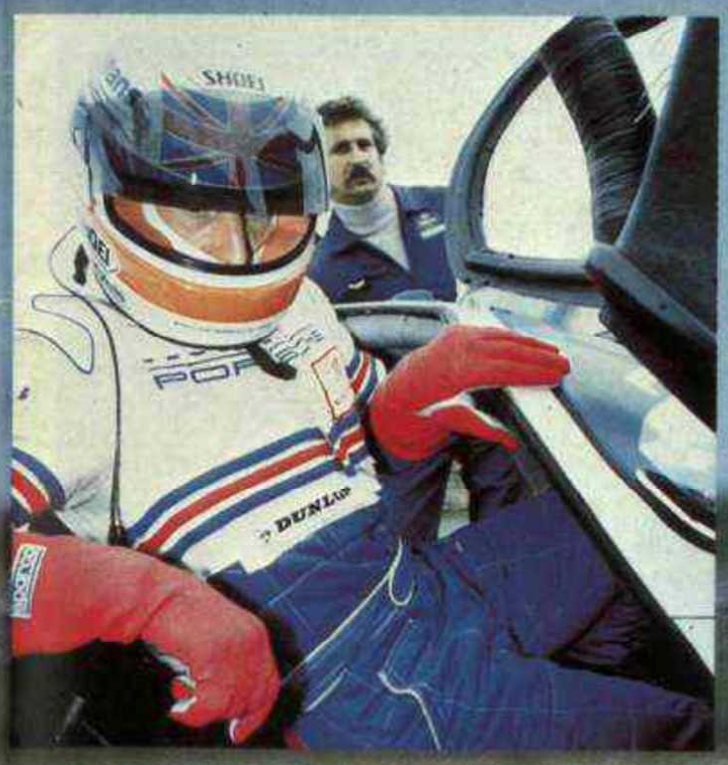
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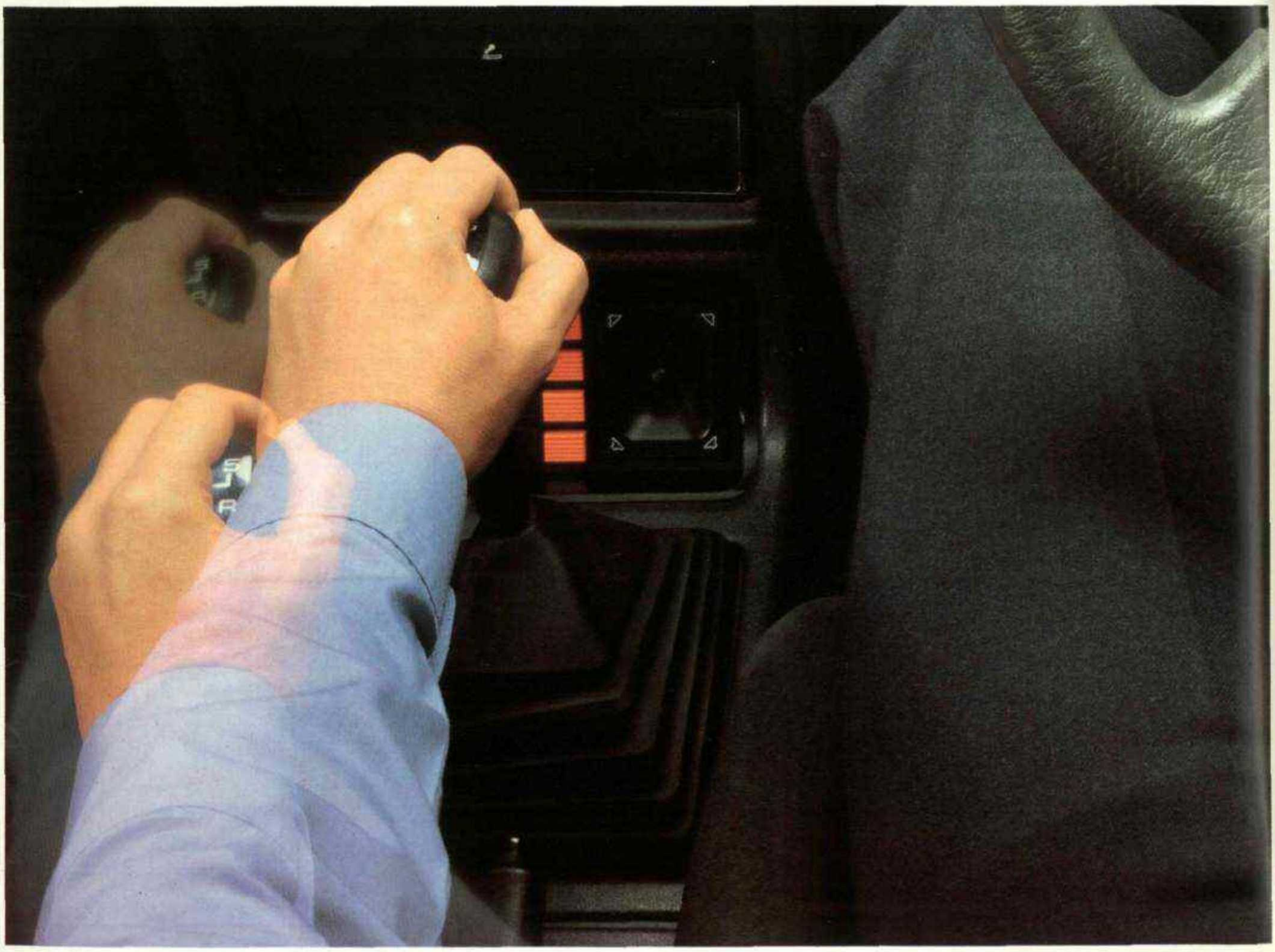
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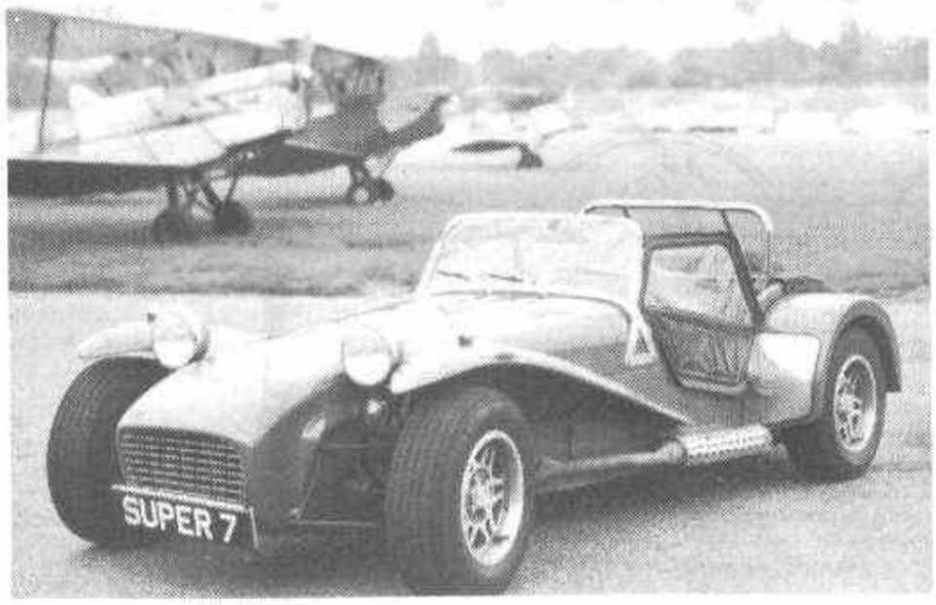
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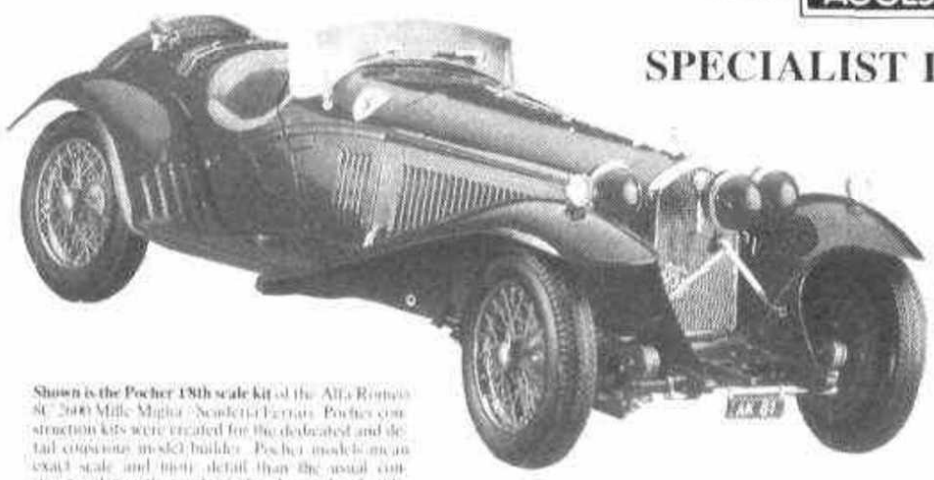
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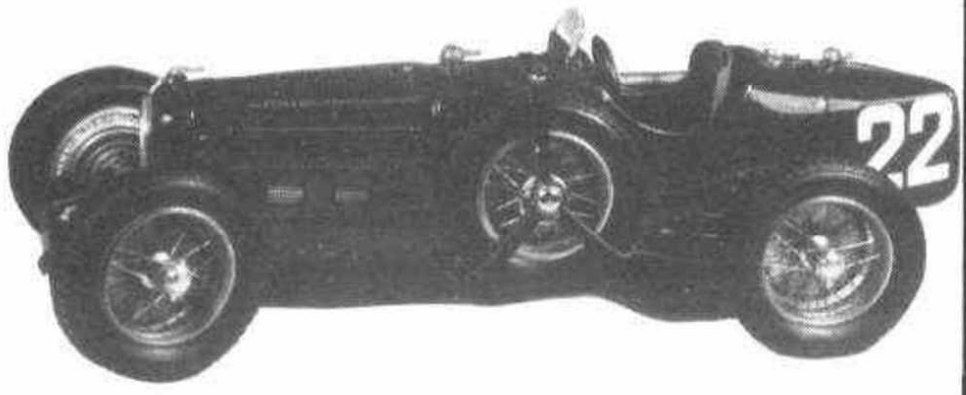
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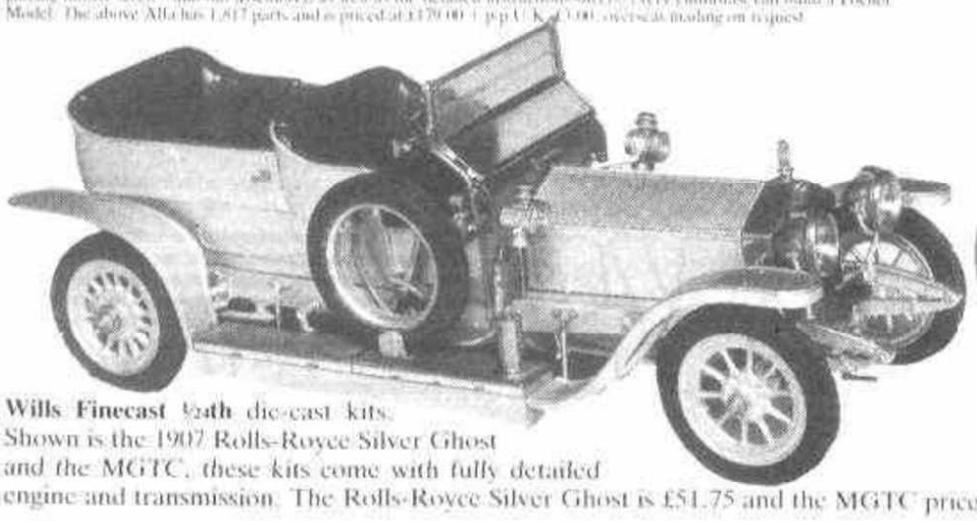
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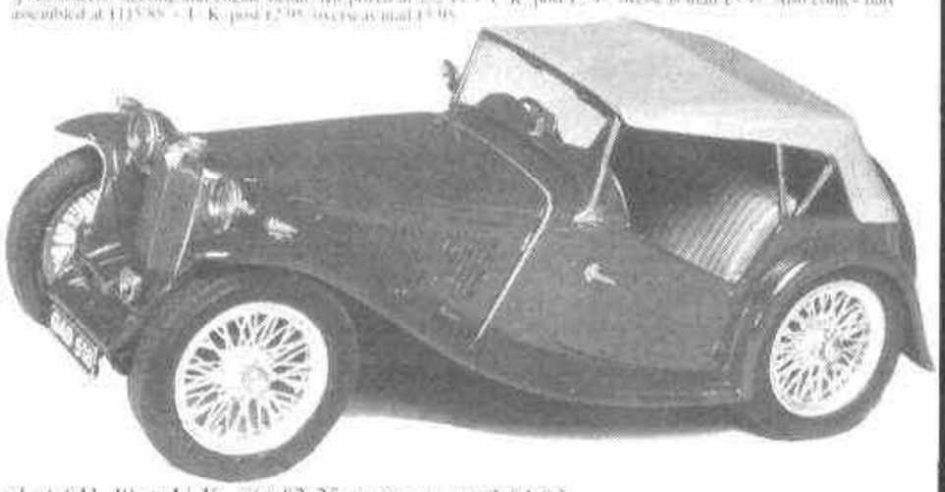


Shown is the Pocher 1/8th scale kit of the Alfa Romeo 8C 2900 Mille Miglia Scaglietti Ferrari. Pocher construction kits were created for the dedicated and detail conscious model builder. Pocher models are an exact scale and more detail than the usual construction kit on the market today. Every detail of the original vehicle is measured by Pocher technicians and if possible, using the original drawings down to the smallest detail. Then all the parts are scaled down to 1/8 scale. For all parts patterns are made in order to finalize the Pocher kit. This a lot of small functional detail can be reproduced such as brake system springs, gears, engine and accessorys, steering system, universal joints, doors, roll down windows, folding top, leather seats, etc. As to the choice of the various materials, the same are used as on the originals. Many parts are made of steel, furthermore brass, bronze, plastics, leather and rubber are being used. There is no special knowledge necessary to build a kit. Due to the thoroughly planned construction of the model (little glueing mostly screw- and nut assembly), as well as the detailed instructions sheets, every enthusiast can build a Pocher Model. The above Alfa has 1,817 parts and is priced at £179.00 + p.p U.K. £3.00, overseas mailing on request.

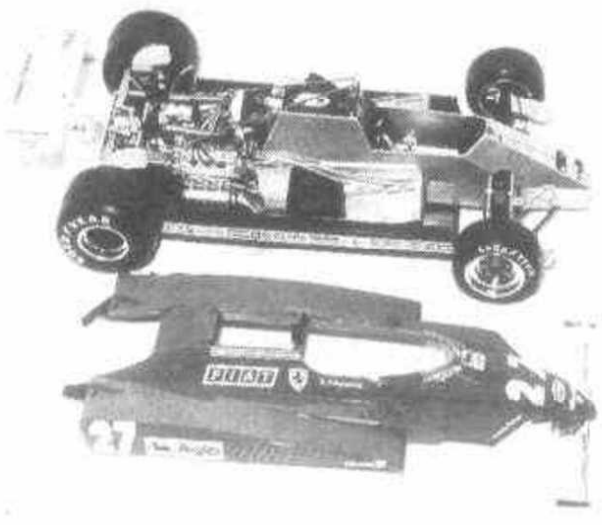


Revival 1/20th scale from Italy is the Alfa Romeo P3 Targa Florio this cast metal ready painted kit comes with Rudge-Like spoke wheels, steering and engine detail. Kit priced at £52.95 + U.K. post £2.95, overseas mail £4.95. Also comes fully assembled at £115.85 + U.K. post £2.95, overseas mail £4.95.





Wills Finecast 1/24th die-cast kits. Shown is the 1907 Rolls-Royce Silver Ghost and the MGTC, these kits come with fully detailed engine and transmission. The Rolls-Royce Silver Ghost is £51.75 and the MGTC priced at £41.40 + U.K. p/p £2.25 overseas mail £4.95.





From Protar of Italy comes the 1/10th scale model of the Gilles Villeneuve's Ferrari 126 C2 in kit form. Protar kits are fully detailed models with coloured body panels, fuel and oil lines, plates parts, cartograph decals and rear rubber tyres. A great model of a great car at £32.95 (Plastic Kit) also available in a metal body version with plastic parts at £73.95 + U.K. p/p plastic kit £1.95 metal version £2.25.

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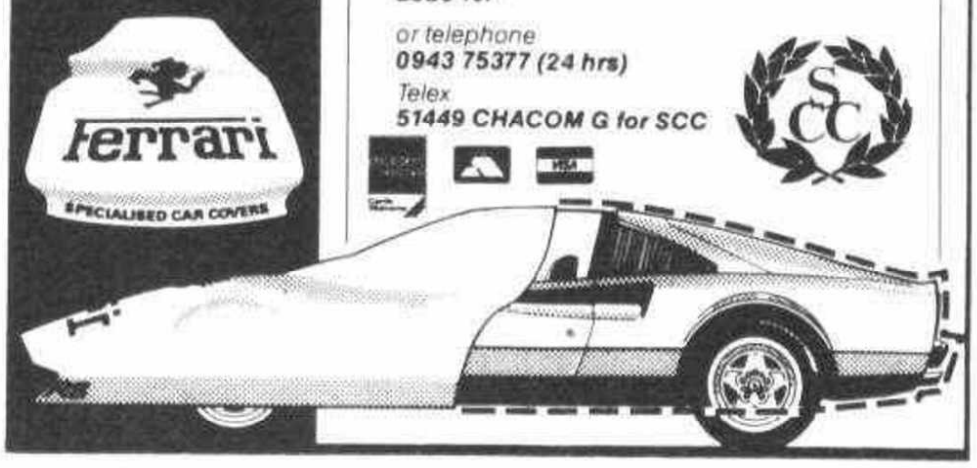
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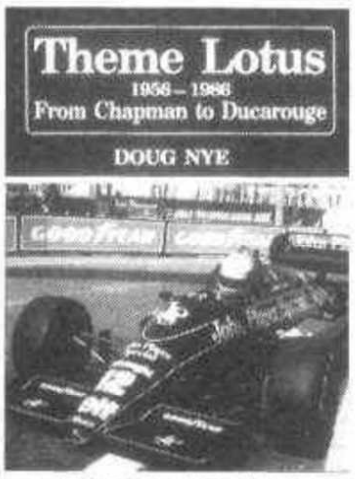
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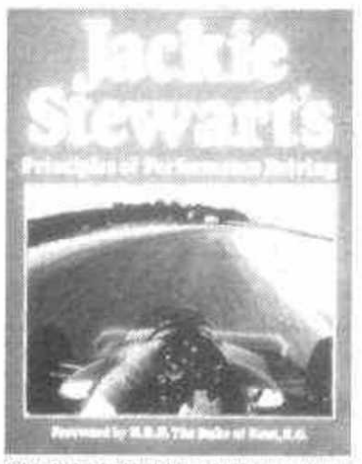
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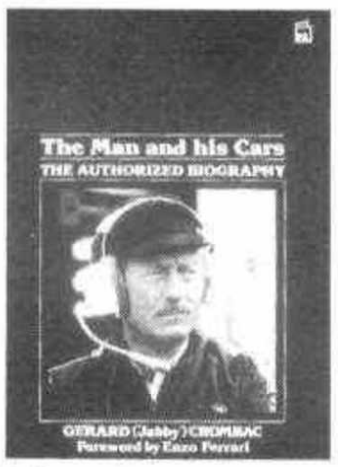
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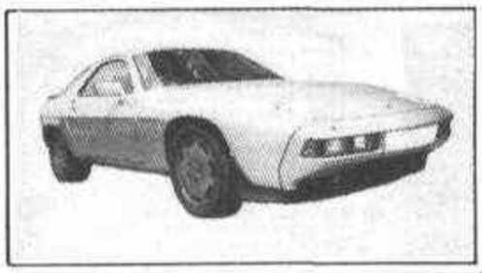
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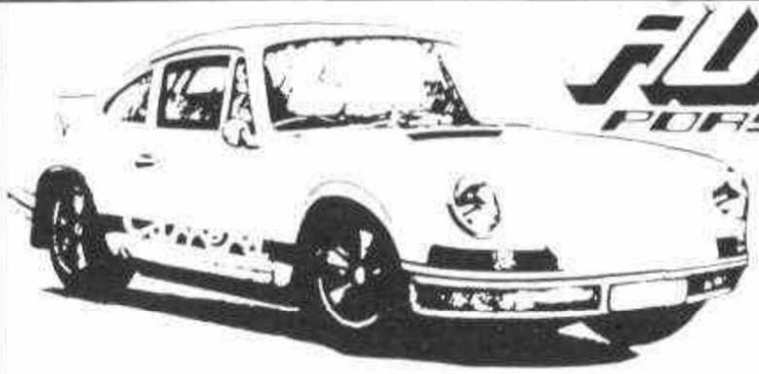
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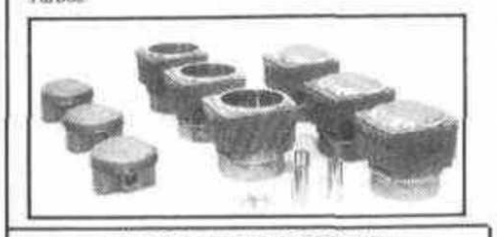
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ON INCREASING 911 CAPACITY

There's no substitute for more litres! An old observation that's still true, even in this age of the Turbo.
Very broadly speaking, 911 engine evolution falls into 3 families, defined by the distance between adjacent cylinder head studs.
80mm: 1964-77. All production 2.0 to 2.7 litre.
83mm: 3.0 litre RS/RSR only. 1974-75. Hen's teeth!
86mm: 1978 on. All production 3.0, 3.2, 3.3 litre, incl. Turbos.



80mm ***CAPACITY CHARTS IN LITRES***

BORE mm / STROKE mm	PRODUCTION 80	PRODUCTION 84	PRODUCTION 90	SPECIALS 90	SPECIALS 92	SPECIALS 93
66	2.0	2.2				
70.4		2.4	2.7	2.7 H.C.	2.8	2.9

Broadly speaking, any crankcase can be increased to any of the above capacities.
Notes: Early crankcases will require machining for 90mm + barrels.
No alternative pistons available for 2.7 litre K-Jetronic engines.
Other smaller bore specials available, e.g. for 2.5 litre (either crank).
Points to watch: Con. rod clearance, distributor mounting, oil pipe diameters, piston oil cooling jets, cylinder head joint, compression ratio, clutch strength etc.
83mm Limited production 3.0 litre competition engine.
95mm × 70.4mm bore and stroke.
98mm bore Specials available, giving 3.2 litres.
No options.

86mm ***CAPACITY CHARTS IN LITRES***

BORE mm / STROKE mm	PRODUCTION 95	PRODUCTION 97	SPECIALS 97	SPECIALS 98	SPECIALS 100
70.4	3.0		3.1	3.2	3.3
74.4	3.2	3.3		3.4	3.5

N.B. The 74.4mm. stroke crank will only fit 1978 on crankcases.
Notes: No 100mm pistons available for K-Jetronic/motronic injection systems or Turbos.
No larger bore pistons available for 3.0 Turbo.
We have to date built and run virtually every one of the above variations, and over the years have established a mass of information on both the viability and the longevity of the various capacity increases, we are happy to supply just parts or complete engine builds covered by our full guarantee.

TYPICAL COSTS:
Parts
Production piston/cylinder set (e.g. carrera RS 2.7) **£750.00**
Special piston/cylinder set Circa **£1,650.00**
Crankshaft/con. rods (e.g. 74.4mm stroke) **£1,300.00**
Ditto, good used reconditioned, (when available). Circa **£750.00**

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Carrera 3.0 or 911 SC to 3.2 litre, high compression. Including remove, refit, tune, road test, etc ..... **from £2,540.00**
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TIP OF THE MONTH

Cycling Autoheat. For the last 10 years virtually all U.K. 911/930 have been fitted with the Autoheat automatic heater control.
This is a fairly complex system, and as some of the parts are more than somewhat expensive should they give trouble, it is essential that the system is at least adjusted correctly.
The main fault is over-tensioning of the cable connecting the central control to the rear heat regulating boxes.
To check, turn on the ignition and dial up 'defost'. You can hear the electric motor winding to the 'full on' position, and when there it will stop.
If the control cable is too tight, the tension will pull the control mechanism back from the 'full on' position. The motor senses this, re-starts and pulls the cable overtight again.
This cycle will then repeat itself indefinitely until something wears out, bends or breaks.
Or until you put it out of its misery and turn the ruddy thing off!
Given a ramp and a system that isn't corroded up, correctly adjusting the heat regulating boxes is straightforward.

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2.8 Litre RS Replica. Coachwork as above. Bare metal re-spray in Guards Red in'85. Gold lettering, Gold BBS 8J and 9J rims. Circa 240bhp engine and box, rebuilt by us 7,000 miles ago. Many extras. Another magnificent and fully civilised high performance driving machine **£16,500**



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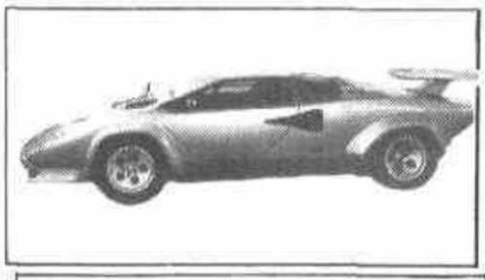


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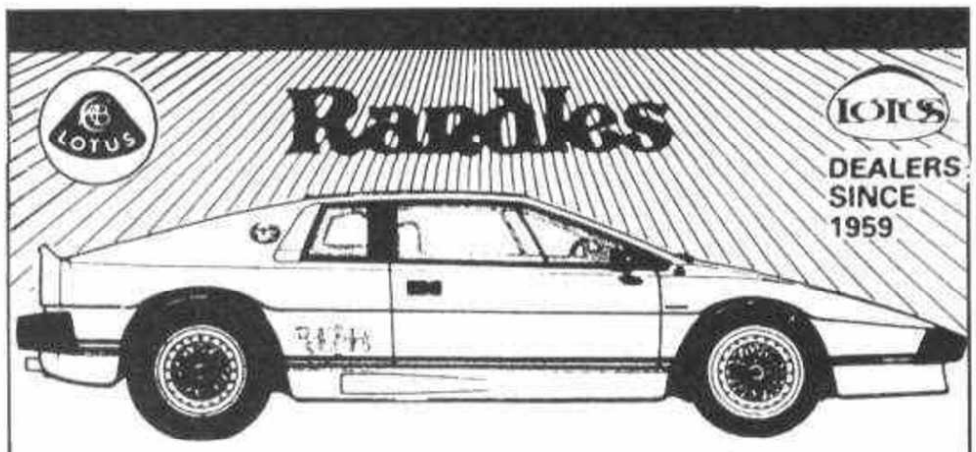
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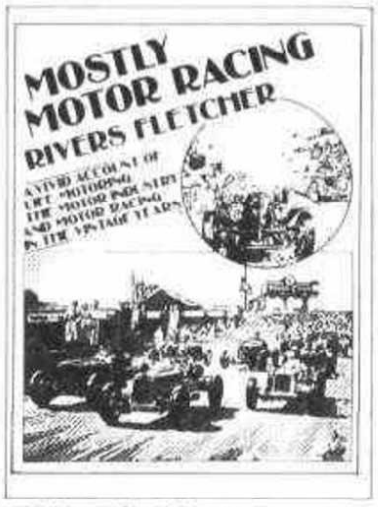
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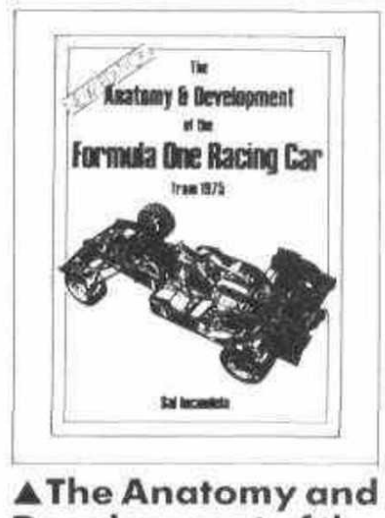
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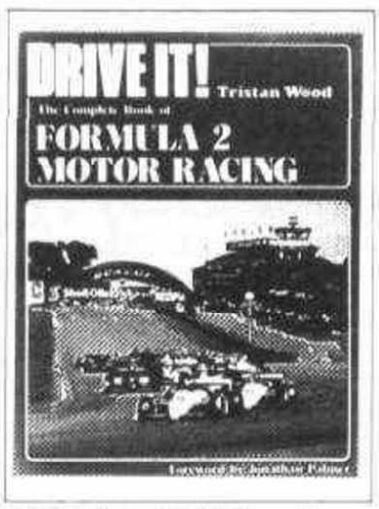
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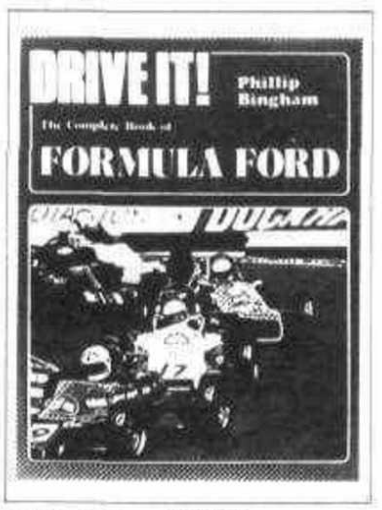
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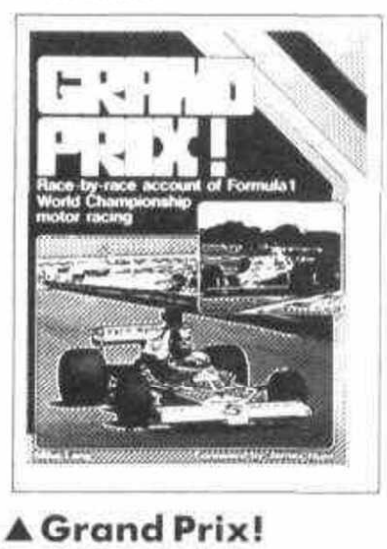
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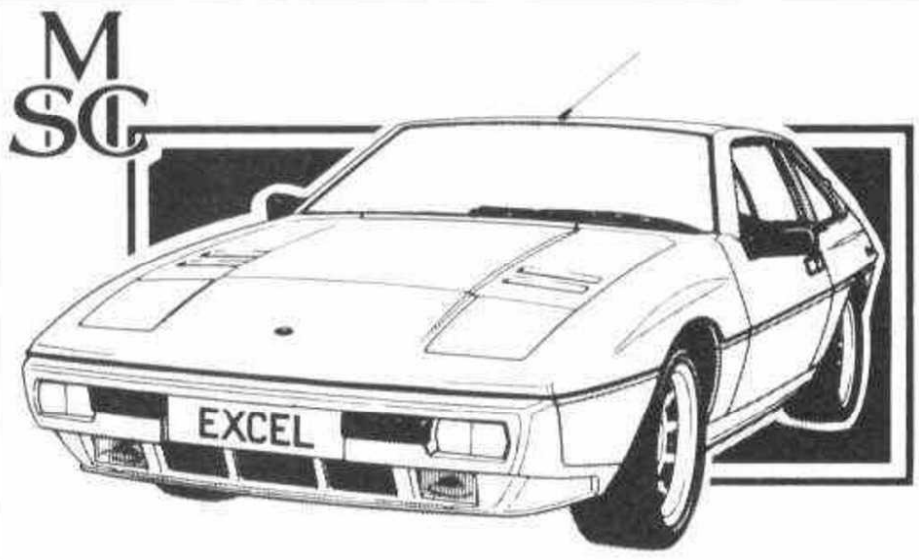
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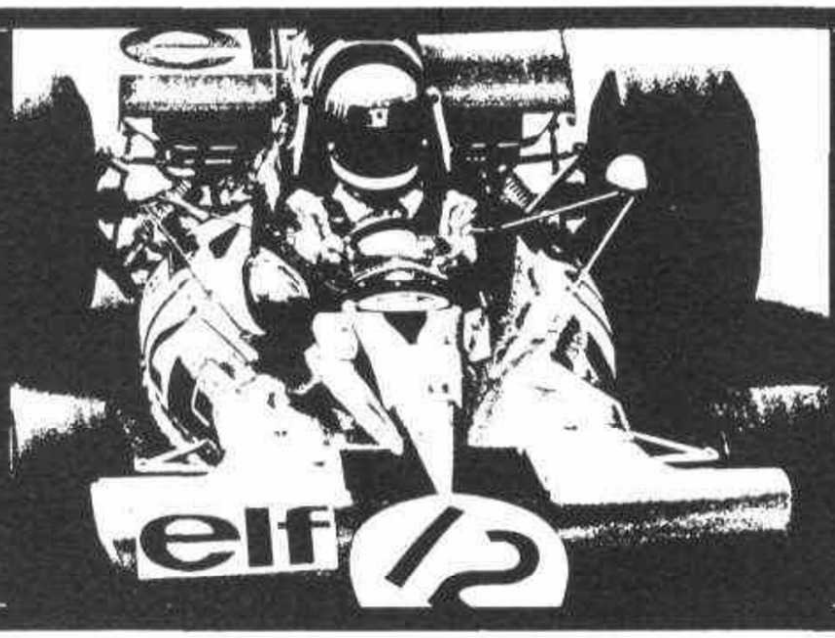
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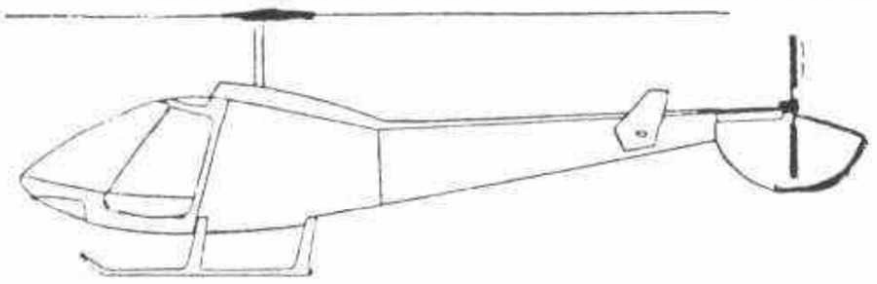
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Sixty-second year of publication.
Publication date:
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EDITOR: William Boddy

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FRONT COVER PICTURE: DEREK BELL (inset) and Hans Stuck (driving) clinched their second World Sportscar Drivers' Championship by a single point from Derek Warwick. Their works Rothmans Porsche is pictured during the Silverstone 1000 kms (won by Warwick and Cheever in a Jaguar) but their crowning achievement was at Le Mans. It was Bell's fourth Le Mans win.

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Matters of Moment

Congratulations

This is the time of year when championships are wound up, new cars are launched and prizes are awarded. As we went to press, the World Drivers' Championship was still undecided and will not be resolved until after this issue is on sale. Whether or not Nigel Mansell secures the title, his performances have been good news for British motor racing at every level.

The November 1985 issue of MOTOR SPORT carried reports of Mansell's first two GP wins and this issue carries a report of his seventh victory. The interest this stream of success has generated in Britain has benefited everybody, from the enthusiast who has found that motor racing has been receiving unprecedented attention in the popular news media, to the driver seeking sponsorship. Win or lose in Adelaide, Mansell has been good for the sport in Britain.

Even if Mansell fails to secure the Championship, we already have World Champions. There's Derek Bell who, with Hans Stuck his team mate in the works Rothmans Porsche team, has secured the World Sports Car Drivers' Championship for the second successive year. Last year's win could hardly be called a hollow one, but this year's title, is surely the more satisfying result because there has been stronger opposition. Bell has been an outstanding ambassador for Britain and the sport and his second world title, though overshadowed in the popular media by Mansell's performances, is richly deserved.

There's applause, too, for the second successive championship secured by the Spice team, and drivers Gordon Spice and Ray Bellm, in Group C2. The team has been consistently the most professional in a fiercely competitive category. It was a first class performance.

So too was that of Ecurie Ecosse which, at Fuji, took the Manufacturers' Championship in Group C2. Ecurie Ecosse carved its place in motor racing history thirty years ago and then decline set in. Hugh McCaig and his team of enthusiasts have revived the name splendidly. Let us not forget, either, the immense contributions of Ray Mallock, who designed the car as well as being its regular driver, and Austin Rover which provided the engine.

Though Jaguar missed, by a single point, its chance to provide Derek Warwick with a title, its performance in the World Sports Car Championship has added zest to what had become a Porsche steam roller. More to the point, though, its new range of performance saloons has emerged as the star of the British Motor Show. The company has had a chequered career but has not only emerged from the past with all its traditional values intact, but looks like consolidating its position into the Nineties. Possibly the Jaguar can now set about providing us with a successor to the E Type. Please.

F3000, in its second year, has emerged as a good international formula, deserving of its nominal status as being second only to F1. It has had full grids, close racing and, in Ivan Capelli, a worthy champion.

Formula Three in Britain has seen the dominance of Andy Wallace and his Madgwick Motorsport Reynard. Wallace is a driver in the Mansell mould and we hope he may progress to the limits of his ability. Unfortunately, this is by no means guaranteed in the present climate. Though Wallace was not initially selected for backing by the Warmastyle Racing for Britain scheme, he might not have completed his season without its help. Racing for Britain has already assisted Jonathan Palmer and Martin Brundle on to F1 grids, and it many do the same for Wallace and the other young drivers it nurtures. Alas, most enthusiasts do not want to see this happen.

The hard truth is there are little more than a thousand enthusiasts prepared to put up a £10 pa contribution, which amounts to less than a pint of beer a month, in order to assist British talent. With so few subscribing we can only conclude that more enthusiasts do not care.

Finally, there must be congratulations to the Benetton team on achieving its first Grand Prix victory. At the end of the Mexican Grand Prix, Luciano Benetton insisted that the British national anthem be played instead of the Italian. This gracious gesture was in recognition of the fact that he owns a British-based team which, of course, used to be Toleman. In congratulating Benetton, let us not forget Ted Toleman and Alex Hawkridge who created their F1 team in 1981 and who put it onto the road to success after weathering a difficult first season which saw only a single car qualify in just two races.

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 Events* *R = Restricted Event* *N = National* *INT = International*

DATE	ORGANISER	VENUE	EVENT	TIME
October 24th-26th	**Real Automovil Club de Cataluna**	**Cataluna, Spain**	**Rally Cataluna (European Rally Championship round) (INT)**	—
October 25th	PMC	Silverstone Circuit, Nr. Towcester, Northants.	Race Meeting (R)	—
October 26th	750 MC	Snetterton Circuit, Nr. Norwich, Norfolk	Race Meeting (R)	—
October 26th	**Confederation of Australian Motorsport**	**Adelaide, South Australia**	**Australian Grand Prix (World Championship round) (INT)**	—
October 29th-31st	**Oman Automobile Association**	**Ruwi Hotel, Muscat, Sultanate of Oman**	**Oman International Rally (INT)**	17.45
November 2nd	RACMSA	Serpentine Row, Hyde Park	London to Brighton Run	08.00
November 2nd	SDMC	Brands Hatch Circuit, Nr. Fawkham, Kent	Race Meeting (R)	—
November 9th	BARC	Brands Hatch Circuit, Nr. Fawkham, Kent	Race Meeting (R)	—
November 16th	BRSCC	Brands Hatch Circuit, Nr. Fawkham, Kent	Race Meeting (R)	—
November 16th-20th	**RACMSA**	**Bath**	**Lombard RAC Rally (INT) (World Rally Championship round)**	09.00
November 22nd-23rd	Comissao Organizadora do Grande Premio	Macau	European Formula 3 round (INT)	—
November 29th-30th	**ASAC du Var**	**France**	**Rally du Var, European Rally Championship round (INT)**	—
November 30th	BHRC	Brands Hatch Circuit	Race Meeting (N)	—
December 7th	**RACMSA**	**Brands Hatch Circuit, Nr. Fawkham, Kent**	**British Rallycross Grand Prix (INT)**	—

OBITUARY

Patrick Marsh — Late President of the VSCC

Too late last month to express our grief at the unexpected news of the death of Patrick Marsh, the VSCC's President, at the age of 48, from multiple sclerosis, we believe, we now pay tribute to this very enthusiastic participant in the vintage-motoring scene, which called him to high office in the Club. He had been an enthusiastic member of the VSCC since 1941, as the owner of an A7, a car of which Pat continued to own one or more for the rest of his life. However, he was perhaps better-known for his only post-war car, the famous and notably original black ex-Seaman 1½-litre ERA R1B, which he tended and drove so very well in races after buying it from Alan Cottam in the summer of 1964. To the end he was full of plans for its future racing programme.

Indeed, Marsh raced R1B for twenty eventful years, twice winning the Seaman Trophy with it, doing all its maintenance himself. Educated at Cheltenham and Oxford, in ordinary life he was a Civil Engineer with the Airports Authority and later, with his brother David, a chap equally keen on vintage motoring, Pat was partner in a firm making ornamental ironwork. Pat competed in all kinds of VSCC events in the 30/98 Vauxhalls of which his brother was so fond, and he shared with David the rare sports bull-nose Morris, while in recent times Patrick had built up a Type 35 GP Bugatti with which he won several trophies, and in order to join the Edwardian & Light Car Section of the VSCC he had recently acquired a rather temperamental Bebé Peugeot. As if that was not enough, he rode a "pennyfarthing" bicycle on the Boulogne self-propelled frolics.

Patrick Marsh became a member of the VSCC Committee in 1976 and was very rightly elected the Club's President in 1985. It is truly tragic that he had such a very short spell in office (Roger Collings succeeds him) and, with a loss for effective words to express our feelings, we wish to express our sympathy to Sally and her two teenage daughters. — W.B.

Coventry Climax

It is sad to report that Coventry Climax Ltd recently passed into the hands of a receiver. Though for the past twenty years, the company has been chiefly known for its forklift trucks, it has a special place in motor racing history.

Between 1958 and 1965, Coventry Climax engines achieved 40 Grand Prix wins, four World Championships and dozens of other F1 and F2 victoties. Nineteen of Jim Clark's 25 GP wins were in Climax-powered cars.

The appearance of the 1100cc FWA engine in 1954 coincided with a crucial stage in the development of a motor racing industry in Britain and with its combination of power, lightness, reliability and relative cheapness, it was the ideal complement to the cars built by, among others, Cooper, Elva, Lotus and Lola.

The company's contribution to the growth of British motor racing is incalculable and we sincerely hope that it survives its present difficulties.

Spares for existing racing engines are unaffected and continue to be supplied by Climax Engine Services which is an entirely separate company.

Mexican Grand Prix

October 12th 68 laps of Mexico City Park circuit — 300.6 kilometres

In the reinstated Mexican GP Gerhard Berger scored an impressive victory with a Benetton-BMW aided by running through non-stop on Pirelli tyres. Prost finished second by driving carefully and needing only one Goodyear tyre change, while Senna and Mansell needed two changes and Piquet made three stops. Mansell "muffed" his start and lost a lot of ground. Both Ferraris retired with turbocharger failures, Alboreto early in the race and Johansson near the end while challenging strongly for third place.

(Review in December MOTOR SPORT together with story on the Australian GP, the final round in the 1986 Grand Prix World Championship season.)

Results

1st Gerhard Berger	(Benetton B186-BMW 4 cyl.)	1hr. 33mins. 18.700secs.
2nd Alain Prost	(McLaren MP4/2C-Porsche V6)	1hr. 33mins. 44.138secs.
3rd Ayrton Senna	(Lotus 98T-Renault V6)	1hr. 34mins. 11.213secs.
4th Nelson Piquet	(Williams FW11-Honda V6)	1 lap behind
5th Nigel Mansell	(Williams FW11-Honda V6)	1 lap behind
6th Philippe Alliot	(Ligier JS27-Renault V6)	1 lap behind

Fastest lap: Nelson Piquet (Williams FW11-Honda V6) in 1 min. 19.360secs on lap 64.

Club news

After 12 years as Chairman of the **Morgan Sports Car Club**, Arthur Neal has stepped down. His place is being taken by John Worrall, and the new Vice Chairman will be Patrick Kennett. Barry Iles remains as Secretary, but has a new address: Hollands Farm, Coombe Green, Birtsmorton, Malvern, Worcestershire. Tel: 068 481 566.

New premises for the **Aston Martin OC** will be the subject of an Extraordinary General Meeting on Wednesday 5th of November at the Vickers Building, Millbank Tower, Millbank, London SW1 at 7.00 pm. The committee is proposing that a fund be started to either build or purchase suitable premises, and Victor Gauntlett of Aston Martin Lagonda has offered a gift of £10,000 to start it off. The Club's **Christmas Buffet and Prizegiving** will be at the same venue, on Friday 12th December, and tickets can be obtained from Rosi Aslett, 38 Stroudwater Park, St George's Avenue, Weybridge, Surrey, enclosing an SAE and a cheque for £7.50 per guest.

Ron Beatty, ex-Jaguar engineer and founder of Forward Engineering, will be the guest speaker at the celebrations for the second Anniversary of the formation of the **Jaguar Enthusiasts Club**. The venue will be the Target public house, Church Road, Northolt, Middlesex, and a £2 contribution per head is requested. Another club looking for premises is the **Armstrong Siddeley OC**, which urgently requires somewhere to store its stock of spares. About 10,000 sq ft is needed, and J. Martin, 29 Queen Street, Bedford, would welcome any suggestions.

Letter from home

From D.S.J. to the Deputy Editor



Dear M.L.,

The next time you see A.H. shambling through the office kick him in the foot for me, please. The all-important figure is 10% (ten percent) NOT 25%. I refer to his story on the Austrian Grand Prix in the October MOTOR SPORT, where he is writing about the number, or percentage, of victories a driver needs to score in Formula One for us to take him seriously as a Grand Prix driver. 25% is far too high, though it is a nice figure to achieve, and what we decided on was 10% wins from your total number of races. This was not a figure to make a Champion or an Ace, but merely a yardstick to apply to drivers to see if we rated them as worthy Grand Prix drivers.

We had been discussing this not long before we first met Ayrton Senna in Formula One. We were on the aeroplane flying out to his first race with the Toleman Formula One team, and were chatting to him about this and that. He made no bones about why he was on the aeroplane; he was moving into Formula One and he intended to win races. There was no discussion about being a World Champion, his philosophy was simple and straight-forward, like that of Gilles Villeneuve. If you won all the Grand Prix races you would automatically be World Champion. A.H. and I told him that he had to win 10% of his races for us to consider him a serious Grand Prix driver, which is 1 in 10. We said we did not expect him to win one in his first ten, nor necessarily two in his first twenty races, but we did expect him to have won three by the time he had competed in 30 races. He seems to have won 4 out of 42 at the moment, so we can take him seriously.

Of course, Alain Prost winning 24 races out of 101 leaves everyone else out in the cold. However, percentages can be terribly misleading, for if you read the Marlboro Grand Prix Book of Statistics, compiled by Jacques Dechenaux, you will find a driver who won 50% of his races! This was Lee Wallard, who drove at Indianapolis twice and won once. In the ninteen-fifties the Indy 500 was counted as part of the Formula One World Championship. Don't ask me why, it was some crazy idea thought up by the rule-makers of the time. So Lee Wallard figures in the Marlboro World *Championship statistics. As we all know statistics can prove anything*, and this is classic example. However, to get back to our 10% (NOT 25% and remember to kick A.H.) we feel a victory for every ten races is not asking too much of a successful professional, and it is not a bad guide as to how the lads are doing.

By the time this letter is being read the 1986 Formula One season will just be finishing, so we will know whether Nigel Mansell or Alain Prost has become 1986 World Champion. Consequently, there is no point in talking about the matter in this letter. A lot of people raised their eyebrows when I said I was not going to the Formula One races in Mexico and Australia, but my reasons were simple in the extreme. Mexico is too high and and Australia too far, so that was that.

(Top) ". . . something different. VF500 F2 Honda 12,000 rpm, 6-speeds . . ."

I always used to enjoy the racing season finishing at Monza, in the days when it was a flat-out blind from start to finish. Now that the flow is interrupted by three *chicanes* it is not quite the same, though it is still Monza, and the fact that there are races after the Italian GP doesn't seem to matter. My personal season invariably finishes with a flat-out blind as I always try to take part in the speed trials on the sea-front at Weston-Super-Mare. The Burnham-on-Sea Motor Club which organises the event kindly invites a small group of fast motorcycles along to give a "demonstation" and I manage to get myself included. Normally, I take one of my own motorcycles, but this year, thanks to my friend Brian Garbutt of Normandy Motorcycles, I was able to borrow a Honda VF500 F2, which is the nearest thing to a road-going Grand Prix motorcycle that you could wish for. Its multi-valve water-cooled vee 4 cylinder engine and six-speed gearbox is all mounted in a "state of the art" racing type frame, with air-assisted front suspension, masses of disc brakes, racing-type fairing and is almost the equivalent of a road-going Grand Prix car. One of my regrets about the way motor racing and motoring in general has developed, is that everything has become so specialised that flights of fancy are difficult to achieve these days; things like a road-equipped Williams-Honda for example! In the motorcycle world the gap between reality and fantasy is not so wide and a pure racing motorcycle could still be ridden on the road, and most of the Japanese motorcycle manufacturers offer a virtual racing bike as an over-the-counter sports bike, much of the technology being only a year or two behind the out-and-out works racing machine. Apart from having a road bike with impeccable manners, more than enough performance, and a degree of controllability that was undreamt of a few years ago, you have a machine on which you can practice riding as an art-form rather than merely getting quickly from A to B.

As the Weston-Super-Mare event is a simple sprint from a standing start over 500 metres, I took the opportunity to ride the VF500 Honda down to the West Country and back, as well as making four runs on the timed course. I had estimated that it would clock 110 mph through the speed trap at the end of the 500 metres, so was a little disappointed to record only 108 mph! Just to keep my sense of proportion, for I felt the Honda performance wasn't bad for a "girl's bike", one of the lads on a 1070cc Suzuki Katana (a man's bike), fully taxed and road-worthy, clocked 137 mph and I reckon that *is* fast by any standards. He also rode off home on it after the meeting!

The car entry at Weston is open to just about everything, including the fastest and most powerful sprint and hill-climb cars and the quick Pilbeams and Marches and so on, were up around the 150 mph mark at the end of the 500 metres.

There have been days at Weston-Super-Mare when the sea has been up to the Promenade, and the meeting has had to be abandoned, but this year conditions were perfect so it could not have ben a better ending to my personal speed season. When I arrived at 9 am and rode into the paddock, there was one of the local police officers, who greeted me with "Good morning, sir, it's going to be a lovely day for it" and he was absolutely right. Later in the day it was nice to see, the lady chairman of the Woodspring District Council, which sanctions the event, walking round the paddock in full regalia, with Chain of Office. Apart from the blast up the sea-front there are so many things that make for a happy event, and Weston-Super-Mare seems to have them all. I still think the big secret is to restrict the Speed *Trials to once a year, after the holiday season is over.*

Once the travelling around following the "Bernie Circus" is over, there is a chance to catch up with more normal happenings, and visit friends to see how they are getting on with their personal projects. One is lengthening a Lotus Elan Plus 2 in order to squeeze a six-cylinder Triumph engine into it, another is rebuilding a pre-war International Norton motorcycle, another has recently acquired a rather nice Frazer Nash-BMW 328, another is building a very rare French cyclecar and so it goes. There is always something happening, and between times I am putting my famous Brooklands racing car together ready to go on display in the Brooklands Museum next year. And people still ask "Did you see so-and-so on television the other evening?" I am still into steam radio for you can listen to the most interesting things while you are fettling away at the bench.

Yours etc., D.S.J.

Preserving the status quo

DSJ looks at fake cars

I cannot remember how long ago it was that I had a "tick" about a fake racing car that was built and was passed off as the "real thing". I was not worried about the profit the builder made, that was his affair, but what I objected to was the distortion of known history. Motor racing to me is a form of religion and I get very upset when someone despoils it with spurious historical facts, especially when the truth is well-known and well documented.

At the time someone said "Don't fuss, it is only one racing car, and everyone knows that it is not the real thing". Since that time the building of fake cars has proliferated, both racing cars and sports cars. Apart from the makes Trojan and Belsize-Bradshaw, almost every make from AC to Wolseley, has had facsimiles constructed, some of them openly and honestly made up from spares and new parts, others lurking behind a snippet of uncertified history, as being the real thing.

Over the years I have monitored most of these activities, viewing one-off cars in the making, and small production runs in an organised factory. The world of collectors, auctions, dealers, specialists and so on, conjure up numerous words to describe these fake cars, the feeling being that if a certain word is used often enough it will be accepted and will take on an air of respectability, even authenticity. The most popularly mis-used word is "Replica" and last month in MOTOR SPORT one of our advertisers coined the classic phrase of all time when he described a totally fake racing car as an "authentic replica".

Recently, an article appeared in the Bulletin of the Riley Register that sums up the whole situation so well that we feel disposed to quote it in full. It was written by Dr. David Styles, the Registrar and Historian of the Riley Register, and we are pleased to acknowledge his co-operation and also that of Tony Bird, the Editor of the Riley Register Bulletin. It was published under the title "Preserving the status-quo", as follows:–

"Over recent years, there has been growing controversy over duplication of cars which have been built from either collections of original spare parts or newly-manufactured components — or a mixture of both — to the original specification of a type. It is wholly appropriate that concern would emanate from the question of how to differentiate between originals and duplicates, both now and in years to come. This is an especially difficult matter to deal with for those clubs which provide competitive events for cars of certain ages, particularly if they allow "specials" built in the spirit of the period they aim to represent.

What is an original car for the purposes of acceptability to a marque or period-related club, such as the "Ancient X Register" or the "Vanquished Old Car Club"? This is perhaps one of the most vexed questions lying behind the whole problem of controlling proliferating "copies", "reproductions" and "modifications" of old motor cars.

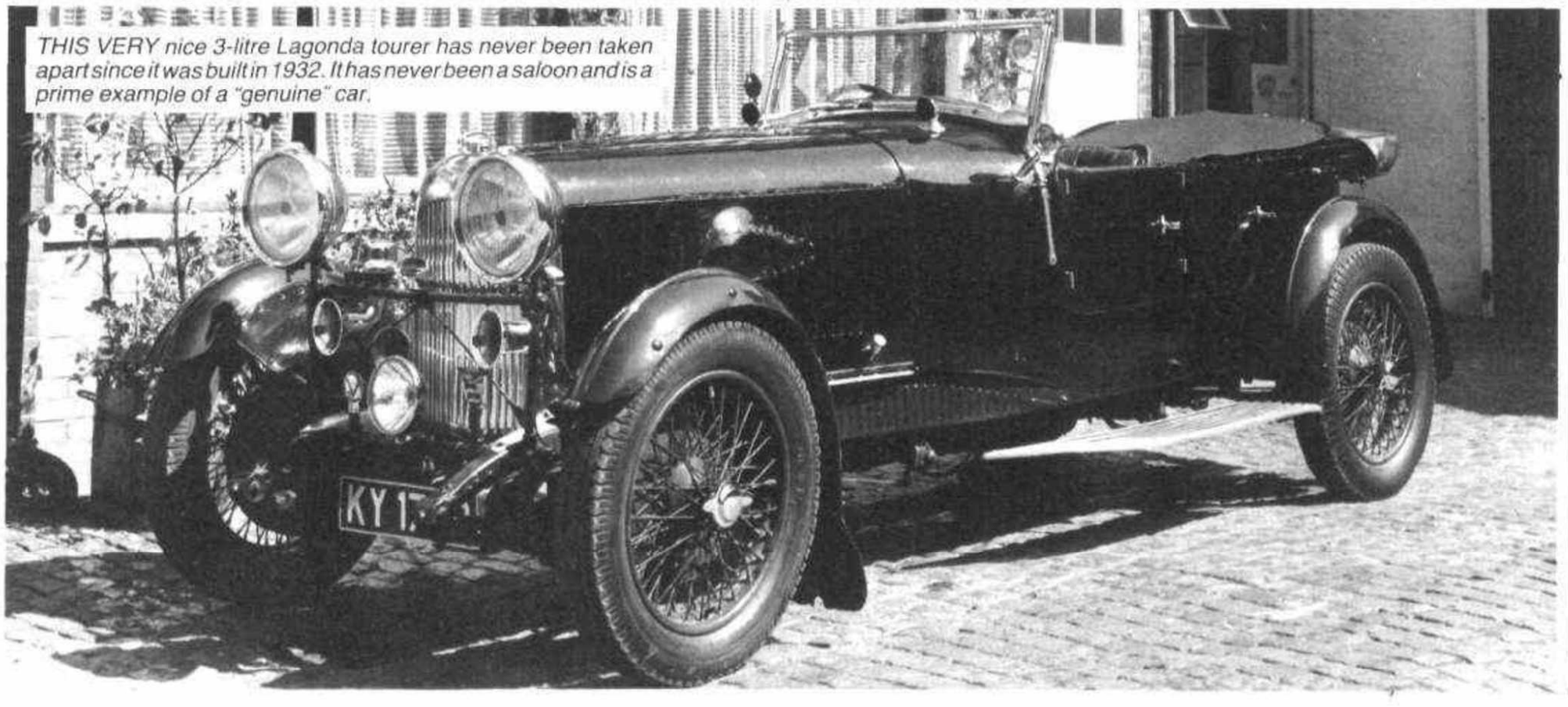
This article is offered in the hope that it might help to ease the concerns of car owners, club organisers, regulators and officials in general, by assuring them that restriction and vetting are to the overall benefit of everyone who holds a genuine interest in the hobbies of collecting and owning cars, or running and organising clubs for the older cars in our world which would otherwise be consigned to the scrap-heap and leave us with no automotive heritage at all.

Some may ask: "Why all the fuss?". Well, it seems there are people around in this world who proclaim an interest in old motors, and who may indeed nurse a genuine interest, but whose stronger concerns are more pecuniary than aesthetic! We must recognise that old cars have become investments, whether we like it or not, and that there is a body of people who buy old cars only as a further means of maximising their investments, while minimising their liability to taxation. Such people often fall easy prey to the guile of would-be sellers/profiteers and so, of course, the occasional innocent enthusiast also becomes ensnared from time to time. Sometimes it is not as clear-cut as that — sometimes the investor and the enthusiast face a situation where they have bought in good faith an original item which simply wasn't quite what it held promise of being — but that is another problem.

It is true that cars are offered for sale which are proven, upon careful investigation, not to be what they are purported. Now that may be for a number of reasons — firstly, dealers who sell cars don't always know a great deal about the products which pass through their hands, with the consequence that one day they will inevitably find themselves faced with a car that is said to be something, looks like it and so is accepted as "it" and it is offered for re-sale on that basis. There is nothing wholly dishonest in that, but it does reflect a certain lack of diligence on the part of the dealer. There are also people who deal in old cars who will blatantly buy and sell a car knowing it to be suspect, but claiming immunity on the basis that they "bought it in good faith".

Then there is the dealer — or private individual for that matter — who has a "box of bits" from which he conjures up a car. He sets about "preparing" that car for sale, knowing it to be one thing, or not to be "something else", but offering it as that "something else" — often making it look almost indistinguishable from the original it purports to be in the process. Now that is misrepresentation, to put it at its mildest, and fraud to

THIS VERY nice 3-litre Lagonda tourer has never been taken apart since it was built in 1932. It has never been a saloon and is a prime example of a "genuine" car.





ALTHOUGH A bit over-bodied this type 57 Bugatti drophead four-seater has to be a "genuine" car, as no one in his right mind would make a copy of this pre-war body.

put it at its bluntest. This misrepresentation can range from putting together a better-than-50% collection of factory-produced bits into a car, using a factory-built chassis frame, to manufacturing an "original" chassis frame, and assembling the resultant collection into a "rare" and fine original example of the marque.

So where do we begin to unscramble this business? Well, there seems no harm in an original chassis frame being restored and fitted with an original body from another compatible car. For example, if someone takes a "Blunderbird Ruby Limousine" chassis and fits to it a "Blunderbird Ruby Tourer" body, he or she still owns a "Blunderbird Ruby". In the interests of preservation of a model, there is no reason to be offended at such an action taken in the interests of keeping one more "Blunderbird" on the road. After all, the result would be a catalogue model rebuilt to catalogue specification.

It seems perfectly reasonable to accept a car as a restored original if it can be demonstrated to have been re-constructed, with reasonable evidence, to a factory specification it was believed to have had when originally built. Built or registered might both have to be accepted here, as many car manufacturers have fitted more than one body to an individual chassis before it was finally registered and sold. In such a situation, which is the "original", when that word means — in this context — "as first made"? A benefit of any doubt must be conceded here, especially if a majority of the car is original to its maker (accepting re-built engines, gearboxes and axles as "original" for the sake of this definition). This would allow the replacement of a chassis frame with another, compatible, one and it would allow the fitting of a newly-built body to original makers' specification.

However, if an original chassis has been restored and has a newly-built body mounted on it of a type positively known never to have been fitted to that individual chassis, but is of a factory-catalogued design, then this becomes a "copy", "duplicate", "facsimile" or more politely, a "reproduction". If the chassis is modified in some way and a new body of non-standard design is fitted, then the result simply becomes a "special".

What about the individual who, in simple honesty, buys a sporting chassis with either no body or a rotten body and builds on to it a racing-style body resembling an original factory design? Then the chance arises to acquire a defunct registration number from an original works team car, "so why not use it?" While that is really a matter of judgment, there may be no reason why he should not use it — unless he deliberately intends to deceive, or is there? Whatever the intentions, there is now a serious danger, for whilst such a creation or re-creation, can be the realisation of one person's dream, it can also be the beginning of another's nightmare. Such a car is a fraud-in-the-making, for it remains a production sports car chassis with a "duplicate" body and can best be described as a "special" or a "reproduction". All that has to happen now is for the car to be sold to someone who sees an opportunity to cash in. Once the cashing-in is complete, so is the fraud.

Under no circumstances should anyone condone the deliberate construction or "re-construction" of a car with a conscious intention of deception — and it is of such cars that we have to beware. However, there are cars which are built long after their time which are genuine "duplicates", aimed only at being used in competition or to illustrate what the original looked like "in the flesh" — these are generally accepted as honest reproductions and are given adequate publicity, usually, to avoid misconceptions. Of those cars built with the intent to deceive, let us remember that there are ways of authenticating "fudged" chassis numbers and I believe that where people are found to present cars for acceptance as "originals", knowing them to be otherwise, any club committee should exercise its right to withhold or withdraw membership and publicise the facts surrounding the reason.

Now let us examine a particular aspect of this situation. In Riley terms, we must first recognise that many cars were built by Riley (Coventry) Limited as one model, or with one body type, only to be fitted with another body before sale to the public. In some cases, factory-built sports and racing machines had their original bodies removed and were sold as rolling chassis. The question here becomes: "What is such a car?". For example, at least one surviving Riley MPH could be re-bodied as a TT Six and we would have no right to dispute its eligibility as an "acceptable original" car. Two TT Riley Sprites and a production Sprite were re-bodied with *Pourtout* bodies for the 1937 French Grand Prix sports car race; we must recognise that either body-style would be acceptable on those cars, even if they were completely re-bodied in 1986.

I believe we should be willing to accept a "minimum 50% Original Maker" basis — that is to say a car must be proven to have at least 50% original components and either the chassis plate or the original frame. However, if someone comes up with an original chassis frame bearing the same original number, then in line with tradition, the chassis must be accepted as the original vehicle. We know that chassis frames can sometimes deteriorate and need to be replaced, either with factory-made or professionally-made examples (and don't forget that many cars went back to their manufacturers for major repair after an accident, only to emerge with replacement chassis frames). In this respect, remember also that many racing cars (such as E.R.A.s) still used in competition are accepted as "original" cars, despite having had the chassis frame replaced, in some cases more than once. And we have to accept that body restoration can often leave very little, or even none, of the original in the process of restoration. Should a car be debarred from being accepted as an "original" for that reason? I think not.

So, how are we to define these "offenders of the faith", these "mavericks"? Well, let us try to dispel one offensive definition immediately — "replica", an annoying description used by those who would profit from manufacturing "copies", however authentic and sometimes excellent copies they may be. In the same way as an "original" can only be made by the originator, the car manufacturer, so can the "replica" only be made by the originator. Example! The Frazer Nash TT Replica — a car made by the originator in the image of the original, after the event, by Frazer Nash for sale to the general public. A "restoration" is a re-construction of the original, using as many of the original components as possible. A "copy", "facsimile", "duplicate" or, as it is usually referred to in the furniture business, a "reproduction" is a first construction of a car identical to, or at least resembling, an original. All vehicles falling into these categories are acceptable in their place — it is the "duplicate" aimed at any kind of misrepresentation which has no place here, and under no circumstances is it acceptable.

In the final analysis, it comes down to individual cars and the interested parties have to be willing to examine all evidence offered in support of authentication of a car, as well as, where considered necessary, an actual examination of the car itself. In essence, the whole business of fraudulent cars has been around for many years and, as far as Rileys are concerned, one of the objectives of my writing my book "As old as the Industry" was to dispel much of the deliberate "mystique" which has been nursed by the innocent and the mischievous for many years. With the excuse of "mystique", fact too quickly becomes fiction, which in turn can, and does, too readily find itself presented as "Faction". The Romans, of course had a word, or rather two words, for the whole situation and they hold as good today as they did then. "Caveat Emptor".

If you have read the foregoing carefully, I would suggest that you go back and read it again, even more carefully and at the same time take in the following observations and examples that I give to support or enlarge on many of the things that David Styles has written about.

In the opening paragraph he refers to the matter of differentiating between originals and duplicates in years to come, and the problems facing clubs who provide competitive events for cars of certain ages. The series of "copies" of the 250F Maserati that have been built by Cameron Millar is a classic example. All eight cars have the serial letters CM stamped on the chassis tubing, but what happens if somebody removes that serial number in twenty years time? The VSCC are faced with this problem, and the HSCC will have it arising in the future.

He then goes on to talk about investments, and this is a field very close to the Bugatti world and the world of old Grand Prix cars. Already there have been cases of Grand Prix Bugattis of doubtful origin bouncing back on the vendor with threats of legal action. Equally there are cases of Riley and Frazer Nash sports cars sold as something they are clearly not, coming home to roost when the buyer finds that they were not built by Riley (Coventry) Limited or AFN Limited, the makers of Frazer Nash cars.

On the question of dealers not knowing too much about the cars they sell, or wanting to know too much, it was many years ago that a friend of mine bought a Brooklands Riley "with a special three-bearing crankshaft". The friend knew little about Rileys and drove the car flat out everywhere, happy with the thought of the special racing crankshaft. When we came to overhaul the engine we removed the sump and found a perfectly standard Brooklands Riley two-bearing crankshaft. We were very impressed with its strength! Then there is the pure misrepresentation by a dealer. I still have the letter written to me by a long-defunct dealer in sports and racing cars, in which an Austin 7 single-seater was described as the reserve car for the Austin works team. It even went on to elaborate how the Austin factory was running two twin-cam single-seaters and one sidevalve car, and the one they were trying to sell was the spare side-valve car. It was actually quite a nicely home-built Austin 7 special, with no connections whatsoever with the works team, but the dealer's story sounded much more exciting, except that it was a load of cods-wallop.

Then there is the question of changing bodies to make a dull saloon into a more interesting tourer. This has happened to nearly every 3-litre Bentley saloon and most of the 4½-litre Lagonda saloons, except that as there is a shortage of original tourer bodies, new ones are being made and some of them are very good copies. However, they might be described as Van den Plas "style" bodies, but no way can they be called Van den Plas tourers, though they do remain Bentleys or Lagondas. This then takes us on to sports cars being made out of saloon cars, even to altering the saloon car chassis to make it like the sports car version. There are numerous examples of this skulduggery, ranging from SS100 two-seaters made from SS saloons, through Delahaye 135 "Course" to Ferrari Californias.

On the question of registration numbers, this has long been a problem, and there are quite a few cars bearing famous and known number plates which never belonged to the car in question. By acquiring a famous works-team registration number and putting it on your exact copy of the original car, does not, and never will, make your copy the original car. There are blatant examples of this in the world of Riley, MG, Frazer Nash, and others.

As far as one person's dream becoming another's nightmare, this invariably happens when a car changes hands and the new owner talks himself into believing he has something that he really hasn't got. If there are enough changes of ownership the origins will become lost and another "genuine" car is in circulation. As far as Club Committees taking a strong stand, this is a splendid idea but it could prove embarrassing for some clubs who are known to condone "copies" and even give them original numbers and identifications.

When David Styles comes to the matter of accepting "a minimum of 50% original maker" he is in a mine-field and many clubs have discussed this problem in great detail. Do you take 50% in weight, or 50% in volume? No-one seems to have come to any hard and fast decisions on this, but with the older type of car the chassis frame has to be the most important part of your 50%. However, as is pointed out, many racing cars have been crashed and rebuilt on a new chassis frame. It is still the same racing car, but no longer the "original" racing car. I have the remains of an old Grand Prix car, originally built in 1924, and it was Number 2 of a team of three cars. The chassis frame is clearly stamped No. 2/26, because it had a big accident while it was racing as part of the works team and the factory rebuilt it on a new chassis frame. Being engineers, rather than assemblers, they duly stamped the new frame with its correct identification. The car was still Number 2, but the frame was 1926, not 1924. Now, the problem arises when someone finds the old bent frame stamped No. 2/24 and claims to have the original No. 2 car. In my opinion he can never have No. 2 car, nor can he resurrect, re-construct or reclaim No. 2 car. All he has is the discarded and scrap chassis frame that was originally on No. 2 car when it was built in 1924. This little problem applies to a number of Grand Prix Bugattis in existence today. While my Grand Prix car may not be "original" it is certainly "genuine". There are dozens of examples of this problem, right up to the present day.

One problem that David Styles did not touch upon is the practice, prevalent in the "Restoration" business, of splitting a complete car into two separate "lots" called "basket-cases" in the trade. A complete car is dis-assembled and one customer gets a chassis frame, back axle, radiator and bonnet, while another customer gets the engine, gearbox, front axle and scuttle and tail. Odd bits like wheels, brake drums and bits and bobs are sprinkled between the two baskets. Customer number one is in America, Customer number two is in Australia, and hopefully they will never meet up. The small ads start appearing, searching for missing parts to complete a rebuild. It takes a long time, but eventually we end up with two cars, both claiming to be "genuine". I know it sounds fanciful, but believe me it has happened many times, and some of the results are coming home to roost.

This whole business, and it is BIG business in some quarters, is one that seems to occupy the minds of almost anyone interested in old cars, either because it offends their sense of what is right and what is historic, or because they have a vested financial interest in the Business. It is certainly a topic for heated discussion in any bar or paddock and while there is little hope of solving all the problems the best thing to do is to come out into the open and say what you think, loud and clear, as David Styles has done in the Riley Register Bulletin. DSJ

THE RILEY works team prior to the 1936 French Grand Prix sportscar race at Montlhéry. If the factory re-bodied them before offering them for sale it would not affect their "genuine" aspect.



VSCC 1986 Race Finale at Donington

Nick Mason Wins MOTOR SPORT Brooklands Memorial Trophy

In marvellous September weather the Vintage SCC concluded its 1986 race programme with the Shuttleworth & Nuffield Trophies Meeting at the efficient Donington Park circuit. The new VSCC President, Roger Collings, drove his Speed Six Bentley in one of the handicap races. All the events were run off very expeditiously, starting with the Brooklands Society Trophy Handicap over five laps which Duncan Ricketts came through to win comfortably in his 1936 1½-litre Riley Special from Baddiley's Speed 25 Alvis, with Burrell's V12 Bentley-Royce in third place. The Bolster Special stalled on the starting grid and Taylor's Aston Martin gave an inkling that it was slippery at the chicane, when it spun off.

Next came the John Holland ten-lap Scratch Race for vintage racing cars, Tim Llewellyn establishing a useful lead after four laps from Footitt in the AC/GN — David and Goliath! — in the blue 8-litre-engined Bentley, to gain more MOTOR SPORT Trophy points. Nick Mason, however, was able to retain his grip on the situation with a third place on his Type 35B Bugatti. Joseland, Zeuner and Morley were posted as non-starters, the last-named because the older of the Napier Lion engines he uses in the Napier-Bentley had suspect bearings. Llewellyn lapped at 74.25 mph.

Cox's blue FWD Alvis came through to win the following five-lap Handicap, leaning on its springs through the tight chicane and understeering as front-drive cars do, so much so that on the last lap, passing Smallwood's slow PB MG which the handicappers had dealt harshly with, it did this to excess, taking a nasty bump over the inner kerb but continuing unabashed, to win from Ingham's LG45 Lagonda and Drewitt's Riley Special. Barker, who made fastest lap at 65.43 mph, spun the V12 Lagonda at the chicane on the fourth lap, spoiling his chances, and Boyack's Aston Martin did the same thing at the same time and place, its engine refusing to restart.

So to the pre-war racing cars' ten-lap Shuttleworth Scratch Race, in which Bill Morris in ERA R12B disposed of Felton's Alfa Romeo at around half-distance, going on to win the Nuffield Trophy as well as the Shuttleworth, by just over one second, having done his best at 77.44 mph, or at 0.3 sec. quicker than the Alfa managed. Brian Classic in ERA R2B was third, after Sweet's KN/K3 MG had dropped back from a good early performance and Heimann had spun the ex-Straight 8CM Maserati at the chicane on lap three — he kept the engine running and resumed but his chance was gone and the car which knew this circuit so well before the war was finished 14th. Hawkins' Riley TT Sprite went straight on at high speed at the chicane on lap five, never to reappear, and on the last lap Stephens was in trouble in ERA R12C, Martin Morris, *sans* bottom gear in ERA R11B elected to start last, stalled the engine, but finished seventh behind Sweet, Thwaites, and Spollon.

Tim Llewellyn then made sure of the 10-lap Group Handicap Melville & Geoghegan race, taking his big Bentley circumspectly through the chicane, to win, reeling in Heelis's Riley a lap from finish, having by then lapped Wickham's 12/50 Alvis. Bruce's Brooklands-type Riley was third. Llewellyn was able to lap at his quickest 3.08 mph slower than he had in winning the John Holland Scratch Race, and after six laps Walder's 12/50 Alvis emulated some F1 cars and appeared to run out of fuel.

The Allcomers' Race was over 12 laps and took in the Historic Car Championship. Sir John Venables Llewelyn was to drive Mayman's 250F Maserati, but in the end the Ferrari was substituted. He asked to start from the back of the starting grid, not being familiar with the car, and finally came home in eighth place, (having driven to the course in his Bugatti) and the Veritas Meteor non-started. For three laps Chris Mayman led in the P25 BRM, then Anthony Mayman in the Bruce Halford Lotus 16 and Harper's 2½-litre F1 Cooper stormed past, and these three ran away from the rest. By half-distance the Cooper was just ahead of the Lotus, with the BRM dropping back, but on the final lap Mayman took Harper on the run down to the chicane. They cornered in very close company and accelerated to the line, the Lotus 16 just 0.1 of a sec. in the lead, to win at 82.94 mph to Harper's 82.91 mph — it was that close! Their respective fastest laps were at 84.69 and 84.79 mph, so the Cooper must have eased off a shade, somewhere. In the "other race", Nick Mason kept his 250F Maserati safely ahead of the Hon. A. M. Rothschild's P25 BRM, with Ludovic Lindsay driving very well to follow them home in ERA R5B. "Remus", the best pre-war car, after a lap at 77.60 mph.



EQUAL RUNNER-UP in the MOTOR SPORT Brooklands Memorial Trophy contest, Tim Llewellyn won both the John Holland and Melville & Geoghegan races in his 3.8-litre Bentley.

The meeting concluded with three five-lap Handicap races, in the first of which Nick Mason consolidated his claim to our Trophy by winning in Aston Martin LM21, with fastest lap at 69.49 mph, from Thompson's Lagonda Rapier and Armstrong's Le Mans Aston Martin. In the next, Rathbone's Talbot 105 secured the John Goddard Trophy by winning from Lockhart in the aged Rover Special, Spollon coming third in his 2½-litre Riley Special. The last race of this pleasant September day went to Grist's Monza Alfa Romeo, from Summerfield (Avon-Bentley Special) and Watney (Brooklands-type Riley).

Mrs. Boddy then presented the MOTOR SPORT cup to Mason, who led with 91 points, Tim Llewellyn and Duncan Ricketts tying for second place with 80 points each.—W.B.

RESULTS

Shuttleworth Trophy Race: 1. W. Morris (ERA), 77.62 mph; 2. R. Felton (Alfa Romeo); 3. B. Classic (ERA).
John Holland Trophy Race: 1. T. Llewellyn (Bentley), 72.84 mph; 2. R. Footitt (AC/GN); 3. N. Mason (Bugatti).
Allcomers' Scratch Race: 1. A. Mayman (Lotus), 82.94 mph; 2. J. Harper (Cooper); 3. C. Mayman (BRM).
Melville Trophy Race: 1. T. Llewellyn (Bentley), 69.71 mph; 2. R. Heelis (Riley); 3. J. Bruce (Riley).
First Five-Lap Handicap: D. Ricketts (Riley), 69.88 mph.
Second Five-Lap Handicap: R. Cox (Alvis), 56.88 mph.
Third Five-Lap Handicap: N. Mason (Aston Martin), 67.35 mph.
Fourth Five-Lap Handicap: D. Rathbone (Talbot), 62.51 mph.
Fifth Five-Lap Handicap: P. Grist (Alfa Romeo), 70.70 mph.
Fastest lap of the day: J. Harper (Cooper), 84.79 mph — New class record.
MOTOR SPORT Brooklands Memorial Trophy Contest: 1st, Nick Mason, 91 points, Trophy and £150. 2nd, tie between T. Llewellyn and D. Ricketts, prize money divided, £87.50 each.



Ivory Coast Rally

Toyota Walkaway

IT is fashionable among publicists, some writers, and those who find pleasure in statistics, especially those with little or no competitive experience, to link the Ivory Coast Rally and the Marlboro Safari Rally as "the two African qualifiers of the World Rally Championship". The unfortunate inference is that both events are of the same calibre, each demanding a unique brand of ensurance peculiar to Africa.

Nothing could be further from the truth. Both events shun special stages and both take place in Africa, but there the similarity ends. The Kenyan event enjoys immense popularity and certainly provides a tough contest, whereas the Ivory Coast Rally attracts very little competitor support and in terms of toughness is a mere shadow of that giant among rallies on the Eastern side of the continent. Each year it is hard pressed to attract even a handful of professionals, whilst the barrel always seems to be scraped to gather just fifty starters, the minimum required for continued consideration for World Championship status. The high retirement rate reflects a poor quality entry rather than a top quality rally, and it's not just by coincidence that the first day produces the most drop outs, as those who are there just to swell the ranks pack up and head for home.

Although it contrasts with Kenya as much as Kielder does with East Anglia, the Ivory Coast is nevertheless a splendid country for rallying. If only its major event were pieced together a little differently, and better publicised in advance to potential competitors, it might gain a new and more acceptable character and a far more urgent but pleasant atmosphere — points which the event's sponsors might care to note.

Toyota Team Europe has never had its sights on the World Rally Championship as a whole, preferring to choose only the events for which the rear-wheel-drive Celica Turbo is best suited, and where support is pledged by local importers of the make. Significantly, Africa has never been an ideal arena for the sophisticated but fragile electronic marvels which are today's championship leaders. Such complex machinery needs constant attention during the rough and tumble of a rally, and African events are not only rougher, dustier and perhaps muddier than most, but they take their competitors away from the care and attention of mechanics for too long.

FIRST non-Toyota, local driver Samir Assef took his Opel Manta 400 to fifth place.

By contrast, the Toyota Celica is more robust, less complicated and better able to survive unaided in the bush, and it is hardly surprising that this is the environment in which it thrives — "in its garden", as the French would say.

To say that Toyotas thrive in Africa is no exaggeration, for the make has an enviable success record in both World Championship events in that continent, against very stiff opposition indeed in Kenya, but against little more than Mother Nature herself in the Ivory Coast. This year, the team's sortie to the Ivory Coast Rally could not have been more successful. They took three cars, entered a fourth to act as a competing chase car, and walked away with the first four places.

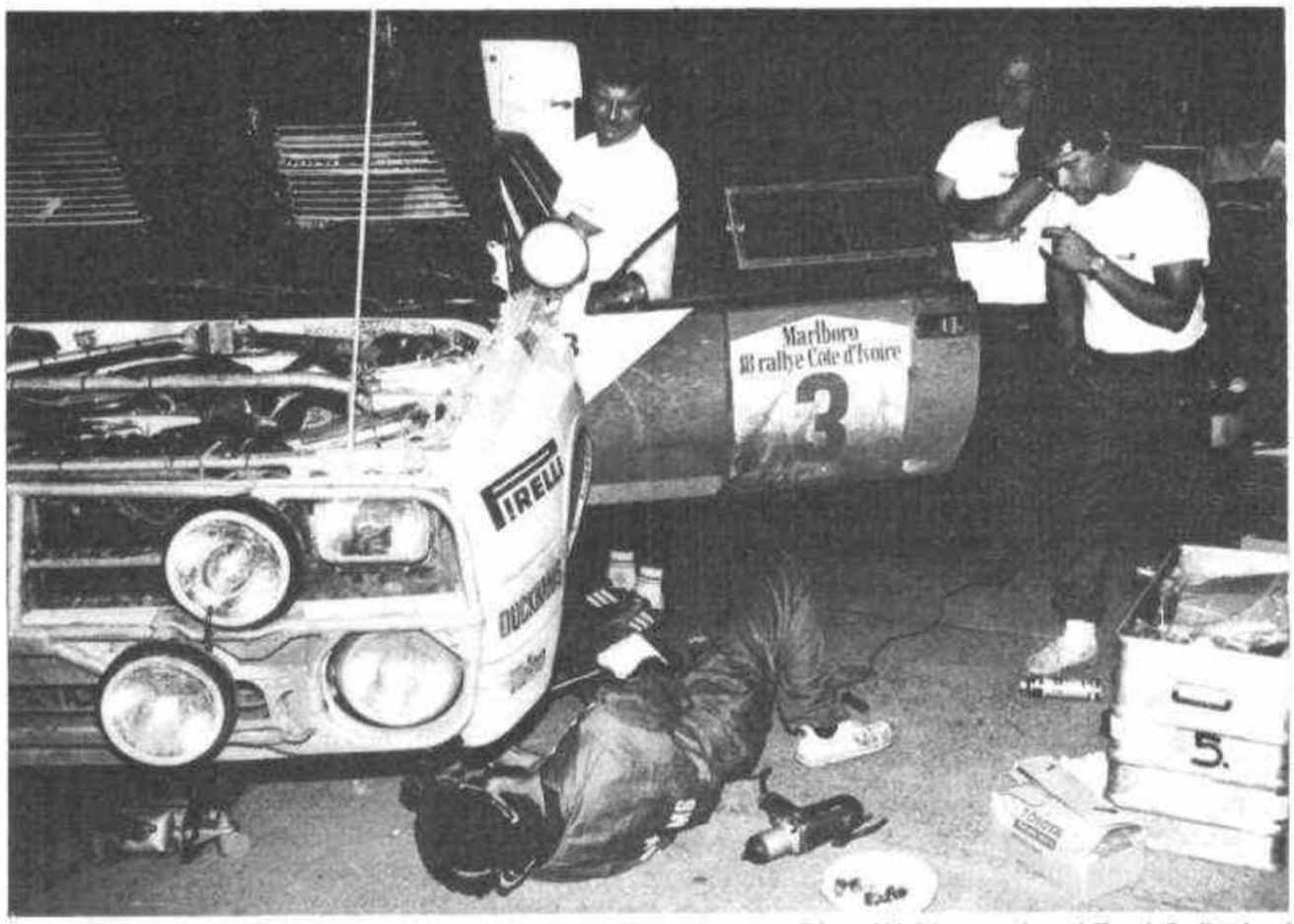
Outright winners were Björn Waldegärd and Fred Gallagher, ahead of Lars-Erik Torph and Bo Thorszelius, two crews who had completed their practice very quickly and well in advance of the event in order to drive in the Hong Kong to Peking Rally a week earlier. Their visit to China ended in disaster, for both cars retired with blown engines (leaving Stig Blomqvist to win in an Audi Quattro) but at least the Ivory Coast Rally provided some recompense.

Third place went to Germans Erwin Weber and Gunter Wanger, whilst fourth was taken by a Kenyan pair, farmer Robin Ulyate and aircraft engineer Ian Street. The latter are experienced competitors at home, but in recent years have been engagd by Toyota to drive a chase car during the Safari. They did the job so well that they were asked to do the same in the Ivory Coast, this time competing themselves in a refettled practice car, partly to cover the route as closely as possible behind the three "real" Toyota competitors and partly to swell the entry list for the organisers. However, they entered privately, having been "given" the car prior to the rally.

Waldegärd has now joined the exclusive group of drivers who have won both the Safari and the Ivory Coast Rally in the same year. There are only two others, Jean-Pierre Nicolas and Juha Kankkunen. But among the co-drivers, Ulsterman Fred Gallagher has achieved an even greater distinction by winning two consecutive Safaris and two consecutive Ivory Coast Rallies in the space of two years. As for the car, since 1983 the Celica has been entered three times in the Safari and three times in the Ivory Coast and has won all six events. These are remarkable feats indeed, and reflect the combined efficiency, skill and well-planned strategy of the team as a whole.

This year's route was shortened somewhat, and used roads which had been "improved" by widening and tree felling. But no matter how hard one tries to find all-weather roads in Africa, its unpredictable climate can usually confound even the best laid plans. A section through dense forest in the South-West near San Pedro became blocked by several fallen trees after a night of storms, but the organisers can claim no credit for opening that road. The trees were cleared by the crews of Toyota mud cars travelling ahead of the rally in search of tricky spots where their competitors might need assistance, helped by chase car crew Steve Millen (brother of Rod) and Hans Thorszelius (twin brother of Bo). Millen, a New Zealander resident in California, is to drive a Toyota in Washington's Olympus Rally in December, and his presence in the Ivory Coast was to get him used to both the car and the team.

The situation in the World Rally Championship for Makes was more or less resolved in Peugeot's favour in Finland, but the drivers' series remains undecided between Juha Kankkunen (Peugeot) and Markku Alén (Lancia). Both teams are naturally keen to see their drivers take the laurels, but this did not run to sending cars to the Ivory Coast for a rally they don't particularly like. Three other events remain in the drivers' series, and each team plans to send cars to Sanremo (October) and the Lombard RAC Rally Rally (November), keeping options open for the Olympus Rally (December) until after the post-RAC championship situation is known.



WINNERS to both the Safari and Ivory Coast rallies this year, Bjorn Waldegaard and Fred Gallagher's Toyota Celica receives overnight attention.

Professional interest in the Ivory Coast rally was therefore meagre, and the event gained precious little publicity outside West Africa, even in the French press, except perhaps in Sweden, where the first and second drivers live. Indeed, had Toyota not been there the rally would have passed almost unnoticed, causing no greater stir (probably less) than the Night Navigation Trials of Hants & Berks or Herts Auto & Aero, highly entertaining events, we recall.

Among the visiting privateers were Austrians Wilfried Wiedner and Rudi Stohl, the former driving an Audi Quattro A2 in only his second World Championship event, and the latter in his Audi 80 Quattro, anxious to consolidate his second place in the World Championship for Drivers of Group A Cars, behind Kenneth Eriksson and ahead of Franz Wittmann, the two Volkswagen drivers.

Belgium and France provided most of the visiting crews, the bulk being made by local residents, some of whose cars would have looked more at home at a used car mart than at the start of a qualifier in what is supposed to be the world's leading rally series. There were exceptions, of course, such as the Opel Manta 400 of Samir Assef, the similar car of Eugène Salim, and the Nissan 240 RS of Alain Ambrosino who is sponsored by both JVC and Marlboro. Another was the Group A Mitsubishi Starion Turbo brought over by Essex-based Team Ralliart for local man Patrick Tauziac, nicknamed the "Green Chinaman" due to his Vietnamese ancestry.

Following last year's move from Abidjan, the country's commercial capital, the event was again based at Yamoussoukro, a few hundred miles to the North, where an enormous hotel, a presidential palace, a couple of miles of dual carriageway, an airport runway capable of accepting Concorde, and very little else, establish it as the political capital. However, with plenty of open space, ample parking and hardly any traffic, it is a better choice of base than among the bustle and congestion of Abidjan.

The route ran in two legs, the first to the East of Yamoussoukro (both North and South) with stops at Abidjan and Dimbokro, and the second to the South-West, with stops at Abidjan, San Pedro and Gagnoa. It passed very close to the Liberian frontier, but kept well away from the borders with Guinea, Mali, Burkina Faso and Ghana.

Although it had rained during the weeks before the start, the rally began on a somewhat cloudy but warm and humid day, the dry, powdery surfaces of the tracks foretelling overtaking difficulties due to dense dust clouds. Somehow, 50 cars left the start ramp outside the President Hotel, but late the previous evening the scrutineers were quite adamant that they had

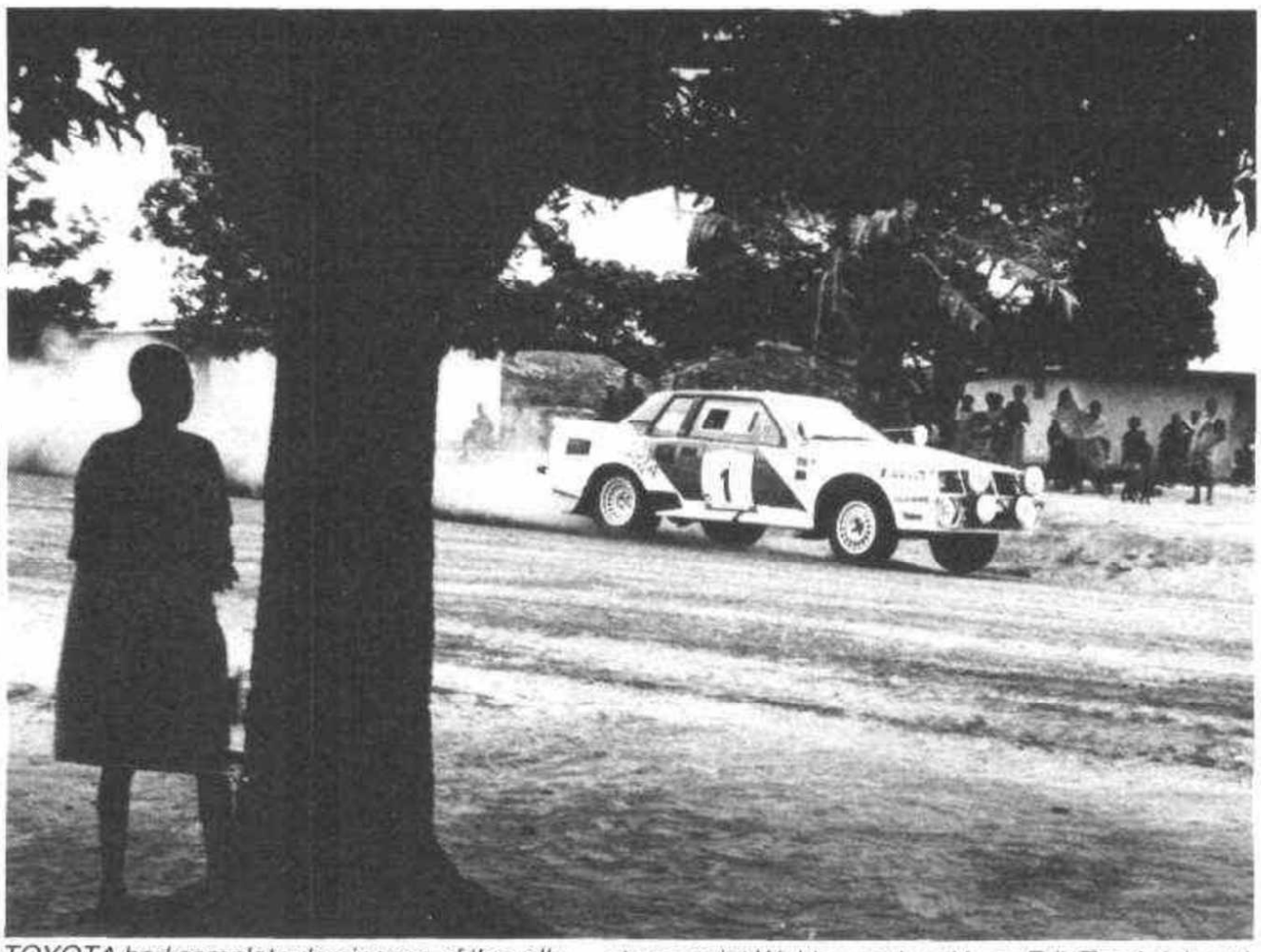
only examined 49!

Assef decided very early in the event that it was worth incurring a heavy penalty for early arrival in order to escape dust later on. After the first non-competitive tarmac section he clocked-in six minutes early and was thereby penalised 12 minutes. It was a considerable price to pay, but one which didn't really pay off, for he was later repassed by the leaders.

Dust plagued the journey southwards and Torph, running at number one, led the rally when it arrived at Abidjan, one minute ahead of Waldegård. Weber lost eight minutes having a turbocharger wastegate changed but was nevertheless third, ahead of Wiedner. Ambrosino was fifth despite having stopped to fix a broken steering. Ulyate and Stohl were next, having been held up by dust, the Austrian having had an alternator changed.

Antonio Farina rolled his Ascona after hitting a level crossing too hard, reminding everyone of that very close shave last year when the Audi practice car of Michèle Mouton and Arne Hertz was demolished when it was struck by a train. It also reminded Messrs. Weber, Wanger, Ulyate and Street of their practice incident this year when, in the Tai Forest, their way was barred by a bulldozer which had fallen partly through a bridge. They spent hours levering and man-handling the machine into the river so that it could be driven away, an operation which was highly tricky to say the least, then more hours repairing the bridge so that they could cross.

In the second part of the first leg Waldegård made up a minute on Torph so that they shared the lead, whilst later Weber lost a little time, allowing Wiedner to move up to share third place with him. It must be said, however, that Wiedner's progress was helped considerably by the number of sections which could easily be cleaned. Ambrosino lost time when his brakes failed after a fluid leak.



TOYOTA had complete dominance of the rally — at one point Waldegaard and Lars-Erik Torph (above) drove a stage in convoy, such was their margin.

Later, Torph regained a minute so that he and Waldegård shared the lead when the rally got back to Yamoussoukro, and there was speculation as to whether Toyota were planning a repeat of last year's dead heat. Weber, however, hit a hole, damaged his steering and dropped to fourth place behind Wiedner, whilst Ulyate, having started at number 18, was constantly held back by the dust of slower cars in front.

Assef had a broken wheel stud replaced, whilst Tauziac retired his Mitsubishi when a heavy landing after a jump ripped out its front suspension. Mechanics went to his aid and the car was repaired, but the delay was such that maximum lateness was exceeded.

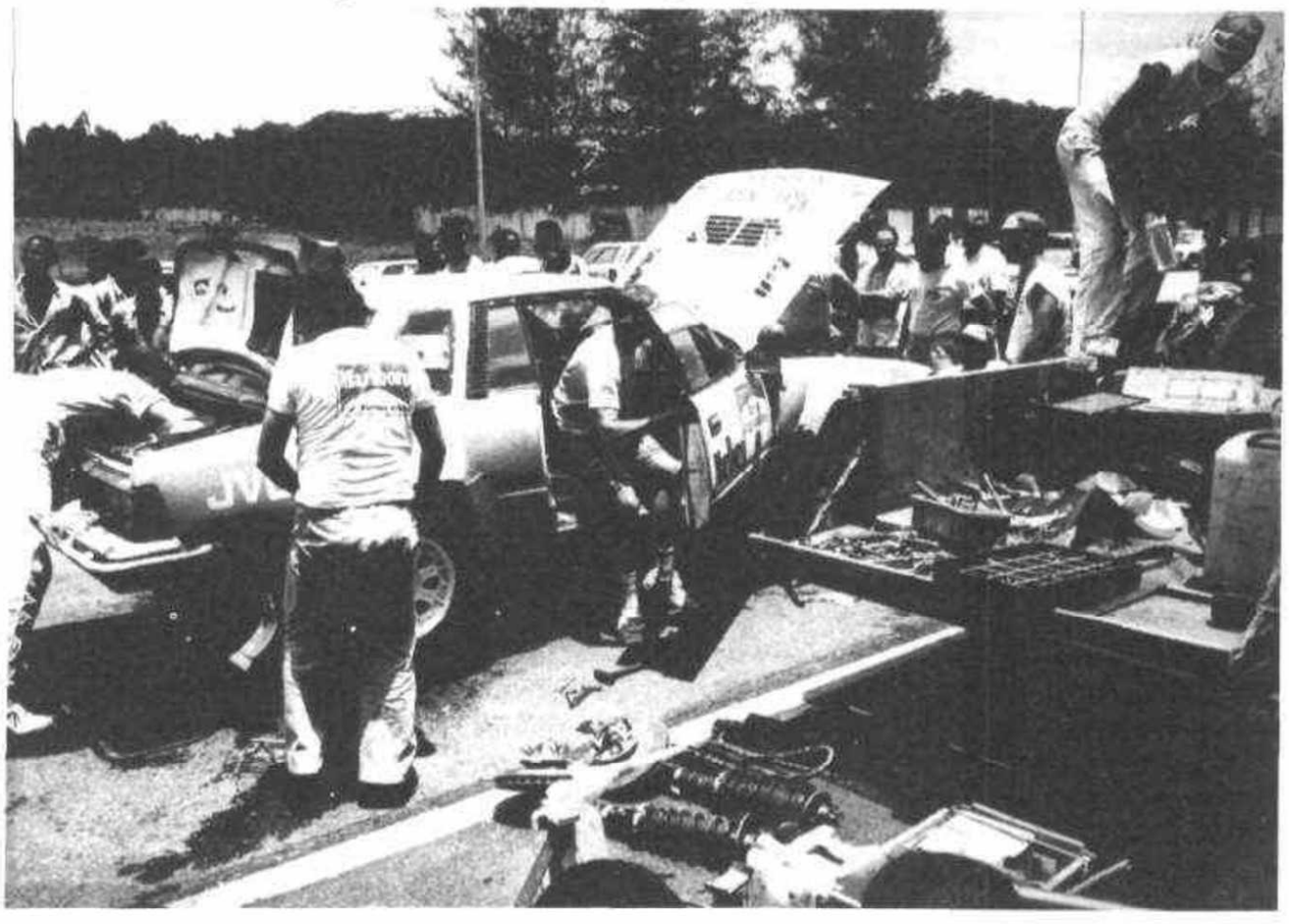
During the night stop, gales and torrential rain lashed the Ivory Coast and, as competitors slept, tracks were turned into ribbons of mud and trees brought down to cause blockages. What is more, nasty-looking black snakes were drawn from their lairs to slither across the swimming pool patio at rally headquarters, and it was just as well that there were few people about to see them.

In the mud, Waldegård was perfectly at home, and he gradually moved ahead of Torph. Wiedner also began to make use of his four-wheel-drive, although a serious misfire due to a mysterious electrical problem delayed him considerably, and he also lost time when his engine refused to start after a service stop.

Later, Wiedner's problem worsened, and mechanics seemed unable to trace the cause, and this allowed Weber to move ahead, later regaining third place. Similarly, Ulyate, now without any dust to shut off his vision and revelling in the mud, began to close the gap between himself and Ambrosino. The unfortunate Belgian driver Pelsmaekers stopped at a village store to buy water, pulled off the road and promptly wrecked his suspension when his Ford Sierra 4x4 fell into a drainage ditch which he didn't see.

On the final section near the coast into San Pedro there were fallen trees, flattened undergrowth, countless watersplashes and long stretches of mud, but, thanks to the Toyota mud crews, there was no need to cancel the section. By this time, Weber had got back to third place, whilst Wiedner had lost something approaching an hour struggling with faulty electrics throughout a wet, dark night which made heavy

ANTONIO AMBROSINO gave Nissan its best placing — eighth with the 240 RS.



demands on battery and alternator.

Assef got ahead of Ulyate, but then collected two punctures and quite a fright when his lights went out as he landed after a jump. The jolt had knocked off his battery master switch. Ambrosino dropped back when he had to stop to have his gearbox replaced, whilst mechanics finally traced Wiedner's problem to a faulty fuel pump.

The outcome was a concentration of Toyotas at the head of the field, and the whole team arrived at the finish ramp together, although there was no attempt to get them all on the ramp together.

Finally, a word of explanation concerning the World Rally Championship for Manufacturers. When the year began, a FISA rule made it necessary for teams to declare their intentions and list their drivers, they being the only ones allowed to score points for their teams. In Corsica, however, Jean-Marie Balestre announced that this rule would be scrapped, beginning with the Acropolis Rally, so that there would be a return to the situation in which any driver can score points for the maker of his car.

However, as the year progressed, that change was not implemented, and the silly rule that only nominated drivers could score points was retained. When asked about this, a FISA man told us that although the change had been announced verbally, FISA had had no time to put it in writing, so it was therefore not introduced.

The silliness of this rule is illustrated by Per Eklund's seventh place in the Rally of the Thousand Lakes. Because his Metro was not actually entered by Austin-Rover itself, the factory could not claim points for the result. To further illustrate the difference this makes, we have shown below the points situation both with the nominated driver rule, and without it. The leaders are the same in both, but there is certainly more variety in the second, unofficial, table, not to mention encouragement, which is sadly lacking among our so-called administrators. — G.P.

RESULTS

1st: B. Waldegård (S)/F. Gallagher (GB)	Toyota Celica Turbo, Gp B	1h 29m.
2nd: L-E. Torph (S)/B. Thorszelius (S)	Toyota Celica Turbo, Gp B	1h 37m.
3rd: E. Weber (D)/G. Wanger (D)	Toyota Celica Turbo, Gp B	2h 27m.
4th: R. Ulyate (EAK)/I. Street (EAK)	Toyota Celica Turbo, Gp B	3h 05m.
5th: S. Assef (RL)/C. Boy (F)	Opel Manta 400, Gp B	3h 25m.
6th: W. Wiedner (A)/F. Zehetner (A)	Audi Quattro A2, Gp B	3h 30m.
7th: R. Stohl (A)/R. Kaufmann (A)	Audi 80 Quattro, Gp A	5h 20m.
8th: A. Ambrosino (F)/D. Le Saux (F)	Nissan 240 RS, Gp B	5h 31m.
9th: P. Copetti (F)/J-M. Dionneau (F)	Toyota 1600 GT, Gp A	10h 39m.
10th: M. Yace (CI)/j-P. Yace (CI)	Mitsubishi Lancer, Gp B	14h 28m.
11th: A. Kady (CI)/S. Mafall (CI)	Toyota 1600 GT, Gp A	17h 26m.

50 starters, 11 finishers.

WORLD RALLY CHAMPIONSHIP POINTS

DRIVERS (After 10 rounds)

Juha Kankkunen (SF)	91	Björn Waldegård (S)	40	Kenneth Eriksson (S)	25
Markku Alén (SF)	69	Bruno Saby (F)	38	Stig Blomqvist (S)	22
Massimo Biasion (I)	47	Lars-Erik Torph (S)	30	Erwin Weber (D)	22
Timo Salonen (SF)	43	Mikael Eriksson (S)	28		

A total of 70 drivers have scored points.

MANUFACTURERS (After 9 rounds)

Peugeot	131*	Audi	29	Renault	14
Lancia	119	Toyota	20	Subaru	13
Volkswagen	65	Ford	14	Citroën	10

*denotes total of 7 highest scores.

MANUFACTURERS (After 9 rounds) Alternative table — see text.

Peugeot	131*	Toyota	20	Citroën	10
Lancia	119	Renault	20	Mazda	8
Volkswagen	65	Nissan	15	Fiat	6
Audi	64	Ford	14	Austin-Rover	6
Subaru	21	Porsche	12	Opel	5

*denotes total of 7 highest scores.

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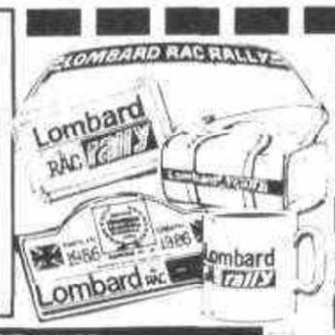
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Jaguar XJ6

FOR ONCE a major new model from a British manufacturer has not been heralded as a 'make or break' effort. Steadily escalating sales of the Series III over the past few years have given Jaguar a cushion against which the several postponements of the launch of the XJ40, as the new car was coded, have had no detrimental effect. Rather, claims the company, this has ensured that all development problems with the all-new vehicle have been countered.

With its standard-setting ride and handling, plus the distinctive Jaguar style inside and out, the Series III XJ6 provided a challenge for the engineers to improve on; yet the new car, still called XJ6, has turned out to be even better all round.

Absolutely everything is new about the car, apart from the name (Chairman Sir John Egan says he wants to introduce some discipline into model titles): the long-serving XK engine is supplanted by two new all-aluminium sixes, both suspensions have been redesigned, a hydraulic brake servo also powers self-levelling and ABS, new high-reliability circuitry incorporates seven microprocessors — even the paint process is new.

One of the two engines, the 3.6-litre four valve unit, has already appeared in XJ-S, but base XJ6 models will be equipped with a new single-cam 2.9 two-valve engine producing 163bhp and 176lb ft of torque, compared with 221bhp and 248lb ft of torque for the 3.6. Both engines outperform their respective predecessors of 3.4 and 4.2-litres, as well as being considerably lighter, and use the same bore to reduce manufacturing costs, but whereas the short-stroke utilises separate Bosch electronic systems for ignition and fuel injection, the larger unit introduces a new fully-integrated Lucas management system. Apart from very precise control of timing and injection, a motor-driven idle control compensates for varying loads, and the system boasts a fail-safe facility whereby instead of halting the car when a sensor fails, it switches to a simpler regime allowing the driver to get home.

Warning of such a fault appears on a small screen on the instrument panel which displays either trip computer readings or any warnings in both symbol and written form. Concentrating all auxiliary information in this neat little LCD dot-matrix device has allowed Jaguar's designers to maintain a very traditional style inside with analogue speedometer and tachometer (although both are in fact electronic, which has dictated the use of an electronic mileometer) and bar-graph auxiliary gauges all neatly housed in a conventional-looking binnacle. A very sophisticated air-conditioning system now includes humidity, bi-level, and rear seat controls, and the central locking system automatically shuts windows or sunroof if left open when the car is locked.

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XJ6 MEETS XJ6 — a tradition continued, says Jaguar; an opportunity missed, says G.C.

Other equipment on top models includes such minute niceties as heating elements in mirrors, screen and headlamp wash nozzles and door locks, plus electrically-adjustable front seats. Such intense usage of electronics requires high reliability, and this should be ensured by the new car's low-current switching system with its positive-mate connectors, weighing only half as much as conventional wiring harnesses. A computer diagnostic system monitoring all sensors and the seven microprocessors is an integral part of the electronics.

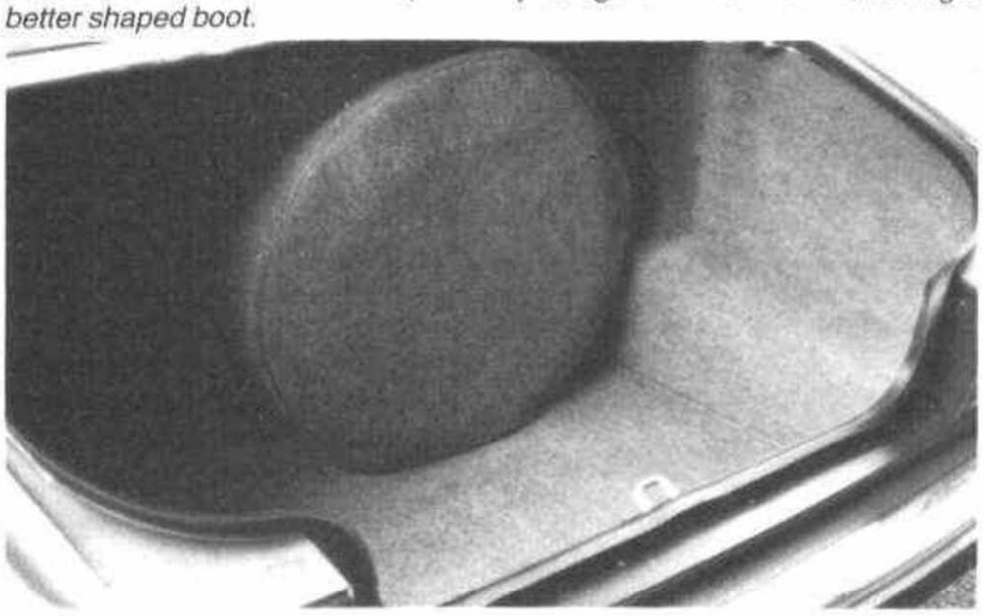
To provide the high fluid pressures necessary for the ABS to operate, the usual vacuum servo is replaced by a hydraulic pump which also supplies power to the steering and to the rear self-levelling device which is optional on base models (simply called XJ6) and standard on Sovereign and Daimler, the two upper versions.

When it came to the front suspension, Jaguar's engineers felt that the Series III design incorporated all the requirements they were looking for, and so the XJ40 uses the same geometry but with lighter, simpler parts; but at the rear there has been much change. The drive-shaft still forms the upper link of the double wishbone system but there is now only a single damper per side, the differential rests in a simpler cage, anti-squat and anti-dive have been built in, and the brake discs have been moved out to the wheels — apparently unsprung weight is not necessarily a bad thing. More important is the ratio of wheel bounce frequency to body flex frequency, but what will please owners and mechanics alike is that checking and changing pads is now far easier.

A new tyre is introduced on the car; jointly developed by Michelin and Dunlop, the TD tyre has a bead design which helps to retain the tyre when punctured, and contains a sealant gel to close small holes and provide a degree of "run flat" ability.

As on the 3.6 XJ-S, the Getrag five-speed gearbox is used in manual models or there is a four-speed ZF auto unit which includes an overdrive

TWIN TANKS of Series III are replaced by a single one over the axle, leaving a better shaped boot.





BLAND rear lights in an otherwise handsome rear view. Note generous use of brightwork.

top with lock-up. This is controlled by what Jaguar calls the J-gate — P,R,N, and D are in a line as normal, but to engage 3 or 2 the lever is moved across to the left and then forward again, enabling sporting use of the box without the danger of finding neutral or reverse.

Building the new car is simpler, and therefore cheaper, thanks to the new body having fewer elements, which also makes it more rigid. A lot of time has been spent improving air penetration by rounding the front corners and reducing the rake of the traditional radiator grille, and stability is maintained by a small lip running around the bootlid, rather than by adding a spoiler, which the company felt would not fit with the company's styling image. But to this writer at least, it seems as if an opportunity has been missed. It is true that XJ40 is very obviously a Jaguar, but it is so close to the Series III in proportion as to seem only a year or two in advance of it. The company makes much of tradition, the Jaguar style, the conservatism of its customers, but invoking Sir William Lyons' name only reminds one that his designs were invariably fresh as well as beautiful, whereas the XJ40 looks more like a re-skin than an all new car.

That is not to say that it is not attractive — it is both nicely proportioned and well detailed, a very handsome car indeed, but any design has a limited shelf-life, and this one looks now as if it had appeared two years ago. In four years time it will have fallen noticeably behind its BMW and Mercedes rivals. Let us hope that the conservatism of its customers will continue to offset this.

From inside, though, the new XJ6 is a delight, and it has astonished many people by achieving what Sir William consistently did with his new models — undercutting its rivals. For the basic XJ6 model starts at £16,500, putting it right into Rover 800, Ford Granada, and Audi 100 territory. It is possible to spend another £10,000 up to top Daimler specification, but that goes on extras (sunroof, electric seats) which are available on some very ordinary cars; what even the bottom model possesses is the name, the prestige, that superb ride, and the looks. As far as the onlooker is concerned, an XJ6 is the same car as a Daimler, and that alone should draw a new type of buyer into the fold.

Nor will he be disappointed in the smaller engine. It is willing and flexible, if anything quieter than its four-valve brother, and quite capable of propelling the big saloon at respectable rates. Perhaps the gear-change is notchy, but refinement is excellent, with little road or wind noise, and the steering has better, heavier weighting to it. With the 3.6 the chassis can be stretched a little further to show that the occasional wallow which caught out Series III has been removed, endowing the car with excellent poise even on a series of crests, and handling overall is superb, allowing the driver to enjoy exploiting the roadholding.

Seat comfort is good, as is the replacement of most of the controls; I found that the column stalks, which adjust for reach with the wheel, were too low-set for my ten-to-two grip, but all the instruments were visible, and the air-conditioning was easier to operate than most. Luxury performance in its most relaxed form — despite my carp about the styling, Jaguar's new offering deserves its place as the Series III successor. — G.C.

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Spa 1000kms

Silk Cut Jaguar beaten by a length!

To the delight of the Belgian crowd, but to the chagrin of the Silk Cut Jaguar team, Thierry Boutsen won the Spa 1,000 Kilometre race by a scant 0.8 seconds, both his Brun Porsche and Derek Warwick's XJR-6 spluttering on their last drops of fuel as they crossed the line nose-to-tail after five and a half hours of close combat.

Excitement heightened as the last laps were reeled off. Hans Stuck, in the Rothmans-Porsche 962C shared with Derek Bell, was forced to slow five laps from home and Warwick flew past him, closing on Boutsen at a rate of three seconds per lap. The Jaguar was coughing at each corner as it picked up the last litres in the tank but the Englishman was confident of gaining the lead when he saw the Jägermeister-sponsored Porsche weaving towards La Source. Then, as Warwick accelerated from the last corner the engine died on him, and Boutsen kept his slender advantage. Stuck finished safely 29 seconds later and all three drivers parked at the foot of the hill, unable to go any further.

The Francorchamps circuit holds sad memories for many people, especially the Brun team and Boutsen who was Stefan Bellof's co-driver when the German crashed fatally at Eau Rouge 12 months before. If Bellof could have seen the team's victory on September 14, he would undoubtedly have regarded it as the greatest tribute that could be paid to him.

This year it was Frank Jelinski who partnered Boutsen and he made a fine job of keeping the car in contention under intense pressure from five rivals: the V12 Jaguars of Warwick/Jan Lammers and Eddie Cheever/Jean-Louis Schlesser, Stuck and Bell, Klaus Ludwig/Paolo Barilla in the Joest Porsche 956, and Mauro Baldi/James Weaver in the Liqui Moly Porsche 956B. All were in contention well into the second half of the race, though fuel economy would decide the result.



PIPPED: it looked like a Jaguar victory as Derek Warwick pounced on Boutsen's Porsche at the last bend — but as both cars coughed on the dregs of their fuel, it was the Belgian who triumphed.

SECOND CAR in the winning Brum team, a 2.8-engined 956, was crewed by Didier Theys and Massimo Sigala, and finished ninth.



After some races marred by bad weather, accidents and pace cars, the final European round of the World Sportscar Championship was fast and virtually free of incidents — even the weather relented on race day enabling the teams to enjoy their task.

A year has made all the difference to Tom Walkinshaw's Jaguars, which were heavy and less powerful in 1985. Last September they could only watch the Porsches from behind but now they are highly competitive, Cheever in particular being extremely impressive at the difficult Eau Rouge complex. Approaching at over 170 mph most drivers, even Stuck, will brake and change down to fourth, but the superior ground-effect of the Jaguar enabled Cheever to take the climbing turn in fifth with only a check of the brakes, the mauve and white car bouncing on its suspension stops and trailing a shower of sparks from the magnesium under-shield. Cheever may not have been the winner, but is the deserving holder of a new Group C record at 2 min 09.38 sec (120.00 mph). Co-driver Schlesser had a puncture during his time at the wheel and near the finish Cheever had a flat tyre also, each incident losing the car a lap . . . and there was no chance of recovering, so they had to settle for fifth place in the results.

With a 3-litre qualifying engine Boutsen made sure of pole position with a lap of 2 min 06.87 sec (122.37 mph) ahead of the 3-litre, PDK transmission Rothmans-Porsches of Stuck (2 min 07.53

sec) and Bob Wollek (2 min 07.78 sec). The Jaguar team was quite surprised not to be at the front, Cheever also recording 2 min 07.78 sec and Warwick 2 min 08.64 sec, though on race tyres as a driveshaft snapped and stranded the car before the track was dry enough to opt for qualifying rubber.

Rain fell intermittently and the track was never completely dry, which made Boutsen's time all the more worthy, less than a second slower than Patrese went last year, in the 800 bhp Lancia, in perfect conditions. Baldi and Oscar Larrauri were two more to break 2 min 10 secs but the Kouros Sauber Mercedes of Mike Thackwell and Henri Pescarolo was only eighth fastest, at 2 min 10.31 sec, and did not look a likely winner this time. The chassis is flat-bottomed, and the Spa circuit puts a premium on ground effect grip. Thackwell, though, believed that "if we could put this engine into a Jaguar chassis we'd win all the races by three laps!"

Boutsen took the lead straight from the rolling start with Bell, Mass, Cheever, Baldi, Warwick and Barilla close behind, most of these key figures in the contest that lay ahead. Only Mass broke ranks, stopping after 16 laps with a puncture and again with a broken oil pipe to a turbo, losing five valuable laps. Larrauri had a bad misfire almost from the start, which was traced, after three pit stops, to a broken spark plug lead; the Argentinian retired before half distance with a turbo on fire, out on the course.

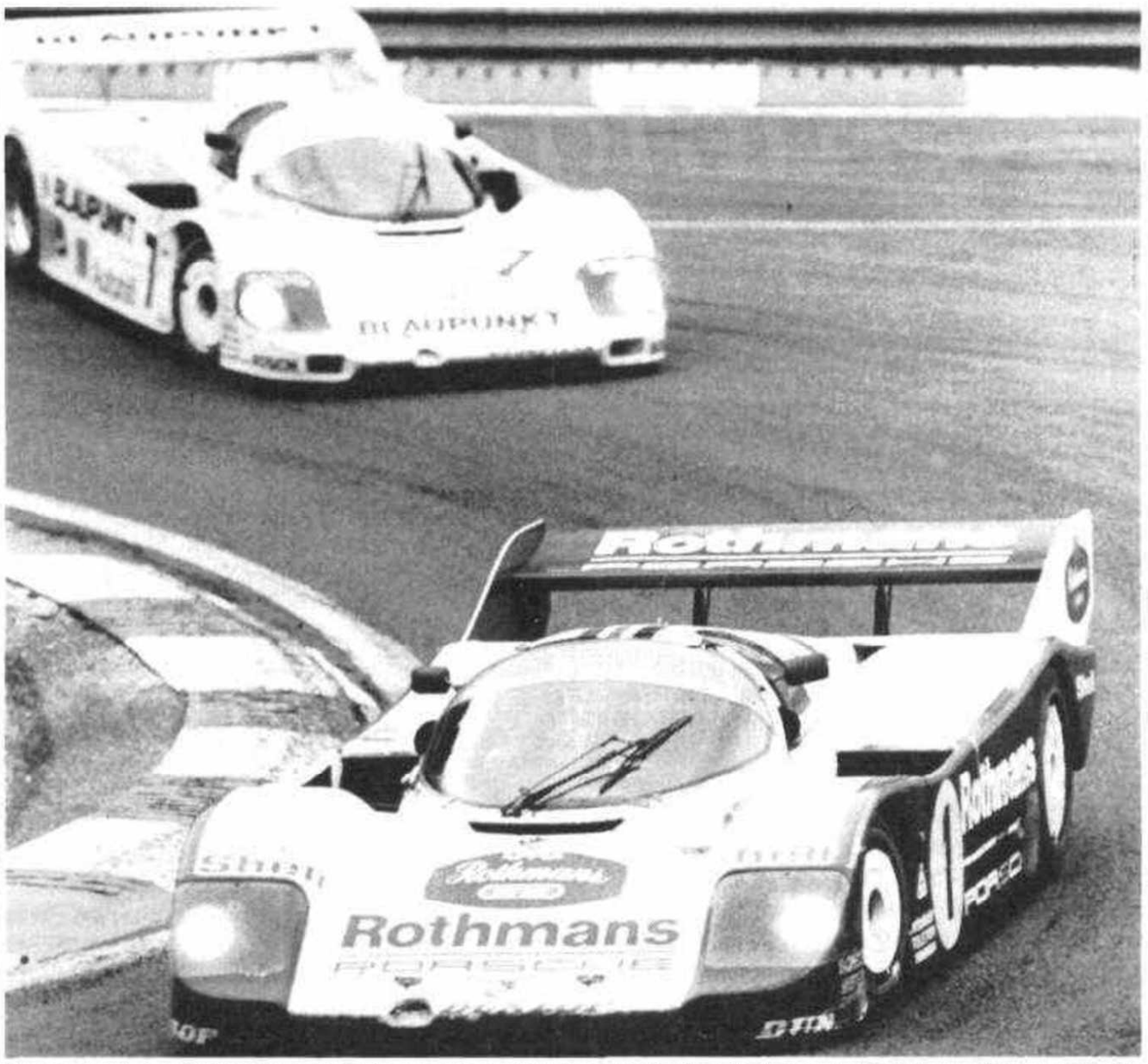
Baldi was going particularly well, climbing from sixth place and passing Boutsen, but soon the fuel mixture settings proved to be out, the car stopping four laps earlier than scheduled. There was no instant remedy and it was surprising that the Liqui Moly car remained in contention for as long as it did, needing to "lose" several minutes in the pits waiting for the flag and dropping to an unworthy tenth in the results.

Into the second stint Jelinski led Stuck by 45 seconds, Schlesser forfeiting third when his windscreen became coated in oil after the C2 class Isolia blew its DFV engine asunder. Lammers then moved easily into third place ahead of Ludwig, Weaver and Schlesser, with the Sauber Mercedes seventh and lapped.

Further back, the Richard Cleare/David Leslie March 85G Porsche had two broken exhaust systems in succession, retiring without boost pressure, and Costas Los' March 84G Porsche lost fuel pressure, needing a new pump. Later co-driver Tiff Needell had a collision with Neil Crang in Tim Lee-Davey's Tiga-DFL turbo and had to be towed from a gravel trap — to be classified 18th — while Crang went through some catch-fencing to become the only accident retirement of the race.

Jelinski is the youngster in the C1 division, Stuck the reigning world champion, and the Brun driver could only hang on as the man from Munich drew closer and closer. By the 48th lap the 45 second lead had disappeared, and it was with some relief that Jelinski went to the pits to hand the car back to Boutsen. Cheever's Jaguar led once only, on lap 53 during the refuelling stops, but was in the pits lane at the time!

The third stint, pitting Boutsen against Bell, saw the race settle down as a margin of 6.4 seconds at the beginning reduced to 3.2 seconds at the end, but that was all in vain for the Rothmans team when the mid-distance pad change went badly, the pistons jamming in one caliper, and Stuck was a minute down when he rejoined.



FUEL CONSUMPTION worries caused Hans Stuck to relax after challenging for victory up to the last five laps. He and partner Derek Bell finished third in the 3.0-litre 962C with Porsche's PDK transmission.

Boutsen remained in his seat for the fourth stint, maintaining his lead on Ludwig at around 15 secs with Lammers, Stuck, Cheever and Baldi well spaced, though on the same lap.

The pace did not slacken — in fact the final average speed was quicker than at half distance — and no team manager was sanguine about fuel consumption. The cars of Baldi, Stuck and Ludwig were giving the greatest concern and all there would have to slow in the last hour.

With half an hour to run the contest was between Boutsen, Stuck and Warwick, with 30 seconds between them. Tension was mounting, none of the teams knowing how hard to push, and Stuck was the first to yield dropping to a comparative touring speed for the last five laps. The Jaguar team was shouting itself hoarse for Warwick, and in the next pits the Brun crew, with backing from the Belgian nation, was doing the same for Boutsen.

The C2 division was nearly as close but unfortunately few people were much aware of it. Sixteen cars had started, Piercarlo Ghinzani being quickest for five laps in the Techno Racing Alba, until the wheel locating pegs sheared on the right rear, and mechanical problems were rife.

Once again it was a straight contest between the Spice Engineering entry of Gordon Spice/Ray Bellm and Ecurie Ecosse, with the V64V engined car handled by Ray Mallock and Marc Duez. They were evenly matched, though Spice lost a minute early on after a collision with Will Hoy's Chamberlain team Tiga-Hart, and Hugh McCaig's Ecosse team was delighted to win by a clear lap having shown competitive speed, reliability and economy. Ian Harrower and Evan Clements were well back in the ADA Engineering Gebhardt, third in class, and Jens Winther/Angelo Pallavacini were fourth in C2 in the URD-BMW, this being Winther's last race before retirement from competitions. — M.L.C.

Results

Spa 1,000 Kms. 4th round, World Sportscar Championship for Teams, 8th round, Drivers' Championship. 145 laps.

Pos	*Driver*	*Car*	*Time Laps*
1st:	T. Boutsen/F. Jelinski	2.8 t c Brun Porsche 962C	5hr 35min 54.54sec 111.79 mph)
2nd:	D. Warwick/J. Lammers	6.3 Silk Cut Jaguar XJR-6	5hr 35min 55.34sec
3rd:	H. Stuck/D. Bell	3.0 t c Rothmans-Porsche 962C PDK	5hr 36min 23.83sec
4th:	K. Ludwig/P. Barilla	2.8 t c Joest Porsche 956	144 laps
5th:	E. Cheever/J-L. Schlesser	6.3 Silk Cut Jaguar XJR-6	143 laps
6th:	M. Thackwell/H. Pescarolo	5.0 t c Kouros Sauber Mercedes	140 laps
7th:	J. Mass/R. Wollek	3.0 t c Rothmans-Porsche 962C PDK	140 laps
8th:	J. Winter/V. Schuppan/K. Nissen	2.8 t c Joest Porsche 956	139 laps
9th:	D. Theys/M. Sigala	2.8 t c Brun Porsche 956	139 laps
10th:	M. Baldi/J. Weaver	2.8 t c Liqui Moly Porsche 956B	135 laps

Fastest lap: Cheever, 2min 09.38sec (120.00 mph)

Formula One –

RACE

1 Prost: 5th on lap 1; passed Berger lap 9; 2nd briefly during tyre stops; tyre stop lap 33; ran 4th conserving fuel; inherited 3rd when Piquet spun; 2nd on last lap.
2 Rosberg: Car painted yellow and white for race; 7th on lap 1; moved up to 5th; tyre stop lap 31; **Retired** lap 42 with engine failure.
3 Brundle: 18th on lap 1; passed by Boutsen on lap 6; moved back to 18th when Jones retired; **Retired** lap 19 when engine failed.
4 Streiff: 21st on lap 1; passed Nannini on lap 2; moved to 19th place on lap 11; moved to 18th place when Brundle retired; passed de Cesaris on lap 24; **Retired** lap 29 engine.
5 Mansell: Beat Senna into first corner from 2nd place on grid; never looked back; led entire race, even during tyre stop on lap 34; new lap record on lap 53; a memorable 1st.
6 Piquet: 4th on lap 1; passed Berger lap 8; tyre stop lap 30; pressed Senna for 2nd place; spun lap 64; dropped to 4th; inherited 3rd place on last lap.
7 Patrese: 12th on lap 1; passed Alliott on lap 24; tyre stop lap 35; regained 12th place; **Retired** on lap 63 with engine failure.
8 Warwick: 15th on lap 1; passed de Cesaris and Dumfries on lap 4; ran in company with Patrese; tyre stop lap 29; rejoined race but **Retired** with electrical failure, lap 42.
11 Dumfries: 14th on lap 1; ran very consistently in mid-field position; lapped by leader on lap 30; tyre stop lap 36; ran strongly to finish; 9th after a good race.
12 Senna: Pole position; beaten to first corner; ran 2nd until tyre stop lap 32; regained 2nd on lap 33; held 2nd place vigorously until last lap; ran out of fuel; placed 4th.
14 Palmer: 22nd on lap 1; passed Nannini lap 8; moved up to 17th by lap 31; ran through to end to finish 12th.
15 Jones: 16th on lap 1; passed de Cesaris on lap 5; spun off track due to brake trouble on lap 11; **Retired**.
16 Tambay: 17th on lap 1; passed de Cesaris on lap 7; moved to 15th on lap 11; lapped by leader lap 27; pit stop with brake trouble lap 31; struggled to the end with brake problems.
17 Danner: 23rd on lap 1; passed Nannini lap 10; passed Palmer lap 36; finished 11th.
18 Boutsen: 19th on lap 1; passed Brundle lap 6; passed de Cesaris lap 10; lapped by leader lap 25; moved up to 10th place; finished 3 laps behind winner.
19 Fabi: 6th on lap 1; passed by Rosberg lap 8; passed by Johansson lap 18; maintained pace behind Ferraris; lapped by leader lap 45; ran out of fuel on lap 69.
20 Berger: 3rd on lap 1; dropped back to 6th by lap 10; lost ground to 9th by lap 22; passed Fabi lap 36; collided with Johansson lap 45; spun off and stalled; **Retired**.
21 Ghinzani: 26th on lap 1; pit stop on lap 6 with electrical trouble; **Retired** on lap 9 with electrical fault.
22 Berg: 27th on lap 1; ran at back of field but kept going to the end to finish 7 laps behind leader.
23 de Cesaris: 13th on lap 1; passed by Dumfries and Warwick lap 4; lapped by leader lap 20; **Retired** on lap 44, crashed.
24 Nannini: 20th on lap 1; lapped by leader lap 14; ran consistently near back of field; **Retired** on lap 61 with turbo failure.
25 Arnoux: 9th on lap 1; passed by Alboreto on lap 5; ran remarkable consistent and non-stop race to finish 7th; one lap behind leader.
26 Alliot: 11th on lap 1; kept station with Arnoux going very well indeed; passed by Patrese on lap 24; kept on the pace; lapped by leader lap 31; **Retired** lap 40 engine failure.
27 Alboreto: 10th on lap 1; 9th on lap 5; 8th on lap 22; tyre stop lap 30; 7th on lap 42; inherited 5th when Johansson spun; finished one lap behind winner.
28 Johansson: 8th on lap 1; passed Fabi on lap 18; passed Berger lap 20; inherited 5th when Rosberg retired; tyre stop lap 34; struck by Berger lap 45; regained track to finish 6th.
29 Rothengatter: 25th on lap 1; **Retired** on lap 10 with transmission failure.
31 Capelli: 24th on lap 1; **Retired** on lap 7 with gearbox trouble.

QUALIFYING TIMES

No.	Driver	Car	Friday	Saturday	Grid pos
1	Prost	McLaren	1.19.692	1.17.710	3
2	Rosberg	McLaren	1.20.556	1.18.360	7
3	Brundle	Tyrrell	1.25.114	1.21.835	19
4	Streiff	Tyrrell	1.23.895	1.22.388	23
5	Mansell	Williams	**1.19.047**	1.17.489	2
6	Piquet	Williams	1.19.410	1.18.180	6
7	Patrese	Brabham	1.21.257	1.19.637	9
8	Warwick	Brabham	1.23.455	1.19.882	12
11	Dumfries	Lotus	1.23.778	1.21.594	15
12	Senna	Lotus	1.19.943	**1.16.673**	Pole
14	Palmer	Zakspeed	1.23.941	1.21.929	20
15	Jones	Lola	1.22.612	1.21.646	17
16	Tambay	Lola	1.22.396	1.20.761	14
17	Danner	Arrows	1.24.665	1.22.274	22
18	Boutsen	Arrows	1.23.412	1.22.068	21
19	Fabi	Benetton	1.20.957	1.18.071	5
20	Berger	Benetton	1.19.923	1.17.742	4
21	Ghinzani	Osella	1.26.552	1.23.566	24
22	Berg	Osella	1.29.724	1.26.861	27
23	de Cesaris	Minardi	1.23.361	1.21.611	16
24	Nannini	Minardi	1.24.724	1.21.702	18
25	Arnoux	Ligier	1.21.876	1.19.657	10
26	Alliot	Ligier	1.21.693	1.19.769	11
27	Alboreto	Ferrari	1.21.123	1.20.019	13
28	Johansson	Ferrari	1.21.621	1.19.332	8
29	Rothengatter	Zakspeed	1.25.928	1.24.105	26
31	Capelli	AGS	1.25.795	1.23.987	25

Portuguese GP — F1

Autodromo Estoril

70 laps of 4.350 km circuit

304.500 kilometres

(189.207 miles)

Warm — Fair crowd

27 starters — 14 finishers

Winner's av. speed 187.644 kph (116.596 mph)

Fastest Lap
N. Mansell
1 min 20.943 secs on lap 53
av. 193.469 kph (120.216 mph)
(new record)

Old Record
N. Lauda 1 min 22.996 secs (1984)

All cars 1500cc turbocharged

RESULTS

Pos	Driver	Car/Engine	Time	Best Lap	On Lap
1st	Nigel Mansell	Williams FW11-Honda V6	1 hr 37 min 21.900 sec	1.20.943	53
2nd	Alain Prost	McLaren MP4/2C-Porsche V6	1 hr 37 min 40.672 sec	1.21.092	61
3rd	Nelson Piquet	Williams FW11-Honda V6	1 hr 38 min 11.174 sec	1.21.100	60
4th	Ayrton Senna	Lotus 98T-Renault V6	1 lap behind — out of fuel	1.21.283	60
5th	Michele Alboreto	Ferrari F1/86-Ferrari V6	1 lap behind	1.22.073	58
6th	Stefan Johansson	Ferrari F1/86-Ferrari V6	1 lap behind	1.22.347	50
7th	René Arnoux	Ligier JS27-Renault V6	1 lap behind	1.24.356	53
8th	Teo Fabi	Benetton B186-BMW 4cyl	2 laps behind — out of fuel	1.22.999	53
9th	Johnny Dumfries	Lotus JS27-Renault V6	2 laps behind	1.23.737	49
10th	Thierry Boutsen	Arrows A8-BMW 4cyl	3 laps behind	1.24.350	52
11th	Christian Danner	Arrows A8-BMW 4cyl	3 laps behind	1.24.268	64
12th	Jonathan Palmer	Zakspeed ZAK 861-Zakspeed 4cyl	3 laps behind	1.24.947	37
13th	Alan Berg	Osella FA1H-Alfa Romeo V8	7 laps behind	1.30.477	34
14th	Ricardo Patrese	Brabham BT55-BMW 4cyl	retired on lap 63	1.24.243	36
15th	Patrick Tambay	Lola THL 2/86-Ford V6	still running — not classified	1.23.889	59
16th	Alessandro Nannini	Minardi M185B-Moderni V6	retired on lap 61	1.27.910	4
17th	Gerhard Berger	Benetton B186-BMW 4cyl	retired on lap 45	1.23.850	26
18th	Andrea de Cesaris	Minardi M186-Moderni V6	retired on lap 44	1.26.034	28
19th	Keijo Rosberg	McLaren MP4/2C-Porsche V6	retired on lap 42	1.22.242	36
20th	Derek Warwick	Brabham BT55-BMW 4cyl	retired on lap 42	1.25.113	18
21st	Philippe Alliot	Ligier JS27-Renault V6	retired on lap 40	1.24.516	38
22nd	Philippe Streiff	Tyrrell 015-Renault V6	retired on lap 29	1.26.242	27
23rd	Martin Brundle	Tyrrell 015-Renault V6	retired on lap 19	1.26.612	15
24th	Alan Jones	Lola THL2/86-Ford V6	retired on lap 11	1.25.681	6
25th	Huub Rothengatter	Zakspeed ZAK 861-Zakspeed 4cyl	retired on lap 10	1.28.397	7
26th	Piercarlo Ghinzani	Osella FA1H-Alfa Romeo V8	retired on lap 9	1.30.016	3
27th	Ivan Capelli	AGS/JH21C-Moderni V6	retired on lap 7	1.27.861	6

STARTING GRID

5
N. Mansell
(Williams-Honda V6)
1 min 17.489 sec

20
G. Berger
(Benetton-BMW 4 cyl.)
1 min 17.742 sec

6
N. Piquet
(Williams-Honda V6)
1 min 18.180 sec

28
S. Johansson
(Ferrari V6)
1 min 19.332 sec

25
R. Arnoux
(Ligier-Renault V6)
1 min 19.657 sec

8
D. Warwick
(Brabham-BMW 4 cyl.)
1 min 19.882 sec

16
P. Tambay
(Lola-Ford V6)
1 min 20.761 sec

23
A. de Cesaris
(Minardi-Moderni V6)
1 min 21.611 sec

24
A. Nannini
(Minardi-Moderni V6)
1 min 21.702 sec

14
J. Palmer
(Zakspeed 4 cyl.)
1 min 21.929 sec

17
C. Danner
(Arrows-BMW 4 cyl.)
1 min 22.274 sec

21
P. Ghinzani
(Osella-Alfa Romeo V8)
1 min 23.566 sec

29
H. Rothengatter
(Zakspeed 4 cyl.)
1 min 24.105 sec

N.B. Stewards permitted 27 starters

12
A. Senna
(Lotus-Renault V6)
1 min 16.673 sec

1
A. Prost
(McLaren-Porsche V6)
1 min 17.710 sec

19
T. Fabi
(Benetton-BMW 4 cyl.)
1 min 18.071 sec

2
K. Rosberg
(McLaren-Porsche V6)
1 min 18.360 sec

7
R. Patrese
(Brabham-BMW 4 cyl.)
1 min 19.637 sec

26
P. Alliot
(Ligier-Renault V6)
1 min 19.769 secs

27
M. Alboreto
(Ferrari V6)
1 min 20.019 sec

11
J. Dumfries
(Lotus-Renault V6)
1 min 21.594 sec

15
A. Jones
(Lola-Ford V6)
1 min 21.646 sec

3
M. Brundle
(Tyrrell-Renault V6)
1 min 21.835 sec

18
T. Boutsen
(Arrows-BMW 4 cyl.)
1 min 22.068 sec

4
P. Streiff
(Tyrrell-Renault V6)
1 min 22.388 sec

31
I. Capelli
(AGS-Moderni V6)
1 min 23.987 sec

22
A. Berg
(Osella-Alfa Romeo V8)
1 min 26.861 sec

In sight of Sintra

The Autodrome of Estoril lies a few miles north of the fashionable Portuguese watering hole and on the way to the town of Sintra. If it hadn't been for an unfortunate accident in a rally earlier this year, I doubt if the racing fraternity would have heard of Sintra. Certainly very few of them penetrate away from the Autodrome and explore the surrounding countryside, but having done so I became acutely aware that I was in rally country and among very poor people, many of them living in wooden shacks in which you would not keep a lawnmower. What they must think when the razz-ma-tazz and unruliness of a rally invades their humble patch I cannot think. The Autodrome, Estoril and the coast-line of Portugal caters for the "beautiful people" and the "fashionable set" and the noise and confusion of a Formula One race was reasonably contained within its own specified area.

In years to come when we look in the Golden Book of Grand Prix racing and see the result of the 1986 Portuguese Grand Prix we shall be able to say without fear or favour, that "Nigel Mansell did a super job of work that day". The results will read: 1st. Mansell, 2nd. Prost, 3rd. Piquet, and 4th. Senna. It probably will not say that he beat Senna to the first corner, and that in itself is something of which to be proud, nor will it say that he led from start to finish of the 70 lap race, untroubled by the trio of "heavies" in his wake, and what is more, he had enough lead by lap 34 to stop for a new set of tyres and rejoin the race still in the lead. Such was his confidence in the Williams-Honda and its engine fuel management system, that he could keep hammering on and he set a new lap record on lap 53.

After the race he said that while he was on the starting grid he kept his eyes on the glowing filament in the red light, blanking the green from his thoughts, and the moment he saw the red filament go dim on its way out, he took off. One or two people in the pits sucked their teeth and held their breath, wondering if he was going to be



ALAIN PROST kept his Championship hopes alive with a fine second place.

challenged to have jumped the start, but even if he did, it could never be proved, so fine was the line and so perfect his judgement. For as long as I have been watching motor racing I have seen people make these perfect starts, and though the rear wheels might be spinning before the current has travelled along the green filament, the front wheels move just as it glows. Perfection it is called. Mansell has been racing for a long time, but at last he seems to be learning, and some of his performances this season have been memorable. Portugal was one of them. As he barrelled into the first corner, well clear of Senna, you could somehow sense that it was all over; he was clearly right on form and went through that long fast downhill right hand bend without a waver, obviously intending to stay out in front; head down and the power hard on, and that Honda engine lets you know when the driver is really using it. Senna with the Lotus-Renault in race trim could do nothing about the flying Mansell, but characteristically never gave up. He was still hard at it in second place as they started the seventieth lap, his engine management read-out telling him he still had enough fuel for 1½ laps (it was actually reading 1.4). Half way round the Renault engine spluttered and died, and Prost and Piquet went by. Lotus and/or Renault had let him down and a certain 2nd place was lost. Although he coaxed the car round to the end of the lap he was classified as being 1 lap behind the winner. At the German Grand Prix it had been Prost who suffered the indignity of running out of fuel and losing a certain 3rd place, this time it was Senna's problem. It is worth thinking about that neither Mansell nor Piquet have ever suffered fuel consumption problems; the Japanese seem to have got the problem well sorted out. Piquet's problem was a simple one, it was Ayrton Senna. The Lotus driver led the Williams driver away from the start, with the effervescent Berger between them, and even when Berger had gone, Piquet could do nothing about Senna, and you can be sure that Senna didn't give an inch, nor did he make a single mistake. The way he took advantage of slower cars when he lapped them, to make Piquet work even harder, was a fine exhibition of track-craft; remarkable for a comparatively new driver. In the closing laps Piquet was trying as hard as his brakes would allow and got caught out on one slow hairpin and spun, losing third place to Prost, but regaining it when Senna ran dry on the last lap.

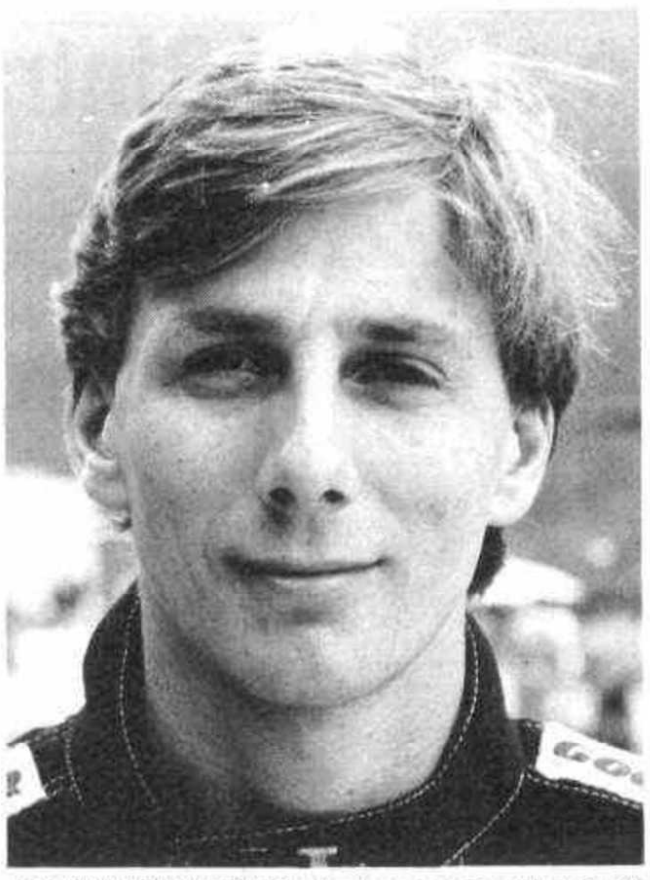
Although Prost had never featured among the front-runners he never lost touch with them. He was fifth on the opening lap and ran at a known pace commensurate with fuel consumption. It was one of those clockwork-like performances, always in touch with those in front of him but

ANDREA DE CESARIS qualified his Minardi a respectable 16th, faster for once than his team mate Nannini. Then he decided to tes the strength of his car.



never a serious threat. While Piquet was trying to get by Senna you felt that Prost was staying at a discrete distance, ready for anything to happen. His second place at the finish was a typical Prost performance. The only time you were aware that he was always in the picture was during the tyre-stops around half-distance, when he moved up into second place for a couple of laps, until he made his own stop. That sort of thing is a sure sign that a driver is well on the pace and not getting left behind. Of his fiery little team-mate "Keke" Rosberg there is not much to say, except that he is approaching his last race, having announced that he is retiring at the end of the season. He never got higher than 5th and came to a sudden stop in the first corner when the Porsche engine blew up on lap 42. One mark that he did leave was the colour of his car, which was changed on the morning of the race from the usual bright red and white, to pale yellow and white, all to do with a new marketing strategy by the cigarette firm who sponsor the McLaren team.

Among the lesser lights it was good to see Johnny Dumfries have a good race. As number two "filler" to Senna and Team Lotus the Scottish Earl has had a pretty rough season, which he has handled with equanimity and poise, suffering frustration with commendable dignity. This time there were no problems and he drove a good race, mixing it with the likes of Warwick and Tambay, and thoroughly enjoying himself. He finished 9th, losing two laps to the flying Mansell. The Brabham team continues to *not* cover itself with glory, the very flat and low BT55 cars still being very fast in a straight line, but losing out on lap times. Presumably it is due to a lack of cornering performance, braking or acceleration, but of course, it could just be due to the ability of the drivers. I remember a similar situation with Team Lotus, and got knocked down for my trouble in saying so. Very few drivers are prepared to admit that they are not 100% and most of them really believe they are 100%, but what they overlook is that perhaps the bunch of hard-chargers who do all the winning are 110%! The Ferrari team are in a similar situation, Alboreto and Johansson are both good drivers, but I would not put them in my list of 'natural winners' or even 'natural leaders'. At the finishing line at Estoril was a Longines speed trap and the Ferraris were well up the maximum speed list, but not so well up on lap times. On Saturday afternoon in qualifying Fabi recorded 201.5 mph in his Benetton, followed by Johansson at 197.9 mph in his Ferrari and third was Warwick with his BMW powered Brabham at 197.1 mph, followed by Senna's Lotus-Renault at 196.9 mph. The 'also-rans' at the back of the grid were struggling to reach 185 mph, which gives you a sense of proportion. Most of us would be very impressed to achieve 185 mph anywhere, but that speed at the finishing line at Estoril would just get you onto the back of the grid, and within twenty laps in the race you would be lapped by the leader. Speed may be relative, but I find it fascinating and interesting. Some people were almost aghast at over 200 mph being reached down the slight incline, but they over-looked the fact that it was eighteen months since we were at Estoril, and these days Research & Development on engines is at a higher rate than it has ever been in the history of Grand Prix racing. In April 1985 the fastest car was Piquet's Brabham BT54 at 194 mph. A lot of people want to ban turbocharging and stifle engine development, which is a pity, for right now the engine scene is fascinating.



JOHNNY DUMFRIES who has managed a rough season with poise and maturity.

In the race the Ferraris were near the front, but not near enough to cause any worries to the Williams, Lotus, McLaren, or Benetton runners, but two-thirds of the way through the race Johansson had an unfortunate "coming together" with Berger. The Benettons were running through non-stop on their Pirelli tyres, as indeed did Arnoux in the Ligier, and when Johansson stopped for new Goodyears it put him back behind Berger when he rejoined the race. He was catching him steadily and by the end of lap 44 he was on the tail of the Benetton. Down the pit straight he got in front and was actually leading as they arrived at the braking point for the downhill right-hander on lap 45. The Ferrari was on the outside and on the perfect racing line into the bend and was committed when Berger decided to dive down the inside. The inevitable happened just about on the apex of the corner and the Benetton hit the Ferrari, side by side. Both cars spun, the Ferrari going remarkably high into the air, and they ended up well off the track in the large loose-surface run-off area. Berger had stalled his BMW engine and that was that, but Johansson still had his Ferrari engine running and could be seen driving round in a cloud of dust looking for the way out and back onto the track. There was slight damage to the right side of the Ferrari, but nothing too serious and he was soon back on his pace, while a thoughtful Berger walked back to the pits. It so happened that I was standing on the inside of the corner right opposite their point of contact, and while my reaction to Berger was "silly boy" I would not necessarily give him a black mark for his action. After all, they were racing for sixth place, and both drivers have a natural ability to get on with the job, and not winge and moan. It was just unfortunate, but at least justice prevailed and Johansson was able to continue and finish sixth. Looking at his lap times after the race made interesting reading. On lap 44 he recorded 1 min 24.6 secs, on lap 45 the time was 1 min 47.0 secs, and lap 46 his time was 1 min 24.8 secs, followed by two laps at 1 min 23.8 secs, then 1 min 22.6 secs and on lap 50 his fastest lap in the race at 1 min 22.3 secs. The accident, spin, and recovery on lap 45 cost him 22.4 secs, during which time Alboreto went by into sixth place. Certainly Johansson was niggled, but not so much that it affected his driving, in fact it was the stimulus to go just that little bit faster to try and regain his rightful place. There have been drivers in a similar situation who have gone off in a fury and then crashed, while others have given up and gone slower, or even suffered fright and slowed up. Johansson's reaction to the whole incident was most interesting, and is just one of those small things that add up to someone being a good "racer".



Taken all round, the 1986 Portuguese Grand Prix was a good event, enjoyable and full of interest, and the Estoril Autodrome and the general surroundings make it one of the happier events of the year. When the first Grand Prix was held in 1984 everyone enjoyed it except the organisers, for there were so few spectators you could actually count them. The following year it poured with rain and the spectators were even less. This year it was comfortably warm and quite a good crowd turned up, even on Saturday for practice and a lot of spectators crossed over from Spain by the look of the licence plates in the car parks. Back in 1985 we had misgivings about the future of the Portuguese Grand Prix, but now things look much brighter and hopefully it will go from strength to strength. It deserves to, for it is a meeting with very few problems and while the circuit is not Grand in the Grand Prix style, it is not boring and dull like some Autodromes I could mention. It it can maintain its Autumn date it will be a good thing.

DSJ

Mazda Turbo 4 × 4



BEHIND its rather uninspiring title, the latest small Mazda conceals some interesting mechanicals plus performance far beyond what its bland 323 bodyshell suggests. Called the Turbo 4×4, it is a 1.6-litre pocket rocket boasting a twin-cam four-valve intercooled turbo unit driving a full-time four-wheel-drive system. This extra complexity side-steps the problems of pouring a lot of power through the front wheels — the torque steer of a Fiat Strada Abarth, or the wet traction problems of a Saab 9000 Turbo — and with no speed restrictions or engagement controls it is unnoticed in use. Only the excellent traction on all surfaces and the lack of any steering wheel fight under the full dose of 148 bhp might suggest that the rear wheels are doing half the work.

The fixed 50:50 front/rear drive ratio was selected as giving the optimum handling, and while I have until now preferred the 1/3: 2/3 of the Ford system, I found the little hatchback to be very well-balanced indeed. Being short and compact, it can be twitched through a series of esses with the briefest of lifts of the throttle to allow it to change direction, and it feels as though it were executing perfect four-wheel drifts, helped by its specially developed Dunlop 185/60 VR14 Dunlop SP Sport Super tyres which are nice and progressive when the car finally slides. MacPherson struts support each corner, with lower wishbones at the front and twin transverse links at the rear, and the track is wider that that of the front-drive 323. Those rear suspension links hint at the Group A rallying aspirations of the new car, as they are adjustable, and indeed the Turbo 4×4 will be sold in a basic form, minus spoilers, alloy wheels, and sun-roof, to tempt privateers into competition with it.

As a road car, the Mazda is very impressive indeed at speed; even with 115 mph showing, it has the stability of a much larger car, and will push on to a claimed 127 mph. Acceleration, though, feels less urgent than Mazda imply; a change down and a short wait is usually required before the engine is really working, and it is a bit noisy as the red line approaches, though as it produces 93bhp/litre it seems unfair to criticise too much. A 0-60 time of 8.0 sec is claimed, though it is hard to see how given the slow and imprecise gearchange; although the other controls in the conventional interior work well, the presence of the prop-shaft has forced Mazda's engineers to endow the car with a poor cable change.

Power steering in such a small car is ususual, but it is standard on the Mazda and is a pleasant and positive speed-sensitive system. Other luxuries include an electric sunroof, alloy wheels, and Clarion radio/cassette, plus a push-button centre diff-lock.

Both its performance and its price put the Mazda Turbo 4×4 at the top of the Golf/Peugeot GTi sector, and the specification certainly sounds impressive. The inter-cooled turbocharger with internal water cooling boasts a by-pass valve to keep the turbine spinning when the throttle closes, while careful induction tuning and the electronic injection help to give a good spread of torque peaking at 5000rpm with 143 lb ft. With a basic recipe of five seats and a hatch, plus the added ingredient of twice the power and traction of lesser family boxes, the price of £11,750 falls between the rapid hatchbacks and the 4WD saloons; unfortunately the current appeal of all-wheel-drive is rather offset by tasteless decals shouting "FULL TIME 4WD" down one flank and "DOHC TURBO" down the other. In Rallye guise the price drops to £10,999, though Mazda do not profess to know what proportion will be the plain wrapper version. — G.C.

Additions from Peugeot

PEUGEOT has added several new cars to its range, though one, a turbo diesel version of the 505 will not be coming to the UK since it is not possible to plumb in the booster on rhd models.

The car of most immediate interest to MOTOR SPORT readers must be the 1.9 litre version of the 205 GTi. Since the GTi was introduced in a 105 bhp version, Peugeot has gradually uprated it. First came an optional large-valve head which was not really a success for it shifted the power too far up the range, spoiling the smoothness of the engine. We tested this at the same time as the Cheetah 1.9 version and came to the conclusion that the Cheetah won hands down.

Earlier this year, all GTis benefited from an additional 10 bhp which, together with some other detail modifications, created what is in effect a Mk 2 version. One's only reservation about this car is that the castor action on the steering, always fairly strong, had increased to the point where it was intrusive and threatening to spoil the car's overall balance, which has always been one of its strong points.

This does not apply to the 1.9 which has detail suspension changes (a 10mm reduction in front track among them) and low profile 185/55 VR 15 tyres fitted to alloy 6J15 wheels.

The XU9JA engine is a version of the 1,905cc (83×88) unit which Citroen fits in its splendid BX19 GTi. This one, however, is slightly more powerful, giving 130 bhp at 6,000 rpm and maximum torque of 115 lb ft at 4,750 rpm. Even more important than these figures is the fact that 90% of maximum torque is available over 75% of the range (2,200-6,000 rpm). To cope with this extra power, the brakes have been uprated, there are discs all round, ventilated at the front.

The 205 GTi 1.9 is a beautifully balanced car, just like the 1.6. That may seem an obvious sort of statement to make, but when makers uprate models, they do not always keep the personality of the original (Peugeot didn't manage it with the big-valved head conversion). Acceleration, particularly in third gear, is electric, the ratios have been changed to marry with the extra power, and all the values which have given the 205 GTi such a strong following remain intact.

This model will have electric windows, special trim and central locking as standard and its price, yet to be finalised, is expected to be around £9,000. One has then to wonder whether the extra is worth it. The 205 remains a small car which sells on its personality. That personality is present in the cheaper 1.6 GTi and in real, A to B motoring, terms there must be little between them.

In ultimate terms, the 1.9 is a strong contender for being the best performance hatchback available, and must present a strong challenge to the Golf 16V, but the established 1.6 need not feel over-shadowed.

Peugeot has a problem, and it's sudden success. The 205 in its many variants has justifiably re-established the *marque* and the company has shown, via its rally successes, that it means business. The 309, while not outstanding in its own terms as the 205, is a good car and one eagerly awaits the SR Injection model. At the top end of the range, however, Peugeot is left with dated machinery. The 604 has been dropped and the eight year old 505 takes over as 'flagship'. While this car is handsome it is showing its age.

In order to boost it in the interim, until a new model is prepared, 505 is now available with the ex-604 2849cc V6 engine. This has been given a new cylinder head, larger valves and a fully electronic engine management system and it gives 170 bhp and it gives more than 148 lb ft torque between 1,700 and 6,600 rpm, with maximum torque of 173.6 lb ft. It also has ventilated front discs with Teves ABS.

In the UK it will be marketed with all the luxury 'goodies' at a price not announced as we went for press and will be available with either five speed manual transmission or four speed automatic. Though I've driven only the manual version, I suspect that the auto will be the version to have for it's essentially a motorway cruiser.

When pressed, the engine is noisy and wind noise is high above 90 mph. Top speed is claimed to be 127 mph (manual) but it's not a car either I, or my co-driver, felt inclined to drive hard. — M.L.

Musings....

Reasoned racing

J.W. tries Britain's most popular saloon car racing series for himself, equipped with a twin carburettor Vauxhall Nova Sport.

Hurricane Charlie devastated more than Birmingham's first edition of street racing in mainland Britain. On that August Bank Holiday evening, I aquaplaned along the M25, streaming away from an equally sodden Brands Hatch. Behind, a curtailed Ford Fiesta race that left me swearing that that would be the last time I raced.

Such resolve lasted three days; then came a phone call...

"Hullo, that J.W.? Ivan here, Ivan Dutton out at Greenford. Listen Jeremy, I've got a small problem I think you could help us with..." Worried silence from the editorial end of the line..." You still there? Good.

"Thing is, I've won my class in the Uniroyal series with that Vauxhall Nova Sport. Yes, even with Tony Lanfranchi and the rest of them out to beat us. We've won eight rounds and done enough to make sure nobody can get by my points total.

"No, I cannot win the Championship outright, it's been too close for that. But you can go along to the final round at Brands Hatch and see whether Blower (Colin, Mitsubishi Starion driver) or Taylor (Ian, Mercedes 2.3/16) gets the title. While you're there you can do us that favour: drive the Nova for us!

"Why? Well, I want to go to the Beaulieu Autojumble. I can't miss that, can I?" Peals of laughter as dedicated deflater of racing reputations and Vintage/classic car/Morgan specialist I. Dutton awaits a reply.

I am terribly noncommital: "I'd love to Ivan, when I can drive the car?"

Thus I appear at Brands Hatch the Thursday before this final round. My morning Brands practice session in midweek cost £25, slightly over a pound per lap, for we only needed 17 tours to see that this Vauxhall Nova Sport would be exceptionally competitive, lapping in 60.8s (70.3 mph), within a second of the class record. Sunday's race has to be over ten laps of the magnificent 2.61 mile Grand Prix circuit, whilst the public practice session was around the "Indy" (neé Club) layout, so there was no point in extra mileage.

Preparing the car at Dutton's six-man premises within Unit 12, Derby Road, Greenford, Middlesex, was not complicated. Because the engines are already modified in respect of new induction, and a rally-inspired four branch exhaust manifold, much of the work goes into making the best of the suspension.



OUR MAN on the grid. Motor Sport's Musingsmeister set fastest lap in his class in practice and his Nova Sport (No 71) sits on the grid alongside the similar cars of Tony Lanfranchi and John Hammersley.

At the rear deliberately shortened Spax adjustable shock absorbers are used to lift the inside rear wheel off the ground in hard cornering, cutting down the understeer in dry circuit use. For the wet the standard dampers are fitted, along with full tread depth Uniroyals.

"At the front we put some 3-litre Capri inserts into the MacPherson struts because I knew most about modifying the bump and rebound characteristics on this type of insert. We did have to sort out an initial problem with the car bottoming out. When that was solved, a couple of races into the 14-round series, the car started to win immediately," commented our mentor.

To obtain the slightly lower ride height specified in the RACSMA-verified form that accompanies every production saloon car in UK races, the coil springs were heated and allowed to let the car droop down on its standard ride height. This blacksmith's method is legally necessary because you cannot replace the springs, only the dampers.

Normally cars in this category will have blueprinted engines that dimensionally conform to the best tolerances the manufacturer can homologate for sporting purposes. Yet the provision of that twin carburettor kit and ancillaries seems to have satisfied some competitors that no further work is required, whilst some have rebuilt units.

Dutton's staff, including David Ansell, the gentleman who looked after me on race day with calm efficiency, despite changeable weather, did remove the cylinder head. "But all we did was grind-in the valves," remembered Ivan Dutton adding, "we did more work externally."

"There was a racing exhaust system to add to that special cast iron competition manifold. We also re-jetted the carburettors and found there was 69 bhp at the wheels on a rolling road." That equates to more than 85 flywheel horsepower from the four choke 1.3 litre, a worthwhile improvement over the similar capacity Nova SR's 70 bhp at 5600 rpm.

Total preparation costs quoted are just £1656 and include running repairs such as replacement synchromesh for fourth gear ("too many slammed changes from third," confessed Ivan), one set of replacement plugs and two oil changes. However, labour was not accounted for, in the usual motor trade racing tradition.

Ivan commented casually, "Just rev it to what it will reach, you'll never break it. The needle will disappear beyond 7000, but you'll only need fourth on the longest straights..." Famous last words?

Study the lap times, particularly in the wet and you find the little Vauxhall is actually as quick around the tracks as some of the 2-litre front driven hatchbacks. In fact, the damp Sunday morning official session around the glories of the full 2.6 miles at Brands Hatch saw our modest machine top the class (by just three hundredths of a second) eleventh fastest overall.

That means the 7500 rpm Nova was less than three seconds away from the pole position time of Sean Brown's 16valve, 1.6 litre, Toyota Corolla! In view of the adequate length of start

and finish straight, besides the swoop along to Hawthorn, this was something of a surprise, which I put down to the inspired track layout, one rarely used by British clubmen owing to its marshalling and extra safety needs.

It was a motorised thrill to speed even this small capacity tintop over blind brows, through left, as well as the inevitable righthand corners and tackle corners that challenge the driver to negotiate them flat in top. The Nova's cornering capabilities were underlined as the Vauxhall scuttled to an average 75.06 mph versus the Toyota's 76.85 mph.

Although the wettish session provided an easier drive than either the dry short circuit acclimatisation, or the subsequent dry race, the principles of Nova progress became obvious. In 1.3 litres high revs and minimal braking become priorities, but there comes a point (particularly over dry tarmac) where you wonder how the car can possibly stay upright because the Nova, equipped with shorter rear dampers, has a cornering stance very much like the old Golf GTI, cocking a rear wheel in the air with disconcerting readiness well before a bend's apex.

To the driver it feels as though the Pinball machine he's is travelling within has suddenly ordered, "Tilt!" The horizon begins to stream diagonally across the screen as the engine smoothly attains improbable rpm. The sad wailing of the tyres acts as a backdrop to sailing dinghy angles of attack, initially disconcerting the newcomer.

Look straight ahead and the supply of vacant tarmac seems to be swallowed whilst the steering relays positive messages that any more understeer lock at this stage may well result in inversion.

A few laps of this is sufficient to establish that the Nova's stiffer damping and twin carburettor engine are actually uncannily matched by the brakes. Thus, the complete car has a balance that becomes obvious in lap times that are incredible for a very mild modified 1.3 litres.

Just under a second slower than James Kaye's big brother GTE Astra, our Ivan Dutton Nova led three more Sport Novas on the same second bracket. They were driven by veteran Tony Lanfranchi in a professionally prepared machine from Monorep; privateer John Hammersley (we raced Capris against each other earlier in the season), and official GM Dealer Sport backing going to Andrew Jeffrey in a Nova that was fourth fastest.

Altogether 20 cars practised for our Uniroyal race whilst a further 20-plus contested a separate race for bigger capacity saloons. Add two separate races for the Giroflex Porsches and many (totalling 15) other events over the two day meeting, and you can see there is nothing wrong with the support given to British motor racing at grass roots levels. However, getting a decent crowd in to watch is definitely not as easy in 1986 as it was when I raced regularly in the early seventies. Too much racing and too many other diversions?

For my 5 o'clock race Mr Ansell and I agreed on a reversion to the dry tyres and back dampers, all completed with such efficiency that the pre-race wait, including an inordinately long spell in grid formation, dragged unmercifully. Visions of the hard racing in this category and the scars on Ivan's Nova, along with tales of how they were earned, played on a restless imagination.

My start was a disaster. It was the only aspect I had not discussed with Ivan Dutton, or practised for myself. The tardy getaway cost us most of that hard earned practice labour, the Novas of Lanfranchi and Hammersley disappearing into the melée at Paddock ahead.

Once I had calmed the enraged Nova's spinning front wheels sufficiently to make forward progress in the self-created haze, things seemed to get worse.

Up into Druids hairpin I ran out wide and was now locked behind a 2-litre Fiat Abarth Strada that I had been warned about repeatedly as an obstacle to Nova lap times. Along Cooper Straight (South Bank to my generation) former Fraser works Imp driver Ray Calcutt took his Toyota past as well.

Now I faced the prospect of at least two bigger capacity cars blocking my line of attack to my classmates, plus further assaults from behind as John Kittleson's Golf GTI threatened to burst by, along with the Jeffries Nova. Unusually by racing saloon standards, everyone lined up tidily on the right, ready for the left-hand, third gear, climb up onto the GP circuit at Surtees. I stayed belligerently left, approaching at some 80 mph on the inside line, braking only when I saw that the file of jostling saloons to my right were slowing in a wheel-locking queue.



RAY CALCUTT's Toyota Corrola presses JW along the Bottom Straight.

As a tactic it was extremely crude, but it worked perfectly. The Nova described a tighter entry into the corner and in the inevitable run wide from same I was delighted to see my classmates within unobstructed striking distance ahead and the queue now behind. Majestically, the Calcutt Toyota breezed by toward Hawthorn, whilst the Nova struggled to reach over 100 mph. Yet a judicious turn-in from an inside line on the now adjacent Abarth-Fiat allowed the chance of an unblocked swoop at this top gear right.

The Nova's speed through the curves of Hawthorn, and Westfield, was enough to shake off those larger capacity cars. Westfield was taken in third, exiting for an 85 mph plunge and subsequent fourth gear crest after Dingle Dell. Stirling's required hard braking before its third gear left at 55 to 60 mph.

The commitment required at Clearways was considerable, and I managed to get through for eight of the ten laps with top gear still engaged and the Nova wheel-lifting its way apparently into the outside Grandstands. I knew any faltering would leave the poor little 1.3 gasping for useable torque under 4500 rpm.

It took a couple of laps before Hammersley's brown Nova filled the screen in front my now soggily-braked machine, but a side-by-side run into Hawthorn straight eventually saw our striped machine ahead.

By then there was no sign of Lanfranchi. Since Tony Lanfranchi went on to set a new record of 1m 58.23s (83.21 mph), little slower than many of the 1.6 to 2.0 litre protagonists battling for the outright lead, I think I can fairly say that he just drove away into the distance.

I finished just under 20 seconds behind Mr Lanfranchi, second in the class, approximately 40 seconds behind the outright winner, Alan Minshaw's Golf GTI. As to the Uniroyal championship title, that went to Colin Blower and his Mitsubishi Starion Turbo, Taylor's Mercedes leaking fuel and failing to finish.

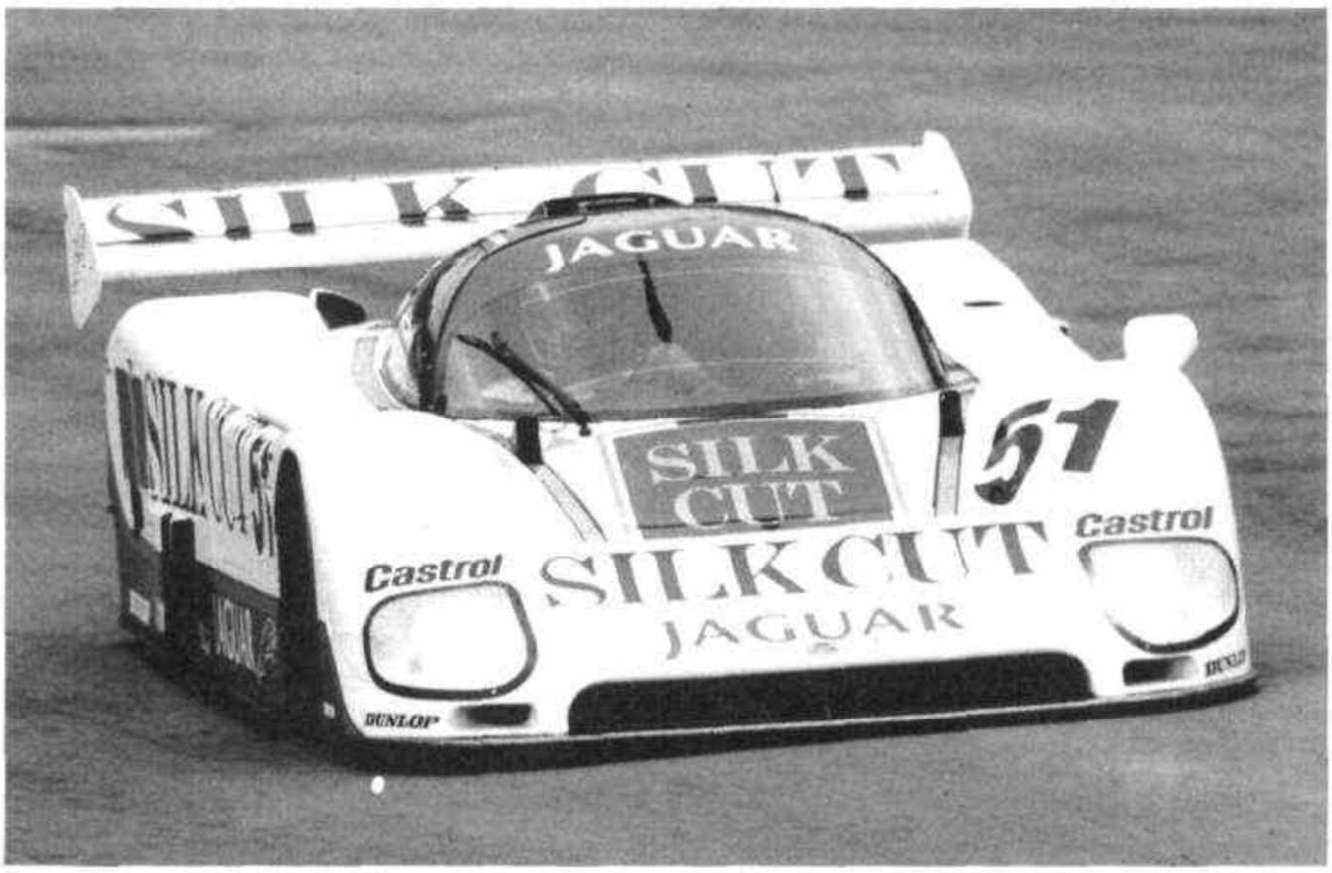
Unfortunately the same could not be said of the Novas behind my mount. Andrew Jeffrey and John Hammersley collided heavily and neither finished the race, whilst that big brother GTE referred to in practice (that of James Kaye, he of hillclimbing stock) also ended up in the hard stuff, just short of the start and finish line.

Overall, I had thoroughly enjoyed a return to production racing, but only because Mr Dutton provided me with a car that could win, and probably would have done in his capable hands. Now for a peaceful winter hibernation... J.W.

Fuji 1000kms

WORLD SPORTSCAR CHAMPIONSHIP

Champions for two hours!



DEREK WARWICK and the Jaguar team spent two hours being congratulated on winning their respective championships, only for a time-keeper's error to be discovered.

For two hours it seemed that the Silk Cut Jaguar team, and Derek Warwick, had done the impossible. By finishing second in the Fuji 1,000 Kilometres race, final round of the 1986 World Sportscar Championship, they'd deprived Rothmans-Porsche, Derek Bell and Hans Stuck of their titles . . . or had they?

Tom Walkinshaw looked concerned as Warwick was garlanded and interviewed, and refused to accept congratulations. Could it be that the better-placed Jaguar, after spending two minutes at rest on the course, and having made an extra pit stop, was really on the same lap as the winning Joest Porsche 956 of Paola Barilla and Piercarlo Ghinzani? The famous 956/117, in its last championship race before being pensioned off, had led the race all the way from lap 44 without incident, yet after Cheever had spent two minutes (according to Walkinshaw) or two laps (according to other drivers) at rest with the battery master switch accidentally in the off position, the Jaguar was still given as second, on the same lap, in the official bulletin.

The championships were that close: second place meant everything to the Silk Cut Jaguar team, but third position was nothing. Then, despite finishing 25th after a chapter of troubles, Bell and Stuck kept their title by a single point — but Brun Motorsport, with Frank Jelinski and Stanley Dickens elevated to second position, took the Teams' Championship with Joest Racing second, Rothmans-Porsche and Silk Cut Jaguar sharing third place.

With one victory, at Silverstone, the Jaguar team has done remarkably well in its first full season but was not, perhaps, fully deserving of toppling the omnipotent Porsches. That should come next year when all the lessons of 1986 have been absorbed and mistakes corrected, and after that . . . well, FISA has to be obeyed, and it looks as though another brief chapter will be ended as the "ground effect" era comes to a close and Jaguar loses its advantage.

Even after practice Norbert Singer, the Rothmans-Porsche team manager, said that the Jaguars were capable of winning the race, "if they make no mistakes", and that was remarkably prophetic, since Cheever was 13th on the grid and Warwick 17th. Fuji isn't really a ground effect circuit, and turbos were helping those qualifying at an altitude of 3,000 feet, but the Jaguars moved up swiftly from the start, Cheever settling in seventh place, Jan Lammers in ninth.

Just as well Lammers started, for his car soon ran a rear wheel bearing (and was later to lose more time with a deranged gear selector linkage, which Gianfranco Brancatelli was able to repair, after a fashion, out on the circuit). Not having driven this car, Warwick was able to move in with Cheever and they looked comfortable in third place at half distance, more so in second when Oscar Larrauri's pole position Porsche sprang a fluid leak in its rear caliper.

To stand any chance at all the Jaguar had to finish second, with the works Porsches unplaced, and the Rothmans team obliged. Only a shadow of their previous presence, the works Porsches were grossly overweight with PDK transmission adding 35 kg, and the Westinghouse Wabco ABS brake system adding another 25 kg. After some argument Bell and Stuck went back to the normal brake system for the race, while Al Holbert and Henri Pescarolo, as guinea pigs, ran all the equipment and raced at 950 kg, or 100 kg over the limit. Apart from anything else this plays havoc with the fuel consumption, as was seen at Spa, and Herren Falk and Singer knew better than anyone how difficult it would be to win the race. But, any position in the top four would do, and the 'BEST' combination should have achieved that quite easily.

Overweight is uncompetitive, however, and not for the first time this season Stuck was driving right on the limit, side-swiping Kenneth Leim in the Bardon while following Baldi's Liqui Moly Porsche 956B through a diminishing gap. The Porsche's rear tyre exploded, and on the way back to the pits the wheel fell off, and the undertray was damaged.

Even then the works car might have pulled through, but then, in succession, Stuck broke a driveshaft gunning out after a pit stop, and later lost the alternator belt. With second gear inoperative the pairing was lucky to finish, with 25th place as a booby prize. Holbert and Pescarolo were delayed by a severed oil line, which caused a small fire at the pits, and retired at the 150 lap mark with a broken differential.

On reflection, the only impressive performance to come from the Rothmans team this year was at Le Mans, where Bell and Stuck raced with the normal Porsche 5-speed transmission just to show how it should be done. No doubt Porsche has learned a lot about PDK, and a little about ABS in race conditions, but if the factory wanted to win the championship with this equipment it returned to Weissach disillusioned; the opposition is just too strong.

Disappointing, too, were the Japanese teams of Nissan and Toyota, especially after displaying a good turn of speed during qualifying. In the race they faded away quietly, looking after tyres, saving fuel as they said, but having in fact underestimated the ability of the European teams to go hammer and tongs for the full distance.

In qualifying Satoru Nakajima, next year's Lotus Formula 1 driver, thought he'd claimed pole position with the latest Tom's Toyota, a Dome 86C chassis equipped with Toyota's new



DEREK BELL

16-valve, single turbo 2.1 litre engine developing between 680 and 780 bhp, depending on boost. The newest car, weighing 865 kg with such features as a titanium roll-over bar (and despite having its wheelbase extended by four inches, to make it easier to drive) was finished only the day before qualifying and ran as a Training car, and Nakajima's extremely impressive time of 1 min 14.875 sec — 1.2 sec faster than Stuck qualified last year — was "disqualified" by the stewards who made Nakajima, Masanori Sekiya and Geoff Lees start the car from 16th place where the older, heavier, car had been qualified.

The organisers, of course, wanted to see Nakajima on pole, which would have made the big crowd even larger, but FISA must be obeyed . . . rules are rules. Even the Europeans would have been happy to have allowed it, with the possible exception of the Brun Motorsport team which now had Larrauri and Jelinski on the front row, prepared to dominate the first hour of the race. At half distance Nakajima was running sixth, best-placed of all the Japanese cars, but then a turbo problem, like the one that afflicted Eje Elgh and Beppe Gabbiani in the Dome Toyota entry, dropped him to ninth in the results.

The March 86G chassis Nissans of Kazuyoshi Hoshino/Osamu Nakato and Masahiro Hasemi/Takao Wada qualified fourth and fifth, but this was purely an illusion. Hoshino's Electramotive prepared engine was running on fewer than six cylinders in the first hour, though a new control box put it right, and although Hasemi made a bright start, running in sixth place with the leading bunch for 10 laps, his tyres lost grip and the Nissan slide back through the pack. At half distance they lay in 13th and 19th places, even threatened by the C2 cars, and at the end they were classified 10th and 11th. They're wiser too, and perhaps will race more strongly next October.

The first hour of the race was enlivened by a marvellous scrap involving 15 cars at first, then the top five and the next ten, slipstreaming at over 200 mph past the pits and bunching in the turns. It was motor racing at its best, Larrauri and Jelinski exchanging the lead with Mauro Baldi and Hans Stuck hanging on, eventual winner Barilla looking after his tyres in fifth place, then the Jaguars of Cheever and Lammers, Vern Schuppan's Team Trust Porsche 956, Kris Nissen, the young Danish Formula 3 star going well in the second Joest Porsche, Hasemi's Nissan, Bruno Giacomelli in Kremer's Porsche, Sekiya's Toyota, and poor Holbert grimly trying to keep in touch.

The weather was warm, the track abrasive, and with full tanks the cars were inevitably going through tyres at a rate, so when David Andrews spun and stranded his Baker Tiga, bringing out the pace car, most of the leaders made early stops for fuel and fresh rubber. Larrauri retained the lead for a while longer but Barilla moved up purposefully to go ahead on lap 44, and with Ghinzani dominated the race to the end, though under a lot of pressure, particularly from Cheever and Warwick, until the fifth hour. Even then, then, the Joest team never enjoyed an advantage that an unscheduled pit stop, however brief, would not have claimed.

Klaus Niedwiedz crashed the Liqui Moly Porsche 956B quite heavily in the closing stages, avoiding a slowing C2 car, allowing Hoshino's Nissan to claim tenth place in the results, but 83,000 enthusiastic Japanese spectators had little else to cheer about.

While Jaguar failed by 22 seconds to take a full house of titles, Ecurie Ecosse did Austin Rover proud with their fourth successive C2 victory powered by the group's rally-bred V6 engine. Ray Mallock and Marc Duez, as usual, kept out of trouble and enjoyed a fine run to beat Gordon Spice and Ray Bellm by one lap, the Spice Engineering partnership delayed only by a couple of punctures.

Hugh McCaig's Ecosse team added Fuji to its schedule only after the previous success at Spa, which gave it a sporting chance of taking the C2 Teams' Championship, and Austin Rover and its Japanese distributor contributed handsomely. Ecurie Ecosse went to Fuji in third place and came away with the vital 20 points; Spice Engineering was, and remained second, while leaders ADA Engineering, Ian Harrower and



HANS STUCK

Evan Clements in their Gebhardt, had a fraught race with understeering problems and were only third in the championship.

Rallycross star Martin Schanche completed his first full season of tarmac racing with his best performance in the Lucky Strike Argo JM19, powered by a 1.8 litre Zakspeed turbo engine and co-driven by Torgje Kleppe. Schanche easily claimed the C2 "pole position" 1.7 seconds quicker than Jelinski's time in the Gebhardt last year, another indication that turbos help at altitude, but was overwhelmed by the more experienced Ecosse and Spice teams in the race, to finish third.

ARG's rally programme has been seriously disrupted by FISA's forthcoming ban on Group B cars but Ecurie Ecosse's success has been an unexpected bonus, and it's to be hoped that the Group's new management will allow this programme to continue in 1987. Further development is planned for the engine, taking the capacity to 3.2 litres and the power to 450 bhp or more, and with reliability and economy it might be very hard to beat in 1987. —M.L.C.

RESULTS

Fuji 1,000 Kms, Japan, October 5. 5th round, World Sportscar Championship for Teams, 9th round WSC for Drivers. Weather — warm.

1st:	P. Barilla/P. Ghinzani	2.8 t/c Joest Porsche 956	226 laps in 5hr 29mins 25.33sec (113.59mph)
2nd:	F. Jelinski/S. Dickens	2.8 t/c Brun Porsche 956	225 laps
3rd:	E. Cheever/D. Warwick	6.3 Silk Cut Jaguar XJR-6	225 laps
4th:	V. Weidler/B. Giacomelli	2.8 t/c Kremer Porsche 962C	224 laps
5th:	J. Winter/K. Nissen/H. Grohs	2.8 t/c Joest Porsche 956	223 laps
6th:	V. Schuppan/K. Suzuki/G. Fouche	2.8 t/c Porsche 956	223 laps
7th:	O. Larrauri/J. Pareja	2.8 t/c Brun Porsche 962C	222 laps
8th:	K. Takahashi/K. Takahashi	2.8 t/c Porsche 962C	221 laps
9th:	S. Nakajima/G. Lees/M. Sekeya	2.1 t/c Toyota Dome 86C	217 laps
10th:	K. Hoshino/O. Nakako	3.0 t/c Nissan March 86G	216 laps
C2 Division:			
1st:	R. Mallock/M. Duez	3.0 Ecosse ARG V6	210 laps
2nd:	G. Spice/R. Bellm	3.3 Spice Pontiac DFL	209 laps
3rd:	M. Schanche/T. Kleppe	1.8 t/c Argo Zakspeed JM19	202 laps
4th:	I. Harrower/E. Clements	3.3 ADA Gebhardt DFL	200 laps

Fastest laps: Not given

Final World Championship points:
C1 Teams: Brun Motorsport, 52; Joest Racing, 48; Rothmans-Porsche and Silk Cut Jaguar, 47; Fitzpatrick Racing Danone, 30; Kouros Sauber Mercedes, 29.
C2 Teams: Ecurie Ecosse, 70; Spice Engineering, 68; ADA Engineering Gebhardt, 64; Jens Winther URD, 43.
Drivers: Derek Bell and Hans Stuck, 82; Derek Warwick, 81; Frank Jelinski, 74; Eddie Cheever, 61; Oscar Larrauri and Jesus Pareja, 50.
C2 Drivers: Gordon Spice and Ray Bellm, 105; Ray Mallock, 80; Ian Harrower and Evan Clements, 79.

Honda Legend



It is astonishing how different the Honda Legend is to the Rover 800 considering they have so many components and panels in common and, indeed, are built in the same factory. Having now driven both cars (a road test of the Rover 825i will appear shortly) I am prepared to say that the Rover is easily the better of the two.

Assessing styling is a subjective matter, but at the Legend's launch there was an overwhelming feeling in favour of the British interpretation of the theme. The Legend seems cluttered: there's a mass of red plastic on the tailgate; the vestigial bulges on the side panels make the profile look tubby; tne alloy wheels look curiously dated; and the roof line has a different emphasis which it doesn't quite work. All in all they look like the Series I and Series II versions of the same model.

Whereas the Rover's interior is crisp, with walnut facings and suitably restrained colours and cloth, the Legend's can be garish. One white car I drove had loud blue velour seats which were not in harmony with the rather cheap-looking blue plastic trim (for some reason blue plastic almost always looks cheap) and extra black trim over the instrument binnacle. Presumably the black panel is meant to reduce reflections in the windscreen. It doesn't and driving into a high sun is unpleasant.

The instruments and controls are laid out differently too, and while they maintain Honda's high standard of ergonomics to my taste they were not as clear as on the Rover, though I prefer Honda's neater heater controls.

The first two sensations when driving is that the progressive power steering is far too light at low speeds, where it is vague, and the ride is unnecessarily soft and, some surfaces, choppy. It's as though it has been tailored to the American market and certainly Legend has softer spring and damper rates. Where the Rover is crisp yet comfortable, the Honda feels sloppy.

You need to keep the revs up when driving in both cars, but the engine is free-revving and quiet and the five speed manual gearbox is slick. The four-speed automatic transmission, however, changes gear suddenly and, often, harshly. Legend comes only with the 2.5 litre V6 engine, the company preferring not to use the 2.0 litre 16 valve Rover unit.

At first sight, Honda appears to be selling its cars cheaper than Rover but when one takes into account the leather upholstery and ABS which are standard on the Rover Sterling, then it actually looks a better buy than the Legend with its special package of options. Honda does not offer ABS but the company is developing its own system.

It will be interesting to see how the Legend fares on the British market alongside the Rover. The company's target for 1987 is 2,000 units in the UK, 4,000 in the rest of Europe, all British built.

One thing which the Honda buyer does get, and it applies to all Honda models regardless of where they are built, is that each car sold in Britain goes through rigorous inspection and testing at the company's vast PDI facility near Swindon. This is the only reason I can see for choosing the Honda Legend in preference to the Rover 800. — M.L.

BMW 7 Series



BMW's 7 Series has established a small but significant niche in the British market, having sold a consistent 2,300 units a year since 1979. More to the point, perhaps, 70% of those sales have been for the top-of-range Special Equipment model. Oddly enough there has been no falling off of demand even though the model has lately been looking its age and it's been widely known that a replacement was on the way.

It's no secret either that BMW has a five litre V12 engine on the stocks, ready to sell in a new 7 Series model, the 750i from the end of next year. Also on the stocks is an lwb version of the car, with a 4in longer wheelbase.

It's always difficult for a company to replace an established model and BMW has chosen with the 7 Series the same route as it followed with the 3 Series — and the route Volkswagen took with the Golf, and Jaguar with the XJ6 — and that is to produce a car with many significant changes which still retains the overall lines of the model it replaces.

The new model looks so refreshed that it's not until you see one alongside its older sister do you realise just how subtle the changes have been. Much the same can be said of the rest of the car, the changes have been in detail but the overall improvement is dramatic.

From January 1987, British buyers will have the choice of two 3.5 litre models, the 735i and 735iSE (Special Equipment) with a full range of options. Later in the year, three litre models will be available. Depending on exchange rates, the range will be priced between roughly £19,000-£31,000.

This car is more than a re-skinning, as BMW's claim to have invested £660 million in its development shows. Most of the changes, however, are not immediately apparent for the company's priority has been careful attention to reliability (it claims to have developed 'failure-proof' electrical plugs and sockets) and refinement.

We did not drive the car in the dark, but can record that BMW has developed a prismatic 'ellipsoid' headlight which concentrates the beam to cut off scattered light and give a claimed 30% more light where it is actually required.

We did not drive the car in the wet, either, but BMW claims to have developed speed-related windscreen wipers which hold the blades onto the 'screen at speed. With a claimed top speed of 146 mph, this is a welcome move.

There are a host of other developments, which must wait for comment when we have a car on test, but among them are new impact-absorbing bumpers, better seat belt location, quieter cars and improved aerodynamics. It will also speak to you in six languages, with a distinction between real English and Yankee English.

So much for the claims, what of the car? One's first impression is that it's big, 16ft long and 6ft wide, and the interior is spacious. This is also a hindrance when driving for the bonnet slopes away and it's not easy to place it on the road with precision. You've not driven far, however, before you begin to take the side of the press pack, for it speaks sooth. The car is extremely quiet and refined, the straight six engine is responsive, noise levels are very, very low, and though one doesn't reach for adjectives like 'taut', the car feels 'of a piece'. Its power-assisted steering is progressively weighted and ABS comes as standard. The ride, however, can be choppy on B roads.

The five speed manual gearbox is short-throw and sweet, but we'd specify the sophisticated automatic transmission. You can switch it into 'Sport' (without the overdrive top), 'Economy' or 'Manual' modes. Gear-changing with the automatic is rapid and so perfectly adapted both to the characteristics of the engine and the personality of the car that we'd have no hesitation in specifying it.

In the manual version, 0-60 mph can be achieved in a claimed 7.6 seconds for the 3.5 litre models and 8.6 seconds for the three litre model which is slightly shy of the 3.5's top speed, at 141 mph. M.L.

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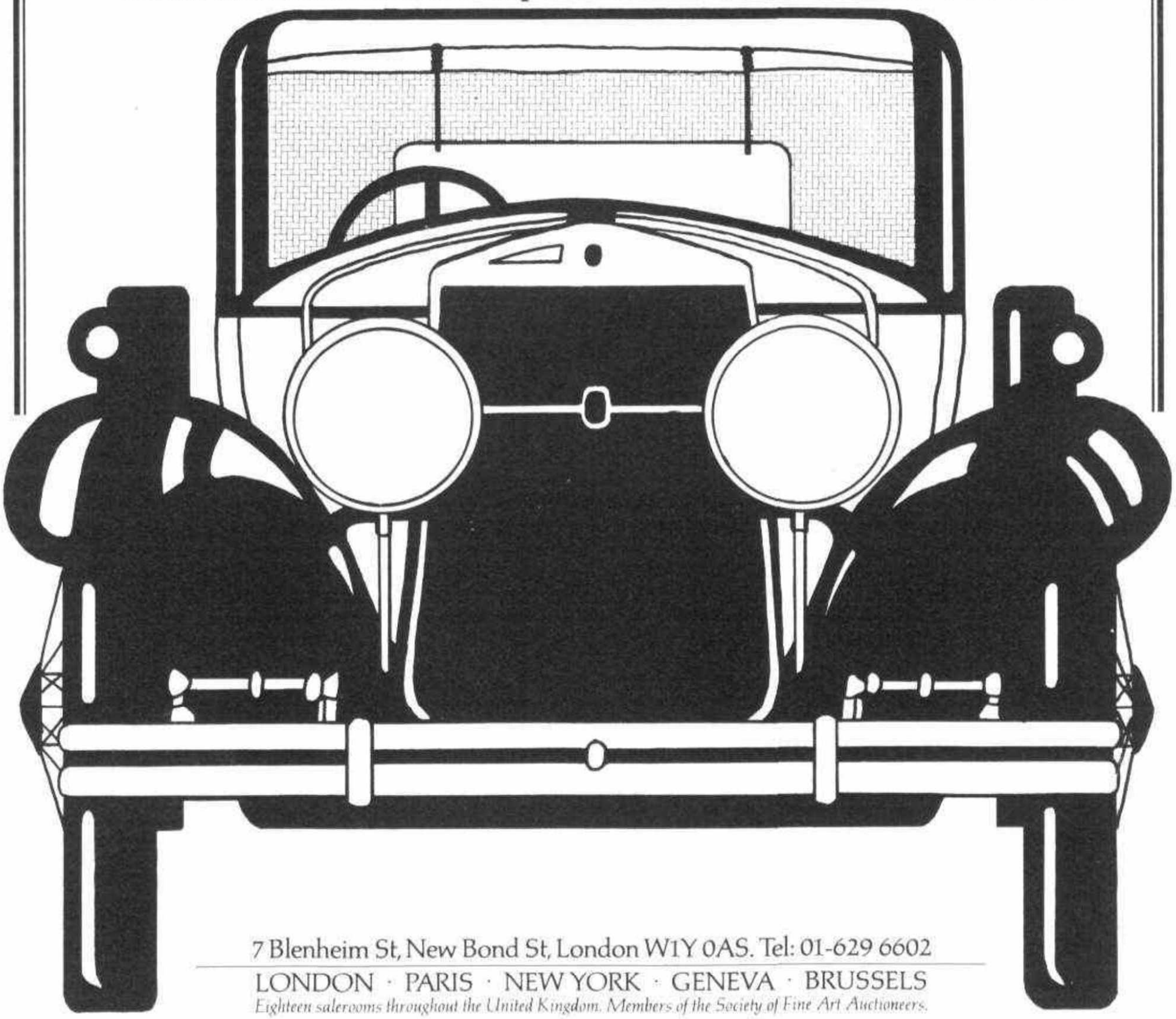
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Porsche 928S-4
Zuffenhausen's new flagship



"The Turbo" has, for the past decade, been Porsche's flagship model, the ultimate 911 that reached supercar status. It lives on, with further development in the pipeline we guess, but the laurels for the most powerful, and quickest, model in Porsche's production range pass now to the new 928S-4.

At 320 bhp, with or without catalytic equipment, and able to run on 95 octane fuel, the four-valve-per-cylinder V8 engine is the last word in technology. It has been taken out to the full 5-litre capacity that was designed-in from the start (but the energy conscious world was too nervous to accept it) and is capable of propelling the 928 at 168 mph or more in rock-steady fashion.

On a near empty autobahn in the Black Forest we took the 928S-4 up to 260 km/h indicated, almost certainly 160 mph with more to come, but for a motorist far ahead whose safety and comfort had to be allowed for. And, say Porsche's engineers, the engine was releasing far less pollution into the atmosphere than the 1.2 litre Opel that we were approaching.

At the heart of the development is the new four-valve cylinder head, shared with the 944S model also described this month. Combustion still takes place in the piston crown bowls, which now have oil jet injection (like the 911) to reduce temperatures, but the latest cylinder heads also have combustion chambers recessed by 3 mm to achieve two squish zones in order to increase turbulence of the fuel/air mixture.

A new intake manifold, in magnesium, has been developed in the light of racing experience achieving two-stage resonance charging. The variable system consists of two resonance chambers each connected by a long and a short pipe, the shorter one containing a vacuum operated flap. The resonances peak at 3,000 rpm and 4,000 rpm, boosting the torque curve, and ensure maximum filling of the combustion chambers right through the range.

Another advanced feature is the adoption of two linked systems for injection and ignition, since Bosch doesn't have a Motronic suitable for the V8. The injection system utilises the hot-wire air flow sensor, while the ignition system has a knock control sensor which will retard ignition at any cylinder under stress; this feature is also seen on the 944 engine.

Even the Porsche people tend not to agree about the "S-4" designation. Engineers think of it as "4-valve", naturally, while the marketing men refer to it as the "fourth evolution" 928 engine. The first, launched in 1977, was the 4,474 cc engine developing 240 bhp at 5,250 rpm, and 280 lb/ft of torque at 3,600 rpm. Two years later the 928S was introduced with its 4,664 cc engine producing 300 bhp, and 283 lb/ft of torque at 4,500 rpm (and in 1983 the power was raised again, to 310 bhp, with higher compression and Bosch LH Jetronic fuel injection).

The Series 3, however, was introduced in 1985 only for the US and Japanese markets, with four-valve cylinder heads — not those on the latest model, however — and developing 288 bhp with full catalytic equipment, including a Lambda probe. The S4 follows Porsche's current policy of offering the same power, and same performance, in all world markets, and is capable of travelling three times as fast as America's blanket 55 mph speed limit.

For all markets the 928S-4 produces 320 bhp at 6,000 rpm, and 317 lb/ft of torque at 3,000 rpm. For the record, the stroke has been increased again, to 78.9 mm, the bore remaining at 100 mm as in the 944 models, and at 4,957 cc the 928 engine is now, literally, a double version of the 944S. It will accelerate to 60 mph from standstill in 5.8 seconds, or 6.1 seconds in automatic form.

For Europe the gear automatic's ratios have been shortened by 8%, to enhance acceleration, so that maximum speed (rather academic, outside Germany) coincides with peak power at 6,000 rpm. The manual version, using Porsche's own gearbox, is chosen by around 30% of customers worldwide, and they'll be pleased to know that the twin-plate clutch, which is good in theory but has a life of only 20,000 miles upwards, has been replaced by a single-plate clutch of 10-inch diameter, with the promise of longer life for the linings.

New front and rear bumper coverings, still in polyurethane, offer lower air resistance, and an under-tray beneath the engine, and a larger rear wing (hinged to lift upwards, to facilitate window cleaning), combine to reduce the Cd figure to 0.34. Also assisting here is a "venetian blind" cowl ahead of the radiator, coupled with twin electric cooling fans instead of a single viscous blade.

The 928S-4 becomes Porsche's only V8 model, which will be produced at Zuffenhausen at a rate of 22 per day, a sure sign of the health of economies in the major markets. The price has been raised by 20% to DM 119,500, and Porsche Cars Great Britain still has customers on a waiting list for the allocation of 300 cars annually, each one gift-wrapped at £46,534. Only four years ago the "basic" 928 4.5 cost a mere £21,000, but there's no lack of enthusiasm out there for the technological marvels offered today.—M.L.C.

Porsche 944S

This year Porsche has introduced so many new model variants, one almost expects the company to announce 'this month's new car'. The latest is a four valve per cylinder addition to the 944 range, the 944S. Of the 1,300 normally aspirated Porsche 944s to be imported next year, 800 are expected to be the new model so, in the company's terms it's a significant addition.

The 2.5 litre engine delivers 190 bhp at 6,000 rpm, whether or not it's fitted with a catalytic converter, with maximum torque of 169.6 lb ft at 4,300 rpm.

So much for the basic details, the problem with this car is its price. Even allowing for the current state of the pound sterling against the deutschmark, the basic £23,997 appears pretty steep, for the 944S is not at all special.

Its badge, and clever marketing, will undoubtedly mean that Porsche will achieve its sales target and the cars will continue their tradition of maintaining their secondhand value, but one wonders how long this can be maintained. To ask £73.51p extra for a cassette and coin holder, speaks of a certain cynicism unless it is gold-plated. One wonders, too, how Porsche can justify £915.69p for a removable sunroof panel with electric tilt.

Styling is a matter of taste, but I find it mediocre. The gearbox is fine, but it's not better than is to be found on many cars at a third of the price. The steering is good, but is not exceptionally good. ABS, which is standard on the 944 Turbo, is not even offered as an option on this model and the brakes on the car I drove recently were so spongey that I stopped to investigate them after a few hundred yards.

Possibly one is looking for extraordinary performance and a claimed top speed of 142 mph is impressive, but few of us stray into that area on British roads unless we want to lose our licences. The claimed 0-62 mph time of 7.9 seconds is respectable, but there are currently 'hot hatches' which will beat it.

One cannot even say that the car's overall feel is exceptional. There's nothing wrong with it, it's taut and competent, it has a pleasant ride, noises levels are low (save for the boom from the rear suspension when going over bumps) but at the price one expects something extraordinary. M.L.

Connaught

Moving Up A Gear



KENNETH McALPINE

We left the story of Connaught Engineering at the end of the 1951 season. The first Type A F2 car (A1) had performed creditably in the type of race for which it had primarily been designed: sprint events in Britain, mainly contested by gentleman amateurs with the odd pro or semi-pro entry adding a bit of spice.

Development of the car had taken much longer than expected, though, largely due to Rodney Clarke's insistence on perfection. Everything had to be properly drawn and detailed, short cuts were frowned on. Mike Oliver, Clarke's right hand man, in charge of engine development, remembers his friend as an enigmatic man. "Rodney was very clever, with plenty of common sense, but he could also be extremely obstinate. He knew a lot, but once he'd got an idea in his head, he had to pursue it to the end, to find out if he was right or wrong. This obstinacy cost him in all sorts of ways.

"He was extremely thorough and painstaking but he could be, by turns, utterly charming or bloody infuriating. He could be very avant garde in his thinking, while I was more conservative, which gave us a balance."

'Johnny' Johnson, the head of Connaught's Drawing Office, recalls that by the end of 1951 the team had made only a single racing car (A1) and the 2 litre version of the engine still had not been completed, yet everyone in the firm was working every available minute. After one worker opened his pay packet and discovered he'd put in a 96 hour week, Kenneth McAlpine stipulated that nobody was to work more than 50 hours' overtime a month for he felt that his men were being over-stretched.

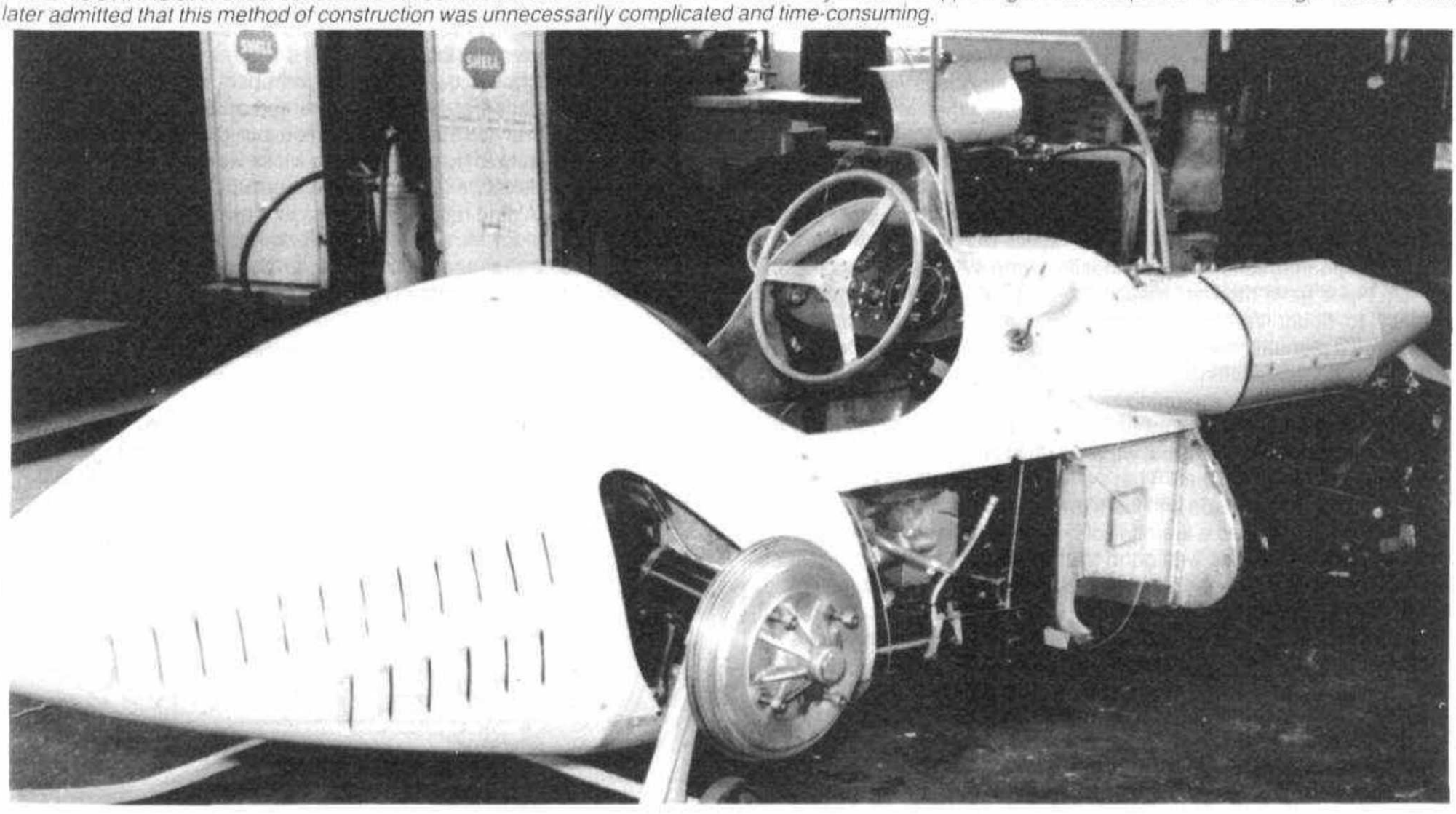
In a memoir of his days at Connaught, Johnson writes, "R.E.C. circulated a note (at the end of 1951) to the effect that while Maserati proposed to incorporate 50 modifications to their cars during the winter, we had not produced even one car in a year."

At Clarke's request, Johnson investigated the reasons (which were apparent to him) and wrote a report. The gist of it was that Clarke should stop his striving for perfection for long enough for cars to be built then, once they were realised in metal, they could be modified and developed.

Clarke was big enough a man to take the report and act on it, and further chassis were laid down. A1 was the prototype car, A2, a frame built to the same specification and not used, A3-A8 had an inch added to the original seven foot wheelbase and the castor angle was altered from 2½° to 5°.

While Connaught got on with the job of building cars for the customers who had shown interest in the project, there occurred in 1952, a radical change in the racing scene. Alfa Romeo had withdrawn from F1, Farina and Fangio having won the first two World Drivers' Championships in their 1.5 litre supercharged Tipo 159 Alfettas. The company had nothing more to prove, and besides, the 4.5 litre unblown Ferraris had proven to be too much of a threat for comfort, with the promise of more development to come. The only other potential winner, the V16 BRM had not been reliable and since the team could not be relied on to appear at the races it entered, F1 would have consisted of Ferrari, a few make-weights and haphazard appearances by BRM.

TYPE A CONNAUGHT under construction at Send towards the end of 1952. The car's body was self-supporting without a separate frame though Rodney Clarke later admitted that this method of construction was unnecessarily complicated and time-consuming.



The decision was made, late in 1951, to run the World Championship for 2 litre F2 cars for 1952 and '53, with a new Formula One coming into force in 1954. At a stroke, the Connaught was a Grand Prix car.

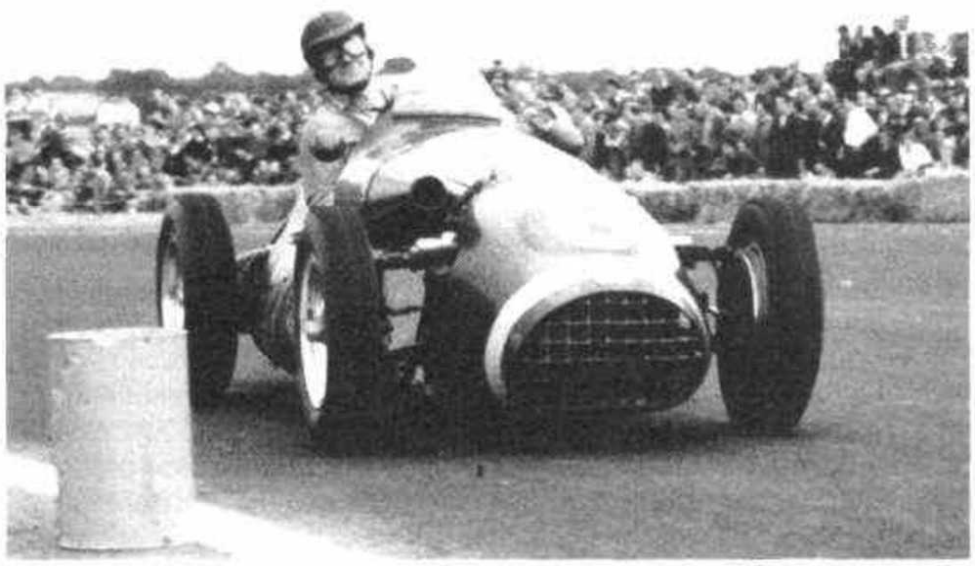
Mike Oliver had performed near-miracles in doubling the output from the 1,767cc aluminium-block Lea Francis engine and it was typical of Connaught that he was set up with an engine test shop equipped with facilities for measuring just about every engine parameter.

"When I tested the engines, I refused to wear ear protection, which was a bit silly really because it did affect the range of my hearing, but I wanted the awareness which comes when you can hear absolutely everything.

"Breaking con rods was the favourite thing in those days and we were determined not to join in. We machined our own rods from hand forgings, made to our specification, and we never did have one break.

"The Leaf Francis aluminium block which used wet liners, was quite adequate for the purpose for which it was designed, but there just wasn't any spare meat available for us to beef it up to cope with the increased bore size and power we were getting in 2 litre form.

"The main problem we had, though, was the cylinder head joint. When we opened the bore to 79mm for the two litre version of the engine, we had a small bridge between the two pairs of cylinders, for the studding was not



DENNIS POORE drove an inspired race in the 1952 British Grand Prix to bring A4 home fourth behind the Ferraris of Ascari and Taruffi and Hawthorn's Cooper-Bristol.

sufficient to hold the head down. The result was that under extreme pressure (we ran very high compression ratios) the gases would blow out into the water passages. This in turn would force the water out of the cooling system and we'd end up with a cooked engine.

"We tried various possible solutions, such as Wills' rings and shaped copper shims, but the seal always remained the Achille's heel of the engine and all we could finally do was to diminish it by very careful assembly."

Careful experimentation showed that fitting the 4 Amal carburettors on 10in ram pipes gave the best results, Webers were tried but showed a tendency to flood. With the Amals proud in the air stream, Oliver constructed a plenum chamber around them. This was always known in the team as the "MacGuffin".

"We had the car at a race meeting and were busy at work when this chap came up and pointed to the chamber and said, 'What's that?' One does try to be helpful in such situations but we were up to our eyes in it and I hadn't time to chat so I said, 'Oh that? That's a MacGuffin'. It seemed to satisfy him because he thanked me and went on his way, but the name stuck."

In fact, Connaught was a team full of private jokes and odd names for things. Though everything was done to standards of professionalism at least as high as anything in European racing at the time, and everyone worked impossible hours, it was a happy, humorous, place to work.

The first customer for the Type A was Ken Downing, a quiet, modest, man from the Midlands who had enjoyed a remarkably successful 1951 season (15 wins) at the wheel of his Connaught L2 sports car. Downing took delivery of A3 and the first 2 litre engine to be released. Another gentleman-amateur, Peter Fotheringham-Parker, took delivery of A4.

McAlpine and Downing took their cars to Goodwood to test in 1952, prior to the Easter Monday Goodwood Meeting. Both suffered complete loss of oil pressure and, consequently, seized engines. They missed the meeting while the works tried to sort out the problem.

Various solutions were tried and discarded and then an oil pump to original specification was fitted and everything worked perfectly. It appeared that a mechanic, who had recently left the team, had assembled the original pumps and left a lot of clearance in the belief that's how it had been done at Brooklands. The belief cost Connaught two engines and a fortnight of very hard work.

The first time that more than one Type A appeared in a race was the 1952 International Trophy at Silverstone when the opposition included the HWM team, Behra's Gordini, Hawthorn's Cooper-Bristol and various private Maseratis and Ferraris. The three cars did not cover themselves with glory, though Downing managed fifth in Heat One.

A fortnight later, also at Silverstone, Downing managed a couple of wins but the opposition was too thin to draw any conclusions from them. It was a different matter on June 1st in the Grand Prix des Frontieres at Chimay in Belgium. The field was hardly top class, since it was the day of the Monaco GP, but it did include the likes of Paul Frere and Oliver Gendebien.

Downing's Connaught dominated the race and even after he slowed to conserve his engine, he had 14 seconds over Frere's HWM with two laps to go. It seems that Mrs Downing was operating the pit signals and she was lacking somewhat in experience of the job. Downing slowed too much and Frere passed him 50 yards from the line.

Connaught's Grand Prix debut came at Silverstone on July 19th. Four cars were entered for McAlpine, Downing, Dennis Poore, who had acquired A4 from Fotheringham-Parker, and Eric Thompson who was debuting A5. The four branch exhaust system had given way to one which ended in a single pipe and the compression ratio of the engine was increased to 12:1. Together with Oliver's continuing painstaking work, these modifications caused *DSJ* to comment: "The new-found speed of the compact Formula II Connaught was the talk of Silverstone."

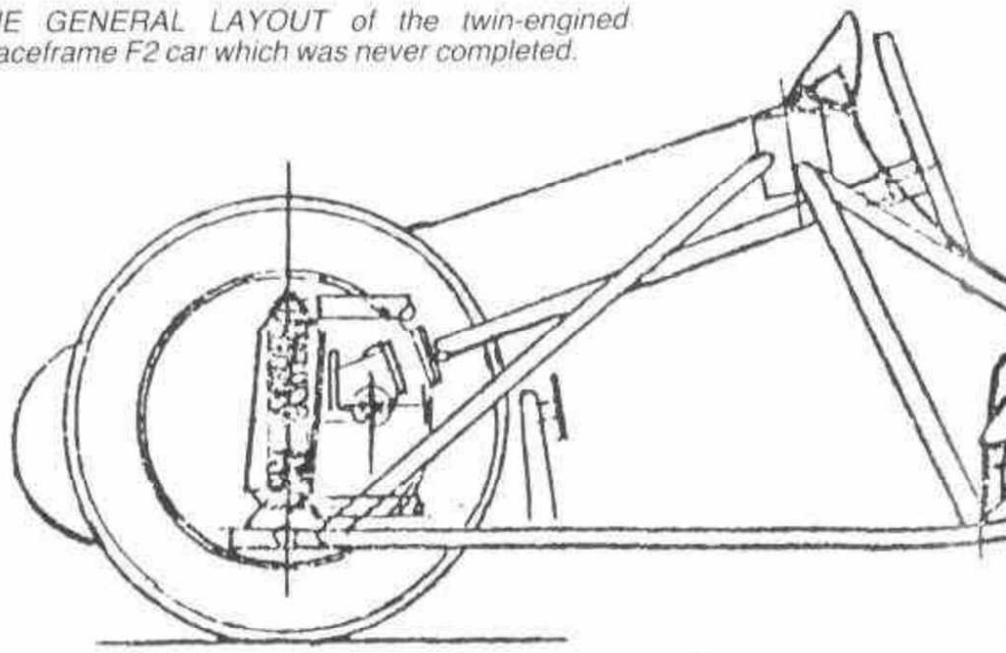
In terms of power, Connaught was behind the foreign works cars but nobody made better handling machines. After the first couple of laps, Poore held third and Downing fourth, behind the works Ferraris of Ascari and Farina. Farina retired and both Taruffi and Hawthorn moved up the field after slow starts, but four Connaughts started and four finished, with Poore fourth, after a splendid drive, Thompson fifth, Downing ninth and McAlpine 16th.

For most of the season, Connaughts ran mainly in British events. They frequently featured in the results and wins came at Snetterton (McAlpine), Turnberry (Hawthorn), Prescott, F2 class (Downing), Goodwood (Downing) and Chaterhall (Poore).

Downing took his car to the Dutch GP (retired) but three cars went to Monza for Connaught's first serious Continental raid. There was no works team in the sense of a separate operation but practically the whole workforce went to Italy to help out. Stirling Moss was entered in one car and he not only qualified well up but held seventh until encountering valve gear problems. McAlpine retired with rear suspension trouble and Poore finished 12th.

By the end of the season, six cars had been built and the firm's reputation had grown correspondingly. The tally for 1952 read: six firsts,

THE GENERAL LAYOUT of the twin-engined spaceframe F2 car which was never completed.



five seconds, three thirds, four fourths, six fifths and two sixth places. Apart from the drivers already mentioned, Leslie Marr bought A5 and, as well as doing a lot of test driving, Mike Oliver also raced on occasion.

Mile Oliver is a charming, modest man, and by all accounts he was a fair driver as well, though he is diffident on the subject. He was certainly an outstanding pilot and during his entire Connaught period remained a flying member of the Royal Auxillary Air Force. When Connaught folded, he eventually became chief test pilot at Folland and so was heavily involved in the development of the Gnat fighter.

His recollections of Connaught's customers tend to be warm ones, particularly when he talks of Downing and Poore. It seems Connaught attracted pleasant people or, perhaps, the unpleasant ones were not given very much encouragement.

Towards the end of 1952 Downing decided to sell up and emigrate to South Africa. It was typical of him that, though he was a paying customer and therefore some would say he owned Connaught nothing, he took Oliver and Clarke to lunch at the Savoy to break the news.

Some of the ideas which came sparking from Clarke's fertile mind were mentioned in the first part of this story. During 1952, with the Type A running happily, he came up with another: a very light spaceframe F2 car using two 998cc V-twin JAP engines. In other words, a cross between a glorified kart (some years before the first karts appeared in the States) and a Shelsey special.

At first glance it was a hare-brained scheme but remember how, in the Sixties, Tico Martini won hill climbs outright with what was essentially a 650cc kart? In tandem, the JAP engines would have delivered 180 bhp and 180 lb ft torque, which were highly respectable figures at the time. Allied to a lightweight frame and given Clarke's expertise in chassis and suspension and the result might just have worked.

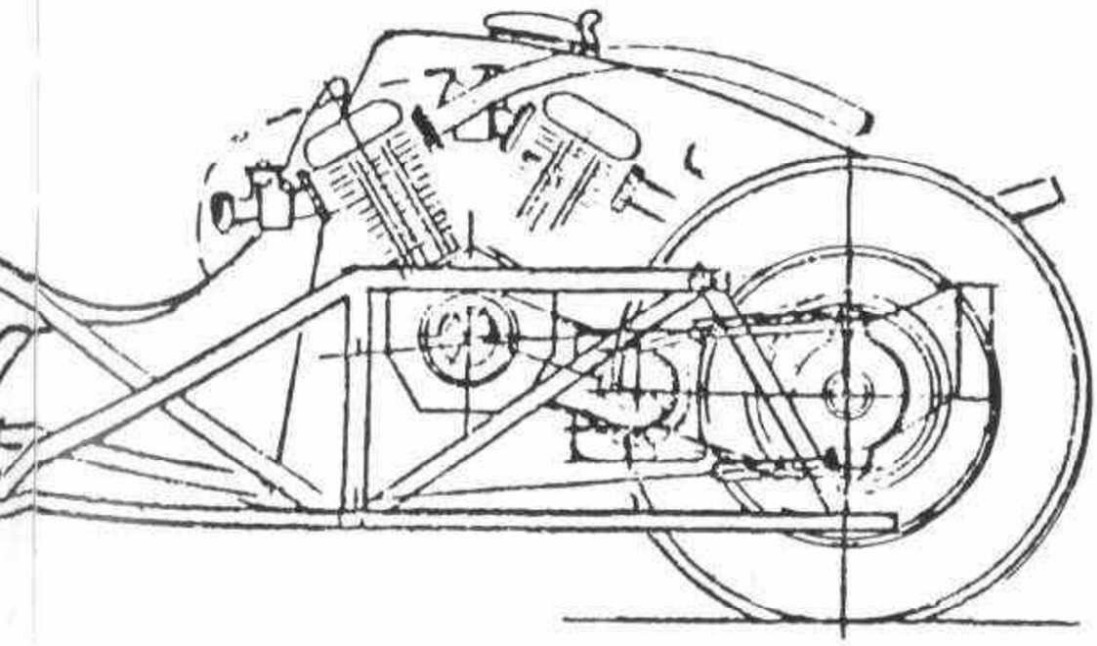
Clarke went so far as to construct a quarter scale model in balsa wood and drawings were made from the model. His aim was to build a perfect spaceframe without a single redundant tube. He worked away, cutting out spars from his model, to see if the whole distorted when they were removed, and gluing in others.

There would have been an engine on each side, just behind the driver, and these would drive through a common cross-shaft incorporating a flexible coupling and sprocket. From the sprocket a single chain would take the power to a Burman gearbox, as used on Norton racing 'bikes.

From the gearbox, a triple chain would take the power to a duralumin sprocket on one side of a ZF differential (there was to be a 9in drum brake on the other side) and from the diff' long, universally jointed, halfshafts would take the power to the wheels. Rear suspension would have been a de Dion lay-out located by parallel radius rods and a Panhard rod.

A beam axle, located by radius rods and a Panhard rod, suspended on coil springs, would be used at the front. It was estimated that the car, ready to race and with a driver on board would weigh about 980 lbs. This would have given the car alone a power/weight ration of something over 500 bhp/ton!

A mock-up chassis made from ⅜in steel tubing was tack-welded together to prove the correctness of the triangulation. Since Rodney is no longer with us (he died in 1979) it's impossible to know how serious a project it was. He himself said that it might not last long in a race but, while it did, it would scare the opposition.



Eventually pressure of work, and lack of money, killed the project. To have worked properly (and Clarke wouldn't make compromises) there would have to have been some redesigning of the engines for few drivers would have liked an Amal carburettor in one lung and an exhaust pipe in the other! 'Johnny' Johnson, who worked with Clarke on the preliminary design, has sketched the broad lay-out of the car.

Since Connaught Engineering was Kenneth McAlpine pursuing his hobby from his private income, money was always tight. Cars bought by customers were a bonus, adding to the coffers and frequently enhancing the team's reputation, but the base line was that Connaught existed because McAlpine wanted to go racing with his own car. The Connaught Engineering was never registered as a company but was Ken McAlpine trading under that name. One can only be grateful that he chose to spend his money in that way for his hobby gave Britain a professional team at a time when we were still smarting from the failure of BRM.



TONY ROLT had a splendid 1953 season and was easily the most successful Connaught driver with ten wins. That year he also won Le Mans with Duncan Hamilton.

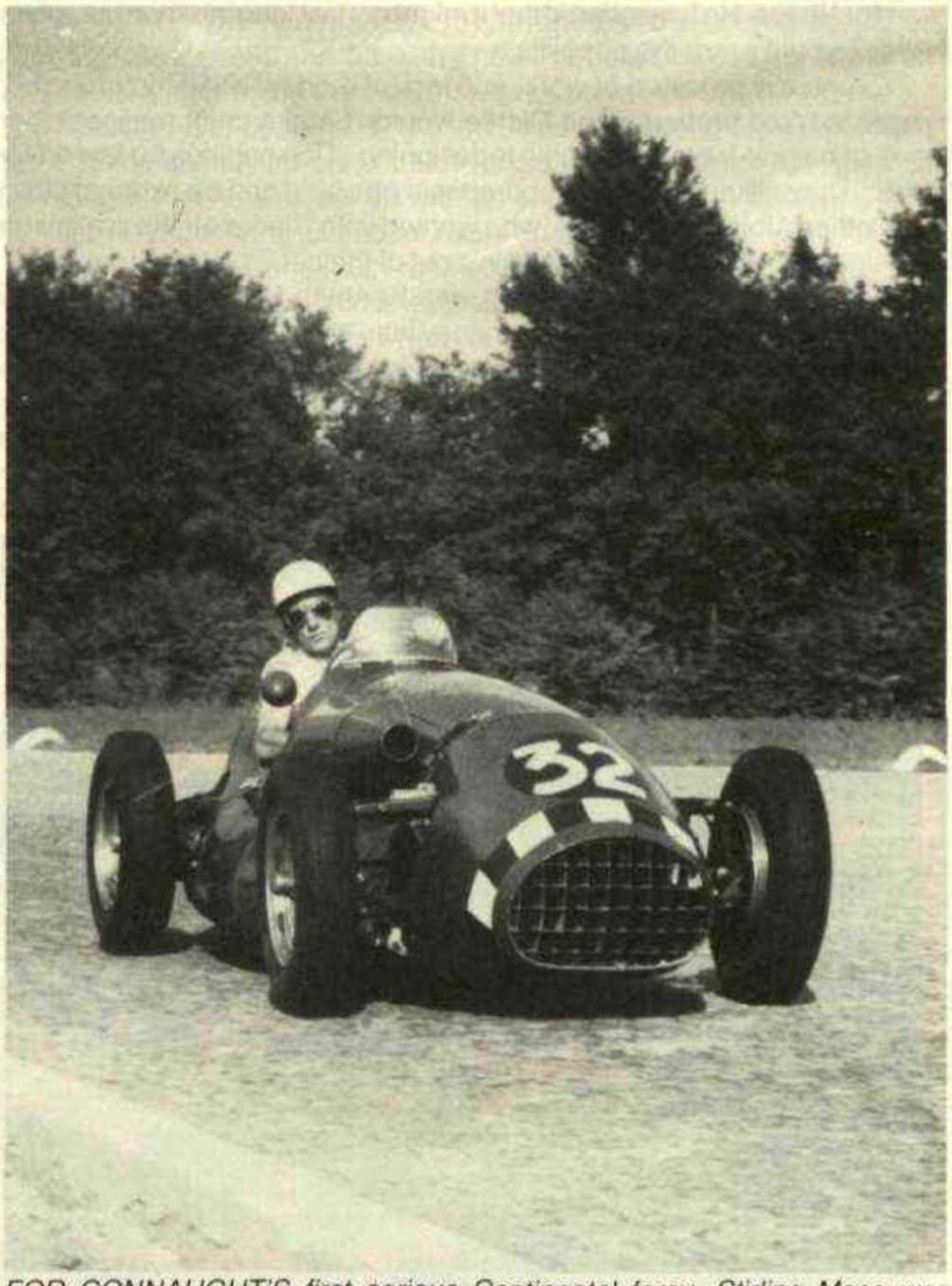
It would have been possible to build a dohc version of the Lea Francis engine and Albert Ludgate, Lea Francis' chief draughtsman, designed such a head. Apparently, a set of prints of the drawings were appropriated by one of Ludgate's staff and sold to an 'interested party'. Clarke was furious and refused to accept the originals and so soldiered on with the inferior breathing of the high camshaft, push-rod-operated cast iron head.

Stuart Tresilian, had become friendly with Connaught and undertook some engineering consultation work for the company. On spec he designed a sturdy, 2 litre, over-square dohc engine which he offered to Clarke. Unfortunately the resources did not exist to produce it though the drawings remained at Send.

One day, while at the works, BRM phoned to ask him for some help with the V16 engine. He went to Bourne, cured the problem, stayed on and later designed the sturdy 2.5 litre, over-square, dohc engine which powered the P25. In essence, it was the same engine that he had offered Connaught.

McAlpine bought a JBS-Norton 500cc car in 1951, but since all the serious runners used similar Norton engines, he decided to look for a power advantage. Clarke had a theory that if you put a lot of the little diesel model engines on a common crankshaft, you might get 75 bhp, around 50% more than a Norton and he certainly sketched out a 500cc X-32.

Finally he decided on a dohc V-12 and Electron Developments of Richmond, which made model engines, was approached and asked to make a 38cc version of the Norton double-knocker engine. The idea was to test the theory and then, if it worked, to arrange 12 such engines on a common crankshaft.



FOR CONNAUGHT'S first serious Continental foray, Stirling Moss was entered by the works in the 1952 Italian Grand Prix and ran as high as seventh before retiring with valve gear problems.

It took a long time to complete and by the time it was delivered interest had been lost in the scheme, though the little engine did run.

Since 1953 was to be the last year of 2 litre Grand Prix cars, there was little point in doing more than take the development of the Type A as far as possible while, in the meantime, planning for the 2½ litre formula. Connaught had two tricks for the season, nitro-methane and fuel injection.

While the use of special fuel mixes, usually alcohol-based, was commonplace (it was not until 1958 that a form of petrol was mandatory in F1, and then it was high-octane 'Av-gas') little was known on this side of the Big Pond about nitro. Oliver set to work to convert his engines to run on it, his engine shop became known as the "Chemical Warfare Section" and the team maintained tight security.

Mike Oliver: "Nitro was similar to turbocharging in that you could get a lot more power but fuel consumption was appalling and reliability suffered. We also bought Hilborn-Travers fuel injection systems (which were fitted to A8 and A10)." Fuel injection was virtually unknown on the European motor racing scene at the time, though was widely used in the aircraft industry and in the States.

From Connaught's point of view, it had the great advantage of simplifying the fuel system for, though the four Amal carburettors which were usually fitted gave as much power, their plumbing was intricate for space had to be found for four float chambers.

Because of the fuel consumption when using nitro, Connaught came up with two fuel mixes: CRF 30, for sprint races, and CRF 15 for longer events. CRF stood for 'Connaught Racing Fuel' and the number is the percentage of nitro in the mix.

Mike Oliver: "We may have been the first to use nitro-methane, though we strongly suspected that Leslie Hawthorn had used it in Mike's Cooper-Bristol. If anyone else had latched on to it, they were being as cagey as we were. We never referred to it by name, merely as 'an aniline compound'. We painted over the name on the drums it came in and even tried to disguise its smell. I'd read about putting finely-ground bone meal in it and I can tell you that produced a truly foul stench."

The sudden appearance of a fuel injection system on A8 acted as a decoy when it appeared at Goodwood to start the 1953 season. Seven Type As appeared the drivers being Kenneth McAlpine (A1), Tony Rolt (A3, which Rob Walker had bought from Ken Downing), Johnny Claes (A4, bought from Peter Fotheringham-Parker), Leslie Marr (A5) Peter Scott-Douglas (A6), John Coombs (A7) and Roy Salvadori (A8).

In the seven lap Lavant Cup (F2) race, Salvadori set pole ahead of de Graffenried's Maserati and stroked away into the lead. Salvadori had the race in the bag but, approaching the chicane on the last lap, a connecting rod to the accelerator broke and though he had enough steam to still have won, he was baulked by Paul Emery's Cooper-Alfa Romeo, lost momentum, and de Graffenreid snatched victory. With Rolt third and McAlpine fourth, it was a good result and of course most put the Connaught's speed down to fuel injection.

A detailed break-down of the season is more appropriate to a book than an article. As before, most appearances were in British national events, though Claes entered a number of the lesser Grands Prix on the Continent. AL9, which had a 7'6" wheelbase appeared in May, the property of John Lyons. AL10, another long wheelbase car appeared in August and this was fitted with a rear roll bar adjustable from the cockpit. It may have been the first time such a device was fitted to a racing car.

Counting only races, heats as well as finals, the score for the season was 21 wins, 12 seconds, 10 thirds, 3 fourths, 6 fifths and 2 sixth places. The winning drivers were Rolt (10), Marr (3), Salvadori (2), Ian Stewart (2), Eric Thompson (2), McAlpine (1) and Peter Walker (1).

Andre Pilette finished eleventh in the Belgian GP (A4) Moss came ninth in the Dutch GP (A8), Claes 12th in the French (A4), Bira seventh in the British (A8), MacAlpine 13th in the German (A1), while the patron and Jack Fairman were still running, but unclassified, in the Italian Grand Prix. Up to four cars appeared in World Championship events and there would be an occasional entry in lesser European races.

In recognition of Connaught's achievements, the SMMT invited the team to exhibit a car at the Earls Court Motor Show. AL10 duly appeared and such was its basic standard of preparation that it required only a polish and a rag dipped in red paint put down the exhaust pipe to be presentable.

By the end of 1953, Connaught's attention was focused on the new Formula but the A-series cars continued to appear in British events over the next few years, picking up places and the odd Formula Libre win.

Work had been well in hand for the new formula, both in the matter of engines and a radical new car. A sports-racer based on the A-series was also to appear. Though there was no lack of ideas, and Connaught has never received its due credit as a team of innovators on a par with Lotus but preceeding it, there was still uncertainty over its future.

Writing about a visit to Send in 'Autosport', December 1953, John Bolster had to sadly record that unless there was more money forthcoming, the whole works would close and the team disperse. Connaught's expertise should, he wrote, be used by the British motor industry at large. Unfortunately, there was nobody in the motor industry with the wit to listen. M.L.



THE WAY WE WERE. Connaught's transporter in 1952.



Black in a tick.

JPS9EMS

MIDDLE TAR As defined by H.M. Government
Warning: SMOKING WHEN PREGNANT CAN INJURE YOUR BABY AND CAUSE PREMATURE BIRTH
Health Departments' Chief Medical Officers

This little fellow can consider itself one very privileged tobacco plant indeed.

Born and raised in the Connecticut Valley – the champagne area of tobacco – it is seeded from the best of last year's crop.



Given that kind of pedigree, some of its leaves might, just might mind you, be selected as wrapper for a Falstaff cigar.

But they've a long way to go yet.

Not that the growing part is any problem. Once embedded in New England's rich soil, Nicotiana Tabacum rockets up like Jack's beanstalk – about fourteen feet in three months.

(By the by, having touched on a botanical note just there, did you know that the tobacco plant is closely related to the potato?

And even the tomato?

Or that the stuff Red Indians tamped into their pipes of peace was not tobacco as we know it but a frightful weed known as Nicotiana Rustica?

No? Well, let it pass.)

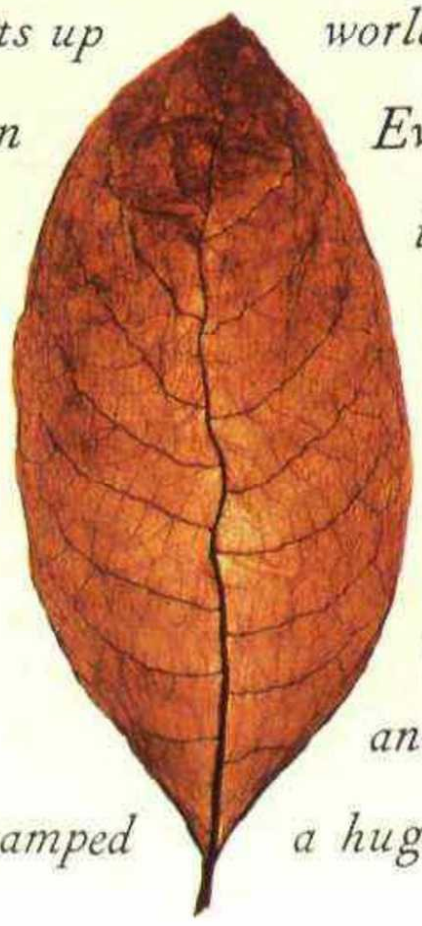
As harsh sunlight produces a harsher leaf, the entire crop is grown under a mesh of muslin.

These vast cloth tents cover over a thousand acres of the Valley's finest farms.

The result is called Connecticut Shade,

MAYBE OTHER CIGA
TAKE A LEAF OUT OF

and there's no other leaf anywhere in the world to touch it.



Even this is no guarantee of a place in a Falstaff pack, as you'll see.

Once the leaves are picked, they're hung in barns for curing.

It takes about 4-6 weeks before the greenery turns to golden brown and each barn takes on the aroma of a huge cigar box.



RS SHOULD OUR BOOK.

Then the leaves are baled and left, like a good wine, to mature for at least two years.

Now is make-or-break time.

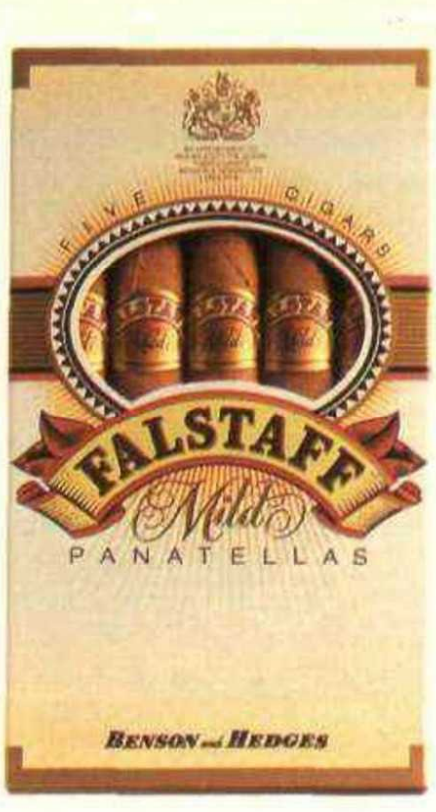
Our buyer, who's been keeping an eye on the plants since they were mere seedlings, now decides if it's all been worthwhile.

He goes through every leaf, of every sample, of every bale.

Too coarse, it's out.

Inconsistent colour, likewise. Any breakage, no good. (We are, after all, looking for a hand-selected portion of an entire leaf.)

When our expert says yes, it's a tobacco leaf's equivalent to making it to that other fine New England institution, Harvard.



Now, of course, all we have to worry about is finding the filler tobacco that will do justice to such a leaf.

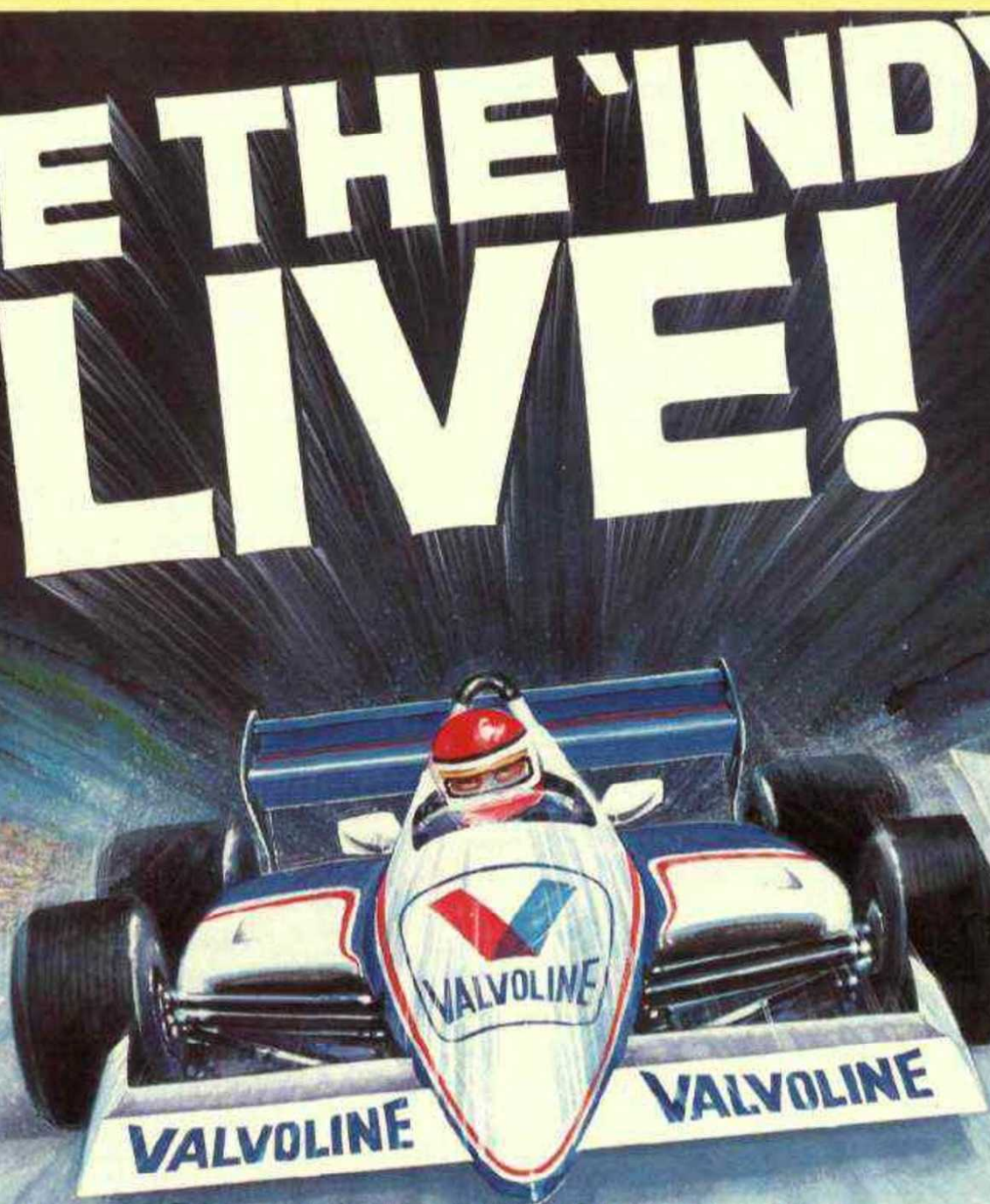
But that's another story.

Here endeth today's lesson.

PORTUGESE GRAND PRIX. Nelson Piquet's Williams chases Ayrton Senna's Lotus (above). Senna won the duel only to lose third place when his car ran low on fuel on the last lap. Nigel Mansell (below) has every reason to look pleased with life. He completely dominated the race, not losing the lead even when he stopped for tyres.

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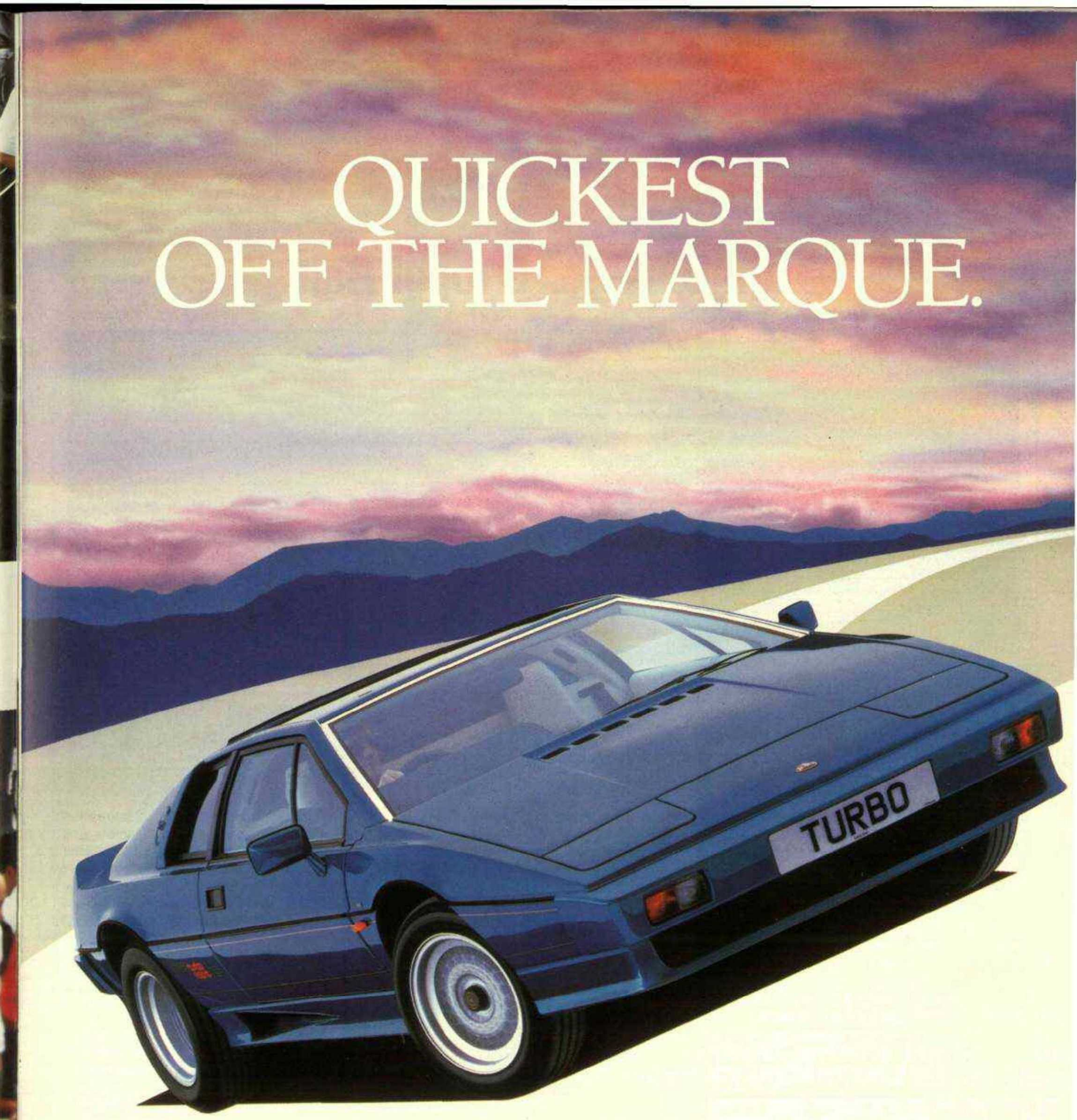




PORTUGESE GRAND PRIX. For marketing reasons, Keke Rosberg's car was painted yellow and white for the former World Champion's last race in Europe. (Inset) Stefan Johansson was innocently involved in a collision with Gerhard Berger but recovered and drove magnificently to sixth place. Ironically Berger is to replace Johansson at Ferrari next season. (Below) Senna has words with his pit crew having trickled across the line out of fuel contrary to the information his meter was telling him.



QUICKEST OFF THE MARQUE.



Lotus unleash their fastest road car yet.

The new Esprit Turbo HC. It marks the debut of the latest development from Hethel – a high compression Turbo. A further refinement of the already potent 2.2 litre engine, it endows the Esprit with even more muscle.

215 bhp in fact. So 0-60 mph time is down to a cracking 5.3 seconds.† Faster than the Porsche 928S or 944 Turbo and leaving even the Ferrari 328GTB wanting.†

Of course, figures tell but part of the story. The real exhiliration lies in the combination of extra power and the acclaimed qualities of the Esprit's race-bred handling.

And there's only one way to measure that.

A test drive. Quickest to phone 0953 608000 gets to be first in line.

† Manufacturers' figures.

LOTUS

RACE BRED FOR THE ROAD

Track Test

Tim Davies' Terropol Ralt



TIM DAVIES at the wheel of his Ralt RT30. Note the assymetrical side-pods, with the radiator on the driver's left, and the air-cleaner which fills most of the view from the right-hand mirror.

IT IS OBVIOUS that Tim Davies is an optimist. Not just because of the determination which has kept him fighting for wins, and sponsors, through FF1600, FF2000, and F3; more gratifying than that, he proved himself willing to hand over his Formula 3 Ralt to the mercies of two Standard House journalists to experience first hand the pleasures and pains of driving a top single-seater.

For a man who has shown that he has the speed and the racecraft to win, and the car to do it with, but whose moment has failed to materialise all season, Davies was remarkably sanguine about allowing two non-racers to try his seat for size with a third of the F3 season still to go. But with the help of John Thompson, Tim's manager, and the enthusiasm of both Guido Basile, team owner and second driver, and Brian Holmes, whose Auto Windscreens company is the other major sponsor, a rendezvous was arranged — Bruntingthorpe Proving Ground in Northamptonshire.

This ex-airfield track is of course where MOTOR SPORT testing is carried out, but as this does not normally include timed laps, it was likely to be no less daunting for me than for my colleague David Tremayne, editor of our weekly weekly sister paper, *Motoring News*. Using this venue was ideal as we could expect to have the place to ourselves, while in case of over-exuberance, there is practically nothing to hit — no armco, no marshalls posts, nothing fixed at all. Plenty of wildlife, though . . .

Like most drivers, Tim Davies has had a continuing struggle to finance his racing. It was while scraping together the cash race-by-race for his first F3 season in 1985 that Davies met Guido Basile, Italian boss of a games machine company called Terropol, who was running in FF2000. Basile agreed to help Davies out, and the one-race deal blossomed into a much more ambitious project — Team Terropol, a two-car F3 team for the 1986 season running Ralts, with Davies in one and Basile, running in Class B, in the second.

There is nothing technically startling about the Ralt RT30; its inboard spring/damper units follow normal F3 practice, cleaning up the drag of the suspension, and while ground effect proper was banned in 1985, the flat bottomed side-pods are continued up under the rear suspension to try and generate a little extra grip. Aluminium is used for the monocoque, with cast rear and fabricated front bulkheads, and a single-pillar wing is bolted to the five-speed Hewland gearbox behind the rear axle. Mated to this is one John Judd's Engine Developments VW blocks, a single-cam unit derived from the eight-valve Golf GTi, producing some 163 bhp when breathing through the compulsory 24 mm air restrictor.

Since racing engines are supposed to run on pump fuel, the recent reductions in lead levels have brought a major headache to teams; without this anti-knock additive, there is a high risk, in highly tuned engines, of detonation — severe and damaging pinking. Both David and I were more worried about coming off the cam and detonating the unit than about over-revving it, but to reduce the risk, the team added an octane booster for our private session.

Before climbing into the car, Tim took us around the circuit the team had selected in his XR2. With a 2-mile straight and three separate loops, Bruntingthorpe allows several combinations; the team chose to string together two of the shorter loops to give us a 2.5 mile lap with some nine corners. I say some, as two of these on the far side are so wide and shallow as to blend into one sweep where our highest speeds were to be

reached.

I was happy to let David go first, while trying to rehearse mentally the lines and gears I should use, but only made myself more apprehensive as the car stalled a couple of times. Getting a racing car rolling is never easy. Then Tim stepped forward with the advice to just tip the clutch a couple of times to make the car roll, before finally releasing it, and then David was away.

It seemed a long time before he finally relinquished the limelight to me, but his wide grin told its own story. "It's terrific" he said, "and it's easier than you expect". It was, too.

Getting into the car is a knack — step over the side-pod, thread a foot through the front bulkhead, grab the roll-bar behind you and slide down, feet under the steering rack and up to the tiny pedals. This is all aided by a removeable steering wheel. To the right is the short gear-lever, ahead the simple instrument panel: central rev-counter, red-lined at 6000, combined fuel pressure and water temperature to the left, and oil pressure and temperature to the right. Flick switches for ignition, bad weather rear light, and fuel pump are below, with a push-button for the starter and a shrouded one for the fire-extinguisher system; brake balance adjustment and separate controls for front and rear anti-roll bars complete the equipment. Sitting there with the Willans six-point harness done up tight, the car seems beautifully compact — no spare space beyond the minimum needed to operate the controls, nothing visible of the body except the front tyres, a perfect driving position (conveniently, Tim, David and I are around the same height), and a well-shaped, though hard, seat. Ignition on, fuel pump on, nothing left but to press the starter — an external battery is used to preserve the tiny on-board one — and blip the throttle. Select first, back and left, lift the clutch once, twice, plenty of revs, and the car is moving.

For that first exploratory lap I stuck to second and third to keep the engine spinning in the crucial 4800-6000 range, learning about the very short pedal movements and the high-geared steering, plus what the circuit looked like from this low viewpoint; bordered as it was by a crop of wheat, judging brake and turn points was not easy. From our base, corner one is an open 60 degree left into a short straight and a 90 right with a slight rise to the third bend, a rather blind 80 right leading across the main straight and into a faster 70 right. This is the fastest section from here with a mild left kink, a long straight, and three fast open right-handers which combine to make the last 90 right particularly critical, needing heavy braking, a double-downshift, and a precise turn-in point. This is also where the team were watching, so a bungle here could not be concealed.

Even in a road car, this ex-airfield is far from smooth, so the Ralt was set up with more ground clearance than normal, while Tim cautioned us about particular bumps to avoid, and advised on gears and the best line for each bend.

Timed laps were to be the order of the day, and our mentor took only four to set our bogey of 1 min 19.03. Even on the open bends we could see from our temporary pit-lane this looked fast,



SLIDING IN without standing on the side-pod, resting on the bodywork, or trapping a foot takes a little practice.

sudden screeches denoting a bumpy braking point as the undertray grounded, the engine sounding hard and strong despite running a small silencer for the first time.

First impressions were of the rough surface: the ride and the seat are hard, and the steering wheel leaps and bucks in the hands. The noise, too, was terrific, making the ears ring, but discomfort was forgotten in the delight of just how precise the car felt turning into a bend and how crisp was the gearchange; the chassis seemed absolutely stable, and the braking available was astonishing. As the revs through each bend increased lap by lap, and I began to use fifth with maximum revs, things began to flow together — instead of changing down I started to believe Tim's advice to keep the throttle open and let the steering scrub off speed for you in the faster corners. First I achieved fourth right through turns two and three, summoning all my courage to keep that pedal down even though the exit across the main runway was invisible.

TURN NINE — at the end of the fastest section, this was the most critical, and the most satisfying when it turned out right.



Braking and grabbing third for turn four proved a waste of time, and very uncomfortable due to the bumpy surface here; sliding over to the left-hand verge and then smoothly clipping the right-hand apex in fourth was not only faster, it avoided the intensified pummelling that braking brings. After holding the revs at 6000 through the left kink a couple of times, I decided there was no point in postponing fifth until after it, and when I was brave enough to take top before this the Ralt felt absolutely confident. In other words, despite my increasing speeds and commitment, I was still not stretching the car.

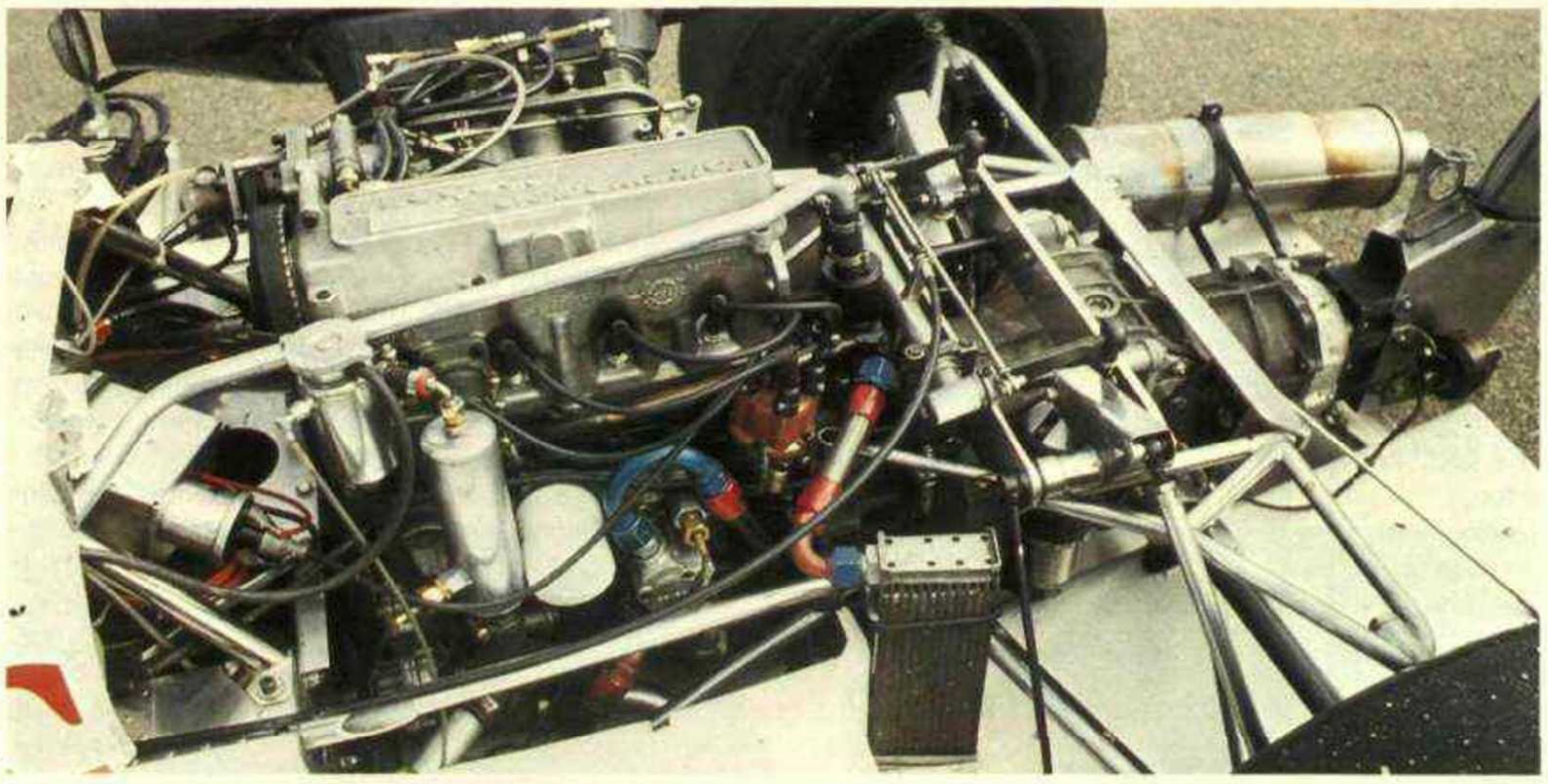
Hardest of all was the last bend, Turn Nine. Getting a bit cocky, I tried to approach it holding fifth from the previous sweeping rights and go straight to third under braking, but after finding neutral and then ignominiously chugging through in fourth in front of the whole team on two successive laps, I abandoned this plan in favour of taking fourth as I hit the brakes, and third just before coming off them and aiming down the straight.

Proceedings were interrupted for lunch, a barbeque ably prepared by Guido Basile himself with the benefit of one of his previous careers in catering, and David and I swapped notes. He had found he could hold top through the first bend, which depressed me a little, whereas I felt that I was gaining time over the rapid back stretches where I was in fifth for what felt like ages — whole seconds I should think. Already we were a little deafened from that engine wailing behind the head, and sore around the knees — in a fast corner, the legs thrash uncontrollably against the lightly-padded bulkhead, and it hurts. My respect for professional drivers was increasing steadily.

Gear ratios for Bruntingthorpe had been a bit of a guess, but Tim selected Silverstone gears which turned out about right, giving us around 140 mph in fifth. Not oustanding in itself, but the impressive part is how close the car's cornering speeds are to that. With a restricted engine and slick tyres, braking is almost the cardinal sin — be smooth, use all the road, make the tyres do the work, those are the rules. Precision and the ideal lines are crucial when all one's rivals have within 2 bhp of the same power.

How precise the two rookies were is debateable, but both of us made steady progress throughout our two sessions, and would gladly have stayed for another day if we had not known that even one day out of the team's schedule was very generous indeed. The urge to perfect each corner and then string the proverbial "flyer" together took over both of us, but I at least knew that I had chickened out at some point on each lap. The figures say that MOTOR SPORT had the edge on *Motoring News* by some seconds, my best being 1:27.15, more than seven seconds adrift of Tim, but John Thompson took another three seconds off my time when he had his first shot in the car.

As a day out it could not have been better: perfect weather, an ideal location, and the cheerful atmosphere of the whole team from Guido and Tim to mechanics Damon Brentnall, Adrian Burgess and Robert Costa, and timer Phil Cleveland. As an education for a journalist it



RALT EXPOSED: note inboard spring/dampers and small silencer added for testing (above). Minus detachable wheel, the instrument panel is compact and rather hard to read at speed on rough concrete. Bottom, Davies expounds on technique.



was profound, most of all because of the aches and pains of the next day. The knees I have mentioned, but my arms too complained about the effort of holding a steady course through a bumpy bend; you really do have to be fit to contest a 1½-hour race.

Looking back it is easier to say "I should have used fourth instead of third at that bend" or whatever, but to be truthful I still do not know where I was losing those seconds on the expert. I was pleased to have made no major mistakes, but given the abilities of the car that was no real feat. The real test would be to return and see if what I learned on the day has stuck. — G.C.



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First year back and

Remember how the RS Escorts and drivers like Timo Makinen and Roger Clark dominated rallying back in the '70's?

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Having clinched the World Rally Championship in 1979, the works team temporarily withdrew from motorsport.

It was only a tactical withdrawal, however, just for long enough to develop a new car.

In 1986 it arrived – the sensational RS200 with its 420 bhp turbo charged engine and variable four wheel drive. It's one of the fastest rally machines ever built.

Already across Europe, it's won 14 International Rallies outright. In Britain the RS200 took Mark Lovell to victory in the



they're back in front.

Shell Oils RAC British Open Championship. And, on the continent, Stig Andervang drove one to win the West Euro Cup.

Where do we go from here? Due to a change in regulations, in 1987 the Sierra RS Cosworth will take up the challenge.

Not just in rallies either. We expect the Cosworth to make a front running circuit racer too.

So you should see plenty of us in the year to come.

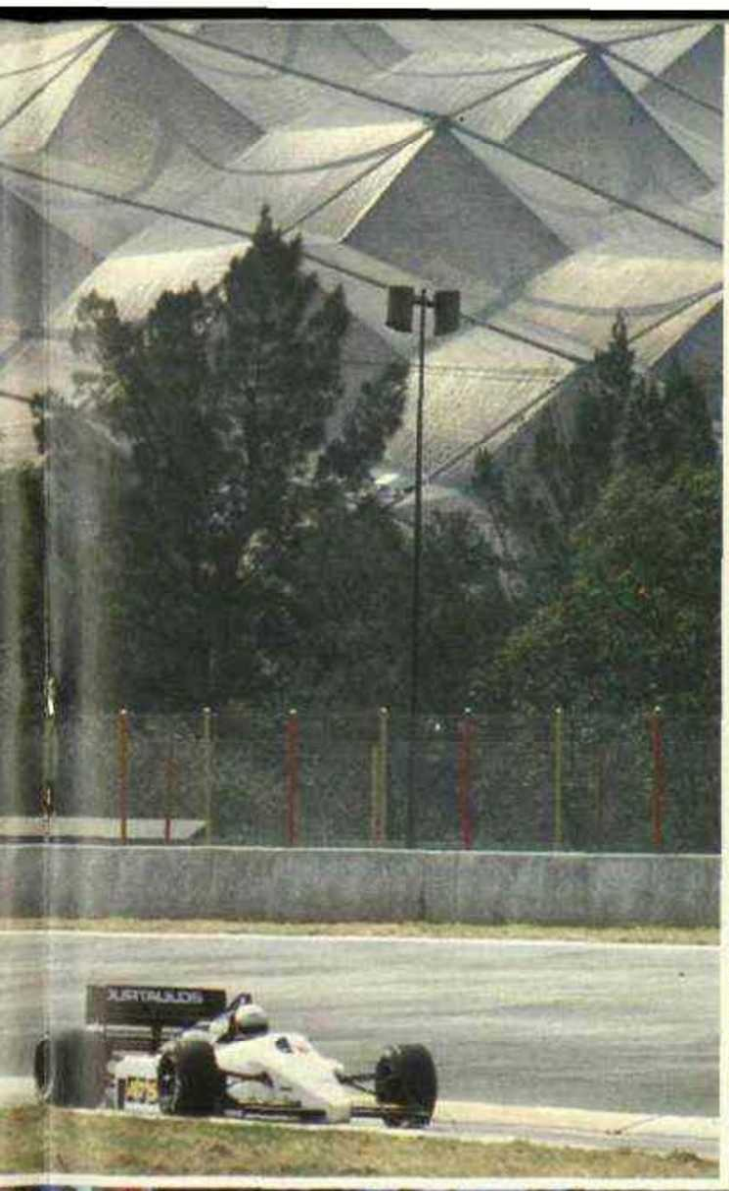
No doubt about it, it's great to be back.

P.S. A few road going versions of the RS200 are available for sale, price approx. £50,000. And, of course, the Sierra RS Cosworth is now in limited production. See your Ford Rallye Sport Dealer for details.

Motorsport. Ford

MEXICAN GRAND PRIX.

The story of the race can almost be told in three pictures. (Right), Mansell found difficulty in engaging first gear and was swamped at the start. At the end of lap one he was in sixteenth place but was fifth at the end after two tyre stops. Piquet (above) had three tyre stops, which effectively cost him the race. He finished fourth, just ahead of Mansell. Gerhard Berger (far right) was suffering from Montezuma's Revenge and thought he would not be able to start. In the event, he not only started but was able to run on a single set of Pirellis to score the victory which he has been threatening to take all season. Pirelli is leaving F1 after the next race, so at least the firm goes out on a high note. Phillipe Alliot (below) scored his first World Championship point.







On an otherwise featureless circuit, the largest meringue in the world (actually an exhibition dome) stood out at the point where the cars peel off to the pit road. In the picture are Martin Brundle and Huub Rothengatter. The last Mexican GP in 1970 suffered from unruly crowds which spilled onto the track causing the event to disappear from the racing calendar. (Below right) This time, spectator control was somewhat tighter.

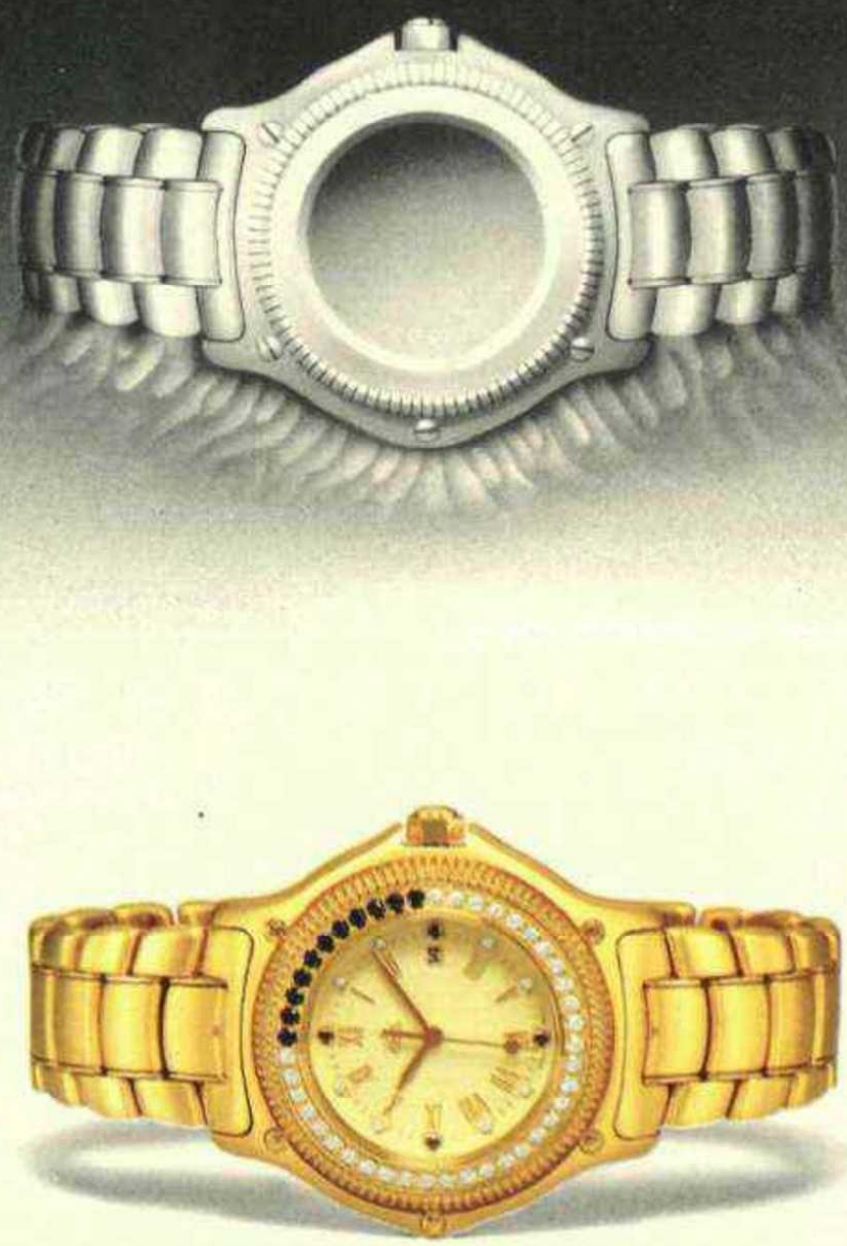


SILVERSTONE FINAL

THIS YEAR'S RAC British Saloon C Championship has gone to Chris Hodge (left) whose red Toyota Corolla is se alongside Barry Sheene's similar car. Richa Longman (Escort Turbo) and Andy Rou (Sierra XR4Ti) finished second and th overall and each won his class. (Middl Steve Kempton's reward for winning Class of the Lucas British F3 Championship was drive in one of the Cellnet Ralts, here he seen leading Tim Davies' Reynard. (Belo After a hesitant start, Andy Wallace in t Madgwick Motorsport Reynard 863-V dominated the F3 season, his pole position Silverstone was his 11th in succession. At o time it looked as though financial troubl would cause his withdrawal but the day w saved by Warmastyle Racing for Britain, th thoroughly worthwhile organisation whi does not get the support it deserves fr enthusiasts. (Inset) Wallace acknowledgi the applause after an honest weekend's wo in which he set pole by 1.2 seconds and l from start to finish to claim his eigh Championship win of the season.

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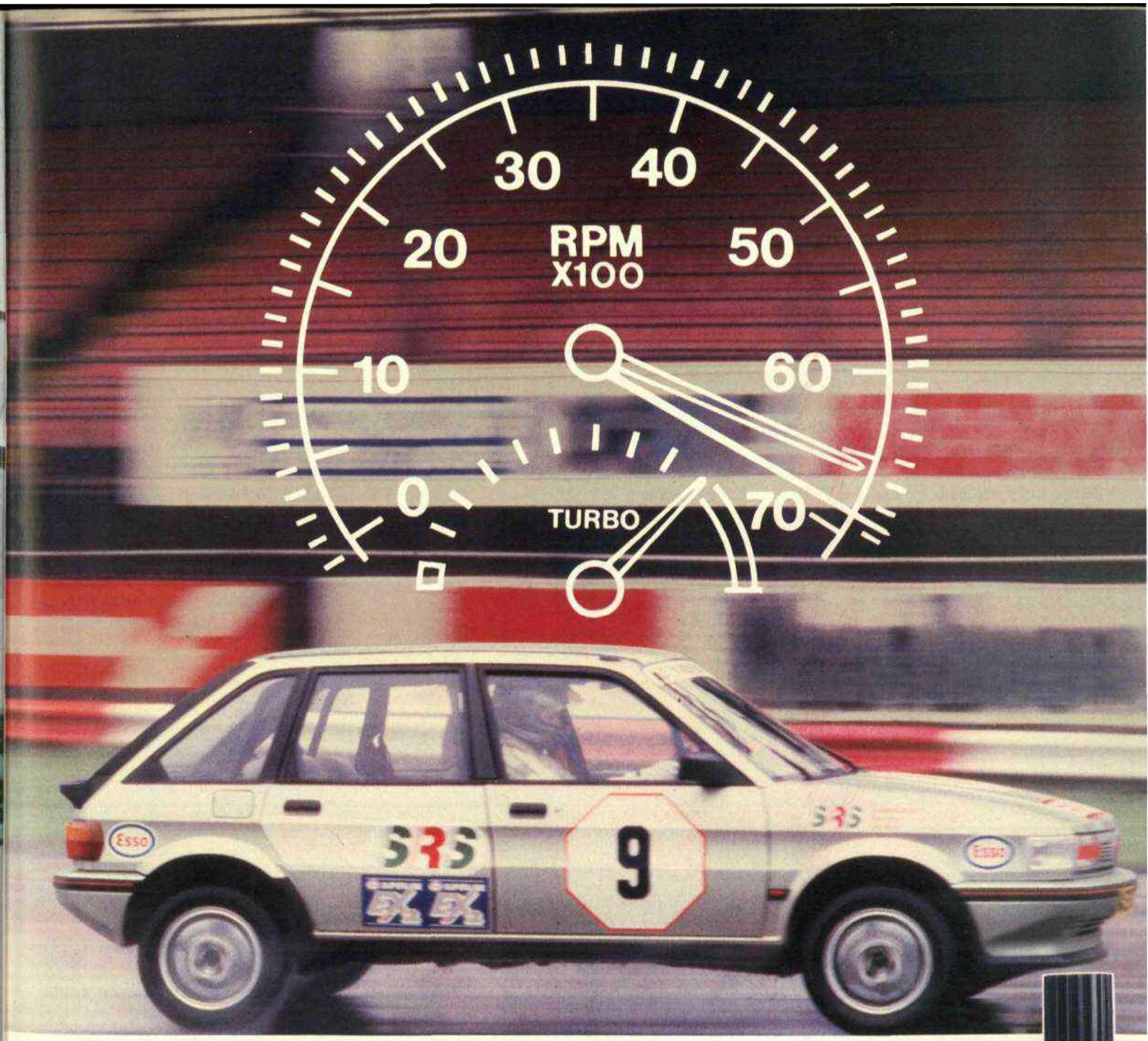
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British Motor Show

Pride of place at the N.E.C. surely went to Jaguar's new XJ6 (main picture), which has enjoyed enormous publicity even before this, its international launch. Appearing in Britain for the first time, Suzuki's georgeous little RS1 concept car (top) is a mid-engined two-seater packing a 1300cc twin-cam — a modern Midget in spirit. Bertone's four-seater Zabrus (above) is based on Citroën BX running gear. Long doors open vertically, the front seats rotate to aid access, and the rear hatch extends well into the roof.



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▸ In a world increasingly dominated by mass production, Porsche continue to build cars the way they've always built them. Taking time. And taking care.

Today, the 911 is one of the few cars still made to individual order and assembled by hand.

As a result, every 911 takes five times as long as a conventional vehicle to create. To construct the bodyshell alone requires 600 sheet metal parts. 5000 spot welds and 33 feet of seam welding bond them together for life.

For extra protection, each steel sheet is first dipped in liquid zinc to provide a unique shield against corrosion. Should a scratch ever expose bare metal, the zinc coating spreads over the wound and the body effectively heals itself. Of course, this may take a little longer than conventional processes. But then miracles often do.

Next the bodyshell must be honed to a flawless surface smoothness. To ensure this has been achieved, inspectors wearing special sensory gloves run their hands over the entire body. Not only must they see that the body is free from blemishes, they must literally feel that it is. Only then will any paint be applied.

To reach the final finish on a 911 requires over 100 working steps. Because the classic Porsche shape is rare in possessing concave as well as convex curves, it is painted by hand, not by robots. (Automatons prefer metal boxes.) Between coats the body is heated and cooled and the surface repeatedly polished to create a richer, deeper lustre.

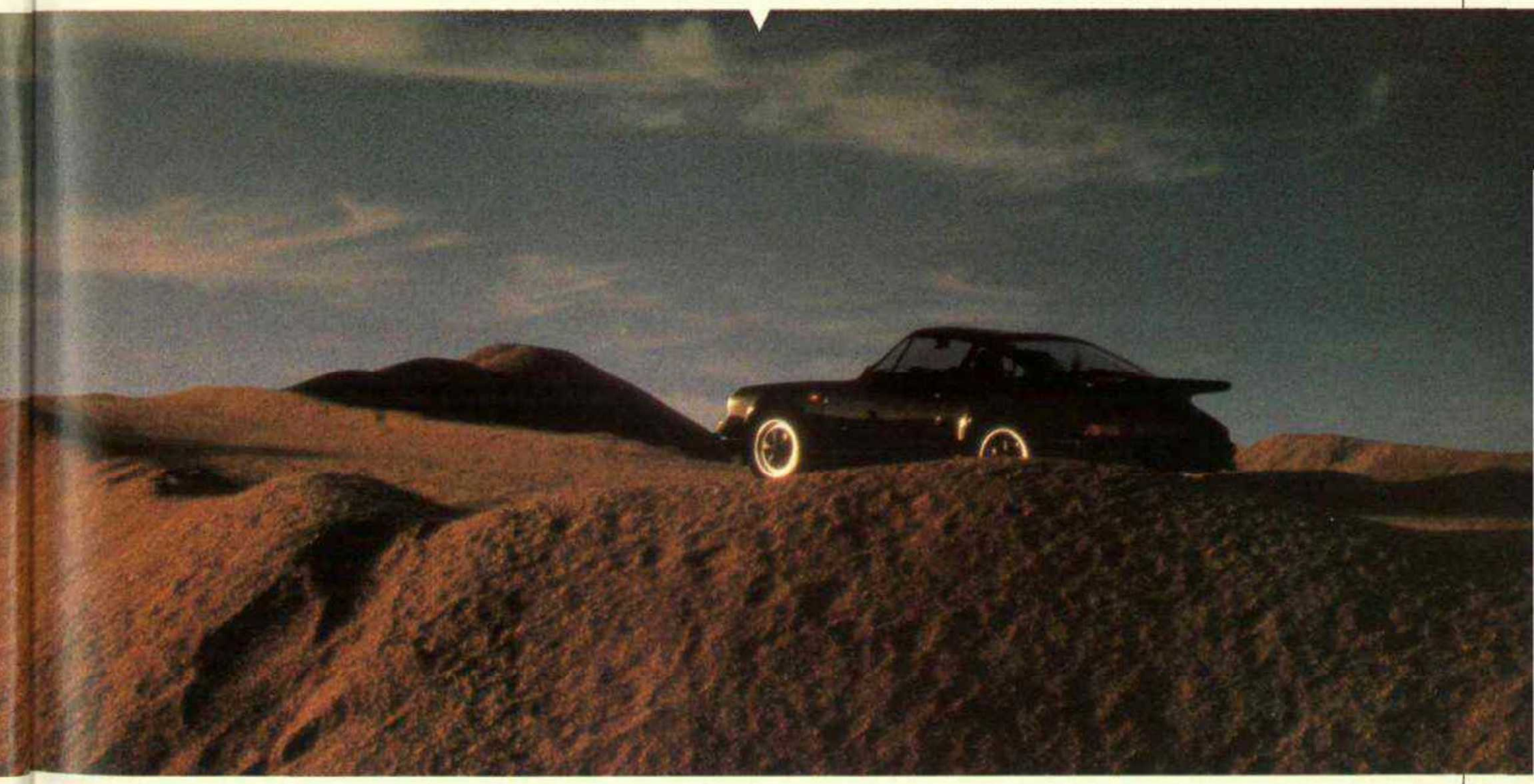
Special paint requests (Porsche have been known to match the colour of a lady's lipstick) are catered for regardless of time, trouble and, if the customer's means permit it, money.

No less care is lavished on what lies beneath the 911's skin. The legendary 'flat six' is assembled by hand-picked teams of technicians each one of whom must be capable of building an entire engine single-handedly.

BRAHM

Each task is allotted a schedule which prevents any production-line thinking creeping into the work process.

Precision is crucial. The cylinder barrels, for example, are etched so accurately that the final layers of metal removed are invisible to the human eye. At every stage, work is checked, **IT TAKES A LONG TIME TO MAKE SOMETHING THIS QUICK.** 20 kilometres of



measured, re-checked and the customer order-card signed by the technician responsible. (If you wanted to know who made your 911, Porsche could tell you.) Once complete, every engine is bench tested for forty-five minutes. But the most gruelling examination is yet to come.

When body, chassis, engine and any one of more than a hundred interior options have become a perfect whole, Porsche attempt the unthinkable. And pick holes in it. To check the seals, 10,000 litres of decalcified water rain down relentlessly.

While for good measure, ultrasonic sensors probe the parts other quality controls can't reach. To search out hairline flaws in paint and metalwork, light rays are reflected into the bodywork and any weakness exposed.

Every electrical component is examined by computer. Chassis, suspension and engine are subjected to 'rolling' and 'bumping' road. All gears are tested. At the end of which something rather remarkable happens: a 911 looks, lasts and performs like only a 911 can.

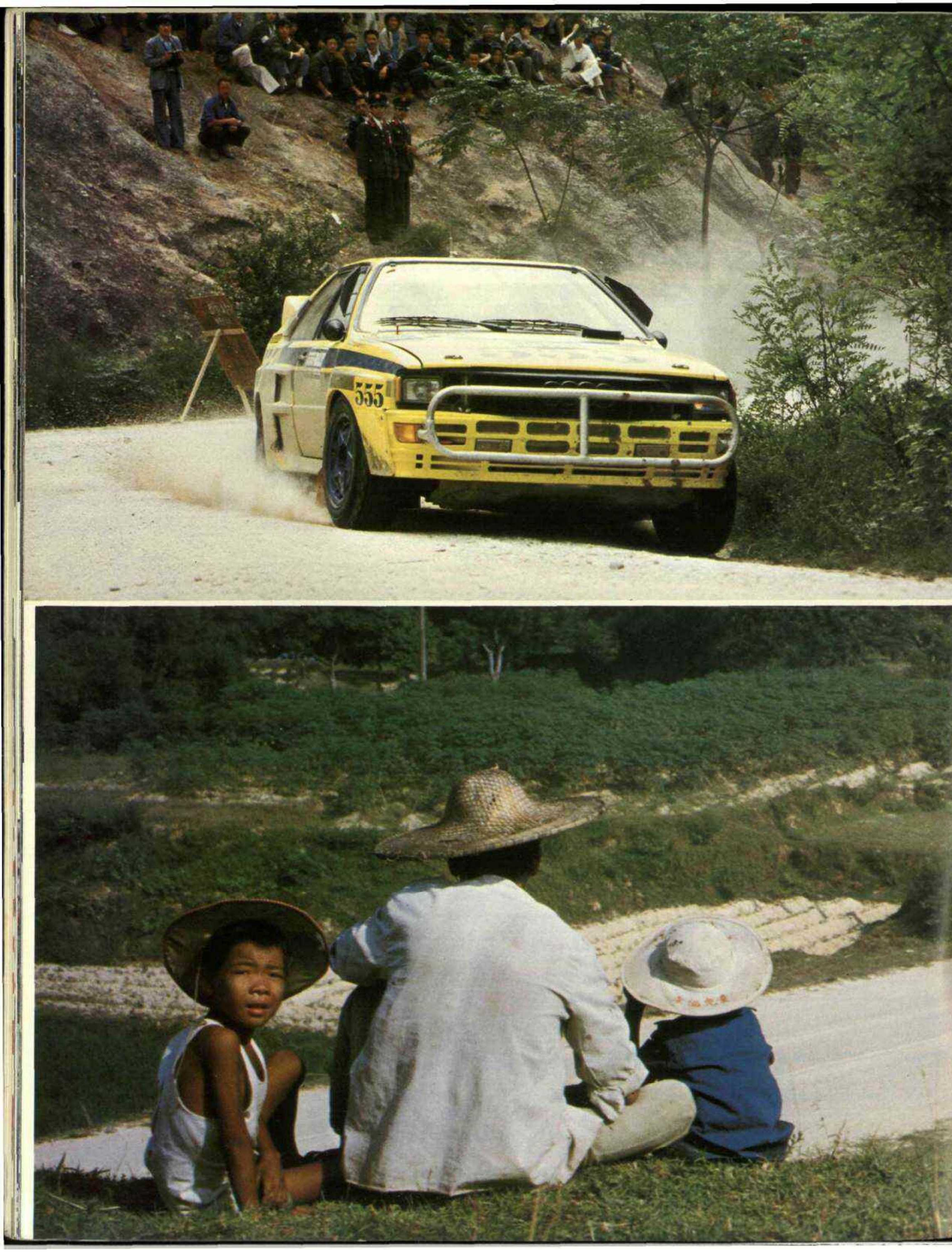
Oh. And we nearly forgot. There is something else you have to do before you can create the world's most coveted sports car. You have to race, refine and develop it. For twenty-three years. A test drive, however, can be arranged rather more quickly.

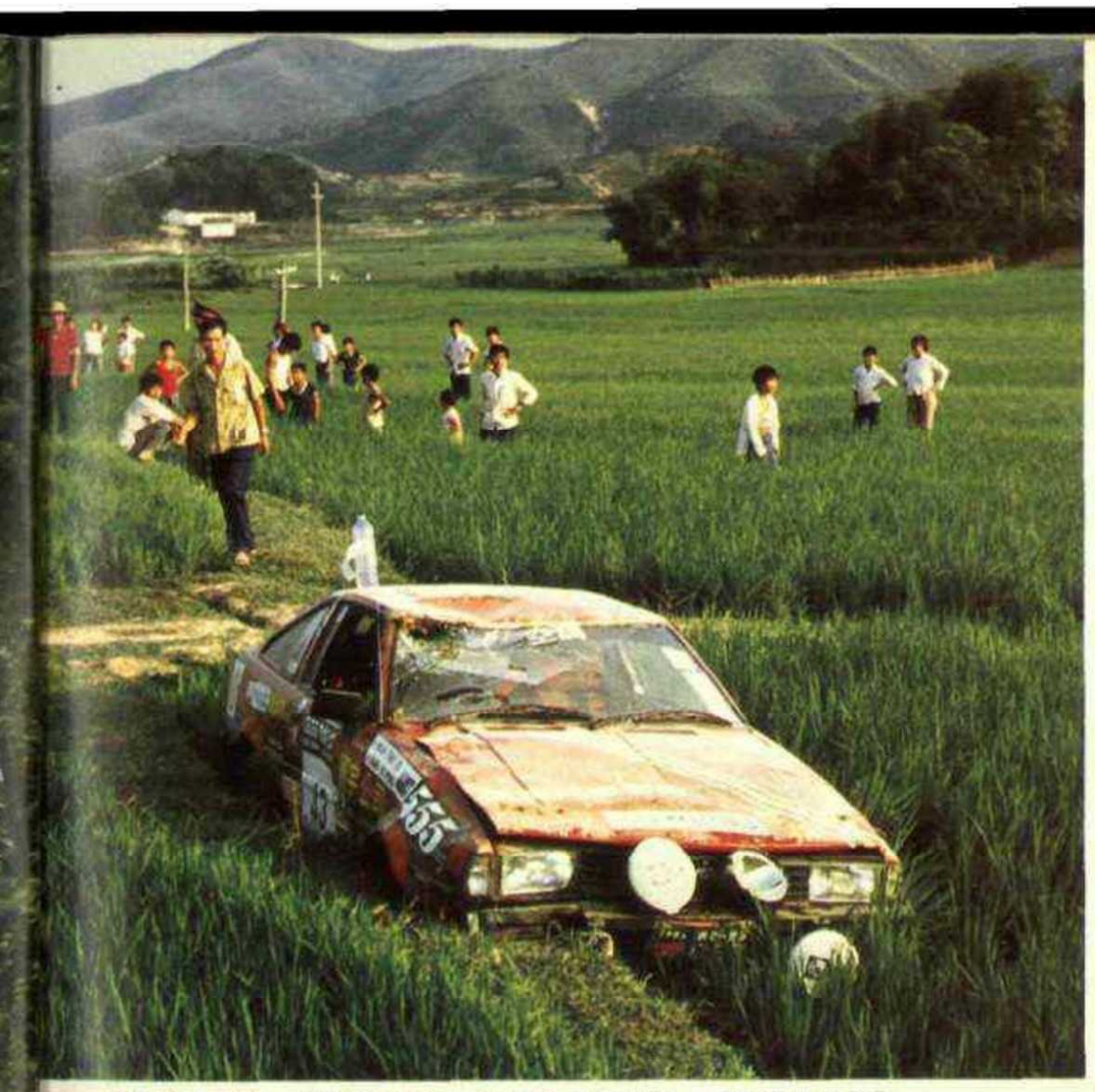
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555



HONG KONG-BEIJING RALLY.

Stig Blomqvist and Bruno Berglund (left) took their Audi Quattro A2 to an easy victory, finishing more than one and a half hours in front of Lu Ning Jun, a Chinese police driving instructor, in his Mitsubishi 4WD Turbo. (Above) Parked in a paddy field, this Toyota was one of the many cars which fell by the wayside. (Below) A typical scene on the route. In a country where motor cars are comparatively scarce, millions of spectators turned out to watch the rally and, in particular, the European drivers.



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VSCC Donington

CLOSE DICING: Anthony Mayman (Lotus 16) inches ahead of John Harper's Cooper as they sprint for the flag in the *Allcomers Race — Mayman won by 0.1 sec.* Other highlights of the meeting included Bill Morris winning both Trophies in the Shuttleworth and Nuffield race in ERA R12B (below), Roger Sweet's determined performance with the MG KN/K3 in the same race (bottom), and the reappearance of the ex-Whitney Straight Maserati 8CM in the hands of David Heimann (left).







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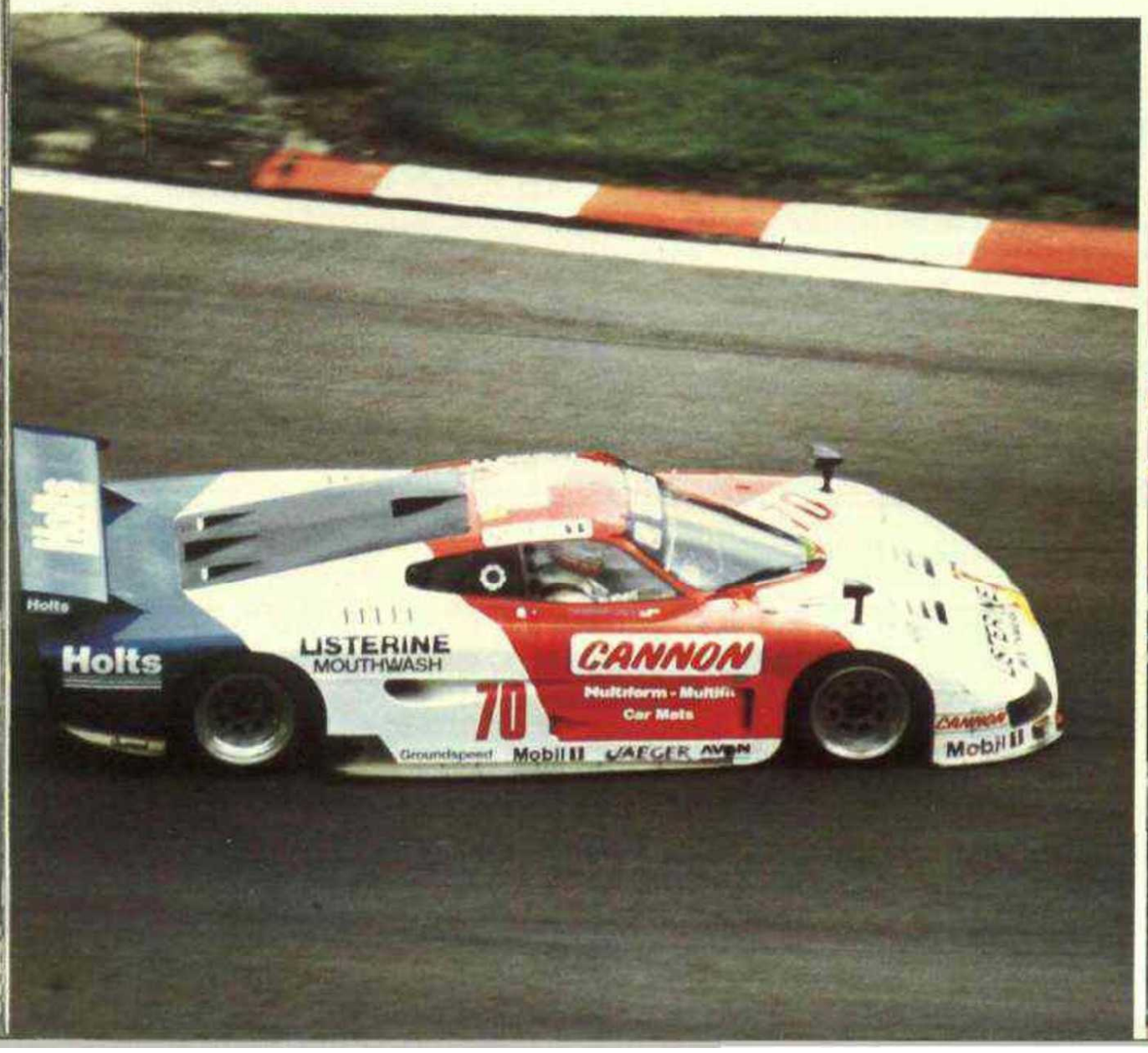
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DUNLOP TYRES

SPA 1000 kms.

IN THE OPINION of many, the Spa 1000 kms was the best seen since Group C began. Victory went to the Brun Porsche 962C of Thierry Boutsen and Frank Jelinksi (above) but the result was in doubt until the approach to the line. Derek Warwick's Jaguar looked set to snatch the lead at the last corner when his engine died. (Below left) Gordon Spice and Ray Bellm (Spice Pontiac DFL) had to give best to the Ecosse in C2, but for the second year running they emerged as C2 World Champions, an achievement which is too often overlooked. (Below right) Ray Mallock and Marc Duez gave the Austin Rover-powered Ecosse another C2 win.





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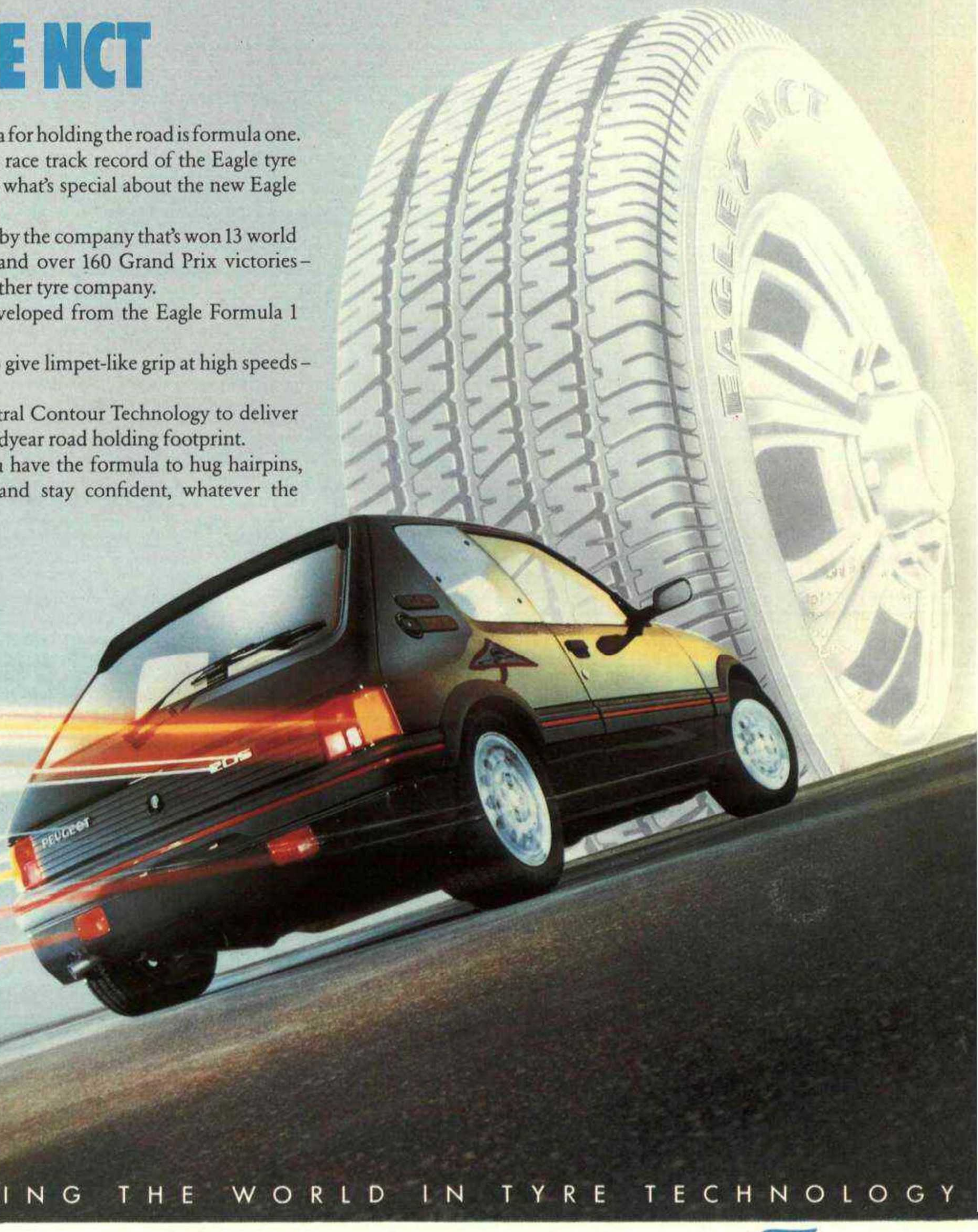
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GOODYEAR

Road Test

Toyota Supra

UNTIL recently, the Standard House fleet included a Toyota Supra of the previous type, and I was surprised to find myself becoming very enthusiastic about it. Surprised partly because I did not much care for its looks, but more because it displayed a precision and solidity of road-holding which was unusual for such a large car and which one does not always expect in a Japanese vehicle which also sells in America.

Having now sampled the all-new Supra, the first with an identity of its own rather than being a super-Celica, I fear the American taste has triumphed again. In the sleek new shell is incorporated more of everything — more cc, twice as many valves, an extra 12% in power — and yet a degree of that previous precision has gone, and, oddly, given the figures, so has the instant urge of the older 2.8-litre six. Now a 3-litre, the unit boasts the obligatory (for this year at least) four valves per cylinder configuration, and the output is up to 201 bhp together with generous torque of over 180 lb ft, while a patent induction control system is claimed by Toyota to diminish the low-speed disadvantages of the 4-valve layout.

Yet rather than the immediate push in the back of the 2.8, opening the throttle of the new engine brings a smooth — exceptionally smooth — but steady build-up of revs until the last quarter-inch of pedal travel, when the unit suddenly changes character and looses the rest of its effort in a rush. This makes it feel a very mild engine, even though at one point it turned in an exceedingly impressive 0-60 mph time of 7.6 sec with three people aboard. While idling, it is so smooth that one has to glance at the tachometer to check that it is indeed running, and this refinement extends to the rest of the car too. Suppression of wind and tyre noise is equally good, and a softish ride together with the generous equipment and elaborate seats confirm the Supra as a superior motorway cruiser.

Large and clear mechanical dials replace the pointlessly elaborate and harder to assimilate digital system of the previous car, which, like every LCD display, were hard to see in sunshine; they are housed in a large, indeed rather dominating hood extending over two-thirds of the fascia. Speed and revs are visible through the largish plastic wheel, with water temperature, volts, and oil pressure outside this, but the fuel gauge disappeared behind the rim the moment I had adjusted both rake and reach of the wheel. A mechanical "memory" lever restores the chosen position after another driver has used the car.

Electric lumbar and side support adjustment is an interesting novelty within the seats, which proved comfortable even after a long and fast late-night haul along the M4 and M25, and I did find that I tightened the side-bolsters for the windy B-roads and relaxed them on dual-carriageways, but the effect may have been psychological rather than physical. Both gear-lever and hand-brake are well-placed, as are the usual stalks for indicators, lights, wash and wipe, but the push-rockers controlling ancillaries such as fog lamps and heated rear window are concealed by the spokes of the steering wheel. My only other ergonomic criticism is to wonder why the radio/cassette is tucked behind the gear lever while the ashtray enjoys the more accessible slot above; perhaps this is to do with the air-conditioning controls situated directly above again. This is a sophisticated system, thermostatically controlled, and it is more controllable than many other units, allowing for cool fresh air even when the a/c is switched off. Tinted glass, rear wash/wipe, electric windows and heated remote-adjustable door mirrors are all part of the package, although a sunroof is not available.

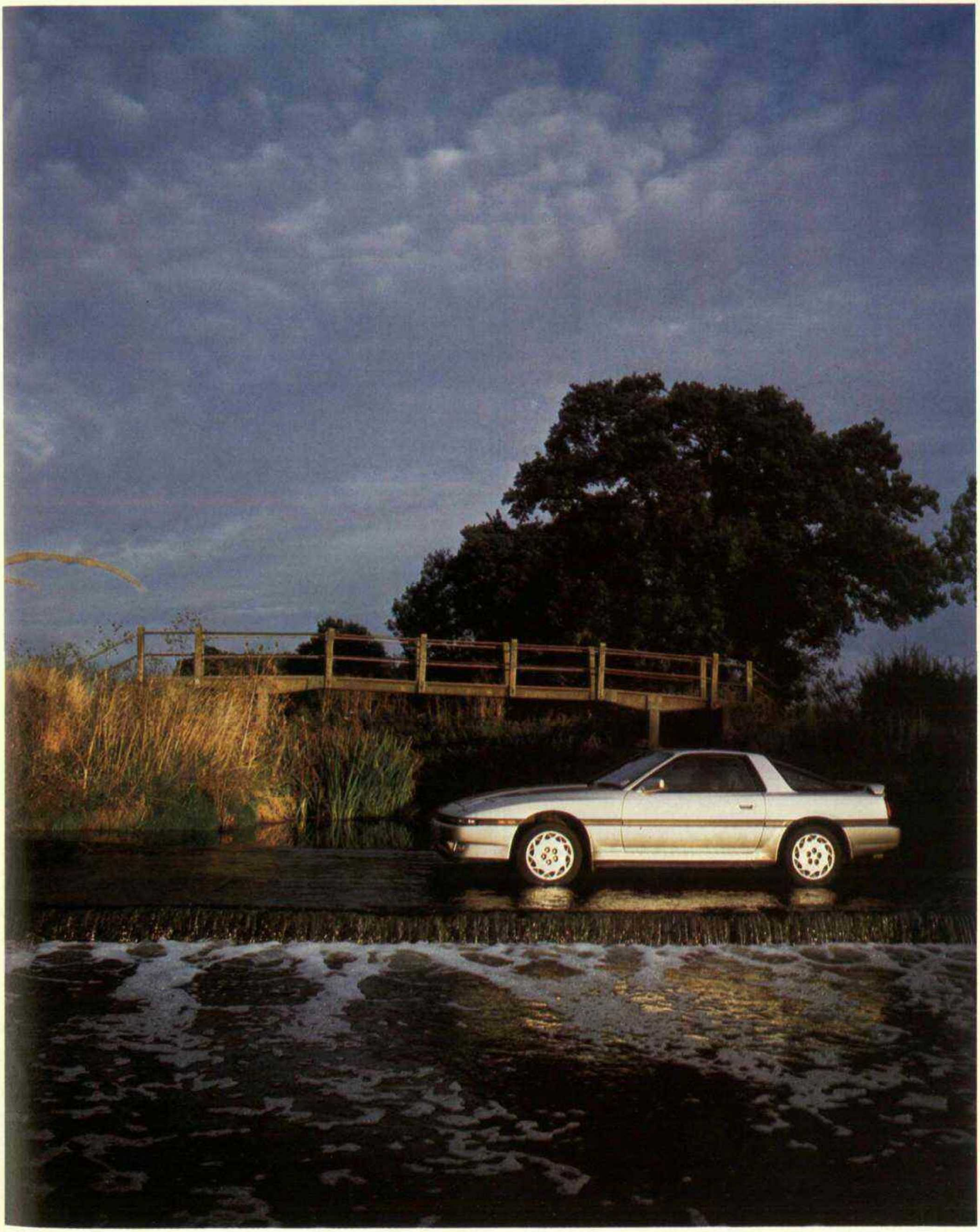
A great deal of computer time has gone into the geometry of the suspension, and the result is a relatively complex design where multiple compliances are arranged to cancel one another out under different loadings so as to keep wheel angles nearly constant. Both ends of the car have what is theoretically a double wishbone layout, although at the front the lower member is in the form of an 'L' whose base locates on the body through a subframe, and at the back there are twin lateral lower links, for each wheel, plus a trailing arm, which adds up to an eight-link system. Such complex wheel control becomes necessary when running today's very wide square tyres, such as the 225/50 VR 16 Goodyear Eagles the Toyota comes with. These have a unidirectional arrow-pattern tread, which means that theoretically a left wheel and tyre cannot be fitted on the opposite side. When Mazda announced their new RX7 with similar tyres, I asked what one did in the case of a left-hand puncture if the spare were right-handed, and was told that the driver would probably not notice the difference. So where is the advantage of this extra complication, one wonders?

That is not to denigrate the excellent performance of these tyres: they provide impressive traction, helped by the limited slip differential which is standard both on manual and auto versions, and lateral pulling power is very strong. They also absorb bumps without too much thumping, and refuse to squeal when pressed, but as I had the car during our September Indian Summer I cannot vouch for the wet grip which is supposed to be the strong point of the unidirectional design.

From the outside, the latest Supra is a great improvement on the old; gone are the angular planes which looked as if the car had been shaped with a bandsaw, to be replaced with a much sleeker profile. It has to be said that above the waistline the shape is very similar to that of the last Mazda RX7, which is no bad thing, but below this line the treatment is rather fussy, with a strange crease and odd returns between the wheels which look like an aftermarket styling kit. Nose treatment is cleaner than before, with a deep spoiler, incorporating fog lamps, whose lower edge is of soft plastic to withstand any knocks against high

SUPRA 's smooth lines help to disguise the bulky rear bumper, but the double spoiler could be tidier.





kerbs, while at the rear a raised spoiler mounted on the long hatch contributes to stability and reduced drag. (Toyota claims a Cd of 0.32.)

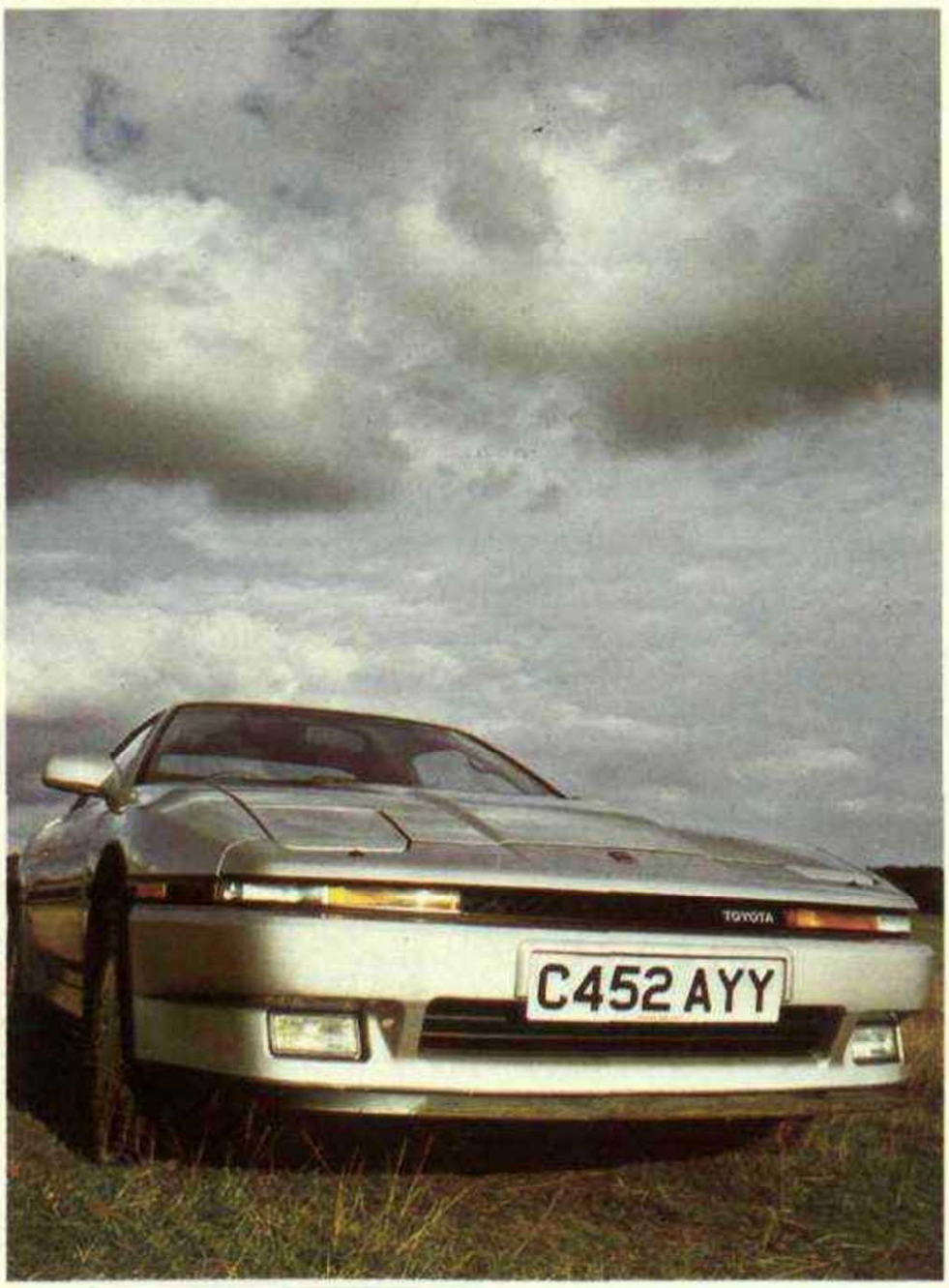
What looks like a one-piece rear window is actually three sections, two fixed quarter panels and the rear window itself which butts up flush to the other two when the hatch is closed, disguising the C-pillar. Because of the length of the hatch opening it cannot be very deep but as the boot itself is rather shallow this is not a real problem. However, the irregular shape of the boot floor makes it hard to carry any sort of large square object — two tall suspension turrets, a cross-brace, and the spare wheel under its carpeted cover see to that. In order to carry a small tool-chest I had to lower the rear seats and load the car through the passenger door; it might as well not have been a hatchback.

For smaller or soft items, though, the space is reasonable even with the separately folding rear seats up, and passenger accommodation in these is quite fair; the seats are comfortable, but inevitably lacking in leg- and headroom. Rear belts are standard.

From within, visibility is good even past the thick B-posts, with a surprisingly large part of the bonnet visible ahead, and the neat rectangular pop-up lamps do not spoil the lines as they do on some cars. They also provide a good beam on main and dip.

Perhaps the least acceptable element of the Supra as a sporting car is feel of the steering. While the fixed ratio is well matched with the large wheel, there is a very strong self-centring action which is presumably attributable to the large amount of castor — over seven degrees. While this must help feedback overall by allowing road inputs to come back through the steering wheel, it induces a tramline effect whereby the Supra seems reluctant to deviate from a straight line when asked, rather like driving on the notorious A74 where the intensive passage of heavy goods vehicles has created deep ruts which practically steer a car no-handed. In this case it is most noticeable on the motorway when smooth lane changes require extra concentration.

Mild understeer is the car's natural attitude, though throttle application neutralises this. Once balanced, it feels very secure and stable, and under these circumstances the steering is at its best, light and responsive. Tuck-in on lifting off is effectively countered by the differential



RETAINED from the previous car is the horizontal slot above the bumper (left), which helps to conceal the indicators and sidelights. Foglamps are recessed into the deep spoiler, which is edged with a resilient plastic strip to avoid damage. Two-way adjustment on the steering wheel allows a good position to be found, although the fuel-gauge (third from left) and the auxiliary switches are then concealed from view. Door-mounted electric window switches fall easily to hand.



compliances of the two rear lower links; softer bushes on the foremost one induce toe-in to cancel the toe-out which is normally produced when the throttle is closed smartly. The result is a car with excellent road-holding and which responds predictably in all normal road driving, but which nevertheless lacks the crispness to bring a grin to the face of the enthusiast. With that long pedal travel before the engine really gets going and the reservation about the steering, the Supra is a car of high ability which shows up when driven hard, but which is masked in ordinary driving use. Reducing the centring of the steering and tautening up the spring rates would surely move it in the right direction without compromising its undoubted refinement.

At just over £15,000 including a high equipment level the Supra looks a more impressive car than a Porsche 924S at a similar price, and will probably appeal to the luxury market rather than the out and out sporting driver; its obvious rival is of course the Mazda RX7, which feels tauter but gives away 50 bhp. Toyota could relatively easily emphasise the sporting character of its offering; but it may well be that the company is quite happy with its comfortable cruiser. — G.C.

Manufacturer: Toyota Motor Corp., Tokyo, imported by Toyota (GB) Ltd., Redhill, Surrey.
Model: Supra
Type: 2+2 3-door coupé
Engine: 6-cylinder in line, 2954cc (83 × 91 mm) dohc. 4 valves per cylinder, electronic fuel injection. 201 bhp at 6000 rpm, 187 lb ft torque at 4800 rpm.
Transmission: Rear wheel drive, 5-speed manual or 4-speed auto gearbox, limited slip differential.
Suspension: Front, double wishbone, coil spring, telescopic dampers, anti-roll bar. Rear, upper wishbone, twin lower arms plus trailing arms, coil springs, telescopic dampers, anti-roll bar.
Steering: Power-assisted rack and pinion.
Brakes: Ventilated discs all round (11.8 in front, 11.4 in rear), servo-assisted, electronic anti-lock system.
Wheels and Tyres: 7JJ-16 alloy rims, 225/50 VR 16 unidirectional Goodyear Eagle tyres.
Performance: 138 mph, 0-60 mph 8.0 sec.
Price: £15,298 manual, £15,998 automatic.
Summary: Roomy, well-equipped and comfortable cruiser; better looking than before, but with the crispness refined out of it.

Veteran to Classic

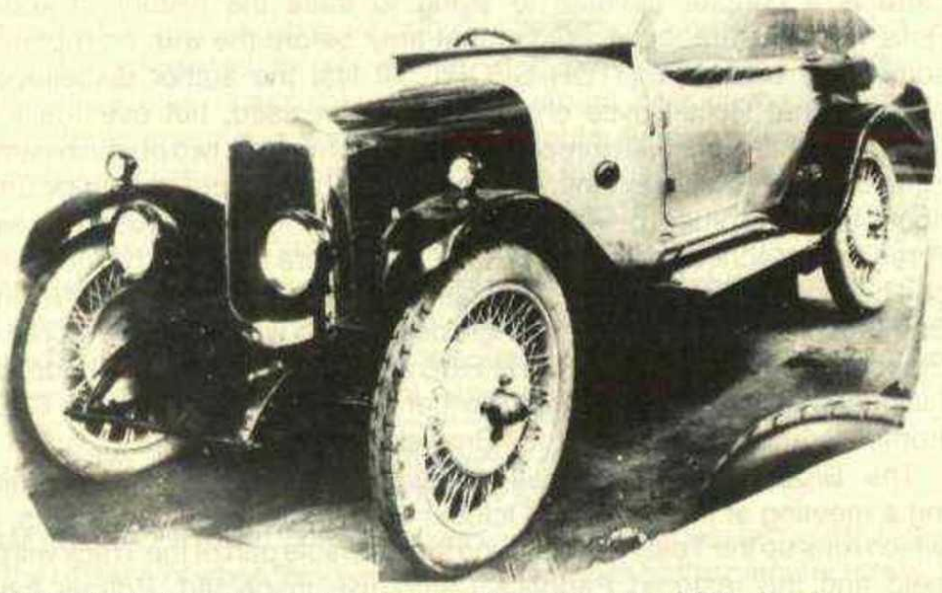
Fragments on Forgotten Makes. No. 72:

The Astral

The Astral was a car of advanced design which had a very brief spell in the limelight, lasting from its inception in 1923 to its demise the following year. It was the product of the Hertford Engineering Company Ltd., of Bridge Works, London Road, Barking, in Essex, of which no trace appears to remain.

It is interesting that recent cars dealt with in this series, the Dorman and the Seabrook, also had small-capacity engines with overhead-camshafts, a type of valve-gear then quite rare and which was apt to be mistrusted by the ordinary run of car-buyers. There does not seem to be any common line between these three cars apart from the reasoning that an attractive sales proposition would be a car of modest size and fuel thirst yet one powerful enough to give an adequate performance, in the case of the Astral when endowed with a roomy four-seater body.

The Astral was designed by R. W. Richards, who used some unusual items in his concept of such a car. He laid out a four-cylinder engine of 65 x 115 mm. bore and stroke, giving a swept volume of 1,720 cc (the Dorman and Seabrook had ohc engines of 69 x 120 mm = 1,795 cc), so that although the taxation rating was 11.9 hp there was the advantage of a 1.7-litre power unit, if a notably long-stroke one. Mr. Richards apparently had long experience of such design work and was able to economise on construction with a view of the complete car being marketable for less than £400.



PROBABLY the only sports example of the short-lived Astral make

The Astral's crankshaft was so substantial that it was considered sufficient for it to run in only two bearings, and these were unusual in being ball-races, as being more easily renewed than the conventional plain bearings. The big-end bearings were of normal plain type, however, and the first engine built had cast-iron pistons. The lubrication system was extremely simple. A plunger-type oil-pump was driven from a spiral gear at the front of the crankshaft, this pump drawing oil from the sump via a large-bore pipe, and feeding it through other pipes to the ohc valve-gear, from where the lubricant drained down gutters to the troughs which gave a supply to the big ends. An oil filter was dispensed, with and the layout obviated the need for drilling oil passages in the engine components. A small orifice bled oil to the bronze clutch-spigot.

The overhead-camshaft was driven by a vertical shaft and bevel gears, the lower pair of gears forward of the oil pump driving gear, and here another unusual piece of design was incorporated, namely the securing of the camshaft bevel gear to the camshaft by means of a split boss, a collar, and three set-screws, the idea being to give very accurate valve timing, as the camshaft could be moved without disturbing the drive. The camshaft operated two vertical valves per cylinder, tappet adjustment being accomplished by compressing the valve spring and turning by hand the hardened head on which the cam worked, this being possible because this was serrated and these serrations engaged similar serrations on a disc which was located in the threaded hollow tube of the large valve-stem, two flats on each tube-like valve stem locating the large disc, and the valve return spring normally preventing the disc from turning. (There is a touch of Hispano-Suiza, I fancy, in this form of tappet adjustment and I believe the Astral's oil-pump was a proprietary Roto-Plunge). The camshaft ran in two bearings on the detachable cylinder head, a cast bracket supporting the tail end of the back camshaft bearing and the skew-gear driving a vertical distributer for the Lucas coil-ignition system.

The Astral was notable for its clean engine exterior, achieved by a neat camshaft-cover and by hiding the h.t. leads and the petrol pipe under covers. The single Zenith carburettor fed directly into the offside of the cylinder block and the engine was four-point mounted, with the oil-filler protruding from the o/s front engine bearer, which further enhanced the neat under-bonnet appearance. Further design simplication was seen in the use of thermo-syphon cooling, two large vertical outlet pipes taking the coolant to the handsome radiator. The dynamo was located beneath the n/s front crankcase bearer-arm.

An aluminium clutch housing was bolted to the rear of the crankcase, and care had been taken to render the cone clutch and the gearbox easy to remove. The gearbox gave three forward speeds, with a central lever, this being deemed adequate for the engine's power output, although this was not quoted. To avoid a too-long propeller shaft the designer used a short shaft running to a ball-and-socket joint at a cross-member, the ball at the head of a short torque tube; there was nothing particularly unusual in this, and the A7 had it, but some of the details on the Astral were a bit special. Two universal joints of mechanical-type were used for the front prop-shaft, although this took on a rather acute angle unless the car was fully laden. A quite substantial three-piece back-axle was used, designed to reduce machining to a minimum and to facilitate that which was unavoidable. The differential and final-drive were held by the malleable-iron centre-section and the sleeves took part of the car's weight, the driving-shafts being splined to the differential and the wheel hubs secured by tapers and keys. Adjustable worm-and-wheel steering incorporating ball-bearings was used, the pressed-steel chassis frame had plenty of cross-members and was sprung on flat half-elliptic springs, in which the shackle-bolts for the rear pair were horizontal but the axle pads and clips inclined, to increase the damping action. There were four wheel brakes with fabric-lined aluminium shoes, grease-gun lubrication, and the Michelin disc wheels, which enabled centre-point steering pivots to be incorporated, were shod with 710×90 Michelin tyres, later increased to 760 x 90. The 8-gallon petrol tank was between the back dumb-irons.

The Hertford Engineering Co. was obviously all set to try for sales, and a depot was opened at 3, Blenheim Street, off New Bond Street, in London's West End. Not only that but an Astral was fitted with a racing body and wire wheels with those large drum-like hubs normally associated with the Unic of this period, its engine tuned, and it appeared at Brooklands driven by Capt. David Drummond, son of the banker of that name. This suggests to me that the financing of the car-making project may have come from the

Drummond Bank but enquiries to that source some years ago met with a chilly response. . . . Anyway, early in 1923 the Hertford Engineering Co, was ready to market its new car, having fixed the price of the chassis at £320, the two-seater at £365 and that of the four-seater at £375. The chassis had an eight-foot wheelbase, a track of four feet two inches, and gave 8½ in. ground clearance, and was described by one critic as a very workmanlike job throughout.

The racing Astral, nicknamed "Goshawk", its aluminium body picked out with red and yellow stripes, with white wheels, was ready for the August 1923 Brooklands Bank-Holiday Meeting, and as usual with a newcomer, was given a cautious handicap, having to start after some quite fast cars in the second heat of the popular President's Gold Plate Handicap. In fact, had it not been re-handicapped, Felix Scriven's Austin 20 would have been flagged away only three seconds after the Astral but as it was it had seven seconds to make up. Capt. Drummond did his standing-lap at 70.02 mph, at exactly the same speed as Capt. Woolf Barnato in his Wolseley "Moth II", and then out-paced that car with flying laps at 86.17 and 86.32 mph, but was unplaced, the race being won by O. Wilson-Jones' Salmson, from Major Coe's 30/98 Vauxhall and C. J. Randall's limit-started 8/18 hp Talbot. In fact, Drummond was last but one home, only Capt. Fiennes' 3-litre Bentley "Wilfred" failing to catch him, from the 20 sec (or virtual scratch) mark. In the Final of this race Drummond pulled out better laps all through, his best at 88.94 mph, but again he was unplaced. He then essayed the 75 mph Short Handicap, going faster still, with a flying lap at 90.22 mph. But the aforesaid Final had been won by Noble's Deemster and now the Astral was again unplaced; R. C. Morgan's Aston-Martin was the race winner.

Unplaced in yet another race, the 90 mph Long Handicap, that day, the Astral non-started in all three of the races it should have run in, at the Brooklands Autumn Meeting and I don't think it ever ran at Brooklands after that. But a stand, No. 176, was secured for the London (Olympia) Motor Show of 1923, and thereon were exhibited a chassis, a large four-seater, and a good looking two-door, four-seater sports model, priced at £535. I believe the sports Astral had a four-speed gearbox and it certainly had the later wire wheels. The new make was given quite a good reception, being described as having performed consistently at Brooklands, with one of the cleanest chassis at the Show. Yet it was never exibited again and as I have never seen an Astral advertised as a used car, I assume none was ever sold. A still-born make, as it were . . . .

So what had happened? The son of one of the partners of the Hertford Engineering Co. had been badly gassed in the war and his father decided that the flatlands of Essex were no good for him. So he built a house at Thorpe behind the Holloway Building on Egham Hill, where Holloway's Little Liver-Pills had been made, as this had become a hospital during the war, and it was thought that the location would be good for the patient. This may have been why the Company was closed down so hastily, all the machine and hand tools, the Astral cars that had been shown at Olympia, and sufficient components such as exhaust pipes, crankshafts, etc. enough to build some thirty cars, being taken to the house in Surrey. All this was still there some twenty years later, a chassis and two tourers rotting in the open. But I suspect that the only link with the Astral car that still exists is one of the pattern boxes for casting the cambox covers of the overhead camshaft engines, which is in my possession, inscribed "Hertford Motor" and not "Astral" as might have been expected. (I believe the hospital became Holloway College, an out-station of London University.) — W.B.

V to C Miscellany

THE ARTICLE in the September issue about Ulster A7s aroused much interest and J. P. Ashenden of Romsey who owned car Reg. No. GO 6302, referred to specifically in the article, from 1932 to 1934 would like to know whether it still exists and whether it would be possible to track it down. Julian Collins of the Malaysia and Singapore Vintage Car Register would be grateful to anyone who can supply reminisences of pre-war motoring in those countries, for inclusion in the Club magazine. A reader in New Zealand needs parts for his Gordon Keeble, such as bonnet, badges, etc. and would be glad to hear of sources of supply and he would also like to contact English owners of these cars. Another reader, living in Sheffield, is seeking information about a special Sheffield-Simplex chassis built in 1913 for the then-new Managing Director of this company, Warwick Wright, who had come there from Metallurgique, before he moved on again to Talbot's. It seems that this chassis was a 25 hp Type LA7, with its components finished to a high standard and the engine tuned in respect of lightweight pistons, opened-out ports, etc. Apparently the work was put in hand by the factory as "special and urgent". The other MD at Sheffield-Simplex was, of course, Percy Richardson, late of Daimler's and Brotherhood. Information on these gentlemen is also sought, the last reference to Mr. Richardson being a patent of his for mechanically-dipped lamps, from his home in Bexhill-on-Sea.

Another correspondent wants to try to trace a 1903 De Dion Bouton, which he knew in 1940 when it was in Market Rasen but has apparently escaped the VCC's records; the last known owner is believed to have been a Mr. G. B. Nash. Letters can be forwarded. The issue of *Jowetter* official organ of the Jowett CC, for last July, contained an article by the late Victoria King-Farlow, who as Miss Victoria Worsley used to race a sports Jowett at Brooklands before the war and who was a Vice-President of the Club. A Rolls-Royce farm-truck or as they call them in Australia a ute, is in the news in Victoria, NSW, because no-one knows when this 1926 Twenty was so converted. But converted it was and it is still in use by 76-year-old Arthur Johnson for collecting his firewood and shopping, having purchased it in 1965 for £500, according to the *Sun-Herald*. At the third and final auction-sale of vehicles formerly in the Harrah Collection in America two interesting cars were one of the 1907 35 hp Vanderbilt-type Renaults like that owned in this country bu David Harrison, and what was described as a 1904 13-litre Gordon-Bennett 100 hp Napier racing-car ex Col. Mark Mayhew, owned in recent years by George H. Waterman, which made 260,000-dollars. We understand that Harrah's has a new museum in which some 300 cars will be exhibited, including the 1903 ex-Blake Gordon-Bennett Napier. W. J. Netherwood of Huddersfield has kindly drawn our attention to the "Arran Bus Book" by Mitchell-Luker, in which there is a chapter devoted to trying to trace the history of some Rolls-Royce charabancs used in that area before the war, as reported some time back in MOTOR SPORT. At first the author disbelieved rumours that Rolls-Royce chassis had been used, but eventually ir transpired that more than three had been so converted, two of which came to Arran from Rankin Brothers, who had operated them at Partick until about 1924, the others being disposed of elsewhere. McNiell used the two Arran R-R coaches until at least 1930 and they are illustrated in the book, one bearing the London Reg No A 229, this one photographed at Whiting Bay *circa* 1931. A Rolls-Royce single decker 'bus was said to be stored in Edinburgh in 1980. No doubt the R-REC and Sir Henry Royce Foundation historians will wish to investigate further. The book is available for £3.95 from Killsrannan Publishing Ltd., Brodick, Isle of Arran.

The Brooklands Society, in conjunction with Gallaher, is holding a meeting at the Track on October 26th, for ex-Brooklands cars, at which runs up the Test Hill and round the available part of the Track will be held and the restored Paddock Clubhouse inspected. Entries have closed; details from F. Morris, 43 Fortesque Road, Weybridge, Surrey, KT13 8XG. The contents of the always-interesting Journal of the Morris Register for the Autumn includes a colour display, on Morris radiator badges through the ages, a biography of a one-family 1935 Morris Eight which has been restored, a report of the storming for charity, of Hard Knott and Wrynose passes by a number of Morrises, editor Harry Edwards writing on motoring philatelic matters, and a report of the 1986 Toowoomba Rally, etc. From the VCC's journal *Veteran Car* we learn of restoration in hand to a 1902 10 hp Georges Richard Brasier, a 1907 15 hp Model-N Ford, a 1914 10 hp Chater Lea, a 1906 30/35 hp Stoddard-Dayton and a 1907 40/50 hp Rolls-Royce, the last two in America.

A Ford V8 with "woodie" shooting-brake body has been found, in quite good condition, abandoned in a country barn. The Reg No is EXY 3 and under the present paintwork it can be seen that the original finish was blue, supporting the supposition that the the first owner was Sir Malcolm Campbell. Can anyone confirm this? — W.B.

Journey In An A7 Ulster

The piece about Ulster A7s in the August MOTOR SPORT was quite well received and this has caused me to remember a rather ambitious journey made in one of these cheeky little sports cars, back in 1931. It came about after H.S. Linfield, then *The Autocar's* road-test writer, took the sports-racing Talbot 90 PL 3 through that year's MCC London-Edinburgh Trial, accompanied by two colleagues, Haywood and Scutts, after the Talbot had been rebuilt following its accident in the previous year's JCC "Double-Twelve" race at Brooklands, which sadly resulted in fatalities.

The Talbot behaved impeccably throughout the trail but when returning South a dog jumping a wall on a lonely road soon after he had left Broughton, about 20 miles from Edinburgh, caused Linfield to slam on the brakes at some 70 mph and the car jumped a low stone wall, and overturned in the o/s ditch. He was only slightly hurt, Haywood not at all, but Donald Scutts suffered a fractured thigh. The inevitable policeman arrived on a bicycle, but although the Talbot was conspicuous with large racing roundels on its sides, no action was taken.

The next week-end Linfield set out to visit his injured colleague. For the long haul he borrowed Austin's demonstration unblown Ulster A7, Reg. No. GO 6302, which by then had done about 3,000 miles. He set off alone on the Friday evening, work at the office having presumably precluded an earlier start. The night was fine and soon respect for the little car grew, although a rev-limit of 3,500 was observed, in view of the many miles ahead, representing 32 mph in 2nd gear and 50 mph cruising in top, which may be some consolation to those of you, like me, who feel that their Ulster Replicas are not as quick as they had hoped.

Even this pace was good enough to dispose of most of the traffic by the time Baldock and Biggleswade were reached, up the then-narrow A1, Linfield driving with the windscreen folded flat, enjoying "a most satisfactory hard crackle from the external exhaust-pipe and fishtail". He drove non-stop for 94 miles and the evening light had not quite faded. At Newark he paused to refuel with Ethyl petrol and just after 11 pm, lights on, he was at Bawtry, where he stayed at the Crown Hotel.

He started at 8.15 the next morning, driving the Ulster carefully for the first ten miles, until the racing oil had warmed up to a pressure of 30 to 40 lb sq in — which will cause envy among those of us used to seeing the oil-gauge needle showing but a few lb. pressure at speed, sinking to the stop at tick-over! The engine was kept to 1,500 rpm below its maximum rev.-limit (which would have been 5,000 rpm) and the Austin ran on and on, getting to Carlisle, in hot sunshine, soon after mid-day. Scotland was entered *via* Moffat and the Devil's Beef Tub and Linfield was with his friend in the hospital by 4.30 on the Saturday afternoon. He had stopped only three times, by the way, to refill the 5¾-gallon tank.

He stayed with Scutts for a couple of hours, then he was off on his return run, getting to Moffat by 11 pm, the moorland roads so light that the lamps were not needed until half-an-hour before Linfield put up at the Star Hotel. On the Sunday he set off in rain, but this soon ceased and he enjoyed the run out of Penrith, over a wonderful road with 35 sharp turns, to the summit of Hartside Fell and on to Alston, said to be the highest market town in England, the Ulster A7 climbing gamely in 2nd gear into mist that made it seem like a November day. By about 1 pm, he was back on the London road and towards Boroughbridge Linfield managed to resist the temptation to let the revs rise, as there was still a long way to go, and at Grantham he stopped — to oil the clutch thrust-race.

But on the Great North Road, 100 miles from home, he threw caution to the winds and went up to 50 mph in 2nd gear, the exhaust note as crisp as ever. From Moffat he covered the 385 miles in 13 hours, including a slow diversion, to the Barnet By-Pass, and there were the refuelling stops. The Ulster had performed splendidly.

One wonders whether any A7 Ulster owner would find it amusing to re-enact this 800-mile journey 55 years later? It is a bit late for this year, but it is nice to think of a cavalcade of Ulsters and Ulster Replicas making it, perhaps handing in a collection at Edinburgh Royal Infirmary at the turn-round! Anyone interested? — W.B.

A New A7 Bodyshell

Those addicted to building A7 Specials, and it is a rather happy addiction, may be interested to know that, if they are unable to obtain a 6'3"-wheelbase chassis on which to mount one of the proprietory bodyshells, there is a solution. Chris Gould, who supplied glassfibre replica Ulster shells for the former chassis recognises that the earlier A7 chassis are now less easy to find and can provide his Imp shell designed to place on a 6'9" wheelbase Ruby A7 chassis. This pointed-tail two-seater has rear valances that cover the Ruby petrol tank and chassis extensions, to save expense, and it is said to give more leg room to the occupants than an A7 Nippy, as the footrest panels are more vertical and the use of an Ulster-type hood means that the seats are further back.

The body is doorless and the hood is contrived to tilt upwards for easier entry and access to the cockpit. The dashboard is moulded in one with the body but is slightly recessed, to give the appearance of a separate panel. Gould says the fold-flat windscreen makes an excellent picnic table! The A7 Imp is intended to have flattened road springs, a dropped front axle, and the steering-column suitably lowered. With A7 Specials improvisation is part of the fun, but the design is based on using a Fiat 600 radiator and Fiat 500 seats, modified to suit. The body panels are self-coloured to obviate the cost of spraying and fitting instructions are provided. The spare wheel is horizontal in the tail, with luggage space above it. A set of four wings, with "hooded" valances, sets off the car's appearance. At the time of writing the cost of the Imp bodyshell is £700 complete, or £763 with screen frame, but it can be supplied without the floor panel if required. — W.B.

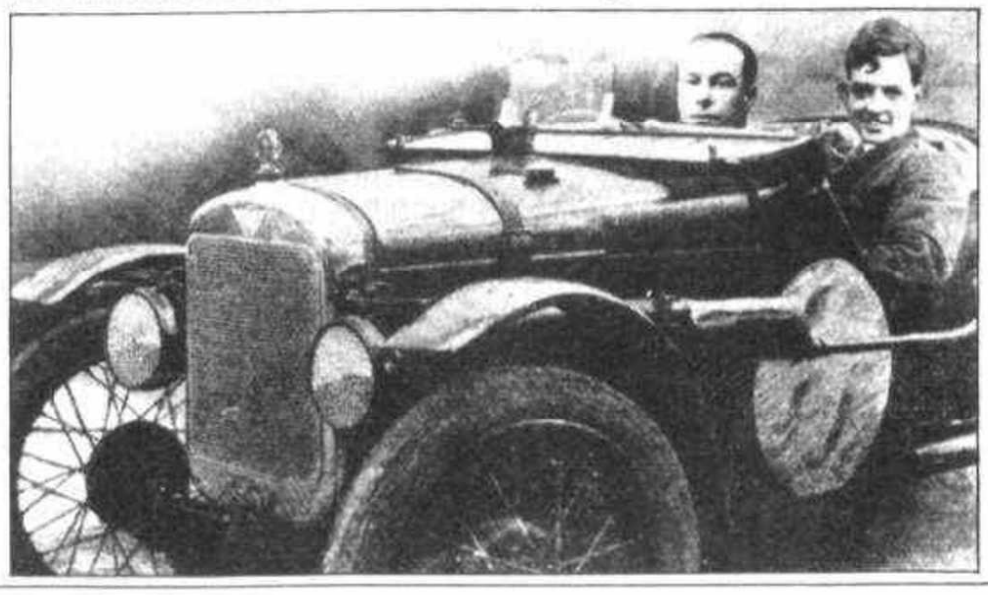
No Mystery!

IN MY DISCOURSE in the September issue on the successes and failures of the Ulster A7s when they were entered for races by the manufacturers, I wrote that in 1931 Goodacre took one of these little sports/racing cars to Italy and with it won a 1,000-mile race. Other A7 historians have referred to this, and the accomplishment was advertised by the Austin Motor Company. However, on reflection I felt that it most unlikely that there would have been *two* such races, the celebrated Mille Miglia and another over this same formidable distance, in one year, even in enthusiastic Italy.

A little research shows that what actually took place was that an A7 ran in the 1931 Mille Miglia. It did not win, leaving that to Caracciola and the 38/250 Mercedes-Benz, which averaged 62.85 mph. It finished in 34th place, in fact, out of 50 finishers, those that it beat numbering eight Fiat 509s, a 2½-litre OM, a 2-litre Itala, a 1½-litre and a 1¾-litre Alfa Romeo, a Lancia Lambda, a Rally, and one of the Bianchis from the team of these cars entered by the Italian Flying Squad. Not bad, for a 747 cc car.

The Austin advertisement, saying the car had finished first, implied first in its class; but there was no 750 cc category in the race and what the Ulster A7 had done, in fact, was to finish second in the 1,100 cc-class, behind a Maserati but ahead of the Rally, taking only 40 minutes more than that of the 1927 outright Mille Miglia winner. I think it likely that Charles Goodacre drove the car out to Italy, sharing it in the race with the Italian driver Trevisan. — W.B.

CHARLES GOODACRE smiling happily and Trevison looking tired after the Ulster A7 had finished 34th in the 1931 Mille Miglia.



V-to-C Odds & Ends

THE JOURNAL of the Vintage Motor Cycle Club, now in its 40th year and with over 5,200 members, was full of pictures of machines competing in its varied events, including grass-track racing in the old style, and those of motorcycles at this year's Brooklands reunion including "Titch" Allen's replica of the supercharged Triumph with which Wicksteed took the 500 cc lap-record, Lemeup's 1926 1,000 cc Brough Superior, Gridson's 980 cc 1927 Coventry-Eagle, and Doggett's 1930 Cotton, the last-named a reminder of the machine of this make on which a friend once took me on the pillion on hectic rides, including, of course, to Brooklands, where for 5/- (25p.) he was able to lap all day, coming in long after the black-and-yellow BARC A7 had been out wanting to close the Track. And there is a picture of Moore's Zenith Gradua, which reminds me that this was the first machine I ever owned, shared with a friend, but never run seriously because we couldn't afford a proper rubber-belt for it.

Looking through *Historic Commercial News*, magazine of the HCVC, it was impressive to note how generous the organisers of rallies for such vehicles are, and not only for static shows either, because some of these events involve road runs to the venue. For instance, 49 awards are listed in the results of the Tyne Tees fourth annual Run, including one for the vehicle coming the longest distance under its own power, which was a Mk.7 Beardmore taxi, while the prizes listed for the "Southsea Spectacular" number 18, the best pre-war car a 1932 Austin 12/4 and the oldest vehicle coming under its own power being a 1925 Morris one-tonner tipper lorry. And on the front cover of the magazine is a fine picture of the 1918 RFC Crossley that saw service in the 1914/18 war and was used as a char-a-banc from about 1920, and is now a replica of the vans used by Joseph Lucas Ltd. in the vintage years, a rebuild ably carried out by Michael Banfield, the Club's Chairman and secretary.

There are rumours of an old car, thought to be an Edwardian Sunbeam, buried in a plot of land soon to be sold in Norfolk. The location is available from a reader if anyone is interested. A considerable time ago we mentioned that the Cheshire County Council had issued an interesting illustrated history of early motoring in that county, which included Cheshire registration numbers, accident statistics, and details of early motoring offences recorded by the local Constabulary; recently the few remaining copies were being disposed of, at £1.50 post-free, from Chester County Hall; but as the supply was, we hear, down to about four copies by the end of July, it is probably now too late to apply.

In connection with the annual Llandrindod Wells Victorian Festival Week (a reminder that this is still a spa-town providing the cure) this year a 1936 A7 with a replica GPO van body, acquired in 1981 and restored and built in the Post Office workshops at Bamber Road, Preston, was displayed outside the main Post Office, to recall the days before the Post Office went over to Morris vehicles; before that it used Model-T Fords (it now has Bedford diesel vans running in the area) — and it is to the credit of those concerned that the description of this A7 made it clear it is not an original GPO van. Although it may not be a "Classic", it is pleasing to learn that the actual 375 cc Citröen 2cv which was road-tested by MOTOR SPORT in 1954, being taken over the route of the RAC Welsh six-Day Small-Car Trials, the report occupying 5½ pages, is still in use and is undergoing full restoration.

A photograph in the October issue of *Aeroplane Monthly* of a Boulton & Paul Bourges 1A biplane being lopped over Hendon by the test-pilot Frank Courtney is interesting, because in our report of an interview with the late Harry Varley, who helped to design the 3-litre Bentley, published in MOTOR SPORT in February 1985, we referred to Varley remembering seeing such an aeroplane being looped over the factory in Norwich, such manoeuvres by comparatively large and staid bombers being quite rare.

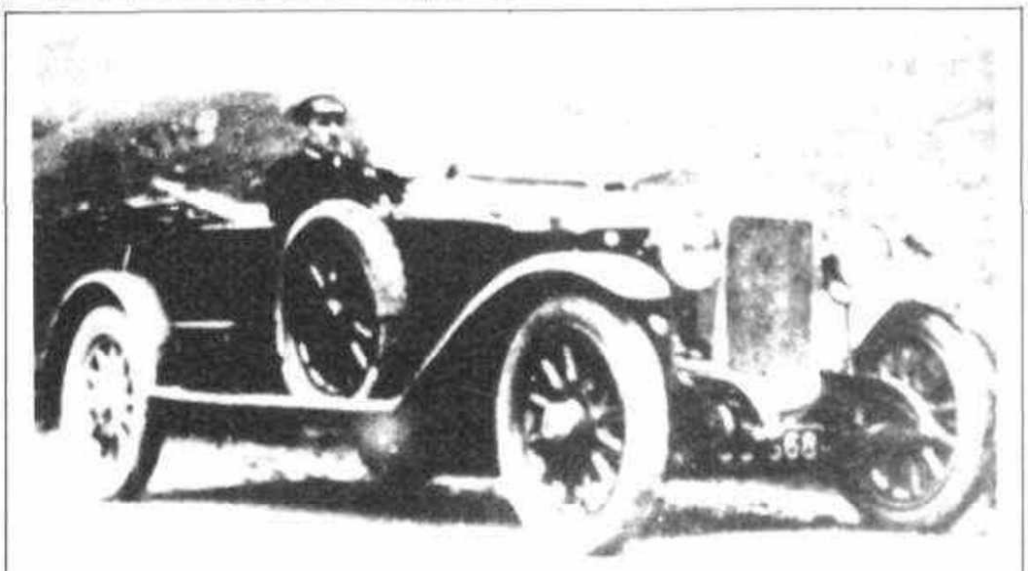
The vintage-car award in the S. Lincs Vehicle Preservation Society's Rutland Railway Museum Rally went to P. Starey's 1929 20/25 hp Rolls-Royce, the post-vintage award to C. Todd's 1936 Morris 8, the best pre-war motorcycle being judged to be T. Fry's 1924 Brough Superior. We hear that at the Singer National Day no fewer than eight Singer Juniors were on show, including two Porlock sports models, the vintage tankard going to J. Layland's Junior. Congratulations to the Alvis OC, which in one issue of its *Bulletin* was able to announce 73 new members, some with more than one Alvis and 18 being pre-war models, ranging from a 1933 Special, Speed 20 and 4.3-litre.

The recent article on the Ulster Austin, as we have said, caused more interest than we had expected, and among those who began their careers with these cars were V. L. Seyd, W. E. Harker and many more, and we regret to learn that W. E. Harker, eldest son of Surg.-Capt. Harker, OBE, died recently in Derby at the age of 80. After his Ulster A7 Harker, who was a Rolls-Royce engineer, built the well-remembered Harker Special, using at first two A7 cylinder blocks on a common crankcase to form an 1,500 cc vee-eight engine, which was later given MG ohc valve-gear, and with which he took short-distance class records at Brooklands. Incidentally, in that A7 article we said quoting from official A7 history, that Goodacre won an Italian 1,000-mile race with an Ulster in 1931 but there could hardly have been two Mille Miglias in one year, so presuambly what he did was to finish 2nd in the 1,100 cc class in that classic road race, the first 750 cc. car home. And my apologies to Mr. Geer, whose twin-cam 3-litre Sunbeam I described as an ex-blower car, whereas it has the Cozette supercharger still in operation. — W.B.

We hear that there exists in Austria a 19/100 hp sports Austro-Daimler, bodied like the car with which Hans von Stuck broke the Shelsley Walsh hill-climb record in 1930, good to look at but mechanically a fake, and that an old Napier racing car has arrived in this country from America, for expert restoration. A Speed Six Bentley completed recently the journey from Land's End to John O'Groats in 15 hours 27 min. without any problems. The BDC has its annual dinner/dance on October 18th, with, it is hoped, a 6½-litre vintage Bentley, a 3½-litre Derby Bentley and an S1 Continental Bentley in the ballroom.

Watford College will be organising a day or evening course on vintage body restoration — just what the Editor requires! Richard Chapman tells us that in the photograph we published last month of the Myles Rothwell racing cyclecar, the driver is the late Victor Stafford, and could one of the people behind the car be Bert Denly? And wasn't the little car crashed at Brooklands in 1935 not by a journalist, but by a mechanic who took it for an illegitimate run on the track? Someone who is writing a learned treatise on Sunbeam aero-engines has examined the 18.2-litre V12 engine in the 350 hp LSR Sunbeam in the National Motor Museum at Beaulieu and confirms our theory that the piston-stroke is greater in one bank of cylinders than in the opposite bank, due, of course, to the articulated con-rods. Amusing how odd bits of information from the past come up — we have heard that the wild Dudley Watt, who flew ancient aeroplanes at Brooklands, had a 1912 "Prince Henry" Austro-Daimler which he sold in 1928 to the late Bruce Cooper, who was in the R.A.F.—W.B.

THIS EARLY SUNBEAM SIXTEEN with sporting body was said to have been an early hire-car, on the strength of the AA Crosville 'bus company in Scotland, but was more likely for servicing duties.



The roads of the 1920s

Following his tour of Lincolnshire in a 14/45 hp Rover in the early part of 1925, Owen John, whose diaries we have been studying, got back to the topic of compulsory insurance for car-owners, which had been mooted at this time in a bill read to the House of Lords by Earl Russell, and to what garments it was fitting to wear in the motor-car. O.J.'s recommendation of the Burbury slip-on that had gone to France with him in 1915, grey flannels, a "nobby" suit, a "smoking" and a pair of whites dates the thing, for a start. Evening garments, too, were thought desirable for restoring self-respect when touring . . .

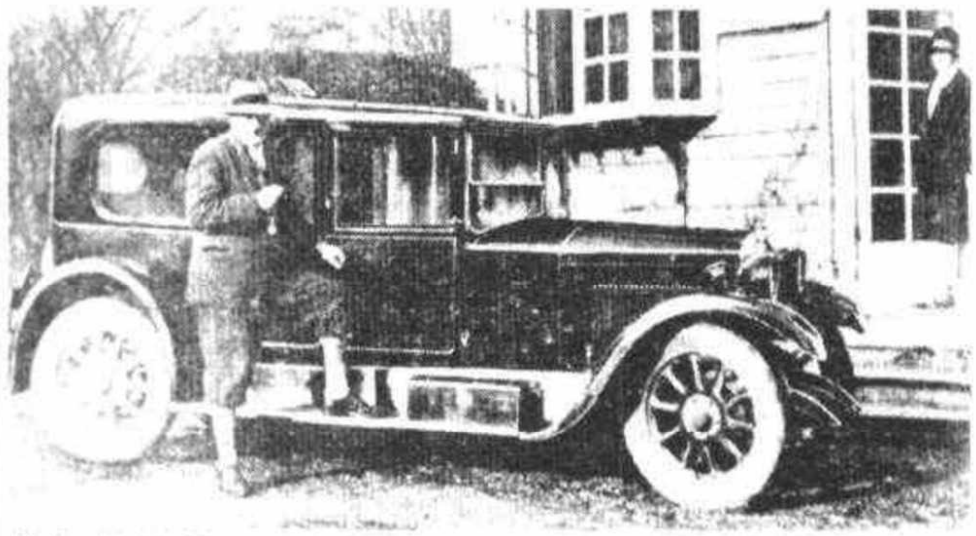
But some things are as topical today as they were those sixty-three years ago. For example, O.J. was bothered then by letters bombarding him with suggestions for investing money he did not possess, just as we are now, and this, and the arrival of bills he had no intention of settling until he returned home, made him adverse to having letters forwarded to him when he was on tour. If letters had to be sent on O.J. suggested wiring addresses three days ahead to a trusted friend back home, who would know which to forward and which letters to retain — how astonished O.J. would have been to learn that now those then-cheap telegrams have been abolished and that the postal service has deteriorated to the extent that relying on three days' notice in this country would very likely be insufficient, let along for places abroad . . .

One item that does date these O.J. dairies is his statement that he did not take a wireless with him in the car on his foreign travels because in France he could always borrow a set that would pick up 5XX at 10 am to find out if anyone at home was broadcasting an S.O.S. for him. Back to clothes, O.J. praised the motor-car for changing the former intolerably uncomfortable garments (except that they *were* tolerated) worn by men and women and for shortening the skirts of the latter.

At the time when he was writing this, many taxis were owned by their drivers, who if an expensive claim was made against them would have to get rid of their vehicle to pay the fine, another recommendation, said O.J., for compulsory insurance, which could be incorporated with the car licence (I have never understood why this was not done) or issued to the individual, he didn't much mind which. He brushed aside the silly suggestion that if a driver knew he or she was covered by such insurance they would drive more dangerously, the very argument advanced when the fight against compulsory seat-belts was on. On the matter of taxicabs, at this time, aged 12, I used to beg my mother to to hang about the London cab-ranks so that we could ride in a "new" make, should an usual Unic be first in the line-up; those were the days when I had the pick of Beardmore, Citrön, W & G, Napier, Fiat, Vinot, Panhard, Argyll, Belsize and Hayes, even perhaps still an ancient Renault, as recalled in that first of all books on the subject, and quite the best — "Taxi" by Anthony Armstrong of *Punch* (Hodder & Stoughton, 1930). That is another pleasant thing that has vanished, waiting for the cab you fancied, I mean, although I doubt whether my mother would have agreed, tolerant war-widow that she was . . . Now, with the standardisation of London's cabs it is almost always a ride in an Austin. But back in 1925 Frank Hallam of Birmingham (presumbably the same Hallam who raced a 12/50 Alvis at Brooklands) was making two-seater taxis on Clyno chassis that were permitted to ply for hire in that city at sidecar-taxi rates.

Reverting to the subject of motor insurance, O.J. thought it absurd to think that the introduction of compulsory insurance would increase the cost of premiums, because competition between the different companies would look after that, albeit he confessed that in all his dealing with insurance people the results had always been very much against him. To which I would add that nothing much has changed, in my experience . . . An aside to all this is that in 1925 one car-maker was trying to make the stealing of cars less easy, for the Bean Fourteen was being fitted with a steering-column lock — was it the first make to have this? — using a different key for every such lock, for which duplicate ones could only be obtained against the Bean owner's signature, A. Harper and Bean Ltd. of Dudley keeping a record of all the keys they issued. And in 1986 we have special locks on the much-publicised new Rovonda 800 . . .

O.J. went off in the summer of 1925 on a long Continental tour, using for



O.J. with his Rover saloon.

it the same 14/45 hp Rover that he had tried out previously in England. I think it was an open tourer, O.J. saying that a modern hood and screen kept a car's occupants quite warm enough in summer-time. Rather remarkably, he asserts that the Rover Company that was "brave enough to launch this very original engine" had never really tried it out over the long roads and the high mountains of the Continent. (This is probably true and there are some very interesting comments about the shortcomings of this Rover in the late Dudley Noble's enjoyable book "Milestones In A Motoring Life" (Queen Anne Press, 1969), including how he enabled it to win the coveted Dewar Trophy).

Anyway, O.J. set off in this new and undeveloped car, remarking that he did not nurse it, simply contenting himself with filling the petrol tank, dosing the engine with enough oil to satisfy the oil-gauge, winding up the clock (a period touch, that!) and occasionally noting whether the tyres looked too flabby. Living 50 miles west of London they left early for the 11 am boat at Dover, finding SE London surprisingly busy at 7 am and also shrouded, in August, in a real London fog. But the docks were reached in plenty of time, helped by the then new road running almost to Maidstone. They had a calm crossing on the *Maid of Thanet*, helped with the paperwork by the AA, and by about 2.30 pm were in "dirty, dusty, dull Calais".

The French roads were terrible, especially in the war zones, which O.J. avoided by turning due east from Verdun, a town of bricks and mortar and postcards, although *en route* the barracks and bridges were being repaired. I will not bore you with a blow-by-blow re-telling of this 1925 tour, in which the travellers looked at Strasbourg's clock and walked the Rhone bridge so that the Owen John family could say it has been to Germany, great thunderstorms being encountered by the Rover, causing O.J. to perpetrate the myth(?) that you are safe in them, providing it rains. Suffice it to say that war devastation was encountered again, until they left Belfort, village churches only just being rebuilt.

In Paris, where the monster Citroën advertisement was up on the Eiffel Tower, O.J. funked driving, using instead the taxis, at 2p per kilometre. It was at Abbeville that O.J. experienced the only puncture of the tour, one of the back Dunlop balloon tyres which he had praised so warmly being found to be flat. That apart, and a camion damaging the edge of one of the Rover's front wings (I see O.J. used that expression for what were then usually referred to as mudguards), no trouble was experienced in nearly 2,000 miles, which, especially in view of the fearful state of the roads over which it had been driven, was regarded as a long way, back in 1925. No water had been added to the radiator and O.J. was full of praise for its springing and its silence. (Presumably it was this satisfactory experience which decided O.J. to change his Crossley for one of these Rovers, although not until the larger engine had been introduced and the car had become the 16/50 hp model, and it is interesting that, after his enthusiasm for touring cars, he choose to buy a Rover saloon). They re-crossed the Channel in a gale which was reported in the evening papers, and the cost of this tour, petrol and oil apart, worked out at the equivalent of 10/- (50p) a head per day, and that embraced food, drinks and hotels. No wonder motoring was on the increase! — W.B.

Book Reviews

"Racing The Silver Arrows — Mercedes-Benz Versus Auto Union, 1934-1939" *by Chris Nixon. 350 pp. 11¼" × 8" (Osprey Publishing Ltd., 27a Floral Street, London. WC2E 9DP. £29.95).*

The story of the two "giants", Mercedes-Benz and Auto Union, and their fabulous Grand Prix and record cars, made possible by the Nazi interest in motor racing as propaganda, is a fascinating one. It is interesting to see how the two-make struggle progressed, which make scored first, and how Auto Union could some times embarrass the might of Stuttgart, even with Herr Neubauer in command. It is a story that has been decently documented, both in the contemporary race reports in the pages of this and other motor papers and in a war-time survey in *MOTOR SPORT*.

Nevertheless, it seemed splendid to find it all recalled in Chris Nixon's big and magnificently illustrated book, although on the latter score he is up against the problem that now confronts all historians, that of finding fresh photographs, so that avid followers of the pre-war racing scene will have seen some of the fine and exciting pictures that grace his text. However, discovering hitherto unseen ones is part of the joy of thumbing through this book.

Whether Nixon's treatment of this slice of history is to your liking must be a matter of individual choice. Personally, I was disappointed that instead of reliving the drama of the M-B v AU race encounters event by event, I had to read instead a collection of memories of those days, admittedly from the highest quarters, and of considerable interest. It may be that, as I have said, those titanic battles of 1934-39 have been so well covered, that Nixon felt there was no point in reprinting old reports or rewriting existing material — the fact is, that is *what I would have appreciated*. As it is, there are accounts of all aspects of that intense period, by Rosemeyer, Varzi, Stuck, Fagioli, Caracciola, von Brauchitsch, Neubauer, Seaman, Lang, Meier, Nuvolari, and other great names, and naturally the race results for the entire period are tabulated, and most of the circuits used are illustrated. The only quarrel with that is, almost all the writers being long-deceased, the material cannot be new, although I concede that it is highly interesting. The Foreword is by Hermann Lang.

So there is much pleasing "period" material to digest, with driver's wives, like Elly Beinhorn Rosemeyer and Erica Seaman, and the technicians such as Dr. Ferry Porsche, Prof. Robert Eberan-Eborhorst and Rudolf Uhlenhaut, contributing their memories. In reading these memoirs I find myself enthralled to know that after a camera-platform had been fitted to one of the GP Mercedes-Benz the drivers' *wives* were allowed to have fast rides sitting thereon, while it is difficult to imagine Neubauer having the time, or even hearing, a telephone ring in the pits in the heat of a race, the call from a driver who had retired and wanted a car to bring him back! He was, one gathers, told just what he could do with the idea. But truth is said to be stranger than fiction, so I must not doubt these stories, although the term "Silver Arrows" applied to the cars has always had a journalistic overtone, to my mind . . .

Reverting to the lack of actual race reports, 1934 has the French GP, from *The Autocar*, 1935 the same journal's German GP account, as for 1936, the 1937 chapter contents itself with *Motor's* Monaco report, and for 1938 and 1939 the same paper's Donington and German GP reports are used, although for each year there is a fine photographic survey. In fact, the pictures are excellent and only bettered by those in George Monkhouse's great books.—W.B.

"Ford—The Man And The Machine", *by Robert Lacey. 778 pp. 9½" × 6" (William Heinemann Ltd., 10 Upper Grosvenor Street, London W1X 9PA. £15.00)*

This must be quite the most complete history of the Ford family ever attempted, and Heinemann's and Robert Lacey are clearly proud of it. *Those who want chapter and verse* about old Henry Ford, and the later bitter business struggle between Henry Ford II and Lee Iacocca need look no further, although the author generously provides a 221-title bibliography — and even that fails to include "Ford Through European Eyeglasses" by Edgar N. Duffield. The book is essentially about people rather than cars, as the quainter-than-fiction life-stories of those behind the World's most successful *one-make* empire unfold. Henry Ford, from his beginnings to creator of his great automotive venture, his odd sidelines such as the Peace Ship, his newspaper with its attack on the Jews, changed overnight for a pro-Jewish policy when Henry was persuaded he had a chance of running for President of the United States, his problems with Henry Ford II and all the other aspects and details of this enthralling saga, surely provided material for a great soap-opera, before these were ever screened!

Robert Lacey writes all this up for lay-readers rather than the experts, and the cars themselves get only as much cover as is needed to tell a viable story of Ford as a family. This is endorsed by the fact that, of the rather sparse and indifferent illustrations, Ford cars appear in only twenty, the famous Ford V8 being casually depicted because one was used by gangster Bonnie Parker, and many others similarly as mere backgrounds to other subjects, although the Edsel, as a loser, gets a proper photograph and there is a small picture of a Pinto and Iacocca's Mustang I and II get in, although, picture-wise, the Model-T steals the show — after all, that was what really started it all.

Popular, powerful stuff, much of which has been told previously, but not in quite so much detail, perhaps. That this is scarcely a car-book is emphasised when I say that the aforesaid very detailed bibiography does not include Leo Levine's "Ford: The Dust And The Glory — A Racing History", which was published in New York in 1968. . . .—W.B.

Automobile Aerodynamics by Geoffrey Howard (*Osprey, 12-14 Long Acre, London WC2E 9LP. £12.95*)

WITH the subtitle "Theory and Practice for Road and Track" this aims to be an ambitious round-up of an increasingly finely analysed science. It is a pleasure, therefore, to discover that it is both comprehensive and well-written, mixing history with theory, record cars with saloons, single-seaters with concept cars, and describing with some fascinating case histories the tiny alterations which affect, drag, lift and noise. The 191-page book is well illustrated with photographs and diagrams describing not only the vehicles but also wind tunnels and measuring methods through the years, and extends from background, such as the effects of the oil crisis, to details, such as engine cooling.

Readable, informative, highly recommended. — G.C.

MRP has added the American-published **"Aston Martin Buyer's Guide"** by Paul R. Woudenberg to its distribution list, priced at £9.95. The Foreword is by Phil Hill, who bought a DB2 new in 1951 and drove the works cars at Le Mans under John Wyer in 1963. The buying advice really starts with the Bertelli 1½-litres and production figures are included, up to the V8 Vantage model.—W.B.

G. T. Foulis & Co. have reissued a 187 page book, previously entitled "American Follies" but now called **"Amazing American Automobiles"**, the authors being Alberto Martinez and Jean-Loup Nory, which for those who like what the hand-out describes as "ostentatious beasts" and who love coffee table tomes, will set them back the sum of £17.95, to read and look at a selected two-dozen of these American automobiles of the nineteen-forties to the early nineteen-sixties periods — W.B.

International Car Collectors' Yearbook, *edited by J-R Piccard. (Editions des Trois Continents, Lausanne, distributed by Motor Racing Publications, 28-32 Devonshire Road, Chiswick, London. £29.95).*

This weighty volume was the idea of the late Ami Guichard, publisher of *Automobile Year*, and has a rather similar format, though concerning itself with collectors, collections, and auctions. Several museums are featured including the extraordinary Brussels collection of Ghislain Mahy housed in a circus; there follows a section called Collectors World, listing a variety of international automotive gatherings, a review of historic racing with some lovely colour photographs, plus relevant book reviews, an analysis of the year's big car sales and a complete indexed listing of auction prices.

While I strongly disapprove of this "record-breaking" attitude to the sale of desirable machinery, the book may well be of practical value to the wealthy collector, but for the rest of us it is a well-produced and rich outline of all those enjoyable rallies and races both real and pretend. — G.C.

Sleeker Audi 80



The new Audi 80, which appeared at the Paris Salon, is the result of 4,000 hours of wind-tunnel honing, so it's not surprising that it bears a marked family resemblance to the aerodynamic 100 model, and has a Cd figure of 0.29. Like its bigger brother the 80 has flush glass, a drag-reducing undertray and shows careful attention to details, such as streamlining the mirrors . . . though on the launch models a passenger door mirror was conspicuous by its absence, as that alone would raise the Cd figure to 0.30.

At high speed the new model is noticably quieter than its predecessor and uses less fuel, although under acceleration the four-cylinder units seemed noisier than before. It may be, as the engineers claimed, that the power units provide a higher proportion of noise in an otherwise quieter-running car, but insulation is the next area they might concentrate on, and the imminent debut of the 5-cylinder 90 range is awaited with interest.

The sleek bodywork is entirely new, 13 mm shorter that that of the previous model though wider, and with a longer wheelbase, to improve interior space. Interior heating and ventilation is much improved with air flaps; instead of water valves, in the system (allowing fresh air at face level, while the footwells are warmed), the headlamps are 20% more powerful, and the car now runs on 14-inch wheels which offer a marginally better ride, and allow the fitment of larger disc brakes from the 100 model.

While the power units are nominally the same as before (other than a longer stroke, 1.9 litre model for markets which require catalytic equipment), new transmissions are featured and, in particular, the optional quattro four-wheel drive version favours the American Torsen differential rather than Audi's traditional "fixed link" centre differential.

The new gearboxes were designed to mate with the Torsen differential, and are both designed and manufactured by Audi. The new five-speed manual is lighter and stronger than the old box, and has improved synchromesh (even on reverse) while the four-speed automatic, with top gear lock-up, will be announced early next year. The Torsen differential, with worm gears transmitting the drive to the rear wheels, runs normally with a 50:50 split, but is capable of transferring the torque 22:78 to the rear if the front wheels slip, or 78:22 to the front, as a maximum, if the rear wheels slip.

The engines, as before, are mounted longitudinally ahead of the front wheels and there are no fewer than 14 different power train options, including quattro versions, ranging from a 1.6 litre normally aspirated Diesel (54 bhp) through to the Bosch fuel injected 1.8 litre unit rated at 112 bhp, and the new 1.9 litre version, with catalytic equipment to American standards, producing 113 bhp.

The bodyshell is fully galvanised and trim levels are raised, with a simplified model range which is projected to take Audi upwards into the BMW 3-series market. Options now include velour or leather upholstery, and a "sport pack" which includes alloy wheels, a small spoiler across the tail, and a higher level of instrumentation.

Dynamically the new Audis are excellent, and inevitably it was the 112 bhp 80 quattro that was most in demand. Appropriately it poured with rain throughout the launch in Germany, and the 80 dealt with wet roads with contempt, as if they were dry. With equal power going through the well-tyred 14-inch wheels there was little risk of losing control, and the optional ABS brake system was another factor in the equation. A mild degree of understeer has been built in, and even with catalytic equipment the 80 felt adequately fast, though perhaps lacking a little top-end acceleration compared with the "rest of Europe" specification.—M.L.C.

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Letters

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

Steaming reply

Sir,

Your correspondent, Mr. Buttolph's doubts as to the smog problems of Adelaide, are understandable. A short term visit during Winter might well coincide with a windy smog free period. However, the conjunction of sea, coastal plain, backing hills and lots of sunshine is a sure recipe for the photochemical process that creates Los Angeles' far bigger but similar problem and the South Australian Authorities, quite rightly, showed concern.

As to the Mini differential used on the Pelland Steam Car, it is standing up quite well. We have fitted double-helical tranfer gears to give an invariable speed reduction of 1.3:1. This compares with about 4:1 for top gear in a Mini. With 14 inch rear wheels, road speed is approximately 50mph per 1,000 rpm. Of course, with a steam driven piston engine the maximum is at nil rpm and the power is zero too. As speed and power build up, the torque falls away. These characteristics make the steamer ideal for stop/start duties such as city buses. Hill climbing specials are another obvious application.

Peter Pellandine

Northwold, Norfolk

Sierra 4 × 4

Sir,

Referring to W.B's road impressions of the Audi 90 Quattro, he refers to vibration on his Sierra 4 × 4. I too had this and, with mine, rough brakes. New discs cured both, but soon the vibration returned, followed by rough brakes. The third set of discs so far give no vibration or roughness.

I am convinced the vibration was discs slightly out of true and it even absorbed power. Naturally, all replacements were under guarantee and apart from this I have nothing but praise for the car.

An opinion without a yardstick is valueless, so may I say Porsche, Aston Martin and latterly BMW. I find the 4×4 a very surprising car. It does not have the solid feel of say the BMW, but it does everything superbly.

I have now done 12,000 miles including two European trips including the Alps and Alp Maritime. Any car can cope with motorways, but the yellow green and white roads on a French map are a much better test. I do 400 to 600 miles in a day and both my wife and I arrive fresher than ever before. In some strange way, "G" seems absent and my wife no longer complains when I get a bit enthusiastic! It copes with bad surfaces well, including one road on which the bonnet of my DB 6 opened at 120 mph!

Admittedly the engine does not rev like a BMW, but it is very flexible and pulls well. The gearbox is a bit notchy and too much travel, but acceptable if not fun. All in all a remarkably good package and I am firmly converted to the FWD and to anti-lock brakes. Add these to superb road holding and steering and it becomes a fast and pleasant machine. Admittedly, other road users who often pull over for a bonnet with "image" like a Porsche or BMW, do not do so for a modest Sierra'.

Stephen R. Southall

Hereford

Bruce McLaren

Sir,

Back in the early sixties I attended a Formula One event at Snetterton. The race was a non-Championship International and attracted the top drivers like Jim Clark, Innes Ireland, Bob Anderson and Bruce McLaren. The whole time and place would I'm sure have slipped my mind forever but for a splendid incident in the paddock that day. A schoolboy asked dear old Bruce if he could take his photograph. Quite a normal thing in those days but on that occasion the New Zealander made that little fellow's day by making sure that his young admirer had a picture he'd remember for a long time. He rounded up a few of the team's mechanics and stood them as a backdrop to the Cooper-Climax, Bruce himself sat on one of the front wheels with the boy and had someone else take the shot. Bruce may have gone but I'll not forget him making the kid's weekend and I'll bet a year's supply of pit-passes (if I had them!) that he still has that wonderful picture!

John Olliver

Ashford

Automatic Choice (almost)

Sir,

I also prefer to select my own gears, as does my friend of early PCGB days, Bill Goodman; July MOTOR SPORT, page 772. But I think I have a very pleasant compromise; for something to "play with" I purchased an NSU RO80 a few weeks ago, still with its rotary engine, running fine since reconditioned by the previous engineer owner. If it does "go bang", as I am told it might well, I would try to install a Mazda RX7 engine, being very similar, of course. She runs as sweet now as anything I have used before, including six cylinder BMW's, Porsche, etc.

However, the point of this letter is the gear change, which I find a delight; a normal three speed box with a torque converter, not a complicated self change box. It also has a normal clutch operated by a switch on the gear knob which activates a solenoid and, in turn, a vacuum servo gives the clutch lever a push. All this in one tenth of a second; less than it takes to press a normal pedal. I see no reason why this system could not involve a normal third pedal, if you wish.

There you are Bill, a gear in each corner, park to the left and forward and "neutral" centrally. All with the advantage of a fluid drive/torque converter as with automatic and I like that, particularly in town driving, up hills, etc. Did not Porsche have something of this sort with their "Sportamatic"? In other words, simply add a torque converter to the normal gearbox and you have what I find the best of the automatic system. Or go Daimler.

Walsall. RONALD SMITH

[Not only Porsche but Citroen, Simca and Renault have used such systems in recent years. The Renault 'box was controlled by push-buttons on the dash. G.C.]

Paris — Madrid Questions

Sir,

Shortly after G.R.N. Minchin's 'Under My Bonnet (G.T. Foulis & Co Ltd, London, 1951) appeared I read that delightful collection of reminiscences and anecdotes with much pleasure.

One episode, on p 38, intrigued me particularly. Minchin relates how he met Sir Mansfield Smith-Cumming who mentioned how he lost his foot in the 1903 Paris-Madrid race under these agonizing circumstances:

". . . I drove with my son in that race and like many others we had a terrible accident near Angloulême, the car overturning. My son was pinned underneath and it was necessary to extricate him. I couldn't get to him, my foot being trapped. I amputated it myself with my penknife and got to my son — who was dead."

I have since, on occasion, tried in vain to pin down that story. It was highly intriguing that the first head of the British Secret Service (Foreign Section) — as Smith-Cumming, who liked to be known as 'C', became a few years before 1914 — should have driven in the Paris-Madrid. But confirmation of 'C's participation proved elusive.

The recent book 'Secret Service: The Making Of The British Intelligence Community' by Christopher M. Andrew throws some light on the mystery. Professor Andrew's erudite work is that rare combination of wit and real research. Highly recommended for both facts and laughs. On p 131 of the US edition the following passage is found, dealing with Intelligence Corps driving in France September/October 1914:

"A fortnight later there was an even more serious crash. Lieutenant Alastair Cumming was driving his father in a Rolls-Royce on the road to Paris when he ran into a tree near Meaux and was fatally injured. 'C' himself lost a foot in the crash and was critically injured". It is further mentioned that 'C' was in hospital.

As Professor Andrew explains, the lurid account of auto-amputation with a penknife later became part of *Secret Service lore, see Compton* Mackenzie's 'Greek Memoirs' p 73-74. And — with fine disregard for the factual happenings — it rebounded, further enhanced, to Minchin who took it on face value.

All evidence shows 'C' as an enthusiastic rather than skilled driver, but whether he did drive in the Paris-Madrid remains unclear — though highly improbable.

Can any reader add to the above?

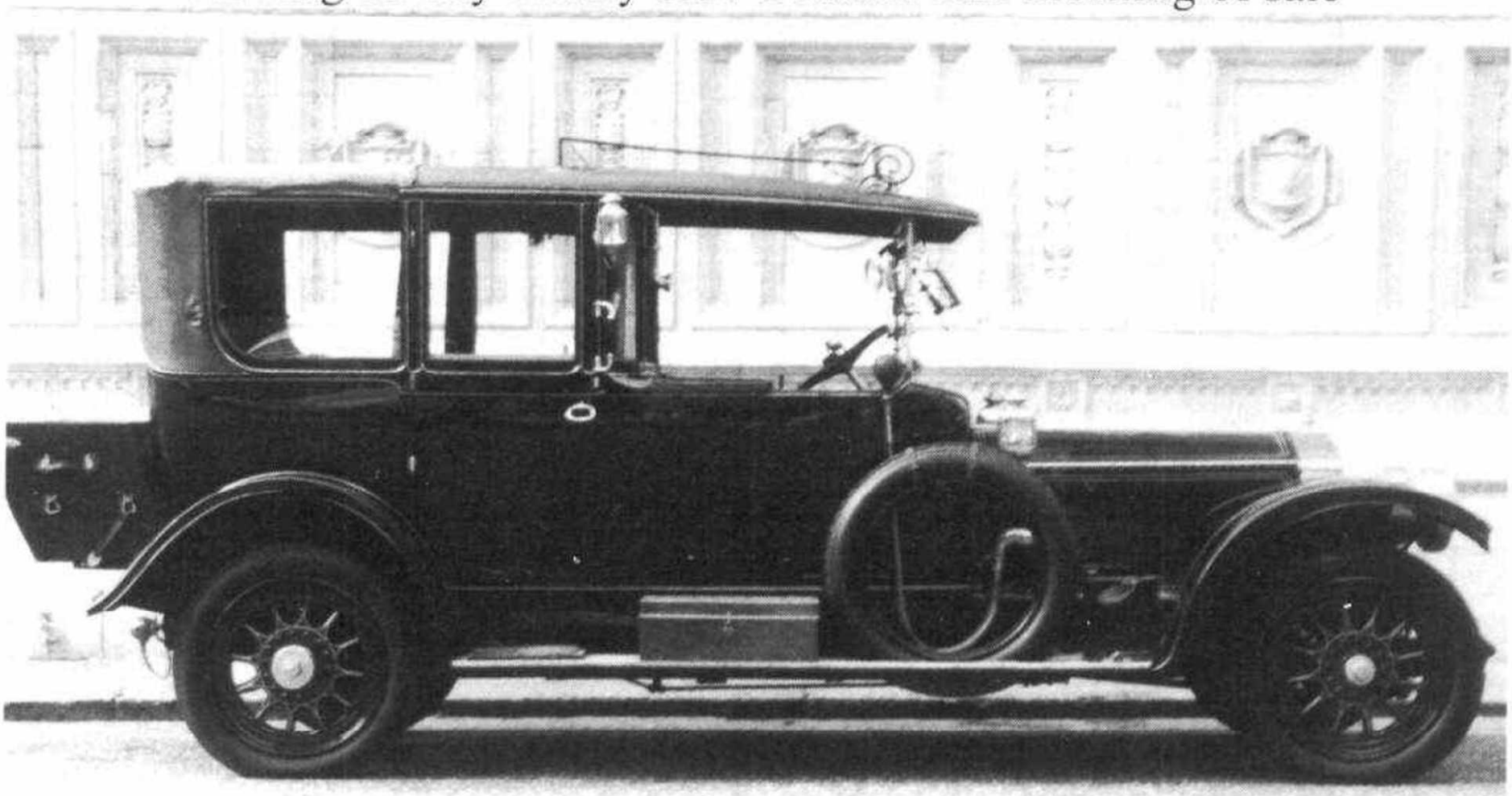
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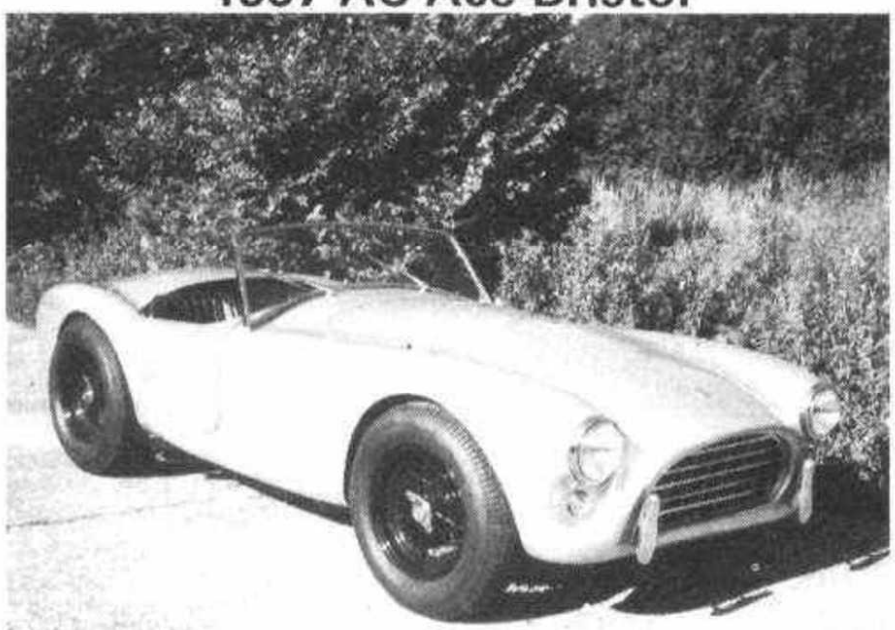
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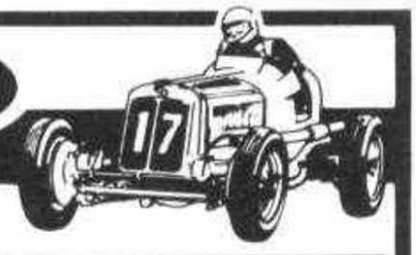


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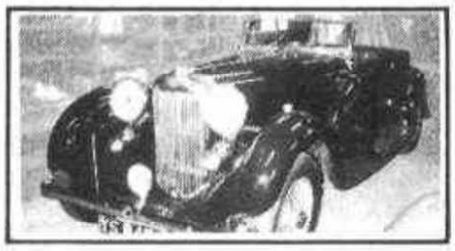
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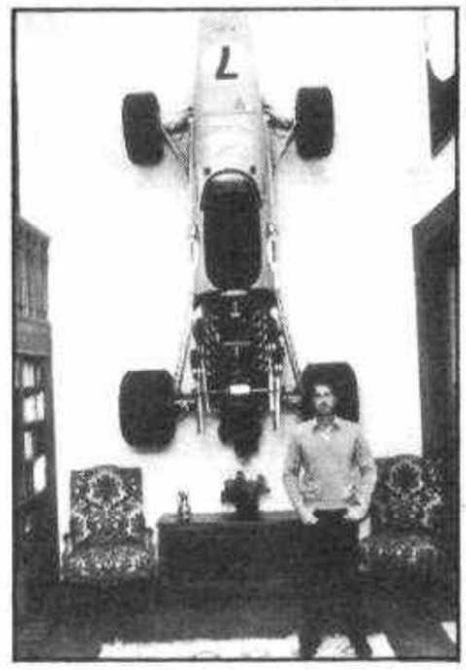
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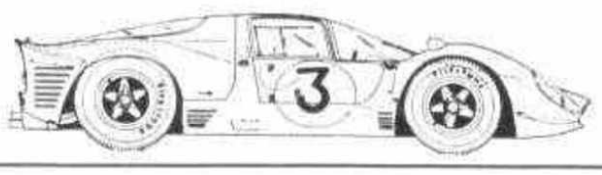


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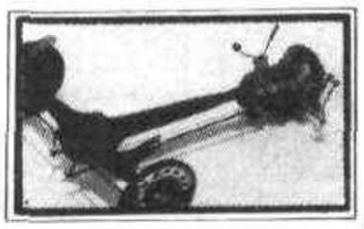
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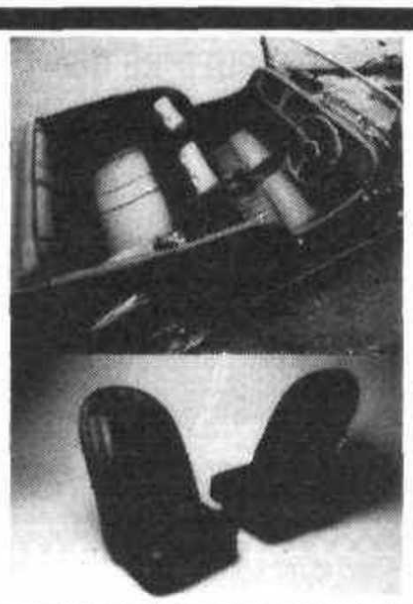
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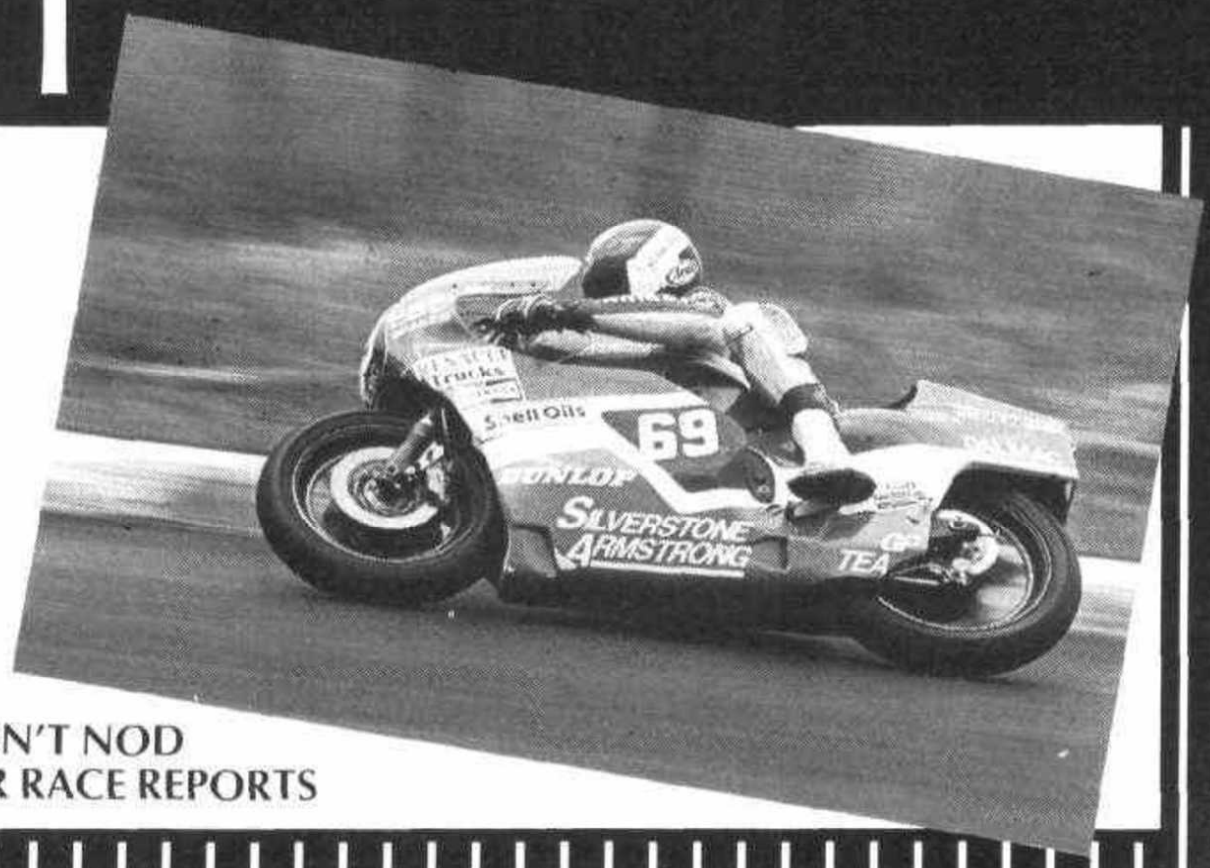
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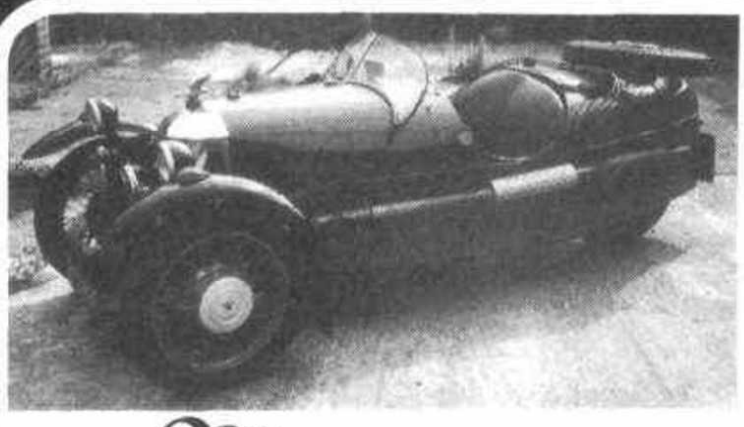
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The TVR Centre



NOVEMBER — that time of the year when we all rush outside; shivering, and set fire to a load of money, in celebration of some poor soul who tried to blow up Parliament! Needless to say he got caught, but he wouldn't have done if more thought had been given to his get away car; a "rocket powered" TVR for instance!! However, being more sensible, you will want to purchase any one of our lovely TVRs (hopefully not for a getaway) — guaranteed to provide you with more fun than a barrowload of "Catherine Wheels". We have seven new **TVR 350i S/2** convertibles and 1 new **TVR 350i S/2** Coupe to "fire" your imagination: metallic silver, blue hide seats, limited slip diff, 390 mirrors. Metallic black, biscuit hide seats, limited slip diff, 390 mirrors. Red, black hide



seats, limited slip diff, Bridgestone tyres, 390 mirrors. Slate blue, grey hide seats, limited slip diff, Bridgestone tyres, 390 mirrors. White, grey hide seats, limited slip diff, 390 mirrors. Red, grey hide seats, limited slip diff, Bridgestone tyres, 390 mirrors. Yellow, black hide seats, limited slip diff, 390 mirrors. 350i Coupe, champagne, biscuit hide seats, limited slip diff, Bridgestone tyres, 390 mirrors. All new TVRs now come with a frame rear suspension, revised exhaust, limited slip diff etc and need less to say, the TVR Centre has the largest stock of new TVRs for immediate delivery in the UK. STOP PRESS: By now all you TVR devotees will have seen (and drooled over) the new **420 SEAC** and the concept cars at The Motorshow. As The TVR Centre has already sold most of the pre-production **420 SEACs**, it goes without saying that you can be assured that we are fully conversant with the varying mechanical specs available. You will also be pleased to know that we will shortly be taking delivery of a fully specked and tweaked, all the knobs and whistles, **420 SEAC** demo car, but we warn you, once you have seen and tested this beautiful beast you won't be able to resist it! Actually in stock is a fully specked **390 SE** Convertible demo car — please phone to



book your 'high speed' test drive but be prepared to experience the full G force sensation! We can, of course, still offer the best delivery time to anyone who would like to have his TVR built to personal specification, and a call on 440 6666 will arrange a mutually convenient appointment to test and peruse our book of TVR interior/exterior colour schemes. The Sales policy of Giles Cooper and The TVR Centre is simple — thorough preparation and attention to the smallest items and details before sale to the customer. Personally supervised by Giles, who drives the workshop crazy with his seemingly overzealous attention to detail — great for the customer but definitely detrimental to the nerves of the staff! However, you can be sure that if you purchase any of the following secondhand TVRs they have been carefully prepared by demented, but gifted mechanics: 1986D 350i Convertible, champagne, biscuit hide seats, limited slip diff, 1,000 miles, £16,500. **85C 350i S/2 Con**, Magnolia, matching full leather int, 1 owner, 8,000 miles, coded boot spoiler, £14,995. **85C 350i S/2**



con, red, black trim, 1 owner, 10,000 miles, £14,995. **85C 350i S/2** Con, white, red, trim, 1 owner, 22,000 miles, £13,995. **85C 350i S/2 Con,** white, red trim, 1 owner, 15,000 miles, £13,995. **85B 350i S/2 Con,** white, full blue leather, 2 owners, 25,000 miles, £13,995. **85B 350i S/2 Con,** Starlight Blue, full grey leather int, 2 owners, 10,000 miles, £13,995. **85B 350i Con,** Crystal Green, leaf green int, black hood, 1 owner, 12,000 miles, £13,250. **84 model 350i S/2 2+2 coupe,** Sapphire Blue, personal plates, magnolia leather int, air conditioning, 1 owner, 20,000 miles, £12,450. **84B 350i Con,** Metallic Red, black hood, black leather, 1 owner, 45,000 miles, £11,750. **83A 280i S/2 coupe,** Metallic Gold, glass sunroof, PAS, 16,000 miles, 5 speed



gearbox, £10,750. **82Y 280i Con,** Metallic Gold, brown hood, caviar trim, 2 owners, 29,000 miles, £8,750. **82Y 280i Con,** Blue, 45,000 miles, £7,995. **81W 280i Coupe,** Burgundy, 43,000 miles, spoked wheels, caviar trim, £5,850. **81X 280i Con,** Red, 33,000 miles, spoked wheels, £7,995. Obviously, our stock is constantly changing so please phone for up to date details. We only have one part exchange this month — a 1983A Marcos 3.01 V6, red, oatmeal int, 17,000 miles, 1 owner, sunroof, radio stereo, all taxes paid, £4,995. NEWSDESK: You may be interested to know that, thanks to Gary our trimming expert, we can offer a wide variety of trimming services i.e. full retrim from carpet to hoods — there is nothing that Gary can't retrim!! Perfectly! We're open to suggestions. TVR MANIACS DEPARTMENT — offers professional TVR services such as spares, Koni dampers, 350i perfor-



mance modifications, new hoods to factory standards; freeflow exhaust systems, rear boot spoilers for 350i and 280i convertibles, dust shields (wonderful idea that cuts out all the swearing and elbow grease needed to keep your wheels immac) and specially designed for the TVR Centre our GC 350i/280i interior overmats, incorporating the TVR Centre insignia — stops the wellies making a mess. TVR PARAPHERNALIA: TVR logo'd tee shirts and Fred Perry type teeshirts in various colours and sizes, TVR extra large umbrellas, key fobs, badges, tie pins and THE TVR BOOK. If you can't get in to see us we will be pleased to arrange postage to you. If you would like to visit us all at The TVR Centre then we can be seen on the A411, off the A1, or on the underground, Northern Line, via High Barnet. We all look forward to seeing you.



Giles Cooper.

THE TVR CENTRE, BARNET ROAD, ARKLEY, BARNET, HERTS. 01-440 6666

FOR SALE — continued

BRISTOL 411 MKIV 1974. Excellent condition, interesting history. 140 mph and 22 mpg? True! Low maintenance costs too. All for £5,500 o.n.o. Afford a supercar! Find out how. Tel: Bristol 739080. (932141

BRISTOL 405 CONVERTIBLE. By Abbott. Much prettier than saloons but just as practical. Mechanical rebuild by specialists. Expensive retrim just finished. Superb. £9,950 o.n.o. Tel: Bristol 739080. (932141

SUNBEAM TIGER (1966). Possibly unique specification. Totally rebuilt 1981. Much modified engine (302 block, 351w heads, 1 sky cam, Holley, H/O oilpump, coil, Mallory dualpoint — approx 300bhp). Modified bodywork, 235/60's on 7"/8" rims, antitramp bars, adjustable shock absorbers. Genuine reason for sale. First £5,000 secures. Tel: 0763 45186. (932140

1939 VAUXHALL 14/6. Mint condition, original leather interior, handbook, drives like new. £2,250. Tel: 0253 61781. (C/C

PORSCHE 911SC 1979 Targa, Guards Red, excellent condition, full history, just £10,250 (offers). Tel: (work) 0902 341227, (home) 0785 816048. (C/C

FOR SALE — continued

MINI 1275 GT 'T' REG. With 134cc Cooper Mk III engine, 110 bhp at flywheel, immaculate condition, many extras, tax/MOT, £1,750. Tel: Sharpethorne (0342) 810077 (eves). (C/C

SUBSTANTIAL OFFERS INVITED FOR. 1930 supercharged 2 litre Lagonda. Bodywork poor. DVLC registered. Tel: Mackie, Swimbridge 830410 (Devon). (932233

ALPINE RENAULT A110 BERLINETTE. 1977, one of the last manufacured, 47,000 kilometres, metallic blue, black leather interior, tuned engine, Gotti wheels, absolutely immaculate, £7,650, possible p/ex. Tel: (0946) 830637. (C/C

ALFA ROMEO Alfetta Group 4 Turbo Delta. Ex-Autodelta car (Mannini and Verini), fully rebuilt prior to leaving Italy in 1985. All new competition mechanics, brakes, suspension, transmission and 182 bhp Turbodelta engine. Less than 400 miles since. Very fast and appreciating competition car. There won't be another! Full specification contact David Edgington (0373) 823856. (000992

LOTUS SUNBEAM 1981, MkII body, superb engine, excellent quick and loud. £3,295. Tel: daytime 0202 290862 (Bournemouth). (C/C

FOR SALE — continued

ASTON MARTIN V8. Automatic. "M" Reg, 80,000 miles, Imperial Blue, good condition, two owners, maintained by Ian Mason, £7,500 ono. Tel: 01-493 1613 (office) or 01-941 4685 (home). (PF

PORSCHE CARRERA RS 2.7 1973. Yellow/black, left hand drive, only 60,000 klms from new. Contact Michael Fisher Ltd. Tel: 01-722 3449. (230575

LOTUS ELITE 1961. Very original, left hand drive, superb condition. £10,500. Tel: (0695) 421405 anytime (trade). (231031

FERRARI 250 LUSSO 1964. Finished in red with black leather, left hand drive. Concours condition throughout with full history available. Contact Michael Fisher Ltd. Tel: 01-722 3449. (230575

BENTLEY MKIV 1948. Black, good order throughout, MOT, £6,250. Tel: Newbury (0635) 35460 or (0635) 42653 after 5pm (trade). (932087

JAGUAR XK 150 'FHC'. Superb low mileage car, finished in BRG, red leather and wire wheels, £11,750. Tel: (025682) 2844. (Trade). (230697

FOR SALE — continued

1937 AUSTIN SEVEN OPAL Two seater, restored eight years ago, little used since, £2,950. 1967 Mk2 Jaguar 2.4 M/O original paint etc., super example, £5,000. 1970 Rover 3.5 Coupe, nice example only £1,250 very good value. MkIV Bentley in need of restoration, engine presently "borrowed" to keep another mobile £1,000 as is, £1,500 with engine, ring for details. Or would break. David Wall, Bridge Garage, Wroxham 2353. (Norfolk). (PF

BENTLEY R TYPE 1952. Manual, Maroon over silver, tools, handbook, MOT. Mint condition inside and out, £8,750. Tel: 0253 61781. (C/C

MG TYPE M 1929. Rebuilt. "Running In". MOT, £6,250. Tel: Newbury (0635) 35460 or (0635) 426530 after 5pm. (Trade). (932087

1928 AUSTIN 7 CHUMMY. For restoration. Tel: 0452 22401. (932341

BENTLEY MKIV 1949. Coachwork by Freestone and Webb, razor edge saloon. Partly restored, requiring only paintwork and brightwork to finish. An interesting documented history, £6,995. Tel: (0284) 69907 or 86623 evenings (Trade). (231185

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1934 VAUXHALL 20hp Cabriolet. New hide trim alone cost £3,500! **£6,500**
1966 JAGUAR E-Type 2+2. Superb **£8,500**
1959 ASTON DB2 MkIII Convertible **£16,500**
1928 AUSTIN HEAVY 12 by Mulliner **£6,500**
1981 RANGE ROVER. 46,000. O/drive **£7,450**
1982 BMW 525i. Auto. All extras **£4,950**
1935 BEDFORD VAN. ..... **£4,500 + VAT**
1932 TALBOT 75 Tourer by James Young. Manual gearchange. '90' spec. Beautiful car **£11,000**

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FOR SALE — continued

MG PA 1934 2 seater sports. Sound condition, well restored, original engine, early pitotograms and some history. MOT/Taxed. BRG. £7,750. Tel: (0844) 292143 (Bucks). (C/C
AUSTIN HEALEY 100/4 1955. Red/black, full 'Le Mans' specification by the factory, 1 owner since 1982, all service history, correspondence, invoices, handbook etc from day one, drives impeccably. Superb . . . Phil Leeson Specialist Cars. Tel: (0635) 82283. (PF
JENSEN CV8 1963. Green with silver roof, grey leather, winner of numerous JOC concours awards. Surely the finest example available for sale today. Phil Leeson Specialist Cars. Tel: (0635) 82283. (PF
LOTUS ELAN DHC S3 1966. Blue over white, recent chassis & engine rebuild etc etc, numerous bills, a nice Elan, not mint, not expensive. Phil Leeson Specialist Cars. Tel: (0635) 82283. (PF
BENTLEY R TYPE, shell grey, manual, excellent condition and running order. £7,950 ono. Tel: Camberley 684257 evenings. (932351
ALFA ROMEO 2000 GTV (BERTONE). red, excellent overall condition, little rust. £1,595. Tel: 0737 832254 evenings. (932354

FOR SALE — continued

DAIMLER 250 V8 SALOON. Midnight blue/grey leather, manual/overdrive, original bodywork. This car must be seen to be appreciated. NOT a rebuild. Phil Leeson Specialist Cars. Tel: (0635) 82283. (PF
JAGUAR XJ12 COUPE, 18th last made, 2 owners, MOT April, leather, air conditioning, new gearbox, Wolfrace wheels. Regret must sell. £3,750 ono. Tel: 041 638 2745. (932312
ALVIS SILVER EAGLE SPECIAL. KR3147. Well known V.S.C.C. competition car. Ex Keith Hill. Excellent mechanical and body condition. Fast four seater tourer with many competition successes including Pomeroy Trophy. Sell or exchange for veteran. Scotland. Tel: 0499 2209. (932305
BULLNOSE MORRIS COWLEY. 1924 Four seater tourer in excellent original condition. Restored. Recent MOT. Sell or exchange veteran. Scotland. Tel: Cameron 0499 2209. (932305
MGC ROADSTER 1968. Concours winner, Colorado red, black interior, chrome wires, present owner last ten years. Absolutely superb condition. £5,000. Tel: 021 443 1655. (932269

1960 Rolls Royce Silver Cloud II. A very special Rolls, 56,000 miles from new, sage green over velvet green with matching leather interior, maintained to the highest standards. Drives as new, virtually faultless. Last owner an American who kept it to American standards of perfection **£19,750**

1961 Rolls Royce Cloud II. Mechanically superb, cream leather interior, needs bottom half repaint. Cloud III wings (could have been factory fitted), chromework, original log book, tools etc, showing 70,000 miles, could be genuine, nice number plate. New MoT, sold as is **£10,750**

1950 Jaguar Mk V 2½ Litre. In cream and brown, original radio, unrestored car, new MOT. Reasonably priced at only **£4,950**

1963 Austin Cooper 997cc. Yellow, black roof. I bought it with the following description: "totally original, never been resprayed or welded, drives like new". It's obviously worth a closer look. Must be good value at only **£1,350**

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Rolls Royce (any model) Lagonda V12 drophead and a WO Bentley. Condition totally unimportant.



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1954 Rolly Royce Silver Wraith Hooper Empress line. Automatic, P100s, new paint in Embassy black & champagne with magnolia hide interior. Excellent order throughout.



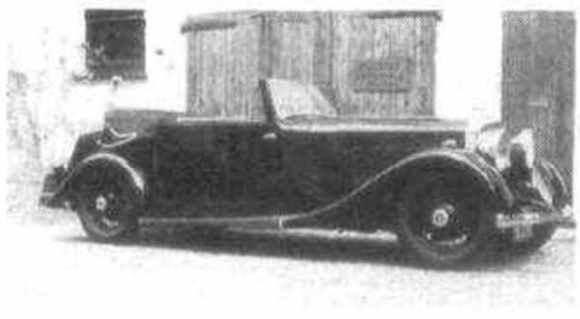
1934 3½ litre Derby Bentley 4 door saloon by H. J. Mulliner. Comprehensive history file, ready for rallying.



1953 Bentley R type Continental Fastback by Mulliner. New paint in Scots Pine. Excellent interior, manual gearbox, lightweight seats, new carpets & headlining, wood refinished.



1961 Bentley S2 Continental Flying Spur 4 door saloon by H. J. Mulliner with sunroof in Velvet Green with beige hide — a lovely car to drive.



1934 Bentley 3½ litre d.h.c. by Park Ward. Very bright and in excellent running order.



1964 Rolls Royce Cloud Spur by Mulliner. Automatic p.a.s., air conditioning, a very rare model indeed.

These are just a few of the cars that we have in stock, please telephone with your requirements.

1923 R.R. Springfield Silver Ghost by Willoughby — a delightful car in excellent order throughout, only 19,000 miles from new.
1930 R.R. Phantom II Sedanca by Thrupp & Maberly, recent body off restoration.

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1938 R.R. Phantom III Sedance de Ville by Gurney Nutting, arguably the most prestigious coachwork of all on the P111 chassis.
1949 L.H.D. Bentley MkVI 2 door 4 seater open tourer by Mallalieu, in as new condition.
1951 R.R. Silver Wraith Sedanca de Ville by H. J. Mulliner, new paint in Burgundy over Masons Black.

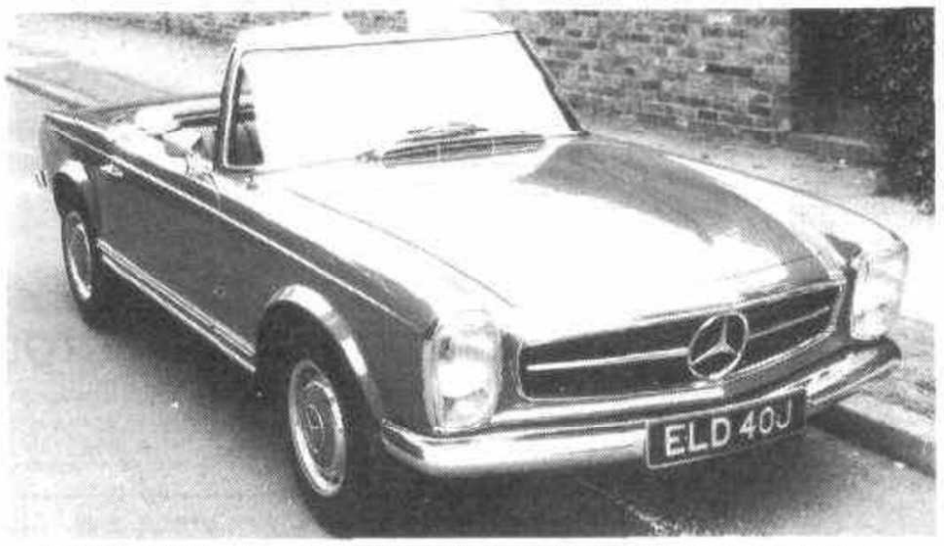
1957 R.H.D. Mercedes 300sl Roadster ex Alan Bond. This is the only R.H.D. Roadster in U.K.
1961 Bentley SII Continental 2 door coupe by H. J. Mulliner, new paint in Midnight Blue, a very well looked after car.
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325iM, 86. Zinno/Anth, MSR, Sports pack, E/W, Stereo, 12,000 miles	£13,395
323iM CAB, 85C. Black/Anth, ABS, PAS, Spsts, e/w, obc, m/h/a, st, 20,000 miles	£13,995
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323iA, 83A. Bahama/Pearl, PAS, ESR, Alloys, rhr, r/spoil, st, 27,000	£9,495
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320iM4D, 85. White/Anth, MSR, RR Spoiler, Stereo, 18,000 miles	£9,995
32iM, 84. Baltic/Pacific, PAS, Electric Sunroof, 22,000 miles	£8,695
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528iA, 83. Basalt/Pacific, Stereo, 27,000 miles	£6,995
525ETA, 86. Polaris/Pac, MSR, W/wipe, Stereo, 7,000 miles	£13,395
525ETA, 84. White/Anth, MSR, Alloys, Fogs, Green tint, St, 20,000 miles	£9,695
525iA, 84B. Burgundy/Pearl hd, Air cond., Recaros, R/H/R, stereo, 29,000 miles	14,995

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New Scimitar SS1 1600, Istrian Blue	LIST
1984 TVR 280i Convertible, 8,000 miles	£10,495
1985 SS1 1600, 3,000 miles	£6,995
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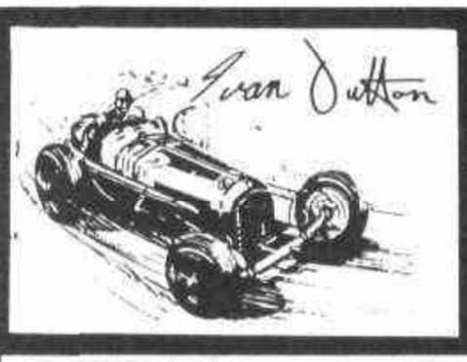
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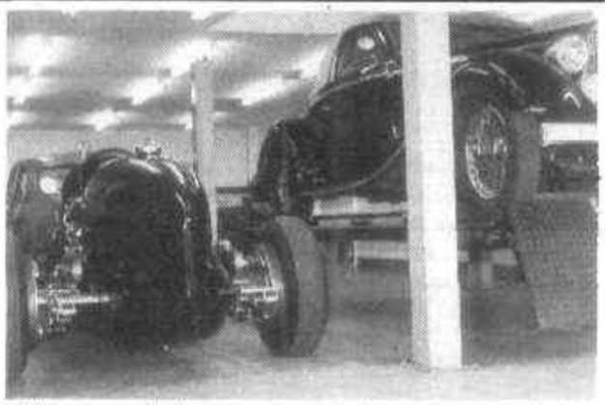
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Speaking of Italian classics we also have a **1966 Ferrari 275 GTB** 6 carburettors Torque Tube model completely rebuilt by Modena Engineering. Absolutely stunning in black with black interior. Telephone for further details.

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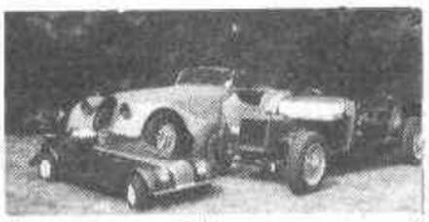
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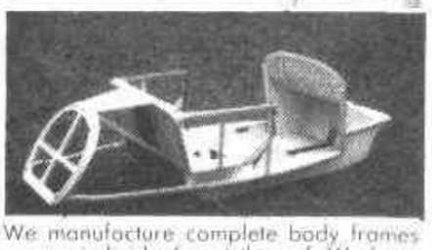
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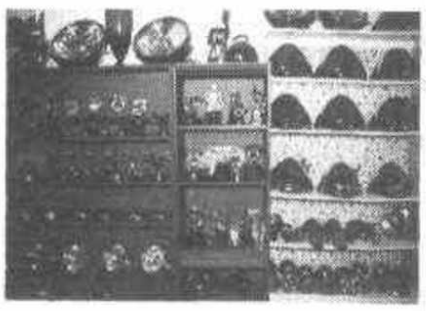
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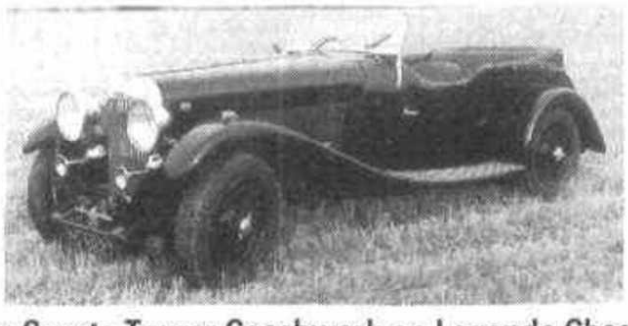
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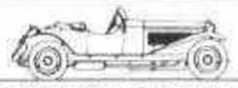
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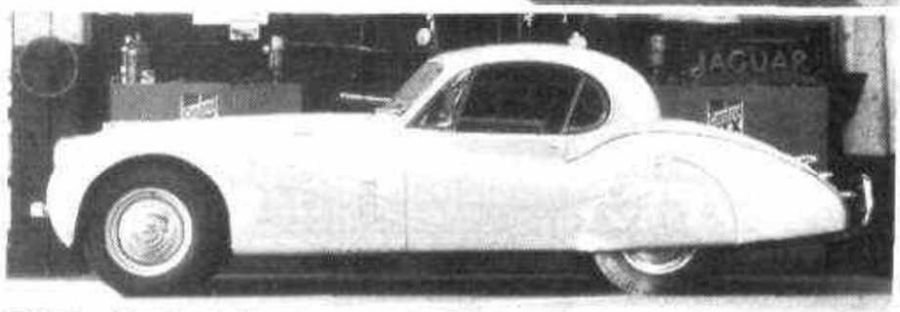




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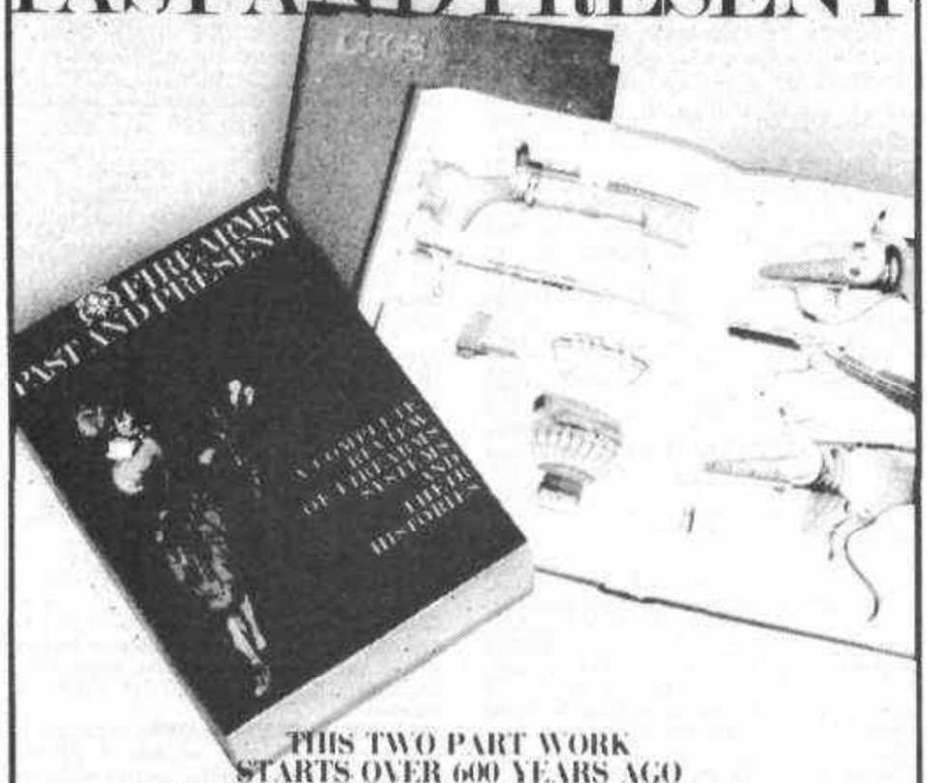
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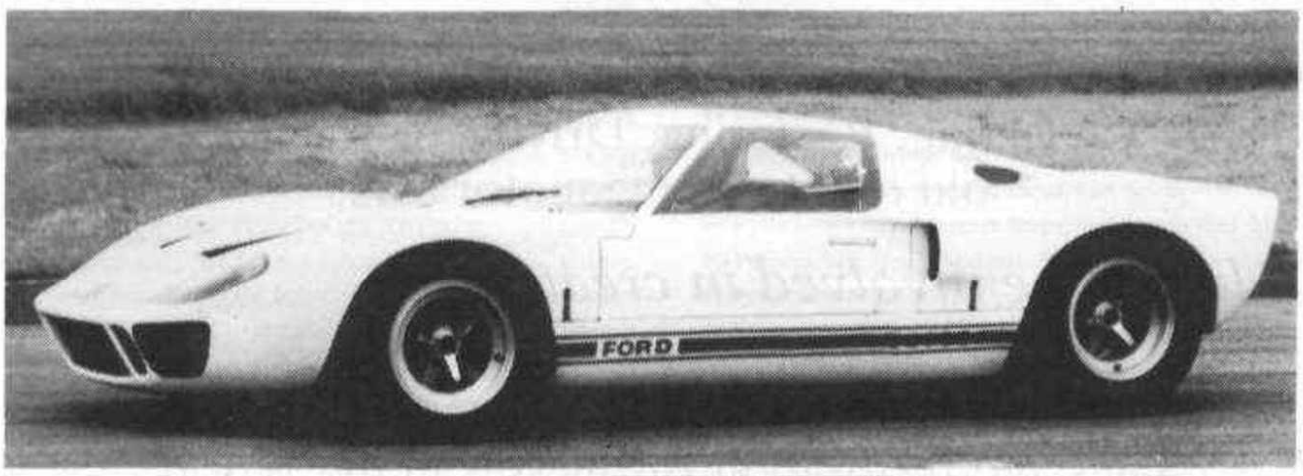
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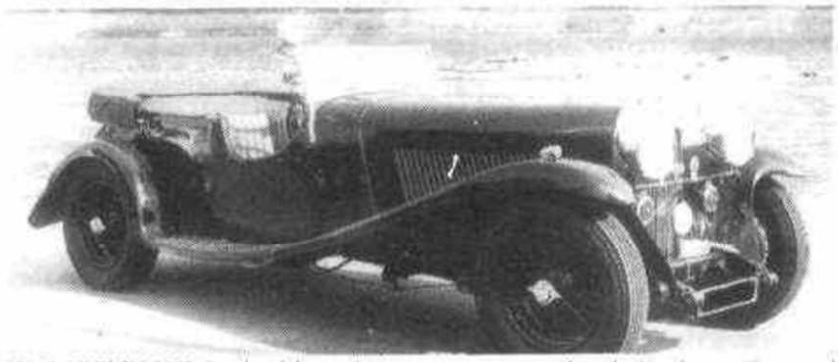
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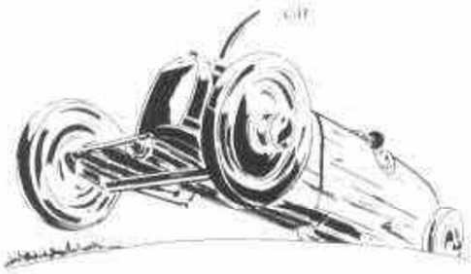


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Lotus 35, 1965 F2. BRM TC engine. As raced Angouleme '86.

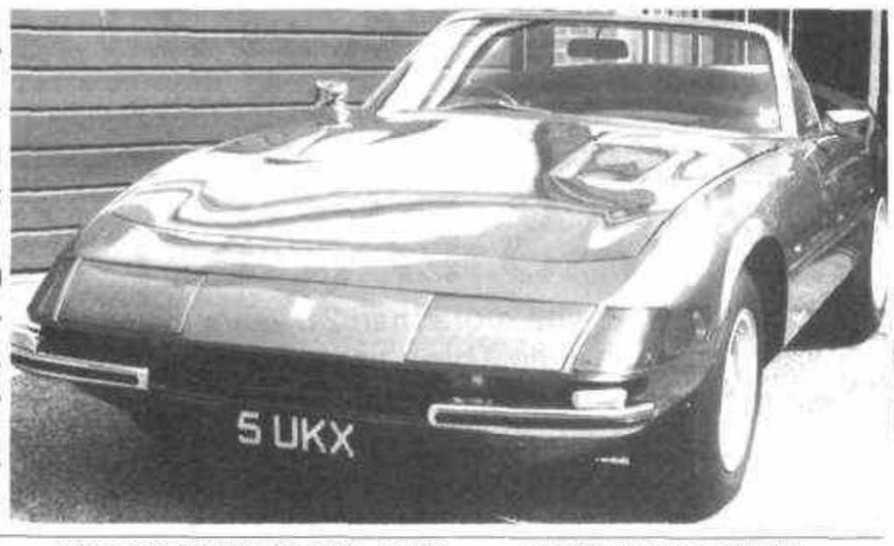
Scott, 1973 Formula 2. Designed by Patrick Head. Restoration project.
Lotus XI, 1958 Ser 2. Sports. 1172cc Ford engine. Full history.
Tyrell 701, 1970 Formula 1. Ex Cevert, Alan Smith DFV. Restored.
Allard J2X, 1952 LeMans car. Known as 'Hinton Special'.
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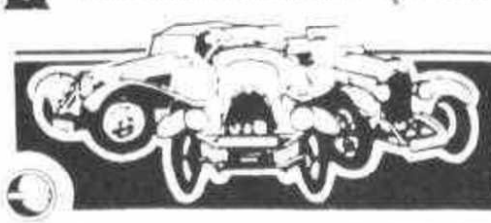
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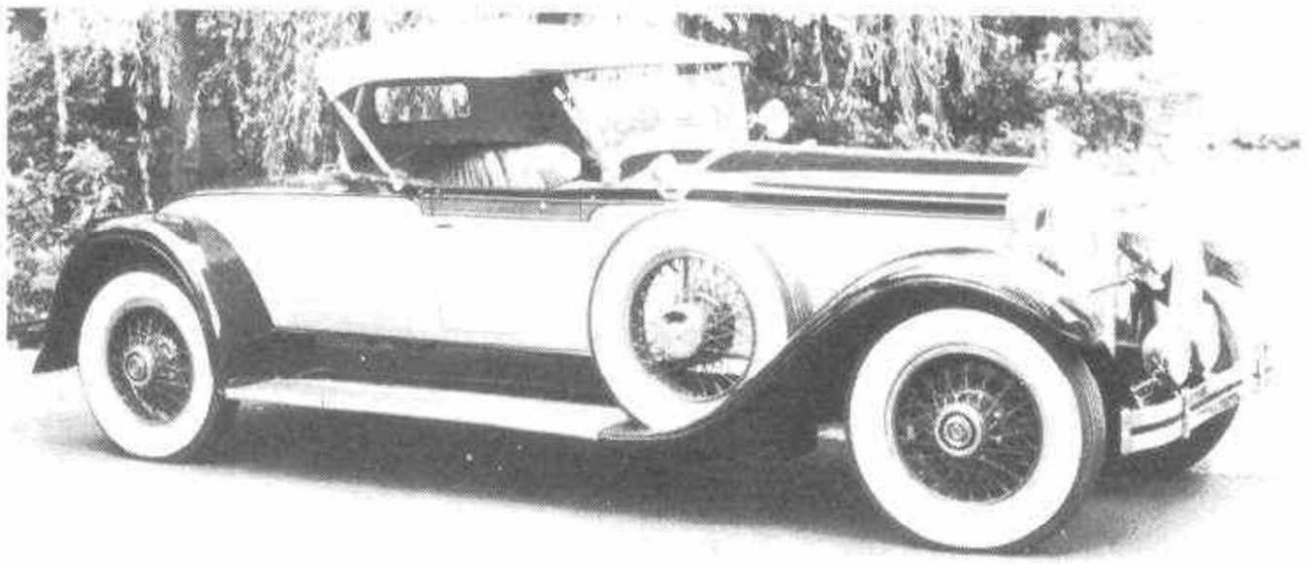
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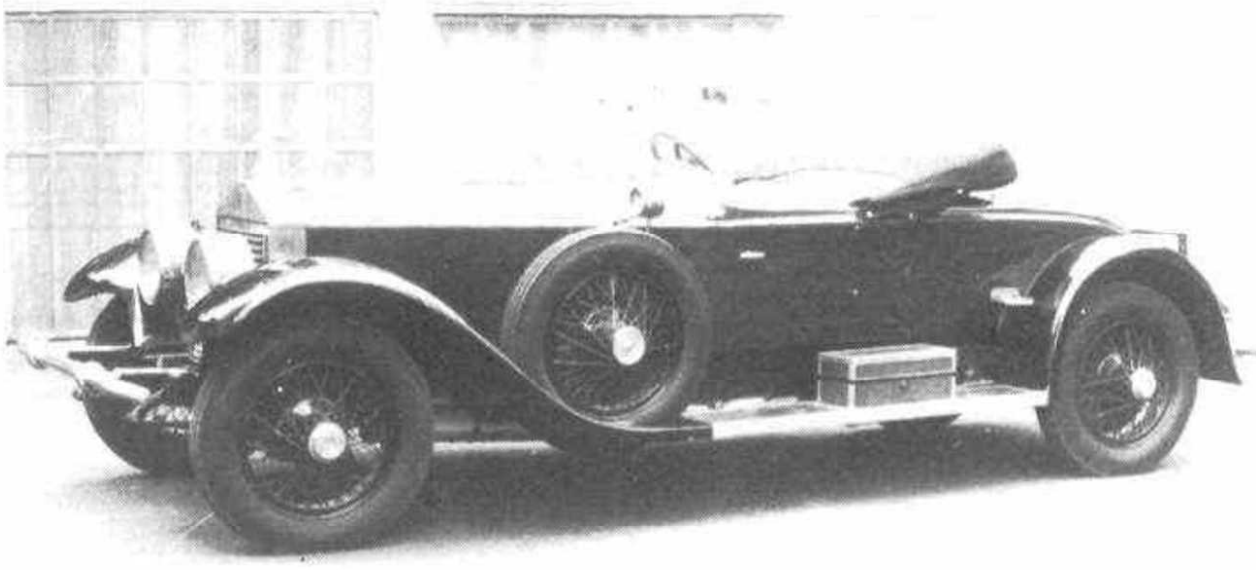
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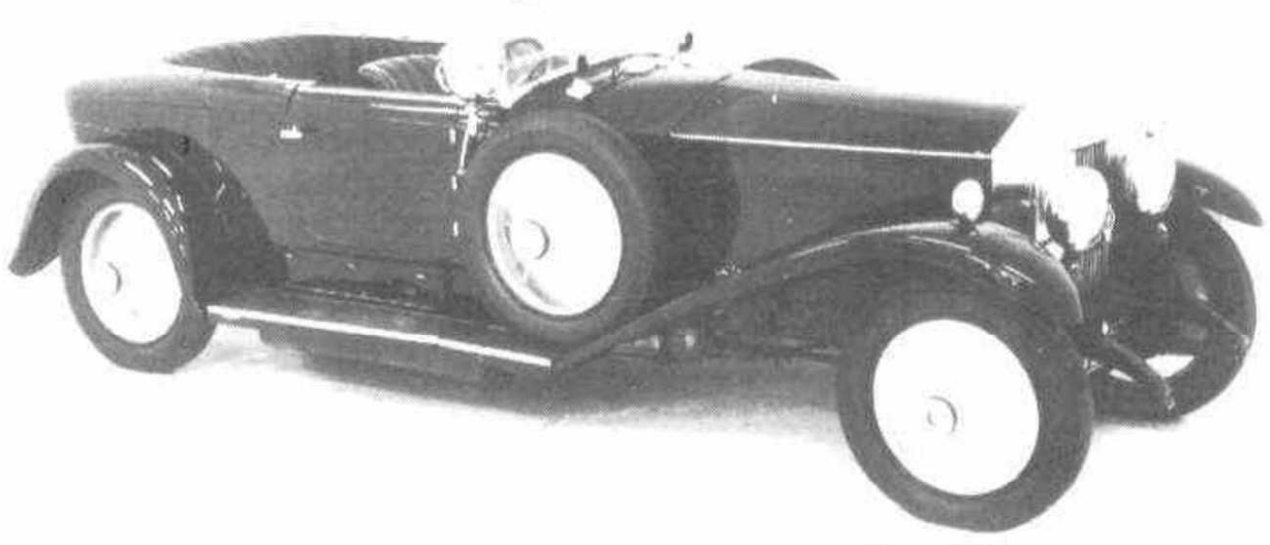
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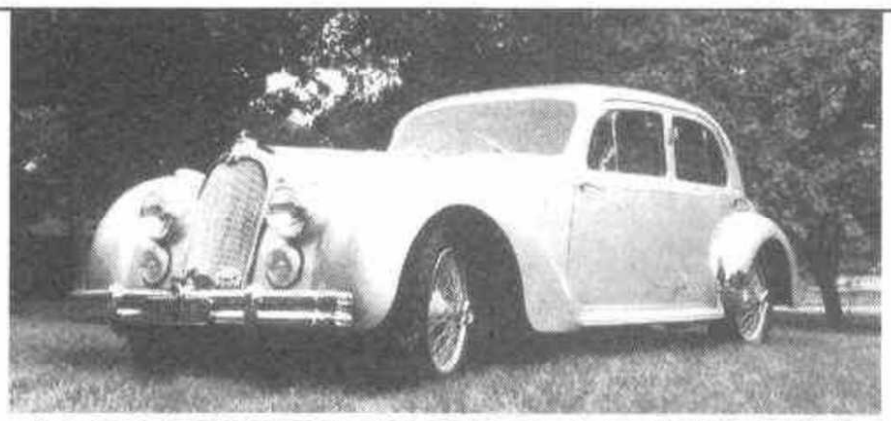
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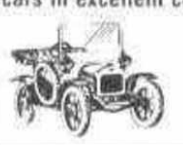
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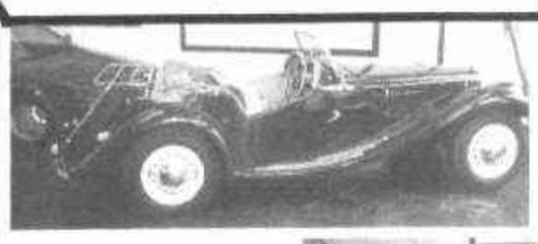
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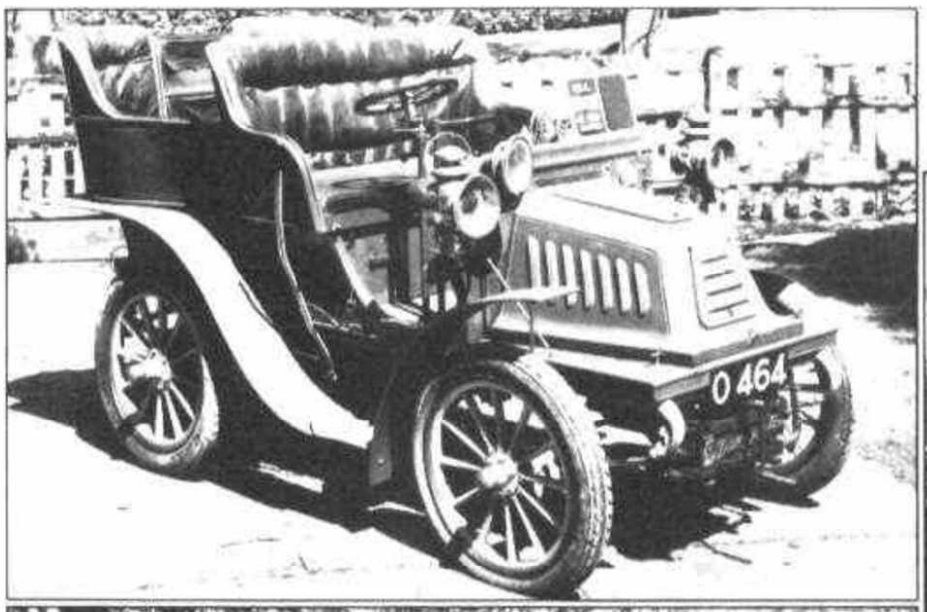
Rolls Royce Silver Shadow. Nov 1976. 49,000 miles, FSH. Walnut beige/brown piping, dash-knee roll, beige Everflex. Superb **£12,950**

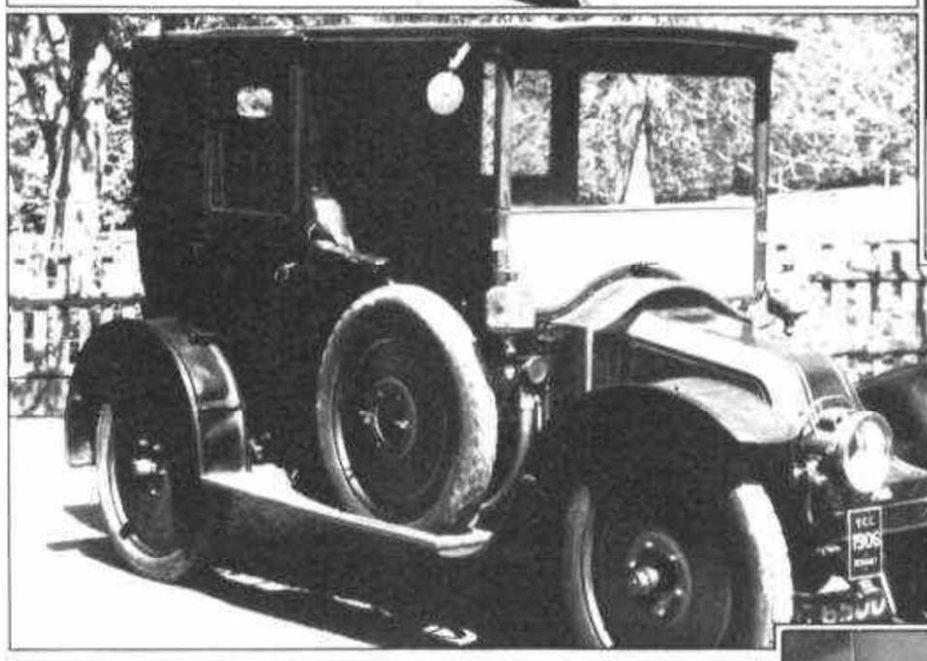


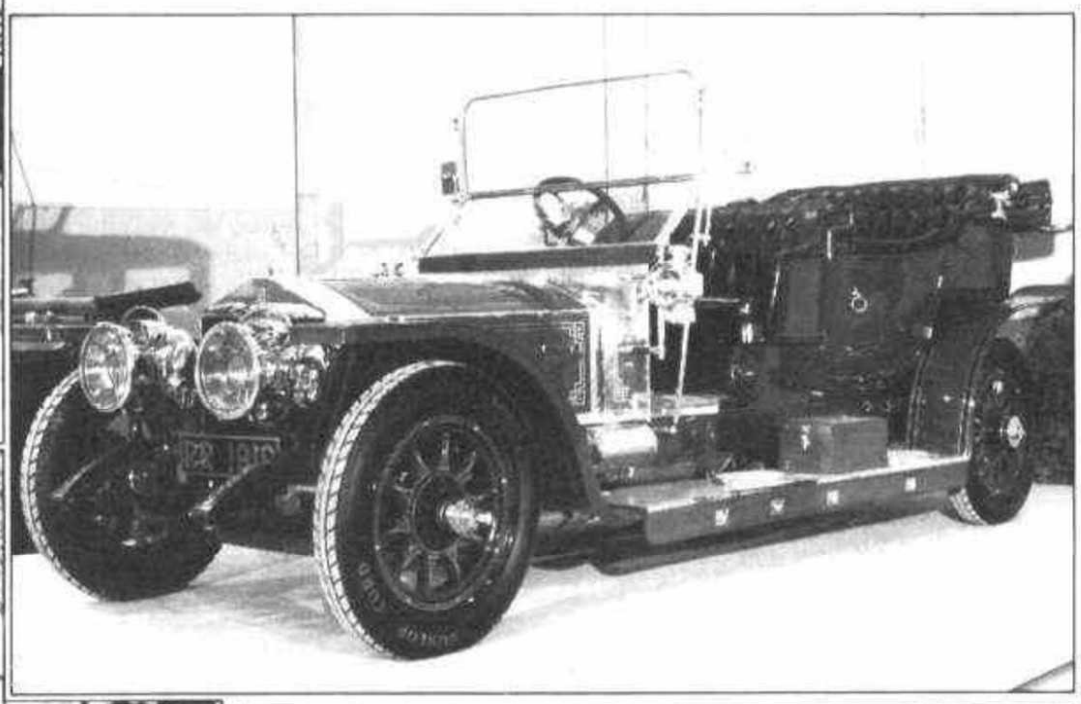
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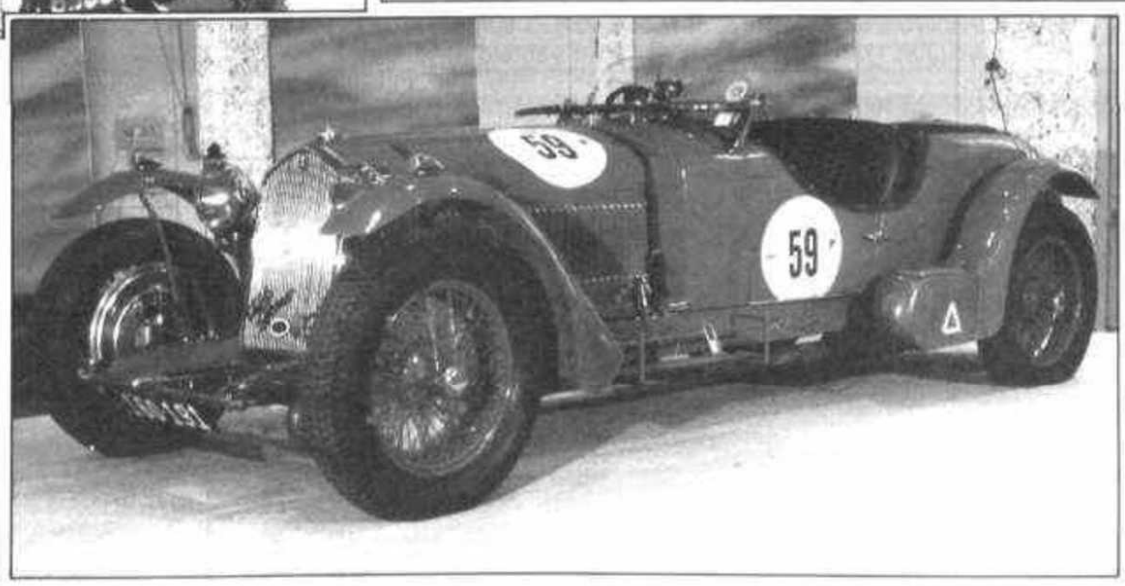
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Top left: 1902 De Dion, Type 0, 8 hp Rear Entrance Tonneau. Sold Ludlow, Shropshire, on 5th July 1986 for £21,010.

Bottom left: 1906 Renault, Type X, 14/20 hp Single Landaulette by Hooper. Sold Ludlow, Shropshire, 5th July 1986 for £33,000.

Top right: 1910 Rolls Royce Silver Ghost 40/50 hp Five Seat Roi-Des-Belges Replica Tourer with 24 carat Gold Plated Fittings. Sold in Monaco 25th May 1986 for 2,830,500 FF.

Bottom right: 1933 Alfa Romeo 8C 2300 Supercharged Le Mans Sports Tourer (uprated to 2.6 litres). Sold in Monaco 25th May 1986 for 2,386,500 FF.



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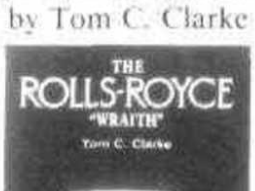
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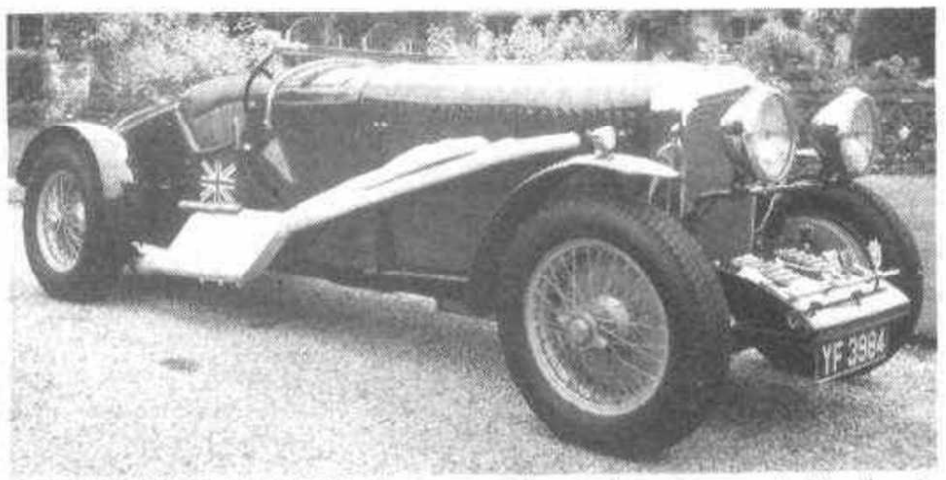
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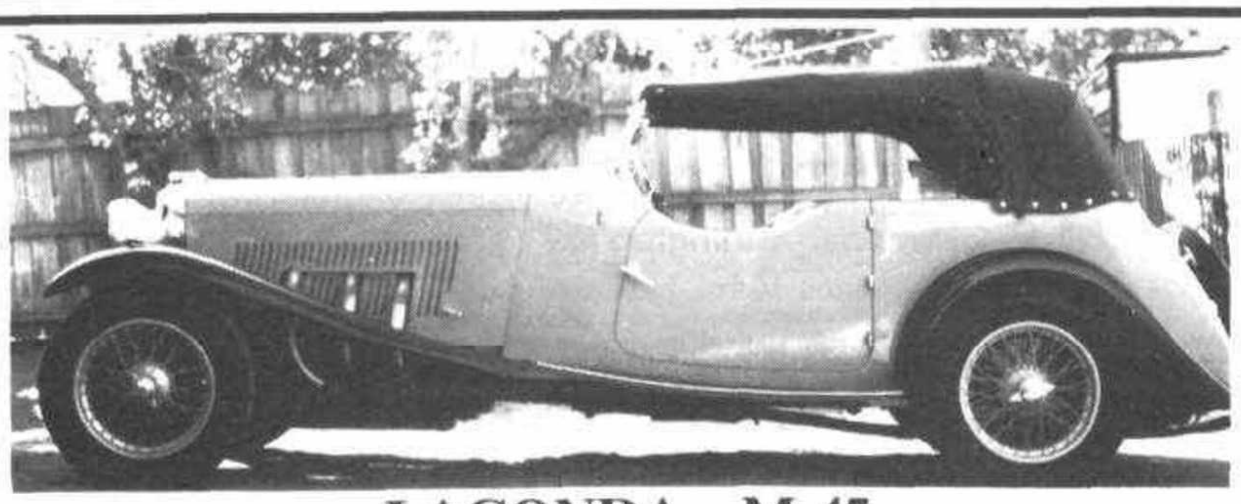
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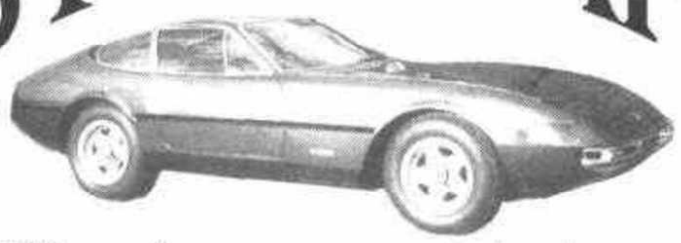
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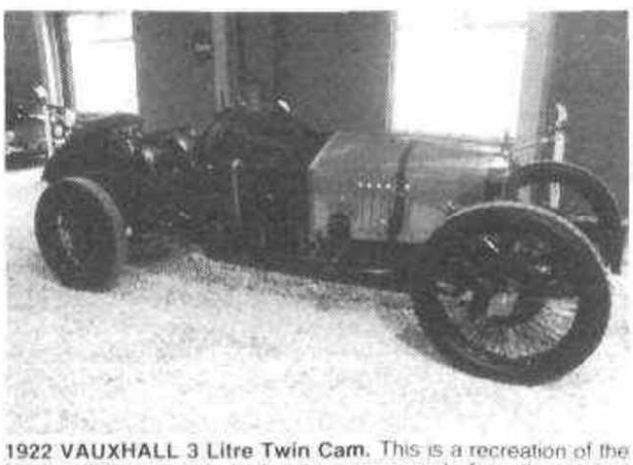
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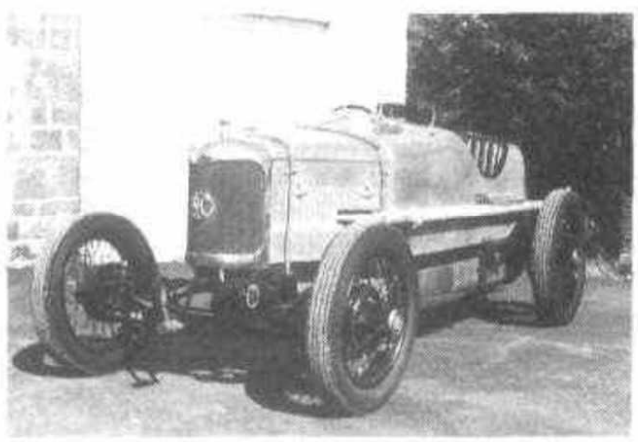
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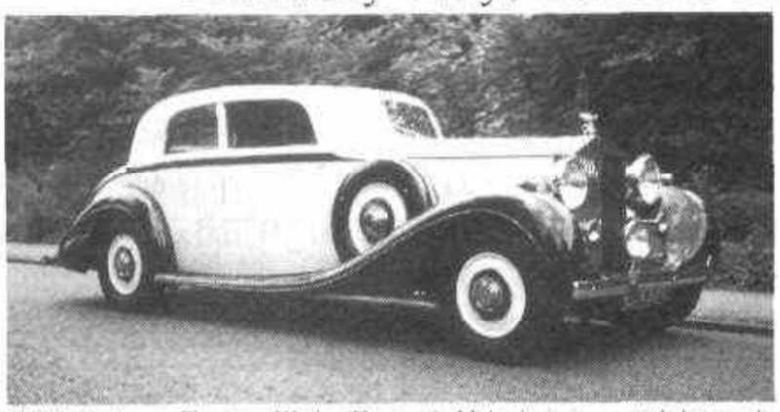


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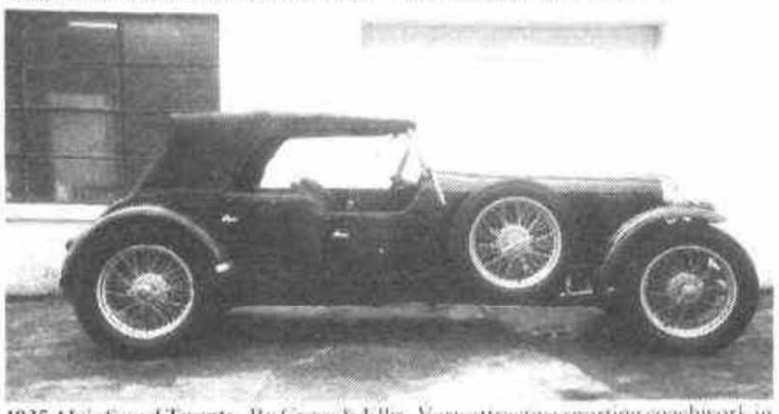
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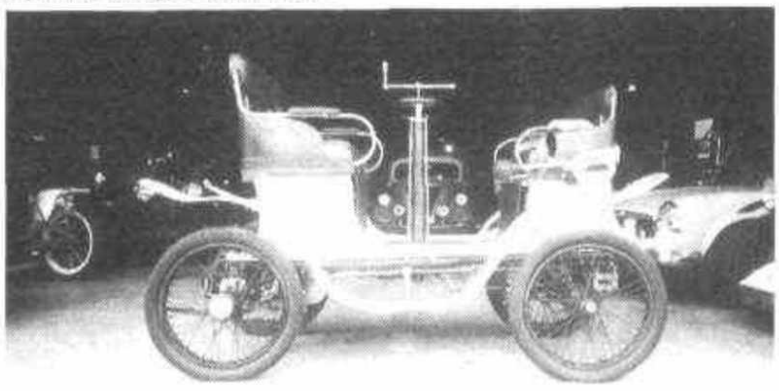
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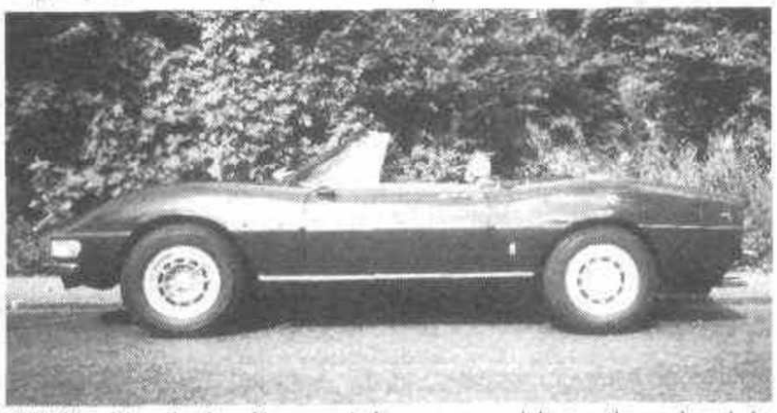
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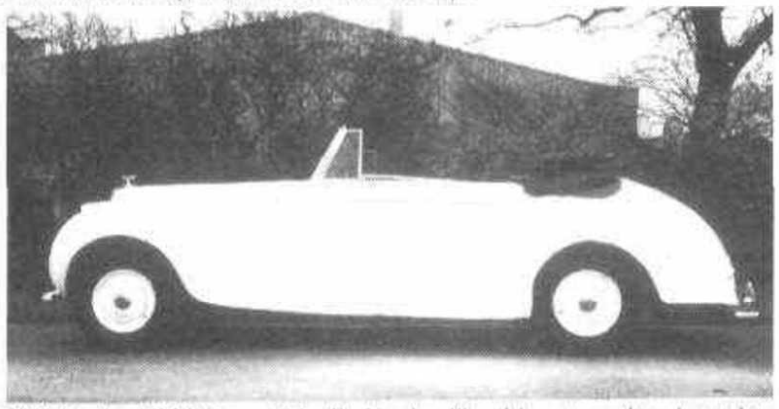
1955 Rolls Royce Silver Wraith Limousine. By Freestone & Webb. A stately 7 seat limousine with electric division and automatic gearbox



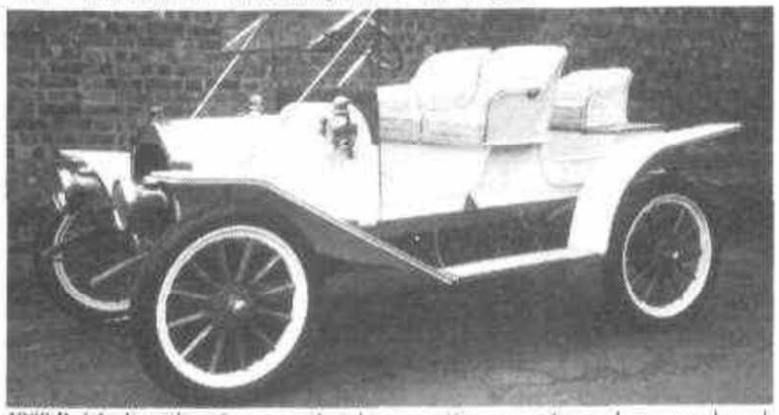
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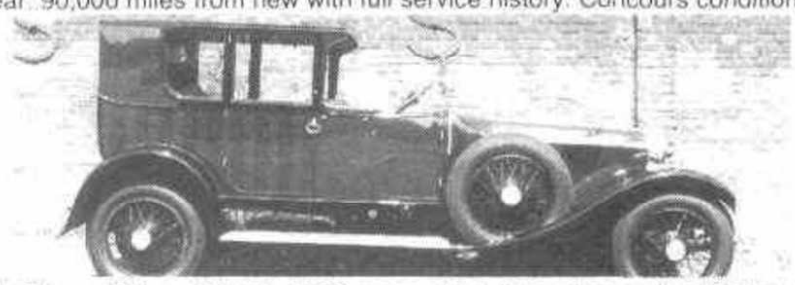
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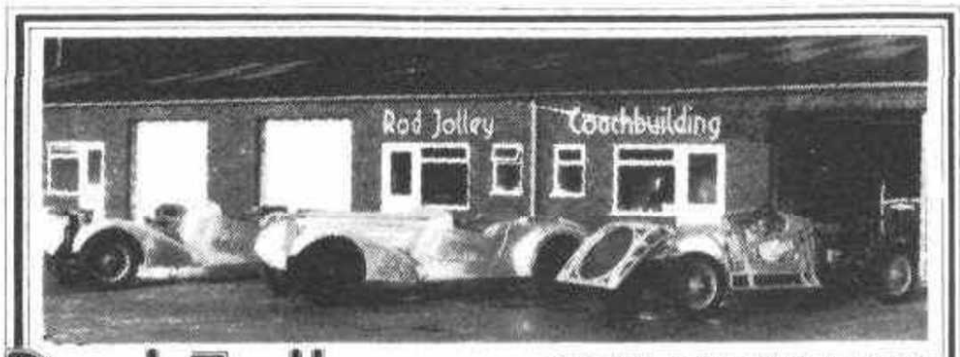


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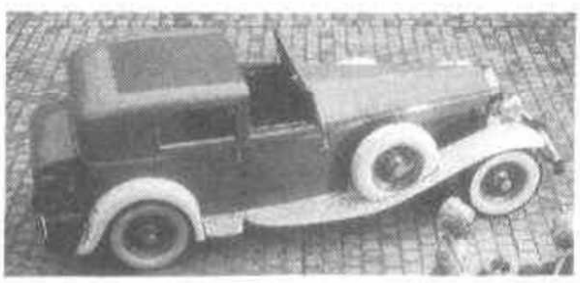
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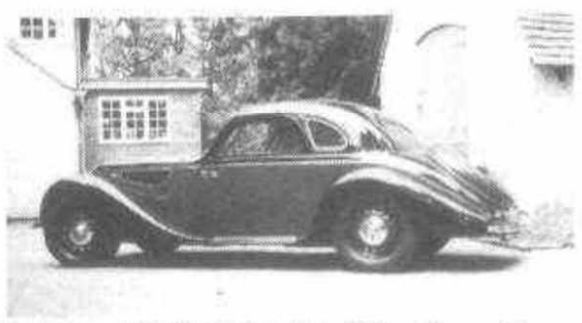
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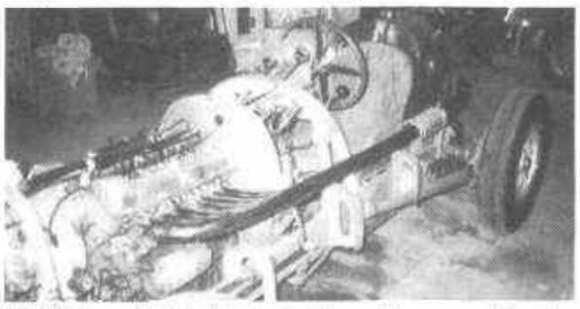
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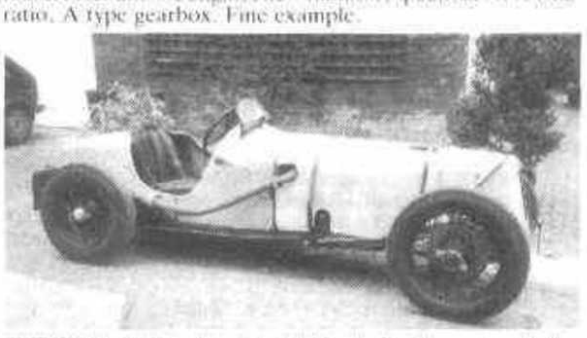


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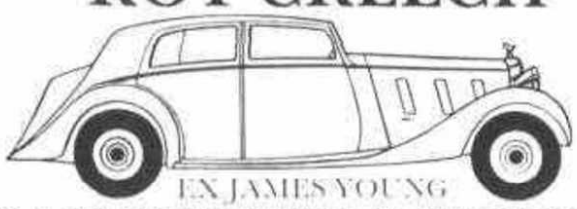
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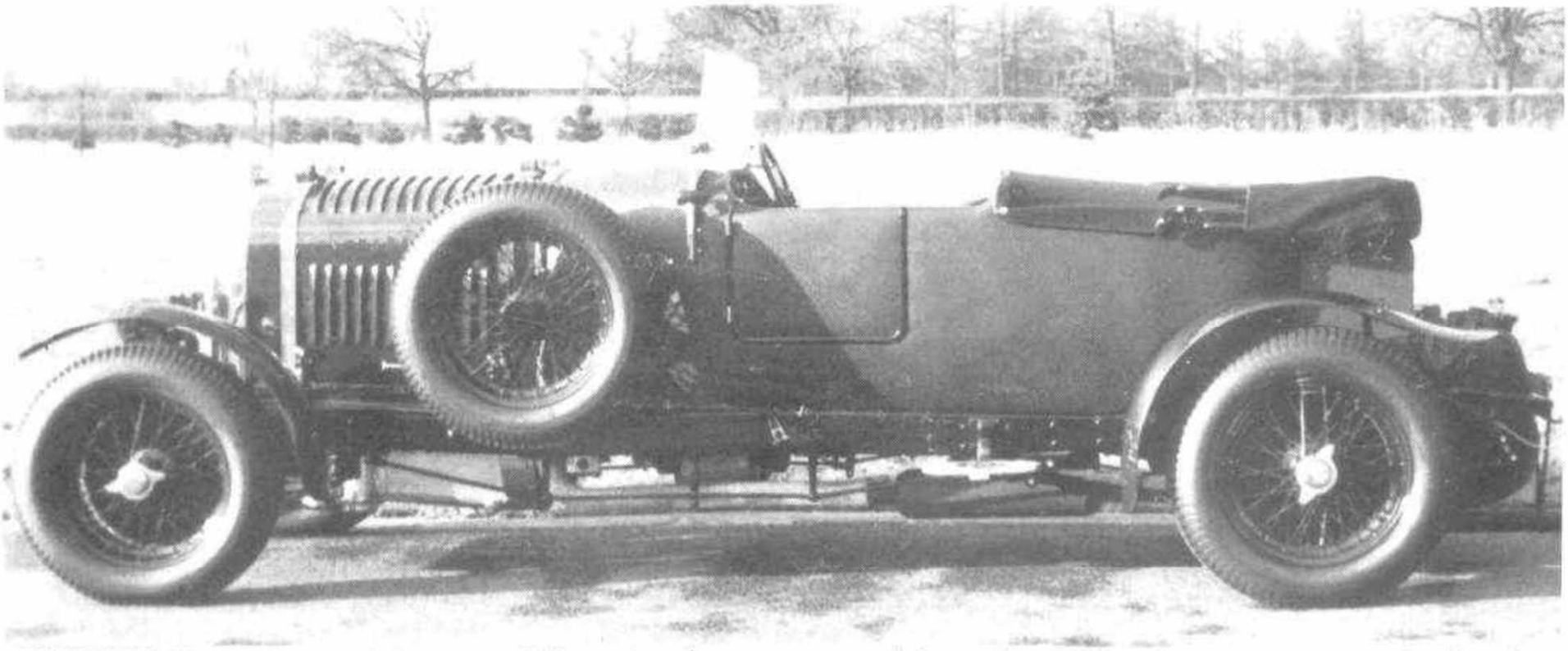
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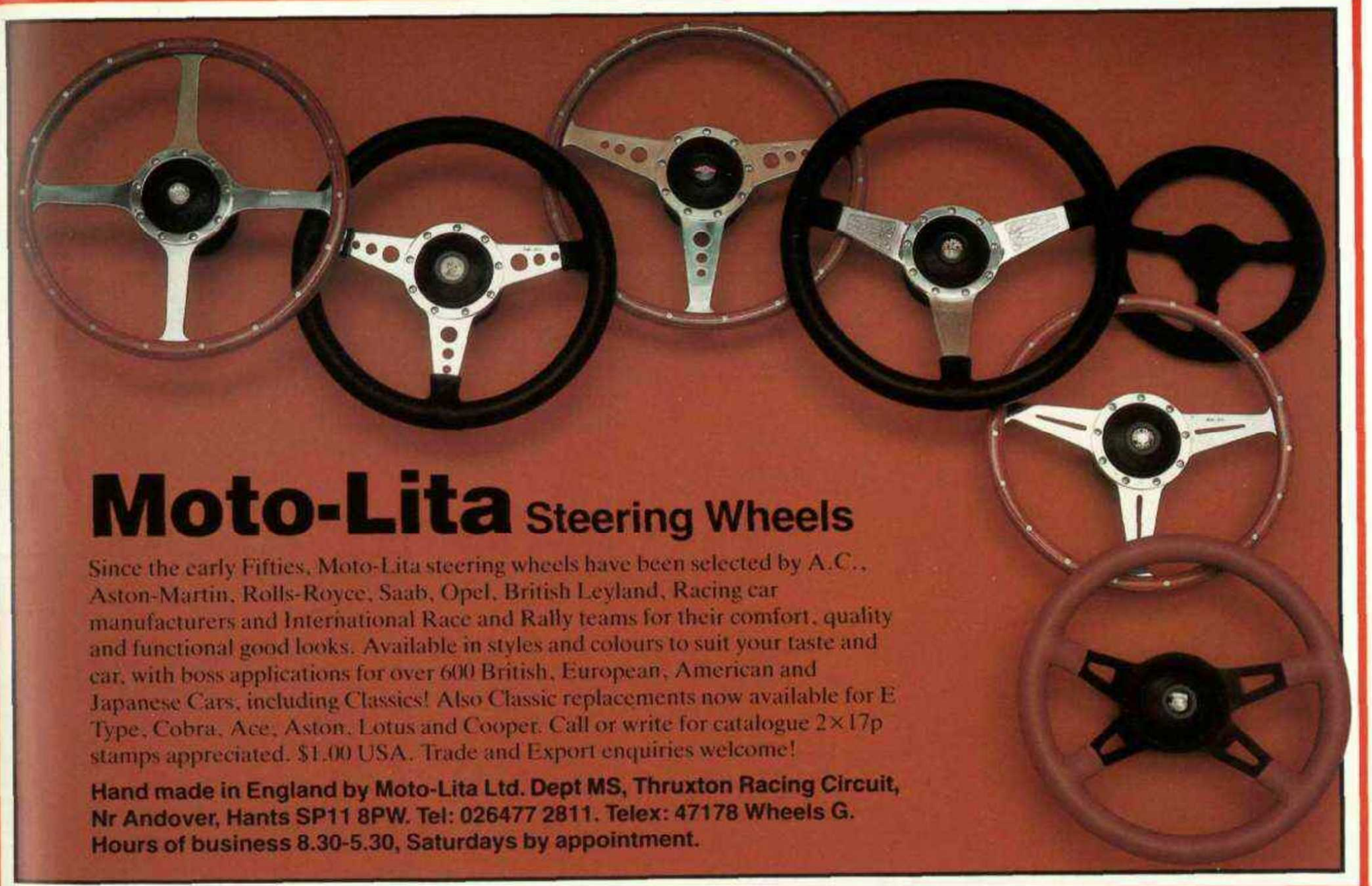
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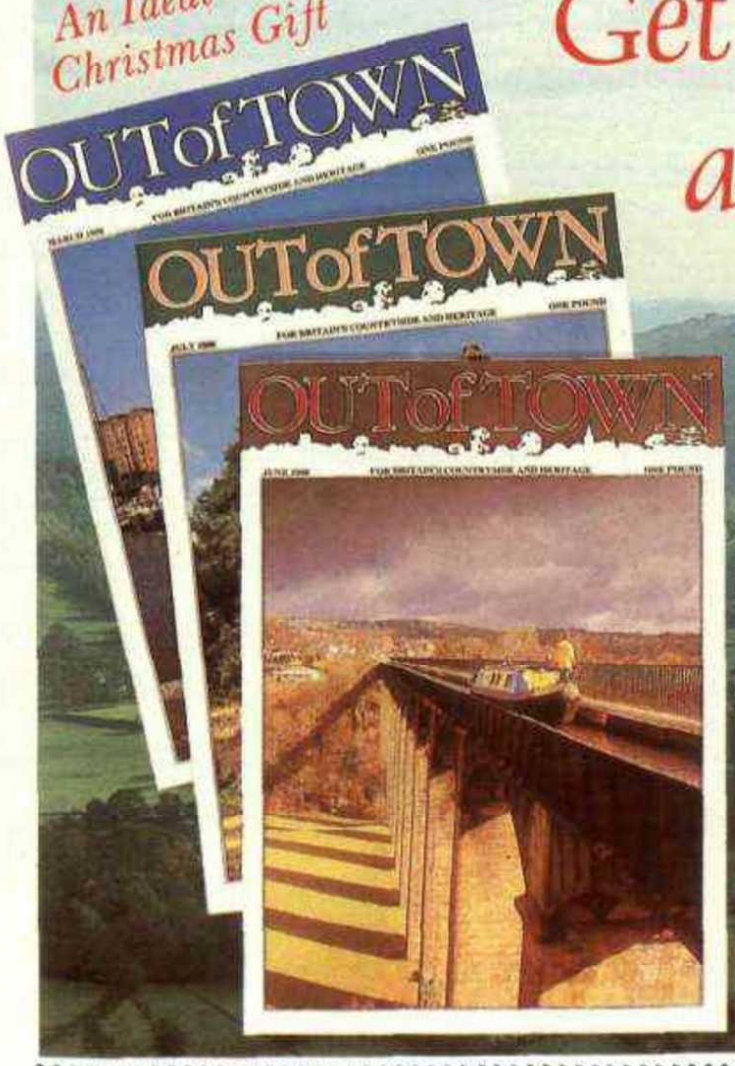


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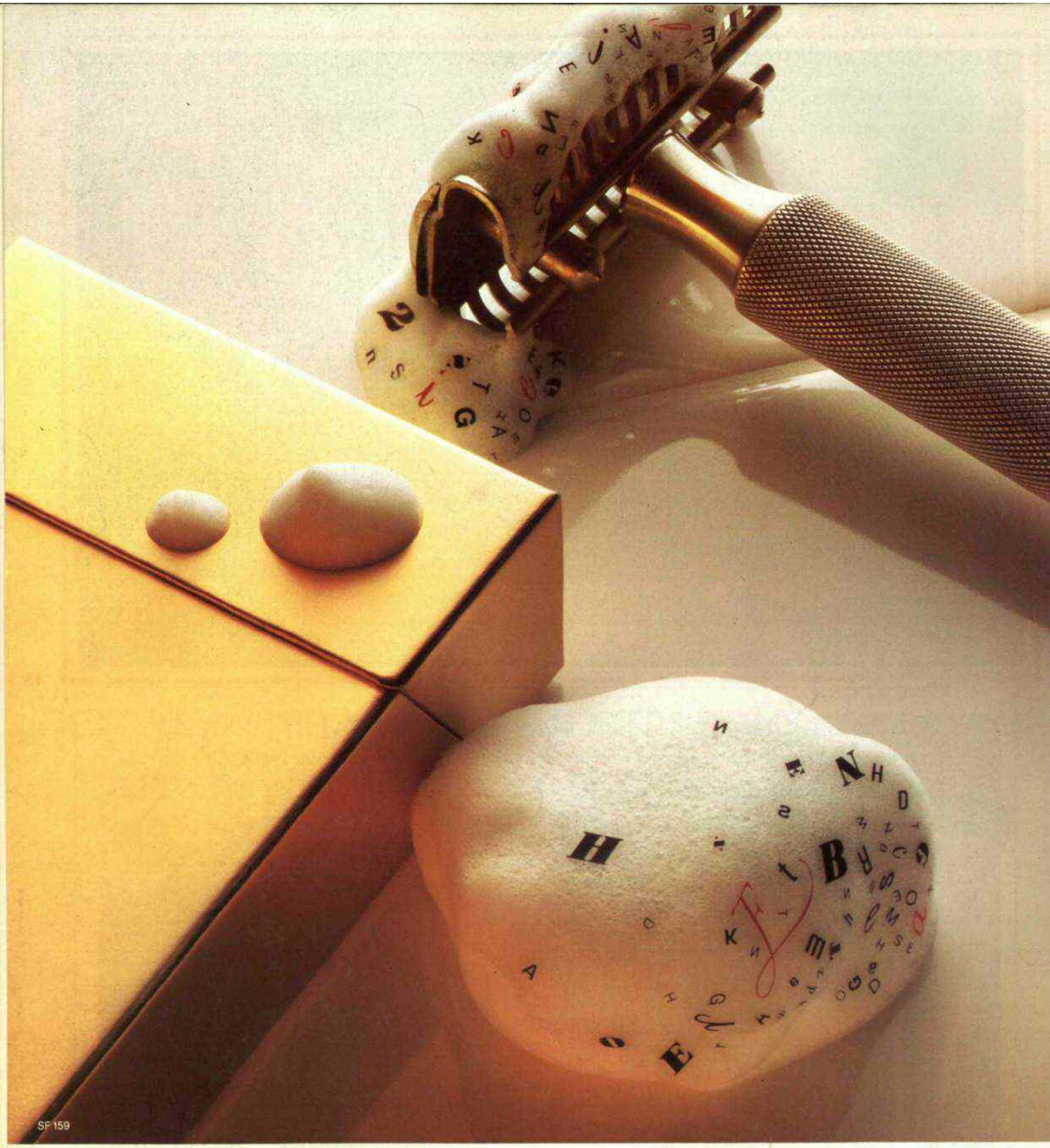
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