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MOTOR SPORT

The Magazine that gave its name to the Sport



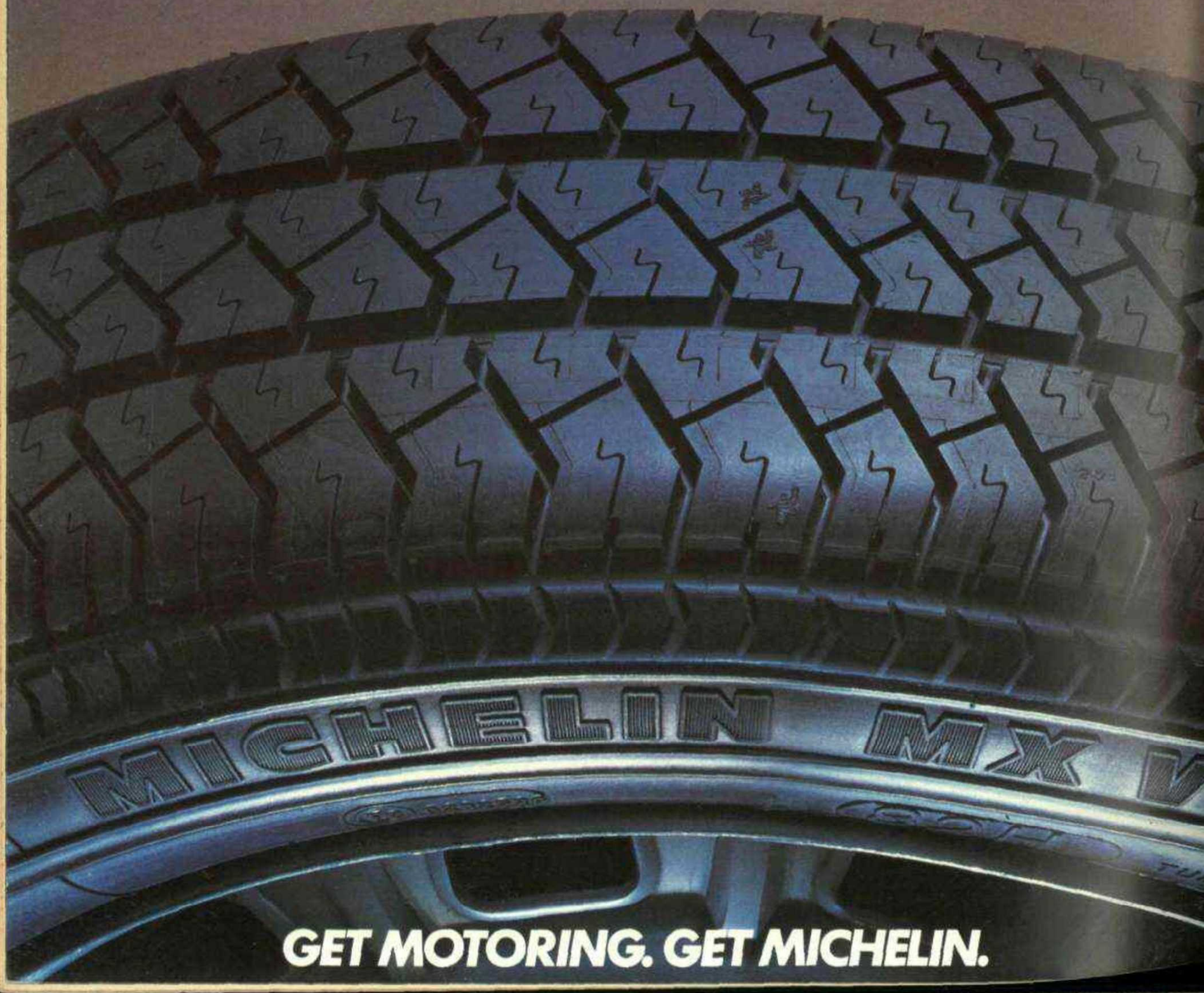
At Michelin we have developed a low profile radial tyre that's been specially engineered to give your high performance car that extra edge.

Fine tuned to complement, among others, the Ford XR3, XR4 and Capri 2.8i, Peugeot 205 GT1, BMW 3 series and 728, also the Golf GTI, Astra GTE and Rover 3500. The Michelin MXV is already on the market in 60, 65 and 70 series. Other sizes and aspect ratios are also being added to the range.

With its broad footprint and rally-inspired tread pattern, the high speed rated MXV gives exceptional roadholding when cornering — wet or dry. The unique construction also sets new standards of steering response and directional stability at all speeds.

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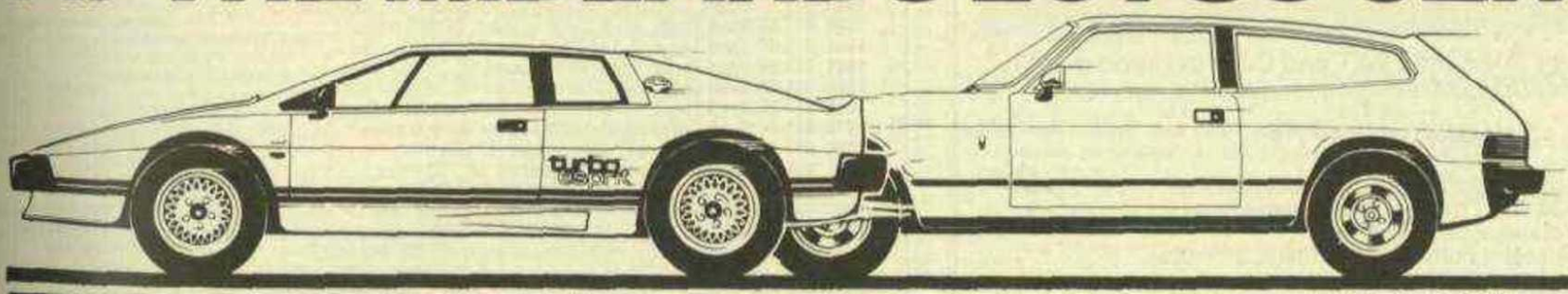
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Esprit Turbo — OLD PRICE
Finished in Essex blue and trimmed with magnolia hide, complete with air conditioning and factory targa roof, quite stunning

Esprit Turbo — LIST
Finished in black and trimmed in champagne hide, complete with air conditioning, factory sunroof and hi-fi system

Esprit Turbo — LIST
Finished in silver metallic and trimmed in red hide, complete with air conditioning, factory sunroof and hi-fi system

Esprit S4 — LIST
Finished in pearlescent metallic and trimmed in blue hide, the nicest possible combination of colours

Esprit S3 — OLD PRICE
Finished in Essex blue and trimmed in gold half hide, last old price Esprit and showing considerable saving

NEW SCIMITAR

FOR IMMEDIATE DELIVERY

SS1 1600 — LIST
Finished in silver metallic with grey velour, piped in red

SS1 1600 — LIST
Finished in Racing green with grey velour, piped in red

SS1 1300 — LIST
Finished in White with grey velour, alloy wheels

SS1 1300 — LIST
Finished in Istrian blue with grey velour, alloy wheels

USED LOTUS

1985 Esprit Turbo — £22,500
Essex blue / magnolia hide, ACU, sunroof, 1,000 miles only

1982 "Y" Esprit Turbo — £15,500
White / red hide, fully colour coded, 20,000 miles

1984 Lotus Excel — £14,150
White / Blue half hide, air conditioning, power steering, etc. Supplied and serviced by ourselves

1983 Esprit S3 — £14,750
White / black half hide, BBS wheels, radio / stereo, one owner, 12,000 miles

1983 Esprit S3 — £13,950
Red with gold half hide, BBS wheels, radio / stereo, 10,000 miles only, mint condition

1981 Essex Turbo — £13,750
No 16 full specification, 19,000 miles only

1981 "X" Esprit S3 — £11,995
Ice blue / blue velour, 19,000 miles, as new

1982 "Y" Lotus Excel — £11,500
Metallic red / champagne half hide, power steering, radio / cassette, 1 owner, 15,000 miles, supplied and serviced by ourselves

1981 "X" Esprit S3 — £10,995
Metallic green / half leather trim, 29,000 miles

1974 "N" Lotus Elan + 2S 130/5 — £4,995
Lotus yellow / oatmeal interior, 29,000 miles only, just an investment

USED SCIMITAR

1985 "B" SS1 1600 — £7,850
Red / grey velour, alloy wheels, electric windows, radio / stereo, 4,000 miles, good saving

1979 "V" Scimitar GTE — £5,995
Trafalgar blue / silver model band. Total spec. including hide interior, p.a.s., automatic transmission

OTHERS

1979 Rolls Royce Silver Shadow — £19,750
Ivory with orange hide piped magnolia, FSH, 40,000 miles, superb colour

1984 Jaguar XJ6 4.2 — £14,995
Rhodium silver with red hide, 5,000 miles only and as new

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1984 Mercedes Benz 190 — £9,450
Bright red, one owner, alloy wheels, Hi-Fi system

1982 "Y" Porsche 924 — £9,395
Finished in silver metallic, fitted sunroof, PDM, radio / cassette, 30,000 miles only

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1983 "A" Ford Sierra XR4i — £6,495
Silver / grey interior, one owner from new

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1973 MG Midget — £2,795
One owner from new in blaze with blue interior, low mileage

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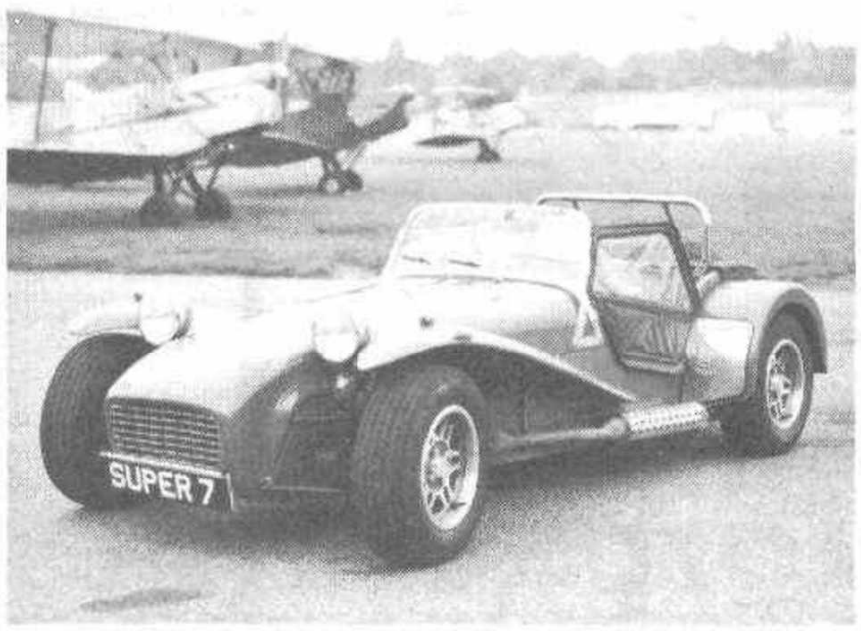
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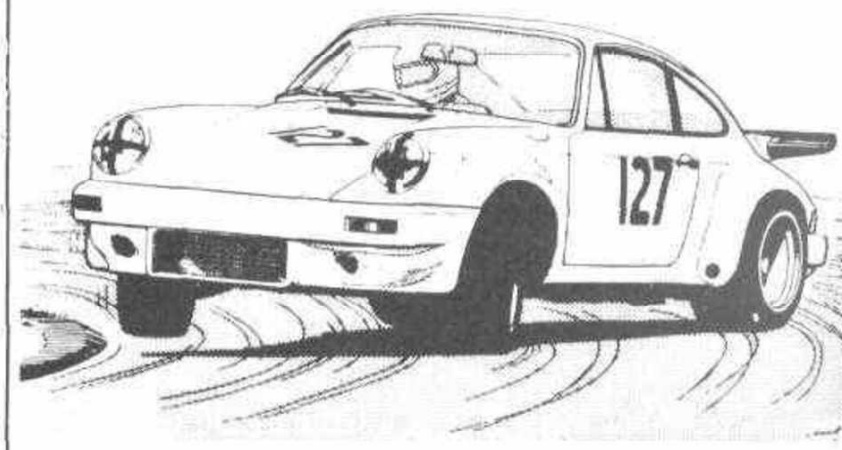
1984 Super 7 Sprint. Long cockpit, sprayed red, all extras.
1968 Lotus Super 7 1600 GT. 1 owner, low mileage.
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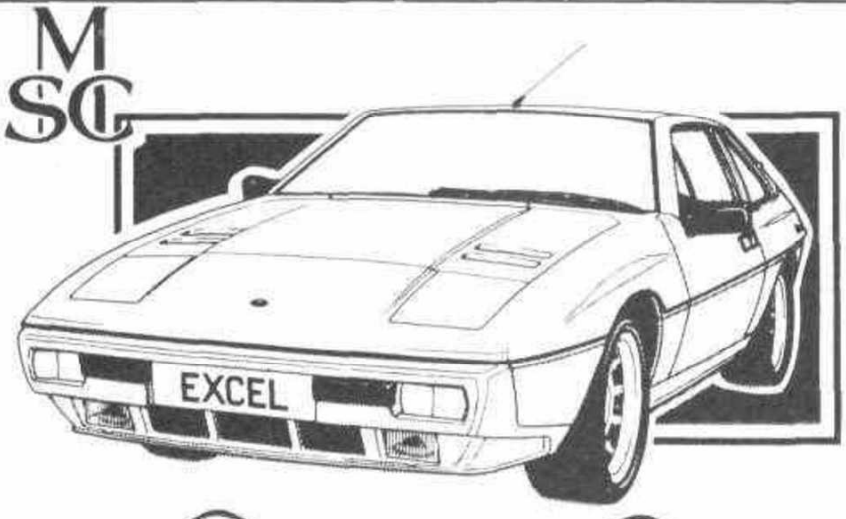
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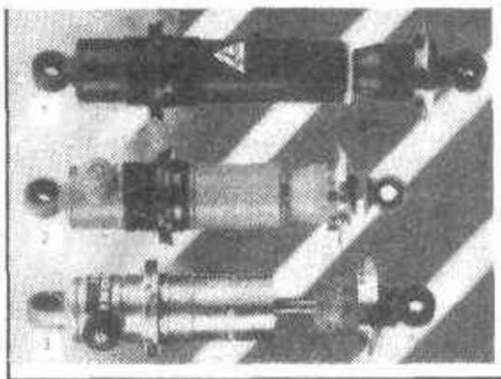


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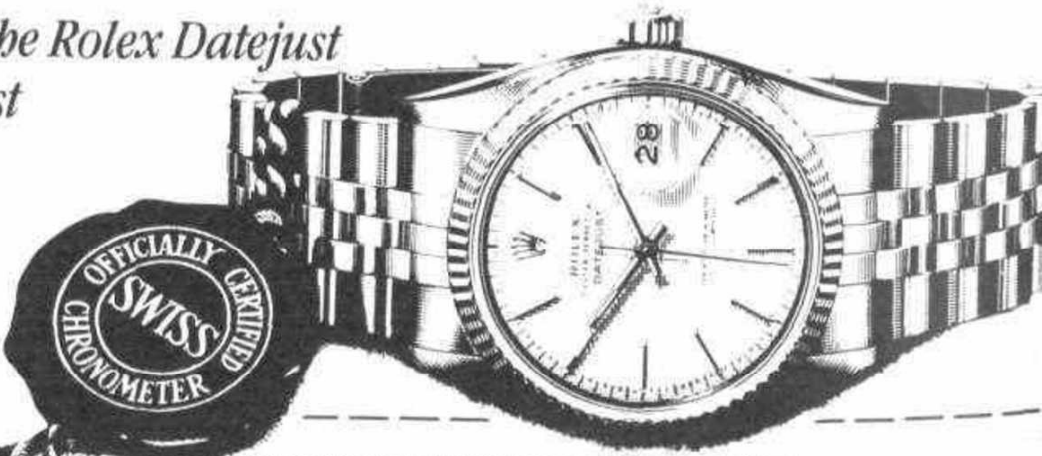
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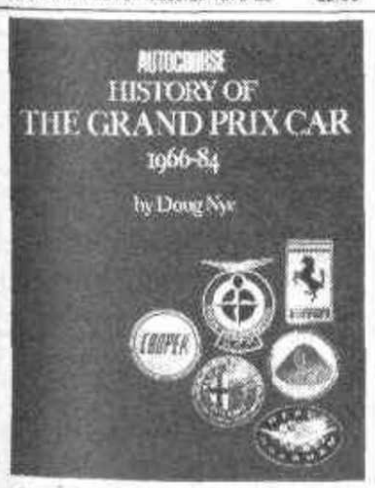
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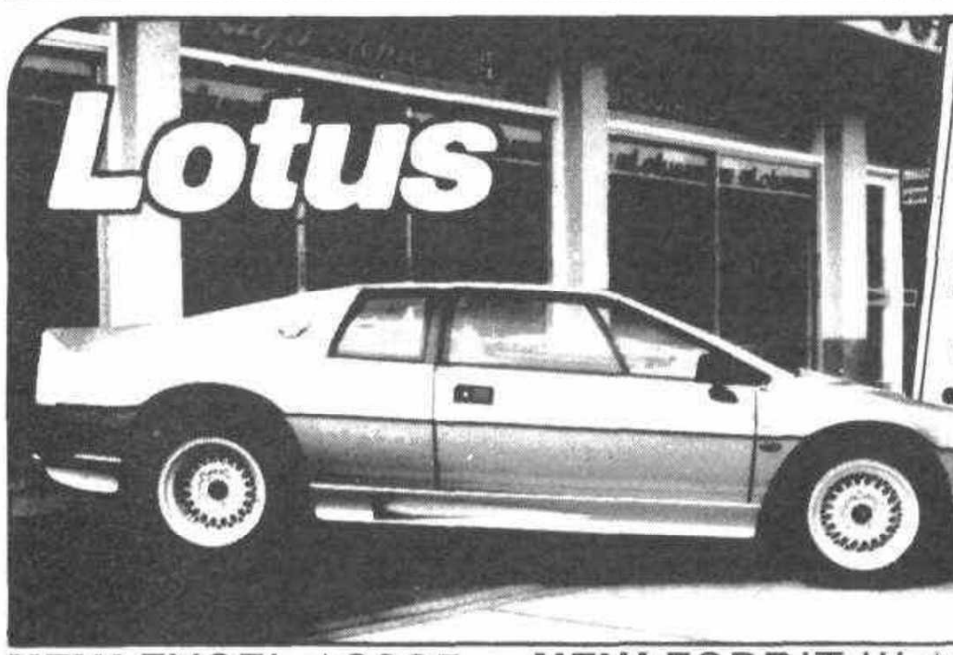
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1985	B EXCEL III, (Srs.) blue, hide, Eagles, 15,000m.	*£330	£14,500
1985	B EXCEL III, white, pas, Eagles, 10,000m.	*£335	£14,950
1985	B EXCEL II, Jupiter, hide, pas, r/cass., 4,000m.	*£320	£13,950
1984	B EXCEL II, silver, hide, pas, 4,800m.	*£320	£13,950
1984	A EXCEL II, ice, hide, pas, air, 9,000m.	*£300	£12,950
1983	A EXCEL I, gold, hide, pas, 10,000m.	*£270	£12,450
1983	A EXCEL I, red, hide, alloys, pas, 13,000m.	*£270	£12,450
1983	Y EXCEL I, met. ice blue, hide, pas, 5,000m.	*£270	£12,450
1983	A EXCEL I, blue hide, alloys, pas, 17,000m.	*£260	£11,950
1983	Y EXCEL I, blue, hide, pas, r/c, 14,000m.	*£260	£11,950

OTHER SPORTING CARS

1979	T PORSCHE 928, auto, silver, hide.	*£190	£10,950
1983	A DATSUN 280 ZX Taraga, 2+2, red, 5 speed, 22,000m.	*£145	£7,250
1984	A FORD SIERRA XR4i, black, pas, sun r, c/l, tints, 6,000m.	*£170	£7,250
1984	A FORD SIERRA XR4i, silver, pas, s/r, tr c/l, c/coded.	*£162	£7,250
1984	A FORD SIERRA XR4i, blue, pas, s/r, tr, c/l, c/coded.	*£150	£6,950
1981	W BMW 528i, 5 speed, blue, s/roof, alloys, e/w.	*£135	£5,450
1983	Y MAZDA RX7, red, spoiler, s/roof, 14,000 m.	*£140	£5,999
1981	W MAZDA RX7, green, spoiler, s/roof, 23,000m.	*£125	£4,999
1984	A SAAB 900 TURBO, 5 speed, 19,000m, superb.	*£150	£7,950
1985	B MG MONTEGO EFI, red, s/roof, 5-speed, 4,000m.	*£140	£6,950
1985	B MAESTRO, black, 5-speed, s/roof, 7,000m.	*£125	£4,950

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1983 Ferrari Mondial QV, red, beige int, 22,000 miles. **£21,950**
1985 Ferrari Mondial QV Convertible, met light blue, magnolia int, 3,000m. **£33,950**



1984 911 Carrera Sport Cabriolet, pewter met, brown leather int, 7,000 miles only. **£26,950**



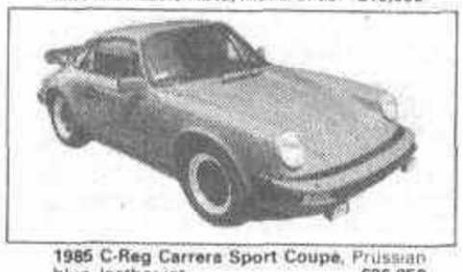
1984 928 S2 Auto, ruby met, 7,000 miles, as new. **£31,000**
1982 928 S Auto, chiffon leather int. **£18,950**
1980 "W" 928 S Auto, met bronze. **£15,950**



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



1980 BMW 635 Alpine B7, silver, full body engine conversion, very rare car. **£12,950**



1985 C-Reg Carrera Sport Coupé, Prussian blue, leather int. **£26,950**
1984 Carrera Sport, red, 17,000m. **£24,950**
1982 Sport Coupé, black, fsh. **£17,950**

COLLECTORS CORNER



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



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

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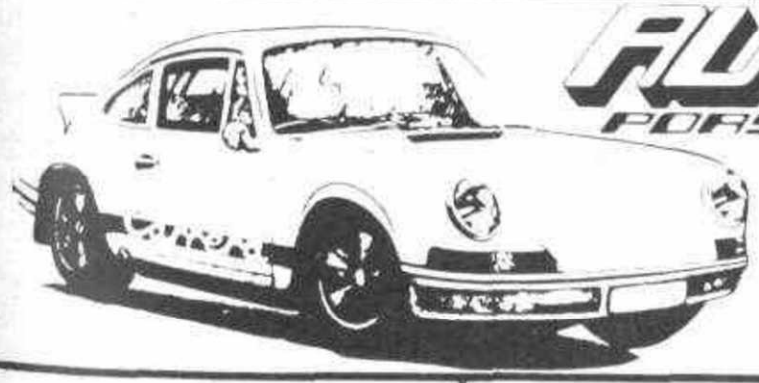
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TIP OF THE MONTH

Sales Patter. Not much point in putting lots of precised information in our car sales adverts if no-one understands it.

F.S.H. Full service history. A car's most desirable feature? From 1974 on it's recorded at the back of the owner's handbook. Check service stamps are by someone reputable and dates/mileages tie up.
E.S.R. Electric sun roof. Standard fitting from 1976 on in 911/930. Reduces headroom if you happen to want to wear a crash helmet!
P.D.M. Passengers door mirror. An option on 911/930 from 1976 on when the electric drivers door mirror became standard.
A/Con. Air conditioning. An expensive option, standard on 3.3 Turbo and 928.
H.R.W. Heated rear window. Standard on 911 since 1969, hence hardly ever mentioned now!
R/Wipe. Rear window wiper. Standard on 911/930 since 1976. Won't fit a 911 with A/Con.
Sports Seats. Higher sided seats, optional on 911 from 1974 on, standard in Turbo and 1976-80 911 'Sport' pack. Backrest adjusts by lever up to 1980 — on standard seats you rotate a knob.
Recaros. Semi-bucket seats available as an option on pre-1974 911. Standard on RS. Occasionally can refer to Recaro after-market accessory seats.
L.S.D. Limited slip differential. A highly desirable option for 'proper' Porsche drivers. Never fitted as standard, not even on RS or Turbo.
C/R Gears. Close ratio gears. An extensive range of alternative gear ratios are available for all 911/930 for road and competition use.
Lwt. Lightweight. Based on the specification of the Carrera RS lightweights, can refer to simple i.e. basic! Interior trim, or bodywork with glass fibre bumpers, no rubbing strips or trims.

We could go on, but the rest is either too obscure or, like LHD for left-hand drive, hopefully obvious!
Plastic Chicken. All Beetle based glass fibre thingummybobs.

MARKET FORCES



Our survey of the last class in the Giroflex Porsche Series 'fell out' of last month's ad., so to complete the story:
Class D up to 140 bhp.
924. We sit here, stating that 'water' cars won't make winners, yet one is dominating this class! Excellent cars, of course, but really! Come on, you 911 drivers, fingers out!
72-73 2.4 911T. This Series is full of interesting possibilities. If we fitted this engine to our sorted 2.4 911S chassis, surely it would beat that 924. Wouldn't it?
69 2.0 911E. Our vote for the class 'sleeper'. Easily the best power to weight, it's only the 2.0 torque curve that worries us.
64-68 911/911L. Read as for the early 911S. Remember that 911L in 1964!
70-71 2.2 911T. As 2.2 911S. However, it should beat a .
2.0 911T, 914/6. We don't think 110 bhp would ever be enough. However, this is the 'fun' class, and to prove it .
914, 912, 356. Thank Heavens for the 'Spirit of the Series'. And definitely Lady Competitors!



PERFORMANCE PORSCHE



Our 1972 2.4 911S. Silver, black trim and fully 'Giroflex' sorted on 7J rims, Bilsteins, uprated torsion and anti-roll bars, etc. No ESR, of course! Fully rebuilt last winter and developed all summer, we would only part with it and change our plans for '86 for a substantial sum, e.g., in excess of. **£10,000**
1981-83 Spec. 911SC. LHD, 1979 model originally prepared by us in '82 for Prod. Sports racing, and campaigned all too successfully this year by Keith Ashby! Dark green with black interior, in excellent fully race sorted order. **£10,750**



Our 3.4 Litre 911 SC demonstrator. This is a good time of year to contemplate a change! Could supply to Carrera 3.0 or 1981-83 911SC spec. for 'Giroflex' series, as is or to standard original early 911 SC spec. Price v. dependent on spec., and excluding 911 SC reg. no! From circa. **£10,000**

2.8 "RS" Shopping Racer. Built by us '79. Just had full eng. / box rebuild, bare metal respray in Guards Red. 3.0 RS style body, lwt. trim, AP 4-pot calipers, 6 + 9J rims, RS susp., etc. Superb RS lightweight style car. **£16,000**

PORSCHE SALES



1983 June 3.0 911SC Sport. Guards red with black berber trim. Sport Seats. PDM 4 speaker stereo, 1 owner, FSH, 41,000. **£19,750**
1982 model 3.0 911SC. Pewter metallic with Black Berber trim. A/Con service history, 2 owners, 53,000. **£15,000**



1982 3.0 911SC Sport Targa. Metallic Black with black trim, grey leather inserts. P.D.M. 2 owner, 58,000, F.S.H., just serviced. **£17,000**



1973 2.4 911S. A very straight and original car in its original Sea Blue with Black trim. Recaros, ducktail rear spoiler. No E.S.R. Currently needs sills for M.o.T. plus cosmetics, hence 'as is'. **£5,250**

1971 2.2 911S. A really superb rust free and original car, in its original Burgundy Red with Black leather interior. Recaros, F. Spoiler. We are currently totally rebuilding engine, g/box, new oil tank, etc, and when fully sorted will be circa. **£8,500**
1970 2.2 911S. Light Yellow with black interior, E.S.R., R/Wipe. Unusual history and only 46,000 miles, hence very sound and rust-free, but paint poor. Not yet finally sorted. **POA**

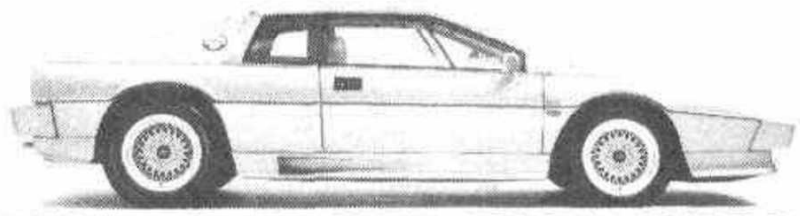
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1985 SPEC LOTUS ESPRIT TURBO. Glacier blue, full silver leather, air cond, sunroof, 1 owner. **£21,950**
1984 (B) LOTUS ESPRIT TURBO. Essex blue, full grey leather, air cond., sunroof, radio / cassette, remote door locks, 8,000 miles, 1 owner. **£20,950**
1982 (Y) MERCEDES 280SL SPORT. In red, hard and soft tops, rear seat, radio / cassette, two owners, full history, 34,000 miles. **£17,995**
1984 (B) LOTUS EXCEL. White, ½ red leather trim, alloy wheels, power steering, 12,000 miles, 1 owner. **£14,495**
1982 (Y) MASERATI MERAK SS. Yellow, black leather trim, 2 owners, full history, 30,000 miles. **£13,995**
1982 LOTUS ESPRIT S3. Essex blue, red trim, 19,000 miles, full history, 1 owner. **£11,995**
1983 (A) JAGUAR XJ6 4.2 AUTOMATIC. Silver, black leather trim, full history, 1 owner, 30,000 miles. **£11,495**
1984 TVR TAMSIN CONVERTIBLE. Brown, tan trim, full history, 1 owner. **£9,995**
1984 FORD ESCORT XR3i. In white, side stripes, sunroof, spots, electric windows, 15,000 miles, one owner. **£6,250**
1979 LOTUS ELITE 503. Championship gold, full leather, pas, air cond., radio/cassette, full history. **£5,995**
1982 MAZDA RX7 SPORTS. Metallic red, sunroof, 29,000 miles. ... **£5,995**
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83Y 280SE. Met. champagne gold, Brazil cloth, auto, elec. sunroof, elec. windows, arm rests, orthopedic seats, stereo, 19,000 miles, fsh. **£15,995 or £416 pm (S)**
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81W 280SLC. Signal red, black cloth, auto, e/s/roof, e/windows, alloys, stereo, Mercedes service history. **£14,995 or £390 pm (S)**
82X 280CE. Met. silver blue, blue velour, auto, e/sunroof, alloys, r/heads, e/windows, stereo, 10,000 miles, fsh. **£16,995 or £442 pm (P)**
82Y 280SE. Met. silver blue, blue velour, sunroof, alloys, HLWW, rear heads, stereo, 19,000 miles, fsh. **£8,995 (S)**
79V 280TE. Light ivory with Brazil velour, auto, air cond., sunroof, e/windows, rear seat, alloys, cruise, HLWW, heated seats, stereo, replacement cost today in excess of £21,000. Previously supplied by ourselves. Must be seen. **£13,995 or £364 pm (P)**
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82X 230E. Light ivory, tan cloth, 5-speed manual, electronic sunroof, pas, c/locking, arm rests, radio, 32,000 miles, fsh. **£11,495 or £299 pm (P)**
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81W (Ser.) 380SL. Lapis blue, cream cloth, e/windows, cruise, HLWW, rear seat, alloys, stereo. **£12,495 or £324 pm (P)**
82X 280CE. Lapis blue, blue cloth, e/s/roof, e/windows, cruise, alloys, rear heads, stereo. **£16,995 or £441 pm (P)**
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84A 230TE. Silver blue, blue cloth, automatic, s/roof, e/windows, rear seat, stereo, 17,000 miles, fsh. **£12,995 or £337 pm (P)**
81X 280SE. Champagne gold, tan tex, e/s/roof, e/windows, alloys, stereo, 32,000 miles, fsh.

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84B Accord 3 door Executive. Dominican red, grey velour, pas, s/roof, e/windows, alloys, stereo, HLWW, 5,000 miles. **£6,995 or £182 pm (S)**
84A Accord 4 door Deluxe. Stratos blue, blue cloth, automatic, e/s/roof, c/locking, tints, radio, 13,000 miles, fsh. **£5,695 or £149 pm (P)**
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82Y Accord 4 door EX. Windsor blue, blue velour, auto, air cond., elec. windows, c/locking, pas, stereo, 33,000 miles, fsh. **£5,295 or £138 pm (S)**
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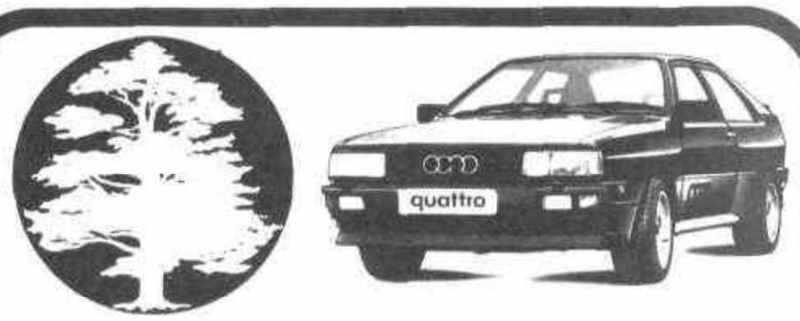
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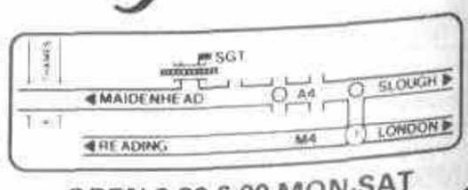
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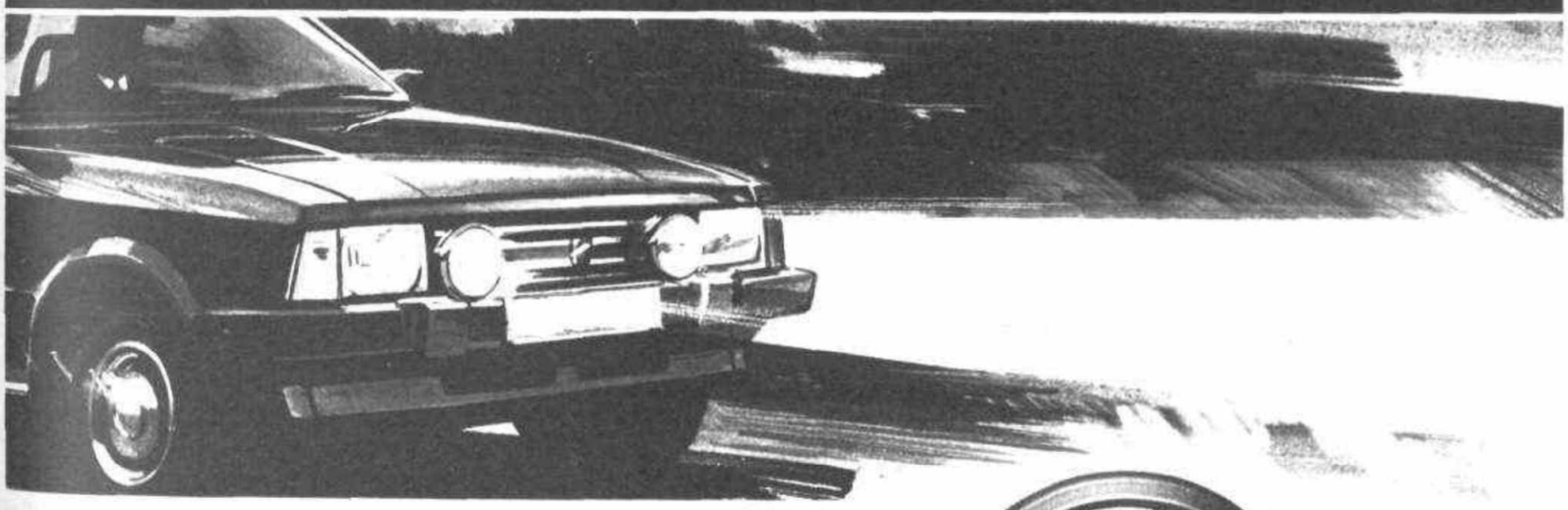
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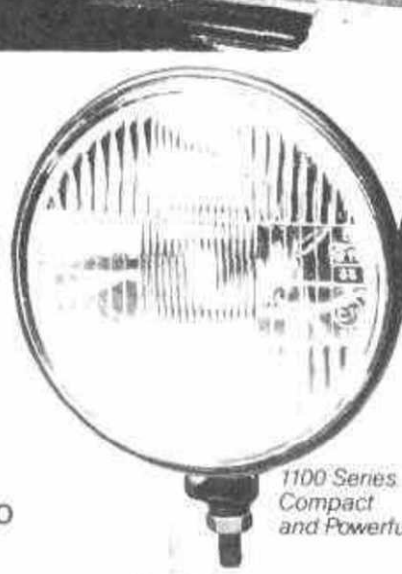
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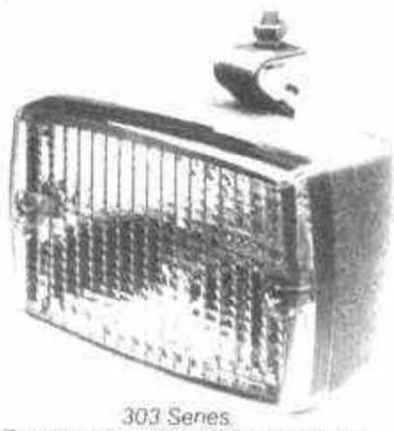


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Each and every speaker in the range of over 30 models is designed to produce the greatest listening enjoyment, no matter where you're sitting in the car.

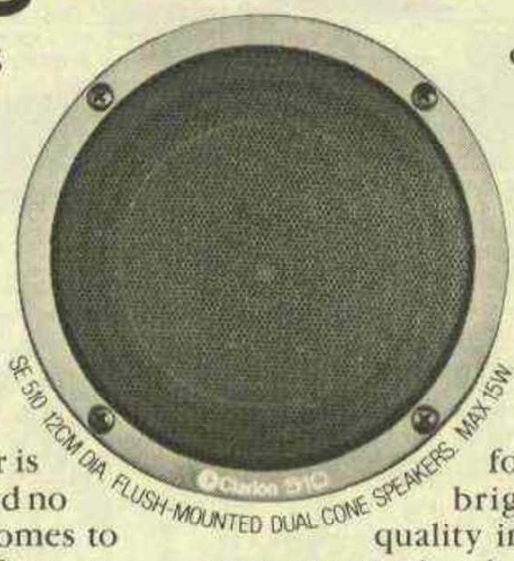
And because every car is different, we've accepted no compromise when it comes to the method of speaker fitment.

The range includes surface-mounted pods for the simplest-possible fitment to the rear shelf, a series of flush-mounted models for fitting snugly into the rear shelf and door panels. And, to complete the picture, we've developed special 'tune-up' speakers for mounting neatly on to the sun visor.

They combine to envelop you in a rich, full sound, without emptying your pocket.

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The SE512 and SE521 door or shelf-mounted models will handle a thumping 30 watts of your favourite music. Or for those less restricted for space, there's the SE621, a two-way flush-mounted unit rated at 40 watts.

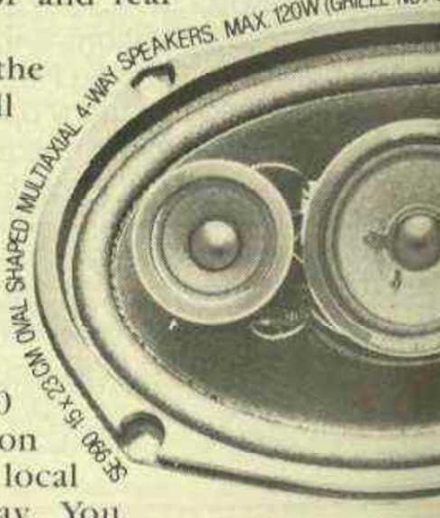


One of the more powerful reasons for choosing Clarion is the superb ne SE680. At 60 watts maximum handling capacity it's state-of-the-art omni-directional speaker which wi grace the rear she of any car and plea the most critical ea Four speaker cone are built-in to a extremely compac design for excelle sound dispersion, ma sive performance an crystal-clear reproduction.

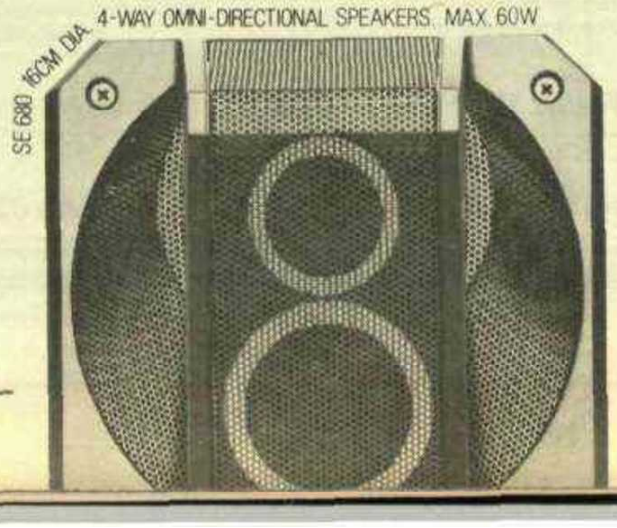
Of course, if you want to sha your music with everyone in th street, you'll find you're nev lacking with the mighty SE2 and SE422 models. Both wi handle a whopping 80 watts power and deliver them to yo with magnificent clarity.

Equal in the power stakes the SE200 'tune-up' speaker, mad for slipping on to the sun visor an brightening up the overall soun quality in the car in conjunction with th more conventional door and rear shelf speakers.

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See and hear the SE990 – and the rest of the Clarion speaker range – at your local Clarion specialist today. You won't believe your ears.



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MOTOR SPORT

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FRONT COVER PICTURE: At Brands Hatch Nigel Mansell became the first Englishman to win a Grand Prix for eight years (James Hunt, Japanese GP, October 23rd, 1977). In doing so, he repaid the faith shown in him by first Lotus, then Williams, by Honda who chose him to drive the Ralt-Honda F2 car in 1980 and by his wife, Rosanne who, at one point, allowed the family home to be mortgaged to support his career and who, fittingly, shared his lap of honour.

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MATTERS OF MOMENT

THE DESIGN MERGERS

Looking at design trends towards the close of another year, one sees that racing and rallying still appear to have useful lessons to contribute, because many aspects in the specifications of today's production models competing in a cut-throat buyers' market, line up with those of competition cars. For instance, there is a growing use of multi-valve twin-cam engines, the fact that turbocharging is taken for granted, along with fuel injection, electronic ignition, spoilers, disc brakes and multi-ratio gearboxes, and now there is a return to multi-cylinder power units, small cylinders having long been a feature of racing engines. Mercedes-Benz is developing a V12 engine in pursuit of Jaguar's lead and one wonders whether we shall see again that one-time top ploy of 16-cylinder cars which Cadillac and Marmon exploited in the 1930s, the epitome of smooth running snob-appeal. Even supercharging has made a tentative return and there are rallying overtones to the increasing adoption for everyday cars of 4-wheel drive and anti-lock braking.

These design trends are admirable but the growing move towards design-mergers, if taken to extremes, could kill off the desirable individuality that distinguishes one make of car from another and which, in the specialised-car field, has played a vital part in securing sales. At the dawn of motoring it was not unusual for imported cars to be given make names other than those of their manufacturers and later we became used to such things as Russian Zis limousines that looked like Packards and to Datsuns that were really disguised Austin 7s etc, before the Japanese motor industry got into top gear and swamped Europe with cars of its own national concept. Recent design-mergers are more insidious, eating away, as they do, at true *marque* individuality.

This began with Peugeot, Renault and Volvo sharing a common-design V6 engine, and there was a time when a Bentley was merely a different-look Rolls-Royce (the advent of the Bentley Mulsanne and now of the Bentley Turbo R changed all that; incidentally, Avon CR27 Turbospeed tyres have just been standardised on the Turbo R, R-R having favoured these very British tyres since before the war). Design-mergers are evident today in the Honda influenced British Leyland "Rovondas" and in the new small Nissan-Alfas which have replaced the Suds, in today's Fiat-like Lancias, in the close tie-up between Ford and Mazda and in the recent Lancia / Saab marriage which has coupled Thema to 9000.

Any trend that puts production considerations first and individuality second is to be deplored and these technical mergers of the 1980s are likely, unless curbed, to destroy once well-defined *marque* characteristics which undoubtedly sell cars to customers, staunch in their one make loyalty. Those makers who fail to stand out against these trends are likely to lose hard-won benefits. Efficiency alone does not necessarily increase sales and "badge-engineering" has long been scorned. It cannot be denied that although clever engineering was responsible for selling more than 20 million Volkswagen Beetles and making "2CV" a household name, the shared character of these cars also gave rise to repeat-sales and world-wide customer enthusiasm. The increasing tendency to use common components and to blend technology may appeal to economists within the global motor industry but, taken too far, it could render the end product uncommonly dull and uninspiring.

ANOTHER BRITISH WORLD CHAMPION

While the crowds at Brands Hatch were cheering Nigel Mansell's win in the European Grand Prix, Derek Bell finally secured the World Endurance Championship for Drivers together with his partner Hans-Joachim Stuck. It is a title which he richly deserves, having been a leading sports car driver for fifteen years. Bell is also one of the finest ambassadors for motor racing, or any sport, which this country has and we can be assured that he will use his title for the enhancement of the sport world-wide.

Motor Sport Fixture List for November

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

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

DATE	ORGANISER	VENUE	EVENT	TIME
Nov 2nd	Peterborough MC	Silverstone Circuit, Nr. Towcester, Northants	Race Meeting (R)	—
Nov 3rd	RAC	Serpentine Row, Hyde Park	London to Brighton Run	08.00
Nov 3rd	SDMC	Brands Hatch Circuit, Nr. Dartford, Kent	Race Meeting	—
Nov 3rd	**CAMS**	**Adelaide, Australia**	**Australian Grand Prix (World Championship Round) (INT)**	—
Nov 9th/11th	**Motor Club de Huy**	**Belgium**	**Rally de Condroz (European Rally Championship round) (INT)**	—
Nov 10th	BARC	Brands Hatch Circuit, Nr. Dartford, Kent	Race Meeting (R)	—
Nov 17th	BHRC	Brands Hatch Circuit, Nr. Dartford, Kent	Race Meeting (R)	—
Nov 23rd/24th	**MGPOC/HKAA**	**Macau**	**Macau Grand Prix (INT) (European F3 Meeting)**	—
Nov 24th/28th	**RACMSA**	**Wollaton Park, Nottingham**	**RAC Rally (World Rally Championship round) (INT)**	08.00
Nov 29th/Dec 1st	**ASAC du Var**	**France**	**Rallye du Var (European Rally Championship round) (INT)**	—
Dec 1st	**????**	**Malaysia**	**World Endurance Championship round (INT) 1,000 kms**	—

Club News

A SOCIAL visit to the National Motorcycle Museum is to be organised by the **Lea-Francis OC** on November 9th. The Museum is at Bicken Hill, Solihull, near the NEC, and there is of course a Lea-Francis in the collection. Entry is £2.50 for adults, £1.75 for under 12s. Also in the *LeaFlet*, the monthly magazine, are dates for next year including the 24th Annual Driving Tests and Concours at Stanford Hall on June 1st. The club can be contacted through W. G. Adams, Karibu, Oxhill Warwickshire.

Having recently had an anguished letter from the owner of a cherished but obsolete car whose insurers had refused to make any allowance for its exceptional condition, we were interested to see that a member of the **Triumph Sports Six Club** had successfully used the Club's published guide to values of the appropriate Triumphs to come to an agreement with his insurance assessor. Other clubs might do well to consider compiling such a guide, providing of course that it were genuinely realistic.

Porsche Club GB's fat and glossy *Porsche Post* quarterly lists a number of forthcoming events: on November 2nd there is a repeat of the very successful Driving Instruction day to be held at Cadwell Park, an enterprising project involving several qualified racing instructors. On November 16th is the 1985 Presentation Dinner Dance, when awards in the Production race series will be presented. This will be held in the Pavilion at the Bell, Aston Clinton, near Aylesbury; contact Gina Carr, Cornlea, Moat Lane, Prestwood, nr Great Missenden, Bucks. After this there will be a final Club race at Brands on December 1st.

Morgan Miscellany is always full of interest — this month there is an article on the etiquette of waving at other cars. I did not know the rules were so complicated, but it seems that Alfas are not worth waving to — "they never, ever, wave back." Well, I refute this. I wave at Morgans and vintage sports cars (if my sun-roof is open), and at all pre-65 Alfas. Incidentally, the article came originally from the wonderfully-titled **"The Inestimable Blurb"**, magazine of the **Morgan Owners Group of Canada!**

Britten Bows Out

JOHN BRITTEN, whose idiosyncratic advertisements have entertained MOTOR SPORT readers for nearly 20 years, has sold up his garage business in Arkley to concentrate on his Techno camera stores and Morse computer centres.

The Arkley garage has been taken over by TVR Engineering, Libra Motive of Hampstead has taken on Britten's Morgan agency and the rights to the Arkley SS "Spridget" conversion have been taken over by Peter May Engineering of 92 Windmill Hill, Halesowen, Worcs.

John will continue to have an interest in motor racing as Richard Lloyd's partner with the Palmer / Hobbs Porsche 956.

Mille Miglia 1986

THIS successful "regularity re-run" will be held over the first four days in May next year, the route covering most of the famous sections between Brescia and Rome. Entries close on December 31st, and details are available from the Organising Committee, Musical Watch Veteran Car Club, Via Somalia 8/A, 25100 Brescia, Italy.

THE "Halton Tojeiro" has been the subject of more letters than we can publish. Below, the car photographed in 1959. It had a Rochdale fibreglass body, Coventry Climax FWA engine (possibly ex-Moss) and an MG gearbox.

Congratulations

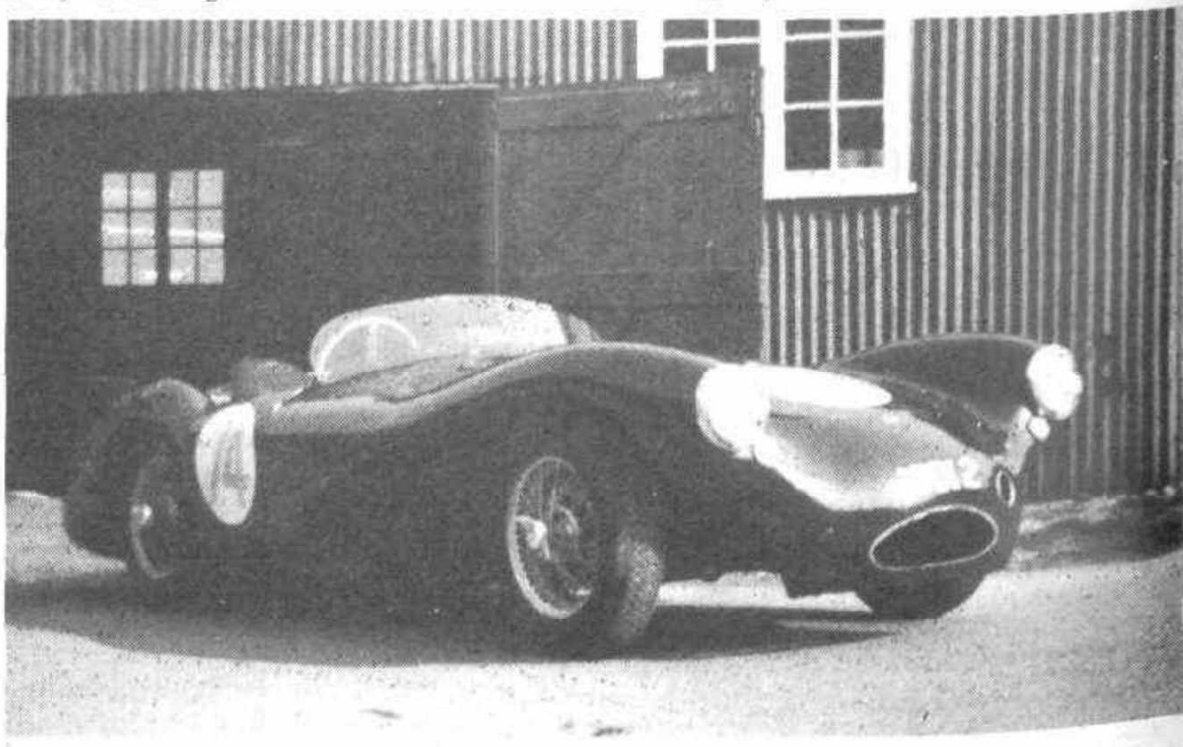
ANDY ROUSE has scored a hat-trick of outright wins in the RAC British Saloon Car Championship. What makes his achievement even more remarkable is that he has done so in three different types of car (Alfa Romeo GTV6, Rover Vitesse and Ford Sierra XR4Ti) and was personally responsible for the preparation and development of all three. Rouse also won the title outright in 1975 driving a Triumph Dolomite and took class wins in 1973 (Escort) and 1974 (Dolomite).

Racing Car Show

THE BRSCC is reviving the Racing Car Show in its original format. It will run from Thursday, January 9th to Sunday, January 12th, 1986 at the Alexandra Palace Pavilion.

Kit Cars

THE Marcos Mantula is the first kit car to be granted a Certificate of Conformity under the SMMT's Specialist Car Manufacturers' Group's voluntary code of practice. The Caterham Seven, Midas and JBA Falcon have also been passed, subject to minor modifications which the makers already have in hand and a number of others are undergoing their final tests.



WORLD ENDURANCE CHAMPIONSHIP

Fuji 1,000 Kms

Europeans lose face

NINE YEARS ago Niki Lauda made a decision which cost him the Formula 1 World Championship, when he pulled out of the Japanese Grand Prix at Fuji. It was pouring with rain and the track was flooding in places, and in those conditions he felt that he might have his second major accident in a space of three months. In October the World Endurance Championship teams faced exactly the same dilemma and, having the time to consider their options, the Europeans made a collective decision not to take part in the shortened race. When the pace car pulled off after 10 slow laps, so did they.

So much for the fact of the matter. An event counting for the World Championship — though worth only half points, since it was cut to two hours, arguably one-third of the intended duration — did take place. There were no major incidents, and the race was won handsomely by Kazuyoshi Hoshino in the new Nissan V6 turbo powered March 85G. By then the Europeans had lost face, a great sin in Japan, and the spectators must have been wondering about the bravery of newly crowned World Endurance Champion drivers Derek Bell and Hans-Joachim Stuck.

The Europeans, including Rothmans-Porsche, the TWR Jaguar, and Reinhold Joest teams had made an inevitable decision, but explaining it was quite another matter. The track was deluged for 24 hours by torrential rain, the backwash of a typhoon which missed Japan but made its mark all the same. There had been a minor earthquake on Friday and, as Derek Bell pointed out at the prize-giving, the regular participants are still recovering from three serious accidents in recent events. It would be true to say that their hearts really weren't in the job when the drivers woke up on Sunday morning to see rain pouring from dark skies.

The track was worse than they feared. The ominous clouds were actually below the level of the top rows of the grandstand, packed to capacity! According to the organisers 83,100 spectators had paid their money, and even if that was an exaggeration, there was certainly a much larger crowd than has attended any 1,000 kilometre race this year.

The spectators could not have failed to realise how bad the conditions were . . . they were soaked to the skin, most of them. They saw Stuck execute a massive double spin during the warm-up, and the German, whose bravery has never been in the slightest doubt, reported that conditions were absolutely undriveable.

The start was delayed, and at lunchtime



DEREK BELL — co-champion.

the organisers arranged five laps behind the Nissan Mid-4 pace car. Stuck, riding passenger in the pace car, said even that frightened him!

Then came the parleying. Some drivers, notably Jochen Mass and Mike Thackwell, felt they ought to race and put on some sort of a show. Jacky Ickx, Stuck, Bell, and most of the others felt that the risks were altogether unacceptable. "If I am told to race then I will . . . maybe backwards, maybe I'll have an accident, but I'll do what I'm told" said the sunny Hans Heyer, of the Jaguar team. Bernard de Dryver, in the Cheetah, felt the same. "It's up to Chuck (Graemiger). I don't want to race, but I will if he tells me to. But I think I would crash."

There were the spectators to think about. Sponsors, too, would have to be told. Meanwhile the organisers were leaning heavily on FISA steward Alain Bertaut. If the race was cancelled they'd have to return money to the spectators, and having brought the Europeans over at vast expense there would be an insupportable loss. If the reace was delayed until Monday there would be few spectators and hardly any marshals. If they delayed it until Thursday, a public holiday, most of the Europeans wouldn't stay, anyway. Critically, most of the Japanese teams wanted to race. Their Bridgestone, Yokohama and Dunlop tyres were far better suited to the conditions; Bridgestone, for instance, had a choice of three rain tyres with deep grooves for these monsoon conditions.

Bertaut made the inevitable decision that the race would go ahead, though of a shorter duration. The European teams, considering their tyre handicap, made the equally inevitable decision not to take part, though they were sensitive about the word "boycott". Their organisation, OSCAR, helped them to make a collective decision, but one was left with the feeling that if it was left strictly to the team managers, the Europeans would perhaps have made a token effort that would have avoided the collective guilt of chickening-out.

There is no question that Hoshino would have won the race even against the top WEC teams. He was a complete master of the situation, his Bridgestone tyres coped efficiently with the lakes and rivers that had the German Dunlops aquaplaning, the drivers helpless in the steering and traction departments. But who is going to explain that to the 83,000 spectators?

Hoshino pulled out two or three seconds on every lap, eventually winning the race by a clear lap, and Bridgestone-tyred cars claimed the top three places. The similar March-Nissan, which had shared the second row, slipped back to fifth place on Japanese-made Dunlops, and that was the difference between ideal tyre equipment and merely adequate . . . and the European rubber was not in the same league at all.

The Nissan-powered March was by far the most interesting and competitive car so far as the visitors were concerned, powered by the two-valve, Nissan V6 three-litre engine. Electramotive, the Californian tuning firm, had fitted twin Garrett water cooled turbochargers to bring the power up to 710 bhp (for qualifying) or 680 at 1.2 bar boost, presumably with correct economy for a 1,000 kilometre race, though that has yet to be demonstrated. There were two March chassis, and a third Nissan V6 in a Lola T810, each operated by a private team. The Lola was never quite on the pace, perhaps because the team wasn't as well organised (fresh mechanics had been recruited since its previous race at Suzuka), and finished in eighth place.

The two March-Nissans had thrown down the gauntlet during Friday's qualifying session, Hoshino lapping quicker than Stefan Bellof's pole time last year, though Stuck responded on Saturday with a typical all-out effort which put pole position beyond doubt. The Jaguars were only 19th and 20th quickest, after missing Friday's qualifying session due to engine problems, but it's doubtful if they could have gone any quicker on Saturday; as usual, they were outgunned by all the Porsches, plus the turbocharged Nissans and Toyotas, and never got the opportunity to prove their competitiveness in race conditions.

Derek Bell and Hans Stuck shared the World Championship without actually racing at Fuji, since challengers Ickx and Mass didn't start either, and their success was something of an anti-climax. However, with three wins, three second places and a third to their credit, none deserved the title more. — M.L.C.

RESULTS

Fuji 1,000 Kms, World Endurance Championship for Teams and Drivers. Race shortened to 2 hours (62 laps, 273.2 kilometres) Weather — heavy rain

1st:	K. Hoshino (3.0 t/c Nissan-March 85G) 2 hr 01 min 10.79 sec (135.38 kph)	
2nd:	O. Nakako (2.3 t/c Nissan-Le Mans)	61 laps
3rd:	S. Nakajima (2.1 t/c Toyota Dome 85C)	61 laps
4th:	N. Nagasaka (2.1 t/c Toyota Dome 85C)	61 laps
5th:	M. Masemi (3.0 t/c Nissan-March 85G)	60 laps
6th:	V. Schuppan (2.6 t/c Porsche 956)	60 laps
7th:	T. Suzuki (2.1 t/c Toyota Dome 85C)	59 laps
8th:	H. Yanagida (3.0 t/c Nissan-Lola T810)	59 laps
9th:	E. Elgh/G. Lees (2.1 t/c Toyota Dome 85C)	58 laps
10th:	T. Needell (2.1 t/c Toyota Dome 85C)	57 laps

Fastest lap: Not given

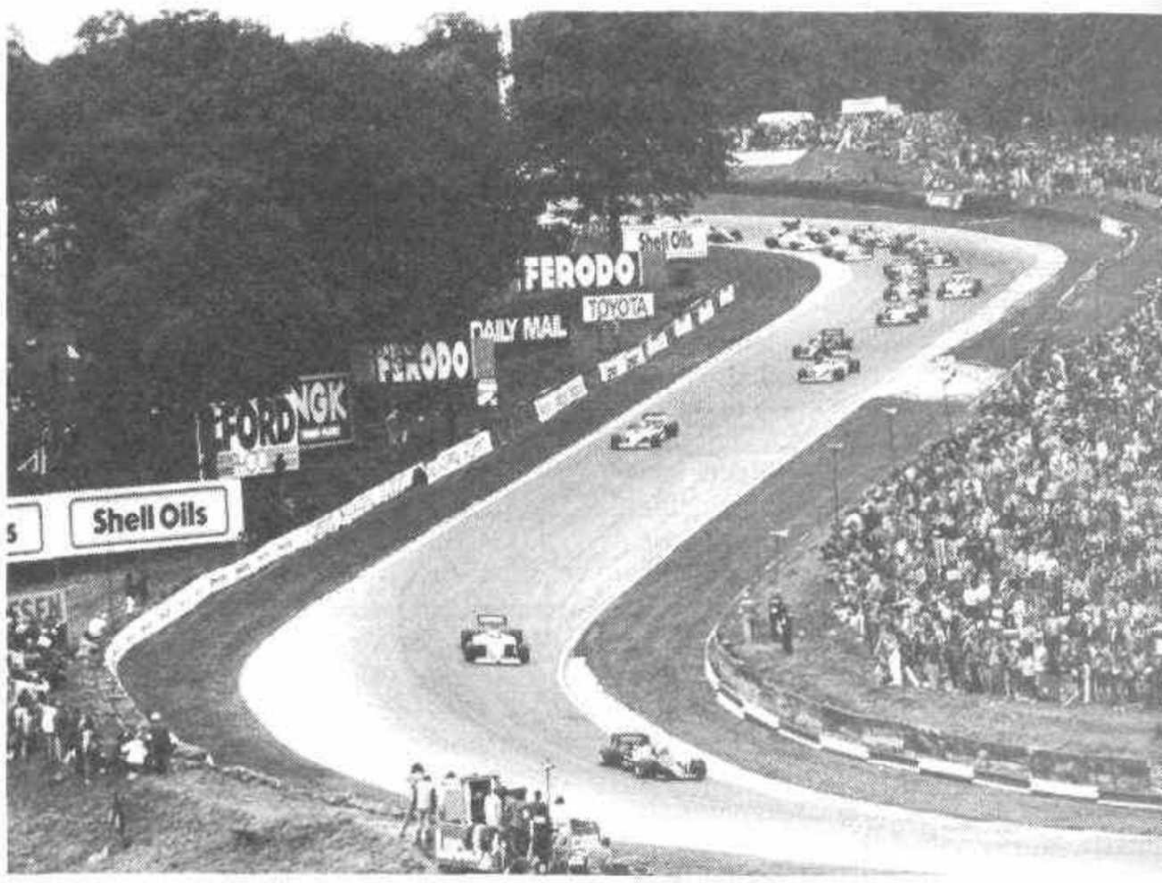
European Grand Prix

— Hero Time

Brands Hatch, October 6th

ONE THING that the British sporting world is not short of is the ability to step in and take advantage of a "situation". It was just that which gave us the opportunity of two Formula One races in one season in 1983; and it happened again this year. When the 1985 calendar was drawn up, the mythical New York GP was entered in the list and the European GP was scheduled to take place in Rome, even though neither city had a circuit! The idea of a street race in Rome was about as likely as the race in New York, and it was no surprise when both mythical events were withdrawn. Never one to miss a chance, John Webb and his Brands Hatch associates moved smartly in and collared the European GP for their Kentish circuit, as the British GP had been held at Silverstone this year. To organise a major event at short notice would have deterred most people, but not the Brands Hatch management, though their powers were sorely tried when FISA/FOCA changed the date twice, before settling for October 6th. That it was a rip-roaring success says all there is to say for Mr Webb and his workers.

Apart from being able to put on a big show at a moment's notice, Brands Hatch is also readily available for pre-race testing, so by the time official practice started on Friday October 4th any worthwhile team had pounded round the Grand Prix circuit, and learnt most of what it needed to know. There were a few minor changes in the scene as the teams assembled in the pits, notably the absence of Niki Lauda who was still nursing the wrist he damaged in practice at Francorchamps three weeks before. His place was being taken by John Watson, though logically it was difficult to see why, unless someone in McLaren or its sponsors Marlboro, was suffering an uncharacteristic touch of "conscience" over Wattie's dismissal at the end of 1983, and was trying to make amends. Although Ken Tyrrell was down to only two Renault-powered 014 cars, due to Brundle crashing 014/1 in testing, he took a chance and nominated the Italian Ivan Capelli for his second car, Ken having been impressed with his form in the recent Donington F3000 race. Jonathan Palmer was still on crutches so Christian Danner was deputising for him once again in the Zakspeed, and the Beatrice-sponsored team reappeared with Alan Jones and its two cars, called Lolas because of Carl Haas' long association with the Huntingdon-based marque. On the mechanical front the two Williams-Honda cars driven by Rosberg and Mansell had been uprated to B-spec with new wishbone and pull-rod rear suspension replacing the rocker-arm layout, and this also entailed a new gearbox casing. The T-car was to the old specification. Brabham produced a brand new car for Piquet (BT54/9) and Ferrari produced a brand new car for Johansson (156/85-086). There were two signs of confirmation that the Regie Renault was disbanding its team at the end of the year, one that John Gentry was no longer looking after Warwick's car, and had joined Brabham, and the other that Tambay announced that he had joined the Carl Haas Beatrice-Ford team for next year. Derek Warwick has not finalised his 1986 plans, but had done a lot of test-driving for Lotus before this event, and he will be a very silly boy if he does not accept an offer to play a very strong number two to Ayrton Senna if such a proposition eventually comes his way.



THROUGH GRAHAM HILL BEND for the first time and Senna and Rosberg have already opened up a lead, followed by Piquet, Mansell, De Angelis and the rest of the field.

All this season the strides forward engine power from BMW, Ferrari, Porsc Honda and Renault have been spectacu and the control of that power has enal lap records to be shattered at ev appearance. The chassis designers have b panting to keep up and even the tyre fi have had their work cut out to handle horsepower. Consequently it was surprise when all previous fast laps Brands Hatch were put in the shade once serious business got under way. Simila all season we have become used to a bl and gold Lotus setting the pace, driven Ayrton Senna in his first season with a team, and both days of practice saw change in this pattern.

Previously the natural pace-setter Nelson Piquet and his Brabham, but switch to Pirelli tyres held him off the p

ENTRY AND PRACTICE

No.	Driver	Nat.	Car-Engine	Friday Qualifying	Saturday Qualifying	Remarks
1	John Watson	ULS	McLaren MP4/2B-Porsche V6 t/c	1.12.496	1.12.516	Stand-in for N. Lauda
2	Alain Prost	FR	McLaren MP4/2B-Porsche V6 t/c	1.10.345	1.09.429	
3	Martin Brundle	GB	Tyrrell 014-Renault V6 t/c	1.11.296	1.10.731	
4	Ivan Capelli	ITAL	Tyrrell 014-Renault V6 t/c	1.16.879	1.13.721	One-off drive
5	Nigel Mansell	GB	Williams FW10B-Honda V6 t/c	1.10.537	1.08.059	
6	Keijo Rosberg	FIN	Williams FW10B-Honda V6 t/c	1.09.277	1.08.197	
7	Nelson Piquet	BRA	Brabham BT54-BMW 4 t/c	1.09.204(T)	1.07.482(T)	New race car
8	Marc Surer	CH	Brabham BT54-BMW 4 cyl t/c	1.09.762	1.09.913	
9	Philippe Alliot	FR	RAM 03-Hart 4 cyl t/c	1.14.355	1.13.537	
10			RAM 03-Hart 4 cyl t/c	Entry Withdrawn		
11	Elio de Angelis	ITAL	Lotus 97T-Renault V6 t/c	1.11.530	1.10.014	
12	Ayrton Senna	BRA	Lotus 97T-Renault V6 t/c	**1.08.020**	**1.07.169**	Winner Belgian GP
15	Patrick Tambay	FR	Renault RE60B-Renault V6 t/c	1.13.048	1.10.934	
16	Derek Warwick	GB	Renault RE60B-Renault V6 t/c	1.11.014	1.09.904	
17	Gerhard Berger	AUT	Arrows A8-BMW 4 cyl t/c	1.11.608(T)	1.11.638	
18	Thierry Boutsen	B	Arrows A8-BMW 4 cyl t/c	1.10.918	1.10.323	
19	Teo Fabi	ITAL	Toleman TG185-Hart 4 cyl t/c	1.13.024(T)	1.12.090(T)	Crashed race car Friday
20	Piercarlo Ghinzani	ITAL	Toleman TG185-Hart 4 cyl t/c	1.13.517	1.10.570	
22	Riccardo Patrese	ITAL	Alfa Romeo 184TB-Alfa Romeo V8 t/c	1.10.963	1.10.251	
23	Eddie Cheever	USA	Alfa Romeo 184TB-Alfa Romeo V8 t/c	1.12.766	1.11.500	
24	Huub Rothengatter	NL	Osella FA1G-Alfa Romeo V8 t/c	1.16.994	1.18.022(T)	Did not qualify
25	Philippe Streiff	FR	Ligier JS25-Renault V6 t/c	1.09.080	1.09.080	
26	Jacques Laffite	FR	Ligier JS25-Renault V6 t/c	1.11.312	1.10.081	
27	Michele Alboreto	ITAL	Ferrari 156/85-Ferrari V6 t/c	1.10.877	1.10.659	
28	Stefan Johansson	SWE	Ferrari 156/85-Ferrari V6 t/c	1.11.309	1.10.517	New car
29	Pierluigi Martini	ITAL	Minardi M185-Moderni V6 t/c	1.16.842	1.15.127	
30	Christian Danner	D	Zakspeed ZAK841-Zakspeed 4 t/c	1.15.947	1.15.054	Stand-in for J. Palmer
33	Alan Jones	AUS	Lola THL-1-Hart 4 t/c	1.14.050	1.13.084	

for quite a while, but as the season progressed the Italian tyre firm made serious strides forward and once Piquet had the tyres to match those of the Goodyears on the Lotus he was up at the front once again, and the qualifying sessions for the European Grand Prix saw a battle royal between the two Brazilian drivers, Senna coming out on top by three-tenths of a second, with a time of 1 min 07.169 sec, an average speed of 140.1 mph, and we thought the old fastest lap of 132 mph was spectacular. The incredible thing is that there is no real straight at Brands Hatch, nor any really flat surface, the circuit undulating up and down all the way round, and the bit down Pilgrims Drop looks straight, but at Formula One speeds by the time you have gathered it up out of the climbing lefthander out of the Stadium, you have to start aiming across to the other side of the road ready for Hawthorn Bend.

STARTING GRID ↑

12
A. Senna
(Lotus-Renault V6 t/c)
1 min 07.169 sec
56 (1 min 12.601 sec)

1
N. Piquet
(Brabham-BMW 4 t/c)
1 min 07.482 sec (T)
6 (1 min 14.649 sec)

5
N. Mansell
(Williams-Honda V6 t/c)
1 min 08.059 sec
60 (1 min 12.583 sec)

6
K. Rosberg
(Williams-Honda V6 t/c)
1 min 08.197 sec
58 (1 min 12.022 sec)

25
P. Streiff
(Ligier-Renault V6 t/c)
1 min 09.080 sec
25 (1 min 14.476 sec)

2
A. Prost
(McLaren-Porsche V6 t/c)
1 min 09.429 sec
49 (1 min 11.655 sec)

8
M. Surer
(Brabham-BMW 4 t/c)
1 min 09.762 sec
38 (1 min 12.862 sec)

16
D. Warwick
(Renault V6 t/c)
1 min 09.904 sec
4 (1 min 28.545 sec)

11
E. de Angelis
(Lotus-Renault V6 t/c)
1 min 10.014 sec
50 (1 min 13.793 sec)

26
J. Laffite
(Ligier-Renault V t/c)
1 min 10.081 sec
55 (1 min 11.526 sec)

22
R. Patrese
(Alfa-Romeo V8 t/c)
(1 min 10.251 sec
38 (1 min 14.317 sec)

18
T. Boutsen
(Arrows-BMW 4 t/c)
1 min 10.323 sec
45 (1 min 14.583 sec)

28
S. Johansson
(Ferrari V6 t/c)
1 min 10.517 sec
48 (1 min 13.353 sec)

20
P. Ghinzani
(Toleman-Hart 4 t/c)
1 min 10.570 sec
15 (1 min 15.946 sec)

27
M. Alboreto
(Ferrari V6 t/c)
1 min 10.659 sec
6 (1 min 15.224 sec)

3
M. Brundle
(Tyrrell-Renault V6 t/c)
1 min 10.731 sec
35 (1 min 14.462 sec)

15
P. Tambay
(Renault V6 t/c)
1 min 10.934 sec
68 (1 min 14.571 sec)

23
E. Cheever
(Alfa-Romeo V8 t/c)
1 min 11.500 sec
45 (1 min 13.620 sec

17
G. Berger
(Arrows-BMW 4 t/c) (T)
1 min 11.608 sec (T)
54 (1 min 14.391 sec)

19
T. Fabi
(Toleman-Hart 4 t/c) (T)
1 min 12.090 sec (T)
26 (1 min 15.595 sec)

1
J. Watson
(McLaren-Porsche V6 t/c)
1 min 12.496 sec
52 (1 min 14.007 sec)

33
A. Jones
(Lola-Hart 4 t/c)
1 min 13.084 sec
9 (1 min 16.390 sec)

9
P. Alliot
(RAM-Hart 4 t/c)
1 min 13.537 sec
13 (1 min 16.141 sec)

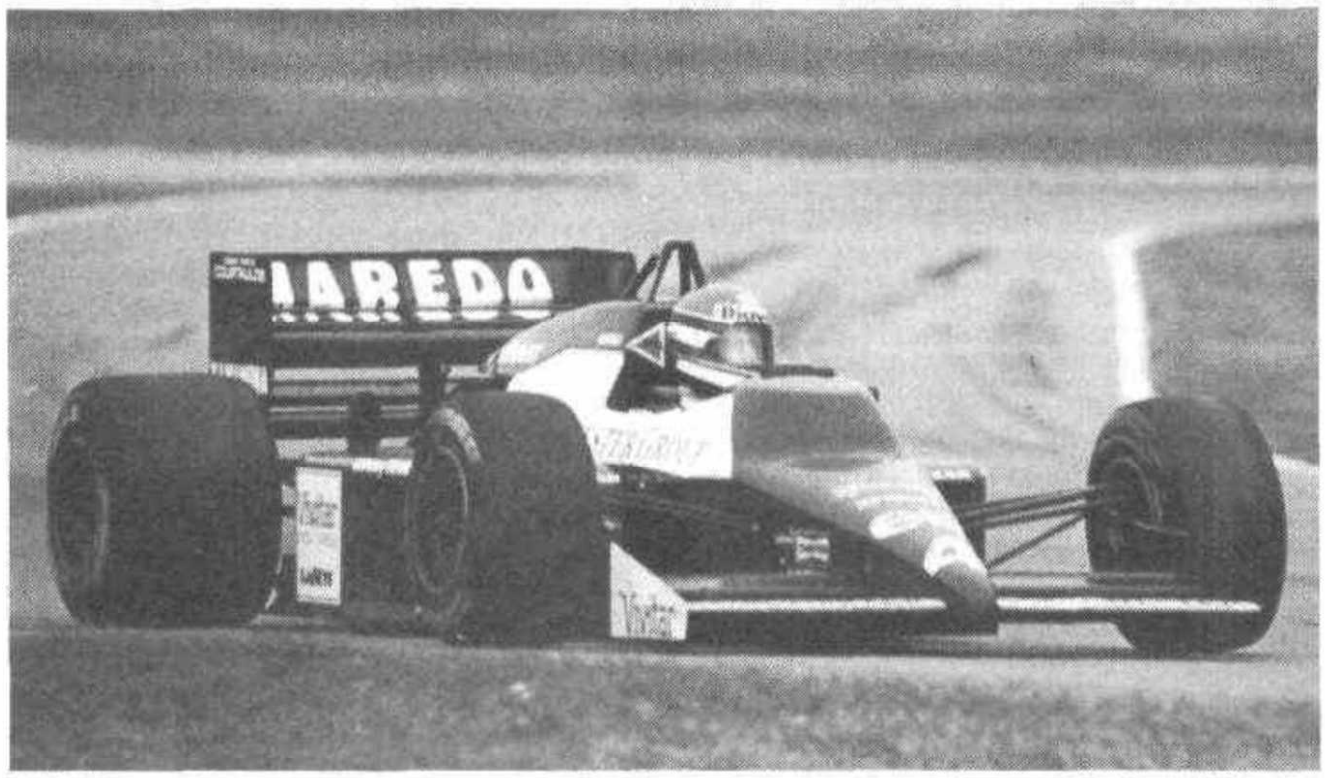
4
I. Capelli
(Tyrrell-Renault V6 t/c)
1 min 13.721 sec
37 (1 min 15.538 sec)

30
C. Danner
(Zakspeed 4 t/c)
1 min 15.054 sec
26 (1 min 19.160 sec)

29
P. Martini
(Minardi-Moderni V6 t/c)
1 min 15.127 sec
3 (1 min 21.352 sec)

Did not qualify:
24 H. Rothengatter (Osella-Alfa Romeo V8 t/c)
1 min 16.994 sec

(T) denotes spare car used
N.B. Times in brackets are best laps in race
Number in bold is lap on which recorded



IVAN CAPELLI made his F1 début at the wheel of the second Tyrrell. His weekend was hardly auspicious for he was slow in both qualifying and the race and crashed on lap 45.

While the lap times and speeds were pretty shattering, it was the maximum speeds recorded through the Longines speed-traps that took the breath away. There was a light-beam speed-trap on the finishing line that gave Mansell the highest speed with 191.4 mph and Rosberg in second place with 190.2 mph, and another one at the cut-off point for Hawthorn Bend on the back of the circuit that gave Mansell fastest at 196.5 mph and Rosberg second at 195.3 mph. For the last few races it has become increasingly obvious that Honda has been in the lead of the horsepower and torque race, and these figures confirmed it. That Patrick Head was keeping up was indicated by Mansell and Rosberg being third and fourth in qualifying, behind Senna and Piquet. The acceleration of a modern Grand Prix car from 140 mph to 190 mph is something you have to witness to only begin to appreciate. What it is actually like in the cockpit is beyond the imagination.

A big surprise in qualifying was the position of Philippe Streiff, the young French driver who replaced de Cesaris in the Ligier team. Throughout both practice days he was consistently faster than his experienced team-mate Jacques Laffite, and ended up a most praiseworthy fifth despite spinning wildly on the flat-out approach to Hawthorns during final qualifying when the gearbox casing broke! He was ahead of Prost, who was clearly "coasting" towards gathering points in order to claim the 1985 World Championship crown, Surer, Warwick and de Angelis. These days, once you have gone below sixth place, and sometimes eighth place, you are getting into the Formula One "grey porridge" but make no mistake, "grey porridge" in Formula One is of a very high standard as you can see by the number of drivers who are not at the top of the Grand Prix tree who become heroes in other categories, such as Endurance racing, Indycars and so-on.

The sight of Alboreto and Johansson with their Ferraris down in 15th and 13th places, respectively, did not bear thinking about. It has become very hard for Maranello to admit that they are losing out on horsepower to Honda, BMW, Porsche and Renault, for Mr Ferrari has always maintained that his engines are the best, though history has never confirmed that statement. They are the best when the opposition is poor, but when serious engine people get down to it the Prancing Horse is invariably seen to be a Prancing Pony! When you have a surfeit of power over your rivals you can exploit aerodynamic drag to create down-force for cornering purposes, but when you are lacking in power you have to ease back on the down-force game in the hope of keeping up. The Ferraris were trying to keep up with the opposition by reducing drag but this found them wanting on handling, so they were in trouble on two scores. They weren't lacking driver ability, like some teams. As far as Renault are concerned it would be unfair to say they have given up, with the end in sight after the Australian GP, but it certainly looks as though they have.

In spite of unsettled weather over most of the country, the gods seemed to be smiling on Brands Hatch, in recognition of Mr Webb's handling of the FISA/FOCA deals he had been dealt, and dry but cool weather had attracted an enormous crowd for the practice days and an even bigger one for race day. The Kentish circuit was well and truly packed, and the usual day-long scene of activity on the ground and in the air was laid on for the paying public. There was racing for almost every category you could think of, including historic racing cars, in which there was an unfortunate fatality when

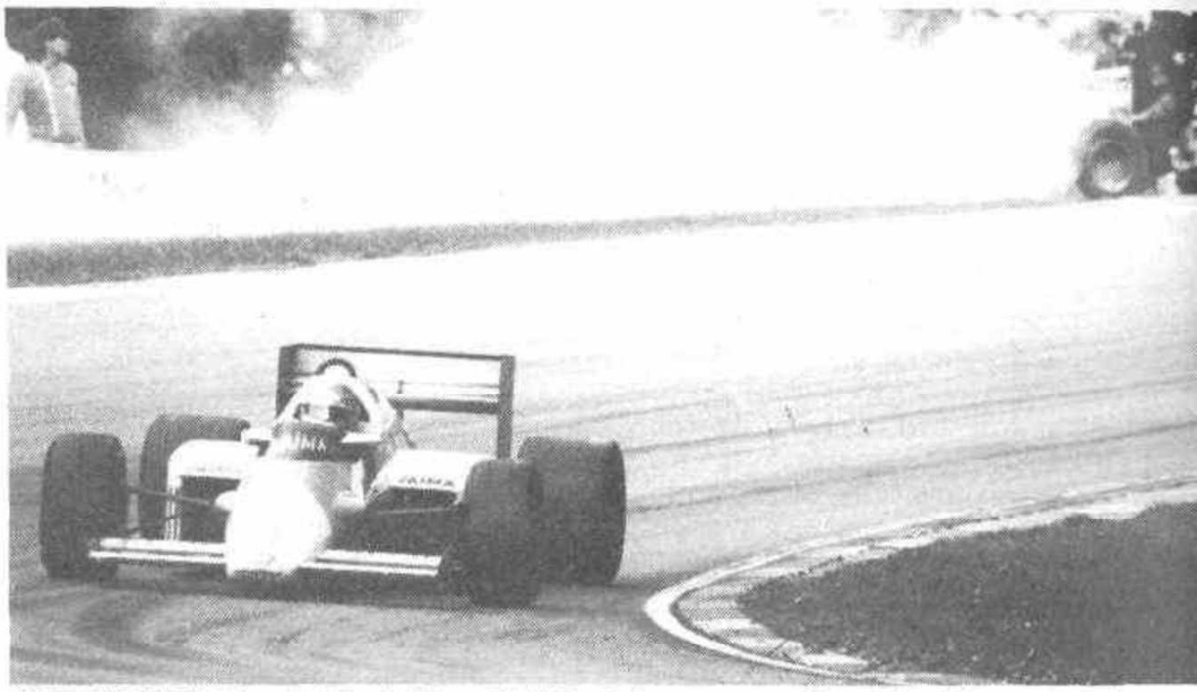
Stephen Langton was thrown from his B-type Connaught and was run over by a following competitor. Within the day-long activity two hours were put aside for a Formula One race, given the grandiose title of The Grand Prix of Europe, but in reality it was just another event in the 16 race programme to decide who would be 1985 World Champion.

The Sunday morning warm-up period gave all the signs that Pirelli had got a very competitive tyre for their users, and top of the list was Nelson Piquet's Brabham-BMW, and as he was in second place on the grid things looked good for the Brazilian's fan club. In the time that the cars were allowed a lap or two before lining up on the dummy-grid Warwick's Renault was misfiring badly, and there was some dickering about as to whether he should swap to the T-car. However, the decision was made for them when the pit-lane exit was closed, so he had to resign himself to starting the race in a car that wasn't running properly.

With the first two places on the grid occupied by Brazilian drivers you can make of that what you will, but behind them were the two Honda-powered Williams cars, and that was significant. When the cars lined up again after the parade-lap Piquet did not move up to his marker line, and by rights the start should have been aborted, but the green light was given at which Mansell did a really storming getaway to get up level with Senna's Lotus which was not hanging about. Rosberg's Honda engine fluffed slightly and, thinking it was going to stall, Prost jinked sideways from behind it, taking to the grass with the idea of going round the Williams. At that point the Japanese engine came on full song and Rosberg just disappeared, leaving Prost on the grass with no reason to be there!

At the front Mansell was being very brave in trying to run round the outside of Senna's Lotus as they plunged down Paddock Hill, but Senna was on a line across to the outside of the corner so Mansell had no option but to back off. Senna actually used the run-off area at the exit of the bend and went up the hill to Druids on the left, with Mansell right behind him. The incredible Rosberg had shot past Piquet and stormed up the hill on the right, diving into the hairpin behind Senna while poor old Mansell got elbowed off line and put two wheels on the grass on the outside of the corner, which let Piquet through into third place.

Within half a lap these four were pulling away into a race of their own, while behind them de Angelis was leading the rest of the field, all jumbled up into a "crocodile". From his position down at the back of the grid Alan Jones had made a very aggressive start and passed a whole bunch of cars before he reached the timing line, and Derek Warwick had done a similar start, but to no avail as his engine was running terribly badly. He was to retire from the race before the dust of the opening lap had settled.



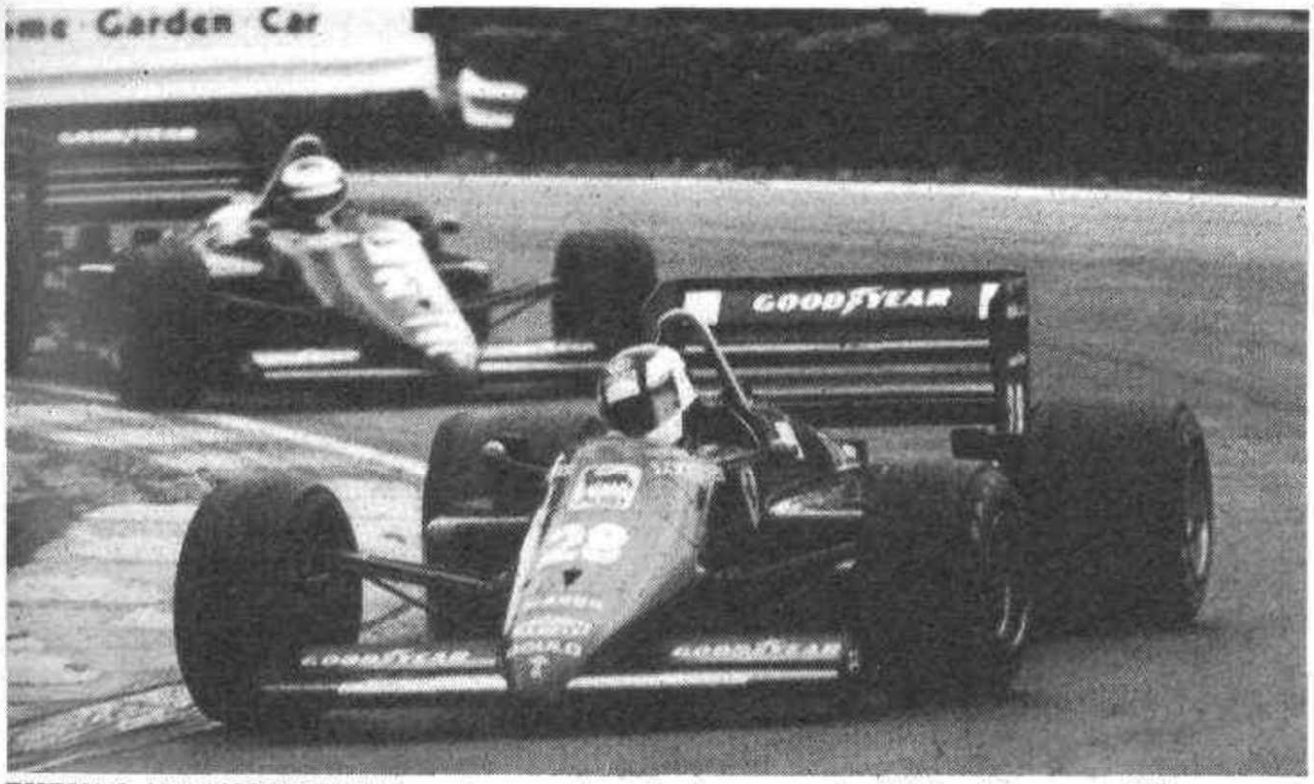
JOHN WATSON deputised for the injured Niki Lauda but a two year absence from F1 was too much to overcome without more extensive practice and his performance was disappointing. In the background Marc Surer's fine drive has just come to an end with turbo failure.

Although Senna was leading he was very conscious of the fact that the Honda-powered Williams were more than a match for his Renault power, and Rosberg was making it very obvious that he'd like to get by, especially as Piquet was right behind him and the combination of Piquet/Brabham/BMW and Pirelli looked to be well set for victory. For once there wasn't a McLaren-Porsche in the picture, for Prost was driving carefully down in mid-field and Watson's McLaren was almost last. As the leaders went along the Bottom Straight aiming for the climbing left-hander that would take them out into the country on lap seven, Rosberg made a desperate plunge up the inside of the leading Lotus. There was a brief "nudge" and then the Williams was into a graceful 180-degree spin, leaving Senna to go on his way. The Williams rolled backwards across the track right into the path of Piquet's Brabham and the left front wheel of the Brabham struck the left rear of the Williams. With the front wheels pointing different ways, and the nose fins off, Piquet's car stopped in the middle of the track as Mansell went by on the inside, and then Rosberg did a 180-degree turn, using the grass verge and continued on his way, with a flat left rear tyre, going into the pits at the end of the lap for new rubber.

Piquet had no option but to sit tight in his derelict car until everyone had gone by, and then to return to the pits on foot with some rude things to say about Rosberg, while marshals dragged the stricken car off the track. As "Rock Ape" Rosberg rejoined the race Senna was hurtling along from Clearways, with Mansell charging along behind him. Senna caught Rosberg as they headed for Druids, and had to follow the Williams round the corner and down the hill, which allowed Mansell to close right up. On the Bottom Straight Rosberg was not really into his stride and was baulking Senna, but before the Lotus driver could decide to try and go to the left, the hard-charging Mansell zapped through on the inside, into a yellow flag no-passing zone caused by the retrieval of Piquet's derelict Brabham, and the two Williams-Honda cars led the Lotus up the hill. Rosberg soon let his team-mate go by and then magnanimously decided to "help" him by blocking Senna round the back of the circuit. It was a very pretty, and unusual, bit of "team-driving" which we don't see very often in these selfish days. Mansell made the most of it and was gone, and Senna settled for second place, knowing that he had not got the performance to catch a Honda even without any obstructions.

As far as the lead was concerned, that was it. The race was now Mansell's and all he had to do was concentrate on not making a mistake or damaging his car or blowing up the engine. Not much to ask, except that only nine of the 75 laps had been run and for the next hour and a quarter he concentrated so hard that he was completely drained by the finish. He didn't make any mistakes, he didn't damage the car and he didn't blow the engine up, but it was no easy afternoon's drive, for he has been in this situation before and thrown it away.

For the rest of the runners there was some first class racing going on. Laffite was finding his Ligier going splendidly and his Pirelli tyres working really well, and Surer was in the same situation with his Brabham. Consequently these two made the most of it and became instant heroes, which everyone enjoyed seeing as two more sympathetic drivers would be hard to find. "Jacky Lafferty" had a real chuckle to himself as he passed the future World Champion Alain Prost, and his all-conquering McLaren, and Marc Surer out-drove de Angelis and got by on the fast Hawthorn Bend, which put him into third place behind Mansell and Senna. Having dealt with Prost's McLaren, Laffite tackled Johansson's Ferrari and dealt with it in the same way, moving into fourth place. He didn't have to deal with Alboreto's Ferrari as the dejected Italian had gone into



EHEU! O ME MISERUM! Ferrari seems to have lost its way again. Neither Alboreto nor Johansson was able to qualify in the top 12 and both retired from the race.

the pits at the end of lap 11 for a change of tyres, in the forlorn hope that they might make his car feel better. Two laps later a turbocharger failed and set the back of the car on fire, but "Albert" drove it back to the pits with a most impressive bonfire going on behind him, standing on the seat for the last few yards, ready to step out and leave the fire-marshals to put out the conflagration.

As half distance approached we saw the remarkable sight of first Surer passing Senna, and then Laffite going by; confirmation that there wasn't much wrong with the Pirelli tyres, nor the two drivers. One could not help wondering where Piquet would have been if Rosberg had not put him out, for with all due respects to Surer's ability, if he could get into second place, Piquet would have been a long way ahead. At half-distance the order was Mansell, well out on his own and looking very confident for a change, then Surer and Laffite, followed by Senna, de Angelis, Johansson, Prost, Brundle, Streiff and Rosberg, the fiery Finn really having a go following his contretemps, but then I have never seen Rosberg not having a go, regardless of where he is. There were only eight other cars still circulating, these being Boutsen's Arrows, Patrese and Cheever in their Alfa Romeos, Watson in the second McLaren, Berger's Arrows, Tambay's Renault, Capelli's Tyrrell and Danner in the Zakspeed. The rest had fallen by the wayside, some like Martini with a sickening thud as he hit the barriers, others like Alan Jones quietly with overheating troubles.

Prost now came in for a tyre change, it taking the McLaren team a long 16.9 seconds as the right-front wheel baulked, but once back on the track with no-one in front of him Prost showed that he could still drive by reeling off a series of fastest laps. From lap 40 his lap times were as follows: 1.12.5; 1.12.4; 1.12.2; 1.13.1 (as he got baulked); 1.11.8; 1.11.6; the hall-mark of a master-driver, even if he had been driving like an old woman up to this point, intent on claiming the minimum number of points to become World Champion, with Alboreto retired, rather than trying to be a race winner. This progress by Prost continued until he came up behind Patrese's Alfa Romeo, whereupon his lap times dropped by three seconds while he followed the Italian at a discreet distance. Meanwhile Rosberg had been driving hard, but not as fast as Prost had been going, but the relaxation by Prost allowed the Williams driver to catch up and go by Prost, Patrese, and Boutsen and Streiff who were ahead of the Alfa Romeo. Brundle retired at the pits with a lot of smoke rising from the back of his Tyrrell, and Laffite stopped for another set of tyres, only to suffer engine failure a few laps later, which meant that Prost was promoted from seventh place to fourth aided by a pretty manoeuvre at Paddock Hill Bend when he got up behind de Angelis as they came up to lap Watson. In the sort of manoeuvre that you and I do at 20 mph in traffic, where you neatly box your rival in behind a slower car, Prost did just that at 120 mph or more, leaving de Angelis behind Watson as he powered down the hill into fifth place, which became fourth as Johansson went into the pits with a lack of electricity in his Ferrari.

With the end in sight Mansell kept going by sheer will power and determination, so much so that he was completely flaked-out at the finish. Not surprisingly he was getting terrific support from the partisan crowd, who were all willing him on to the finish. Surer's fine race had finished in a cloud of smoke and flame from the engine compartment as the BMW turbocharger failed coming down the hill from Druids, and this let Senna back into a distant second place, followed by the ever charging Rosberg in third place, with Prost the only other driver on the same lap as the leader.

Thus it finished with heroes all round. Nigel Mansell at last won a Grand Prix, after trying for so long and letting a number of likely victories slip through his fingers. This time he had a firm grip on the situtation and nobody denied him his glory for he had really deserved it. Senna was simple and frank about the situation as always, there was nothing he could do about the combination of Mansell/Williams/Honda. He was glad to have made it into seecond place. Prost had done exactly what he set out to do, without taking any risks, and had made himself World Champion, even though there are two more races to be run. "Rock Ape" Rosberg in third place was one of those things that cannot happen. You can't have an accident, do a slow lap on a flat tyre, make a pit stop, and finish third while others are racing all the time; or perhaps they aren't racing, but merely going through the motions. Rosberg races *all* the time. Moments of glory for Surer and Laffite and a great shame that they had little to show for it, though "Happy Jacques" did get fastest lap.

A pity that the race was not called the Grand Prix of Kent, with HRH The Duke of Kent as patron of the race, for it would then have been a right royal occasion for Mansell to wave the Union Jack to show that British drivers can win Grand Prix races, even if they don't do it very often. — D.S.J.

RESULTS

GRAND PRIX OF EUROPE — Formula One — 75 laps — Brands Hatch — 4.206 kms per lap — 315.511 kms — Dry and Cool

1st	Nigel Mansell	(Williams FW10B/6)	1 hr 32 min 58.109 sec — 203.625 kph (126.527 mph)
2nd	Ayrton Senna	(Lotus 97T/4)	1 hr 33 min 19.505 sec
3rd	Keijo Rosberg	(Williams FW10B/7)	1 hr 33 min 56.642 sec
4th	Alain Prost	(McLaren MP4/2B-2)	1 hr 34 min 04.230 sec
5th	Elio de Angelis	(Lotus 97T/3)	1 lap behind
6th	Thierry Boutsen	(Arrows A8/4)	2 laps behind
7th	John Watson	(McLaren MP4/2B-4)	2 laps behind
8th	Philippe Streiff	(Ligier JS25/04)	2 laps behind
9th	Riccardo Patrese	(Alfa Romeo 184TB/02)	2 laps behind
10th	Gerhard Berger	(Arrows A8/2) (T)	2 laps behind
11th	Eddie Cheever	(Alfa Romeo 184TB/03)	2 laps behind
12th	Patrick Tambay	(Renault RE60B/08)	3 laps behind
13th	Marc Surer	(Brabham BT54/6)	retired on lap 63 — turbo/engine failure
14th	Stefan Johansson	(Ferrari 156/85-086)	retired on lap 60 — electrical trouble
15th	Jacques Laffite	(Ligier JS25/05)	retired on lap 59 — engine trouble
16th	Christian Danner	(Zakspeed ZAK 184/02)	retired on lap 56 — engine / turbo failure
17th	Ivan Capelli	(Tyrrell 014/2)	retired on lap 45 — crashed
18th	Martin Brundle	(Tyrrell 014/3)	retired on lap 41 — overheating/engine
19th	Teo Fabi	(Toleman TG185/03) (T)	retired on lap 34 — engine trouble
20th	Philippe Alliot	(RAM 03/04)	retired on lap 32 — overheating/engine
21st	Piercarlo Ghinzani	(Toleman TG185/04)	retired on lap 17 — engine trouble
22nd	Alan Jones	(Lola THL-1/002)	retired on lap 14 — overheating/engine
23rd	Michele Alboreto	(Ferrari 156/85-085)	retired on lap 14 — turbo failure
24th	Nelson Piquet	(Brabham BT54/9)	retired on lap 7 — accident with Rosberg
25th	Derek Warwick	(Renault RE60B/03)	retired on lap 5 — misfire
26th	Pierluigi Martini	(Minardi M185/004)	retired on lap 4 — accident

Fastest Lap: Jacques Laffite (Ligier JS25/05) on lap 55 in 1 min 11.526 sec — 211.734 kph (131.566 mph)
26 starters — 12 finishers

RALLY REVIEW



Audi Beats Peugeot in Italy

THEY need more goats in Sanremo! That was one solution we heard to the problem of long, boring road sections which has plagued the Sanremo Rally since spoilsport tarmac was laid on just about every decent piece of dirt road in the mountains behind the Riviera of the Flowers. The idea was that goats would make more mountain tracks which could then be widened into usable rally routes!

Facetious perhaps, but it does illustrate that modernisation is not always what rally organisers want. There was a time when the entire rally was confined to those nearby extensions of the French Maritime Alps, there being enough first class dirt tracks available to keep everyone happy, but now they are all tarmac and, although there has been the occasional intervening compromise, in recent years the route has been stretched across the width of Northern Italy in the search for loose surfaces.

The distances mean nothing to some, but are boring and fatiguing to others who find that the inactivity of motorway journeys makes them sleepy. The organisers have made a point of collecting the stages into groups for ease of servicing, and the rally is a series of these groups connected by long road sections.

EUROPEAN Champion Dario Cerrato in a Jolly Club Lancia Rally 037 came fifth beating team-mate Miki Biasion who suffered last minute electrical problems.

It would be unthinkable not to have any special stages in the vicinity of Sanremo itself, so there is a group of tarmac stages at the start of the rally and another at the finish. There is no mixture of tarmac and dirt in the same group, simply because it would be difficult, almost impossible, to create such a mixture, but it is quoted as another aid to servicing inasmuch as a car can start the rally with a complete set of tarmac suspension and transmission, then

ALTHOUGH a decision to start the rally a day la had a significant effect on spectators on the openi tarmac stages they still turned out in their ma thousands for the loose stages in Tuscany. Fra Wittmann's Group A winning VW Golf GTi win its way through the crowds.

be transformed completely before getting the first group of dirt stages.

The disadvantage, of course, is that tean have to take with them two distinct sets equipment, spares, tyres etc. which is qui a load for any service fleet to carry, b enables a team to run two-in-one cars whic are perfectly at home on both surfaces.

Although the World Championship ha been settled, Salonen and Peugeot havin scored an impressive array of wins to ensu the Drivers' and Makes' titles were their there was a good chance of a Grand Slam i both; Salonen scoring maximum points b increasing his total of wins to seven, an Peugeot reaching maximum by making the total eight.

That alone was a good enough reason fo Peugeot to be at Sanremo, although th team is also aware of how much publicit can be derived from individual events, an Italy must be a useful market for the 20 Two 205 T16s were taken, for Salonen an Saby, whilst the Italian importer entered third for Del Zoppo.

It was unthinkable that Lancia could sta away from Italy's major event, especially a a chunk of it was on tarmac, so the line-u included four of the rear-engined r-w-d car Alén and Toivonen driving Martini-backe factory cars and Biasion and Cerrato in th colours of the Jolly Club.

Where did Audi fit in to the list of reason for being there? They had no further inte est in the championship, and in that respec had nothing to lose. On the other hand a outright win after a year of Peugeo domination would at least salvage somethin from a singularly unsuccessful season.

What is more, their number one drive Walter Röhrl, if he can be called such afte an unimpressive number of appearances thi



AUDI SPORT'S Roland Gumpert couldn't resist getting a closer look at the new evolution version of the Peugeot 205 T16.



year, has a great liking for the Sanremo Rally. It lends itself to accurate note-making during practice, leading to precise lines during the rally itself. Not for him the blind driving of the no-practice RAC Rally, or the unpredictable rough and tumble of the Safari; he is a man of precision in many ways and only seems to be happy in a country he likes, on roads he likes, in a car with which he is satisfied and with notes which he has taken pains to perfect.

This was undoubtedly Audi's reason for being there, and they made it more obvious by taking just one car for Röhrl. Their sole objects were to beat the Peugeots and to get that car into first place.

Röhrl wasn't particularly happy with the car he had in Sanremo, or, if he was, he certainly wasn't going to let the opposition know about it. Not long ago his pessimism had seemed incurable, so it could not have been difficult to bring some of it back and convince his rivals that he felt the suspension, the traction and a few other things were not all they ought to be.

That was the array of favourites, although with such a mix of cars, a mix of surfaces and each team hell bent on winning, any prediction could have been based on no more than guesswork.

Among the others were Kleint and Wittman, each in a GpA VW Golf GTI, the Monegasque "Tchine" in an Opel Manta 400, Dai Llewellin and Philip Short from the UK in a GpA Audi 80 Quattro and Grissman from Vienna in a Quattro.

On the tarmac, previous years have seen Lancias take the lead, but this time perhaps it would be Röhrl's Audi. As it turned out, it was Saby's Peugeot, which was something of a surprise to most people. The differences were small, however, and at the end of that first group of stages Röhrl was only two seconds behind, and Salonen another four.

The best Lancia was another half a minute behind, but it was neither Alén's nor Toivonen's, but Biasion's. Alén hadn't much heart for the event for he knew that he couldn't win and he hates settling for anything less, whilst Toivonen was not at all happy with his car's handling, convinced that its frame had not been straightened properly after previous accidents — his own, incidentally!

After the long drive eastward to the first group of dirt road stages, ample service time allowed teams to convert their cars from one specification to the other; behold, they were turned from racing cars into more resilient forest machines.

Bone dry stages in Tuscany, with no recent rain to consolidate the surfaces, took away much of the advantage of being front runner, and Röhrl, at number five, moved into the lead on the first of them. Salonen moved up to second, whilst Saby, enduring imperfect ignition, dropped to third.

That evening, the rally having stopped for a night's rest, Röhrl expressed surprise that Salonen was not quicker than him, and Salonen that his rival was faster, but under the circumstances what else could they say?

The next day Röhrl slowly extended his lead, the first three stages being repetitions of three used on the outward journey. The Peugeots didn't seem to be handling so well, and Salonen lost some time when a rear tyre shed part of its tread. He stopped to check, decided to carry on, only having to stop again later when it went flat. He didn't have to change the wheel, though, for down came the team's Squirrel helicopter and mechanics did the job for him.

There was a most unusual accident on one stage when Cerrato's Lancia clipped a post which promptly snapped and fell on a spectator's head. There was a delay as the injured man was taken out by ambulance, and the stage was subsequently cancelled.

Meanwhile, Alén had discovered some motivation and had moved up to lead the pack of Lancias, soon afterwards moving ahead of Saby, albeit by just a few seconds. For safety's sake, he elected to have a noisy gearbox changed.

Further back towards Sanremo there was another overnight stop at Siena, where the closed park was in the town's impressive main square, scene of a frightening medieval horse race which is still run to this day. Positions there were; Röhrl, Salonen, Alén, Toivonen, Biasion, Saby.

Audi was delighted with the situation, but there seemed to be a great deal of concern among the Peugeot people as to why Salonen's car was not leading when it should have been! The prospect of defeat was a bitter pill after so many months of supremacy.

The next day the route back to Sanremo lay via Pisa, and by this time Röhrl's lead was nearly five and a half minutes despite the fact that thinning engine oil (perhaps caused by petrol contamination) meant that the system had to be flushed and refilled regularly.

Among the Group A contenders



HENRI TOIVONEN ensured his FISA "A" seeding for next year by finishing third, taking the place from fellow Lancia factory driver Markku Alén on the final night.



NEW World Champion Timo Salonen could not match the pace of winner Walter Röhrl, the Finn trying a variety of suspension settings on his Peugeot 205 T16 E2 in a vain attempt to improve the handling.

Wittmann had taken the lead, team-mate Kleint having collided with the wall of a house (we remember a Fulvia actually entering by a front door some years back!) and Llewellin having stopped on the first day with a broken rotor arm; what, no spare?

There were no significant changes by the time cars got back to Sanremo soon after midnight on the Wednesday, although Del Zoppo had lost quite a few places by crashing his 205 T16. A night and a day of rest followed, before the final night through the nearby tarmac stages.

There was a long delay at the first of Thursday night's stages whilst firemen put out a brush fire near the end, and it was near here that Biasion lost a chunk of time due to a distributor fault causing complete ignition failure. Team-mates Alén and Toivonen were third and fourth, but the gap was such that Toivonen felt that he could get ahead of his fellow-countryman, thus keeping his A-seeding for next year. Get past he did, but Alén didn't seem to be putting up much opposition.

Not long after, terrible consternation was heard over Peugeot's radio as Salonen reported that his rear differential had exploded. He struggled on with just fwd, and it is to the credit of the mechanics that they were able to change the broken diff without losing any road time. The job took just eleven minutes, in fact!

Later, more went wrong when Salonen lost third gear and had to carry on cautiously, whilst Saby's engine began to misfire, overheated, and finally stopped altogether.

That was that! Audi seemed to have gained the reliability which Peugeot had lost, being helped enormously by the fact that Röhrl knows the Sanremo stages very well and likes them. The German team was delighted at the way the tables were turned, but Peugeot was rather disappointed not to have converted a double championship into a Grand Slam. They are not going to the Ivory Coast at the end of October, and the one remaining round, Britain's Lombard RAC Rally (November 24-28, starting and finishing at Nottingham), will not be enough to produce maximum scores even if Salonen wins. — G.P.

RESULTS

1st	W. Röhrl (D)/C. Geistdörfer (D)	Audi Sport Quattro, Gp B	7 hr 10 min 10 sec
2nd	T. Salonen (SF)/S. Harjanne (SF)	Peugeot 205 T16, GpB	7 hr 16 min 39 sec
3rd	H. Toivonen (SF)/J. Pironen (SF)	Lancia Rally, GpB	7 hr 18 min 02 sec
4th	M. Alén (SF)/I. Kivimäki (SF)	Lancia Rally, GpB	7 hr 18 min 43 sec
5th	D. Cerrato (I)/G. Cerri (I)	Lancia Rally, GpB	7 hr 25 min 35 sec
6th	M. Biasion (I)/T. Siviero (I)	Lancia Rally, GpB	(13 min) 7 hr 33 min 33 sec
7th	G. Del Zoppo (I)/Ms D. Tognana (I)	Peugeot 205 T16, GpB	(20 min) 7 hr 58 min 02 sec
8th	W. Grissmann (A)/J. Pattermann (A)	Audi Quattro, GpB	(2 min) 8 hr 15 min 16 sec
9th	F. Wittmann (A)/M. Feltz (D)	Volkswagen Golf GTi, GpA	(2 min) 8 hr 15 min 47 sec
10th	"Tchine" (MC)/P. Gandolfo (MC)	Opel Manta 400, GpB	(1 min) 8 hr 28 min 56 sec

(Figures in brackets indicate Road Penalties)
98 starters, 33 finishers

WORLD RALLY CHAMPIONSHIP POINTS

DRIVERS (After 10 Rounds)

Timo Salonen (SF)	127	Massimo Biasion (I)	23	Shekhar Mehta (EAK)	20
Stig Blomqvist (S)	75	Bruno Saby (F)	23	Björn Waldegård (S)	19
Walter Röhrl (D)	59	Markku Alén (SF)	22	Mike Kirkland (EAK)	16
Ari Vatanen (SF)	55	Juha Kankkunen (SF)	20	Ingvar Carlsson (S)	15
Henri Toivonen (SF)	28	Jean Ragnotti (F)	20	Wilfried Wiedner (A)	15

A Total of 68 Drivers have Scored Points

MAKES (After 10 Rds)

Peugeot	142	Renault	38						
Audi	126	Toyota	34	Ford	21	Opel	17	Chevrolet	9
Lancia	52	Volkswagen	29	Mazda	20	Alfa Romeo	14	Talbot	8
Nissan	50	Porsche	24	Subaru	20	BMW	9	Citroën	4

Lancia Survives Cyprus — and Wins!

STANDING out as the big shortcoming the Rothmans Cyprus Rally is its position the calendar. Sandwiched between Wor Championship events, it has great difficul attracting works teams, and very few them have been able to find the time tackle this pleasant, friendly but u commonly tough rally which manages pack more punch into a weekend than son Championship events in close on a wee

Although past winners inclu Blomqvist, Clark, Vatanen, Mehta, McR and Buffum, there has never really be large scale factory participation simp because the World series occupies almo all of their time. Perhaps vario privately-sponsored teams and those importers and dealers are thankful for thi for they and the privateers have been able treat the event almost as their preserv enjoying a really demanding contest, superb place to relax, friendly, enthusiast people and organisers who go out of the way to be helpful.

And all this with neither the huge, ofte uncontrollable crowds of World Cham pionship events, nor the ballyhoo an sideshows which follow them around. Wha more could they want?

Based at Nicosia, roughly in the centre the island, the rally strikes out largely to th South-West and West, and the 37 specia stages include very rough, narrow, twist tracks in the mountains, with sheer drop over many edges, faster, smoother road nearer the coast, and just a little tarmac so a to cater for all tastes. Roads in the Nort and East used on the rally in its early day are no longer available due to the island' regrettable partition.

Practice in Cyprus is a pleasure, fo although the roads are so twisty that th number of pace-note pages per mile is much higher than average, in the words of one visitor many years back "you are never very far from a gin and tonic!" The popula tipple has since changed to the excellent local wine, or brandy sours, but the welcome from village people is as warm as ever and the beaches just as inviting if you are looking for somewhere to wash away the dust.

Although we have experienced heavy rain in the past, the rally usually enjoys hot sunshine, and that is how it was this year, producing the inevitable hazard of thick dust on the special stages; so thick that eyes reddened, voices croaked and visibility became so low on occasions that some crews took wrong turnings in the dense clouds churned up by a car ahead. Once you drive into dust the disorientation is immediate, much like a VFR pilot flying into cloud or — although neither the authorities nor the press seem to realise it — like a driver suddenly entering a motorway fog blanket.

Another hazard, if it can be called such, was the highly abrasive nature of stage surfaces, producing an alarmingly fast rate of tyre wear, and for unsponsored amateurs tyres have represented the biggest item on the cost sheet. Professionals, with ample stocks and mechanics at every stage to provide a new fit, were concerned less, but even they were hampered on long stages when treads lost their efficiency after much less than half distance.

Starters this year numbered 84, 17 of them having journeyed from overseas. Biggest outfit was that of the private Italian team, largely from the Tre Gazelle club, backed up by West cigarettes. They brought two Lancia Rally 037s and two Fiat Ritmos (called Stradas in the UK). Driving the Lancias were Pregliasco/Cianci and Zanussi/Cresto, and the Fiats Toivonen/Wrede and Fabbri/Amati. It wasn't Henri Toivonen, the Lancia works driver, but Harri, his brother.

The Rothmans Porsche team brought one 911 for Saeed al Hajri from Qatar, partnered by John Spiller, whilst another Anglo-Arab partnership was that of Mohamed bin Sulayem and John Daniels in an Opel Manta 400. Welshman Bill Gwynne was co-driving George Khayyat from Jordan in a Nissan 240 RS, and a fourth Middle Eastern crew was Saleh/Khalifa in an Ascona 400.

From Britain, GM Dealer Sport sent an Opel Manta 400 for Russell Brookes and Mike Broad, who came almost directly from their win in the Isle of Man, and Nissan Europe a 240 RS for Terry Kaby and Kevin Gormley. Both British crews were backed by Marlboro. London Cypriot Dimi Mavropoulos brought an Audi Quattro with Dave Adams as co-driver, and an experienced British mechanic who must remain nameless since he actually works for another firm!

Former winner Vahan Terzian from Nicosia was driving a Nissan 240 RS, but when he sampled Kaby's practice car he expressed such enthusiasm for its engine that team manager Bob Freeborough was moved to offer it to him for the rally — on loan of course. Terzian was delighted, and later returned an undamaged engine after having scored fourth place behind three visitors.

The first leg meandered into the mountainous area around Troodos, where stages were at their most difficult. In fact, they were rougher and twistier than those of the second leg and the retirement rate was at its highest on these early stages. Among the first to go was Bin Sulayem who rolled his Manta off the road on the second stage. He did the same thing last year, but this time he was not able to have his car recovered in time to carry on.

Mavropoulos almost has his Audi's engine cook when its electric radiator fan stopped working, but it survived, and later the entire radiator / fan assembly was changed, this being quicker than changing just the fan. Toivonen damaged his Ritmo's steering and retired soon after when it broke altogether.

Punctures were cropping up all the time on the rocky roads, and those who preferred to drive on rather than stop to change wheels were risking serious suspension and transmission damage. Brookes drove for rather a long time on a flat, not being able to find anywhere to stop on the very narrow track, and later had a steering ball-joint replaced, together with new struts.

Early leader was Zanussi in his Lancia, but after seven stages the Italian called it a day when his gearbox lost one ratio after another leaving him only one with which to drive gently back to Nicosia.

Kaby's exhaust had been battered by the rough going, and eventually the whole lot was knocked off, leaving him and his co-driver to suffer exhaust fumes and the tremendous din of an unmuffled engine. Later, mechanics were able to fit at least enough of the pipe to keep the fumes out of the car, but it was not until they got back to Nicosia at the end of the leg that there was time to finish the job, complete with silencers.

The late evening arrival at Paphos, where there was a few hours' rest, was preceded by the usual spread of service cars ranged along the coast road approach to the Paphos Beach Hotel, all with an appreciable but orderly crowd of spectators, holidaymakers as well as local people. Fabbri had gone out with a broken fuel pump, whilst Saleh had lost some seven minutes when his pump became disconnected from its electrical supply. He was also using his tyre supply alarmingly quickly, and at Paphos was shouting at mechanics rather more than was necessary.

There was quite a bit of confusion on one stage when (we'll use letters for clarity) car A stopped to change a wheel after a puncture. B drove off the road to pass, got stuck, and was towed back by C. Later C got stuck and was towed back by B. Then D stopped in the middle of the road with a broken sump, holding back A, B, C and various others.

At Paphos, Pregliasco led by nearly six minutes from Kaby, but Al Hajri was only five seconds behind, followed after 82 more seconds by Brookes.

The return journey to Nicosia, which began at 1 am, saw quite a change in the order among the leaders. Brookes, who had lost some lights when a glass fibre fairing cracked and had taken a wrong slot whilst engulfed in someone else's dust, had nevertheless moved up to third place, for Al Hajri had been forced to give up after becoming very sick indeed. Earlier, he had felt the onset of nausea, but thought that the short stop in Paphos would be enough to overcome it. However, when he really began to vomit and suffer stomach pains he just wasn't able to carry on. The car was withdrawn and Al Hajri returned to Nicosia where he must have slept for at least 24 hours.

Pregliasco lost a little power when his air filters became clogged with dust, and changed his gearbox at the end of the leg because it had become noisy. Mavropoulos also needed frequent air filter cleaning and brake line bleeding, but was nevertheless in fifth place behind Terzian.

After a rest period of some 12 hours during the Saturday afternoon and evening, the second leg began at 11 pm, with cars still at two minute intervals, although this was by no means enough to remove the dust problem. However, even if the interval had been doubled, it still would not have been enough, and this was simply one of the natural hazards about which the organisers could do nothing.

Although the going was easier, Pregliasco managed to break a suspension unit and Brookes had a spot of steering trouble. Later, Brookes' engine stalled on a hairpin and during the restarting efforts there was a blow-back through the carburetter and a small fire. Fortunately, the engine started very quickly afterwards and the fire was put out before it could do any damage, other than melting the plastic filter surround and partially blocking the intake until it could be scraped away.

Kaby had an engine mounting break, which was replaced at Limassol, the half-way stop of the second leg, but he was nevertheless staying ahead of Brookes in their battle for second place.

The return journey to Nicosia on the Sunday morning was comparatively uneventful, and it was a joyous West team who welcomed a beaming Pregliasco as he drove on the finish ramp. However, their celebrations were nothing like as boisterous as those of the two British teams, and when they later got together at the Ledra Hotel, Kaby, Brookes and just about everyone else within sight were thrown into the swimming pool.

We have always considered the Cyprus Rally to have such a degree of toughness, backed by very capable organisation, that it deserves a place in the World Championship, not just the European series. It was listed as a candidate for next year, but political machinations seem to have a greater bearing on selection than merit, so it remains to be seen how it fares in the future.

G.P.

RESULTS

1st	M. Pregliasco/D. Cianci (I) (Lancia Rally, GpB)		11 hr 38 min 10 sec
2nd	T. Kaby/K. Gormley (GB) (Nissan 240 RS, GpB)		11 hr 45 min 27 sec
3rd	R. Brookes/M. Broad (GB) (Opel Manta 400, GpB)		11 hr 48 min 16 sec
4th	V. Terzian/I. Theophanous (CY) (Nissan 240 RS, GpB)		12 hr 15 min 15 sec
5th	D. Mavropoulos/D. Adams (CY/GB) (Audi Quattro, GpB)	(8 min)	12 hr 20 min 33 sec
6th	C. Eliades/T. Vassiliades (CY) (Opel Manta 400, GpB)		12 hr 42 min 32 sec
7th	C. Panayiotides/A. Yiapanas (CY) (VW Golf GTI, GpA)		12 hr 53 min 29 sec
8th	C. Kirmitsis/G. Serghides (CY) (Honda Civic, GpA)	(2 min)	13 hr 05 min 37 sec
9th	"Fouis"/N. Neophytou (CY) (Sunbeam Talbot Lotus, GpB)	(4 min)	13 hr 28 min 16 sec
10th	M. Saleh/K. Khalifa (RL) (Opel Ascona 400, GpB)	(33 min)	13 hr 32 min 57 sec

Figures in brackets indicate Road Penalties

84 starters, 37 finishers

The Constructors — 7

ART

WHICH British motor racing constructor has, in the past five years, designed and built three F1 models, two distinctly different Group C cars, and a rally car? The answer, as the heading of this article suggests, is ART but even that piece of information means nothing to a great number of enthusiasts. Auto Racing Technology is a freelance constructor which exists when Tony Southgate and John Thompson collaborate to build cars. Incidentally the F1 cars referred to are the Theodore TY01 and TY02 and the Osella FA1E-Alfa Romeo; the two Group C cars are the Ford C100 and the Jaguar XJR-6; and the rally car is the Ford RS200.

ART is a company which exists when there is a job to be done. As a freelance designer, Tony Southgate may be approached to undertake work which might not involve ART. In a similar way, John Thompson may be approached to undertake fabrication work which does not involve a Southgate design, the monocoques for the F2 and F1 Spirits being cases in point. Then the work is done by John's own company, TC Prototypes. It's all under the same roof anyway.

To understand how the company operates we might consider the Group C Jaguar XJR-6. The contract for producing, developing, and running the cars went to Tom Walkinshaw's company, TWR, which, in turn, subcontracted the design and construction of the rolling chassis to ART while others developed the engine. The final product bears the name "Jaguar" but it is in ART's new factory in Wellingborough that the cars are made. TC Prototypes has long been regarded as the top fabricating company in the business (when Ferrari hires you to build monocoques, you *are* good) now the company is developing carbon fibre composite techniques and there is a large oven to bake the Jaguars' monocoques and bodies.

Everything is done in-house, from wind tunnel models to complete cars. If you approach ART with the right deal, a project which is interesting and which is sensibly funded, you can sit back and await delivery of your car. At present the Jaguar project naturally dominates the works just as, a year ago, the Ford RS200 dominated, yet there was also in the workshop the prototype of an extremely unusual high performance road car which is being developed for a client. When Imperial College opened its new Honda-financed wind tunnel, the one-third scale Honda Civic model was an ART production; and that is something which is not quite as simple as it may first appear for the model, as well as being an accurate representation of a shape, had to be rigid and the suspension which holds the wheels to the rolling road had to be properly engineered.



TONY SOUTHGATE (left) and John Thompson outside the Wellingborough works of TC Prototypes a ART.

In a similar way, last year the company undertook extensive wind tunnel investigations for the Pat Patrick CART team which was considering building its own Indycar. The Ford C100-based "Supervan" is another ART creation.

Both Tony Southgate and John Thompson were born in 1940 and both had eminently practical training in their chosen professions. On leaving school, Southgate took a general engineering apprenticeship with Dowty in his home town of Coventry. From there he went on to become Eric Broadley's first design assistant at Lola which was then in its infancy. In those innocent days he spent half his time at the drawing board and half in the workshop, "Eric was an ace welder and he taught me how to do it. Only the design staff was allowed to weld the tricky bits. I welded the wishbones on Surtees' F1 Lola," he says with a self-deprecating smile which actually conceals a craftsman's pride.

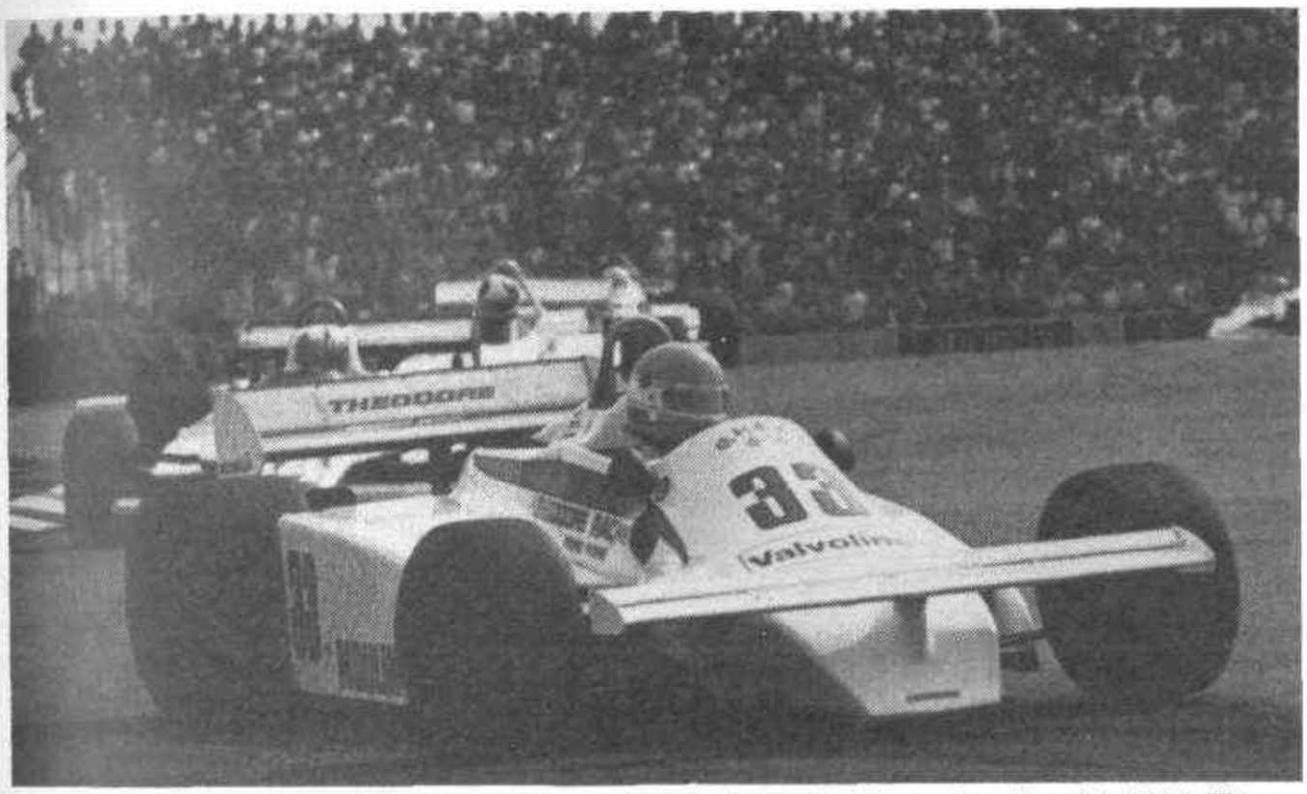
After Lola became a consultancy firm to Ford during the GT40 project, Southgate left ("I couldn't stand all those Ford executives all over the place") and spent time as Ron Tauranac's assistant at Bra ham. Then it was back to Lola and it w Tony who was largely responsible for t T140 FA/5000 car which he design around surplus T70 spares. It was crude b effective and won a lot of races in the ear years of the formula.

An invitation from Dan Gurney become the chief designer at Eagle was t good a chance to pass up, and still aged on 27 he set to work to design an Indianapoli winning car and an F1 project which was n completed. His time in California was inte esting but ultimately sterile, for America racing then was all about engines and th chassis man merely provided a frame hang a hot engine in.

When John Surtees joined BRM in 196 he had Southgate brought into the team (h must have thought those old Lola wishbone were the business) and at BRM Tom designed the P153, P160 and P180 cars, th P153 in particular giving the Bourne firm taste once more of life at the top. BR became a highly political outfit when Lou



WHEN the 1983 Ford Group C programme was axed, the sole completed C100 was converted into th "Supervan". Tony Southgate was also responsible for many of the revisions made to the earlier C100 which Le Bailey designed.



PATRICK TAMBAY taking the Theodore TY01 to sixth place on its debut at Long Beach in 1981. This car was the first result of the Southgate / Thompson partnership.

Stanley took over and Southgate left to join Shadow.

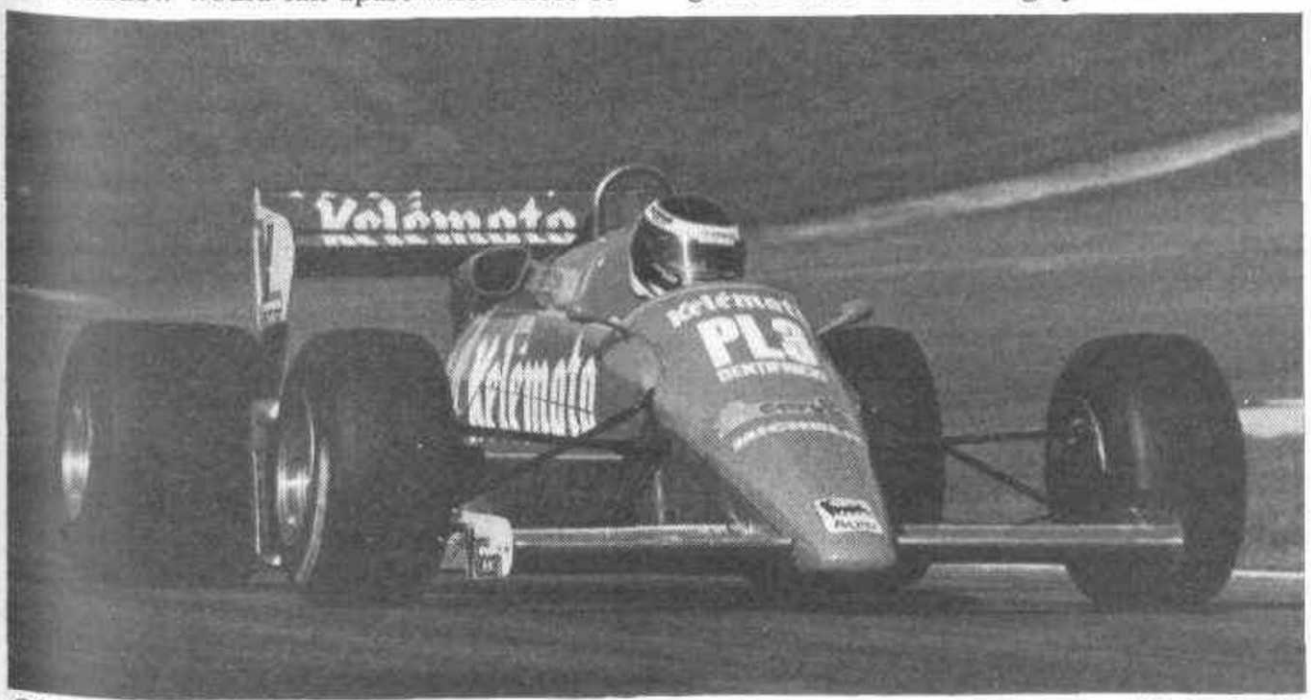
The first F1 Shadow, the DN1, was a disappointment for Tony underestimated the amount of vibration which the Cosworth DFV would produce but the DN3 and DN5 cars, which were really only refinements and developments of the basic concept, proved remarkably quick. In between times he penned various Can-Am cars which enjoyed mixed fortunes with some of the blame for the failures being the deals which Don Nichol arranged with engine suppliers, the overweight Dodge unit being a case in point.

1976-7 saw Southgate on a 15 month contract with Lotus developing the first ground effects car, the Lotus 78, and then, of all the options open to him at the end of his contract, a job with Renault among them, he decided to return to Shadow, a decision he soon regretted.

He had been working on the Shadow DN9 when a number of the key personnel decided to leave and set up a new team which we now know as Arrows. Realising that Shadow would fall apart when most of the key men left, Southgate threw in his lot with them.

Now is not the time to rake up the events of 1978 which included a High Court case successfully brought by Don Nichols against Arrows. There were genuine grievances on both sides and the truth of the matter will probably never emerge. Southgate's first design, the Arrows FA1, was deemed to infringe Shadow's copyright (if you design two cars one immediately after the other without being able to test the first one, they're hardly likely to be radically different) but Southgate had already anticipated the court's decision and had designed and had built a new model, the A1, all in the space of 58 days. "It had the rigidity of a rice pudding," he says now, and although it did little in GP racing, Rupert Keegan used one to win the Aurora F1/2 Championship the following year.

A wrong decision, based on promising wind tunnel tests, led to the disastrously complex A2 but a return to a more conventional design, the A3, did not bring greater success and a large part of the reason was lack of money for testing and development and, of course, lack of success makes it harder to find money. Within the team it caused tensions which came to a head at Brands Hatch in 1980 and Southgate left.



CORRADO FABI driving an Osella-Alfa Romeo at Brands Hatch in 1983. ART was responsible for the tub and front suspension while Osella grafted on its existing rear layout.

A 20 year career as a designer which reads Lola, Brabham, Lola, Eagle, BRM, Shadow, Lotus, Shadow, Arrows suggests both a restless man and one in demand. To fulfil both aspects, the logical solution was to turn freelance. His first commission was the Theodore TY01, with which Patrick Tambay showed well in the early races of 1981 until money became tight, and since John Thompson's workshop was only a few minutes' drive away and the two men had long known each other, it made sense to have the car built there. Thus the principle of ART was established although the company was not formally founded until later.

John Thompson was born in Richmond, Surrey, on Christmas Day 1940. His school days were a drudgery and he left just before his 15th birthday with no clear idea of what he wanted from life. He drifted through a number of jobs looking for one which would suit him — and that turned out to be welding. Eventually he gave up working in sheet metal for a ducting and ventilation firm not far from the McLaren team which, in 1964, was in its infancy. John seems to have taken an extraordinary amount of time away from ducting and ventilation until, in 1965, it was logical for him to join McLaren on a full-time basis.

It's rare for a welder / fabricator, usually an anonymous man within a team, to begin to gain a reputation in his own right. The point is, though, that contrary to what many believe, many designers have not drawn their cars in detail, they have laid down a general concept which has then to be interpreted by craftsmen on the shop floor who have used their own judgement in, for example, the location and number of rivets in a monocoque tub or the exact realisation of a bracket. These anonymous craftsmen have made or broken designs. The camera car which McLaren built for the film "Grand Prix", for example, was sketched out by Bruce McLaren on the back of a menu and it was up to men like John Thompson to create it. Since cream has a tendency to rise to the top, and McLaren was creating attention by the use of Mallite and argon arc welding, it was not long before Thompson began to emerge from the anonymity of the workshop.

When Robin Herd left McLaren in 1968 to go to Northampton to design the 4wd Cosworth F1 car, John went with him. At the time there was talk of a partnership in a projected racing car construction firm, for Thompson had the ability to interpret Herd's drawings which have never had a high reputation for detail. Eventually the projected company turned out to be March but although Thompson was taken onto the



FORD's RS200 has called on the talents of many individuals and companies but the biggest single contribution has been made by ART. Above Malcolm Wilson on his way to victory in the recent Lindesfarne Rally.

strength of March, it was as an employee not as a principal.

While working by day on the ill-conceived Cosworth car, John spent his evenings in a basement in Earls Barton building up Frank Williams' Brabham which Piers Courage drove so well in 1969. Williams was to become a steady customer until his team became so successful that it became self-contained.

After the Cosworth project flopped, the car's inability to steer in a straight line telling against it, John left with Herd to create the first March car, the F3 693. The idea of a partnership soon went out of the window as March set its sights ever higher and the hype merchants arrived. Thompson did not stay long.

TC Prototypes stands for Thompson and Charles, but Mr Charles moved back to New Zealand after the company was registered and before it started business. It began in a small facility in the village of Blisworth, a shop so small that some of the machinery had to be kept outside. John and two employees began by making F2 March chassis but soon were concentrating on Formula One work. The company has moved a few times since and even though its reputation has grown, it still employs just 12 men, four of whom are currently engaged on carbonfibre composite work.

Its list of past customers reads like a Who's Who of F1: Surtees, Hill, Shadow, Lotus, Amon, Hesketh, Rebacque, ATS, Martini, Arrows, McLaren, March, Spirit, Williams and Ferrari. "I had this call from Italy asking how much I'd charge for making an F1 tub. I thought someone was having me on." It was no gag and eventually four tubs were delivered at £800 apiece, some of which were taken to Maranello on the roof rack of John's car, "I decided to use the trip as a holiday for the wife and kids. We arrived at the Ferrari works and everyone walked out. I thought I'd offended them but it seems I'd only arrived in the middle of the annual pay negotiations."

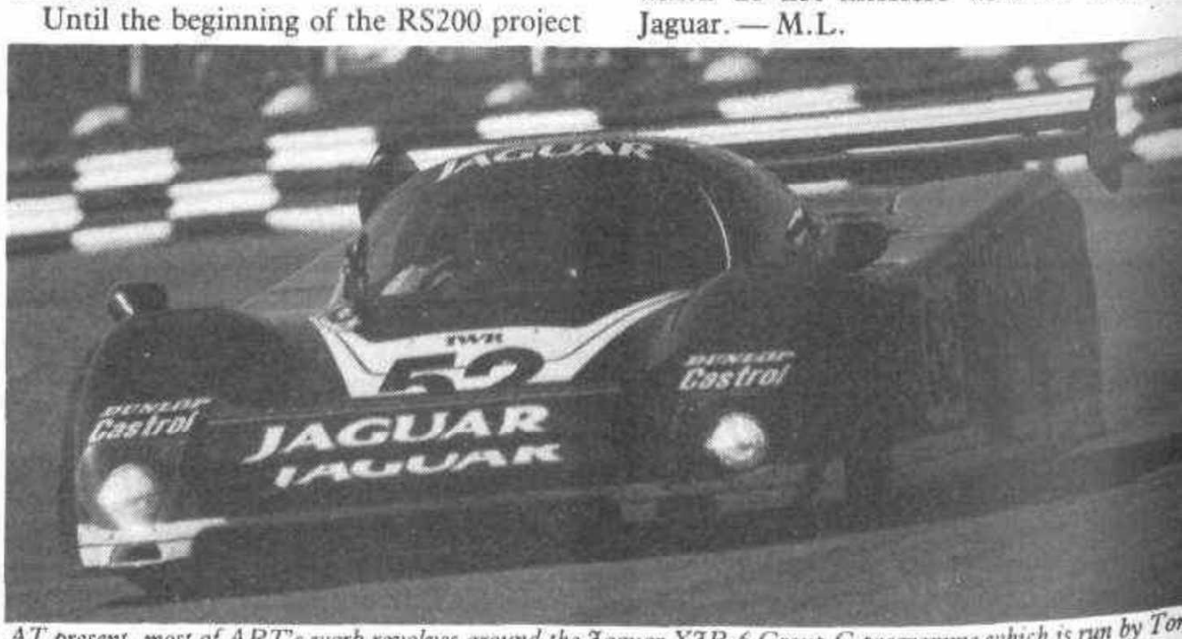
As with most customers, Thompson was given a free hand by Ferrari to incorporate any detail modifications thought necessary. In some cases Thompson's contribution to a car has been almost as great as that of the credited designer. "I regret not having had a proper training in design, I'd loved to have been a draughtsman. In 1977/'78 we had made our first complete car, the F1 Martini, and in 1979 I decided to get it all out of my system and I designed and built an Indycar, the Phoenix. I must say, though, I was constantly on the phone to Tony and Gordon Coppuck asking what I should do about this or that part of the suspension. To drum up a bit of interest, I spread the word that it was a Williams copy, it wasn't but it made the customers happier." Tom Sneva won the 1980 Phoenix 500 with one of the four cars made and in 1982 Gordon Johncock won the Indianapolis 500 with a Wildcat which was Patrick Racing's development of the Phoenix. "We'd like to build our own ART Indycar, F1 or F3000 car if we were approached with the right package and I have promised my wife that one day I'll build her a one-off exotic road car but we're not interested in series production. At one point in the RS200 programme Ford did murmur about the possibility of our building all 200 cars but that would not have been at all interesting even if we could have expanded enough to do it. On the other hand building the first six prototypes was an interesting job because each one was slightly different."

Until the beginning of the RS200 project about 50% of TC Prototypes' work was t repair of damaged racing cars, now that si of things is virtually non-existent and liable to remain so while the Jaguar pr gramme is in operation — ART's contra currently runs to the end of 1986. Fabric tion is still undertaken for Arrows, Lot and Ford and this represents about 25% TC Prototypes' output with Thompson hi self spending much of his time working the factory floor. Development of the ca bonfibre composite branch of the compa has opened up fresh opportunities, some them outside motor racing. If sheet me fabrication is now virtually a thing of t past in the higher car formulae, the same not true of motor cycles and Thompson h built Formula One frames for Suzuki.

Although Tony and John are cautio about the possibility of running their ow racing team, it is in their minds. Before t Ford C100 Group C programme w abruptly cancelled, there had been talk ART running a car. The cancellation w partly a result of personnel changes at For partly the slow progress of the turbocharge Cosworth DFL engine which was to pow it. The prototype, which had been ve promising in testing, was converted in Ford's promotion vehicle, the "Supervan".

As a constructor, ART is passive rath than active in the sense that it does not bui cars for a category and then attempt to se them but, rather, waits for the right cu tomer to appear and then it gears itself to t customer's requirements. It's like a b spoke tailor rather than an off-the-pe retailer. This keeps its work fairly exclusiv and the size of the operation is fair compact but projects such as the XJR-6 an RS200 give some indication of th company's status even though i contribution in both cases has been large overlooked.

If the company decides to switch to bein an "active" constructor then the likelihoo is that it will enter F3000 and there is eve an outside possibility of that happening nex year. In the meantime it is open to offe which do not interfere with its work fo Jaguar. — M.L.



AT present, most of ART's work revolves around the Jaguar XJR-6 Group C programme which is run by Tor Walkinshaw Racing.

Gugelmin Clinches F3 Championship

THIS year's Marlboro British Formula Three Championship has been the strangest in years for no one driver has emerged as the star of the series. It has also been one of the closest with the outcome being decided at the final round at Silverstone on October 13th. There, Brazilian Mauricio Gugelmin (Ralt RT30-VW) scored an emphatic win over Andy Wallace (Reynard 853-VW) so securing the title with Wallace finishing a close runner-up.

For those who have followed F3 over recent seasons, one odd thing about this year was the number of drivers who posted wins. Gugelmin and Wallace each took three races and so did Gerrit van Kouwen who suddenly came good at the British GP support race. Dave Scott and Ross Cheever each won a brace and Gary Evans took a single win. Russell Spence, who had dominated the early rounds in his Reynard, lost faith in his car, his team and himself in mid-season and ended the year never looking like a possible winner. It was a sad case of a driver psyching himself out for at one time, with four wins under his belt, Spence had looked formidable.

If Class A was diverse, with a total of seven winners, Class B (for older cars) was even better for it produced nine. Carlton Tingling emerged as Class B Champion despite missing several of the final rounds due to injury. Tingling amassed most of his points in the early part of the season when his machinery was fresher (he had probably the smallest budget in F3) and there tended to be fewer competitors. Tingling won Class B three times, but Giles Butterfield, who joined the series later, won five times and, in fact, was the "winningest" driver in British F3 this year. Dick Parsons and Ross Hockenhold both took two wins while Mike Wright, Sean Walker, Mark Goddard, Paul Stott, Ray Stover and Steve Kempton won one apiece. Nine different winners in an 18-round F3 series is probably unprecedented.

Class B has been good because it has been comparatively inexpensive (certainly most competitors spend less than some in FF1600) and so has attracted decent entries. Almost all the runners have used Ralt RT3s converted to "flat bottom" spec and since the model is at the end of its development, the cars have been closely matched and there has been less advantage in undertaking expensive test programmes.

Class B deserves to run as a separate category next year. Everyone involved in it has earned the opportunity to compete for an outright win as opposed to a class win. Running as a separate championship it would be popular with spectators who could have two F3 races in an afternoon, just like in father's day. It would give the less well-financed drivers a chance to prove themselves as outright winners in F3 and so help them to attract sponsorship. Running Class B as a separate series would be attractive to drivers and sponsors alike.



GILES BUTTERFIELD who, with five Class B victories, has scored the most British F3 wins this season.

One reason why the series overall has been good was the introduction of flat-bottomed cars. This caused all the designers to go back to their drawing boards and start afresh. By winning the opening round in his Reynard, Wallace became the first non-Ralt RT3 driver to win a British F3 race since May 1981 (Mike White, March 813). At first the Reynard-VWs of Wallace, Tim Davies and Russell Spence looked unbeatable but then development of the car faltered and, at the same time, the Ralt RT30 teams began to dial in their cars properly and the ranks of Ralt-users were swollen by the mid-season arrival of Dave Scott and Ross Cheever who are both seasoned campaigners and winners.

By the end of the season, the only competitive Reynard was that of Wallace. Tim Davies' drive was terminated at Swallow Racing, Spence had switched to a Ralt, and floundered, the drivers using the Dave Price Racing Reynards were not good enough to win and the two Saab-engined cars run by Madgwick Motorsport encountered so many engine problems that neither Anthony Reid nor Maurizio Sandro-Sala was able to show his talent. In Sala's case it was a particular shame for the Brazilian started the year as a potential champion.

The Magnum 853, produced by the Family Robinson at Brixworth, Northants, was widely admired as a neat and well-finished design but was unable to demonstrate its worth due to the inexperience of its regular drivers. At Zandvoort, however, Cor Euser was able to put the car on pole by a healthy margin which suggests that the Magnum is a front-runner in the right hands. The trouble is that until it starts winning it won't attract quick drivers and it won't win until it is used by quick drivers.

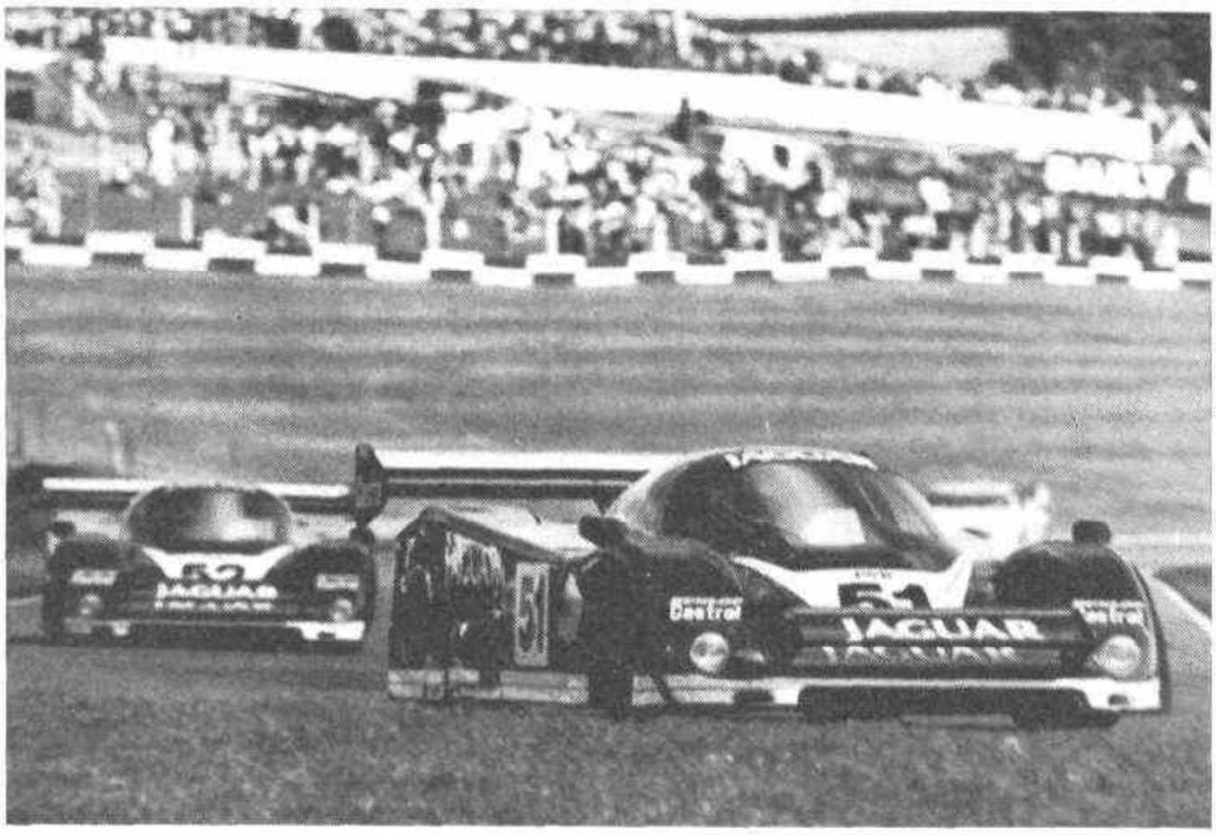
The Anson SA6 never looked good despite the efforts of Keith Fine who, on merit, should have been a regular points-winner. This is odd because the ground-effects version has recently been winning in Super-Vee in the States. It seems that the chassis is basically sound but the aerodynamics are all wrong and Anson did not manage to sort them out.

So far as manufacturers are concerned, the final tally reads: Ralt, 11 wins, Reynard, seven wins. It's always hard for a new manufacturer to break into a category like F3 for the established winners (in F3 that means Ralt) tend to be numerically superior. Reynard did well to pick up so many wins, even if the majority were early-season, but it remains to be seen whether the development of the car can be sustained into 1986. Formula Three needs variety.

On the engine front, the VW unit developed by John Judd of Engine Developments powered all the winners though Tim Davies appeared with an Alfa Romeo unit which appeared to deliver the goods. The problem with F3 engines is the air restrictor which limits ultimate power and creates a narrow rev band with, typically, power between 5 and 6,000 rpm. The light and fairly simple VW unit does the job as well as any and gains by having a single camshaft in that friction is reduced. Much was expected of the Saab unit, and bench readings were promising, but the Nicholson-developed engines were slow in becoming competitive or, even, reliable, and by mid-season the motors had been turned over to Minister.

In recent seasons, five teams have dominated the results. They are Murray Taylor Racing, Intersport (Glenn Waters), Eddie Jordan Racing, Dave Price Racing and West Surrey Racing (Dick Bennetts) and are generally known as the Famous Five. This year, the establishment managed to gain only four wins between them, the rest going to newcomers. True, Dick Bennetts once again engineered the Champion's car (as he has previously done for Stefan Johansson, Jonathan Palmer and Ayrton Senna) but the success of the newcomers has raised a few eyebrows. Dave Scott, running his own team, entered the series late in the year and, among other good results, took two wins. The last time a front-running driver was so responsible for his own car was Derek Warwick back in 1978 and the common lore was that it couldn't be done nowadays. Of course, such a belief was to the advantage of teams in the business of attracting customers.

With the final score reading: Famous Five 4, Newcomers 14, this season has put the emphasis back where it belongs, on driving ability. No longer can anyone say that if he were with such and such a team he'd be winning and nor can anyone say that so and so wins because he's with such and such a team. One of the good things about 1985 is that so much has been fresh and unpredictable. — M.L.



World Endurance Championship

Brands Hatch 1,000 kms

— a hard race

THE last World Endurance Championship race of 1985 to be held in Europe was also the best of the season, two works Porsches and two works Lancias locked in battle almost from start to finish. The large crowd, said to number 26,000, was swelled by those cheering for Tom Walkinshaw's Jaguar team, but they had a disappointing afternoon as unrelated failures silenced the V12s.

Derek Bell has never won a championship of any sort in his 18-year professional career, but his victory with Hans Stuck virtually assures the two of them the WEC Drivers' Championship ("You can always start with a World Championship and work your way back" said Stuck helpfully). They have an excellent rapport, having shared BMWs as long ago as 1974, and they fully intend to share the 1985 title, vehemently rejecting suggestions that they might race against each other at Fuji to settle the issue, double or quits. Only if the Shah Alam race on December 1st is upgraded to Drivers' Championship status could Mass and Ickx win the title, and that was only a mathematical possibility.

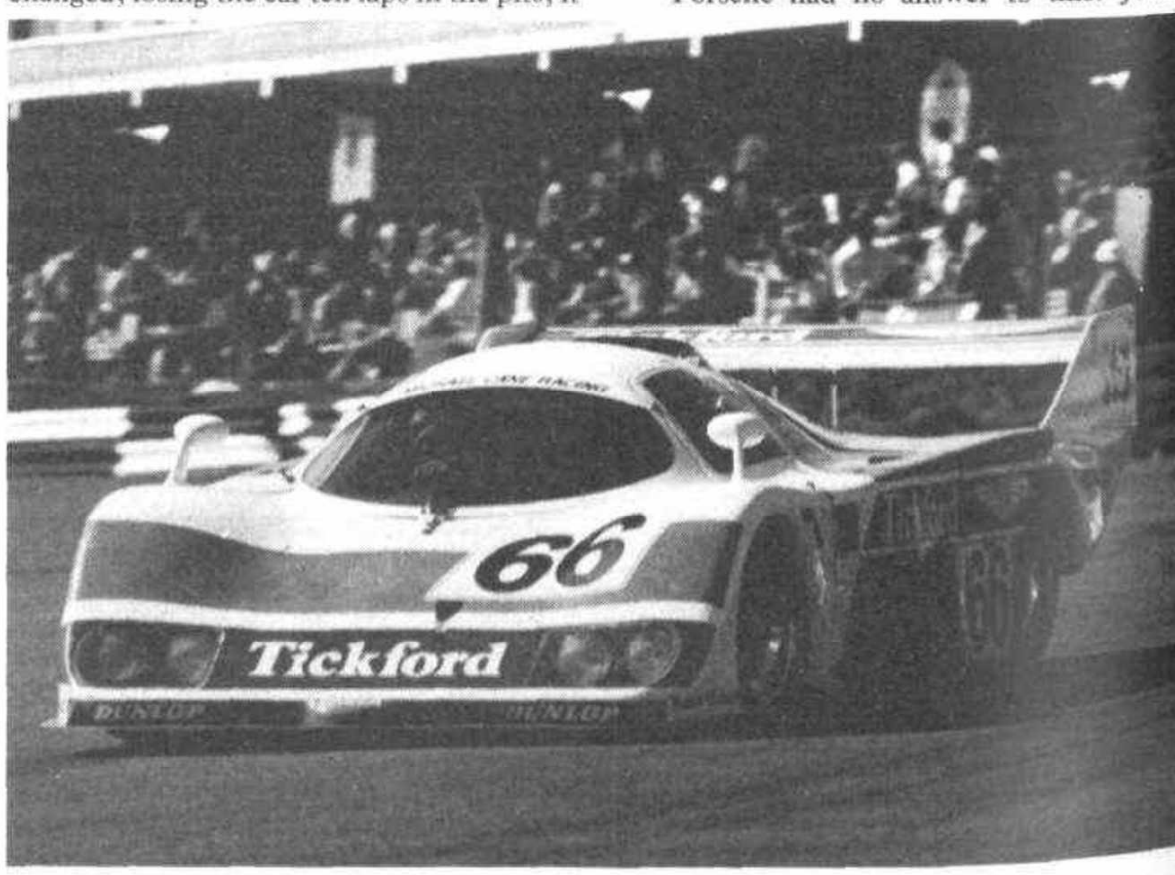
A clashing German Championship race at the Nürburgring claimed the attention of the Porsche teams run by Reinhold Joest, the Kremer brothers and Walter Brun, so after Spa the Brands Hatch race (not counting for Teams' Championship points) had a threadbare look. The Richard Lloyd / Canon team was still rebuilding its 956B, though Jonathan Palmer was a spectator, on crutches, and John Fitzpatrick's team hadn't finished rebuilding its second 956 after the Le Mans accident, the number one car being saved for Fuji. The organising BRSCC was rather disappointed with the entry, but more than anything the teams wanted a trouble-free race, and that's what they got.

Rothmans-Porsche's third car, a 956 for Al Holbert and Vern Schuppan, was equipped with the experimental PDK twin-clutch, electronically controlled transmission. Apart from having a solenoid changed, losing the car ten laps in the pits, it ran well and was placed fifth at the finis The transmission was first seen duri practice at Kyalami in 1983, and at Im last year where it didn't even last the fi lap, and since then the Weissach engine have done a lot of development work. Stu has covered 4,000 kilometres at t Weissach test circuit, and he and Schupp also completed 1,800 kilometres at t Nürburgring without any problems.

The PDK box is some 35 kg heavier th a normal Porsche transmission, but can made lighter. The priority was to get so racing miles behind it, and the transmiss is likely to appear on Holbert's IM Porsche 962 next season, when the weig limit is going to be increased by 70 anyway. One of the two clutches is alwa engaged, allowing instant up-changes wh the tiny gear lever is moved forwards, down-changes when it is pulled back. T drivers are even able to change gear m corner without upsetting the car's balan and they were very positive about advantages.

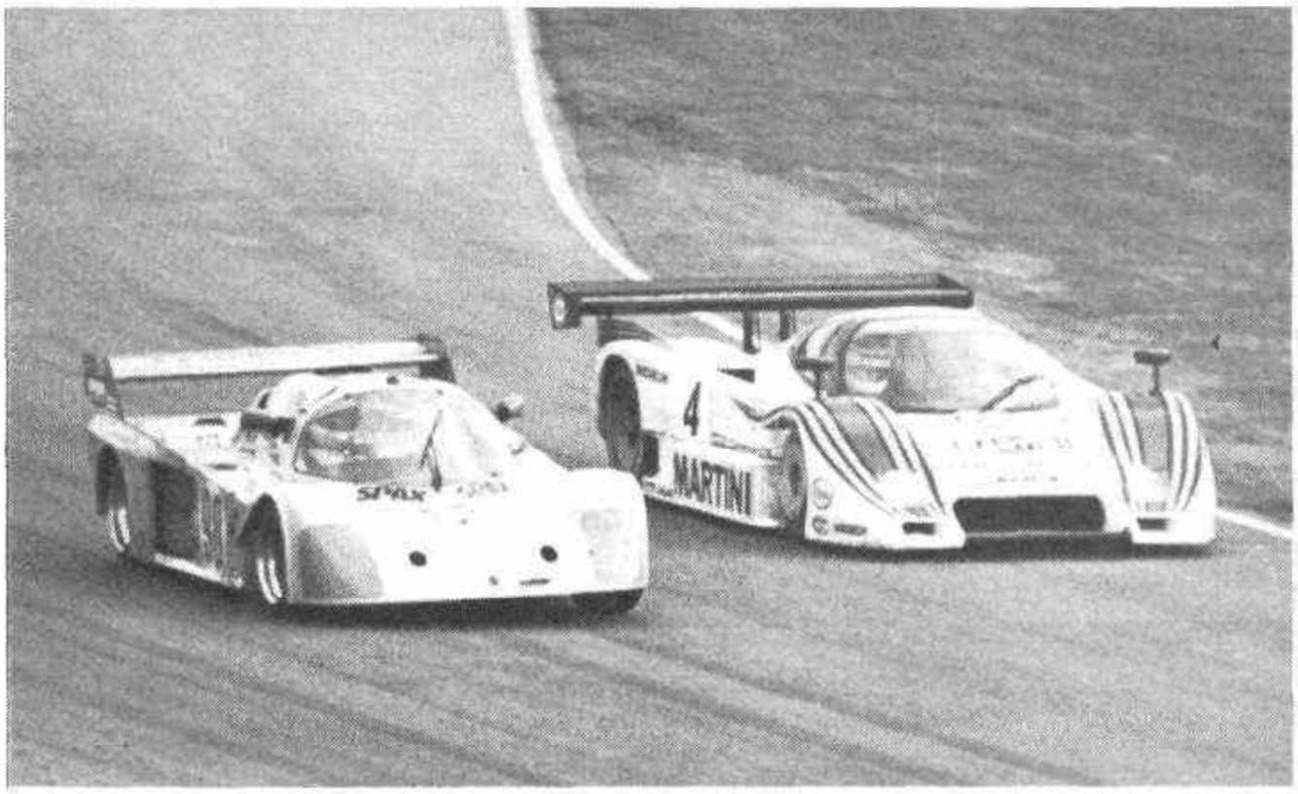
The Lancias of Riccardo Patrese and n recruit Andrea de Cesaris fairly dominat practice, being fastest in the untimed sessi on Friday and again in timed practice Saturday morning. In fact within an ho they were both in their garages, having t high-boost, 800 bhp qualifying engi taken out, and replaced by 650 bhp ra trim V8s. There was no way that anyone namely, Hans Stuck — was going to mat Patrese's time of 1 min 14.66 sec, a speed 126.02 mph. That was nearly three secon quicker than Jonathan Palmer's pole time 1984, and de Cesaris quickly got used to t Lancia, recording 1 min 15.10 sec.

Porsche had no answer to this. Joch



DISAPPOINTMENT for Jaguar fans, of wh there were plenty at Brands, came early when b Walkinshaw cars retired with separate problems.

THE EMKA ASTON also dropped out, with a broken water-pump belt. Replacing it means removing the engine.



THE LANCIAS dominated practice yet again, but were led home by two Porsche 962Cs. Here the Patrese / Nannini car passes one of the GpC2 cars on its way to fourth.

Mass used a new Dunlop qualifying tyre, 166 compound, to record 1 min 16.89 sec, then Stuck took over the same set, still hot, to lap in 1 min 16.08 sec. The tyres had lasted only five corners on their second outing, but Stuck conceded that he could never have matched the Lancia's times. Porsche have set the 3-litre engine development aside, and run the same 2.65-litre engines throughout each weekend, using 1.3 bar boost and perhaps 720 bhp to qualify.

Alan Jones and Jan Lammers, brought into the Jaguar team to replace Martin Brundle and Mike Thackwell, were consistently in the 1 min 19 sec bracket with their normally aspirated engines. The second timed session would be more indicative of race form, when Patrese, Mass and Stuck recorded identical times of 1 min 19.65 sec, Lammers 1 min 19.81 sec and Jones 1 min 19.87 sec. Baldi was close behind on 1 min 20.69 sec, followed by Schuppan on 1 min 20.90 sec.

The "second division" race was led by the Lee-Davey/Crang Tiga, powered by a 3.9-litre Cosworth DFL, followed by the two Aston Martin-powered cars, the EMKA and the Cheetah, and Cosmik Racing's March-Porsche 84G. It was to be a bad day for the Tigas for, although Gordon Spice's C2 championship-winning car was the quickest in class — and ahead of the Aston Martin-engined entries — he broke two rear suspension uprights early in the race, as did Lee-Davey's car. Brands Hatch was showing up potential suspension weaknesses like no other circuit visited during the year.

The Lancias made the best of their front-row positions to lead the early laps, Stuck making contact with Wollek and spinning at Surtees which meant that he had to drive hard to make up lost ground. After half an hour the Rothmans-Porsches had established their usual 1-2 routine and the Lancias were losing about a second a lap, as the Michelin compound chosen for the race was rather soft to cope with unexpectedly warm weather. Alan Jones retired early from fifth place when the Jaguar's throttle jammed wide open as the Australian was changing up, going towards Dingle Dell, and in an instant the V12 was badly damaged. Lammers had stopped early with a punctured tyre, going a lap down, and within two hours his engine was terminally sick, with water coming out of the exhaust pipes.

By that time the PDK transmission Porsche was losing time having a solenoid changed, the Aston Martins were on their way out (the EMKA with a water pump drive belt broken, the Cheetah with a front stub axle failure), and the Ecosse driven by Ray Mallock and Mike Wilds was getting the better of Finotto's Carma-Alba, which lacked effective braking.

The Lancias attacked the Porsches for hour after hour, but the German cars seemed to have the edge on handling and tyre efficiency. The turning point, for Lancia, came in the fifth hour when de Cesaris wrested third position from Patrese by attacking his team-mate's flank, two or three times, forcing Patrese to stop to have a loose exhaust pipe secured!

If the number 1 Porsche had a slight advantage, it was due to the tank having been filled too quickly at a mid-race stop. To compensate, team director Peter Falk had the car held an extra ten seconds at the final stop, so whereas Mass had led Stuck by nine seconds, Bell led Ickx by 24 seconds going into the final stint. That cushion was to prove decisive, as Bell gradually reduced speed and finished the race with the fuel reserve light firmly on. In a way, that made up for his car's disqualification at Mugello, the first race of the season, when Stuck had run out of fuel five minutes before the end. — M.L.C.

RESULTS

Shell Gemini Brands Hatch 1,000 kms, 8th round, World Endurance Championship for Drivers — 238 laps — Warm and sunny.

1st	D. Bell/H. Stuck	(2.6 t/c Rothmans-Porsche 962C)	5 hr 34 min 26.02 sec (179.59 km/h)
2nd	J. Ickx / J. Mass	(2.6 t/c Rothmans-Porsche 962C)	5 hr 34 min 38.01 sec
3rd	R. Wollek / M. Baldi / A. de Cesaris	(3.0 t/c Lancia-Martini LC2/85)	237 laps
4th	R. Patrese / A. Nannini	(3.0 t/c Lancia-Martini LC2/85)	233 laps
5th	A. Holbert / V. Schuppan	(2.6 t/c Rothmans-Porsche 956)	224 laps
6th	R. Mallock / M. Wilds	(3.3 Ecosse-DFL C2)	219 laps
7th	C. Los / A. Olofsson / D. Galica	(2.6 t/c March-Porsche 84G)	211 laps
8th	M. Finotto / C. Facetti / A. Coppelli	(1.9 t/c Carma-Alba FF C2)	208 laps
9th	L. Descartes / J. Heuclin	(3.5 ALD-BMW C2)	193 laps
10th	I. Harrower / I. Taylor / N. Adams	(3.3 Gebhardt-DFL C2)	192 laps

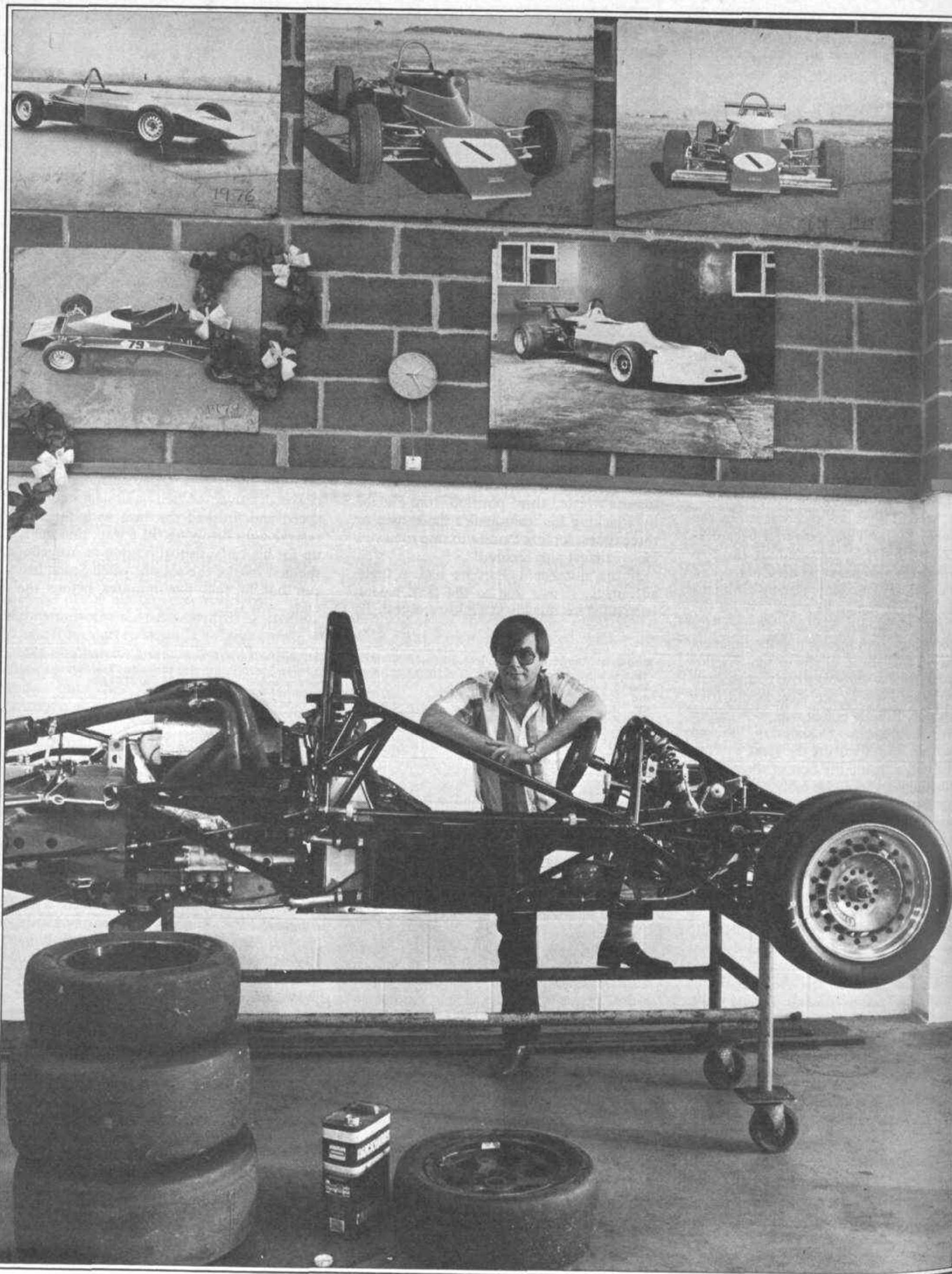
Fastest lap: de Cesaris, 1 min 19.11 sec (191.40 km/h)

Pressing On . . .

IF IT can be assumed that readers of MOTOR SPORT like to drive to the full extent of their abilities and sometimes feel irritated by those mimsers who progress at a crawl on uncongested 60 and 70 mph roads, they should be amused by, and give recognition to Mr William Cobbett, a private enquiry-agent engaged on behalf of the plaintiffs in a court case in 1961 against the ETU, which was accused of ballot-rigging. In an attempt to show how letters posted in a certain way would arrive too late to be accepted in the ballot, Mr Cobbett drove round a substantial slice of England, checking on postal collection times in 10 towns as far apart as Peterborough, Boston, Huddersfield, Bishop Auckland, Whitby and so on, stopping to post a letter in each town. It had to be done in two days and, giving evidence, Mr Cobbett said he left Croydon in January 1960 and drove to Doncaster, *via* Peterborough and five more towns, in a day.

While he was describing his drive through Cumberland he was interrupted by the Judge, who observed that it was a remarkably good run, 52 miles, for instance, having been completed in 70 minutes, "and some of us know the country between Kendal and Blackburn" commented Mr Justice Winn. "I agree I had to move, in parts, my Lord", replied Mr Cobbett. The Judge, saying that the witness must have covered a good deal of ground at high speed ("I did, my Lord", admitted Mr Cobbett), remarked that he was not sure the whole enquiry was not contrary to public policy. In other words, the enquiry-agent had pressed on a bit too quickly. . . .

Even admitting that cars were reasonably quick by 1960, one should spare a thought for Mr Cobbett and his rather fascinating run, which presumably involved catching the last post in towns quite far apart, before most of our Motorways had been completed. Although an average speed of 45 or so mph is not much, these days, it was less easy then; I would love to know what car was used, for this somewhat unusual commission. — W.B.



Ralph Firman at the Van Diemen workshops, Snetterton.

"I HAVEN'T CHANGED MY OIL IN TWENTY YEARS."

Ralph Firman, Managing Director Van Diemen International.

BACK IN 1966, my Sunbeam Alpine might have needed a bob or two's worth of work done on it, but it never went short of oil.

You see, I was working on the Brabham Formula 3's at the time, and we were sponsored by Duckhams. The way the cars' engines were running, there always seemed to be some unused oil left over at the end of a day's racing.

Well it seemed a shame to let that last drop of Duckhams go to waste, particularly when my old Alpine ran so smoothly on it.

But then I suppose that was the whole point of them sponsoring us. They wanted to prove that the standard Q 20W/50 oil you could buy in any garage could handle motor racing stresses. And it did. It impressed me.

Then when Formula Ford came out in the late sixties, it really gave Duckhams a chance to prove a point.

I mean, if Q 20W/50 could protect a standard Ford Cortina engine when it was being thrashed round Silverstone, it could really work wonders for the average family saloon on a Sunday afternoon drive.

For Duckhams, it was a real chance to show off. Except, of course, not everybody believed the oil was the same.

So I remember the guys from Duckhams would invite people who doubted them to race meetings, and tell them to buy a can of Q 20W/ 50 from their own local garage on the way.

Then they'd bring them down to the pits, and we'd let the disbelievers pour the oil they'd brought into the racing engines.

They believed it after that!

Anyway, by the time we'd built the first Van Diemen in '73, Duckhams and I were like old friends. So, we were more than happy to run our new cars on their oil.

If anything it was Duckhams who were taking a risk, sponsoring new cars with no track record. But it paid off.

That first year Donald MacLeod won the BOC Championship for us, bless him.

And the rest, as they say, is history.

The cars have always done well. And we've been very lucky with drivers (Moreno and Senna both started off with us, you know).

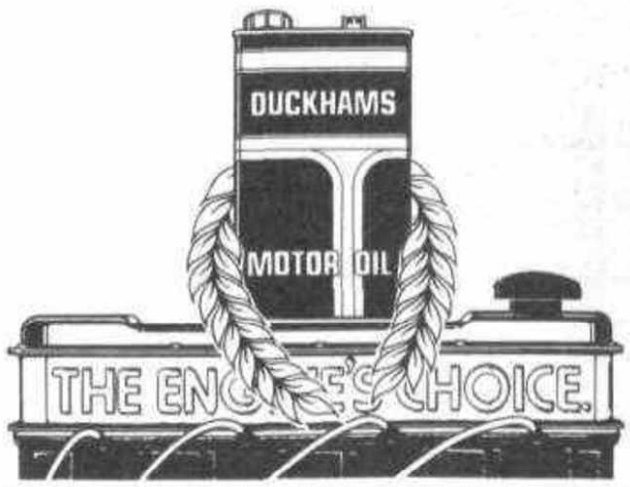
In fact, with the exception of one or two seasons, Van Diemen have won at least one major championship a year.

We've changed our design quite a few times, but we've never changed our oil. Except when Duckhams Hypergrade™ came out in 1982. (Funnily enough, that's the year we won five Championships, including the RAC and the P&O).

But I'm afraid I can't really tell you why we've run so well on Duckhams. It's never given us any problems, so I just take it for granted.

All I do know is I'd recommend it to anyone. Even my own son.

He's ten, and he's just started racing go-karts. Guess whose oil he's running on.



Hypergrade is a trade mark of Alexander Duckham and Co, Limited.

HRG — An Honest Sports Car

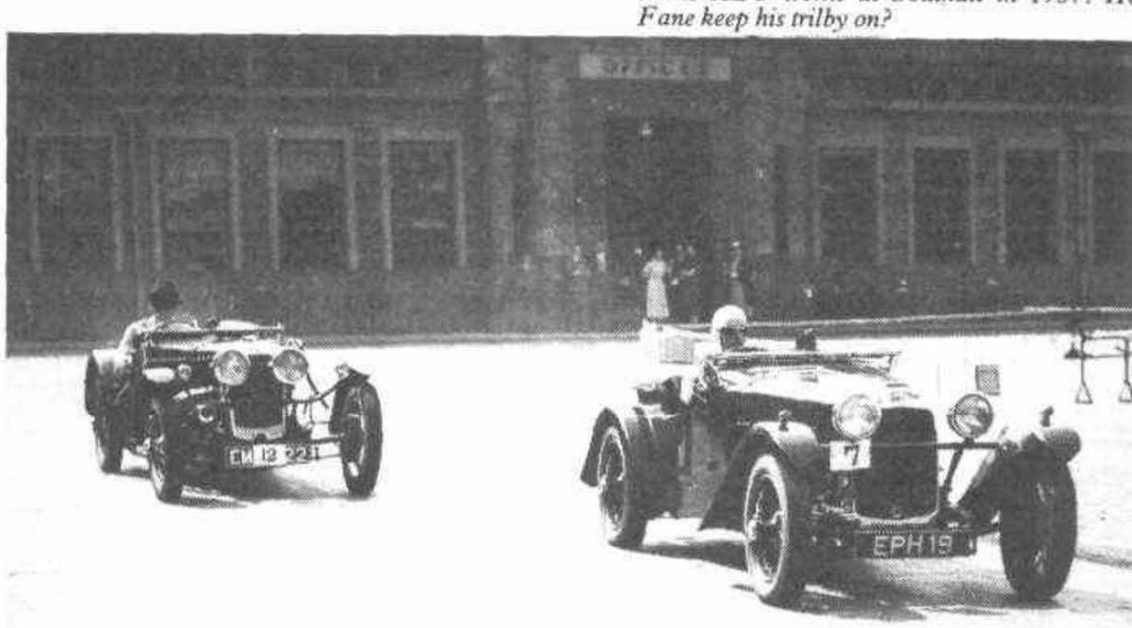
1985 sees the 50th anniversary of HRG cars. M.L. tells the story of the marque.

IF EVERY ideal car planned by a group of friends over a few glasses of ale in a pub was built, there'd be an awful lot of "ideal" cars. Yet a few conceived in such circumstances have seen the light of day and one of them was the HRG, "The Sportsman's Ideal". It was conceived as a rugged, reliable sports car which a sporting motorist could use every day on the road and yet could be raced, rallied, hill climbed and used in trials and driving tests as well.

To show how well it was to succeed in its aims, in 1937 the example owned by A. C. Scott had a clean sheet from Stockholm to Monte Carlo in the Monte Carlo Rally, finished second in class at Le Mans and took part in the Tourist Trophy and Donington 12 Hours. Another, owned by John Gott, featured in four successive Alpine Rallies, believed to be a unique achievement, and won a Coupe des Alps on the fourth occasion in 1951. Cars could be supplied with a spare pair of wheels for "mud plugging" and, under the bonnet were four additional sparking plugs for use in racing. In an innocent age, that was all that was needed for an all-round sporting car.

"HRG" might have stood for "Handsome, Reliable, Gutsy", for these were the prime characteristics of the car, but the name actually derives from the three men who sat in a pub in 1932 and who discussed their car: E. A. Halford, G. H. Robins and H. R. Godfrey. Of the three, Godfrey was best known to the motoring public for he was the "G" of "GN" who, with Archie Frazer-Nash, had built sporting cyclecars from 1919 to 1923 (the company lasted longer, to 1926). Godfrey had left the active motoring scene, and was quietly running a garage which specialised in servicing and rebuilding GN cars.

THE SPIRIT OF HRG. Miss Joan Ri leads the Frazer Nash of A. F. P. Fane. Th is the AEC works at Southall in 1937. H Fane keep his trilby on?



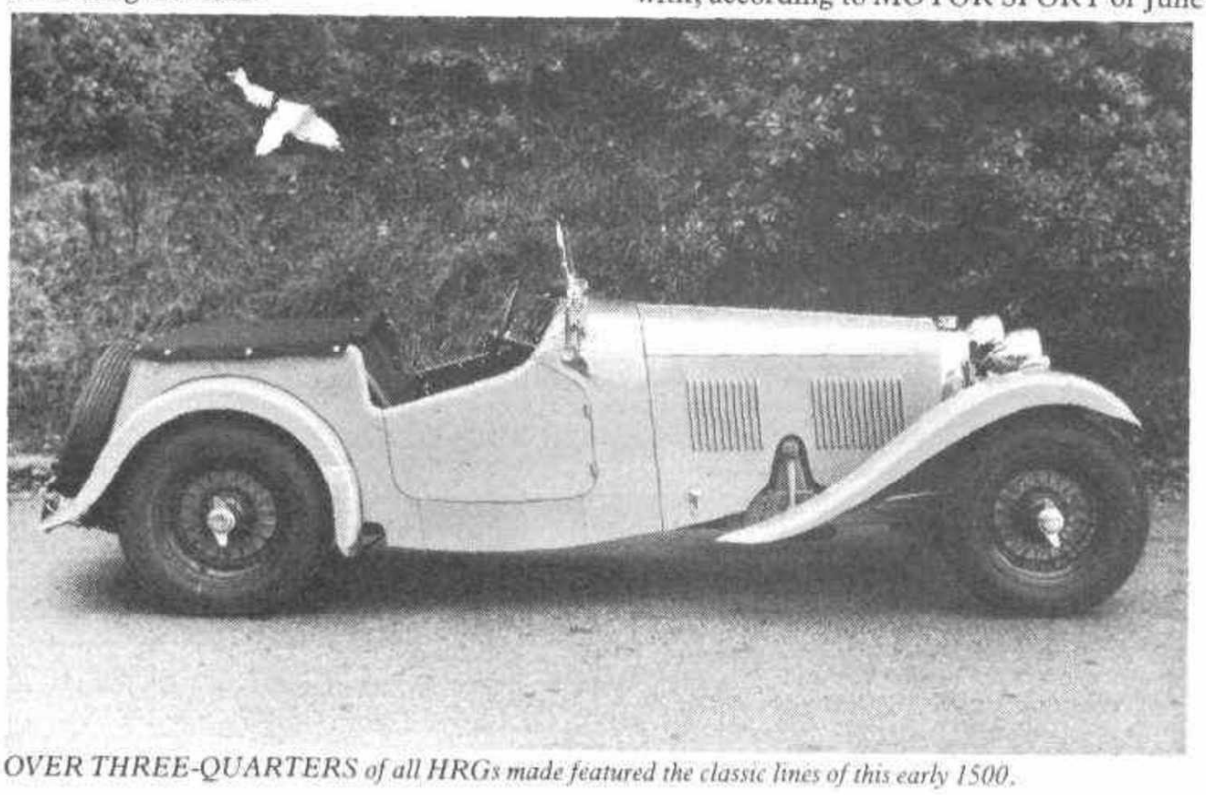
Work on the prototype began in February 1935, in a rented workshop in Norbiton, and was shown that October. Public response was such that a limited company was formed in 1936, Godfrey bought a plot of land on the Kingston By-pass, Halford chipped in with a legacy and the recluse shipping magnate, Sir John Ellerman, put up a debenture. From the start HRG's work took in sub-contracted engineering.

The prototype was light (14 cwt) and conventional, something in the contemporary Frazer Nash mould. Front suspension was by beam axle and quarter elliptical springs, with half elliptics at the rear and friction shock absorbers all round. Cable operated brakes were specified and were fitted to the majority of the 241 cars produced between 1935 and 1955, though an hydraulic option became available in 1952 and, later, four cars were fitted with discs. Initially a four-cylinder, 58 bhp, 1,497 cc long stroke Meadows engine was specified but this was modified by HRG with, according to MOTOR SPORT of June 1937: a "special crankshaft, fully bala altered con-rods and 'Y' alloy pistons. engine is hand-assembled at the works". Transmission was via a four-s Moss gearbox with remote control change.

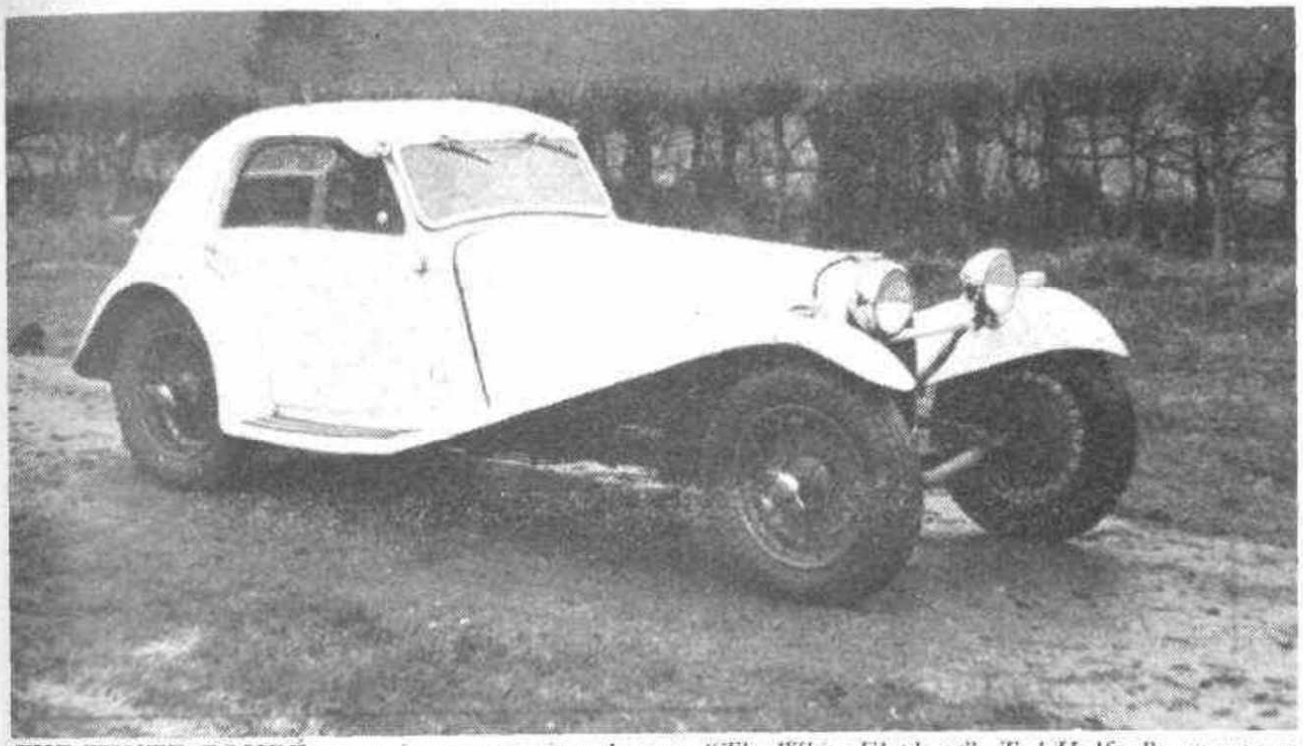
Bill Boddy's test report approv declared that the "HRG is definitely the thing', scorning synchromesh, auto ignition control and direction indic etc." From the beginning HRG cars old fashioned and the company never manage to get abreast of the times wit technology.

Top speed was never an HRG virtue the car ran out of steam at just over 80 Early advertisements boasted of a 90 guaranteed maximum but this was moderated to 85 mph. MOTOR SPO test car set a flat out lap speed at Brookl of 82 mph and it reached a maximum mph. Acceleration, by contrast, was sidered "excellent" in fourth and astonishing in second and third. Ride reported as being hard but not harsh an steering and finish were both highly pra The test showed that 10-60 mph coul covered in just 12.5 sec. It could be bo for £395 in one of four finishes (sp colours cost an additional £2 10s) options included a second spare wheel 10s or £10 with a Dunlop Sports tyr bonnet strap for £1 7s 6d, while Andre T control rear shock absorbers cost anothe 15s.

As with most new makers, initial pro tion was quite slow as the company got its stride and, indeed total pre-War pro tion was less than 40 cars, but though fe absolute terms, they were soon making impact in club motor sport. The cars beautifully made and engineered and works became the headquarters of unofficial club of owners, a tradition w continued throughout the company's Though a small company, it had ambiti and, with the appointment of Antony Cu as sales manager in 1937, began to m



OVER THREE-QUARTERS of all HRGs made featured the classic lines of this early 1500.



THE WHITE COUPÉ or, as it was sometimes known, "The White Elephant". Ted Halford's attempt at building a single-seater finished up as this stylish, pillarless, sports saloon with a Triumph engine.

preparations to increase production to 200 cars a year by 1940.

At about the time that MOTOR SPORT tested an early 1500, there were a number of changes taking place within the outfit. It was felt that the Meadows engine was nearing the end of its development and so HRG cast around for an alternative unit. The Salmson engine was considered but finally the firm chose Singer units and began to offer two models, the 1500 with a Singer Super 12 engine and an 1100 with a Singer 8/9 engine. These were mated to Singer four-speed gearboxes which had synchromesh on the top three gears and alternative ratios were available. Pre-war, 26 1500s were built (with Meadows or Singer engines) together with eight 1100s (all Singer) but there was also a single-seater.

E. A. Halford took a standard chassis in late 1936 and commissioned R. C. Cross to design and build a special rotary valve head for the Meadows engine. The whole was clothed with a racy single-seater body. The only trouble was that the thing wouldn't go and the chassis was eventually fitted with a coupé body (still retaining the standard, traditional, lines forward of the scuttle) and given a Triumph engine. In HRG circles his is referred to as "The White Coupé" but the works called it "The White Elephant". Halford left the firm soon afterwards to pursue a successful career in horticulture. He'd played his part in setting up the company but once things were under way he found he was not suited to running an office. The rotary valve head was eventually used as hard core when the works needed a new road. It was an act which eloquently summed up the company's feelings.

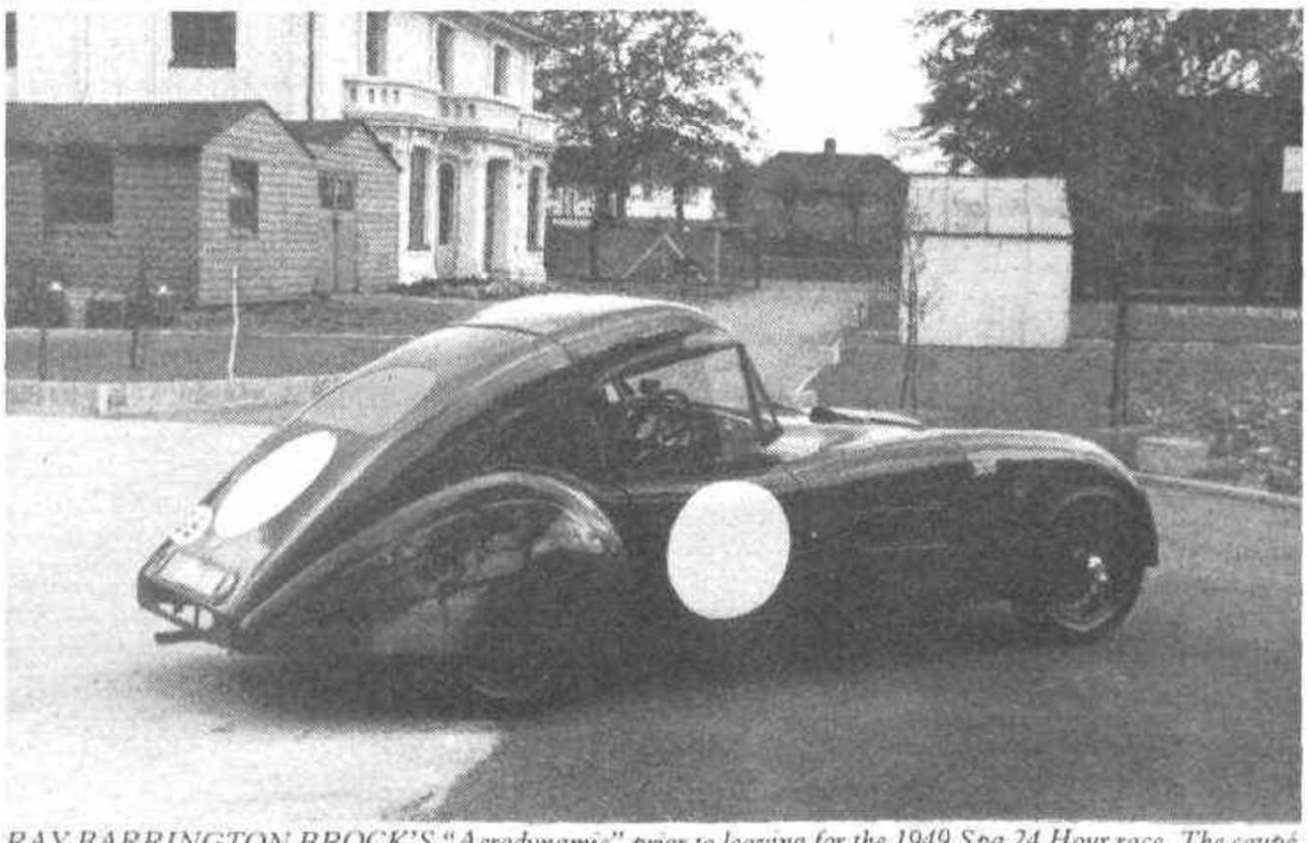
In 1939, HRG switched full-time to the war effort (it was an established Vickers subcontractor) and expanded greatly, the workforce quadrupling to 80. Among other things, the firm made handles for the bomb winches on Wellingtons and parts for portable radios for use by paratroopers. Naturally the plans which had been formulated pre-war, an independently sprung chassis, an aerodynamic body and a two-litre car among them, had to be shelved for the duration and were further delayed in the immediate post-war time by the need to "export or die" which led the firm to continue to produce its pre-war models in order both to survive and to obtain the materials with which to build cars.

It was a seller's market and the cars were soon being made in larger numbers than ever before. Sixty-eight cars were built in 1947, for example, nearly twice as many as total pre-war production and the firm continued to undertake general engineering work as well so it was existing on a sound financial basis.

In 1946 the "Aerodynamic" model, the body of which had been developed in 1939, was added to the range. This consisted of a standard 1500 chassis with an enveloping body built by Fox & Nicholl, mounted on outriggers, and distributed through Charles Follett Ltd instead of being sold direct from the works. The body was large and the chassis narrow and fairly flexible, so even slight movements in the chassis were exaggerated by the time they reached the outer extremities of the car and the bodies had a tendency to crack. In addition the "Aerodynamic" appealed to a different type of buyer, the man about town rather than the motoring sportsman and these, lured by the style, soon found that they were not truly at home in a rather harshly sprung car. Only 30 "Aerodynamics" were built (they cost £1,246 against £882 for the standard 1500) and the model was quietly dropped at the end of 1947.

Although business boomed in the immediate post-war period, the first rumblings of a crisis were beginning to be felt within the company. HRG was beginning to encounter difficulties in obtaining parts since other firms were not so keen on supplying what were, after all, tiny numbers of components. Development work, the responsibility of H. R. Godfrey, was not being done, he was into his sixties and perhaps his appetite had been dulled. Worse, there were differences among the three principals within the firm: Robins, Godfrey and Lord Selsdon.

Lord Selsdon had taken over Sir John Ellerman's debenture because he wanted to be involved with a car-making company and, naturally, wanted the business to continue to produce cars. Robins felt that the future lay in other directions, particularly in fork-lift trucks. HRG was already supplying parts for Lansing Bagnall and had made a hand-operated pallet truck marketed by Lansing. In strictly commercial terms, Robins was probably correct in his analysis but strict commercial sense has not always played a large part in the thinking of small specialist car companies. At the end of 1949 Robins resigned.



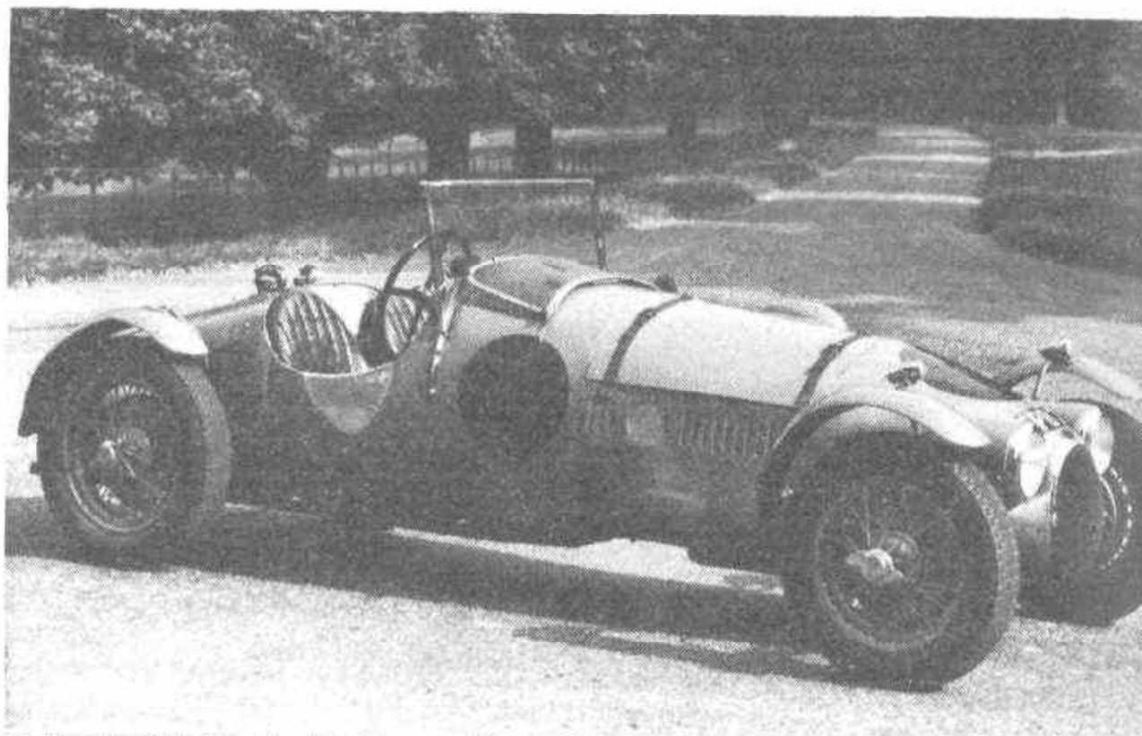
RAY BARRINGTON BROCK'S "Aerodynamic" prior to leaving for the 1949 Spa 24 Hour race. The coupé conversion was Brock's own work for the only hard top which the factory ever built was the "White Coupé".

The company clearly needed new blood and Godfrey brought in Stuart Proctor, an aeronautical engineer (and RAC scrutineer) who'd built aero-engines including a four-cylinder twin-cam unit. Proctor's task was to cope with the problem of obtaining parts to keep the existing models in production, to improve the product and to develop new ideas.

A hard top was introduced in 1952, though few were sold and the same year saw a hydraulic brake option. Proctor looked at the engine and devised a dohc head which nearly doubled the output of the long-stroke Singer engine to over 100 bhp but neither the crankshaft nor the drive could cope with this. In 1949 Singer started making the shorter stroke SM engine and Proctor turned his attention to this. A Bristol-engined prototype chassis was built, the rear semi-elliptical springs being cantilevered in the Rolls-Royce fashion so they effectively became quarter-elliptics, but the company felt that too many others were going the Bristol route and so decided against further development, the car never even being bodied by the works. It is now in Australia.

Although HRGs were a popular choice with club competitors, and regularly appeared in international races and rallies, their greatest sporting successes were obtained in one year, 1949, and were the result of a private effort headed by Peter Clark. Ironically, these successes coincided with rapidly falling sales.

Clark and Jack Scott had both raced "Aerodynamics" in 1947 and '48 and had been part of the HRG team in the 1948 Spa 24 Hour race. They decided that though the aerodynamic body gave a speed advantage at the top end, it was really too heavy and so they set about making their cars as light as possible. The result was basically an aluminium tube on a lightened but otherwise standard 1500 chassis which weighed in at 12½ cwt. A third car for Eric Thompson and BBC radio motor racing commentator Robin Richards was built from a rolling chassis bought from Charles Follett. The conversions were carried out by Monaco's of Watford, largely by John Wyer. The object of the exercise was simple: the 1½-litre class in the 1949 Le Mans 24 Hours.



CLASS WINNERS at both Le Mans and Spa in 1949 were the lightweight cars conceived by Peter Clark ride was so harsh that the bodies tended to be shaken apart.

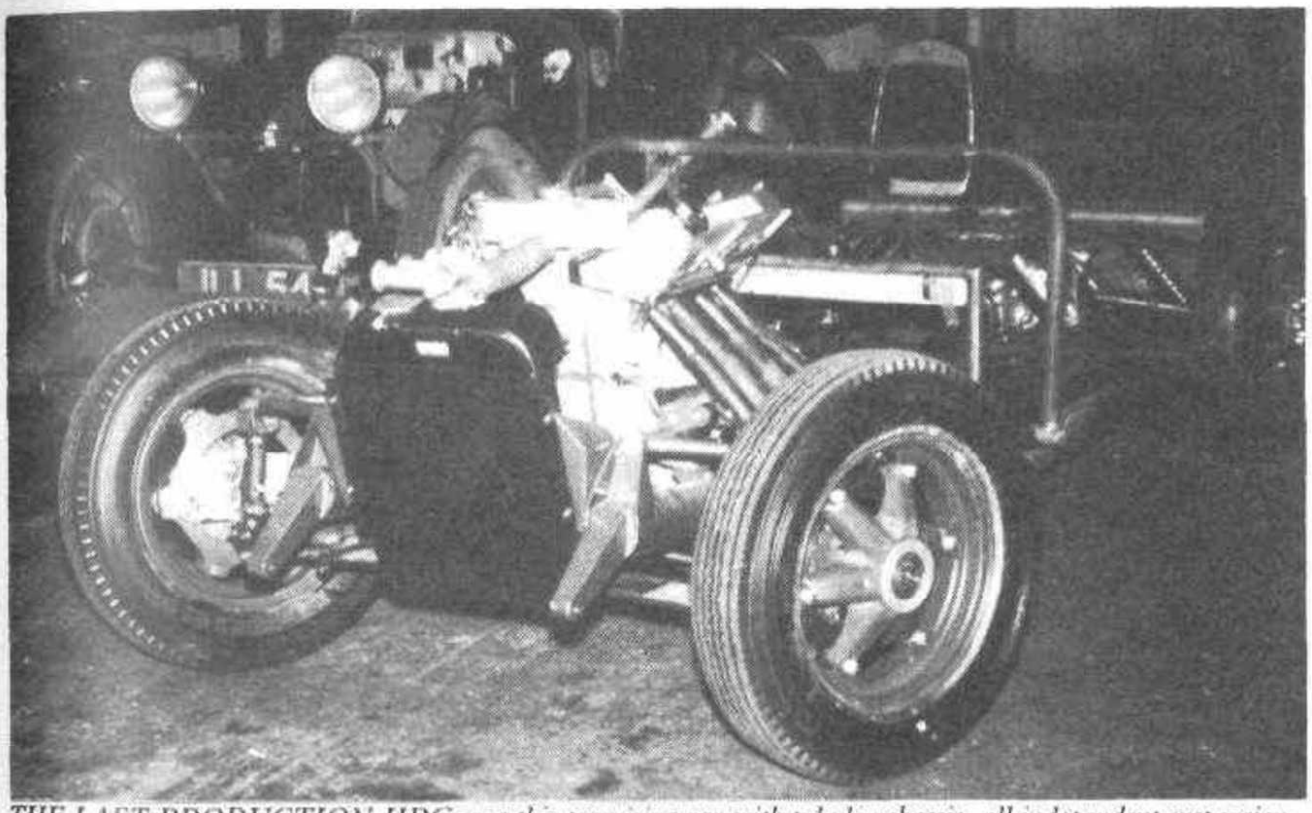
In terms of sprint performance, the cars appeared not to stand a chance but, as they say, "to finish first you've first to finish" and they could certainly be relied on to do that. Thompson and Richards had co-driven the latter's 1100 at Montlhéry in 1948 and had put up a reasonable show helped by good pit work. The effort was mounted on the twin bases of reliability and pit work.



PETER CLARK'S FORMULA TWO HRG. The combination of tuned Standard Vanguard engine and a standard 1500 chassis did not prove successful.

Richards overturned a car in testing broke a leg so Jack Fairman replaced The team drove to Le Mans, to run engines in, but the cars practically fe pieces on the way and so had to be rebu the circuit. In the race they were no m for the speed of their chief rivals, the Fr DBs but went steadily around at their pace. An early blow was when the ca Peter Clark / Morris Goodall fractured top radiator hose and there being no s carried on the car, it was out. The o drivers then did their stints with a s flexible hose stuffed in their overalls. In night the car of Jack Scott / Neville cracked its engine block and reti Thompson / Fairman soldiered on and as opposition dropped out was left in charg the class.

The three cars formed the HRG team the Spa 24 Hours which took place sho afterwards and all arrived without a reb after Le Mans. Again they were far slo than the main opposition in their class, Gordini-Simcas, but again the opposi dropped out and four HRGs (Ray Bro "Aerodynamic" was also present) ca home 1-2-3-4 in class taking the team pr then a major award, and awards for the b performance by a British car and the b performance by a British driver. It sou like total domination but was far from t indeed the four cars were the only ones in their class by the end and were in a so state. Scott's car was limping slowly arou with bodywork problems (while sprt weight had been reduced, nothing had b done about unsprung weight and the c vibrated badly) and a collapsed radiat Clark's spent most of its time in the pits the latter part of the race, emerging to d single slow lap every hour — it too had bo problems and was running on two cylinde The fuel tank on Thompson's class winn car fell off and had to be lashed on and as being the best British effort, they finish well behind St John Horsfall's Aston Mar



THE LAST PRODUCTION HRG was this promising car with tubular chassis, all independent suspension, alloy wheels, disc brakes and an HRG-developed dohc version of the Singer SM engine. Only four were made.

but since Thompson won his class and Horsfall finished only second in his, the HRG collected the pots. Even a Jowett Javelin saloon finished ahead of the HRGs but wasn't counted because it was "only" a saloon car. Still, the cars had been built for the 24 Hours of Le Mans and it was a miracle they managed to finish a total of 48 hours of racing.

Clark's car was sold to David Blakely, who ran it competitively for several seasons and it was used as the test bed for the Proctor-developed twin cam Singer engine which ran in the 1953 Goodwood Nine Hour race. Later it fell into decay but is now owned by the HRG Club's Spares Secretary, Ian Mahany, who hopes it will shortly be out again with a twin cam engine.

Scott's car was bought by Len Gibbs who raced it with his wife Bluebelle. Eventually it was fitted with a handsome body reminiscent of the AC Ace and is still to be seen on the circuits in the hands of Tony Searson.

For some reason the Thompson car made only a couple of further racing appearances, both were in Goodwood handicaps which it won. Then it was sold and, so far as racing is concerned, it disappeared for 10 years before re-emerging around 1960. Five years later it was bought by Ian Dussek who has restored it and races it though, as he is quick to point out, he has no pretensions about being a serious racing driver. Ian, incidentally, is secretary of the HRG Club and his book on the marque is due to appear shortly. He has generously, and invaluably, helped in the preparation of this article.

Another lightweight car was made in Australia by Tony Gaze based on an "aerodynamic". This had a streamlined body but exposed wheels and was known as the "Woodside". Ten 1500 chassis were exported for this venture from which emerged a single-seater, the "Bathurst".

Three other HRG single-seaters were built, there was Halford's pre-war car and two post-war cars. One began to see the light of day towards the end of 1948. This was a single-seater complying to the then F2 regulations with a standard 1500 chassis and a tuned Standard Vanguard engine. Most of the work was done at the HRG works by Marcus Chambers but when Chambers went to Uganda to grow ground nuts under a notorious government scheme, it was completed by Peter Clark.

Sir John Black, head of the Standard Motor Company, heard about it and summoned Clark to Coventry. Apparently he said something like "we've been asked to put money into this BRM project but here you are going racing with one of our engines, how can we help?" The upshot was a free engine.

The car raced in 1949 and part of 1950 but the engine was neither very powerful nor very reliable. A 1,750 cc Lea Francis engine was fitted for 1951 and '52 which improved matters but the chassis was not very good at over 100 mph and so the car was never quick. Eventually it was bought by Len and Bluebelle Gibbs who raced it for a while before scrapping it. Parts survive in other HRGs.

The third single-seater was a sprint special built by Douglas Hull (brother of VSCC Secretary, Peter) for Sir Clive Edwards. This car, which survives, was a modified 1100 fitted with a 1750 Lea Francis engine.

While recording special cars, there was a long chassis sports car built for John Gilbert, presenter of BBC TV's "Inventors' Club" which had a pre-war Maserati engine.

Although the immediate post-war period saw the car-making side of HRG prosper, the truth is that the world was starved of cars and almost any maker could sell everything he could produce. The 68 cars built in 1947 was to be a highlight which was not to be repeated and total post-war production of the "traditional" models was only 197 (156 1500s, including "Aerodynamics", and 41 1100s) and production finally petered out in 1956. Other manufacturers were marketing more advanced sports cars, HRG's replacement model was slow in appearing for Stuart Proctor was having to perform a large number of roles, and with increasing specialism in the sport, the days of the multi-purpose road/competition car were quickly coming to an end. By 1950 the HRG was looking decidedly old hat and expensive, production was down to 11 cars and the 1100 was dropped. Only nine cars were made in 1951 and just six in 1952.

Work began on the replacement in 1952 and this was to be a radical departure for the firm. The tubular chassis was all-



THE LAST PRODUCTION HRG complete with body. Although expensive, the car might have had a future except that with the Rootes Group taking over Singer, components became hard to obtain. Production officially ceased in 1956.

independently sprung with transverse leaf springs and coil springs and wishbones at both ends. HRG cast its own alloy wheels with detachable rims and these were fitted with Palmer aircraft disc brakes which were unusual in that the disc was mounted to the wheel spokes and the caliper operated on the inside of the disc. Similar brakes were fitted to Mk9 Cooper 500 cc cars.

The engine was a dohc version of the Singer SM and the whole was clothed in an aluminium body which, while quite pretty, was hardly exciting when viewed alongside its contemporaries in 1955 when it was announced. It came too late, the asking price of £1,867 was far too high and only four were made, not three as most reference books state. The main problem, however, was supply of engines for Singer had been taken over by Rootes and this, more than anything, killed the project. It was a shame for, though hard to tune, the engine was powerful and reliable.

Production finally ceased in 1956 and the company folded its car-making side while the general engineering business flourished. HRG did a lot of sub-contract work for Cooper and Brabham, for example, and manufactured the Derrington crossflow head for the BMC series "B" engine. Later Proctor was to design conversions for the Ford 105E engine, including an overhead cam version.

Cars were not entirely forgotten, though, and in 1963 Proctor designed a new space-frame chassis to take Ford running gear. This was running the following year but only as a chassis but since so many Ford-based cars were appearing on the market, it was felt that it would be unwise to add another for it would detract from the distinctiveness of the marque, similar thinking to that which aborted the Bristol-engined car. The chassis was sold when the company liquidated in 1966, the purchaser fitted an MG engine but later the car was destroyed in a crash.

If Ford-based cars were too common for HRG's taste, the same could not be said of Vauxhall-based cars and the final HRG, shown as a prototype in 1966, was based on Vauxhall VX 4/90 components with the enthusiastic co-operation of the Luton firm. The chassis consisted of two central tubes, making it effectively a "backbone" frame, suspension was independent all round and the aluminium body was by Wakefields of Mosley. It needed detail refinement, the centre section was too long to be aesthetically pleasing and the interior trim was a little garish, but those who drove it were enthusiastic about its handling and potential. It is just possible that it would have been put into production except for the death of Lord Selsden. Selsdon's executors wished to liquidate the investment. The position was rather more complicated but, in essence, if it was to continue, the firm had to restructure financially.

Of the three original partners, Ted Halford had left in 1937. Guy Robins had resigned in 1949. Henry Godfrey had retired, through ill health, in 1962 and died in 1968. At the end the company was run by Stuart Proctor, Grace Chapman (née Leather) and David Eadington. Grace Leather had started with HRG in 1936 as a part-time secretary, working in the evenings, had then been taken onto the strength full-time, replaced Halford as Company Secretary and had become a director during the war. David Eadington joined as workshop manager at the outset, accepted a directorship during the war, then resigned from it and re-accepted a directorship when it became clear that the company might have to be wound up.

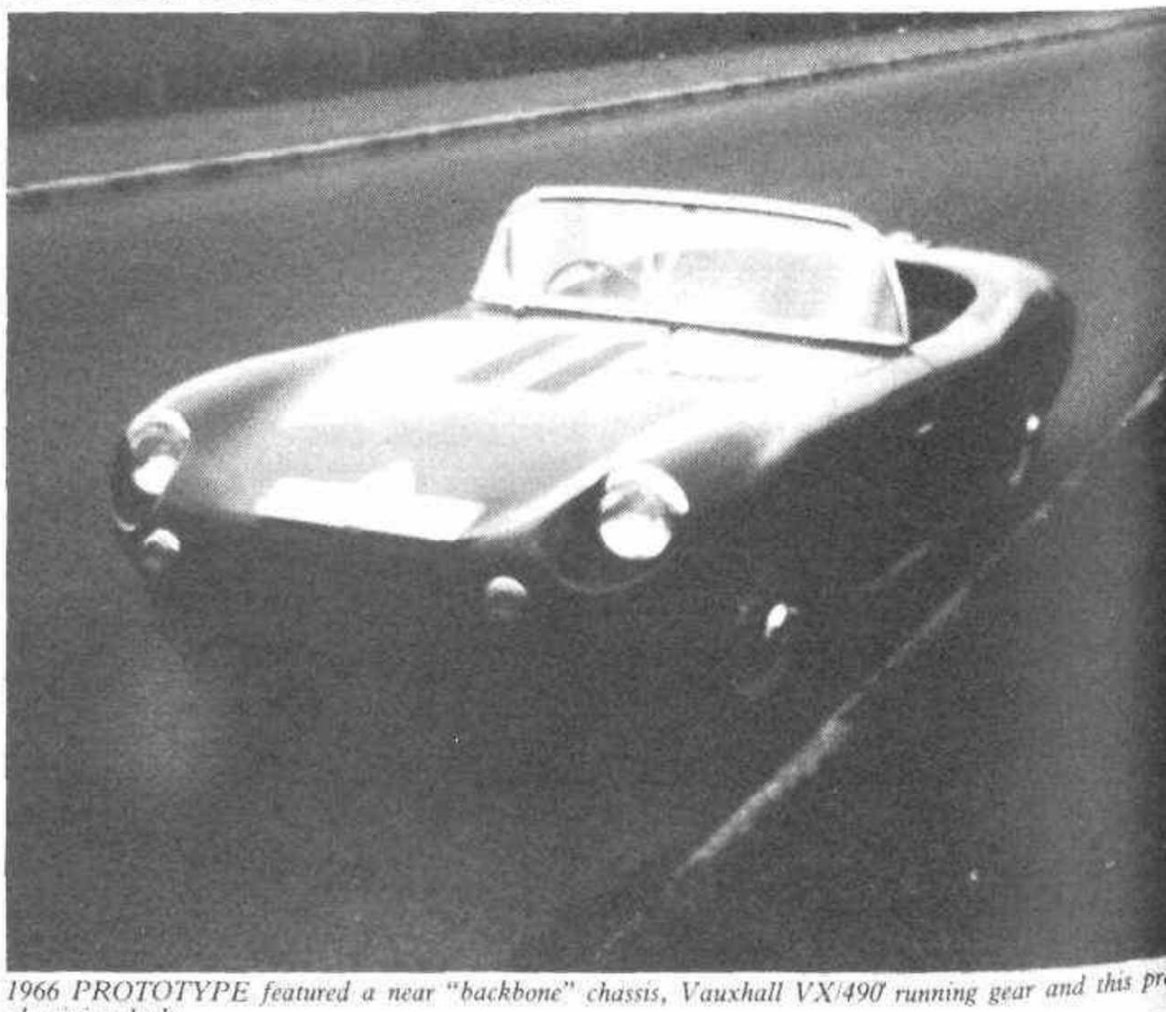
Most of those who showed an interest in acquiring the assets of the company, which was still financially sound and a prosperous little outfit, were deemed to be unsuitable for they appeared more interested in asset stripping than continuing the HRG tradition. The directors were determined that the firm's reputation had to be maintained. Since this did not appear to be possible, HRG went into voluntary liquidation and did so with dignity and compassion.

The works were sold to Gala Cosmetics which adjoined them. Most of the machine tools went to Brabham. The dozen employees were all found jobs and then were given, if not "golden" handshakes, at least a share of the monies realised by the sale — an unusual gesture at the time. Spares went to private hands but were later bought by the HRG Club.

So ended the story of a small but distinctive company. In all, 241 HRGs were made and most are still in existence. 231 of th were 1500 and 1100 models and the rema ing 10 were special chassis in which num is included the four dohc product models. The marque might have bee success had it not been for the war and wasted years which the conflict caused fo sold a quality product and would surely h capitalised on its early reception with sort of flexibility one expects from a sm maker. As it was it lost its impetus, pa because of the six-year gap and pa because of the restrictions on mater imposed in the immediate post-war ye and the principals, growing older, w unable to pick up the threads again.

Even though comparatively few cars w built and all the competition successes w by privateers, for the company felt t motor sport was a distraction from business of making cars, there was a per when HRGs enjoyed enormous sport success. The car was essentially a clubma car and there was a time, just after the w when many classic events such as Le M and the Alpine Rally were, in essence, in national clubmans' competitions. Fin the marque was caught between two type car, the mass-produced sports car (Jag XK120, Triumph TR2, Austin-Healey 1 and a growing number of makers build specialist sports-racing cars, personified Lotus. HRG was not the only firm to be caught, Frazer Nash was another.

As is so often the case when one exami motoring history, one sees a company wh produces a product for a time. It is succe ful but times change and the company d not respond to the new conditions. — M.



1966 PROTOTYPE featured a near "backbone" chassis, Vauxhall VX/490 running gear and this pr aluminium body.

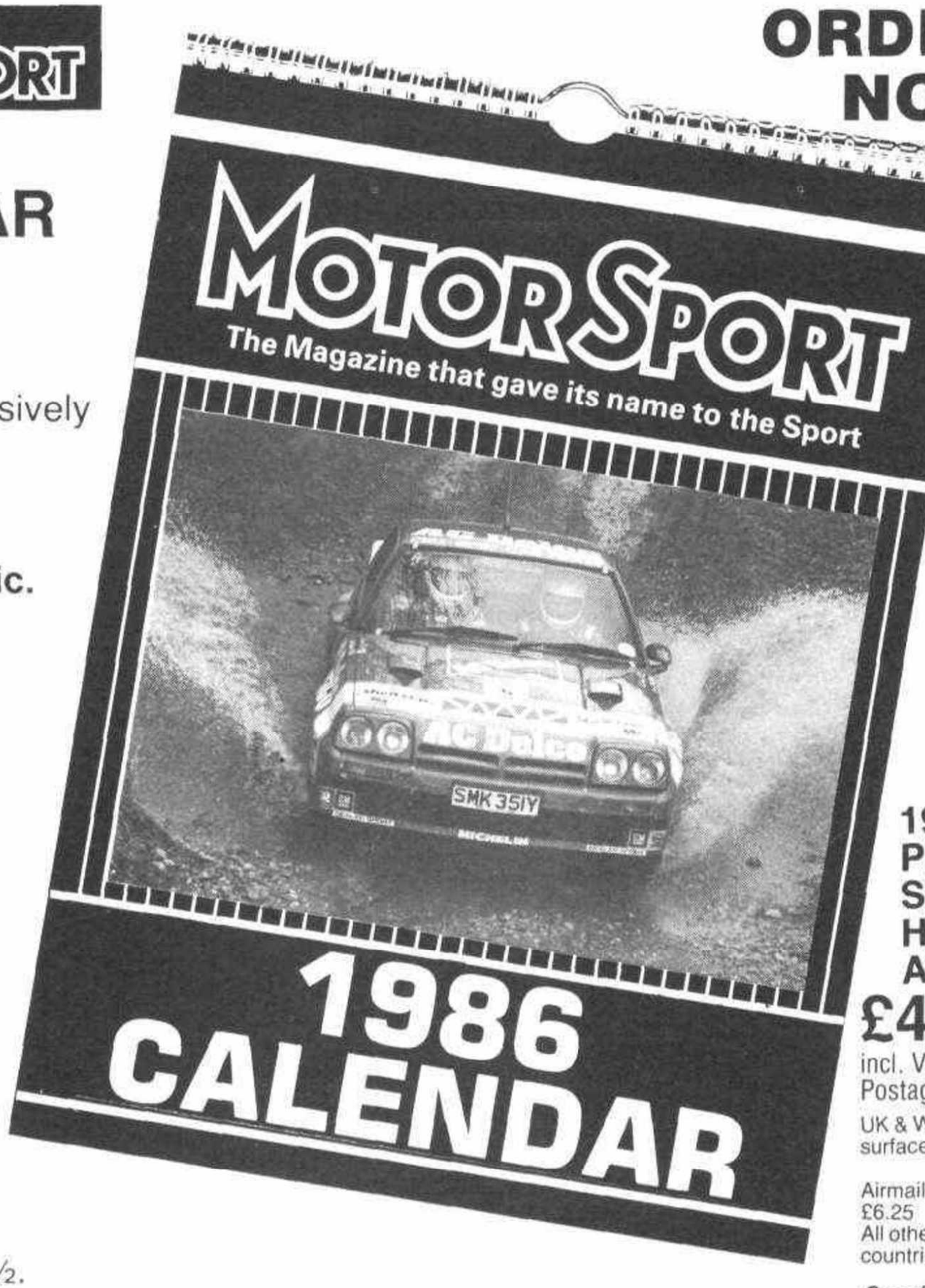
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LOOKING BACK WITH

Tony Marsh



ONE of the greatest of British hill climb champions was Tony Marsh who won the RAC title in 1955, '56 and '57 and, after a varied career in other departments of the sport, returned to the hills to score a second hat-trick in 1965, '66 and '67. Just to keep his record tidy, he became a British champion in 1975, '76 and '77 as well, but this was in the senior age class of the snow sport, ski bobbing (imagine a bicycle on skis) and since he was won a title every year since that snow has allowed the championship to take place, and been runner-up in the most recent World and European Championships, it is highly likely that there will be trophies for 1985, '86 and '87 as well. It seems appropriate that a man who spent the first part of his sporting life going up hills under power, and the second part coming down hills under gravity, should now live in the Hampshire village of Steep.

Tony Marsh was born in Stourbridge, Worcs, in 1931 and the surprising thing is that he was not hooked on competition driving from an early age. His father had driven an fwd Alvis at Shelsley Walsh and, once, a Riley 9 at Brooklands. His father's brother's career included driving a Singer at Le Mans and his father's sister, Mrs Valerie Palethorpe, had held the ladies' record at Prescott. Tony's sporting interest lay in dinghy racing and it was a pure accident that he became involved in motor sport.

After school at Uppingham and a year spent at the Royal Agricultural College, Cirencester, Tony had gone into farm management. One day, aged twenty, he was out on his motorcycle when he saw a Dunlop sign saying "next left". Obediently he turned left and found himself watching a "mud plugging" trial and promptly fell in love with a Dellow. The motorcycle and the family hack, a Morris 8 of which he had the use, were sold and a Dellow with a supercharged Ford 10 was bought. Sailing, which had occupied most weekends during the summer, suddenly took a back seat as he discovered he could use his car the year round, trials, rallies and driving tests in winter and sprints, races and hill climbs from spring to autumn.

Ron Lowe who, with K. C. Delingpole, made Dellows, clearly saw in the youngster a driver out of the ordinary and he took him under his wing.

The 1952 season saw Tony as an unofficial works driver with a special lightweight Mk II Dellow (reg LWP 757) which was fitted with a methanol-burning sprint Ford Ten engine for hill climbs and sprints and with a "petrol" Ford Ten engine running blown or unblown in other events. Eventually young Marsh could do a complete engine change in just thirty minutes. A few years ago Tony was able to trace and buy this car and sympathetically restore it.

A friend of the family had become something of a fan of Tony's and he had some quiet words with his father. Marsh Snr said, "I wouldn't want you to think that you couldn't beat Ken Wharton (then the undisputed king of the hills) because you hadn't a suitable car. What about a BRM?" Marsh Jnr gulped, "I'll have to think about it," he replied. In fact, after consultation with Ron Lowe, the Marshes bought the ex-Peter Collins Cooper Mk IV which was fitted with a 1,260 cc V-twin JAP engine. On his second outing with the car, in a 1953 Hagley Sprint, Tony managed to win with a new course record, a feat made all the sweeter since the old record was held Peter Collins with the same car. As we using it for hill climbs, Tony also did Formula Libre racing and enjoyed memorable dices with Les Leston similar car but found that the engine rather quickly.

For 18 months, until near the en 1954, Tony learned his craft as a dr "Driving was almost secondary to enjoyment of motorsport. I liked havi nice car and keeping it in top conditi liked the atmosphere of the sport. attraction of hill climbing was always intimacy between myself, the course an machine. I'd walk the course, practice compete, under those conditions you ha get it exactly right by instinct, there' time to look at the rev counter, you use intimacy with the hill to place you within an inch of where you should be." like the instinct of a 100 metres athlete.

"I enjoyed circuit racing, particularly races, where if you take one corner wro doesn't particularly matter. After all, o hills you try to win at the highest poss speed whereas the trick in circuit racing win at the lowest possible speed."

Towards the end of 1954 a new Co Mk 8 was bought and fitted with an 1,10 JAP engine. As well as proving an extre successful car, it helped create a relation with the Coopers, particularly Charles was usually allowed to be the first or sec privateer to be allowed to assemble his car at the works. My family were in bacon curing business and Charlie was fond of York ham. I'd arrive at the work my transporter, in which I lived, wit large ham and tell Charlie that I'd brou the ham to live off but he could have w was left when I'd finished my car. My



TONY MARSH's first competition car was this Ford Ten powered Dellow in 1951. (Above left) Tony at wheel of his lovingly restored semi-works Dellow of 1952.



IN 1957 Tony Marsh drove this 1,100 cc lightweight Cooper-JAP and completed his first hat-trick of Hillclimb Championships.

used to be built very quickly."

Tony Marsh came good in 1955 and, at the end of the season, tied for the RAC Hill Climb Championship with the great Ken Wharton. It was a problem which the RAC had not previously considered and had not established a method to decide a tie-break. After some debate it was decided to award the title to Marsh on the grounds that he had used only one car for the season while Wharton had used his ERA on power climbs like Shelsley Walsh and a supercharged 998 cc Cooper-JAP on twisty hills like Prescott. Marsh's was the more meritorious performance, declared the club (can you imagine what would happen today if a title was awarded on such grounds, even though they are hard to argue with?). Eventually Tony went to collect his award from the RAC but there was a great debate before he was allowed into the club to receive it for the young farmer was not wearing a tie. Possibly there is a relationship between the sort of thinking which awards a championship on merit and which also insists on certain standards of dress and behaviour on particular occasions.

During 1955, the Cooper-JAP was used for quite a lot of Formula Libre racing while a "bob tail" central seater 1,100 cc Cooper-Climax sports car was also used on the hills and circuits. "It took a lot of sports car records on the hills but, in races, I tended to finish fourth behind Jim Russell, Ivor Bueb, and the quickest Lotus, whichever that was."

A growing interest in things mechanical saw Tony modify and develop the Cooper-JAP during the next season when he again won the hill climb championship, this time from Mike Christie with Wharton concentrating more on circuit racing. "Poor Mike had spent years playing second fiddle to Ken and then I came along. I learned an awful lot from Ken, incidentally, simply by watching him. Although he was always a little detached at meetings, we became friends. He was a maestro in a motor car but I think he recognised me as a newcomer to be watched. I remember upsetting Ken once at Shelsley. He was filming some of the climbs with a cine camera and as I went by I waved at him. He was furious because, he said, I'd ruined his filming!"

Coopers built Marsh a lightweight chassis for 1957 and Tony took it to his hat-trick of hillclimb titles but that was only one aspect of a remarkable three-pronged season. As well as the hill climb car, Tony had bought an F2 Cooper-Climax and, though he was never rated among the aces with it, he emerged at the end of the year as "The Autocar F2 Champion". "It was all worked out on a formula of points. International Races were worth more than National races, a 150 mile race was worth twice the points of a 75 mile race and so on. Because of my relationship with the works, I'd received my car early and so was able to take part in more races than some other drivers who collected their cars later and who perhaps did not take part in so many races." A gracious and modest assessment from a gracious and modest man.

The third main activity that year was in trials driving. Tony had built his own car, the TMS and finished the season in third place, a single point behind the two drivers who tied for the title. It was one of the last occasions, if not the last occasion, when a British driver performed so creditably in three such disparate branches of the sport.

Having gained a hat-trick of hill climb championships, Tony had little else to prove on the hills and he became a privateer in F2 with a new Cooper. "I did a few hill climbs with the car just to keep in touch with the hill climb crowd but, though it was good enough for class wins, it wasn't up to taking ftd." As a privateer he was able to put on a reasonable show, picking up top six places but never looking like a natural winner. "Just occasionally I'd let my hair down and have a little go but I was always aware of the fact that if I broke the car I had to mend it."

The Cooper was kept for 1958 and '59 and part of '60, the highlight of those years being victory in the first race held at Zeltweg in 1959. A switch to an F2 Lotus 18 (chassis 909, now in the USA) followed late in 1960 on the grounds that with such a car he stood a better chance of his entry being accepted for races, a bit of variety among the Coopers and Porsches. So 1960 passed as before, a



THE FIRST INTERNATIONAL RACE at Zeltweg in 1959 saw Marsh victorious in his F2 Cooper-Climax.



A HIGHLIGHT of Marsh's four 1962 F1 races with a semi-works BRM was finishing fourth in the first heat of the Brussels GP. (Above) he successfully fended off John Surtees in the Bowmaker Credit Lola-Climax.

welcome addition to the grid, a decent, reliable runner, a man who could finish in the top six and who could occasionally worry the works drivers. He made his only appearance at Le Mans in that year, in a Lotus Elite shared with John Wagstaff which finished 11th and won the Index of Thermal Efficiency. Another highlight was the setting of the first 100 mph FJ lap at Silverstone in a Lotus 18. Off the track he also contributed ghost-written road tests of cars to the now defunct *Daily Sketch*.

In 1961 he found that, with a few modifications, his F2 Lotus could become an F1 car and so, in common with other privateers, he made the transition into F1. The season began well, too, with third in the Brussels GP behind Brabham and McLaren. Though only seventh in the Aintree 200, Tony was the first Lotus home, while he finished third in the London Trophy at Crystal Palace and sixth in the Silver City Trophy at Brands Hatch. He failed to qualify for the Belgian GP (engine troubles in practice), retired in the British GP and finished 15th in the German race. It was the sort of record to which several competent privateers of the time could lay claim, though none other could point to perform-

ances of the brilliance which Tony had played on the hills. Still, the sport was thing and by selecting his events and l frugally, a competent privateer could jo with the big boys, have a lot of fun and more or less cover his costs. In addition, he o a Cooper FJ car for the Midlands Ra Partnership, in a year dominated Lotuses, and extended his workshop to on the race-preparation of the Lotus 1 Wolfgang Seidel and Karel de Beaufor the time he was farming one of his fam properties which he rented.

"I was at the 1961 Belgian GP tryin get the Lotus to start [he failed to mak start] when Raymond Mays approache with a suggestion that I should buy a B which could be run with a 2.5-litre B engine for hill climbs and any Interconti tal Formula races there might be, wh 1.5-litre Coventry Climax FPF en would be fitted for any races run to rules." Tony had always a soft spot for B and the deal meant that he would rec "semi-works" recognition which w double his starting money, from a ty £350 to £600, though a percentage woul to BRM.

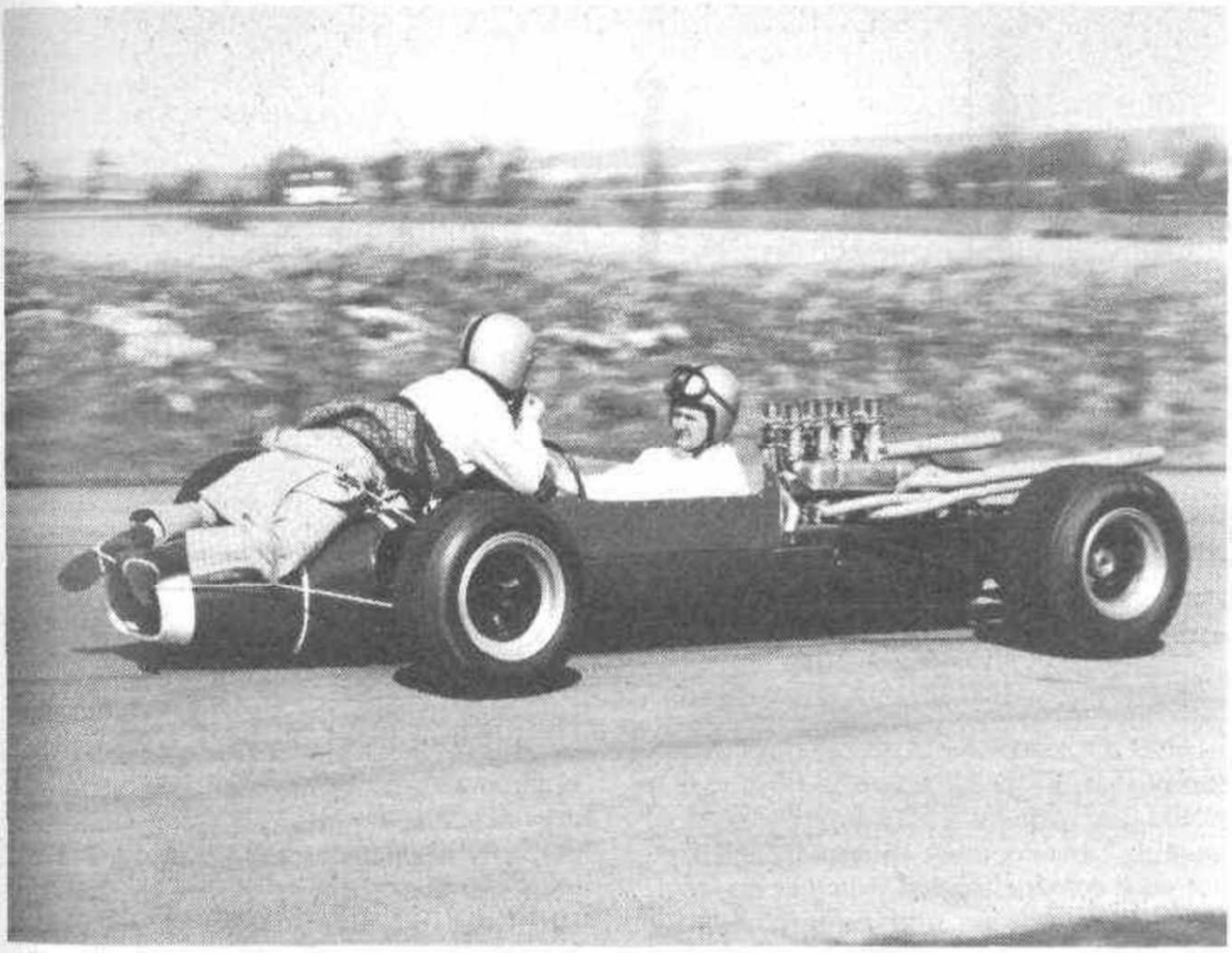
With the BRM in 2.5-litre form T made a successful return to the hills, br ing the record at Shelsley Walsh, thoug F1 trim the car was too heavy to be com tive in serious company though a win a Boxing Day Brands Hatch Meeting did BRM its only victory of 1961. Tony usec Lotus for the French and British Gr Prix, failing to finish in either.

The following year a second car, upr to take the V8 BRM engine, was bou Tony was to pay £7,500 to BRM and m tain and enter the car except on cer occasions when it would be entered works car. Jack Lewis, another priva but one who usually had the edge on Ma had been offered a parallel deal tho without the works' entries.

At first it seemed like a good idea Tony sat on the second row of the grid the Brussels GP and even out-dragged



BACK TO BASICS. Tony takes his 2½-litre Marsh-BRM to ftd at the Debden sprint in 1962. Despite completing a full season he took the car to third in the Hillclimb Championship.



CAMERA CAR! Filming at Goodwood with the 4wd Marsh Special with which, in 1967, Tony Marsh completed his second hat-trick of Hillclimb Championship wins

works car of Graham Hill to the first corner ("I later apologised, telling him it had been a typical hill climber's start"). Marsh came fourth in the first heat but was black-flagged in the second for receiving a push start. A worrying aspect of the meeting was that both the bell housing and cylinder block cracked because the chassis was not stiff enough, the engine was being used as a stressed member, a function for which it was not designed. Jack Lewis was encountering similar problems and the two privateers began not to be too happy with the deal.

Marsh qualified well for the International Trophy, behind most of the works cars and ahead of most privateers, exactly where he should have been, and finished fourth at Pau ahead of Bandini's works Ferrari. After the engine was returned for a rebuild, however, it was useless, worse than his old F2 Cooper. "I wonder if, after my start at Brussels, a few horsepower had not been 'lost'. Jack Lewis was having the same sort of problems as me with the cracking of the engine and we reckoned we'd been sold a pup. We initiated legal proceedings against BRM and then suddenly we both had offers to buy our cars back.

"All the hassle of running at that level, worrying about making ends meet, was spoiling the sport for me so I decided to go back to my roots and go hill climbing again. I did just four F1 races as a semi-works BRM driver and, for the rest of the season hill climbing and sprinting the 2.5-litre BRM.

"In 1962 I moved down to my own farm in Steep which I ran until a heart attack in 1972 led me to rent it out. I took a mechanic, Ted Jeffs, down to Hampshire from my workshops in the Midlands. I'd picked up a fair amount of practical know-how over the years and so built a fairly crude car, with a 2.5-litre BRM engine, just for hill climbs. The Marsh-BRM Special had a BRM engine and four-speed gearbox, my own chassis and suspension, Cooper wheels and other odd bits and, though crude, was effective. We took several ftds and were in with an outside chance of the Championship until it was destroyed at Rest And Be Thankful. It was not rebuilt but the engine was put back into the BRM chassis and I finished third in the Championship."

The following year a new Marsh Special appeared, this was a very small car, Tony working on the theory that a small car would make the climb seem bigger. It was a theory which worked up to a point — you couldn't scale down the driver or engine. Initially it had a supercharged Coventry Climax FPF engine which was later converted back to carburetters and enlarged to two litres when the blower proved difficult to integrate. With it, Marsh finished second in the 1963 Championship.

Over the winter, Marsh improved the car but others made greater strides and he dropped down a place in the rankings to come home third in 1964.

A radical re-think was in order and so the chassis was re-worked on more conventional lines, being longer and wider. Into the back was fitted a 4.2-litre Buick V8 engine, "Not a racing engine but one in good sports tune, nice and flexible." It was light and right from the start and Championships followed in 1965 and '66.

"It takes a year to know a car and then another year to capitalise on it. By the time I'd won my second title people were beginning to talk in terms of a hat-trick and that started to put some pressure on me. To be honest, a lot of my motivation had gone, it was a case of travelling a long way for a few runs up a hill and I began to think I'd nothing else to prove, though I did want that second hat-trick. Peter Westbury was using the 4wd Ferguson on the hills and that had started to give me problems, especially in the wet. I'd thought of converting my car to 4wd during the winter of 1965/6 but had reverted to a conventional layout for the 1966 season.

"Both Ferguson and the 4wd BRM had gone for a particular torque split but I questioned this. It seemed to me that the only time when 4wd was an advantage was in a straight line when you needed the traction. In corners you needed rear-wheel drive.

"In order to get the best of both worlds I came up with a new system which was made in consultation with Mike Hewland. Power was transmitted to a Hewland box at the rear then a transfer gear took the drive forwards along a shaft on the nearside of the car. This fed into a little box mounted by the front scuttle in which we had a sprag clutch, and then another shaft took the drive forwards to an adapted Lotus Elite differential mounted near the centre of the car. We created the whole system for £500."

This system meant that in a straight line there was power to all four wheels but as the car turned into a bend the sprag clutch released so it became a conventional rear-wheel drive car again. "From the box housing the sprag clutch I trailed some wires to a rather obvious switch in the car. The system actually did nothing, of course, but it became generally accepted that I had an electro-magnetic clutch." Pretty quick, that switch.

Red herrings or no, the system worked and Tony secured his second hat-trick. It's difficult to recollect any other instance, at least post-war, when a driver has secured two hat-tricks in an important championship with an eight-year gap between them. After the second hat-trick, however, there was nothing else to prove and Marsh quietly retired. He's been back to the hills a few times since, the most recent occasion being at Shelsley Walsh in August when he was re-united with his 4wd Marsh Special. On that occasion, as with the odd other sortie, he demonstrated that he has lost none of his skill. He's rusty, naturally, but the old touch is still there. Like so many other drivers he says, "I've turned my back on the sport because it's so easy to want to get involved again."

Marsh was the last man to dominate the hills in a car of his own design. Since leaving motor racing, he has gone down hill fast — on his ski bobs and his continuing success suggests that beneath the gracious gentleman farmer exterior there's still a highly competitive man. — M.L.

ROAD IMPRESSIONS

Opel Monza GSE

I DROVE one of these fine cars, in the guise of the Vauxhall Royale (no longer available, the Senator now being Vauxhall's top model), six years ago and still recall its precise handling as one of its many excellent characteristics. I have recently been driving an Opel Monza GSE three-door coupé and although the idea was to assess its ABS anti-lock brakes, the comfort, high-performance, and good-build quality of this handsome car came over in no uncertain terms.

Time has to some extent caught up with the outstanding roadholding, by which I mean that the average run of ordinary cars is now pretty good, but the sharp handling of the Opel Monza is still one of this car's important features. The power-steering is also extremely good, although the rather large steering-wheel gives the impression that it might be higher geared, although 3½ turns take it from one to other of the generous full lock. The Opel's Recaro seats are hyper-comfortable, the instrumentation and switch-gear well contrived (although the LCD readings, brightly lit, with curved lines instead of dials, is something I would rather not have to live with). From the commencement one feels fully at home in what is quite a large car (185.5 in long, wheelbase = 105 in), the five-speed gearbox pleasant to use. That there is high-performance on tap is obvious from the 180 (DIN) bhp developed by the six-cylinder 2,969 cc cam-in-head engine at 5,800 rpm, the safe limit being 6,400 rpm, with a torque figure of 182.9 lb ft in the 4,200 to 4,800 rpm rev-band.

This power is delivered, through a limited-slip differential, very smoothly and the aforesaid sure-footed roadholding is enhanced by 205/60 VR 15 ultra-low-profile radial tyres (Uniroyal Rallye 340/80 on the test car) on painted light-alloy wheels. There is, in fact, a top pace of over 133 mph in reserve and acceleration of the 0-60 mph in 8.2 sec, 30-50 pick-up in 12½ sec order. Driving in London, I was surprised to find the fuel-injection engine hunting slightly and the transmission somewhat snatchy, but once the congestion eased this Opel Monza was a pleasure to drive, fast or more slowly, and the equipment and convenient fittings are well in keeping, including a manual sun-roof, headlamp washers, mud flaps, electric front windows, openable rear ¼-windows, on-board computer, central-locking, rear spoiler, tinted glass, etc. I had no opportunity to check fuel-thirst, but others have done over 26 mpg, which with a 15.4 gallon (70-litre) tank gives a truly admirable range. It takes two hands to remove the ignition key (a safety trick) but some cars have a driver's button for opening the tailgate electronically, otherwise the single key has to be used.

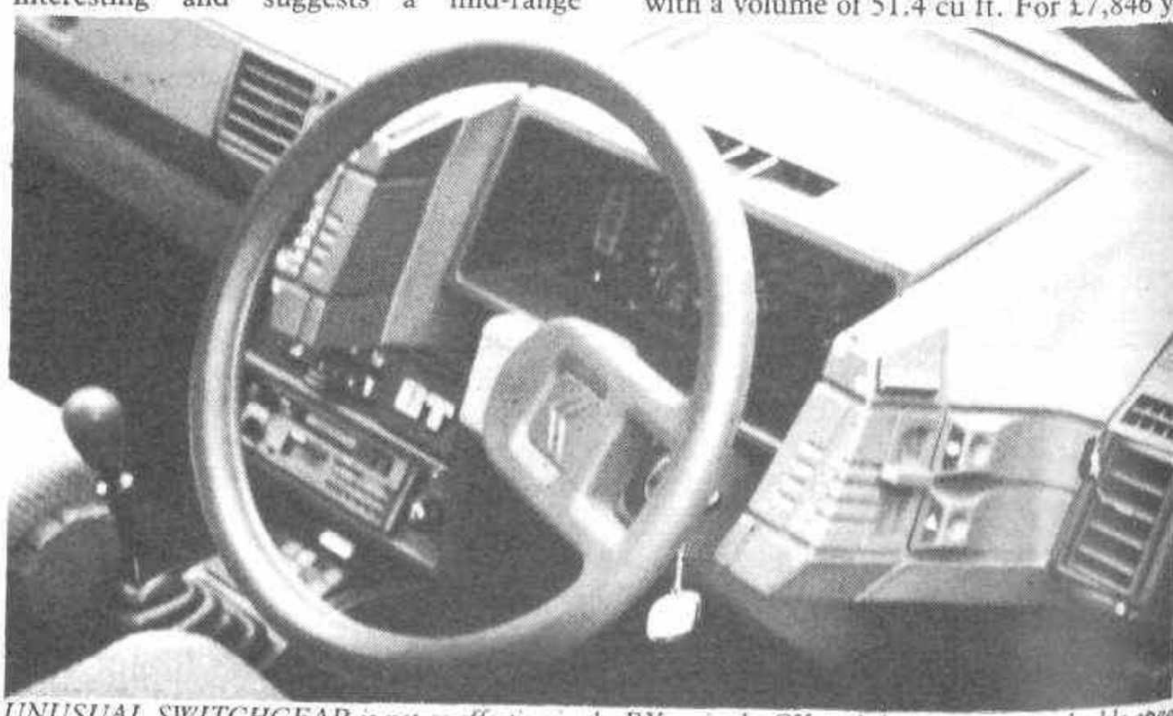
During my spell with this endearing Monza the sun shone and roads were dry, so I could not assess the ABS braking, except to say that the pedal action is exactly as it would be without it. There is the usual warning lamp to show all is well, and I do not need convincing that, whether on Opel, Vauxhall, Ford, or Audi, this is a major contribution to driving pleasure and road safety — but mind no-one rams your boot in really slippery conditions! Anti-lock braking has improved since the days when it caused pedal kick-back, so bad on one Jensen I remember that even the very experienced Tommy Wisdom abandoned it during a GMW Goodwood test day and walked back, thinking something was amiss. All credit, however, to Jensen for pioneering this Ferguson system 4WD; gradually braking kick-factor has diminished and the invaluable ABS system functi perfectly normally on the Opel Monza. point out that it was developed by them long after the B47 bomber had anti-l braking in 1947 and that their vehicle t fleet has done over a million mi developing ABS in co-operation with Bos The latest speed-sensors are of revi design, there is now only one circuit in control-unit, and ABS now functions do to a standstill, instead of the former mph. On the Opel Monza it adds £838.44 the price of £14,865.28. — W.B.



Citroën BX 19 GT

HOW Citroën manages to find converts is beyond me. You've done your homework, read the road tests, and decided that the BX 19 GT is on your short list. On paper it looks promising, a fairly large car with a 1,905 cc engine which gives a respectable, if not outstanding, 105 bhp at 5,000 rpm, though 119 lb ft of torque at 3,000 rpm looks interesting and suggests a mid-range flexibility which in everyday driving i little more useful than the 0-60 mph time 9.9 seconds and the 115 mph top speed.

Still going through the specificati servo-assisted disc brakes all round seem fit the "GT" badge while it will not ha escaped your attention that with the r seats folded forwards the payload is nea 1,000 lbs, with the hydropneuma suspension automatically compensati with a volume of 51.4 cu ft. For £7,846 y



UNUSUAL SWITCHGEAR is not as effective in the BX as in the CX — it is too easy to get double-spee wipers instead of intermittent.

get a high level of equipment: five doors, four electrically operated windows, central locking, attractive cloth upholstery and trim, a sophisticated computer and stereo radio. It all looks very impressive but how any driver used to current "GT" saloons is still interested after the demonstration drive beats me.

After my first 150 miles in the car I began to draft out the most vitriolic test report I've ever written: massive understeer . . . dead steering . . . ridiculously over-servoed brakes . . . too soft a ride . . . excessive body roll at even moderate cornering speeds . . .

Having got it all off my chest and sleeping on it, I took the car onto a favourite route and attacked it and found to my surprise that the harder I drove it the more pleasant it became. It was not a case of a frog turning into a prince and the "GT" badge should not be taken too seriously, but I found myself enjoying my driving.

The carburettored engine is smooth and muscular in the mid-range and its instant response is the key to getting the best from the handling. When one adapts to the car quite high cornering speeds can be achieved and, in achieving them, the suspension stiffens giving a far greater degree of feel.

The five-speed gearbox is similar to that used on some Peugeots, the 205 GTi for example, though the remote gear linkage is not as crisp. On "my" car, the synchromesh had become worn on second after just 10,000 miles, but I recently drove a Peugeot where this had happened after just 5,600 miles. It is true that testing a car for performance figures puts unusual strain on a transmission but even so the same problem on two similar 'boxes suggests an inherent weakness.

Just as you have to adapt to the control layout where all functions are done by switches, there being no stalk controls (and no self-cancelling indicators either) so you have to adapt to the handling, and over-sensitive brakes but once you have done that, the car becomes fun. It took me some time to do it, and driving around 100 different cars a year, I adapt pretty quickly. How the average customer decides to buy one after a short demonstration drive is still a mystery.

The "GT" badge is a marketing ploy and should be ignored. The BX 19 GT is really a spacious, smooth, comfortable, long-legged and quiet saloon which has a high level of equipment for the price but which is not particularly economical to run. It returned 19.7 mpg after 155 miles of city driving and 24.6 mpg during mixed driving. Its extraordinary luggage capacity and torquey engine makes it ideal for anyone who regularly carries large loads over long distances. I began by loathing this car but eventually we were rubbing along happily together and if I was hardly heart-broken when it had to go back, I was not over-joyed either. — M.L.



NOW with 4WD — Ford's Scorpio.

Ford Flexes Its Muscles

MAKE NO mistake about it, we are living through one of the most exciting periods of motor car design in its 100 year history. Companies in Europe, Japan and America are following in the wake of the microchip revolution and we are in for some startling innovations in the near future. Currently no company is making greater strides than Ford. In September I was able to drive three new Ford models in Sardinia.

Writing recently about the Sierra XR4×4i, I expressed my admiration for the car and added that when it is fitted with ABS it might be sensational. It has now been so fitted — and it is sensational. The delay in fitting ABS, which is standard on the Granada/ Scorpio range, came about because Ford's electronic system normally uses the undriven wheels as a reference. To fit the system to a car with all wheels driven required a more sophisticated program which Ford engineers have now achieved.

The result is a serious high performance saloon with superb roadholding, a taut feel, a powerful engine and a braking system which allows the sporting driver to explore the limits of the car in safety. The highlight of my drive in one came on a rutted, unmetalled track. I felt I was taking things pretty gently and was surprised to find the speedo reading 50 mph — the ride and handling felt like 30 in most cars.

On the urging of my passenger, a Ford engineer, I braked hard in the middle of corners taken at speed on a loose surface. All that happened is that the car slowed rapidly, better than many cars on a perfect road in a straight line. It was very impressive indeed.

With a premium of £840 for ABS, the price of this car is £12,340 which may seem a great deal of a derivative of a middlebrow saloon. The trouble is that we are not used to seeing production Fords at the cutting edge of technology and the company's image may tell against it when the buyer comes to part with his money. The position is a little like discovering that a supermarket's "own brand" malt whisky is considered superior to famous, and more expensive, brands in "blind testings". The question is, do you go for the label or for the product? If it's the latter, then you consider this car very seriously.

The Scorpio has had to wait for 4wd for the same reason that the Sierra XR4×4i has had to wait for ABS. I do not want to say too much about this car at present for it will shortly be featured at greater length in MOTOR SPORT. I have been struck by the Granada/Scorpio range from the start and even though this latest addition costs around £18,000 which puts it against marques with great social cachet, it is hard to beat as a package.

If the 4wd Scorpio has a weakness, it is in the engine. Ford's 2.8-litre V6 appears a little coarse but it is comparative to the refinement of Granada/Scorpio. That is meant as a compliment to the car rather than a condemnation of the motor which remains a decent unit, a couple of cuts above the average without being special.

In the pipeline is a range of advanced new engines which promise extraordinary longevity combined with economy, refinement, and power. There is also talk of a turbocharged engine, developed with Cosworth, which may result in a 150 mph Granada.

It amused me to see that a weekly motoring magazine screeched the headline "We drive the RS200" and spread the news across four pages. MOTOR SPORT has driven the RS200 as well but I hardly think it worth four pages to relate a drive of just three miles which is what journalists were allowed after a brisk demonstration by an experienced rally driver.

The experience was interesting and fun but MOTOR SPORT has standards and will not comment on a specialised car after three miles. We'll leave it to others to translate three miles of driving into a four page article. — M.L.

BOOK REVIEWS

"Getting Started In Motorsport" by Stuart Turner & Tony Mason, 144 pp. 10¾ in x 8 in. (*Haynes Publishing Group, Sparkford, Yeovil, Somerset, BA22 7JJ.* £6.95).

Here is another, but comprehensive, book giving advice on how avid enthusiasts might be able to get themselves started in almost any branch of the Sport that appeals to them, written by those of great experience. There are many illustrations to whet the enthusiasm further and amplify the text. Indeed, at first we thought there was a bias towards vintage-car racing as run by the VSCC because of *two* fine pictures of Nigel Arnold-Forster in his Bequet-Delage (the caption does not say what the car is, nor that the car coming up behind is the dazzle-painted Straker-Squire that Adrian Liddell used to drive). Then we realised that these were one and the same picture and that the production department at Yeovil had boobed, leaving pages 97 to 112 out of the review copy, while doubling-up on others. So if you buy this erudite advice by Stuart Turner, who has progressed through most aspects of the game to become Director of European Motor Sport at Ford, and celebrated rally navigator Mason, check that your copy is complete. — W.B.

"Rolls-Royce — The Derby Bentleys"

THIS IS the title of No 5 in the historical publications issued by The Sir Henry Royce Memorial Foundation, The Hunt House, Paulerspury, Northants, and will be irresistible to all owners of these cars and to students of Rolls Royce / Bentley history. Compiled by the knowledgeable Alec Harvey-Bailey, here is the inside story of these cars after R-R had acquired Bentley Motors in 1931 — the experimental models, the development work, with comparisons with other makes of cars, competition performances, and so on, covering 73 pages. The appendices deal with intimate aspects of the introduction and evolution of the Derby Bentleys including how bearing and high-speed tyre problems were tackled, details of an overhead-camshaft experimental 4¼-litre engine, and coachwork for these cars, with a note on George Paulin. Non-members of the Foundation can buy the book for £3.00 including UK postage, and I suggest that the 57 photographs alone make this a bargain. — W.B.

"MG Past & Present" by Rivers Fletcher has gone into a second edition. It is available from Haynes at £12.95. — W.B.

AS one who has spent many a night hunched over a map in a bucking rally car "somewhere in Wales", my ears pricked up with the arrival of **"The Hot Seat"** by Steve Fellows (Motor Racing Publications, 28 Devonshire Road, Chiswick, London W4, priced £7.95). There are very few works aimed solely at the rally navigator or co-driver, and there are so many lessons to be learned that novice and expert alike will benefit from this one. The two main branches of the sport, road- and stage-rallying, are outlined, and subsequent chapters cover basic and advanced techniques in both, described in a readable light-hearted style. Apart from the photographs, there are very useful reproductions of route- and time-cards, map markings, pace-notes and other specialist paraphernalia, together with useful tips from the author's experience. I just wish this book had been available when I started navigating. — G.C.

* * *

We have referred to those useful and attractive books in Motor Racing Publications' "Collector's Guide" series too frequently to have to describe them in detail once more. Suffice it to say now that two more have recently been issued. "The Alfasud" by David Owen, and an up-dated edition of "The Porsche 911" by Michael Cotton. The first is well-timed, as it covers all the models of a very popular Alfa Romeo type that has not long been discontinued, while the Porsche book, by an expert on the marque, covers not only the 911 but its derivatives, including the 959. Among the interesting things which this book reveals is that oil-cooled cylinders were tried for the experimental Type 821 Porsche engine of the 911 prototype (shades of Granville Bradshaw in the 1920s!) but not proceeded with, and that Reynold chain (which is rendered as "Reynolds" chain, a common mistake) was preferred to a toothed-belt for driving the oh-camshafts. Each of these well-illustrated and documented little books is priced at £9.95 and the new address of MRP is Unit 6, 46 Pitlake Road, Croydon, CR0 3RY. — W.B.

* * *

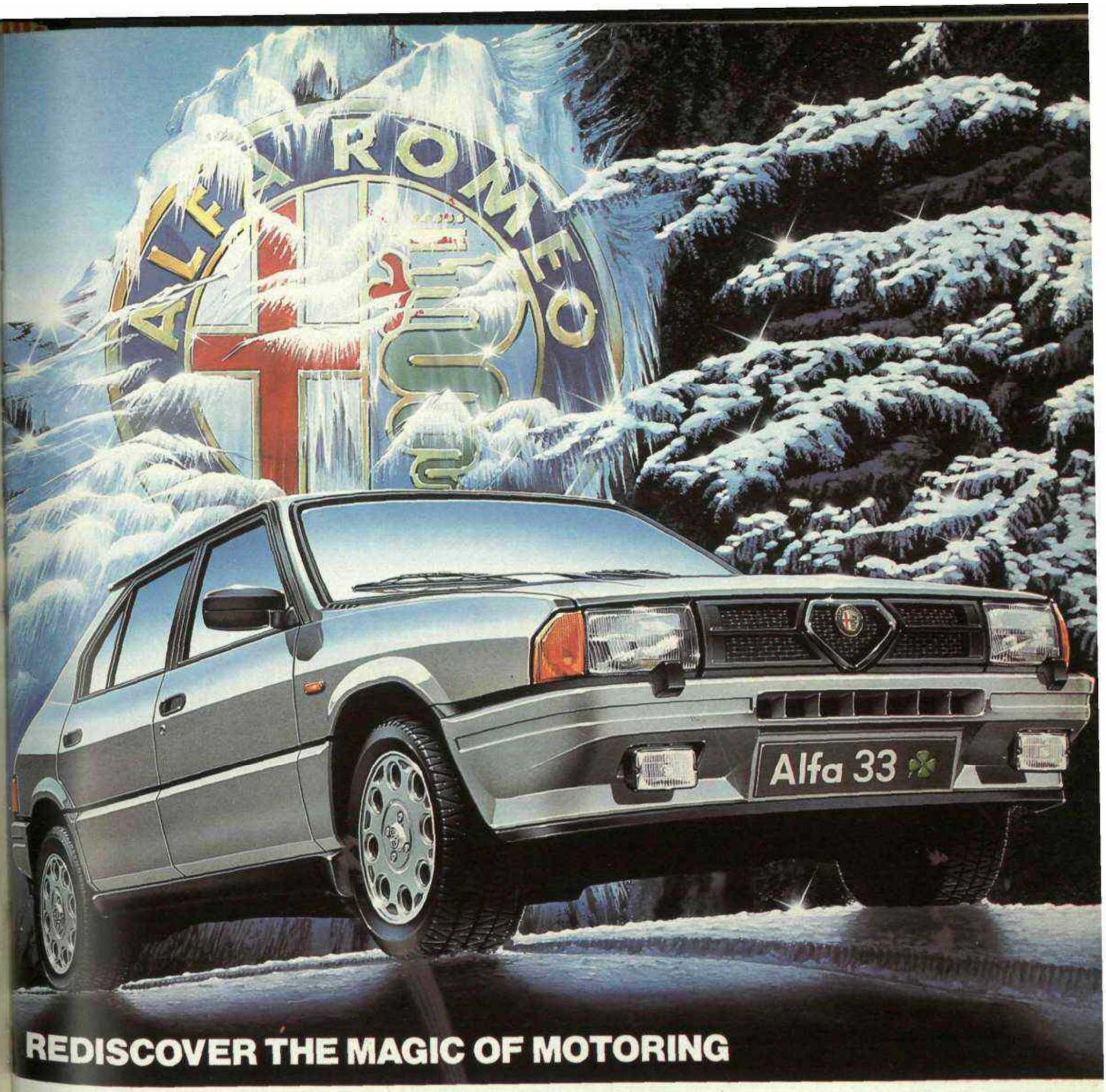
Another book on the Porsche 911 Turbo is the latest Brooklands Books offering, comprising 20 road-test reports from 11 different motor journals, covering these cars in 1975 to 1984 form. This soft-cover publication is available from Bookstop, Holmerise, Seven Hills Road, Cobham, Surrey for £6.50 post-free. — W.B.

There tend to be too many books abo war-time aviation and when Airlife Shrewsbury sent us "Norwegian Patrol" Gron Edwards (176 pp, 8¾ in x 6 in) I c not view it with much enthusiasm. In fact is a very readable book, telling of flying t tricky Hudsons of No 233 Squadron fr Leuchars during the first year of WW2, maritime reconnaissance with the sis Squadron No 224. "Dopey" Edwards puts down in such a manner that you feel you flying beside him and his relationship w his crews comes over well, without recou to supermen or heroics, although there is mistaking the exhausting, morale-snappi and dangerous nature of these missions, the lumbering Lockheed Hudsons, whi were very much at the mercy of the Me 1 and 110s. Aviation enthusiasts should ma a point of not missing this one. It is pric at £11.95. — W.B.

Airlife Publishing of Shrewsbury ha come up with an entertaining book abo the flying experiences of Air Vice-Marsh A. G. Dudgeon, covering the years 193 1941, written lightheartedly, about the da when he got a scholarship to Cranwell at t age of 17½ and was taught to fly on Av Tutors, surviving an early prang and getti lost on his cross-country, to Blenhei operations in N. Africa, and much el besides, including the pranks with ca indulged in by young aircrews. The bo costs £11.95 and is another for our more a minded readers. — W.B.

CARS IN BOOKS

FROM "Swans Reflecting Elephants — M Early Years" by Edward James (Weidenfe & Nicholson, 1982, edited by Geor Melly) we learn that the great Briti eccentric, who lived at the time of this bo at West Dean in Sussex, where HM Ki George V attended shooting parties, had Rolls-Royce when he was in America befo the war, which figured in his pranks, a that when he went to Rome he got an op Alfa Romeo which he drove at speed, wav on by the *carabinieri*. In fact, James was Honorary Attaché to the British Embassy Rome, and at that time kept his ov Rolls-Royce and chauffeur. It was used take his bride, the Austrian singer Til Losch, to the church on Fifth Avenue f his wedding, but before that he was let dow by a secondhand Rolls-Royce, his first car this make, which had only done 1,200 mil but broke down outside Reading when was taking Clementine Churchill to hear h son Randolph make his maiden speech the Oxford Union. The old and stup chauffeur being unable to make the Ro go, they had to continue the journey in a ta at a cost of £20, arriving just as the speec was ending. Edward James, who had present of one million pounds on his 21 birthday, had aeroplanes which he fle himself, looping the loop on occasion, b their make isn't divulged. — W.



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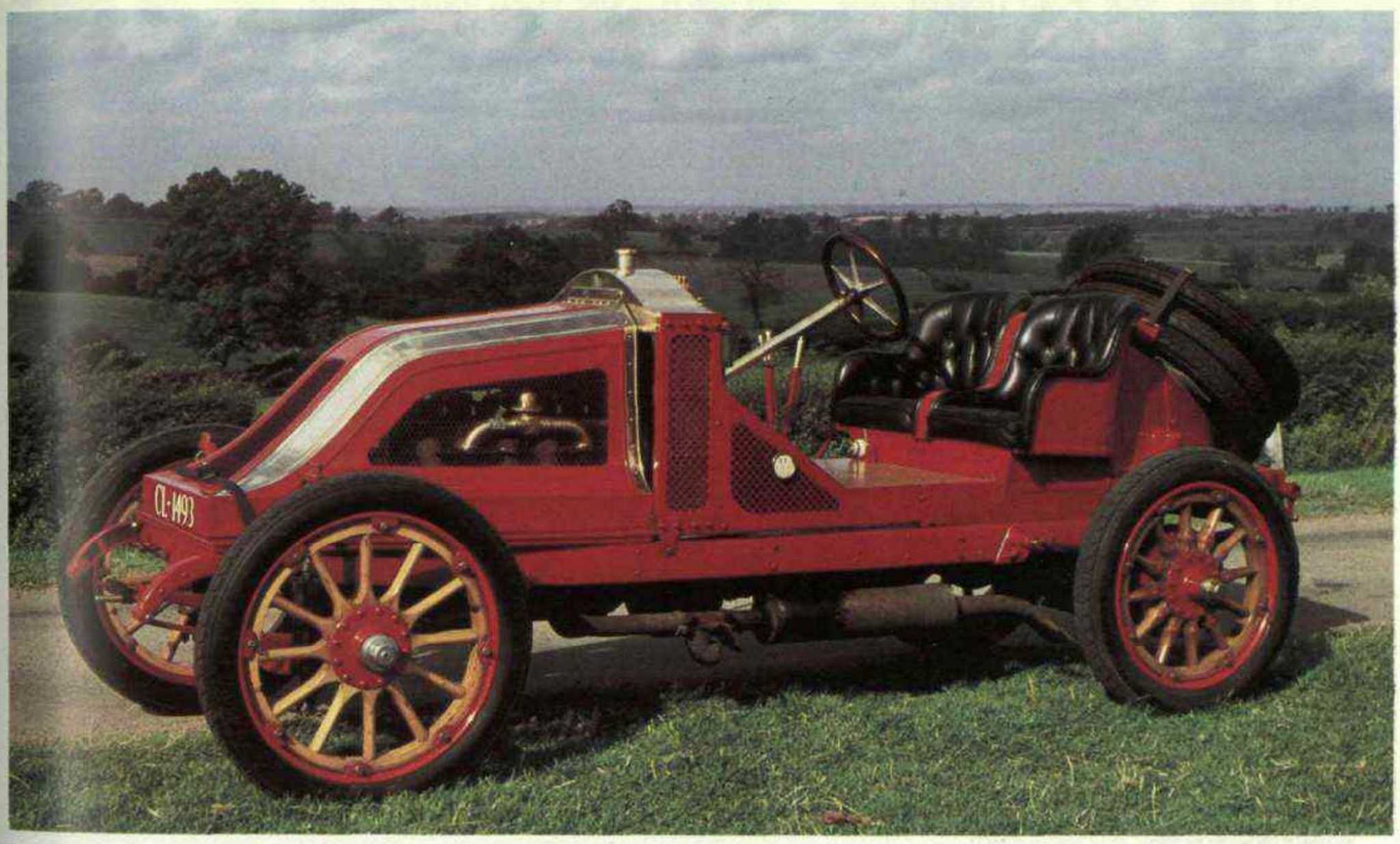
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DAVID HARRISON'S 1907 35/45 hp Renault which vanished after WWII, but after a complete rebuild by this very enthusiastic owner reappeared in VSCC events in 1983.

Re-acquaintance With Agatha

— The Editor Meets Again That Well-Known 1907 42 hp Renault

I FIRST met "Agatha — That Scarlet Woman" 50 years ago. That is what she was called when the Mills brothers owned her, before the war. Before that, Marcus Chambers, who was then involved with vintage Bentleys, was offered this big Renault by a passing scrap-merchant who knew of his establishment in SW London. He paid £15 for her, and at the time we thought she might be the 1906 GP-winning car, for although clothed in a crude body, with heavy mudguards and running-boards, the two bucket seats and semi-streamlined cowl over the rear petrol tank suggested sporting origins.

In fact, the four-cylinder side-valve engine has a bore and stroke of 130 × 140 mm (7,433 cc), and is of the same type as that in the Type AI, Series B and D cars, according to Karslake, whereas that of the Renault with which Szisz won the Grand Prix was of 166 × 150 mm (12,970 cc). The engine of Marcus's Renault had not then been measured but the 42-rated hp gave it away, the GP engine's rating being 90 hp. It transpired that what Chambers had was a smaller 1907 replica of the GP car, of which a number were made by Renault Frères for sale in America, ostensibly at the urging of W. K. Vanderbilt, who had sponsored the Vanderbilt Cup races of 1906-16. They were advertised quite extensively in the American Press in the winter and spring of 1907 and that autumn Renault was able to list 11 prominent people who had bought these smaller GP duplicates, including Mr. Vanderbilt himself. They appeared in American races, winning at Morris Park and Brighton Beach, but today only three remain, one in the Harrah Collection in Reno, said to have belonged to the notorious New York stock broker Harry Payne-Whitney, another also in the USA, and in England the car under discussion, pains-





BEHIND the separate gearbox, situated beneath the floor (left), is the finned drum of the transmission brake which is operated by the foot-pedal. The piston-type "shock preventers" on the front axle (right) are mounted on elegant brackets.



AS DAVID LLEWELLIN HAS PROVED, YOU C

A couple of years ago, not many people outside South Wales had heard of David Llewellin.

At Pirelli, we only knew about him through Corby Tyres, his local dealers.

Corby's powers of salesmanship obviously don't end with tyres, since their enthusiasm for the young driver persuaded us to sponsor him.

Our faith was soon rewarded.

In 1983, using a Ford Escort RS and his newly-acquired Pirellis, David came fourth in the Autosport National Rally Championship.

In 1984, however, it seemed that even if we were on his side, Lady Luck most certainly wasn't.

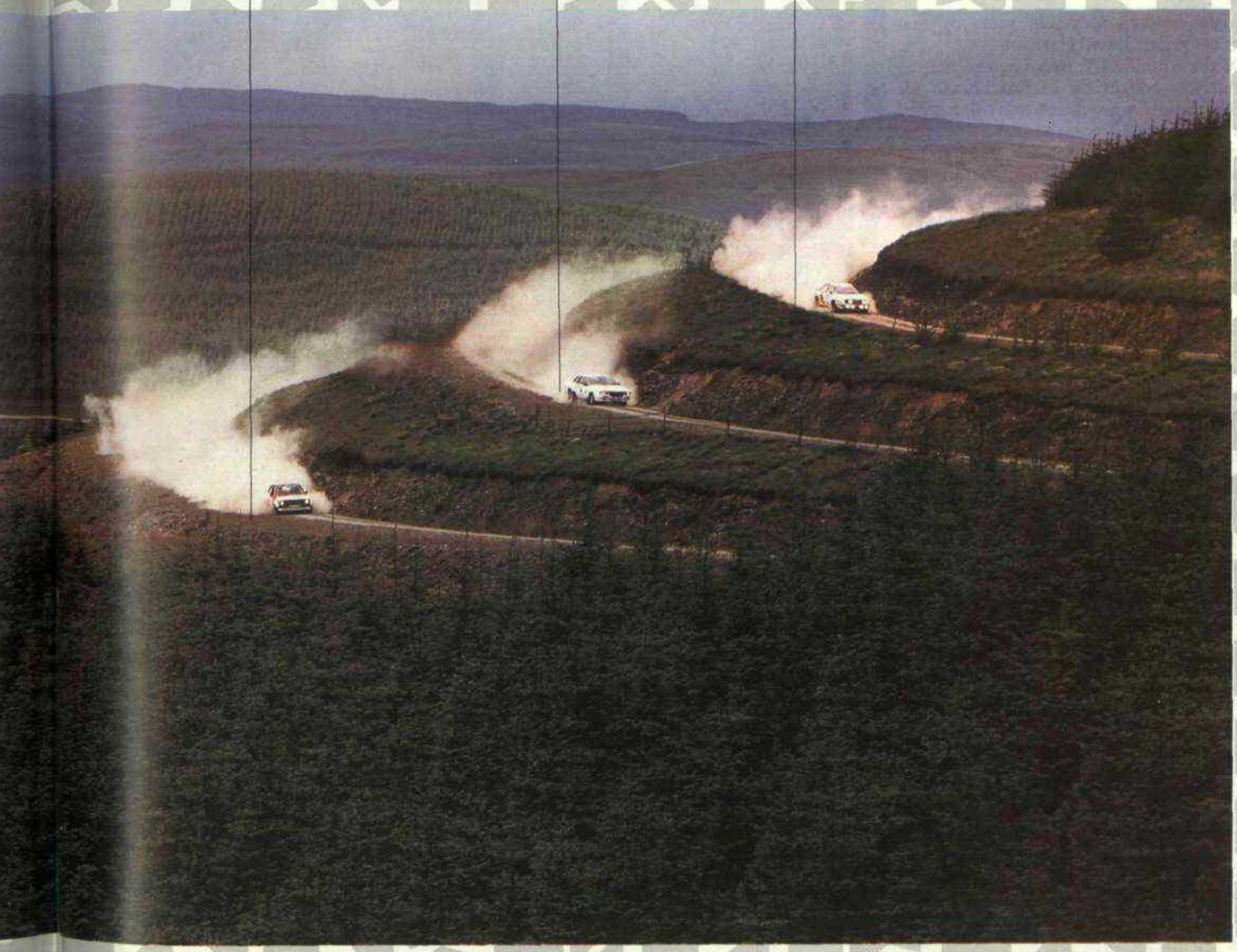
In the course of the season, David was forced to change his car almost as often as he changed gear.

Starting in an Escort, he switched to an Ascona, then to yet another Escort before finishing up in a Nissan.

Fortunately, his talent and his tyres proved rather more consistent than his supply of vehicles.

Despite all the problems, he kept getting good results. And when it came

1983-INDEPENDENT RALLY CONTESTANT | 1984-NATIONAL RALLY CHAMPION | 1985-JOINS AUDI UK TEAM



AN GO *A LONG WAY VERY QUICKLY ON PIRELLIS.*

to the final rally of the championship, at Aberystwyth, he clinched the title ahead of Phil Collins and Louise Aitken.

Which led to David being offered the seat left vacant by Hannu Mikkola on the Audi UK team.

And leads us to the conclusion that, however many times you change your car, to get the best performance you should never swap your Pirellis.

GRIPPING STUFF PIRELLI

takingly restored in recent years by that great enthusiast David Harrison.

Of the winning GP Renault, the story is that it was bought by an Englishman for 55,000 francs who afterwards discovered that he had got, not the Szisz car, but another of the team, because Renault had considered that practice and the race had worn out the winning car, so they put its number on the car they had sold him. He complained, got what he wanted, and took the actual 1906 winner to Dieppe to see if Renault could again win the GP (Szisz in fact was 2nd.).

It is said that, *sans* differential, cornering was difficult and one evening the English owner, returning from dinner in Fécamp, hit a tree and was killed. After two years the Renault was auctioned, was used by famous French air-aces during the war, was sold afterwards for 5,500 francs, and was seen around Paris for some years, before it vanished, never to reappear. . . .

The history of the David Harrison car is also rather obscure. It is thought to have been owned by Sir Harold Gilles after the 1914/18 war and there is a rumour that Lord Kimberley had it at one time — perhaps it was found by the scrapman in 1935 in a London mews? Anyway, Chambers bought it and I persuaded him to go to Shelsley Walsh in it. We had a more or less uneventful run but the cost in oil was startling! Marcus then opened the Aston Clinton speed-trials with it, such monsters being then almost forgotten, so that it caused quite a lot of interest. The VSCC promoted its Edwardian class in 1936 and having replaced the Renault carburetter with a downdraught SU and fitted a Speed Six Bentley throttle pedal, Chambers ran it in the Bugatti OC Chalfont hill-climb, being 2nd with a time of 30.7 sec to Pole in the 12-litre 1908 GP Itala that had been found in a shed in Norfolk and bought for £25, which did 23.6 sec. Marcus then sold the Renault to the Mills Brothers, who had a small two-cylinder Renault and other aged cars. They raced it at Crystal Palace and Donington, opened the course with it at the latter venue before the 1938 British Empire Trophy Race, ran it at VSCC Prescott (75.29 sec)



with Clutton as the intrepid passenger, and got it up Shelsley Walsh in 81.7 sec. in that year. In 1939 Chambers borrowed it for VSCC Prescott clocking 75.51 sec, and Heal drove it in the first Presteigne Rally, making STD in the hill climb.

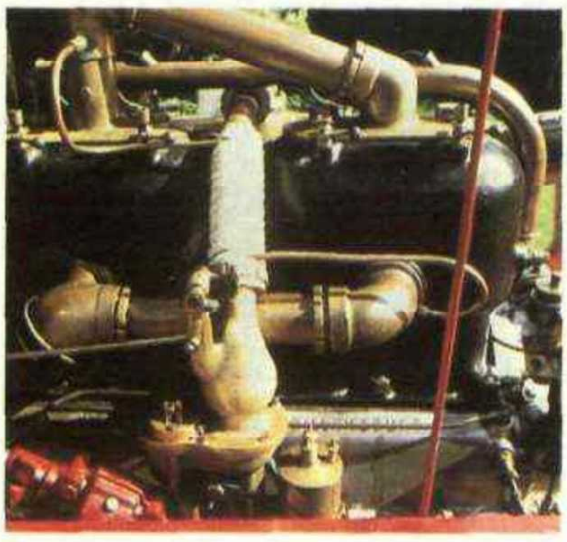
After WW2 a Mr Dunn, who used to supply leather to MOTOR SPORT's printers, acquired the old Renault for £100 but did nothing with it, and when Mr Harrison heard that at last he would part with it, he hastily sold an 1899 De Dion Quad and his 3-litre Bentley and paid the price asked. The Renault, in very sorry condition, moved into his workshop beside his 1913 6½-litre Mitchell tourer for an extensive resuscitation. Here I would remark on what good hands the Renault is in, for David, who gained early experience of old cars as a boy, riding on his Uncle's 1900 Phebus-Aster, has had such cars as Marcos, Lotus, BMW, Ferrari, Jaguar, etc and is at present building up a racing 1½-litre straight-eight Type 26 Maserati.

ALTHOUGH the carburetter is on the off-side (below left), it feeds via a bronze manifold running over the block, to two inlet ports on the near-side (below right), below which can be seen the exhaust manifold. On the dashboard is a huge lubricator with its central glass sight-tube and five drip-feeds.

So, 50 years after I had first encount
it, I drove to Leicestershire to ren
acquaintance with this interesting Ren
finding it awaiting me outside Mr Harris
house for all the world as if we had
back nearly 80 years in time. . . . It
high, lean car and differs in some resp
from the 1906/7 GP cars, which,
instance, had lift-off instead of hi
bonnets, a thicker radiator block, and
lower, etc. Nevertheless, the resemblan
very valid. You have literally to *climb*
into the button-leather bucket seats, an
forward view is of the big radiator, the
bonnet with its wire-mesh panels b
completely out of sight. The openw
scuttle, the little tail, and the exhaust
out portray the Renault's sporting purpo

The tail steering-column is unsuppor
up to the five-spoke steering wheel,
originally its brass tube lifted and rotate
operate a hand-throttle. There
absolutely no instruments, apart fro
period Smiths rev-counter which D
fitted, reading around 800 rpm at
cruising pace, the engine going to 1,200
if pressed. One is confronted by the
Renault Frères lubricator (No 29055) w

Continued on page







Black on parade

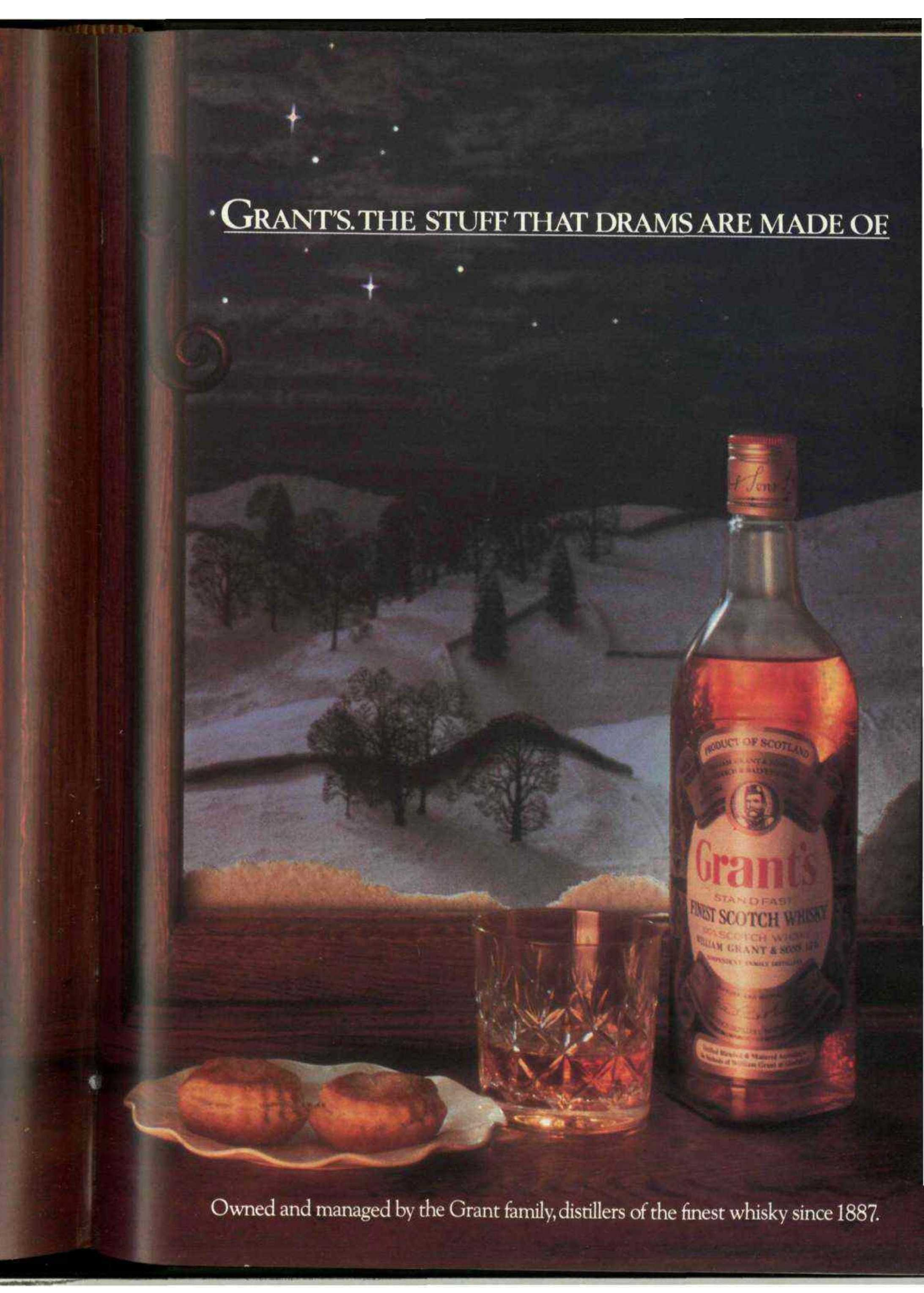


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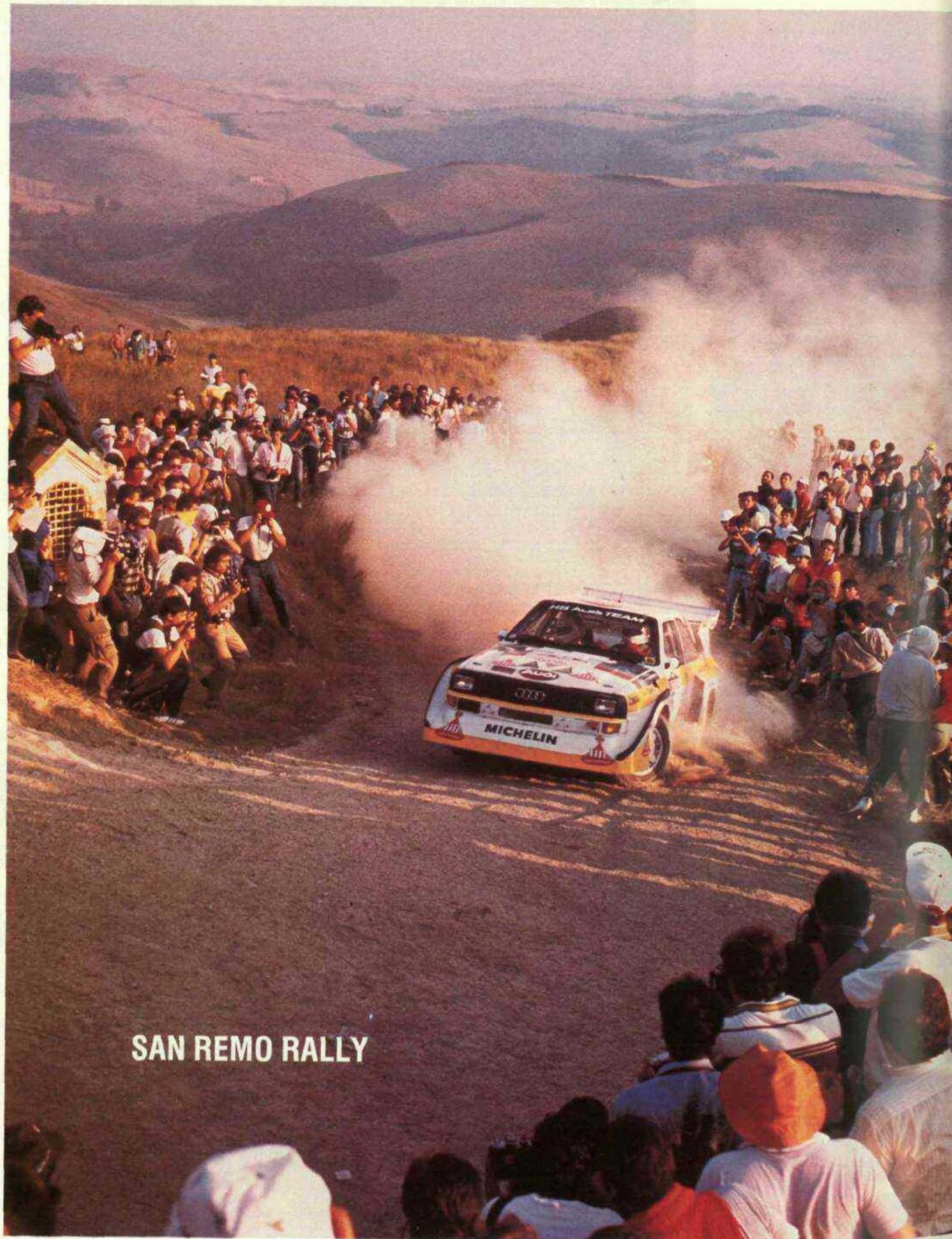
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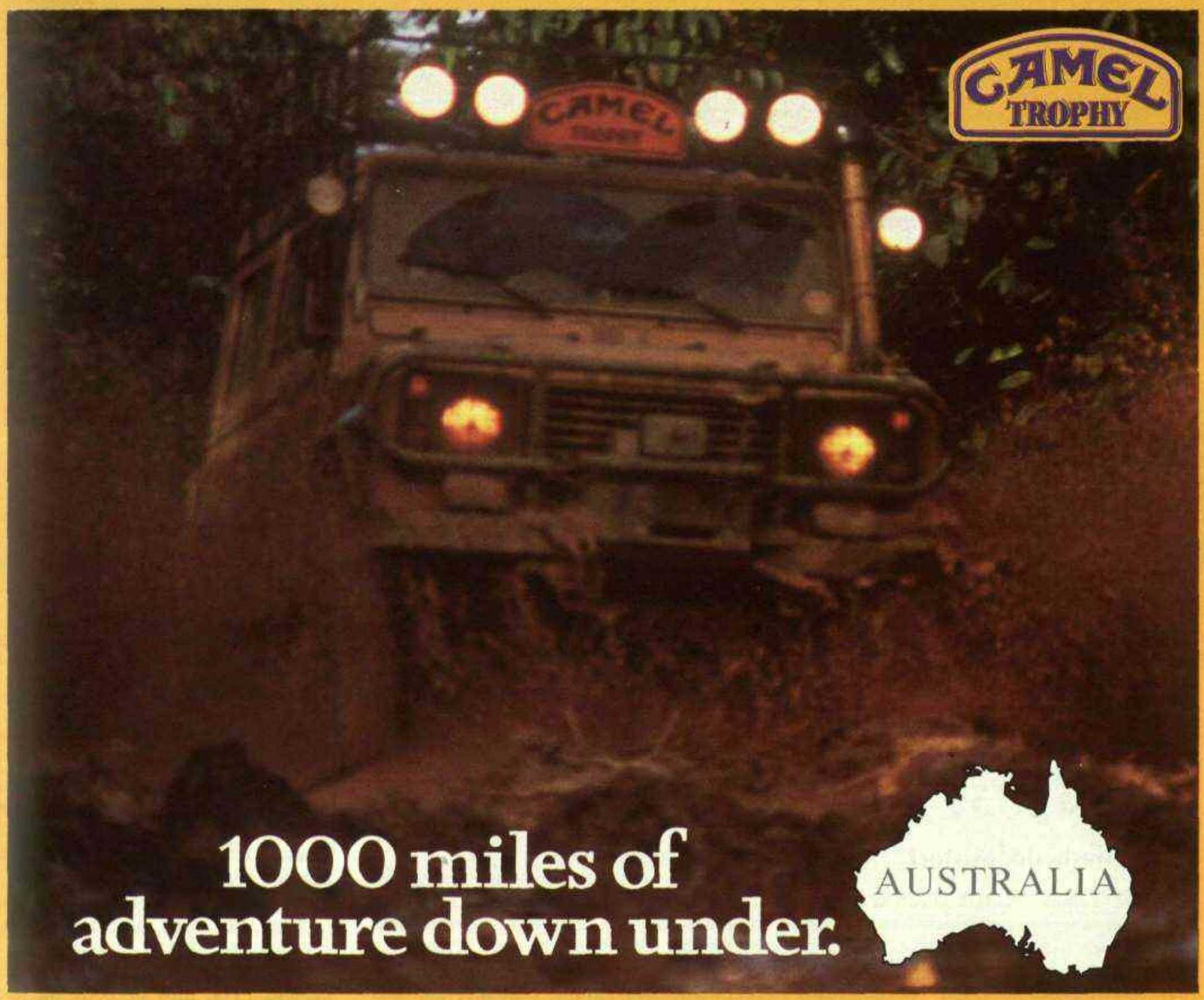




Cheering fans swarm onto the circuit to applaud Nigel Mansell's victory in the GP of Europe at Brands Hatch, the Englishman brandishing the chequered flag as he makes his lap of honour in the course car (top left) accompanied by team-mate Keke Rosberg who finished third. Alain Prost made a poor start and was well down the field (centre) before climbing back to fourth place and his World Championship. Bottom left, Surer's Brabham ahead of Laffite's Ligier: the Swiss was holding second place when turbo failure intervened. Centre bottom, Rosberg spins and is collected by Piquet. First lap scramble at Druids, above, with winner Mansell's Williams FW10B shaving the grass as Senna and Rosberg head off down the hill. Below, winners both: race victor Mansell and World Champion Prost share the champagne.



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"Whottleshedo, Mister?"

THE De Tomaso Pantera GT5S is a star. I've never driven a car which has such an extraordinary effect on people. As you burble by, parents tear their children from toyshop windows to point the car out, motorists wind down their windows to shout compliments, schoolboys hoot with delight, van drivers come up with a snappy (and standard) comment: "Swap you, mate", and you never have to remember precisely where you put it in a car park, you simply look for the inevitable crowd. I came out to it one morning to find "We love your car" written in the dew on the rear wing.

It is a star but when you deal with stars you often have to put up with an unusual temperament and numerous little ways. It's part of dealing with stars. It is also an ageing star, for the basic concept has been with us for around 15 years, but has recently received a face-lift which will prolong its active life for a few years more. Like some film stars, the presence is all and you do not look too closely at the wrinkles.

At various times during the Sixties, Ford tried to buy Ferrari, but settled for an agreement with Alessandro De Tomaso and bought the company which bears his name and Ghia.

De Tomaso built a Ford V8-engined, spaceframed, semi-exotic car called the Mangusta. Under new ownership this was re-engineered with all-steel integral construction and became the Pantera. Production rose sharply and Ford, touting it as an Italian supercar, shifted them at an impressive rate. In less than three years around 6,000 were sold, mainly in the States and through Lincoln dealers.

By 1974, Ford had regretted the move. The cars suffered from rust and reliability problems and the trouble was exasperated by the fact that Ford was often selling to a new type of customer, one who was not necessarily the natural customer for this type of car. One needs a fairly high level of tolerance to own most exotic cars and this was perhaps lacking in many who walked into a showroom with a Lincoln in mind and drove out in a Pantera. Finally there was the 1974 Oil Crisis which dealt a body-blow to gas guzzlers. Ford sold the company back to De Tomaso.

The development programme which Ford had been pursuing was scrapped before the sale so interesting engine variants, among other things, were lost. De Tomaso decided instead to concentrate on building quality into the car with the intention of offering Ferrari Boxer or Lamborghini Countach performance and style but at a considerably lower price. The days of near-mass production are long gone, fewer than 200 cars a year are currently made.

The basic Pantera shape has remained as the base for the range. The GT5, with much wider wheels front and rear has additional wheel arch flares which has the look of a bolt-on body kit which, in a sense, it is, while the "S" model, which I recently drove for around 1,200 miles, has the arches integrated into the body to produc flowing and sensuous shape.

One's first impression is of solidness. large doors are heavy and close wit satisfying clunk. The next impression is of quality for the whole of the interi beautifully finished in soft leather and w I have a few reservations about some o interior styling these are swamped by overwhelming sense of craftsmanship.

What this car's designer knows a ergonomics, however, could be writte the back of a postage stamp — in b capitals. The tops of both the tach speedo are obscured by the steering wh two banks of four warning lights on dashboard are invisible with one's hand the wheel and, for some reason, the sp is calibrated in kph with the increments writ small. Earlier rhd Pant had their speedos calibrated in mph don't understand the problem.

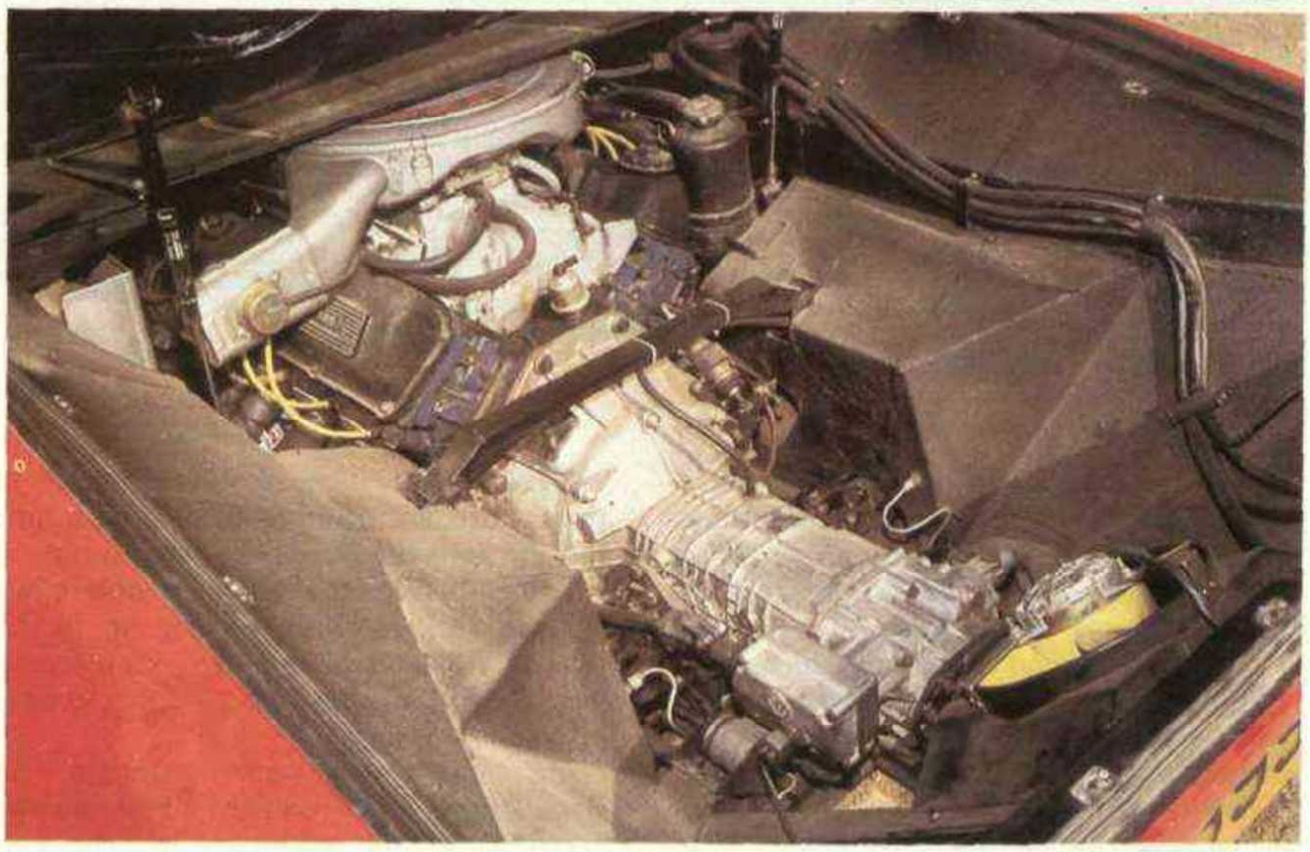
Apart from a single stalk which oper main beam, horn and indicators, the o functions are operated by rocker swit which, along with auxiliary dials, arranged on a central console in particular order. You have to take your from the road to read the dials. designer's masterpiece is a digital cloc front of the passenger so it cannot be rea the driver. There is no glove compartm while the door pockets will take little m than 20 cigarettes.

As one of average height, I foun possible to get a relatively comfort driving position but I feel sorry for a footer. Although there is a great dea space in the footwell, the pedals are pla ridiculously far back when it would be q

De Tomaso Pantera GT5S

Maker: De Tomaso Modena Spa-Automobili, Modena.
Importer: Emilia Concessionaires Ltd, Unit 15, Silverstone Circuit, Towcester, Northants. Tel: 0327 857880.
Type: Mid-engined two-seat GT.
Price as tested: £38,250.
Engine: Ford V8, 5,763 cc (101.6 × 89 mm); c.r. 8.5:1; cast iron block, five-bearing crankshaft; single camshaft operating ohv by pushrods; Four barrel Holley carburetter; 350 bhp at 6,000 rpm; 333 lb ft torque at 3,800 rpm.
Transmission: five-speed ZF manual gearbox with limited slip differential.
Front and rear suspension: independent wishbones, coil springs, telescopic dampers and anti-roll bars.
Steering: rack and pinion, 3.4 turns lock to lock.
Dimensions: length, 14 ft 7 in; width, 6 ft 5½ in; wheelbase, 8 ft 3 in; track, 4 ft 9½ in (front) and 5 ft 1¾ in (rear); height, 3 ft 9 in.
Brakes: Servo-assisted, dual circuit with front/rear split, ventilated discs mounted outboard, 11.18 in front, 11.10 in rear.
Weight: 27.8 cwt.
Wheels and Tyres: alloy; front, 10J 285/40VR15; rear, 13J 345/35VR15; Pirelli P7 tyres.
Overall economy (excluding performance testing): 13.25 mpg. Tank capacity, 17.6 gallons. Range, 233 miles.
Maximum speed (after two miles): 156 mph. Best one-way run of 160 mph.
Acceleration: 0-60 mph, 5.5 sec; 10-30 mph, 1.5 sec; 30-50 mph, 2.3 sec; 50-70 mph, 3.0 sec; 70-90 mph, 3.8 sec.
Summary: A great deal of style for the money. Engine lacks pedigree but should prove easier to maintain than many exotics. Outstanding performance, traction, roadholding and brakes. Beautifully finished inside and out but let down by a large number of small, easily rectifiable, but niggling design faults.





easy to have adjustable pedals. It is not possible to heel and toe and nor is it possible to place one's foot square on the brake pedal which, given the amount of pressure it needs, is a disadvantage.

The windscreen wipers are too short and I doubt if more than 60% of the screen is swept, while the washers are nowhere near powerful enough for a car of the Pantera's performance. The shame is that all these faults are both obvious and simple to rectify.

Prices of the Pantera range begin at £25,691 but "my" car with its leather trim, air conditioning, big tyres, tuned engine and optional rear wing cost £38,250 which is pretty reasonable as far as supercars go. Servicing and maintenance costs should be significantly lower than many of the Pantera's rivals though fuel consumption worked out at an average 13.27 mpg excluding performance testing.

Luggage space is fairly generous for a mid-engined car, there is a fibreglass luggage container in the rear which can be easily removed for access to the engine and transmission while, at the front, there is a compartment which just takes a space-saver spare tyre. I would have liked to have seen sound proofing in the engine bay for there is a lot of noise in the car and a span of ear-tingling resonance at around 2,000 rpm.

Ford's 5,763 cc V8 "Cleveland" engine is mounted amidships and drives through a 5-speed ZF transaxle with limited slip differential. The engine in "my car" was in Group 3 tune with a four barrel Holley carb, special cams, stronger valve springs and some work on the head. This gives a claimed 350 bhp at 6,000 rpm with a mighty 333 lb ft torque at 3,800 rpm. With muscle like that, the car will actually take off in top gear. 0-160 mph in fifth! The Pantera can back up its good looks.

Driving on public roads, I came nowhere near exploring the limits of the car but felt that they are very high indeed. You have to work very hard to spin the wheels, for example, for the traction is superb. Only occasionally did I feel the rear end begin to break away, but we are talking of fractions here. One would need to be a driver of professional racing standards to take the Pantera to its limits but we lesser beings enjoy extraordinary performance in the knowledge that one is doing so with a huge margin of safety.

On paper, the engine sounds fiercesome but it is not. Awesome, yes, but not fiercesome. On the open road, it's a bit like having the biggest, and toughest, kid in the playground as your devoted pal. Nothing else you are liable to meet need worry you. Around town, however, my experience was less pleasureable for one of the plug leads was playing up and the points had seen better days. Driving out of London in very heavy traffic was frankly unpleasant for the plugs kept fouling and the engine would pop and bang on getaway. The clutch action is very heavy and constant start-stop driving became extremely tiring. I also found that the plush-looking seats were uncomfortable in the lumbar region (all my passengers felt the same) and, in fact, do not provide very much support.

Once clear of town things should have been different but the optional rear wing so restricts rear vision that a police car can approach to within 30 yards without you being able to see any more than its bonnet.



Unless you have a passenger keeping watch you will not be aware of a patrol car coming out of a slip road. With the car attracting so much attention, one is well advised to obey all speed limits.

When you do find conditions which allow a little freedom, the car comes into its own. The power goes onto the road entirely without fuss through the rear 13J wheels with Pirelli P7 345/40 VR 15 tyres and there is massive torque for overtaking. The Pantera understeers but is very responsive to throttle adjustment and is utter bliss on sweeping curves.

The car's ride is comfortable and the whole machine feels very taut and solid. Care must be taken, however, on country roads if one is to avoid bottoming. Steering is very precise but the action is heavy (10J rims with 285/40 VR 15 Pirellis are fitted to the front) and I would have welcomed power-assisted steering, while the car's stability is very impressive indeed, even at 150 mph in a strong cross-wind. The gear change, however, is imprecise and you have to feel your way through the chromed gate with little assistance from the mechanism itself.

When we came to do our performance figures we hit a snag for one of the valves had started to play up. Gary Evans, the F3 driver, sportingly volunteered to lend his car (a GT5 to identical mechanical specification, the test car is the only "S" model in the country) and I operated the test equipment while Gary pushed the pedals.

Gary was unwilling to subject his car to the rigours of a really rapid 0-60 mph time but I'm happy to accept the claimed time of 5.5 seconds. We achieved 10-30 mph in just 1.5 seconds. 30-50 mph came up in 2.3 seconds while 50-70 and 70-90 mph figures were 3.0 seconds and 3.8 seconds respectively.

On the two mile straight at Bruntingthorpe we recorded a best one way speed of 160 mph, with more to come. Our mean for two runs was 156 mph and that on a wet surface with a strong cross-wind. As

we've said before, what can be achiev two miles is a fair indication of wh reasonably possible in real dr conditions. A (mean) speed of 156 m two miles is extraordinary performance.

As I said at the start, the Pantera is a It has its shortcomings but the overall is stunning. To own one, you have to the attitude of a woman who wear evening gown which makes her look, feel, a million dollars and who is ther prepared to put up with the fact that it tight to be comfortable. — M.L.



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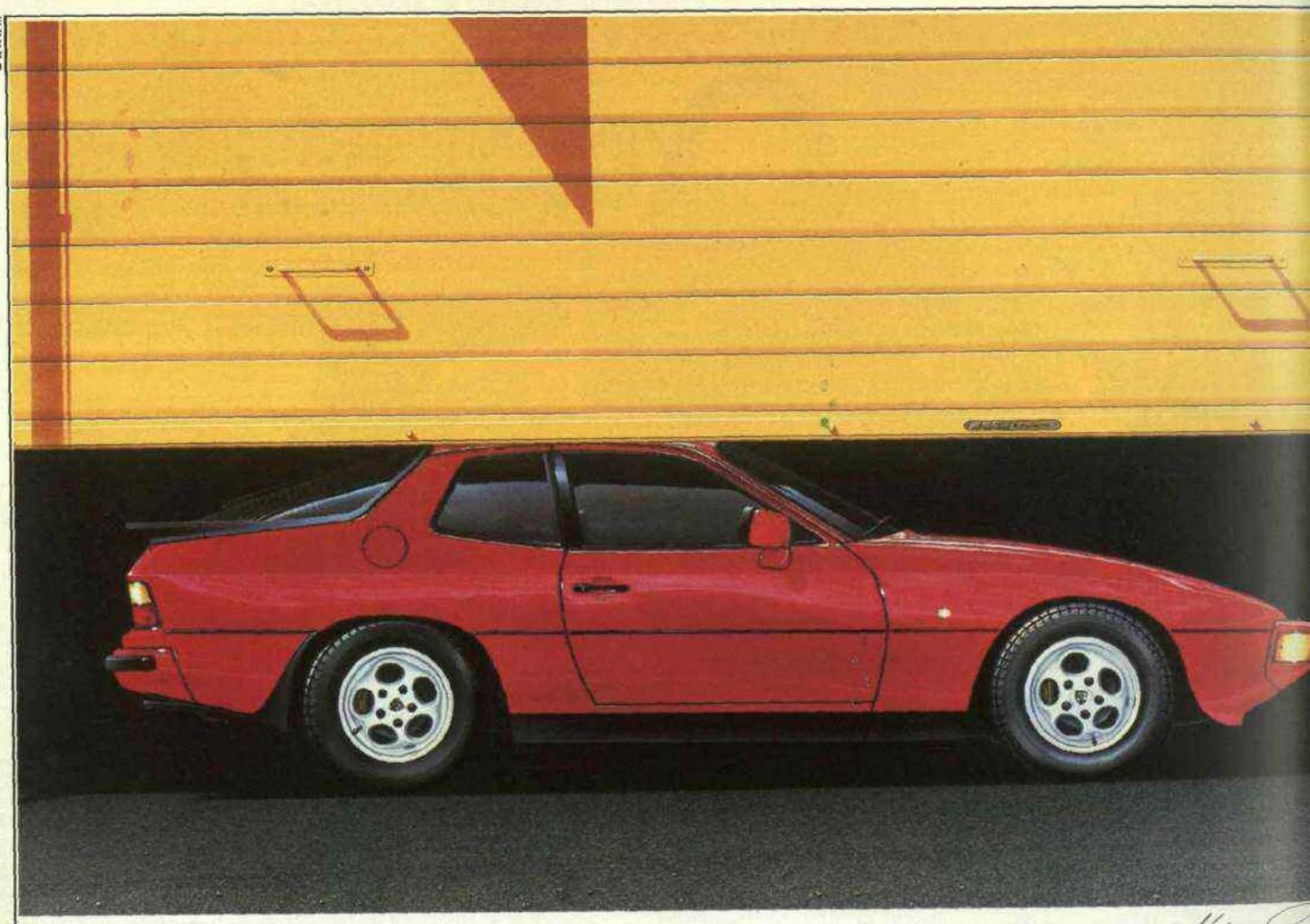
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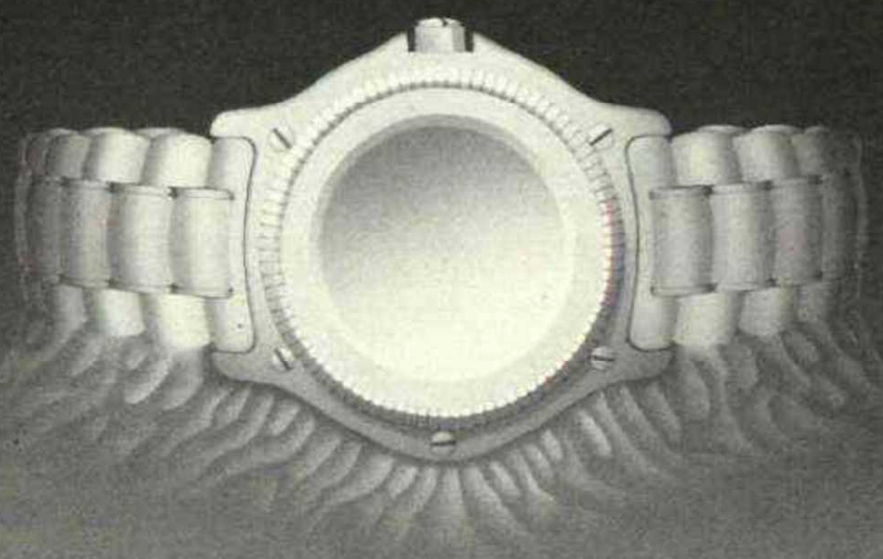
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central glass sight-tube and five drip-feeds, of which the two on the left, for axle and gearbox, are unused, the other three feeding the main engine-bearings, from which ingenious rings on each crank-web feed the big-ends under centrifugal force. The small filler is on the right, a flow-control adjuster on the left. David at first used *gallons* of oil on a long run, but has now reduced this to mere pints. . . .

The chassis is sprung on rear-shackled ½-elliptic springs, damped with enormous piston-type Ernst Flentjner's "shock-preventers", patented, it says, in September 1909. Those at the front are attached at the top to elegant brackets but the inboard back ones are rather crudely clamped round the axle. It was amusing to see the piston-rods moving as the front wheels rode the bumps. The original wood spokes of the wheels were restorable but the chassis was in a sorry state, with a broken cross-member. The front wheels carry 875×105 herringbone Dunlops, the back wheels 880×120s, with three spare tyres strapped on behind. The radiator holds some nine gallons and has a large o/s drain tap, as on the GP cars. The copper fuel-tank beneath the lidded tail holds about 12 gallons and its tiny filler-cap is inscribed with No 7009. Below it is a recess containing a lead pellet, relic perhaps of some scrutineer's seal?

Harrison replaced the SU carburetter, at first with one from a Benz, but now a Renault carburetter is again fitted, low down on the o/s, feeding to the two-branch bronze inlet manifold on the n/s over the top of the paired cylinder blocks, the piping joints of copper. On the n/s also is the four-branch exhaust manifold, the tail pipe incorporating a very large silencer, so that the car is almost too quiet with the cut-out shut! Incidentally, it is interesting that No 224 is stamped on many of the components, such as on the gear wheels in the vast gearbox, corresponding to the engine number, which is 224/472. A cross-shaft at the front of the engine drives a Bosch D2R magneto on the o/s and a large separate distributor on the n/s, a typically Renault arrangement, the plug leads being led through a copper conduit.

The narrow cockpit has the accelerator pedal hung outboard of the floor, but this is quite comfortable to operate. The gear change, of quadrant type, is, however, extremely difficult until mastered, but the clutch grips firmly. The brake-pedal works on the transmission, the large drum finned, and the car is steadied with this, serious retardation (and the brakes are quite surprisingly good) being done with the hand-applied rear wheel brakes. Even when it was in a rough state, this fine 7.4-litre Renault was good for quite 65 mph and it is now a fast car indeed, but tiring to drive for distances of over 100 miles. After some fine motoring over the Leicestershire by roads, we spared a thought for Szisz and his mechanic, who had averaged 63 mph for the 770 miles of the 1906 GP, aided by detachable rims as the tyres burst, but finishing with a broken back spring. David Harrison's smaller car, with those same detachable rims on the varnished wheel spokes, is redolent of the might of racing in the old days, being well balanced through fast bends but lively on bumpy roads, its handling of a quality only to be expected of a car built so long ago. The car is now reliable for long road runs, wears bicycle lamps on its rear lamp-brackets for local outings, weighs 23 cwt, and gives about 12 mpg. It was said to have had an automatic advance-and-retard at one time, but now a little floor lever covers this function, swinging the engine being possible by using the half-compression lever that partially lifts the exhaust valves with wedges driven under their cam-followers. The Reg No is CL (Norwich) 1493, and a little medallion says the Renault was registered under New York Motor Vehicle Law as No 48535. It wears red livery (with black upholstery), as did Szisz's GP winning Renault . . .

I greatly enjoyed meeting this unique car again and could say (as I apparently once did at the age of ten after a trip on the pillion of a fast Indian motorcycle) that a quick blast in the full force of the unbroken air along the country roads of Leicestershire, made me "feel years younger . . ..."! Certainly it has been good to see this Renault in action again in VSCC events. It made its reappearance, in racing trim, at VSCC Prescott in 1983 (113.64 sec) and David clocked 73.21s there in 1984 and 73.97s there this year in the wet, driving the car some 200 miles to and from the course.

It seems to go very well to me, although its owner says it is not a particularly good hill-climber. But as a way of recapturing the great days of motoring on what uncongested roads are left, it has few equals and it can chalk up surprisingly high average speeds, under favourable conditions. — W.B.

Buckler Footnote

M.L.'s article in September on Buckler history prompts the following memories, because I knew Derek Buckler fairly well. I went as his passenger on the MCC Exeter Trials of 1949 and 1950, for instance. On the first of these we were in an unblown Ford Ten-engined Buckler Special, equipped with a windscreen but not much else with which to ward-off the gale-lashed hailstorms. Buckler got a 1st Class Award and I drove home from Salisbury afterwards at an average speed of over 50 mph, the petrol thirst over the entire event being 34½ mpg. I mention this to show that Derek drove in many events himself, again taking me with him in the 1950 Exeter Trial, in a Ford Ten-powered Buckler Special blown at about 4 lb/sq in with a Shorrocks supercharger. This time the body was more civilised, with doors, and a hood of sorts, but no real luggage space. "Pool" petrol had to be used and the engine boiled on the longer "sections" but all were cleaned except Simms, where a farm tractor towed us to the top, Derek taking a 2nd Class Award this time.

M.L. has remarked on Buckler's tenacity and on the morning after the trial he returned to Simms to see if we could conquer it, but again we failed, from the MCC starting-point. That evening, perhaps trying to keep up with a Type 326-engined BMW 45, Derek "lost it" on a slippery bend, damaging the car sufficiently for it to be abandoned, which entailed for me a perhaps even more satisfactory, but very uncomfortable, ride home in the back of Bulmer's chain-drive TT Replica Frazer Nash. On the score of Buckler driving in competitions, I remember going with him through an MCC One-Hour High Speed Trial at Silverstone, wearing an ancient ACU crash-hat (one of those kept for hiring-out to BMCRC riders who had forgotten their "hats" at Brooklands before the war) too "soft" to be permitted today . . . These Bucklers were certainly capable of round 70 mph on the road.

I remember Derek Buckler telling me that before he was allowed to buy Ford engines for his space-frame chassis the Ford Motor Company's engineers came to inspect it. One problem of selling such kits was that if customers wrote for details Derek was afraid to send them drawings of his chassis in case they took note of the different size and spacings of the tubes used and then cobbled-up one of their own; but if he didn't send such plans, they were unlikely to order . . . Oh, and there is a rather amusing facet to the Bucklers win, mentioned by M.L., in the 1954 Cheltenham MC's National Road Fuel Economy Run, with 86.6 mpg, I had entered a 375 cc Citroën 2cv with Birkett as co-driver and had had some difficulty in stopping him from regarding the thing as a miniature GP until I told him it had been my intention to share any prize money with him — at which his foot immediately eased-up on the accelerator! Anyway, we were doing well when the Stewards asked us if we would object to another competitor, Buckler, breaking the seals on his bonnet, which was forbidden by the rules, as this was the only way in which he could cure overheating problems with his high-compression, loosely assembled, watercooled Ford Ten engine. We would have been cads to refuse, so the well-streamlined Buckler won, at 91.023 mpg and the *air-cooled* Citroën was second, at 83.7 mpg in spite of our hectic opening run. . . . — W.B.

VETERAN EDWARDIAN VINTAGE

A SECTION DEVOTED TO OLD CAR MATTERS



LOUIS RENAULT setting out on the hazardous Paris-Madrid race of 1903, which was stopped at Bordeaux after there had been many accidents. The Renault was running in the Light Car class but made second fastest time to the winning 70 hp Mors, a highly creditable performance.

The Changed Face of GP Racing

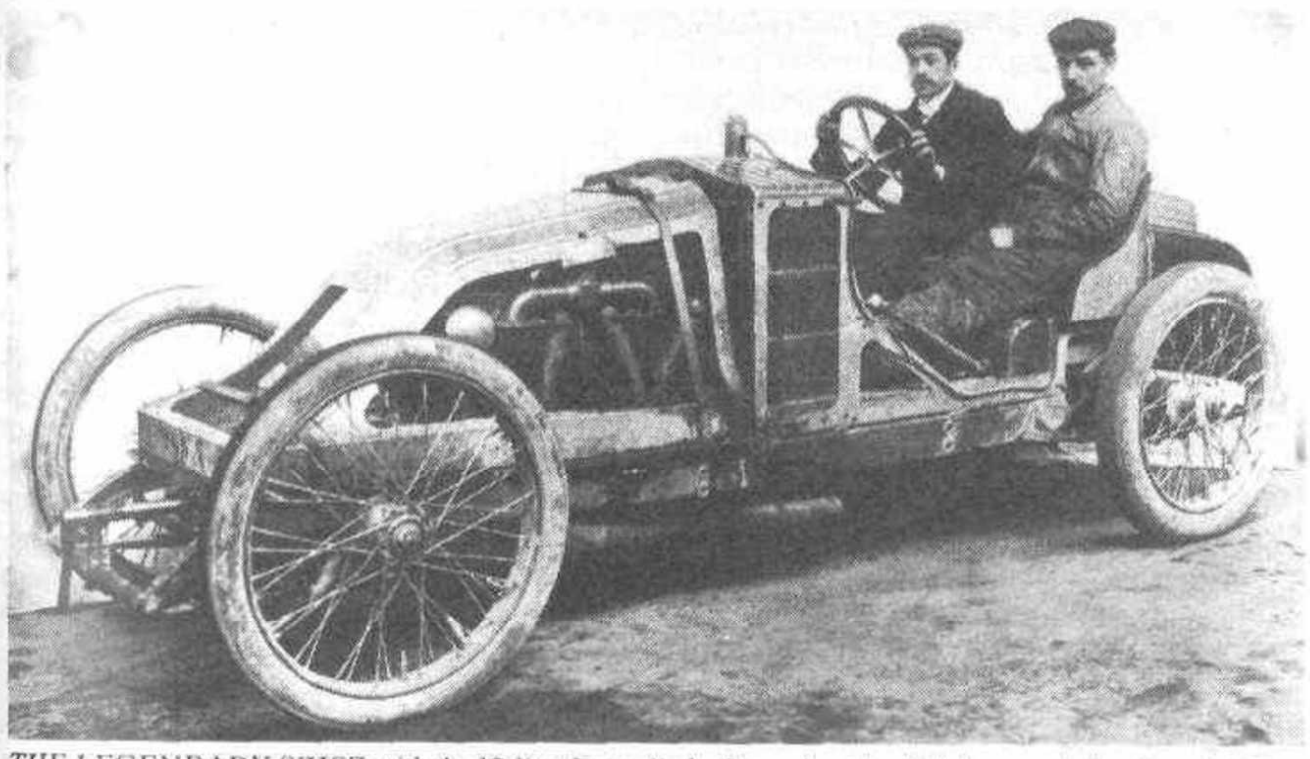
RENAULT are withdrawing from Formula One racing, which was the subject of last month's Editorial. This brings up the subject of how the face of Grand Prix racing has changed since Renault won what is generally regarded as the first French Grand Prix, the premier motor race of the year, in 1906. The great French manufacturer had done well in racing in those pioneer years, for not only had Szisz won this great 770-mile two-day contest at Le Mans but the following year the same driver / car combination was second to the winning Fiat in the French GP at Dieppe. Before that Renault had had a fine racing record, Marcel Renault having scored a convincing victory over the larger cars in the Paris-Vienna town-to-town race of 1902, and before that Louis Renault had won the *voiturettes* section of the Paris-Toulouse-Paris race, in 1900, had repeated this in the GP de Duc in 1901, followed home in his class by Oury's Renault, and was victorious in the *voiturettes* division of the Paris-Bordeaux race that same year, Marcel Renault taking second place, ahead of two more Renaults driven by Oury and Grus.

These successes for Renault Frères continued. In the great 687-mile Paris-Berlin race of 1901 Louis again dominated the *voiturettes* class, with Grus second, and the Renaults of Morin and Lamy beaten only by a Corre, and Oury and Marcel Renault among the finishers. In 1902 the Renaults of Grus, Oury and Cormier came in 1, 2, 3 in their category in the Circuit Du Nord Alcohol race, Marcel faring less well this time (seventh), retrieved by his aforesaid convincing victory in the Paris-Vienna race, when his 646 kg 16 hp Renault light car averaged 38.9 mph, heading no fewer than four Darracqs, compared to the 38.4 mph that was the best Henry Farman's big 70 hp Panhard-Levassor could manage in winning the heavy-car class.

These racing performances must have done the Renault Company, which also made very sound ordinary cars, a power of good but it terminated for three years, after Marcel Renault had been killed during the notorious 1903 Paris-Madrid race that was stopped at Bordeaux by Government decree, with a grief-stricken Louis Renault victor of the Light Car class, at 62.3 mph, his 30 hp Renault beaten only by the fabulous drive of Gabriel, who won outright on a 70 hp Mors, at 65.3 mph for the 342 tragic, dust-clouded miles. After the 1908 Grand Prix again Renault withdrew from racing and concentrated on making what many would regard as the Rolls-Royce of France (alo perhaps, with the Delaunay-Belleville), re-appearing on the competition scene u the mid-1920s, when Renault was success in long-duration record bids at Montlhé later essaying a little sports-car racing (if except de Cais' win in the 1913 Anjou C but withdrawing from an intended te onslaught in the 1930 Ulster TT w straight-eight cars after the racing manag Garfield, had been killed in an accident o the unclosed public roads while testing. post-war times the 4cv Renaults ran wel Le Mans and elsewhere and a r programme was instituted.

When Renault entered F1 in 1977, be the first to use *turbocharged* 1½-l engines, those of us who like to recognisable *makes* of cars as well as hyb contesting the highest form of racing w delighted and it is sad that the bid did bring more success for the national motor manufacturer. At least R Renault's participation may, however, h caused those in the marketplace to feel Renault should make turbocharged eng for ordinary cars at least as well as, if better than, others. Looking back to th races in which Renault gained their e victories, how very different it was then!

In his great work "The Grand Prix C the late Laurence Pomeroy states that purpose behind those stupendously long arduous early Grands Prix was to prove France led in the production of motor and built the fastest and safest in the Wo This costly participation in the six Fre GPs held by the AC de France between 1 and 1914 must have seemed worthwhil those makers who built and ran cars ther They embraced de Dietrich, Fiat, Rena Mercedes, Brasier, Darracq, Gobron-Br Itala, Panhard, Hotchkiss, Clement-Bay Gregoire, Corre, Porthos, Duf Motobloc, Germain, Christie, We Austin, Benz, Opel, Mors, Thor Peugeot, Sunbeam, Alycon, Siz Naudin, Vinot, Th Schneider, Ma Calthorpe, Singer, Arrol-Johnston, C Rolland-Pilain, Vauxhall, Excels Delage, Alda, Nagant, Panhard-Pi Nazzaro and Aquilia-Italiana. They ca all have done it for fun! Especially Pomeroy worked out that a team of t cars represented an outlay of about £75, in terms of 1948 money (I leave it economists to equate this to the expens terms of 1985 money). Thus the Indu was investing roughly £750,000 in term 1948 finance on an eleven-team race. It not work out too well for France, beca after the Grand Prix had been won by Fi 1907 and Mercedes in 1908 (with Benz second and third) the race was abando until 1912, when the celebrated new-de Peugeots were notably successful, beaten into the ground by Mercedes in 19 with the French hero Georges Boillot, say, weeping tears of sorrow and exhaus as he stood beside his stricken Peug



THE LEGENDARY SZISZ with the 13-litre four-cylinder Renault with which he won the first French GP at Le Mans in 1906 from a Fiat and was second to Fiat in the 1907 race. He also drove for Renault in America in 1908. In the Grand Prix he was denied the quickly-detachable wire wheels seen here and had to resort to using detachable rims, aided by his intrepid riding mechanic, Marteau, when tyres collapsed. Compare this to the sophisticated pneumatic wheel-braces and jacking equipment in today's F1 races.

Pomeroy says the GP had been revived because individual manufacturers saw in racing of this high calibre a chance of valuable publicity for their products, so that as many as 14 entered for the 1914 GP.

It may not be generally known that, by the rules of the FIA, the Grands Prix of 1906 to 1925 inclusive, as the regulations were changed from weight-limit to fuel-consumption restriction, from *formulae libre* to cylinder-bore and then engine-capacity restrictions, were specifically *Réservé aux Constructeurs* and that this wasn't changed to *Réservé aux Concurrents autorises par les Constructeurs*, until the Miramas race of 1926.

In 1953 MOTOR SPORT'S highly-respected contributor "Baladeur" wrote in his "Sideslips" series of articles an amusing novelet, as he called it, to show how the Grand Prix and other competition events along the years could well have influenced the purchase of cars by the wealthy. Our contributor imagined himself as having been born in 1870 and having inherited a fortune of £1-million when he came of age, and as being a motoring enthusiast (with a liking for big white cars with scarlet upholstery, at least up to 1906). I do not propose to intrude on "Baladeur's" reasons for his choice of cars (which, if you are intrigued, can be studied by ordering copies of these enjoyable discourses from our photocopy department) but as racing and other competition work would have strongly influenced the purchases of our imaginary millionaire, I will list the cars of his choice:

1895: 3½ hp Peugeot
1897: 4 hp Panhard-et-Levassor
1898: 8 hp Panhard-et-Levassor
1898: 12 hp Panhard-et-Lavassor
1900: 24 hp Panhard-et-Lavassor
1901: 60 hp Mors
1903: 60 hp Mercedes
1906: 60 hp Itala
1907: 90 hp Fiat
1909: 100 hp Isotta-Fraschini
1910: 22/80 hp Austro-Daimler
1913: 40/50 hp Rolls-Royce
1920: 37.2 hp Hispano-Suiza
1922: Leyland Eight
1924: 45 hp Hispano-Suiza
1926: Bugatti Royale
1928: 36/220 hp Mercedes-Benz
1930: 8-litre Bentley
1931: V12 Hispano-Suiza
1935: Rolls-Royce Phantom III

These would have been the leading cars he favoured over this period and if enough millionaires and others of sufficient wealth had existed, the result would presumably have justified the makers of the cars purchased going in for racing; I have continued the list to 1935 as it is so interesting, but it is between 1895 and 1913 that it is of significance to the present discourse. Pomeroy quoted the Sunbeam Motor Co. to endorse his argument that before 1914 racing spelled profit for successful manufacturer-participants. The Wolverhampton Company had trebled its profit between 1910 and 1912 and this had inreased by nearly five times between 1910 and 1913, *the years when Sunbeams were prominent in racing and record-breaking;* after paying for three cars for the 1913 GP, Sunbeam, with a capital of only £120,000, made a profit of some £300,000 in terms of immediate post-WW2 values . . . the value manufacturers placed on racing is seen by the advertising of successes, Mercedes sending the 1914 GP team-cars, with the winning number painted on each one, to their agents all over Europe, and customer interest was displayed by large sums offered for the winning car in an important race.

In the vintage period this profit from racing was not maintained, but the growing interest in racing had multiplied considerably the number of viable races per annum, up to, say, a dozen, enabling amateurs and professionals to begin to make a living from it, because with increased paying-gates, bonus, starting and prize money were paid. Then from 1934 to the outbreak of another World War, Italian Fascist and German Nazi participation moved motor-racing into a fresh dimension, to the ultimate benefit of Auto-Union and Mercedes-Benz, particularly the latter. After WW2 came the present situation, in which the extremely costly participation in F1 racing (Renault's F1 budget, for instance, was in the region of £13½-million) was covered by outside subsidies, encouraged by the publicity afforded by



RENAULT AGAIN. Renault entered modern F1 racing in 1977 but is to withdraw at the end of this season, not having reaped the full rewards hoped for after a prodigious expenditure.

World coverage of Grand Prix racing. To some extent the focus of attention has passed from the cars to the *drivers*, but very fortunately for those of us who think the mechanical aspect of the game of vital inerest, competition in the Drivers' World Championship is so keen that the cars remain technically very specialised and powerful.

Thus there has been a complete change from the time when a manufacturer of production cars saw profit in motor racing participation, as the STD combine once did. Pomeroy pointed out that while this organisation continued to support GP racing after WW1, spending some £100,000 a year in terms of post-WW2 money on teams of racing cars, by 1926 their profit-ratio had declined from 15/9d for every £1 invested by share-holders, to a miserable 9½d and after 1927 they gave up competing. Indeed, the days had almost ended when success in GP racing might pull in sales of production models, the top ones to wealthy enthusiasts like our aforesaid imaginary millionaire, but lesser models to those of lesser wealth. In 1906 the top placing in the Grand Prix would have been seen as: Renault, Fiat, Clement-Bayard, Brasier, Fiat and Panhard; and after the 1914 Lyons race as: Mercedes, Mercedes, Mercedes, Peugeot, Sunbeam and Nagant. But the present leading cars in the World Constructors' Championship as I write list as McLaren, Ferrari, Lotus, Williams, Brabham and Renault, but you cannot buy a road-equipped McLaren, Williams or Brabham (or a Ligier, Tyrrell, Arrows, or Osella, for that matter), and Ferrari and Lotus are for wealthy enthusiasts, who have at least £29,100 or £16,220 to spend. There may be a cert publicity rub-off in noting that McLaren a TAG-Porsche engine, Lotus a Rena engine, that Williams have Honda-po and Brabham rely on BMW power un and it may not pass unnoticed that for th turbocharged 1½-litre racing cars the v six-cylinder formation predominates.

But looking at it from the viewpoint buyers of ordinary cars, if they influenced at all, it might be that the Re Renault has not come all that badly ou its eight years of F1 participati remembering that repetition of the na alone is part of the advertising ploy. I dentally, one notes that in Renault's pres range of cars costing from £3,765 £18,700, at least three of the basic pow units are available in turbocharged for *Verb sap*, or something! — W.B.

Gallaher's Brooklands

LAST MONTH Gallaher Limited celebrated at Brooklands the reinstatement of 100 metres of the Members' banking, previously destroyed. The contractors, Kyle Stewart, who are building the Gallaher five-storey office block that is rising on the Members' Hill at a cost of £12-million, used 400 cubic metres of concrete and remaking this little bit of the banking took about 2½ times as long as it took to build the entire Track in 1906/7. It has cost Gallaher £70,000.

The last piece of new concrete was laid appropriately by Morris Goodall and for the benefit of the Press photographers Mike Goodall was impersonating the late Mr H. F. Locke King, Ann Huckings, dressed up as Dame Ethel Locke King, and two "period" workmen with their horse-and-cart represented the hundreds of navvies who had toiled on the Track 79 years ago. An audio-visual explanation was shown which, rather unkindly to the Brooklands Society and others, said that "volunteers had made occasional attempts to clear the Track of undergrowth and debris but the Brooklands story has been a well-kept secret for many years, so that the current restoration plan will open up the dramatic history to a new generation." After which a small assembly of vehicles drove over the new bit of banking, staging fake "races" for the cameramen. MGs, with a 1931 Montlhéry Midget, blown K1 Magnette, 1932 J2 and a very smart 1934 PA, predominated, but a rare 3½-litre Bentley Carlton dh coupé with lady passenger in white overalls and helmet and a Calcott light car joined in and I was kindly given a lift in Vernon Balls' 2-litre open Lagonda. Motorcycles included the ex-George Brown racing Douglas, a 1914 single-speed TT Replica Ariel, etc.

Lunch was served in the Paddock Clubhouse which Gallaher has restored so well, just in time one gathers, as it was in a sorry state, the total bill being well over £300,000. Here is another example of Locke King foresight, because the building covers an astonishing 20,000 sq ft, or nearly a third-of-the-area of the aforesaid new Gallaher office-block, so that it will be ideal as the nucleus of the new Brooklands Museum which Gallaher, in conjunction with Elmbridge Borough Council, expect to open next year. Geoffrey Church, Weybridge Project Director, addressed the guests, saying that when Cobb took the ultimate Brooklands lap-record at 143.44 mph this took less than 1 min 10 sec and he did not intend to talk for any longer than that. He said how delighted Gallaher was that work on the Museum project has the blessing of the Elmbridge Council and he hoped that more of the banking may be relaid, towards the old Railway straight. Councillor M. R. Bygraves endorsed this, emphasising the historic role and saying he hoped it would be possible to resume driving-test meetings within the Museum site.



SOME LIGHT-HEARTED THEATRE accompanied the finishing-off of the newly rebuilt section Brooklands banking.

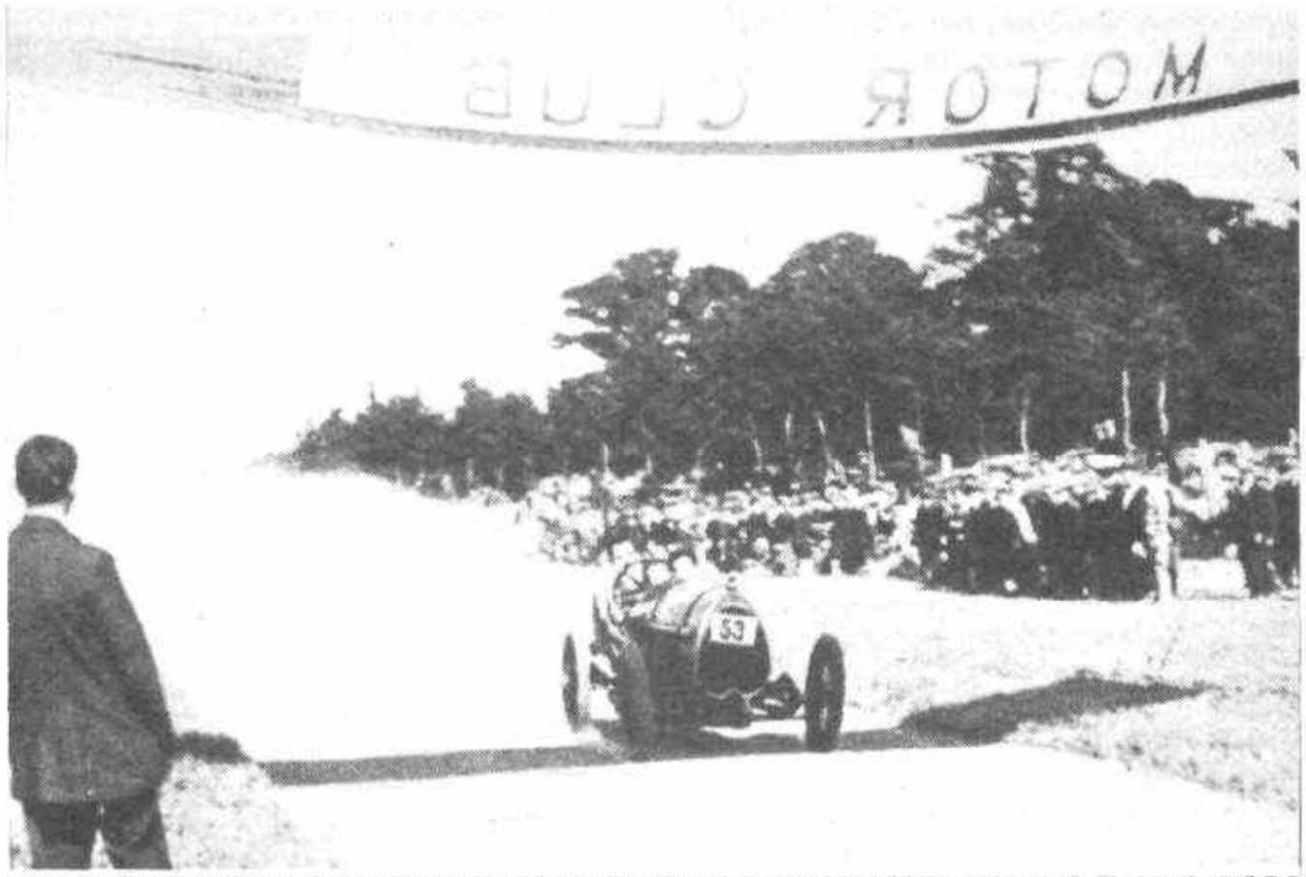
Exhibits are being assembled, at prese with an aviation bias, with that salvag Wellington bomber due the next day fr Loch Ness, but the four motorcycles on lo comprised a 1911 Bradbury, a Rover, a 19 Triumph and a 1939 B25 BSA and amo the many bicycles was a Dursley Pederse We were told that a new Members' brid may span the new bit of banking by ne year, the Royal Engineers being intereste Morag Barton, the Museum Co-ordinato was thanked for her help with vital historic research and I gleaned a few ne Brooklands fragments from the visit, such that Mr Locke King stood 6 ft 2 in tall a used to mingle with the workmen who bu the Track, accompanied by his poodle call John (these workmen were said to be fro Yorkshire but I thought they were main Irishmen, although we know t Hennebique bridge was the work of Yorkshire company), that around 1918/ there was still a windmill near t aerodrome, and that engine-changes to Vickers Victoria involved having a Mor Commercial truck in attendance. — W.B.

Speed at Madresfield

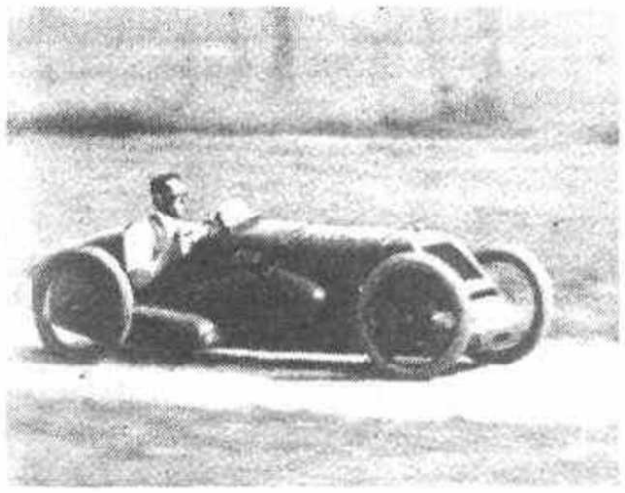
IN 1925 the ban fell on speed events on public roads, brought to a head by the accident to a spectator at Kop hill near Princes Risborough (non-fatal, contrary to some reports) which was the last straw on the camel's back in a situation which had been simmering for some time. Racing cars, like early aeroplanes, had an understandable fascination for the public, and it was the ever-increasing interest on their part, and consequently their growing numbers that sounded the death-knell, at the behest of the RAC acting on behalf of the Government, of speed events over public roads, ironically just when a Bill was before Parliament which might have permitted the closing of such roads for speed events, as was, and is, permissible in Northern Ireland and the IoM but not in Britain.

With such public-road speed trials and hill-climbs popular all over the country every summer weekend, the ban put the Clubs into a turmoil, as they searched for places where they could continue the sport over private roads. The RAC issued the ban on April 2nd, 1925, but two days later two further public-road fixtures took place, it being thought presumably that it was too late to cancel them, or perhaps the news of their illegality had not reached the then-remote places involved. Anyway, on April 4th, 1925, speed-trials were held on the now-busy Whitecross road out of Hereford, towards Brecon, and at Tavistock on the same day another speed-trial was held, over the Brentnor road. Both were over half-a-mile, the former over a tarmacadam surface, the latter from a flying-start. In the former event F. B. Taylor's Brescia Bugatti made FTD in 25.8 sec; at Tavistock J. A. Joyce in the sprint ohc AC was quickest, in 19.8 sec. It was the intention of the York & District MC to defy the RAC with a hill-climb at Sutton Bank on April 10th but so many onlookers turned up, perhaps aware that this might be their last chance to see racing machines unleashed up the famous hill, that the event was soon abandoned.

It is rather interesting that while all the frenzy to find private roads for the remainder of the 1925 and subsequent speed events was in full cry, two clubs in England had used such courses long before the ban fell. Apart from some seaside venues and racing over sands, the Midland AC had been using Shelsley Walsh since as far back as 1905, as is well known and was celebrated this year but what is not so generally realised is that the Worcester MC had been using the drive of Madresfield Court, near Upton-on-Severn, by permission of the Earl of Beauchamp at least since 1921. As this venue is still used annually by the VSCC for driving tests which are staged on the same long straight Gloucester Drive leading from the Upton-to-Worcester road from lodge gate to mansion, by permission of Lady Beauchamp, and as the venue is not far from Malvern where the VSCC had its Golden Jubilee last year, it may be of interest to look briefly at the speed-trials there.



F. B. TAYLOR driving his Brescia Bugatti in the speed-trials at Madresfield Court in 1925. Today the VSCC holds annual driving-tests on the same long straight Gloucester Drive.



ARTHUR WAITE, Lord Austin's son-in-law, winning the 850 cc class of the 1925 Madresfield speed-trials with the special supercharged Austin 7.

The road was narrow and undulating but it was flanked for its entire length by wide grass verges, with the long lines of trees set well back from the drive, as is the case today, and although some drivers found the bumps hazardous, it was possible to get a half-mile timed section there. In 1921 this was tackled from a flying-start and R. J. Sully's HE was fastest, in 28 sec from an Essex, and a Morgan three-wheeler driven by H. F. S. Morgan himself took the 1½-litre class with a time of 31 sec. Much the same pattern prevailed the following year, the event run off rather oddly on a Thursday, and being the combined effort of the Worcester MCC, the Worcestershire MC and the Gloucester MC & LCC, the Earl an interested spectator. Raymond Mays set FTD in his Bugatti in 25.6 sec, or some 70 mph, winning the STD Cup and the class winners were Brunwick's Bugatti and R. Brown (Hillman), Boston's Vauxhall being second to Mays. Two three-wheelers took part, a Morgan and a New Hudson, but in later years this event was well supported by Morgans, the factory being just down the road and Robin Jackson living with his mother in Malvern, and the Morgan and Jackson cups were competed for. In 1922 Mays won the remaining classes.

In 1923, again on a Thursday, the course was now a ss kilometre, with ample pull-up area, but in those days had a loose surface, the competitors sending up trails of dust, until a thunderstorm arrived, to spoil times in the sidecar classes. H. W. Cook in the Vauxhall "Rouge et Noir" was quickest, in 34.2 sec, the only car to beat Mays' 1½-litre Bugatti. Two runs only were allowed each entrant but Capt Brittain (BSA) hedged his bets by entering 10 classes and Capt Marendaz, with an eye on the formula, had five up in his Marseal. Harvey drove one of the new ohv Alvises, H. F. S. Morgan a Morgan-Anzani and Wilmot a Mowgli-ohc GN. It was much the same in 1924, with 26 classes, Dr Benjafield's racing 3-litre Bentley fastest in 37 sec, Harvey's Alvis doing 38.4 sec, the Hon Brian Lewis' Frazer Nash taking the amateur award after a re-run when he tied with Boston's Horstmann. Clive Lones' Morgan-Blackburne won the members' 1,100 cc class, beating Beart's Morgan in the experts' 1,100 cc class. I am not sure in which direction these events were run, but think it may have been from the lodge towards the mansion, as there is mention of Ron Horton aiming for a narrow gate at the end of the drive with his Morgan swinging wildly on the loose surface, which sounds more likely to have been going towards the house than the road.

The 1925 speed trials saw Archie Frazer-Nash make FTD and win the STD cup in his single-seater Frazer Nash, in 32.2 sec, beating Joyce's AC (32.6 sec) and Harvey on the FWD Alvis (33 sec). Waite's blown A7

won the 850 cc class, but a bump halfway along the kilo upset the carburation of Benjafield's Bentley, and nearly all the Morgans, and Mayner's blown 2-litre Mercedes damaged a gear-selector rod and coasted over the line. The famous drivers competing included Basil Davenport in a Frazer Nash. There was no event in 1926 but Madresfield was revived in 1927, when there were refreshment tents at start and finish and quite an "Ascot" flavour. The loose course caused one or two drivers to ease off, but FTD went to Shorthouse in one of two Brescia Bugattis (36.2 sec) which may, I think, have been those prepared at the College of Automobile Engineering, which we have discussed previously. Of two Brooklands-model A7s, Forestier Walker's won two classes. A rare entrant was Starling's British Eagle. By 1928 a 15-yard rolling-star preceded the timed kilo and the STD cup went to Jevons' 2-litre Bugatti and the aforesaid Brescia Bugatti took the Townley cup for fastest 1½-litre car. Hughes' 30/98 was best sportscar and J. Barnes' A7 won the two smallest classes. In 1929 an innovation was an "old crocks" class, won by that 30/98, which also took the unlimited category, but FTD was made by Frazer-Nash, Horton's Amilcar Six netted both 1,100 and 1,500 cc classes, and Orford's A7 the 850 cc division.

The 1930 event was won by A. S. Llewellyn's Hyper Lea-Francis, from Heath's Brescia Bugatti, XU 5855. Thus Madresfield, in the vintage years. It continued as a speed-trial venue up to the war and indeed was the scene of the Morgan Three-Wheeler Club's speed trials in when Hale clocked 30.9 sec for the mile. It is difficult to understand the that these days confines the ven driving-tests. The drive is now tarm and 60 years ago it was observed "Madresfield was a good course for s trails as it was flanked on each side by grass banks, and the spectators can be on one side and well out of the way (b RAC patrols)." Only the safety-cons RAC prevents the former usage. But attend the VSCC DTs there next year, a thought for the quite famous drivers used to try for top speed along the dri Madresfield Court, watched in the days by the Earl Beauchamp, as Lady champ has watched VSCC activitie recent times. — W.B.

V-E-V Miscellany.—*Citroënian*, magazine of the Citroën CC, recently carried some pictures of rare cars made before the great French concern went over to *Traction Avant*. The rear-drive models depicted included a 1932 Citroën Twenty coupé-de-ville Town Car, obviously intended for chauffeur-driven occupants, priced at £450 ex-Slough, and equipped with lady's companion, dictaphone, and carriage-type lamps on the scuttle, etc., the overall length being 15 ft. Other models on the 20 hp chassis were a four-door fixed-head coupé, a two-door dh coupé, both at £295, a convertible roadster upholstered in leather, with a golfer's concealed locker for his clubs, priced at £345, and a four-door Sportsman's saloon with rear trunk (Coquille patent), at the same price. The Editor is interested to note that in 1932 Citroën still occupied showrooms at Devonshire House, Piccadilly, where many years earlier, he had gone with his mother to buy, for 10/6d, a tin-plate clockwork Citroën 7.5 hp two-seater.

Yet another motor museum has opened, the Lark Lane museum in South Liverpool, close to Sefton Park, in a garage built around 1920 for the Crosville Bus Co. The Brooklands Society, which still battles hard in connection with the preservation of the remaining parts of the old Track, holds its annual dinner at the Centre Halls, Woking, on November 28th. The new Editor of the *Brooklands Society Gazette* is Rupert Prior and those who wish to join the Society to enjoy these close links with the old Brooklands days should contact Frank Morris, 48, Fortesque Road, Weybridge, Surrey, KT14 9SB, the subscription being £7, or £10 for overseas members. One wonders what the prospects are of saving the historic building of Clement-Talbot associations in Ladbroke Grove, London, when news comes from Scotland that the unique ex-Argyll Motor Co building outside Glasgow, which we described and illustrated in MOTOR SPORT some years ago, is suffering badly from the weather.

A B-listed office and factory dating back to 1905, no notice has apparently been taken of a Council repairs notice served on the present owners of the old motor factory, the Alexandria Estates Co., although it is said that the building could be rendered weather-proof for an outlay of only about £5,000 to £7,000. The Daimler & Lanchester OC has tackled the problem of spares for these cars, of all models but especially the post-war classic ones, by housing its supplies at a new stores building known as Daimler & Lanchester House, at Gamlingay, near Sandy, Beds. The Club Secretary is Allan Jones, 11 Avenue Grimaldi, Luton, Beds, LU13 1TJ.

A reader would like to know more ab 1929 Type 4 Bugatti he bought six mo ago in largely original but shabby condi The Reg. No. is UV 7760, chassis 44413, and it was imported into Eng new, and given a fabric (prob Weymann, as all the fittings are of make) saloon body, the build no. of w seems to have been 384, the finish b black, with separate front seats ha strap-adjustment of the reclining squabs sidemounted spare wheels. The penultin owner bought the car, as a tourer, in the 1950s, but without a logbook or knowin history. Letters can be forwarded.

The Brooklands lap-record-hold Napier-Railton from the Midland M Museum was featured on T&T's stand Motorfair '85. The Transport Trust rep that the approach made to the Internatio Speedway Corporation of Daytona Be who own the 1935 "Bluebird" LSR car the Project Group which had hoped to b the car and bring it back to this country been unsuccessful. Before he died the ow of a 1938 17 hp Armstrong Siddeley sent con.-rods away to a specialist and these n cannot be traced, although the car is now Holland. If anyone has these rods the ca owner would like them, for the rebui Letters can be forwarded. — W.B.

VMCC Saundersfoot Run

FOR 30 years the VMCC has held this event, encouraging vintage motorcyclists to come to W. Wales; it is now organised by D. Weekes of the West S. Wales Section. By way of some variety I like to include a few non-car happenings in my itinerary and although in this wet summer I have missed a traction-engine rally or an air-display, on September 21st in spite of a falling barometer (the one, incidentally, that was once in the Brooklands Clubhouse and no doubt consulted anxiously by prospective record-breakers) we set off to see what the 1985 entry of 66 would make of it, in the Ford Sierra 4×4, back from its 6,000 mile service and doing over 25 mpg on local runs.

Oldest machines were the 1911 Triumphs of Thomas and Bailey, the latter having missed but one Run. From Towcester came Sanders' 600 cc Douglas with airship-type sidecar on a Douglas chassis and Purslove was riding the 1914 Pendine sprint Sunbeam raced there by Mansel Davies, and Codd's 1925 Sunbeam also claimed Pendine ancestry. Adams' 1939 250 cc Ariel was, like a number of other machines, in good "as used" condition — "washing it weakens it!" — but Barker's 1939 B26 BSA was like new, perhaps ready for Sunday's Beauty Show. James' 1929 Levis Sports, rebuilt last year and Sue Weekes' 1938 K17 James with two-port Villiers engine exhausting into a cast-alloy flat silencer beneath the frame and Harrow's 1926 976 cc model-180 Royal Enfield and sidecar, out for the first ti after being found derelict in 1983, caug the eye, as did Haddock's 1960 7R AJS a Hancock's smart 1941 model-45 Harle Davidson sidecar outfit with massive tyre among later jobs.

Alas, heavy rain greeted the riders, b the spirit of the past was recaptured watching them on the quiet Welsh by-road where on B4302 Bell's 1930 A2 Lev arrived ahead of the rest, on its fir appearance after a rebuild from dereli condition, and the rare 1920 Beardmo Precision and an F2 Morgan three-wheele were going well. And some 3¾ hours fro the start we spotted one of the Edwardia Triumphs plodding through the downpou towards the finish.

VINTAGE POSTBAG

Charabanc on Stilts

Sir,

I refer to your photograph on page 1012 of the Charabanc on Stilts. The photograph was taken at Burgh Island, close to Bigbury on Sea in South Devon, and a vehicle of this design was in use until 1969. Burgh Island is joined to the mainland by a spit of sand which is submerged at high tide. The sand tractor, as it was called, was designed to ferry passengers between the island and mainland at hightide.

The first tractor entered service in the 1920s to service a luxury hotel on the island. I believe it was replaced by a vehicle of identical design in the late 1940s and this in turn was taken out of service in 1969.

Whilst the machine was usually quite reliable it did have a habit of shedding drive chains in mid-channel, the only solution being to mount a boat rescue or wait for the tide to go out!

There is still a Burgh Island tractor, the new machine is much more modern, being powered by a diesel engine which runs a hydraulic pump which in turn powers rotors in each of the four wheels.

I believe the old machine was removed to a museum in Totnes or Salcombe. Perhaps some other readers have run across it there.

Redbourne, Herts J. S. GILDER

Large Vintage

Sir,

It occurred to me that some of your older readers might be interested in the enclosed photograph of one of my father's cars taken in the early 1930s. I was a small boy at the time, and I well remember my late father talking about this car, which used to take a very long time to fill up with petrol. In fact he used to have a pint of beer at the local pub while the garage attended to it!

He had many cars during his motoring life and this one was either his Gardner or Isotta Fraschini. My father was also a great Jensen enthusiast and I also enclose a photograph of his 1938 Jensen with Ford V8 engine. He also had one with an American straight eight Nash engine which had an aluminium body, and I was then old enough to drive this one after the war.

Reigate DIGBY HULME

[I think the car illustrated is an Isotta-Fraschini, although the mascot may have come from an Hispano-Suiza. Of enormous length, it seems well adapted to carrying the nine occupants and their dog! — Ed.]

Nuvolari

Sir,

I was most interested in the letter recalling the 1936 Vanderbilt Cup Race in the USA. This was especially topical after your re-report of the well documented 1935 German Grand Prix and it does illustrate that a really outstanding driver would be outstanding in any era.

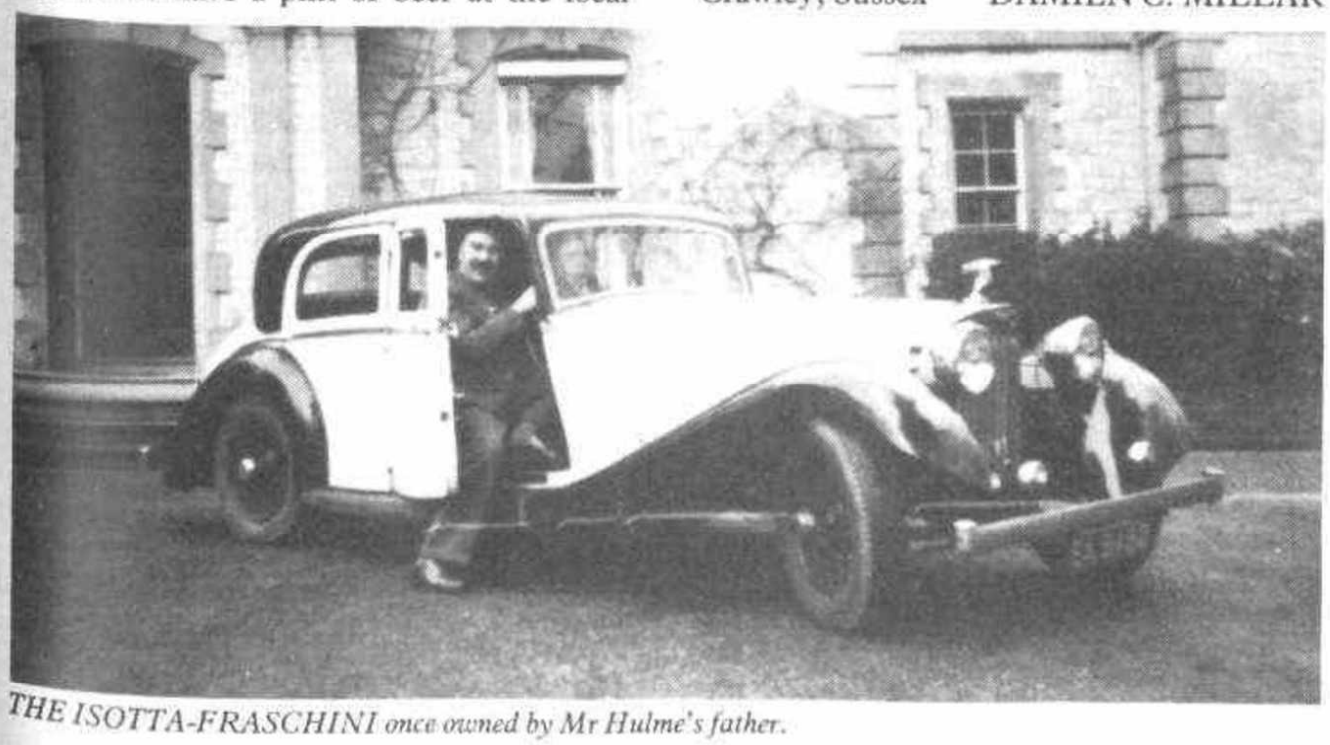
The argument that drivers of the thirties would not cope with the present day cars is nonsense. Give the old "Maestro" a McLaren or other competitive car or nearly competitive car and he would be where he always was. Way out in the lead. Truly Nuvolari was the "Greatest".

During the war, we employed a cheerful lad driving for us on one of the big RAF maintainance units in the Middle East. He was ex POW, ex Trento Division, ex farmworker for the Nuvolari family.

Conversation with my informant indicated that the well-known dislike Nuvolari had for the "Tedeschi" may have been more Historical than personal and indeed I was told that Berntd Rosemeyer had stayed with the Nuvolari family shortly before his tragic crash. The private life of Nuvolari was very sad. Not only did he lose both his sons in the nineteen thirties but also his father was killed riding a motorcycle.

Naughty Mr Hill's letter may have been but very interesting.

Crawley, Sussex DAMIEN C. MILLAR



THE ISOTTA-FRASCHINI once owned by Mr Hulme's father.

Trip in a Rolls-Royce

Sir,

Your reprint about a trip from London to John O'Groats in a 4¼-litre Bentley brought back happy memories of many hours spent as a schoolboy passenger in 3½ and 4¼ Bentleys in the late 1930's.

It also reminded me of a journey undertaken by my mother in 1937 or 1938 from Swanley Village in Kent to Banchory in Scotland in a somewhat pedestrian 1923 20 hp Rolls-Royce; a three-speed central gear-change model which had been fitted with 19 in wheels which replaced the original 21 in rims. It also sported a fabric body which had originally been fitted to a Bentley, probably a 4½-litre.

The journey which was something of an emergency took from 8 am until 10.30 pm and covered 560 miles, including crossing London (no Dartford Tunnel then!) travelling up the old A1 to Scotch Corner, thence Carlisle, Beattock, Stirling, Perth, Stonehaven to Banchory. An average of 38.6 mph and travelling solo. Any stops must have been of short duration; however the performance compares well with your own trip in a car capable of over 90 mph as against the Rolls which would do 65 mph downhill with a favourable wind.

Cape Province, South Africa B. T. D. COCHRANE

Remote County!

Sir,

I was interested in Bill Boddy's reference to 1923-'30 Radnorshire motorcycle registrations.

I have lived on the Welsh border for over 30 years, and knew the area from 1940 onwards, when I was once obliged to continue across the Clun forest in a blizzard at night, with my MG L-Magna running on only four of its six cylinders — the other two having run the big ends! The alternative (as it seemed to a 17-year-old at the time) being to die of exposure, engulfed by snow, which fate stopping would have made inevitable. The less said about this unhappy episode the better, as it signalled the demise of my very first car.

To return to the motorcycle registrations, I was most surprised to see that there were more Raleighs than Triumphs which surely must have been contrary to the general trend. [Raleigh apparently did lots of local advertising. — W.B.]

Also, surprisingly, no Nortons, Rudges, Sunbeams or Scotts. Maybe this lack of upper echelon machines underlines the truth of the old ditty:

> Radnorshire, Radnorshire,
> A very poor County is Radnorshire,
> Never a Squire, never a Peer,
> Never a man with a thousand a year,
> Unless it be Philips of Abbey Cwmhir!

Readers from "Off down" may be interested to know that within the last 30 years Radnorshire County Council was still issuing F0 and four numeral registrations, which only goes to show how few vehicles were registered in the county over the years.

Peterchurch STEPHEN PHILP

READERS' LETTERS

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

Road vs Track

Sir,

I didn't think that Idris Francis' letter was particularly amusing, nor original, because for many years the merits of "heeling and toeing" have been discussed through your columns and in many other motoring journals.

Unfortunately and too often, "Road Craft" is muddled up with "track craft". Techniques used to save time on a racetrack, where you end up on a grass verge, are scarcely applicable when travelling down a busy street or somewhere where your vehicle can end up through a shop window! There is no need for the almost indecent haste of changing gear and braking if driving is properly planned in the first place.

Heeling and toeing is not a method which is taught in police driving schools but the Institute has never penalised any driver who has been able to do this action safely and competently. However, what about all those drivers who have tried it and failed? They are liable to go over the roundabout rather than around it! In addition, the pedal positions of a very large number of cars are unsuitable for heeling and toeing and either the pedal positions will have to be altered or the human race get bigger feet. To sum up, we see little point in heeling and toeing on today's crowded roads.

Although I have worked at the Institute for most of its existence, I have never heard of the advice given concerning "emergency stops." However, we do not agree with unnecessary signalling as steering control is cut down by one-half if unnecessary signals are given. In any case, who is going to do a lot of hand flapping in dead of winter or at night? Correct mirror equipment, properly adjusted, coupled with intelligent use should eliminate the danger from our non-existent motorcyclist.

Chiswick R. B. PETERS,
Chief Executive,
Institute of Advanced Motorists

Driving Standards

Sir,

I read with interest the letter for "Higher Standards". Working overseas and living in the UK, 150 yards from a motorway, my first observation is that the general standard of UK driving is already high, compared with countries between the near and far east and something taken into account when obtaining licences in some of these countries. Qatar is an exception where to obtain a full local licence a full test has to be taken, not without its lessons in car control.

Regarding the suggestion of speed one cannot fail to observe the average speeds at times on some motorways is likely to be 75-80 mph with the inside lane above the 60 mph. Lane indiscipline is a world-over problem and I often remain in the centre lane to avoid the dangerous practice of weaving in and out of the heavies in the left-hand lane. Our UK highway code is an excellent guide and I suggest better driving is gained through experience, age and good common judgement with concentration on what occurs around one while driving, a 100% experience and occupation.

On the spot fines by the police, never, until the UK has a traffic / road controlling body. The motorist is too much of a target for police prosecution figures without producing any improvements for the motorists. A traffic body should be formed to use the income from the motorist to improve our transport system with some obvious improvements. Organisations such as the AA/RAC now have little basic effect on road changes. Toll charges on the Severn Bridge for example could well have been removed if the AA/RAC together had put more pressure on the Government.

As for any gentleman who travels 286 miles per day on our motorways I doubt his efficiency at driving and doing his job for his employers. I suggest a regular check as to his long term health with his heart doctor.

Safe driving through care, consideration and concentration!

Doha, Qatar J. G. HOSEGOOD

Kiss, Kiss

Sir,

I am surprised that during the course of a detailed review of a motor car, no mention should be made of such a radical change in established manufacturing practice as the relocation of the brake pedal in the Toyota MR-2. For, after some practical research, I have found that it is quite impossible to imitate one of M.L.'s driving techniques with the pedal in the conventional position.

Having slipped off into city traffic, dabbed the accelerator, flicked the wheel (presumably this is done to ensure that it is still securely attached to the rest of the car), I then tried kissing the brake pedal. Let me say right away that my car, a Vauxhall Astra, was very unimpressed by my romantic gestures towards it and carried on with its forward progress quite oblivious to my attentions. But as though this blow to my ego was not enough, there are a number of other drawbacks to this braking method. Firstly, the time required to invert the body has to be added onto the normal times for reaction and braking which in turn me that the driver has to reappraise poten hazards quite markedly. Secondly, becomes apparent that the forward visio considerably restricted with the head what conventionally is called the footw And thirdly, the operation of the ot controls in the car by the use of legs and requires a good deal of practice.

All in all I have come to the conclus that, as the foregoing does not enha progress along the road, Toyota must h decided to suspend the brake pedal from roof of their MR-2, thus enabling the dri to execute gentle braking by kissing it an emergency stop by butting it with forehead. Or could it be that an emerge stop can be effected with the right foot the conventional manner, after so training in an obscure martial art?

I feel that I have to conclude wit cautionary tale. Should fellow readers moved to try this "kissing" techniqu would suggest that they try it as far away possible from other road users until t become practised in the art. I found experimenting in the City of London t even one or two taxis altered course dur the chaos caused.

Steeple Aston R. C. B. SANDE

[I made the mistake of saying that the MI was so easy to drive you could do it stand on your head. The rest of the staff insis on a demonstration. M.L.]

Buckler Memori

Sir,

I read with interest the article on Der Buckler which was published in the Septe ber 1985 issue of MOTOR SPORT.

The article has re-kindled my interest tracing and learning more about a Buck Special which my father built between 19 and 1954. I can clearly remember as a you boy the Buckler chassis arriving at o home, delivered by courtesy of British Ra and have fond memories of the constructi period. The chassis was a Mark V and w fitted with Ford components. I rememb the first test session when the car was du wheeled on to a "semi private road" in fro of our house, and to ensure that the law d not intervene, the session was carried o when the local policeman was leading t local procession on a Bank Holiday Monda

The performance of the car, in chass form, encouraged my father to consid entering competitions, and in conjunctio with a man by the name of J. F. Cookso they embarked on a very low key com petition programme.

The engine was duly modified, whi included the fitting of an aquaplane man fold and twin SU carburettors, a high li camshaft and double valve springs.

Competition was limited to local spee hill climbs and sprints, with two visits to th six hour relay race at Silverstone in 1954 an 1955.

I have pictures of the car during construction, which are a useful record, and am trying to locate photographs of the vehicle in the six hour relay race at Silverstone.

At the time, within our locality there was nothing which could travel as fast, although I am sure that the top speed was around 90 mph, which in 1954 was considerably in excess of most other vehicles. The car was extremely reliable, and looking at some of the photographs, a very attractive vehicle even by today's standards.

The car was sold in the autumn of 1955 to a man in Preston, and was then re-sold to someone in Wigan, after which we have lost trace.

Preston G. C. CURWEN

WEC

Sir,

I refer to your report in October's MOTOR SPORT, covering the Spa 1,000 kms.

My partner and I, both being avid supporters of motor racing, and not sensation seekers, felt that a letter supporting your accusation appertaining to the "swashbuckling" attitudes adopted by some Group C drivers, would be in order.

Recently, we attended the Shell Gemini 1,000 kms at Brands Hatch, and were frequently astonished by some of the antics by drivers who we had hitherto considered highly professional. Your theory regarding the fact that perhaps drivers feel safer in enclosed vehicles, and are therefore more "daring", is a theory we share also, although, on reflection "crazy" driving techniques are also apparent in Formula One, and seem to be most frequently perpetrated by those drivers from, shall we say, "warmer climates".

Excellent magazine, as usual.

Kesgrave, Ipswich A. P. HELMER

Marsh Special

Sir,

Ken Hammerton's letter, published in your October issue, referred to the (4.2-litre) Marsh Special, which I owned between 1970 and 1977.

Ken is very authoritative as always on hillclimb machinery, and if this car is in fact on its wheels a fair burning of midnight oil will have taken place, since when I disposed of it, it was wholly in bits, following an argument with what is laughingly referred to as the "Lodge" at Harewood Hillclimb in June 1971.

Tony Marsh was the only driver really to come to terms with his brainchild, though the same system of 4WD was repeated in the Ray Terry Elva-Buick (Shelsley class record-holder) and the Blankstone Brabham Quattro. (Tony "demonstrated" the latter — in haste if not in anger — at Bouley Bay in 1971.) I have always wondered if the changes in polar inertia which resulted from Geoff Rollason's adoption of a Techcraft bellhousing (instead of the original Jaguar), moving the engine rearwards several inches and enabling a more-fashionable reclining seating position to be adopted, made the car less controllable.

After my sweet-handling and "chuckable" 250LM Ferrari ("The Duchess") I found the Special an awful handful in corners. It showed characteristic 4WD "kick-out" on the overrun, and then understeered most stubbornly with the power on. However by June Harewood I felt I was beginning to get to grips with the old car, and I was at last approaching the old "Marsh" times in practice. Accordingly on (I think) my first competitive run I decided to adopt a more robust technique when we started to "run out" on the first right-hander at the bottom of the course.

I squeezed harder on the throttle.

The Marsh motored firmly off the course and knocked off its two nearside wheels on the adjoining greenery!

After I had counted my (few) bruises, I concluded with little difficulty that this 4WD motoring was not for me! The engine (Buick, not Olds, since it lacked the extra cylinder-head locating studs of the latter) and HD4 gearbox — back to 4-speed, 2WD form — went into a specially-built Palliser Formula Atlantic chassis which I drove on the hills that year, and were eventually acquired by Mike Harrison, the Formula Junior expert, with all the Marsh remains, so that he could use the engine and box to complete the above-mentioned Elva for HSCC racing.

Two wheels, suitably mounted and inscribed, did duty as tables in the "Pit Stop" Bar for a while. (The Palliser was — with difficulty — displayed on the ceiling!)

Northwood JACK MAURICE

XR4i Lament

Sir,

I have just completed 15,000 miles in my XR4i and what a great machine it is too. The performance is pure magic and the road holding in both wet and dry conditions is excellent. However, this car is definitely not for the faint-hearted, or your Mr Average Driver, who cannot drive a car as it should be driven. What a shame Ford decided to discontinue this great machine. One wonders whether the bad publicity at the beginning of the year had anything to do with their decision. Perhaps the drivers concerned in these incidents should learn to drive in all conditions and not just in straight lines as is the norm these days.

On the minus side, there are two points I would like to raise.

a) This has got to be the worse gearbox Ford have ever produced in recent years; it must be the slowest gear change in Ford's history.

b) The astronomic tyre wear.

When I purchased the car it was fitted with Uniroyal Rallye 340/60 195 60 VR14, the average cost of this type of tyre is £145+VAT (recommended retail price) and they only lasted 11,500 miles and wore out in the middle of the tyre, even though the correct pressure as per Ford's handbook was used. I wrote to Ford and complained, here is an extract from their reply:

> "Among the critical design factors are the tyres, and advances in this field allow the use of wider low profile tyres with softer compounds to achieve superior handling and wet weather cornering abilities. To obtain this there will be a small sacrifice in mileage if compared to 'standard' tyres, and we would normally consider in the region of 15,000 miles usual on this type of model.'

Well, Ford might consider this normal but I do not when the average car tyre life on most family saloons is 30,000 miles. With today's tyre technology, tyres should cost less and last longer, not the other way round.

Keep up your great traditions, for this must be the best magazine produced.

Storrington, Sussex K. R. BALLARD

Lamborghini As She is Spoke

Sir,

If Jalpa is Spanish, and I cannot find the word, then it would certainly be pronounced Halpa — with a strongly aspirated "H". How the "r" crept in I don't know but it makes the word impossible to pronounce for a Spaniard. I have searched records going back over 200 years and cannot find the bull Jalpa or whom he killed.

Won't somebody at Lamborghini settle the issue?

There is always something of interest in MOTOR SPORT, even when it is bull!

Malaga, Spain P. H. HYLTON

A Lagonda Peculiarity

Sir,

You raise an interesting topic whilst reporting the Rhayader MC at the Royal Welsh Show. The 1932 3-litre Lagonda you saw had "the baffling item of two exhaust tail pipes of vastly differing dimensions" — how delicious these thorny problems always are!

The narrower of the pipes may have been a copper crankcase ventilator which was extended right to the tail during this period.

The exact date this practice ceased is in some doubt but I believe the M35Rs of 1934/5 were the last Lagondas so built, the copper pipe at the tail giving way to a neater breather installed in the rear engine-mounting. I have consulted Davey & May's "Lagonda — History of the Marque", which records the full length ventilator ceasing upon the *introduction* of the M35R (3½-litre) in 1934, but the 3½-litre my wife and I own and that of our good friends Bryan and Barbara Hyett *still* sport the oft-queried tail pipe.

Thank you for a superb magazine.

Eccleshall RICHARD McCANN

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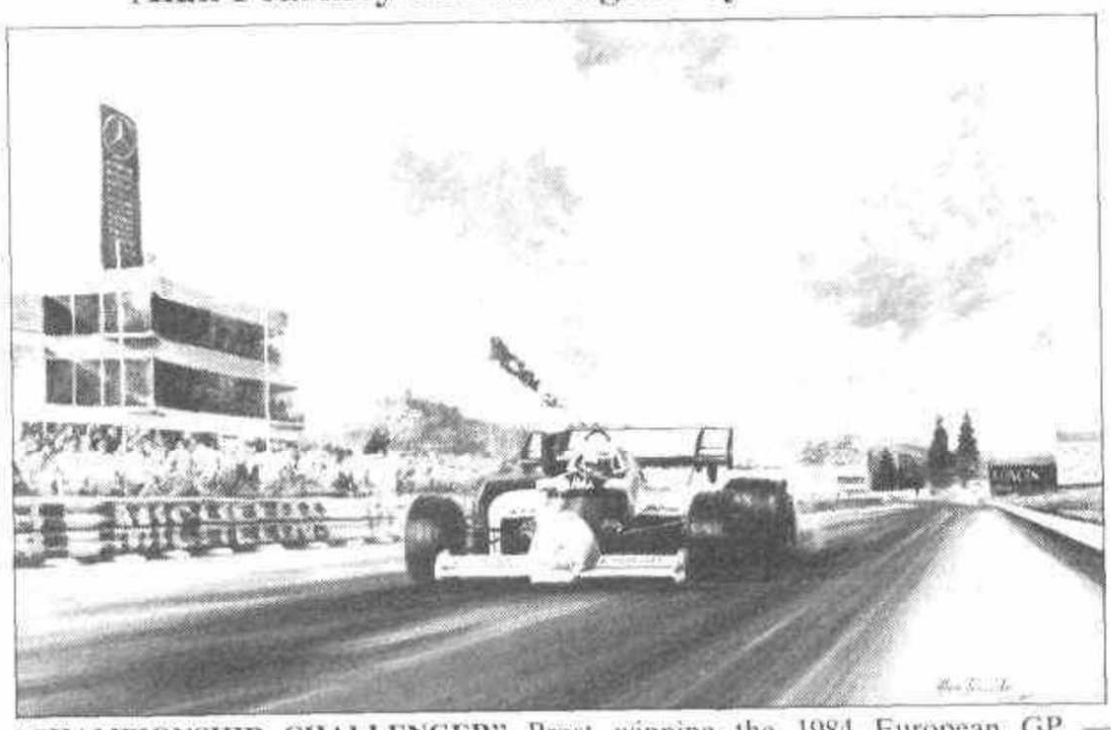
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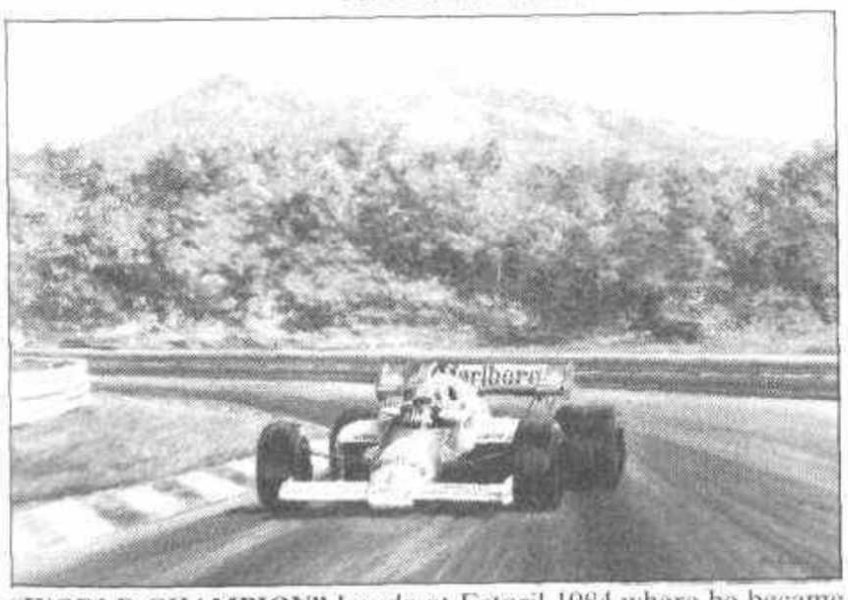
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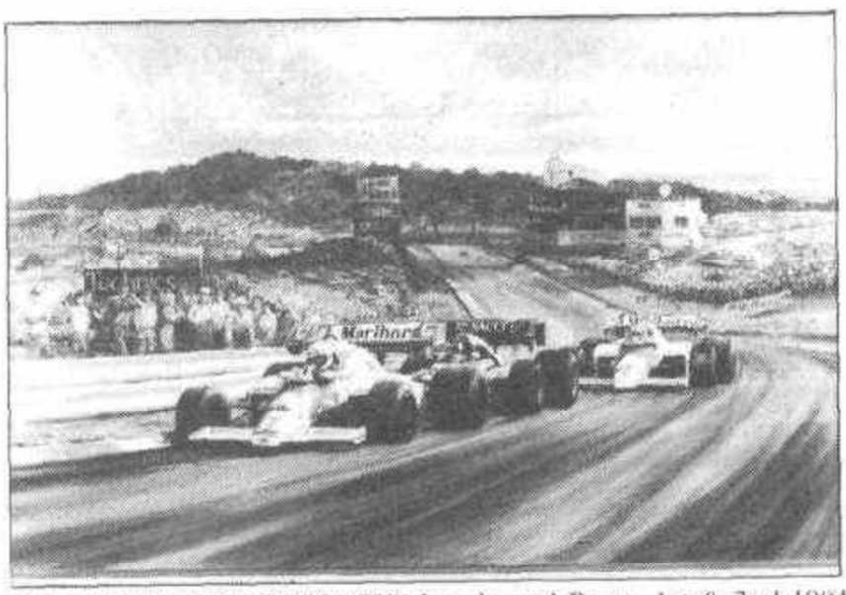
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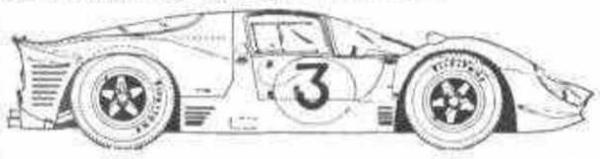
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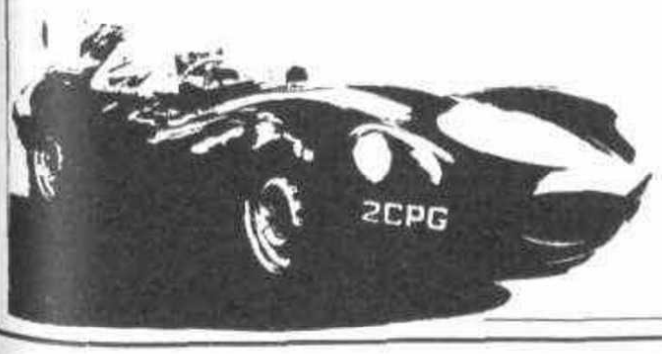
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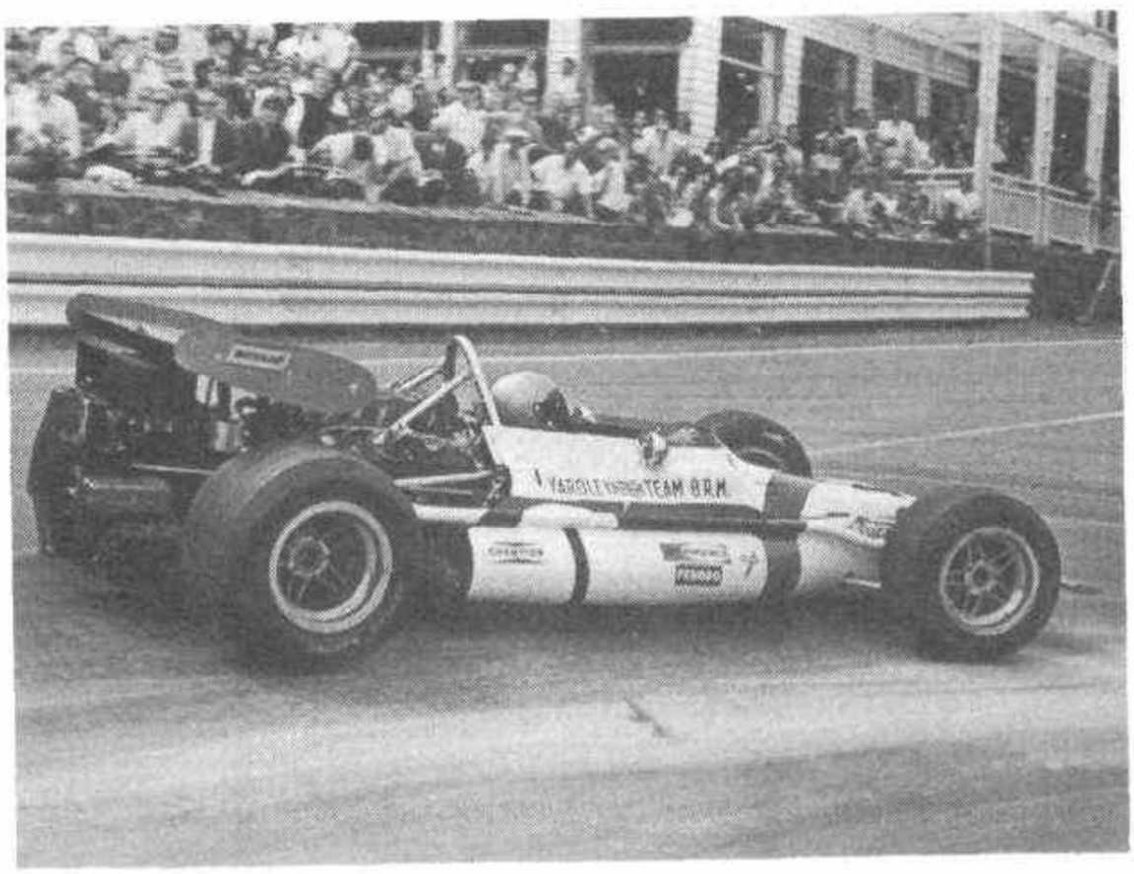
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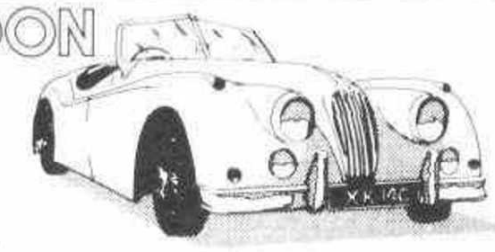
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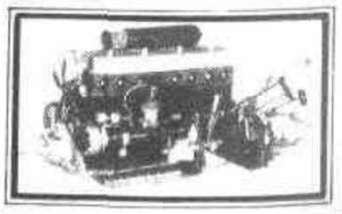
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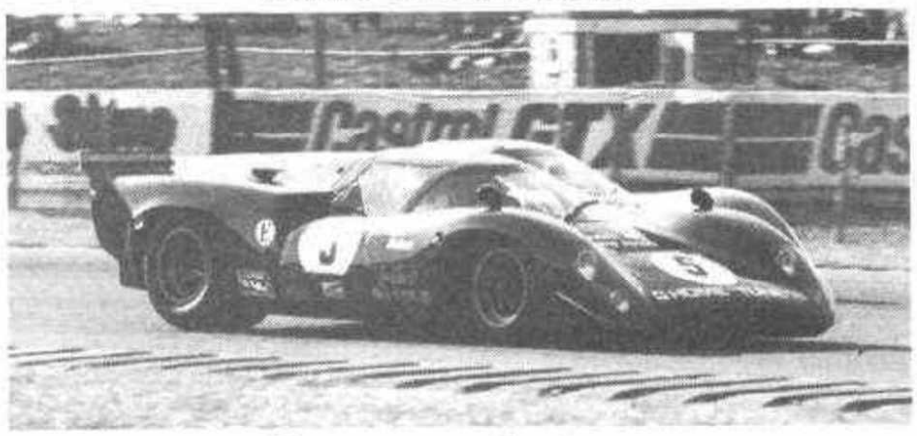
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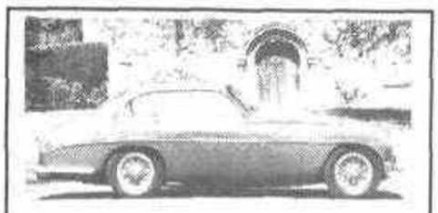


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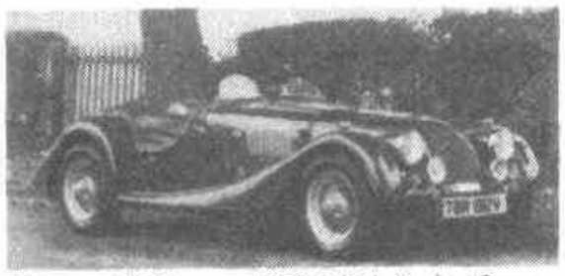
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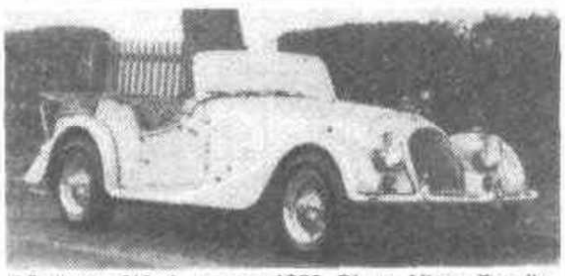
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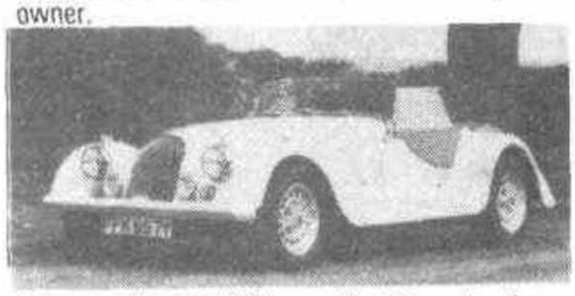
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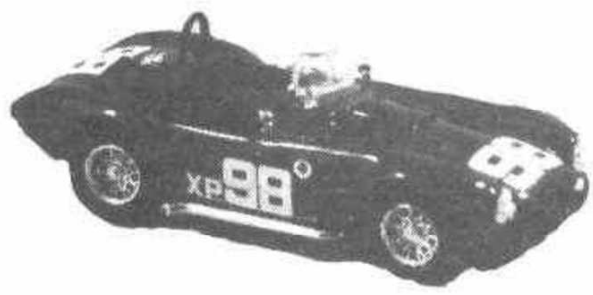
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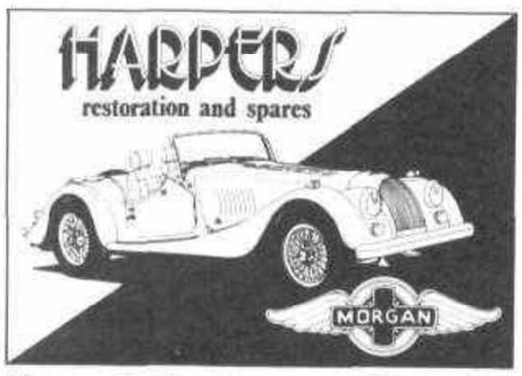
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highly skilled team, and we think you will be more than pleased with what we have to offer. If the desire to spend is upon you then why not spend it upon one of the new **TVR's** we have in stock: **new TVR 350i S2 Convertible**, black, grey leather, silver pinstripe, black hood. **New TVR 350i Series II Convertible**, silver, red trim, red pinstripe, black hood. **New TVR 350i Series II Convertible**, metallic champagne, biscuit trim, brown hood and pinstripes. New **TVR 350i Series II Convertible**, white, red trim, black hood, black pinstripes, non coded wheels. Please phone for prices as we haven't had time to sit down and work them out yet. We've got a delicious Demo car to offer in the shape of a **1985C reg TVR 350i Series II Convertible**, white, red trim, black hood, red pinstripes, non coded wheels, 1500 miles, a must at £14,500. If you fancy something that has already been tried and tested then you can't go wrong with the following used **TVR's**: **1984A TVR 350i Convertible**, Crystal green, leaf green trim, freeflow exhaust, 12,500 miles, make people green with envy for only £11,950. **82Y TVR 280i Fixed head, Series II, 2+2**, Crystal Green, leather trim, 21,000 miles, 5-speed box, power assisted steering, cram all the family in for £9,450. **1982X TVR Tasmin 280i Series II** coupé, Sapphire Blue, blue trim, 7" spoke wheels, colour coded bumpers, 1 owner, 4,200 miles, a dream at £7,850. **1982X TVR Tasmin 280i Convertible**, black, caviar trim, 1 owner, 13,000 miles, PAS, looks and feels expensive but will only cost you £8,500. **1981 TVR Tasmin 280i Convertible**, silver, new black hood, caviar trim, colour coded bumpers, polished wheels, power assisted steering, 57,000 miles, all for a smooth £6,650. **1980W TVR Tasmin 280i Series I coupé**, Burgundy, caviar trim, spoked wheels, 41,000 miles, a full bodied car at £5,995. **1980 TVR Talmar S/E**, gold, oatmeal cloth trim, compomotive wheels, wood dash, 35,000 miles, a must at £6,850. **1969H, Vixen S2, 1600**, orange, sunroof, TVR alloys, 60,000 miles, 2 owners from new, totally original and totally gorgeous at £2,250. **1985 TVR 350i, Series II**, Ferrari Red, Biscuit trim, 16,000 miles, 220 bhp engine conversion, Blaupunkt stereo, cruise control, that touch of luxury for £12,995. **1977 TVR 3000M**, a cross between orange and red, black vinyl sunroof, 67,000 miles, Wolfrace wheels, tints, radio stereo, personal plate, feels nice at £3,995. **1983A TVR 350i Convertible**, Ferrari red, biscuit trim, 1 owner, 18,000 miles, 220 bhp engine conversion, free flow exhaust system, £11,750. **1981, TVR 280i Convertible**, Midnight Blue, 67,000 miles, under floor exhaust, very bright condition, polished wheels, new hood, just right at £6,500. We do have a few misc cars for sale: **1983Y VW GTI Convertible**, Limited edition model, all white, body kit, Pioneer stereo, 2 owners, 21,000 miles, at £6,950. **1979V Escort RS 2000 custom**, black full X pack body kit, lowered suspension, full custom spec, RS alloys, vinyl roof, glass sunroof, radio / stereo, 46,000 miles, black interior, £3,450. **1983Y Audi Quattro**, silver, 1 owner, 28,000 miles,



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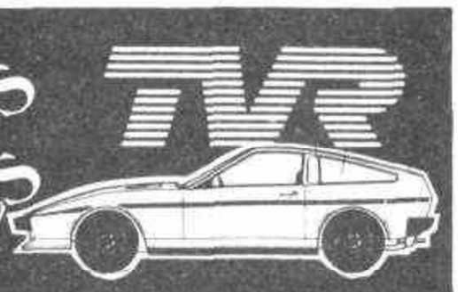


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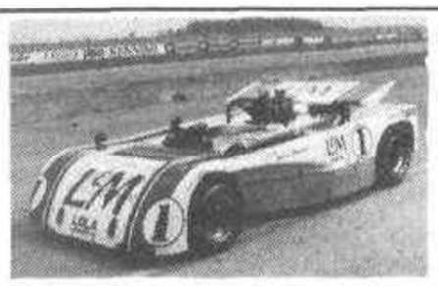
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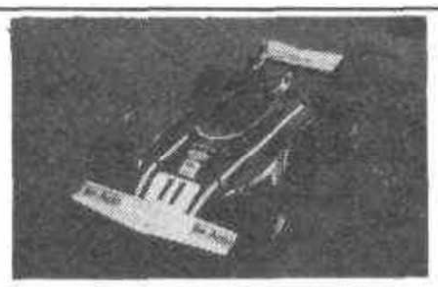
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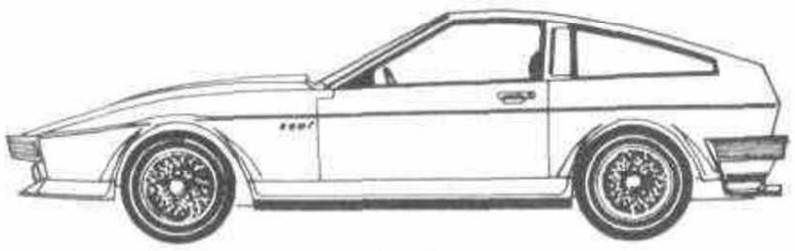
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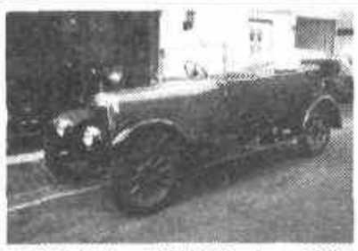
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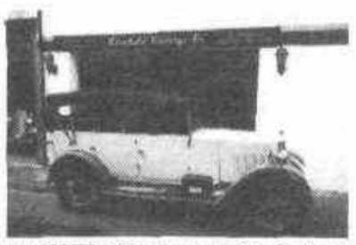
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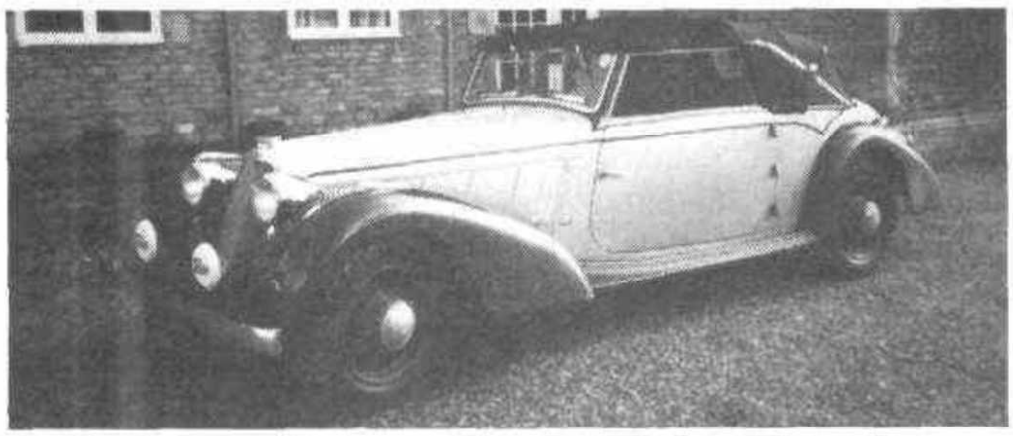


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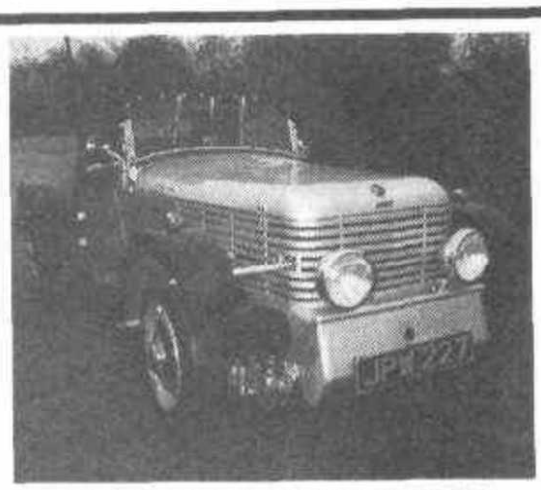
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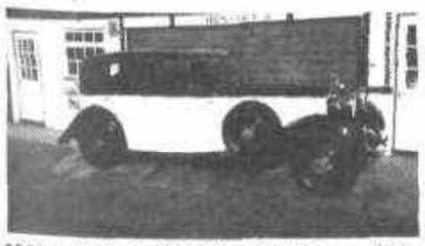
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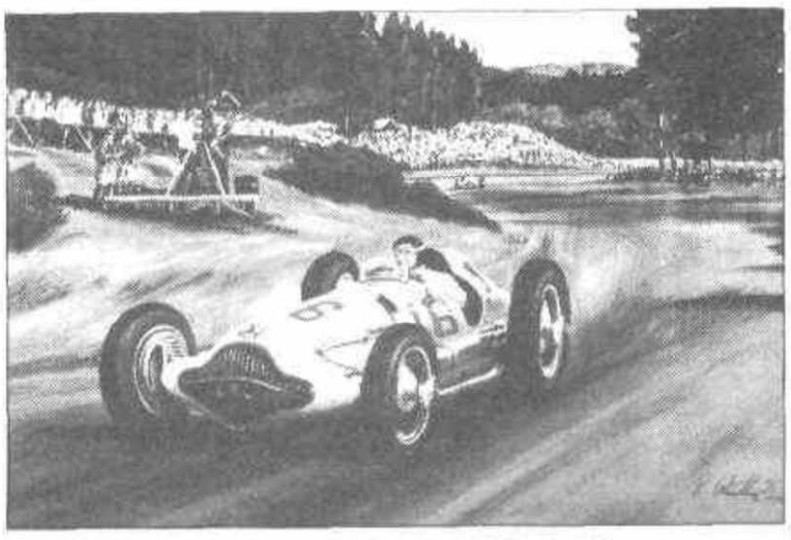


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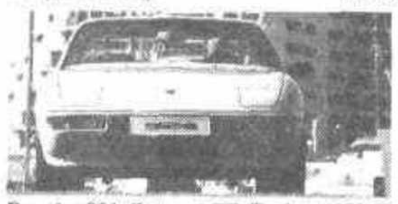
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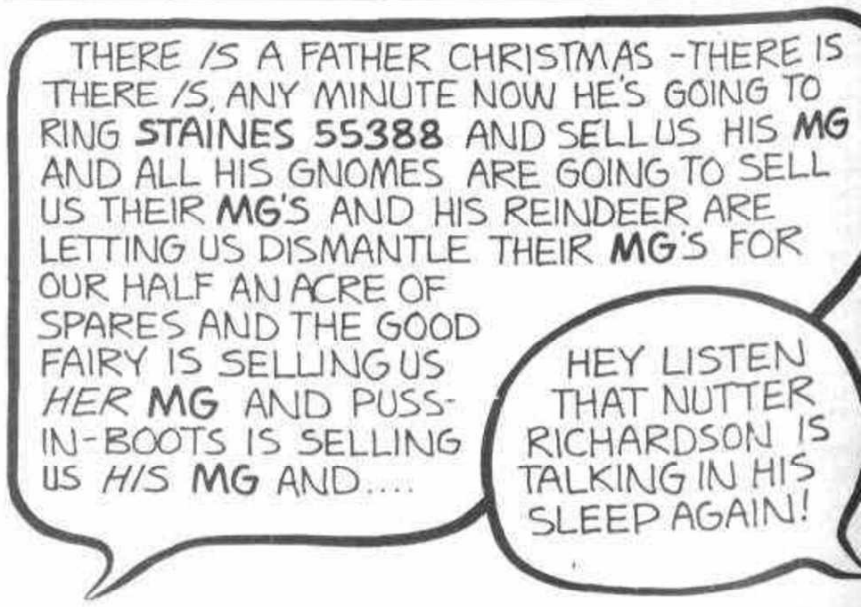
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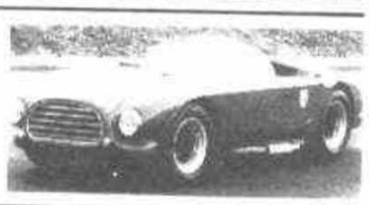
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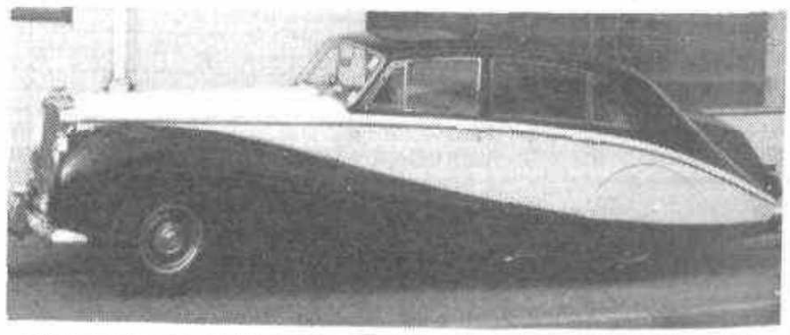
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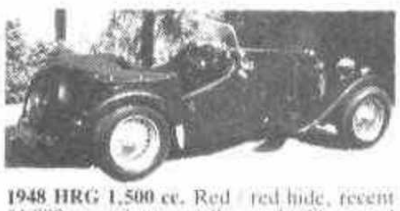
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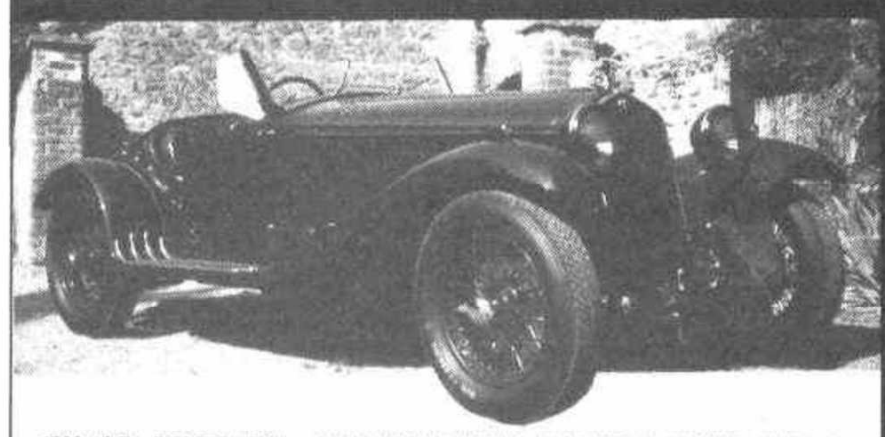
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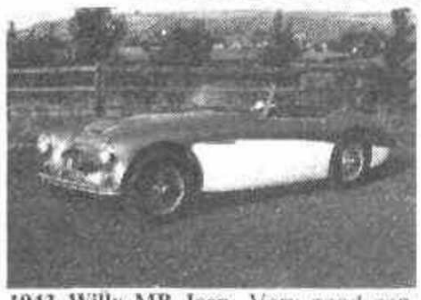
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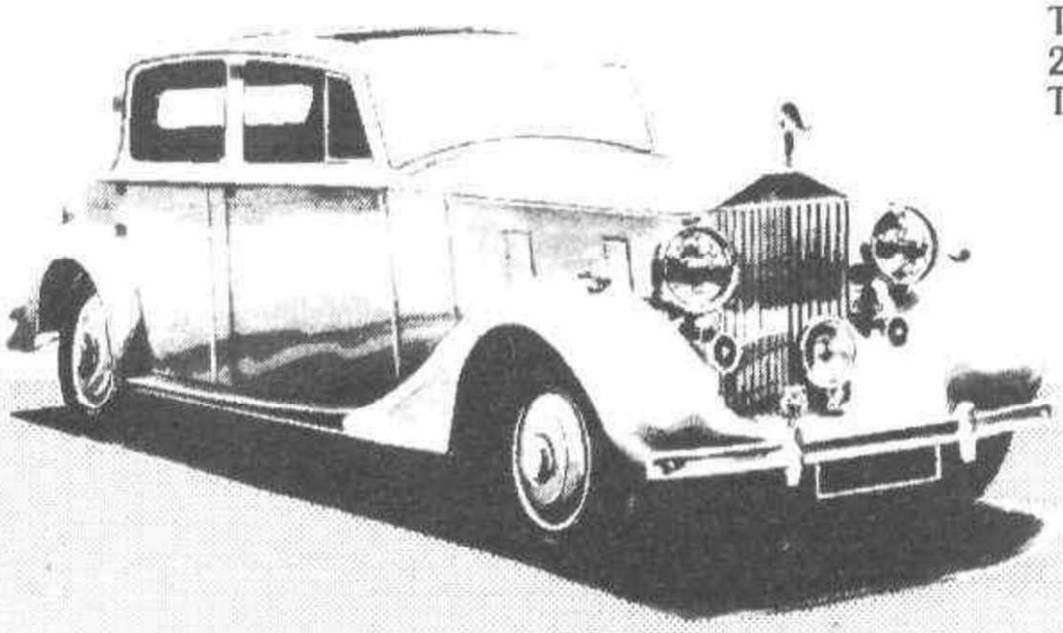
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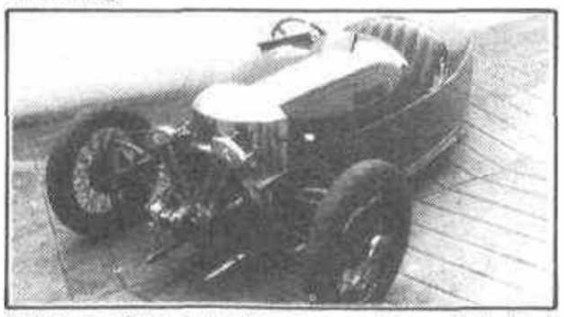
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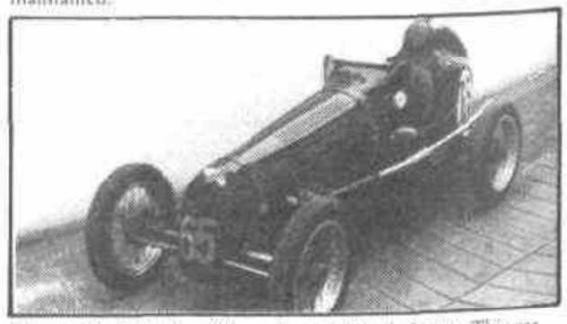
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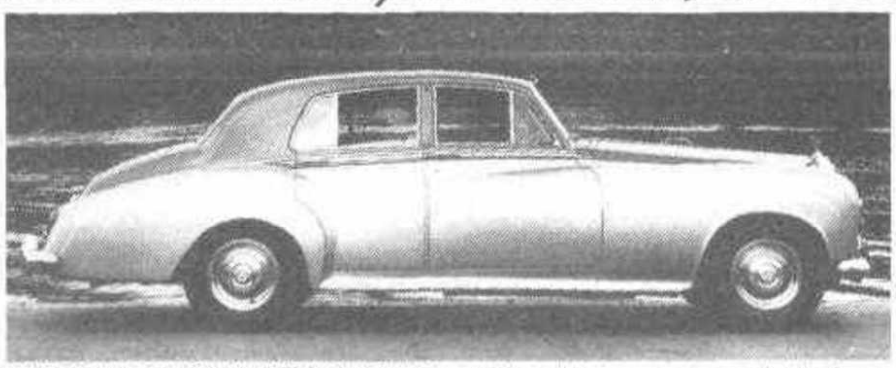
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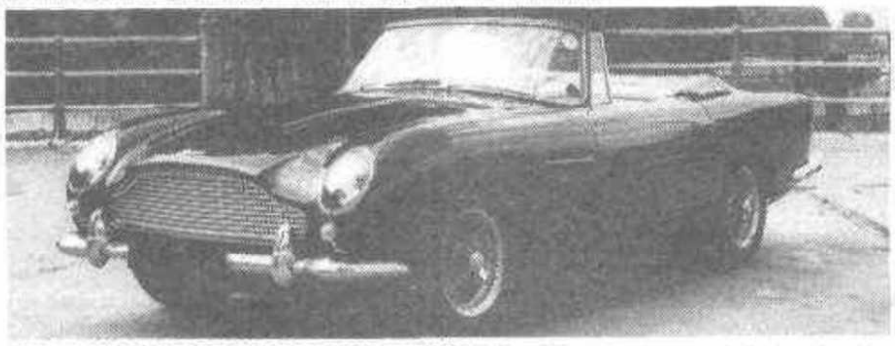
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1967 Mercedes 230SL.
1954 MGTF 1500 Sports.
1962 MGA 1600 Mark II Roadster.
1936 Packard V12 Coupe Roadster.
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ROLLS ROYCE CORNICHE CONVERTIBLE 1973. Left drive, finished in ivory with magnolia interior and matching power top, every extra, history, meets US DOT.

ROLLS ROYCE SILVER CLOUD 1962. Embassy black with tan hide interior, auto, pas, power windows and all usual extras, low mileage.

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ROLLS ROYCE 1964 SILVER CLOUD III. Steel blue over silver chalice with matching interior, sunroof, low mileage, usual extras.

ROLLS ROYCE SILVER CLOUD III 1964. Shell over tudor grey, matching interior, low mileage, usual extras.

BENTLEY III SERIES 1963. Oxford blue with tan hide interior, usual extras, auto, pas, whiteside tyres.

ROLLS ROYCE CORNICHE CONVERTIBLE 1976. Left drive, metallic ice blue with matching hide interior and power top, every possible extra incl air conditioning, low mileage, full service history, meets US DOT.

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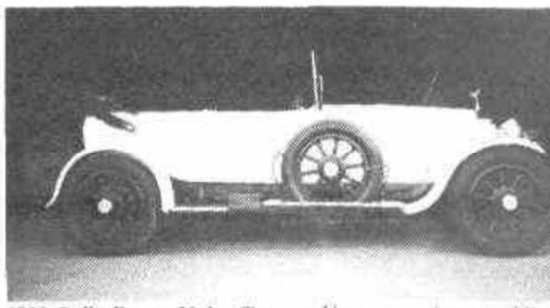
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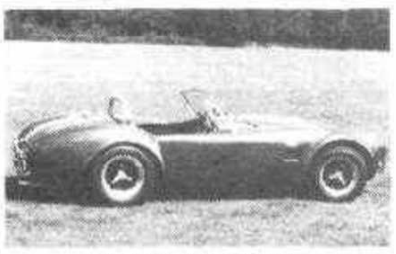
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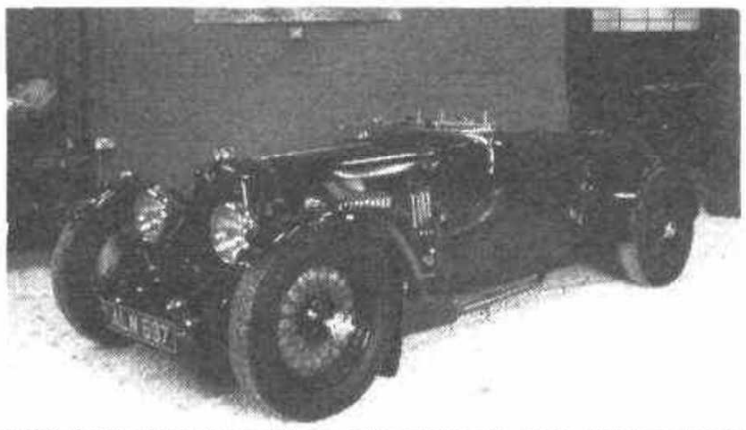
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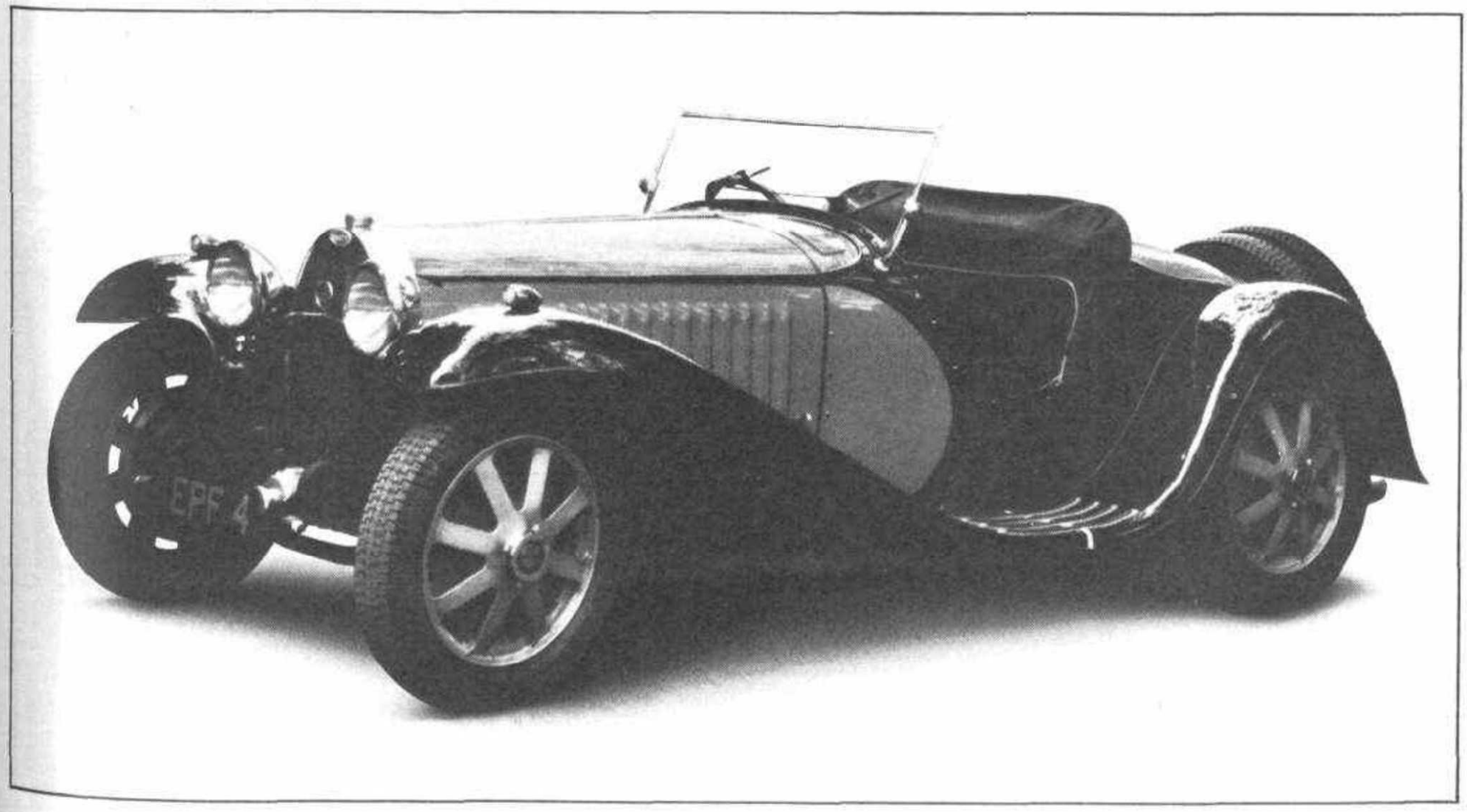
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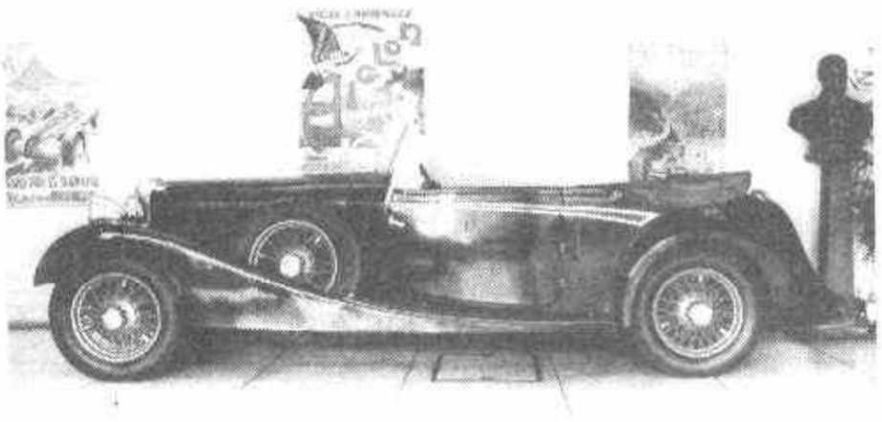


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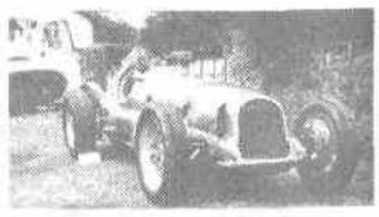
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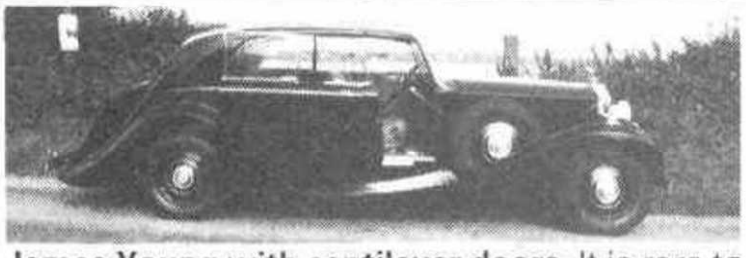
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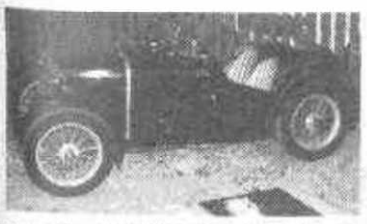
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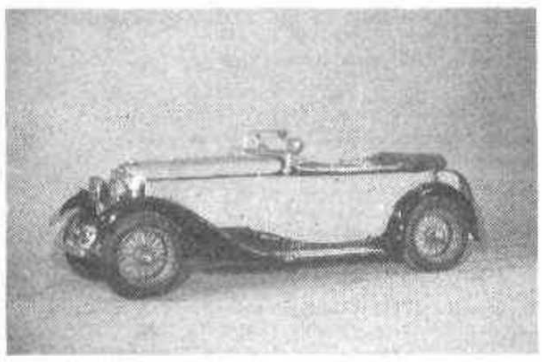
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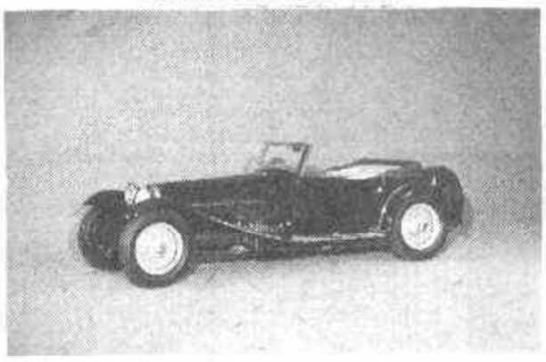
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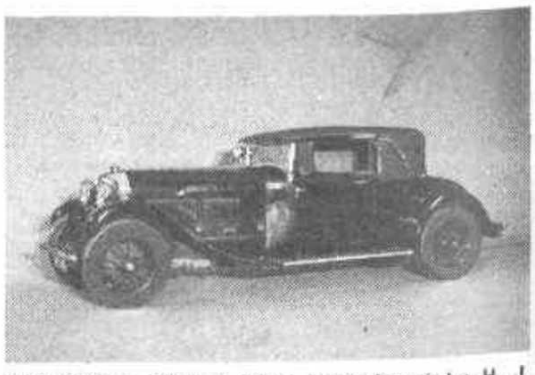
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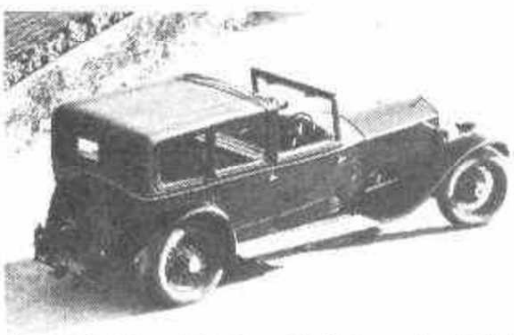
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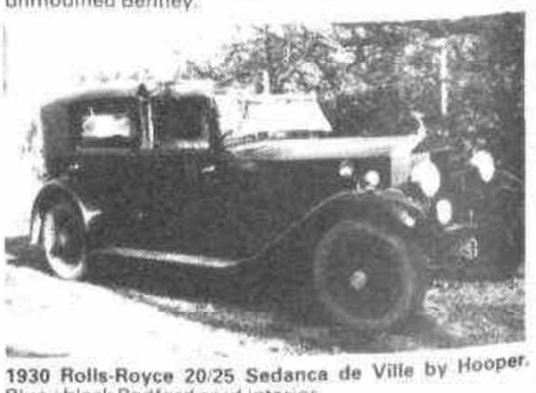
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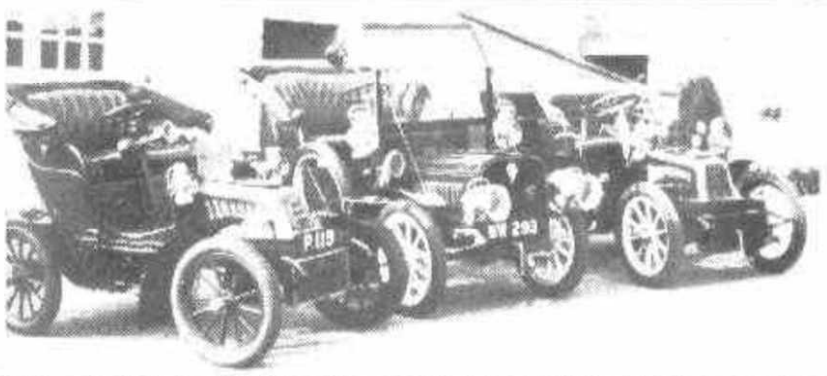
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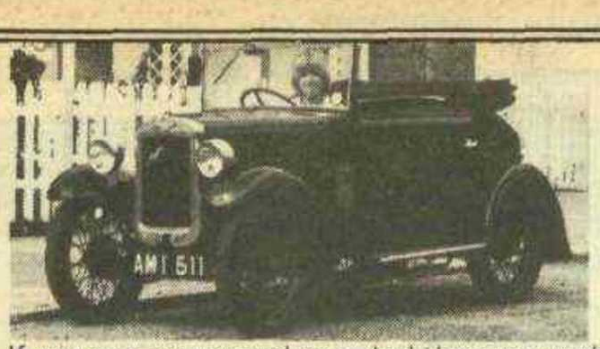
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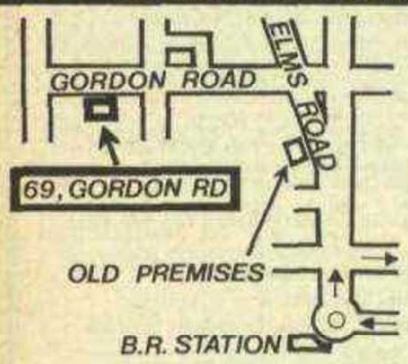
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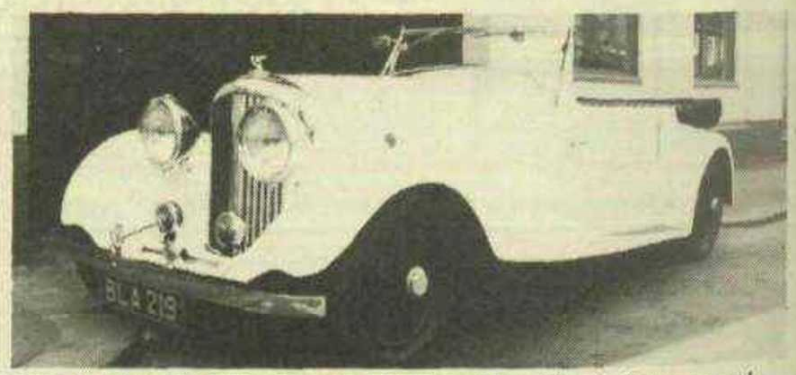
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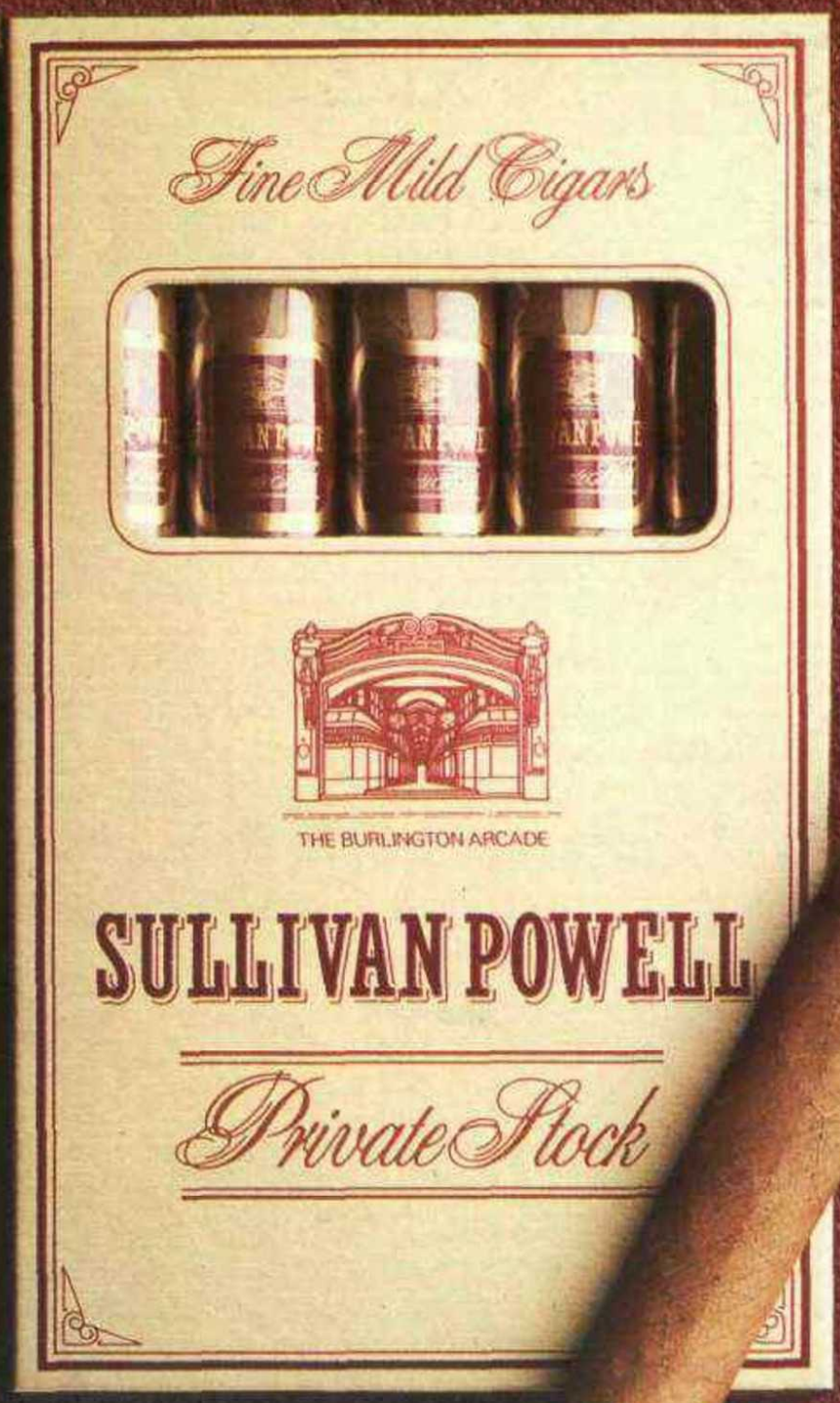
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