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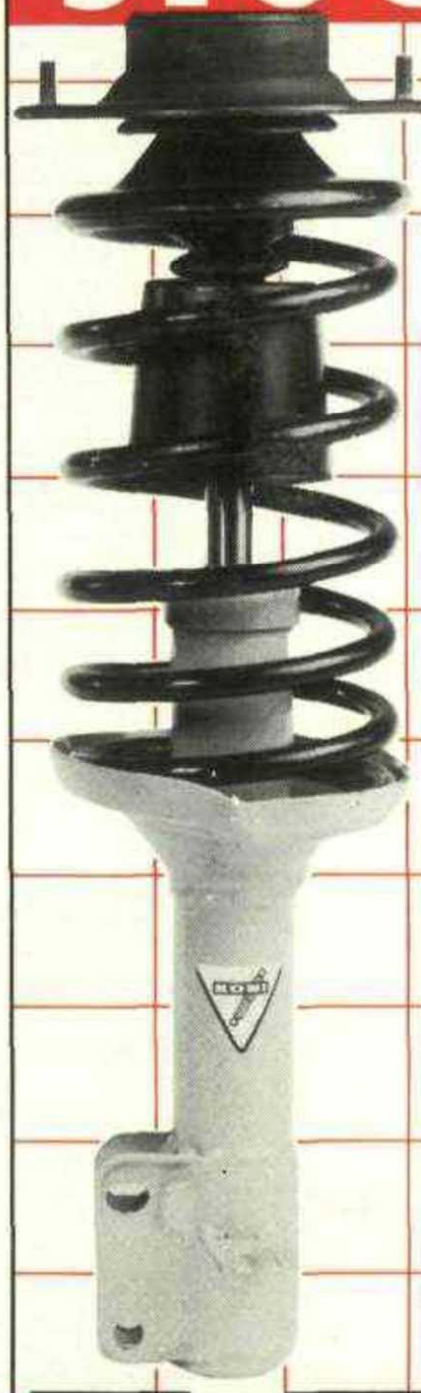
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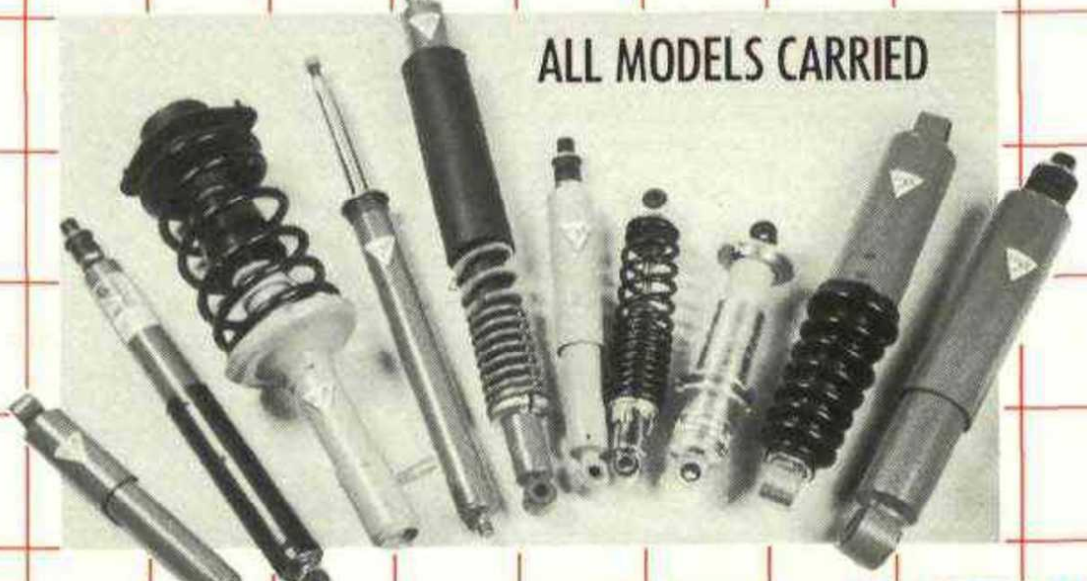
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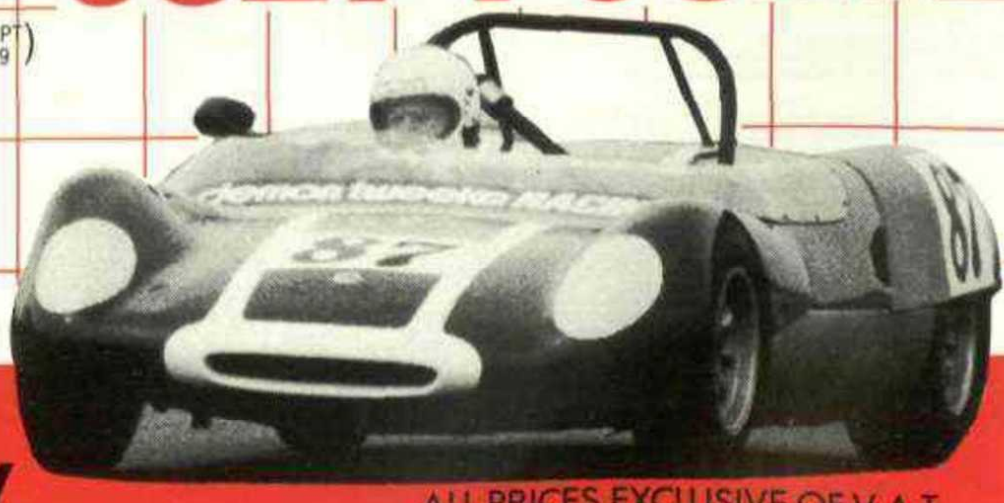
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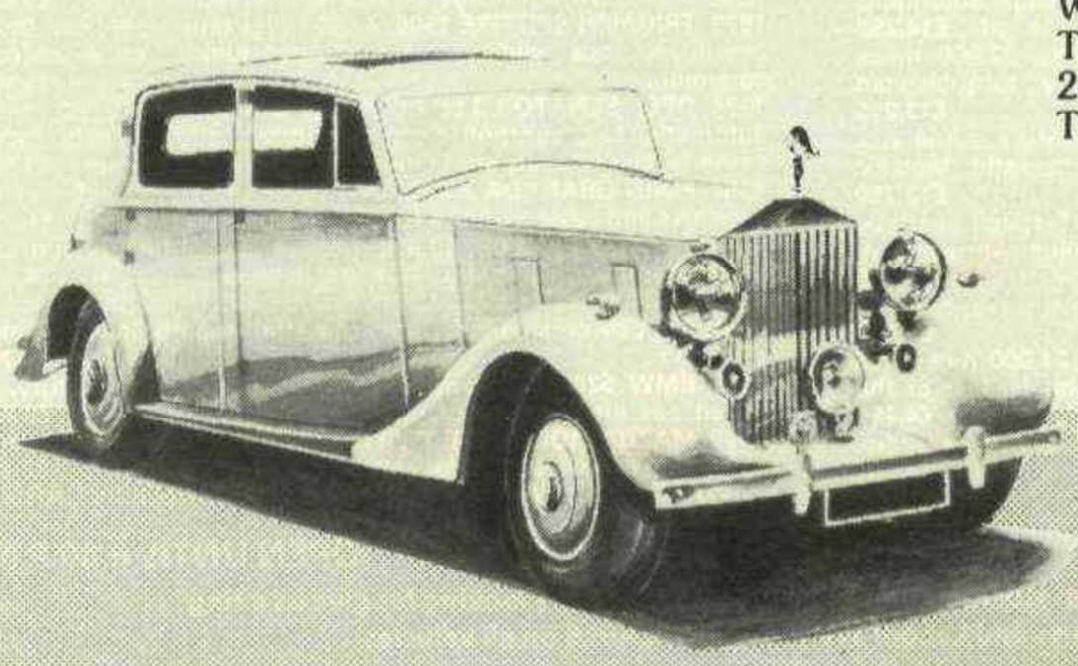
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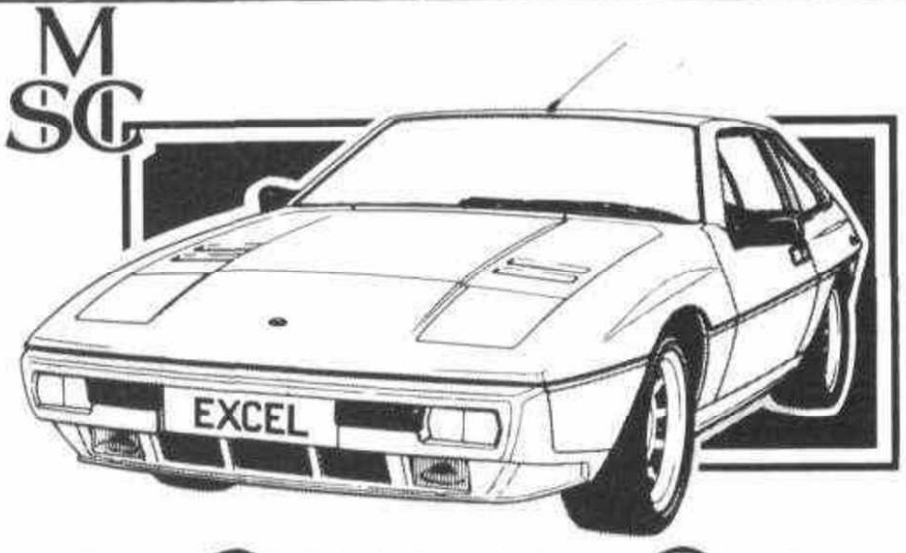
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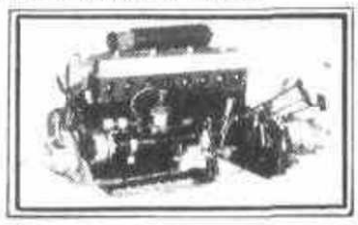
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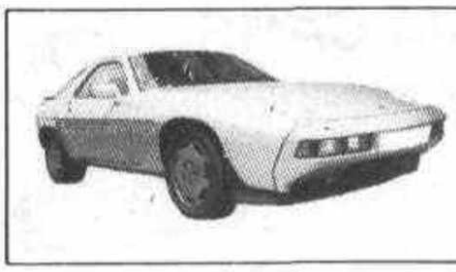
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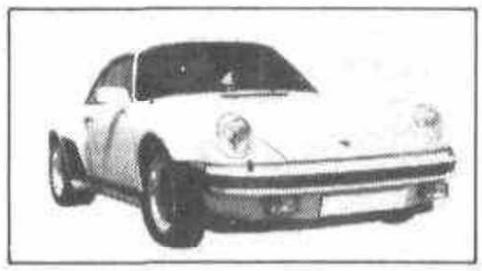
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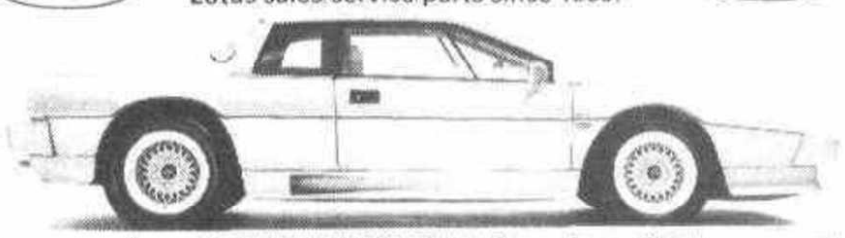
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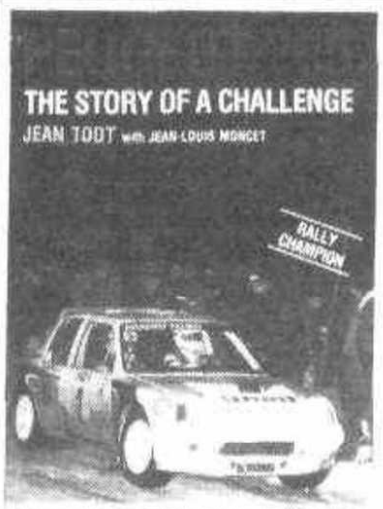
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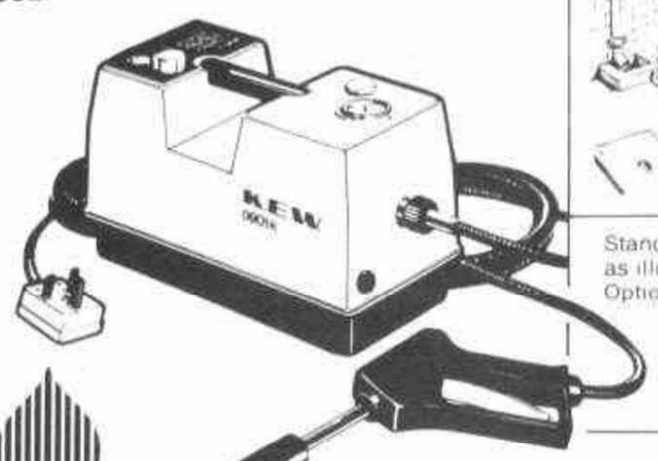


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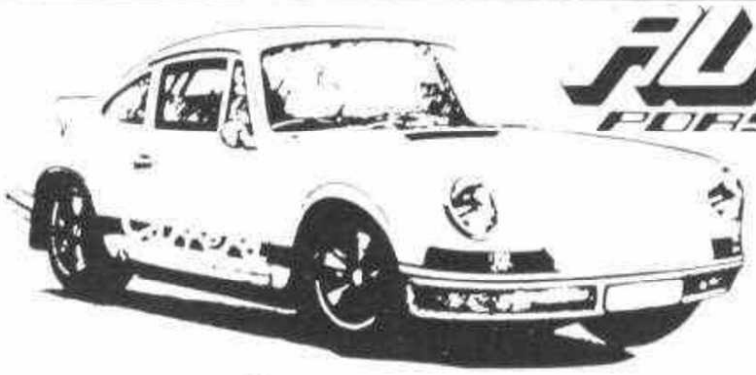
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TIP OF THE MONTH

FALLING GLASS 'Tis the season of damp mornings (which isn't). Ever gone out to your Porsche and found the rear view mirror nestling snugly on the carpet?

1969-80, the mirror base is bonded to the screen with a rubber pad. Good if bonded correctly, but not 100% in our damp climate. 1981 on, the re-designed smaller mirror base is bonded direct to the glass, and forms a far more reliable mount for the revised mirror.

Solutions for 1969-80:

1) Ideally, replace with the later mirror. Costs £17.14 incl VAT, complete with base. Porsche recommend Loctite 312 for bonding. We also use Loctite 317 with excellent results, this being readily available from good accessory shops as their 2-pack Loctite Glass / Metal Bond Kit, at circa £5.00.

2) Alternatively: Clean the base and file the edges back so they're not proud. Then bond with Loctite as per the late mirror — Not ideal as screen curvature means poor contact with large base. Replacement base is £3.17 incl VAT if you break a screen.

One chap had his mirror fall off on the starting grid at Brands. Nobody overtook him in the race.

PORSCHE ACTION '86

TURBOS GOOD & BAD

1985 is a hard act to follow. Yet the '86 season openers promise better still!

Snetterton in March, a remote and draughty spot at the best of times, is hardly conducive to full grids, yet the **Giroflex Porsche** opener fielded a superb 50 starters, only 10 short of the maximum possible! And of those over 30 were "out-of-the-showroom" cars there simply for the fun and experience. Long may it continue!

Our '84 **3.2 Carrera** to our delight made the second row of the grid on its new **Bridgestone** tyres, all first time out! That it was surrounded by big bad Turbos at the first corner and got ejected like a piece of wet soap hopefully won't happen every time! (Please!)



Inter-Marque Modified Porsches

The **Inter-Marque** opener at Silverstone, catering for modified Porsches, also got off to a superbly enthusiastic start (despite the snow!), with far too many cars vying for a place in the Porsche Team.

Our "Pizza Hut Stoic Racing Team" **3.3 Turbo,** an exercise in how much we can extract from a basically standard car, again performed better than we dared hope "first time out", consistently breaking that elusive "1 minute" barrier on the Club circuit to be first Porsche home. That was fun!

Come and watch
Come and chat
Go on, come and join in!

PERFORMANCE PORSCHE



3.2 "RSR". Extremely potent and extensively developed fully road legal Club Competition 911, coachwork as above photo. Very successful in Inter-Marque series, Wedgewood/McRoberts. (Formerly Oily Dwarf's hillclimber!) Circa 300 bhp with Competition spec transmission, suspension, 3.3 Turbo brakes, spare wheels, etc. Guards red with black Lightweight trim. **£18,000**



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Just over two years ago Neil Milligan joined us part time to help us take in hand our somewhat haphazard attempts at handling Car Sales.

Since then, the increase in sales and the number of you enthusiasts coming to talk Porsche has come to somewhat overwhelm our part-time Neil. And anyway, Porsches being infectious he wants to finish rebuilding his RS!

Hence we've been joined full time by Paul Parker, a face we know many of you Porsche Enthusiasts will recognise. To be able to replace Neil with another Porsche fanatic, plus one who's been in the Porsche World working with all the Right People(!) for almost as long as us, is good fortune indeed.

We're confident he'll bring the professional touch we need ... and you enthusiasts deserve ... in the coming months.

1981 'X' 924 Lux manual. Met red with beige Pasha trim, PDM, sunroof, fsh, 43,000 miles. **£7,250**
1981 Jan 924 Lux manual. Silver with black Berber trim, PDM, sunroof, fsh, 52,000 miles. **£6,500**

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1983 Model 3.0 911SC Sport Coupé. Ruby red, grey trim, 42,000 miles, fsh, Sport seats, PDM. **£17,950**



1976 March Carrera 3.0. Ice green metallic, black-look beige trim, Fuchs forged alloys, fsh, **32,453 miles.** In a perfect world we'd always have cars as beautiful as this in stock. **£12,500**

1977 May Carrera 3.0. Silver, black trim with tartan inserts. Cruise control, engine overhaul circa 10,000 miles ago, just had new exhaust, gearbox rebuild, 76,000 miles, in typically superb order. **£10,750**

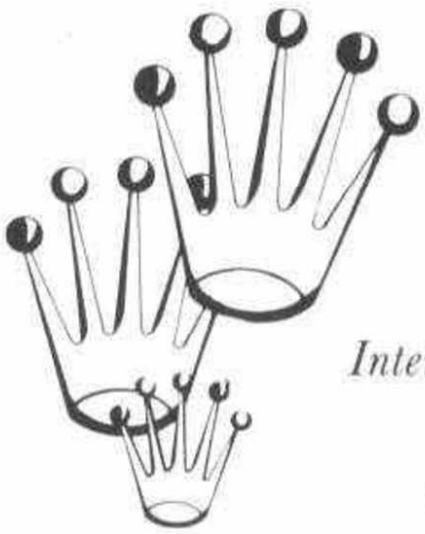


1971 2.2 911S. Olive with black interior, esr, elec windows, r/wipe, only 79,000 with three owners, and a superbly original and rust free example, currently having top-end and gearbox overhaul, when finished. **£8,500**



1979 model 928 manual. Brown with beige Pasha trim. Just serviced, new clutch, shocks, 43,000 miles. **£10,750**

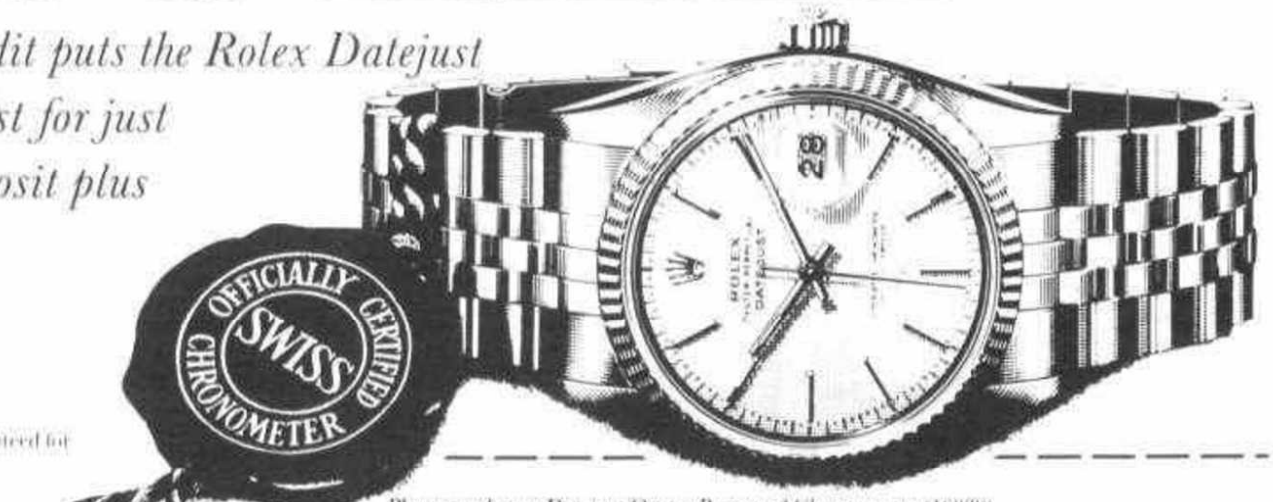




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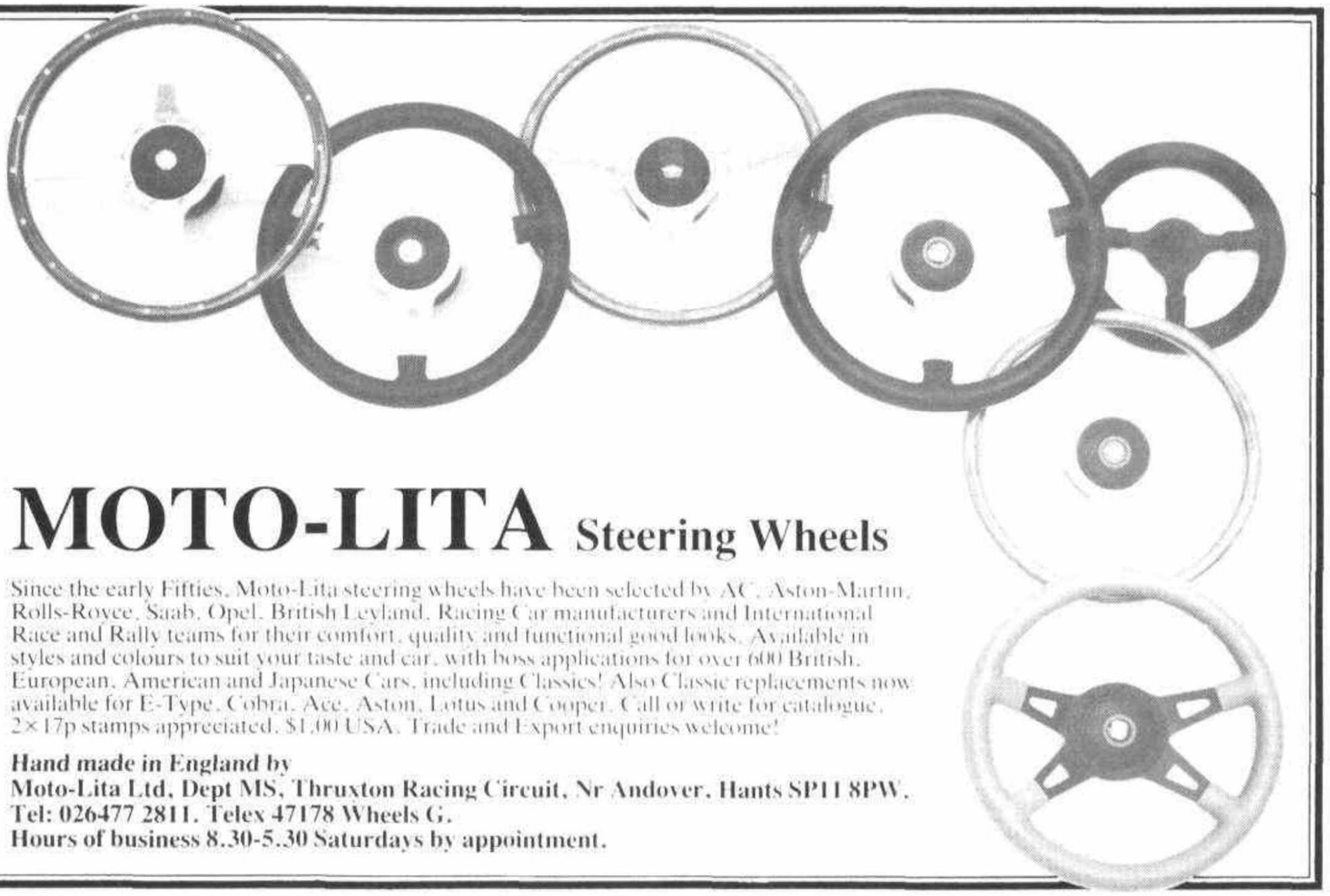
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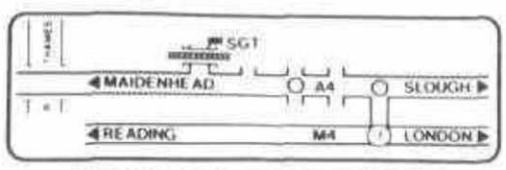
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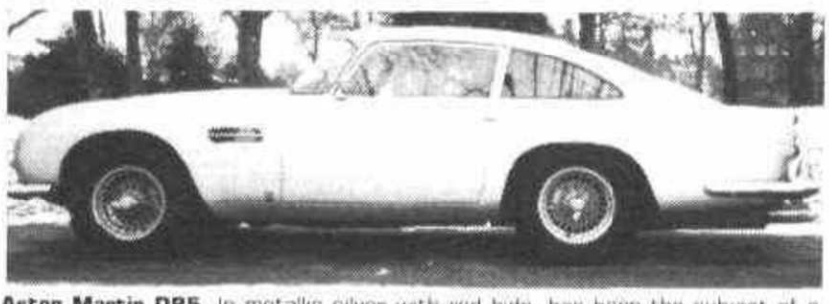
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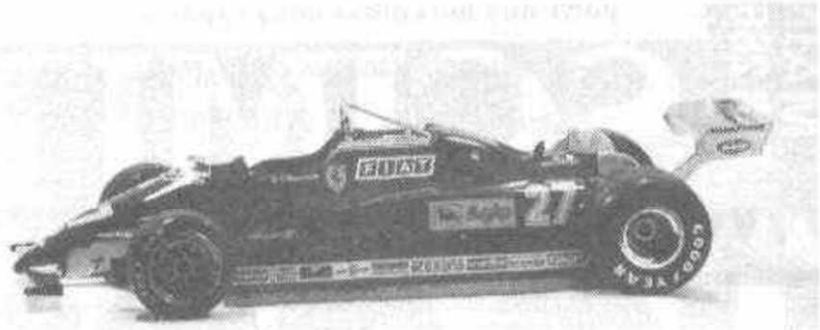
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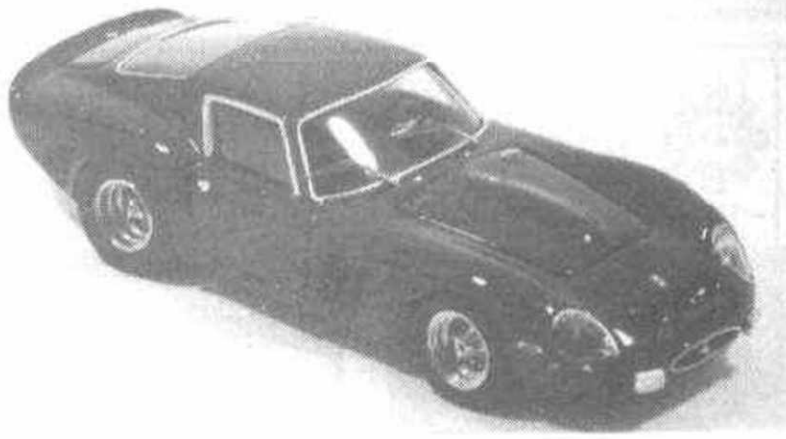
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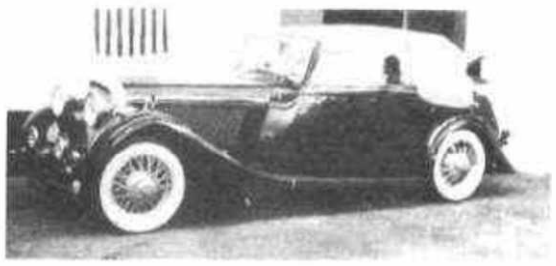
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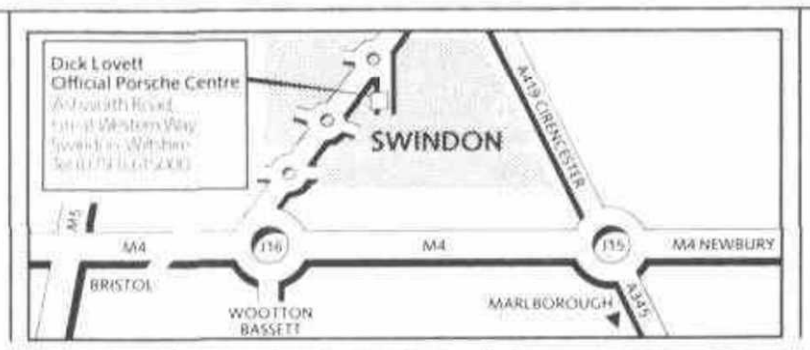
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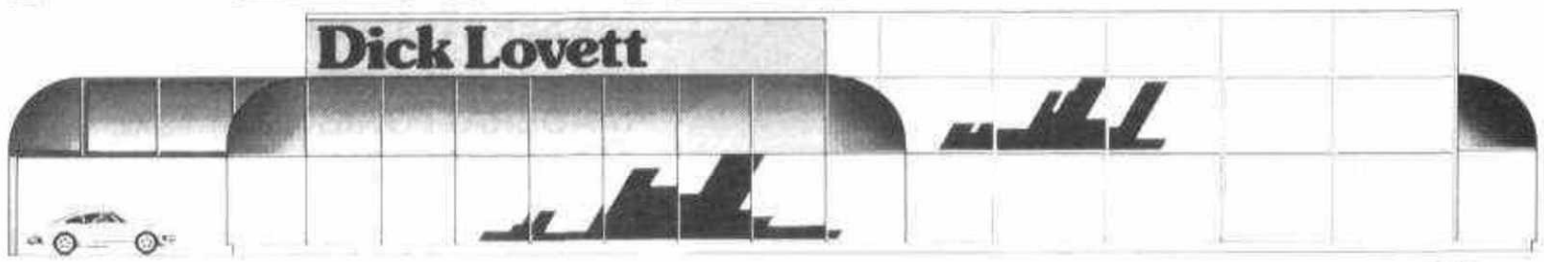
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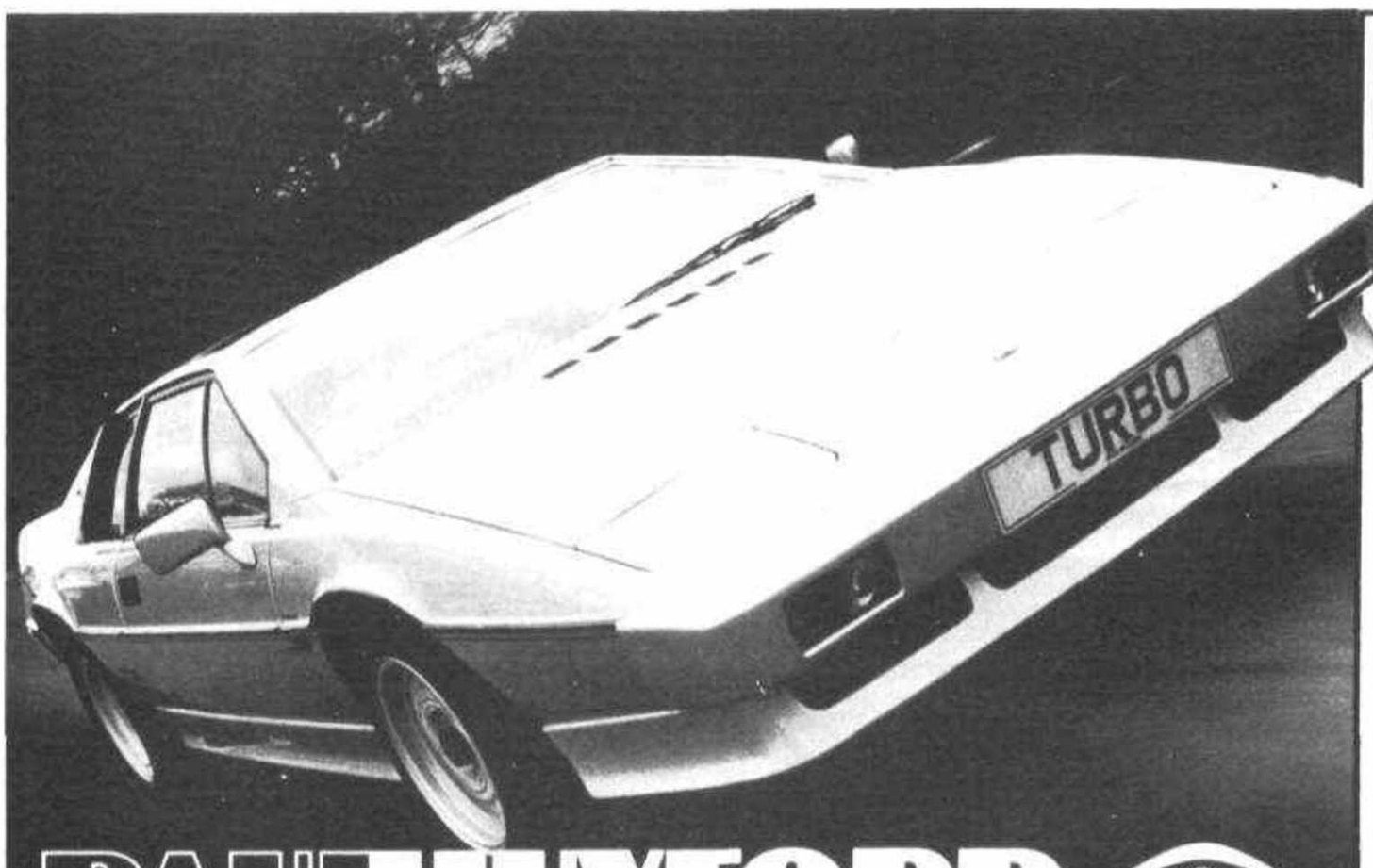
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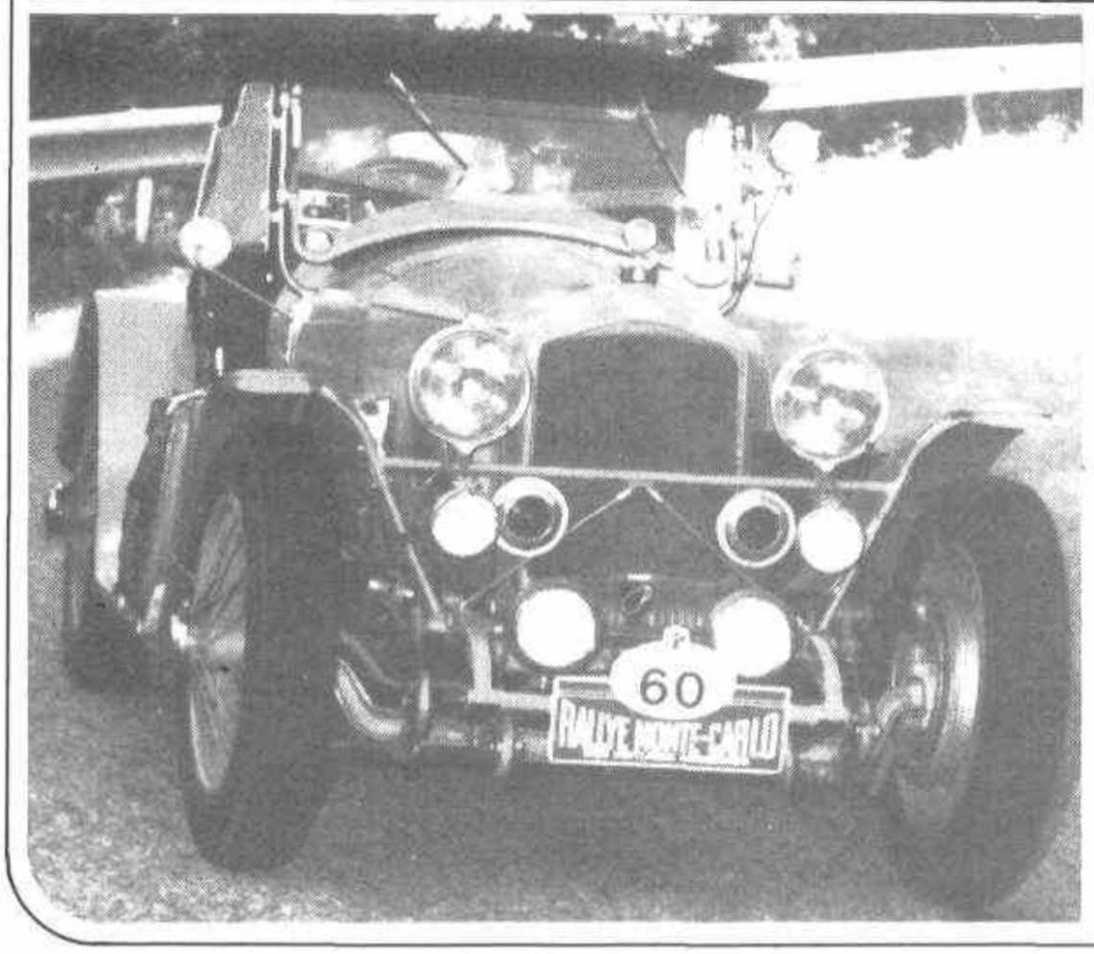
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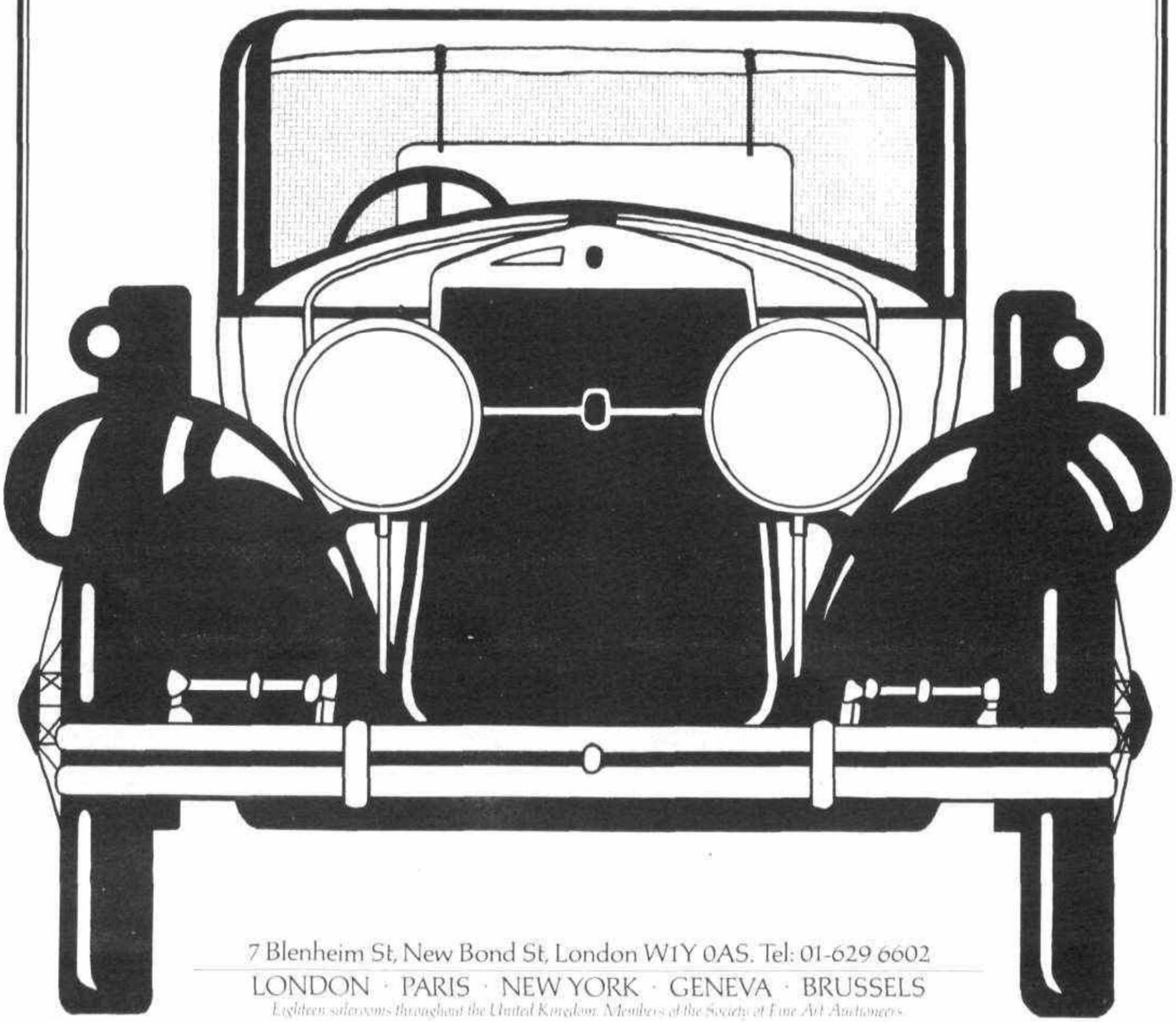
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MOTOR SPORT

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FRONT COVER PICTURE: AYRTON SENNA (Lotus) leads Nigel Mansell (Williams). In an epic battle which will go down in history as one of the closest-ever finishes, Senna managed to hold on to win by 0.014 seconds.

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Matters of Moment

■ British Leyland

Amid all the brouhaha there has been about British Leyland recently, the most important fact about the company has been consistently ignored. That fact is that British Leyland is a success story.

How can one say this when the company has just reported an operating loss for 1985 of £39.5 million, a figure reported sneeringly by some of the cheap sections of the national press? It so happens that a great number of motor companies are returning losses. This is because of chronic over-capacity among European car makers which has resulted in "to the bone" discounting rather than rationalisation of production. BL's car division, the Austin Rover Group returned a loss of just six million pounds, something which Renault, another state-company, has been doing every few days. Had ARG, a company which has put its house in order, not had to compete in a currently suicidal market, it would have shown a profit.

Gone are the days when customers were treated as guinea pigs, with the first buyers of a particular car finding out all the faults (remember the 1800 series, the early Maxis, the early TR7s?). The news that the launch of the forthcoming Rover 800 series has yet to be finalised because the company is determined to have the car exactly right, demonstrates that.

Gone are the days of endless strikes and works to rule which damaged the company's image, profitability and products. Last year, 99.95% of working time was strike free.

Gone are the days when BL's productivity was a joke in poor taste. Its productivity is now among the best in Europe.

BL's past is littered with dreadful decisions and mistakes. There was the decline of Jaguar. The fact that the Mini hardly made a penny during the first 10 years of its life because it had been incompetently costed. There was the dropping of the Mini Cooper to save on the two pounds per car royalty which BL paid to Cooper. There were missed opportunities, like failing to replace the MGB, passing up Pininfarina's sensational restyling of the hideous 1800, the failure to exploit the hatchback which the Farina A40 nearly was.

That's in the past, though. ARG now has a good model range and all reports indicate it will be greatly enhanced by the Rover 800. It has the confidence to go racing and rallying, and is successful. It has the confidence to make a "concept car", the MGE-XE which was the star of some of last year's motor shows. It has the confidence to tackle the American market once again with the "Sterling" (Rover 800) and apparently American dealers have been delighted with the car, calling ARG's production estimates "pessimistic". In terms of the new technology, ARG is at the fore.

In 1985, ARG's production increased by 14% and its exports to Europe by 27%. One of the reasons for this dramatic improvement must be that ARG has learned the knack of putting together an attractive package which was once a gift we associated only with the Japanese.

It's not all rosy; there have been some detail failures, but then there is hardly a maker in the world about which this cannot be said, including some which have an exaggerated reputation for quality. The refreshing thing is that nobody is more aware of the hiccups than ARG. And everyone from the company we've spoken to is dedicated to improvement. All the signs indicate that this awareness and dedication is present throughout the entire workforce, from the directors to the shop floor.

We need a wholly-British car mass producer, to safeguard jobs and, let's face it, because we don't want to be a banana monarchy. There's nothing wrong in national pride, when it's not blinkered, and ARG is a company to be proud of.

It's about time it was allowed to live down its past and be judged on its present and potential for the future. It has gone through its blood-letting and reorganisation and come out intact.

Continued overleaf

Motor Sport Fixture List for May

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

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

DATE	ORGANISER	VENUE	EVENT	TIME
April 26th	500 MRCIJ	Kirkistown Circuit, nr Belfast	Race Meeting (R)	—
April 26th	JDC	Oulton Park Circuit, nr Tarporley, Cheshire	Race Meeting (R)	—
April 26th/27th	BHRC	Brands Hatch Circuit, nr Dartford, Kent	Race Meeting (N)	—
April 27th	BRSCC	Silverstone Circuit, nr Towcester, Northants	Race Meeting (R)	—
April 27th	**Federazione Auto Motoristica Sammarinese**	**San Marino, Italy**	**San Marino Grand Prix (World Championship round) (INT)**	—
May 1st-4th	AC di Brescia — MW Veteran CC	Brescia, Italy	Mille Miglia 1986	20.30
May 1st-4th	**ASAC de la Corse et du tour de Corse Automobile**	**Ajaccio, Corsica**	**Corsica Rally (World Rally Championship) (INT)**	—
May 2nd-4th	**South Wales AC**	**Cardiff**	**International Welsh Rally (INT)**	—
May 3rd-4th	Bugatti OC	Prescott Hill Climb, nr Cheltenham, Glocs	Hill Climb Championship (N)	10.30
May 3rd	BRSCC	Oulton Park Circuit, nr Tarporley, Cheshire	Race Meeting (R)	—
May 3rd	DRC	Donington Park Circuit, Castle Donington, Derby	Race Meeting (N)	—
May 4th	**Vallelunga ACI Sport SpA**	**Vallelunga, Italy**	**F3000 Championship Round (INT)**	—
May 4th	**Italy**	**Misano Circuit, Italy**	**European Touring Car Championship round (INT)**	—
May 4th	**AMOC**	**Brands Hatch Circuit, nr Dartford, Kent**	**Race Meeting (INT)**	—
May 4th	VSCC	Curborough Sprint, nr Lichfield, Staffs	Sprint Meeting (C)	13.00
May 4th	Sevenoaks & DMC	North Weald	Sprint Meeting (R)	10.00
May 4th/5th	**BRDC**	**Silverstone Circuit, nr Towcester, Northants**	**World Sports Cars Championship round (INT)**	—
May 5th	BRSCC	Castle Combe Circuit, Chippenham, Wilts	Race Meeting (N)	—
May 5th	BARC	Thruxton Circuit, nr Andover, Hants	Race Meeting (N) (British F3 Championship)	14.00
May 5th	Astra MC	Lydden Hill Circuit, nr Dover, Kent	Race Meeting (R)	—
May 5th	BRSCC	Snetterton Circuit, nr Norwich, Norfolk	Race Meeting (R)	—
May 5th	BRSCC	Cadwell Park Circuit, nr Louth, Lincs	Race Meeting	—
May 10th	Manx Auto Sport Limited	Loch Villiers Hotel, Douglas Promenade, Isle of Man	Nexus Manx Stages Rally (N)	08.30
May 10th	HSCC	Oulton Park Circuit, nr Tarporley, Cheshire	Historic Race Meeting (R)	14.00
May 10th-11th	BARC	Harewood Hill, Stockton Farm, Harewood, nr Leeds	Hill Climb Championship round (R)	—
May 11th	750MC	Donington Park Circuit, Castle Donington, Derby	Race Meeting (R)	—
May 11th	**Automobile Club de Monaco**	**Monaco, Monte Carlo**	**Monaco Grand Prix (World Championship Round) (INT)**	—
May 11th	VSCC	Wiscombe Park, nr Honiton, Devon	Wiscombe Park Hill Climb (R)	13.00
May 11th	BRSCC	Mallory Park Circuit, Kirkby Mallory, Leicester	Race Meeting (N)	—
May 11th	SMRC	Ingliston Circuit, nr Edinburgh	Race Meeting (R)	—
May 17th	Westmorland MC	Kirkby Lonsdale, Cumbria	Barbon Hillclimb (RAC Hillclimb Championship round) (N)	14.00
May 17th	BARC	Oulton Park Circuit, nr Tarporley, Cheshire	Race Meeting (R)	14.00
May 17th-18th	Kerry Motor Club	Banna Beach Hotel, Ardfert, Co Kerry, Eire	Waves Circuit of Kerry Rally (*Motoring News* Rally Championship round)	—
May 17th-18th	**Anderstorp Racing Club**	**Anderstorp, Sweden**	**European Touring Car Championship (INT)**	—
May 18th	BARC	Donington Park Circuit, Castle Donington, Derby	Race Meeting (British Formula 3 Race Day) (N)	14.00
May 18th	BARC	Bruntingthorpe (6 miles South of Leicester)	Sprint Championship (N)	—
May 18th	BRSCC	Brands Hatch Circuit, nr Dartford, Kent	Race Meeting (R)	—
May 19th	**ASA Basco Bearnais**	**Pau Circuit, France**	**F3000 European Championship round (INT)**	—
May 24th-25th	BARC	Gurston Down, Broadchalke, nr Salisbury, Wilts	RAC Hill Climb Championship round (N)	—
May 25th	**Royal Automobile Club de Belgique**	**Spa Francorchamps, Belgium**	**Belgian Grand Prix (World Championship round) (INT)**	—
May 25th	**USAC**	**Indianapolis Speedway Circuit, Indiana, USA**	**Indianapolis 500 (INT)**	—
May 25th	MGCC	Silverstone Circuit, nr Towcester, Northants	Race Meeting (C)	—
May 25th	DRC	Cadwell Park Circuit, nr Louth, Lincs	Race Meeting (N)	—
May 25th	BRSCC	Mallory Park Circuit, Kirkby Mallory, Leics	Race Meeting (R)	—
May 25th	BARC	Snetterton Circuit, Attleborough, Norfolk	Race Meeting (R)	14.00
May 25th-26th	BARC	Brands Hatch Circuit, nr Dartford, Kent	Race Meting (N)	14.00
May 26th	BARC	Thruxton Circuit, Andover, Hants	Race Meeting (N)	14.00
May 26th	750 MC	Snetterton Circuit, nr Attleborough, Norfolk	Race Meeting (R)	—
May 26th	BRDC	Silverstone Circuit, nr Towcester, Northants	Race Meeting (N) (British Formula 3)	—
May 26th	BHRC	Oulton Park Circuit, nr Tarporley, Cheshire	Race Meeting (R)	—
May 26th	BRSCC	Castle Combe Circuit, nr Chippenham, Wilts	Race Meeting (R)	—
May 26th	BRDC	Silverstone Circuit, nr Towcester, Northants	Race Meeting (N)	—
May 26th	JDC	Mallory Park Circuit, Leicester	Race Meeting (R)	—
May 29th-31st	MCC	John O'Groats Hotel, John O'Groats	John O'Groats to Land's End Run (C)	20.00
May 31st	500 MRCI	Kirkistown Circuit, nr Belfast	Race Meeting (N)	—
May 31st	**HSCC**	**Brands Hatch Circuit, nr Dartford, Kent**	**Historic Race Meeting (INT)**	—
May 31st-June 1st	**ASACO des "24 Heures du Mans"**	**Le Mans, France**	**Le Mans 24 Hours (INT)**	—
May 31st-June 5th	**Automobile et Touring Club de Greece**	**Athens, Greece**	**Acropolis Rally (World Rally Championship round) (INT)**	—
June 1st	Owen Motoring Club	Curborough Sprint Course, nr Lichfield	Graham Hill Sprint and Concours	—
June 1st	BARC	Mallory Park Circuit, Leics	Race Meeting (R)	—
June 1st	BRSCC	Snetterton Circuit, nr Attleborough, Norfolk	Race Meeting (R)	—

MATTERS OF MOMENT

Continued from previous page

There are other companies in Europe which have been putting off the same process and are now paying for it.

Overall, BL made a loss last year, and that's not the aim of being in business, but let's keep a proper perspective. And let's give due credit where it has been earned.



(Left) ARG's new CCV "concept car" based on Rover 800 parts.

Club News

Forthcoming events within the **AC Owners Club** include a Lakeland Run on May 18th, the 11th International Weekend in Luxembourg on June 14/15th, and National AC Day at Shugborough on July 13th. In addition, the club hopes to field a large entry for the **Grand Prix des Remparts** at Angoulême in France, one of the more exciting of the various retrospective events. The aim is for 40 ACs, so those interested should respond promptly.

For some reason, the six-cylinder Alfa Romeos have been rather overshadowed by their four-cylinder brethren, but the **2600/2000 Register** of the **AROC** keeps owners and cars together. Principal event of the year is to be combined with the AGM at Boarstall Tower in Oxfordshire on Sunday July 13th. Prior to that, the Register will have some of these lovely cars on the AROC stand at the **National Classic Car Show** at the NEC on the May 3rd, 4th, and 5th. The Register Secretary is Roger Monk, Alfa Romeo 2600/2000 Register, Knighton Church Close, West Runton, Cromer, Norfolk.

At the end of this month, **BMW CC** is involved in an International Driving Course at the Nürburgring, and a visit of British members to the BMW plant in Munich will take place on June 18th-22nd. At the same time, another driving course takes place at MIRA, while older BMWs in the **Historic Register** have a gathering in Wales on May 24th-26th. The club's office is at 558 London Road, Isleworth, Middlesex.

Amongst many Bank Holiday Monday events for May 26th is a **Supercar Test Day** at Goodwood Circuit, which will give owners of fast cars the opportunity to exercise some of their performance on the track. Applications to drive or spectate from M. S. Pullen, Supercar Day, 44 Sussex Road, Haywards Heath, West Sussex RH16 4ED. Another such day is the **Combined Car Clubs Fast Driving School** on June 14th at Castle Combe. Organised in conjunction with the circuit's Racing Drivers School, the day's course will cost £20, and so far Marcos, Morgan, BMW, Opel Vauxhall, and Mercedes-Benz clubs have arranged to attend.

Letter from Spain

From DSJ to the Deputy Editor

Dear M.L.,

By now you will have come to the conclusion that D.S.J. is a mythical figure from whom reports, stories and articles arrive at Standard House by pigeon-post, railway trains, air-freight and even by telefax. You will have failed to find his office desk or telephone or even the space in the MOTOR SPORT office where he should be, for the simple reason that way back in 1953 when he gave up motorcycle racing as a profession and tried to become a full-time journalist he explained to the management that he did not want an office desk at MOTOR SPORT as it would be too obvious when he was not there! By sending a letter to the Editor every now and then he vaguely kept in touch with what was going on, but changing times and conditions eventually saw the need for such letters diminish. The roving reporter was still moving, but by different means and in different places and it looked as if the circumstances might force him to settle down, but the moment passed and he is still roving, writing reports and articles in hotel rooms, airport lounges, car parks, by the roadside and sometimes at home, thanks to modern air travel.

Over the past few years people have asked why I do not drive about Europe all the time now, like I used to; there are probably 10 reasons, which I will not go into now, but one of them is that air travel allows me to do many more things than just living the world of Grand Prix racing, and though I am writing this in sunny Spain during the Spanish GP, during the week before the event I was able to indulge in some activities that help me to keep a sense of proportion.

The weekend was a busy one, with Saturday at the old Goodwood Circuit in Sussex for a test-day, and Sunday at a hill-climb in the Wild Life Park at Cricket St Thomas in Somerset, but to fulfill both engagements meant a lot of pre-weekend work and planning. All was progressing well with the preparation of my motorcycle hill-climb special (a 650 cc twin cylinder Bitza) and it was just about ready for starting up when a tiresome oil leak developed, and due to the constricted space in the frame caused by squeezing a Triumph engine and Norton gearbox into a heavily modified BSA frame, it meant taking the whole lot out to fix the leak. Anyway, by Friday lunch-time it was all back together, it fired-up beautifully at the first push and by Friday evening it was ready for loading on the trailer and all the tools and the kitchen sink were ready to go into the Fiat Estate tow-car.

Saturday morning saw a splendid run down to Goodwood, taking in the superb road near Petersfield that would do justice to a European Hill-Climb Championship round if only Hampshire would allow us to close the roads, and we also took in South Harting Hill, where hill-climbs used to take place prior to 1924 when you could close public roads for speed events. The object of the Goodwood visit was to see a section of the 750 Motor Club at play, and to sample some of the cars. It was the 750 Motor Club which kept us all together during the dark days of 1939-45 in the war when all motor sport stopped, though a number of people at Goodwood were quick to point out that MOTOR SPORT didn't stop during those years and WB kept our sport alive in the magazine. The 750 Club began with enthusiasm for Austin 7 motoring, mainly because it was cheap and cars were plentiful, and there was plenty of scope for special-building and tuning. 750 cc racing developed after the war, as did the specials and the standard of design and technical ability within the club out-stripped the humble Austin side-valve engine. In recent years there has been a revival of interest within the club to go back to basics and to race Austin 7 specials again, not at the expense of present-day 750 cc racing, or Austin 7 preservation, but in addition to, and the Goodwood day was a pre-season outing to give members and friends the opportunity to get things under way. The calendar for this branch of racing is a simple one of one race a month, giving six races at six different circuits, and as the racing is on handicap it means that anything goes, as long as it is basically Austin 7 and built within the spirit of the activity. I would imagine that if you have to ask what is meant by "in the spirit" you are in the wrong world, and should go to Formula Ford or some sort of Saloon Car racing.

There was a very good turn-out for the test-day with Austin 7 specials of all shapes and sizes, from brand new ones to old ones from the 750 Formula days of 1958, with a good supporting cast of road-going Austin 7 specials and standard Austin 7's. I was able to drive a variety of cars round the circuit, thanks to the generosity of the owners, and it was a day of bubbling enthusiasm, with no big-business problems, no sponsorship or PR problems, no back-biting or jealousy, no sour-grapes, just everyone enjoying themselves and messing about with cars like Ratty and his "messing about in boats" in "Wind in the Willows". The attitude of the owners and builders was marvellous, Dave Gregson, who had just completed the prettiest little Austin 7 special imaginable, based on a Grand Prix Delage, with the little SV Austin engine angled to the left to get the propshaft alongside the driving seat said, "Keep it down to about 4000-4500 rpm as it hasn't run before and I'm still running-in." Graham Harris who lent me his stripped out "box-saloon" devoid of all interior trim and all glass, merely said, "If you can get it up to 5000 rpm in third, I'll be delighted, but I warn you, it'll all die away if you change into top." Tim Myall said, "Have a go in my special, there is no rev-counter, but don't worry, I've got another engine if this one blows up." When I enquired about the small brass pig mounted on the scuttle he explained that the car was known as the "PigSty Special" as they had found the chassis in a pigsty many years ago. It was a happy day among competition-minded enthusiasts.

At the end of the day it was a brisk drive back home, put the Porsche away, load the trailer and tow-car and to bed, ready for a 6 am start on Sunday morning for the drive down to Cricket St Thomas for the Taunton and Burnham-on-Sea Motor Club's hill-climb to which the motorcycle hill-climb group are invited, to add to the entry list of saloon cars, GT cars, sports cars and road-equipped specials. This was another good day "just messing about with motorcycles" amid an equally happy-go-lucky bunch of enthusiasts as had been at Goodwood. While I have never aspired to winning anything in these motorcycle hill-climbs (apart from FTD by an OAP!) I enjoy the spirit of competition; in my case the competition is *not* to be last. This time, however, I scored an own goal by falling off, due to braking too late for a hairpin bend, arriving at the apex with the front brake still hard on, locking-up and doing a somersault over the bars. When I got back to the paddock the lads said, "What happened to you?" I explained that I over-did it and fell off and they said "Very undignified for a man of your age, you shouldn't say you fell off, more that you toppled over." Fortunately it was on my last run of the day so I only lost about 10 sec of my quota of unrestricted speed. Hill-climbing is a peculiar pastime for you spend maybe 30 hours in preparation, travel 200 miles, devote a 16 hour day to the event and ride or drive for less than 50 sec on each climb; if you are really good at it you only get 40 sec riding. You spend time, money and effort and the more successful you get the less time you spend on the car or bike. I'm sure we need psycho-analysing, but at least we are all in it together and we all enjoy it.

The evening before flying out to Seville and driving down to the new F1 circuit at Jerez, I was able to make my weekly visit to our local jazz club for a restful evening listening to New Orleans jazz played in the old style. We have a number of amateur bands who play regularly and the interesting thing is that they all have players who read MOTOR SPORT avidly. It wouldn't be difficult to make up a MOTOR SPORT Dixieland Jazzband, for we have readers on piano, double bass, trombone, clarinet, trumpet and drums among our regular visiting bands, though I'm not sure we have a banjo-player. We certainly have a lot of readers among the audience, and I suspect it is the same in any part of the country where there is a regular old-style jazz club.

As soon as the Spanish Grand Prix was over it was back to England, firstly to meet a man with some 300 interesting old photographs of pre-war motor racing that I have not seen before, and then to the Vintage Sports Car Club's April Silverstone to spend a couple of days with people who enjoy "messing about with old cars". After that it is off to Europe for another Grand Prix. You can see why I do not need an office or a desk at MOTOR SPORT.

Yours etc,

D.S.J.

Formula One - Spanish Grand Prix 13th April

RACE

1 Prost (McLaren): 5th on lap 1: 4th on lap 6: ran in leading group: conserving tyres and fuel: 3rd on lap 40: 2nd on lap 63: passed by Mansell lap 69: Finished 3rd
2 Rosberg (McLaren): 4th on lap 1: 3rd on lap 2: ran in leading group: passed by Mansell lap 30: eased off the pace and dropped a lap behind: stop for tyres lap 58: Finished 4th
3 Brundle (Tyrrell): Had to use spare car after practice crash in new 015: ran in mid-field consistently until engine failure caused retirement on lap 42: **Retired** from 8th place: Engine
4 Streiff (Tyrrell): 18th on lap 1: stayed near tail of field: **Retired** lap 23: engine failure
5 Mansell (Williams): 3rd on lap 1: passed by Rosberg lap 2: passed by Prost lap 6: climbed to 2nd place by lap 33: took lead lap 40: pits for tyres: Finished 2nd
6 Piquet (Williams): 2nd on lap 1: played waiting game behind Senna: **Retired** lap 40 engine failure
7 Patrese (Brabham): 15th on lap 1: **Retired** lap 9: transmission
8 de Angelis (Brabham): 20th on lap 1: ran at back of field: in and out of pits with gear selection problems: **Retired** lap 30: transmission
11 Dumfries (Lotus): 8th on lap 1: dropped back to 11th on lap 3: steadily in mid-field: moved up to 9th: moved up to 5th a lap behind leader: **Retired** lap 53 rear axle
12 Senna (Lotus): Led from pole position until passed by Mansell on lap 40: regained lead on lap 63 when Mansell stopped for tyres: Won by 0.014 secs from Mansell
14 Palmer (Zakspeed): **Retired** on lap 1: when punted by Alan Jones
15 Jones (Lola): **Retired** lap 1: when he hit Palmer's Zakspeed
16 Tambay (Lola): 13th on lap 1: unknowingly bent footbrake pedal guide: pits lap 9 to investigate: rejoined race in last place: kept going to finish last: plagued by misfire
17 Surer (Arrows): 14th on lap 1: 15th on lap 2: 16th on lap 3: ran near back of field: **Retired** on lap 40: fuel leak into cockpit
18 Boutsen (Arrows): 16th on lap 1: 15th on lap 3: ran near back of field: long pit stop lap 30: Finished 7th
19 Fabi (Benetton): Nose fin broken off by a Ligier on first corner: into pits: rejoined in last place: ran as fast as the leaders throughout race: Finished 5th
20 Berger (Benetton): Had to start in spare car: 12th on lap 1: led the second half of the field consistently: car not adjusted as well as it might have been: Finished 6th
21 Ghinzani (Osella): 19th on lap 1: **Retired** on lap 11 with engine trouble
22 Danner (Osella): 21st on lap 1: **Retired** on lap 15: with engine trouble
23 de Cesaris (Minardi): 17th on lap 1: **Retired** on lap 2
24 Nannini (Minardi): Into pit lane at end of Parade Lap: did not start race
25 Arnoux (Ligier): 6th on lap 1: Kept pace with the leaders until lap 24: pit stop with electrical fault: rejoined briefly: many laps behind: **Retired** lap 30: gearbox shaft
26 Laffite (Ligier): 7th on lap 1: Hung on to tail end of leading bunch: **Retired** lap 40: gearbox input shaft failure
27 Alboreto (Ferrari): 10th on lap 1: moved up to 8th place: **Retired** lap 23 when front wheel bearing broke up and caliper smashed brake disc
28 Johansson (Ferrari): 9th on lap 1: led his team-mate until brake failure caused head-on crash into barrier: received painful bruising of back: **Retired** lap 12

QUALIFYING TIMES

No	Driver	Car	Friday	Saturday	Grid pos
1	Prost	McLaren	1.23.702	1.22.886	4
2	Rosberg	McLaren	1.23.948	1.23.004	5
3	Brundle	Tyrrell	1.25.831	1.41.631	12
4	Streiff	Tyrrell	1.27.637	1.28.086	20
5	Mansell	Williams	1.23.024	1.22.576	3
6	Piquet	Williams	(T)1.23.097	(T)1.22.431	2
7	Patrese	Brabham	1.26.231	1.29.911	14
8	de Angelis	Brabham	1.27.300	1.26.550	15
11	Dumfries	Lotus	1.29.093	1.25.107	10
12	Senna	Lotus	**1.21.605**	**1.21.924**	Pole
14	Palmer	Zakspeed	1.27.600	1.26.918	16
15	Jones	Lola	1.28.645	1.26.946	17
16	Tambay	Lola	1.27.045	1.26.992	18
17	Surer	Arrows	1.28.803	1.28.443	22
18	Boutsen	Arrows	1.28.112	1.27.169	19
19	Fabi	Benetton	1.25.052	1.26.196	9
20	Berger	Benetton	1.24.501	1.25.235	7
21	Ghinzani	Osella	1.28.894	1.28.423	21
22	Danner	Osella	1.29.046	—	23
23	de Cesaris	Minardi	1.29.195	no time	24
24	Nannini	Minardi	not seen	1.30.062	25
25	Arnoux	Ligier	1.24.566	1.24.274	6
26	Laffite	Ligier	1.24.817	1.25.863	8
27	Alboreto	Ferrari	1.26.554	1.26.094	13
28	Johansson	Ferrari	1.25.466	1.25.655	11

Spanish GP — Jerez (F1)

Autodromo de Jerez

72 laps of 4.218 km Circuit

303.696 kilometres

(188.707 miles)

Blue sky — Cool breeze — small crowd

24 starters — 8 finishers

Fastest lap:
N. Mansell
1 min 27.176 secs on lap 65
av. 174.186 kph (New Record)

Old Record: non-existent — new circuit

All cars turbocharged

STARTING GRID ↑

6
N. Piquet
(Williams-Honda V6) (T)
1 min 22.431 sec (T)

12
A. Senna
(Lotus-Renault V6)
1 min 21.605 sec

1
A. Prost
(McLaren-Porsche V6)
1 min 22.886 sec

5
N. Mansell
(Williams-Honda V6)
1 min 22.576 sec

25
R. Arnoux
(Ligier-Renault V6)
1 min 24.274 sec

2
K. Rosberg
(McLaren-Porsche V6)
1 min 23.004 sec

26
J. Laffite
(Ligier-Renault V6)
1 min 24.817 sec

20
G. Berger
(Benetton-BMW 4 cyl) (T)
1 min 24.501 sec

11
J. Dumfries
(Lotus-Renault V6)
1 min 25.107 sec

19
T. Fabi
(Benetton-BMW 4 cyl)
1 min 25.052 sec

3
M. Brundle
(Tyrrell-Renault V6) (T)
1 min 25.831 sec

28
S. Johansson
(Ferrari V6)
1 min 25.466 sec

7
R. Patrese
(Brabham-BMW 4 cyl)
1 min 26.231 sec

27
M. Alboreto
(Ferrari V6)
1 min 26.094 sec

14
J. Palmer
(Zakspeed 4 cyl)
1 min 26.918 sec

8
E. de Angelis
(Brabham-BMW 4 cyl)
1 min 26.550 sec

16
P. Tambay
(Lola-Hart 4 cyl)
1 min 26.992 sec

15
A. Jones
(Lola-Hart 4 cyl)
1 min 26.946 sec

4
P. Streiff
(Tyrrell-Renault V6)
1 min 27.637 sec

18
T. Boutsen
(Arrows-BMW 4 cyl)
1 min 27.169 sec

17
M. Surer
(Arrows-BMW 4 cyl)
1 min 28.443 sec

21
P. Ghinzani
(Osella-Alfa Romeo V8)
1 min 28.423 sec

24
A. de Cesaris
(Minardi-Moderni V6)
1 min 29.195 sec

22
C. Danner
(Osella-Alfa Romeo V8)
1 min 29.046 sec

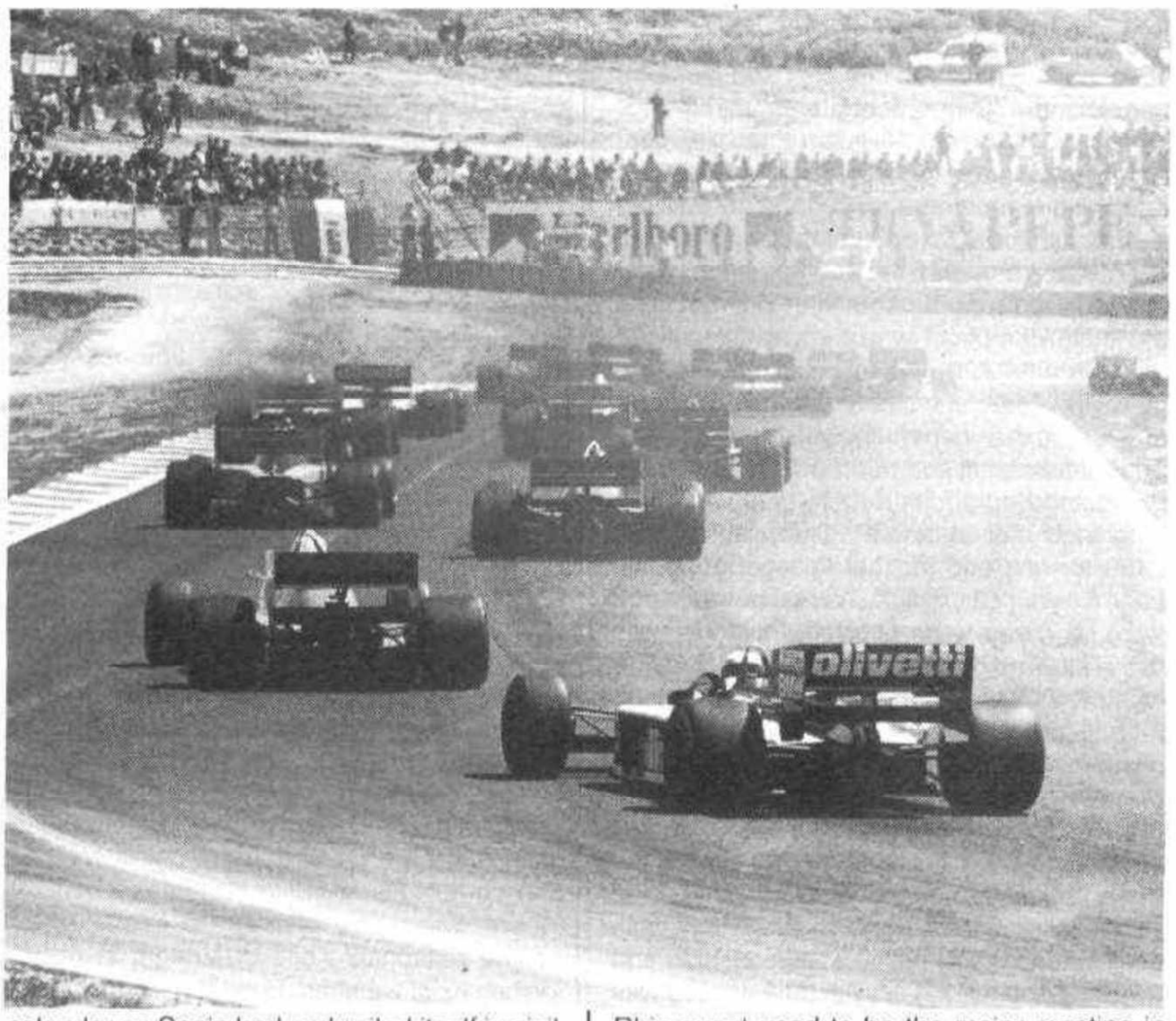
24
A. Nannini*
(Minardi-Moderni V6)
1 min 30.062 sec

(T) denotes spare car for qualifying and or race
* Into pits at end of parade lap: DNS

RESULTS

Pos	Driver	Car Engine	Time	Av Speed Kph	Best Lap	On Lap
1st	Ayrton Senna	(Lotus 98T-Renault V6)	1 hr 48 min 47.735 sec	167.486	1.28.801	45
2nd	Nigel Mansell	(Williams FW11-Honda V6)	1 hr 48 min 47.749 sec		1.27.176	65
3rd	Alain Prost	(McLaren MP4/2C-Porsche V6)	1 hr 49 min 09.287 sec		1.28.497	45
4th	Keijo Rosberg	(McLaren MP4/2C-Porsche V6)	1 lap behind		1.27.991	61
5th	Teo Fabi	(Benetton B186-BMW 4 cyl)	1 lap behind		1.28.235	49
6th	Gerhard Berger	(Benetton B186-BMW 4 cyl)	1 lap behind		1.29.690	54
7th	Thierry Boutsen	(Arrows A8-BMW 4 cyl)	4 laps behind		1.31.457	38
8th	Patrick Tambay	(Lola THL1-Hart 4 cyl)	6 laps behind		1.31.512	31
9th	Johnny Dumfries	(Lotus 98T-Renault V6)	retired on lap 53		1.30.962	31
10th	Martin Brundle	(Tyrrell 014-Renault V6)	retired on lap 42		1.31.236	34
11th	Jacques Laffite	(Ligier JS27-Renault V6)	retired on lap 41		1.28.504	35
12th	Nelson Piquet	(Williams FW11-Honda V6)	retired on lap 40		1.29.182	39
13th	Marc Surer	(Arrows A8-BMW 4 cyl)	retired on lap 40		1.32.230	11
14th	Elio de Angelis	(Brabham BT55-BMW 4 cyl)	retired on lap 30		1.29.885	23
15th	René Arnoux	(Ligier JS27-Renault V6)	retired on lap 30		1.28.332	26
16th	Michele Alboreto	(Ferrari F186-Ferrari V6)	retired on lap 23		1.30.201	5
17th	Philippe Streiff	(Tyrrell 014-Renault V6)	retired on lap 23		1.32.240	14
18th	Christian Danner	(Osella FA1G-Alfa Romeo V8)	retired on lap 15		1.35.273	4
19th	Stephan Johansson	(Ferrari F186-Ferrari V6)	retired on lap 12		1.30.467	11
20th	Piercarlo Ghinzani	(Osella FA1G-Alfa Romeo V8)	retired on lap 11		1.34.027	8
21st	Riccardo Patrese	(Brabham BT55-BMW 4 cyl)	retired on lap 9		1.33.212	7
22nd	Andrea de Cesaris	(Minardi M185B-Moderni V6)	retired on lap 2		1.52.175	1
23rd	Jonathan Palmer	(Zakspeed ZAK 861-Zakspeed 4 cyl)	retired on lap 1		—	—
24th	Alan Jones	(Lola THL1/85-Hart 4 cyl)	retired on lap 1		—	—
25th	Alessandro Nannini	(Minardi M185B-Moderni V6)	did not start		—	—

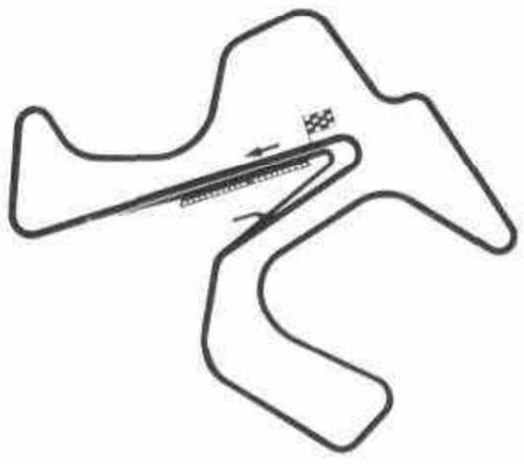
Before the Dust had Settled



NORMALLY when I write *Reflections* on a particular Grand Prix event it is when there has been time to wait and let the dust settle, and the euphoria whipped up by the media die down, and to then think about things a bit more clearly than is possible when the sound of 25 800 horsepower engines has gone. This often means that the written result is a bit out of date compared with daily, or weekly newspapers and magazines, but the vagaries of the Grand Prix calendar and the printing schedules to get MOTOR SPORT on the bookstalls, take no heed of the requirements of the writer, and dead-line dates are either too early or too late; seldom do they fall as a nicely balanced pattern. Consequently these thoughts on the Spanish Grand Prix are being written before any of the teams had returned to base or analysed carefully their successes or failures.

Not long ago I happened to say to my colleague A.H., "Whatever happened to the Spanish Grand Prix?" Throwing questions of the "What ever happened to . . ." type at one another is one of our more amusing pastimes. His reply to my question was to the effect that, though I might find it hard to believe, a brand new circuit was being built at Jerez de la Frontera in southern Spain, and a Grand Prix was due to be run on April 13th 1986. He had been in the area on a Ford "jolly" at the end of 1985 and had seen the workings going on, but with the best will in the world he could not see it being ready by April. However, we all went down to southern Spain in the second week in April and, lo and behold, the circuit was there, complete and ready to be raced on. If I hadn't seen it for myself I would not have believed it possible. The race was run and there were no serious problems, in fact I found the weekend very agreeable and a lot more straightforward than many long-established circuits.

I first read about the Spanish Grand Prix while still at school, when it was run on the Lasarte circuit at San Sebastian, a circuit of some length, made up on the normal everyday Spanish roads. It was run regularly up to 1935 and then disappeared from the calendar as Spain had embroiled itself in civil war in 1936, and this was followed by the world war in 1939, so no-one in Spain could think about motor racing for a long time. It was not unitl 1951 that the Spanish Grand Prix was revived, and two events were run on the very fast Pedrables circuit outside Barcelona. I say "outside" Barcelona, but in fact the circuit was in the fast-growing suburbs of the city and was soon engulfed by new road systems and suburban building, so that now it is impossible to find where the circuit actually ran. By this time I was part of the Grand Prix scene, visiting all the European races, but after 1954 there was not another Spanish Grand Prix until 1967.



All ideas of racing on closed public roads were long gone, so the only thing to do was to build a circuit on private land, and this was done at Jarama, some miles north of Madrid. The Autodrome at Jarama was a "Mickey Mouse" affair, with one straight and a lot of tight twisty bits, which did at least go up and down, but it was more suited to Formula Ford than to the Spanish Grand Prix. Because Jarama was associated with Madrid, the capital of Cataluña in the north-east of Spain always thought that the Grand Prix really belonged to Barcelona, so an agreement was reached to alternate between the Spanish capital city and the capital city of Cataluña, rather like London and Edinburgh sharing the British Grand Prix. Racing had been happening in Barcelona for many years, on a challenging circuit in the Montjuich Park on the edge of town. The roads were in use every day, as part of the normal road system, and were merely closed to the public when racing was planned. The Penya Rhin event used to be the major meeting in the Montjuich Park, and in the 1930s it was virtually a second Spanish Grand Prix in all but name. I first raced there on a motorcycle and sidecar, in 1949, and can tell you from first hand experience that it was SOME CIRCUIT.

By 1969 the world of Grand Prix had become known as Formula One racing and from 1969 to 1975 the Spanish Grand Prix alternated between the Jarama Autodrome and the Montjuich Park circuit. You left one tingling with excitement and the other bored to tears. I don't think anyone will forget Ronnie Peterson in a Lotus 72 at the Montjuich, it was Ronnie at his inspired best. Various safety problems put paid to the Formula One "circus" continuing at the Montjuich so that Jarama become the permanent home of the Spanish Grand Prix from 1976 until 1981, but the event began to visibly die on its feet at the tiresome little Autodrome, and then one year there was no Spanish Grand Prix on the International Calendar and nobody seemed too worried about it. 1981 was the last event and it wasn't until there was a moment to spare that anyone said, "What ever became of the Spanish Grand Prix?"

If the Jarama circuit was a "Mickey Mouse" Scalextric slotcar track, the new circuit at Jerez de la Frontera is a "MICKEY MOUSE" Super Scalextric slot-car track, and is not about speed, like Osterreichring, Spa-Francorchamps or Monza, but is all about cornering, and many of the corners are quite interesting and the trace goes up and downhill in a mild way. It is 4.218 kilometres in length and has 16 corners in all, nine to the

left and seven to the right, is more than adequately wide everywhere, is beautifully surfaced and has a pit-complex and paddock that is more than adequate. Many grandstands have been built on the hill-sides, giving excellent spectator viewing and very few obvious problems arose, and complaints seemed to be few and far between on all counts as far as the competitors were concerned. From the spectator point of view the main complaint was that of the cost of entry. It was £25 just to go in through the gate and grandstand seats were £50, £65 and £75 extra, depending on their location, and that was for *one seat*, not for the whole grandstand! In addition there was what was laughingly called a VIP Club, which cost £150 a head and for that you got a special pass for your car, which showed how rich you were, and you were allowed limited access to the pits and paddock. It is difficult to decide whether FOCA and the organisers are trying to raise the social standards of motor racing, or merely trying to keep the hoi polloi out to prevent the possibility of "football type crowds" spoiling our scene. What ever was behind the price structure there were not too many people there on race day.

Official practice started on the Friday, with the usual untimed morning test-session and the one hour of qualifying after lunch, with the same programme for Saturday.

As the circuit was brand new, and all that had happened on it before the "circus" arrived was a motorcycle race and a small saloon car race, Thursday was given to a pre-race test session for the F1 teams and all doubts about the readiness of the circuit, the quality of the tarmac, the construction of the foundations and the arrangement of the paddock and pits, were soon dispelled for everything worked perfectly and by the time of the first qualifying session it was hard to believe that the circuit was brand new. The Spanish may appear to be laid back and dozy but they certainly got on with the job of building their new circuit and the only complaint that the drivers had was about the ridged curbing on the corners. The ridges increased in severity on each concrete block forming the curb and they were clearly meant to be markers and were not meant to be used. With the more popular bevelled curbing there is an instant invitation for drivers to use them as part of the track and very soon they lose their point as markers. The warning at Jerez de la Frontera was "keep off the curbs, they are not part of the track". If a driver made a mistake he could survive by going over the curb, but his car would be damaged; not as badly as hitting a concrete wall or an iron guard-rail, but the underside would suffer. Piquet put it to the test on the first day of official practice, and his Williams FW11 suffered a badly damaged monocoque and it meant that he had to take the spare car for the rest of the meeting.

Unlike American track-racing drivers, Formula 1 drivers do not like going very fast



on long straights, and prefer corners, so they all liked the new Autodrome and there were no complaints about too many corners, for there was plenty of room to overtake, and some reasonable bits of straight in places. When you watched from the centre of the circuit, in the paddock area, it was a bit like a three ring circus in that cars seemed to be going in all directions, but you soon got used to it. As it runs up hills, down hills and round behind hills, the overall effect was not at all bad.

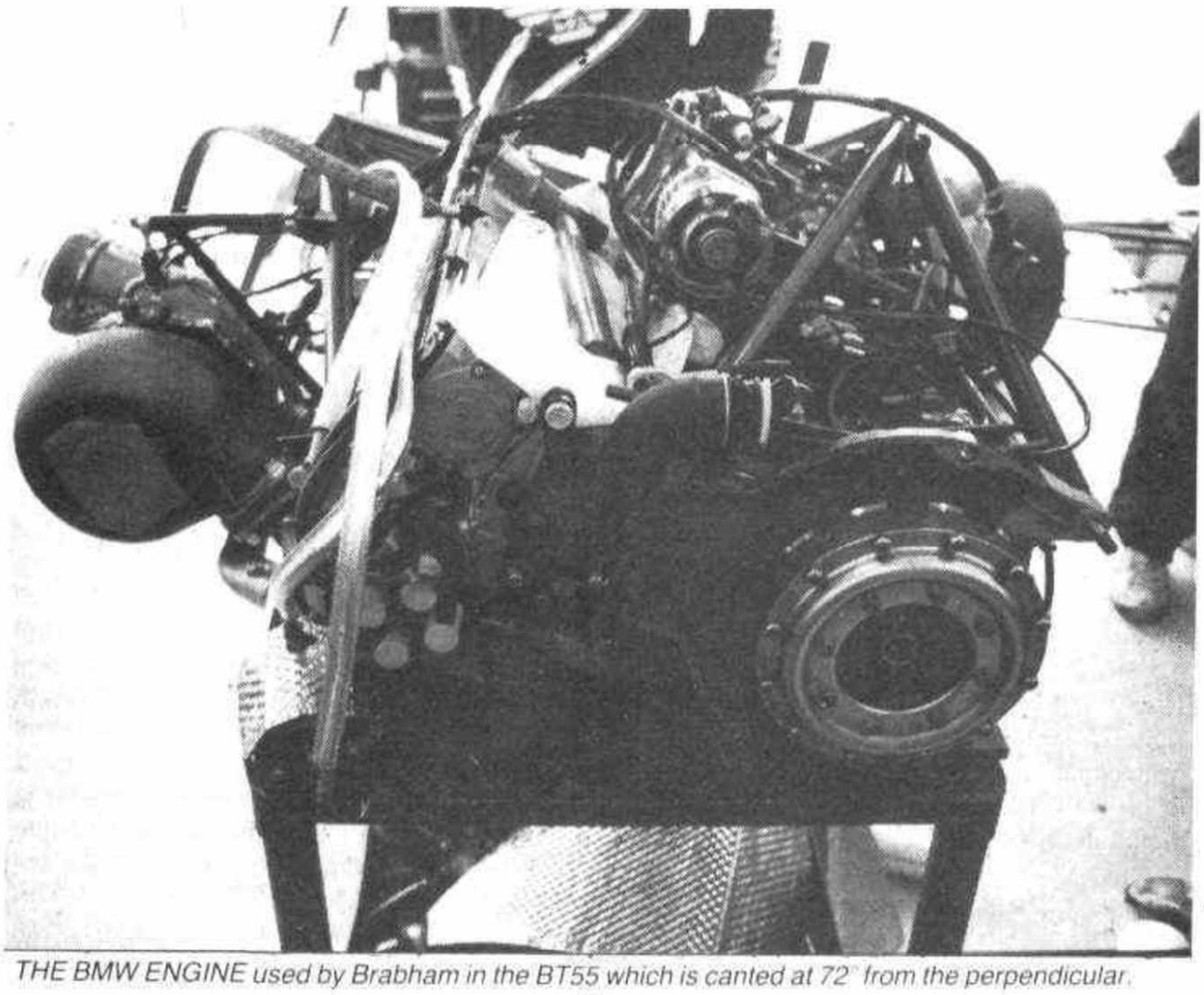
Pre-race information suggested that lap times would be about 1 min 52 sec and the average speed would be between 85 and 90 mph, which did not sound very exciting. In fact, the estimates were hopelessly wrong and lap times were nearly down to 1 min 20 sec and the average speed was over 115 mph. So it was all much better than expected which always helps to smooth a troubled path, except that the Spanish GP did not seem troubled. A look at the qualifying times will show that Ayrton Senna was way out on his own on both days, the first day in spite of everything that Team Lotus and Renault could do to prevent him taking pole position, and on the second day when the whole team got it all together in an impressive display of confidence. For those anti-Senna readers who don't believe that he is troubled by his Team's inability to do a proper job, I can only quote the official John Player Team Lotus press handout after the first qualifying session.

"Ayrton Senna was the quickest driver round the new Jerez Circuit in his JPS 98T setting a time of 1 min 21.605 sec — second fastest driver, Nigel Mansell, set a time of 1 min 23.024 sec in his Williams. In the morning session Ayrton had an oil filter seal fail and the mechanics had changed the Renault engine in the spare car between sessions, getting the car ready for the second half of the timed session. Ayrton was full of praise for the speed with which the mechanics had worked. 'It was very difficult because the car was wrongly set-up, and it was far, far too low and the car was bottoming almost everywhere, then the car was bumping on the high speed corners, therefore, it was a hard job. But it was worth it, I think for today it was the best I could do. I hope that tomorrow we can improve the chassis, which was quite wrong today, and still have a good clear run,' were his comments."

For Johnny Dumfries the morning went badly when a transmission problem left his JPS 98T stranded out on the track. In the timed session he was also unhappy with his time of 1 min 29.093 sec being 23rd fastest. Explaining his afternoon problems, Johnny said: "The undertray came loose and it started oversteering really badly, because if that is not fixed then you lose downforce at the back and I knew I had a problem straight away. I was going to come in then I thought maybe it was tyres, so I slowed down for a lap, then attempted another quick lap and I knew then I really did have a problem, but by that time it was the end of the session."

That was just the bare bones of the story, for Senna's engine spewed out most of its oil in the middle of the hairpin before the pits and he was lucky to coast into the pit lane leaving a stream of good ELF lubricating oil behind him. Dumfries' trouble was a broken shaft in the Lotus six-speed gearbox, and with Senna using the only available car, that was his lot. In the afternoon the qualifying hour was nearly half over before Senna got out on the track, having to stand and watch the likes of Piquet, Mansell, Prost and Rosberg out there setting the pace. Dumfries had barely a quarter of an hour in which to qualify. In doing the best he could under the circumstances, Senna was nearly 1½ sec faster than the second man!

On Saturday afternoon the scene at the Team Lotus pit was completely the reverse, they were confident, ready, prepared and completely in control. Senna watched his rivals straining to approach his pole-position time and it was not until Mansell looked as if he might break 1 min 22 sec that the Brazilian went out. He put in a lap at just over 1 min 22 sec, but was not convinced about the selection of tyres so came in and tried another combination and promptly recorded 1 min 21.924 sec, not as fast as the day before when the car sounded to be a shambles, but still the only driver to get under 1 min 22 sec on this new track. While this had been going on Dumfries had done an excellent job and got down to 1 min 25.107 sec which gave him 10th overall for the two days of qualifying, and seventh for the Saturday session. His race performance was to be curtailed as the team had suffered a number of breakages in their six-speed gearboxes and there were only enough for Senna's two cars, so Dumfries had to use an old-type five-speed box, which was a distinct handicap on this twisty circuit, and during the



THE BMW ENGINE used by Brabham in the BT55 which is canted at 72° from the perpendicular.

race the crown-wheel and pinion broke.

Having been shown the internal construction and workings of the new seven-speed gearbox on the Brabham BT55, by designer and builder Pete Weismann, it was not difficult to appreciate that it was designed for a driver with a velvet touch like Lauda, Piquet or Prost. The gear shafts are mounted across the centre-line of the car, the input coming through bevel gears on the right. From the seven speed gear cluster of straight-cut spur gears, further straight-cut gears take the drive rearwards and slightly upwards to the differential. The whole transmission layout is all part of the overall concept of the BT55, which started with the idea of lowering the overall height of the BMW four-cylinder engine and at the same time lowering its centre of gravity. The centreline of the engine is at a mere 18-degrees from the horizontal, and the offset weight of the crankshaft, flywheel and clutch is balanced by the camshafts and turbo-charger unit on the nearside. Looking at the engine from the rear, the centre of gravity must surely be in line with the crankshaft centre line, and with the centre of gravity on the centre-line of the car, the offset of the crankshaft is in the order of eight inches. The input bevels of the transmission turn the drive line from fore-and-aft to transverse and then Weismann has built what is in effect a big strong motorcycle type gearbox, with sliding selector arms moving double sided dogrings in either direction, the actual selector movement being less than a quarter of an inch between gears. The gate pattern is conventional, with reverse and first on the left, then second and third, then fourth and fifth as the lever is moved across to the right, and finally sixth and seventh. There is no visible gear-lever gate, but there are spring loaded detents at second/third and again at fourth/fifth, so that the driver can "feel" where he is in the gear pattern. The Spanish circuit did not need all seven gears, so seventh position was blanked off. The object behind all these gears is like a small racing two-stroke motorcycle with a limited rev band, and the BMW engine in the Brabham needs to be driven on the rev-counter, which actual gear is engaged being immaterial. I am not sure that Patrese and de Angelis are mentally attuned to such thinking. A Piquet or a Senna would probably drive the BMW engine on the boost-gauge rather than the rev-counter. The long-term thinking behind the BT55 is probably leading towards a constant-speed power unit with clutchless automatic transmission that simply keeps the engine at its most efficient point, this point being fed into the engine management system.

As always, testing and qualifying was the most interesting time, the race itself being a different matter altogether and the 72 laps round the new Jerez circuit was no exception. With fuel limited to 195 litres and tyre wear being critical it was a race of tactics rather than gutsy racing. For the first half the leading bunch, of Senna, Piquet, Rosberg, Mansell and Prost, circulated in Indian File letting Senna set the pace, which he did on his fuel consumption gauge rather than his rev-counter. This allowed the two Ligiers to keep up with them, René Arnoux in particular showing good form on his return to the scene. Not quite staying with the front runners were the two Ferraris, but neither Alboreto nor Johansson had been a major threat throughout practice, the V6 engines from Maranello giving continual niggling troubles, and not being quick enough when they did run right. It was beyond half distance before anyone made a move, and then it was Mansell who began to force the issue, and he took the lead. Senna was content to keep the same pace, intent on conserving fuel and tyres, as was Prost, but Rosberg's tyre wear was too much and he eventually dropped back and finally made a stop for new tyres.

Mansell's tyres began to deteriorate and his situation was not made any easier by one of his tyres losing air pressure through a slit caused by a piece of metal picked up off the track. He stayed out as long as he could remain ahead of Senna, but once the Brazilian began to lean on him, Mansell shot into the pits and the Williams team made what must have been the fastest pit stop ever recorded in Formula 1, with all four wheels changed in under nine seconds. The tyres were all ready and pre-heated so that Mansell was back into the race at maximum potential. Senna drove as hard as conditions of fuel consumption and worn tyres allowed, but it was not enough to prevent Mansell from gaining on him dramatically. As they rounded the last hairpin the Lotus was only just ahead, and Mansell caught it as they crossed the line, but did not get ahead until a few feet after the finishing line. The time difference was 0.014 seconds, ie barely the diameter of a wheel between the two cars. It was one of the closest finishes seen for a long time, and while Ayrton Senna was the winner, Nigel Mansell was the hero, making up for all his previous misdemeanours with a race that will go down in history.

The whole affair had been a gamble from start to finish, for the Lotus finished with very little fuel left in the tank, while the Honda engine's consumption in the Williams was much better, but Piquet's engine had blown up. Senna was once more using the latest Renault engine with the compressed-air system of valve springs replacing the conventional wire valve springs.

As the first Spanish Grand Prix since 1981 it can be considered an excellent racing-success, but it is difficult to see how it was a commercial success, though we are never told about the finances behind the scenes that prop up seeming financial disasters.

As a final thought. A brand new circuit on which no-one had tested prior to the event was said by the media to be the recipe for evening out the overall scene. It wasn't noticeable, the fast were still fastest and the slow were still slowest. Noticeable omission from the pit lane was the Regie Renault team, but the lack of Alfa Romeo and RAM teams was not so noticeable, and the Toleman team seemed just the same, merely having a different patron in the shape of Mr Benetton. Also noticeable that people no longer talk of petrol being used by Formula 1 engines; it's "fuel" these days, strictly to the regulation figures of course. — D.S.J.

ENTHUSIASTS!

Motor Racing on Film

ANYONE who works in motor racing journalism becomes a little jaded from time to time. Love for the sport brings you into the game in the first place but when it becomes a job, it can become just that, a job.

The great thing though is that the feeling is always transitory because there are so many enthusiasts around. You meet them among dealers, among marshals, collectors, drivers, mechanics, everywhere. The enthusiasm is infectious — and it is good.

Every so often, though, you meet someone who stands out and such a man is Paul Meale. Paul is a salesman with a frozen seafood company who became hooked on the sport when passing Brands Hatch one day. He went into the circuit, it was mid-week and there were just a couple of racing school cars going around but it was enough. It led him to racing and rallying a Mini and a Mkl Cortina GT with his brother John and, having the surname "Meale" led naturally to the "Meales On Wheels Racing Team".

Eventually Paul found himself supporting his brother and in 1981 he bowed out of active racing after a crash at Silverstone. Selling his car, he invested some of the money in a video camera with which he'd film his brother's racing and other events. Before long he was asked to present a 30 minute video at a club's evening meeting and he laboriously edited his footage using a couple of domestic VCRs. One day during a lull in a London Car Club sprint at Goodwood, Paul and some friends began wondering about the history of the place and where all the films were. That idea fired him to begin what is generally called the "London Car Club Archive." The club lends its name but the effort is largely Paul Meale's.

Now he has a well-equipped studio and something like 500 hours of motor racing history on tape. It's been done from love and he has been able to rescue an extraordinary amount of professional and amateur film. Some is familiar, for it comes from the film units of Shell and BP (the Esso library remains tantalisingly out of reach apart from a few reels). It contains gems like the time that Prince Charles drove an F3 Chevron at Silverstone; a mint copy of the 1929 Ards TT; 500 cc cars at Brands Hatch in the days when the circuit ran anti-clockwise; an evening in Paul's studio is an astonishing experience.

Of this important archive 95% is bound by copyright and promises that he will not exploit his copies. To make this constraint clear: if the Aquaplane Tyre Company made a film for promotional purposes in 1960 with the intention of loaning it free of charge to clubs, then everyone involved in the production, from the director to the third fiddle in the band playing the incidental music, agreed on a standard payment. If Paul wished to break that original agreement and exploit his collection commercially (and so make it more widely available) he would have to re-negotiate every single contract of every person involved in the production of the original.

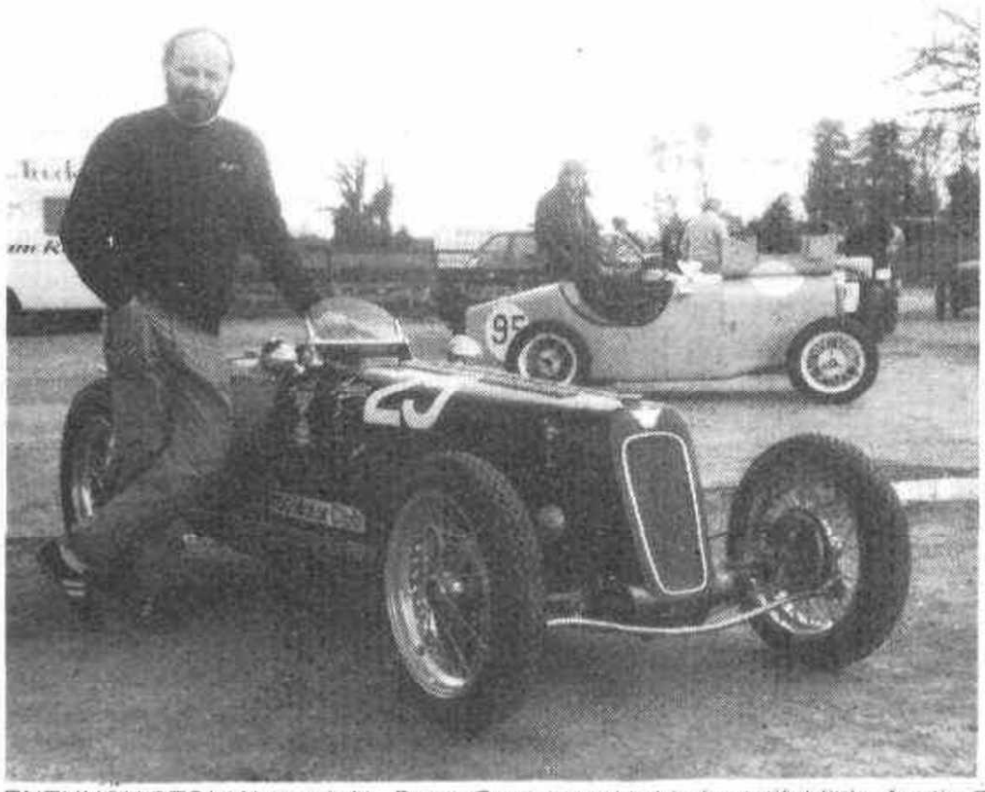
It's a constraint which means that when he presents a show, such as the monthly film shows he gives for the London Car Club at the "Packhorse And Talbot" pub in Chiswick, he may ask for contributions to fund his work but not charge an admission fee. He'd like to lend his collection to clubs as well, but it's so easy to pirate a copy of a video tape that he will not take the risk of allowing them out of his direct control.

Paul is an ordinary enthusiast doing something extraordinary. Giving his word to Ford that he would not commercially exploit the company's film archives if he were allowed to copy them, gained the company's trust. When he approached Ford he began at the top, with Sam Toy. Shell and BP sent him videos of their films. He struck lucky with Firestone during a move of headquarters when it was discovered that someone had forgotten to throw away a crate of irreplaceable film in the move.

He has copies of many of Rivers Fletcher's films but will not show them while Rivers is still delivering his shows. Paul's ambition is to record all of Rivers' commentary, "I find it frightening that future generations will not be able to enjoy his films and commentaries, it's part of our motor racing heritage."

The video company, JVC, has assisted by allowing use of its facilities in return for the JVC logo being displayed on the films which have been copied for posterity. Unfortunately not every company has been so accommodating, Paul has been unable to get much joy from *Austin Rover, for instance, or the National Motor Museum. Perhaps* these bodies have become so used to beating off the wide boys and time wasters that they cannot recognise the genuine enthusiast.

On the other hand, many amateurs have entrusted their 8 mm and 16 mm film to the archive. The deal is simple: you loan the film for copying onto video tape, no footage is too short, and if you would like a copy for yourself, you pay the cost of a blank tape. If anyone has any such film then he should contact Paul Meale at 6 Atwood Road, Hammersmith, London W6 0HX (tel: 01-748 6979). The film will be preserved for the future and the donor will receive a tape at a fraction of the cost of having the material transferred through commercial channels. — M.L.





ENTHUSIASTS! (Above left). Dave Gregson with his beautiful little Austin 7 special which he has based on the layout of the 1927 Grand Prix Delage. (Above right) The 1932/34 Austin 7 box saloon bought many years ago by Graham Harris when he was at college, and now providing a lot of fun as a stripped-out "racer". See "Letter From Spain", page 475.

F3000-International Trophy

AT LAST YEAR'S *Daily Express* International Trophy, the first-ever F3000 race, the 110% rule was waived to boost the grid to 17 starters. Seventeen was a fairly typical field throughout 1985 and though a total of 33 drivers raced in the formula, there were only six driver/car combinations which contested every round and these finally occupied the top six places in the Championship.

Silverstone on April 13th saw the opening round of this year's series and though this time the 110% rule was firmly applied, no fewer than 31 cars took the start. Wet practice sessions had turned qualifying into something of a lottery which accounted for five runners missing the cut while a 37th entry, James Weaver's RAM 04 was excluded for running underweight in practice.

To see a similar entry for a European single-seater race of this importance we have to go back to the 1978 F2 season, so why is F3000 suddenly so healthy? Since every entrant needs to convince a sponsor that his programme is worthwhile, one of the reasons is the economics of the formula.

The £250,000 it costs for a season is much the same as the latter days of F2 with the exception that every single race (bar Silverstone) will be televised in its entirety and FOCA is hard at work ensuring that originated signals are taken by other countries. When short television commercials can cost well into seven figures to make, let alone transmit, this degree of exposure is attractive.

The cars themselves look and sound like F1 cars of recent memory but with tyre and aerofoil size limited, they are examples of the classic formula for spectacular racing: the engine develops more power than the chassis can easily use.

Probably the most important fact is that the formula started with a clean sheet of paper and behind it is a shrewd guiding intelligence, that of Bernie Ecclestone. A feature from the beginning has been a restriction to 9,000 rpm which has had the effect of equalising power output and producing reliability. This year, for the first time ever in a series of this stature, a single control tyre has been specified which both equalises the field and keeps costs down.

Avon has won the contract to supply crossply racing rubber, which is basically last year's "B" compound for dry conditions but "free" for the wet. A set of tyres costs £475 (ex VAT) and have a life of 150-220 miles, which means that per racing mile, F3000 tyres work out cheaper than F3 or, indeed, FF1600.

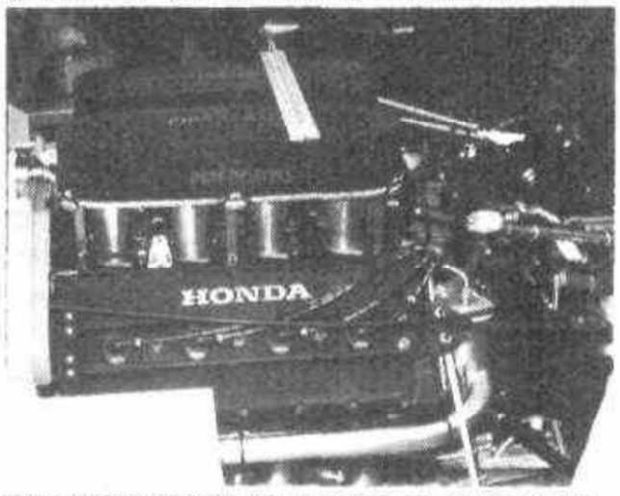


PASCAL FABRE came back from a near two year layoff from racing to take a narrow win with his Lola. Behind are John Nielsen, Mike Thackwell, who is a three time winner of the International Trophy, and Andrew Gilbert Scott.

We are seeing a formula being kept in control for its own good, rather like Bill France controls the immensely successful NASCAR series in the States, instead of rule-making by committee and rule-stretching by individuals which has been so much a part of F1 in recent years.

Quite a number of people in F3000 refer to the formula as "Bernie's fall-back plan" prepared against the day when the F1 bubble bursts. This is only speculation but it's an interesting view in the light of some of the comments made by former FOCA legal adviser, Max Mosley, elsewhere in this issue.

Last year a number of F3000 teams chose to use ex-F1 cars and this turned out to be a disaster because even though suspension and aerodynamics could be modified to accommodate smaller tyres, the basic weight distribution was all wrong, for F1 cars have to accommodate more than twice the fuel load of F3000 cars and the fuel cell is therefore correspondingly larger. Along with those teams which tried ex-F1 cars can be counted those which used the Indy-derived Lola T950 chassis which managed only a couple of fifths and a sixth place.



THE WORKS RALTS use this new Honda V8. Much to most people's relief, at Silverstone it was on a par with the Cosworth DFV but not superior to it.

This year, Lola has secured the services of Ralph Bellamy, designer of the March 85B, and has also aggressively gone after new customers securing, among others, B S Automotive which guided Christian Danner to the first Championship. The Lola T86/50 looks remarkably like last year's March (you'd hardly expect the same designer to come up with something radically different especially since the March was the class car of 1985) but there have been a lot of subtle changes incorporated, with the engine mass a little further forward etc.

Both March and Ralt have pursued refinement of last year's cars rather than new concepts. Externally, the March 86B is most noticeably different due to its enclosed engine bay but Onyx Race Engineering, which runs the works-associated team, is running cars with an exposed engine because the new engine cover will not accommodate the longer air trumpets which Onyx is using. These apparently give better

response low in the engine range and were used by BSA last year.

Ralt has started to sell customer versions of its latest chassis, to be fitted with Cosworth engines while the works team uses new Honda V8 units developed by John Judd's Engine Developments. Engine Developments is playing this particular card *close to its chest and giving away nothing* about what is inside the unit. James Weaver, who has been testing the car for Ralt, commented on the engine's extraordinary flexibility. During testing, a problem with the transmission caused him to start the car in gear on the button — and it took off! He says that the way the engine revs suggests that it is very light inside.

John Judd developed the F3 VW engine and, realising that the air restrictor was the crucial part in the equation, went for low internal friction. Given the 9,000 rpm restriction which operates in F3000 (Glen Monk has produced an improved rev restrictor which fades rather than kills the power) and given the increasing use of low friction materials such as ceramics and composite coatings in engines, and Honda is at the forefront of this technology, we suggested to a representative of Engine Developments that such might be the case of the new engine. He thought for a moment and said that there was no "space age technology" in the engine. That's as much as we know because that's as much as anyone's prepared to say.

John MacDonald's RAM Automotive, currently out of F1, has produced a neat little version of last year's Gustav Brunner-designed RAM 03 F1 car. It follows the general layout of the F1 car but has a smaller monocoque, different weight distribution, and weighs little more than a current F3 car.

James Weaver, everyone's favourite stand-in (when is his talent going to be rewarded with a settled season?), found that it had a tendency to snap out of line and spin its wheels, which is not amusing when the 9,000 rpm limit is reached and there is no longer any more power, but he managed to tame it and was making progress with its development when it came to weighing after the first practice session. It was found to be under weight and was excluded.

As well as an ex-F1 team in F3000, the category is also attracting ex-F1 drivers who are anxious to reconstruct their careers. There's Philippe Alliot, after two unsuccessful years with RAM; Ivan Capelli, who scored points with Tyrrell at Adelaide last year; and Pierluigi Martini, who did not shine with Minardi in 1985. None of them are stars but perhaps we're seeing the start of F3000 occupying a position similar to the soccer Division Two, a category into which the "relegated" can descend and, by earnest effort and the purging of unwonted ambition, once again regain the heights.

While everything appears to look good for F3000, there is one area of doubt and that is ts financial viability so far as organisers are concerned. Last year we saw races cancelled, races re-scheduled and races subsidised by FOCA. In creating a professional package, FOCA has included a sensible prize fund. Last year, it cost $100,000 to stage an F3000 race, this year it costs $150,000 to guarantee the prize fund. Donington and Thruxton have both bowed out, knowing that they cannot cover their costs and those of us used to seeing the second most important European single-seater category at the Easter Monday Thruxton meeting this year had to put up with Interserie, which sounded like a good idea but which turned out to be an odd collection of amateurish cars and drivers.



GERMAN F3 CHAMPION Volker Weidler, who is advised by his close friend Keke Rosberg, made an extremely favourable impression in his Ralt-Cosworth, lying in third place until debris on the track punctured a rear tyre



LOCAL HERO, Russell Spence, who is backed by Warmastyle Racing for Britain, was on the pace all weekend but, like Weidler, he fell foul of debris.

Two years ago, it cost Silverstone £38,000 to pay for F2 cars at the International Trophy. This year the bill was £107,000 and though the programme was, on paper, the next best to the Grand Prix we're likely to see in Britain this year (Birmingham excluded because it's an unknown quantity) attendance was disappointingly small. The weather played its part, the rain god clearly makes the International Trophy the chief victim of his malevolence no matter what time of year is chosen, but the fans did not turn up.

It's too late to repair the situation so far as this year's Silverstone race is concerned but the message is that F3000 is F1 as you remember it. It's relaxed, exciting, close, and you can wander about the paddock without being stopped by gorillas in peaked caps who share the same bowls as their Alsatians.

The International Trophy gave no clear indications how the 1986 F3000 season might turn out, for the qualifying sessions were something of a lottery and the race itself, as we'll see, was fraught with unusual circumstances. What one can say is that Ralt, March and Lola chassis are all on the pace and that if the two examples of Honda V8 in the series have an advantage over the otherwise ubiquitous Cosworth DFV, it was not in evidence.

The first practice session had been so wet and variable, that nobody was paying serious attention to the times and everyone's attention was concentrated on the second 30 minute session.

Though still wet enough for grooved tyres, the track was drying as the cars lined up in the pit lane. Then there were some heavy drops of rain as they set off. Old Silverstone hands, Russell Spence (backed by Warmastyle Racing for Britain), Gary Evans and British F3 Champion Mauricio Gugelmin obviously thought the rain had come to stay and were all away rapidly to set times before the weather closed in. Spence secured pole temporarily with his first flying lap, then Gugelmin took it from him and the relatively

inexperienced American, Jeff Macpherson, was well up too.

The rain didn't return, the track dried and by the end it was a case of getting onto the track with slick tyres and praying for a clear run which, given the numbers on the track and the closeness of their power outputs, was a pretty vain hope. The final positions were: 1, *Fabre (Lola)*; 2, *Nielsen (Ralt)*; 3, Spence (March); 4, Thackwell (Lola); 5, Macpherson (March); 6, Pirro (March); 7, Evans (Lola); 8, Leoni (March); 9, Gugelmin (March); 10, Santin (Lola).

At midday on the Sunday the cars set off for 30 minutes of untimed warm-up in race trim. On his second complete lap, Russell Spence overcooked it at Woodcote and hit the catch fencing. It looked like his weekend's work was over but with the assistance of Roger Cowman's team, whose driver Cor Euser had missed the grid by a whisker, the men of Eddie Jordan Racing prepared the car for the race. Generally a good form guide for the race, the warm up saw Tomas Kaiser quickest from Ivan Capelli, Emanuele Pirro, Mauricio Gugelmin, Andrew Gilbert Scott, Philippe Alliot, Pascal Fabre, Mike Thackwell, Mario Hytten and Ken Johnson — five in Lolas and five in Marches.

No clear pattern had emerged from the practice sessions though it was all very interesting. The three British F3 graduates, Spence, Evans and Gilbert Scott had all gone well, Jeff Macpherson had belied his inexperience of wet racing, Pascal Fabre showed no signs of a 22 month lay-off, Rosberg's protégé, the German F3 Champion, Volker Weidler, looked good, Tomas Kaiser, who is coached by James Hunt was showing the benefits which come from the better organising of his career, and so on down the list.

Rain started to appear as the field set off on the warm-up lap but everyone started on slicks. Spence got a superb start from the second row and led Fabre, Nielsen, Macpherson, Thackwell, Pirro and Evans on a dampish track. Fabre took the lead on lap three but then the red flags came out for Saturo Nakajima's works Ralt was blocking the track at Becketts. The three times Japanese F2 Champion had been punted from behind, hit a barrier and bounced back onto the track.

A re-start was arranged in the order the cars had been at the end of lap two. The rain was getting worse, there was a wholesale changing of tyres and softening of settings and everyone prepared to do battle again on a track which was wet enough to bring the oil and dirt to the surface but not to wash it away.

Spence again led from Fabre, Nielsen, Weidler, Pirro, Macpherson, Thackwell, Gilbert Scott and Alliot. Then second time through Stowe, Weidler took his Ralt into the lead. As the field came into Woodcote for the third time it was Weidler, Spence, Pirro, Fabre, Nielsen, Thackwell, Gilbert Scott,



GARY EVANS, another British F3 graduate, has set up his own team under Dave Luff to run his Lola T86/50. He was in seventh place and in touch with the leaders when the race was finally stopped.

Alliot and Thierry Tassin, but Alliot missed the chicane. Later he went onto the grass, damaged his underbody and scooped up enough debris into his radiators to cause his retirement through overheating. Of the other ex-F1 men, Capelli suffering a cracked exhaust which led to his retirement and Martini simply did not figure.

Pirro took Spence fourth time through Woodcote, while back in 11th place Kaiser was motoring rapidly. By lap eight Pirro was on Weidler's tail, Fabre had demoted Spence to fourth, the first tail-ender had been lapped and Gilbert Scott had brushed a barrier causing just enough damage to retire.

Pirro took the lead on lap 10, by which time the rain was heavier, and he began to pull out slightly. By lap 15, the order was Pirro, Weidler, Fabre, Spence, Nielsen and Thackwell, all fairly close, then a gap to Tassin, Alessandro Santin, Kaiser and Evans.

As the field ended its 19th lap, Tassin approached Woodcote with a dead engine. He cut out the chicane and coasted up the straight. Like many of the field he was not showing a rear light, despite very poor visibility. Instead of pulling onto the grass, Tassin unstrapped himself and, half out of the car, was looking behind presumably for an opportunity to coast across to the pit wall. Several cars avoided him at the last moment for drivers check their instruments on the straight and give their visors a wipe. Dominique Delestre did not see the near-stationary car until too late and drove straight into it at roughly the change-up point to fifth gear, which means 145 mph.

Both drivers sustained broken arms and Delestre had to be cut from his car. It speaks volumes for the Marches involved that their injuries were not far worse. Tassin's act in not parking his car safely on the grass was one of almost unbelieveable stupidity.

The yellow flags went out but there was debris across the track. Spence had his front wing deranged on some and Weidler suffered a rear puncture. It was cruel fortune for both newcomers after excellent performances. Pirro, who had had a six second lead was slowed by backmarkers and lost further time on the finishing straight in avoiding the debris. He still led on lap 23 when the red flags came out but, on aggregate (two laps + 22 laps) lost out to Fabre by just over a second.

On his 23rd lap, Nielsen who was battling for third with Thackwell, had his engine go but the race was officially over so he finished third with Thackwell fourth, Kaiser fifth and Santin sixth.

Since only 24 from a scheduled 44 laps had been completed, half points were awarded.

It was a sorry end to what had promised to be one of the most exciting and interesting races in Britain for years. It was something the drivers, the teams, the organisers and F3000 as a whole did not deserve.

The race provided no clear indication as to how the season might develop. The fact that Lola dominated the results gives a false impression of superiority. Any one of a dozen drivers could emerge as Champion. More teams and drivers were expected at the next round at Vallelunga on May 4th and there is the promise of BMW and Lamborghini engines. We're in for a terrific season.

— M.L.

Results
Daily Express International Trophy, Silverstone, April 13th. Wet. 24 laps completed of 44 laps scheduled. Half points awarded.

1st	Pascal Fabre (Lola-Cosworth T86/50) 118.71 mph	35m 33.97s
2nd	Emanuele Pirro (March-Cosworth 86B)	35m 35.19s
3rd	John Nielsen (Ralt-Honda RT 20-1)	35m 50.28s
4th	Mike Thackwell (Lola-Cosworth T86/50)	35m 51.50s
5th	Thomas Kaiser (Lola-Cosworth T86/50)	36m 01.06s
6th	Alessandro Santin (Lola-Cosworth T86/50)	36m 01.32s

Fastest lap: Fabre, 1m 26.65s, 121.81 mph (record)
37 entries — 31 starters — 23 classified finishers

Rally Review

Marlboro Safari Rally

Convention Conquers Complexity

THE complexities of today's ultra-fast rally car, its power and performance completely controlled by printed circuits, delicate microchips and other products of electronic miniaturisation, may be fine for the short, sterile dashes which make up the rallies of Europe, but take them into the vastness of Africa, where the sport can still survive the stifling standardisation policies of Paris politicians, and the story is altogether different.

Four hundred horsepower packed into the back of a two-seater hardly bigger than a Mini is not something which suggests fragility, but although the beefier parts are tough enough, the intricate "management" systems, as they are called, can be so complicated that the risk of failure becomes very high. What is more, tracing a fault can be a long job, and the last thing you want is a car which not only refuses to move but resists attempts to trace the fault.

Such cars are best suited to sprint stages of the European type, with frequent opportunities for mechanics to tend their charges. They have never really demonstrated reliability on long, arduous rallies, in which the going can be on the rough side and when they can be given comparatively infrequent sessions of attention by their fettlers.

No other rally has made this as abundantly clear as the Safari, and when the three-cornered fight between Peugeot, Lancia and Toyota finished in Nairobi on the Thursday morning after Easter, the uncomplicated Toyotas emerged victorious for the third year in succession. Clearly, if you want to send your cars foraging for laurels in tough country where they can be a long way from the supporting attentions of mechanics, you have to keep them as simple and as easy to repair as possible no matter how many chase cars you may have on the road nor how many helicopters aloft.

Both the Lancias and the Peugeots were plagued by a variety of troubles, some serious, some trivial, but all of them time-consuming, whereas the Toyotas, with fewer complexities to go wrong, ran reliably to finish first, second and fourth, although even they suffered rear axle failures which threatened to put them out.

Winners, in one of the team's three Celica Turbos, were Björn Waldegård and Fred Gallagher, the former scoring his third Safari victory and the latter his second. Behind came younger team-mates Lars-Eric Torph and Bo Thorszelius, followed by Markku Alén and Ilkka Kivimäki in a Lancia Rally and the third Toyota of Erwin Weber and Gunter Wanger who were only prevented from winning last year by an engine stoppage in their Opel during the closing hours of the rally. The best placed Peugeot was fifth, driven by Juha Kankkunen, last year's winner, and Juha Piironen, whilst in sixth and seventh places were two GpA Subaru RX Turbos driven by Mike Kirkland / Robin Nixon and Frank Tundo / Quentin Thomson, the latter crew just one minute ahead of Shekhar Mehta and Rob Combes in their Peugeot.



LARS-ERIC TORPH has his Toyota fettled and renewed after the first leg prior to entering the closed park in Nairobi. The tall gentleman in striped shirt is the team's doctor.

16 years ago, when the International Rally Championship for Makes was set up by the CSI, who presumably considered the sport insufficiently adult to deserve a "World" title, what was then the East African Safari Rally was included in the new seven-event series without any contact whatsoever between the CSI and the organisers. There was not even the politeness of a "Do you mind?", and we well remember being amazed by his surprised reaction when we asked Eric Cecil, then organising chairman, what he thought of the rally's new status.

In those days the rally's adventure content was at its highest; stamina and bushmanship were as vital for success as driving skill, and it was just bad luck if you came across a flash flood which barred your progress, or the road blocked by two or three cars trapped in a mud hole. There were no clear cut procedures for scrubbing the section and substituting an alternative; you simply had to find your own way around the obstacle. Furthermore, rest stops were not as abundant as they are nowadays, and competitors often found that when they finished one leg, their lateness was so great that they only had an hour before starting the next.

The rally has been considerably diluted since those days. Rest periods are longer and more frequent, roads likely to be troublesome during rain are avoided, and alternative routes are published in advance, ready to be used if the weather gets tricky.

But these "reforms" have not been enough to satisfy FISA, which seems to think that no-one can run a successful rally without detailed instructions from Paris. This magazine has constantly warned against allowing too much meddling with the makeup of the Safari, and this year the organisers gave in to yet more Europeanisation when, to comply with another FISA dictum, the overall distance was cut from 5,000 kilometres to 4,000.

We can understand that it may be necessary in traffic ridden Europe to minimise the time during which the cavalcade of a rally is on the move, but in Kenya this is not at all necessary, and one can only assume that this blanket rule was

instituted for no more reason than to assert authority. Of course, it is also likely that certain manufacturers, anxious that their cars are not subjected to too much hard work in one event, have lobbied FISA to reduce the distances of African rallies. We were disappointed — and many others were, too — when the organisers agreed to this route shortening.

The Safari seems to be a thorn in FISA's side, and we get the impression that they would like to drop it from the World Championship altogether but are reluctant to do so because of its immense popularity. It is run in a country which does not pay dutiful homage to Concord Square and whose languages do not include French, and those alone are enough to put it in the renegade class.

Since its beginning, the Safari has always been held over a holiday, when officials, competitors and their helpers have no problems getting time off from work, and commercial road traffic is minimal. But Easter is a holiday which moves each year, and FISA contends that this disrupts the championship as a whole. This year they insisted that at least 21 days should separate rounds of the series, which meant that the Safari had to be delayed by two days — not enough to make any difference to the preparation schedules of competing teams, but certainly enough to create manpower problems for the organisers, and to move the rally into a period when working traffic could be expected, both situations cutting across FISA's claim to be concerned with safety.

Originally a three day postponement had been required, but this was reduced to two when manufacturers (well, at least one!) complained that they were having trouble recruiting local staff to crew mud cars, petrol wagons and the like.

So, instead of starting on a Thursday and finishing on Easter Monday, the rally ran from the Saturday of the Easter weekend to the Wednesday morning. It could have been brought easily to a close on the Tuesday, but the organisers introduced long rest stops to extend it, partly to avoid daytime traffic but mainly, we suspect, to satisfy the sponsors.



KENNETH ERICSSON retired when he lost a wheel and went off the road, but team-mate Franz Wittmann took his VW Golf GTi to 12th place.

Next year we trust that the organisers will have no truck with unwarranted interference from FISA and will run the rally as it is best for Kenya, not Paris.

Sixty-nine entries in a country whose motor trade is somewhat depressed by high import duties, and which presents overseas competitors with pretty high travel and competing costs, isn't bad at all, and this year the leading runners included five factory teams.

Peugeot brought two 4-w-d 205 T16s for Kankkunen and Mehta, the latter having been engaged, in the absence of Nissan, both to compete and to undertake a long, pre-rally test programme which was curtailed, as it turned out, when the test car caught fire and was gutted. Lancia, on the other hand, decided against bringing its 4-w-d Delta which has scored some fine successes in Europe, and instead brought three of its r-w-d Rally models, with super-charged rear engines. For Alén/Kivimäki, Massimo Biasion/Tiziano Siviero and local men Vic Preston Jnr/John Lyall, the latter crew also carrying out pre-event testing on national events. Two other Lancias of the same type were driven privately by Greg Criticos/Marzio Kravos and John Hellier/Dave Williamson. Initially the privateers looked after themselves, but after Biasion and Preston retired, they gained the benefit of full factory support.

CLIMBING the hill into Eldoret is Juha Kankkunen, about to enjoy an 18 hour rest before resuming the journey to Nairobi.



The Toyota team, from Cologne, and as cosmopolitan as it has always been, brought three r-w-d Celicas as part of a programme which includes only those rallies in which the car can be competitive against 4-w-d cars of considerably better power/weight ratio. With no World Championship rally close by to divide their attentions, the team was able to concentrate on the Safari, and they did so with their usual impeccable attention to detail, although there was a flurry at one point when extra rear axles had to be flown in from Europe halfway through the rally.

This was not the first appearance in the Safari for Subaru, but in the past they have disguised their appearances behind a motor club, much as Porsche used to hide behind Swiss number plates and Fiat behind their drivers' names or the Jolly Club. This time the Japanese team was out in the open, and driving their three Group A 4-w-d RX Turbos were Mike Kirkland/Robin Nixon, Frank Tundo/Quentin Thomson and, from New Zealand, Peter Bourne/Mike Fletcher.

Two Volkswagen Golf GTis were making their first trip to the Safari as factory entries, and the Group A cars were driven by Kenneth Eriksson/Peter Diekmann and Franz Wittmann/Matthias Feltz. Rudi Stohl/Reinhardt Kaufmann brought an Audi 80



IT COULD WELL have been a double-width version of the Tot Escarpment in its smoother days, but it's actually part of the Chyulu Hills approach. The car is the private Lancia of Johnny Hellier which finished 10th.

Quattro from Austria, whilst further down the list were veterans Wolfgang Siller/Hans Schuller (the latter a former Safari winner) in a Nissan 240 RS. Paul-Marc Meylan also brought a 240 RS from Switzerland, but their progress was short-lived. Tom Ryan and Chris Bates were in a Toyota Corolla, and Prem and Paura Choda in a Datsun. In the absence of Rauno Aaltonen, Lofty Drews teamed up with Jayant Shah in a Nissan 240 RS.

Obliged to keep the distance down, the organisers' first cuts were in the first leg, to the South, where really first class sections can unfortunately only be linked by the use of the Nairobi-Mombasa tarmac road. Mombasa was cut out altogether, much to the chagrin of enthusiasts there, and the tough bits on that leg confined to a loop through Machakos, another through the Chyulu Hills to Loitokitok, the tortuous roads of the Taita Hills and a loop through the open bush and sisal of Rukanga before a return to Nairobi via the Chyulu Hills again and Kajiado.

This whole 800 mile leg could have been contained within the first day and evening, but there was a four hour stop at Buffalo Lodge, close to the Tanzanian border and below the cloud-covered slopes of Kilimanjaro, then another from 11 pm to 5 am at Mtito Andei, which seemed a bit superfluous when there was only just over three hours of running time left to get back to Nairobi. The reason was obviously a wish to finish the leg in daylight rather than in the middle of the night, but we feel sure that everyone concerned would have preferred to keep going and enjoy all the rest in one lump at the end of the leg, no matter what time it was.

The Chyulu Hills are well populated with animals who enjoy the lush grazing. The grass there grows very quickly indeed, even on the murram and earth roads, and during practice people were rather concerned that they could not see where they were going. There were even a few complaints, which leads us to wonder what some people expect of travel through the African bush! However, the organisers were able to mobilise a grader, although there was only time for it to clear away those parts where the grass was longest.

Fast progress through the ungraded portions meant that radiators were in danger of being blocked, although this only seemed to affect the Lancias. All of them had to stop regularly so that grass could be cleared from their grilles, and one of their helicopters spent much time hopping from place to place for this purpose. Preston, for instance, stopped no less than six times so that the helicopter crew could clean his grille. Other cars were running hot too, but this was more due to the hot weather than the grass. The rain which threatened some 10 days before the start didn't come to much, and the four-wheel-drive teams were bemoaning its absence as much as the farmers were.

The result, on that dry, windless Saturday was a succession of dust clouds stretching down through the Chyulus and along the edge of Tsavo West to Taveta. Overtaking was decidedly tricky, and several reported being inadvertently held up by slower cars.

At Buffalo Lodge Waldegård was leading by one minute from Kankkunen, with Mehta two more minutes behind, Torph another one and Weber another. But there were signs of rain ahead, and mud cars were being sent to all the tricky spots to report conditions and to wait, if considered necessary, with tow-ropes at the ready..

In the Taita Hills it started, and one drift in particular rose to torrent proportions in minutes, cutting the rally in two after 18 cars had passed. However, the water went down as quickly as it had risen, and the delay to those stuck on the wrong side of the drift was not too serious. However, on the same section Alén had suffered battery failure and was running without lights or wiper, hanging on grimly to the tail-lights of a chase car in front of him with no more forward illumination than that provided by a torch held through the window. The struggle proved to be too much, and the Lancia slid off on to its side, trapping Alén's hand as it came to rest.

Fortunately there were people about to right the car, but although there was no serious damage to Alén's hand, it was very painful indeed and was strapped up for the remainder of the rally. Team manager Fiorio was not slow to realise that although he could do nothing about the considerable delay suffered by his number one driver, the stoppage due to the flood might be another matter. We gather he did have private discussions with officials about the possibility of cancelling that section, but that is as far as it went. There were no protests and no cancellations.

Mehta had needed a broken driveshaft replaced, Preston a front strut, whilst Kankkunen had overshot the tricky right turn into the bush from the tarmac road at Bachuma, and after leaving his service point he shot off down the road towards Mombasa. By the time they realised their mistake and found the slot, Waldegård had gone in before them and had taken over the dust-free position of leading car on the road. Another to take a wrong slot later was Torph, who took a wrong road through a series of junctions in the Cyulus. Retracing their five mile error was difficult through their own dust, and they reckoned they lost nine minutes.

The dust had also caused Weber to drive into the back of Mehta. The Toyota had been very close indeed behind the Peugeot, and when Mehta braked early for a bend, Weber hit him, only damaging the lights of the Toyota but puncturing the oil cooler of the Peugeot and damaging its exhaust.

At the end of the first leg, Waldegård's lead over Kankkunen was four minutes, and they were followed by Biasion, Weber, Mehta, Torph and Kirkland.

The stop in Nairobi was from 8.20 am to 4 pm, after which the second leg went northwards past Naivasha and Mau Narok to Molo, Eldama Ravine and Nyahururu before looping up through Rumuruti, almost to Maralal, and returning via Nanyuki and looping around Sagana to Thika and Nairobi. There was no loop around Mount Kenya this year. The one stop during this leg was at Nyahururu's Thompson's Falls Lodge, from 9.41 pm to 3.30 am.

On the way out of Nairobi Mehta stopped in a cloud of steam after his radiator burst. It was fixed, but at a cost of 25 minutes on what should have been an easy section. After Emening, and heading across the great Rift Valley to the Mau Escarpment, Kankkunen broke a front strut, and the team's helicopter wasted no time delivering a new one to the spot, along with mechanics. But the helicopter could not wait until the job was done, as darkness was fast approaching, so the two Finns finished the job themselves.

After the delays suffered by the Peugeots of Mehta and Kankkunen, the latter losing even more time when the electronic ignition packed up, the Toyotas moved into a commanding position, and this was

reinforced when the Lancias began having trouble. First Biasion lost his alternator belt which took with it the belt driving the supercharger. With little more than idling speed available, Biasion lost something like 25 minutes before things could be put right. Not long after, Preston rolled, and although they managed to push the car back on to its wheels it was damaged too badly to continue.

At Thompson's Falls Lodge, Waldegård led by 25 minutes from Weber, with Torph another three minutes behind. Next was Kankkunen, another 20 minutes down, so Toyota seemed to be in complete charge of the event, although team-manager Andersson was not at all on edge as he quaffed coffee during the rest stop and reminisced about the early 'seventies when the Toyota team first appeared in Europe.

Waldegård chose to stop after the restart to have a turbocharger waste gate bracket fixed properly, and this meant that he lost his lead position on the road. It was ironic and frustrating that the dust ahead of him was being caused by his team-mates, but he got ahead of Torph when he stopped to change a wheel after a puncture, and then Weber when he stopped for fuel and tyres which Waldegård didn't need.

Biasion's delay was compounded when his alternator belt came off again, this time causing such severe overheating that gasket failure was thought likely. An injected sealant was tried, but without success, and it wasn't long before the car was being towed — very quickly, if we may say so! — down the main road to Nairobi.

Nearing Saba Saba after a loop off the main road, Alén was confronted by two children who dashed across the road in front of him. He swerved to avoid them, but one turned back and he was unable to avoid her. He immediately called one of the team's helicopters (they had two, plus a fixed-wing radio relay aircraft) which took the girl to hospital. Although it was not his fault, Alén was clearly upset by this, and when the rally was over he instructed that his prize money should be used to set up a trust fund for the girl's education. She was not seriously injured.

Kankkunen had been off the road on the way down from Thompson's Falls, hitting a wall in the dust of another car, breaking a driveshaft, brake disc and a wishbone bolt. The repairs took time, and he lost fourth place to Alén. Mehta, too, lost time, firstly when he couldn't start his engine after stopping to change a wheel and secondly when his clutch had to be changed at the Peugeot garage in Nairobi.

It was still Toyota one-two-three, followed by Alén, Kankkunen, Kirkland, Mehta, Eriksson, Criticos and Tundo.

There was a day-long rest after the second leg, and the third didn't start until midnight to make the trip into Western Kenya via Molo, Kisumu, Kakemega, Kapenguria and the Cherangani Hills to Eldoret. Here there was an 18 hr stop before the return to Nairobi and on the Wednesday morning via Kabarnet, Emening and Ol Kalou.



MEHTA had a host of problems in his Peugeot, and needed a string of turbocharger changes until the fault was traced to the electronic governor of the turbine speed. He finished eighth.

Right at the start of this leg Waldegård very nearly came to grief in the Rift Valley when his right rear hub broke, but a chase car was quickly there to help him on his way with a delay of about half an hour, although the job wasn't actually completed with lock-wire and bolt-torqueing until the next proper service point.

The entire rear axle was switched on Waldegård's car, the chase car having to sit there in the bush until it could be made mobile again later. It did seem that rear axles were troublesome on the Toyotas, and to play safe the team had extra ones flown out from Europe. It was thought that the broken hub had been caused by a seal bursting after a pressure build-up inside the axle. In any event, no chances were being taken, and when an axle was removed from a car, it was stripped, checked and rebuilt ready for use again if needed.

It was a good thing that this was done, for when the rally got to Eldoret, a helicopter brought in the old axle from Waldegård's car, ready to be refitted.

Meanwhile, Weber had also stopped and was in need of a new axle. The section was between two tarmac roads, and when the helicopter went in to a point described to its crew as so many kilometres from the tarmac, it made for the wrong end. Eventually, Toyota's single-engined fixed-wing aircraft arrived and circled to mark the spot for the helicopter. All this took well over an hour, and Weber's second place was gone.

Waldegård had meanwhile been having a struggle in the dust, having lost his lead position on the road (but not in classification), and that third leg proved to be very difficult and traumatic for the team.

In the closing stages Alén made a stirring bid, being egged on by shouts of "attack" over his radio. But he was already into third place ahead of Weber, so his spurt achieved nothing. Weber almost ended his rally when he rammed a car which braked suddenly in front of him, but despite a radiator leak he got to the finish holding his fourth place. Toyota were delighted with the result, and so were the Lancia people, for they had edged ahead of Peugeot in the World Championship.

Finally we must emphasise yet again the convictions of countless supporters that the Safari organisers should resist attempts by FISA to dilute and Europeanise this giant among rallies. And to FISA itself all we will say is "Hands off the Safari". — G.P.

RESULTS

1st	B. Waldegård (S) F. Gallagher (GB)	Toyota Celica Turbo, GpB	5 hr 06 min
2nd	L-E. Torph (S) B. Thorszelius (S)	Toyota Celica Turbo, GpB	5 hr 34 min
3rd	M. Alén (SF) I. Kivimaki (SF)	Lancia Rally, GpB	6 hr 12 min
4th	E. Weber (D) G. Wanger (D)	Toyota Celica Turbo, GpB	6 hr 20 min
5th	J. Kankkunen (SF) J. Piironen (SF)	Peugeot 205 T16, GpB	7 hr 12 min
6th	M. Kirkland (EAK) R. Nixon (EAK)	Subaru RX Turbo, GpA	7 hr 37 min
7th	F. Tundo (EAK) Q. Thomson (EAK)	Subaru RX Turbo, GpA	8 hr 11 min
8th	S. Mehta (EAK) R. Combes (EAK)	Peugeot 205 T16, GpB	8 hr 12 min
9th	G. Criticos (EAK) M. Kravos (EAK)	Lancia Rally, GpB	9 hr 05 min
10th	J. Hellier (EAK) D. Williamson (EAK)	Lancia Rally, GpB	9 hr 11 min

69 starters, 16 finishers

WORLD RALLY CHAMPIONSHIP POINTS

DRIVERS (After 4 rounds)

Juha Kankkunen (SF)	36	Joaquim Moutinho (P)	20	Carlos Bica (P)	15
Markku Alén (SF)	27	Bjorn Waldegaard (S)	20	Lars-Eric Torph (S)	15
Henri Toivonen (SF)	20	Timo Salonen (SF)	15		

A total of 35 drivers have scored points

MANUFACTURERS (After 4 rounds)

Lancia	51	Audi	29	Volkswagen	19	Subaru	13
Peugeot	47	Toyota	20	Ford	14	Citroën	10

New Cars

Saab 9000i

Saab's 9000 saloon has already been introduced to the British public in Turbo form, demonstrating what a supremely comfortable car it is. However, I had my reservations about the way that the undoubtedly extremely potent turbo-16 unit delivered its power (see MOTOR SPORT March 1986), and was thus particularly interested to be able to try the 9000i 16, the same car with the normally-aspirated version of the same engine. Naturally it is the slower car, giving away 45 bhp, but it otherwise possesses all the Turbo's virtues plus the ability to put down most of its lesser power even in the wet. Its specification is sophisticated even without the blower system: belt-driven twin cams, four valves per cylinder, a very high compression ratio of 10:1 allied to a Bosch anti-knock system, fuel injection from the same source using a mass-flow sensor, Saab's APC multi-octane fuel compensator, and solid-state ignition, plus the facility to accept the Saab Direct Ignition system when it becomes available. Servicing costs are reduced by using hydraulic cam followers and by a cylinder head which can be removed for service without dismantling the valvegear.

Detonation, or knocking, is defeated by retarding the ignition (the Turbo does this by reducing the boost), and the system can vary the timing on each cylinder individually by a maximum of 13°. The Bosch LH fuel injection allows for variations in temperature and altitude because it measures the mass of air passing through rather than the volume — hot or rarified air has less mass for the same volume — and it does this using an electrically-heated platinum filament. Intake air passes over the filament and tends to cool it down; the amount of energy required to maintain the temperature is proportional to the mass of the air being breathed by the engine. With these interdependent electronics, the engine only loses 5 bhp even when a catalytic converter is fitted, but in this country we need not worry about that just yet. Instead, the Saab driver can enjoy 130 very smooth bhp, together with a very flat torque curve which peaks at 3,000 rpm at 127 lb ft. The result is a respectable 0-60 mph time of 10.0 sec, and good flexibility in each gear. However, as the big five-seater car weighs around 2,900 lb, 130 horses do not go as far as they might, and this is most noticeable on a fast main road where a downchange of one or perhaps two gears may be required to pass middling-fast traffic. But we are talking of relatively small overtaking opportunities; overall the 9000i feels very spirited, with little engine or wind noise to distract from the interior comforts.

These are almost identical to those of the Turbo; only air-conditioning is missing, replaced by a particularly well laid-out manual system using rotary controls, which are so much easier to adjust than sliders. Indeed, the whole car exudes this sort of forethought: the front belts have adjustable top anchorages, there are lights in each door to illuminate any puddles on exit, plus individual reading lamps behind, while the driver's door mirror includes a slim wide-angle panel which effectively cancels out any blind spot. Let me here redress a wrong I did Saab in my report on the 9000 Turbo: I complained that it was difficult to close the enormous hatchback because of its height and the lack of a handle. A Saab engineer has since pointed out that there is a handle *inside* the tailgate, where it stays clean.

What is so impressive about the 9000 in either form is that while it looks and feels like a luxury car (and at around £12,000 it is contesting the Renault 25, Ford Granada, Audi 100 and Mercedes 200 market) it remains extremely practical with its large, flat bootspace open to



THE capacious boot of the 9000.

bumper level, 60:40 folding rear seats, wide-opening doors, and detachable parcel-shelf.

Electric windows, mirrors, and locking all come as standard on the 9000i 16, as does the power-assisted steering, which, although still very light, feels more secure without the Turbo's 175 horsepower to cope with. Road behaviour is excellent, the sure and absorbent ride being above average even for this class of executive car. Like the Turbo, but less obviously, it tucks in firmly to a corner under acceleration, and is both stable and grippy, sharing the same tyre size but on steel rims.

Setting aside the £4000 difference in price between Turbo and 9000i, there is something to be said for both: the blown car's high-speed open road response is simply staggering, but in the rain, and particularly in town, the normally-aspirated car is probably the more useable. — G.C.

LOGICAL dashboard is easy to read and use.



Revised Ford Escort XR3i



WITH the Ford Escort being Britain's and the world's best selling car, a mid-term revision of the range is a more than averagely interesting event. Externally, the differences are subtle. The bonnet has been changed to bring it into line with Granada, Sierra and Fiesta, there are new bumper treatments front and rear, rubbing strips along the side, smooth rather than corrugated rear lights and, on the XR3i, a slightly changed rear spoiler and a new style in optional alloy wheels.

The next change the buyer is most likely to notice is the ignition / door /filler cap key which follows Granada in activating a Chubb high security system. With car theft endemic, this is a most welcome addition and other mass producers should follow suit immediately. Two cheers for Ford. One cannot be wholehearted in one's praise for Ford, like every maker, should have done it 20 years ago.

Escort's dashboard follows the general style of Granada, with a matt black finish, improved ventilation (apparently the British market demands cooler air to the face than other markets) and stubby, light, and convenient stalk controls. There is a new Ford stereo radio system ("my" car had the electronic radio, at an extra £148 and a graphic equaliser which adds a further £166) and the aerial is incorporated into the rear window. All very tricky but still prone to interference and loss of reception. I'd expected much more at an additional £334.

On first acquaintance, driving in Finland in January, I was much taken with the dashboard but soon discovered that its brightness at night (there is no dimmer) casts distracting reflections on both left and right side windows and there is an annoying patch of light from the instruments which reflects onto the windscreen in the sight line. "My" car also had the optional (£113) fuel computer which gives instant economy, overall economy, gallons used and expected range. This proved to be extremely accurate, confirming my calculations of 33 mpg over more than 1,500 miles, but I can't believe it represents value for money.

Other options on "my" car were central locking (£171); glass sunroof with slide and tilt (£326); electric windows (£203); and alloy wheels (£223 for five) but was lacking the one option I'd specify, apart from ABS, which is a heated windscreen (£97).

In conjunction with Lucas-Girling, Ford has developed a low-cost (£315) mechanical ABS system specially for fwd cars and has exclusive use of it for the next year. "Road Impressions" describes everyday motoring and, I'm glad to say, I never experienced ABS at work but driving on snow in Finland earlier in the year, found it a mightily impressive addition. The braking of the Escort is, in any case, excellent, with a wonderful sense of feel.

Under the bonnet of much of the new Escort line lurks a lean burn engine running on a fuel/air mix of 18:1. This new range of engines offers excellent economy and increased power and the 1.4 unit is now available in a Fiesta, but the unit in the XR3i remains as before with only the addition of a low-friction oil pump. The engine is weak compared with some other "hot hatches", it lacks torque below around 3,700 rpm and is clattery over 5,300 rpm (it's redlined at 6,500 rpm). I missed the muscle of my Golf GTi while appreciating the Escort's superior braking and handling.

The XR3i is no longer the top of the range Escort that slot is occupied by the RS Turbo, and Ford seems committed to the Turbo as the ultimate Escort, poor fuel consumption and all. I cannot help but wonder how a 16-valve Cosworth head might work.

Having said that, there are compensating features. The five-speed gearbox still sets the standard for the class, the clutch is remarkably light (going back to the Golf felt like driving a tractor), the steering is light and precise and the handling exceptional. Night driving is a pleasure thanks to the first rate lights backed up by auxiliary spots.

The handling has its price, however, in a fairly harsh ride. While behind the wheel this did not worry me but sitting in the passenger seat gave a different perspective. A friend, who is a high-mileage, enthusiastic, driver, is on his third XR3i and, on our traditional Easter Monday trip to Thruxton, I handed over the wheel for his comments.

He felt that the clutch and steering were both lighter than on his car but that the Uniroyal tyres were less sure-footed than his Pirellis. He was disappointed that there has been no uprating of the engine and is considering the carburetted 1.6, which has been boosted from 79 to 90 bhp (the injected unit gives 105 bhp) next time around. He has been impressed by the reliability, servicing charges and trade-in prices of his three cars (though all have leaked) but feels that in real, point to point, motoring terms he'd lose little by trading down but would gain in fuel economy and insurance terms.

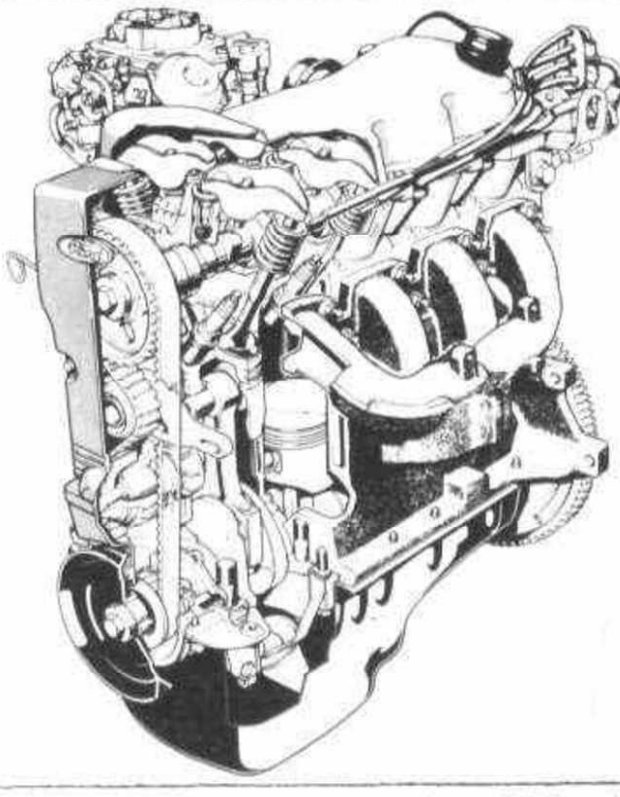
From the passenger seat I discovered the deficiencies of the ride and on the one occasion when the son and heir was consigned to the rear, there were noises of protest.

From early in my use of the car, the brake and ABS malfunction warning lights were permanently on. My local Ford dealer was baffled, nobody knew about the ABS light and though the agency had 500 "old" Escort manuals, it had no manuals for the new model. The hrw warning light would go off only when the engine was switched off. It's that sort of thing which makes me wary of electric windows, central locking etc.

Fitted with ABS, the XR3i's price is £8,169 but all the extras fitted brought the list price of the car to £9,521 which is fairly serious money. After driving the car in Finland, before prices were announced, I thought it was again at the forefront of hot hatches. Though ABS has a value far beyond its modest price, I have to revise that opinion. Ford must try harder, particularly with the engine and ride.

In the last analysis, this is a cheap-to-run hot hatch which, in basic form, represents a good buy. It is not, however, greatly enhanced by the addition of expensive extras. There's such a thing as gilding the lily.

M.L.



MUCH of the new Escort range features lean-burn CVH engines like this 1.4 unit.

Formula One - Brazilian Grand Prix 23rd March

RACE

1 Prost (McLaren): 13th on lap 1: 4th on lap 11: 1st on lap 20: tyre stop lap 27: **Retired** lap 31: engine failure.
2 Rosberg (McLaren): 5th on lap 1: **Retired** lap on lap 6: engine failure.
3 Brundle (Tyrrell): 14th on lap 1: tyre stop lap 15: dropped to 16th place: 10th on lap 21: 6th on lap 27: tyre stop lap 32: 7th on lap 36: 5th on lap 46: Finished 5th one lap down.
4 Streiff(Tyrrell): 20th on lap 1: 13th on lap 20: 10th on lap 31: 8th on lap 36: 7th on lap 39: Finished 7th two laps down.
5 Mansell (Williams): Collided with Senna on lap 1: hit barriers: **Retired** with damaged left front corner.
6 Piquet (Williams): 2nd on lap 1: took lead on lap 3: tyre stop lap 19: regained lead lap 27: tyre stop lap 41: dropped to 2nd: regained lead lap 42: Finished 1st.
7 Patrese (Brabham): 7th on lap 1: moved to 6th on lap 6: **Retired** lap 21: engine cooling trouble: loss of coolant.
8 de Angelis (Brabham): 16th on lap 1: 15th on lap 2: 14th lap 6: tyre stop lap 14: regained 14th lap 17: lost LF wheel lap 19: returned to pits on three: rejoined race: Finished 8th.
11 Dumfries (Lotus): 11th on lap 1: 13th lap 2: 14th lap 5: 12th lap 6: 11th lap 14: 9th lap 17: 7th lap 19: 6th lap 30: 5th lap 31: pit stop lap 39: Finished 9th.
12 Senna (Lotus): Led from start: Collided with Mansell lap 1: Retained lead: 2nd on lap 3: led lap 19: tyre stop lap 20: 3rd lap 24: 2nd lap 29: led lap 41: Finished 2nd.
14 Palmer (Zakspeed): 19th on lap 1: 18th on lap 6: 17th lap 7: passed by Streiff lap 11: lapped by leader lap 15: **Retired** lap 21: split inlet airbox.
15 Jones (Lola): 19th on grid: 9th on lap 1: 11th on lap 5: **Retired** lap 6: engine failure.
16 Tambay (Lola): 10th on lap 1: passed by Prost on lap 4: Passed by de Cesaris lap 10: moved up to 6th lap 19: **Retired** lap 25: engine cut out, electrics.
17 Surer (Arrows): 21st on lap 1: passed Streiff lap 4: passed Palmer lap 5: passed de Angelis lap 15: **Retired** lap 20: turbocharger trouble.
18 Boutsen (Arrows): 12th on lap 1: moved to 10th on lap 6: passed by de Cesaris lap 7: tyre stop lap 14: lapped by leader lap 27: **Retired** lap 38: turbo trouble.
19 Fabi (Benetton): 15th on lap 1: 18th on lap 2: pits lap 5: ignition trouble: restarted last: ran through to finish making second fastest lap: 10th position 5 laps down.
20 Berger (Benetton): 17th on lap 1: moved to 10th by lap 17: pits lap 24: 6th by lap 36: held 5th until engine misfired: passed by Brundle: Finished 6th.
21 Ghinzani (Osella): Last on lap 1: moved to 19th by lap 9: **Retired** lap 17: engine failure.
22 Danner (Osella): Next to last on lap 1: moved to 13th by lap 27 due to retirements: **Retired** lap 30: engine failure.
23 de Cesaris (Minardi): 18th on grid with light fuel load and high boost: moved dramatically through field to 6th on lap 16: **Retired** lap 17: out of fuel.
24 Nannini (Minardi): 22nd on lap 1: ran at tail of field: **Retired** lap 19.
25 Arnoux (Ligier): 4th place on grid: 3rd on lap 1: passed by Alboreto lap 3: held 4th until passed by Prost: tyre stop lap 26: moved up to 3rd: dropped to 4th due to worn tyres: Finished 4th.
26 Laffite (Ligier): 5th place on grid: 8th on lap 1: moved up to 4th place through tyre stops: took 3rd place on lap 51: Finished 3rd.
27 Alboreto (Ferrari): 4th on lap 1: 3rd on lap 3: passed by Prost on lap 16: pits lap 19: electrical trouble: rejoined race in 14th place: **Retired** lap 36: fuel pump drive.
28 Johansson (Ferrari): 6th on lap 1: ran 5th or 6th until tyre stop lap 17: dropped to 11th place: climbed back to 6th: **Retired** lap 27: brake trouble, spun off.

QUALIFYING TIMES

No	Driver	Car	Friday	Saturday	Grid pos
1	Prost	McLaren	1.28.467	1.28.099	9
2	Rosberg	McLaren	1.28.763	1.27.705	7
3	Brundle	Tyrrell	1.32.983	1.32.009	17
4	Streiff	Tyrrell	1.35.669	1.32.388	18
5	Mansell	Williams	1.27.046	1.26.749	3
6	Piquet	Williams	**1.26.266**	1.26.755	2
7	Patrese	Brabham	no time	1.29.294	10
8	de Angelis	Brabham	1.31.682	1.31.074	14
11	Dumfries	Lotus	1.30.452	1.29.503	11
12	Senna	Lotus	1.26.983	**1.25.501**	Pole
14	Palmer	Zakspeed	1.35.119	1.33.784	21
15	Jones	Lola	1.33.664	1.33.236	19
16	Tambay	Lola	1.31.429	1.30.594	13
17	Surer	Arrows	1.33.781	1.34.144	20
18	Boutsen	Arrows	1.32.911	1.31.244	15
19	Fabi	Benetton	1.31.138	1.29.748	12
20	Berger	Benetton	1.31.653	1.31.313	16
21	Ghinzani	Osella	1.38.165	1.35.988	23
22	Danner	Osella	1.39.389	1.36.558	24
23	de Cesaris	Minardi	1.37.835	1.34.646	22
24	Nannini	Minardi	1.40.739	1.37.466	25
25	Arnoux	Ligier	1.30.563	1.27.133	4
26	Laffite	Ligier	1.30.175	1.27.190	5
27	Alboreto	Ferrari	1.30.156	1.27.485	6
28	Johansson	Ferrari	1.30.363	1.27.711	8

Brazilian GP

Rio de Janeiro (F1)
Autodromo Riocentro

61 laps of 5.031 km Circuit

306.891 kilometres

(190.693 miles)

Very hot: capacity crowd

25 starters — 10 finishers

Fastest lap:
N. Piquet
1 min 33.546 secs on lap 46
av. 193.612 kph (New Record)

Old Record:
Prost 1 min 36.499 secs (1984)

All cars turbocharged

STARTING GRID

↑

12
A. Senna
(Lotus-Renault V6)
1 min 25.501 sec

6
N. Piquet
(Williams-Honda V6)
1 min 26.266 sec

5
N. Mansell
(Williams-Honda V6)
1 min 26.749 sec

25
R. Arnoux
(Ligier-Renault V6)
1 min 27.133 sec

26
J. Laffite
(Ligier-Renault V6) (T)
1 min 27.190 sec

27
M. Alboreto
(Ferrari V6)
1 min 27.485 sec

2
K. Rosberg
(McLaren-Porsche V6)
1 min 27.705 sec

28
S. Johansson
(Ferrari V6)
1 min 27.711 sec

1
A. Prost
(McLaren-Porsche V6)
1 min 28.099 sec

7
R. Patrese
(Brabham-BMW 4 cyl)
1 min 29.294 sec

11
J. Dumfries
(Lotus-Renault V6)
1 min 29.503 sec

19
T. Fabi
(Benetton-BMW 4 cyl) (T)
1 min 29.748 sec

16
P. Tambay
(Lola-Hart 4 cyl)
1 min 30.594 sec

8
E. de Angelis
(Brabham-BMW 4 cyl)
1 min 31.074 sec

18
T. Boutsen
(Arrows-BMW 4 cyl)
1 min 31.244 sec

20
G. Berger
(Benetton-BMW 4 cyl)
1 min 31.313 sec

3
M. Brundle
(Tyrrell-Renault V6)
1 min 32.009 sec

4
P. Streiff
(Tyrrell-Renault V6)
1 min 32.388 sec

15
A. Jones
(Lola-Hart 4 cyl)
1 min 33.236 sec

17
M. Surer
(Arrows-BMW 4 cyl)
1 min 33.781 sec

14
J. Palmer
(Zakspeed 4 cyl)
1 min 33.784 sec

23
A. de Cesaris
(Minardi-Moderni V6)
1 min 34.646 sec

21
P. Ghinzani
(Osella-Alfa Romeo V8)
1 min 35.988 sec

22
C. Danner
(Osella-Alfa Romeo V8)
1 min 36.558 sec

24
A. Nannini
(Minardi-Moderni V6)
1 min 37.466 sec

(T) denotes spare car.

RESULTS

Pos	Driver	Car Engine	Time	Av Speed Kph	Best Lap	On Lap
1st	Nelson Piquet	(Williams FW11-Honda V6)	1 hr 39 min 32.583 sec	184.900	1.33.546	46
2nd	Ayrton Senna	(Lotus 98T-Renault V6)	1 hr 40 min 07.410 sec		1.34.785	46
3rd	Jacques Laffite	(Ligier JS27-Renault V6)	1 hr 40 min 32.342 sec		1.35.767	39
4th	Rene Arnoux	(Ligier JS27-Renault V6)	1 hr 41 min 01.012 sec		1.36.414	39
5th	Martin Brundle	(Tyrrell 014-Renault V6)	1 lap behind		1.37.869	17
6th	Gerhard Berger	(Benetton B186-BMW 4 cyl)	2 laps behind		1.36.958	30
7th	Philippe Streiff	(Tyrrell 014-Renault V6)	2 laps behind		1.39.651	38
8th	Elio de Angelis	(Brabham BT55-BMW 4 cyl)	3 laps behind		1.35.121	22
9th	Johnny Dumfries	(Lotus 98T-Renault V6)	3 laps behind		1.35.033	50
10th	Teo Fabi	(Benetton B186-BMW 4 cyl)	5 laps behind		1.33.998	49
11th	Thierry Boutsen	(Arrows A8-BMW 4 cyl)	retired on lap 38		1.38.591	23
12th	Michele Alboreto	(Ferrari F186-V6)	retired on lap 36		1.35.532	23
13th	Alain Prost	(McLaren MP4/2C-Porsche V6)	retired on lap 31		1.35.381	12
14th	Christian Danner	(Osella FA1G/85-Alfa V8)	retired on lap 30		1.43.712	29
15th	Stefan Johansson	(Ferrari F186-V6)	retired on lap 27		1.36.983	21
16th	Patrick Tambay	(Lola THL 1/85-Hart 4 cyl)	retired on lap 25		1.38.674	9
17th	Riccardo Patrese	(Brabham BT55-BMW 4 cyl)	retired on lap 22		1.38.409	7
18th	Jonathan Palmer	(Zakspeed ZAK861 4 cyl)	retired on lap 21		1.41.849	4
19th	Marc Surer	(Arrows A8-BMW 4 cyl)	retired on lap 20		1.39.970	6
20th	Alessandro Nannini	(Minardi M185B-Moderni V6)	retired on lap 19		1.40.461	12
21st	Andrea de Cesaris	(Minardi M185B-Moderni V6)	retired on lap 17		1.36.475	12
22nd	Piercarlo Ghinzani	(Osella FA1G/85-Alfa V8)	retired on lap 17		1.43.412	8
23rd	Keijo Rosberg	(McLaren MP4/2C-Porsche V6)	retired on lap 7		1.38.027	5
24th	Alan Jones	(Lola THL1/85-Hart 4 cyl)	retired on lap 6		1.38.710	2
25th	Nigel Mansell	(Williams FW11-Honda V6)	retired on lap 1		—	—

Brazilian GP

Rio in retrospect

WHEN a brand new Grand Prix car wins on its maiden outing, it is an event which always raises one's eyebrows; not simply over the quality of the individual victory, but what that victory might portend in the near future. When the Mercedes-Benz W196 won on its first appearance at Reims in 1954 it served as a preview for two seasons' near-dominance by the three-pointed star; when the Lotus 49-Cosworth V8 won at Zandvoort in 1967, it marked the start of another era in which Keith Duckworth's V8 racing engine would become established as one of the sport's technical cornerstones for almost two decades.

Nelson Piquet's convincing triumph in the opening round of the 1986 World Championship at the wheel of the brand new Williams-Honda FW11 raised several interesting questions as well as answering a few others. It not only underlined the fact that the twice World Champion had made a shrewd move severing his links with the Brabham team, but underlined just what enormous strides had been made by the Williams / Honda partnership since its first turbocharged F1 car saw its dawn of competitive action at Kyalami at the end of 1983.

Frank Williams was late on the turbo bandwagon. At the height of the "FOCA/FISA wars", when spurious and esoteric technical arguments were advanced to legitimise DFV-engined cars racing below the permitted minimum weight limit in an effort to sustain some sort of performance parity against their more powerful turbocharged rivals, Frank was one of the most vocal supporters of the normally aspirated cause. But he has always been a professional racer and his underlying shrewdness could be seen in his assessment of which route to follow when it became inevitable that the turbocharged engine route was the only one to follow.

Although the Paris-based Franco-Saudi high technology Techniques d'Avant Garde (TAG) group had been one of the Williams team's major sponsors, Frank was never a recipient of the Porsche-built V6 turbo which has been used to such good effect by McLaren. Nor did he want to be, because that would have meant being second in the queue to Ron Dennis. The same reservations applied to the BMW four-cylinder, which his team examined in some detail. Using the German engine would necessarily have involved standing in the queue behind Brabham boss Bernie Ecclestone. That wasn't for Frank.

Finally, after an enormous amount of complicated negotiation involving endless trips to Japan, the Williams-Honda deal was forged in 1983. The Japanese V6 propelled Keke Rosberg into the championship points with fifth place at Kyalami on its debut, since which time the partnership's progress has followed a steady and progressive path towards success. The unpredictable FW09 was manhandled to a fine victory at Dallas in 1984, the FW10 won at Detroit a year later and then the FW10B rounded off the '85 season with a trio of wins at Brands Hatch and Kyalami (Mansell) and Adelaide (Rosberg).

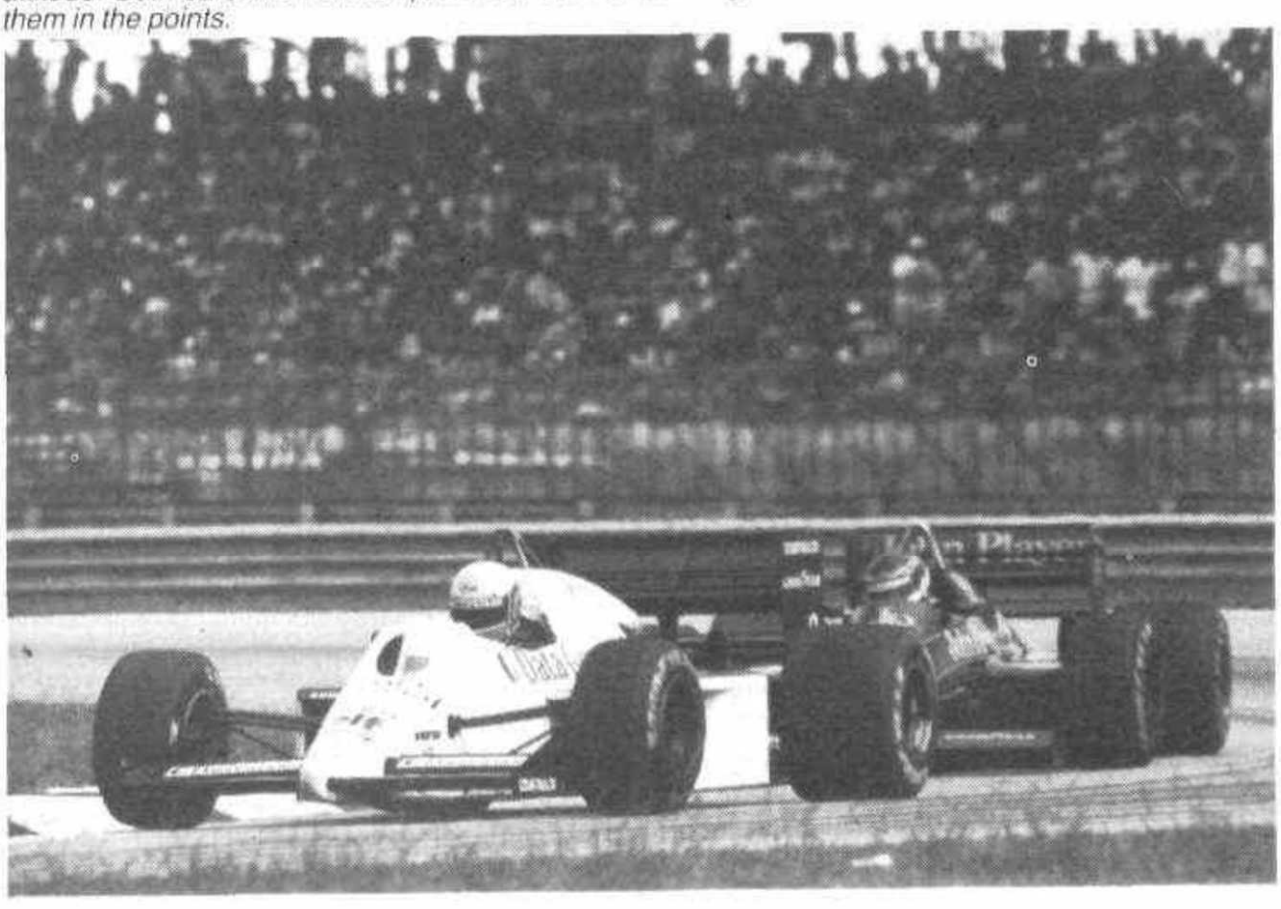


PRETTY, YES, but is it state of the art? The new Brabham BT5S has not been without its problems, particularly overheating. Patrese (above) retired with loss of coolant while team-mate de Angelis lost a wheel, rejoined and finished eighth.

Over the winter, the question which hung over every manufacturer's head surrounded the new fuel regulations. With the maximum permitted fuel load slashed from 220 to 195 litres, it was going to be interesting to see who got on top of this accentuated fuel / efficiency challenge. The answer to that seemed crystal clear at Rio where Piquet's new Williams-Honda FW11 not only outran Ayrton Senna's Lotus-Renault quite comfortably, but finished the race with some 12 litres of fuel still left in the tank *and* managed to shave a second off Alain Prost's two-year-old McLaren-TAG lap record. When one watched the new slimline Brabham-BMW BT55s floundering about the place in a state of disarray, the judgement demonstrated by Piquet in accepting the Williams offer last year slipped into even sharper focus!

Of course, while Piquet ran out an easy winner it's worth remembering that Alain Prost's McLaren steadily climbed through from 10th place on the grid to enjoy a stint in the lead before retiring with engine failure. The World Champion had a succession of

MARTIN BRUNDLE brought his Tyrrell home fifth to claim his first ratified World Championship points while Johnny Dumfries' debut for Lotus saw him run as high as fifth, impressing many with his attitude. Both cars are Renault powered, six Renault engines started the race, six finished, four of them in the points.



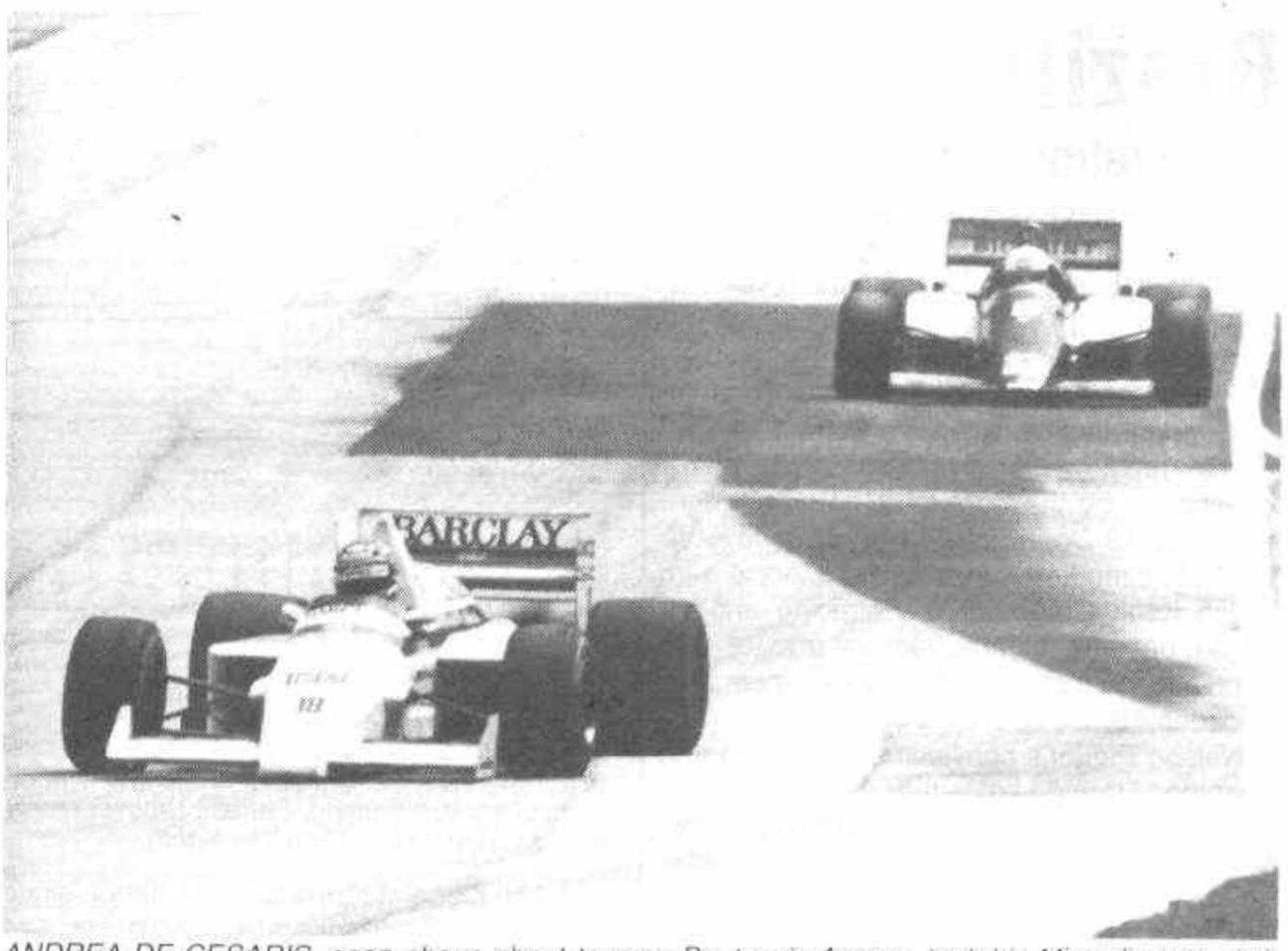
minor problems during the two qualifying sessions, but underlined that winning the title had not blunted his appetite for success in the slightest when it came to the race. Although the battle was not seen through to the finish, Prost was planning to make just one stop for fresh Goodyear rubber while Piquet's Williams was definitely on course for two. On paper that would have left us with the sight of Prost, in the lead, nursing his second set of tyres for the last 20 laps while Piquet came at him hard on his third (and therefore newer) set. That would have been a very close run thing, in which case it would have all come down to how much quicker the two cars *could* have run had they been hard-pressed. The fact that the Williams still had a healthy residue of fuel in its tanks indicates that Nelson could have gone quicker still than his record-breaking lap, but then the McLaren-TAGs have always been very fuel efficient propositions as well. But that theoretical scenario will just have to be filed in the "might have been" drawer. . . .

Nigel Mansell finished the 1985 season being elbowed off by Senna's Lotus on the opening lap of the Australian GP at Adelaide, so there must have been an uncomfortable feeling of *déjà vu* for the Englishman as he climbed from the cockpit of his rumpled Williams-Honda at Rio following what amounted to a repeat performance in the first race of the '86 season!

The Englishman, whose two victories late last season suggested he had at last conquered his boisterousness, stormed back to the pits in an indignant frame of mind and blamed Senna pretty vocally for pushing him off the track. Inevitably, the question arose, "should Mansell have tried it on at that moment on Senna's home ground?"

The answer, of course, must be "yes". Mansell is a racing driver and a highly competitive individual like his peers. For Senna to be allowed to think that nobody should come near him for fear of being shoved off the track would be wrong — for his rivals! But the basic premise that Mansell was making a perfectly legitimate challenge for the lead *should not* mask the fact that, in the heat of the moment, the Williams driver made a wrong judgement. He made a wrong judgement in assessing how Senna would react in such a situation and, what was worse, this was the second time he had incorrectly anticipated Senna's reaction. Three weeks later at Jerez, things would be different!

I was talking to triple World Champion Jackie Stewart a few weeks ago and he was telling me that the essence of successful manoeuvring in traffic is to put your immediate opponent in a position from which he is unable to respond to you. He was recalling his first Formula 1 victory in the 1965 International Trophy race at Silverstone when, holding his BRM a second or so ahead of John Surtees's Ferrari, he found himself coming up to lap Lorenzo Bandini in the other Ferrari entry towards the end of the race.



ANDREA DE CESARIS, seen above about to pass Boutsen's Arrows, took his Minardi up to sixth place by lap 16. This sensation is easily explained by his starting with a light fuel load and the boost turned up. At least his sponsors were seen on television.

Stewart recalls being consumed with concern that Bandini might try and hold him up, to Surtees's advantage. With that in mind, when he came up behind the Italian going into Becketts, he made a particularly well-judged, positive and aggressive dive down the inside, moving out slightly to put Bandini into a position from which he could not retaliate. Stewart admits that it might never have been in Bandini's mind to react in such a manner, but there wasn't any way the Scot could take that risk.

Two laps after Mansell was ignominiously wiped out against the guard rail, we were treated to a copybook example of the philosophy advanced by Stewart when Piquet overtook Senna for the lead. He took a dummy run at the Lotus down the back straight on lap two, popped out of Senna's slipstream, had a quick look and then fell back into line. On the third lap Piquet began to run up onto the Lotus's tail a hundred yards or so early, pulled out and ducked past cleanly and then not only got ahead of his rival, but pulled partly back across in front of him to block him off completely. The only way in which Ayrton could have retaliated was to have driven into the back of the Williams — a counter-productive move for both drivers!

This foregoing account of what happened to the Williams drivers may all seem a bit straightforward and obvious to the reader, but I recount it just to emphasise how subtle the shades between success and failure can be in the highly competitive F1 environment. There is no doubt in my mind that Mansell has matured considerably as a driver since he joined the Williams team, yet he allowed his heart to rule his head on this fleeting occasion. And the penalty for that minor deviation was retirement from a race in which, on the face of it, he might have finished second.

However, nothing is as simple and straightforward as it seems on television. What many viewers couldn't know was that Nigel was in a pretty wound-up state of mind. During the race morning warm-up session the fuel read-out in the cockpit of his Williams had indicated that he might be facing a consumption problem in the race and consideration was even given to his running the spare FW11. Then, at the last moment, his race car showed signs of a clutch fluid leak, so by the time he came to the line he was clearly feeling a little edgy about his prospects. Bearing that in mind, his over-zealous approach to the opening lap seems far more understandable.

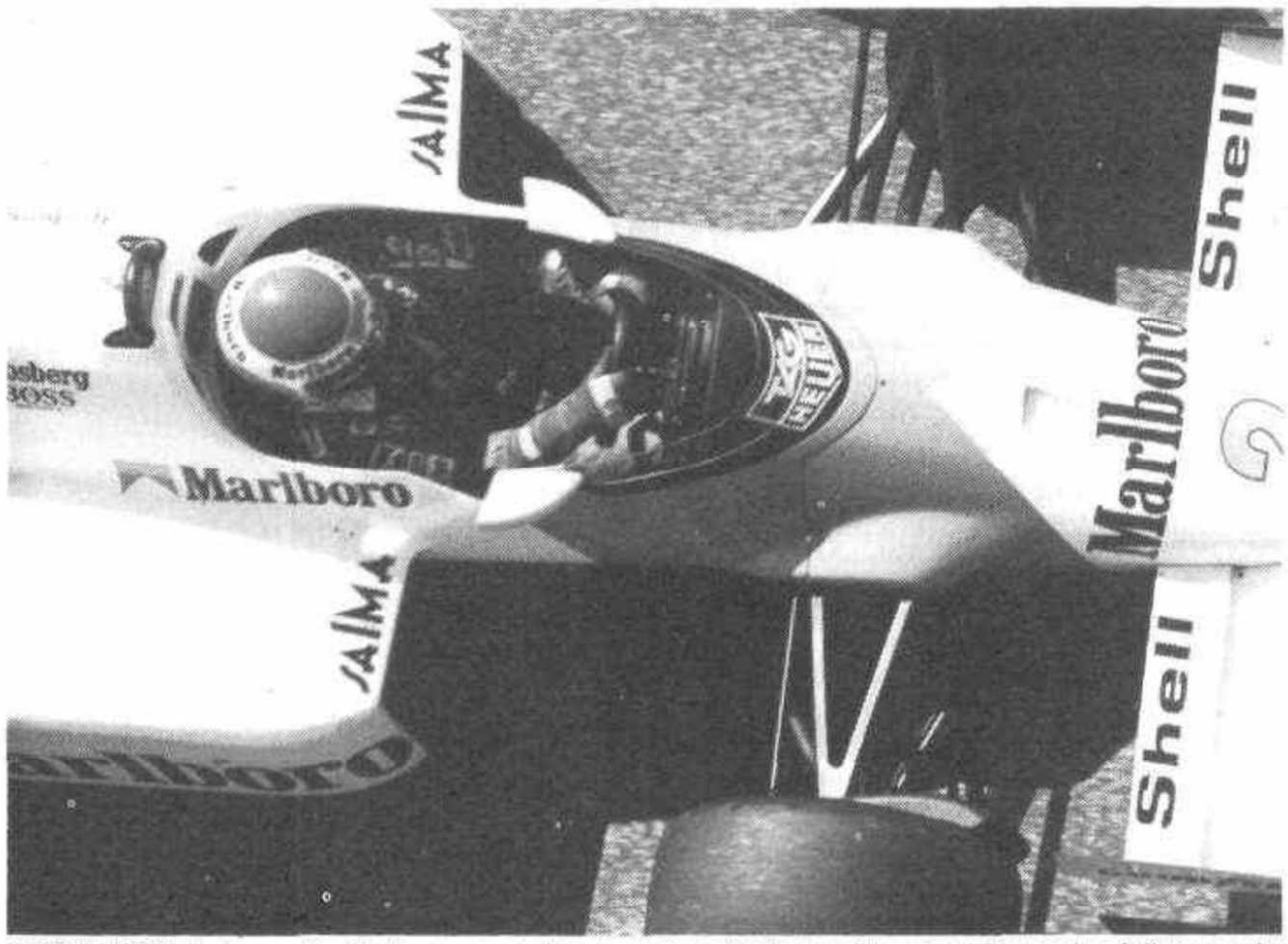
Piquet, of course, is no newcomer to debut wins in a new car. In 1983 he won the same Rio race in the brand new Brabham BT52-BMW, a success which must have been reflected on by the somewhat dejected Brabham team which worked extremely hard throughout the weekend to achieve little in the way of success. The striking new Brabham BT55, a tiny and remarkably low creation from Gordon Murray's drawing board, had already been extensively revamped prior to the Brazilian Grand Prix with revised intercoolers for the BMW turbocharged engine and new components in the transverse Weissman seven-speed gearbox, these changes being made in the light of various testing traumas. But the biggest disappointment came when the BT55s proved slow in a straight line, the very performance aspect in which their small frontal area originally was hoped to guarantee their excellence. Elio de Angelis and Riccardo Patrese are worthy enough

drivers, but it is difficult to pretend they are in the Piquet class and Gordon Murray's great partnership with the Brazilian driver is now consigned to the history books. Whether Murray can forge a similar, almost telepathic, level of communication with any other driver remains to be seen, but frankly, the Brabhams looked like "just another team" at Rio this year. It seemed sad.

Having said that, *if* the BT55 is massaged into competitive shape, then Pirelli clearly has the rubber available to do a decent job. Last year the Brabham team was almost driven round the bend in frustration over the erratic quality of the Italian tyres, but the performance of Ligier twins Jacques Laffite and René Arnoux at Rio demonstrated very clearly that things are different this year. The two drivers finished third and fourth in what was also a fine advertisement for the new Ligier JS27 chassis, in addition to proving that 42-year-old Laffite still has the fire in his belly every bit as much as Arnoux, the former *Ferrariste* returning to the scene after a year away from the cockpit. Last year at Rio he finished fourth for Maranello before being dropped by the team and, after a year's lay-off, he managed the same for Ligier. Keep an eye on him!

Of course, if you like irony, you would have loved the Renault performance at Rio. Last year its works F1 team didn't look as though it could run the bath water and was hauled out of the F1 firmament for good at the end of the season. But at Rio we were treated to the sight of six Renault customers starting the race and all six finishing — four of them in the top six!

Senna's Lotus 98T used the latest specification race engine which uses bottled compressed air to close its valves in place of valve springs, and scored a strong second place. The Ligiers were third and fourth with the regular EF15 unit which also propelled Martin Brundle, Philippe Streiff and Johnny Dumfries to the finish in fifth, seventh and ninth places respectively. Hardly surprising that Renault competitions "overseer" Jean Sage's face was wearing a broad grin to replace the tense, careworn expression it carried throughout much of 1985!



ROSBERG'S first race for McLaren ended in a most un-McLaren-like way with engine failure on the fifth lap. Alain Prost also suffered engined failure before half distance, though he had led for seven laps.

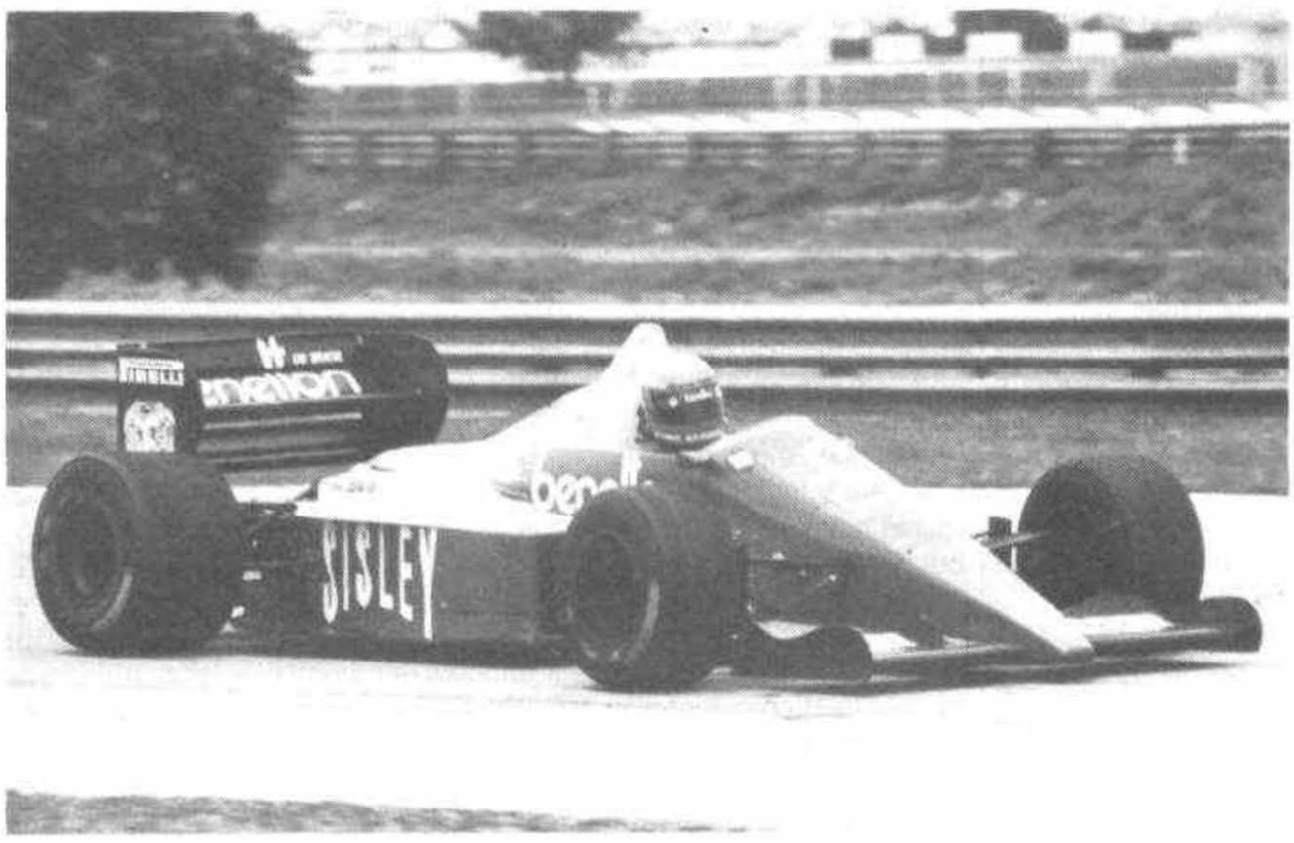
The latest Renault engine not only revs more freely but also has usable power from around 9,000 rpm to 11,500 rpm which should make it much more driveable and flexible on tight circuits such as Monaco and Detroit. BMW, Porsche and Honda all decided that it made sense to supply engines to small specialist chassis manufacturers and, after eight years struggling with its own team, Renault seems to have decided, rightly, that this is the best policy to pursue.

In view of Dumfries' performance in the second Lotus 98T, I was naturally tempted to speculate to myself how Derek Warwick might have gone in the car, had Ayrton Senna allowed him into his team. I don't think there's much doubt that Derek would have been quicker in both qualifying and the race, but, that said, the Scottish Earl did a magnificent job in his first Grand Prix outing. I never saw him put a wheel wrong all weekend. He looked cool, calm and unflustered. It was a shame that Lotus unreliability prevented him from finishing in the points on his début, but he is a man to be watched from now on. It was *very* impressive.

Returning to the Williams success for a final observation, it was a great shame that the team's patron was not in Brazil to witness his new driver / new car success at first hand. As these words are written, Frank still languishes in the London Hospital struggling to surmount the paralysis resulting from back injuries sustained in a road accident near Paul Ricard a fortnight prior to the Brazilian race. An accurate prognosis for his recovery rate will take some months to establish, but he can gain some comfort from the fact that he has set up such a well-oiled, highly disciplined and efficiently financed team of lieutenants around him, that the Williams-Hondas will be able to sustain their competitiveness despite his temporary absence from the scene.

Moreover, he should not only be proud of his team's achievement at Rio, but also comforted by the sense of protective affection they all clearly feel for him. — A.H.

GERHARD BERGER'S first race for Benetton saw him finish in the points in sixth place. In keeping with Benetton's main business, fashion-wear, both cars started the race with brightly coloured tyres.



Max Mosley Interview

FOCA's Former Legal Adviser Looks At Formula One

BY ANY standards, Max Mosley is an interesting man. His father was Sir Oswald Mosley and his mother was one of the famous Mitford sisters. He had, therefore an unusual background, and a cosmopolitan one, since his parents went to live in France in 1950, when Max was aged 10.

Going up to Oxford, he read physics and was unusual in that he made a mark in the Oxford Union, being elected secretary and narrowly missing out on the Presidency, his background telling against him. It was unusual in that science undergraduates are notorious for being incapable of joined-up speaking and Max was, indeed, the first one in years to make his mark on the Union — he later earned the soubriquet "silver tongued". He is a rarely articulate and intelligent man.

Coming down from Oxford he studied general law and, matching science and law, became a barrister specialising in Patent Law. A trip to the British Grand Prix in 1961 hooked him on motor racing and when he was able to, he entered the sport with a Clubmans car, an elderly Mallock. He was moderately successful in Clubmans racing, picking up some wins and places and in 1968 he embarked on an ambitious programme of F2 with a Brabham, switching to a Lotus 59 the following year.

To put it kindly, he was out of his depth at this level and an accident at the Nürburgring in 1969 providing enough food for thought to lead to his retirement. With others, he formed March Engineering and though his financial involvement with the company ended in 1977 and he remained a director until a few weeks ago, his is the "M" in March which is an acronym derived from Mosley, Alun Rees, (Graham) Croaker and (Robin) Herd. Only the "H" remains from the originating partnership.

While with March he emerged as a spokesman for the constructors and, together with Bernie Ecclestone, who came on the F1 scene a little later, helped to package F1 into the international spectacle it is today. As FOCA's legal adviser he was at the centre of the FISA/FOCA "war" of the late Seventies and early Eighties but finally withdrew at the end of 1983. Today he is involved in some small business ventures, looking for the right opportunity in which to extend himself. He remains an adviser to FOCA on an ad hoc basis.

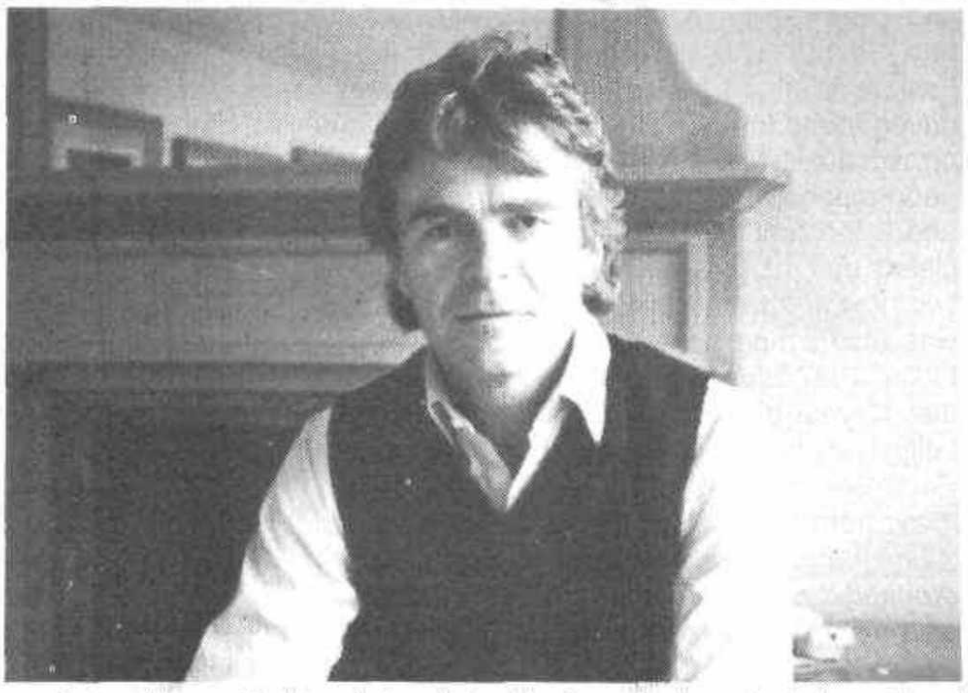
We went to see Max because he is one of the architects of the contemporary F1 scene, a man who still keeps his finger on the pulse of the sport. Having been so central to its growth why, we wondered, did he leave.

"If I didn't move on, I'd still be doing it when I got to be an old age pensioner. I think motor racing's a young man's business and it would have been a bit undignified to have carried on and on. There comes a point when you go to any Grand Prix and you hear the same people having the same arguments about the same questions, most of them trivial like motor homes in the wrong place, the number of passes, things of that kind, and after a certain number of years one thinks one's heard it often enough.

"The funny thing is when I go back to a Grand Prix now, I go once or twice a year, I feel I've been in a time warp, absolutely nothing's changed. Don't get me wrong, I love going back and seeing all my old friends, all the old faces, but there's other things to do."

How did the Ecclestone / Mosley partnership come about and eventually become so influential?

"Very early on, even before March had finished building its first car, the F1 establishment took me along to one of their negotiations with the organisers because I was a lawyer and they thought that might be



useful and I was shattered, I could not believe that a major international sport could be conducted like that. Everybody went, because nobody trusted anybody else, and the level of negotiation was not impressive.

"Then in 1971 there was a constructors' meeting and a new face appeared. It was Bernie Ecclestone who had just brought Brabham and I realised in the first few minutes that here was someone of outstanding ability and it rapidly got to the stage where he and I used to go and represent the others."

There were many stories of Max and Bernie doing a "Mutt and Jeff" routine with organisers. Bernie making impossible demands and storming out of meetings and Max arriving "late" and sorting everything out, settling for more modest increases, but increases none the less. Max laughed and did not deny it.

"We had endless things of that kind and there are endless funny stories. Bernie's often said it's a pity we didn't write everything down because it would have made a wonderful book. Basically the success of FOCA is Bernie's ability to negotiate a better deal than most people can. I was able to help in a modest way."

Unfortunately Max could not recall any of the wonderful stories. While FOCA has brought F1 to the peak where it is at present, the grass roots enthusiast often feels that he is being neglected. The British Grand Prix has become less of an extension of the racing season, more of an addition to the social diary after Henley, Wimbledon and Ascot.

"If F1 had remained like it was at the end of the '60s, the damage to the sport would have been greater because at least now there is a showcase. You've got to have your Wimbledons in order for the local tennis clubs to survive.

"Look at sports which don't have that, like motorcycle racing. A top-line motorcycle race, generally speaking, is more spectacular and entertaining than F1 but nobody knows about it, you don't see it on television very much, mainly because it hasn't its 'FOCA'. That's why bike racing has never got a good image and it's how F1 would be now without the packaging.

"Yes, provided you called it 'Formula One'. The vast majority of the public do not know what F1 is and it's only a very small number of enthusiasts who could define it with any degree of precision. A minority of people know that it's 1½-litre turbocharged, probably very few people know it's no longer three litres. Very few people could tell you what the minimum weight is, which is a critical parameter, or the maximum height of the wing, which is another critical parameter.

"The Bike GP at Silverstone is a big event but you get an enthusiasts' crowd, not an international audience. There's something missing and every time one sees it on television one thinks why isn't this more successful?"

That's all very well, but what about the ordinary enthusiast. Every motor sport magazine receives letters of complaint, after every British GP, from fans who feel themselves edged out. They can't see the cars, speak to the drivers or obtain autographs.

"That's absolutely right but if one is to be completely honest, one has to say that the British GP is not for the enthusiast, it's for the vast majority of the public who are not really interested in motor racing. The events for the enthusiast are the local races, clubbies at Castle Combe or Brands Hatch and the smaller international events, but the GP is motor racing's showcase for the general public — via television and in person.

"The enthusiast must realise that the money generated provides facilities which otherwise wouldn't be there. There wouldn't be so many club races if there wasn't a Grand Prix for it pays for the facilities at Brands Hatch and Silverstone which he can enjoy the rest of the year. While the facilities are not brilliant at a GP, because of the size of the crowd, at smaller meetings they are wonderful compared with 10 or 15 years ago.

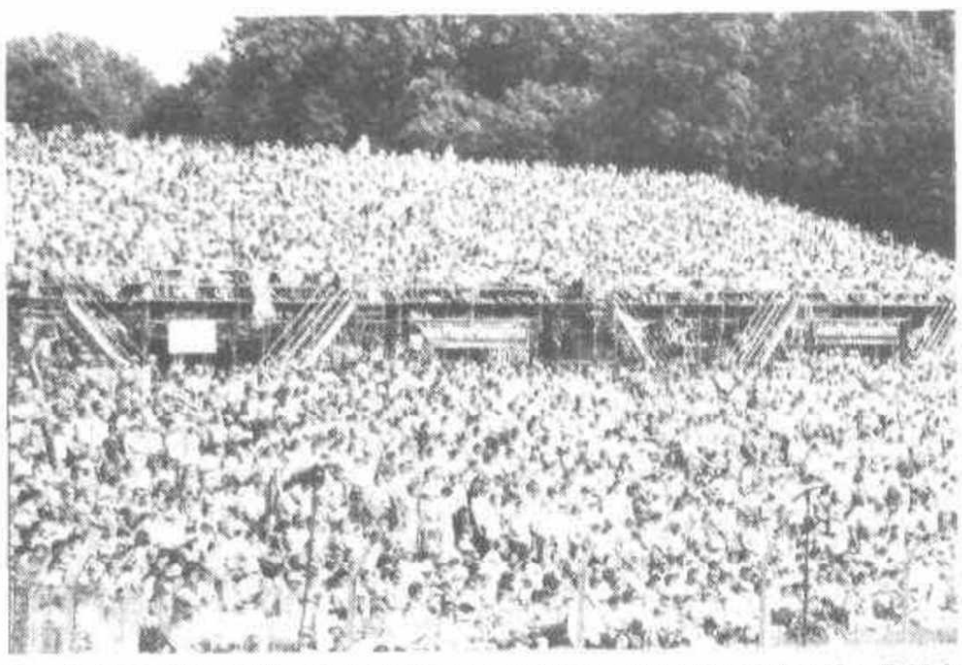
"If F1 depended on the enthusiast, it would have to stop because the enthusiasts cannot pay for it. F1 is paid for by the general public all over the world because, in the end, the sponsors sponsor racing because the general public buys their products. You don't have to be a mathematical genius to work out that racing is not paid for by the spectators.

"It costs about £300,000 per car per race so even at £30 a head, you'd need 10,000 enthusiasts per car to pay for it to go around, regardless of the organisers' expenses. If you wanted a 15 car grid, you'd need 150,000 enthusiasts. When an enthusiast goes to the GP he must become a member of the general public and go as that and not an enthusiast. When he wants to be an enthusiast, he goes to a club meeting. It won't please people but it's true."

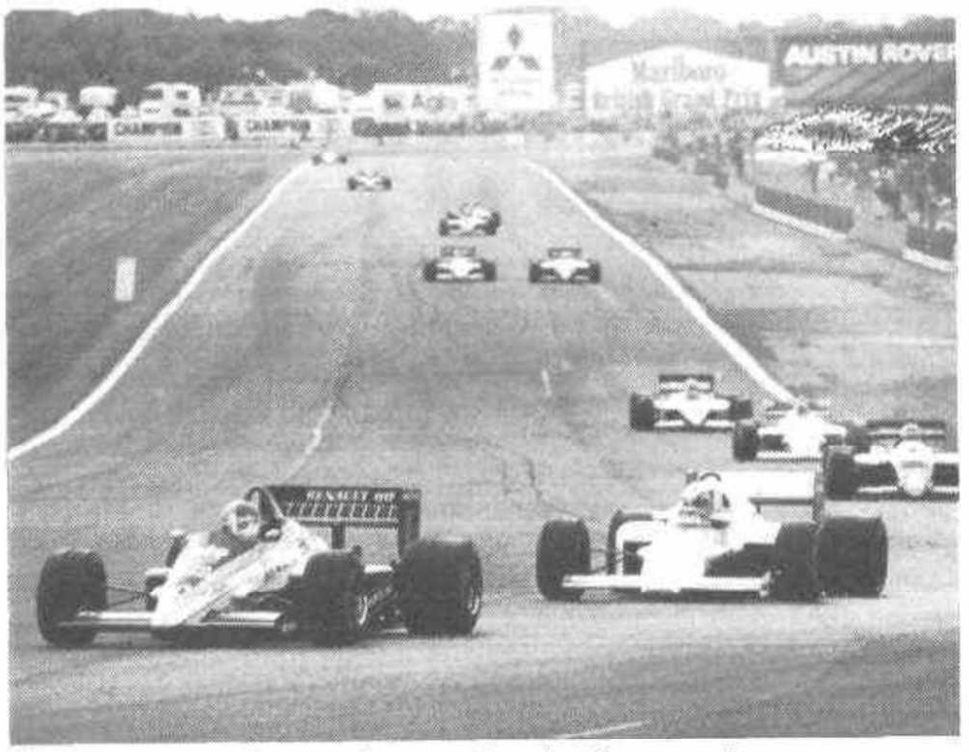
Still, going to the Grand Prix and buying a grandstand seat is an expensive outing. Including everything, you don't get much change out of a hundred pounds.

"The public are actually very important, their presence provides the atmosphere. In a sense, they're paying to be "extras". In a properly organised GP, the spectators are charged exactly the right amount so that the seats are all full. If you've empty seats you should drop your prices, if you've sold them all six months in advance, you should raise the price because you're throwing away money. It's a market economy and that particular product is not for the enthusiast any more than a Boeing 747 is for a flying enthusiast."

The trouble is that while F1 has attracted money, the rule applies that expenditure increases in relationship to the available sponsorship. When March started in 1970 to be competitive in F1 cost about four



". . . IF ONE IS TO BE completely honest, one has to say that the British Grand Prix is not for the enthusiast. . ."



"I WOULDN'T LIKE to sit in the grandstand at Stowe now"

times an F2 budget, now to be at the front in F1 costs about 20 times an F3000 budget. A single F1 car in a single race costs more to run than a season in F3000 and this makes it that much harder for teams to break in.

At one time a 10 bhp difference between two Cosworths was a lot, now we are talking in hundreds of horsepower between those at the front and those at the rear of the grid. Can we get some sort of financial sense into F1 because sponsors will eventually grow tired of putting in millions to see a car run at the rear of the field and not generate a commercial return via television coverage?

"You'd have to change the rules. The only thing you could do bad to a DFV was to run it too fast, you could turn up the rev-limiter but then the power dropped off so there was nothing to be gained by abusing a DFV. A turbo engine will give more power when you turn the boost up and limiting that by limiting the fuel tank is nonsense because it only limits the average power available in a race and not an engine's peak power. Even if you had a turbo equivalent of the DFV the rich team would still obtain more power in practice by turning up the boost.

"The basic catastrophe of the turbo is that the power is related to the boost, and the reliability is related to the power, and therefore if you can spend more, you have more.

"I think we must have some sort of limit on engine power, perhaps through an air restrictor, which would reduce the cost without reducing the spectacle and so allow more people to stay in. If we lose some of the small teams and finish up with only 15 or 16 cars on the grids, this would damage the package.

"I wouldn't like to sit in the grandstand at Stowe now with the cars coming down the Hangar Straight with over 1,000 bhp and almost getting the corner flat. There's no doubt about it, it's getting dangerous. It's always been dangerous to the drivers but it's getting dangerous for the public.

"If we're going to be realistic about it, it doesn't matter very much from the point of motor racing as a whole if a driver gets hurt. It matters personally, but it's not a threat to motor racing. But if you put a car, or a wheel, into a crowd it *is* a threat. You'd find the sport banned in several countries and it's another argument for reducing the power. I think we will have some agreement on this, using a restrictor or pop-off valve sometime in the next twelve months, it needs to happen fairly quickly. Then the F1 scene might stay sane for a while."

There was a time if you wanted to go F1 you bought yourself a DFV and you knew Cosworth would be in racing the following year because racing engines are Cosworth's business. Motor racing is not the main business of BMW, Honda or Renault. If BMW or Renault suddenly decided not to provide engines teams would be in serious trouble. If one imagined some sort of catastrophe where F1 could not continue in its present state could the World Championship survive run to, say, F3000 rules?

Continued on page 500

A Body Is Desirable

500cc F3

DURING the war motor racing ceased but the spirit of the sport survived and this magazine played a major part in sustaining it. In July 1941, MOTOR SPORT published a letter from Joseph Lowrey setting forward an idea for a new racing car class ideally tailored for the special builder. It should use, he thought, 500 cc motorcycle engines.

Quite independently, Kenneth Neve had come to the same conclusion and the following month's issue carried an article from him arguing the case in more detail. Among the reaction which followed was a detailed article by Lowrey and a letter from John Bolster who said that he too had been working on the same idea.

The idea had clear roots. Count Johnny Lurani had set people thinking when his Guzzi-powered 500 cc Nibbio had set Class I (500 cc) records pre-war, achieving 106 mph. As it turned out, the Nibbio would have been eligible for the sort of 500 cc racing which eventually did take place and indeed, in 1950, a Nibbio-based F3 car, the "Lurani", was built. As well as being an inspiration for the first F3, Lurani later conceived Formula Junior which is the direct ancestor of the current Formula Three.

Allied to the potential of four-wheeled motorcycles, was the English tradition of hillclimb specials. The pre-war Jameson Two Stroke Spl had used a rear-mounted supercharged JAP engine and it looked uncannily like a typical early post-war 500 cc car. There was Bolster's "Bloody Mary" a rude but very effective device and the Dick Caesar-designed, Joe Fry-driven, Freikaiserwagen. This had a rear mounted 1,100 cc V-twin JAP engine and the name was a cheeky reference to the pre-war Auto Union Grand Prix cars.

The idea, then, certainly had its antecedents, but Neve hit upon a crucial point in proposing a new category for special builders, for everyone would start afresh. He wrote: "The war came just in time to save the genuine 'Special' from extinction; competition was getting too fierce. The best of the 'Specials', brilliant as they were, could not be expected to compete with ERA and Alta. . . . It is reasonable to assume that the war will put a still wider chasm between the home-made and the factory product and it will be little more than a waste of time and money for the amateur to build his own car to compete on level terms."

Ironically, by the time Neve built his own special, the days of the truly amateur builder in 500 cc racing were over for factory-produced Coopers were dominating.

During the war years, MOTOR SPORT carried lots of ideas and proposals for motor racing when peace finally came, but this was one which caught on — it was simple, the cars had potential and, most importantly, it was possible.

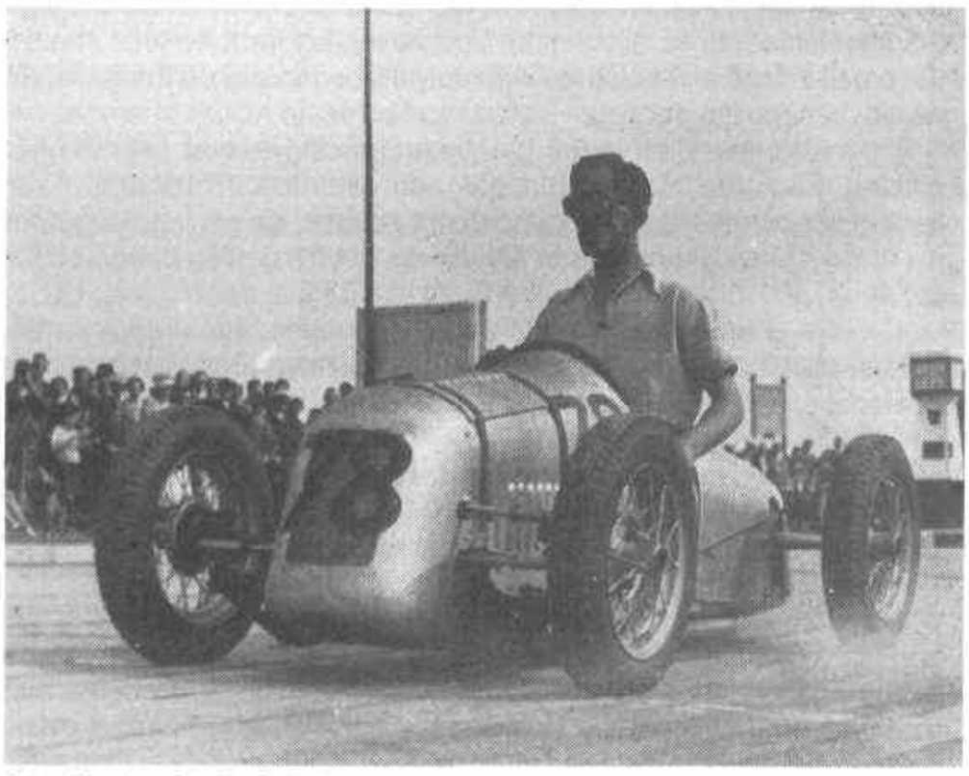
Such a car would be easy and cheap to build and maintain. You wouldn't need a workshop to work on it, you could lift the engine out by hand and strip it on the kitchen table. There was no shortage of very good motorcycle engines and Neve suggested that Austin Seven, GN or Morgan three-wheeler chassis could be easily adapted to form a basis for a car.

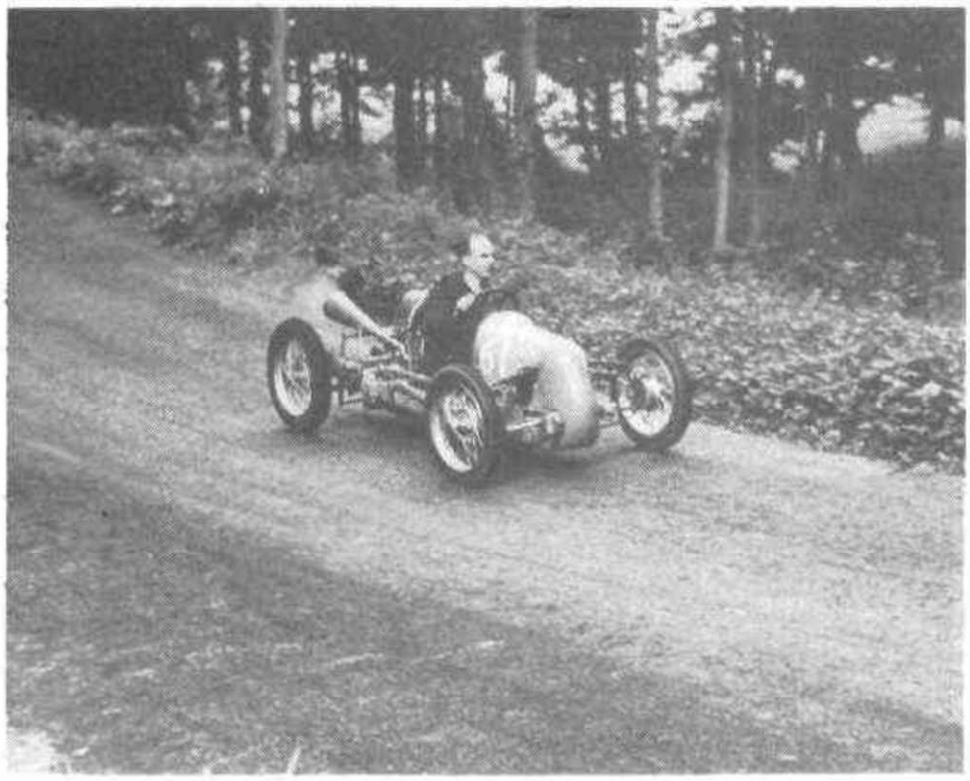
All it needed, he wrote, was for organising clubs to guarantee to include a 500 cc class and cars would be forthcoming. In this he was right, and the first club to do so on a regular basis was the VSCC.

When hostilities ceased, British motor racing was in a bad way. The three pre-war circuits, Brooklands, Crystal Palace and Donington, were lost to the sport, seemingly for ever. There were restrictions on fuel and materials. Motor Sport in Britain was slow in starting and before any sort of speed event had taken place here, the French had staged a series of races on the Bois de Bolougne in Paris which attracted crowds estimated at 80-100,000. This was in September 1945, mere weeks after VJ Day. Even the Germans managed to get circuit racing started before we did.

Still on May 19th, 1946, the VSCC climb at Prescott included a 500 cc class. Just two cars were entered and though it is common lore that Cooper was in at the start and was immediately successful, Colin Strang and Clive Lones initially set the pace and Strang in particular was enormously successful over the first few seasons.

Strang took a strengthened 1938 Fiat Topolino chassis and fitted it with a Vincent-HRD engine and simple bodywork. The Fiat steering was modified slightly and the big tweak was binding the front, transverse, spring with cord. Though he would have preferred alloy wheels, he made do with motorcycle rims. Strang's role in the sport is





CLASS I RACING CARS had their antecedents in some pre-war sprint and hillclimb specials. (Above left) The Jameson Two Stroke Spl seen at the Southsea Speed Trials in 1936 had a supercharged 500 cc engine and looks uncannily like many early post-war 500 cc cars. (Above right). The 500 cc movement's first star driver was Colin Strang who made history at the VSCC hillclimb at Prescott on 31.8.46 by not only winning his class but also taking ftd.

too often forgotten along with the fact that some of the best non-Coopers were based on his design.

Clive Lones had, pre-war, been a notable exponent of Morgan three-wheelers and held a string of international records with them. His "Tiger Kitten" used a Triumph engine mounted in the front of an Austin Seven frame, driving through an A7 gearbox. When fitted with a 1,000 cc engine the "Kitten" became a "Cat". Initially it had a "Ruby" front axle (inverted) but by 1948 this had given way to a Morgan-based front end. Though Lones generally had to give second best to Strang he was competitive for several seasons, even when Coopers started to appear. Both these cars were very much of the type suggested by Neve in his article, a secondhand motorcycle engine allied to scrap proprietary parts.

These cars appeared before formal regulations had been drawn up but early in 1947 the 500 Club published its formula. Engines were to be of 500 cc unsupercharged and any fuel was permitted. "Pool" petrol was of poor quality and so, in the long run, special fuels would prove more economical. They might be initially more expensive but would preserve the engines better and, besides, were not subject to rationing. Tank capacity was limited to one gallon to minimise fire risk and to add extra spice by way of pit stops in circuit racing. This rule was revised by the end of the year and tanks of unlimited capacity were permitted.

Gearboxes were free, four-wheel braking and a handbrake were mandatory and a minimum weight limit of 500 lb was fixed to allow constructors to use proprietary parts without being penalised. The regulations added that ". . . a figure of 650 lb for a finished car built to the formula would be in line with machines built to really sound engineering standards."

Bodywork was to be optional, but desirable, and while the regulations conceded that it was to some extent true that a car's body had little effect on its performance (O days of innocence!) it was felt that a body showed that the job was completed and enhanced to formula from the public's angle.

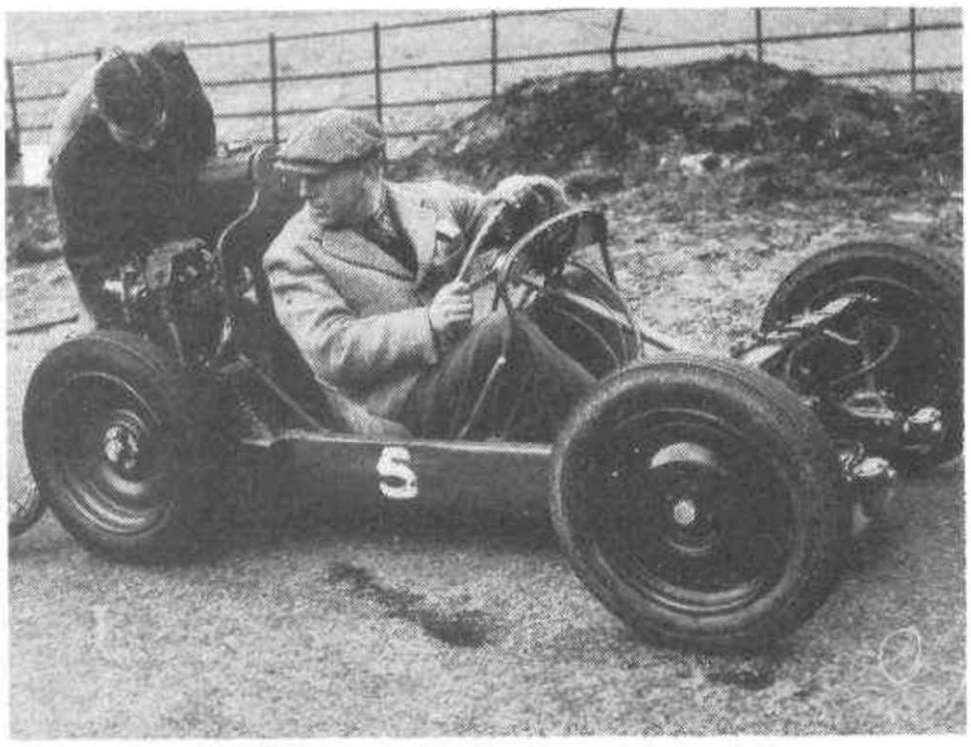
The 500 Club was a serious organisation, its Patron was Earl Howe, its President S. C. H. Davies and its Vice-Presidents, F. J. Findon (editor of *The Light Car*), Raymond Mays and Laurence Pomeroy. In other words the British motor racing establishment embraced the movement. The club published a well-produced magazine, *Iota*, which eventually developed into the magazine, *Motor Racing*.

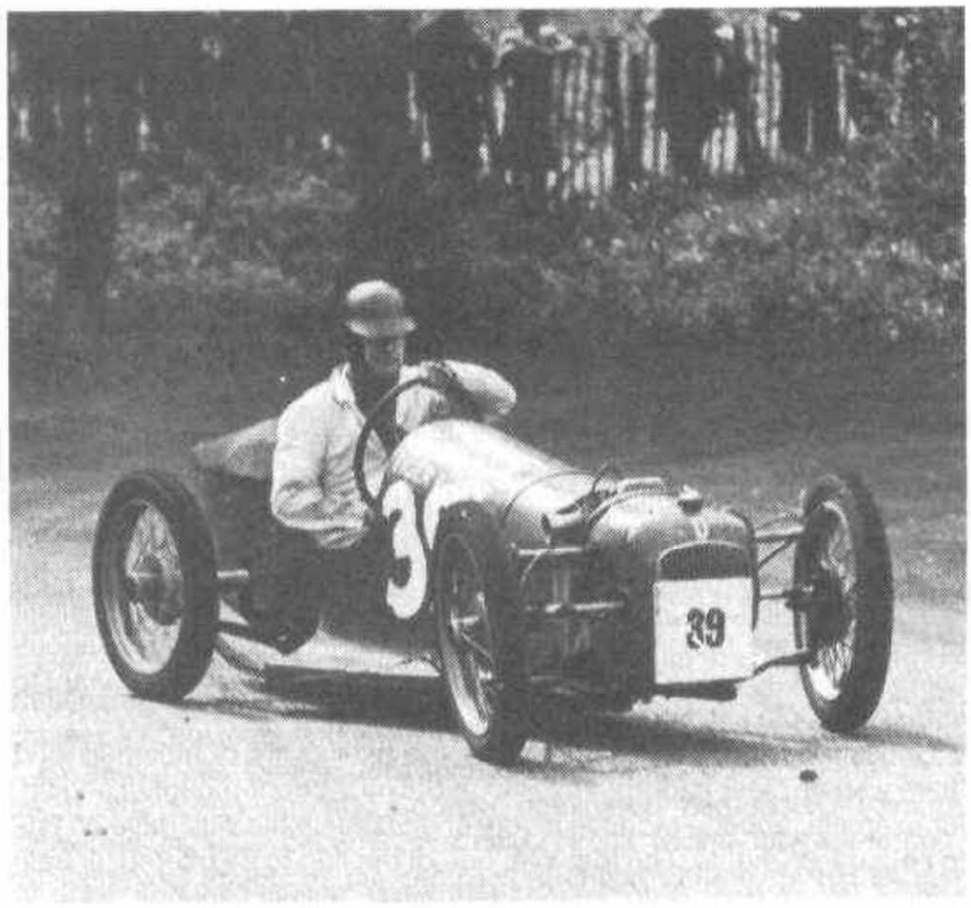
The name "Cooper" is synonymous with 500 cc racing and the legendmongers like to tell the story of how Charles and John Cooper took the front ends of two Fiat Topolinos, welded a simple frame between them, put a JAP engine in the back and went on from immediate success to greater glory by winning two World Championships. The essence of the tale is true but what is generally forgotten is that John Cooper himself was generally no match for Strang. Cooper, as a maker, only began to make a mark when a second car was built for Eric Brandon in 1947.

Brandon did not immediately establish superiority, indeed ftd in class at Prescott in May was taken by Lones (with a new record) and Strang beat him on several occasions. John Cooper, though, put a 1,000 cc V-twin Jap into his car and made a mark in the 501-1,100 cc class. With two cars doing well in two classes, the name "Cooper" began to attract attention.

In the meantime other makers began to appear and with more in the offing, the movement took root. The cars were not originally conceived for circuit racing, being in the tradition of hillclimb and sprint specials, but a race at the second post-war British meeting, at Gransden Lodge in 1947, was included for 500 cc cars and attracted six entries (four starters). It was won by Wing Commander Frank Aikens in his Aikens Special. Aikens was one of the most enthusiastic and popular early competitors and John Cooper recalls the time he had some of the boys up to his airfield and, since it was wet, runs were arranged in a hangar around operational aircraft!

MOTOR SPORT reported that an event had taken place at Towcester in October, 1947. John Cooper: "We'd heard of this disused aerodrome, Silverstone, which was ideal for sprinting and about six of us showed up and started to run before we were chased off by someone from the MOD. We packed up and headed into Towcester for







(TOP) GEORGE HARTWELL'S MONACO, with body removed, at the Luton Hoo Speed Trials, March 1948. Note the tiny wheelbase and the interesting rear suspension. (Middle) Clive Lones was very successful in early events with his A7-based, Triumph-engined, "Tiger Kitten". (Bottom) When Cooper Cars went into production, the nature of the formula changed completely.



BRANDS HATCH as it was in February 1950. Formerly used for grass track motor cycle events, Brands Hatch has just acquired tarmac and in this photograph a number of F3 cars are demonstrating its potential for car racing under the eyes of RAC officials. Initially, the circuit was restricted to F3 cars, so far as four-wheeled sport was concerned, and events were run anti-clockwise.

a beer before going home. A chap in the bar had seen our cars outside and asked what we were up to. We told him and he said, 'You can have a run on my place'. He turned out to be Lord Hesketh (Alexander Hesketh's late father) and 'his place' was Towcester racecourse!"

By the end of 1947 there was a fair sprinkling of cars but no single route had emerged as clearly the best. The two Coopers used JAP engines, as did the Strang-based Cowlan; Strang's Special used an HRD-Vincent; the first Marwyn and the specials of Lones and Aikens used Triumph units while others tried Rudge (GSI), Norton (Marwyn and Milliunion) and Douglas (Stromboli) engines. It was a case of finding a good secondhand motorcycle and tuning its engine. Even when, later, the Norton unit became the one to have, it proved difficult to persuade the factory to supply them and, for a long time, serious users bought an entire motorcycle and sold the parts they didn't want to use. Later Moto Guzzi in Italy took a similar line.

Chassis design was hampered by the availability of materials and there was no clear pattern. The Bacon Spl had a front-mounted engine, for example, and the Monaco a very short wheelbase with drive chains to both back wheels. The Marwyn, one of the first to be offered for sale had a beam front axle suspended by ½ elliptic springs with ¼ elliptics suspending the live rear axle. The Milliunion had Morgan ifs and leaf spring rear suspension.

By the end of 1947, though, it was clear that Eric Brandon and his Cooper was the combination to beat and while Strang and Lones achieved this on occasion, had there been a championship, it would have gone to Brandon. Moreover, the Cooper was the most attractive car in the class. It was not finished to what we could call truly professional standards, indeed, there were better made cars, the Monaco for instance. On the other hand, it both looked good and was winning. Charles and John Cooper, who had been approached to make more examples, decided to lay down a batch of twelve cars for sale to the public.

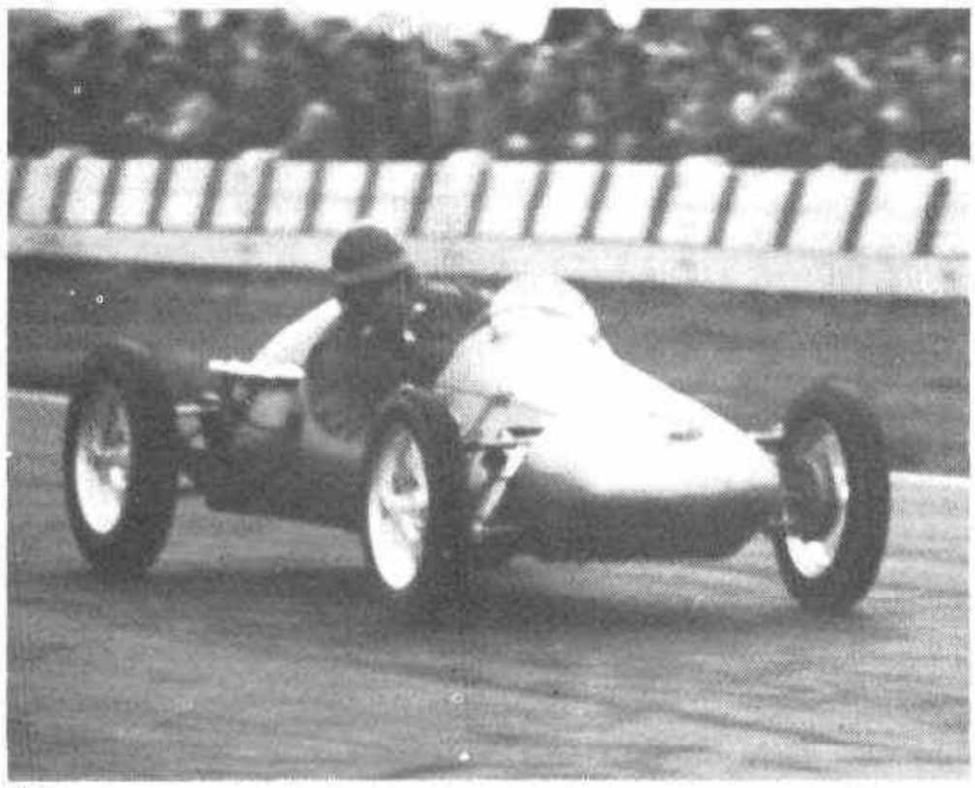
It's never been easy for a new manufacturer to lay down a batch of twelve cars but then there were severe restrictions on materials and racing cars came low on the list of priorities. Nothing daunted John Cooper went around and bought up as many Morrison shelters as he could. A Morrison shelter was, in essence, a steel table under which people could seek refuge in the event of an air raid.

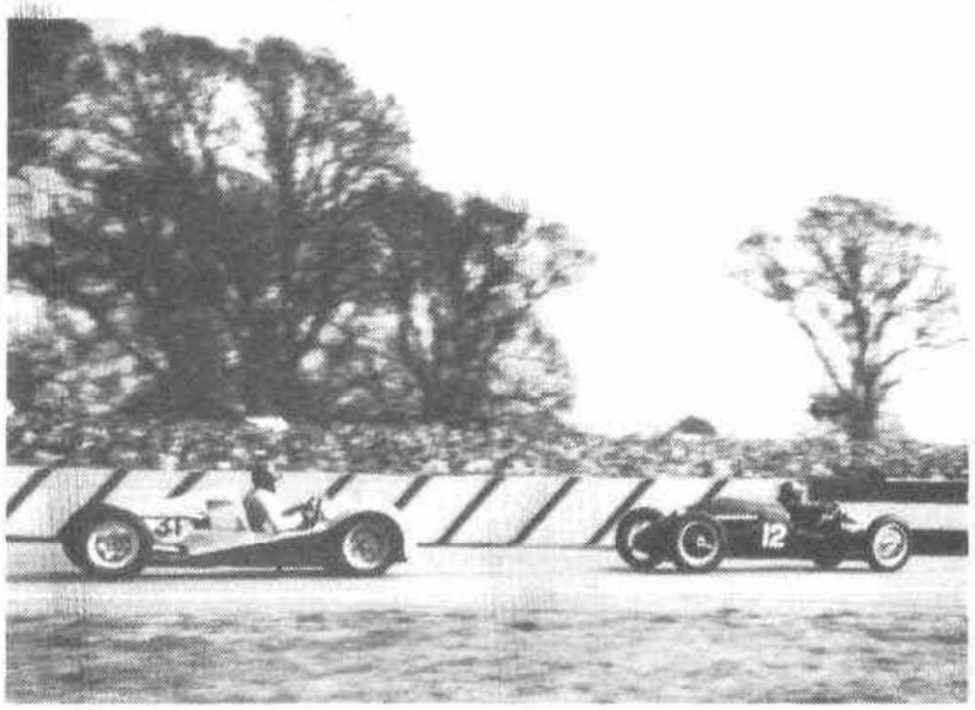
The roof of the shelter was made of high tensile steel and Cooper used this to fabricate the box sections of his chassis. The legs were used to make chassis jigs and even Cooper's Formula One cars were built on jigs made from the legs of old Morrison shelters. Wheels were a big headache for the special builder, and many used adapted motorcycle wheels, but Cooper decided to cast his from aluminium though.

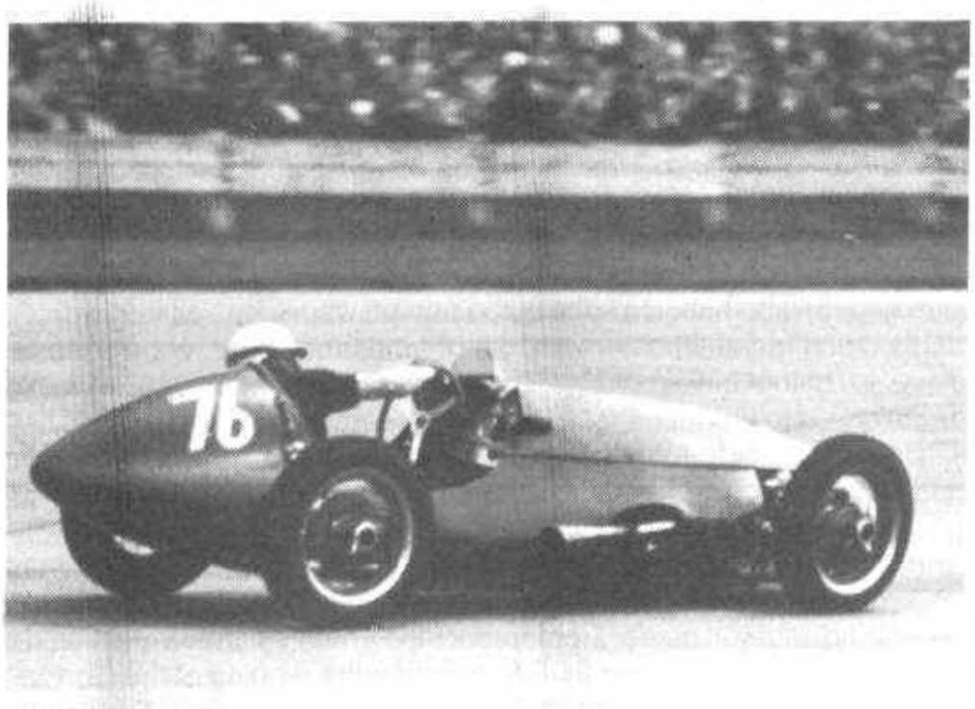




(LEFT) J. N. GIBB'S bulbous MAC 500 on the hills. Like over 90% of the designs produced for the formula, this car achieved very little. (Right) Dick Caesar, designer of the Freikaiserwagen, a noted pre-war special, designed this Iota which was produced in small numbers. At the wheel is Clive Lones, who achieved some good results with it, particularly on the hills.







(TOP) EX-SPEEDWAY RIDER Alf Bottoms at the wheel of one of his production JBS cars. The JBS was a match for the Cooper but after Bottoms' death, the project faded. (Middle) Last successful builder driver was Reg Bicknell whose streamlined Revis is seen chasing Don Parker's Kieft in 1954. Parker won more F3 races than any other driver. (Bottom) An fwd Emeryson powers out of the Goodwood Chicane in 1954. These little cars were the only production front-engined cars to enjoy any measure of success.

as restrictions were eased, magnesium alloy was eventually used.

There was no shortage of aluminium, for breakers were scrapping WW2 aircraft, but brake drums were a problem. Cooper resolved this when he located a breaker scrapping boats. The cylinder liners of a certain type of marine diesel engine were 8" in diameter and so he bought these liners, sawed them into 1½" slices and cast them into his wheels.

One of his earliest customers worked in the steel industry and was happy to pay with supplies of steel tubing. Sheet aluminium for the bodies was readily available from breakers' yards. The Cooper garage was on the Kingston by-pass, but opposite a police station. The bobbies took an interest in the cars which the Coopers were building and somehow found it hard to track down the maniacs testing racing cars on the Kingston by-pass about which there were complaints.

The decision of the Coopers to go into production was a double-edged factor. On the one hand, it introduced an element of professionalism into what had been conceived as a purely amateur formula, on the other hand it broadened the formula to people who did not have the time, the facilities or ingenuity to build their own cars. Among the customers for the first batch of cars was a teenager called Stirling Moss.

In mid-1948, the Blackburn Motor Club organised a meeting for motorcycles and 500 cc cars on a 0.65 mile circuit on the Brough (Yorks) airfield. An attempt to do the same the previous year had failed for lack of entries (petrol shortages made it difficult for many to guarantee to arrive) but this time 16 cars entered and nine actually started. Stirling Moss came into his own and emerged the star of the day, though it has to be said that neither Brandon nor Strang started.

The British Grand Prix Meeting on October 2nd saw the first really important 500 race and a total of 24 different types of car was entered, with nine of the 33 entries being Coopers. Pole position was taken by Colin Strang and he initially led from Moss, Dryden (Cooper) and Aikens. Then Strang's engine, perhaps unused to extended running, seized and later Moss had a sprocket loosen. The race was won by "Spike" Rhiando, a colourful American ex-oval racer in a Cooper, but the significant thing was that five of the eight finishers used Cooper-JAPs and the first four (all Coopers) lapped the field in a 13 lap race. It sounded the death knell of the amateur. The following year, the first ten cars home were Coopers, with Moss at the head.

Before the end of 1948, it was being suggested that there might be classes for "amateur" and "production" cars or at least separate classes for "novices" and "expert" drivers.

By early 1949, Charles and John Cooper were working on their third batch of a dozen cars and Coopers dominated the season. As more converted airfields became available, circuit racing took over from hillclimbs and sprints as the centre of attention. Strang started to fade from the scene (though his design influence remained), but Lones still picked up places. Creditable finishes were recorded by drivers in non-Cooper cars but the sheer weight of numbers saw Coopers dominate. In Stirling Moss Britain found a new rising star.

Laurie Bond reappeared with his tiny fwd car which had crashed on its first appearance the previous year, but it never amounted to anything. It is mentioned only because Bond created the Bond Minicar, the Bond Equipe, and an fwd Formula Junior car with a fibreglass monocoque. Dick Caesar attempted production with his "Iota", based on the Freikaiserwagen which had been fitted with a 500 cc JAP engine on occasion, but this did not score notable success, though Clive Lones took class wins at Prescott with one and Aikens won some races with another. Kieft began production of cars which, though they did not prove a match for Coopers, did take some International records. Some of the amateur efforts continued to appear in the frame at minor events.

500 racing had established itself and the message had gone abroad, there was a 500 cc race at the 1949 Dutch GP meeting, for example. At the beginning of 1950, it was announced that the category would form a new International Formula Three.

It was thought at first that the Italians might sweep the board using their advanced multi-cylinder engines but these proved to be lacking the torque of the British single-pot motors and they never did shine. Too often the Italian constructors produced scaled-down F1 2 cars

which, while pretty, were heavy and aerodynamically less efficient than the typical British product. The attractive Italian Giaurs were hardly less small than an F2 car.

Typically, the French tried to use home-produced components, often basing their cars on Simca and Panhard parts, but these proved uncompetitive.

Of 15 International events in the first year of F3, 11 were won by Coopers, two by Alf Bottoms' JBS and one each by Iota (Frank Aikens) and Monopoletta, a German car based on the Strang.

Cooper continued its dominance throughout the active period of F3, which started to tail off in 1956 in Britain as 1,100 cc sports car racing took off. JAP engines eventually gave way to Nortons and some of the best motorcycle tuners, like Bill Lacy, Steve Lancefield and Francis Beart became involved.

There were threats to Cooper's dominance. Paul Emery's fwd Emeryson showed considerable promise when it first appeared in 1950 and a number were sold. Alf Bottoms' JBS design was at least as good (it was based on Colin Strang's design, via the Cowlan, but had pull rod rear suspension), 12 were laid down and drivers like Peter Collins, Don Parker and Les Leston bought them. Sadly Bottoms was killed while practising for the 1951 Luxembourg GP and the project lost its impetus and faded.

A design built by Dean Delamont, Ray Martin and John A. Cooper was started, ran out of cash, and was taken over by Kieft. Stirling Moss raced this rubber-suspended car to many wins in 1951 and the first part of 1952 and Don Parker built a similar car from Kieft components and was virtually unbeatable in 1953/4. Parker was, however, very lightly built, a fine driver and a man capable of re-engineering Kieft-supplied components so they were to the standard of the original Delamont / Cooper / Martin car.

The last successful home builder was Southampton garage owner Reg Bicknell whose "Revis" cars first appeared in 1950 achieving their best year in 1954. Bicknell was a regular winner and placeman for as long as he drove them but then he turned his attention to sports cars with a Borgward-powered "Revis".

With Continental races springing up, often glorifying themselves with the title "Grand Prix" and offering sensible start and prize money, an F3 circus flourished in the early Fifties but then the Continentals began to grow tired of handing over lire, krona, marks and francs to the British invaders and generally lost interest in the formula. From the mid-Fifties onwards, small sports cars became the way for the rising driver to go, Fiat-based in Italy, Climax-powered in Britain.

Though it had long lost sight of its original aims, the formula served Britain well as a breeding ground for drivers and men like Moss, Collins, Bueb and Lewis-Evans saw nothing incongruous about driving in both F1 and F3. It is true to say, though, that while some British drivers came to be noticed for their 500 cc racing exploits, more reached F1 via sports cars and Hawthorn, Brooks, Scott-Brown, Hill, Clark and Ireland were among them. Like Formula Ford, the importance of 500 racing in developing talent has often been over-stated.

Cooper finished top of the pile and went on to greater things. This brief look at the formula has mentioned a large number of constructors but there were many, many, more like, for instance, Trimax (built by Spike Rhiando), JP (a Scottish firm which enjoyed some success at home), Parsenn, Svezda (from Russia), Arnott, Underwood, Buzzie, Effyn (from Sweden), MAC, Mackson (designed by Gordon Bedson, who became Kieft's designer), ASA, Marrott, CFS, Grose, DB (a similar design to the later Monopoles), Taraschi-Gianni (Taraschi later made FJ cars which were initially successful), Wasp, Buckler (a one-off for Ken Smith), Barden, JLR, Taruffi (based on the Tarf record-breaker), Nardi-Danese, Scampolo, LTE-Brillian — there were many more.

Almost every type of vaguely suitable motorcycle engine was also tried along with reduced versions of some car engines (Fiat, Panhard, Simca and VW) but finally the single-barrelled Norton was supreme.

Formula Three not only helped re-establish motor racing in Britain, but helped build a broad, popular, base for the sport. And it all started with a series of letters in MOTOR SPORT at a time when it was not being greatly pessimistic to suppose that we might never see motor racing again. — M.L.

MAX MOSLEY INTERVIEW, *continued from page 495*

"F1 is just a circus with certain drivers, certain teams and certain cars. If you changed the rules tomorrow and kept the same drivers and teams, most people wouldn't notice that the cars were slower. You need a lot of experience to judge speed. When I watch skiing I can't tell who is really quick and I watch that a lot and know most of the competitors."

Max presents a fairly optimistic view of the future of F1 even though some of his comments about the role of enthusiasts at Grands Prix are going to infuriate many. FOCA has been successful in packaging the sport to a wider audience, no question, but FOCA revolves around Bernie Ecclestone and one wonders what would happen if, tomorrow, he fell under a bus or decided he was no longer interested.



"BERNIE regularly makes the difference between a race happening and not happening. . ."

"The consequences to F1 would be very serious. A great deal of the delicate balance between the sporting authorities and the commercial side depends on him. He's really the person who keeps all these races on the road, sometimes in very difficult circumstances. He comes as close to being indispensable as it's possible for anyone in a big organisation to be.

"Bernie regularly makes the difference between a race happening and not happening. It's difficult to see if he were not doing it, who would. There is no obvious successor."

If Max is right about that, it's a sobering thought. FOCA has not always been popular, there have been mistakes made particularly in organising some races (remember the heavy-handed tactics at Hockenheim in 1979 when FOCA took over the running of the German GP?) and there was that period of open warfare between Ecclestone and Balestre.

The enthusiast has been edged out of the F1 paddock and no longer has the chance as once he did to see the cars and drivers close up. Often, if he's not the guest of some sponsor who has booked grandstands in advance, he doesn't even get the best viewing facilities at a circuit. On the other hand, he does get full grids and also the chance to watch all the races on television, sometimes entire races broadcast live. There's a trade involved and no doubt readers will have strong opinions about it. — M.L.



THE MASTERFUL Juan Manuel Fangio, five times World Champion, with Alfa Romeo, Maserati, Mercedes-Benz and Lancia-Ferrari cars.

The Champions

The Editor Looks at Top Drivers from Different Ages of Motor Racing

"The man who never saw — and heard — the tremendous rush and roar of one of the 1908 Clement-Bayards coming down the straight towards Dieppe at 100 miles an hour, the driver crouching under the wheel and the mechanic's head just visible above the high scuttle, has missed something which modern racing cars can never again give him in years to come" — Gerald Roce, in the Preface to his book "A Record Of Motor Racing", second edition, 1949.

IT IS a fascinating but rather hopeless task to try to decide who should be regarded as the best driver, the unquestioned Champion, in any one period of racing. At the risk of a controversial and no doubt questionable outcome, I will have a stab at it. . . . Since 1950 there should be no argument, because from then to the present there has been an annual Drivers' World Championship. This important and financially-rewarding title has been won five times by Juan Manuel Fangio, three times each by Sir Jack Brabham, Jackie Stewart and Niki Lauda, twice each by Alberto Ascari, Graham Hill, Jim Clark, Emerson Fittipaldi and Nelson Piquet, and once by Giuseppe Farina, Mike Hawthorn, Phil Hill, John Surtees, Denny Hulme, Jochen Rindt, James Hunt, Mario Andretti, Jody Scheckter, Alan Jones, Keke Rosberg and Alain Prost. But never, ever, let it be forgotten that Stirling Moss, who is generally regarded as Britain's greatest, most versatile, racing driver, never won the World Championship. . . .

This Championship has been awarded for so long and has become such an influence on the outcome of each race counting towards it, that I wonder whether it might have far more impact if it were awarded only after a driver had improved on the number of points scored by the holder, assuming of course that the scoring system is foolproof, as surely it must be, with so much global acclaim and money at stake? I know Bernie Ecclestone would never agree, but if this arrangement had been adopted from the start, instead of acclaiming an *annual* World Champion, the list would have been written thus:

Farina — 1950 with 30 pts
Fangio — 1951 with 31 pts
Ascari — 1952-53 with 36 pts
Fangio — 1954-59 with 42 pts
Brabham — 1960-62 with 43 pts
Clark — 1963-68 with 54 pts
Stewart — 1969-72 with 63 pts
Stewart — 1973-76 with 71 pts
Lauda — 1977-? with 72 pts

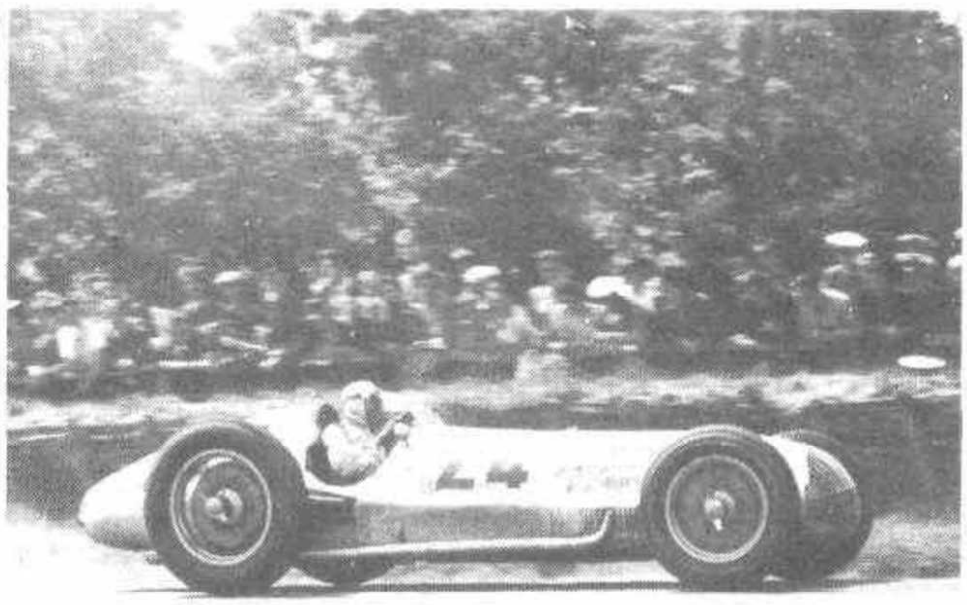
This would have neatened things up and made the World Drivers' Championship even more prestigeous, surely? It should be noted that Jim Clark equalled his 1963 score in 1965, and that Hawthorn in 1958 equalled, but did not surpass, the 42 points that would have established Fangio as Champion from 1954 to 1959 inclusive. The scoring method was changed somewhat along the years, a point for making fastest-lap in a race being deleted after 1959, perhaps on the reasoning that a driver who did this by over-driving his car was less deserving than he who was able to score place-points without doing this. However, we have to abide by the system that has been in operation, with a few changes, for the past 35 years, or ignore the full list of annual World Champions. The idea of insisting on *increasing prowess* from a driver entitled to call himself Champion of the World, if you accept the scoring system, does put Niki Lauda in a very favourable light, with a span of nine years as maximum-points holder, *and* equalling this in 1984, which Jackie Stewart does not quite match, although only a year short, and he also increased his own best-score during that span of racing. Fangio is placed third, so it seems to work out well, both in respect of points gained or years of ascendency. If you prefer to work on a total-points-gained basis, the position becomes: Stewart 196, Fangio 183, and Lauda 144 during their periods in the Championship lead.

That puts the top drivers of the past 35 years as Fangio, Stewart, and Lauda in their respective periods of F1 racing, but those who prefer to disregard the Championship and bring in other drivers may have quite different ideas. Fangio was driving at a time when racing had become pretty scientific, the Tipo 159 Alfa Romeos, 250F Maseratis, and Type 196 Mercedes-Benz, he drove relying on proper setting-up for the different circuits and responding to advanced techniques of fast cornering, with Fangio able to turn an inherently oversteering car into an understeerer, and so on. Stewart may be said to have raced largely in a transitional era between what were still conventional racing cars by older standards, and before science took another bite at the problem and down-force aerodynamics was applied to obtaining greater wheel-grip, making possible the very quick negotiation of corners and late braking which Lauda had to cope with.

In this last and continuing period of F1 Grands Prix the contestants have in a way to contend with more imponderables than their predecessors — in such a scientific pursuit I hardly like to say luck — with qualifying laps being done on very special tyres and needing the good fortune of a clear track (a front-line position on the starting-grid helping considerably towards a high finishing position in a race) tyres

DE KNYFF, Panhard-Levassor Director, who was the leading driver in the pioneer days, driving cars from his own Company.





CARACCIOLA, the great Mercedes-Benz driver, who was outstanding in the 1934-1939 period of fabulous Grand Prix racing, and who also drove the big Mercedes sports cars with formidible precision, even in the rain.

now being so dependent on weather conditions as to make their selection something of a gamble, and overtaking by cars of very closely-matched performance, so far as the top runners are concerned, being as difficult as in earlier times, for quite different reasons. One admires the present-day "gladiators" enormously. Races may now be much shorter, in distance and the time they occupy, but the modern F1 racing driver has to make split-second (or quicker!) judgements, endure very high G-forces, and still be able to handle gear changes under these conditions much as his forebears did, although grippy tyres and rev. limiters have changed somewhat both the full tail-out sliding of bends and the fear of over-revving the engine. If trouble ends a race, it is usually from some obscure "black-box" fault, a blown turbo, or from suspension or tyre damage caused by a coming-together or a shunt, and not from quite such a multiple of mechanical disasters, perhaps, as might once have been the case. Today, drivers have to remember not to run out of fuel before the end of a race which means playing with the amount of boost-pressure they use from the turbo-charging, although there were similar judgements to be made in some previous GP races, fuel-consumption restrictions being enforced in 1907, 1913, 1929 and 1930, although not to such a drastic extent. Motor-racing has always been a team effort, with the drivers the ultimate factor in the bid for victory, but with the designers, engineers, and mechanics all playing a vital part; but here I would put in the personal opinion that it is regrettable that nowadays decisions about the tyres a car starts a race on, and how it qualifies come into the equation, as factors additional to driver skill and car performance . . .

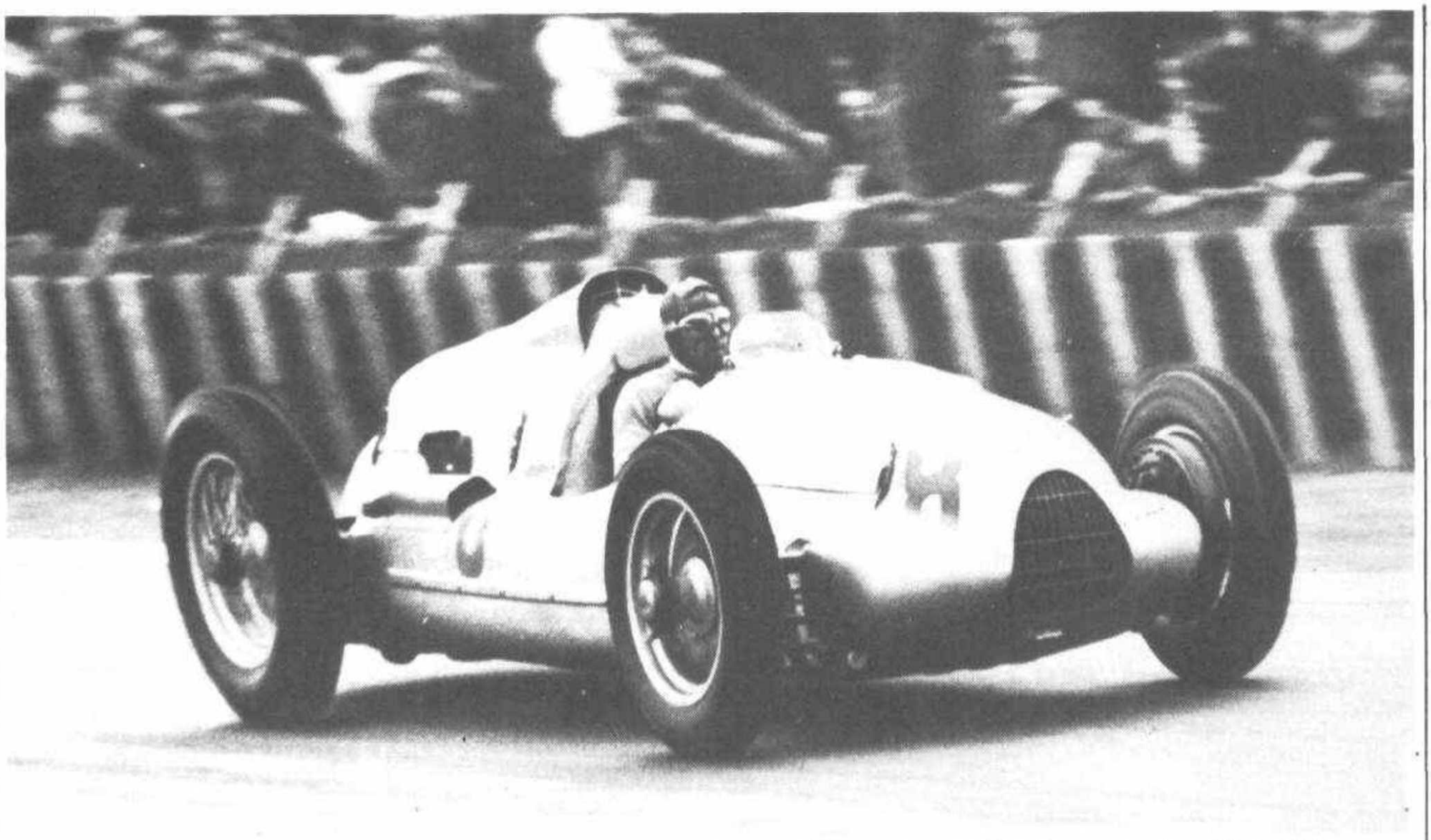
Apart from Championship placings, it is worth looking at the great races driven by the top drivers. Each *aficionado* will have his or her own opinion but for me Fangio's greatest display of prowess was seen in the 1957 German GP at the Nürburgring, when he came into the pits with a 28 sec. lead but then had a deplorable pit-stop, refuelling and changing the rear wheels taking 52 sec (the World Champion got out of the car while this was going on — shades of Nuvolari in the 1935 German GP, which the Italian *maestro* won in like fashion) and he was over 75 sec behind the Lancia-Ferraris of Collins and Hawthorn, when the Maserati rejoined the race. Fangio then broke the lap-record time and time again, and although Hawthorn fought nobly to keep his lead, after Collins had slowed, Fangio drove like the master he was, winning by a bare four seconds, having wiped out his deficiency caused by the slow pit-stop 1½-laps from the finish . . . Fangio said afterwards he had done things in the Maserati that day he would not wish to do again! Incidentally, in those days a driver received some £450 starting money and his life insurance cost around £600 a year . . . I know less about later F1 races and prefer not to emulate some writers who tell of happenings they have not seen, so I will leave Stewart and Lauda fans to decide which races were the peak of those drivers' performances, Jackie Stewart being remembered for his smooth driving style while Lauda could "tiger" with the best of them. Both Fangio and Lauda raced again after horrific accident injuries — when I heard a TV sports-commentator saying recently of a batsman's broken nose that it was the worst injury he had seen in a sporting contest I knew he had never heard of Niki Lauda.

Having tried to sort out the World Champions of 1950-85, let us go to the beginnings of motor racing and try to apply the same reasoning. Allowing a few years for things to settle down, the first period to consider appears to be that from 1900 to 1905. How different then were the techniques involved! Races were over vast distances, in primitive cars, heavy to drive, and hampered by dust, frequent tyre trouble, and poor surfaces, for these early races were often town-to-town events over those ruler-straight roads, towards the ever, receding horizon. It was said that when overtaking, the dust-clouds could be so fog-like that it was necessary for drivers to steer by looking at the tops of the trees that lined the route — I never quite believed this, but it was true, and caused a nasty smash in the 1901 Paris-Berlin race when Degrais in his Mercedes was trying to pass Houggieres's Mors and was looking up at the tops of the line of trees, unaware that where the road turned sharply left the trees ran straight on; he hit the ditch, charged into a field, and the car overturned, his mechanic, Baron de Schwyter, being badly injured.

Applying the present World Championship points-system to the races of 1900, in the Heavy Car class where there was that distinction, we find De Knyff, the Panhard Director, ending the season with 22 points, Levegh with 20, and Giradot with 17. By these standards 1901 would have seen Fournier declared Champion with 18 pts., the runners-up M. Farman (15) and Giradot (12). For 1902 the position would be: Jarrott (15), M. Garman (13), Zborowski (9); but with only two major races that year, this hardly lines up with today. The same applies to 1903, when Gabriel and de Crewhez would have been joint-Champions (12 pts. each), with Jenatzy second (9). The 1904 score would have been: Heath 18, Teste 12, A. Clement 10, and for 1905, Hemery well out in front with 21 pts., from Thery and Raggio with nine each, Nazzaro and Heath scoring eight each. But by my suggested new basis for the Drivers' World Championship, at this early stage of the game the Chevalier Réne De Knyff would have been the leader his score for 1900 never surpassed.

Of this great Panhard-Levassor driver Charles Jarrott, said "Do you remember the figure of De Knyff in the Gordon-Bennett race in Ireland, the standard-bearer of the flag of France, and the one of all others to whom France looked to regain the Cup? And do you remember how he fought? Huge-limbed, bearded, and sullen-faced, throughout the whole of that long day, when he alone was left to challenge the dare-devil Jenatzy, do you remember how he calculated his chances, how he drove to *finish*, in the belief that his opponent could *not* finish, and do you remember that last wild desperate lap when he realised he had left it too late, and that Jenatzy and time had secured the Cup for Germany? If you saw De Knyff on that day you saw him at his best, fighting out a race against odds." (De Knyff kept fit for the arduous races of his time — anything up to 837 miles — by playing raquets in the Tuileries Gardens and he was a clay-pigeon shot and racing cyclist). Of those other pioneer racing drivers highly placed, Jarrott said of Fournier that he was inclined to be excitable and over-eager but in 1901 was rightly looked upon as the best of the French drivers, and that he regarded Gabriel at his best as one of the finest drivers in the World. Looking at the matter from that angle, rather than on points, perhaps the greatest drive of all was that of Gabriel, in winning the ill-fated Paris-Madrid race in 1903, for when it was stopped by Government decree at Marseilles because of the terrible accidents *en route* Gabriel had passed some 167 others in his boat-shaped 70 hp Mors, averaging 65.3 mph for those truly hazardous 342 miles of open, badly-guarded roads, and remember that speeds were now up to around 100 mph, although brakes and tyres had scarcely improved since motor-cars were first raced. . .

But perhaps we should move back from the 1900-05 era to recall another heroic feat, that of Levassor when he averaged 15 mph for the 732 miles of the 1895 Paris-Bordeaux-Paris race. Before you scoff at the low racing speed you should think of the high, short-wheelbase, solid-tyred, tiller-steered Panhard that Levassor used, and remember



THE GREAT Tazio Nuvolari, il Mantovano Volante, *who could win with almost anything, seen here in 1939 in the oversteering GP Auto-Union.*

that he drove the whole way without another driver, fearful of anyone else losing his lead (shades of Levegh at Le Mans in 1952), reaching Ruffec at 3.30 am, to find his co-driver asleep. So Levassor drove on, getting to Bordeaux at 10.40 am on the morning after that long night drive, turned round, and set off back to Paris, taking on water and fuel every 100 km, his total spell at the tiller of a machine few in the entire World understood, being 48h 48m — for which he won 12,600 francs.

The disaster of Paris-Madrid spelled the abandonment of regular town-to-town contests and after 1905 the Industry tired of the Nation-versus-Nation aspect of the Gordon Bennett Cup races, so the face of the Sport changed somewhat. Racing over closed circuits meant that pit-stops could be made for tyre changes, etc, obviating to some extent having to draw up and hack off tyres that had burst anywhere along the road, although when lap distances were considerable (64 miles for the 1906 Grand Prix at Le Mans, for instance) something of the old heroics would be necessary if trouble arose far from the *tribunes*. Race distances, too, increased, the 1906 Grand Prix being a two-day race totalling no less than 770 miles, rising to a truly formidable 956 miles for the revived two-day GP at Dieppe in 1912. At first the cars showed no sign of getting smaller or lighter — most of the engines were of well over 10-litres, with the 1906 Panhards going to 18,279 cc and the Fiats to 16,286 cc, with the De Dietrich and Itala racers somewhere in between, so drivers continued to depend on sheer physical strength and stamina, and were not aided by four-wheel brakes until 1914 or their riding mechanics by detachable rims until 1908. The difficulties remained largely unchanged but speeds were up, the 1906 13-litre GP Renault being capable of 92 mph, the 1914 GP Mercedes having a top speed of 116 mph.

We now have to decide who was the greatest driver of that era. Using the modern Championship formula and applying it to the races of 1906, which include the American Vanderbilt Cup event (which is no more incongruous than admitting the Indianapolis 500 *track race* to the World Drivers' Championships of 1950 to 1960) we find that Szisz and Cagno would have tied with nine points each, the runners-up being A. Clement and Lancia with eight points apiece. If one simply looks at the *Grands Prix* of 1906-1914, the top drivers are Lautenschlager and Boillot (18 pts each), followed by Szisz and Nazzaro (15 each). It might be said that Peugeot's Georges Boillot was the idol of France, a true racing driver, whereas Lautenschlager and some of his Mercedes team-mates were more in the idiom of test-drivers, making up in understanding of their machinery and careful preparation what they may have lacked in the driving skill of a Georges Boillot or a Goux. William Court, in his book "Power and Glory", prefers to divide this period into two parts, 1906-11 and 1911-21. In the first period Narrazo leads, clearly superior to Cagno, Wagner and Bruce-Brown, in the second period he has Dario Resta the greatest, on the score of races in which the drivers came home 1, 2, or 3. As many *voiturette* races intrude in this era nothing is to be gained by using the "Championship" marking.

Just as Court cribbed some of his tabular data from Laurence Pomeroy, so I am going to use Court's tables for some of my findings. After the war he regards 1922-33 as the next viable period to assess. GP cars were then becoming ever smaller and quicker but driving them over the new, shorter, better-surfaced circuits called for much of the same technique as before. Today cars are very carefully set-up for given races and for qualifying; in the 1920s you had to decide how many turns to tighten-up a shock-absorber or to bind cord or tape round a leaf road spring! It might be said that drivers and mechanics of this era had to withstand not only the heat and the noise in the cockpit but a severe pounding from hard suspension, rather as, in much later times, short suspension travel and the downforce exerted by aerofoil "wings" gave drivers a harsh ride. Flying stones could still be a hazard, nor could the machinery be abused. Segrave, for instance, discovered that if the clutch of the 1921 GP Talbot-Darracq was withdrawn at high engine-speed the clutch spigot immediately seized-up. Cornering skill had come into its own, too influenced by better brakes prompting quicker approach speeds, although in that context the great authority Gerald Rose, who actually saw those early races, has said that "the finest driver of 1949 cannot slide his corners any more skilfully than Jenatzy, Lancia or Hemery used to do". However, we can say that towards the 1930s power-cornering and four-wheel-drifting began to play a bigger part at this stage of the art. . . .

Study of Court's table really says it all. He shows Tazio Nuvolari as having won 14 races (with a co-driver in a few cases, but one does not need to speculate as to who was then the faster!), finished second in 10 others, third in four, with 16 fastest laps per race (and this not including sports-car races!) in the 1922-33 period. Chiron is next with 13 firsts, three seconds, and two thirds and 10 fastest laps. Varzi next best, with a dozen victories, four second places, and an equal number of thirds, and eight best laps. No one else is anywhere near. Applying the full 1980s Championship score might alter this a little but there is no question of Nuvolari having been the greatest driver of that exciting pre-war period of road-racing.

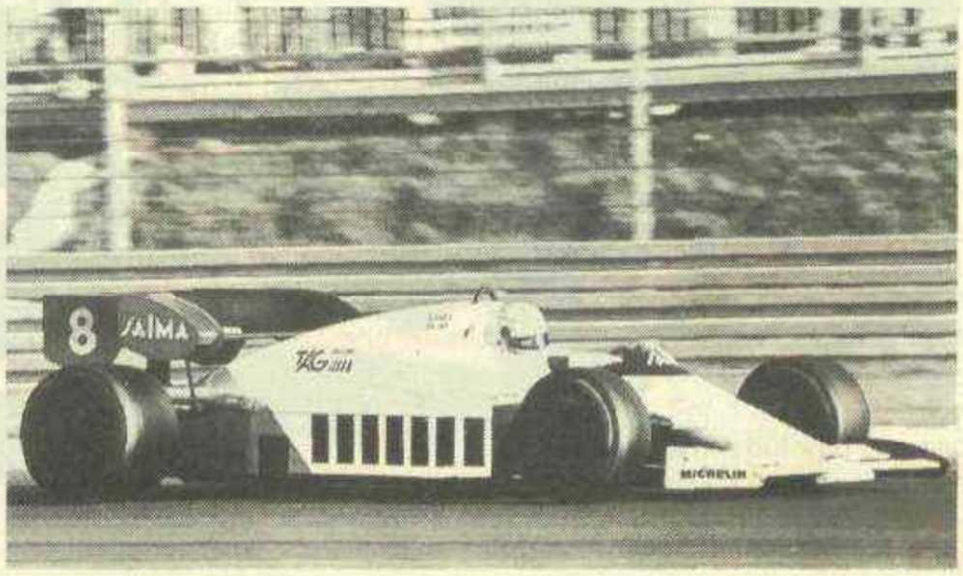


DR. GIUSEPPE FARINA, the first World Champion when the present points system was introduced in 1950, when he scored 30 points, driving for Alfa Romeo, whose mechanics are seen congratulating him.

His skill matched his bravery and will-to-win. He suffered injuries but he came back. His great victories are too numerous to even list here, but two stand out — the 1935 German GP at the Nürburgring, for instance, when with an ageing Alfa Romeo he beat the might of Germany on her home ground, in spite of a terribly slow pit-stop when the pit fuel-feed went wrong. Nuvolari was leading when this happened, lost an agonising 134s, when the Germans were taking on average not much more than a minute for refuelling and changing wheels, then drove like the impetuous master he was, to catch up and in the end win, 1m 39s ahead of Stuck's Auto-Union. And what of Nuvolari's win in the 1933 Ulster TT in a K3 MG Magnette whose pre-selector gearbox was quite new to him? These races lasted for over four hours, and nearly six hours, respectively, which is a measure of how much longer a driver's skill had to be maintained then, as against the under-the-two-hour present-day F1 battles. . . .

Nuvolari was versatile as well as the most skilful GP driver of his era. Some may think the period is too extended. Applying Championship points to the holders of the first three places in the major road races of 1922-25 we get: 1st Antonio Ascari, 2nd Albert Divo, 3rd Major H. O. D. Segrave. I have adhered to the 1950 method of ignoring drivers who shared a car, otherwise Divo would have surpassed Ascari. For 1926-30 the result is 1st Archille Varzi, 2nd Louis Chiron, 3rd Robert Benoist. Nuvolari's day was yet to dawn . . ., he was then 4th with 37 pts. It was after 1924 that riding mechanics were dispensed with, on safety grounds — since the war at least 11 well-known drivers had been involved in fatal accidents and 1922-24 was a particularly bad time, when among those killed were Baigio Nazzaro, Lampiano, Giaccone, Wilcox, Sivocci, Count Zborowski, Dario Resta, Murphy and Boyer. In the heroic-age riding mechanics were indispensable, to help hack off smoking covers after tyre bursts and swing the giant engines; after the war they were needed more to speed-up pit-stops, keep an eye on the instruments, and warn a driver of cars about to overtake. From 1925 onwards the driver had to scan his instruments himself and glance in an often-vibrating rear-view mirror. A separate piece could be written about the courage of the mechanics in the cockpits and one recalls that, after De Knyff stopped racing, the faithful Aristides refused to accompany anyone else.

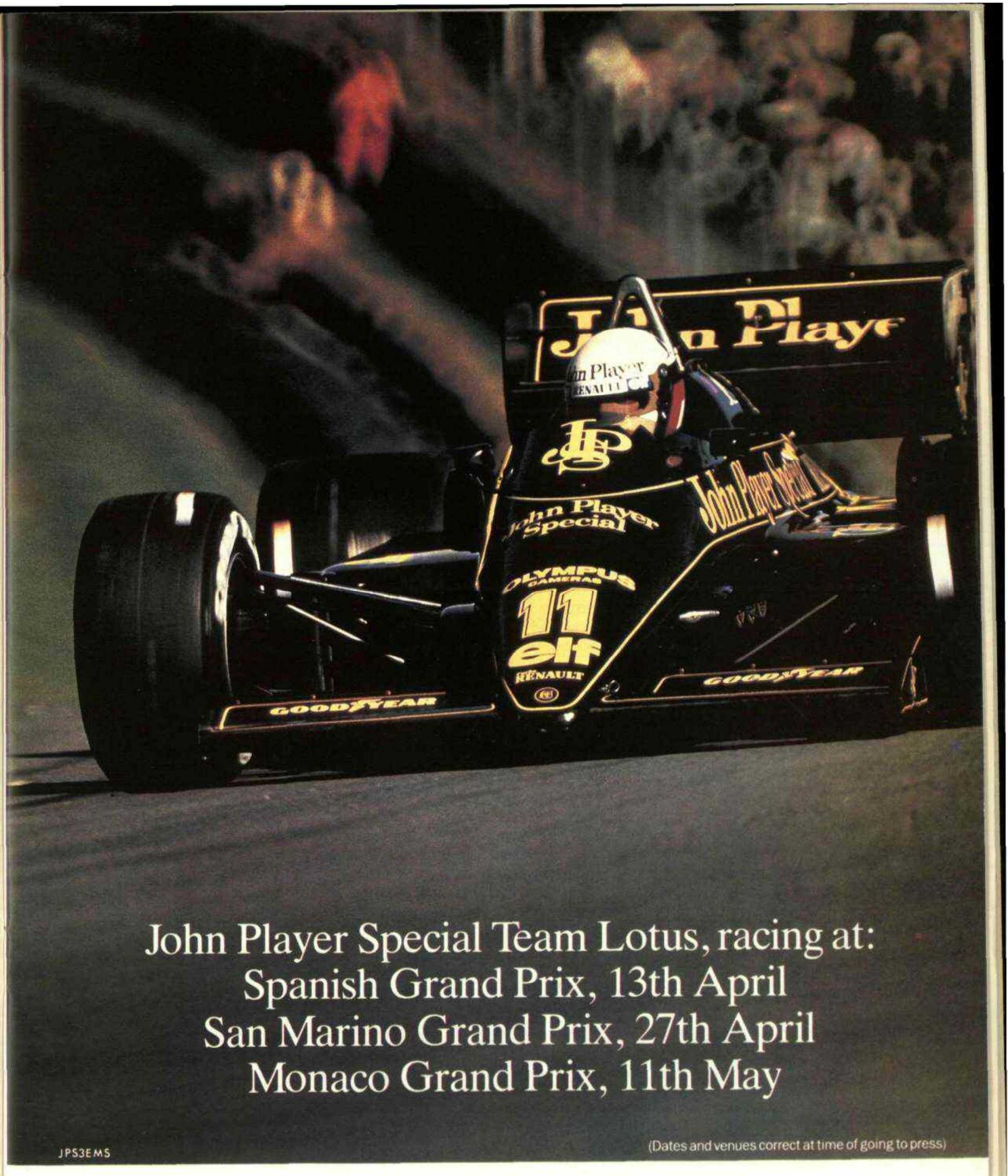
Coming now to the period 1934-39, we enter a new, highly-exciting era, because soon the German GP cars were the fastest road-racing jobs ever, capable of speeds equalled only very recently by the turbocharged 1½-litre F1 cars of today, with acceleration to match but roadholding not in keeping, so that very quick reactions and great skills were demanded of those who drove them. When it came to close racing between cars able to spin their wheels in top gear and which cornered with vicious oversteer, especially in the case of the rear-engined Auto-Unions, Germany had to look beyond the Fatherland for the few with the ability to cope. Putting this into perspective, D.S.J. quotes 646 bhp, and a top speed of up to 200 mph, for the 1,110 kg Mercedes-Benz W125 of 1937 — which says it all. . . .



NIKI LAUDA came back from a terrible accident to win the Drivers' World Championship in 1984, after having held the title in 1975 and 1977 when driving for Ferrari. By the reckoning in the accompanying article Lauda would still be the World Champion driver, on the strength of the 72 points scored two years ago while in the McLaren team.

In looking at this ultimate era of pre-war racing there is little need to resort to our imaginary Championship; another table of William Court's suffices. It gives Rudi Caracciola 17 wins, nine second places, four third places and 12 fastest laps, the clear Champion and real master of those fabulous GP Mercedes. Dashing Bernd Rosemeyer comes next, with a score of 10, 4 and 4, and ten fastest laps. Third is Nuvolari (in spite of being then older, and hampered by having to learn the new techniques required of the tail-happy Auto-Union), with 8, 6, 4, and seven quickest laps. Ex-mechanic Lang just about out-classes von Stuck, and that's it, although, if we apply points, von Brauchitsch just out-scores Lang. Caracciola was the supreme maestro of his time, successful in sports cars as well as in the powerful GP Mercedes. He excelled in the rain, as his victory in the 1929 TT with a lhd 38/250 SS Mercedes-Benz (no easy car on that rh course) proved, likewise when he won at Phoenix Park in 1930, again in the wet, with an SSK, lapping at 91 mph, legend has it, spinning round twice, but not stopping!

After the war we had the *real* Drivers' World Championship. It started in 1950 perhaps because until then racing was reviving and was too ragged to be marked. In fact, a quick calculation shows that, on points, the brilliant J. P. Wimille dominated racing from 1946-49, in the age of the Alfa Romeo, well outclassing Count Trossi and Varzi. Statisticians with time to spare may care to re-write the entire period 1900-1949, using the points that apply to the present Championship (down to six places, and for a time including fastest laps) but I doubt whether the emergence of the top drivers would be altered; I was prevented from doing this by the difficulty of finding the full results of the earlier races, in which, however, after the first three home the fields were frequently so spaced out as to hardly influence a Championship assessment. Not everyone may agree that these Champions on points were, are, the true "greats", but I hope this attempt to applaud the leading drivers along the years will be of interest, with the proviso that it is futile to try to name an overall Champion at different stages of the game, as I have tried to show, racing having varied so enormously. — W.B.



John Player Special Team Lotus, racing at:
Spanish Grand Prix, 13th April
San Marino Grand Prix, 27th April
Monaco Grand Prix, 11th May

JPS3EMS

(Dates and venues correct at time of going to press)

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AT LAST, A FO
OF GETTING THE RIG

ALFA ROMEO
- Alfasud
- Sprint
- Giulietta
- Alfetta
- GTV
- GTV 2.5 Fi

ASTON MARTIN LAGONDA
- V8 Vantage, Volante
- Lagonda - Limousine

AUDI
- 80
- 80 Sport, Quattro
- 80 Turbo Diesel
- 90 Coupé
- Coupé GT, GTi, Coupé Quattro
- Quattro 2 litre
- 100, Coupé S, Avant
- 100 Quattro, Avant Quattro
- 100 Turbo Diesel,
- Avant Turbo Diesel
- 200
- 200 Turbo, 200 Quattro

AUSTIN ROVER
- Mini (to 1980)
- Mini (1980 on)
- Metro
- A30, A35, A40, A50, A60,
- 1100, 1300, 1300GT
- Minor
- Allegro
- Maestro
- Maxi
- Marina
- Ital
- Montego
- 1800, 2200
- Princess
- Ambassador
- Rover (to 1983)
- Rover (1983 on)

AUSTIN ROVER
- Rover EFi, Vitesse
- Rover 2400 SD Turbo Diesel
- Rover 213
- Rover 216
- Rover 216 EFi
- MG Metro
- MG Metro Turbo
- MG Maestro
- MG Maestro EFi
- Montego EFi
- Montego Turbo
- MGB, MGB GT
- Midget

BENTLEY
- Bentley Eight
- Mulsanne
- Turbo
- Continental Convertible

BMW
- 1502, 1602, 1802, 2002
- 316, 318, 320
- 318i, 320i, 323i, 325i
- 518, 520, 525, 528
- 518i, 520i, 525e, 525i,
- 535i, M535i,
- 628CSi, 633CSi, 635CSi,
- M635CSi,
- 728, 730,
- 728i, 732i, 733i, 735i, 745i

CHRYSLER (see Talbot)

CITROEN
- 2CV
- Dyane
- Visa Petrol
- Visa Diesel
- GS, GSA
- BX Petrol
- BX Diesel
- CX Petrol
- CX Diesel
- CX Diesel Turbo

DAIHATSU
- Charade
- Charade Diesel
- Charade Turbo

DATSUN (see NISSAN)

FIAT
- 126
- 127
- Panda
- Uno
- Uno Turbo
- 128
- Strada
- Strada Abarth
- X19
- 131, Mirafiori
- Regata
- 132

FORD
- Anglia
- Fiesta
- Fiesta XR2
- Escort MK 1, MK 2
- Escort MK 3
- Escort XR3, XR3i, RS Turbo
- Orion
- Cortina MK 2, MK 3
- Cortina MK 4, MK 5
- Sierra
- Sierra 2.3 Diesel
- Sierra XR4i, XR4 x 4
- Capri
- Capri 2.8i
- Consul
- Granada MK 1, MK 2,
- Granada Mk 3
- Granada MK 2 Diesel
- Granada 2.8i, Scorpio

HONDA
- Civic, Civic Shuttle
- Civic CRX, GT
- Quintet

HONDA
- Accord
- Prelude

HYUNDAI
- Pony

JAGUAR/DAIMLER
- 6 cylinder models except 3.6
- 12 cylinder, 3.6

LADA
- 1200, 1300, 1500, 1600
- Riva

LAMBORGHINI
- Jalpa P350
- Countach QV

LANCIA
- Delta
- Delta 1600 HF Turbo
- Beta
- HPE
- HPE 2000, Volumex

LAND ROVER
- Landrover Series III
- One Ten, Ninety, V8
- Range Rover 3.5, Vogue

MAZDA
- 323
- 626, Montrose
- 818
- 929
- RX7

MERCEDES BENZ
- 190
- 200, 220, 230, 240, 250,
- 280, 300,
- 350, 380, 450, 500
- S Class

MITSUBISHI (COLT)
- Colt Hatchback
- Colt Hatchback Turbo
- Lancer
- Celeste
- Galant

If every car on the road had a standard engine, a standard oil would be fine.

But a Porsche is not a Princess is not a Sierra is not a Lada. And a quick look at the handbooks of these cars will tell you the manufacturers demand different specifications of oil for their engines.

What's more, using the wrong oil will lower the performance and shorten the life of an engine. (Think about it, would you put 2 star petrol in a 4 star engine?)

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MITSUBISHI (COLT)
- Galant Turbo, Turbo Diesel
- Sigma

NISSAN (DATSUN)
- Micra
- Cherry, 100A, 120A
- Cherry Turbo, Turbo ZX
- Sunny, 120Y, 140Y
- 140J, 160J
- Violet
- Prairie
- Stanza
- Silvia Turbo ZX
- 160B, 180B
- Bluebird
- Bluebird 1800 Turbo
- Laurel
- 280C
- 280 ZX
- 300 ZX
- 300 ZX Turbo

OPEL
- Kadett
- Ascona
- Manta
- Rekord
- Senator

PEUGEOT
- 104
- 205
- 205 GTi
- 205 Diesel
- 305
- 305 Diesel
- 504
- 505
- 505 Diesel, Turbo Diesel
- 604
- 604 GTi
- 604 Turbo Diesel

PORSCHE
- 924
- 924 Turbo, Carrera GT

PORSCHE
- 944 Lux
- 911
- 911 Turbo
- 928, 928s, 928s series 2

RENAULT
- 4
- 5
- 5 Turbo, Gordini Turbo
- 6
- 9
- 9 Diesel
- 11
- 11 Diesel
- 11 Turbo
- 12
- 14
- 16
- 18
- 18 Diesel
- 18 Turbo
- Fuego
- Fuego Turbo
- 20
- 20 Diesel
- Espace
- 25
- 25 V6i, Turbo
- 30

ROLLS ROYCE
- Silver Shadow
- Silver Spirit, Silver Spur
- Corniche, Carmargue

SAAB
- 95, 96
- 99
- 900, 900i
- 900 Turbo
- 900 Turbo 16, 165
- 9000 Turbo 16

SKODA
- 105
- 120

SUBARU
- 700 RWD, 4WD
- 1600, 1800, 1800 GTi
- 4WD L Series
- 1800 4WDL - Series Turbo

TALBOT (CHRYSLER)
- Imp
- Samba
- Sunbeam
- Sunbeam Lotus
- Horizon
- Horizon Diesel
- Avenger (to 1979)
- Avenger (1979 on)
- Alpine
- Hunter
- Simca
- Solara
- Tagora
- Rancho
- Minx

TOYOTA
- 1000
- Starlet
- Tercel
- Corolla
- Carina
- Carina Diesel
- MR 2
- Celica
- Camry
- Camry Turbo Diesel
- Cressida
- Cressida Diesel
- Crown

TRIUMPH
- Acclaim
- Toledo
- 1300, 1500
- Dolomite
- Herald

TRIUMPH
- Spitfire
- TR
- Triumph 2.0, 2.5
- Stag

VAUXHALL
- Nova
- Astra
- Astra GTE
- Chevette
- Magnum
- Viva
- Cavalier
- Cavalier CD, SRi
- Victor
- Carlton
- VX Range

VOLKSWAGEN
- Beetle
- 1600
- Polo
- Derby
- Golf
- Golf GTi
- Golf Diesel
- Golf Turbo Diesel
- Jetta
- Jetta Diesel
- Jetta Turbo Diesel
- Scirocco
- Passat
- Passat Diesel
- Passat Turbo Diesel
- Santana

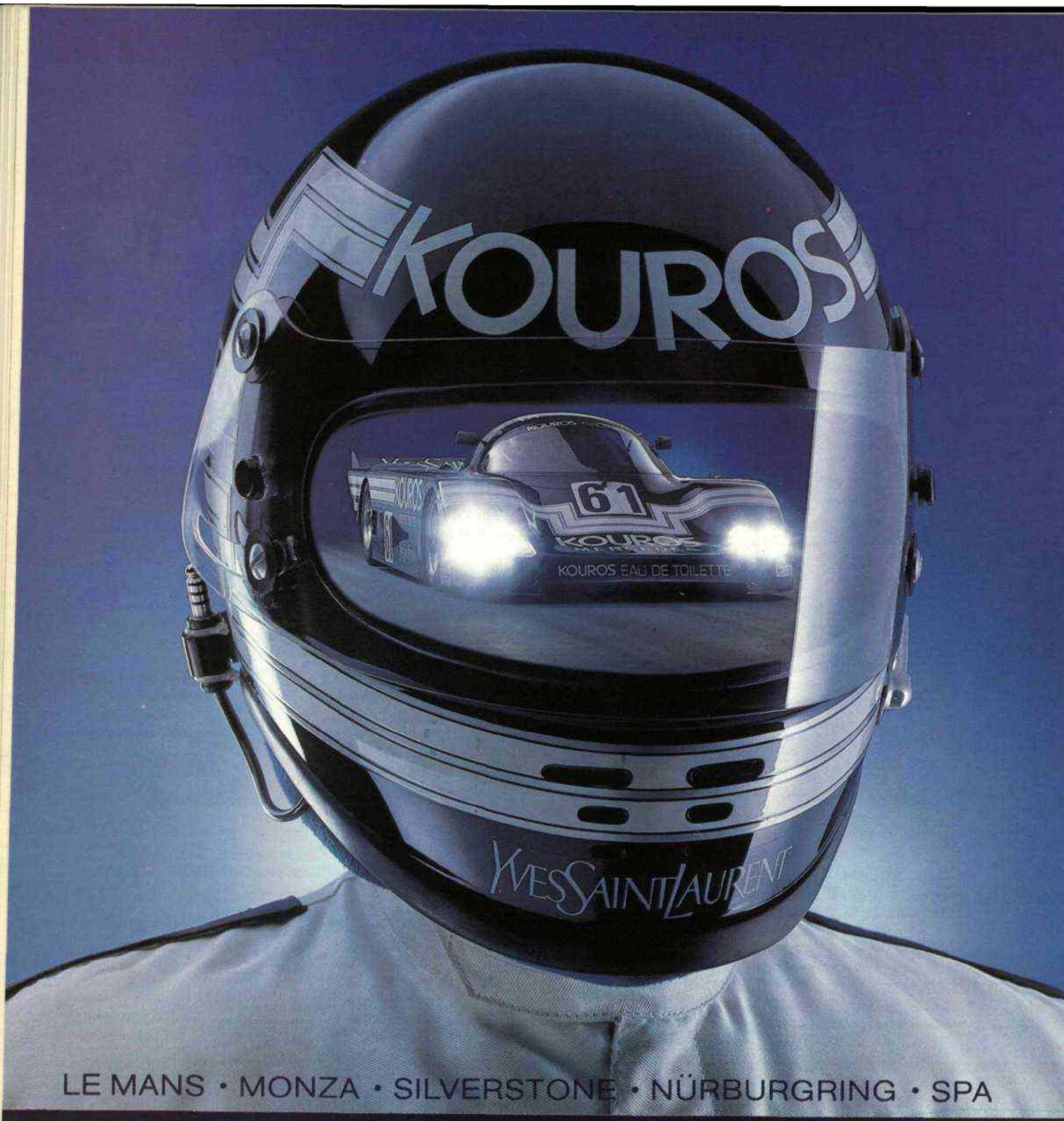
VOLVO
- 66
- 340, 343, 345
- 360, 363, 365
- 144, 145
- 240, 244, 245
- 260, 264, 265, 760
- 760 GLE Turbo
- 760 Turbo Diesel

colour-codes your car – red, grey, yellow or green. Match your car to the pack with the right coloured roundel and you've got the right oil.

You'll find the Unipart range of oils and a coloured chart at garages and accessory shops. Make sure you've got the right oil in your car.



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Soft Options

A Pictorial Guide to Convertibles Available in Britain

Not so long ago, it seemed that the days of the convertible were numbered. Recently there has been a reversal of that trend as evidenced by the fact that more than two dozen soft tops are now available to the British buyer. As spring is upon us and the enthusiast's thoughts turn to driving with the wind in his hair, we've compiled this brief guide.



1



2

1. *ALFA ROMEO SPIDER 2.0. 2-litre, 130 bhp, 115 mph, two seats. Alfa Romeo's "modern classic", imported and converted to rhd by Bell and Colvill. Still fun but showing its age. Pretty lines spoilt by modern addenda with worse to come from the factory. £11,995. MOTOR SPORT test coming shortly.*
2. *ASTON MARTIN VOLANTE. 5.3-litre, bhp not disclosed, 140+ mph, 4 seats. Beautifully built, rapid and comfortable; long in the tooth but still a most desirable motor car. £68,500.*



3

3. *BENTLEY CONTINENTAL. 6.7-litre, bhp not disclosed, 126 mph, four seats. While the Continental is largely a re-badged Rolls-Royce Corniche, this detracts nothing from its style, comfort, and unsurpassed finish. £89,943, or £92,995 with a Rolls badge.*
4. *BITTER CONVERTIBLE. 3.9-litre, 210 bhp, 125+ mph, four seats. Combining Opel mechanics with beautiful Italian styling, Bitter cars should soon be available here. The Cabrio is to special order. Price on application, but those interested should have around £60,000 to spend.*



5

5. *BMW 325i CONVERTIBLE. 2.5-litre, 171 bhp, 130 mph, four seats. A dash of extra style to an established range. Well-engineered hood. £16,495.*
6. *BRISTOL BEAUFIGHTER. 5.9-litre turbocharged, bhp not disclosed, 145+ mph, four seats. "The Businessman's Express" styled by Zagato. Fast and exclusive. £52,816.*



6



4



LOW TAR As defined by H.M. Government DANGER: Government Health WARNING:



CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH



7


8

7. *CATERHAM SUPER SEVEN. Choice of four engines up to 1,700 cc, up to 135 bhp, up to 112 mph, 2 seats. Terrific acceleration more than compensates for modest top speed. Cramped, noisy, no luggage space but wonderful fun. Every enthusiast should have one. £7,331-£10,365.*

8. *FERRARI MONDIAL CABRIOLET. 3.2-litres, 270 bhp, 150 mph, 2+2 seats. One of the very few mid-engined cars (and the only convertible) with seating for more than two. Clever hood mechanism, the car looks equally right with it up or down, combines with all the usual Ferrari characteristics. £40,899.*

9. *FIAT X1/9. 1.5-litres, 85 bhp, 108 mph, 2 seats. Not strictly a convertible, but once its solid top has been removed, it's as close as makes no difference. Though this pretty car has been around some time, it still looks up to date and has a surprising amount of luggage space considering its mid-engined layout. A great pity that Fiat has never given it the power its chassis deserved. Excellent value. £6,995.*


9

10. *FORD ESCORT CABRIOLET. 1.6-litres, 90 or 105 bhp, up to 115 mph, 4 seats. Ford is one of several major manufacturers offering open air motoring to the driver who must take passengers, load and expense into account. Prices from £9,486.*



10


11

11. *JAGUAR XJS-C. 3.6 or 5.3-litres, 225 or 299 bhp, 137 or 145+ mph, 2 seats. American product liability laws caused Jaguar to err on the side of caution and offer this convertible verson of the XJS with only two seats, though it is believed that a four seat version is in the pipeline. Removing the roof has improved the looks of the XJS. £22,395 or £26,995.*

12. *JENSEN INTERCEPTOR. 5.9-litres, 160 bhp, 140 mph, 4 seats. The company handling Jensen factory spares has begun building Interceptors in small quantities to a very high standard. Though the power output of the Chrysler V8 engine is modest, it delivers a mighty 270 lb ft torque, making this a very long legged luxury cruiser. £53,500.*

13. *LAMBORGHINI JALPA. 3.5-litre, 250 bhp, 148 mph, two seats. Removable Targa top is heavy, awkward and prone to leaks but wonderful engine and chassis more than compensate for this and its untidy lines. £36,577.* **14.** *MARCOS MANTULA SPYDER. 3.5-litre, 190 bhp, 137 mph, two seats. Available in kit or component form, this latest Marcos features a very neat hood which tucks away invisibly when not in use. £16,441.*


13



12


14



15. *MERCEDES-BENZ SL SERIES. Choice of three engines up to 5-litre, 240 bhp unit which gives 140 mph. Two seats. The series has the traditional Mercedes-Benz virtues of superb engines and engineering with, as one would expect, a particularly neat hood arrangement. £21,425-£29,080.*



16. *MORGAN. Up to 3.5-litre, 192 bhp, 123 mph. Traditional sports car, still much sought after. £9,861-£14,834.* **17.** *NAYLOR TF. 1.7-litre, 77 bhp, 89 mph. Loving recreation of the MG TF with modern improvements. £16,233.* **18.** *PANTHER KALLISTA. 1.6 or 2.8-litres, up to 135 bhp, 111 mph, two seats. Vintage looks and ride, stylish, and fast. Up to £11,968.*











19. *PEUGEOT 205 CABRIOLET. 1.6-litre, up to 105 bhp, 115 mph, four seats. Built by Pininfarina, this stylish adaptation of the terrific and chic 205 comes to Britain in July. Price to be announced.* **20.** *PORSCHE 911 CABRIOLET. 3.2-litre, 231 bhp, 148 mph, 2+2 seats. Complementing the long-available Targa, this full convertible has a very clever hood mechanism. The 911 series remains the definitive Porsche. £38,433.* **21.** *RELIANT SS1. 1.3 or 1.6-litres, 60 or 90 bhp, 109 mph (1.6), three seats. Odd styling obscures nicely-sorted chassis. Currently under-powered, the forth-coming model with Nissan's 1.8-litre turbo engine should be interesting. Traditional British sports car hood. £7,240-£8,070.*

22. *RENAULT 5. 1.4 litres, 72 bhp, 100 mph, 4 seats, price TBA. Renault's spacious and pleasant "Supercinq" now comes with this attractive rag top in TSE spec.*

23. *SKODA RAPID. 1.3 litres, 58 bhp, 89 mph, 4 seats, £4,992. Skodas are better than most people realise and this is by far the cheapest rag top on the market.*









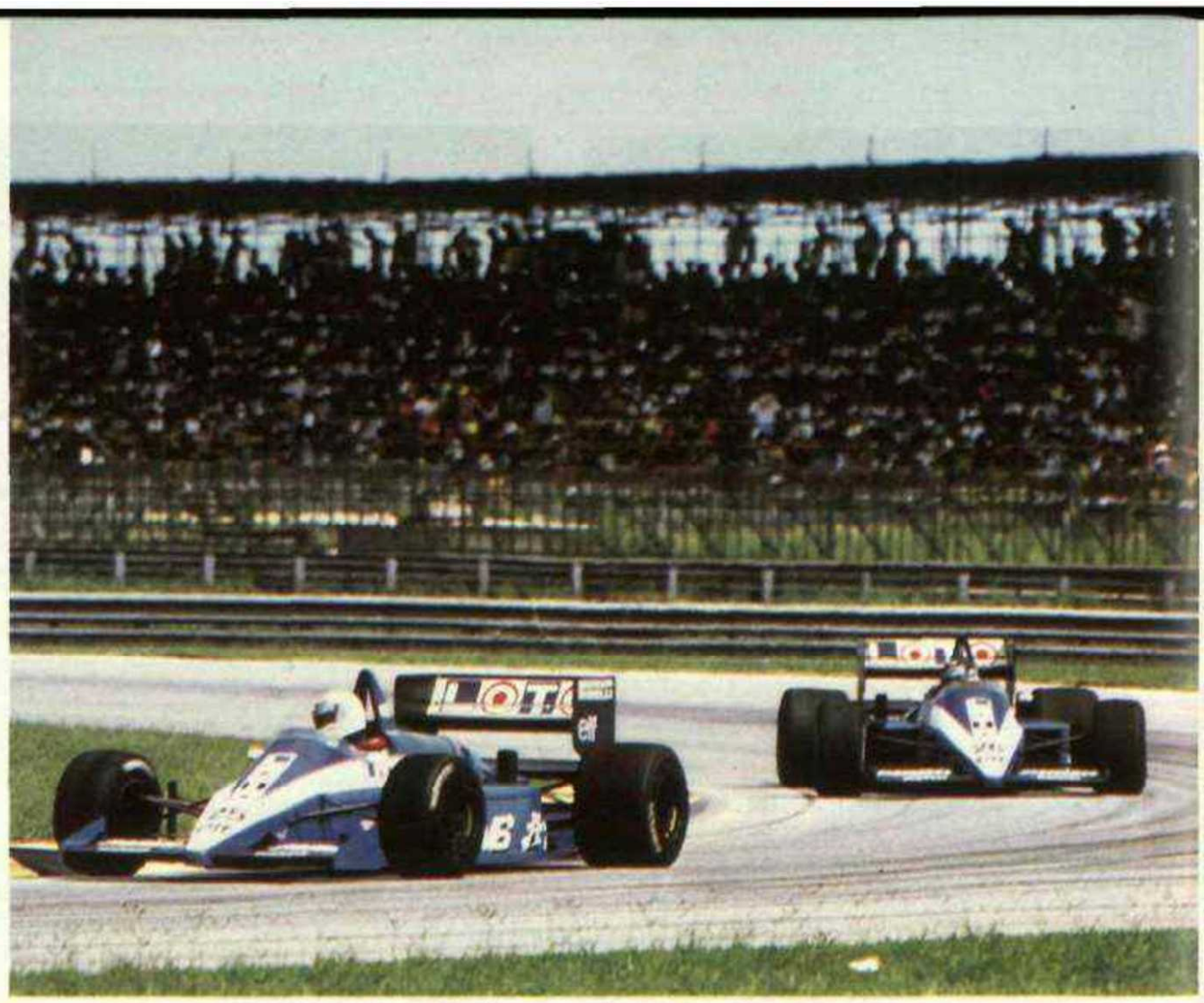
24. *TVR. 2.8-3.9 litres, 135-275 bhp, 135-145 mph, 2 seats, £14,615-£20, 130. Aggressive, if not beautiful, lines clothe first rate chassis; ferociously fast with Andy Rouse-developed 3.9 Rover engine. Attractive interior and simple but sound hood.*

25. *VAUXHALL CAVALIER 1.8i. 1.8 litres, 115 bhp, 110+ mph, 4 seats, £10,989. Vauxhall's rapid and popular mid-range car is now offered with a factory-built soft top option, the first from Vauxhall since pre-war days.*

26. *VOLKSWAGEN GOLF. 1.6 or 1.8 litres, 75 or 112 bhp, up to 112 mph, 4 seats, £9,551-£10,512. The Cabriolet which started the current fashion among mass producers. Still based on the Mk1 Golf, but fast, soild and weatherproof.*



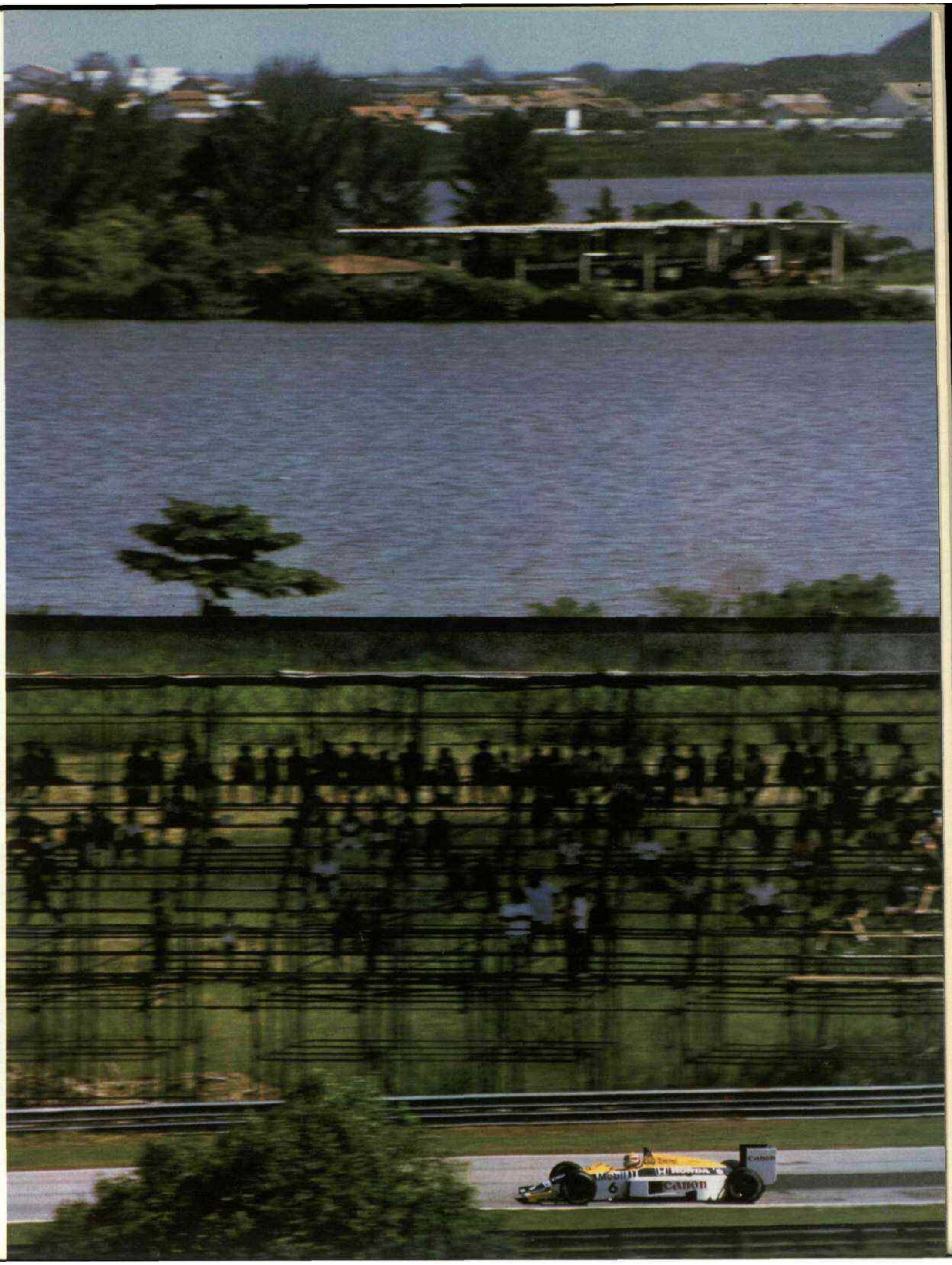




Brazilian Grand Prix

THE opening round of the 1986 World Championship was an all-Brazilian affair at the Autodromo Riocentro just along the coast from Rio de Janeiro where Nelson Piquet (right) stormed to a convincing first time win for the new Williams-Honda FW11, the twice World Champion also having his maiden outing for the Didcot-based team. Piquet, who previously won the Brazilian GP for Brabham in 1983, was initially led by pole position qualifier Ayrton Senna's Lotus 98T (top left), but the Williams newcomer soon asserted himself at the head of the field. Raising Pirelli hopes, the Ligier JS27s of Rene Arnoux and Jacques Laffite (above right) finished third and fourth, though in reverse order to that depicted in our photograph. The striking new Brabham BT55s had a miserable time at Rio, Elio de Angelis (below) losing a wheel after his first pit stop, but the Italian coaxed his car back to the pit lane for attention and eventually struggled home eighth.




Canon
Mobil 1
6
Canon





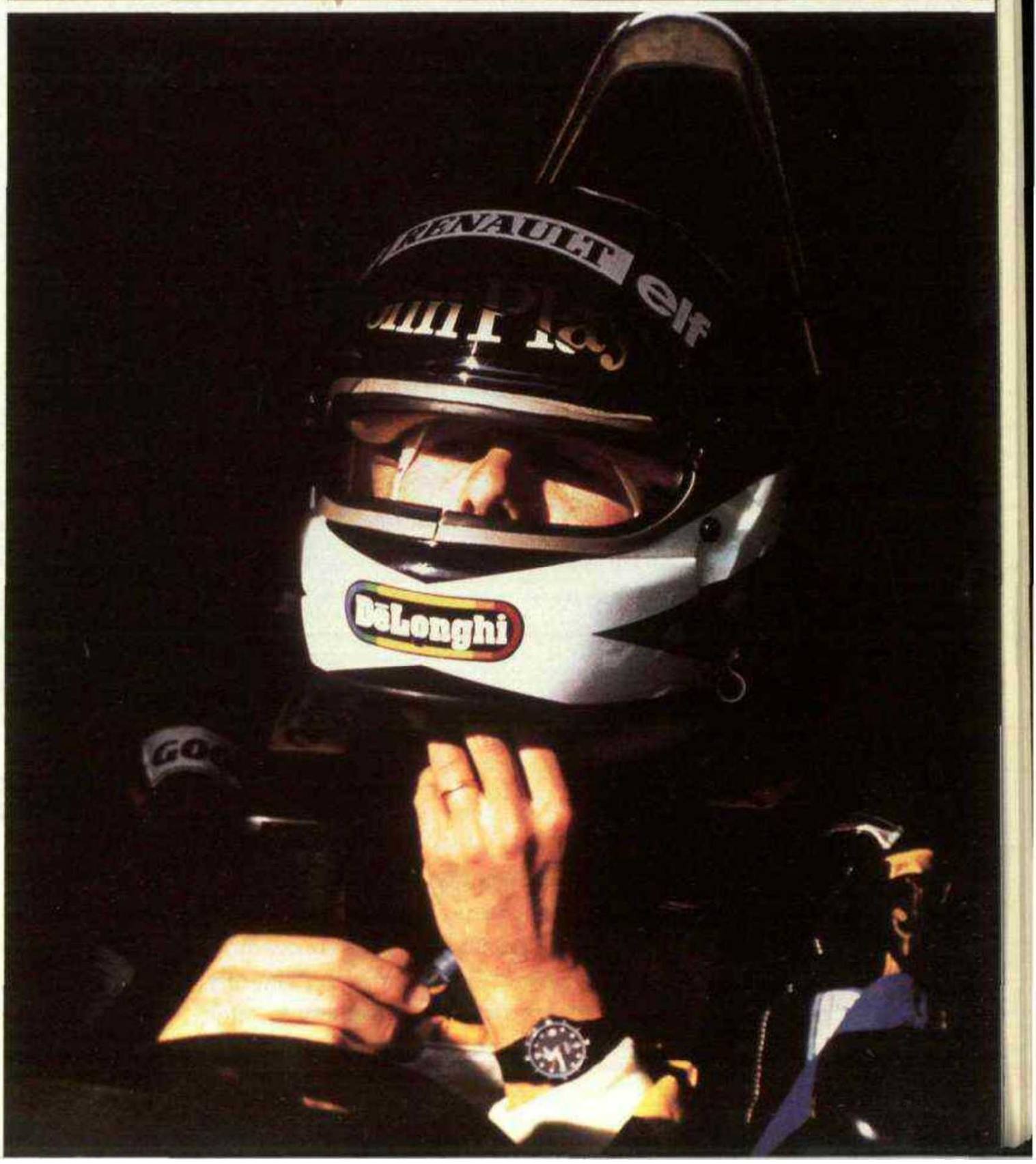
SPANISH GRAND PRIX HIGHLIGH
circuit was
Honda-powered Williams FW11. Having just reli
nine of the 72 laps left to run, the Englishman m
hurtling back into contention to finish a mere
McLaren-TAGs of Alain Prost and Keke Rosberg
while Gerhard Berger's Benetton (top right) fin
Tambay's Lola-Hart registered Team Haas' firs
Palmer's Zakspeed (bottom left) retired in somewh
on the opening lap. Right, Lotus' number two, John



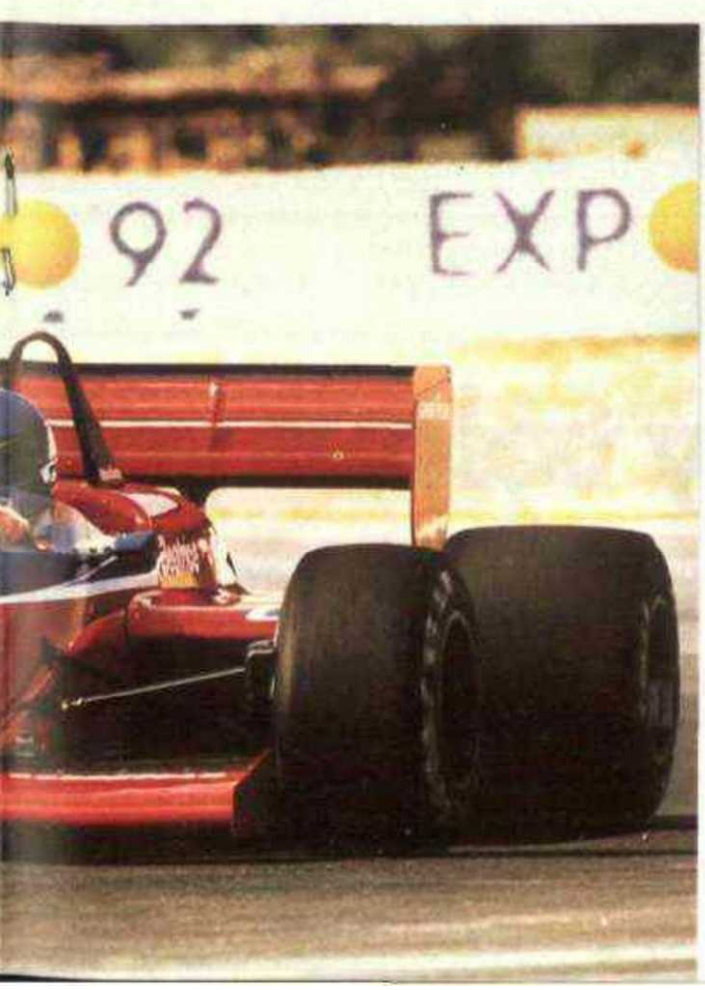








T of the inaugural Spanish Grand Prix at the new Jerez Nigel Mansell's late-race challenge at the wheel of his nquished the lead to Senna's winning Lotus with only nade a pit stop for fresh tyres (above) and then came one-hundredth of a second behind the winner. The (seen, left, in reverse order) finished third and fourth ished sixth for the second successive race. Patrick t GP finish with eighth place (below), but Jonathan hat frayed condition after being savaged by Jones' Lola nny Dumfries, is seen awaiting the off.





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DAILY EXPRESS INTERNATIONAL TROPHY

FIRST time into Stowe, Russell Spence (21) leads John Nielsen (4), eventual winner Pascal Fabre (19), Jeff Macpherson (23), Mike Thackwell (24) a Emanuele Pirro (6). An accident which blocked the track on lap two caused the race to be stopped and re-started. A further accident caused it to abandoned after a total of 24 laps instead of a scheduled 44. (Below left) Emanuele Pirro was leading in his Onyx Race Engineering March 86B when race was stopped. On aggregate (2 laps + 22 laps) he was narrowly beaten by Pascal Fabre. The Onyx cars dispense with the high engine cover of m March 86Bs because it will not accommodate their taller inlet trumpets. (Below right) Three times Japanese F2 Champion, Saturo Nakajima, at the wh of one of the new Honda-powered works Ralts. It was his accident which caused the first stoppage. Team-mate John Nielsen finished a very lucky third his engine blew up on the lap the second red flag came out.





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Marlboro
Marlboro
Marlboro

Safari Rally

SCENES from the Safari: A jubilant Toyota win for the third year running (above left). Group 4 went to Subaru (below left) for the second successive year. What must the local tribesmen make of cars such as the Peugeot 205 T16 above? Although it was generally a dry Safari, sudden cloudbursts still brought mud, but not enough to keep Markku Alën from third place in the two-wheel drive Lancia Rally 037.







SILVERSTONE F3.

MAURIZIO SANDRO SALA (above) celebrates his third win from four rounds. (Right top). Andy Wallace, second in the Championship, presses Gary Brabham going into Woodcote. Brabham finished second and Wallace third in one of the best F3 races in years. (Right) David Hunt has suddenly clicked with F3. He finished fourth at Thruxton and Silverstone and, at the latter, was a contender for a win. Here he leads Wallace, Gerrit Van Kouwen, Keith Fine, Mark Galvin and Graham de Zille. (Below) Sandro Sala's Eddie Jordan Racing Ralt RT30 — is "Morris" on his way to becoming the fifth Brazilian to win the British F3 Championship?



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GOODYEAR

Road Test



Porsche 944 Turbo — Stuttgart Slingshot

THAT "TURBO" TAG is one which has been much misused: applied to many an ordinary car in an attempt to convey glamour, performance and power, it has frequently denoted instead an unbalanced amalgam of high power and low refinement, and over-advertised with loud badges to boot. But there are some companies which strive towards a programme of model development which results in their cars progressing steadily on all fronts.

Such a company is Porsche. While there have arguably not been any "failures" from the company in recent years, such criticisms as occur outside or inside the firm are usually answered in a succeeding version — visual differences within each range may be minimal, but the sum of the changes is always apparent on the road. This constant progress percolates steadily down through the range, with the added bonus that the existing customer is constantly tempted by the next model. Porsche is very proud of its customer loyalty.

Porsche's range of cars is an extravagant one — three entirely distinct lines, all offering rapid 2+2 motoring. No fast four-seaters to chivvy BMW, no mid-engined two-seaters to alarm the Italian exotics; merely beautiful engineering applied to unconventional layouts, and thorough development to rival that of any car manufacturer in the world.

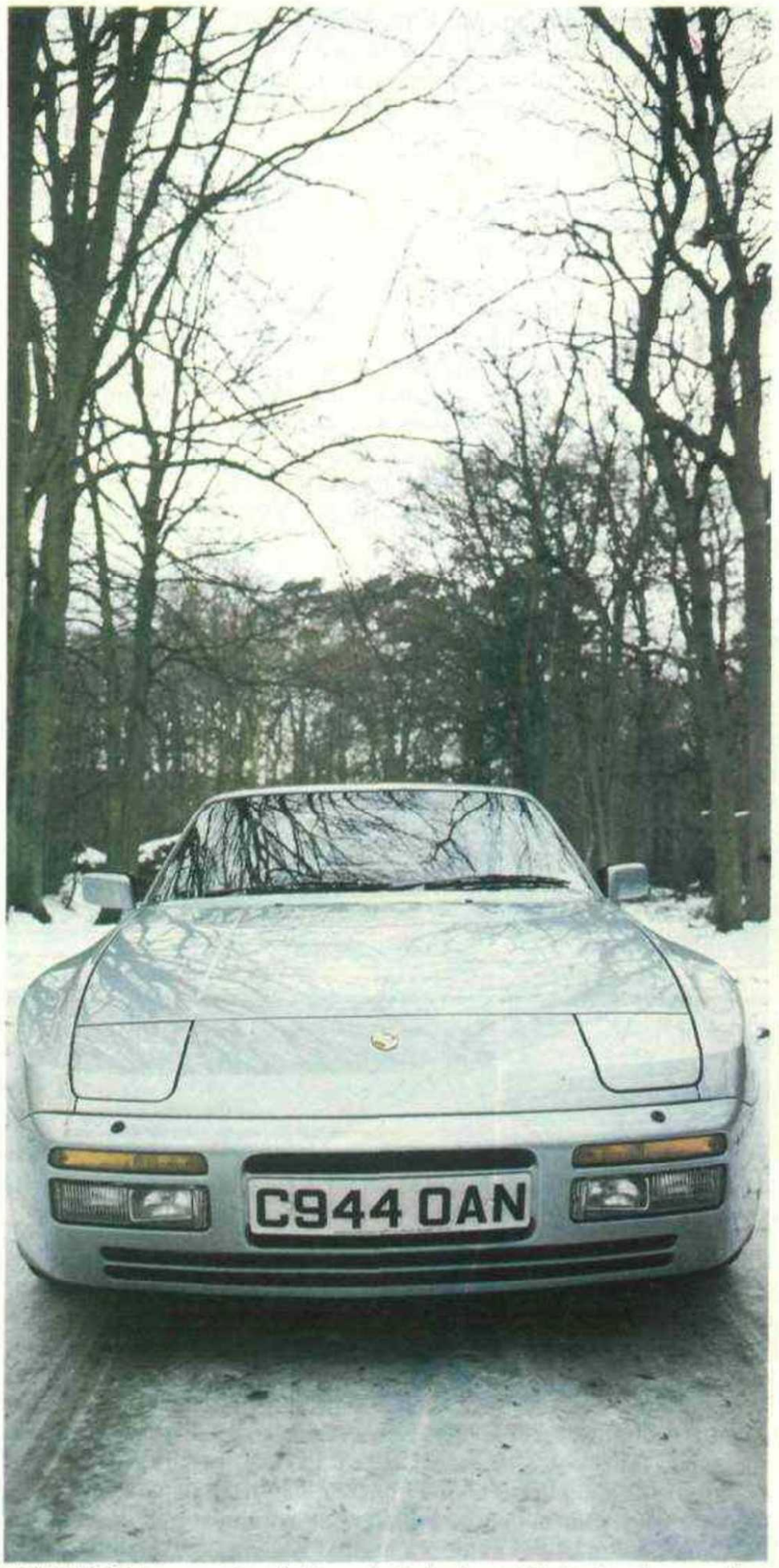
It is that development which has seen the 924 evolve from the baby, the starter model of no particular pedigree, through the phenomenally successful 944, the touchstone of executive success, into the 944 Turbo — an easily-guided missile which now threatens the pedestal on which sits its own relative, the 911 Carrera. For the two cars are now

Maker: Dr Ing hcf Porsche AG, Porschestrasse 42, D-7000 Stuttgart, W Germany.
UK Concessionaire: Porsche Cars Great Britain Ltd, Bath Road, Calcot, Reading, Berks. RG3 7SE.
Model: 944 Turbo.
Type: 2+2 sports coupé.
Engine: All alloy 2.5-litre 4-cyl sohc with contra-rotating balance shafts, turbocharged, with intercooler, Bosch Motronic fuel injection and engine management. Two valves per cylinder, 100 mm × 78.9 mm. 220 bhp @ 5,800 rpm, 243 lb ft @ 3,500 rpm.
Transmission: Front-engined, rear five-speed transaxle driven through torque tube, single dry plate clutch.
Suspension: Front: MacPherson struts, antiroll bar. Rear: semi-trailing arms, transverse torsion bars, antiroll bar.
Brakes: Four-piston calipers, four ventilated discs, servo.
Steering: Rack and pinion power-assisted, speed- and load-sensitive.
Wheels and tyres: Light alloy rims. Front: 205/55 VR16 on 7J, Rear: 225/50 VR16 on 8J.
Dimensions: Wheelbase: 94.4 in. Front track: 58.1 in. Rear track: 57.1 in. Length: 13 ft 8 in. Width: 5 ft 8 in.
Performance: 0-62.5 mph : 6.3 sec. Maximum speed : 152 mph (Manufacturer's figures).
Summary: Wonderful engine, lovely chassis; everyday practicality combined with terrific performance. Unremarkable looks are unimportant beside the status of the badge.
Price: £27,546.62.

comparable both on price and performance — both are claimed to make 152 mph, both cost around £27,500, and while the bigger-engined 911 can shave a couple of tenths off the standing-start times, the Turbo's sensational mid-gear acceleration quickly redresses the balance.

So why should the wealthy driver be tempted by the unremarkable lines of the 940-series car? He might need those rear seats, for instance: although they are barely tall enough to squeeze adults into, they do make better emergency accommodation than those of the rear-engined car, and folded down also provide reasonably practical, if shallow, boot space. Perhaps, bank balance depleted by the expensive Porsche option list, he needs to watch his fuel bills: four cylinders consume the stuff at a very restrained 23-25 mpg, while six are some 3-5 mpg thirstier. If he lives in a country with emission controls, he can content himself knowing that the 944 Turbo is the first car to offer identical performance in all markets — where a catalytic converter is fitted, the boost is slightly higher and the Bosch Motronic injection system is reprogrammed to suit. Should he be interested in technical innovation, the Turbo boasts a water-cooled turbocharger, a charge intercooler, gearbox oil cooler, the advanced TOP cylinder head, and the Bosch Motronic engine management system. In addition to all this, the inherent balance of the transaxle chassis removes that faint but perhaps distracting doubt about whether the driver will be quick enough to catch the weighty tail of the 911 if he discovers a patch of diesel on a roundabout.





NEW NOSE incorporates lights and air ducts, and looks lovely as well as smoothing air-flow. Irregularly-shaped inlet manifold (left, in packed engine bay) provides equal-length tracts to each cylinder.

Based on the all-alloy 944 unit with its twin contra-rotating balance shafts, the 2.5-litre four-cylinder single-cam engine with its TOP (Thermodynamically Optimised Porsche) combustion chamber shape runs at a healthy 8.0:1 compression ratio. A knock sensor retards the ignition if low-octane fuel should cause pre-detonation, even releasing the wastegate completely if necessary, while conversely the engine management system will close the gate under maximum acceleration allowing overboost to push the torque up by 10% for a short period. Forged pistons, high-temperature valve components, ceramic inserts in the exhaust ports and the intake air cooler help the Bosch electronics to optimise combustion. Whereas many turbo units place the turbine near the exhaust ports to reduce response time, Porsche have mounted theirs on the opposite side to reduce the heat gain,

without inducing turbo-lag, while two water-cooling circuits dispel the waste heat from the turbine. One is part of the main system and operates while the car is running, and the other cuts in when the ignition is switched off to pump coolant around the turbine's bearings, preventing the lubricant from being burnt away in the first fiery seconds when the oil stops circulating.

Weissach designers even work on the underbonnet appearance; on top of the 30 degree canted block sits an unusually shaped intake / injection manifold which dominates the packed engine bay. Cam drive is by toothed belt, while that for other ancillaries is ribbed inside and out so as to drive the balance shafts in opposite directions.

With a torque peak of 243 lb ft at 3,500 rpm and a full-bellied power curve which soars to 220 bhp at 5,800 rpm while punching out an impressive 145 bhp even at 3,000, the urge of this engine is sensational. Sadly, sensations were all I could depend on to gauge the accuracy of Porsche's performance figures, as heavy snow on the Bruntingthorpe test track prevented its use. However, experience with previous test cars suggests that the maker's 0-62 mph time of 6.3 sec is probably conservative.



911-STYLE FASCIA design is perhaps not the handsomest, but legibility is good barring the bad reflections in sunlight.

The Turbo shares the transaxle layout of the 924S and 944, but the five-speed gearbox between the rear wheels has been strengthened and its ratios raised. Clutch diameter has also been increased. Suspension layout remains the same but now uses the alloy front wishbones and rear semi-trailing arms which replace the steel ones throughout the four-cylinder range. A front anti-roll bar has been added, together with stiffer shock absorbers, and four-pot calipers on four vented discs look after stopping the car. Only one tyre combination is offered — 205/55 VR16 on the front, 225/50 VR16 behind — but the 928-style alloy wheels can be replaced at extra cost by forged black 911-pattern ones of the same 7J and 8J widths. Sport seats, shock absorbers, and a limited slip differential are also available.

Power-assisted steering is standard on the 944T, and no-one could quibble about that. The system is absolutely superb, preserving an ideal weight in the driver's hands whether he is reversing into a parking space one-handed or balancing the car through the fastest of bends, and all the time there is as much feel as anyone could hope for. Assistance varies with both load and speed, and the leather wheel is just the right size. It is also better placed than before, a little higher, and the new Recaro seats are about an inch lower so that the wheel is no longer in the driver's lap. A new dash layout (which will become standard on the 944 Lux too) has easily read instruments, though sunlight causes severe reflections on the minor dials, and the switches and stalks borrowed from the Golf are replaced by much smarter 911 items, giving a better quality feel. Most of these are easily reached, though the rear wiper switch is obscured by the leather gear-lever, but that handbrake is still exceedingly badly positioned, too low and too far



LINES are spoiled by pop-up lights; high-pressure headlamp washer system is standard.

away. Other fitments include air-conditioning operated by a neat and logical panel above the gear-knob, and an electrically tilting steel sunroof, which can be removed and stowed in a bag in the boot. A sophisticated Panasonic radio / cassette with four speakers and an aerial concealed in the windscreen, and a central cassette holder-cum-armrest round out the interior fittings.

External differences from the normally-aspirated 944 are restrained: the deeper sill-panels are almost unnoticeable, and the under-bumper rear wing is subtly integrated into the body. But the svelte new nose suddenly out-dates all other 944s. Shaped in deformable polyester and glass-fibre, it incorporates auxiliary lamps and brake cooling ducts in one smooth panel, a lovely piece of design which markedly improves the car's looks. As in all other areas, Porsche has been very thorough over the aerodynamic details: engine bay floor panels smooth the passage of air under the car to the new rear apron, which the company says helps to cool transmission, exhaust, and petrol tank. External vents for the cabin are avoided by extracting used air via the door shut-line.

All the changes which mark out the turbo are, inevitably, subservient to its new power-plant, and what a magnificent engine it is. Start it up (it fires instantly every time) and a new gruff exhaust note is apparent; under load this turns into a mild snarl which is most unlike a turbo.

UNDER-BUMPER spoiler will undoubtedly be the first target of the aftermarket fibreglass add-on firms.



Clutch take-up is progressive, not at all heavy, and the gearchange is quick, if not of the smoothest, so that the flow of power is almost constant through the new longer ratios. Most delightful of all, is the part-throttle performance: the flaw in many turbo systems is the difficulty of smoothly controlling the acceleration at less than full throttle, but the 944T surges ahead with even middling pedal pressure. What delay there is in spinning-up the turbine below 3,000 rpm is no greater than letting any normally-aspirated engine get on cam, and it is only the dramatic build up of acceleration once the throttles are wide open which underlines that this is indeed a turbo.

On dry roads the traction of the rear tyres is almost unbreakable, and where mud, water, or a severe bump momentarily separate road from rubber, any slide which results is brief and predictable, almost self-correcting. Instantly obedient to small steering movements, the chassis displays the mildest understeer as the car settles into a corner, then balances itself effortlessly as the throttle opens. It feels quite neutral as the lateral forces build up, and the amount of grip available is terrific: push it harder and harder and the tail begins to hint at oversteer, but this happens at such high speeds that it would be almost impossible to find a bend on the road long enough to push it that far. Lifting off makes the nose drop and tuck in, but not enough to upset the rear, making this a safe method of fine adjustment to back up that delicate steering.

Neither is the poise of the car upset by Government cut-backs, made manifest in potholes; the firm damping insulates the shell from all but the worst shocks, and despite their width, the tyres ignore most interruptions. The result is a chassis which feels utterly confident under all conditions, and which manages to feel taut cornering at 100 mph without giving the occupants an uncomfortable ride in town. It is robust, rather than silky smooth, but it is what a sportscar should feel like.

Even in fifth gear the car is very quick; play with the well-spaced pedals to slot into third and it bolts forward, gulping the longest straights without pausing for breath. There is an electronic fuel cut-out at 6,500 rpm, should the driver be too busy looking at the road to notice the tach needle, but with acquaintance one learns to select one gear higher than normal and let the turbo do the work. With 2nd, 3rd, and 4th gear speeds of 66, 97, and 132 mph, there is plenty of headroom. The brakes feel very strong, well able to control the car.

Cabin comfort is good, wind and mechanical noise being well suppressed, though, like in any wide-tyred sportscar, cats-eyes and road-joints invoke loud thumps. Air temperature and flow are controlled electronically and are quickly altered, and there are four large fascia vents of which the outer ones also look after side window demisting; there is, however, no facility for fresh air while the heater is on. Seat height and backrest adjustment are electric, and the seats give good side support, very valuable in a car which can corner as fast as this one. Leather seat facings are standard, though the test car had full leather seats (which incidentally make it much easier to slide in wearing a kilt!) and electric windows, central locking, remotely adjustable heated door mirrors, and heated windscreen washer nozzles are all part of the package. One safety feature easily missed is that the wipers have been reversed for the UK market.

Calling the Porsche 944 Turbo a luxury car would be misleading; that term usually implies that comfort is the primary factor, even above performance. What then does one make of a car which has phenomenal abilities, and allows its driver to exploit them surrounded by all the material symbols of luxury? True, it is not silent in the way of a Jaguar XJS, and aspects of its capabilities are naturally short of the handful of true supercars costing considerably more, but it is beautifully assembled, so that the doors click closed and every control feels firm. It is also expensive. For those who value aesthetics, £28,000 is a huge sum for a car which recognisably derives from the bulbous 924, when the same would purchase the venerable 911's lovely curves.

It is said that car enthusiasts aspire either to a Porsche *or* a Ferrari; I confess to a strong Mediterranean leaning amongst the normal run of test cars, but a week with the 944 Turbo has suddenly put me in danger from that mythical creature, the two-horned dilemma. — G.C.

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Mille Miglia 1986

In May, another historical gathering will take place to commemorate the great Italian road race. It will be an opportunity for enthusiasts to mingle with beautiful machinery and to see the cars being driven over the same route, but it will not be a road race. To keep it in perspective, we publish below extracts from DSJ's account of his winning drive with Stirling Moss in the 1955 Mille Miglia.

* * * * * *

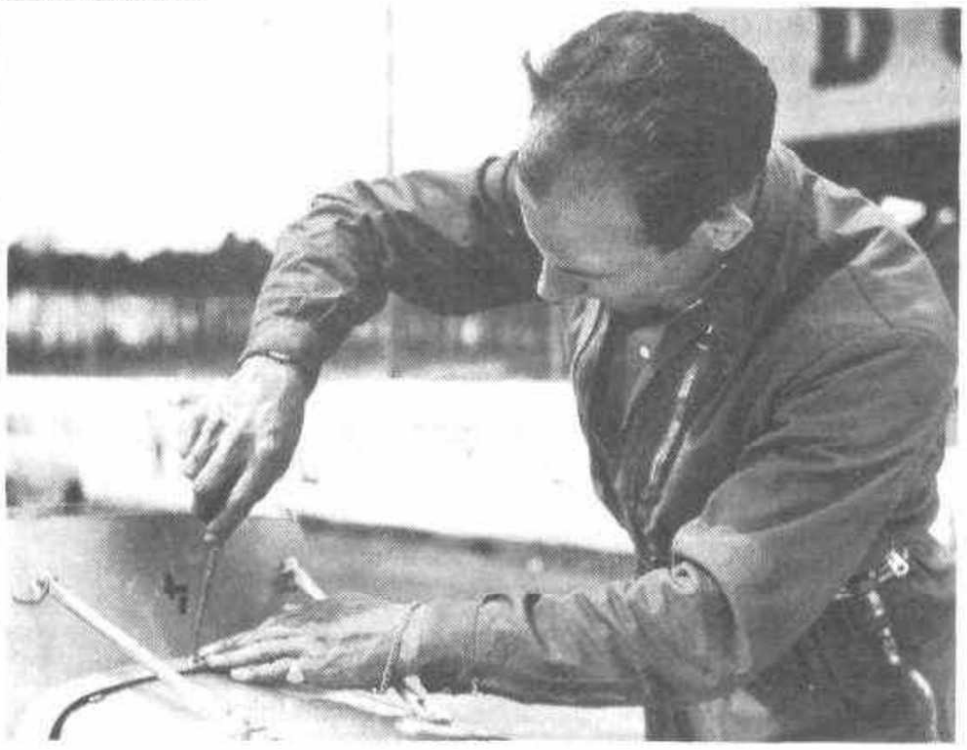
Cruising at maximum speed, we seemed to spend most of the time between Verona and Vicenza passing Austin-Healeys that could not have been doing much more than 115 mph, and, with flashing lights, horn blowing and a wave of the hand, we went by as though they were touring. Approaching Padova Moss pointed behind and I looked round to see a Ferrai gaining on us rapidly, and with a grimace of disgust at one another we realised it was Castellotti. The Mercedes-Benz was giving all it had, and Moss was driving hard but taking no risks, letting the car slide just so far on the corners and no more. Entering the main street of Padova at 150 mph we braked for the right-angle bend at the end, and suddenly I realised that Moss was beginning to work furiously on the steering wheel, for we were arriving at the corner much too fast and it seemed doubtful whether we could stop in time. I sat fascinated, watching Moss working away to keep control, and I was so intrigued to follow his every action and live every inch of the way with him, that I completely forgot to be scared. With the wheels almost on locking-point he kept the car straight to the last possible fraction of a second, making no attempt to get round the corner, for that would have meant a complete spin and then anything could happen. Just when it seemed we must go head-on into the straw bales Moss got the speed low enough to risk letting go the brakes and try taking the corner, and as the front of the car slid over the dry road we went *bump*! into the bales with our left-hand front corner, bounced off into the middle of the road and, as the car was then pointing in the right direction, Moss selected bottom gear and opened out again.

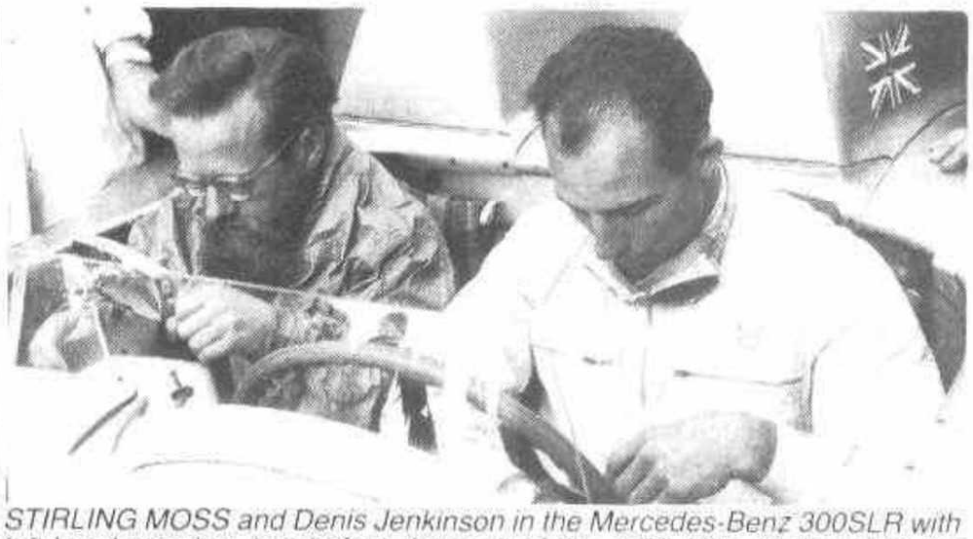
All this time Castellotti was right behind us, and as we bounced off the bales he nipped by us, grinning over his shoulder. As we set off after him, I gave Moss a little handclap of appreciation for showing me just how a really great driver acts in a difficult situation.

* * * * * *

Along the new road by the side of the River Po we overtook Lance Macklin in his Austin-Healey, and he gave us a cheery wave, and then we went through Ferrara, under the railway bridge, over the traffic lights and down the main streets and out onto the road to Ravenna. All

DURING pre-race practice and testing at Hockenheimring the crews had to learn about making temporary repairs to various vulnerable components. Moss is seen fitting the aluminium wind deflectors for their car, chassis number 0004/55, to replace a broken windscreen. It was held in place by Dzuz fasteners.





STIRLING MOSS and Denis Jenkinson in the Mercedes-Benz 300SLR with left-hand steering, just before the start of the 1955 Mille Miglia. Note the twin head-fairings with the Union Jack on the driver's side. A hinged flap in the headrest gave access to the filler for the 58 gallon fuel tank that enabled the winning pair to run non-stop from Rome back to Brescia.

the way along there were signs of people having the most almighty incidents, black marks from locked wheels making the weirdest patterns on the road, and many times on corners we had signalled as dangerous or dodgy we came across cars in the touring categories lying battered and bent by the roadside, sure indication that our grading of the corner was not far wrong. To Ravenna the road winds a great deal and now I could admire the Moss artistry as he put in some very steady "nine-tenths" motoring, especially on open bends round which he could see and on those that he knew, and the way he would control the car with throttle and steering wheel long after all four tyres had reached the breakaway point was a sheer joy, and most difficult to do justice to with a mere pen and paper. Approaching the Ravenna control I took the route-card board from its holder, held it up for Moss to see, to indicate that we had to stop here to receive the official stamp, and then as we braked towards the "CONTROLLO" banner across the road, and the black and white chequered line on the road itself, amid waving flags and numerous officials, I held my right arm well out of the car to indicate to them which side we wanted the official with the rubber stamp to be. Holding the board on the side of the cockpit we crossed the control line, bang went the rubber stamp, and we were off without actually coming to rest. Just beyond the control were a row of pits and there was 723, Castellotti's Ferrari, having some tyre changes, which was not surprising in view of the way he had been driving.

With a scream of "Castellotti!" Moss accelerated hard round the next corner and we twisted our way through the streets of Ravenna, nearly collecting an archway in the process, and then out on the fast winding road to Forli. Our time to Ravenna had been well above the old record but Castellotti had got there before us and we had no idea how Taruffi and the others behind us were doing. Now Moss continued the pace with renewed vigour and we went through Forli, waving to the garage that salvaged the SL we crashed in practice, down the fast winding road to Rimini, with another wave to the Alfa Romeo service station that looked after the SLR that broke its engine. I couldn't help thinking that we had certainly left our mark round the course during practice. Ever since leaving the start we had had the rising sun shining in our eyes and, now, with the continual effects of sideways "G" on my body, my poor stomach was beginning to suffer and, together with the heat from the gearbox by my left buttock, the engine fumes, and the nauseating brake-lining smells from the inboard-mounted brakes, it cried "enough" and what little breakfast I had eaten went overboard, together with my spectacles, for I made the fatal mistake of turning my head sideways at 150 mph with my goggles lowered. Fortunately, I had a spare pair, and there was no time to worry about a protesting stomach for we were approaching Pesaro, where there was a sharp right corner.

* * * * * *

..... Just after Acquapendente I made my first and only mistake in navigating, that it was not serious is why you are reading these words now; having just given warning of a very dodgy right-hand bend I received a shower of petrol down my neck and looking round to see what had happened we arrived at another similar corner, and I missed the signal. Fortunately Moss had recognised the corner, for he knew many parts of the course extremely well, and after seeing that the petrol was coming from the filler due to surge, I looked back to see an irate Moss face saying very rude things at me and shaking his fist, all the while cornering at a fantastic speed. How serious the fuel surge was I did not know, and as the exhaust pipes were on the side of the car I decided it would be all right and said nothing to Moss, as he appeared not to have received any of the spray. For the next 10 or 15 miles I received this gentle spray of cold fuel, cooling in the enormous heat of the cockpit, but a little worrying in case it got worse. Up the Radicofani Pass we stormed and the way the car leapt and slithered about would have really frightened me had I not already had a lot of experience of its capabilities and of the skill of Stirling Moss; as it was I sat there and revelled in the glorious feeling of really fast motoring. Over the top of the pass we swept past a saloon car competitor, into a downhill right-hand bend followed by a sharp left-hander. Now, previous to this Moss had been pointing to the front of the car and indicating that a brake was beginning to grab on occasions, and this was one of them. Without any warning the car spun and there was just time to think what a desolated part of Italy in which to crash, when I realised that we had almost stopped in our own length and were sliding gently into the ditch to land with a crunch that dented the tail. "This is all right," I thought, "we can probably push it out of this one," and I was about to start getting out when Moss selected bottom gear and we drove out — lucky indeed! Before we could point the car in the right direction we had to make two reverses and as we accelerated away down the mountainside I fiddled about putting the safety catch back on the reverse position of the gear-gate, while we poked our tongues out at each other in mutual derision.

* * * * * *

On the winding road from Siena to Florence physical strain began to tell on me, for with no steering wheel to give me a feel of what the car was going to do, my body was being continually subjected to terrific centrifugal forces as the car changed direction. The heat, fumes and noise were becoming almost unbearable, but I gave myself renewed energy by looking at Stirling Moss who was sitting beside me, completely relaxed, working away at the steering as if we had only just left Brescia, instead of having been driving for nearly 700 miles under a blazing sun. Had I not known the route I would have happily got out there and then, having enjoyed every mile, but ahead lay some interesting roads over which we had practised hard, and the anticipation of watching Moss really try over these stretches, with the roads closed to other traffic, made me forget all about the physical discomforts. I was reminded a little of the conditions when we approached one corner and some women got up and fled with looks of terror on their faces, for the battered Mercedes-Benz, dirty and oil-stained and making as much noise as a Grand Prix car, with two sweaty, dirty, oil-stained figures behind the windscreen, must have looked terrifying to peaceful peasants, as it entered the corner in a full four-wheel slide. The approaches of Florence were almost back-breaking as we bounced and leapt over the badly maintained roads, and across the tramlines, and my heart went out to the driver of an orange Porsche who was hugging the crown of the steeply cambered road. He must have been shaken as we shot past with the left-hand wheels right down in the gutter. Down a steep hill in second gear we went, into third at peak revs, and I thought "it's a brave man who can unleash nearly 300 bhp down a hill this steep and then change into a higher gear".

* * * ..... The hard part was now over, but Moss did not relax, for it had now occurred to him that it was possible to get back to Brescia in the round 10 hours, which would make the race average 100 mph. Up the long fast straights through Modena, Reggio Emilia and Parma we went, not wasting a second anywhere, cruising at a continuous 170 mph cutting



DURING Hockenheimring testing a problem arose with wind buffeting of the occupants and the entry of exhaust and brake fumes into the cockpit. The problems were solved by cutting down the wrap-round all-enveloping windscreen until it was a simple narrow wind deflector across the scuttle. Here the driver and navigator worry about the problem.

off only where I indicated corners, or bumpy hill-brows. Looking up I suddenly realised that we were overtaking an aeroplane, and then I knew I was living in the realms of fantasy, and when we caught and passed a second one my brain began to boggle at the sustained speed. They were flying at about 300 ft filming our progress and it must have looked most impressive, especially as we dropped back by going round the Fidenza by-pass, only to catch up again on the main road. This really was pure speed, the car was going perfectly and reaching 7,600 rpm in fifth gear in places, which was as honest a 170 mph plus, as I'd care to argue about. Going into Piacenza where the road doubles back towards Mantova we passed a 2cv Citroën bowling along merrily, having left Brescia the night before, and then we saw a 2-litre Maserati ahead which shook us perceptibly, for we thought we had passed them all long ago. It was number 621, Francesco Giardini, and appreciating just how fast he must have driven to reach this point before us, we gave him a salutary wave as we roared past, leaving Piacenza behind us. More important was the fact that we were leaving the sun behind us, for nice though it was to have dry roads to race on, the blazing sun had made visibility for both of us very tiring. Through Cremona we went without relaxing and now we were on the last leg of the course, there being a special prize and the Nuvolari Cup for the fastest speed from Cremona to Brescia. Although the road lay straight for most of the way, there were more than six villages to traverse, as well as the final route card stamp to get in the town of Mantova. In one village, less than 50 miles from the finish, we had an enormous slide on some melted tar and for a moment I thought we would hit a concrete wall, but with that absurdly calm manner of his, Moss tweaked the wheel this way and that, and caught the car just in time, and with his foot hard down we went on our way as if nothing had happened. The final miles into Brescia were sheer joy, the engine was singing round on full power, and after we had passed our final direction indication I put my roller-map away and thought "If it blows to pieces now, we can carry it the rest of the way." The last corner into the finishing area was taken in a long slide with the power and noise full on and we crossed the finishing line at well over 100 mph, still not knowing that we had made motor-racing history, but happy and contented at having completed the whole race and done our best.

The full story of Moss and Jenkinson's victory is being reprinted and will shortly be available from the MOTOR SPORT offices.

Road Impressions



Rover 216 Vitesse

MY "Easter-Egg" this year, from the road-test viewpoint, was the larger of the 200-Series Rovers, in Vitesse form. After a Budget that imposed no extra burdens on the car-owner, and a fall in petrol prices following the slump in the cost of oil, it was a good time to go motoring, if one avoided the traffic tail-backs and just roamed country lanes, as I did with the Rover 216 Vitesse.

Now that Nissan has been welcomed to this country as a car-producer there is less reason to be snide about the smaller Rovers because they are largely Japanese-based; let us be charitable and just remark that the Japs make good cars and if Austin-Rover think it essential to work with them in designing new models, so be it . . . I found the 216 Vitesse a nicer proposition than the rather under-powered Rover 213SE I tried in 1984. This is to be expected, with the larger engine, 1,598 cc against 1,342 cc, giving in fuel-injection Vitesse form an extra 33 bhp and upping the torque by 27 lb ft. Indeed, the 216 Vitesse is a very eager car, capable of being opened up to nearly 110 mph and of setting a 0 to 60 mph acceleration time of 9½ seconds.

The actual power-output from the overhead-camshaft four-cylinder engine is 103 bhp, with a torque figure of 102, and this compact Rover four-door saloon can best be described as a willing performer. It is one of those cars that are notably easy to drive, with that excellent five-speed gearbox, responsive pick-up which continues to build up usefully for overtaking, and light if somewhat vague, but acceptable, steering. In respect of running well within itself even in the high fifth gear the EFi 216 Vitesse is markedly superior to the carburetted 1.3-litre model. The seats are comfortable, the instruments easy to scan in the modern idiom, although only engine speed, road speed and distance, water-heat and petrol-content are recorded. The petrol gauge needle is very steady but did not sink from the full-tank mark for a great many miles; when it was still above the red warning the engine cut out sharply several times, making me wonder about the accuracy of the needle position. In fact, this is a very economical way of enjoying one's driving, the fuel consumption in not too flurried usage coming out at 36.2 mpg.

If the engine is not exactly quiet, it is certainly not unpleasantly obtrusive. The Vitesse 216 has 14 in alloy wheels, shod with 175/65 Pirelli P8s on the test car, and other features include a body-colour grille, door mirrors, front and rear spoilers, rear anti-roll bar, tinted glass, electric windows, and central-locking. Back-seat leg room is not over generous but the boot is notably large, providing 15.2 cu ft of luggage space if you can hump things over the high sill.

There are traces of Rover refinement in the simulated wood interior decor, good quality upholstery, and the Rover badge, and a reminder of the Oriental link in the little floor levers for convenience when the driver needs to open the locked fuel-filler flap or the boot. Also in the pile carpet, sports-type front seats, coin tray and adjustable steering-rake, although much of the body trim is miserable plastic, as on most of today's cars. The digital clock before the front-seat passenger is easy for the driver to read, the warning lights include those for low brake-fluid level and / or excessive wear of the front brake-pads, which operate on ventilated discs. A two-tone horn and sensibly-contrived stowages are other good items.

This 216 Vitesse is, then, an acceptable member of today's Rover family, and its fuel-tank capacity of just over ten gallons obviates frequent refuelling. For these smaller modern Rovers the transverse-engine, FWD layout is used, and the Unipart battery and all the fillers are very accessible under the rear-hinged bonnet-lid, which has an easy-to-operate frontal catch. The body shape is perhaps an acquired taste and the "Vitesse" logo on the rear doors rather unnecessary. But the Rover 216 Vitesse is commendably brisk in those acceleration bands that matter, such as 30-60 mph (in eight seconds) and 50-70 mph (in 11½ seconds). For those who want their Rovers economical but quick, this car has a great deal in its favour. The price is £8,398. — W.B.

Cars In Books

THIS column has survived for a very long time and has in recent times been fed with tip-offs from keen readers, both at home, and recently from as far afield as Norway. For example, I have a recommendation that "Beating Time" by Antony Hopkins, the musician and broadcaster, (Futura Publications, 1983), should be of interest. The author's father had a liking for Trojans and a holiday in Sussex in 1927 in a solid-tyred tourer is referred to, as is the schoolboy excitement of rides in a teacher's Riley.

When Hopkins was a member of the Little Gaddesden Company of the Home Guard he was associated with their Le Mans-type Bentley, so that it was felt that if they could not halt the German armour, they could at least outrun it. . . It was at this time that Hopkins learned to drive, on a little Commer van used to collect waste-bins from an emergency hospital. He had his first car in 1950, a black 2.6-litre MG drophead-coupé, on which he practised racing gear changes in the grounds of Bryanston school. Within a year he had replaced the MG with a drophead Jaguar, "the seductive handsome pre-war Mk V model". Hopkins must have liked this, because it was his first of 14 cars of this make, culminating in a lightweight E-type. It had been love-at-first-sight with the XK120, of which Hopkins acquired a white one around 1952, when they began filtering onto the Home market. The book contains some interesting Jaguar memories, and among these cars owned by the author was an XK 150, intended for an American film-star who died so soon after it was delivered that he never drove.

The book has references to days spent at Goodwood and Le Mans, even to winning a sports-car race at Snetterton. A picture shows the author in an E-type Jaguar at the Sussex circuit, another is of Hopkins at Goodwood in a D-type Jaguar. In 1964 he used an Austin-Healey over the dirt roads of Australia, averaging 74 mph on the last leg of the Canberra-Adelaide route. Antony Hopkins lists his cars as those 14 Jaguars, three MGs, five Datsuns (types 240 and 260), two Mazda RX-7s, two Lotuses, two Matra Bagheeras, a Ferrari, a Gordon-Keeble, a special Triumph Herald, the Austin-Healey, a Heinkel bubble-car, a Gilbern, a GTV Alfa Romeo and a VW Scirocco. — W.B.

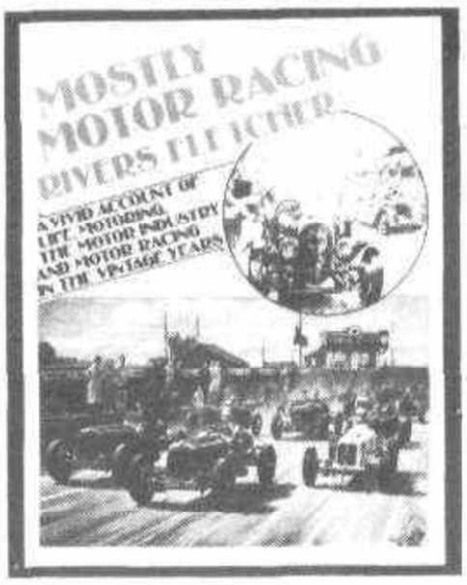
Book Reviews

"Mostly Motor Racing" by Rivers Fletcher. 319 pp. 11 in ×8 in *(Haynes Publishing Group, Sparkford, near Yeovil, Somerset, BA22 7JJ. £15.95)*

Rivers Fletcher is well known, particularly in the areas of vintage cars, pre-war memories, and Club racing and few can match his infectious enthusiasm. Previously he has launched into authorship, with books about his days with Bentley Motors, his MG associations, and his Jaguar connections. Now he has given us a very big volume about how his passionate enthusiasm for motor racing developed, from schooldays onwards. It runs up to the outbreak of the war and will presumably be followed by another, describing Rivers' personal participation in Club competitions.

He did not start on that path until after the war, so the present reminiscences are about the famous personalities he met and came to know — Malcolm Campbell, Earl Howe, Whitney Straight, Raymond Mays, Peter Berthon, Humphrey Cook, Woolf Barnato, Charles Follett, Sammy Davis, Louis Fontes, the Dunfees, the Dunhams and others too numerous to list — his apprenticeship to Bentley Motors in the heyday of their Le Mans and other racing successes, his period in the Motor Trade, and his close association with the formation of ERA Ltd, not forgetting the various ERA sports cars mooted in that time, culminating in the vee-eight Raymond Mays Specials of which four were run in an RAC Rally. The book is all about the happy motor racing fraternity of those days, with plenty of memories of events attended, and descriptions of others that Rivers recalls. All laced with an *enormous* number of very good, if miscellaneous, photographs from the Rivers' collection, leavened with Peacop cartoons. Not all are originals by any means, but they are nice to browse through.

Apart from motor racing, there are Rivers' links with Show Biz, the Metropolitan Police "Vice Squad", the war-time Fire Service and amateur dramatics, all very entertaining, especially if you know this ever-young enthusiast of over 70 . . . There is an amusing account of how the author came upon a naked girl straddling the cockpit of



an Amilcar when he went uninvited into the Brooklands shed of a well-known racing driver, which fits that character she was with, perfectly, and mentions of Rivers' many "amours", which recall his classic assessment of that then less promiscuous age when, thinking of the reason why he bought an M-type MG Midget coupé: "Nature being what it is, I guess I was engaged on an ever increasing amount of snogging! Well, in my open cars one's wooing was at a disadvantage. Don't misunderstand me, it was not the permissive age in the 1930s (in our set anyway). Anyhow, I *felt* (come to think of it, that's about all I did do!) I should buy that Midget coupé."

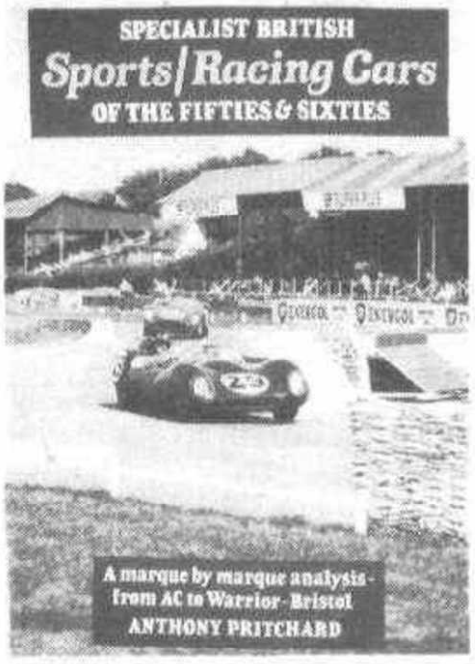
This is a light-hearted, not too technical, book all about how Rivers Fletcher grew up as an avid motoring enthusiast and what happened along the way. There are interesting insights about knowing the "greats", the story of how aged about 16 Rivers rode with Malcolm Campbell in the 1½-litre straight-eight GP Delage when it won the 1928 JCC Junior Grand Prix at Brooklands (there's freedom for you — the cockpit was too cramped for an adult but a passenger had to be carried, so the boy got the job!), how he once crashed one of Barnato's Bentleys and had to own up, and many more anecdotes of like kind. It is all very enjoyable reading, repeating slightly what was in the earlier books, but only in a few places.

The author explains that his first car was an 8/18 Talbot, in which he ventured onto the Mountain circuit at the Track and which ended its days by overturning when driven too fast and catching fire — we even get the photographs taken by the young owner as the London Fire Brigade fought the blaze . . . Rivers says, in his Acknowledgements page, that I covered much the same ground and have remembered many details, and it is true that when he was hanging a picture of the 1924 Le Mans-winning Bentley over his bed, I was sleeping as a boy beneath a cut-away drawing of a W.O. type 4½-litre Bentley chassis. This permits me to say that the only errors I spotted are that Lanfranchi drove a 3-litre Alfa Romeo, *not* the big Isotta-Maybach at Brooklands, that Allards had ifs but *not* to LMB patents, and that a Cord did not have a Cotal gearbox and that Hamilton was killed at Berne, not at Tripoli. It is interesting that Rivers refers to Reginald Straker and the *side-valve* Riley Lynx, as he used to advertise in MOTOR SPORT; the 11/40 hp chassis in 1925/6, not to be confused with the 1934/35 9 hp Lynx. I have to differ from Rivers, however, in his dislike of long-tailed racing cars like the Leyland-Thomas and Rapson Lanchester, while my eyebrows have scarcely come down after seeing Thomson & Taylor's rendered with a "p" . . .

But great entertainment, very fully illustrated, the dedication being to the late Raymond Mays. An Index would have been appreciated. — W. B.

With **"Specialist British Sports/Racing Cars of The Fifties & Sixties"** (publ. Osprey, 12-14 Long Acre, London WC2E 9LP, 244pp. illust, indexed, hard back, £15.95) Anthony Pritchard has gone a long way towards filling in a gap on the enthusiast's book shelves. As the title implies, he concentrates on the smaller marques, and covers nearly 40 makers from AC to Warrior-Bristol via such firms as Brabham, Connaught, Cooper, Lola and Lotus.

Pritchard deliberately omits "factory" makers such as Aston Martin and Jaguar, for they are of a different nature and, besides, are covered adequately elsewhere. In accepting that Doug Nye's "Powered by Jaguar" says all there is to say about the Jaguar-engined cars built by Cooper, HWM, Lister and Tojeiro, he skims lightly over these and concentrates instead on some of the less well-known cars such as the Revis-Borgward and



Risley-Pritchard's lovely Cooper-Connaught fitted with a copy of the Alfa Romeo "Disco Volante" body.

In his foreword Pritchard apologises to those whose favourite marques may have been omitted so we have Landar but not Diva, Beart-Rodger but not Rejo, and Kieft but not Turner. It may be hard to find a pattern in his reasoning but it's certainly impossible to include every maker.

Though it does not set out to be a comprehensive catalogue of all the marques which appeared on the scene during the time covered, there's enough meat here for anyone. The cars are succinctly described, their successes and failures faithfully recorded, and the text is complemented by a large number of excellent photographs (averaging about one per page) which not only display the cars but which also capture the atmosphere of the time.

It is not a book without errors. Frank Costin did *not* design the body of the Lotus Fifteen, that was done by Charlie Williams of Williams and Pritchard to Colin Chapman's specification. Frank Nichols is given credit for designing the Elva range but Elva's most successful cars were designed by others, notably Keith Marsden. We look in vain, too, for the motivation which drove some builders, for instance, the vision which Derek Buckler had to make motor sport available for all, a self-imposed constraint which clipped his wings, and two of the three longest-established specialist constructors in the world, John Crossle and

Arthur Mallock, have no mention here.

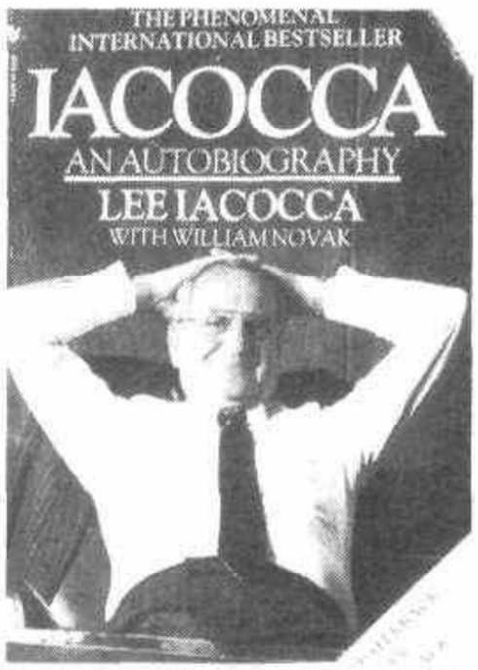
Despite these criticisms, this handsomely produced book is extremely welcome as we begin to appreciate properly the men who built the British motor racing renaissance from tiny workshops. It admirably complements the author's "British Racing Green" and, like that book, and others which Pritchard has written, it is likely to become one of the most useful and well-thumbed in this writer's collection. — M.L.



"The Ferrari 250GT Story — Tour de France" by John Starkey. 133 pp. 10 in × 7 in *(Haynes Publishing Group, Sparkford, Yeovil, Somerset, BA22 7JJ. £10.95).*

Another Ferrari title, the most exciting production motor-car deserving the number of books that have been written about it! The reason for this one, the author explains, is that the 250GT Berlinetta competition cars possess a mystique and charisma hard to explain but very evident, especially as they are, he says, eminently suitable as road-going cars, yet are legendary in their almost total dominance of the "Tour de France" races of the 1950s.

At the age of 19, John Starkey tells us, he wasn't interested in cars but an unxpected ride in a Ferrari, which is said to have touched 140 mph on a normal narrow road, at night, changed all that, and 15 years later he became an owner. His book is about the development of the 250GT, its contemporary stablemates, its racing history, and a rather brief account of how Starkey's car was restored. There is also a short interview with Olivier Gendebien who raced these Ferraris and the book is packed with exciting pictures, some in colour. It concludes: "Like all good things any drive must come to an end, and once more the Berlinetta is parked in the garage. Listen once more to the sound of the engine, and then switch off. The motor cuts dead as befits its light internal parts. When I leave the car I still find myself looking back at its beautiful shape. The long-wheelbase Berlinetta is a superlative Ferrari." It is for those who are in agreement that this book is for. — W.B.



There are currently available two paperbacks with the word **"IACOCCA"** writ large on the front together with a photograph of Lido "Lee" Iacocca, the sacked ex-President of Ford who achieved a near miracle by going onto Chrysler and taking it back from the brink of bankruptcy to healthy profitability. In achieving this, Iococca has become a legend in the USA and has been widely touted as a future President.

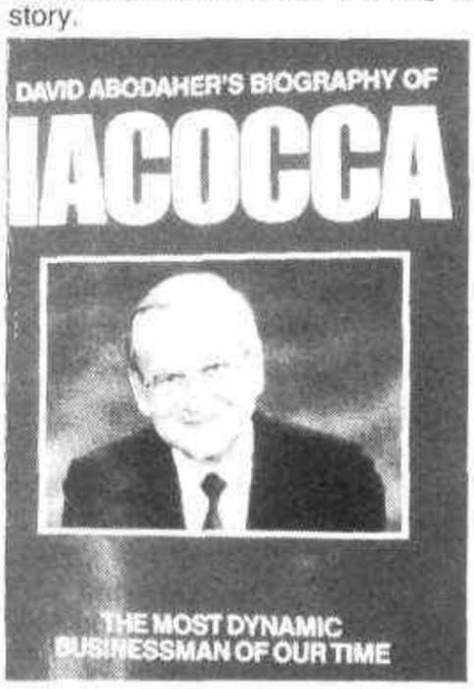
One of these books has a purple cover and is a *biography* written by David Abodaher (publ. Star Books, 44 Hill St., London W1X 8LB, 276 pp plus 8 pp b&w photographs, £2.50) and it is to be strictly avoided. It is a stodgily written work, apparently compiled from a newspaper cuttings library. Worse, it is uncritical in its treatment and contains a catalogue of extraordinary errors.

Abodaher states that Ferraris are made in Turin, "a city the Italians call Torino" (is it one of several cities the Italians call "Torino"?); that Chris Amon was a Grand Prix winner; and that to ensure success at Le Mans, Iacocca ordered the GT40 Mk 4 to be made *heavier* than the Mk 2. Obviously, all the teams using materials such as titanium have got it seriously wrong.

The star bloomer, in a book packed with them, is the assertion that after competing in the 1961 Monte Carlo Rally, the Ford Falcon team stayed on to take in the Monaco GP. This paragraph, which is quoted in full so as not delete a single nuance, reads: "The stay in Monaco lasted two weeks. During that period Ford cars were entered in the annual Monaco Grand Prix, the twisting, treacherous, around-the-houses race now (sic) a fixture on the Grand Prix circuit. The Ford cars were not expected to win — they were entered only as a test of the cars' durability for the benefit of the press. The race was won by England's great driver, Stirling Moss, in a Lotus-Climax."

With that single paragraph Abodaher puts himself in the class of Ronnie Mutch, whose magnificent "Niki Lauda and the Grand Prix Gladiators" had previously lacked serious rivals for ineptitude.

Iacocca's *autobiography* (written with William Novak, publ. Bantam Books, 376pp plus 16 pp b&w photographs, £3.95) is a different matter entirely. It is punchy, opinionated and humorous and one can understand why it sold three million copies in hardback. Iacocca comes across as a man with a shrewd assessment of his own worth and intellect but since he has an enviable track record, this does not seem boastfulness. The book is in the American tradition of "son of immigrant made good", which goes some way to explain its extravagant success in the States, but it is also a strong theme on which to hang a story.



It has an engaging veneer of frankness, and the man's humour drives the story line, but the sort of corporate in-fighting in which Iacocca must have engaged is lightly side-stepped. We're left with a self portrait, minus warts, and the Iacocca which emerges is the sort of back-slapping good egg we'd all like to have round for dinner. After a good meal and some agreeable liquor, one might be able to scratch the surface of this extraordinary man.

The autobiography has a brown cover but should you be colour blind then you should remember that the gimcrack paperback, which has been published here in the wake of the authentic articles, has Iacocca's photograph out of focus. That says it all. M.L.

"Dogwood Afternoons" (publ. The Bodley Head, 30 Bedford Square, London WC1B 3RP, 247pp, fiction, £9.95) is a first novel by American sportswriter, Kim Chapin. Its background is the Deep South and the development of stock car racing from moonshine runners to factory teams. Had Chapin restricted himself to a novel about stock car racing, he might have produced a fine book for he clearly knows his subject and has a crisp style.

Unfortunately he has attempted to write a serious novel, using the sport as a metaphor as he traces the maturing of his central character. In this attempt he has been too ambitious, his characters are insubstantial, his plotting loose and the book lacks a sense of both time and place.

Still, it held my attention and I found the motor racing content fascinating. — M.L.

★ ★ ★

Those interested in how American journalists viewed the Volkswagens, over the period 1951 to 1968, will find 35 of *Road & Track's* road-test reports reproduced in *"Road & Track* on Volkswagen", published by Brooklands Books at £5.95, which covers almost everything from Beetle to 1600 Fastback. For £6.50 the soft-cover 96-page book is available post-free from Brooklands Book Distributors Ltd, Holmerise, Seven Hills Road (that led to the Track from the Portsmouth Road!), Cobham, Surrey. — W.B.

Cars in Books

FROM "Swans Reflecting Elephants — My Early Years" by Edward James (Weidenfeld & Nicholson, 1982, edited by George Melly) we learn that the great British eccentric, who lived at the time of this book at West Dean in Sussex, where HM King George V attended shooting parties, had a Rolls-Royce when he was in America before the war, which figured in his pranks, and that when he went to Rome he got an open Alfa Romeo which he drove at speed, waved on by the *carabinieri*. In fact, James was an Honorary Attaché to the British Embassy in Rome, and at that time kept his own Rolls-Royce and chauffeur. It was used to take his bride, the Austrian singer Tilly Losch, to the church on Fifth Avenue for his wedding, but before that he was let down by a secondhand Rolls-Royce, his first car of this make, which had only done 1,200 miles but broke down outside Reading when he was taking Clementine Churchill to hear her son Randolph make his maiden speech at the Oxford Union. The old and stupid chauffeur being unable to make the Rolls go, they had to continue the journey in a taxi at a cost of £20, arriving just as the speech was ending. Edward James, who had a present of one million pounds on his 21st birthday, had aeroplanes which he flew himself, looping the loop on occasion, but their make isn't divulged. — W.B.



KAYE DON was placed no fewer than 14 times in Brooklands' races in 1927/28 with the red Indianapolis-type Sunbeam, which was very popular with Weybridge habitués.

The 4.9-Litre Sunbeams

Success after Success for the Indianapolis-engined Cars.

LOUIS COATALEN, Chief Engineer and Director of the Sunbeam Motor Car Co. of Wolverhampton, was a great motor-racing enthusiast, who had sagely copied, literally, the design of a 1913 Ernest Henry twin-cam sixteen-valve Peugeot when planning his team of cars for the 1914 French GP and IoM TT. This piratical move ensured a fifth place in the Grand Prix, behind the victorious Mercedes team and the best-placed of the Peugeots, and victory in the TT. The TT had been run over two days in June, the GP in July, and although the war clouds had gathered, Coatalen was tempted by the prospect of Sunbeams competing in the great American Indianapolis 500 Mile Race. He was well acquainted with track racing, at Brooklands, and Sunbeams had already done quite well at Indy, the ex-Brooklands "Toodles IV" finishing 4th in 1913, and one of two side-valve 1913 GP Sunbeams managing 7th place in 1914, after Chassagne's had burst a tyre and crashed. In the 1915 "500" a 1914 GP Sunbeam had come home 10th, so Coatalen may well have had hopes of winning outright in 1916, a politic move at a time when racing had ended in Europe.

Although engaged in aero-engine production, the redoubtable Louis contrived to build larger engines, for the 1916 Indy contest. These were of the same general design as the 1914 GP engines but with six cylinders, of 81.5×157 mm (4,914 cc) in two sets, with four-valves-per-cylinder operated by twin oh-camshafts, four ball main-bearings, plain big-ends, and aluminium pistons for the first time on a Sunbeam racing engine, giving the then quite high c.r. of 5.8 to 1. Two Claudel Hobson CZS carburetters fed the engine, ignition was by Bosch magneto, and there was dry-sump lubrication. The power output was 156 bhp at 3,200 rpm and these engines were put into two 1914 GP-type, 9 ft 2 in wheelbase chassis and shipped to America. It is indicative of Coatalen's concern for motor racing that, with the war just hotting up, he released Josef Christiaens, the Belgian pilot who had escaped from Germany and had been flying experimental aeroplanes for Sunbeam, to drive one of the Indy cars, the well-known Sunbeam driver Dario Resta taking the other. The former driver was 2nd at Sheepshead Bay Speedway, behind a Peugeot in a 20-mile race, came 4th at Indianapolis (reduced to 300 miles), and stayed on, to finish 3rd in a 300-mile race at Chicago, with Galvin coming in 5th with the other 4.9-

litre Sunbeam. Galvin then took another 3rd at Cincinatti Speedway, and Louis Chevrolet two more, at short Indy races late that year. TASO Mathieson tells of another third at the Fort Snelling, *banked concrete track*, unlike the others which were board tracks — and what can anyone tell me about *that?*

Indianapolis then closed down "for the duration" but opened again in 1919. Coatalen was encouraged, no doubt by the 1916 results, to have another go. He either revamped the two existing 4.9s or built two new ones. Probably the latter, because it seems likely that one of the earlier Indy Sunbeams remained in the USA, although we know that the other returned to England, was given a four-seater body, making a most exciting touring car, was bought by Phil Paddon in 1920, and sold to Gerald Herbert. I would say here that I am depressed that I am unable to give categorical evidence of the individual identities of these cars; my conscience is somewhat appeased by finding that even *The Autocar*, at a time far closer to the action, remarked when writing of one of them: "Although always interesting, the careers of famous racing cars are not always easy to follow, as these machines often undergo important modifications and change hands so frequently that even their owners are not always able to trace their complete history from the time they first try their fortune in speed essays on road or track".

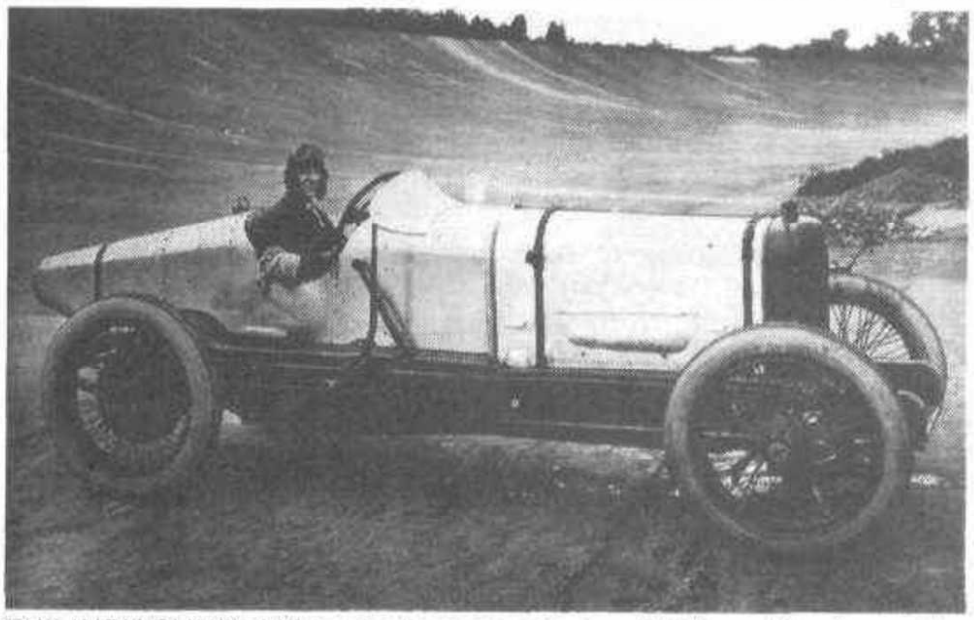
Anyway, two 4.9 Sunbeams were prepared for the 1919 Indy race apparently with 8 ft 7 in wheelbase chassis. They did not start therein, some reports say, because their engines were found to be outside the 300 cu in. limit, others that a serious engine-vibration period was discovered in practice. In trying out one of these cars in March 1919 (the race was in May) Christiaens was killed in an accident while turning too fast into the factory from Villiers Street, and it would be logical to think that perhaps the cars never did go to America, where Resta and Chassagne should have driven them, for it seems odd that an engine-size anomaly would have been discovered *before* the race, or that Coatalen would have not found the alleged malady after these engines had done at least 1,470 racing miles, three years previously. Be that as it may, there would have been plenty of time for them to have returned before Brooklands reopened in March 1920.

The Brooklands revival was at first affected by rain, but at the 1920 Whitsun Meeting a 4.9-litre Sunbeam with a single-seater body and each front dumbiron separately faired-in, was driven by Harry Hawker, the celebrated pilot who had flown with Sunbeam aero-engines and been rescued in dramatic circumstances from his unsuccessful cross-Atlantic flight. He won the Lightning Short and Long Handicaps, both from scratch, respectively at 98½ and 101¼ mph, after skilfully overtaking *below* a Vauxhall. For the Summer Meeting Hawker was occupied with taming the new 350 hp V12 Sunbeam, which took him through the Railway-straight fence in practice, after a tyre burst, so the Indy car was entrusted to Capt G. L. Geach. After winning very easily, at 99.46 mph, a Match Race against a 4½-litre Vauxhall driven by E. H. Lees, which had started 18s before the Sunbeam, Geach came out for the 100 mph Long Handicap. Going very fast he emerged from behind the Members' Hill, and was seen to swerve, but he recovered, only to swerve again at the end of the Railway-straight. The Sunbeam missed a telegraph pole and a telephone box by a narrow margin, to roll over three times, ending on its wheels in a turnip field. Geach was flung out just in time and, like Hawker, escaped serious injury. Maybe the engine had seized, locking the back wheels. . .

Whether this was why a two-seater body was used by A. C. Bird (of Bird's custard, who lived at that time, I believe, near the foot of the famous hill) for Shelsley Walsh a fortnight later, or whether this was another Indy Sunbeam, I do not know, but with it Bird made ftd, with an ascent in 58.5 sec (34.9 mph). Using the same car, still in two-seater form, Geach then won his class and made ftd at the Westcliffe speed-trials, clocking 30.4 sec (73.58 mph), over the kilometre, in a dead-heat with Harveyson's 7 hp Indian motorcycle. Before that Geach had made best time in his class (61.12 mph), beating the aged Austro-Daimler and Fiat of Foresti and Duff. The Indy Sunbeam was serving Coatalen well and it was out again at the 1921 Brooklands Easter Meeting, in the hands of André Boillot, brother of the immortal Georges, who had been shot down fatally during the war in aerial combat. In the 100 mph Short Handicap Chitty-Bang-Bang was too quick for the Sunbeam, which had given it four seconds start, and it was second, but in the "100 Long" Boillet, again from scratch, was the winner, at 104.76 mph, lapping at 111.17 mph.

For Shelsley Walsh in 1921 Bird had a 4.9 Sunbeam with a single-seater body, no doubt the car he had used in 1920 with this lighter body. It paid off, as he broke the course-record, in 52.2s, wresting this from the 30/98. At Whitsun 1921 Segrave drove the grey two-seater 4.9 Sunbeam, grappling with his handicap, a lap at 114.49 mph worth only third place in the "100 Long". For the Kop hill-climb early in 1922 C. A. Vandervell got hold of the Sunbeam and a stirring battle took place between him and Count Zborowski on his 4.9-litre Ballot, the Wolverhampton car failing by a second to beat the Count's time. Coatalen again entered Segrave for the Easter Brooklands races, and he went home with a second and a third place, his car proving more accelerative than the Ballot had been in winning another race, and equalling its former fastest lap. A 1921 type low GP chassis was used, a hint of later developments. This heavily handicapped entry had better luck at the May Meeting, Segrave winning the "100 Short" from the giant Wolseley-Viper and coming in third in the "100 Long" in spite of a very heavy penalty. He won the first of these races by a few lengths, up the finishing-straight, as the Viper had been too high to pass on the Byfleet banking.

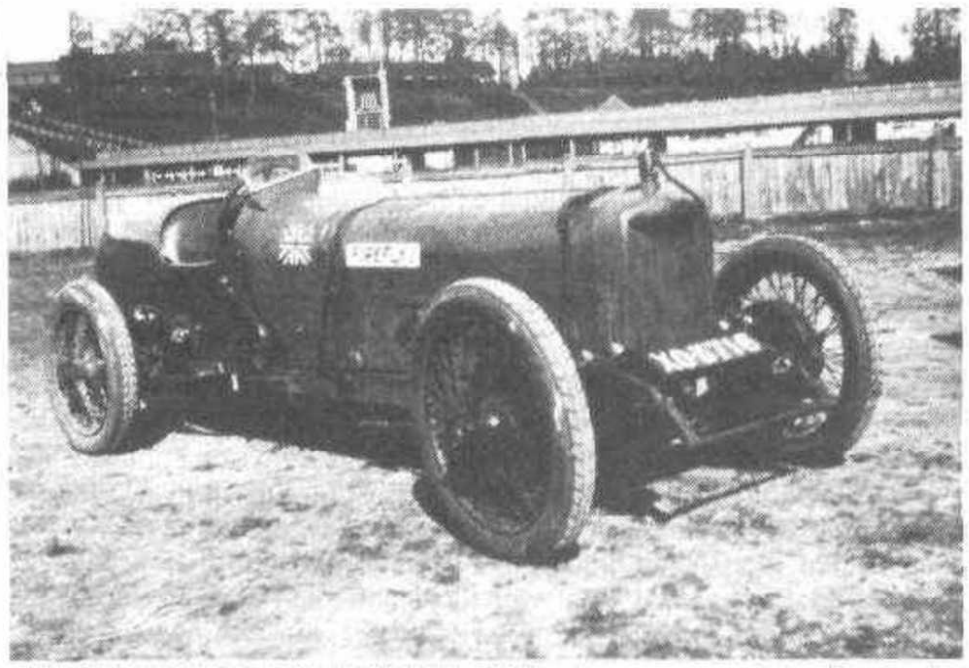
As an indication of how fast the old Indy Sunbeams were, Segrave



THE INDY SUNBEAM in single-seater form, with Harry Hawker at the wheel, at Brooklands in 1920. Later that year Capt Geach crashed the car but had a miraculous escape from serious injury.

took Class-F records of up to ten miles in 1922, the two-way mile at 115.27 mph. Then, at the Royal Brooklands Meeting, he was second in the Duke of York's Handicap behind Ivy Cummings' Coupe de l' *Auto* Sunbeam, second in the short handicap, and won the Athlone Lightning Long H'cap at 109.82 mph. L. V. Cozens then took the Segrave car up to Saltburn and won the 5-litre class in the speed-trials on the sand, doing the fs kilo in 22.8s. This irrepressible car continued to do well, Capt (later Sir) Malcolm Campbell setting a new course-record for Spread Eagle hill with it and doing the same at the Holme Moss hillclimb, where he broke the record by ten seconds. Still in the summer of 1922 Bird made his expected run at Shelsley Walsh, being beaten only by a TT Vauxhall, his time of 54s being only 0.14s slower, and when the Speed Championships were decided at Brooklands in the autumn, Segrave won a very close race with Zborowski's Ballot, at 105.58 mph, with a hybrid 4.9/3-litre.

By now the design was pretty long in the tooth, the engine layout dating back to 1915 or even earlier, but Coatalen had had the good idea of putting two of these 4.9-litre engines into the chassis of the 3-litre straight-eight cars he had evolved for the 1921 GP (Segrave having driven such a hybrid at Brooklands at Easter but *sans* fwb) retaining the bolster fuel tanks, for the forthcoming Targa Florio. A lower chassis would clearly be an advantage, as would four-wheel-brakes, for this tough road race. After an unpleasant voyage out, in Lee Guinness' yacht, Segrave and Chassagne drove the two cars so converted in this 268½-mile race, Segrave being second to Boillot's Peugeot, after a drive lasting over 8¼ hours, and Chassagne fourth, after using olive oil in the engine on the last of the four laps, a broken oil-pipe having drained the proper lubricant. I think Chassagne's



THE EX-MALCOLM CAMPBELL 4.9 Sunbeam as used by Dunlop for tyre testing.

Sunbeam then probably returned to Suresnes and was bought by the Argentinian enthusiast, Martin de Alzaga, who was based in Paris, New York and Buenos Aires. He used it to win the 100-mile race at the opening of the new Miramas track in France, at 92 mph, early in 1924. It was considerably modified by 1927, with a T-D radiator and a new body, and was successful in several Argentinian races, after its engine had spent 18 months in the owner's racing motor-boat, being second in the King of Spain's Cup at San Sebastian in that role. The car was raced until 1936.

Coatalen would have had plenty of material for the aforesaid permutations, because five straight-eight 3-litres were built for the 1921 GP and four more, it seems, for the TT, and there must have been at least three 4.9 engines in the Experimental Department at this time, and no doubt drawings and patterns for making more. Another permutation, late in 1922, was putting a 4.9 power-unit into one of the road-racing chassis but giving it a streamlined single-seater body and a curiously-cowled radiator, with the intention of trying to do 100 mph for 24 hours, which was not, however, pursued.

Malcolm Campbell bought the ex-Chassagne Targa Florio Sunbeam in 1923, repainting it "Blue Bird" blue (Reg No XO 3716). Leo Villa worked on it at Campbell's house at Povey Cross, Horley, and at a lock-up at Rodmartin Mews off Baker Street — in those days even London's traffic was sometimes enlivened by the passage of a racing car! At Porthcawl Campbell did ftd over the one-mile course on the sands, in 47.4s, crossing the line at 110 mph; the next day at the Caerphilly hill-climb, it misfired and spun on one run. Only a week before the car had done a two-way kilo at 100 mph on the Faneo Island beach in Denmark. It then went to the factory for some alterations and Perkins drove it to Shelsley Walsh, where Campbell won his class in 54.85s, and unofficially beat the record, with a time on his second run of 51.9s.

In 1924 Resta, with the aforesaid low-chassis single-seater 4.9-litre Sunbeam, was second-fastest at Kop hill-climb, to Cook's TT Vauxhall, and at the Easter Brooklands races Campbell won the Lightning Long H'cap from the Viper, at 100.5 mph, lapping at 111.67 mph, and at the August races he cleaned-up the Lightning Short and Long H'caps, the Sunbeam's bolster tank now covered with a streamlined tail and the lap speed up to 112.93 mph. Campbell also made second-fastest time at the Spread Eagle hill-climb, in 39.8s. He then offered the car for sale and the Dunlop Company acquired it, named it "Firefly I", and used it for tyre testing, its companion being one of the 1924 200 Mile Race Alvises.

It was presumably this Sunbeam that Capt (later Sir) A. G. Miller took on in 1926, having paid £355 for it. In March he drove up to Southport in a Voisin, as he was negotiating with Lord Tollemache for an agency for these cars, his mechanics going by train. In fearful weather he won two 20-mile races. Miller drove back to London on the Sunday in a Wolseley coupé, his friends in the Voisin. Painted bright red, with black wheels, the old Sunbeam, to which shock-absorbers had been fitted, was run at the Brooklands' Easter Meeting without success, Miller afterwards motoring back to London to dine at the Batchelors' Club. At a Surbiton MC Meeting Miller was second in the Senior Short H'cap, after muffing his start — perhaps he was tired, as he had got up early to go to his office, to let Lord Tollemache try a Voisin chassis, before going down to Brooklands. Kaye Don drove in another race but found the car difficult. Miller, by the way, had driven it down to the Track.

At Whitsun he won the Gold Vase race at 100.7 mph, by half-a-length from Kaye Don in the Viper, lapping at 112.42 mph, and four days later Miller tried for records, doing the ss mile at 78.19 mph, but they were never confirmed. At an Essex MC Meeting the Sunbeam took a second and a third place, Miller being commended for his skilful handling of the old car as he brought it off the Byfleet banking to a close finish, skidding slightly in a cloud of dust. Then at the Summer Brooklands' Meeting he had an easy win at over 112 mph in the Lightning Short H'cap, returning to London afterwards, going to a show, and then on to a yacht moored at Southampton, in a Voisin.

Kaye Don then took over as the Sunbeam's driver and at the BARC August races he won the "Lightning Short", lapping at 114.23 mph, and took a second and a third in other races, repeating this at an Essex MC Meeting, and closing the 1926 season with a second place at the Autumn Brooklands' Meeting. In 1927 H. Wright entered the Sunbeam for Don, whose successes with it are too numerous to detail. Suffice it to say that he was very prominent in the aged Sunbeam in spite of having the 2-litre GP Sunbeam "The Club" to race as well, and with the older car won the Founder's Gold Vase. That year another 4.9 Sunbeam made desultory appearances at Brooklands, driven by S. A. Payn, Junr, who should perhaps have spent more time tuning it than repainting it in different colours! Its best lap was at 98.04 mph. It was presumably that 1916 Indy car which went back to Phil Paddon when Gerald Herbert exchanged it for a 4½-litre Bentley, and which was sold to Payn's friend W. B. Scott, later being used in speed-trials by Bunty Scott-Moncrieff, Oliver Bertram, and the Duke of Grafton. It was found in an Aylestone scrapyard in the 1930s and is now being painstakingly rebuilt by Pat Stephenson.

By 1928 Kaye Don had not only "The Cub" but the 4-litre V12 Sunbeams to cope with, so he sold the 4.9-litre to E. L. Bouts, who used to drive to Brooklands in elegant Delage and Ballot cars, and who had decided to take up motor racing. He paid £240 for it, had it overhauled at T&Ts, and maintained it himself. He shared it at first with Don, and with Jack Dunfee who lapped faster than anyone else in it at 117.46 mph (Don had done 116.65 mph and the new owner's best lap was to be at 113.71 mph). I remember how this venerable red Sunbeam seemed so very much part of the Bank Holiday and Club Brooklands days. It was an exciting car, which liked to run high on the bankings, was tricky to handle, very fast, its top pace being in the region of 130 mph, and it had a sort of "Edwardian" atmosphere about it. It was the first racing car I photographed with my Box Brownie as a boy, when I had gone down to the Track with my mother in a hired 14 hp Armstrong Siddeley landaulette on a practice day and, such was the freedom of those times, we were allowed to go out and mingle with the racing cars — the enlargement has, alas, long since been lost.

Bouts did extremely well in the old warrior, although the 2-litre GP Sunbeam he acquired later was faster — in this he lapped at 117.46 mph. He was sometimes in trouble for alleged baulking and towards the end the 4.9 was less reliable. Over the years, however, what a very fine record it achieved, especially taking into account how hard the handicappers were at Brooklands — from April 1926, when Miller revived it, until the spring of 1931, I make its score: 12 first places plus a dead-heat, 15 seconds, and nine thirds. That must be about the best run of successes by any Brooklands' car over such a period, although Parry Thomas may have had a higher score between 1922 and 1926; but I haven't counted. . . .

Following difficulties with its complicated ball-bearing crankshaft Bouts dismantled his car and, after T&Ts had advertised it for £180 at the end of 1930, it eventually went for scrap, at a time when the Track Scrutineers were beginning to frown on the older cars, anyway. So, of these very effective Indianapolis Sunbeams, only one appears to have survived. — W.B.

Motoring As It Was —

A Look Back to the Road of the 1920s

(Continued from the March issue)

CONTINUING the motoring saga of Owen John, automobilist (his own term) and motoring writer, we are reminded, for he told us himself, that just after the First World War had ended he had foreseen a great motor road going from the north of England to *dip under the Channel by the tunnel*, which was to set the seal on the World's peace, pass through Paris and Budapest to Constantinople, slide along the fertile coast of Asia Minor, and *via* Egypt, run direct and wide and easy all the way to India and beyond, branching off on the way to South Africa and possibly running a branch north to China and Japan across Siberia.

Well, it was but a dream, but one that would have endeared O.J. to Mrs. Thatcher except that a rail track under the sea isn't exactly a road, and that motor traffic has increased to such an extent since Armistice-year that we now go round Paris and other cities instead of through them; anyway, it is nice to find someone agreeing with the Prime Minister when so many denigrate this very remarkable lady, who has brought Britain through more than one crisis better than most.

Back to the mid-1920s, with which we are here concerned, the Channel Tunnel was then far distant, and has not happened yet, and I am reminded that there was still a toll-gate on the road between Rye and Winchelsea in 1924, at which car-drivers were charged 6d (2½p), motorcycle riders 4d (2p), but where cyclists were allowed to pass without paying. Incidentally, O.J. still wrote motoring fantasies at Christmas-time, his story for 1924 revolving round a science-fiction car that could do all but think, and now, in the 1980s, we are approaching such in reality, with cars that talk to their owners and which, we are told, will soon be able to plot routes from computer-data fed into their mechanism from maps — although I find the latter incomprehensible.

So to 1925, when O.J. was on about the increase in owner-driven cars compared to those maintained and driven by chauffeurs — he recalled a remark made to him in the Wynnstay Arms in Oswestry around 1907 to the effect that any man must be an expert who takes to the road without a chauffeur — and how all that was changing rapidly, and how closed cars were another development bound to increase, "if only because valuables you hardly dare carry in an open car could be safely locked away therein"! (The exclamation-mark is for the 1980s).

It is rather amusing to find that, as long ago as 1925, O.J. was bothered about the ever-increasing numbers of direction-posts telling drivers the way, that were being erected by the "indefatigable statistical staff of the Ministry of Transport", now that giant Motorway-size signs are a feature of every main road and we are given white-line and "get-in-lane" instructions as to where to slow, stop or position our cars, so that driving is becoming more and more like being in charge of a railway train. You would not think on the roads as they were, open and unrestricted, over 60 years back, there would be much bother about unobtrusive signposts, unless it was about a lack of sufficient information as to which way a driver was progressing. Yet old O.J. told of how roads were measured in the beginning, and of personal milestones erected by the nobility and gentry; apparently it was possible to find examples in the Badminton country, and in Hertfordshire, and even those erected by Trinity Hall (which had been O.J.'s college), with the crescent ermine crest on them, could still be seen along the Cambridge road, in 1925. Now, however old milestones are seldom seen, yet when I drive to the nearest town I pass three at least, still in good order — but then I am writing of Wales, and even in such remote places the milestones no longer endure at one-mile spacings.

O.J. was of the opinion that reading one's way by map was more useful than to potter along by sign-post directions, likening the latter to dirty finger-nails since "unsightly incoherent numbers and initials" had been added to the ends of most of them. He was, however, reckoning to travel in his Crossley "at about a mile in a couple of minutes", and conditions are so very different today, when we go faster, understand road-numbering, and have little time to check on every signpost, even if safety allowed. For all of which, I am pleased that some local milestones have survived and sad that some early road directions painted on the brickwork of the railway bridge where the line runs into Ledbury from Hereford are becoming ever fainter with the passage of time. . . . O.J. had a bit of a dig at the AA name-and-mileage plaques that in pre-war days named almost every village, saying that the blue plaques of the little French towns were preferable to the AA's "raw mustard". Well, *The Autocar* once bravely ran a spirited campaign, with many pictures, of this so-called "Yellow Peril", which impaired roadside beauty, but in the 1980s it does the heart of at least one VSCC member good to discover such plaques, nearly all of which have been lost, stolen or obliterated by vandals, although they are still occasionally to be seen, reminders of the pre-war motoring age.

O.J. was also critical of finding one's way through or round London, at a time when "the subway under the Thames at Purfleet" was merely contemplated, and he thought it unnecessary to inform travellers at Maidenhead Bridge that they were passing over the Thames; an insular view, for foreign visitors might not know what came instinctively to O.J., who used the Dunlop Guides, he said, for finding his way about towns like Reading, Nottingham, Bristol and Leicester (and I would have thought Birmingham in which one has been well lost even in quite recent times).

Nineteen-twenty-four had been the year of the Empire Exhibition at Wembley, which may have been what caused O.J. to put in his bit on behalf of British cars, recalling a trouble-free tour of France he once did using two Beans and the reports of fine trans-continental runs in Central Africa by Morris and Bean cars, and that of the AC in the Monte Carlo Rally and of a Wolseley "that went all the long way to India and back inviolate", accomplishments which O.J. thought might make owners become happy-go-lucky and look to their cars to behave with as little attention as they gave to their watches. Nowadays we have 12,000-mile intervals between major servicing but in 1925 things like lifting the head to decarbonise the pistons were called for much more frequently. So, on a note that is again topical, we find O.J. remarking that we should try harder to sell British goods, "because all the rest of the World takes care to protect itself against us". It was a period when the Anglo-Persian Oil Co was advertising that by refining BP petrol at Llandarcy in South Wales it was giving employment to 20,000 British workers and when the Model-T Ford was still a threat to other inexpensive cars, the two-seater priced at £120 nett at Manchester, the Tudor saloon at £190, and the Fordor saloon at £215, with electric lighting and starting, 4-ply Cord balloon tyres, screen-wiper, dashboard lamp, a driving mirror, and a choice of Orriford lake, cobalt blue, or Empire grey paint finish.

Motoring was on the increase in 1925, and there were calls for widening the English Bridge at Shrewsbury, at a cost of at least £76,000 while preserving the old stone bulustrades and doing the same to Worcester bridge, at a cost of £27,000, although here a new bridge was called for over the river Severn to provide a one-way system, the benefits of which we can see today. O.J. was prompted to think about another growing hobby besides motoring, that of photography, and how the two might be complementary, especially as artists were few who could depict cars correctly, and he quoted *Path to Rome*, issued by the Sunbeam Motor Co publicity people (I wonder if the present-day STD Register has a copy?) as showing how a fine picture of a beautiful place need not be ruined by having a car in the foreground.

In February 1925 O.J. undertook a 600-mile run in his Crossley, which had by then done some 45,000 miles, going first to Cowley outside Oxford and then over the deserted Cotswolds, for cars were still very much fair-weather toys then, to lunch at Broadway and continued over the Vale of Evesham to Worcester, where at the "Hill home for Fordsons" the Crossley's foot-brake was relined in a downpour in just over an hour, after which it was on to the Black Country, traversing most of the area round Stourbridge while seeking his destination. The Sunday was spent playing golf with a set of new clubs made by Mr. Goodyear of Dudley who also supplied wheels for Bean cars and for many other makes. Under blue skies on the Monday the Crossley ran along the excellent road that joined Kidderminster to Wolverhampton without touching any other towns, and on to Stafford, Stone and Stoke-on-Trent, O.J. disagreeing with Arnold Bennett as to

the beauty or romance of the last-named place. After which it was sharp left for Newcastle-under-Lyme and in error into the Potteries again by Tunstall. The Cheshire roads were as good then as any in the country, apart from humpiness in hilly Northwick, and Middlewich was more crowded if less switchbacky, but O.J. could think of no uglier place . . . In that judgement he included Leeds, Bilston and Tyldesley and thought that in comparison "Widnes was an Athens". Think about it, if your travels take you there, today . . .

The long tram-tracks still extended from Stalybridge right on to Southport but a fine new highway was being built in 1925 between Manchester and Chester. In flurries of snow the Crossley went into many Lancashire towns, crossing the transporter connecting Runcorn with Widnes and getting lost looking for short cuts over the Manchester ship canal into Trafford Park. But enough of this, except to say that so deserted and straight was the route from Uttoxeter to Mardington and Yoxall that O.J. wondered if an excellent race-circuit might not be created there. He concluded this 600-mile outing by saying that good (vintage) cars never grow old and that, with a proper hood the weather had ceased to make any difference to the enjoyment of them — which is a sentiment with which every VSCC member should agree.

Finally, for this month, the 1920s scene is set by O.J. taking over a 9/20 hp Rover with Weymann saloon body, which because of fog at night averaged only 25 mph on the run home, the worst time being when on the "new Great Western by-pass road". He liked this little car with its adjustable front seat, but found that the balloon tyres made steering rather hard until they had been pumped up a bit, so that he thought semi-balloons might be a happy mean. It all depended on what was meant by balloon tyres, for at this time the new 26 × 3.50 Dunlop well-base tyres fitted to the A7 Chummy were so described. — W.B.

VSCC Light Car Weekend

THE Edwardian and Light Car Section of the Vintage SCC's Welsh Weekend, on April 5th/6th, was well up to the expected standard, in spite of snow showers. There were 67 entries, indicative of the health of the Section, and if 21 of these were the inevitable A7s, five GN and three Trojan entries, etc provided variety, and French vintage was ably represented by Georgina Kynaston's yellow 1921 Citroen 5cv, the 7/12 hp Peugeot, the Amilcars, and Painter's sporting Salmson with Brooklands' "can". Of the five Edwardians an unusual one was Teeder's 1911 Riley 12/18, and it was nice to see the massive 1918 Talbot 25/50 hp all-weather out again, even if it disliked the trial and scalded its driver.

Seymour Price's 1929 A7 Chummy easily won the Saturday driving-tests and the Sunday trial was a victory for Mike Bullett's 1920 GN. Hickling's Dodge carried the maximum of passengers, its supple back springs ideal for "bouncing", and the only casualties appear to have been an M-type MG that blew up on the run down and Rankin's A7 which developed magneto trouble. Organiser Susan Dowell came in her husband's 1918 24 hp Sunbeam cabriolet and a good time was seemingly had by all. — W.B.

V-E-V Miscellany. — The last issue of the STD Register's *Journal* contained an interesting article by James Fack as to whether or not the first dozen Talbot 105s had aluminium alloy cylinder blocks, a fine piece of motor-history detective work, involving information provided by Jack Bartlett and the car AV 10, and posing the question, was this why the team 105s did so well in racing in 1931? There is also an appreciation of the now-rare 20/60 hp Sunbeam by Roger Carter, and much else besides, the Secretary of this Register, should any new owners of Wolverhampton Sunbeam, Roesch Talbot or Darracq cars wish to join, being Jeremy Grammer, 39, Broad Walk, Wilmslow, Cheshire. The Daimler & Lanchester OC continues to recruit a goodly number of new members, and not only those with post-war cars either — the Club caters for them all, up to the Jaguar-built Daimlers — for the latest edition of the Club's magazine, *The Driving Member*, shows a 1934 BSA, 1935 Lanchester Ten, a 1931 16/20 hp Daimler, a 1937 Light 20 Daimler Wingham saloon, and a 1932 12/18 hp Lanchester hearse among the 42 recently elected newcomers. The person to apply to here is J. Ridley, The Manor House, Trewyn, Abergavenny, Gwent, NP7 7PG.

The Morgan Three-Wheeler Club had its Opening Run on April 5th/6th, starting from the Midland Motor Museum at Bridgnorth. Its Racing Championship will take place at about eight meetings this year, at circuits such as Silverstone, Cadwell Park, Snetterton, Brands Hatch, and Oulton Park, with a fixture at Prescott hill likely to be included. The Veteran Car Club's annual awards for last season are far too numerous to refer to in full, but we note that the Victor Ludorum Trophy went to Miss Strong (1904 Humberette), the Single-Cylinder Trophy to A. P. Kingsford-Bannel's 1903 De Dion Bouton, the S. F. Edge Cup to A. J. Curry's 1909 Renault, and that the best performance by a belt-driven car was that of R. A. Smith's 1899 Benz, and that the highest formula-mileage in a main event was that of W. E. J. Carter's 1911 Rolls-Royce, which did 573 miles. The Humber Register holds its All-Humber Rally, based on Nye in Suffolk, on May 10th/11th. In Australia Joan Richmond, remembered here for her excellent performances with Riley, 4WD Fuzzi, etc, recently celebrated her 80th birthday with the Victorian Section of the VSCC of A.

The Riley Register will have its usual Coventry Weekend on June 21st/22nd, based on the Crest Hotel and Coombe Country Park, with navigational rally, driving-tests, dinner, Concours d'Elegance, etc and there is to be special emphasis on the vee-eight Autovia, as this year marks the 50th anniversary of the make. Anyone who can help with the latter, or requires details of the event, should contact Paul Scholes on Coventry 457593.

Michael Worthington-Williams tells us that the 1927 Austin Twenty he has was advertised long ago by "Chick — the Hire-Car Man" of South London, who used to insert amusingly worded advertisements in the weekly motor papers before the war, mostly for landaulette-type used cars. Chick, whose receipt stated that he was a specialist in these landaulettes, hire-cars, and sparking-plugs, sold the car in 1935 for £35, to a Henley-on-Thames hire-car firm, whose pre-1914 12/16 hp Sunbeam it replaced, but both cars survived with this company until the proprietor's death, when they were sold by Christie's in 1982. The Ulster Vintage CC tells us that entries for their TT Commemorative Events in August are coming in well, with a 1928 Lea-Francis, three Brooklands Rileys, a TT Riley Ulster-Imp, a Montlhery MG Midget, a 1931 Invicta and a 1936 Lagonda entered by March, but it should be noted that entries close by the last week in May, to D. A. Batley, Hilltop Cottage, 33 Drumhirk Road, Comber, Newtownards, Co Down, BT23 5NN. Another Cluley light-car is in process of restoration.

The Rolls-Royce EC has its AGM at the Royal Country Hotel, Old Evet, Durham on April 27th and its Annual Rally at Courtenhall, near Northampton, by kind permission of Sir Hereward and Lady Wake, on June 29th. There is to be a rally in Turin over the weekend of June 14th/15th to celebrate the 50th Anniversary of the Fiat 500 or Topolino: those going from here should contact L. Humphries, on Scunthorpe 763525. The Vintage MCC's famous Banbury Run will take place on June 15th.

It is very good news that John Willment is having the ex-Kaye Don 4.9-litre Bugatti "Tiger Two" rebuilt with its original engine by Dick Crossthwaite. I have vivid memories of being towed in this car when it had no engine, behind Holland Birkett's 5-litre Bugatti, when it was being delivered to a new owner. At one time it had had the Vauxhall Villiers engine, and later a Mercury V8, but now it is to have the correct blown straight-eight power unit reinstalled. The Brooklands Society is hoping that many genuine Brooklands cars will attend the 1986 Reunion at the Track, on June 29th, and entry forms for those wishing to take part in the usual banking runs and timed runway sprints are available from: F. Morris, 48 Fortescue Road, Weybridge, Surrey. The Alvis OC announces that National Alvis Day will be held at the Imperial War Museum, Duxford, on May 18th and that other Alvis Days will be organised at Sherborne House, Sherborne, Dorset on June 1st, at the Alvis works in Coventry on July 6th at Stowlangtoft, E. Anglia on July 13th, at Harewood House for the Northern Section on September 14th and at Chessington on October 5th. The Bluebell Railway, which is halfway between E. Grinstead and Lewes off the A275, is holding a Vintage Sunday on September 7th mainly for vehicles made up to 1965. Last year over 120 entrants attracted more than 4,000 visitors; entry forms from: B. Jones, 8, Sussex Drive, Walderslade, Chatham, Kent, ME5 0NJ. — W.B.

Letters

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

Pilbeams in Hillclimbing

Sir,

I read Mr John Brown's letter with great interest. Though I would not take major issue on his painstaking research, on one matter I can provide some small correction and amplification.

The MP40 chassis that Martyn Griffiths drove in his 1979 Championship year was *not* the chassis used by James, and his father Jim, Thomson. The 1979 MP40 was sold by Martyn Griffiths to Rob Turnbull at the end of the 1979 season as a rolling chassis. Turnbull rechristened it "MP41", Griffiths having purchased a new MP40 for the 1980 season. It was the second MP40, with which Griffiths finished second in 1980 to Chris Cramer, that was sold to Jim Thomson and is still owned by him, although with a newer, updated monocoque which was fitted in 1984.

The original MP40 was sold by Rob Turnbull to Ted Williams, the Bristol hillclimber (now Historic circuit racer with the March 707 Can-Am car), who drove it in partnership with Richard Fry in 1981 and 1982, back to its correct MP40 designation.

At the end of the 1982 season, I bought this original (1979 Championship) car from Williams and fitted the 2.7-litre Hart engine that was the forerunner of the 2.8-litre engine. This 2.7 had been used by Cramer at the end of 1981 in his Toleman. I drove the car with only modest success in the first half of 1983, when overseas work stopped play.

In 1984, I drove it only three times, Shelsley, Channel Islands, and Wiscombe. It was at the latter RAC round that I hit a tree stump, and wrote off the monocoque.

The car was rebuilt by David Slater on a brand new Pilbeam monocoque to the original design, and later (1985) sold to Brian Walker, the Lancastrian hillclimber, as a rolling chassis. He hillclimbs it with a 2.8-litre Hart.

The 2.7 Hart engine was sold to John Hunt and used by him and Alister Douglas Osborn, mid-1985, when their methanol engine failed.

The original engine in "my" MP40 was a 2.4-litre Hart, sold to David Garnett and used in his ill-fated Pilbeam MP43 Sports racer now recently resurrected by Peter Kaye.

This engine is, I believe, currently advertised for sale.

Cleeve Hill, Glos TONY BROWN

Connaught-Climax

Sir,

Writing of the Coventry Climax FPE (Godiva) V8 engine in his article "If — A story of what might have been", M.L. states that whereas Cyril Kieft had a car built and ready for it, "Cooper, Connaught and HWM merely made plans and did not commit themselves to metal".

At Connaught Engineering, while Rodney Clarke and I were designing the "J" type rear-engined car expressly around the Godiva engine, a prototype monocoque for it was also being built, and Robert Clerk was designing and having made for us, to our specification, six five-speed preselector gearbox / final drive units (transaxles). These were intended for the Godiva-engined car. When Coventry Climax decided not to proceed with the engine, we stopped work on the J type, as it was designed around the V8 Godiva, and laid it aside until a suitable engine should come available. We then designed the B series from scratch, very very quickly, using the Alta 2½-litre as the only available engine, and the good old ERA type preselector gearbox, as used on the A series Connaught, but with modified lubrication system.

The combination of Godiva engine and B series chassis is a nice thought, but if Coventry Climax had built the engine we would not have had to produce the B series! It was only intended as a stop gap, and the design was rushed through with the intention of showing a complete car at the 1953 Motor Show. This gave us three months from when I laid the first line on paper. When the SMMT said we could not show, we decided to build the streamlined body, which took a long time, but the urgency was gone anyway.

The Robert Clerk gearboxes, intended for the rear-engined cars, were completed and delivered, one being fully assembled, the other five in their component parts. As far as I know that gearbox was never installed in a chassis, and I believe that the six units still exist, but no one knows where they are.

The comment on the SU fuel injection system reminds me that it was initially fitted to the Alta engines when we received them, but it was not very satisfactory; as you say, it was designed for aircraft and more or less constant throttle settings. When we carried out the first B series testing at Silverstone, we had to fully enrichen the system before we could begin to obtain any reasonable response. Hence the eventual change to Weber carburetters.

Woking, Surrey C. E. JOHNSON

Alta

Sir,

I was most interested to read your article on Alta sports cars in the February 1986 MOTOR SPORT, and as the owner of Alta No 70 (KMP 977) for the past 25 years I felt that I should correct a few minor errors for the benefit of future historians.

No 70 was built for Harold Booth Townsend (not Townshend) who sold it in 1958 to Peter Mew. He disposed of it in 1960 to Chiltern Cars. I bought it from them a week after arriving in the UK in June 1960 (after seeing their ad in MOTOR SPORT), and ran it in various hillclimbs and VSCC events, toured England and even slept in it on several occasions before sending it home to Australia in 1963 after over 10,000 relatively troublefree miles. The car is currently registered and used on the road.

No 70 was built as a 1½-litre unsupercharged car (your photo caption says it was supercharged) but was returned to the works by Townsend in 1953 and converted to 2 litres. It did not appear at Prescott in the 1970s as it was in Australia then. I ran it at Prescott in 1962 when it came third in the up to 3,000 cc sports car class.

I visited Geoffrey Taylor at his home in 1963 and he loaned me his pre-war works records and scrapbooks which I copied and have since spent many hours since trying to identify the six 1½/2-litre sports cars. This seemingly minor task is made difficult by the fact that Geoffrey Taylor only stamped engine numbers on his cylinder heads and not on the block or chassis (the chassis numbers assigned in his records were the same as the engine numbers).

Four of the cars are now garaged within 20 miles of each other here in Melbourne and are as follows:

Cylinder Head No 54 This blown car has a pointed tail and was brought to Australia by Tony Gaze in the late 1940s. The current owner has had it since 1952. Cyril Posthumus in *Autosport* March 21st, 1952 claimed it was the John Heath record breaker shown as registered number EJJ 703 in 1947. From the cylinder head number I have always assumed this to be the Dr Williams / Beadle car FF 4515. Do you have evidence to show that FF 4515 had the spare wheel mounted outside the tail, as did EOY 8?

Cylinder Head No 52 is fitted to the unblown pointed tail two-seater from the Black Collection and, at least since the early 1960s, claimed to be the W. W. S. Bennett car No 55 (registration number DPG 167 and not DP 4167 as shown in your article).

Cylinder Head No 66 fitted to the smooth rounded tail two-seater GPL 3 sold to K. Cannon (not Gammon). This car was rebodied with a pointed tail prior to shipment to Australia in the late 1970s after being owned by Dan Margulies.

Cylinder Head No 70 fitted to smooth rounded tail two-seater KMP 977 built for H. B. Townsend and owned by me since 1960.

The other sports cars built were:

Car No 64 built for Fritz Kilgorow of Berlin in 1937 may not have gone to Berlin. MOTOR SPORT in June 1946 reported that W/O R. P. Wingfield had acquired a 1937 Alta which appeared to have been used for three months and then stored. Registration number was EGP 903. The Kilgorow left-hand drive car

has recently been rumoured to be in North America.

Car No 63 sold to "Hunt", Minden Garage, London. Is this the car you refer to as sold to C. J. Pink? In 1957 it was sold to Bowerings Garage, Peterborough, according to the works records.

Which of the above was really EOY 8? When owned by Heath it had the spare wheel externally mounted on the tail, and the driver's side scuttle was higher than on the passenger's side. (Photo *Autocar* May 30th, 1947.)

MOTOR SPORT May 1981 shows a two-seater car with spare wheel on rear but equal height scuttles and registration number finishing —45.

We therefore have two pointed tail cars and two smooth rounded tail cars all in Melbourne (one of the latter rebodied in recent years with a pointed tail as described previously). There is pictorial evidence to show that two cars with spare wheels on the tail were built. All of the above six cars were right-hand drive. The left-hand drive "Berlin" car then makes seven!

Geoffrey Taylor's records showed no entry for car No 60 which I have been unable to explain but have at times wondered if it was a seventh two-seater car, may be EOY 8.

Mt Waverley, Victoria MICHAEL BISHOP

The Irony of War

Sir,

Your excellent "Mercedes-Benz in Britain" feature in March MOTOR SPORT will doubtless generate a wealth of interest and attendant historical elaboration, their Hayes, Middlesex based parts division being just one example of historical links with the past.

In 1971 this, then, modernistic giant grey box structure was raised on the former Fairey Aviation site at "Fairey Corner", a prominent local landmark in North Hyde Road.

Fortunately, total demolition and clearance of old factory buildings and hangars did not include the small 1930 style main reception office area. In our enlightened age this solitary structure overshadowed by the three-pointed star of Mercedes-Benz must surely serve as an ironical reminder of the fickle fortunes of war. Indeed, a secondary development houses the Japanese Hitachi company.

I would unconditionally accept this particular choice of location by Mercedes-Benz, and Hitachi, as a purely commercial decision based on site availability. But I would also sympathise with any bemused expression on the face of a former Fairey employee should they have occasion to round Fairey Corner and look up at the three-pointed star.

Bix, Oxon P. J. DOYLE

Mercedes-Benz in Britain

Sir,

I was interested in your article on Mercedes in the UK and was reminded of my findings concerning the radiator badge which I reported in my book (p.78) and which you may feel worthwhile putting on record for your wider readership. I quote:-

"The radiator badge (on my 1910 28/50PS Mercedes) was in the form of a circular medallion bearing the name 'Daimler Motoren Gesellschaft' round the periphery and 'Mercedes' across the centre. Dr Schildberger (then curator of the DB museum at Stuttgart) could not understand why the car did not bear the three-pointed star which came into use in 1909, and we did not discover the reason until a knowledgeable member of the Mercedes-Benz Club said to me, 'I see your car is an English delivery'. He then explained that he knew this by the circular radiator badge, which was fitted to all Mercedes delivered in this country at that time, because the Star Motor Company objected to the use of the three-pointed star. My informant went on to say that if I prised off the badge I would find the three-pointed star underneath. Not wishing to do any damage to satisfy my curiosity, I removed the radiator cap, and peered hopefully into the radiator. Sure enough, the star was embossed on the radiator just where the medallion covered it. I spent quite a time after this examining files and letters at the Patent Office and, although finding nothing to show that anyone had objected to the use of the three-pointed star in England, I feel sure that the covering up of the manufacturer's trade mark must have resulted from something of the sort".

I found that the three-pointed star was, and still was in 1964, registered as the Trade Mark of Daimler Motoren Gesellschaft, thus:

Under Class 6 on August 3rd 1909, No. 315,327 and under Class 22 on November 28th 1910, No. 328,867.

I also established that the firm of Patent Agents who acted for DBG — Jenson & Son, of 77, Chancery Lane, London, WC2 — were still in existence and acting for DB (in 1964)and said that, if asked by Mercedes-Benz to do so, they would search their files — if still in existence — to see if there are any letters which might indicate that the manufacturers of the Star car did object to, or obtain an injunction, against DMG using the three-pointed star at that time. I passed this information to Dr Schildberger but do not know if he followed it up.

Cobham, Surrey. STANLEY SEDGWICK

1941 Prescott

Sir,

I have today received the attached letter from my old friend the Commendatore Michele Lorenzo, who was quite fascinated to read your belated report on the '41 Prescott meeting.

I have done my best to translate from the original Italian. One or two of Lorenzo's native Sardinian cliches are literally untranslatable, but I am sure the meaning will be clear.

I would almost be prepared to swear that your illustration of Dennis Stanhope at the wheel is, in fact, a rare shot of Lorenzo in action. My recollection of Dennis is that he was — perhaps still is — a short man with a notable beard, which he used to try and keep short by leaning out of sidecars and rubbing it along the road surface, or was that someone else?

Tonbridge, Kent IAN DUSSEK

I was amazed that the Prescott story has at last been chronicled. I had hoped that Dussek would have included this greatest HRG success in his recent book, but he tells me the PM herself slapped a D Notice on it. I applaud your courage.

Of course, the event was top secret, so much so that Friday 31st March 1941 was a Monday. Of course the English aces were there, but the event actually changed history. Naturally, Mercedes and Auto Union were invited but unfortunately some dumkopf at the reichstag got confused and hence it wasn't Rudolph Hasse but Rudolph Hess who arrived by parachute to drive the Spandau Ballot.

I put in ftd due to a language problem. I asked Stanhope which was the fastest part of the course. Not understanding my imperfect English, he replied, "Pardon", which I duly took in top gear, flat out.

After Prescott, Dennis' HRG was requisitioned and developed in 1945 as the ultimate reply to the V2 menace and successfully piloted by Enola Gay. H. R. Godfrey's invention of the imploding stub axle was never properly recognised at the time. However, when after the war I became Transport Minister in the brief Isotta Fraschini administration, I ordered several HRG chassis as personal transport for the engineers on the Autostrada del Grotti. The fact that they have children testifies to the smoothness of the surface.

You mention the prize. For 40 years I have treasured that tin of 50 Players, but for your bravery in revealing the truth, I send you the actual tin, unopened. You may not know that the sailor on the label is in fact a heavily disguised Signor Cartaventi Orsi, who is still building Maserati 250Fs here in Repplica, hopefully quickly enough to keep your article going for the next 20 years.

Repplica, Italy MICHELE LORENZO

Driving Standards

Sir,

Mr Swan's letter in your March issue claims that I "seem to miss the point" of the IAM's teaching that much signalling is uneccessary, and that, in Mr Swan's words, advanced drivers "are able to decide if a signal would benefit other road users". I did not miss the point — I rejected it for the following reasons:

Fewer than 10% of drivers in this country could sensibly be classified as "skilled" or "advanced" — but probably more than 70% of males would individually claim to be! The value of any driving instruction addressed to the advanced driver must therefore be judged by its effect not only on the highly skilled, but on all who believe themselves to be so skilled, however incompetent. Thus I believe that teaching that much signalling is unnecessary or even undesirable lends spurious legitimacy to the inconsiderate and dangerously low standards of signalling on our roads. If, in effect, you say "Good drivers do not need to signal as much as bad drivers" you do not improve standards of driving, but merely reduce standards of signalling.

Mr Swan's thesis is in any case illogical, because the advanced drivers he advises not to signal for fear of misleading others are the very ones most likely to give clear and helpful signals.

Further, it is necessary to weigh any possible advantages of reduced signalling by the few most skilled drivers against the disasters caused by the many less skilled who follow their example. I believe it to be beyond dispute that the human and financial costs of accidents arising from failure to signal outweigh by a hundred to one the trivial costs of unnecessary signalling. I would welcome confirmation from any policeman, ambulance man, lawyer or coroner that we need more signalling, not less. Opinions expressed by scrapyard proprietors will be disregarded.

Having driven perhaps 300,000 miles in drop-head cars which allow rear vision varying seasonally from the unrivalled to the impenetrable I am perhaps more aware than most of the possibility of making the occasional mistake. This acceptance of the possibility of error (and willingness to learn from such errors) is as much a part of driving skill as looking in the mirror, and should mean that any

responsible driver will always indicate his intentions even on what he believes to be a clear road — my original point.

However advanced the driver, however many times he has been "able to decide if a signal would benefit other road users", he is just as dead when he gets it wrong, even for the first time.

When I wrote that I considered that IAM should teach people to "signal in good time and at all times", I did not feel it necessary to add "correctly" and "not misleadingly", but I happily do so now if it makes my meaning more clear.

I find the examples of misleading signals quoted by Mr Swan to be rather strange.

1. I often find it necessary to signal "right" when overtaking a parked vehicle — but always do so briefly, and follow it with a brief "left" if there is any danger of the first signal being interpreted as an imminent right turn. To do otherwise is inconsiderate to following drivers and potentially lethal to the looming overtaker.

2. To pull out from the kerb (when there seems to be time and space to do so) without a brief signal is equally inconsiderate, and equally dangerous if the speed of oncoming traffic has been underestimated. Does Mr Swan advocate pulling out from the kerb without signalling, or just pulling out without signalling when the road seems clear? But what about the hidden driveway, the speeding motorcyclist, the other car pulling out from behind a parked truck? Are those road users not entitled to every possible warning of your intention, whether you have seen them or not? Or are you going to stand in the dock and say "As an advanced driver I felt that no other road users would have benefited from a signal"?

3. There have been many occasions when I have found it necessary to use the right indicator when passing an exit from a roundabout — to have failed to do so would have risked having a faster vehicle ram my offside, presumably in the belief that as an advanced driver I had simply felt it unneccessary to indicate my intention to exit to the left. How else would Mr Swan warn the other driver he was mistaken? Let's have no more pretence that "intelligent positioning" will always work — not all drivers would recognise an "intelligently positioned" vehicle until they hit it, if then!

4. My original letter was prompted by a report that the IAM downgrade drivers who "heel and toe". I have not advocated that this technique should be forced on anyone, or earn bonus points on a score card. I just believe that it is a logical, useful and smooth technique practised by many drivers and should not be derided.

Mr Swan states that heeling and toeing "is no less smooth than the 'on-off-on' method. I agree — but suspect that he meant "no more smooth". Anyone who believes that removing the brakes and re-applying them has no effect on smoothness of movement will believe anything, except perhaps Newton's Third Law of Motion!

Alton, Hants. IDRIS FRANCIS

Fakes

Sir,

As you have quite correctly pointed out during recent months one of the greatest problems currently facing the historic car movement is that of replica and fake cars being confused with the original.

In many cases Club authentication and dating schemes have been responsible for this confusion.

When the experts will not differentiate between the original and the fake it is no wonder that the less scrupulous amongst us are having a field day.

Epping, Essex R. A. SMITH

Pity the Poor Historian

Sir,

With reference to Mr Scheel's letter in your February issue on von Brauchitsch's burst left rear tyre in the German GP of 1935, I feel that only two of the reference sources quoted are clearly correct. To me, and probably to a great many other people, the term "near side" is not immediately conclusive. Firstly, it took me years to learn, without thinking twice, what is meant by "near side". It could be construed from the driver's point of view as being the side he, or she, is sitting on in the car, meaning right-hand side in a rhd car. However, I know now that by "near" in this instance you British, mean near to the *road* side. From this follows, that near side in left-hand traffic means the *left* side. Now comes German GP of 1935. What is near side in right-hand traffic Germany? Right-hand road side? So to anyone unused to British terminology living in a right-hand traffic country "near side" would be if not incomprehensible, at least confusing. Which leaves only two immediately correct references, Tragatsch and Hull/Slater.

Back to the aim of Mr Scheel's letter — how many more inaccuracies do we live with which have not been spotted or pointed out by erudite readers, one wonders?

Hovas,
Sweden LENNART W. HAAJANEN

Citroën and MG Memories

Sir,

I was most interested to see the photograph of the 10.4 hp Citroën at the head of "MOTORING AS IT WAS" on page 298 of your March issue. I immediately delved through my old negatives, set up the vintage enlarger (S/H in 1937) and ran off the enclosed print. "Why all this feverish activity?" you may well ask. It was on account of the fact that it was on a left-hand drive version of this model (Reg No. Y 750) that I learned to drive (by permission of indulgent parents) in mid 1920 at the age of 12½!

My father did not start to drive until he was 53 in 1917 and never really liked motoring although my mother was a great enthusiast. So, perhaps that had something to do with my good fortune. Be that as it may from then on I drove regularly around the Dorset lanes during the school holidays aided and abetted by a trilby hat on the top and a cushion under the bottom. This combination preserved me from any interference from the local constabulary until I could drive legally when I was seventeen. Both cars and coppers were pretty thin on the ground in those days!

Referring to the photograph, taken on Christchurch quay, my mother and father are in front and it will be seen the occupants got the full fresh-air treatment. I should imagine the rather fierce-looking lady in the rear (identity now unknown) must have had some trouble with her somewhat voluminous headgear even though the "old man's" cruising speed rarely exceeded 25 mph. No doubt a good supply of hatpins did the trick. The car was completely reliable and entirely gutless which made overtaking quite a dicey operation. I never towed anything with it, in the snow or otherwise; this was to come later when I towed a toboggan with my 14/40 MG on various occasions. I took a print of this car at the same time as the above in the hope it and a short description would be of interest to your readers.

This was one of the original bull-nosed models of 1926 vintage (Reg. No. TN 3748) which I owned from 1928 to 1933. I believe only 113 of this model were made, being superseded in 1927 by the square radiator type. The bull-nosed cars had plain aluminium body panels whereas the later ones were "engine turned". Bonnets and wings were either dark red or dark blue. My car was obtained from H. F. Edwards of Great Portland Street for, I believe £120. It was rather special as it had Dunlop Magnum wheels and the new "balloon" tyres in place of the standard disc wheels and HP tyres. Other quite advanced features were vacuum-servo brakes which were excellent (a red triangle on the offside rear wing warned lesser mortals to keep their distance) and Barker dipping head-lamps. These were operated by a pseudo gear lever on the RH side and were a great boon in poor visibility as one could arrange the height of the beam exactly to suit the prevailing conditions. Another excellent fitment was the silent-chain driven dynamotor which provided a completely silent start without the clonking and whirring from which modern cars suffer.

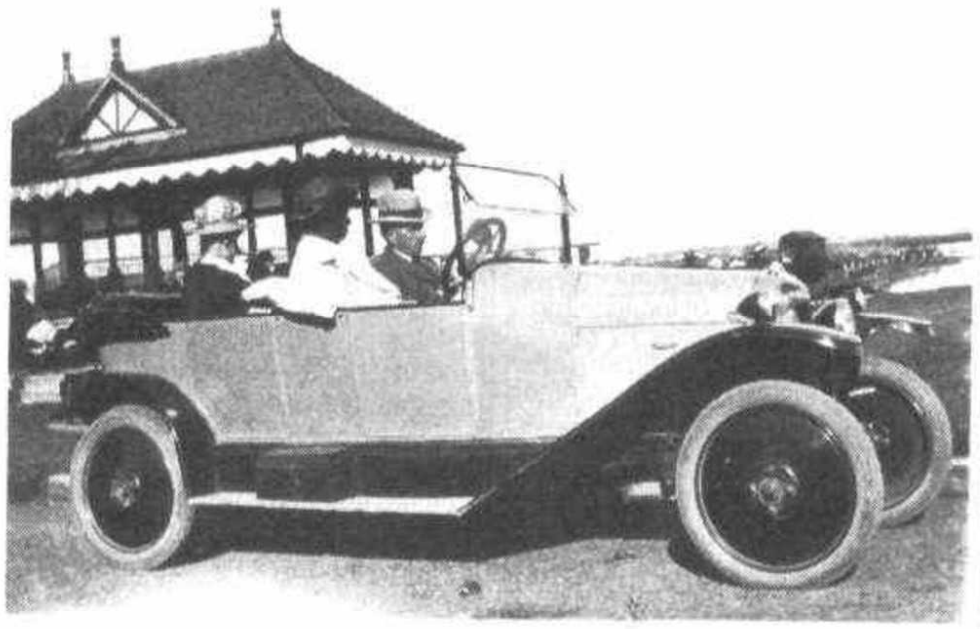
About 1930 I fitted an aluminium Ricardo head which improved the performance quite a bit (about 60 mph) but shortened the life of the splash-fed big-ends. They rarely lasted 10,000 miles, say a year, but were easy to replace — and cheap!

This was a really excellent car which gave very little trouble though used for a few local trials and many long hard-driven cross-country runs.

Incidentally the negatives for the prints were taken on a Kodak Vest Pocket (V.P.K.) camera obtained in a "swap" for a mouth-organ at school!

Lyme Regis, Dorset E.S.TAYLOR

THE Citroën 10.4 owned by E. S. Taylor's father, and in which he learned to drive.



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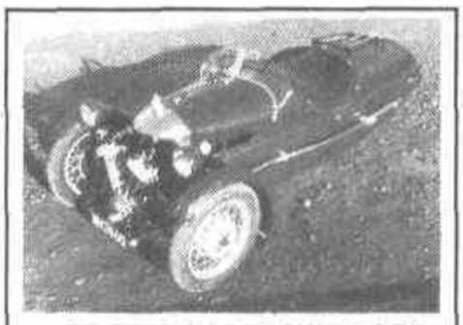
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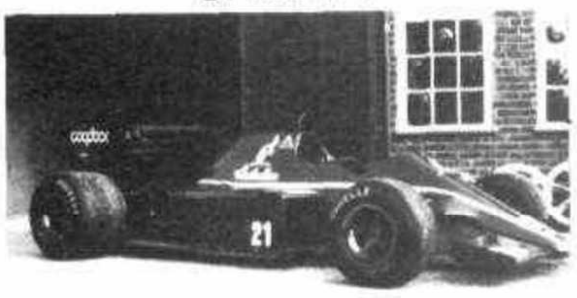
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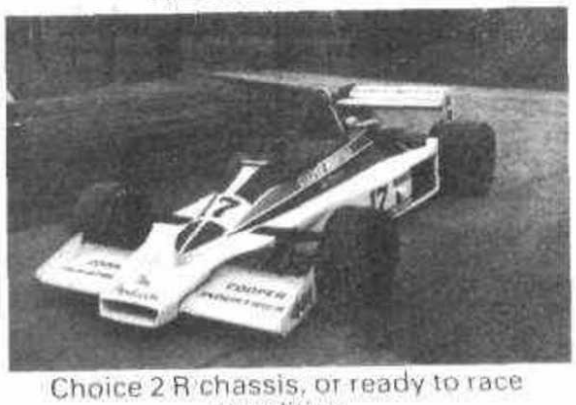
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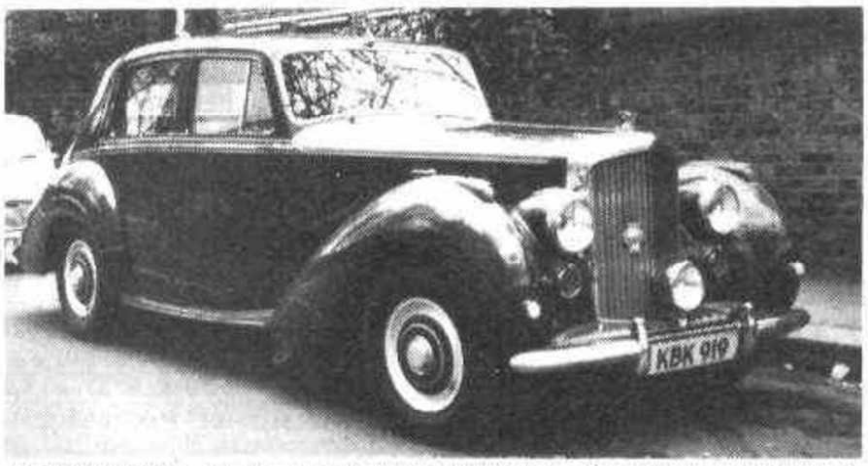
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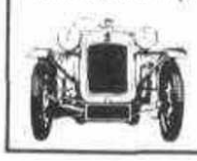
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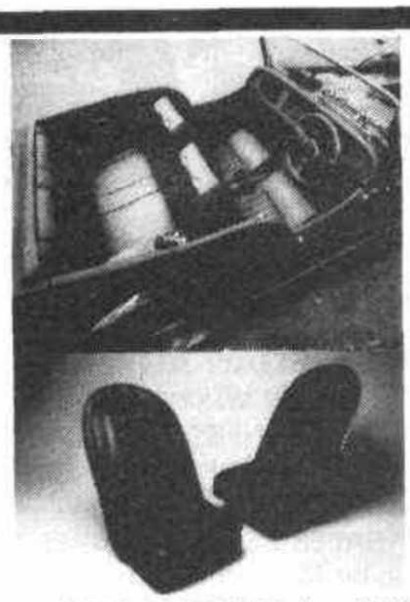
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New Hudson 1927 (solo) 500 cc.
Sunbeam 1920's (solo) 500 cc.
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the TVR insignia, they just love mud and will keep your interior immaculate. There are, of course, the usual TVR additives such as family size umbrellas in TVR colours, TVR T-shirts, key fobs, badges and THE TVR BOOK by Graham Robson. If you've got a TVR for sale then give Giles a ring as we are constantly in need of TVR's to replenish our fast selling stock, or why not come in and part exchange your TVR for a newer model. You can reach us by 'phone on 01-440 6666, by road on the A411, off the A1, or by underground on the Northern Line, via High Barnet. See you soon!



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MORGAN PLUS 8 1985, petrol injection, model, opal green, magnolia leather, green wing piping, 6,000 miles, FSH, considerable attention was paid, during the building, to reduce items likely to corrode — hence £15,000. Tel: Haslemere 54170. (925577

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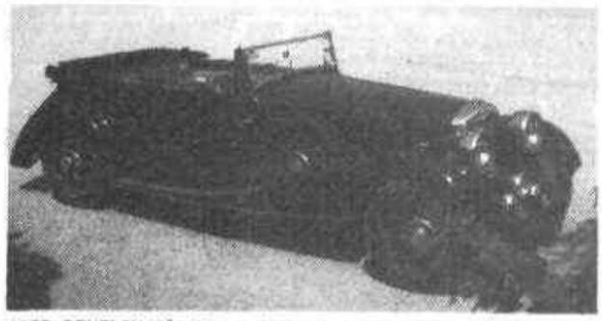
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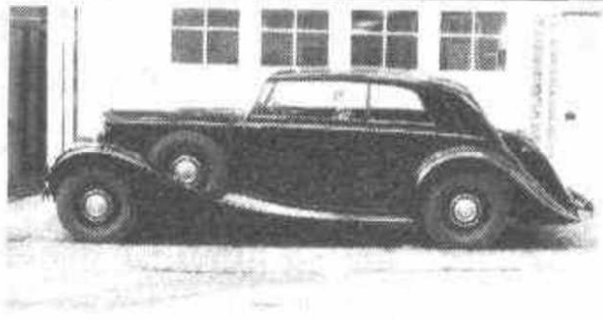
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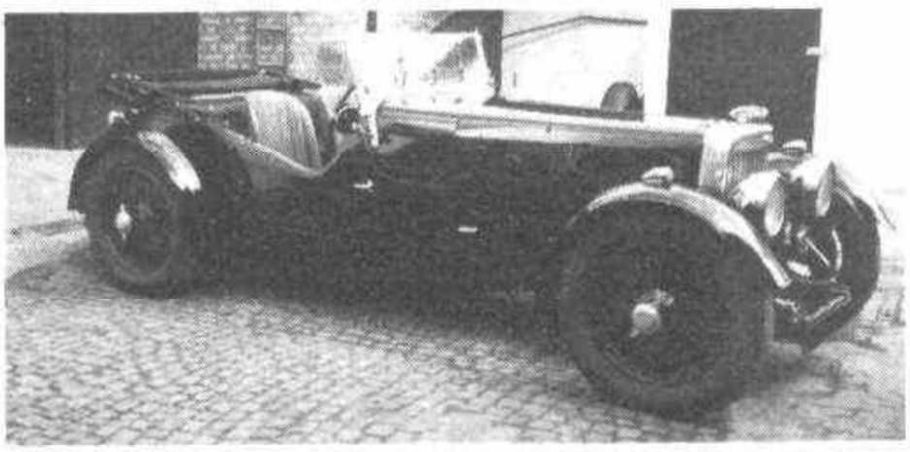
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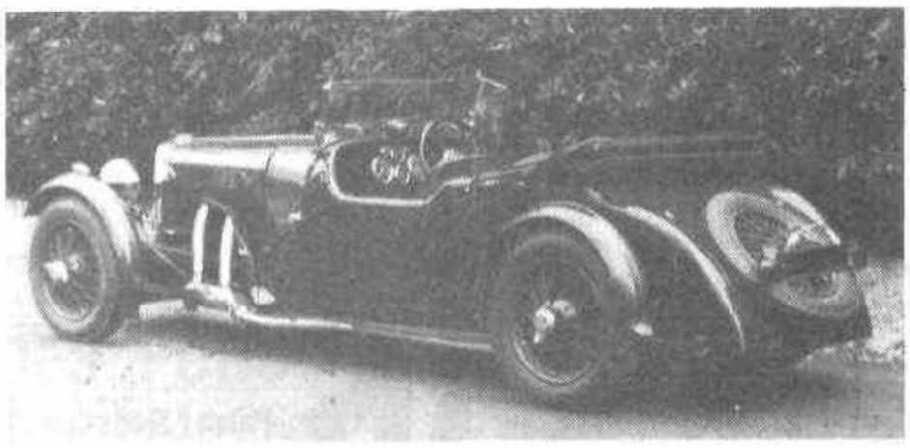
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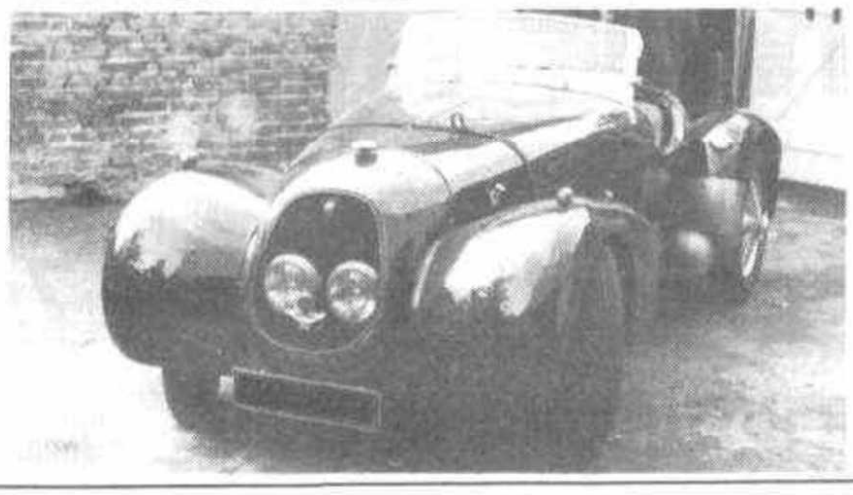
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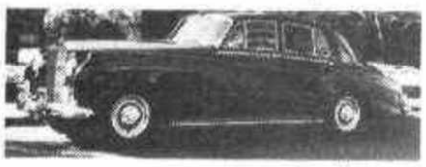
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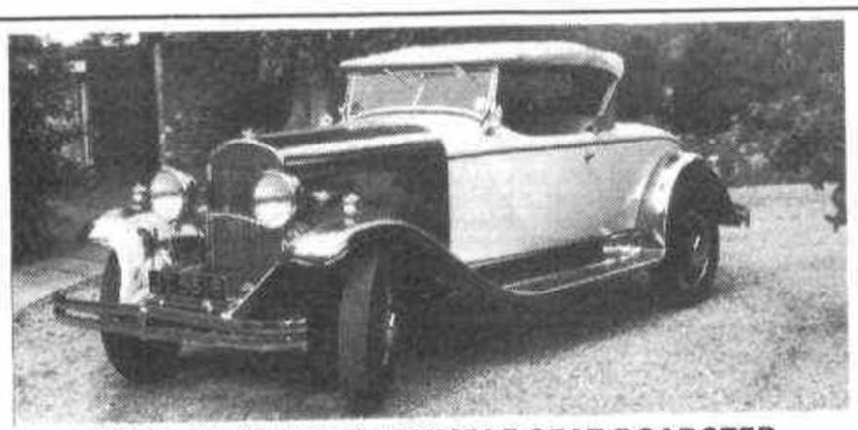
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WANTED — continued

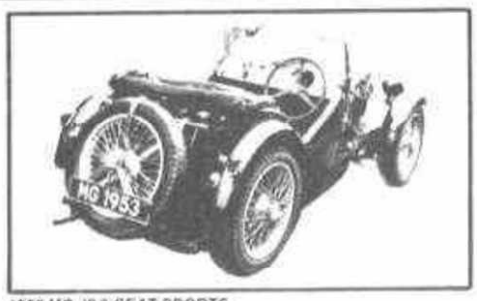
HEWLAND MK2 OR MK4 gearbox wanted, also Midget 4.3:1 differential wanted. Tel: 02216 4197. /925704

BUGATTI CATALOGUES, pre-war Bugattics, correspondence, or anything else relating to the car or family wanted by collector. Box No 7055. /925654

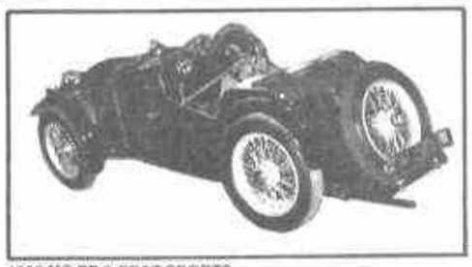
1926 MORRIS OXFORD TOURER with Dickey. Will buy or exchange for Calvy Mitchell, 4,000 miles only, 3.5 Rover engine with Offenhauser inlet and Holley carb. Allen Spring Cottage, North Wraxall, Nr. Chippenham, Wilts. Tel: Bath 891292. /925920

DELAHAYE MODEL 135 OR 148. Any condition considered. Box No 7057. /925717

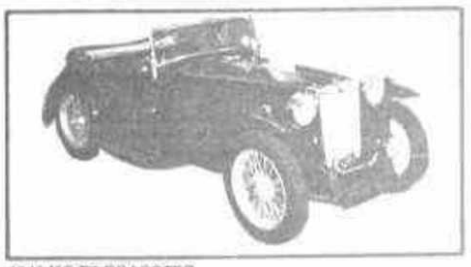
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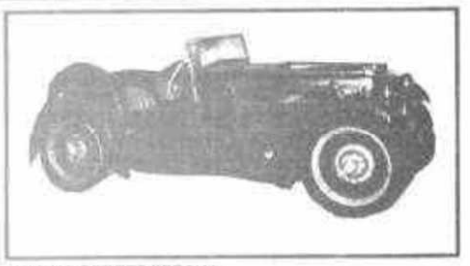
1933 MG J2 2-SEAT SPORTS
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This superb machine has not been on the market since 1975. Now rebuilt to concours condition throughout. Finished in chocolate and cream with complete retrim in beige Connolly hide, new carpets, roof, s/screens and tonneau. Beautiful mechanics and very fast. **POA.**



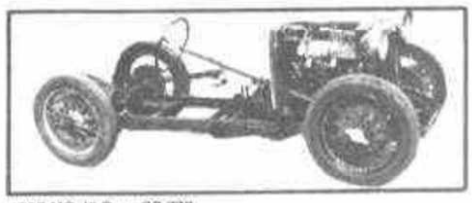
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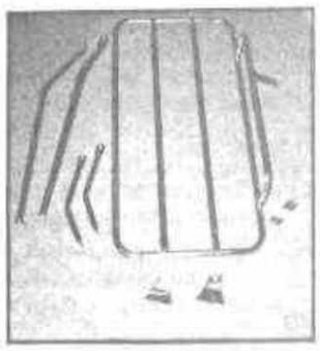
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WANTED FOR 1949 Jaguar MkV 2½ litre, any spares, especially tools for fitted tool box in boot, also brown leather trim, any other bits and pieces welcome to finish restoration. Les Wilson, Woodvine Cottage, 52 Manchester Rd, Astley, Manchester M29 7EJ. Tel: 0942 893632. (925317

WANTED — OLD Motoring literature, books, brochures, magazines, ephemera, especially racing material and early Ferrari items. Les Wilson, Woodvine Cottage, 52 Manchester Road, Astley, Manchester M29 7EJ. Tel: 0942 893632. (925317

WANTED, GOOD restored pre-war cars or mint classic sports cars, top cash. Motospot. Tel: 04555 2548 anytime (Lutterworth). (214122

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MISCELLANEOUS

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EVENTS

YEOVIL FESTIVAL OF TRANSPORT. Entries are now being invited for all vehicles classes for this premier event held on August 9th/10th 1986. Concours d' Elegance competition and also now Concour for cars manufactured before August 1976. This year is the centenary for the sponsors Mercedes-Benz (United Kingdom) Ltd therefore early booking is advisable. Closing date for entries Monday July 2nd 1986 or when the enclosures are filled. Entry forms available from Yeovil Festival of Transport, P.O. 40, Yeovil, Somerset, BA20 1PR, or by phoning Yeovil 22319. (92426

EASTERN COUNTIES Transport Show, Saturday 12th and Sunday July 13th, 1986, at the Suffolk Showground, Bucklesham Road, Ipswich. Open 10.00 am-5.00 pm. Car Clubs and enthusiasts are invited to show their cars. 2 day autojumble, club exhibits, trade stands etc. Enquiries: C. M. Smith, 87 Worthington Rd., Fradley, Lichfield, Staffs. Tel: (0543) 263922/253508. (922588

THE BMW CAR CLUB are holding a National Sprint meeting Bruntingthorpe Airfield, Leicester on May 3 and Concours D'Elegance Fleet Air Arm Museum, Yeovilton on May 11. Contact: The Secretary, 7 The Crescent, Pattishall, NN12 8NA. (924752

CHELTENHAM MOTORING FESTIVAL June 14/15 June Vintage and Classic car auction, massive Autojumble, Automart, Club displays, competitions, details, entry forms. Tel: 0242 576601 10am-7pm. (925572

THE RILEY Register provides technical information and a spares service for owners of Rileys manufactured before October 1938. Local and national meetings organized. Bulletins and newsletters circulated regularly. Enquiries — Membership Secretary, 56, Cheltenham Rd., Bishops Cleeve, Cheltenham. GL52, 4LY. (925278

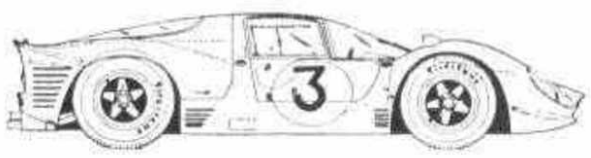
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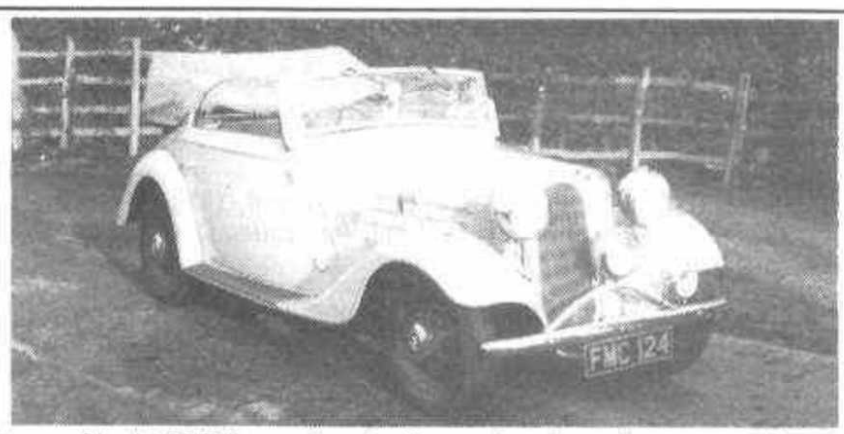
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Lola T212. 1970 Sports Racer. All restored and to be sold without engine.
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The Vintage, Vintage Car Sale.

Christie's at Beaulieu, July 14th

Over recent years no-one has been more influential than Christie's in establishing the United Kingdom as one of the principal world centres for the buying and selling of valuable collectors' motor cars.

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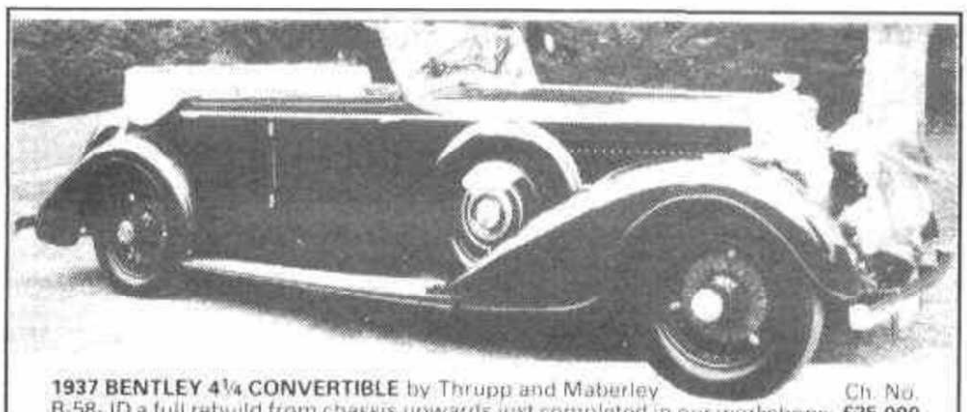
The second in the 1986 series of Christie's motor car sales will be held at the National Motor Museum, Beaulieu on July 14th. The quality of entries confirmed so far is sure to generate considerable interest.

If you have a valuable collectors' car to sell Christie's specialists are better qualified than anyone to help you take advantage of the buoyant market conditions which exist at present. Their advice is, of course, not restricted simply on how to achieve the best price at auction.

Valuations are also given for insurance, probate and family division whilst our tax specialists are pleased to provide advice on the particular requirements relating to vintage cars.

Should you wish to discuss the Beaulieu sale specifically or, indeed, any of the points mentioned above please contact Robert Brooks, Tom Rose or Jeremy Collins at Christie's Vintage Motor Car Department, 85 Old Brompton Road, London SW7 3LD, telephone 01-581 7611 or telex 922061.

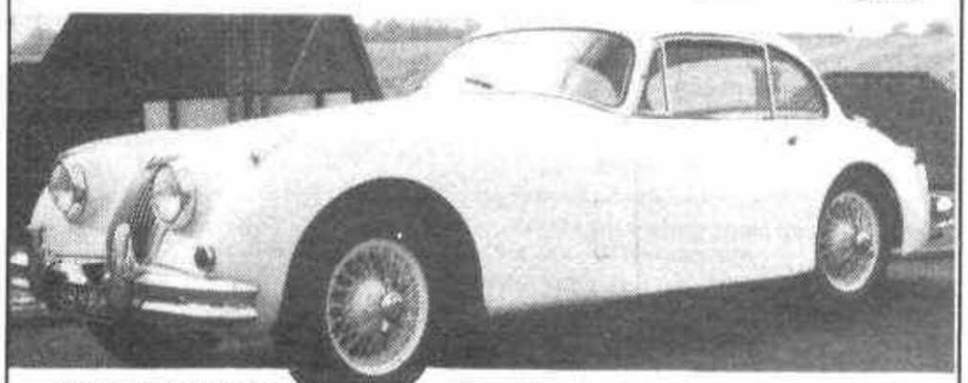
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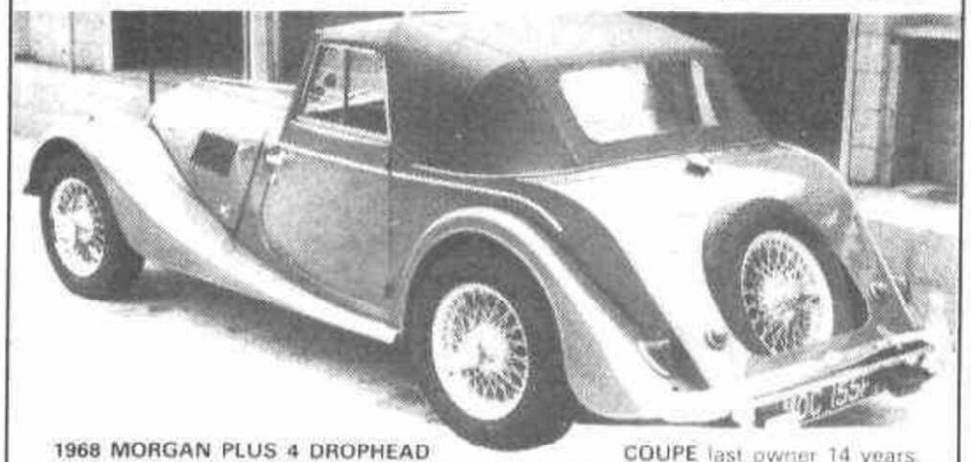
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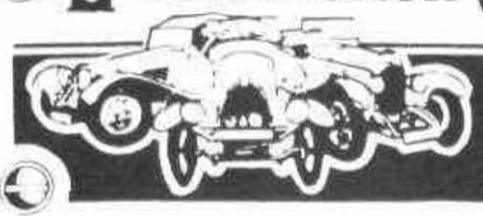


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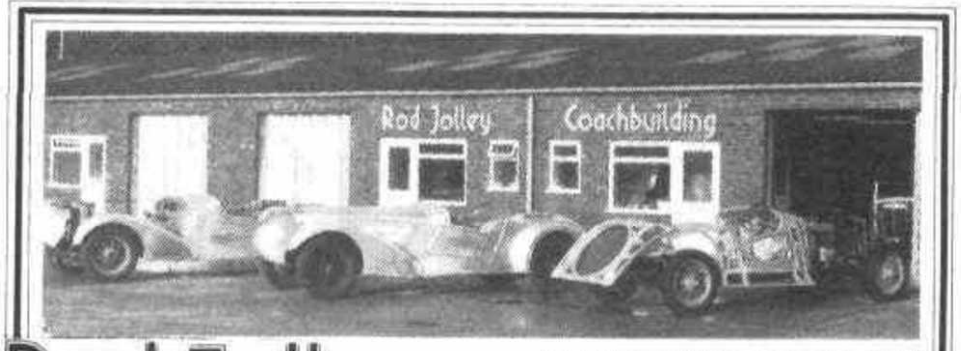
Alvis Silver Crest 1937. Very original, in need of attention to Holbrooke coachwork, nothing serious, the makings of a fine car, drives well. **£2,495**

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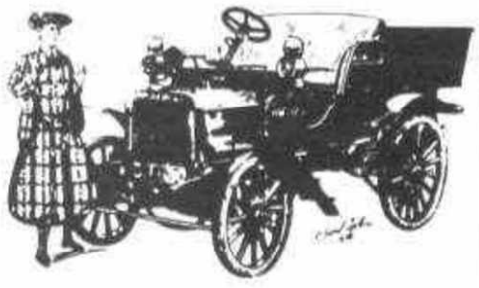
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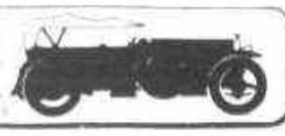
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(i) Left hand drive, unregistered. Dark red with black trim. Type-approved for Europe etc., and DOT Cert. for USA, 240 bhp DIN 5-litre V8, 5-speed manual g/box. Delivery mileage, latest 1986 spec. Tax free for export. ***(Photo).*** **Car on view at Chris Drake's showroom — 21, Brook Mews North, London W2 — Tel: 01-262 6583.**

(ii) Right hand drive, UK registered (YEL 987). Metallic blue with tan / dark blue trim. Otherwise as above. The last of only 7 or so RHD examples made to date. Delivery mileage.

Both the above cars are brand new and I cannot say when such an opportunity will present itself again.

1952 COOPER BRISTOL MK1 — Ex-Barber ('52 British GP)/Rout/Thomas. FIA and VSCC Registered, totally restored by Peter Denty, TT Workshops etc. *(Photo)*

1953 COOPER BRISTOL MK1 — Ex-Works/Winkelmann. FIA/VSCC Registered; totally restored by Barry Simpson TT Workshops, etc.

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



1953 MG TD2; without doubt this is one of the finest examples anywhere, the chassis-up restoration having taken several years and incorporating every aspect in the greatest detail by a dedicated perfectionist. Black with red trim and black hood etc. **A true example of the statement below!**



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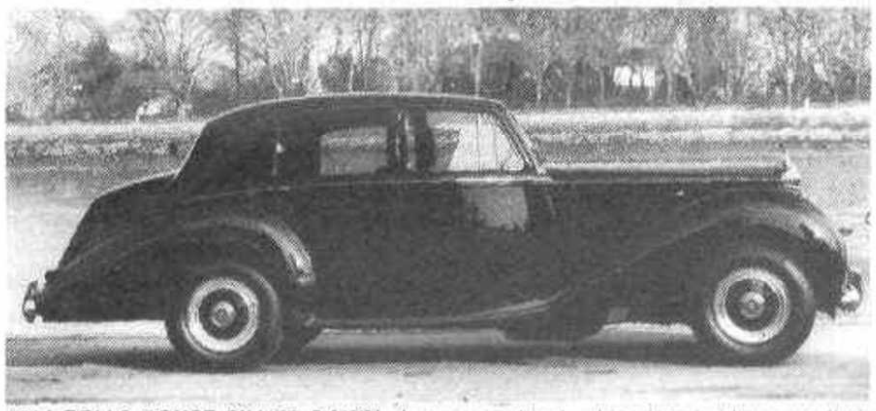
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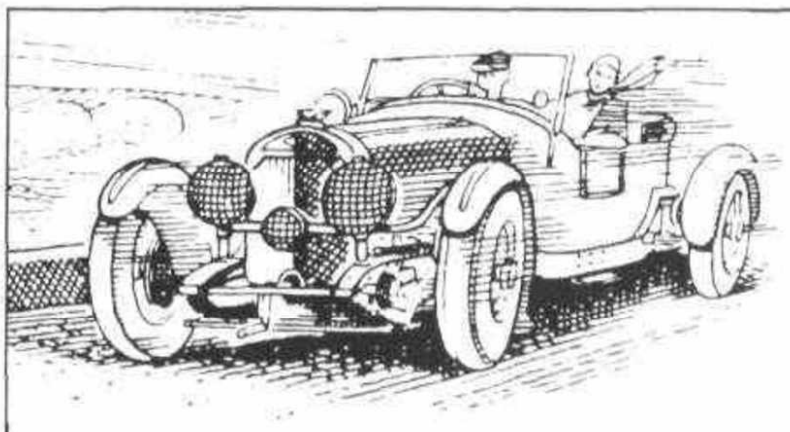


1972 FERRARI DINO 246 GT. Dark blue, black leather, excellent low mileage condition throughout. **£19,500**

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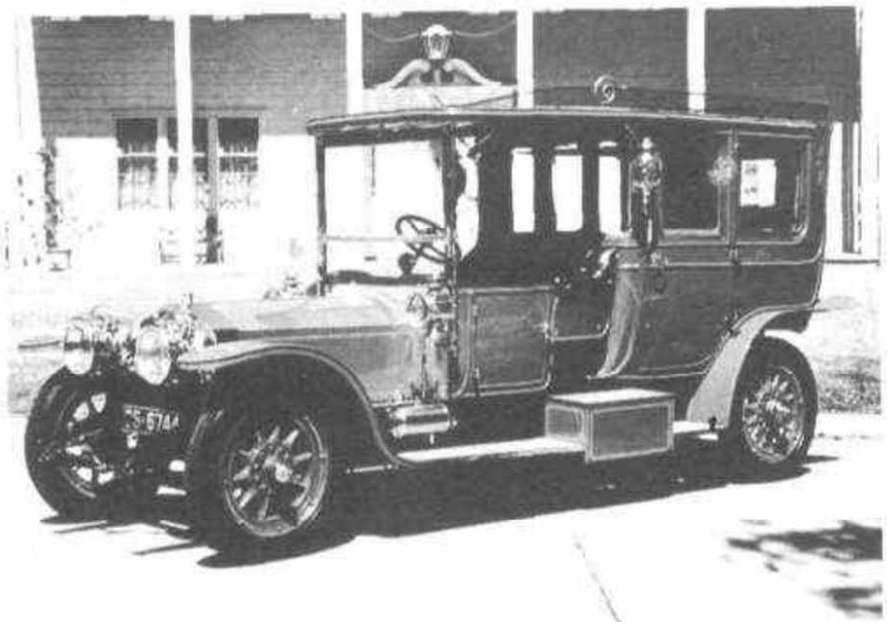
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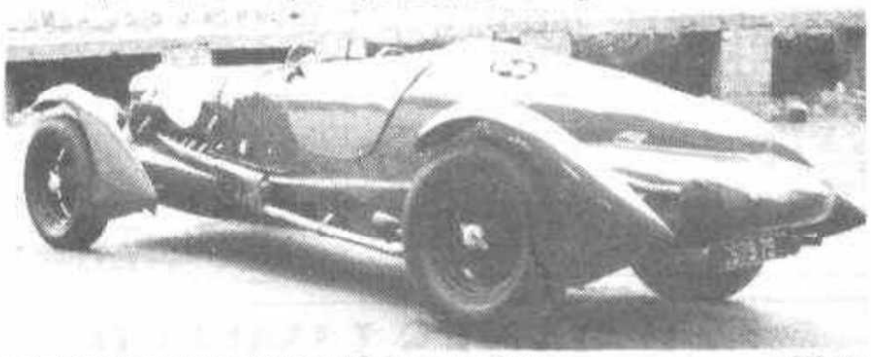
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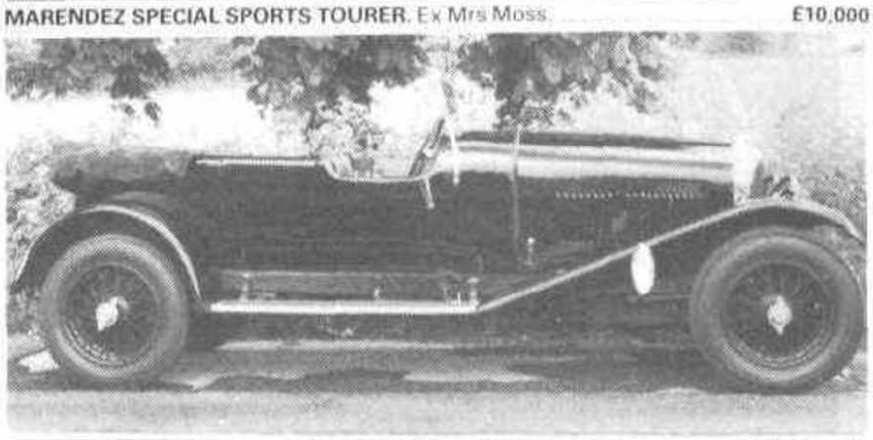
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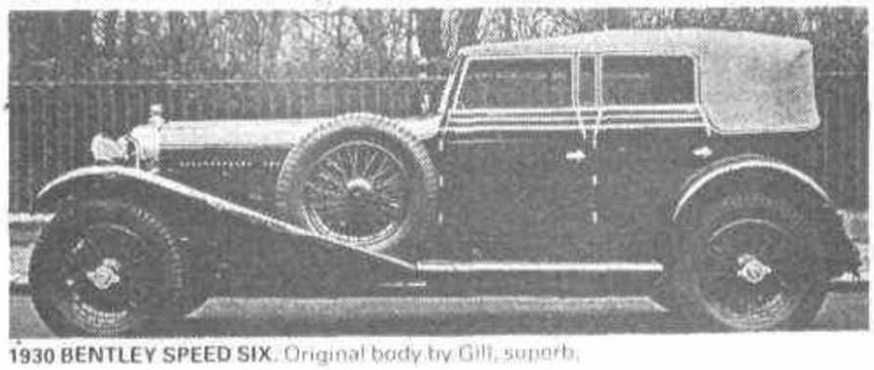
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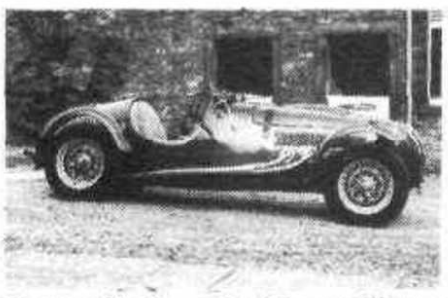
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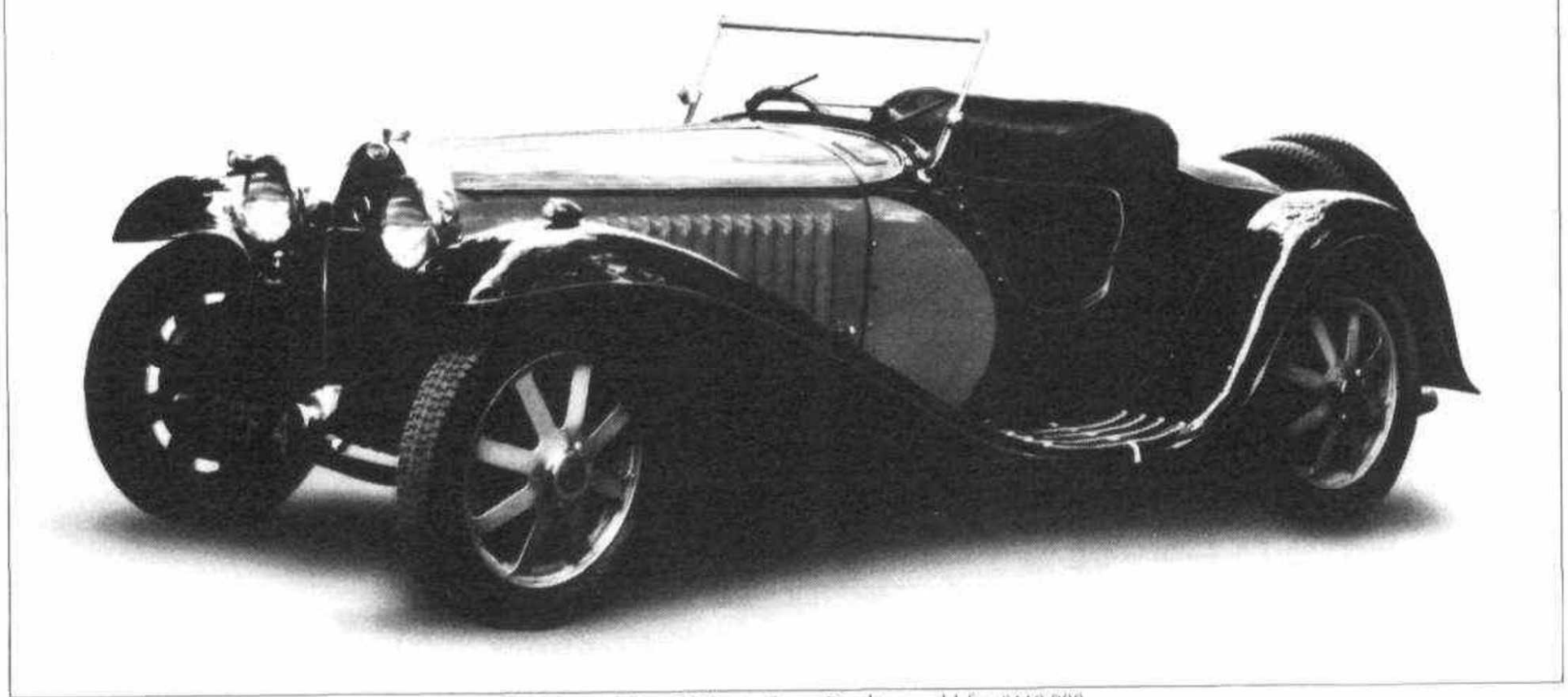
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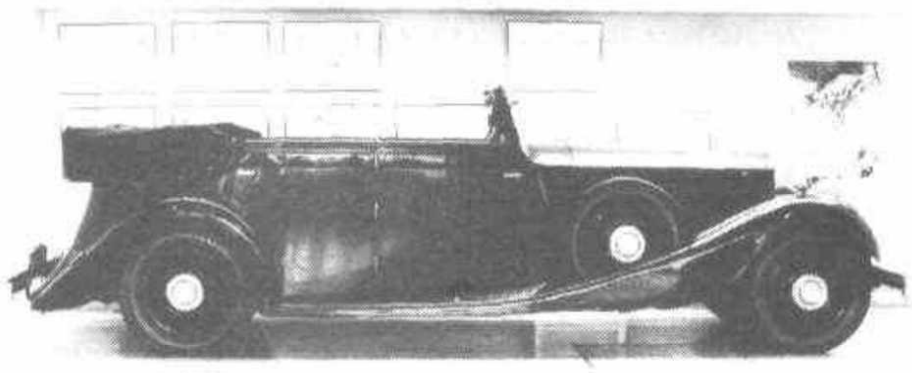
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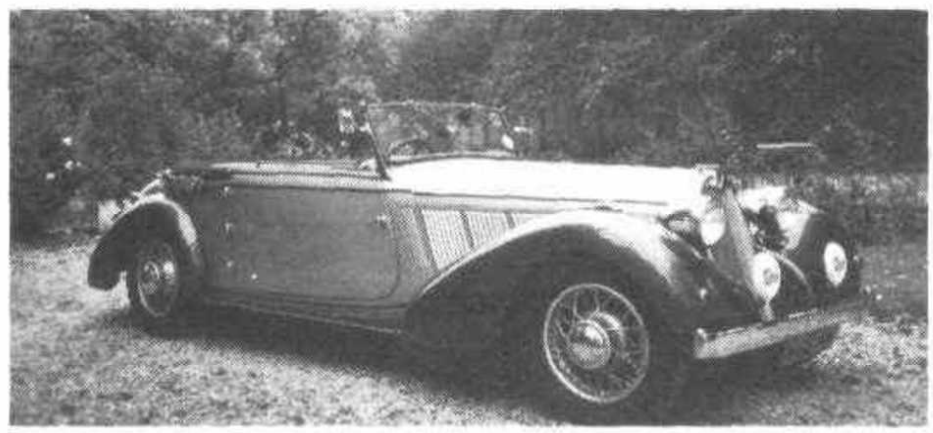
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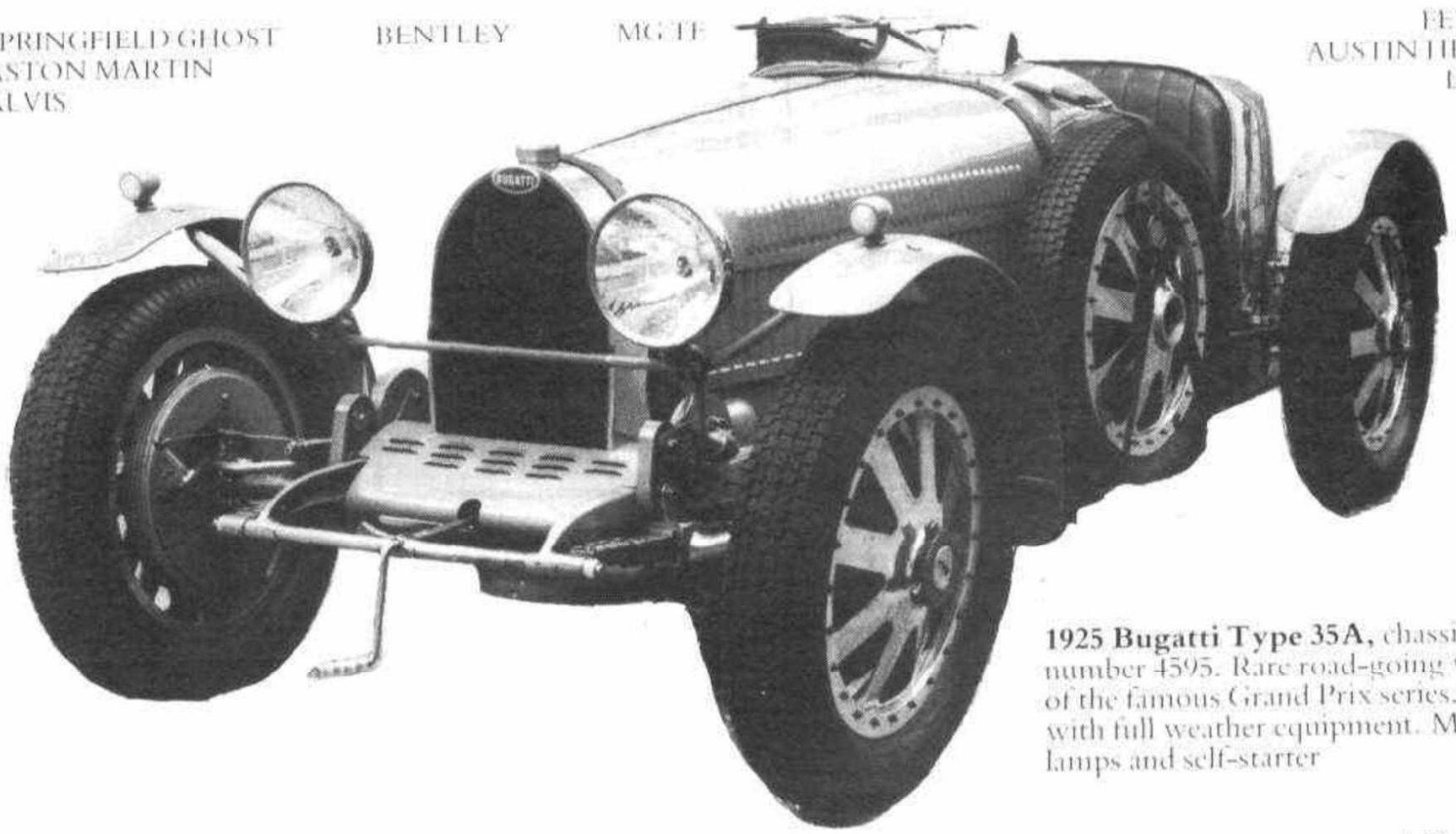
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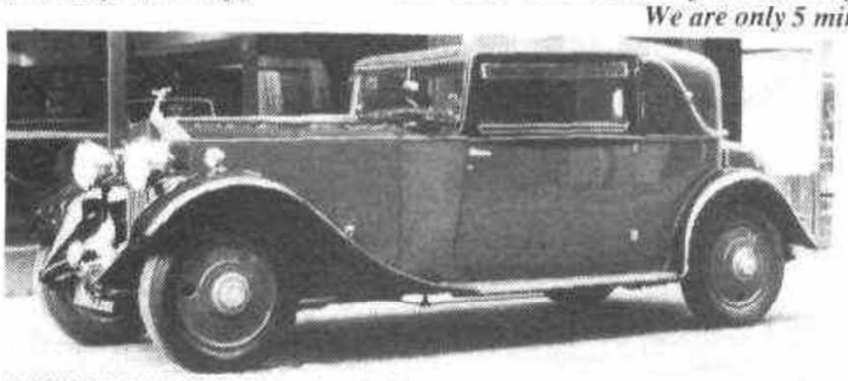
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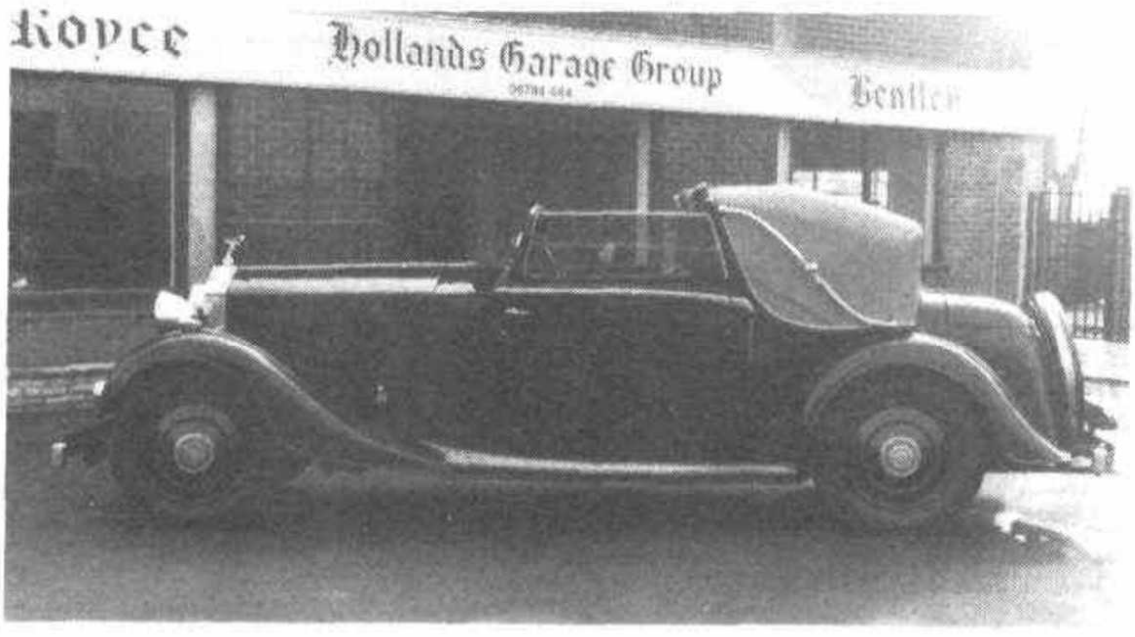
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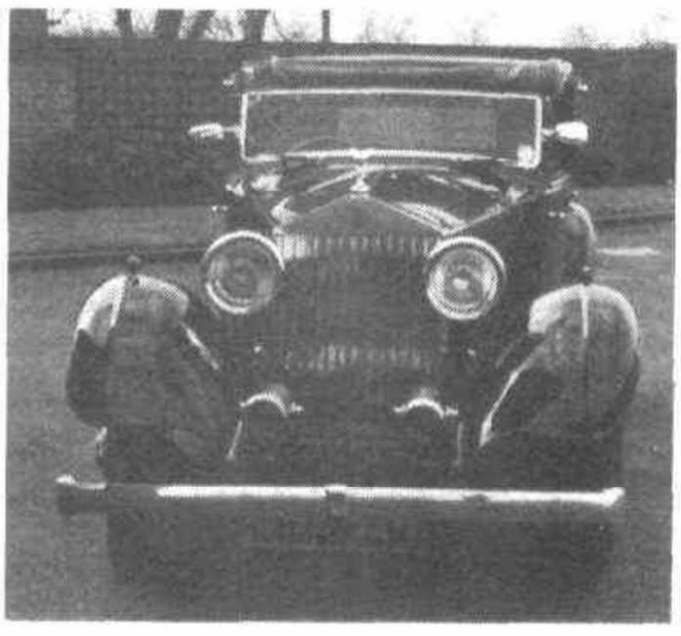
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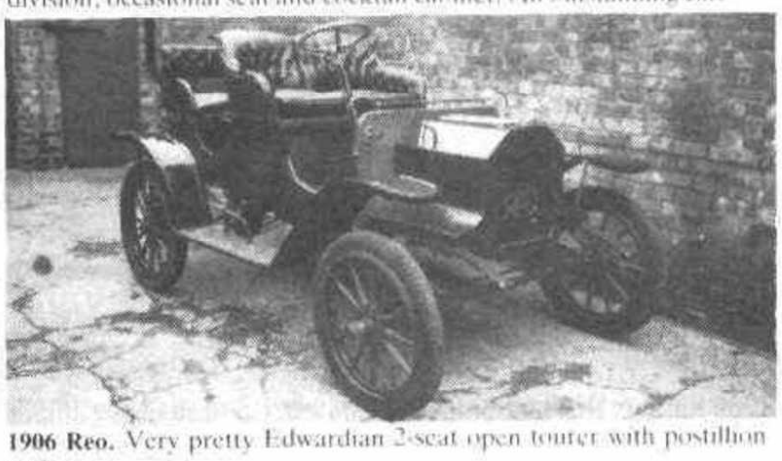
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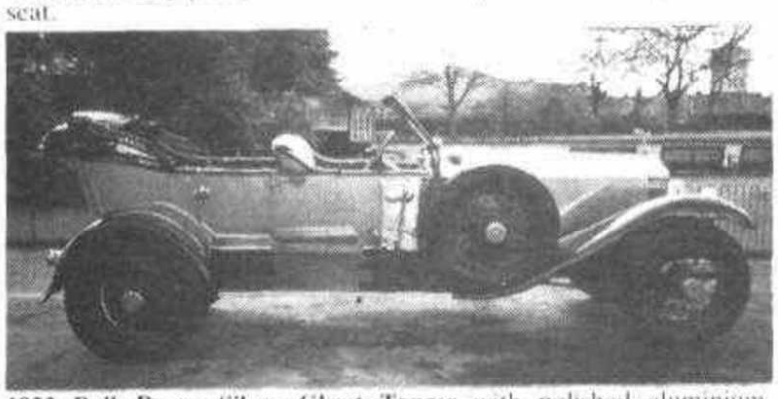
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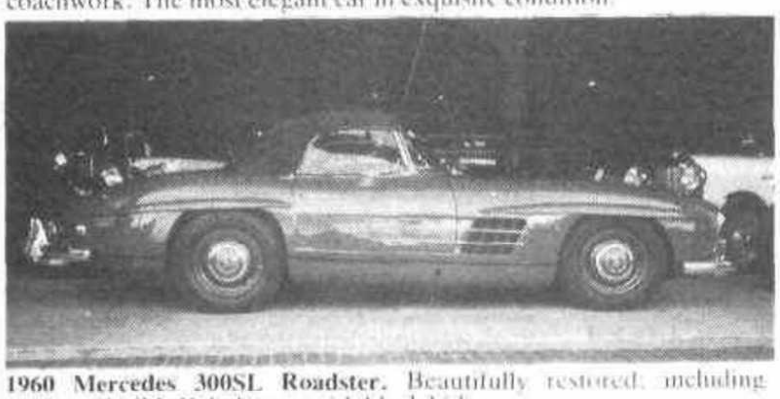
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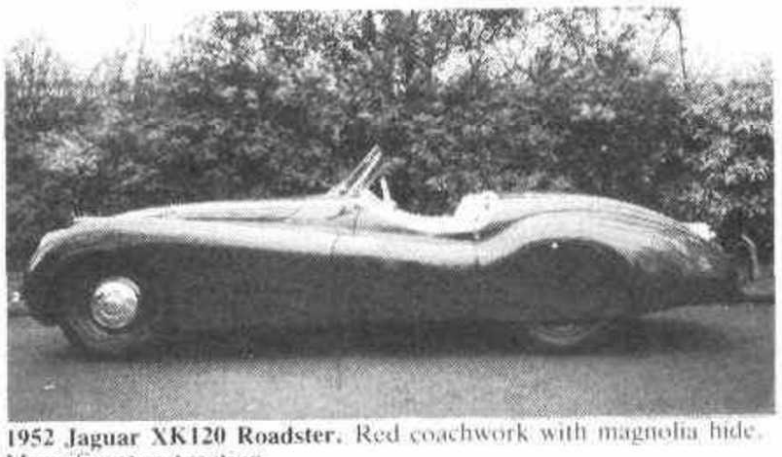
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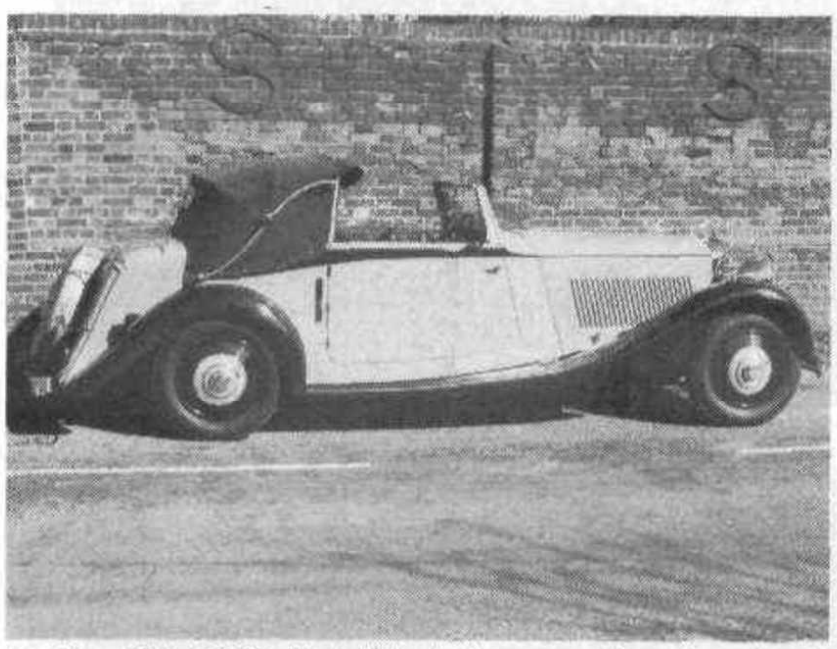
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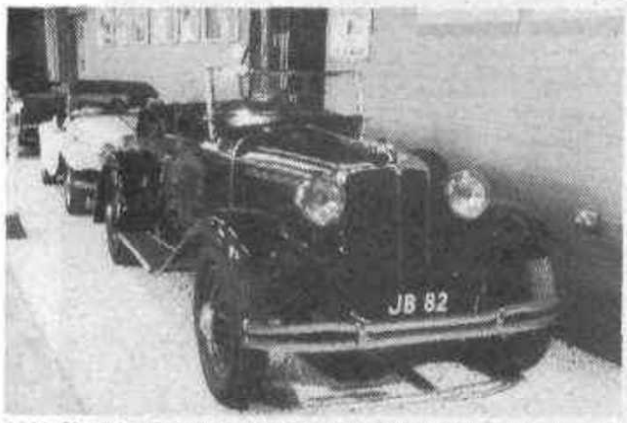
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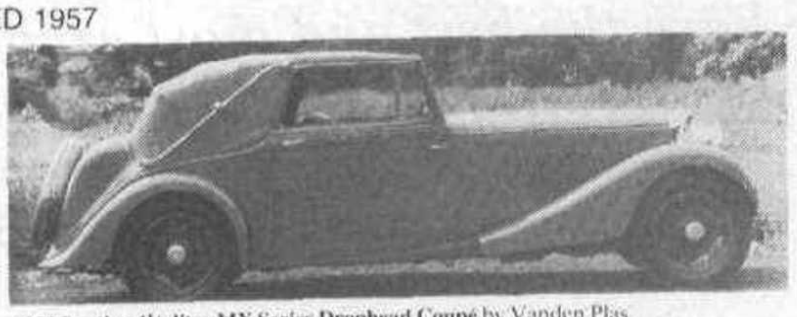
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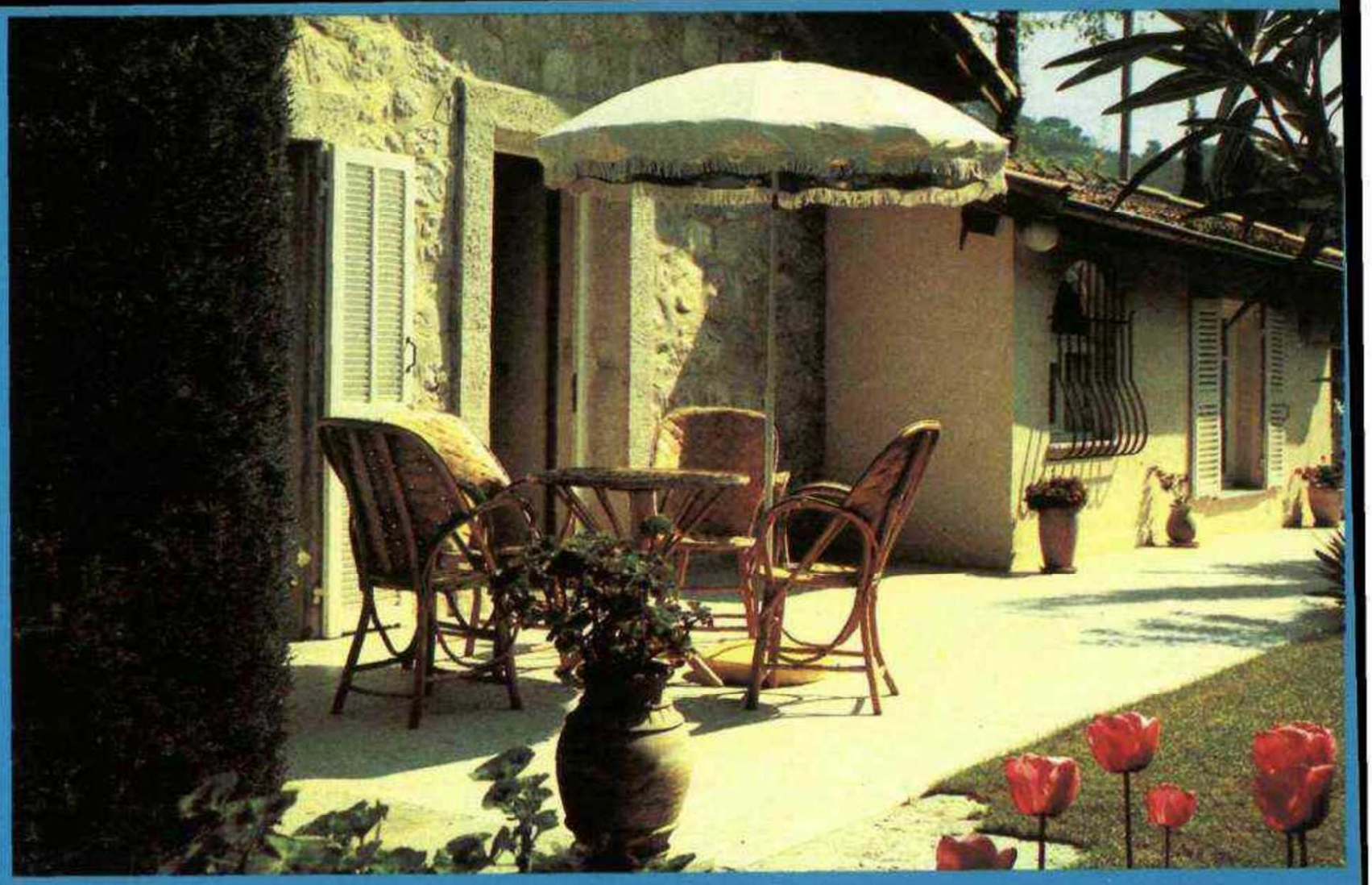
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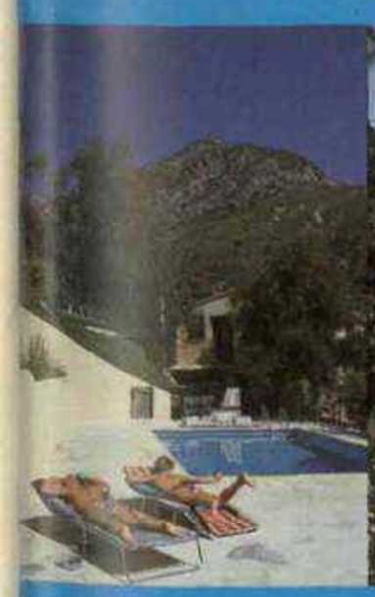
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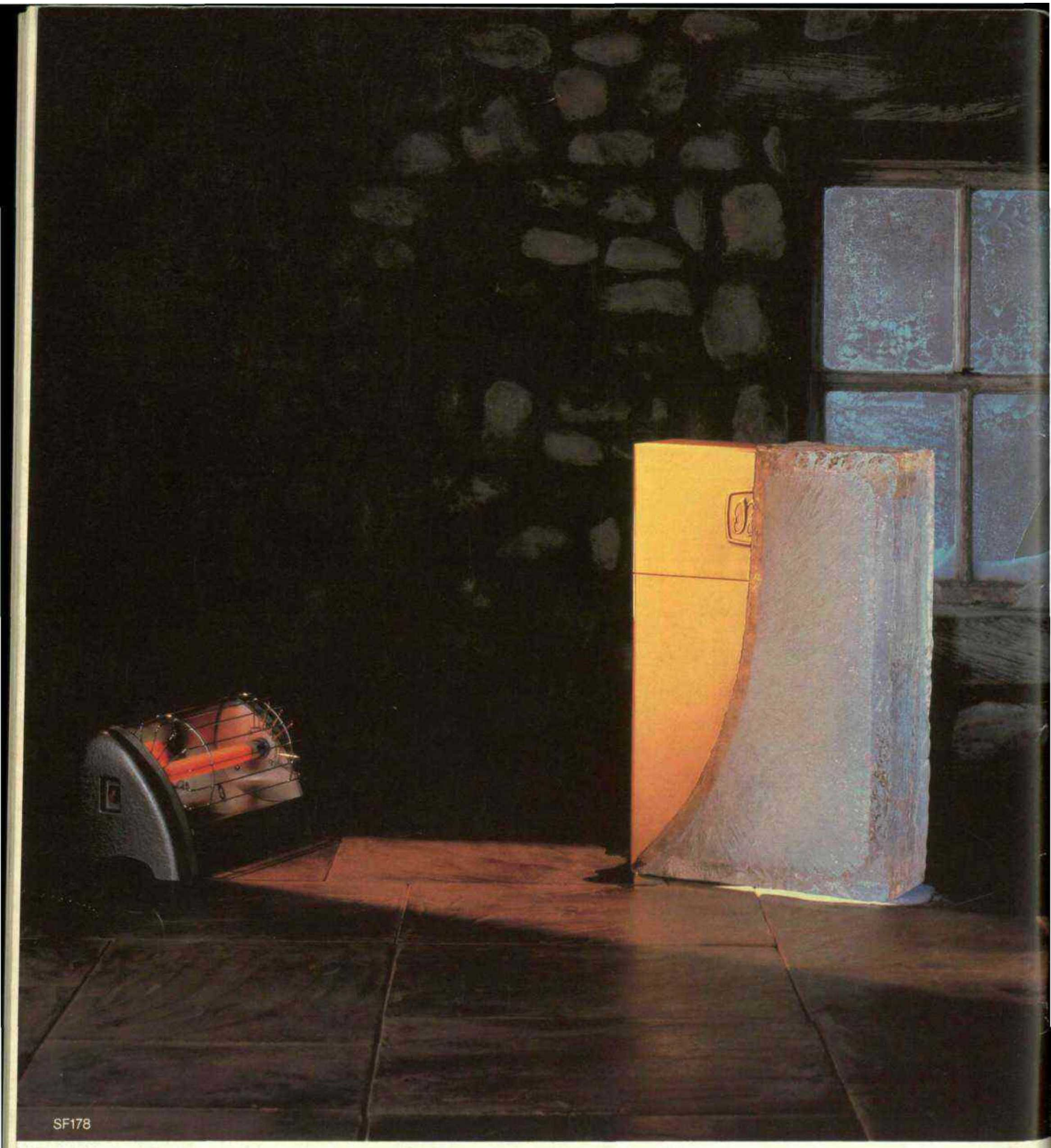


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