other aspects in "Ross" by Norris McWhirter (Churchill Press, 1976). The book is a rare combination about how the author's twin-brother Ross was fatally shot in cold blood by two gunmen outside his house in Enfield in 1975, their shared childhood, athletics, with their own great achievements and those of Sir Roger Bannister (the four-minute mile), Chris Chataway, etc, and accounts of the legal battles Ross McWhirter fought against what he saw as guilt in failing to uphold the law or perform statutory duties. The book also tells of service in the RNVR and the remarkable story of the origins and development of that now famous work "The Guinness Book of Records", which was the brothers' idea and from which has stemmed other publications by Guinness Superlatives, including the invaluable motoring reference book "Motoring Facts & Feats" edited by Anthony Harding.

I had not got further than page 11 when I came upon a picture of the Darracq owned by Mr McWhirter Snr, then Editor of the *Sunday Pictorial*. It is seen outside their house "Giffnock" in Branscombe Gardens, Winchmore Hill, in London, with its gaitered ex-army sergeant chauffeur, West, who used to call his employer "General" and whose brown uniform matched that of the disc-wheeled Darracq, a four-door, six-light saloon of, I would think, about 1927/8 vintage, either a 17/55 or 20/98 hp model. It was this car that used to whisk Mrs McWhirter to the West End for first-nights and dinner-parties at her husband's side. She also had her own Singer car. After the family had moved to a larger house, "Aberfoyle", in the then-unmade Broad Walk road nearby, they had another chauffeur, Stevens, and seven other servants, and summer holidays involved two cars and a furniture van for the journey. It is a startling reflection on monetary inflation that, as the author points out, all this was possible as late as 1938 on a salary of £5,000, whereas by the mid-1970s it would have called for earnings of £113,500 a year to maintain such standards — so goodness knows what the equivalent is today . . . But in the 1920s Viscount Rothermere was, McWhirter says, able to convince himself that he was in straitened circumstances, when he was worth more than £26 million!

We learn, too, that at the time of Ross's marriage the brothers shared a Mercedes-Benz 220 (Reg. No. RXN 630) and that at the time of the cold-blooded murder of Ross his brother had two cars, one of them a Triumph Dolomite. And that after the war the brothers' father ran a large black Humber Pullman which Ross once drove from Winchmore Hill to Oxford in 1 hr 45 min. Under the athletics heading, we learn that at the 1954 Olympic Games in Vancouver the Canadian two-mile record-holder, Don McEwan, and his father were using their miniscule Austin 7 named "Piggy" (I assume this was an Issigonis Seven) and by tucking it onto HRH The Duke of Edinburgh's police-escorted cavalcade, got to the stadium with Norris and Ross McWhirter and Anne Butler-Watson, wife of the Chairman of the Achilles Club, in record time.

Another book, "Mr Prone" by C. H. Rolph (Oxford University Press, 1977) also tells us much about the Law and how an ordinary person may inadvertently break it, through the unhappy experiences of its fictional character from which this amusing book takes its title. Motoring offences are involved, which makes it worth reading from that aspect, but what especially caught my eye was where this small-time shop-keeper is made to misquote the title of the book "No Exit to Brooklyn" as "No Exit to Brooklands". It is quite conceivable that such a shop-keeper would know of Brooklands Track, if only from handling evening and daily papers in his newsagents business, and here then is another one for the Brooklands Society! But did the *author*, an ex-Police Chief Inspector and well-known journalist and broadcaster, actually have the Motor Course in mind when he wrote the book and, if so, did he spectate there? I asked him, and he said he did, having seen it frequently from the train.

W.B.

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*FUJI 1000 kms — continued*

neck muscles, with Fujita placed fifth — and the works cars were now two laps ahead. The rebuilt Kremer car was under-steering badly, and eventually retired without oil pressure, and Henn's car retired when the Japanese customer damaged the front bodywork, and there was no spare.

Soon after half distance Bell, narrowly in the lead, reported to the pits with a slow puncture at the front, and this put him nearly a lap behind Ickx. Soon into the next stint, however, Mass slowed with a shower of sparks coming from the back of the car as a rear tyre had blown, and damaged the bodywork. This forced a pit stop which reversed the positions, Mass now being nearly a lap behind Bellof, and the track had become so slippery that there was nothing the drivers of the number 1 car could do about it. Wollek lost a lot of ground when his 956 was savaged at the rear by a Mazda, puncturing a tyre, and Pescarolo's second stint at the wheel of the Matsuda 956 was slow, letting the Schuppan / Fujita Team Trust entry by into third place.

The race had to be stopped five laps prematurely when the Toyota-powered Dome crashed on the main straight, again due to a puncture, blocking the track. Bell and Bellof scored their second WEC victory of the year, bringing the English driver within 11 points of Ickx in the Driver's championship with one race remaining, at Kyalami on December 10th.

*SILVERSTONE 6-hr RELAY*
*continued from page 1330*

lead, Wilds set off again in the Lola Aston, so eager to go that he barely avoided colliding with the pit-wall, and there followed a dramatic struggle between him and Alan Eisner in the Apollo Cosworth Chevron which climaxed with Wilds grabbing the lead leaving Becketts — and promptly diving into the pit-lane!

A clutch of Lotus-Cortinas had been putting in steady times for the Classic Saloon Car Club, and it transpired that the unknown *Chris* Thackwell was in fact *Mike* Thackwell, having a fun break from his F2 career as Jonathan Palmer's Ralt-Honda team-mate.

In the final hour the positions on the road were still the same — Chevron, Aston Post War, F1300, Carrera, Ginetta — but corrected places were very different. First were the Caterham Seven team, pursued by the F1300s, Carreras, and, still in fourth, the Alfas. Most teams seemed to be making a last effort to boost their totals, Nick Mason breaking the pre-War AMOC track record no fewer than four times, despite the markedly fading light. The honour of the Austin Sevens was in the flailing hands of Tim Myall, who slithered his diminutive mount through Woodcote with no respect for the laws of physics, but there was no doubt about the fastest team as, almost exactly at 6 pm, the flag fell on Alan Eisner for the Apollo Chevrons. But as John Goate aimed for the flag and second place in his Aston DB4, he suddenly spun and stalled right on the exit line of Woodcote. Cars slewed past at all angles, and for a moment it looked as though Bill Cowling would have to start again on his gleaming rebuilt Ferrari Dino, but he just slithered outside the stricken Aston, while Kirby surely polished some paintwork as the 'Sud shot past.

Final results proved that the Carreras had just pipped their F1300 rivals for second, but handicap winners by five laps were the Caterham Seven team — somewhat to their surprise, according to Dron, who said "We didn't go expecting garlands. . . ."

The Chevrons might have been expected to win, the Astons never quite gaining the ten laps that separated them at the finish, but third overall for the Formula 1300 cars was an excellent all-round achievement. — G.C.

Results:
Overall —
1st Apollo Chevron Team
2nd Aston Martin Post War Team
3rd Westinghouse Formula 1300 Team

Handicap —
1st Thoroughbred & Classic Cars Team Super Seven
2nd Porsche Club Carrera
3rd Westinghouse Formula 1300 Team

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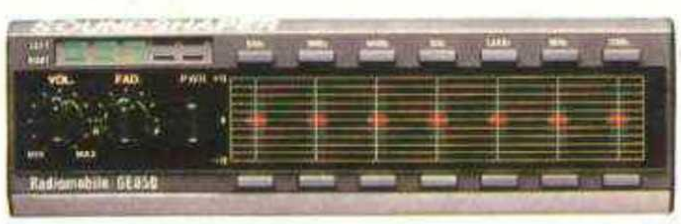



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# CARRERA 1984

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So how, posed keen observers, could the 1984 3.2 litre 911 possibly claim this accolade? After all, Porsche had already lavished twenty years continual development on this classic high performer.

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Following a two year intensive development project the Factory have modified 80% of the components of the all conquering, all alloy hand built flat six boxer engine.

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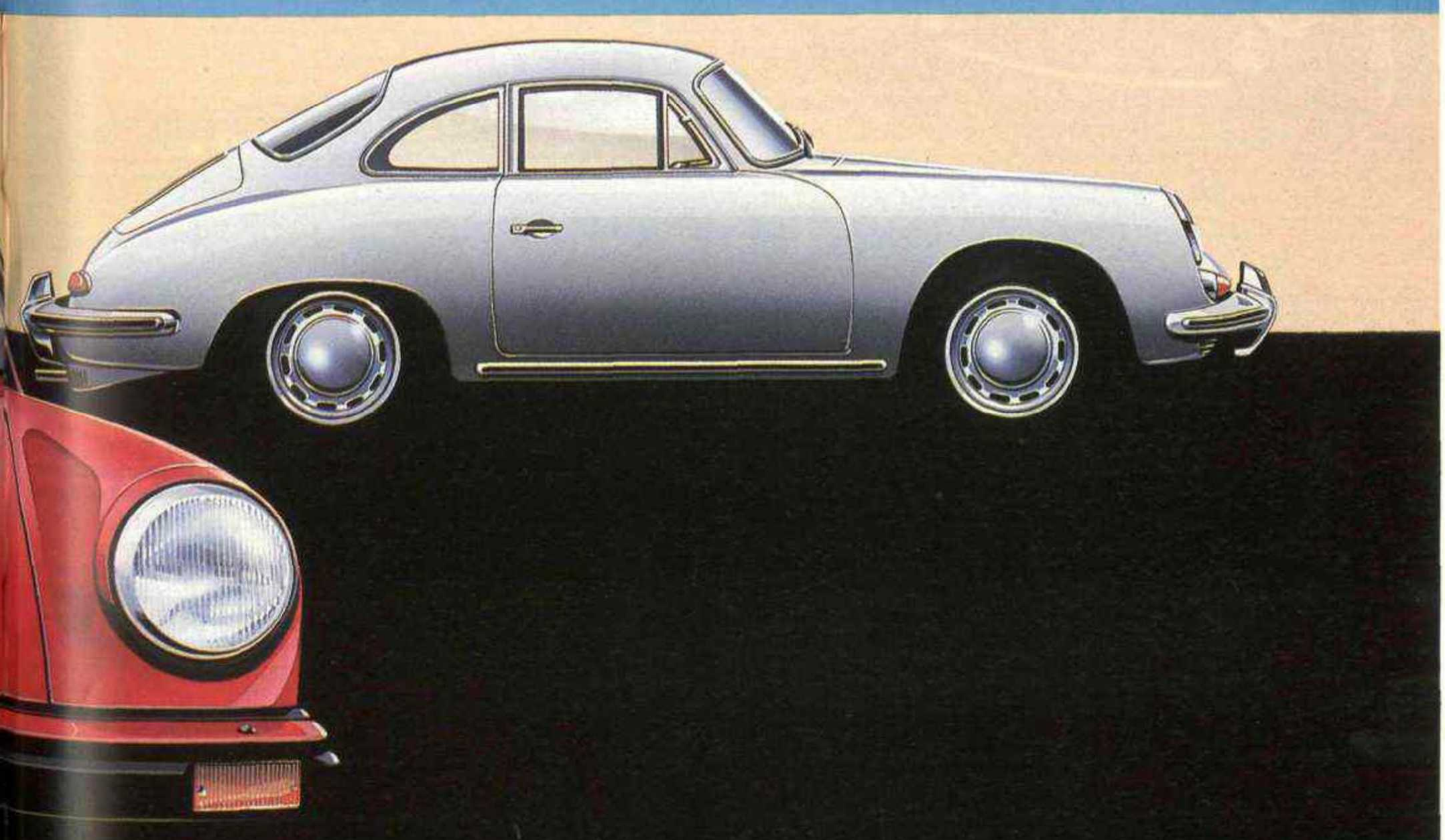
Which is why your 1984 911 Carrera is destined to be collectable.

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The 1984 Porsche model line up includes the 4 cylinder 924 Series from £10,880 & 944 Series from £15,309. The 6 cylinder 911 Series from £21,464. The 8 cylinder 928 Series from £30,679. Prices (1.9.83) exclude number plates. The Porsche badge is a registered trade mark of Dr. Ing. h.c. F. Porsche AG.
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*APPROPRIATE surroundings: the Lusso and Mondial seem happily at home on the drive in front of Woodham Mortimer Place, home of European Electronics Systems. Opposite, this shot from above nicely contrasts the flowing elegance of the Lusso's lines with the square-cut, aerodynamically efficient shape of the Mondial.*

# Ferrari's 3-Litre Road Recipe — Twenty Years of Change

IT'S only when one spends a day with two cars from the same manufacturer, built a couple of decades apart, that one fully realises just how that manufacturer has to adapt to its changing role within the market place. Take Ferrari for instance. 20 years ago, Maranello's road cars were distinctively elitist in a manner which suggested scant acknowledgement of the fact that they might have rivals within the "super car" bracket. Their cars were dramatic, individualistic and unashamedly products of a policy which said, in effect, "this is what we consider to be the best, most refined, high performance car on the market. Take it or leave it." Today, no manufacturer, no matter how high his standing, can afford to ignore competition from similarly priced luxury cars. And that includes Ferrari. Recently, we spent an exhilarating day in the company of a pair of 3-litre Ferraris which are representative of a similar segment of the market, albeit 20 years apart: the 1963 250 GT/L Berlinetta Lusso and the 1983 Mondial Quattrovalvole.

It was at the 1962 Paris Motor Show that Ferrari first took the wraps off the Lusso, now generally acknowledged as one of the most attractive, well balanced and nicely proportioned front engined V12s ever to emerge from the fabled Italian manufacturer. The Lusso's history actually extends back to 1959, when Ferrari revised its "Tour de France" 250GT designed to encompass a shorter wheelbase variant which quickly became known as the SWB amongst the marque's aficionados. The 250 GT SWB, like the Lusso which was to follow, carried a Pininfarina-designed body built mainly out of steel by Scaglietti, and soon evolved into the legendary 250GT0 which must now be regarded as possibly the most sought-after Ferrari model of all time. Production of the 250 GT SWB range ceased towards the end of 1962 and, as the GTO was basically a competition car, it was obvious that a new road model was needed in the range.

That newcomer was to be the Lusso. Built with the traditional small diameter tube frame chassis, overlaid with hand beaten steel panels, but including alloy bonnet, boot and doors, the Lusso's gently rounded profile and sculptured curves gave it a distinctively elegant appearance. Subsequent front-engined Ferrari road cars, right through to the 365GTB/4 Daytona, arguably the fastest production car of all time to emerge from the Maranello factory, have all projected an aggressive, uncompromising visual image. The Lusso is one of Ferrari's few creations to combine that aggressiveness with a classical, timeless appeal. Even in 1983, the Lusso's profile looks as fresh as tomorrow. . . .

Tracking down a Lusso for this article didn't turn out to be a particularly difficult task, thanks to a stroke of coincidence and good fortune. Despite the fact that only 350 examples of this Ferrari left the factory between January 1963 and August 1964 and *despite* the fact that fewer than a dozen found their way to this country, the writer managed to locate an absolutely pristine example within 20 miles of his home! Last month's issue contained an article on Audi competition engine specialist Terry Hoyle, and when I accompanied colleague Mike Greasley on a visit to Hoyle's premises we uncovered his secret passion: Ferraris! His pride and joy is a superbly restored '64

Lusso which he acquired some four years ago and on which he has lavished a great deal of attention, both from a mechanical and bodywork point of view.

A Mondial Quattrovalvole had been furnished by the marque's British importers, Maranello Concessionaires, so an enjoyable day "playing cars" was in prospect, despite the onset of the sort of rainy weather which makes most classic car owners head for the cover of their garages. In that respect Terry Hoyle was most trusting and accommodating, and although his knuckles must have been turning white with terror when I set off up the rain-soaked A12 at the wheel of his cherished device, I must say that he concealed his apprehension with admirable dignity!

The heart of the Lusso, visible when one lifts the forward-hinged bonnet, is a delicious sight for all true Ferrari devotees. The 60-degree, 3-litre V12, the work of immediate post-War designer Gioacchino Colombo (the man who did the design work on Alfa Romeo's supercharged 1½-litre 158 way back in 1938) is neatly installed beneath a trio of Weber 36DCS carburetters which nestle snugly between the black crackle finish of the two cam covers. With a bore and stroke of 73.00 × 58.8 mm, the Lusso's engine develops in the region of 250 bhp at 7,400 rpm, sufficient to endow the car with the sort of performance that will still turn heads in 1983, let alone 1963.

Hoyle admits that the car was "rather down at heel" when he purchased it from Belgium, but the same precise attention to detail that's typical of his work on the Audi rally engines has also been brought to bear on this particular road-going V12. Quite clearly there is little that Terry doesn't know about this Ferrari engine and, when I looked slightly apprehensive when he explained how he regularly revs it round to beyond 7,000 rpm, he replied firmly, "although everybody says I shouldn't be doing that because the car is 20 years old, my feeling is that it's a Ferrari and that's what it's for!" Quite so.

I had always been under the impression that Weber-carburated Ferraris were notoriously difficult to start, particularly from cold. Several colleagues who have experience of the pre-injection, flat-12 Berlinetta Boxers testify to the need for a specialist starting technique, and when I saw this array of twin-choke Webers beneath the Lusso's bonnet, I must say that I felt more than a tinge of apprehension. But the fact of the matter is that the Lusso fired up with no more reluctance than the Bosch K-Jetronic injected Mondial, although the provision of an Autoflux electric pump system is a useful accessory which, operated by a switch on the fascia, enables the driver to prime the Webers before switching on the engine, thus minimising the possibility of vapour lock on a warm day.

The 3-litre V12 is fitted with a two-valves per cylinder head and ignition is by two coils and two Marelli distributors, vertically mounted and driven off the rear of the camshafts. Each distributor employs two pairs of contact points and there is a single sparking plug per cylinder.

Internally, the Luso really makes little concession to creature comforts and it was strange riding in a seemingly modern car without anything in the way of seat belts or harnesses, this particular machine having been built shortly before the 1965 "cut off" date after which such accessories became obligatory. The driver's side is dominated by an evocative, three-spoke Nardi wood rimmed wheel, set a trifle too high for modern tastes, and although a dated worm and roller steering system is employed, it proved remarkably responsive and precise during our brief stint in the driving seat.

The fascia layout is unusual, visually perhaps the least aspect of the Lusso's trim. In this Ferrari priority has been given to the secondary instruments, leaving the typically 1960s-style Veglia speedometer and rev counter paired alone under cowlings in the centre of the instrument panel. Immediately ahead of the driver, and easily visible, are (from left to right), a clock, fuel contents gauge, water temperature, oil temperature and oil pressure gauge. The whole effect of the fascia layout seems faintly out of keeping which what we've come to expect from the cockpits of high performance cars in the 1970s and 80s, but that's just a measure of the dramatically changing tastes and styles during the era spanning the years between these two particular Ferraris.

Initially acquired complete with non-standard Porsche seats, this Lusso now sports a pair of original specification, leather trimmed buckets which proved extremely comfortable, even though the driving position is tailor-made for the Italianate profile — and there are no "cissy" luxuries such as adjustable steering columns to mitigate this state of affairs! The seats were conjured up by Ferrari specialists Graypaul Motors, who also did the restoration of the bodywork, and Hoyle pays tribute to the amazing way they seem to be able to come up with all sorts of small components, not major items, but the sort of things which "round off" a totally genuine car. "You'd be lost without a company like this to provide all the small bits and pieces" he reflects, "things like the seats and details like the little trim surround to the rear number plate." Having said that, one should point out that this Lusso is devoid of a rear bumper, not through component shortage, but the owner's choice. "I think it looks better like this," he muses, "a little more like a GTO, perhaps!"

Once I'd slid myself in behind that splendid steering wheel, tucked my feet up sufficiently to find the well-positioned pedals, and made myself familiar with the high-set, notchy, but very positive change controlling the four speed gearbox, it was time to fire up and sample a helping of Lusso motoring. The engine had been well warmed up by the car's owner by the time I took it over, so there wasn't a trace of hesitation as the V12 burst into life. The initial burbling soon gives way to a deeper, more business like rasp as one opens the throttle, that distinctive V12 "twang" accentuated by the lovingly crafted exhaust system with its twin tail pipes emanating from each bank.

Even using modest throttle openings, there is no mistaking that this is a quick machine. Using around 7,000 rpm it will sprint from 0-60 mph in eight seconds and just break the 20 sec. barrier from standstill to 100 mph. Directional stability is



remarkably good for a 20 year old machine and the ride and bump suppression quite outstanding, something which came as a major surprise. Front suspension is by means of unequal length wishbones and coil springs, while a live axle located by longitudinal leaf springs with trailing arms are employed at the rear together with a Watts linkage. Needless to say, disc brakes are employed all round, although there is little in the way of sharp response here to betray the presence of the Bendix "Hydrovac" vacuum-operated booster system. Although I take the point that it may be necessary to warm the brakes up progressively, I wasn't particularly impressed with this aspect of the Lusso's character.

The gearing is such that 20 mph per 1000 rpm is on tap in top gear and if you floor the throttle at 90 mph in fourth there's a real kick in the back as the Lusso shrieks off on its way towards its 150 mph top speed. This sort of performance, however, is exacted at the expense of high fuel consumpion — 14 to 16 mpg being about as good as one can expect, ensuring that even the Lusso's 25 gallon tank will only be sufficient for about 375 miles.

In my view, the Ferrari Lusso has stood the test of time commendably well, underlining the point that good cars are good, bad cars are bad and the passing of time makes no difference on either score. Setting aside the somewhat misty-eyed aura of nostalgia that old exotic cars seem to generate amongst their most passionate fans, the Lusso does a pretty good job by the standards of 1983. It's got a decidedly "vintage" flavour, but retains a taut and well balanced feel. To me it was proof that such qualities don't have to go hand-in-hand with an agricultural lack of refinement.

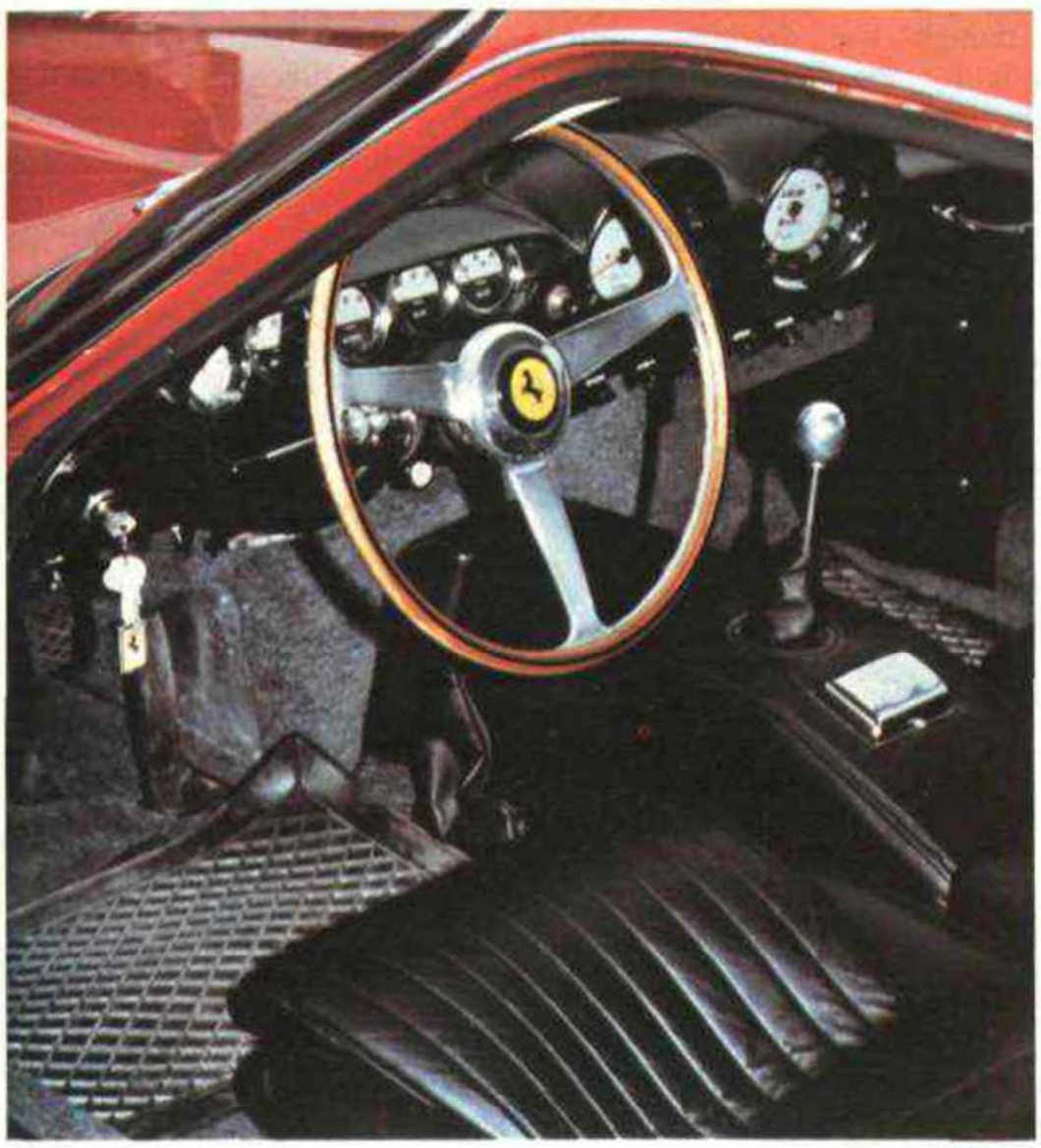
Unquestionably, the Lusso was regarded as a splendid car measured against its contemporaries of the early 1960s. But how does the Mondial Quattrovalvole measure up against its rivals in the 1980s? And, more interestingly, how will the central engined V8 two-plus-two be regarded in years to come?

We first encountered the attractive Mondial back in 1981 when we tested it in its 214 bhp guise: it impressed us as a truly

*CONTRAST IN STYLES: Three twin choke Weber DCS carburetters sit snugly between the Lusso's two banks of six cylinders (left); the ancillaries of the V12 are far more accessible than on the transverse V8 (right) in the Mondial. The lower pictures show the two cars' interiors, the Lusso on the left with its large wood rimmed wheel, the Mondial on the right.*











versatile machine, pleasantly capable of everyday use in traffic as well as displaying obvious agility through the country lanes. But there wasn't much in the way of Ferrari bite offered by the two-valve version of that 2927 cc (81 x 71 mm), transverse mounted V8. Earlier this year we were fortunate enough to sample the new 240 bhp, four-valves per cylinder version of this free-revving engine installed in the 308GTB and, in honesty, the machine seemed transformed. From jeopardising its reputation, running the risk of being slyly dubbed "an up-market Lancia", the Ferrari 3-litre V8 was back in business as an engine worthy of the Prancing Horse. Our recent spell with the same engine in the Mondial confirmed our original impression, although we were conscious of the two-plus-two machine's extra weight and the feeling that, at just over 2500 miles, it hadn't fully loosened up and the best was yet to come.

Ferrari is highly conscious that, to sustain its position in the 1980s, it must take on, and match, not only companies like Porsche, but also BMW, Mercedes-Benz and Jaguar. The buying public today can obtain hitherto undreamt-of performance out of large saloon cars, a situation which hardly existed in the Lusso's heyday. Thus Ferrari's image has altered significantly over the last few years. Build standards have improved beyond recognition, particularly since 1980, and the image of a Ferrari as a temperamental, slightly heavy, less-than-agile sports coupe has been successfully nailed once and for all.

By the objective standard of 1983, the Mondial Quattrovalvole is a splendid car. It's quick, racing from 0-60 mph in 6.5 sec. and 0-100 mph in 16.2 sec. In fourth gear it will surge from 70-90 mph in less than 6 sec. On the other side of the coin it will pull from rest easily in second gear — even in third! — and will trickle along at 1,000 rpm in top before surging away to scale the heights of its performance potential without a murmur.

Sitting fatly on its Michelin TRX rubber mounted on rather bland alloy rims (no chrome Borannis here!) The Mondial is a true child of the aerodynamic age. Its profile is pleasing to the eye, obviously efficient, but not exactly a thing of beauty to take your breath away. Inside the cockpit, all is well-trimmed leather and thoughtfully arranged instrumentation. Better still, the driving position is fine for your six foot-plus writer: the steering column is even adjustable!

I have to say, hand on heart, that I reckon the Lusso's gearchange is slightly better than the Mondial's. The central engined Ferrari's change is damn' near impossible until its warmed up, after which it demands the sort of care and judgement that have become unfashionable to effect even perfect upchanges. The open metal gate always strikes me as a romantic throw-back to Maranello's old sports racing machines and, whilst its a pleasant Ferrari trade mark, the lever's spring loading in the second /third gear plane, suggests that one could just as easily manage without it.

Of course, while the Lusso was a pure two-seater coupé with reasonable luggage space, but nothing so outlandish as a lift-up rear tailgate, the Mondial really is a cleverly packaged two-plus-two, every bit as accommodating in this respect as machines like the Porsche 928 or 944. It is quite possible for a fully grown adult to sit in the back if the front passenger seat is pushed forward, and there is sufficient space for the occupant to endure quite reasonable distances before becoming aware of any discomfort.

Fiat's influence, of course, has been hard at work within the enclaves of Ferrari production car engineering for more than a decade now, in fact ever since the Commendatore made his highly secret deal with Gianni Agnelli back in 1969. While Mr. Ferrari now holds total sway over his beloved racing cars, Fiat's controlling influence on the road car side continues to steer the marque down that difficult road which spells commercial viability while, at the same time, sustaining the company's precious, unique image.

The twenty years that have passed between the Lusso's heyday and the evolution of the latest V8 Mondial have been perhaps the most crucially difficult for the highpriced sporting car. In 1963 the Lusso represented elegant, no-compromise high performance enjoyment from what was, even in those days, the most exclusive car manufacturer in the World. The rich who bought the Lusso didn't have to worry about banal aspects as fuel efficiency or longevity, neither did Ferrari go overboard catering for those considerations. The engine, the performance, the *image*, was everything. How times change.

Nowadays the Fiat / Ferrari combine recognises, as do all luxury car manufacturers, that the well-heeled potential purchaser is likely to be a much more hard-nosed, selective individual than he was twenty years ago. Like as not, he will be looking for the excuse to buy a Ferrari if he's a true enthusiast of the marque, but there will be equally persuasive reasons for him to look at a Porsche or a Mercedes. In that respect, the Mondial Quattrovalvole does a splendid job keeping the Ferrari magic alive, combining it with the performance that one takes for granted from a car carrying the Prancing Horse emblem and offering high levels of trim and refinement to satisfy the discerning buyer.

Many of my colleagues consider that the Mondial represents a "softening" of Ferrari's sporting edge, as exemplified so well by the Lusso. I don't agree. The Mondial is a Ferrari which is just as at home in the more cautious, demanding environment of the 1980's as the Lusso was in the lavish, devil-may-care 1960s. It may well be a less romantic proposition than its front-engined forbear, but it nonetheless does a good job proving that Ferrari is as adept at catering for changed market circumstances as any other manufacturer in the business. — A.H.






*NIKI LAUDA's McLaren MP41E (above) chases winner Riccardo Patrese's Brabham BT52B round Clubhouse corner at Kyalami towards the end of the race. Opposite, Alain Prost's Renault RE40, the retirement of which lost the Frenchman his chance of the World Championship, swoops into Clubhouse ahead of Keke Rosberg's Williams FW09, René Arnoux's Ferrari C3 and Elio de Angelis's Lotus 94T.*

# The South African Grand Prix

## A Clean Sweep by Brabham

**Kyalami, Johannesburg, October 15th**

UNDER normal conditions the South African GP takes place at the beginning of the season and when the 1983 season was originally planned it was thus, but the agreed change in the Formula One rules that outlawed sliding side skirts and under-car aerodynamics for 1983 meant that there was a dire shortage of time before the South African race was due. Consequently an agreement was made with the South African organisers to reschedule their race to the end of the season, thus giving the teams an extra month to modify and test their existing cars, or to build new ones. As a result, the race at Kyalami held on Saturday, October 15th in very hot weather conditions, as the South African summer was fast approaching, saw the South African GP close the 1983 Grand Prix season, the original list of seventeen races being reduced to fourteen with the cancellation of the Swiss GP, the New York GP and the Las Vegas GP.

This reshuffle of the calendar meant that the season ended on a high note in more ways than one, for apart from the Kyalami circuit, north of Johannesburg being 6,000 feet or so above seal level, it is also a very fast circuit and a good test of car and driver. The previous two seasons ended on the lowest possible note, and in fact, fizzled out undramatically in the car park of a Las Vegas Hotel, on which a "Mickey-Mouse" circuit had been laid out with concrete blocks. The Kyalami circuit is laid out on an open hillside, not as spectacular as the *Österreichring*, but a fine circuit nonetheless, with an ultra fast downhill straight, followed by one of the best corners in Formula One racing as the cars plunge downhill on a falling away right-hand bend followed by an uphill left-hander that calls for a car to be well-mannered and well-balanced to make the most of the right-to-left flick at about 160 mph. The circuit then winds along the hillside in a series of bends that end in a rush up to a fast climbing right-hand hairpin that leads onto the top straight, with a fast right-hander before the pits and the brow of the hill by the start / finish line and the subsequent plunge down the ultra-fast straight. With a lap record of over 216 kph (134 mph) it is not a circuit for the faint-hearted or a car with a weak engine. The keynote of setting-up a car for the circuit is to strike a usable compromise between maximum speed, achieved by "feathering" all the aerodynamic aids, and "down-force", to aid cornering on the fast bends. On some circuits you can afford to lose some maximum speed by increasing the aerofoil angles, and benefit on lap times by superior cornering speeds aided by aerodynamic "down-force", but at Kyalami the balance between the two is very critical because you are at maximum speed for a long time so that you cannot afford to sacrifice too much on maximum speed. Even so, McLaren, Brabham and Renault were all using their large Ferrari-style "tea-tray" rear aerofoils as first seen at Brands Hatch recently, while Ferrari and ATS have been using them all season.

When the South African race is at the beginning of the season all the top teams go out there early to do a lot of testing under ideal conditions, apart from the altitude which affects power output from engines, especially normally aspirated ones. There was an early exodus from Europe to make use of testing time, so that when official practice began on Thursday morning most

drivers knew where they were going, how they were going and why.

Being the last race of the season there were a number of important things at stake, not least the destination of the 1983 World Drivers' Championship and next year's number 1. The real issue lay between Alain Prost (Renault) and Nelson Piquet (Brabham-BMW) with René Arnoux (Ferrari) in with a chance. The Manufacturers' Championship was a foregone conclusion for Ferrari for the second year running. These things were of the moment, but there were equally important things for the future. It was to be Patrick Tambay's last race for the Scuderia Ferrari as he had politely been served his notice and Michele Alboreto had been nominated for the team in 1984. It was the first appearance of the new Williams FW09 powered by the turbo-charged V6 Honda engine which the Spirit team have been racing with since mid-season, and have now lost, the Japanese firm putting all its efforts into the proven team from Didcot with 1982 World Champion Keijo Rosberg as their number one driver. It was the last chance for the McLaren team to measure up their interim car with the Porsche V6 turbo-charged engine against the opposition before starting on its new car for 1984, and the Brabham team were out for a hat-trick of wins, following Piquet's victories at Monza and Brands Hatch with Gordon Murray's sleek car powered by the BMW factory's best 4-cylinder turbo-charged engine. The South African GP had everything going for it.

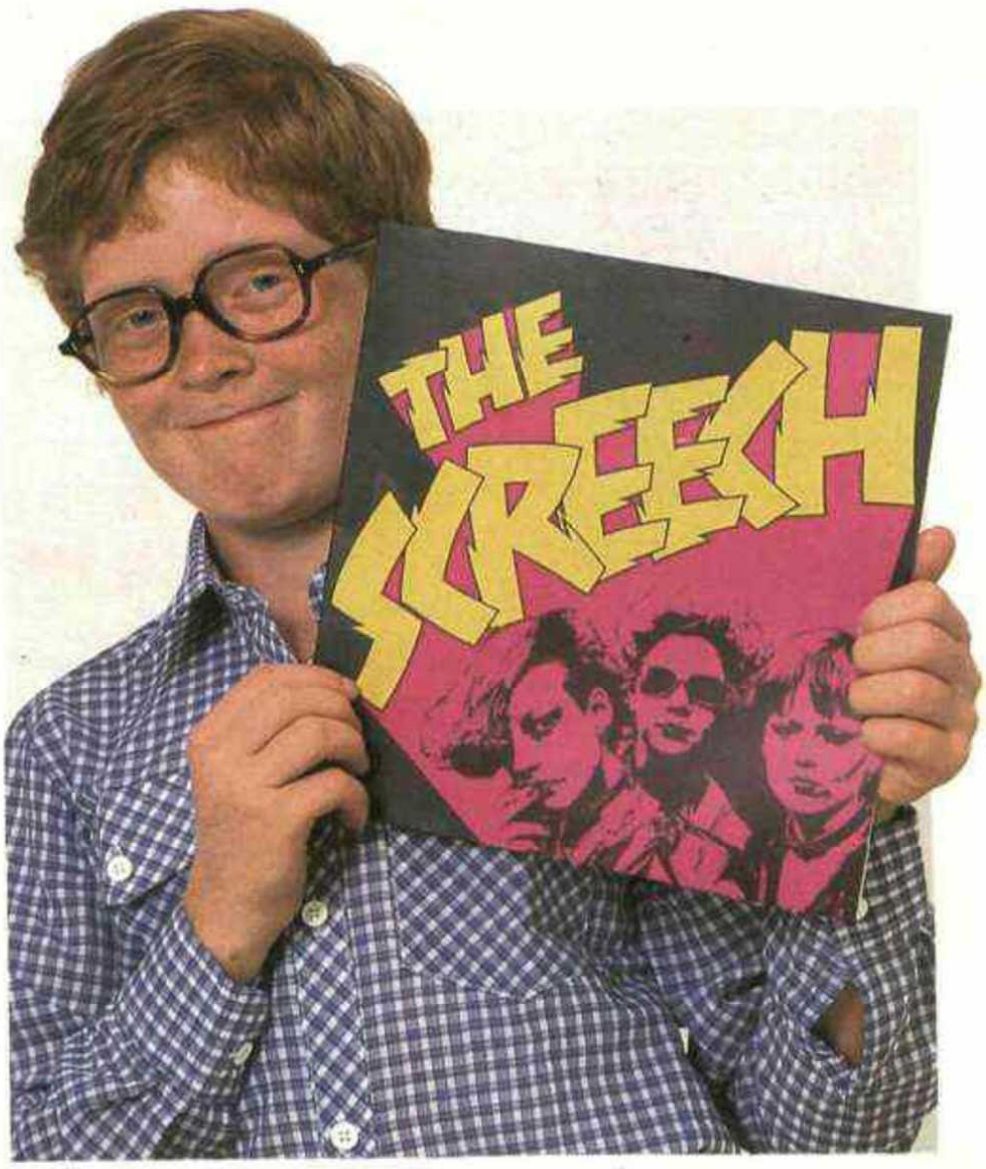
Tambay's task during the two day test period before official practice was tyre testing, while Arnoux was left to get on with a programme of engine development, including trials with different turbochargers and boost control valve springs. Now Arnoux, whatever else he's been described as, has never been considered a good test driver and Mauro Forghieri's exasperation built up steadily during the two day period. After running each new turbocharger, Arnoux would return to the pits and say "yes, very nice," or words to that effect, but fail to provide Forghieri with many worthwhile, and specific comments. "I need to know more than that," said the engineer eventually. "Well, it doesn't pull enough revs in fifth," replied Réne analytically. "In that case perhaps you would like me to put second where fifth is in the gearbox," suggested Forghieri acidly, "that way you'll be able to pull plenty of revs at the top end!" Thus ended this unproductive exchange!

Tambay's exclusion from the 1984 Ferrari team had nothing to do with his ability, it was entirely a question of internal politics within the Ferrari empire and poor Tambay was the scapegoat. Instead of sulking and dragging his feet in his last race for the *scuderia*, as some drivers have done in the past, he was on terrific form and made fastest lap in both qualifying sessions to put



his red Ferrari on pole position on the grid, but only two-tenths of a second slower was Nelson Piquet, these two being in a class of their own.

Tambay did three quick runs in Thursday's qualifying, squeezing a 1m 6.8s best out of his second set of Goodyear tyres. He then lost pole briefly as Nelson Piquet's scorched round in 1m 6.7s in his Michelin-shod Brabham but came back with a 1m 6.554s, using the best surviving tyres from his first two runs in the Ferrari, which threw pole position beyond reach. The weather was significantly hotter on Friday and, although ten drivers improved their times on the second day, both Tambay and Piquet were firmly ensconced on the front row thanks to their Thursday efforts. For the Friday session, Tambay chose to do only a single quick run on one set of qualifying tyres: for the remainder of the hour he simply sat in his Ferrari, helmet on, shaded by a large umbrella, waiting to see whether Piquet's herculean efforts would jeopardise his pole position, but the Brabham-BMW driver failed to take pole position, though he was the only person to crack 1m 7s during that final hour.




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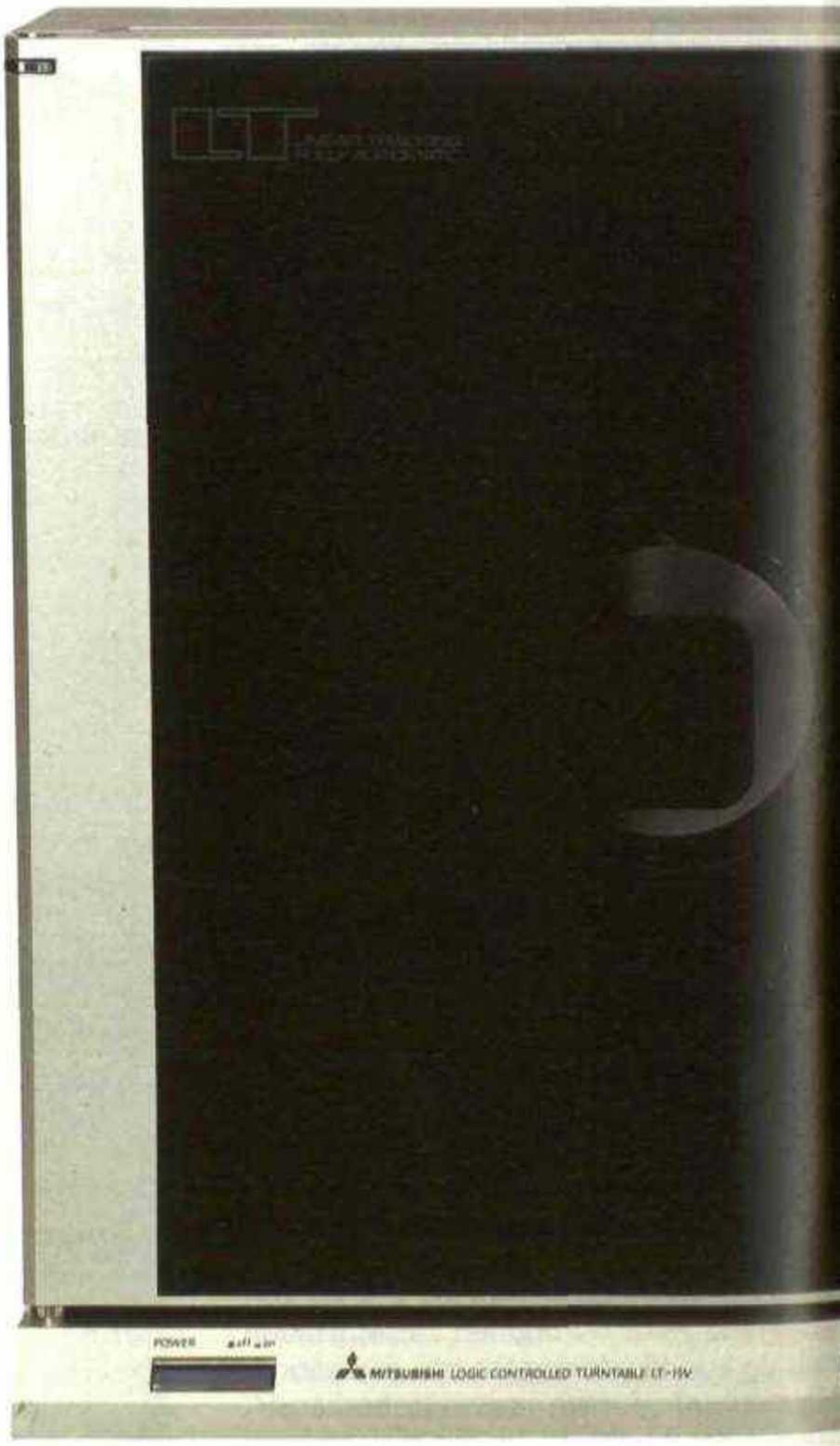
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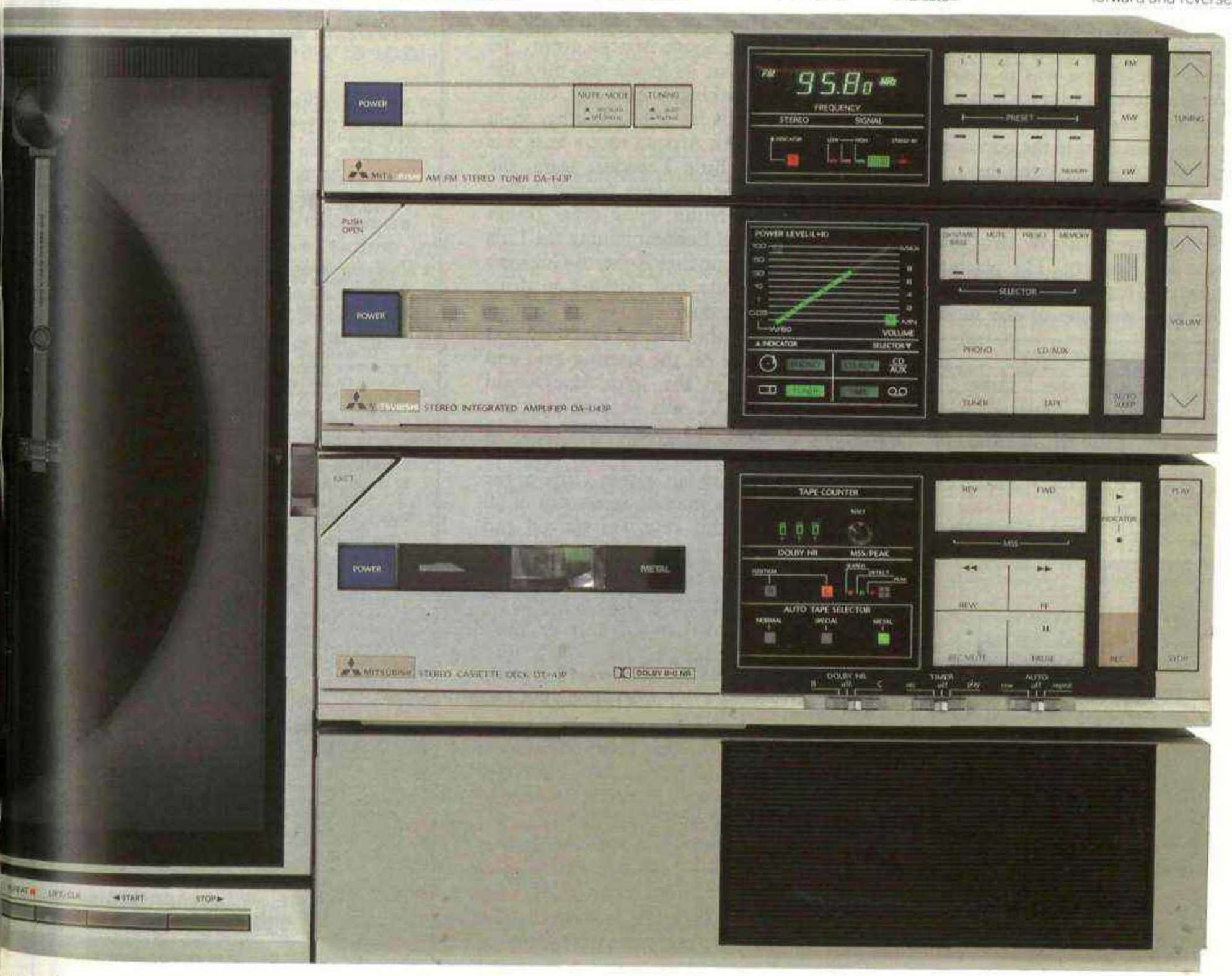
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By contrast, René Arnoux was having a foul time. On Thursday afternoon his C3 rolled to a halt with a minor electrical problem on the approach to Leeukop, and after he climbed out, the marshals inadvertently pushed the car over his right foot as they moved it out of the way! Arnoux, almost sick with pain, hobbled back to the pits where his foot was bathed and examined by the circuit doctor. Mercifully, he had got away with only serious bruising and no bones were broken: nonetheless, this little drama was to make life pretty uncomfortable for him for the rest of the weekend. It's thus to his credit that he rose splendidly to the occasion on Friday and took his C3 round in 1m 7.105s to snatch fourth place on the grid behind Riccardo Patrese's Brabham BT52B. Patrese and Arnoux were in row two and then came Prost and Rosberg. The placing of the first Williams-Honda V6 t/c in sixth position on the grid was one of the most

**PRACTICE TIMES (Longines Timing)**

| No. | Driver | Thursday pm | Friday pm |
|---|---|---|---|
| 1 | K. Rosberg | 1.07.256 | 1.07.344 |
| 2 | J. Laffite | 1.07.931 | 1.08.652 |
| 3 | M. Alboreto | 1.11.096 | 1.11.284 |
| 4 | D. Sullivan | 1.11.750 | 1.11.382 |
| 5 | N. Piquet | 1.06.792 | **1.06.821** |
| 6 | R. Patrese | 1.08.181 | 1.07.001 |
| 7 | J. Watson | 1.08.328 | 1.10.635 |
| 8 | N. Lauda | 1.07.974 | 1.08.587 |
| 9 | M. Winkelhock | 1.07.726 | 1.07.682 |
| 11 | E. de Angelis | 1.07.937 | 1.07.980 |
| 12 | N. Mansell | 1.09.443 | 1.07.643 |
| 15 | A. Prost | 1.07.186 | 1.08.136 |
| 16 | E. Cheever | 1.08.069 | 1.08.360 |
| 17 | K. Acheson | 1.13.352 | no practice |
| 22 | A. de Cesaris | 1.08.970 | 1.07.759 |
| 23 | M. Baldi | 1.09.364 | 1.08.628 |
| 25 | J-P. Jarier | 1.12.017 | 1.12.538 |
| 26 | R. Boesel | 1.12.745 | 1.13.330 |
| 27 | P. Tambay | **1.06.554** | 1.07.029 |
| 28 | R. Arnoux | 1.07.222 | 1.07.105 |
| 29 | M. Surer | 1.12.309 | 1.12.049 |
| 30 | T. Boutsen | 1.11.988 | 1.11.658 |
| 31 | C. Fabi | 1.14.483 | 1.13.656 |
| 32 | P. Ghinzani | 1.14.903 | 1.15.503 |
| 33 | R. Guerrero | Entry | Withdrawn |
| 34 | J. Cecotto | Entry | Withdrawn |
| 35 | D. Warwick | 1.08.061 | 1.08.301 |
| 36 | B. Giacomelli | 1.08.350 | 1.08.439 |
| 40 | S. Johansson | Entry | Withdrawn |

(T) denotes use of spare car.

significant happenings in practice and it was backed up by Laffite putting the second Williams-Honda V6 in tenth place, Mansell (Lotus-Renault), Winkelhock (ATS-BMW) and de Cesaris (Alfa Romeo) separating the two new cars from Didcot, which was impressive by any standards. For Rosberg to be as high as he was came as no surprise, for he has been driving brilliantly all season with the obsolete Cosworth-powered Williams FW08C and now with an engine the equal of the opposition he was in with the best. Jacques Laffite failed to qualify his Cosworth-powered Williams for the last two races which puzzled those who support him, but given the tools he can still get the job done. The whole performance of the Williams team has put the Honda V6 engine into perspective for recent races by Johansson with the same engine in a Gordon Coppuck-designed Spirit chassis have not been world-shattering, though there have been moments to suggest that the Japanese V6 engine could not be ignored. It would now appear that it is a force to be reckoned with by everyone in Formula One.

A distinctively different profile on the circuit is presented by this new FW09, although few would question that it is very definitely typically Williams in appearance. Its chassis is uncomplicated and constructed from honeycomb alloy sheeting, Patrick Head only employing carbon fibre composite to cover the central fuel cell. Although the Honda contract with the Spirit team included the South African event, the team decided to cut its losses and miss the Kyalami race, making use of the time to progress with plans for 1984. Another team who gave the South African race a miss was the rather shaky little Theodore team, the Ensign part of the business having pulled out with Morris Nunn doing other things and engineer Nigel Bennett joining the Lola factory. This meant that Roberto Guerrero and Johnny Cecotto had nothing to drive and it also meant that only twenty-six cars were entered for the race so everyone was assured of a place on the starting grid and Kenny Acheson in the John MacDonald March-Cosworth V8 was able to start his first Grand Prix. The two Osellas were at first posted as non-starters by the rule that requires everyone to lap within 110% of the fastest man but by mutual agreement of all the other teams this rule was waived and Fabi and Ghinzani were allowed to take the last two places on the grid.

The Brabham camp was in a confident mood by the end of qualifying, its sleek BT52Bs occupying second and third positions on the grid. Both cars sported only minor revisions to their oil cooling systems, but were otherwise turned out to the specification which was used to win at Monza and Brands Hatch. On Thursday morning each car had suffered an engine failure, and during first qualifying Patrese's mount suffered a turbo failure while he was on his quickest lap. The failure occurred as he came through the fast right hand kink just before the pits, but he still managed a 1 min 8.181 sec on his second set of Michelins. In an attempt to improve on that situation, he hopped into the spare car and tried to squeeze another quick lap out of the same set. But they were finished and he had to wait until the following day before returning his 1 min 7.001s best after an over-zealous performance which saw the Italian's BT52B getting all four wheels on the grass at the fast downhill Barbecue corner.

Renault on the other hand were nothing like as confident, even though for the first time they had brought along a set of special engines designed to accept more turbo boost pressure during qualifying. They also had a total of four RE40s available for Championship points leader Alain Prost (RE40 / 05 and 06) and his team-mate Eddie Cheever (RE40 / 04 and 03). The American tried one of the qualifying engines during untimed practice on Thursday morning, but it suffered a turbo failure and, when a new turbo was fitted for first qualifying, Eddie found it was about 400 rpm down at the top end. Prost found the race engine fitted in his RE40 was "nothing special", but admitted with great satisfaction that the car's handling was absolutely perfect.

The McLaren team hoped that revisions to the Porsche-built TAG turbo engine would eliminate the valve gear problems that have plagued this new engine during its first three races. They had a third MP4 1E on hand as team spare for the first time, and although this was pressed into action for Watson on race day, Niki Lauda had a generally trouble-free time in practice.

**STARTING GRID** ↑

27
P. Tambay
*(Ferrari V6 t/c)*
1 min 06.554 sec
**7** (1 min 11.267 sec)

6
R. Patrese
*(Brabham-BMW t/c)*
1 min 07.001 sec.
**8** (1 min 10.848 sec)

15
A. Prost
*(Renault V6 t/c)*
1 min 07.186 sec
**9** (1 min 11.166 sec)

12
N. Mansell
*(Lotus-Renault V6 t/c)*
1 min 07.643 sec
**60** (1 min 10.825 sec)

22
A. de Cesaris
*(Alfa-Romeo V8 t/c)*
1 min 07.759 sec
**5** (1 min 11.401 sec)

11
E. de Angelis
*(Lotus-Renault V6 t/c)*
1 min 07.937 sec
**16** (1 min 12.709 sec)

35
D. Warwick
*(Toleman-Hart t/c)*
1 min 08.061 sec
**11** (1 min 12.102 sec)

7
*J. Watson
*(McLaren-Porsche V6 t/c)* (T)
1 min 08.328 sec
**17** (1 min 13.194 sec)

23
M. Baldi
*(Alfa Romeo V8 t/c)*
1 min 08.628 sec
**4** (1 min 12.686 sec)

4
D. Sullivan
*(Tyrrell-Cosworth V8)*
1 min 11.382 sec
**70** (1 min 13.494 sec)

25
J-P. Jarier
*(Ligier-Cosworth V8)*
1 min 12.017 sec
**18** (1 min 15.144 sec)

26
R. Boesel
*(Ligier-Cosworth V8)*
1 min 12.745 sec
**5** (1 min 15.886 sec)

31
C. Fabi
*(Osella-Alfa Romeo V12)*
1 min 13.656 sec
**8** (1 min 17.153 sec)

5
N. Piquet
*(Brabham-BMW t/c)*
1 min 06.792 sec
**6** (1 min 09.948 sec)

28
R. Arnoux
*(Ferrari V6 t/c)*
1 min 07.105 sec.
**6** (1 min 12.183 sec)

1
K. Rosberg
*(Williams-Honda V6 t/c)*
1 min 07.256 sec
**51** (1 min 11.656 sec)

9
M. Winkelhock
*(ATS-BMW t/c)*
1 min 07.682 sec
**1** (1 min 23.427 sec)

2
J. Laffite
*(Williams-Honda V6 t/c)*
1 min 07.931 sec
**1** (1 min 24.689 sec)

8
N. Lauda
*(McLaren-Porsche V6 t/c)*
1 min 07.974 sec
**17** (1 min 10.634 sec)

16
E. Cheever
*(Renault V6 t/c)*
1 min 08.069 sec
**6** (1 min 11.953 sec)

36
B. Giacomelli
*(Toleman-Hart t/c)*
1 min 08.350 sec
**51** (1 min 12.058 sec)

3
M. Alboreto
*(Tyrrell-Cosworth V8)*
1 min 11.096 sec
**50** (1 min 13.507 sec)

30
T. Boutsen
*(Arrows-Cosworth V8)*
1 min 11.658 sec
**47** (1 min 15.100 sec)

29
M. Surer
*(Arrows-Cosworth V8)*
1 min 12.049 sec
**60** (1 min 14.489 sec)

17
K. Acheson
*(March-Cosworth V8)*
1 min 13.352 sec
**7** (1 min 17.212 sec)

32
P. Ghinzani
*(Osella-Alfa Romeo V12)*
1 min 14.903 sec
**1** (1 min 29.776 sec)

*Should have started at back of grid, see story.
N.B. There were only 26 entries so nobody failed to qualify
(T) denotes use of spare car for practice time or race.
Times in brackets are best laps recorded in race.
Number in bold is lap on which recorded.

With McLaren and Williams now firmly ensconced within the ranks of turbo competitors, it came as little surprise to find Michele Alboreto's Tyrrell 012 heading the list of non-turbo runners. Alboreto, currently looking forward to his somewhat controversial appointment as René Arnoux's partner in the '84 Ferrari line-up, set his best time of 1 min 11.096 sec on Thursday and, when he found he couldn't stay in team-mate Danny Sullivan's slipstream the following day, he took over the American's car for the final session, but he couldn't improve on his Friday best.

If it had been warm on Friday, then it was a South African Spring scorcher on Saturday with hardly a cloud in the sky and none of those ominous thunderstorms, which so frequently jeopardise proceedings when the race takes place earlier in the season. In order to keep Kyalami's narrow and outdated pit facilities as free as possible for cars to make their pit stops, it was decided that the Toleman and ATS teams should set up their refuelling facilities on the wider apron below the start / finish tower before the line of pits. There was a lot of bad feeling, general lack of organisation and flaring tempers as various officials attempted to clear the pits of superfluous individuals.

*CHAMPION: acknowledging the chequered flag, third place is sufficient to give Nelson Piquet his second World Championship title.*

In the morning warm-up session before the race, in which everyone runs in full race trim, Lauda recorded the fastest lap with his McLaren-Porsche V6, which did not go unnoticed by the other teams.

This very hot weather effectively spelt *finis* to the hopes of the Goodyear-shod runners at Kyalami, such conditions favouring Michelin's radials. The first positive indication of this came in the morning warm-up session in which Niki Lauda's McLaren-Porsche turned a very impressive 1 min 9.504 sec on race tyres and almost full fuel load. Patrese, Piquet and Prost were next up, with Goodyear's best runner, Tambay's Ferrari, some 1.2 sec slower than Lauda. Watson was still suffering engine problems in his McLaren, the newly installed V6 still demonstrating a mysterious loss of power at the top end, so it was decided that he would start in the spare MP4 1E. Winkelhock's ATS flew off the road at Crowthorne after a rear suspension failure, while the Williams lads had their work cut out replacing the failed Honda V6 in Rosberg's car in the two and a half hours available between the end of the warm-up and the start of the race. Sometimes an unlikely or insignificant driver or car makes a fast time in the race-day warm-up and it is not important, but Niki Lauda can never be overlooked, nor can Porsche.

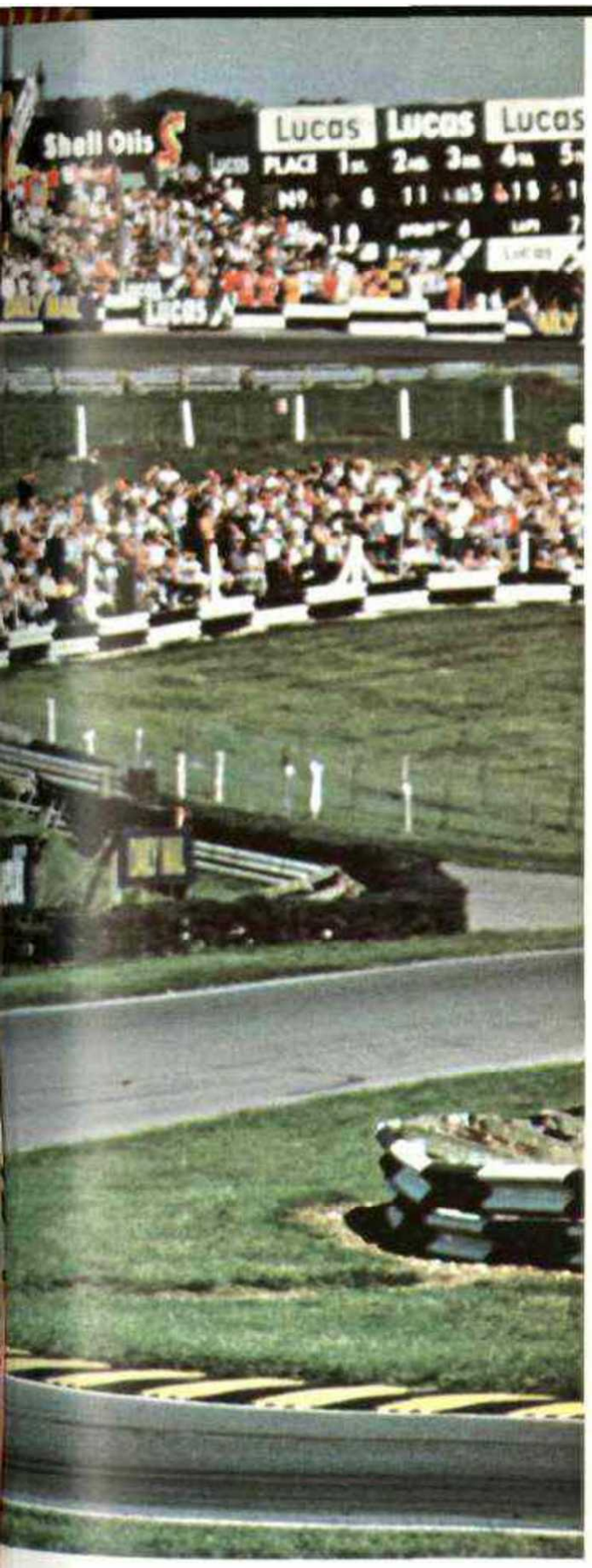
From the moment the green light came on Piquet had it all his own way, his start was exemplary and he really gave it all he'd got in the opening laps, pulling out an enormous lead even on the first lap. There was little doubt that you needed to be on Michelin tyres for this race for the dust of the start had barely subsided before the two Brabhams took charge with Tambay unable to match their speed, nor that of Prost in the Renault, de Cesaris (Alfa Romeo) and Lauda (McLaren) who had rocketed through from the sixth row. His team-mate Watson in the second McLaren-Porsche was left behind as the grid moved off on the parade-lap and though he was push-started he retook his place in the parade thus infringing the rule forbidding overtaking by anyone once the parade-lap has begun. He was black-flagged and disqualified on lap 18. Piquet simply drove away from everyone, so much so that when he made his routine pit-stop for new tyres and more petrol, he rejoined the race just as his team-mate came into view and continued to lead the race even while on his standing-start lap from the pit-lane. The Brabham mechanics did a superb job in getting him out in 12 seconds, even though the television count-down made it 9.2 sec. From the very start of the race neither Prost nor Arnoux were any challenge at all to Nelson Piquet and indeed

*Continued on page 1361*




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THE possibility of an Italian victory at sun-soaked Brands Hatch evaporated when pole position man Elio de Angelis's Lotus 94T tangled with Riccardo Patrese's Brabham BT52B at Surtees corner (above), handing a comfortable advantage to Nelson Piquet (below).




**GRAND PRIX OF EUROPE** RENÉ ARNOUX substantially reduced his World Championship chances when he spun his Ferrari 126C3, although he wasn't penalised for receiving this apparent outside assistance. Centre below, newly crowned European F2 champion Jonathan Palmer drove a third Williams FW08C entry to a smooth 13th place. Bottom, Nigel Mansell, seen leading Winkelhock and Tambay into Paddock Bend, emerged in third place at the end with fastest lap to his credit as well.






**SANREMO RALLY** MARKKU ALÉN's well-paced victory on the Sanremo Rally in Italy ensured Lancia of its fifth World Championship title. It was also Alén's second championship victory of the season, the Finn having re-signed to drive for the Fiat Group for the 10th year running. Henri Toivonen and Fred Gallagher (below) only just made it to the finish of Sanremo, the headgasket having blown on their Opel Manta 400. They finished fourth, the highest placed drivers of a conventional car.

*Continued from p1357*

they barely figured in the race as such, let alone as challengers for the outcome of the World Championship points-scoring game. Arnoux had never figured among the front runners from the start, his Goodyear tyres demoralising him until he gave up when his Ferrari engine overheated, while Prost was taken aback by being passed with ease by Lauda in the McLaren-Porsche and when the unhappy little Frenchman arrived in the pit lane it was not for petrol and tyres, but to retire from the fray with "turbo-charger trouble" to quote the Renault team.

Apart from Piquet's domination, Lauda's progress was the big feature of the race, for after charging up from his position of twelfth on the starting grid, he got into a strong third place a few feet behind Patrese's second-place Brabham. There was nothing he could do about the Italian, but equally Patrese could not shake him off and it was with some relief that he saw Lauda heading for the pit lane for new tyres and petrol. As can so easily happen in these fast pit stops something can go wrong, and the right-rear wheel baulked keeping Lauda up on the jacks for more than 23 sec, but he rejoined the race at undiminished speed and set about making up the lost time, the McLaren-Porsche looking very impressive in only its fourth race. Although Tambay's pit stop with the Ferrari went smoothly, it was slow in comparison with the Brabham team, for Patrese had been serviced in just over ten seconds, and the Ferrari lost a place to the Alfa Romeo of de Cesaris as it left the pits. Warwick had been running well in mid-field in the opening stages and as others like de Angelis (Lotus-Renault) and Laffite (Williams-Honda) retired he moved up until he was in sixth place, ahead of Cheever (Renault) and Rosberg (Williams-Honda). He moved up another place when Tambay retired, the Ferrari having run slowly for a lap with falling boost pressure before expiring out on the circuit and this put Warwick in fourth place. Team-mate Giacomelli was not so lucky, a turbo failure causing a merry little fire at the back of the car as he drew off to retire.

With Prost gone, Piquet had the 1983 World Championship in his grasp, but he could still lose it if the Brabham let him down or he made a mistake, for his retirement would leave Prost ahead on points, even though the Frenchman had long since retired. However, Piquet was more intent on winning the Championship than winning the race, so he eased right off and drove carefully to the finish, letting Patrese, Lauda and de Cesaris all go by for those three were still racing to win the South African GP, especially Lauda who had the bit between his teeth and was hounding Patrese once more. Fourth place was quite sufficient for Piquet to finish the season ahead of Prost on points, so he cruised round and let the others get on with the racing. With only four laps to go Lauda's car suddenly slowed as the boost pressure dropped and he pulled off on the left of the circuit after the Clubhouse Corner, his race run and an impressive second place gone. The McLaren suffered an instant loss of power from its Porsche engine as a result of an electrical systems malfunction.

Patrese came home the winner of the South African GP, with de Cesaris in a mature second place, which was another great boost for the Euroracing Alfa Romeo team after his second place in the German GP. The wily Piquet finished third secure in the knowledge that he had won the 1983 World Championship on points rather than race victories, though his domination of the last three races has been unquestionable. A lap behind came Warwick in another good fourth place for the Toleman team, followed by Rosberg in fifth place in a very impressive début race for the new Honda powered Williams.

In no way did the 1983 Grand Prix season fizzle out, it ended on a strong note of interest and enthusiasm for 1984. The day of the small private team has long gone and Grand Prix racing is now the province of major motor car manufacturers, using the specialist skills and knowledge of some of the small concerns. While Ferrari, Renault and Alfa Romeo are complete factory teams, with all the research and development facilities behind them that are essential to stay ahead, Brabham, Williams, McLaren and Lotus have the full backing of major factories for the supply and development of engines. BMW, Honda, Porsche and Renault are as keen for their supported teams to win as if they were their own teams. Against these giant engine manufacturers Brian Hart struggles gamely with his turbo-charged 4-cylinder in the Toleman, but it is an uphill struggle. — H.J.

**RESULTS**

**SOUTH AFRICAN GRAND PRIX — Formula One — 77 laps — Kyalami — 4.104 kilometres per lap — 316.0 kilometres — Very Hot**

| | | | |
|---|---|---|---|
| **1st** | Riccardo Patrese | (Brabham-BMW BT52B/6) | 1 hr 33 min 25.708 sec — 202.939 kph |
| **2nd** | Andrea de Cesaris | (Alfa Romeo 183T/03) | 1 hr 33 min 35.027 sec |
| **3rd** | Nelson Piquet | (Brabham-BMW BT52B/5) | 1 hr 33 min 47.677 sec |
| **4th** | Derek Warwick | (Toleman-Hart TG183B/4) | 1 lap behind |
| **5th** | Keijo Rosberg | (Williams-Honda FW09/01) | 1 lap behind |
| **6th** | Eddie Cheever | (Renault RE40/04) | 1 lap behind |
| **7th** | Danny Sullivan | (Tyrrell-Cosworth 012/1) | 2 laps behind |
| **8th** | Marc Surer | (Arrows-Cosworth A6/4) | 2 laps behind |
| **9th** | Thierry Boutsen | (Arrows-Cosworth A6/5) | 3 laps behind |
| **10th** | Jean-Pierre Jarier | (Ligier-Cosworth JS21/04) | 4 laps behind |
| **11th** | Niki Lauda | (McLaren-Porsche MP4/1E/6) | retired on lap 72 — power failure |
| **12th** | Kenny Acheson | (March-Cosworth RAM/01/03) | 6 laps behind |
| **13th** | Nigel Mansell | (Lotus-Renault 94T/2) | 9 laps behind |
| **14th** | Raul Boesel | (Ligier-Cosworth JS21/03) | 11 laps behind |
| **15th** | Michele Alboreto | (Tyrrell-Cosworth 021/2) | retired on lap 61 — engine failure |
| **16th** | Bruno Giacomelli | (Toleman-Hart TG183B/3) | retired on lap 57 — turbo failure |
| **17th** | Patrick Tambay | (Ferrari 126C3/069) | retired on lap 57 — engine trouble |
| **18th** | Alain Prost | (Renault RE40/05) | retired on lap 36 — turbo failure |
| **19th** | Corrado Fabi | (Osella-Alfa Romeo FA1E/03) | retired on lap 29 — engine failure |
| **20th** | Elio de Angelis | (Lotus-Renault 94T/1) | retired on lap 21 — engine trouble |
| **21st** | John Watson | (McLaren-Porsche MP4/1E/7) | retired on lap 19 — disqualified |
| **22nd** | René Arnoux | (Ferrari 126C3 066) | retired on lap 10 — overheating |
| **23rd** | Mauro Baldi | (Alfa Romeo 183T/02) | retired on lap 6 —spun off |
| **24th** | Piercarlo Ghinzani | (Osella-Alfa Romeo FA1E/02) | retired on lap 2 —engine failure |
| **25th** | Manfred Winkelhock | (ATS-BMW D6/03) | retired on lap 2 — engine failure |
| **26th** | Jacques Laffite | (Williams-Honda FW09/02) | retired on lap 2 — accident |

*Fastest lap:* Nelson Piquet (Brabham-BMW BT52B/5) on lap 6, in 1 min 09.948 sec — 211.219 kph

*26 starters — 13 finishers*

# Kyalami Kackles

Team Lotus have their ups and downs. This time they were on a down. Mansell made a nonsense of his start and then had a stop to cure gear linkage trouble. After his routine pit stop he stopped again for another set of Pirelli tyres and was nine laps down at the finish. Elio de Angelis was plagued by an untraceable misfire in the Renault turbo engine and eventually gave up.

* * *

If Lauda was man of the race, the brand new Williams-Honda V6 must be car of the race. To qualify sixth on the grid and finish fifth in the race was an impressive début by any standards. Poor Laffite was "nudged" into a spin by Cheever's Renault, and ended up in the catch-fencing on lap two.

* * *

Some drivers had trouble in the pits, like Boesel who lost many laps having his throttle linkage put right, others had trouble while racing, like Rosberg who had to keep slowing down as his Honda engine overheated. After it cooled off he could get stuck in again for a few laps. In this way he brought the new car home to finish its first race.

* * *

The man of the race would appear to be Niki Lauda as he showed the potential of the McLaren and Porsche combination, his forceful driving up to second place after his disastrously long pit stop was a fine example to everyone. He must have proved his point to designer John Barnard that by racing the "interim" car they now have a sound base-line from which to start the 1984 season.

* * *

Interesting that pole-position time at Kyalami at the beginning of 1982 was 1 min 06.351 sec by Arnoux in a Renault RE30 and at the end of 1983 Tambay did 1 min 06.554 sec in a C3 Ferrari. So much for the FISA attempts to slow things down by eliminating "ground effect".

# RALLY REVIEW

## Sanremo Rally

ALL too often we hear that the best cars in the world are made in Germany, and we wonder what right has any commentator to disguise his opinion as a fact. The latter is sacred, but the former is completely free and what might suit one purpose may be quite useless for another. Nevertheless, it is a popular opinion that German mechanical engineering is solid, reliable and meticulously thorough.

This sort of reputation outside an industry breeds confidence within, and when manufacturers began to realise that post-war rallying was becoming an excellent, sales-boosting shop window and set up their own teams, German factories were not slow to do likewise, although for them prestige was as important as sales promotion.

When Mercedes, Porsche and Opel entered the lists in turn, each was successful, but when Mercedes returned to rallying in the late 'seventies the shock of defeat was too much to bear and they disbanded the team almost overnight. Their cars were in great demand all over the world, but a fine road car does not necessarily become a rally winner, and it seemed that Mercedes were painfully slow to realise this.

More recently, Audi joined the fray with what has been called a "supercar", the four-wheel-drive Quattro. Other manufacturers, especially those who had tried such transmission and discarded it, were sceptical, but Audi began to win rallies, and suddenly the race was on among other rallying factories to produce four-wheel-drive systems for their competition cars.

Superlatives began falling from the tongues and pens of those who spoke and wrote of the Quattros, and we feel that this might have caused some complacency within the team. They were told so often that they were the best that they believed it, with the same effect as on young drivers who are praised too much, too soon, and become over confident.

The Quattro may be fast and possessed of good handling and traction, but it has yet to demonstrate the reliability without which there can be no really outstanding success. Until it does, it needs regular and thorough service of a very high standard, and that, strangely enough for a German team, is what Audi Sport fails to provide.

Service stops, whether they be in well equipped garages or at the roadside, need to be fast, decisive and comprehensive. They should also be under the control of someone who understands bush fettling as well as workshop practice, and is completely familiar with practical rallymanship as well as its basic theory. Audi seems to be lacking in these essential attributes and results have reflected that situation. Improvisation is the stock-in-trade of the mechanic in the field, but he must also be meticulous, and Audi's shortcomings in both respects have become talking points. The efficiency gap between Opel and Audi is enormous, and Ingolstadt could well take lessons from Rüsselsheim or Cologne, or even Boreham, Trollhättan or Abingdon for that matter.

The Sanremo Rally in early October was a vital event for Audi, but it turned out to be disastrous. Their highest place was seventh, which meant they lost all chances for the manufacturers' section of the World Championship, whilst Hannu Mikkola didn't finish at all and scored no points to help his bid for the drivers' title.

Driving the works Lancias were Röhrl, Alén and Bettega, whilst the others were in the Hands of Vudafieri, Biasion, Tognana, Zanussi and Tabaton.

Audi's battalion strength was only half that number, the four cars being driven by Mikkola, Mouton, Blomqvist and Darniche. The latter driver was to have driven a Quattro in Corsica earlier in the year, but a practice accident hospitalised him and perhaps this appearance was by way of making up for his failure to make the start line in Corsica.

There were two Opel Mantas there too, for Vatanan and Toivonen, plus two such cars run by the Italian tuning concern Conrero for Cerrato and Batistolli, whilst there was a whiff of factory involvement about the three privately entered Ferrari 308 GTBs which were entered, one driven by Björn Waldegård.

The Sanremo Rally stretches from the French border all the way across to Tuscany, a foray which the organisers are obliged to do if they are to include dirt roads as special stages. There are tarmac stages too, of course, some of these being in the mountains immediately behind Sanremo where the fine dirt roads of the former Rally of the Flowers have for some years been covered by spoilsport tarmac.

When the club first went eastwards in search of dirt a few years ago the number of tarmac stages were relatively few, but the proportion has since increased gradually and this year dirt roads made up only about 57%. The two surfaces are kept apart in groups, and there are neutralisation stops to allow teams to change from one suspension set-up to another. But the event is stretched considerably, and the total distance of some 1,680 miles takes from Sunday to Friday.

In the first group of tarmac stages the Lancias were expected to be faster than the Audis, but the German team was hoping that the Italian advantage would not be as high as to be beyond reach once the rally got to the dirt roads. Audi's expectations were then to pull out such a lead over the Lancias that they would be able to keep it even after the rally got back to the tarmac again.

Alas, it didn't turn out that way. The Lancias were significantly faster than last year but there was hardly any improvement at all in Audi performance. That early lead of the Lancias was simply too much for the Audis to whittle away, and quite early in the event the outcome became apparent for all to see.

Added to this, both Mikkola and Blomqvist were slowed by power steering hydraulic pump failures in the initial stages, making it necessary to take hefty tugs at the wheel rather than precise twitches, whilst Darniche lost his brakes when someone forgot to replace the hydraulic reservoir cap and a significant amount of fluid escaped.

After those first six stages, seven of those eight Lancias held the first seven places, whilst the highest placed Quattro was Mouton's, in 12th place. Röhrl was leading a half minute ahead of team-mate Bettega.

Further East, after a long, boring motorway drive, suspensions were changed for the dirt roads, and, very soon afterwards, positions up front changed too. Röhrl lost the belt from his supercharger which, added to the time consumed by a puncture, cost him dearly. Indeed, at the end of the second leg (after 25 stages in all) he was down at tenth place, the lead having been taken by his team-mate Alén.

The Audis had managed to catch up some time, and Mouton, Blomqvist and Mikkola were second, third and fourth respectively. Alén had his gearbox replaced as a precaution, as Tognana's car had stopped because its box had failed. Toivonen, too, had a new box in his Opel, whilst both Bettega and Biasion had lost time with punctures.

Dust was proving to be troublesome, especially at night, but Alén was out in front and, in the words of a Safari commentator of some years ago, "All the dust was behind his car"! When a delay was caused on one stage by spectators crowding the actual road, the organisers felt that the two groups of competitors separated by this delay would best be brought together gradually by increasing the interval between cars of the leading group from one to two minutes. But this would diminish Alén's dust advantage, and it was said that the change was not carried out because Lancia pointed out politely that the regulations could not be thus changed in mid-rally.

Mikkola had vanished altogether, and most dramatically too. Disturbed by the smell of burning, they stopped to find that the boot of the car was in flames. Application of the fire extinguisher, and even a radioed SOS to the team's helicopter were of no use and Mikkola and Hertz could do nothing but watch as the entire car was completely gutted.

Fires have been common in the Audi camp, but most have been underbonnet

affairs. This one seemed to have no logical explanation, unless fuel spillage (was the filler cap in place properly?) was ignited by the hot exhaust pipe, as happened in Greece a couple of years ago.

This was incredibly bad luck for Mikkola, for he had got up to fourth place and stood to gain a reasonable points tally to add to his championship total.

Blomqvist was up in second place, apparently separating the Lancias of Alén and Röhrl by intervals of 1 min 42 sec and 1 min 27 sec respectively, but in fact Röhrl was two *more* minutes behind. At Pisa, this additional time was added to his total for delaying his start at an earlier stage. He'd been trying to escape the dust of the cars ahead by waiting for two minutes rather than one, but the organisers applied their rules stringently and penalised him for it.

However, those two minutes, and more, were soon consumed when the rally got to tarmac again, and Röhrl put himself well into second place, but still 4 min 22 sec behind Alén. That interval seemed to suit the Italians, for it was about enough to ensure a win for Alén, and it's the Finn, after all, who is staying on with Lancia for 1984; Röhrl is moving on to join Audi.

The final leg, a series of mountain loops near Sanremo again, changed nothing up front, although Vatanen vanished after demolishing a stout barrier. Worse, and most uncharacteristically, Blomqvist rammed a rock just before the end of a stage and only got it over the finish line after some heavy pushing. Perhaps he had got a bit fed up and allowed his concentration to lapse, for Audi service was pretty chaotic and on occasions the mechanics were unable to complete the necessary work in the time available. In any case, Blomqvist was out, for there was no hope of getting the car repaired in time.

Mouton, too, very nearly packed up, and it was only by dint of tackling various little jobs themselves were she and Fabrizia Pons able to finish. Toivonen, who had driven magnificently to stay up with the Lancias, also looked like dropping out with a blown head gasket. But, with his Manta laden with as much spare oil and water as it could carry, and its engine rpm so low that he could hardly get out of first gear, he coaxed it back to the finish and a thoroughly deserved fourth place.

**SANREMO RALLY**

| | | |
|---|---|---|
| 1st | M. Alén / I. Kivimäki (Lancia Rally GpB) | 8 hr 50 min 17 sec |
| 2nd | W. Röhrl / C. Geistdörfer (Lancia Rally GpB) | 8 hr 52 min 26 sec |
| 3rd | A. Bettega / M. Perissinot (Lancia Rally GpB) | 8 hr 55 min 27 sec |
| 4th | H. Toivonen / F. Gallagher (Opel Manta 400 GpB) | 8 hr 59 min 49 sec |
| 5th | M. Biasion / T. Siviero (Lancia Rally GpB) | 9 hr 00 min 42 sec |
| 6th | D. Cerrato / G. Cerri (Opel Manta 400 GpB) | 9 hr 08 min 04 sec |
| 7th | M. Mouton / F. Pons (Audi Quattro GpB) | 9 hr 14 min 20 sec |
| 8th | L. Battistolli / R. Dalpozzo (Opel Manta 400 GpB) | 9 hr 17 min 17 sec |
| 9th | B. Darniche / A. Mahé (Audi Quattro GpB) | 9 hr 28 min 35 sec |
| 10th | G. Noberasco / D. Cianci (Alfa Romeo GTV6 GpA) | 9 hr 58 min 39 sec |

*97 starters, 36 finishers*

# Cyprus Rally

ONE of the most satisfying experiences of rallying is to see a new event appear on the calendar and then to watch its progress from infancy and inexperience to strong, tough maturity. We have seen the beginnings of many rallies in our time, some now floundered and gone forever, some still struggling to make the grade every year, and some having achieved recognition as a worthwhile and established annual addition to the calendar.

Such an event is the Rothmans-backed Cyprus Rally, and it is difficult to think of a rally which, in little more than a decade, has become of the stuff that World Championship events are made. Indeed, it has been of that calibre for some years, although it has not so far achieved that status, which it most certainly deserves.

Alas, motor sporting politics being what they are, quality alone is insufficient for advancement, and whilst selection depends on how many FISA colonels and their lieutenants an organiser can gather on his side we wonder how long it will take for this superb rally to be placed where it deserves to be among the list of the world's best.

Cyprus has no vehicle manufacturing industry to match those of Europe and elsewhere, so its voice on the BPICA has no outlet. Furthermore, its small size seems to generate the idea that no country so diminutive could ever host a World Championship qualifier and live up to all the requirements — and there are as many of those between the lines as there are on them.

However hard the struggle, the Cyprus AA has soldiered on to produce each year an excellent route, superb communications, slick marshalling and as tough and satisfying a contest as you will see anywhere. Add to that a friendly, convivial atmosphere and a bunch of organisers who are helpful beyond measure and you will be part of the way to appreciating what it is that makes this fine rally tick.

Based at Nicosia, the rally is confined in time to a long weekend, but it uses a great deal of the available terrain, with tortuous forest roads high in the mountains, faster ones near the coast, and surfaces varying from terribly rough to perfectly smooth. The scenery is wonderful too, even if some of the sheer drops are on the nerve-wracking side for the inexperienced.

Although a coefficient 4 qualifier of the European Championship, the event gathers precious few entrants for that reason. Those who go do it largely for the adventure and pleasure it gives them, so it has never gathered more than just a handful of top-line overseas crews. This is rather a pity, for some measure the quality of a rally by the calibre of the competitors it attracts.

This year the numbers were reasonable, 73 leaving the start at Nicosia stadium. The various loops were divided by stops at Paphos, Limassol and Cape Kiti, a small resort near Larnaca. The 36 special stages totalled 419 miles — they don't use kilometres in Cyprus, and they even drive on the correct side of the road!

Favourite was undoubtedly Jimmy McRae, in an Opel Manta with Ian Grindrod, and they went faultlessly through the rally to take a comfortable win ahead of local driver (and previous winner) Vaham Terzian in a GpA Mitsubishi Lancer. Terzian is a remarkably polished driver, and whilst Mitsubishi Europe remains undecided about its crews for the future we suggest that they might be surprised if they give this young Cypriot businessman the opportunity of a test drive.

Third place went to Kenyan pair Mike Kirkland and Anton Levitan in a Nissan 240RS, the servicing of which they shared with Greek driver George Moschous who was fifth in a similar car.

Another foreigner was Saeed al Hajri from Qatar, driving a Rothmans Opel Ascona with Englishman John Spiller. Al Hajri, too, is no mean performer, and he finished in fourth place.

Alain Coppier, a leading contender in France's Citroën Visa Challenge, finished eighth and made the visit worthwhile, although he did say that he found the going much rougher than anything he'd seen before.

There was one little hiccough in the event when marshals sent out to block a stage short-cut blocked the wrong road, and it was not until McRae and Kirkland took the unexpected diversion and came back that the officials realised their error and moved to the correct place. The stage was quite correctly scrubbed, but there was a delay at the end when Moschous' entrant attempted by way of protest to get the following road section (on which he'd been delayed by a gearbox change) scrubbed as well. The stewards made the correct decision and rejected the protest.

Among the privateers, Ernest Kenmore turned in a fine drive to finish 10th in his Talbot Sunbeam, with the absolute minimum of amateur service support, whilst Ivan Clark (with former Kenyan and now Cyprus resident Mike Fraser as co-driver) overcame no end of problems to finish 12th in his Avenger. Equally troubled by snags was Gary Hicks, but he too got to the finish, his Nissan taking 19th place.

We would like to go an describing the happenings of this fine rally, but space does not permit. But we will suggest once again that this is a really tough rally which will suit professional and privateer alike. — G.P.

## WRC Footnote

Although Lancia has a chance of getting Alén to the top of the drivers championship, they will not be going to the Ivory Coast, which takes place just days before this issue of MOTOR SPORT is published. If Mikkola wins there, he will clinch the title.

# BOOK REVIEWS

**"On The Road"** by Jackie Stewart. 120 pp. 10" x 7" *(Collins Willow, 8 Grafton Street, London, W1X 3LA £7.95).*

The reason this book gets into the full-review section of this book reviews' page is on account of the fame of its author rather than the breathtakingly thrilling content of his book. Jackie Stewart needs no introduction to our readers, although they may hold the view that apologies are due for some of his views, and his influence on the way modern motor racing has developed. Be that as it may, Stewart is widely known as a safety-first advocate and it is this theme he pursues throughout this somewhat superficial offering. Despite this, it has a certain charm, mainly that of being quickly read, for the semi-fictional examples the great ex-World Championship racing driver gives, of safety transgressions the world over, are short and sharp. The drawings that indicate the theme are by David Smith and John Montgomery and it comes as no surprise — if this is the right word to choose — that the great advocate of belting-up, Jackie Stewart, is an Overseas Director of BSG / Britax, the seat-belt manufacturers. . . . — W.B.

**"The Story of Volvo Cars"** by Graham Robson. 216 pp. 9⅜" x 6⅝" *(Patrick Stephens Ltd, Barr Hill, Cambridge, CB3 8EL. £9.95).*

We have become accustomed to Graham Robson writing erudite books and many articles on motoring subjects, with a quite remarkable prolificacy. But the books have usually been about the products of the British Companies with which Graham was closely associated before driving a typewriter, and of which he consequently has accurate, exhaustive, and often "inside" knowledge, cars such as Rover, Jaguar, Austin-Healey and the like. So it is something of a change to have Robson on Volvo. But welcome nevertheless, for this is a not very fully-documented make and thus another gap in one-make history has been closed. As an aside, not much is now left undone in this field, apart from books on Humber, Wolseley, Armstrong Siddeley and a few others. Back to Volvo. Robson starts with the birth of these cars and runs in detail through the 1930's six-cylinder Volvos, the well-remembered PV544, the Amazon, and so to the P1900 and P1800 sports-coupes, and on to the more recent Volvo models, with a chapter on each of these subjects, Volvo's competition history, the Swedish company's world penetration, starting in the 1970s, and its DAF and Renault orientated factories. The appendices cover technicalities of the individual models, production statistics from 1927 to 1981, Volvo prototypes and specials that never went on the market, and the renowned Volvo truck, 'bus, tractor, aero-engine and marine-engine products. Quite a catalogue! Hakan Frisinger, President of the Volvo Car Corporation, donates the Foreword.

The many pictures are rather drab, surprisingly from the "Land of the Midnight Sun", which should surely help photography? But, apart from the fact that Pomeroy's visit to Sweden for *Motor* is quoted but not Boddy's for MOTOR SPORT (when we did much on Volvo), I liked this one. — W.B.

**"Wheels of the RAF"** by Bruce Robertson, 185 pp., 9¼ in x 6¾ in *(Patrick Stephens Ltd., Barr Hill, Cambridge, CB3 8EL.* £9.95).

This is an enormously interesting book, giving the detailed story of RAF transport vehicles, from those used by the RFC and RNAS to the inter-war, war-time, and post-war vehicles of all kinds employed by the RAF, up to date. As one would expect of aeronautical historian Bruce Robertson, the book is authoritative and detailed — even to such data as the paint, grease and cleaning materials allocated to an RAF push-cycle! I found the contents enthralling and although plenty of mostly "new" pictures are provided, could have done with many more. Commercial vehicle addicts *must* buy this one, and it should also be of the greatest interest to military disciples and old-motor enthusiasts. All the expected vehicles are there, and some unexpected ones, like the American armoured Seabrooks that rushed dangerously about our country lanes hoping to intercept Zepps. Private cars in the service of the flying corps, and appropriate armoured vehicles, are included, so Rolls-Royce folk and others will find much of especial interest. Drawings show vehicle markings, rank insignia, etc. and there are tables of numbers of vehicles and how allocated, locations, and so on. Don't miss this one. — W.B.

* * *

Keeping company with earlier period-history books by Michael Sedgwick, Newnes Books / Temple Press, 84-88, The Centre, Feltham, Middlesex, TW13 4BH, have come up with an enormous volume, *copiously* illustrated with line drawings and colour pictures of "Cars of the Fifties and Sixties". It runs to 240 12 in x 10½ in pages and costs a modest £11.95. — W.B.

Those who still have an interest in, or even use, the old side-valve almost indestructible small Fords will be interested in a new book from the Ford Side Valve OC called "The 100E Side Valve Saloons" by Melvin D. Smith. It follows a similar soft-cover book "A History of Small Side Valve Fords" published by the Club in 1980 to celebrate its 10th anniversary and will at first be sold to Club members, but will later be available to non-members at £2.50. Apply to Bruce Palmer, 13 St Bernards, Chichester Road, Croydon CR0 5UL. Some material from MOTOR SPORT has been included and there are 79 pages and eight pictures.

* * *

Those who crave an Ulster Austin 7 but are obliged to build a replica will find invaluable information and data in "A Guide To Building Reproduction Austin Ulsters" by C. S. W. Gould. This is the third edition of this large 61-page book. It is packed with excellent photographs, drawings, measurements, lists of component suppliers, and everything anyone should need to know to get such a car on the road. Send £6 to the author at 8 Georgia Avenue, Worthing, Sussex BN14 8AZ; this includes UK postage. *Light Car's* 1931 road-test report on a non-blown £185 Ulster is included.

* * *

Another splendid public-service-vehicle history has been published by the Transport Publishing Co of Glossop, this one being the first part of the story of Barton Transport, who operated buses and coaches in the East Midlands and further afield. The glossy-paper 136 page (8¼" x 9¾") book is by Alan Oxley and as is usual with this publishing house, it is packed with grand pictures and information. The period covered is 1908 to 1948. I know it is easier to document aviation and public-service vehicle history than mere motoring history, because aeroplanes and omnibuses have numbered identifications. But, even so, I never fail to marvel at how comprehensive is the photographic and textual coverage collected by Editor Alan Townsin and the keen authors he is so skilled at finding. If the subject does not appeal to you the pictures should, and you might well recommend the title to your friends who like 'buses. The price is £9.50, or £11.75 in case covers.

* * *

A rather superficial introduction to "The Motor Car", but with the authority of Cambridge University Press behind it, this little soft-cover publication, at £2.15, might be useful for giving to youngsters who want to know what our interest in the horseless-carriage is about.

* * *

James Leasor's fictional thriller "Open Secret", published by Collins in 1982, is now available as a 322 page Fontana paperback for £1.75. As might be expected of a writer who owns four cars, including a FWD Cord, the story has a motoring undertone. — W.B.




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AUDIOLINE

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Not a single component escapes.

And if anything cracks before it should, it immediately goes back to the drawing board.

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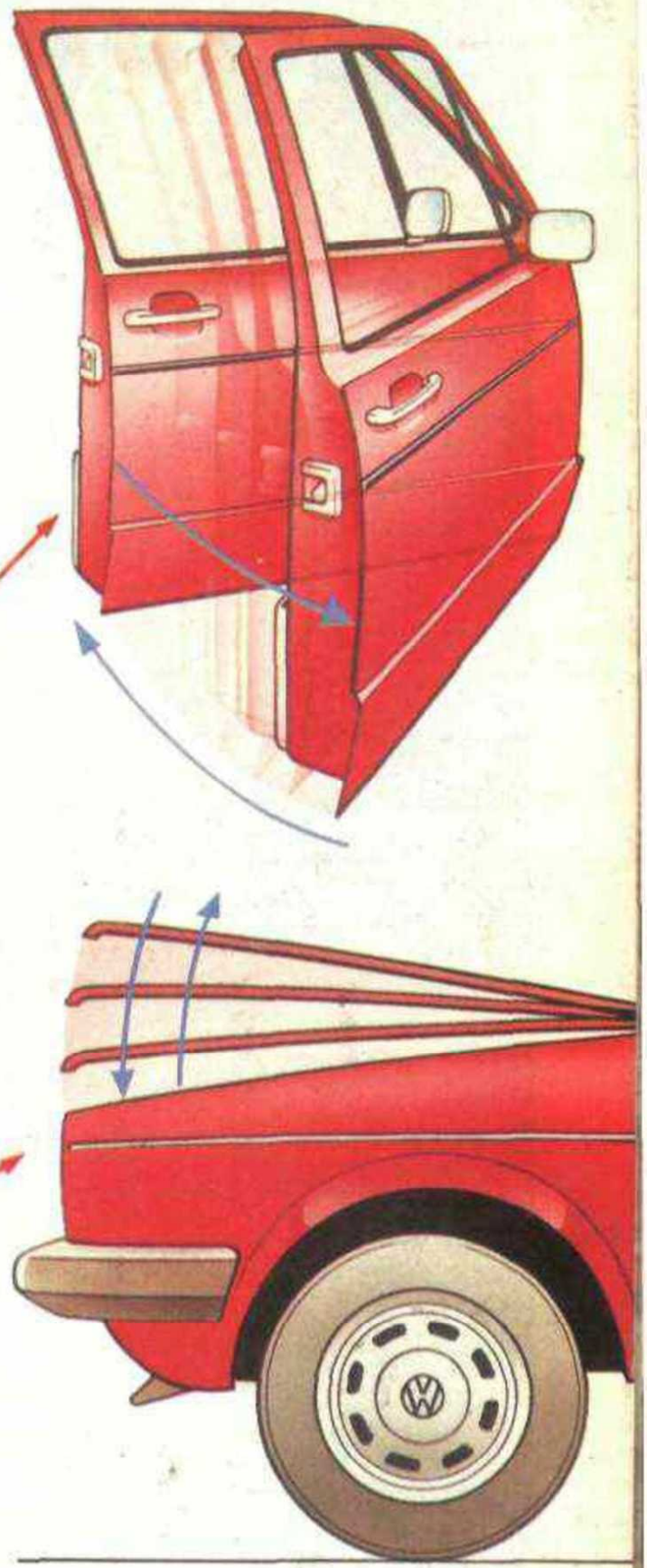
This device is called an electromagnetic resonance torsion vibrator.

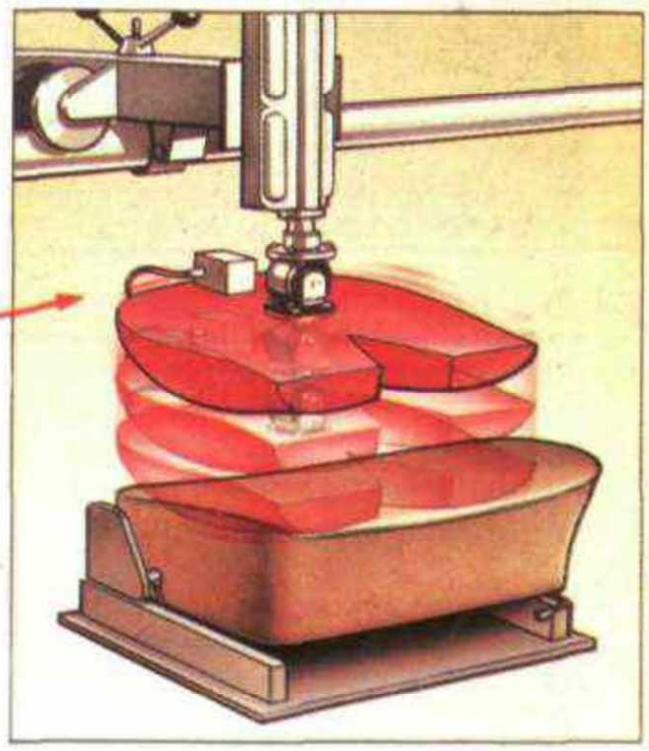
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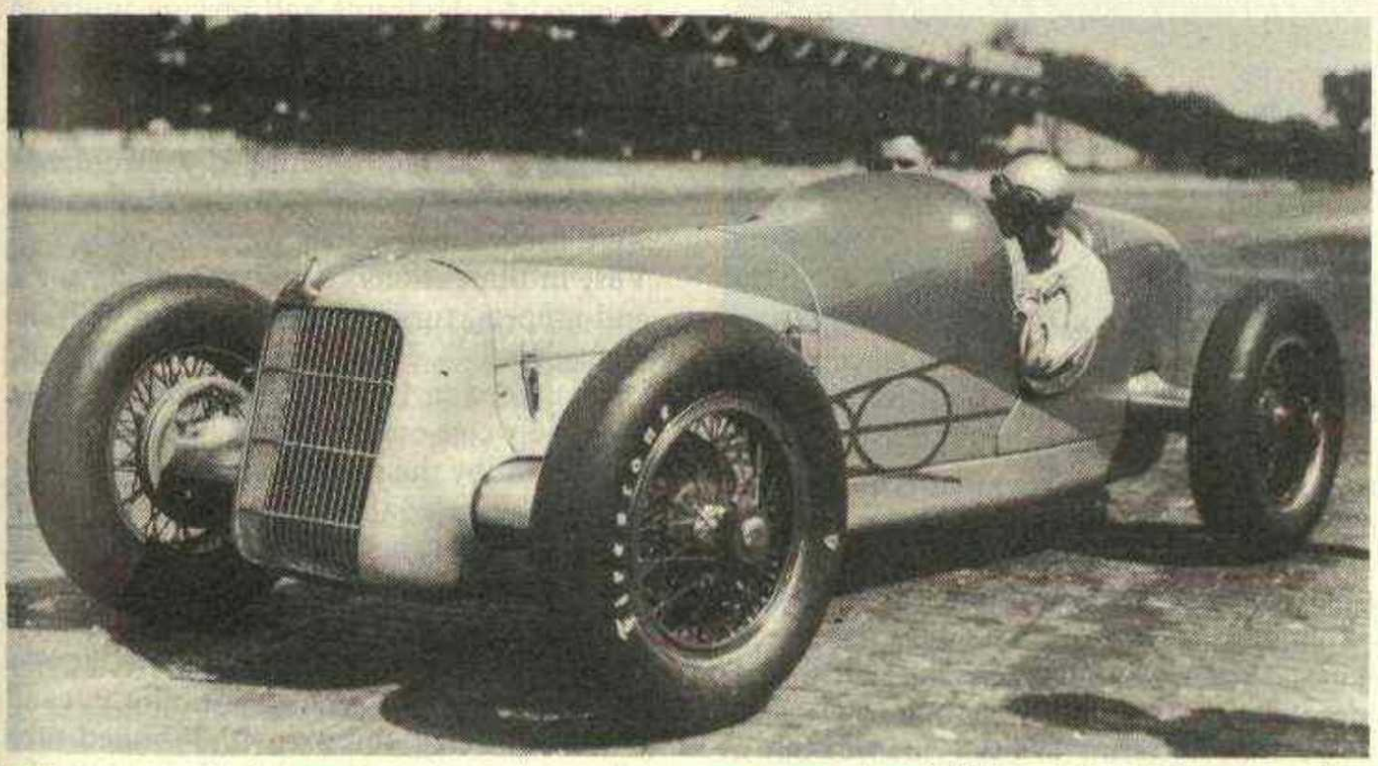
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# VETERAN EDWARDIAN VINTAGE

A SECTION DEVOTED TO OLD CAR MATTERS



## The Ford V8 as a Racing Car

### A Remarkable Facet of Between-Wars Indianapolis History

THE Ford Motor Company has won so many races and other competition events that it is permissible to look back on an ambitious racing effort that did not come off. In this context, although it is sometimes thought that Ford had to turn to motor racing and rallying in order to live down the reputation of a utility-car manufacturer, this is untrue.

Admittedly the unique Model-T Ford which opened up the outbacks of America and brought inexpensive transport to Europe — the much loved and hated "Tin-Lizzie", the famous "Flivver" which sold more than 15,000,000 of its kind between 1908 and 1927, was the utility car *per excellence*. But even the Model-T had been successful in racing, especially when endowed as it was with overhead valves, single and double overhead camshafts and even multiple valves. And anyway, Henry Ford had been a racing driver himself long before the "T" arrived in 1907 and had, indeed, broken the French monopoly of the so-called Land Speed Record in 1904, when he drove a car of his devising at 91.37 mph in 1904, and on a frozen lake at that. . . .

The more conventional Model-A Ford that replaced the "T" also had its moments of glory in speed contests. For example, a Fronty-Ford so engined, its cylinders bored out to give 218½ cubic inches capacity, qualified for the great 500 Mile Race at Indianapolis in 1931 at over 108 mph but retired when a wheel came off. But when the Ford V8 made its significant breakthrough in 1932 it was seen to be less easy to tune. Ford's clever foundry techniques had made it possible to cast all eight cylinders and the crankcase as a single unit, thus enabling such a power unit to be comparatively inexpensively made and quickly assembled. But this very feature of the "flathead" iron engine, and the fact that the exhaust ports were within the cylinder blocks for rapid warming of the mixture, caused chronic overheating if more power was extracted from it and it was run flat-out for any length of time. As a road car the low-priced Ford V8 gave outstanding torque and notably smooth and quick acceleration. Fine for trials and rallies, Fords of this kind winning the Monte Rally outright in 1936 and 1938, for instance. No-go, however, for serious racing. Ford had accentuated the problem by putting the water impellers on top of the cylinder blocks, sucking coolant from them and the overheating shortcoming wasn't cured until 1937, when the pumps were moved into the cylinder blocks, *pumping* water through the system. Under the circumstances, it is all the more surprising that Ford sanctioned ten special racing cars for the 1935 Indy "500" using virtually-standard V8 engines.

To put the situation in perspective it is necessary to look at how this classic long-distance track race had developed. For a few years after the first "500" in 1911 the competing cars looked much like the many-litred giants from the European road races, but with American makes like National, Lozier, Marmon and Knox, predominating. But as war approached and then engulfed Europe, cars built for the French GP etc., began to run at Indy, the Peugeots, Delage and Mercedes, just as, after the Armistice, such aged but effective Grand Prix and Coupe de *L'Auto* cars enlivened racing at Brooklands Motor Course. However, while Zborowski might receive a £40 cup after winning there with his 1914 GP Mercedes, when Ralph de Palma was victorious at Indy with one of these cars in 1915 he took home 22,600 dollars. . . .

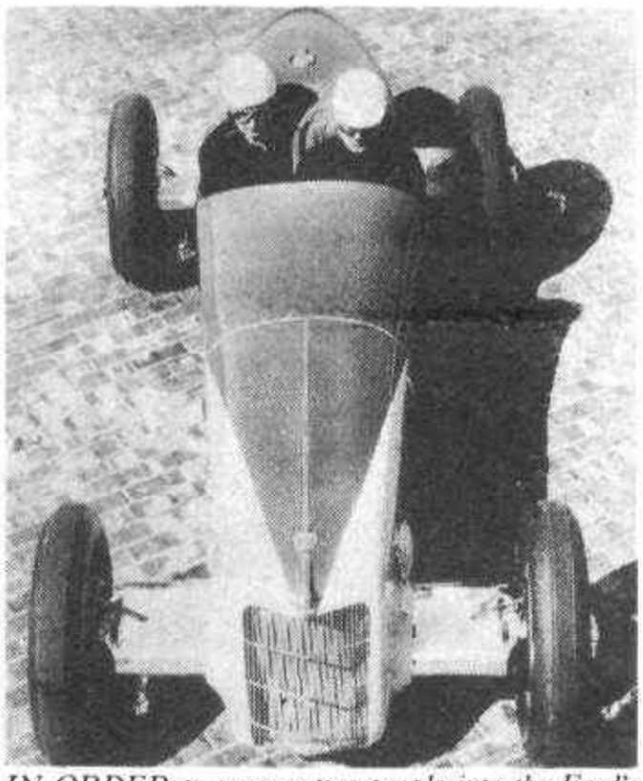
Soon after racing resumed at Indianapolis in 1919 the cars used there took the form of efficient slim single-seater Duesenbergs and Millers, often racing under picturesque publicity disguises. The rules limited engine size first to 3-litres, then to 2-litres and 1½-litres, following the European line, and as there, power was increased by supercharging. However, the financial depression of 1930 made it difficult to build and run such specialised cars and the Indy authorities altered the regulations to bring in engines of up to 6-litres capacity, so as to give cars using "stock-block" power units a chance. Superchargers were barred for four-stroke engines, as were more than two poppet valves per cylinder. Not more than two single-choke or one dual-choke carburetter were permitted, the minimum weight of the car was to be 1,750 lb, and two-seater bodies were introduced. It is a mystery why the last item was introduced, because the carrying of a riding mechanic had long been banned in road racing and his presence on the Indianapolis 2½-mile oval with its slightly banked turns that were taken almost flat-out would be far less needed to warn of overtaking cars than in a road event. If the idea was to emphasise the stock-car theme or to give the more standard cars a better chance, it seems an odd move to make when Indy had been the scene of some spectacular, and sometimes fatal, accidents. However the rule was made and an increase of eight inches in permissible wheel-track humoured it. There were other minor requirements and four-wheel-brakes were compulsory. To these restrictions, which must have dismayed the purveyors of single-seater blown racing jobs, was added for the 1934 "500" a limit of 45 gallons of fuel, reduced the next year to 42½ gallons (less than 12 mpg). It was under these rules that Henry Ford's V8s would face the 1935 Independence Day classic.

The inscrutable multi-millionaire Industrialist might never have agreed to the ploy had he not been influenced by his son Edsel Ford, who had been persuaded by Preston Tucker, a dapper man of much magnetism, who specialised in promotion. It is said that he could sell almost anything. In 1934/5 he sold Henry Ford the prospect of winning the much-publicised Indianapolis

500 Mile Race . . . Indeed, Tucker told Ford that he was certain that by running ten cars they would be able to finish 1, 2, 3 in the race. He had contracted Harry Miller, whose cars had scored the previous seven consecutive victories in the "500". Miller's finances were at a low ebb, so he was delighted at the prospect of building ten Miller-Fords. Tucker formed Miller-Tucker Inc and set about convincing Ford of the advantages, while Miller signed on drivers; the idea was to have five top-rank and five good drivers for the race. De Paolo, Cliff Bergere and Ted Horn, the first two then celebrated Indy exponents, signed at once.

Meanwhile, Tucker took his project to Edsel Ford, who eventually convinced his sceptical father. Henry Ford had been a regular spectator at Indianapolis since 1911 and had been a referee, what we would call a judge, there from 1924. In spite of the "stock block" engine-size advantage, and the handicap imposed on the special twin-cam straight eight racing cars by the banishment of boost and the wider bodies, these ageing contestants had the legs of the "stock-blockers." The best the latter type cars had achieved was eighth in 1930, fifth in 1931, and third in 1932 by Studebaker-powered cars, with Buick-power taking fifth place in the 1933 "500" followed home by seven cars with Studebaker engines. Maybe Henry Ford thought it was time that a Ford V8 proved that a "stock-block" racer could win the highest Indy prize. Tucker egged him on with dreams of Movietone news reels taken at the famous Speedway, with Eddie Rickenbaker and Barney Oldfield appraising his cars, after which they would run home to Miller's eighth consecutive win in the illustrious "500".

This must have made Henry Ford forget that in 1933 the Ford V8 of local-dealer Warnock was the slowest thing on the track, failing dismally to qualify, or that in 1934, although two V8s qualified, in the race they retired after 11 and 110 of 200 laps. Like the racing-engine cars he would have to beat, Henry Ford was getting old; perhaps he was remembering how a Model-T with push-rod R-type Fronty head qualified at 83.9 mph at Indy in 1922 and was running at the finish, how in 1923 local Ford dealer Corum qualified a Barber-Warnock Special with twin-plug, twin-carb, Frontenac SR head on a Model-T engine at 86.92 mph and came home fifth, at 82.58 mph. How, for 1924, three Barber-Warnock Fords ran, two with SR Fronty heads, one with twin-cam, 16-valve DO head, the qualifying speeds being 85.27 mph by Alfred Moss (Stirling's father), 85.04 mph and 82.77 mph, with the cars finishing 14th, 15th, and 17th. Henry Ford had been an official that year and he no doubt had seen Chet Miller qualify his Fronty-Ford in 1930 at 97.36 mph, to place 13th in spite of a long pit-stop while a broken front spring was replaced with one from a spectator's Model-T without the owner knowing, as they put it back before



*IN ORDER to squeeze two people into the Ford's slender body, the seats were heavily staggered.*

he drove home. Now, in 1935, Ford had put his faith in Miller, who had come up in 1924/5 with Indy's first FWD car, and had introduced his 4WD racer in 1932.

Quite why Edsel Ford thought this racing programme was worthwhile we may never know. Already a million Ford V8s had been produced and this model had the legs of the opposition in terms of performance, but in 1933 Chevrolet had been slightly ahead in the sales race and there were new innovations to face, like "knee-action" ifs. With race successes for the Type 40 in other fields, perhaps an Indy victory was seen as a viable clincher. Whatever the thinking behind the decision, the plans went ahead, albeit too slowly.

After Tucker, who had once worked at Ford's, had put his proposition to Edsel he had to send telegrams to Ford's General Sales Manager, W. C. Cowling, before anything moved. That was as late as January 1935, with the race on May 30th. A deal was agreed and J. R. Davis, the Assistant General Sales Manager was given the schedule. It called for Ford to supply a dozen V8 engines, drive gears and brake sets and to pay 25,000 dollars to Miller-Tucker for the chassis, bodies and incidentals of the ten racing cars. In the end it is believed that Tucker conned an additional 75,000 dollars from N. W. Ayer, Ford's advertising agency. The money was ingeniously taken from the dealer advertising and sales-promotion fund, the idea being that this would directly involve, and therefore stimulate, dealer participation in the Indy venture, all dealer branches paying their share! Apart from the finance, Tucker borrowed machinery and equipment for Miller's Detroit workshop and before the cars were ready he was trying to interest Ford in a new LSR bid.

Apparently the dealers were enthusiastic, seeing in this move a means of overcoming prevailing sales set-backs and a surge forward by General Motors. The cars were to be completed 20 days before the race. Miller contrived a low chassis of unconventional form, and front-wheel-drive in conjunction with all-round independent suspension, said to be another Indy first.

As Miller's former twin-tube front axle could therefore not be used he contrived a patented layout of two unequal-length wishbones and two transverse quarter-elliptic springs on each side, at each end of the car. The upper and lower wishbones consisted of 17 in × 18 in dural sheets, pivotted to the frame and serving neatly to fair-in the front drive-shafts and the eight springs. Ordinary cable-operated Ford brakes sufficed, the chassis was extremely stiff, and the Ford-supplied transmission gave only two forward speeds; Miller hubs were used. The engines were near-standard V8s, in dimensions, cast crankshaft, valves and tappets, turned round to mate with the front-drive. The aluminium heads, standardised in 1933, were interchanged, to take the water outlets to the front and were held down by the normal 21 nuts. Four-ring pistons increased the compression ratio from 6.3 to 9.5 to 1, and laminated aluminium / copper head gaskets were fitted. Again to line up with FWD the water pump was driven from the rear of the engine, as was the Bosch magneto. A high-lift camshaft and a two-gallon sump with finned-tube oil-cooler were other alterations, but the lubrication system was otherwise unchanged, except for a 2½-gallon gravity reserve supply from an under-scuttle tank. Some of the cars had dual downdraught carburetters, others four single-choke carbs. A 15-gallon spherical fuel tank was three-point mounted, partly on rubber. Surprisingly, normal exhaust manifolds were retained, but feeding into flexible tubes that were connected to a corrugated sheet-metal silencer, six feet long, 12 in wide, and 1½ in deep, under the steel floor of the body, but with an air-space between. Miller may have seen this as a way of disguising overheating exhaust pipes, or at any rate of preventing drivers and mechanics from burning themselves thereon. No tachometers were used, only 160 mph speedometers. The standard Ford V8 engine gave 85 bhp at 3,800 rpm and the output of these racing engines was, perhaps optimistically, said to be 150 bhp at 5,000 rpm, although it has to be remembered that pump fuel was not specified for the "500" until 1937.

The Miller-Ford V8s were clothed in very handsome bodies on the low-hung chassis, finished in two-tone paint jobs, with the "V8" emblem (still a Ford copyright trademark, I believe) somewhat squashed up and laid on its side, along the bodywork. The radiator shells over cut-down standard cores had a Ford-like appearance and, like all the runners the Fords were on Firestone track tyres. Alas, time had run out. The first car didn't arrive at Indy until May 12th, nearly two weeks after practice had commenced. A big demonstration was

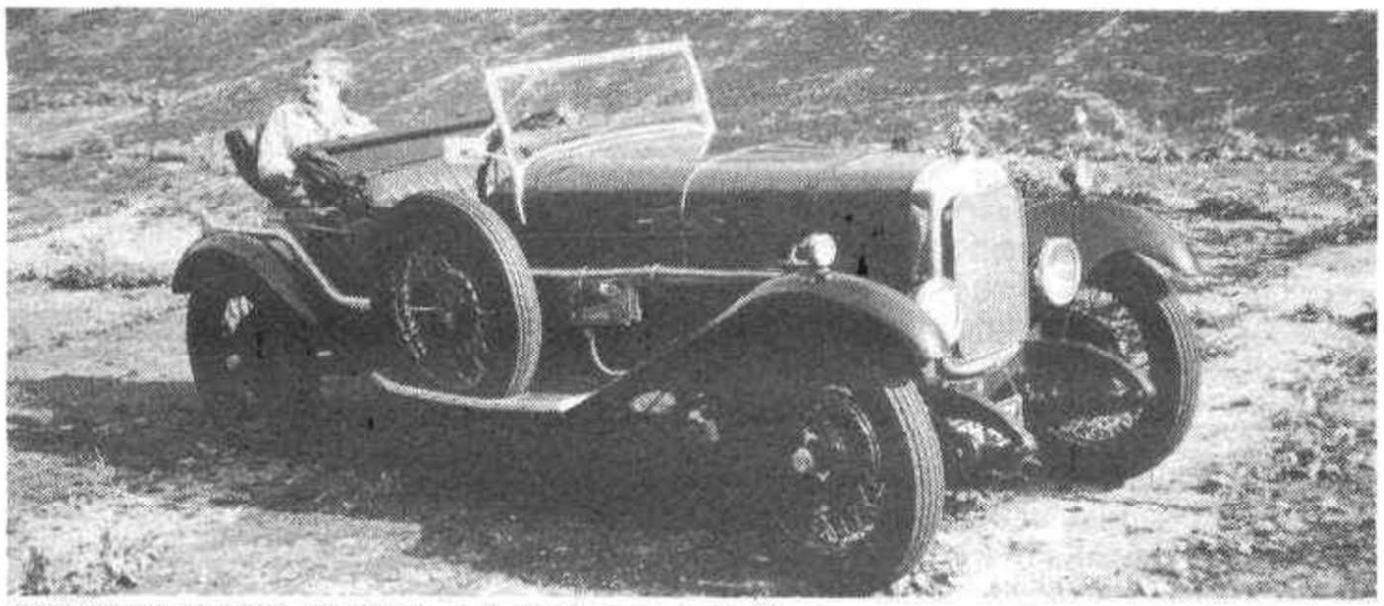
staged for the dealers on May 15th but it was a disaster. A most un-Miller-like steering layout had been used, one shaft partly supported by two of the outer cylinder head studs, with a universal joint close to the exhaust manifolding. After a few laps it began to seize up. Rumour says they added lard to the grease, trying to effect a cure. . . .

Back in England, S. C. H. Davis had written in *The Autocar:* "Something of a sensation seems to have been created at Indianapolis by Edsel Ford when he entered ten stock V8s, some of them to be driven by de Paolo, Hepburn, Schneider, Bergere, Stapp and Moore. Those, of course, were exactly the type of cars that the organisers had been hoping for, so it will be interesting to hear whether they qualified — one sincerely hopes they did".

Unfortunately, de Paolo and Bergere refused to go on, after the steering had repeatedly stiffened up. There was also a shortage of engines, with work going on frantically in the Dearborn plant. Chief Engineer Laurence Sheldick and designer Don Sullivan are said to have worked beside such top mechanics as Bill Speedie, Henry Todd, and Martin, a Ford coupé rushing an engine to the track as soon as one was ready. It is rumoured that some special ones were taken out of speedboats in the Detroit river, over in Canada. It was nine days after qualifying started that Horn's Ford got by, at 113.213 mph, and Seymour's likewise, at 112.696 mph. Bailey made it with just over 109 mph and Sall also qualified.

Only those four out of the ten promised Ford V8s started in the race, which Henry Ford is rumoured to have refused to attend, sending Todd, after his day's work had ended, on an all-night drive from Detroit to Indy, as the Company's eyes and ears. After 47 laps Sall was out. His engine was overheating and when he stopped for water the officials found the steering seized. Bailey retired after 65 laps with steering problems, Seymour's after 71, with grease leaking out of the front-end, and Horn on lap 165, again with defective steering. The old-type racing cars proved too quick for the "stockers", Kelly Petillo's four-cylinder Miller-powered Gilmore Speedway Special winning at a record 106.24 mph, in spite of being slowed down on two occasions because of accidents and rain. For Henry Ford the 1935 Indianapolis "500" was an ignominious end to a too-ambitious project.

Apparently Ford somehow claimed all the race cars and it is said that they were locked away for the next two years in the Highland Park plant. Later some of them emerged, to run again with souped-up Mercury and Offenhauser engines. The latter were more suited to long-distance racing than the Ford V8s had been, in spite of the proven suitability of this side-valve power unit for British mud-trials and sprints and the fact that Wilbur Shaw, three times winner of the Indy "500", had used it for 1934 stock-car contests in California. — W.B.



*ADRIAN DALEY'S SD 12/50 which W.B. drove to the Track.*

## Alvis Anniversary

THE 12/50 Alvis Register, in conjunction with the Alvis OC, held a very enjoyable Anniversary Day at Brooklands on October 2nd, to which they flatteringly invited me as Guest of Honour (perhaps remembering that, in the distant past, I had owned a number of these cars, which were then regarded as expensive luxuries if priced at more than about £40 . . .). This entailed driving Adrian Daley's famous ex-Urquhart-Dykes' SD 12/50 beetle-back, a car with much Brooklands history successfully behind it, from the HQ at Crowthorne, to Brooklands. On the way I did my best to master the close-ratio gearbox with its shortened gear lever (would that all the changes were as easy as the drop from third into second!), the run, with the Brooklands exhaust system crackling away behind and acceleration that hinted at an easy 60 to 70 mph cruising speed out of towns, extremely enjoyable. Moreover, the daughter who accompanied me had been found a seat in an immaculate 12/50 tourer, so we arrived at what is left of the old Track in style.

The Urquhart-Dykes' Alvis has a standard fascia *sans* tachometer but still retains a lap-counter, possibly as a reminder of Mr and Mrs Dykes having taken the 12-hour class record at Brooklands in 1928 at 81.38 mph or of other long distance events. The oil tanks half concealed by the near-side running board hint of a somewhat special engine and the steering, with Alvis instead of the later Marles box, is perhaps a little heavier than normal. Its long competition life in the hands of the ultra-enthusiastic Mr and Mrs Dykes is well-known and it is splendid to see the car in such caring ownership, so nicely restored. As for the other Alvises present, I was not provided with a list of them, and anyway, space allows mention of only a few. Suffice it to say that every conceivable type was represented, up to handsome Graber saloons and an open Alvis-Healey. Some had been in one ownership for many years, others had been recently restored, like one of those commodious TA14 saloons bought two years ago for £100 and another Alvis acquired recently for £400. One owner had fitted a Brooklands silencer specially for the occasion, the exhaust note of a Firefly driven up the Test Hill by one of several lady drivers emitted a typically Alvis snarl, a one-time TA14 Mulliner saloon had been turned into a special after age had mouldered the original bodywork, one 12/70 had taken seven years to restore from wrecked condition, and I had a ride in a smart open 12/70 Special said to have lapped Brooklands fast, before the war.

The happenings included *timed* runs up the Test Hill, a *Concours d'Elegance,* a demonstration of racing cars on part of the Campbell circuit, Rivers-Fletcher very concerned that marker cones prevented a quick flip up the banking, and there was even a game of motoring musical chairs, which had been a feature of Henly's Alvis Days at Brooklands, which I am told date back to 1923 and which were certainly a popular outing in the later vintage years. The organisation was in the capable hands of Secretary G. M. Tomlin and Competition Secretary James Strugnell, and Peter Thompson provided an untiring and highly professional commentary, allowing owners to describe their cars.

The display of ex-racing Alvises, in front of the Paddock Clubhouse, included the No. 1 competition 12/50, which had been rebuilt with a new con-rod only the night before, the Follett 12/50-12/60 racer, the FWD fabric two-seater driven at Le Mans in 1928 by S. C. H. Davis, proof of which is there in the form of the extra front spring leaves fitted shortly before the race, etc, and the ever-welcome Michael May green racing Silver Eagle, alas now shabby-scruffy, whereas it used to be shabby-genteel. Its present custodian showed me it is still able to ascend the Test Hill four up, in bottom gear if not in the high second gear, although its 12/50 radiator boils over during such low-speed frolics. Two 12/50s in process of rebuilding were on display and Robbie Hewitt had come in her ex-team 4½-litre Lagonda, on the strength of its Alvis gearbox. There was even a poodle-dog present, which I was told loves its Alvis and which fitted well into the scene, remembering that Brooklands' creator Locke-King once bred French poodles . . .

The 1924 200 Mile Race Alvis was absent, as it is due for a new crankshaft, and so was the ex-Dunham Brooklands Alvis.

The day ended when I was asked to present the cup and shields to the winners, these having been donated by the Alvis OC, and may I be forgiven for not knowing personally more than a few of the very many Alvis owners who supported this enjoyable event. It is always nice to be at Brooklands but it is now evident that the "Forty Acres" has been enclosed by a useful wire fence, which unfortunately detracts from the view of the previously unfettered Member's banking and the gates in which suggest that prospects of lappery of a small circuit within its boundary may be invalidated, and also pose queries about how access will be obtained from without; half the Paddock area has also been fenced off. However, if we can continue to have meetings within the hallowed ground like that organised last month by the two Alvis clubs, maybe we should not complain too much. — W.B.

**RESULTS**

**Vintage: Test Hill**
Sports: Frank Spencer — 1930 TJ Special.
Tourer: Mike Hirst — 1928 TG Tourer.
**Driving Tests:**
1st Terry Gosling — 1928 TG Tourer.
2nd Tony Collins — 1930 16/95 Special.
**Pre War: Test Hill**
Sports: A. Rivers Fletcher — Speed 25 Special.
Tourer: D. Fish — 12/70.
**Driving Tests:**
1st D. Fish — 12/70.
2nd F. Kay — Speed 20 Saloon.
**Post-War: Test Hill**
Sports: R. Hyde — TA14.
Tourer: M. Baker — TD21.
**Driving Tests:**
1st J. Oakman — Alvis Healey.
2nd N. Maconochie — TD21.
3rd J. Chamberlain — TA14.
**Concours D'Etat (Competitors Choice):**
**Vintage:**
J. Strugnell — 1924 SA Tourer.
**Pre-War:**
J. Horne — Speed 20.
**Post-War:**
J. Holder — TC21/100.

*V-E-V Odds & Ends:-* Comdr Ted Woolley claims to hold a unique Brooklands record and has sent photographs to prove it! In 1939, when working for the Gas Light & Coke Co., he was responsible for gas for powering road vehicles and did some tests on the Track with what looks like one of the larger Flying Standard saloons (Reg. No. HPO 585) with gasbag on its roof-rack. His repertoire included an ascent of the Test Hill, his passenger being none other than Laurence Pomeroy. . . In reminiscent mood, Ted also tells of how he recovered an Italian motor torpedo boat from the sea off Malta during the war and in return for successfully completing this dangerous task — the boat was laden with explosives, was allowed to keep it. the engine was overhauled by Ted after a brief immersion due to an air-raid and this single-seater hydroplane would do about 40 knots. Alas, after it had been shipped home by minesweeper the Admiralty borrowed it for parachute-dropping experiments, the 'chute failed to open, and the boat was lost beneath the English Channel, with its engine, which was a Mille Miglia twin-cam, twin-carb, 6C 2.3-litre Alfa Romeo (No. M-824056).

# OUT OF THE PAST

THESE days, when every manufacturer worth his salt lists one, the diesel-engined private car is taken very much for granted. But there had to be a beginning. The examples of vintage cars like Lagondas and Bentleys fitted with experimental heavy-oil-engine installations and how they were submitted to observed runs and even entered for the Monte Carlo Rally, etc are fairly well known about among MOTOR SPORT readers. I remember being at Brooklands on a dismally wet day when Capt. G. E. T. Eyston demonstrated his streamlined AEC-Diesel saloon which, along with Reg Munday's converted Perkins-powered "flat-iron" Thomas Special, established some of the first class records for diesel-engined cars. I remember the Cummins Special coming to Brooklands and years later the disgruntlement on the face of the person who had entered two immaculate Mercedes-Benz, a 500K and a 540K if I remember correctly, for a Hampshire "beauty show", on hearing that he was unlikely to get a prize because both had diesel-engines beneath their long bonnets, and were bound to be penalised heavily under the "originality" clause. In fact, I recall that the gentleman packed up and drove away before the judges arrived.

It goes even further back than that. In my comparative youth I was a frequent visitor to Great Portland Street, London's "street of cars", home of many used-car dealers (sleazy Warren Street close by, with its kerbside car-copers, was less interesting). In "the street" you might, on a lucky day, encounter the ex-Rapson / Parry Thomas single-seater Brooklands Lanchester Forty standing at the kerb, outside Sprosen's I think it was, causing the throbbing Tillings-Stevens and other LGOC 'buses to drive round it, or see one of the 1922 TT straight-eight Sunbeams in a showroom window. It was while seeking out such pleasing discoveries in 1930 that I noticed a rather remarkable vehicle pass by. It was a Vulcan chassis devoid of bonnet and bodywork but equipped with mudguards and running boards. Because it had no bonnet the engine could easily be seen. It was a vertical single-cylinder power-unit and as it had a square-shaped water jacket I thought at first that it might be a Lister stationary engine that some unfortunate who had blown up the car's correct four-cylinder 12 hp power unit had substituted. Then I noticed that behind the two exposed bucket seats was literally a barrel or cask, suitably strapped down, and that on this was inscribed: "Pratts Diesel Fuel Oil, Anglo American Oil Co Ltd, London". Perhaps a Lister stationary engine converted to burn heavy oil, I thought, as this odd apparition passed out of sight, a bulb horn attached to the driver's seat. It was nothing of the sort, as I was to discover later.

The engine that was installed in this early rear-wheel-braked chassis was, in fact, none other than a CLM two-stroke diesel engine of 594 cc, with opposed pistons giving a combined stroke of 210 mm in the 60 mm-bore cylinder, said to be good for eight hp at 1,000 rpm and another two bhp at maximum revs of 1,200 rpm. The engine had been made under German Junkers licence by the Compagnie Lilloise de Meriers and the reason I had encountered it in London was because Mr C. B. Wardman was interested in the new form of propulsion. That I had seen it running up and down Great Portland Street was explained by the fact that Mr Wardman, a former Chairman and London agent of Lea-Francis Ltd, had been presented with the lease of the showrooms in Great Portland Street, as compensation for having to relinquish his office when Lea-Francis got into financial difficulties. These premises, I learn from the splendidly in-depth Lea-Francis history written by Barrie Price (Batsford, 1978) were in former times the residence of Dr. Johnson's biographer, Boswell. . . .

I would think that the one-time sports-car exponent soon became tired of his new toy, which with the Vulcan's gearing (those conversant with Lea-Francis history will express no surprise about the make of the chassis employed for the experiment) was flat-out at 20 to 25 mph. The other side of a distinctly dreary coin was the economy, with better than 50 mpg attainable, which as diesel fuel then cost only 5d. (approx 2p) a gallon, ten miles could be done for the equivalent of the old penny. Indeed, the thing was driven from London to Brighton and back for a fuel cost of nine pence. It occurs to me that if a Vulcan Register member wanted to own a near replica it would only be necessary to put a large stationary engine in the same sort of chassis. But I am not sure I would recommend it!

W.B.

# Chauffeurs Corner

THE other day I had the good fortune to meet Mr Andrew Oliver, a fit-looking ex-chauffeur of nearly 90, who went as a boy direct from school to work with the horses on the estate of Col. Bourne at Much Cowarne, near Hereford. Cars were slow to arrive in Herefordshire but before the first World War the Colonel had acquired a 28/35 hp Fiat landaulette. The son of the household had a smoky sleeve-valve Daimler, driven by his own chauffeur in Oxford and it was the latter who taught young Oliver to drive, on the Fiat.

Being a country chauffeur did not last long, because in 1915, at the age of 22, came the call to the colours. So Andrew Oliver went to war, on the understanding that his job would be available to him if and when he returned. He went first to an MT depot in John Watt Street, Birmingham, and from there to the Grove Vehicle Park, having passed his driving test at 4 am one morning on a 5-ton Pierce-Arrow lorry in London

streets, although he had previously never driven anything bigger than the Fiat.

The first weeks after this were occupied taking convoys of lorries to the docks at Avonmouth, returning to Grove Park by train. There was then a spell on Salisbury Plain and, after five days' leave, Oliver drove in an ambulance convoy to Southampton, for shipment to Le Havre. He had become a driver in the 1st Field Ambulance Unit, which proceeded to the depot at Rouen, saw service that winter on the Somme front, and at Paschendale, etc. The ambulances were a mixed bag, with adapted bodies, on Sunbeam, sleeve-valve Daimler and the fore-runners of the W & G taxi chassis, etc. Daimlers predominated in this ambulance unit which saw service at Arras, had a hard time during the final battle of the Somme, and with which Oliver remained throughout, surviving the Italian campaign, and service in Belgium during which they lost their CO, who was second-in-command. He returned home in August 1919, to marry that October the daughter of the coachman at Much cowarne — I was shown a group photograph of the staff taken at the mansion (now a school) in 1911 and counted 26 servants, from the Butler downwards, to be told not all were present. . . .

The Colonel having died in 1915, Oliver did not resume chauffeur's duties. Instead he drove lorries, mostly war-surplus chain-drive Pierce-Arrow, Daimler and Swiss Berna, in the employ of a Hereford transport company which had been started by the ex-farm-bailiff from Much Cowarne. The task also involved attending to Blackstone stationary-engines, driving one of the first Fordson tractors, with the Model-T flywheel magneto, and on one occasion going up to Kew to bring home a new Chrysler for his boss.

In 1922 Andrew Oliver bought the only motor vehicle he has ever owned — a nearly new Morgan two-seater De Luxe three-wheeler of that date, from the widow of a Hereford ironmonger. It had the i.o.e. MAG water-cooled V-twin engine and gas headlamps and served faithfully into the late 1930s. It than lay derelict until 1977, but has since been admirably restored by Mr K. Lee of Kidderminster, who has taken Mr Oliver and his wife for a ride in it, to the delight not only of them but most of the village where they now live in contented retirement.

It was there that we talked of the pre-1914 days — of the outrage felt in those times when the *sister* of H. F. S. Morgan, a *clergyman's daughter* what's more, was seen testing new Morgans in the lanes near Stoke Lacy, the sparsity of motor-cycles on those same lanes, the first one in Bromyard probably being the unwieldly FN ridden by a doctor, of the competition events up Croom's Hill, which some of the competitors couldn't climb, of the tiller-steered Lanchester at Rowden Abbey, and the chauffeur-driven Austin and Hotchkiss cars owned by Col (later Sir) Edward Hopton of Cannonfrome Court, where this expert on gunnery had a private firing-range, of B. C. Hucks flying from near the river at Hereford before the war clouds rolled up. . . .

Emerging into the hot sunshine to retrieve the Ford Sierra, I marvelled at Mr Oliver's good memory and had to pinch myself before returning to the tempo of the 1980s, and a satisfactorily fast drive home in the ever-co-operative XR4i — W.B.

**V-E-V Miscellany:-** We hear that another Brescia Bugatti has come to this country, from Czechoslovakia and we hope will soon be seen in action. In Fuengirola, Spain, a beautifully-kept Model-T Ford of about 1920 vintage is in daily summer useage, we are told, owned by someone who has had but two cars, his first also a Model-T, that was destroyed in the Civil War. Chris Booth has sent us some pertinent details of his Morgan-Blackburne, hoping that more information may be forthcoming as to its history. He points out that its special components are identical to those used for the Ron Horton / Robin Jackson Morgan and that its KMB Blackburne engine is of the same type, and thought to be the only one still retaining such KMB features as steel flywheels, strengthened con.-rods, larger main bearings, shorter cylinders, and single-ring pistons. The body is admittedly mostly a copy, although the unuseable original is retained, and Mr Booth is naturally anxious to know if this is, as he thinks, the R. R. Jackson Morgan and if so, why it is referred to as a replica by commentators and others. If any information is forthcoming, letters can be forwarded.

Having been permitted to look at a book printed privately for the John F. Andrews family who had transport interests in Wales from the time of the horse, some interesting facts can be extracted. The frontispiece photograph shows a 5-ton Robey steam-waggon which S. Andrews & Son of Cardiff acquired in 1920. It is shown pulling a furniture pantechnicon on ordinary wooden wheels, the explanation being that the waggon was restricted to a legal speed of eight mph. After many pages devoted to horse-trams, one of which was working between Pwllheli and Llandbedrog up to 1925, I spotted a picture of light cars on Pwllheli Parade in the early 1920s, one of which is a 10.4 hp Calthorpe. In 1904 some petrol 'buses were acquired by the company and two years later there were 26 of these, the horses having been reduced in number to 2,162. But difficulties in maintenance caused losses. However, the Company had many strings to its bow and in 1926 their "David Evans" stores was using a one-ton Model-T Ford van, driven by a Mr. Morris. For their Roath Mews Garage in Cardiff the Company turned Emile Andrews' chauffeur-driven *circa*-1913 Metallurgique car into a crane-equipped breakdown truck, having in 1908 been to London to acquire some Belsize taxis. By 1911 they had a licence to keep 100 two-gallon cans of petrol, increased to 200 gallons by 1912, the petrol tins being delivered by horse and cart. After the war a fleet of ex-staff car royal blue open and closed Daimlers was kept for hire, together with a lone Talbot (Reg. No. LB8486, while one of the Daimlers was NY-572). The charge was a shilling-a-mile but, although prestigious, maintenance was costly, and the Daimlers were replaced by new 1928 Austin Twenties, which were more successful, being reliable and cheap to run, hire rates coming down to 9d a mile. When these Austins became dated they were replaced with secondhand Sunbeams, circa 1934, which look to have been 25 bhp saloons. These were "magnificent cars but replacement parts were difficult to find," although several members of the Andrews family bought similar Sunbeams. In 1938 and 1939 these gave way to nine new Austin 12/4s, for hire at 8d a mile, but requisitioned by the Fire Service on the outbreak of war. During the Austin 20 period an ex-'bus Lancia breakdown truck was used. In 1926 hand-operated, swing-arm petrol pumps were installed at the Cardiff garage, and by 1934 electric pumps were dispensing Shell-Mex, Shell, BP Ethyl, Glico, National Benzole, Power and Cleveland Petrol, at from 1/3d a gallon. After the 1960s Andrews Garage took on a short-lived Wolseley agency, after which they sold Alfa Romeo, Reliant Scimitar, Marcos, Audi, and BMW cars. In 1965 a vintage / veteran show was staged, which included a 1,750 cc Alfa Romeo. One final flick of this book shows pictures of what is claimed as the first flying meeting in Wales, when Brooklands pilot Astley tried to fly his new Birdling monoplane "Wasp" from Pwllheli recreation ground at Whitsun 1911 but failed to clear the retaining wall. . . .

Some facts hitherto unknown to me about a racing motorist who flew light aeroplanes have been revealed through the kindness of a reader in lending some old Press cuttings. Alfred Ellison, who raced the 1912 GP Lorraine-Dietrich at Brooklands after the war, with his brother George, were very skilled and ambitious users of aeroplanes. Having learned to fly at the Midlands Flying Club they left Castle Bromwich in 1934 on a business trip to the Cape, in DH Puss Moth G-ABMP, Alfred, who had been an RFC pilot, flying the machine and George navigating. They got within one-and-a-half days of the then England-Johannesburg record of 7½ days, although professing not to be after any records. The Puss Moth was damaged in a night landing at Cairo on the return flight, so the brothers came home by Imperial Airways, to Croydon, the Puss Moth being shipped back. They took part in most of the air rallies of the time and Alfred and his wife claimed to have flown 15,000 miles in six weeks, before leaving in a DH Leopard Moth for another European rally. This aeroplane was sold in Nairobi to Beryl Markham. Alfred Ellison, who was

apparently the first pilot to shoot down a German Albatross, is described as always immaculately dressed, which ties in with the picture of him wearing a trilby hat in the 15-litre Lorraine at Brooklands.

Another of our readers who is keen on aviation, Philip Gordon-Marshall, recalls demonstrating Puss Moth G-ABYU to the Ellisons early in 1934, on behalf of Brian Lewis' Aviation, one of the Ellison brothers flying back from Castle Bromwich to Heston with him. Could this have resulted in the sale to them of G-ABMP, which was flown on at least one occasion by racing driver Whitney Straight? — an aeroplane with motor-racing connotations!

As a sequel to this, Gordon-Marshall sent me the copy of the Whitney Straight house journal *Straightway*, edited by Mary de Bunsen, that contains his light-hearted story of how in 1938 he flew R. E. Gardner's J2 Piper Cub G-AFFH out to Nice, for Whitney Straight to borrow, after it had been converted from floatplane to landplane. Starting from Hamble, this journey took six days, the 37 hp engine giving a cruising speed of 45 to 50 mph and a top speed of only about 55 mph with the seaplane propellor, time being taken at Lympne to fit an extra fuel tank, a small ex-Tiger Moth inverted-system one. The trip was, however, safely accomplished and after the twin Edo floats had been retrieved from Customs at Nice and refitted, Whitney Straight took the machine up solo, the first time he had ever flown a seaplane. . . .

* * *

We hear that the vee-eight 1,100 cc Harker Special road-equipped racing two-seater is coming on the market.

It is nice to know that the occupiers of the Sheffield premises in which Stringer-Winco light cars were built in the 1920s are researching this make. If any old employees see this, or other information exists, we should be glad to know. George Bance is anxious to know how the restoration of the 1931 Sunbeam he sold six years ago to a Mr Stowe of Birmingham is progressing. The Reg. No. of the car is GO-7828 and letters can be forwarded. We have proof that the 35 mm film of the Talbot's 100-in-the-hour record still exists. The well-known 1908 60 hp Napier meticulously restored and run by Ronald Barker has been acquired jointly by Tony Jones and Trevor Tarring, so it will remain in this country, as Barker wished and for which he no doubt made some financial sacrifice. As solace he has acquired the ex-Stephen Langton Renault 45, among other constructional projects.

Finally, although we don't like washing dirty linen in public, we cannot resist quoting the following piece from *The Times* about Sears' sale of his Rolls-Royce Collection: "Less valuable financially, but fascinating historically, is the 1923 20-horsepower *launderette*. . . ." — W.B.

# VINTAGE POSTBAG

**A Brighton Run Topic**

Sir,

"Oh that we could persuade the RAC to reject those who are not members of the VCC and who presumably do not support what the Brighton run stands for." This remarkable observation, sounding like a trade union official pleading for a closed shop, is, actually part of the Chairman's report in the last issue of the *VCC Gazette* — I trust that the RAC will treat it with the contempt it deserves.

Obviously the VCC would dearly like to restrict the Brighton run to Club members. It would force anyone wishing to do the run to join the club, thus swelling their coffers by something like £30 each person per year, and it would reduce Brighton entries so that none of the self-important members of the Club would suffer the indignity of finding themselves on the reserve list. Does it never occur to the VCC that there are a great number of veteran car owners who have no wish to join them? There are others who cannot afford to join them, and some of the most respected and esteemed veteran enthusiasts in the country who *have* been members of the VCC have subsequently resigned in protest at the way the Club is run or on matters of principle.

Why on earth should all these people, together with the large foreign contingent who support the run, be excluded from what is, at the moment, a completely open event purely for the benefit of VCC finances? It is not clear what is meant by the suggestion that non-VCC members do not support what the Brighton run stands for — one does not have to go to church to prove that one is religious, and often those who do *not* go to church are more truly moral and religious than those who *do*.

However, if the VCC fails to force unwilling people to join the Club, they continue to boost their *apparent* membership by including every car they can think of in their so-called "List of Members and Their Cars".

In the latest issue of this list I found my own three veterans still listed as Club cars — but without names of owner. Going further I found at least ten cars known personally to me which are not even in this country and are certainly not owned by members. If there is no owner's name opposite the cars in this list it can only be assumed that the Club does not know who owns them, which in itself seems an odd way to run a club. It must also mean that they are not Club cars so why is the list boldly titled, inside and out, as a list of members and their cars? Recently, during an enforced spell of inactivity, I amused myself by counting cars and names. Out of a total of just over 2,000 cars listed as club cars, there are near enough 750 which have no owner's names. I may be wrong but I can only interpret this as meaning that 36% of the cars listed have no place in what purports to be a list of members and their cars! A further implication is that more than a third of the people owning veteran cars in UK are not members of the VCC. Since the VCC is the *only* veteran club in the country, unlike most other countries who have three or four distinct clubs, a membership of only rather more than half the potential, in a very specialised hobby catered for by a specialised club, does not seem to be very satisfactory.

Meysey Hampton E. D. WOOLLEY

[We can understand that the VCC might just feel that in respect of the Run, once its preserve, it has of late been somewhat overshadowed by RAC promotion, although the combination has worked extremely well, in our opinion. Moreover, finance is needed by any ambitious organisation and perhaps M.W.W., in penning the *Gazette* views, had this primarily in mind? But it does seem as if a revised VCC members' list is due. — Ed.]

**Brighton Run Dating**

Sir,

I was pleased to see that "Fragments of Forgotten Makes" had made a comeback recently with your article on the Jackson cars. The earliest surviving car of this marque is probably that belonging to Nick Kingsbury, whose family have owned the car for many years, though the restoration was carried out fairly recently. To most "Brighton Run" enthusiasts this car would look as early as 1903, but despite its looks, no specification can be found to confirm exactly to the vehicle before early in 1905. The photo you give of the Millbank car however looks quite different, with longer wheelbase, pressed metal chassis etc., and at one time when in Eire, carried the registration number LC 8265. It competed with this number in the 1980 "Brighton", but by the following year had become CI 4. If one assumes the original registration to throw any light on the subject, the "LC" number would have been issued about mid-1906, which would seem to tie-in with the specification of the vehicle.

Looking through early Registers of Motor Cars compiled by the various licensing authorities, one rarely comes across any Jacksons of 1904, and even later cars are fairly scarce, so despite the period advertising material, I wonder whether they were quite that successful! However, these

old Registers can be very misleading, as some manufacturers / assemblers registered many of their wares from a "home base". Brookes are rarely encountered anywhere, but are not at all infrequent in the Suffolk records. Possibly the entire production of Norfolk and La Plata cars was registered in Sheffield, whilst a director of the Dixi agency in the country lived in Wiltshire, where several of these cars crop up in records. Could it have been therefore, that the vast bulk of Jacksons were London-registered, despite the addresses of the customer?

Regarding Mr Charlton's letter re old racing circuits, I would be interested to know if anyone can tell me anything about the proposed track at Purley, Surrey, offered in 1903 to the ACGBI by Mr O. F. Massingbred-Mundy. The Club at least got as far as obtaining a lease on the land, which included a mansion for use as a headquarters building. The construction as quoted in the 1904 Motoring Annual and Motorists Year Book would be five parts macadam to one cement, a level one mile stretch some 70 ft wide, whilst in other places this would be reduced to 50 ft. The Warlingham end would have a loop 300 yards in radius, whilst the other end of the track had a loop of 120 yards radius, the complete circuit being about 7½ miles! I would imagine this was a green-field site, and that work never started, being overtaken by a serious lack of funds.

Claygate DAVID HALES

[So many proposed race tracks have been planned, and then abandoned, down the years. The last one I tried to investigate, at Wallop Hall near Montogomery, had been approved by Sir Henry Segrave in 1927, but came to nothing. — Ed.].

**Brooklands ownership**

Sir,

I recently purchased the August issue of MOTOR SPORT in the hope of bringing myself up-to-date with the current state of motor racing with which I felt I had got out of touch. Your article on the Brooklands Reunion quite rightly extols the occasion and the great achievement and enthusiasm which it showed, and Messrs Day and Roddis are well deserving of your praise. However your correspondent is quite wrong to state that the 35 acres of the heritage site was "presented by Gallahers Ltd to the (presumably Brooklands) Society". This statement is untrue, misleading, and ignores the decisive role played by a number of other bodies.

The 35 acres are in the process of being let by Gallahers Ltd to Elmbridge (the lease is being finalised now but, I believe, at a peppercorn rent). This is a condition of a planning permission under which Gallahers may erect a very large office block in residential Surrey. It is the intention of Elmbridge to assign this lease to the Brooklands Trust, when it is set up, to run as a museum. The Brooklands Trust is the culmination of a project which has a long history pursued quite separately over several years by the Brooklands Society and the Vintage Aircraft and Flying Associations; for the last five years with the decisive interest (and significant financial support) of Elmbridge Borough Council. The ten trustees elect (ie, pending formal setting up of the trust) comprise five Council nominees (including myself), two from each of the specialist societies and one from Gallahers. Gallahers have not presented the site to anyone.

Having clarified this point I believe this lease, by making practicable the formation of the Brooklands Trust, has brought a tremendous opportunity to create a motoring and aviation museum and centre of truly international stature.

Walton on Thames CLLR. JOHN EATON.

**"Fragments on Forgotten Makes"**

Sir,

I have in my possession three diaries for 1906, 1907, 1908, in which are recorded all journeys and expenses incurred in running a 9 hp Jackson Dog Cart No. JS62 and named John Sebastian, the owner being a Michael S. Thompson, of 28 Campden Hill Square, London; it cost £223.8.4d.

Some quite long journeys are recorded, 819 miles being covered during August 1906, including trips to Brighton, Chalfont St Peter, and two weeks touring, from Carnarvon, the longest day's journey being 160 miles from London to Shrewsbury *via* Coventry and Birmingham, a tyre being purchased on the trip for £1.17.6d.

In October a headlight was purchased (and named "Alf") for £3.14.0d and cost £2.5.0d for fitting. Other than this, expenses seemed to be for the odd sparking plug, grease pot, adjustment, charging accumulator, split pins, cleaning and mending radiator, petrol pipe, float, and fitting extra Cupboard. The car continued to be used through January, and February to a lesser degree. Quite a lot of the journeys seem to include Harley Street.

During the first year 4,596 miles were covered, total costs for the year being £73.7.11d (3¾d per mile). The highest was for garaging, at £20.14.0d.

The year 1907/08 continues much the same, with frequent visits to Harley St, more was spent on repairs, with visits to Jackson's. Costs were up by a penny per mile. Brooklands was visited on July 4th 1908. The third diary finishes at April 1909, after two visits to Harley Street, Brooklands was visited on April 10th.

Rolvenden CHRIS BOOTH

**TT Vauxhalls**

Sir,

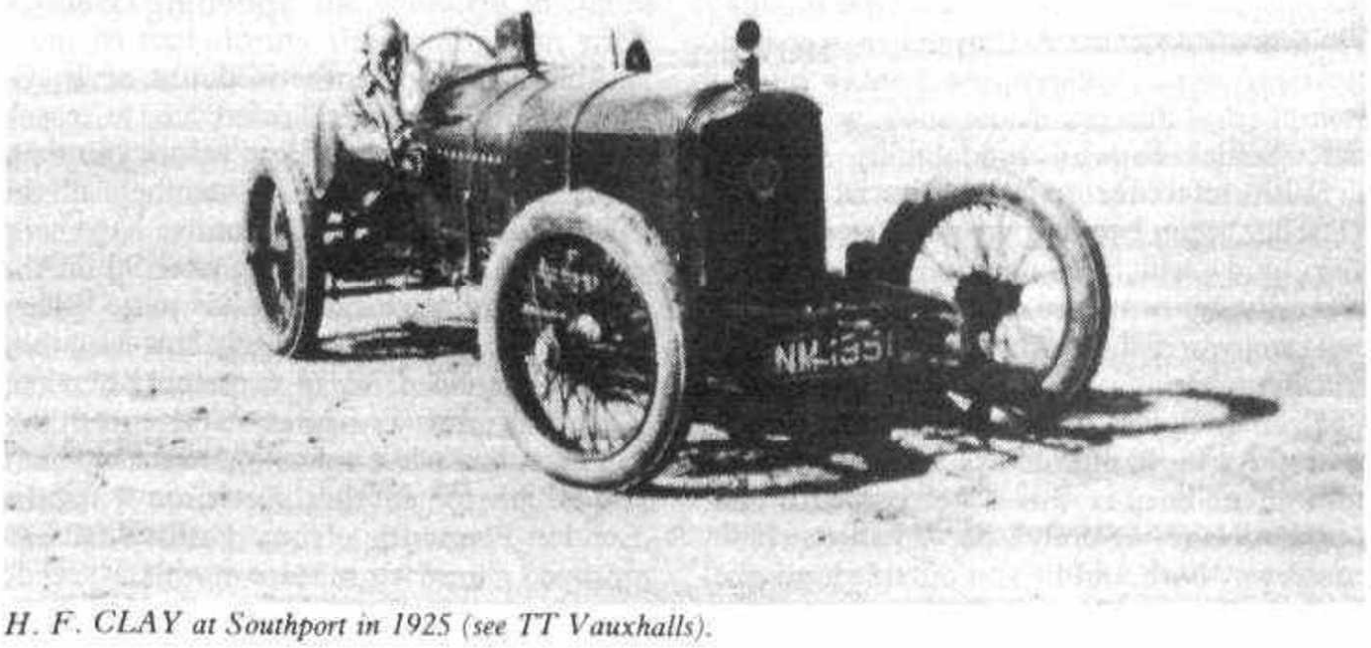
I read with interest your feature on the ill-fated Vauxhall TT and GP cars and add the following comments.

H. F. Clay's car was registered NM 1951 and among its appearances in northern competition were two consecutive years, 1923/4, at Holme Moss, where in 1923 it carried the competition number 15 and in 1924 the number 17b, since at the latter meeting Clay had also entered a Vauxhall 30/98, Reg. No. WT 1265, with the competition number 17a. Clay also entered the car for events at Southport and I enclose a photograph of him with this car taken there in 1925.

As you surmised, W. Watson was the Liverpool agent for Vauxhall, the Michelin Guide for 1920 listing his agencies at that time as Napier, Vulcan, Rolls-Royce, Sunbeam, Vauxhall, Morris, Beardmore, Berliet and Dodge. Reverting to the subsequent career of the 1914 cars, a Mr. Aspden used one on the road in the 1920's, carrying the Reg. No. XL 2707. Which one was this? Whichever one, it must have been so registered in 1922 or thereabouts.

The TT Arrol-Asters:- Eddie Hall entered his 1929 TT car, Reg. No. SM 7834, for the September 1929 Shelsley Walsh hill-climb, his times being 57.4 and 55.6 seconds for his two runs. Garrad's 1929 TT entry was Reg. No. 7833, so presumably the one registered SM 7835 and sold by Jack Bartlett in 1934 was the Garrad non-starter in the 1931 TT.

Tenbury Wells A. B. DEMAUS




*H. F. CLAY at Southport in 1925 (see TT Vauxhalls).*

# READERS' LETTERS

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

### Motorway speeds

*From The Earl Howe, CBE, DL, JP*

Sir,

I should like to give support to your editorial in September MOTOR SPORT under your heading Matters of Moment "An Opportunity Lost?" I was asked in 1967 to take a petition with some 280,000 signatures to the Minister of Transport, Barbara Castle, in opposition to the then new 70 mph limit legislation; and together with some well known drivers, this we did. At the time Mrs Castle was unable to see us and we handed this enormous petition to the First Secretary. Months later I received an unsatisfactory reply which I raised at question time in the House of Lords — on behalf of the petition signatories.

Only recently I have driven down the M1 and M6 from Scotland and I am more than ever convinced that the speed limit on our motorways should be revised to 80 mph at least. I followed with others for mile after mile of bunched up traffic consisting of vans, five and four axle HGVs and private cars all travelling along in the slow and middle lanes while every so often other vehicles rushed past in the overtaking lanes at speeds of 90 to 100 mph in perfect safety. Even if the slow lane is devoid of traffic, the motorist drives straight on in the middle lane which is wrong. The correct procedure is to move slow lane to middle lane to overtake and then back to the slow lane again, a kind of motoring slalom which is to say the least potentially dangerous. I am sure that many motorists in powerful motor cars with superb brakes and road holding will overtake a bunch of traffic from sheer frustration and to avoid a pointless shunt. So often do we hear about unrealistic speed limits and the 70 mph on the motorway is one of them, as far as the private motorist is concerned. I will most certainly sign your petition.

High Wycombe HOWE

Sir,

With reference to the editorial in the October issue, I concur wholeheartedly with this and will be signing the petition accordingly.

I am worried, however, by the second question giving your opinions where the answer includes the phrase "overtaking *lane*". As most motorways in this country are three lane, is this a reference to the outside lane? Surely on a three lane motorway both middle and outside lanes are for overtaking.

In my opinion, one of the biggest causes of bunching in the outside lane is due to people driving continuously in the middle lane when the inside is clear, so that there is only one lane available for overtaking, not two. HGV drivers have long been aware of this problem, and the screening of the latest road safety films on TV seem to indicate that the Ministry of Transport think so as well.

What about a minimum speed for the middle lane?

Bassaleg G. E. TURNER

### The 115 mph coach

Sir,

In your comment on Mr Rollinson's letter (October) you seem to query the fact that coaches are driven at 90 mph. Very early one May Monday morning this year I was driving through Leicestershire on the M1 on my CX500 motor bike, when I was suddenly passed by a coach that barely bothered to pull out to avoid me. I looked down at my speedo and was horrified to see it reading just over 100 mph; thinking it was broken I checked with the rev counter and found that the engine speed was right for that speed. I must confess that I was tired and had not been paying as much attention to my riding as I should have been, and had let speed build up considerably on a downhill stretch, but that coach — a turbo Volvo — was doing at least 15 mph more than I was.

I certainly find that if you stay at 70 mph on the motorway you find yourself playing tag with an endless stream of National coaches and their usually faster private counterparts.

For obvious reasons I would be grateful if you would not print my name. Long may MOTOR SPORT continue.

Name and address supplied

### Speeding coaches

Sir,

Anent your parenthetic doubt of F. G. Rollinson's (October) reference to coach speeds on motorways, I can assure you that, on at least two occasions, members of the BDC Western Region Committee have been overtaken by coaches doing over 90 on the M5 . . . nor were such speeds mere flashes in pans. I cannot say precisely how long they were maintained on an occasion when our Chairman and Treasurer experienced this phenomenon while travelling together; but I can vouch for another coach, on a regular London-Plymouth run, affording an unroped "tow" to a Metro (with a speedo apparently not abnormally optimistic) from seven-eight miles south of Taunton, as far as the Exeter exit-road, at speeds in excess of indicated-94 mph *throughout*.

I find it impossible to judge to what extent publicity now given to coach crashes may be disproportionate to the point of being unfair, but I suspect that it is very much so. I am quite certain that, on the fast run I had occasion to observe so closely, none of the 30-odd coach-passengers was at all disconcerted . . . indeed, so well was the driving done that I very much doubt if any of them was aware that anything unusual was going on. Perhaps tyre loadings / temperatures *may* have been getting towards the top-end of the permissible scale, but in all other respects that performance was patently quite comfortably within the coach's capability.

To date, I have seen or read nothing to alter my personal conviction, derived from a lifetime's addiction to motoring in many forms, that almost all "accidents" and restrictive regulations could be abolished tomorrow if driving were made once again a continual application of conscious skills, demanding maintained concentration, and affording the pleasures and satisfactions of any worthwhile achievement. May I suggest, Sir, that you could help towards this restoration of vintage virtues by launching a campaign reviving the admonition, so familiar when you, I, and our contemporaries were young: "DON'T TALK TO THE DRIVER." In the interests of present brevity, I refrain from detailing all the social and the engineering implications of this precept . . . but, unless I have been underestimating you during these last 50 years, you are not without your own relevant ideas?

Chagford GRANT FEAR

### Coaches a dream

Sir,

I was appalled to read Mr Rollinson's letter under "speeding coaches" last month. As a coach driver may I reply to his comments? Coaches have been involved in seven or eight major accidents not caused by speeding on motorway or other roads, only one or two being the driver's fault. I do not know of any coach capable of 90 mph, including the "Setra", the Rolls-Royce (or perhaps Mercedes as it is German) of coaches.

The standard of coach driving in this country is quite high as all have to pass a strict PSV driving test.

Perhaps Mr Rollinson is one of the many weekend car drivers who gained their licences by sending the tops off "corn flakes" boxes. It is these drivers, when on motorways, who fail to use mirrors or signals, stay in the middle lane always, or refuse to leave the overtaking lane when travelling at 60-65 mph (70 may be on their speedo) causing hold-ups and annoying coach and car drivers alike.

Lastly I doubt if Mr Rollinson has driven

or travelled in a coach for many years. If he did he may find them far safer than his wildest dreams.

Llantwit Fardre NICHOLAS REASON

### Tracing old circuits

Sir,

Reference "Tracing Old Circuits" in the September issue; what a good idea. It has been my practice when touring to endeavour to visit circuits in the vicinity.

I too visited Rheims, including a visit to Gueux village to take a photograph from approximately the same spot as Klemantaski in his study of Chiron pictured in his book "Drivers in Action" (Bodley Head 1955). There is now a traffic island on his line. Stopping in the pit area, despite the sad decay, in closing my eyes the place seemed to come alive with a pleasant warmth.

I recently passed through Chimay but did not have the time to devote to finding the circuit.

I would enjoy a series of this nature.

Emmer Green DAVID GRAINGER

### Arnoux's race

Sir,

I was sorry to see that D.S.J.'s race report of the Dutch GP followed most of his fellow scribes to the conclusion that Arnoux's win was somewhat lucky. Or was it?

He started from the fifth row, was seventh on lap one and when he passed Patrese for third place on lap 22 he was 17 seconds behind Piquet. By lap 39, when he stopped for tyres and fuel, (very quick at 10.5 sec) he was only five seconds behind the Piquet / Prost duel having set fastest lap of the race on lap 33.

By lap 37 or 38 it was obvious that Piquet was slowing with worn tyres. Prost, having caught the Brabham, was unable to pass because of inferior straight-line speed. With Arnoux back on fresh tyres and Piquet and Prost lapping slower and slower, I suggest the Ferrari may well have been the true race leader by the time they both went off at the start of lap 42.

On the basis of his pace in the first half, who is to say Arnoux would not have won anyway?

Piquet made a serious error by staying out too long. Prost likewise should have stopped immediately after catching Piquet. When two 'thinking' drivers drop clangers like that, who needs luck?

Horley D. ELLIS

### Strobe lights

Sir,

I offer a suggestion for increasing the safety of Grand Prix starts and, in fact, all Formula car starts. One of the greatest hazards of Grand Prix starts is a stalled car on the starting grid.

By fitting a strobe light which activates automatically on engine failure to the highest component of the car, eg, the roll bar, back traffic will be warned of the impending danger. The strobe light should ideally be of a dissimilar colour, eg, blue, to those of ambulance, fire-fighting or starting lights. The light should also be manually controlled so that it may be used at the driver's discretion when his car becomes an obstruction to oncoming traffic, for instance, after an accident or spin-out.

Pretoria I. P. CRISP

### TV tips

Sir,

Watching BBC's excellent coverage of the Grand Prix of Europe I became convinced that future broadcasts of this nature could be greatly improved if attention could be given to the following points:—

1. The balance of sound between car noise and commentary to be adjustable by the commentator. Clarity of commentary is much more important than car noise.
2. Adjustment of the microphones of the admirable Walker and Hunt so that the quieter voice of the latter can be heard as easily as the former's.
3. Make the race position print outs easier to understand. For example:—

1st Brabham No 5 Piquet or
5th Warwick No 35 Toleman.

I see no particular point in mentioning the driver's nationality.

If the numbers on the cars could be made plainer and more uniform, and if the *Radio Times* and the daily press could co-operate in showing these numbers against the cars concerned in their pre-race information, the armchair viewer would have almost as good a reference as the person on the spot with a programme on his lap. It would also put an end to the exhausting business of explaining to those who know even less than I do that Arnoux (Fra) is a Ferrari and also be a comforting re-assurance that a black car with Renault written down it's side is a Lotus.

Wiltshire CHARLES LAMBTON

### Water injection

Sir,

Could I attempt to dispel the "mystique" of water injection in super / turbocharged engines, re D.S.J.'s notes on the cars at Zandvoort? To be effective, the water injected must enter the cylinders in liquid form so that during the combustion cycle evaporation takes place, the latent heat required being extracted from the charge air resulting in lower temperatures / pressures and hence lower stresses in the engine for a given power output.

Since detonation normally limits the power that can be extracted, as boost pressures are increased with a given fuel and since the higher the charge air temperature the nearer the onset of detonation, it follows that with water injection more power can be made available within, of course, the mechanical limits of the engine.

I'm afraid the thinking behind a "wet and soggy" day is rather woolly. I doubt very much that the engine would take much water in liquid form from the track, and to tweek up the boost on that hope would be risking a blow-up. In any case a wet and soggy day with high humidities is no help at all, the water already being evaporated (ie in gaseous form) and the oxygen content per cubic foot of air down, resulting in lower available power.

Spray-on evaporative cooling to the *external* matrix of the charge air intercoolers could be useful provided the race takes place in regions of low humidity, but it has to be borne in mind that for either external or internal cooling the water and associated equipment has to be carried by the car itself. I suppose with electronic engine management systems (whatever that means) all things are possible, but the mind boggles particularly if, like mine, it has been brought up on mechanically driven Zoller blowers sucking through big SUs and getting all the evaporative cooling needed from the petrol itself.

Bournemouth, Dorset "AGEING ENGINEER" (name supplied)

### Horses for courses

Sir,

It was good to hear that Ford (USA) are making efforts to improve their sporting image with the new "Thunderbirds", but I wonder if this will make any large difference to a firm used to production figures in the millions (especially after the cumulative addition of (UK) import duty at 11%, car tax at 10%, VAT at 15% and a dealers mark up of up to 50%) thus effectively doubling the price for any potential British or most European buyers? The American car industry has never been very export minded, relying mostly on its huge domestic market. Roads are straight, surfaces good and distances great, so over the years the large comfortable vehicle has been preferred — ultra reliable with long service intervals.

The "Sports" market has always been a marginal one best left to European imports but, of course, with the large fuel price rises of late, the smaller car has had great success. But to talk of Educating American tastes is really too much! Has A.H. ever driven an MGB or Honda Coast to Coast? Perhaps you should send him to the USA more often and not just to Detroit! A transcontinental trip could widen his experience of the American motoring scene which appears to be limited to this roundabout infested Island. The American car is best suited to motoring in America. Its attractions are manifold in its own environment (air conditioning is a must in Arizona!). As for refinement, although I have not tried the new Ford, I imagine that the later version, at least, will be quieter and smoother than the three makes you mention and will have at least as good an auto transmission, at a price to the domestic buyer which will as you say "Considerably undercut its foreign rivals".

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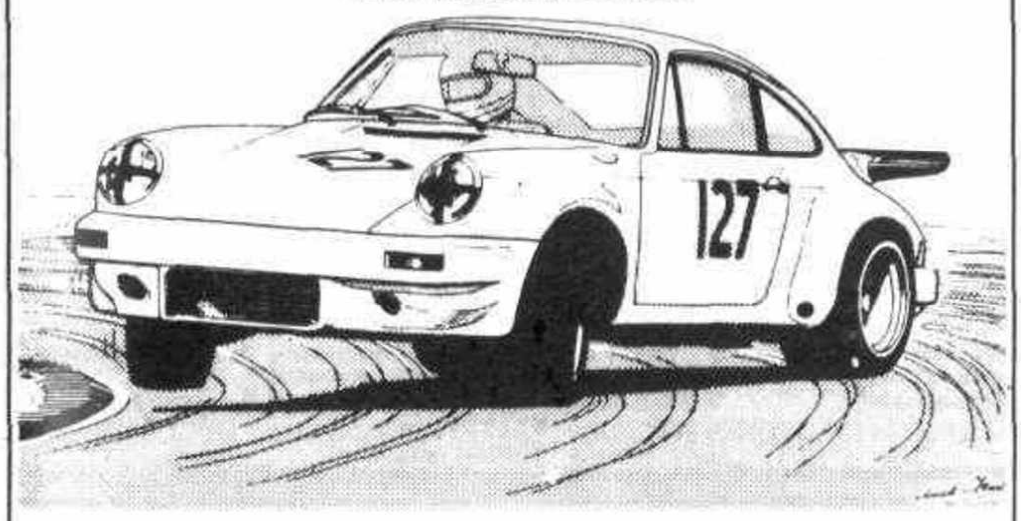
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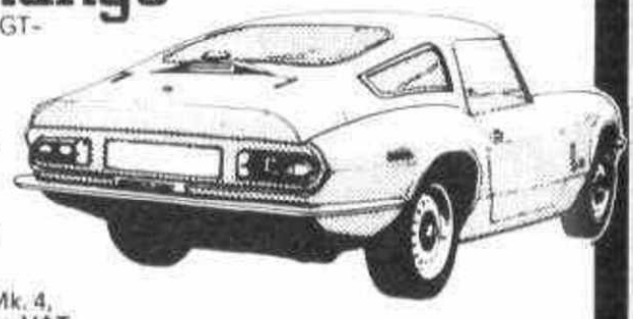
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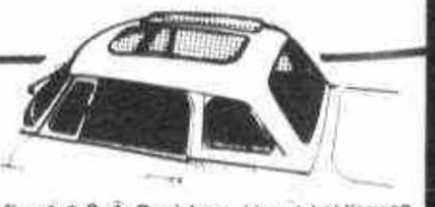
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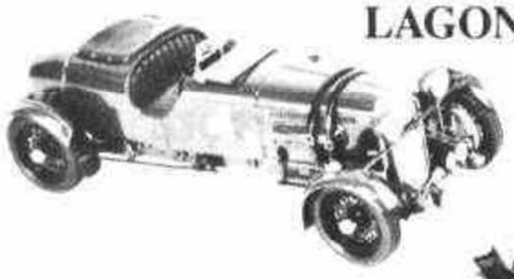
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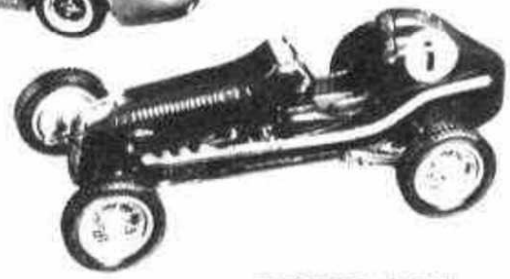
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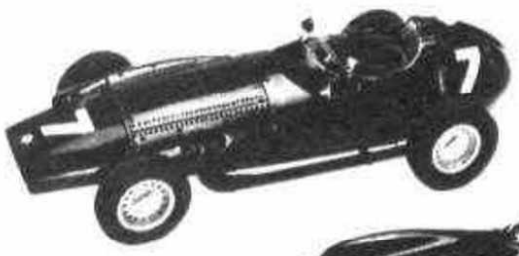


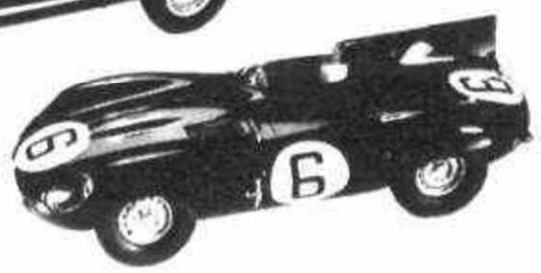










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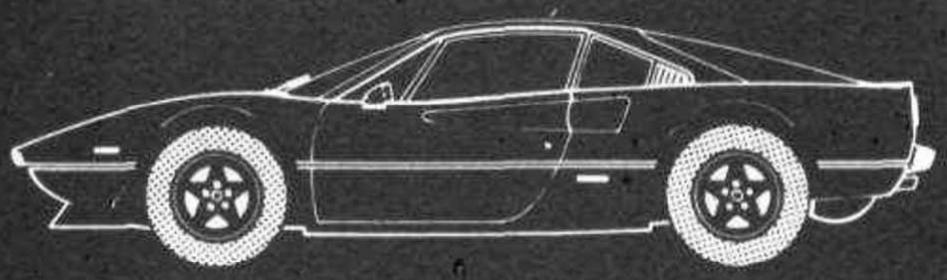
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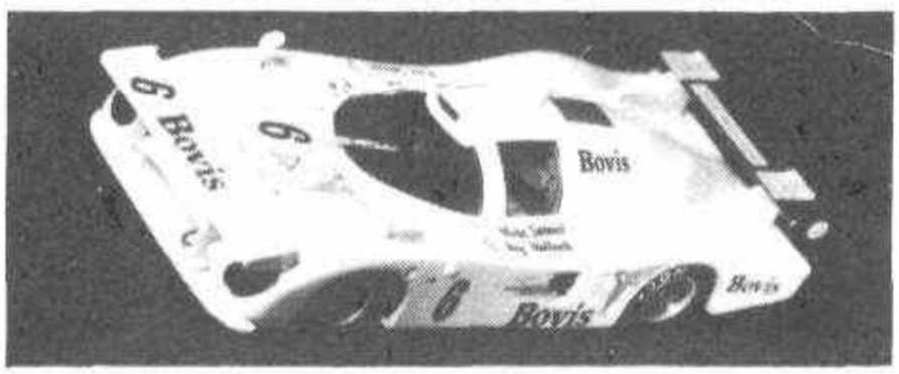
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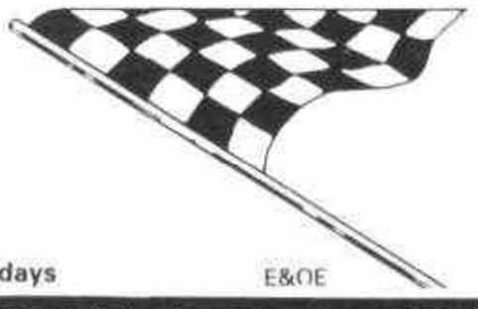
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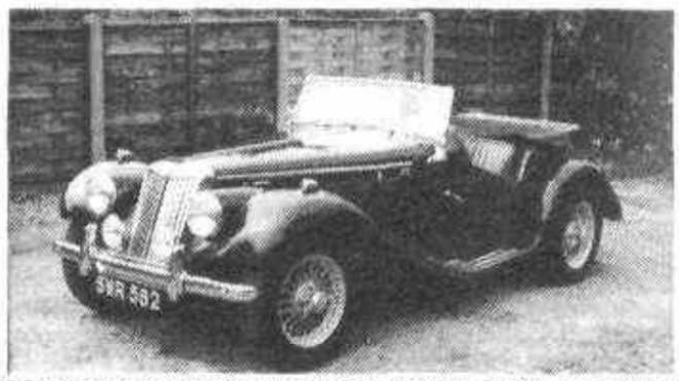


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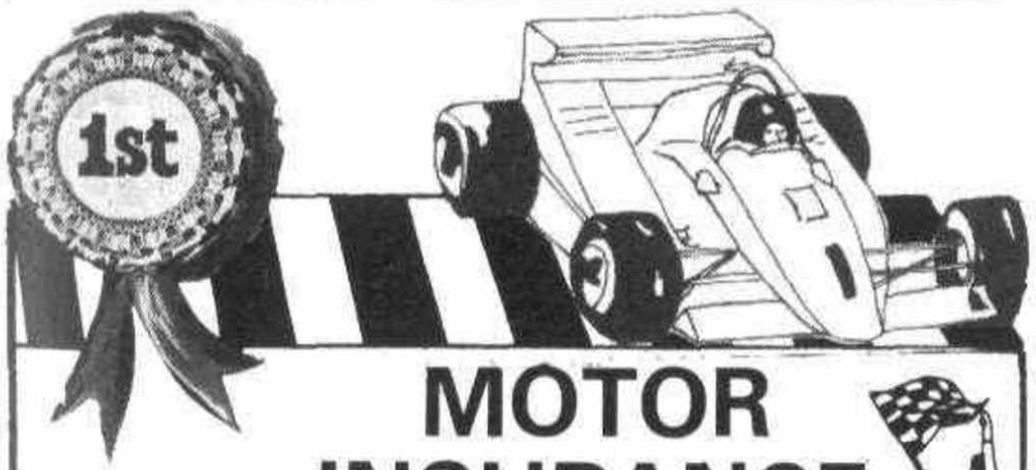
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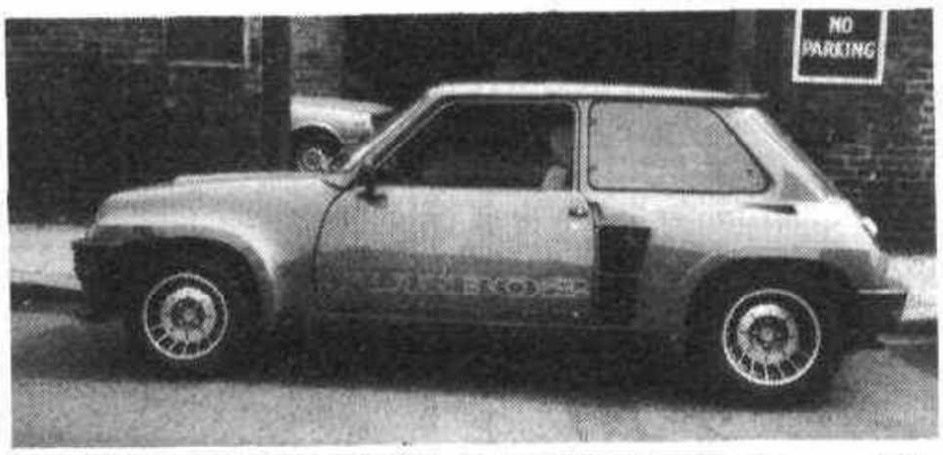
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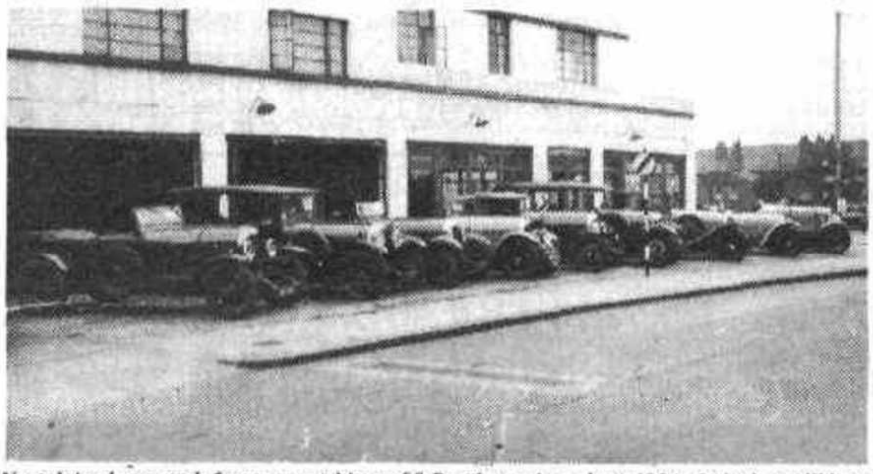



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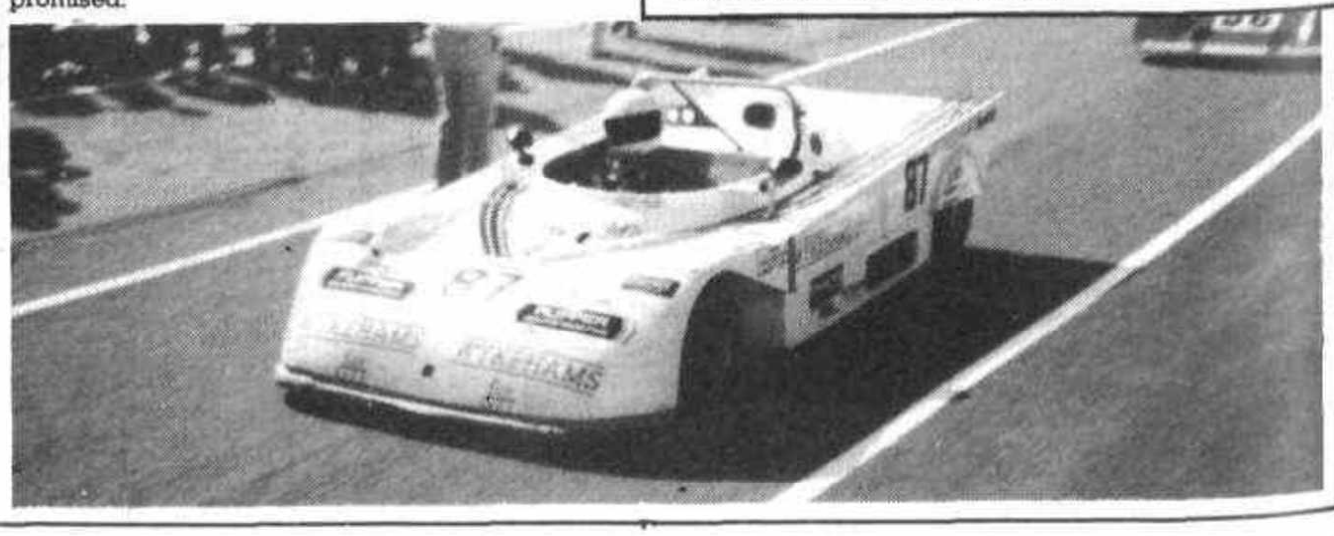
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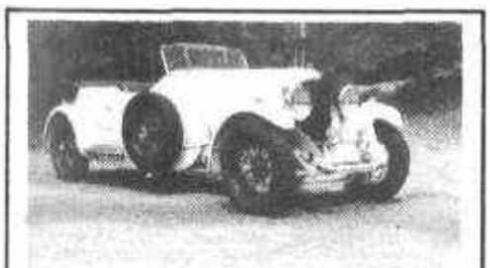
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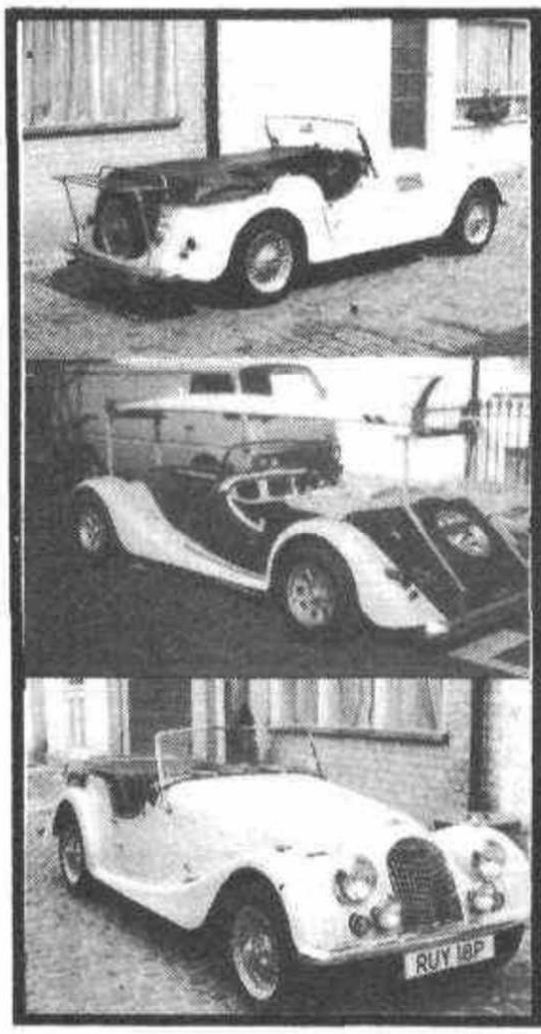
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# The London *Morgan* Distributors

Hello my little gingernuts. Welcome to the greatest **MORGAN** show on earth. Did you see us at the Motor Show at Earls Court? You didn't? Well read on and appreciate the splendid little **MORGANS** you missed. Last month you no doubt read about the **MORGANS** as having supper. This month it's Breakfast here in the mews. Snap Crackle Pop is the colour of our 1977 **MORGAN** 4/4 2-seater not the way the engine runs. Badge bar, Luggage rack, Wing Mirrors, Bucket seats. 1978 **MORGAN** Plus 8 in brown with cream wings is obviously the instant coffee you have with milk except the milk would appear to be slightly off. Stone leather interior with matching hood and sidescreens complete a rather amazing cup of coffee. Stirred, but not yet shaken. For those of you who like black pudding for your breakfast we have the same colour on our 1979 **MORGAN** Plus 8 ex-racing Stapleton brothers, now equipped for the road but still retaining some fairly unique features, close ratio gearbox, Disc brakes all round, rack and pinion steering, hardtop and many other extras. Phone for details, but hurry as two gentlemen are already asking questions. Chips for breakfast? Good, then you are bound to have tomato ketchup which is the colour of our 1980 **MORGAN** 4/4 4-seater. 15,000 miles, red leather interior, probably the same as the inside of your stomach. Two other **MORGANS** of the same colour are a 1976 and 1975 **MORGAN** Plus 8. The 1976 has leather interior, luggage rack, 48,000 miles. The 1975 Plus 8 has a luggage rack, wing mirrors and door handles. To really punish the stomach we also have a 1978 **MORGAN** 4/4 2-seater in that colour, reconditioned engine. Last but not least is our 1983 **MORGAN** 4/4 2-seater in semolina, wire wheels leather interior, delivery mileage only. Extras include luggage rack, head rests, bonnet strap. This is the car with the XR3 engine and 5-speed gearbox. Possibly available will be a **MORGAN** 4/4 4-seater in liver red but the really keen may have snapped this **MORGAN** by the time this menu come out in print. Now no doubt feeling fit you take the paper and go to that certain room. Bright yellow is our **MORGAN** pedal car with working lights and horn. Have a nice time. Cripes, almost forgot our 1977 **MORGAN** 4/4 2-seater, one owner, red leather interior, wire wheels, tonneau cover. Colour is how you feel when you get to the office on a Monday morning.

## morris stapleton

Reece Mews, London SW7 01-589 6894

## FOR SALE — continued

**ASTON MARTIN DB3** team car number 4, superbly restored by Ron Footitt, £45,000. Tel: 02992 270216 days. (55983

**ALVIS 1938,** 12/70, Mk II, Mulliner Sports Saloon. FIVA PVJ Registration excellent condition, attended Brooklands, Alvis Day 82. £2,750. Tel: 03954 5262 (Devon). (55982

**LAGONDA M45,** tourer, 1934, grey chassis up rebuild, 1976, unused since, very original. £18,750 ono Archbell. Tel: 0226 382561 or (offfice) 0924 364441 (W. Yorks). (55981

**FERRARI 246GT,** December 1972, rosso red with beige hide interior, low mileage, cash or part exchange for interesting saloon with cash adjustment each way. Tel: Wickham (0329) 832565. (56057

**ASTON MARTIN,** 1955 DB2/4 Mk1, 3-litre, totally restored, mechanically and bodily, now concours, £7,750. Tel: Camberley 25924. (56056

**MG TC OWNER** wants pristine E-Type Roadster or Morgan +8, have probably best TC available, having been totally, meticulously rebuilt from bare chassis, £6,950 or do appropriate exchange deal. Tel: Northampton 781735. (56062

**MORGAN 4/4,** 2-seater 1980, 13,000 miles, aluminium body, silver / black, s/s exhaust, £6,500. Tel: 0706 215522 Lancs. (56061

**MGB ROADSTER,** V-Reg, pageant blue, full / half tonneaus, 34,000 miles, T&T, immaculate, £3,050. Tel: Doncaster 782212/783717. (56060

**MOTOR SPORT** 1947 to 1952, £2.00, 1953-1956 £1.00. Prices per copy, P&P extra. Michael Smith, specialist in Motor Magazines, 14 Edyvean Close, Rugby CV22 6LD. (56059

**1928 LEA FRANCIS** 12/40, P-Type drophead coupe with dickey seat, fitted high ratio gearbox, much work done, pretty, practical vintage car, nice original condition, £5,950 ono. Tel: 0639 57541 evenings. (56058

**BRISTOL 411** Series II, 1971, genuine 66,000 miles, one previous owner, new MoT, tyres, engine overhaul and service, superb car not being used enough as estate car used for business and pleasure, can never be worth less than £5,500. Tel: Bath 311573. (56067

**TRIUMPH STAG** reg Jan 1978, brown with beige interior, hard and soft tops, overdrive, recent engine overhaul, £4,250 ono. Tel: 0884 256384 evenings or weekends. (56065

**TVR TURBO,** 1978, one owner, stereo / radio, electric aerial / windows, air conditioning, Wolfrace wheels, 25,000 miles, factory maintained, immaculate, £6,950. Tel: 051-652 4720 evenings. (56064

**MORGAN PLUS 8,** 1982, one owner, only 800 miles, aluminium body, every Morgan extra, genuine reason for sale, £11,000 ono. Tel: Poynton 876164. (56063

**MORGAN PLUS 8** 1973, excellent condition, perfect appearance, impeccable upholstery, tonneau etc, 10.5 compression, roll bar, Pioneer cassette / radio, s/s exhausts, extra spots etc, £4,750. Tel: 034 284 2123 (Surrey). (56263

**1929 TALBOT** fabric bodied 14/45 coupe in good condition, engine runs but needs attention, £4,000. Tel: 0249 651760 after 6.00. (56264

**BMW 520** auto, Aug 81, 18,500 miles, sun roof, beige, excellent condition, £5,900 ono. Tel: Crafts Hill 82028 evenings. (56269

**1931 ALFA ROMEO,** blown 1,750 cc, completely rebuilt engine, gearbox, etc, replica Zagato body, £20,000. Tel: 061-338 3102. (56270

## FOR SALE — continued

**JAGUAR XJS** red, June 1978, manual, 48,000 genuine miles only, history, bills, one owner 7 years, £1,000 service at 44,000 miles, Philips 860 radio / stereo, unmarked wheels, trim, bodywork, air conditioning just serviced, MoT November 1984, taxed June 1984, Jaguar club owner, will interest the true enthusiast only, £3,895. Tel: Cradley Heath 636370. (56265

**MGB GT** Teal blue, sun roof, overdrive, radio / cassette, 33,000 miles, L-Reg on 6th Sept 1972, an exceptional example, rust free and in immaculate condition, new MoT, £2,750. Tel: 061-449 8494 or 061-480 3262 day. (56268

**BROUGH SUPERIOR,** SS100 motorcycle, 1938 Matchless engined model, completely restored, £4,750 or exchange pre 1977 Morgan Plus 8 with cash adjustment. Tel: Bicester 253552 evenings. (56271

**1928 MORRIS COWLEY** 4-door saloon, blue / black, restored, £4,000, also 1932 Wolseley Hornet Special 4-seater tourer, swallow bodied, part restored, £2,000. Tel: Mobberley 2642. (56273

**AUDI COUPE** 1982, 16,800 miles, excellent condition, red, PAS, elec windows, quad stereo, relaxed motoring in style at £5,750 ono. Tel: Mr. Jackson 051-424 2564 daytime, 0744 30544 evenings. (56274

**AUSTIN RUBY.** 1938. Very original and sound. Lady owner since 1952. £1,275. Also Willeys army jeep, original. £2,000. Tel: 0603 720119 (evenings). (55936

**ROVER SD1 "S".** 1980. With Jan Speed Turbo 5-speed, air conditioning, sun roof, Gold wheels etc, new rear Konis. Very fast and in good condition. Private sale. £4,400 ono. Tel: Wentworth 2628. (55938

**450 SLC MERCEDES.** 1981. 31,000 miles, all extras. £16,000. Would accept interesting car of less value in part exchange. Tel: Sheffield 585315. (56075

**AUSTIN SEVEN.** Four seat tourer. Scarce short chassis intermediate model registered 1932. Needs tidying, stored 12 years. £3,000 ono. Tel: 03542 (March, Cambs) 56217. (56074

**RILEY 9** Mk. IV Fabric Tourer. 1929. Complete chassis, engine and body re-build. Excellent condition, used regularly. £4,000. Tel: Topsham 4966. (56070

**MGC.** 1969. Metallic silver blue / black upholstery, completely rebuilt from chassis. W-wheels etc., present owner fourteen years. Offers region £2,850. Tel: Bath 858389. (56069

**ASTON MARTIN** International 2/4 seater. 1930. Subject of complete mechanical and body rebuild on restored chassis. Owner emigrating, no chance to finish. £8,500 ono. Tel: 0908 55 271 (N. Bucks). (56068

**MORGAN V-TWIN** Jap Beetleback Supersports. 1934. Excellent running order throughout. Recent leather seats & some rechroming. Drive away. £3,750 ono. Tel: 0908 55 271 (N. Bucks). (56068

**BRISTOL 407.** 1963. Black sable / grey, 58,000 miles only, known history. This is a very good car indeed, and is really too good to use on winter roads! Offers. P/ex 403 Bristol or Scimitar possible. Tel: 0622 890211. (56080

**ELFORD MAZDA RX7 TURBO.** One owner, August 1981. Only 16,000 miles, sun roof, electric windows, stereo / cassette, metallic gold. Immaculate condition. £7,995. Tel: 0252 872672. (56079

**MG J2 1933,** cycle wings, completely rebuilt and in 1st class condition, taxed, long MoT, Laystal crank, new hood, reupholstered, painted maroon and black, very smart, spare gearbox, head, sump, new SU carb, fuel tank and straps, boxes of smaller pieces, offers. Tel: 0444 400637 (Sussex). (56394

## FOR SALE — continued

**COOPER NORTON MK IX.** Jim Russell's 1955 championship winning car. Completely restored and race sorted, superb in BRG. £7,500. ERSA modified Citroën gearbox wanted for 1956 Cooper Climax 1100 Sports Racer. Robert Follows, 4125 Marine Drive, West Vancouver, BC, Canada, V7V IN8. Tel: (604) 926 3338 or 3616. (56077

**DATSUN 280ZX TARGA.** Nov. 82. 9,500 miles, auto, pas, elec. windows / aerial, radio / cassette. Black with gold coachline, beige interior, immaculate. £7,250. Tel: 01-440 1293 (evenings). (56076

**JAGUAR 340** F-Reg, automatic, radio, silver, red interior, collectors car in very good condition, taxed, long MoT, in daily use, £1,150 ono. Tel: 0444 400637. (56394

**BMW 323i** X-Reg, 5-speed, steel sunroof, twin electric door mirrors, tinted glass, alloy wheels, immaculate condition with service history. £6,450. Tel: 01-341 4061. (56395

**CAPRI 2.8 INJECTION,** 1982, black, 12,000 miles, excellent throughout, £5,950. Tel: 01-886 0662, 01-886 3320. (56395

**ALFA SPRINT** Veloce, 1980, black, LHD model, still under 10,000 miles, Y-Reg, recently imported from Italy, never exposed to UK winter road salt, truly bellissima. £2,750 ono. Tel: Leamington Spa (0926) 26616 home or 22471 office ext 262. (56401

**ROVER SDI 3500,** July 1977, manual, two owners, recent tyres, exhaust, makers oil pressure & mpg, MoT, tax July 1984, very sound £1,400 ono. Tel: Loughborough 843240. (56402

**ALFA ROMEO SPYDER,** 1600, RHD, 1964/5, sell complete for spares or repair, offers. Tel: Tisted 321 (Hants). (56403

**TVR VIXEN S1,** 1600cc, immaculate throughout, rare classic, SWB model, year's MoT, £1,595. Tel: Luton 841807. (56404

**BMW 520/6,** 1978, topaz / velour, manual, PAS, tints, radio / stereo, new tyres, 12 months MoT, average mileage, regularly serviced, beautiful bodywork, lady owner, would like £2,700, but no reasonable offer refused. Tel: 091 410 5658 (Tyneside). (56405

**MG,** one must go, GTV8 1974, citron, one owner 5 years, usual extras plus stainless sills and towbar, good condition all round £2,600. Magnette Varitone 1958, grey with red leather, very original, 61,000 miles genuine, one owner until 1976, load of spares, £1,100. One must go. Space needed. Tel: 0302 710420. (56406

**LOTUS ECLAT 520,** 1976, yellow, tinted glass, Wolfrace alloys, sunroof, 47,000 miles, Club Lotus owner, excellent condition, £3,350 ono. Tel: Tyneside (091) 416 7969. (56407

**AUSTIN CLIFTON** tourer, 12hp, 1925, dark blue / black, blue leather, completely original, stored since 1936, four new tyres, full history, original registration book and handbook, requires little work for unique concours car, £5,500. Tel: 0786 841217. (56408

**DAIMLER DE27,** Windover saloon (Design 136, P 154 Daimler Tradition), body in primer ready for painting, new chrome, wood repolished, stored since 1967, massive and impressive car. First offer of £2,500. Tel: 0786 841537. (56408

**PORSCHE 911 2.7.** 1974 (N). Guards red, professionally fitted SC rear arches, front & rear spoilers, wide compomotive wheels with new P7's, expensive Recaro seats, stereo. Absolutely beautiful. Must be best available at £6,500. Tel: Sunderland (0783) 220048. (56396

## FOR SALE — continued

**LAGONDA 3-LITRE TOURER.** Good running order, £8,500. Spare engine, gearbox, cam, crank, pumps, etc, etc. To be negotiated separately. Tel: 01-950 1019. (56383

**RILEY 11.9** sidevalve special tourer. 1927. Meticulous restoration to fine detail. Handsome, large car, burgundy / black, splendid drive. £8,000. Tel: Ainsworth 0604 862207. (56384

**ALVIS 12/50.** 1930. Motorshow car, 2 seat + dicky tourer. Chassis up restoration but original leather. Excellent mechanically, wonderful drive. £6,500. Tel: 0604 862207. (56384

**LOTUS ESPRIT TURBO.** Essex Limited Edition No. 10. Full specification November 80. Just serviced with new MoT, one registered owner. Best offer over £11,300. Tel: 0983 853135 after 6 pm or weekends. (56385

**GOLF GTI.** With four doors and a boot. 1981 Jetta GLI. Five speed box, alloy wheels, stereo cassette, full VAG service record, 40,000 miles. £3,950. Tel: Coventry (0203) 415346. (56386

**AUDI 100** GL5E Automatic. 1982. Metallic green, many extras including sunroof, 9,000 miles only. Showroom condition, unrepeatable. Tel: Alcester (0789) 762672. (56387

**"A"-REG. ALFA-ROMEO SPRINT.** Green cloverleaf As new, reluctantly available due to change of circumstances. Finished in white, nominal mileage. Offering a saving of £1,000 on list. Tel: 047 384 815 (evenings-weekends. (56389

**ALFA ROMEO ALFETTA** GTV 2000. 1980. 29,000 miles, metallic brown with beige cloth, superb condition, one owner. Rustproofed, Pioneer stereo. Early arrival of new GTV forces quick sale. £3,150 ono. Tel: Narborough (Norfolk) 0760 338137. (56390

**FERRARI 365GT 2+2.** 1970. Dark blue, beige trim, vgc, much spent, only 54,000 miles. A classic-looking V12, very fit and ready to use. £8,500. Tel: Cocks, Peterborough (0733) 252791. (56388

**PORSCHE 911 TARGA SPORT.** Late '77. Metallic dark green, tan pinstripe velour, spoilers, new Pirellis, tints, r wiper, Philips turnlock stereo, fsh, 2 owners, low mileage, totally immaculate, lhd. £7,650. Tel: 01-935 6286 (eves, w-ends). (56391

**JENSEN CV8 MK III.** 1965. Blue, beautiful leather interior, engine rebuilt, about £1,000 spent recently, MoT. £1,850 ono. Tel: 01-530 3956. (56392

**MGA.** 1959. 1600 roadster. Superb condition, all steel gleaming red, wire wheels, new double duck hood, fully rebuilt engine, new chrome, new leather interior. Bargain £3,250. Tel: (0695) 421 405. (56393

**PORSCHE 924 LUX.** 1978 Series. Yellow, 47,000 miles, excellent condition. £4,950. Tel: 01-368 2604. (56395

**PORSCHE 911 SC** Sports Targa. 1980. Guards red, 24,000 miles, full service history, new tyres, impeccable condition throughout. £15,750. Tel: 01-886 3320 / 01-886 0662. (56395

**LOTUS ELITE 503.** Automatic. Registered 1980 but 81 model. 2.2 engine fitted with pas, air conditioning, sun roof, Pioneer stereo, 28,000 miles. With documented service history. Absolutely immaculate condition. £8,450. Tel: 01-886 0662 / 01-886 3320. (56395

**MOTORCYCLE.** Triumph. 1923 Ricardo. 500cc 4-valve. Unique, proven Concours winner. History. £1,850. Tel: 01-603 7944 (eves.) 063521 492. (56397

**LOTUS ELAN S4 DHC.** Webers, L2s, BRM head, roll bar, alloys, etc. Long MoT. Reasonable offers. Tel: Mansfield (0623) 516349. (56398


*Hire a Sports Car*

*Morgan 4/4 2 & 4 str's & +8's, MGB Convertibles, Triumph TR7 Convertibles and Golf GTi, Jeep Renegade.*

**sportshire**

*Reece Mews, London SW7 01-589 6894 01-589 8309*



# John Britten

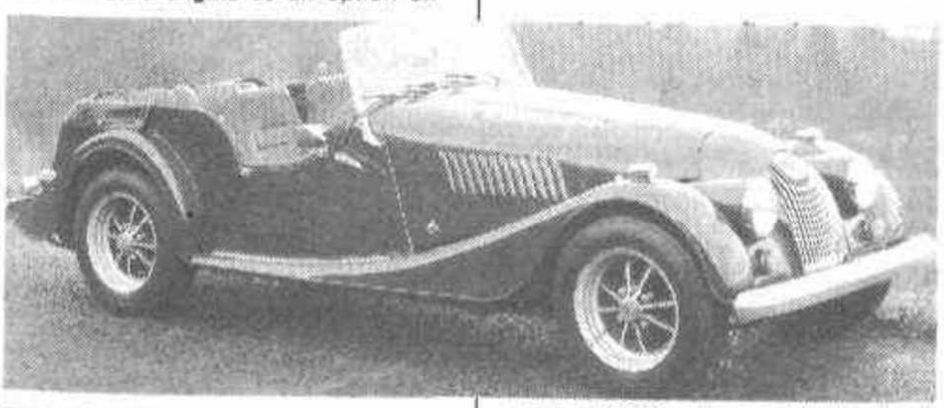
Morgan TVR

*A motor mechanic named Fred,*
*Had his Morgan made into a bed,*
*When this enterprising lad*
*Was asked why he had*
*"To sleep on the Job" is what he said!*

Having got off to a blazing start, why not bring a little sparkle into your life by coming to see the nutters of **Arkley,** on show daily from 9 a.m. to 7 p.m. (please do not feed), who will willingly offer you huge **discounts** on new and ever so slightly used motoring contraptions. Come and try **TVR's** latest firecracker, the all singing, all dancing **TVR 350i,** now available in both **convertible** and **fixed head** form, powered by the **3.5 litre, fuel injected, 190 brake horsepower, Rover Vitesse engine,** a very rapid way of arriving at the bonfire on time. Prices of the **350i** start at **£14,800** which incidentally is approximately the same price as a **Rover Vitesse,** which must prove something! — can't think what off hand! Anyway, everyone here is crackers — about the **350i** that is. **Quite the best car that TVR's**



**have ever made,** mind you the **TVR Tasmin 2.8** was a hard act to follow. Continuing the tradition of **John Britten** being the discount kiddies we can offer no less than **10 new TVR Tasmin 280i Convertibles** at unrepeatable bargain basement prices. Phone those well known lunatics, **Chris, Roger** or **Nysha** for more details, arrange your test drive now and be amazed at our incredible **"deals on wheels"** (any car bought from us before **November 5th** qualifies for a free firework). Following hot on **TVR's** lead rumour is that the **Morgan Motor Co** will shortly be fitting the wonderful **Rover Vitesse engine** as an option on



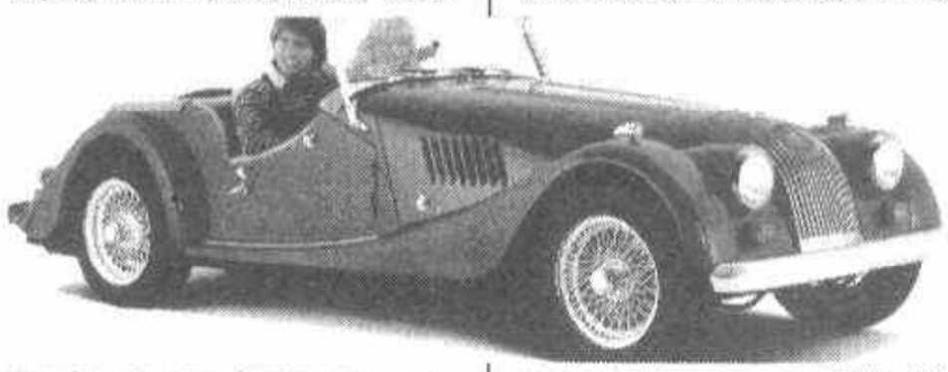


the breathtaking **Morgan +8.** This means that those lucky people who ordered **new Morgans** 7 odd years ago now have the chance to own what must surely be one of the fastest production sports cars in the world. For people not so far sighted our stock of every so slightly used **Morgans** is as follows. **1980 W Morgan +8, metallic blue,** blue interior, alloy body and wings, 31,000 miles, very good condition inside and out and not unreasonably priced. **1978S Morgan +8, yoke yellow,** brown leather, 20,000 miles, drives extremely well, very eye catching. **1975 Morgan +8, Deep Brunswick Green,** brown leather





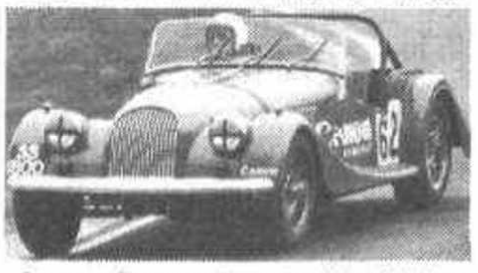
interior, an exceptional car with a very nice vintage feel about it. **1982Y Morgan 4/4 2 seater, Royal Ivory,** alloy body and wings, red leather, wire wheels, +8 spot lights, **Flat 1600 engine,** not unreasonably priced. **1980W Morgan 4/4 2 seater, nut brown,** stone leather, wire wheels, excellent condition. **1979 Morgan 4/4 2 seater, beige body, brown wings,** all alloy, brown leather, one owner, 25,000 miles and best of all fitted with the ever so rare **chrome wire wheels. 1977S Morgan 4/4 2 seater, Imperial Crimson,** wire wheels, bucket



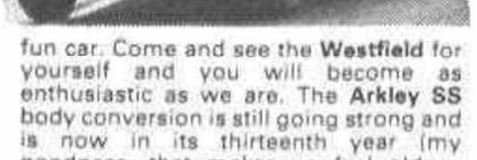
seats, 17,000 miles, spot lights, badge bar, bonnet strap, exceptional condition, well worth the **4/6d** we are asking for it! **1981X, Morgan 4/4 4 seater, black,** red leather interior, wire wheels, lowish mileage, supplied and serviced by our good selves, **1980W Morgan 4/4 4 seater, signal red,** wire wheels, reclining seats, 21,000 miles, nice example of family motoring. **1977 Morgan 4/4 4 seater, Royal Ivory,** wire wheels, reclining seats, brand new hood, 41,000 miles, exceptionally good value. **1976 Morgan 4/4 4 seater, indigo blue,** wire



wheels, cheap and ever so cheerful. If **Morgan** motoring is not to your taste and you prefer a more modern conveyance try one of our ever so cosy secondhand **TVR's** beginning with **1982 TVR Tasmin 2+2 black,** automatic, power assisted steering, sunroof, 13,000 miles, one owner, excellent in every way, **£8,500. 1982 TVR Tasmin Convertible, dark blue,** one owner, 14,000 miles, well recommended by **CJA** and **bear, £8,000. 1982 TVR Tasmin convertible, British Racing Green,** new brown hood, colour coded bumpers, 13,000 miles, one owner, very reasonably priced. **£7,500. 1981W, TVR Tasmin, Cosmos blue,** automatic, 2+2 body but two seater interior, it was this car ordered by clever old **JB's** that gave **TVR's** the idea for the **Series II Tasmin,** so this famous car is exceptional value at only **£6,950. 1980V, TVR Taimar, dark metallic blue, silver modelband,** radio cassette, electric windows, one owner, 31,000 miles, supplied and serviced by **TVR's** first and foremost distributor (guess who?) and exceptional in every way, **£6,250. 1979V TVR Taimar, Charcoal, silver modelband,** sunroof, radio cassette, 2 owners, 42,000 miles,



resplendant in new coat, **£5,950. 1978 TVR Taimar, white, brown modelband,** sunroof, radio cassette, nice example, **£4,500. 1978 TVR 3000M, light metallic green,** oatmeal interior, very standard but mint condition, one owner, 24,000 miles from new, **£4,950. Kit Cars** — our **Westfield** demonstrator continues to turn heads and attract attention and with the long winter evenings coming up would provide endless hours of fun and entertainment playing in ones garage. Should you have something better to do with your winter evenings you could always buy a complete one from use, **£5,950** is all it takes to have the ultimate



fun car. Come and see the **Westfield** for yourself and you will become as enthusiastic as we are. The **Arkley SS** body conversion is still going strong and is now in its thirteenth year (my goodness, that makes us feel old — doesn't time fly when you're enjoying yourself) and at **£360** plus VAT is still a cheap way of giving your rusty **MG Midget** a new lease of life and yet another way of whiling away those long winter evenings. **Odds and ends department. 1980W TR7 Convertible, metallic jade,** one owner, not a bad car, **£3,950. 1975 TR6 Mimosa** (that's yellow), overdrive, 45,000 miles, very nice example, not the usual rustbucket, **£2,750. The Gov'nor's 1981X Jeep Scrambler,** hard and soft tops, 4 wheel drive, etc., at present on loan to American Car Specialist, **£4,950. New export AC 3000 ME, silver,** left hand drive, 2,000 kilometers only, **£7,500 taxes unpaid.** And remember that the best things in life are not free but they are on sale here!

JOHN BRITTEN GARAGES, BARNET ROAD, ARKLEY, BARNET, HERTS 01-449 1144

## FOR SALE—continued

**BEAUTIFUL SILVER GREY** Aston Martin DB4, superleggera, recent bare metal respray, in Aston Martin original colour, new clutch, new tyres, timing chains replaced 1982. I have owned the car since 1978, and have spent much time and money on the car, bills available. Recent written independent engineer's valuation available, care taken to preserve original appearance, AMOC member. £4,500. Tel: Blackburn (Lancs) 670178 or 57550 office hours. (56002

**FOR SALE** 1926 Rolls-Royce 20 hp coupe by Barker good original condition. £18,000 also several hundred copies of Autosport. Tel: Rotherham (0709) 873381 evenings. (56001

**MERCEDES BOTH** left hand drive, MoT. 300D-76/7, W123-PAS, automatic sunroof. £3,650. 240D-77/8 manual £3,900, or both exchange 608D Motor home-WF nooffer. 01-385 6342 TR80 Farm Lane London SW6 (UK) (56000

**1971 LOTUS EUROPA** Series 2 JPS trim, low mileage, long MoT, taxed Mag wheels, elec windows, radio cassette. Renault engine, clutch and gearbox rebuild just complete, brakes, electric, fuel and steering systems overhauled. £2,400 ono. Tel: 0253 727 151. (55998

**1927 ROLLS** Royce 20, 2 seater open tourer, or will exhange for 4 seater Alvis, or Lagonda, or Bentley. Tel: Mr. Fitton (0257) 480907. (55995

**BIZZARRINI GT** Strada 5300 1969, No 44 of 149 built. Gold metallic, leather interior, 400 hp Chevrolet engine. Stored winters. Show car in superb condition and excellent mechanically. Lots of spares. First owner. £22,000. Photo and spec against 2 pounds Dr R. Adenstam, Trädgårdsgatan 3, S 38100 Kalmar, Sweden. (55988

**MGTA,** virtually a rolling chassis plus extras, Swansea registered, £600. Bullnose Cowley 1924 4-seater, restored ex Museum car, £5,250. Wanted: A7 pre-Ruby Restored rolling chassis and M8 Tourer doors. Telephone (0493) 728567. (55996

**MGB ROADSTER,** 1979, black, 26,000 miles, wire wheels, tonneau cover, luggage rack, 2 owners, £3,250. Tel: Wilmslow (0625) 522371. (55994

**MERCEDES 350SL** Sports, Nov. 1977, (78 model) hard soft tops, alloy wheels, dark blue, cream interior, £9,250 ono. Tel: Wilmslow (0625) 522371. (55994

**TRIUMPH TR8** convertible, new unregistered, one of only 22 made by British Leyland. Collectors item. Sensible offers around. £10,000. Tel: Long Buckby 842996 (Northants). (55992

**COUPE 4.2 DAIMLER** 1977, genuine 19,000 miles, full service records available, regency red, Webasto sunroof, suit the most discerning buyer. £6,995. Sorry no offers (0428). Tel: 713511 Surrey. (55987

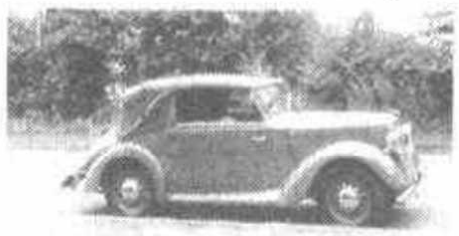
**AUSTIN 7** Rosengart Saloon rhd 1933, stored South France 40 years, one previous owner, imported vehicle in sound original order. Factory documentation, original logbook, interesting history. View London. £2,250 ono. Tel: 0203 411563. (55986

**DAIMLER V8** 1964, already broken everything including shell available competitive prices. Tel: Reading 872394 after 6 pm. (55985

**BENTLEY 3-LITRE** Flywheel, Riley 12/4 steering box, MG PA spares including new front wings, MGTC Windscreen, MGA original sidescreens, Bugatti type 40 Manual (French) AA badge 1930 mint. Kelshall 210. (55984

# MOTOSPOT

**NORTH KILWORTH, LEICS.**
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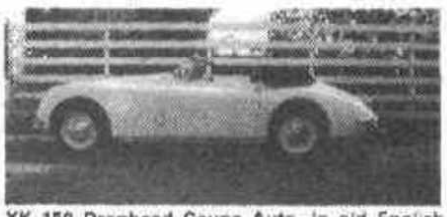
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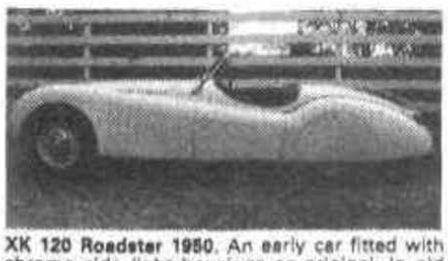

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**ALFA ROMEO** 1600 cc. Longtail Spyder. Really smart car, long MoT. £1,600 ono. Tel: Weston-super-Mare 414599. (56354

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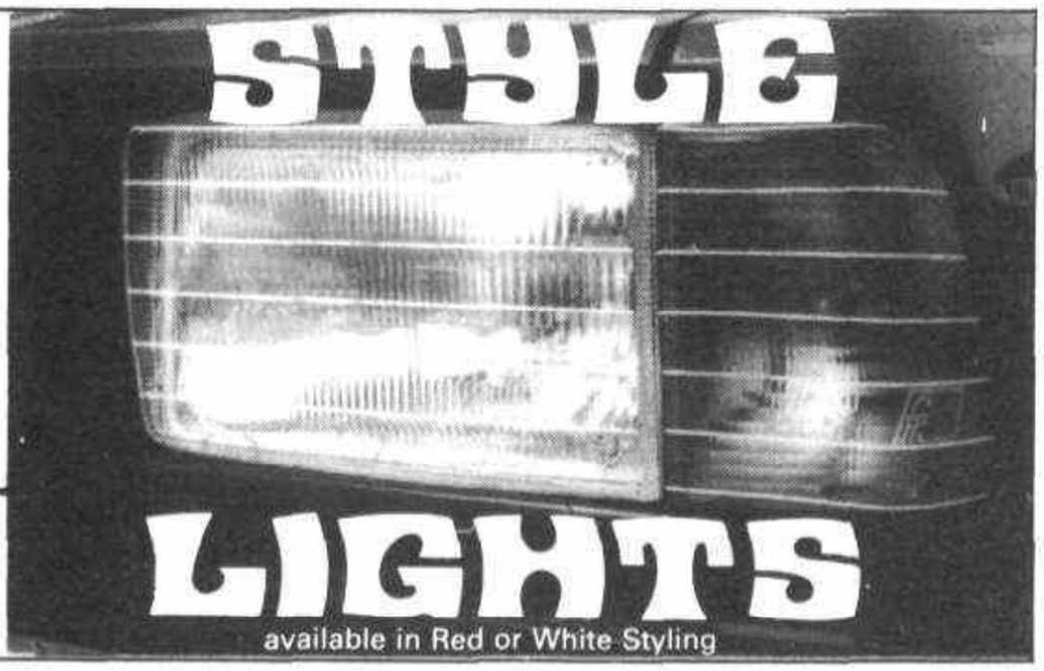
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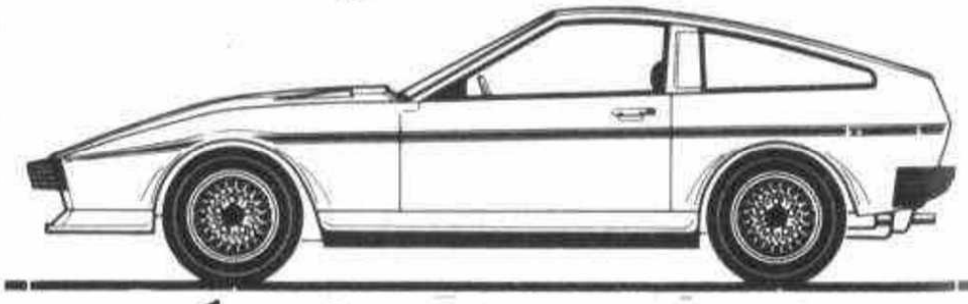
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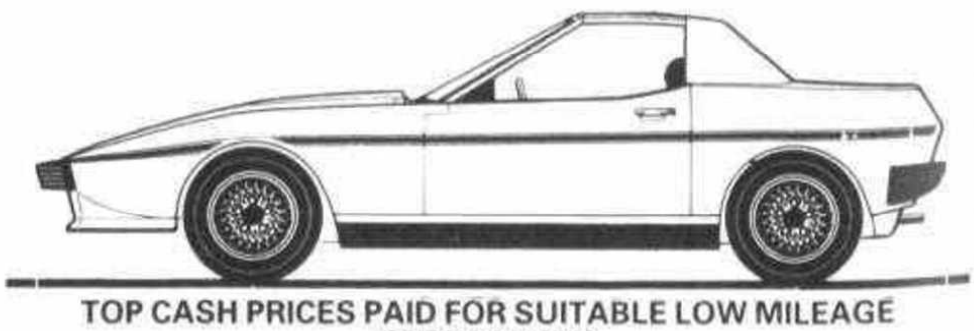
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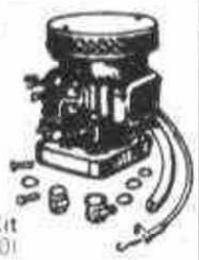


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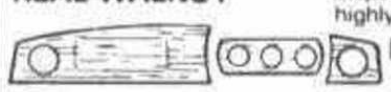
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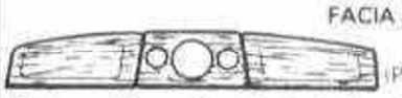
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| MINI VAN & EST. B/B | £16.10 |
| COOPER S. 1275GT B/B | £16.45 |
| COOPER S. 1275GT Upswept B/B | £18.00 |
| COOPER S. 1275GT Twin B/B | £21.65 |
| CAPRI I except 3-litre Twin B/B to August 1970 | £19.95 |
| August 1970 on | £22.30 |
| CAPRI II except 3-litre B/B | £20.05 |
| CORT. II 1300cc Single B/B | £18.75 |
| CORT. II 1600cc Single B/B | £18.75 |
| CORT. III & IV (not 2.3) B/B | £24.80 |
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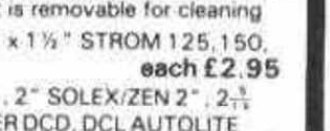
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BRIGHT STAINLESS
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**JAGUAR E-TYPE**. 1969. 4.2 FHC. White, wire wheels, only 1,000 miles since major overhaul inc new clutch, exhaust etc. No rust. Excellent condition. £4,750. Tel: 0272 298465. (56425

**FERRARI DINO 246GT**. 1974. 12,380 miles, full Daytona pack, spare unused, headlight fairings, genuine unmarked concours example. £15,000. Tel: 062982 2410. (56427

**FERRARI 308 GTB**. Rosso Chiaro. Fibreglass, wide wheels, sports exhaust, a/c mint, low mileage with full documented history. £10,750. Tel: Nick Cartwright 062982 2410. (56427

**PORSCHE 911SC** Targa model. 1978. I Reg. LHD. 55,000 miles, silver, electric mirrors, P7, stereo, rear and front turbo spoiler, immaculate throughout, must be seen. £8,125. Tel: 01-882 5725. Ask Eric. (56428

**BMW 732I**. Chestnut saloon. December 1980. Stereo radio, electric sun roof, 44,000 miles. Excellent condition. Superb drive. £6,950. Tel: 01-948 3086. (56427

**MASERATI MISTRALE SPYDER**. 1965. Right hand drive, extensive restoration work, including concours, repaint in red, new red leather trim and carpets, black fabric hood. Boranni wire wheels, five speed. Alternator requires attention. First offer in excess of £10,000 secures. Tel: Hertford 50197 (anytime). (56430

**TR7**. 1979. Genuine 27,500 miles, immaculate condition with many extras. £2,500 ono. Contact Gary Pearce 0203 501909 (day) / 021 430 3282 (evening). (56437

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**DAIMLER SOVEREIGN**. 1977. Blue, black interior, chrome wheels, air conditioning, tinted glass, central locking etc. No expense has been spared to make this the best in the country. £2,995 ovno. Tel: for full details, Hildenborough 832618 (Kent). (56433

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**SCIMITAR GTE**. 1975. Manual plus overdrive, fully serviced, excellent bodywork and mechanics, yellow with black interior, radio cassette, new exhausts. £1,950. Tel: 01-871 0160 (eves, weekend) Putney. (56435

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**ALVIS 1936** Speed 20 Charlesworth Sports Saloon. Long MoT. £5,000. Tel: 0284 810998. (56374

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**MERCEDES 350 SE**, 1977, excellent low mileage, white, stereo, electric roof, windows, £5,000. P/ex considered. Tel: 03745 4174. (56375

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**JENSEN CV8 MkII**, 1964, mechanically excellent, midnight blue body requires respray, offers under £2,000 for quick sale. Tel: 0704 43184 after 7.00 pm. (56468

**OPEL GT 1900**, excellent condition, engine rebuilt, retrimmed seats, lovely car, only £1,600. Tel: Godalming 21644. (56471

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**XK150 DHC**, excellent condition, £4,500 or best offer by November 30th, 17 Oldfield Lane, Stainforth, Doncaster. (56477

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**FOR SALE** TR6 hard top (red). £100 ono. (Glos.) Tel: 0684 293933 or 0451 20516 (evenings). (56490

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**JAGUAR XK150S** Roadster, must be in original mint condition, prefer BRG, blue or white, substantial price paid for the right car. All replies treated with strictest confidence. Morris, Meraden Cottage, Marden Hill, Hertford, Herts. (56430

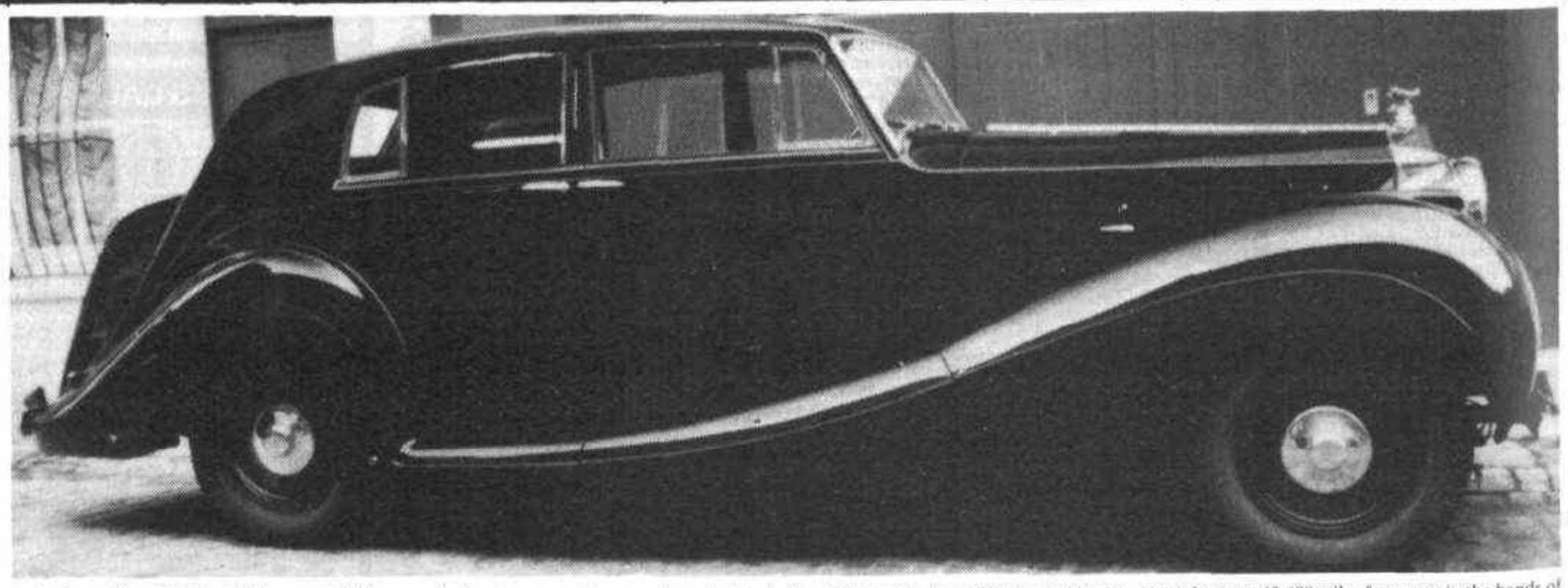
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**PROFILES WANTED** £1 each paid for 4, 6, 12, 24, 30, 54, 69, 72, 78, 81, 84, 88, 89, 90, 91, 94, 95 Kenneth Ball, 30 West Drive, Brighton. (52624

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**AVIATION ITEMS** vintage and modern, everything from aircraft to tailwheels, propellers, instruments, clothing, photographs, advertising items, scale model aircraft and engines. Clivedon Collection, Hunterscombe Dorking Road, Leatherhead, Surrey. Tel: 0372 377652. (52814

**DAIMLER LIGHT** Straight eight 1936-39, any parts wanted, or complete car. Richards, 33 Parr Street, Kendal (0539) 23257. (54918

**MAYBACH, Horch,** Austro-Daimler, Steyr, Puch, BMW, Adler, Audi; in fact any German or Austrian classics, for museum. Prefer good condition, anything considered, anywhere. Tel: 01-737 3861 or write 24 St Michaels Rd, SW9. (54930

**MERCEDES SPORTS** and convertibles urgently wanted. Also 6.9 saloons, 3.5 convertibles / coupes any year, any condition, instant settlement, will travel anywhere. Tel: 01 468 7077 Crayford 57484. (54963

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**WANTED URGENTLY** any Rolls-Royce or Bentley, anything bought, please. Tel: Swanley 69081. (47331

**ROLLS-ROYCE** and Bentleys wanted 1947-1980 coachbuilt and standard saloons and coupes, convertibles, top prices paid for good low mileage cars. Tel: London 01-373 2296 Classic Automobiles. (20873

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**WANTED** Car brochures, racing books, magazines, marque histories, private libraries & collections purchased. Les Wilson, Woodvine Cottage, 52 Manchester Rd, Astley, Manchester M29 7EJ. Tel: (0942) 893632. (54987

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**ALTA SPORTS,** or any information on the Marque, all replies answered, Lucas, 100 Bewdley Road, Stourport-on-Severn, Worcs. Tel: Stourport 5271. (55522

**WANTED MASCOT** for 1937 Hudson Straight 8. Tel: Royle, Staindrop 60630 / 60452. (VCR

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## MISCELLANEOUS

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**1968 TO 1982** Motor Sport with indexes, all as new, £50. Tel: 01-330 5656. (56482

**MOTOR SPORT** 1968-1983 complete £30. Buyer collects. Tel: Framfield 782 (Sussex). (56472

**MOTOR RACING** literature for sale, "Bentleys at Le Mans", "Automobile Year" Nos. 3 & 5, "Autocourse" 1951, 1952, 1953, "Bugantics" July 1935, etc. SAE for lists. Barker, 46 Island Close, Hayling Island, Hants. Tel: (07016) 3614. (56470

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**MORRIS IOM** engine, (Goldseal, fits T, Y, Type MG?), gearbox, windscreen, starter, dynamo, wiper motor, regulator. Tel: Newport (IoW) 528028. (55933

**USA AUTOMOBILE** sales literature, new / old, send your needs list to B. Philbrick, box 283, Sheffield, Mass. 01257, USA. (55934

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**OLD MOTORING** books cheap, remember, remember Eoin Young's overstock sale. 5th November, 10.30 am, books, catalogues, handbooks, magazines, Barley Mow Pub, The Street, West Horsley, Surrey. (54956

**MECHANIC, PANEL BEATER.** Home and income, 3 bedroom, detached house, with garage 4 plus cars. Workshop, pit etc. 10 miles Norwich, Abbots. Tel: Norwich 619149 Ref No 3310. (54904

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## MISCELLANEOUS – continued

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**MOTOR SPORT** 1955-1982 complete, as new £70, Automobile Quarterly, volumes 1-17 with indexes, Classic Car volume 1 Nos. 1-5, Sporting Motorits, August-November 1963, offers. Tel: Crowborough 4985. (56412

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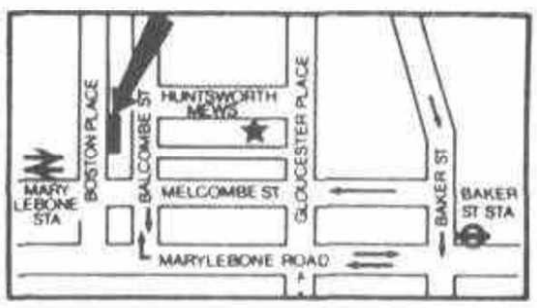
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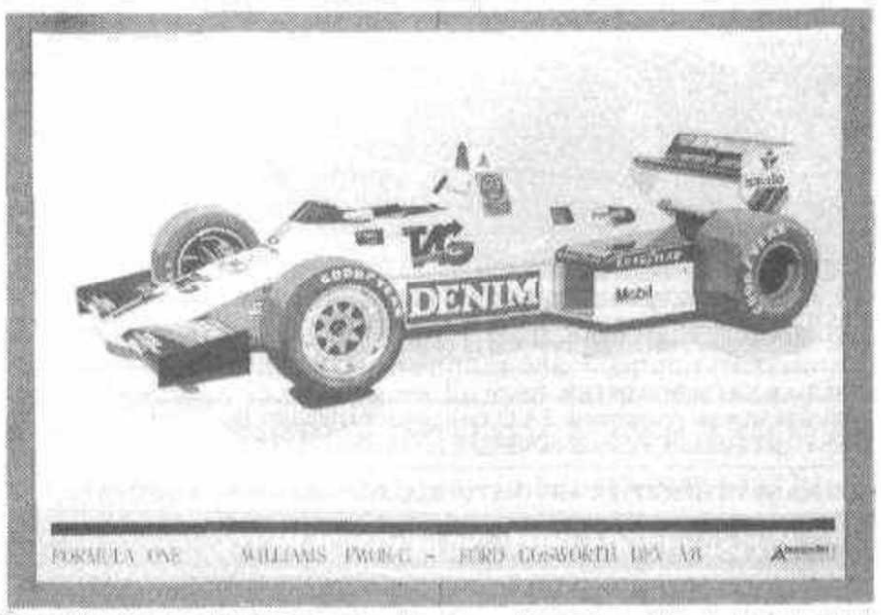
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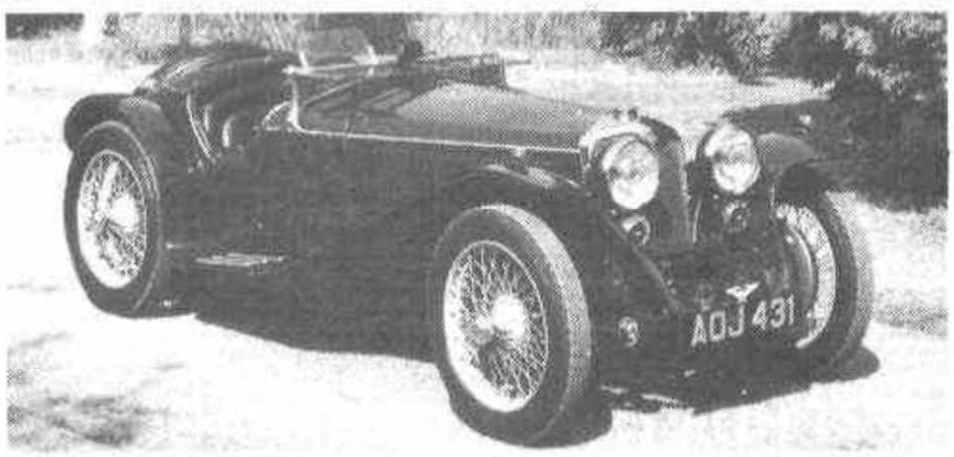


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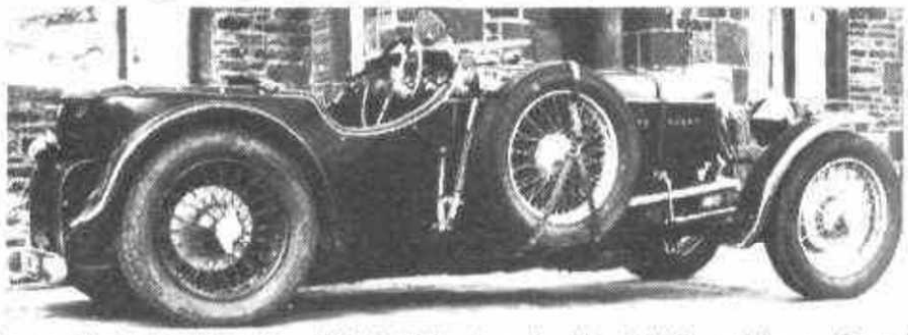
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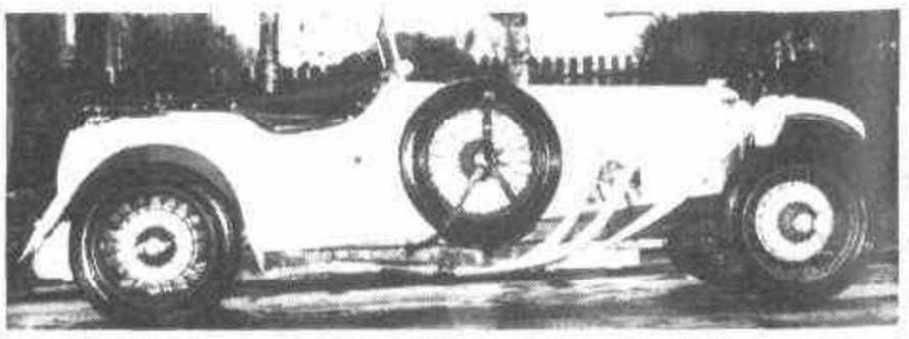
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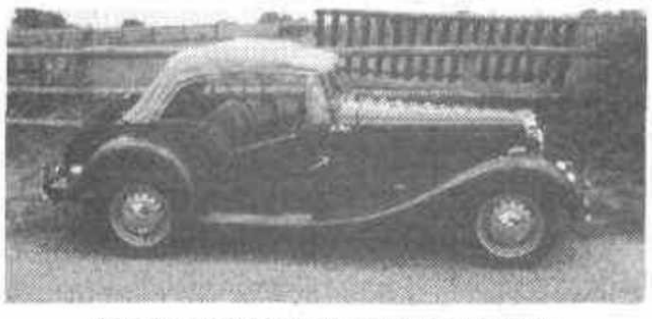
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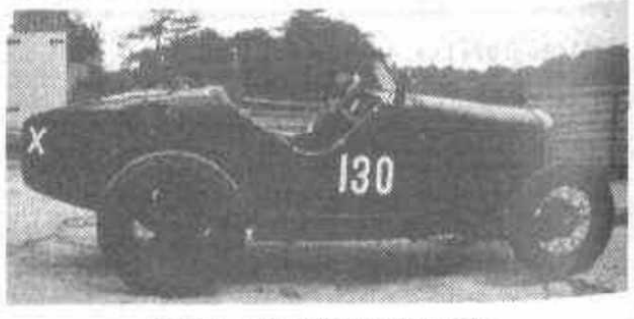
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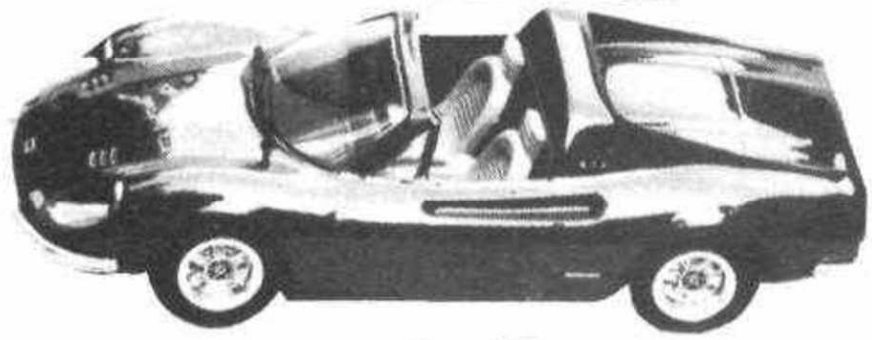
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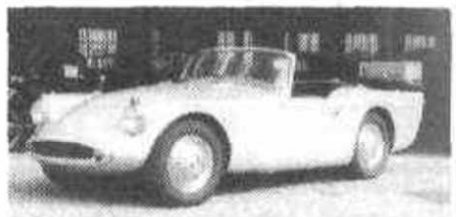


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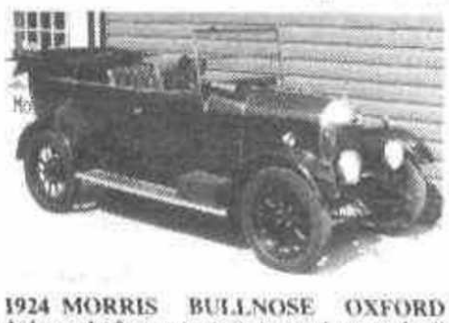
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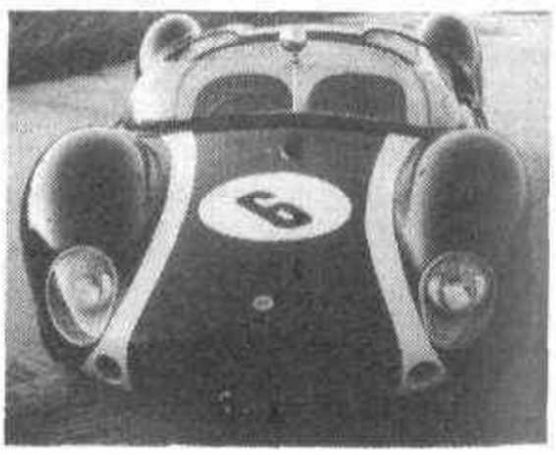
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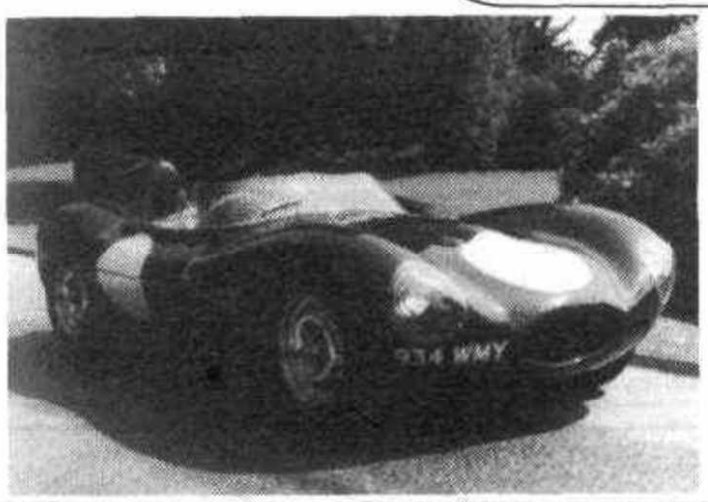
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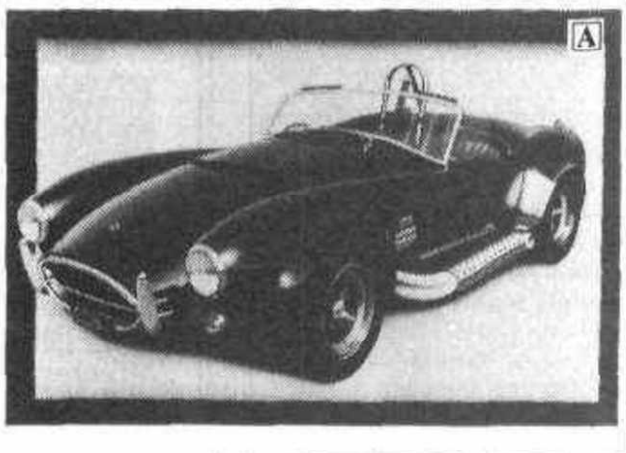


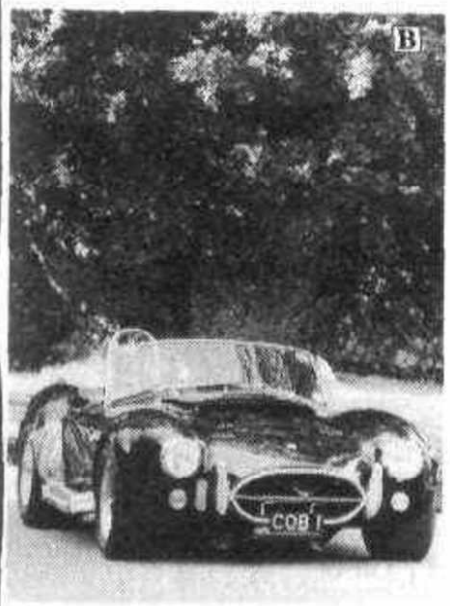
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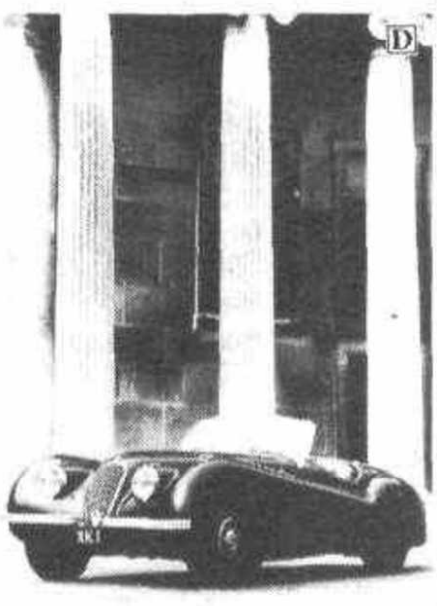




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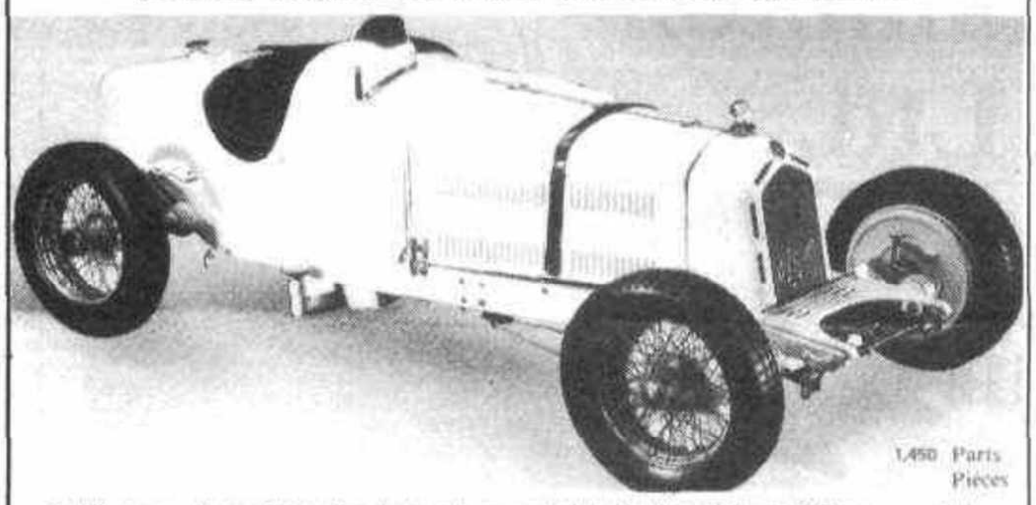
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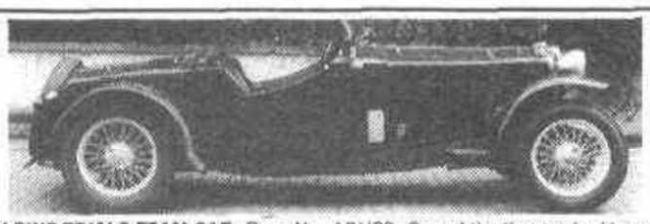
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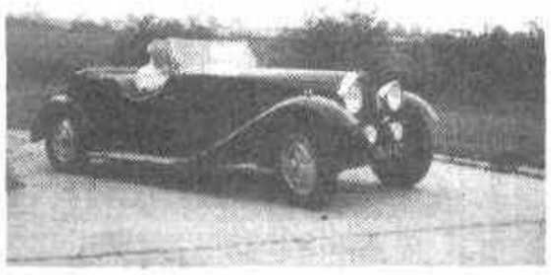
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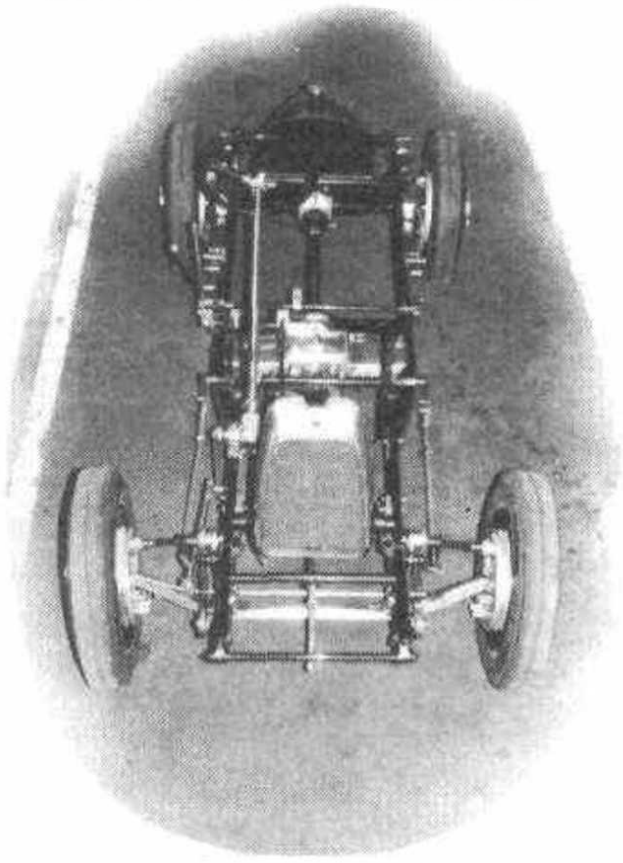
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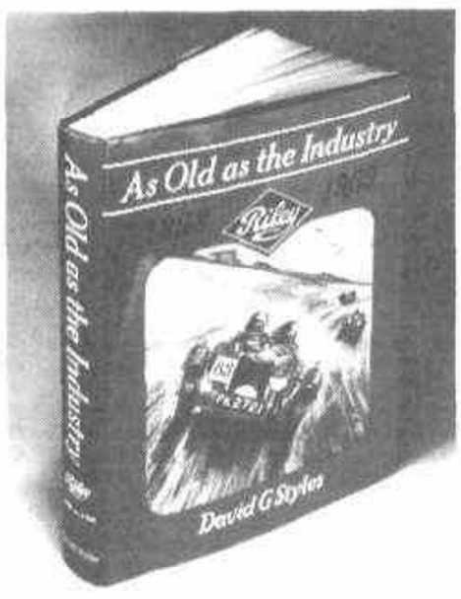
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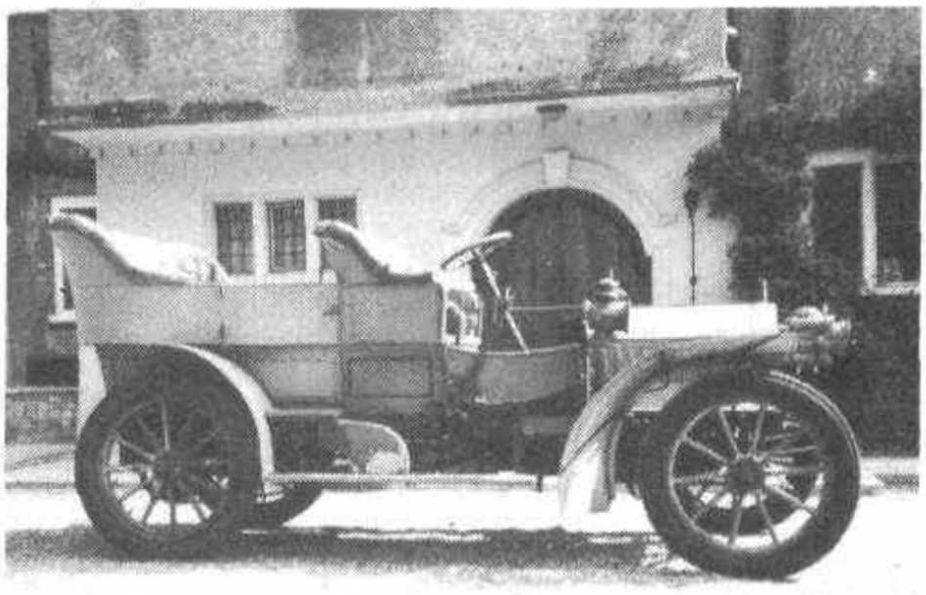
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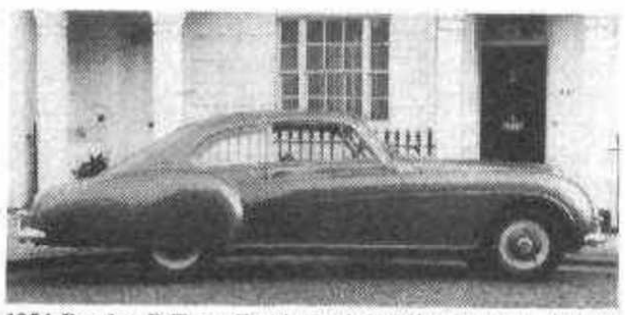
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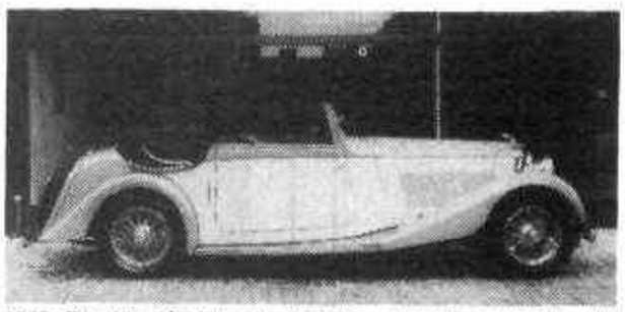
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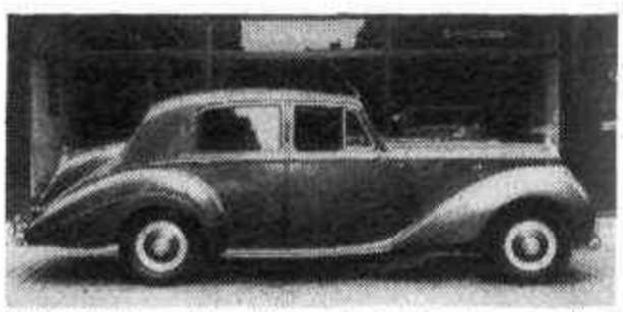
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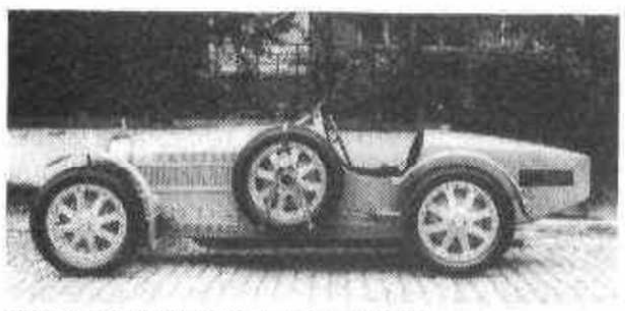
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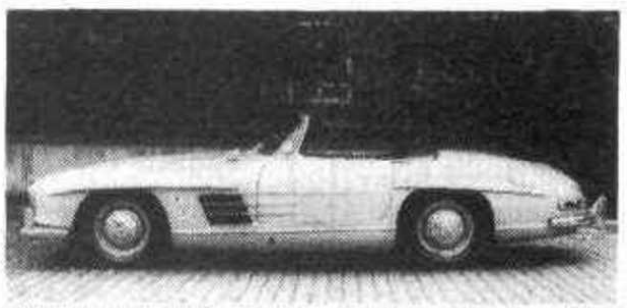
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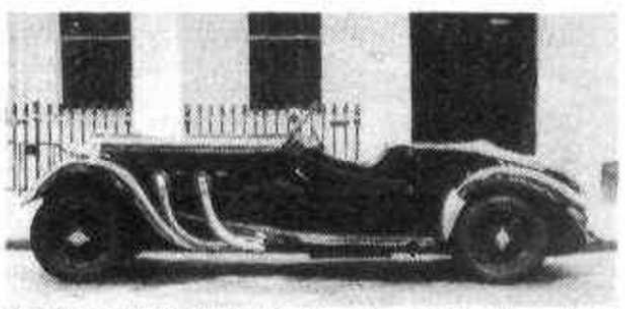
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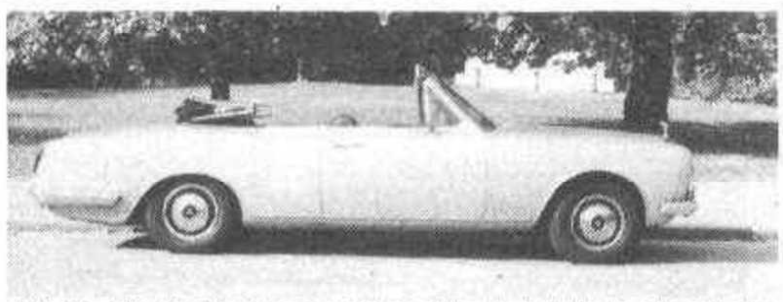


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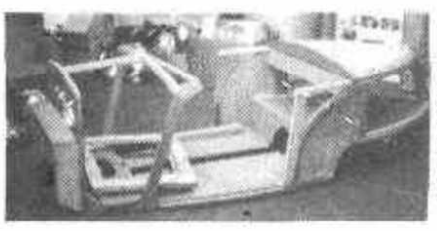
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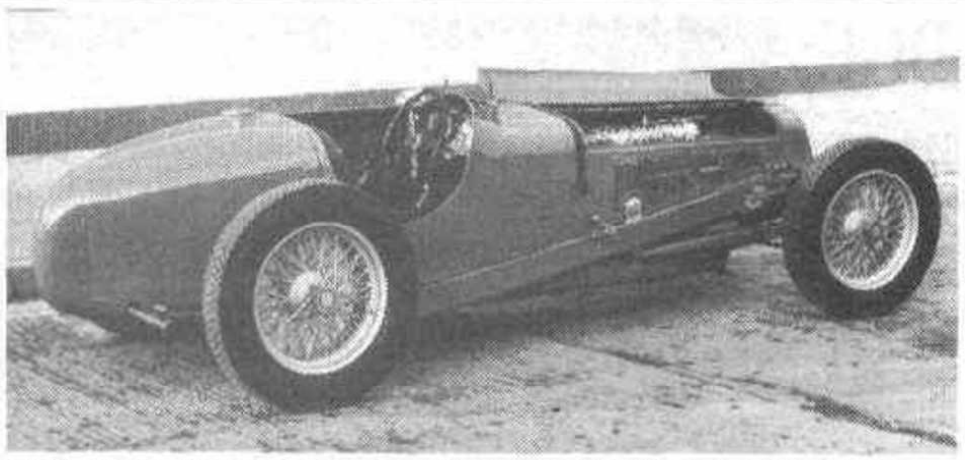
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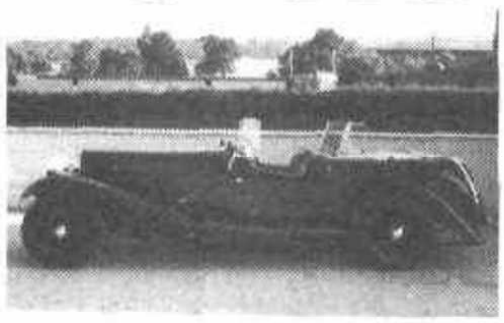
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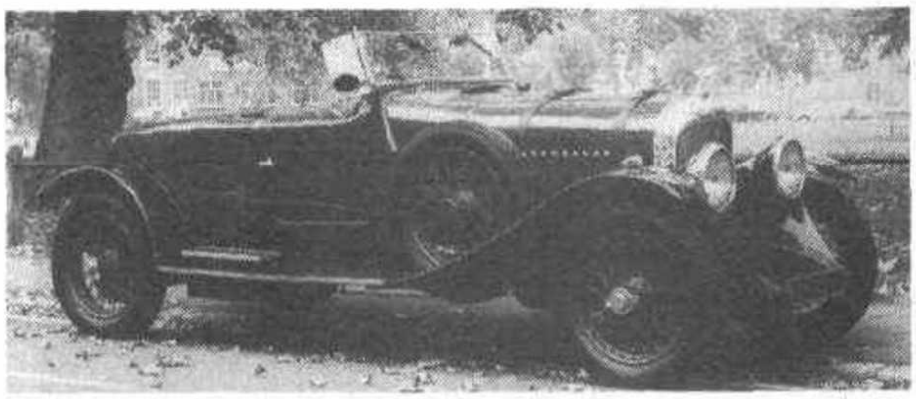
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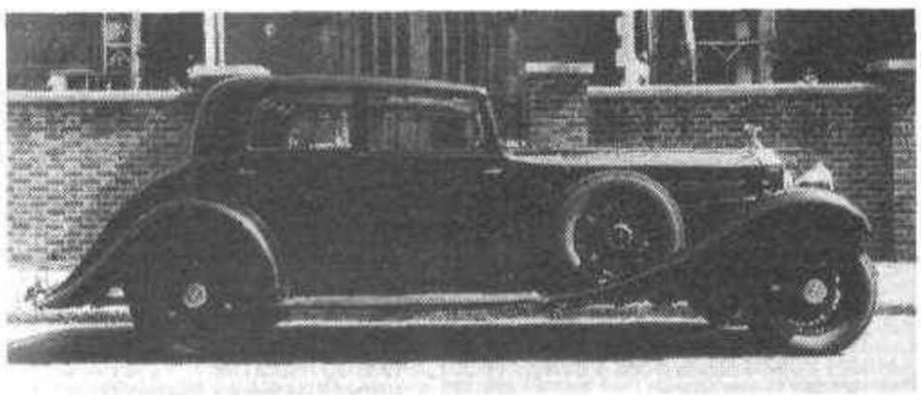
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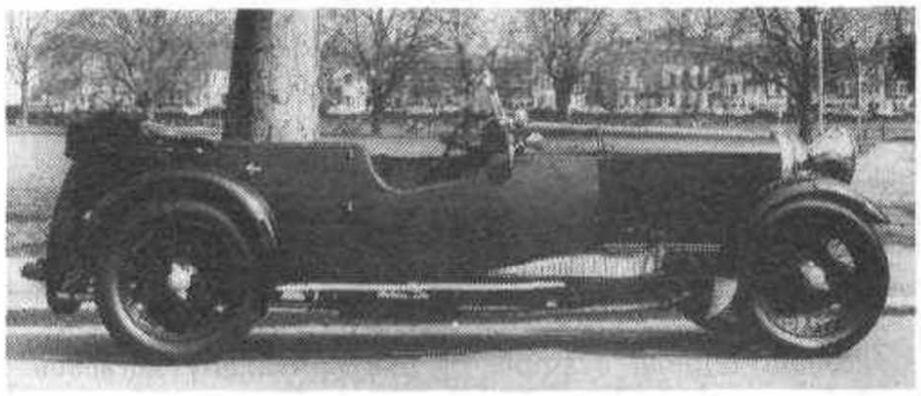
**1965 ASTON MARTIN DB5 CONVERTIBLE.** Manual 5-speed ZF gearbox. Chrome wire wheels. California sage with black leather. Restored by an Aston Martin main agent to the highest standards.



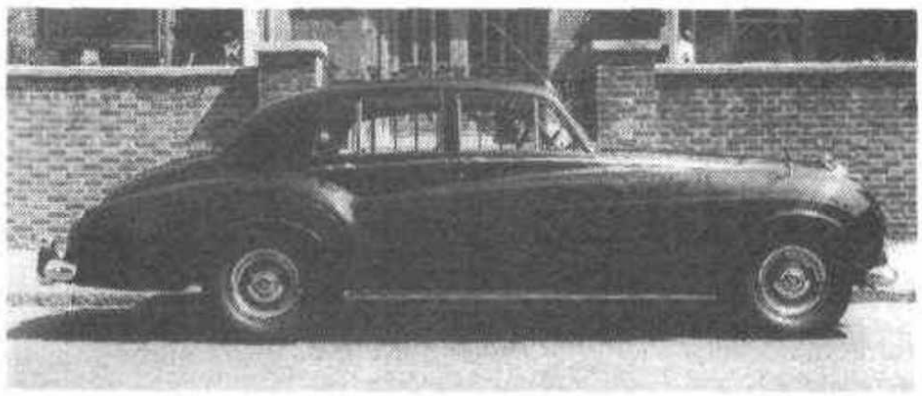
**1928 BENTLEY 4½-LITRE OPEN TWO SEATER WITH DICKEY BY BARKER.** British Racing Green with black wings and green leather upholstery. Absolutely superb condition throughout.



**1933 ROLLS-ROYCE PHANTOM TWO CONTINENTAL CLOSE-COUPLED SPORTS SALOON BY BARKER.** Black coachwork with the original brown leather. Recently the subject of a comprehensive mechanical overhaul.



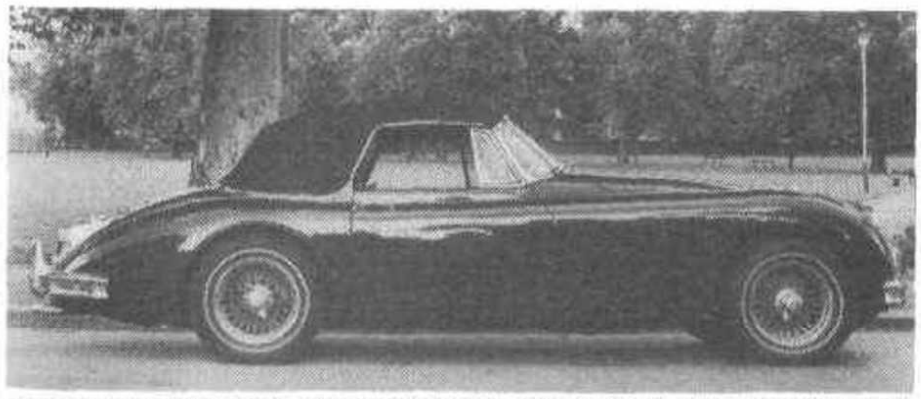
**1932 LAGONDA TWO-LITRE LOW CHASSIS SPEED MODEL.** Factory open touring coachwork. Black fabric body with maroon leather. Original in nearly every respect and in superb condition.



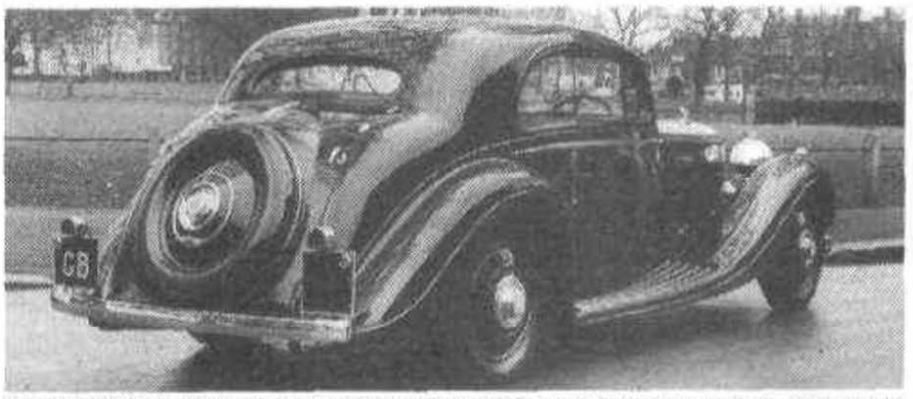
**1958 ROLLS-ROYCE SILVER CLOUD ONE.** Original midnight blue paint with blue leather. Just under 29,000 miles from new and in pristine condition. Fitted with power steering.



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1939 Lagonda LG6 Drophead.
1955 Lancia Aurelia Spider.
1928 Lea Francis Sports Tourer.
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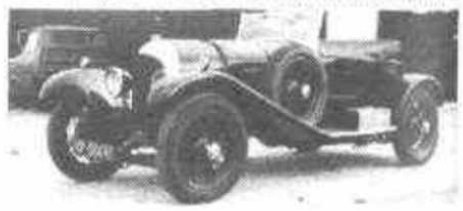
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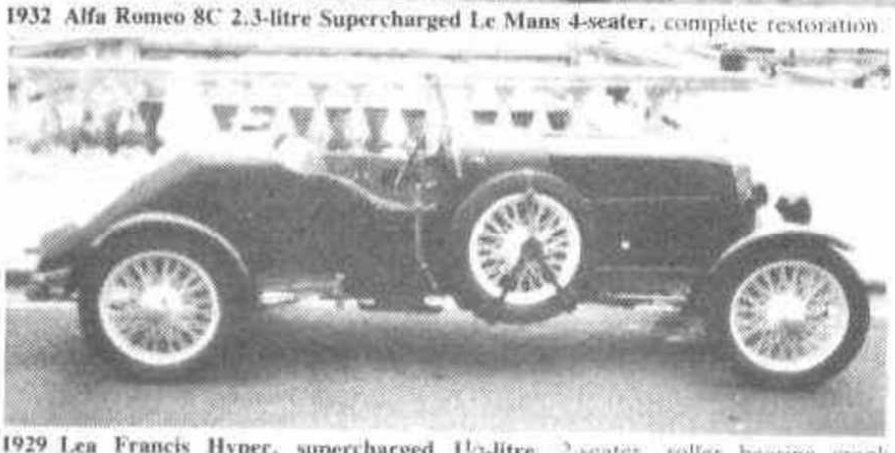
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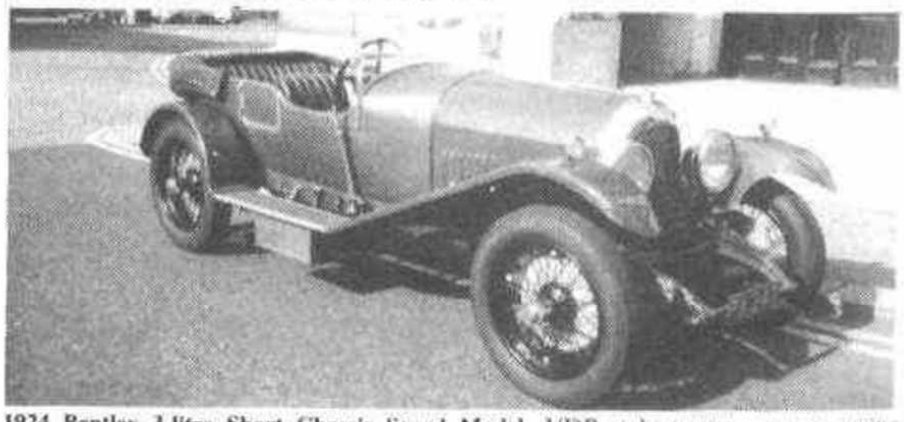
**1932 Alfa Romeo 8C 2.3-litre Supercharged Le Mans 4-seater,** complete restoration.



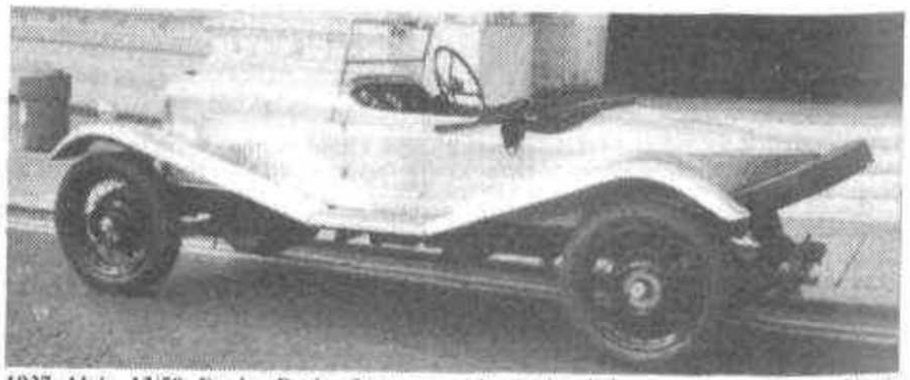
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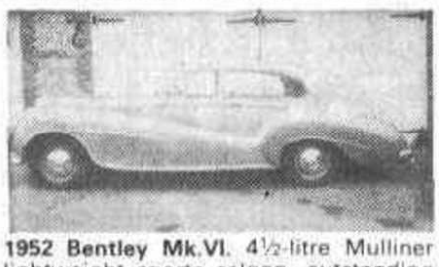
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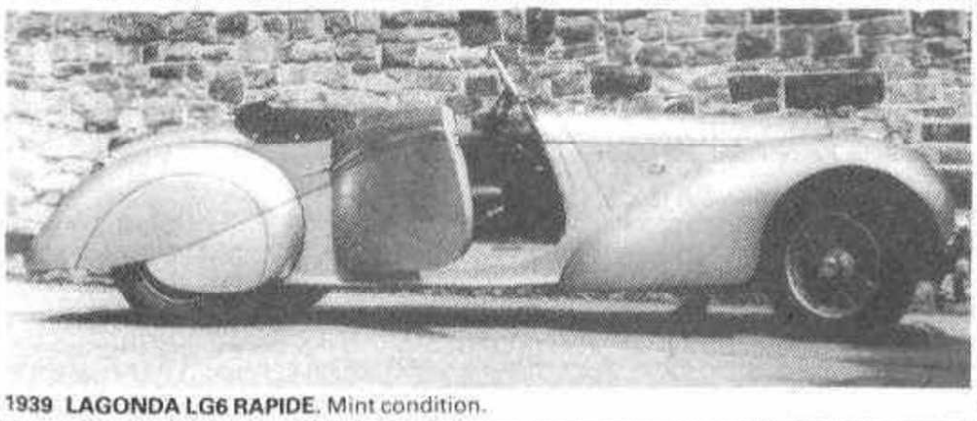
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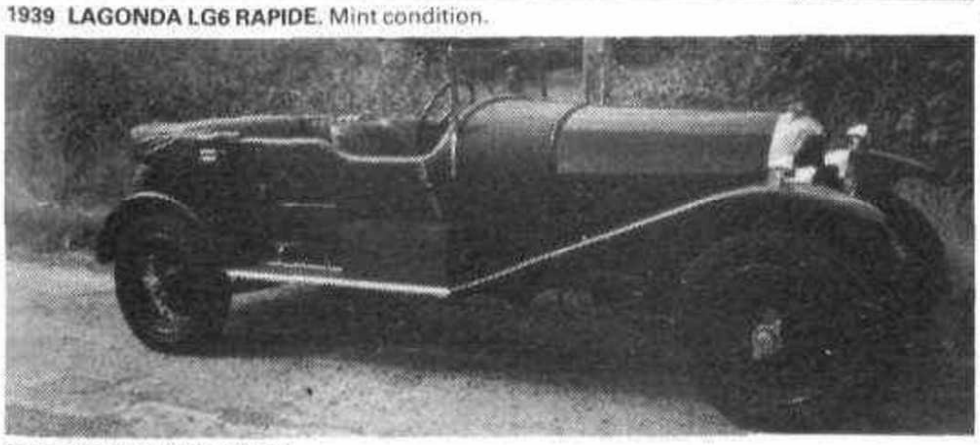
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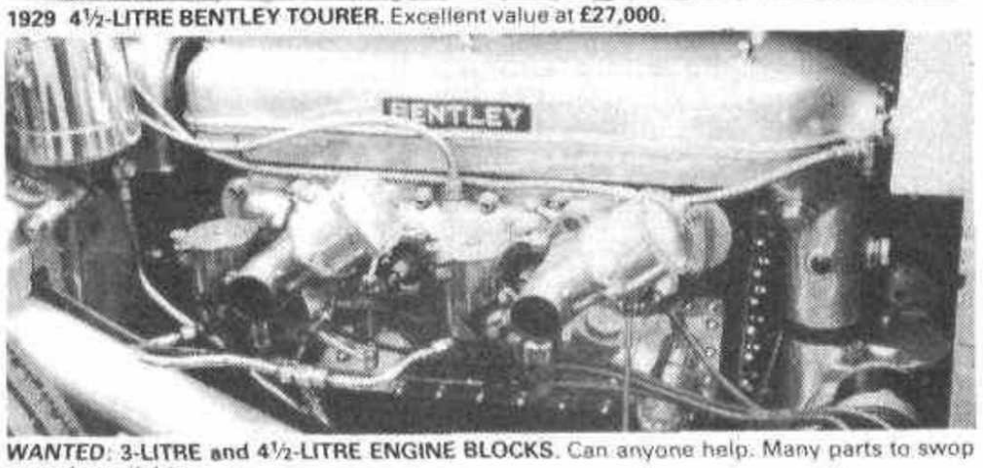
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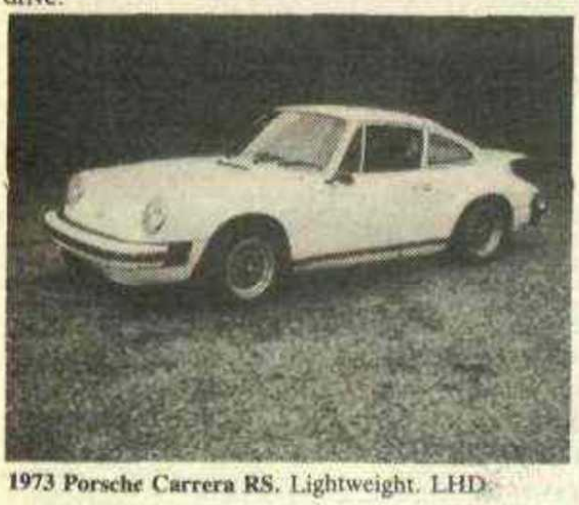


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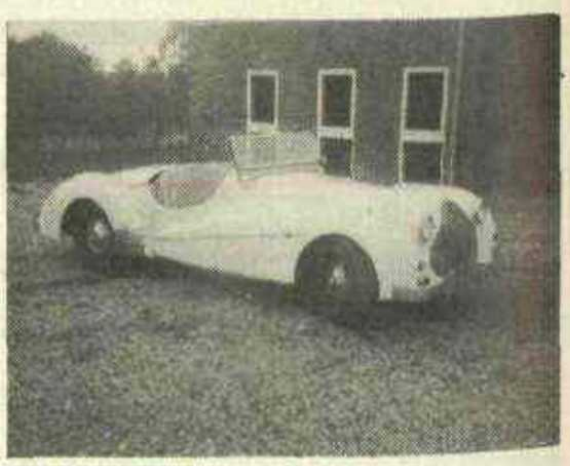
1975 Rolls Royce Silver Shadow LWB.



1973 **Porsche Carrera RS.** Lightweight. LHD.



1971 **Volvo P1800 S LHD.** U.S. spec.



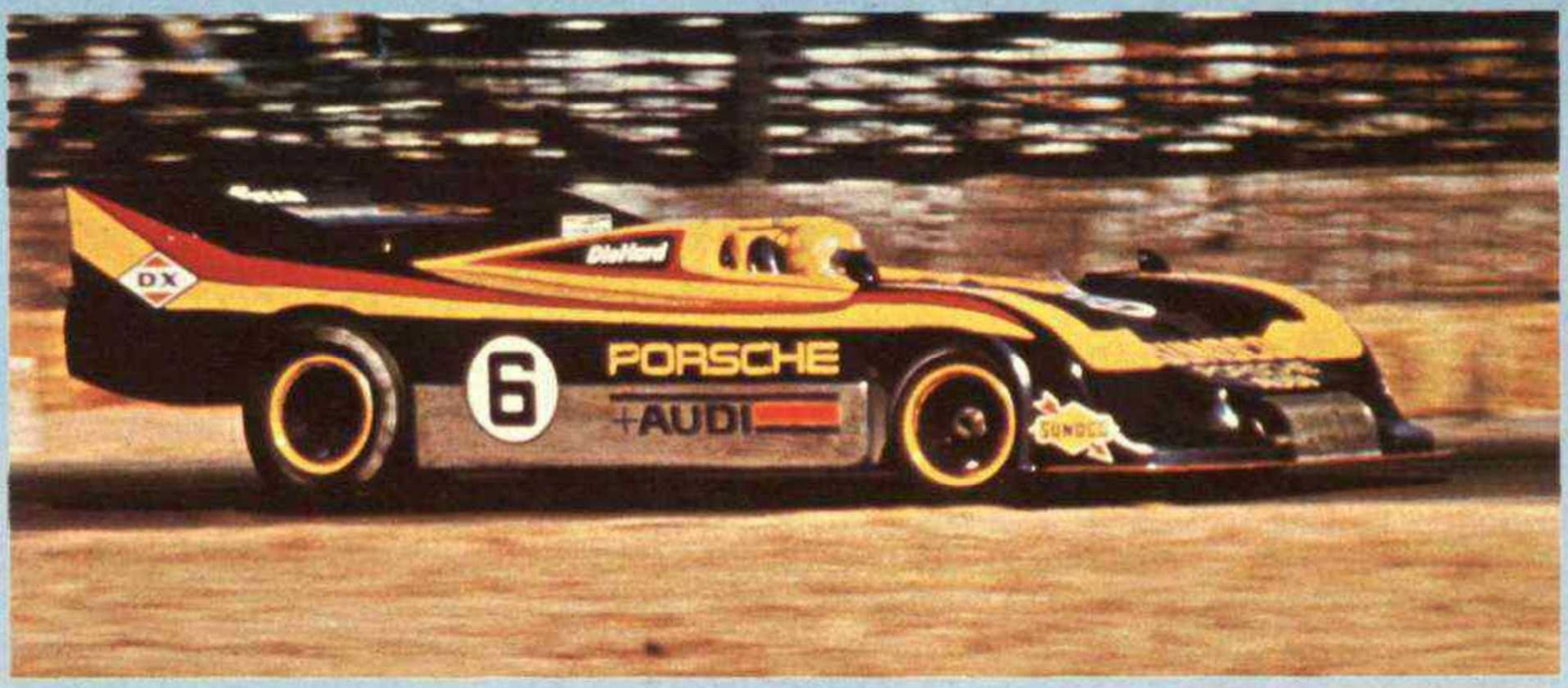
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## 944 RACE CAR

Built in liaison with Porsche AG, developed from Carrera GTR. Team car to the championship winning 935 of Alan Jones. Placed 3rd outright in 1982 Australian GT championships. Factory 944 Turbo, Le Man engine and specs. H.P. — 520 Weight 960 KG. Complete with all spare parts. Price: $US 80,000 Ex Melbourne

**Contact: Alan Hamilton — Porsche Cars Australia Pty. Ltd. P.O. Box 368, Noble Park, 3174 Victoria, Australia. Phone: 795-7055 Telex: 33589**




LOW TAR As defined by H.M. Government

DANGER: Government Health WARNING:

CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH