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A Grand Prix Driver at Work

BMWs Sweep Spa

The Maserati 250F

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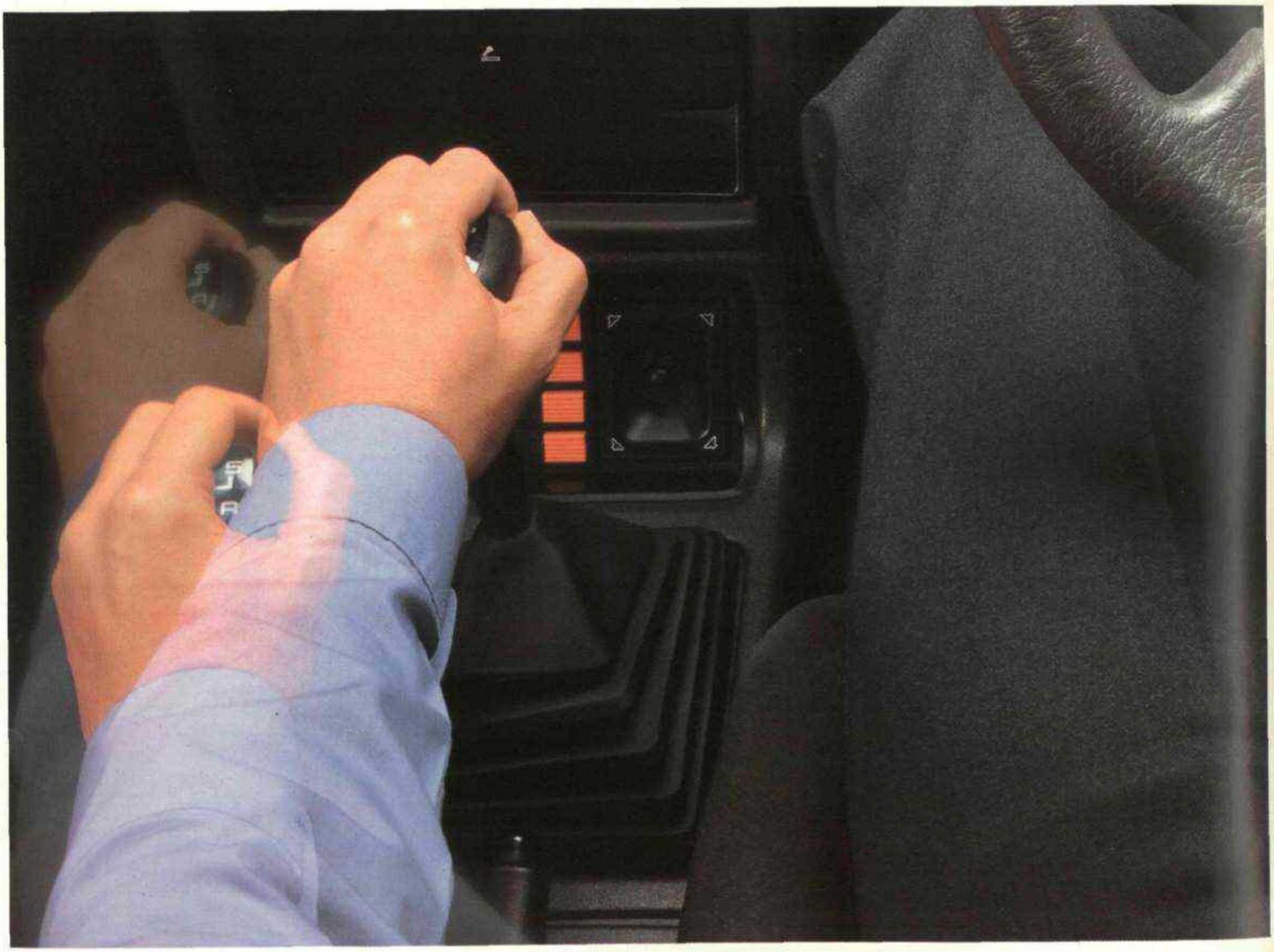

If you enjoy driving hard, you should make sure your car engine can stand the strain. Shell Gemini is the oil designed for hard driving. Whatever the stress or temperature, Gemini is the performance oil that stays in grade to give your engine greater protection than ordinary oils. So don't scrimp on your oil. Insist on Gemini.

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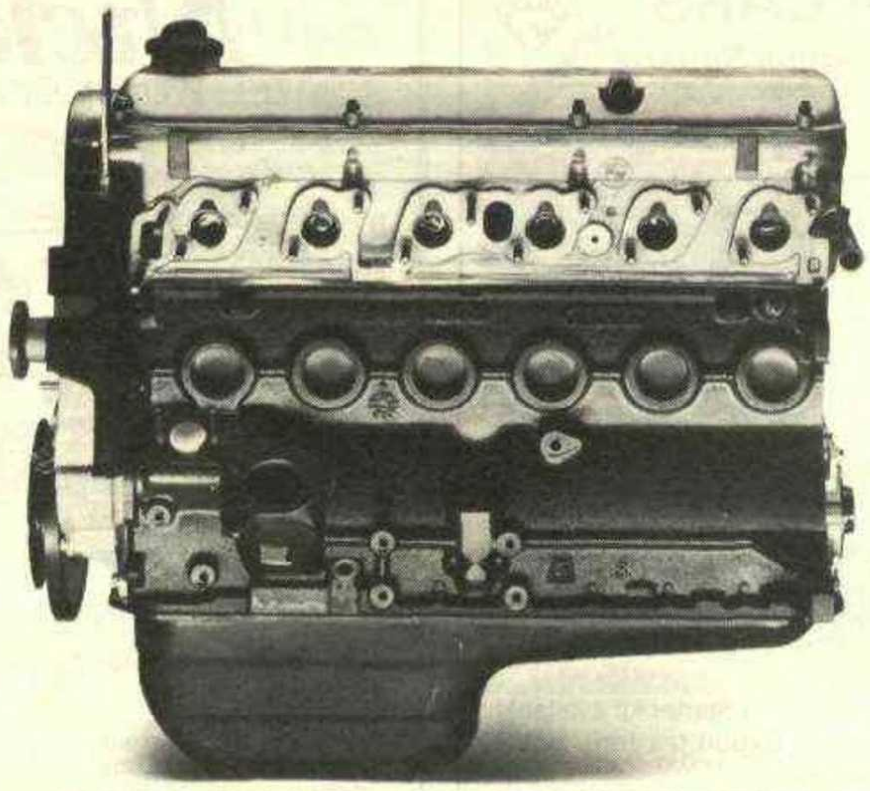

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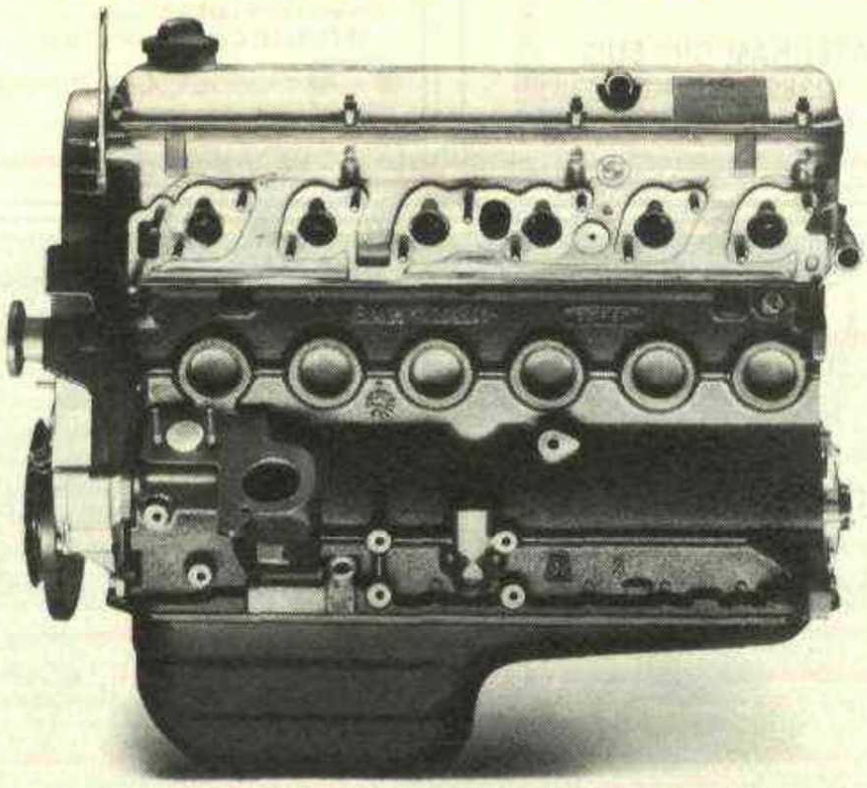

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GOODWOOD: The Sussex Motor Racing Circuit by Peter Garnier. Photographic history. Was £7 £3.95

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1 PBM 754 MGA RDS, 1600, MKII, Red, Black Trim, Black Hood, Wire Wheels, Heater Box, Oil Cooler, Clock 29187, Chassis GHNL2 106567, requires paintwork. **£3,850**

2 AWH 870 MGA RDS, 1600 MKI, Blue, Black Trim, Black Hood, Radio, Std Wheels, Luggage Rack, Clock 41912. Engine and gearbox rebuilt, very clean and original. Rust free body. Chassis GHNL 80482. **£5,500**

GHF 692 MGA RDS, 1500, Red, Black Trim, Grey Hood, Working Radio, Clock 79962, Std Wheels, very sound original steering wheel, Chassis 15GB-U-H-48011. **£3,750**

Take 9 MGA RDS, 1600 MKI, Ivory, Black Trim, Black Hood, Std Wheels, Wooden Steering Wheel, Chassis No. GHNL 71757, Clock 06643, very straight. **£5,500.**

465 NDC MGA RDS, 1500, Red, Black Trim, Wire Wheels, Heater Box, Chassis GHNL 73590, engine recently rebuilt. **£3,300**

349 FPA MGA RDS, 1500, Ivory, Black Trim, Wire Wheels, Heater Box, all complete and very sound throughout. **£2,000**

By the time this advertisement appears, these cars will have been shipped to Darlington. They are all totally rust free and in unbelievable condition. Cannot be compared to English MGA's.

Simon Robinson personally visited Los Angeles recently and purchased these outstanding models.

If you require any further information on the above cars, please do not hesitate to contact us.

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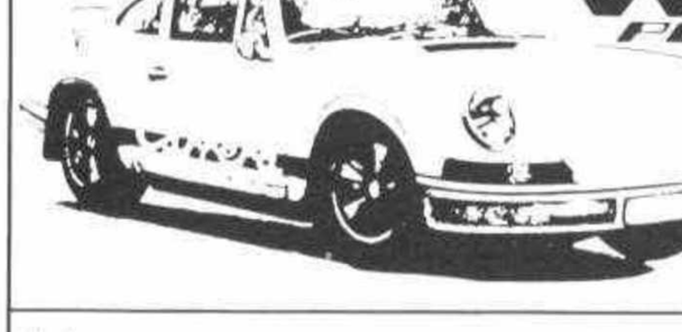

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1987?

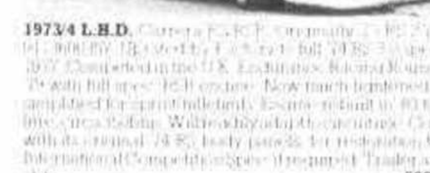
The F1 registrations are out, and no doubt the commercial world will have Christmas cards in the shops any minute. At this time of year the Enthusiast and Club Competition World is rife with rumours and tentative offers as the active among you start to plan ahead.

PERFORMANCE PORSCHE

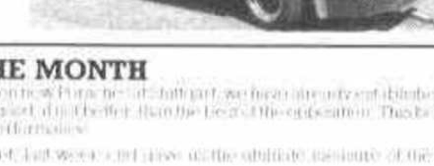
The following are cars that are probably available, assuming nobody's plans change or none of the current rumours become invalid between now and publication!

'Group B' 3.3 Turbo L.H.D. Fully transformed and road legal. Competed in '83/'84 W.E.C. Endurance series. [illegible] 935 brakes, L.S.D., 935 bhp etc. Road and race wheels. Mechanically and cosmetically excellent, road tested by Fast Lane, April 1986. See Enzo's [illegible] Story, 3rd Ed. p.334. **£28,000**

Also our Red R.H.D. one, [illegible] class winner. Uprated to IMSA spec with extensive lightening, plus about well over 400 bhp engine. With all original Group B bits as spares. **P.O.A.**

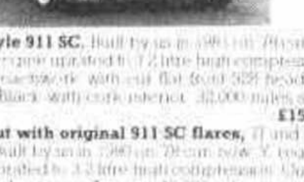


1973/4 L.H.D. Carrera RSR [illegible] Now much lightened and [illegible] [illegible] International Competition Spec if required. Trailer available. **£20,000**



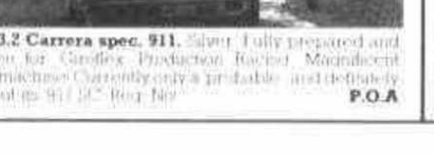
'74 Carrera RS 3.0 Replica. Lightweight style road car with full Carrera RS 2.7 mechanics. Uprated engine to 2.8 litre (circa 240 bhp). Uprated brakes. Engine/gearbox 7,000 miles since full rebuild. Interior to lightweight pattern but with E.S.R., elec. windows, full soundproofing etc. Guards Red with black interior. **£16,000**

Also available with same coachwork:
Fully Race prepared and proven road car with 3.2 litre (circa 300 bhp) engine. Very full spec, very light, road and race wheels. Guards Red. See Straight Six ad. **P.O.A.**



Turbo SE Style 911 SC. Built by us in 1985 on 78 reg. 'W' reg. 911 SC engine uprated to 3.2 litre high compression. Full Turbo coachwork with our flat front 928 headlight conversion. Black with cork interior. 32,000 miles since conversion. **£15,950**

As above but with original 911 SC flares, 7J and 8J × 15" wheels. Built by us in 1980 on 78 reg. now 'Y' reg. 911 SC engine uprated to 3.2 litre high compression. Guards Red with black interior. Approx. 45,000 miles since conversion. **£14,500**



Our 3.2 Carrera spec. 911. Silver. Fully prepared and proven for Caroflex Production Racing. Magnificent road machine. Currently only a 'probable', and definitely without its 911 SC Reg. No. **P.O.A**

TIP OF THE MONTH

Bridgestone Tyres. Now being fitted as original equipment on new Porsche [illegible] we have already established — at least to our own satisfaction — that they are every bit as good, if not better, than the best of the opposition. This is in terms of normal road behaviour as well as ultimate track performance.

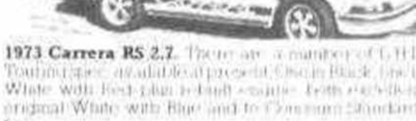
Already impressed with their road behaviour in the wet, last week's [illegible] the ultimate measure of the first Caroflex Production Porsche Race in the pouring rain.

To the total bemusement of the driver our car, presently [illegible] but [illegible] a regular winner, literally disappeared into the rain and spray, and back slowly through the deepest water [illegible] the opposition. Quite remarkable. Anybody know a good rain dance for the next meeting?

Wonder if they'd work on Classic Tractors as well?

Prices start from £[illegible] for the [illegible] (Prices include V.A.T.)

CLASSIC PORSCHE



1973 Carrera RS 2.7. There are a number of L.H.D. cars to Touring spec. available at present. One in Black, the other Grand Prix White with Red, plus rebuilt engine, both excellent. One in original White with Blue and to Concours Standard. Prices from **£18,000**

R.H.D. Under the 'probable' heading, one car fully prepared for the Caroflex Production Racing. **P.O.A.**

R.H.D. RS Replica. 2.4 911 S converted in total by us to RS specification. Circa 4,000 miles since engine built by us. Bodywork renovated plus bare metal respray by us in '85 in Grand Prix White with Blue. Full spec with 7J and 8J wheels, Recaros, E.S.R. etc. Absolutely superb! **£17,000**

1972 2.4 911 S. [illegible] with Black interior. Awaiting [illegible] Makes a terrific road car. **P.O.A.**

1971 2.2 911 S. Olive green, with black interior. Elec. windows, elec. sunroof. Very good condition. We've just completed a [illegible] engine overhaul and gearbox overhaul. 75,000 miles. **£8,500**

1971 914/6 L.H.D. One of the original U.K. imports. In its original silver. An excellent and [illegible] **P.O.A.**

PORSCHE SALES

1982 May 3.0 911 SC Sport. Minerva Blue metallic. [illegible] interior, P.D.M., [illegible] spoilers, E.S.R. 26,000 miles. **£17,950**

1980 Model (Nov '79) 3.0 911 SC Coupe. Metallic Black. [illegible] leather interior, 16" sports wheels, E.S.R. 80,000 miles. **£11,250**

1978 April 3.0 911 SC Sport Targa. Grand Prix White. Martini Stripe. Black look, black pin stripe interior. Full service history. 61,000 miles. **£11,500**

1979 Model (Nov '78) 4.5 928 Manual. Dark Brown, tan interior, chequered [illegible] 46,000 miles. **£10,750**

1981 August 924 Lux (Manual). Indian red metallic, beige and brown interior, chequered cloth, P.D.M. Sunroof. E.S.R. 44,000 miles. **£6,950**

1980 August 924 Turbo. Monaco Blue on Black, black pasha trim. P.D.M. Sunroof. Running in after total engine re-build by us. One owner. Fascinating and impeccable history but high miles. Hence: **£6,250**

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1982 (Y) Lotus Eclat Rivera 2.2. In championship gold, full champagne hide, radio/cassette, air conditioning, sunroof, full history, 2 owners, 36,000 miles, a very nice example **£7,995**
1980 (W) Lotus Esprit S2.2. *In championship* gold, full champagne hide, radio/cassette, speedlines, supplied new by us, 2 owners, full history, only 28,000 miles **£8,995**
1984 Lotus Excel. In yellow, half champagne hide, radio/cassette, air conditioning, full service history, 1 owner, 19,000 miles, a beautiful car **£12,995**
1986 Suzuki SJ410 WV. In white, bull bar, spotlights, free wheel hubs, light guards, seat covers, spare wheel cover, locking wheel nuts, side and bonnet stripes, radio/cassette, colour coding, 2,000 miles, cost new £6,950, now **£5,995**
1984 (B) Vauxhall Astra GTE. In black, matching trim, 1 local lady owner, full history, 23,000 miles **£5,295**
1983 Suzuki Alto Automatic. In viola blue, beige trim, 1 lady owner, 11,000 miles **£2,595**
1983 Lotus Esprit Turbo. In black, full black hide, radio/cassette, air cond., supplied by us new, 1 owner, full history, 28,000 miles **£13,995**
1982 Range Rover. In blue metallic, beige trim, radio/cassette, 3 owners **£5,995**
1984 (Dec B) Lotus Excel SIII. In white, half red hide, radio/cassette, Eagles, supplied by us new, 1 owner, full service history, 21,000 miles **£13,995**
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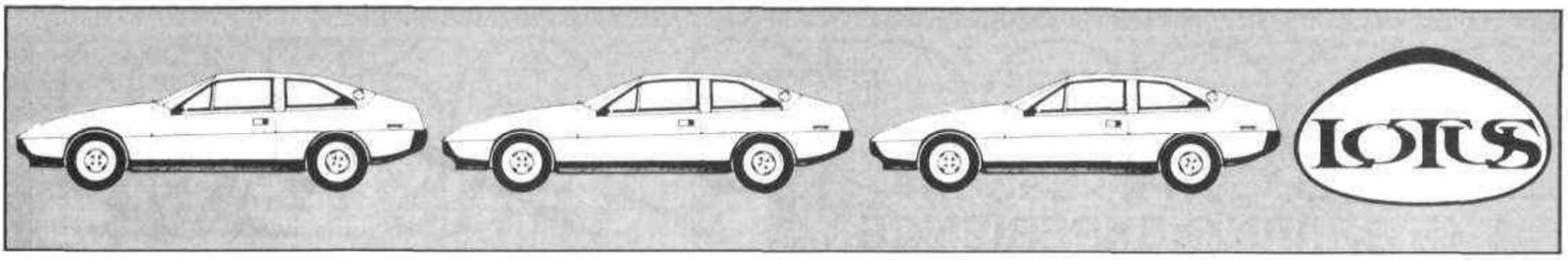

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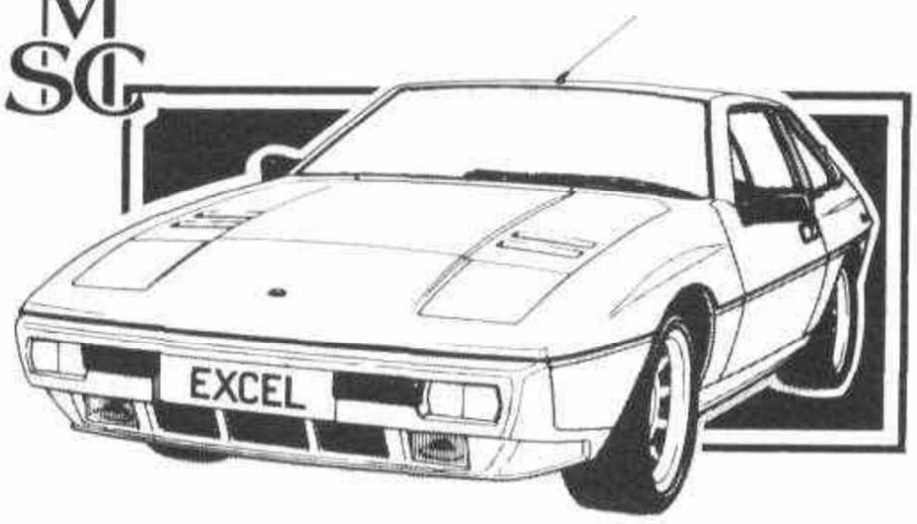

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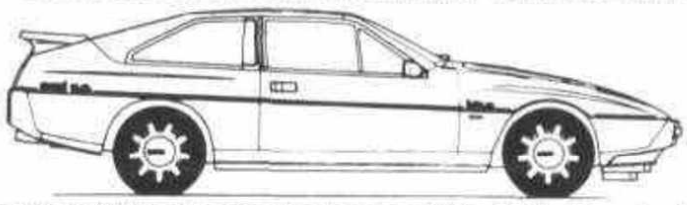

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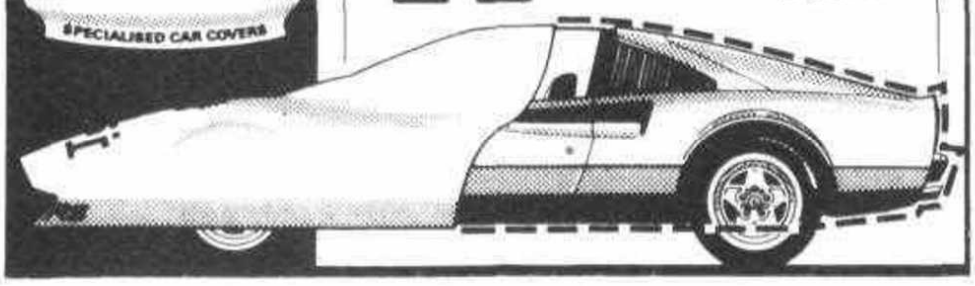

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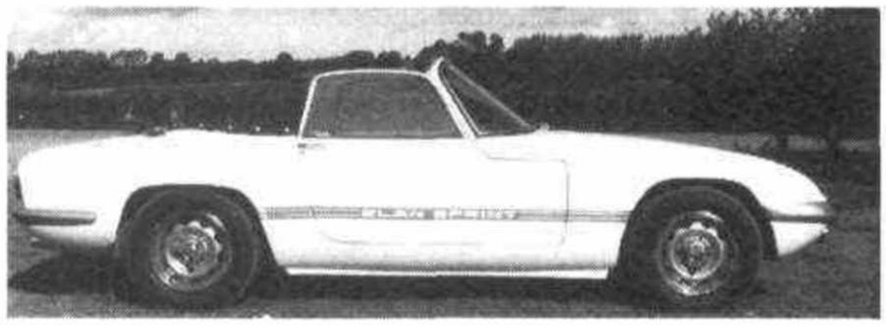

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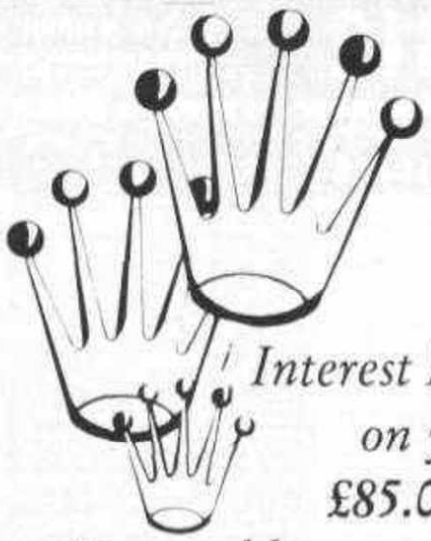

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1982 Lamborghini Countach 400S, MoT, silver, blue leather int., 2 owners, 8,000 miles only, full service history, superb condition throughout, very rare car £40,000

1985 BMW 323i Cabriolet, Man., polaris silver with anthracite cloth, PAS, air con., alloys, EW, central locking, Pioneer, 11,000, 1 owner, FSH £13,950

1984 (B) BMW 320i, Man., anthracite, grey cloth, 14,000, FSH £8,500

1986 C reg Carrera Sport Cabriolet Turbo bodied, in white, red, full red leather Can-Can int., with white piping and electrically operated powered hood, very special car ..... POA

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1986 "C" 928S II AUTO. Grand Prix White with grey / green leather interior. Equipped with sunroof, sports seats, limited slip diff, hi-fi pack, widened rear track and just 5,000 miles. Supremely competant - this car belonged to our Managing Director. **£37,950**

1985 "C" 911 SPORT CABRIOLET. Finished in Dark blue with full champagne leather trim and blue piping. Equipped with sports seats, and a blue hood. One owner for 4,000 miles. **£31,950**

1983 "Y" 911 TURBO. Black with full black leather interior. Equipped with sports seats. Full service history. **£23,950**

1982 "Y" 911 COUPE. Finished in Chiffon with burgundy berber trim. Equipped with sports seats and alloy wheels with chiffon centres. One owner for 31,000 miles. **£18,950**

1985 "C" 944 MANUAL (1986 model). Finished in Guards red with anthracite flannel cloth interior. Equipped with sunroof, sports seats, front fogs and 215 series tyres. One owner for 16,000 miles. **£18,950**

1985 "C" 944 MANUAL. Guards red with brown pinstripe interior. Equipped with a passenger door mirror. One owner for 6,000 miles. **£17,950**

1985 "B" 944 MANUAL. Crystal green metallic with beige Porsche cloth trim. Fitted with a sunroof, passenger door mirror, forged alloy wheels. One owner for 13,000 miles - this particular customer is now on his third 944! **£17,250**

1985 "B" 944 MANUAL. Finished in Alpine white with brown Porsche cloth trim. Fitted with a sunroof, forged alloy wheels with white centres and sports seats. One owner and 19,000 miles. **£16,950**

1985 "B" 944 MANUAL. Finished in Black with black Porsche cloth interior. Fitted with a sunroof, sports seats, forged alloy wheels, front fog lights and cassette holder. One owner for 22,000 miles. The Porsche advertisement told us that the 944 is the accountant's choice, and the previous owner of this car was indeed an accountant - he has now decided to move up to the 944 Turbo! **£16,950**

1984 "B" 944 MANUAL (1985 model). Guards red with black Porsche cloth trim. One owner and 16,000 miles. **£15,950**

1984 "B" 944 MANUAL. Pewter with brown Porsche cloth interior. Equipped with a sunroof, front fog lights, power steering, sports seats, passenger door mirror and a cassette holder. One owner, (whose "other car" incidentally is an aeroplane!) and 25,000 miles. **£15,950**

1983 "A" 944 MANUAL. Copenhagen blue with black berber trim. Fitted with a sunroof, sports seats, and a passenger door mirror. One owner and just 11,000 miles. **£14,950**

1982 "Y" 944 MANUAL. Finished in Graphite metallic with black pinstripe interior and equipped with a passenger door mirror. One owner and 24,000 miles. **£12,450**

1985 "B" 924 LUX MANUAL. Graphite metallic with black Porsche cloth trim. Equipped with a sunroof, spoked alloy wheels, sports seats and a cassette holder. One owner for 25,000 miles. **£12,450**

1984 "B" 924 LUX MANUAL. Copenhagen blue with black Porsche cloth interior. Fitted with a sunroof, sports seats and a passenger door mirror. One owner for 20,000 miles. **£11,650**

1984 "A" 924 LUX MANUAL. Finished in Sable metallic with brown check trim. Equipped with a sunroof, spoked alloy wheels and a passenger door mirror. 32,000 miles and one owner. **£10,950**

1983 "A" 924 LUX MANUAL. Black with black berber trim. Fitted with a sunroof, and passenger door mirror. One owner and 30,000 miles. **£10,250**

1980 "V" 924 LUX MANUAL. Silver with black pinstripe interior. Fitted with a sunroof, and passenger door mirror. One very careful owner for only 24,000 miles. **£6,950**

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Morgan 4/4 2 seater. 1979 Black with black interior, wire wheels, bucket seats, spare wheel cover, recent respray at Morgan Motor Co., looks super & drives very well. **£6,750**

Morgan +8 1976. 4 speed Rover box +8, Ivory with black interior. 44,000 miles, drives well, but does need some work on one or two panels, looks very good. **£5,950**

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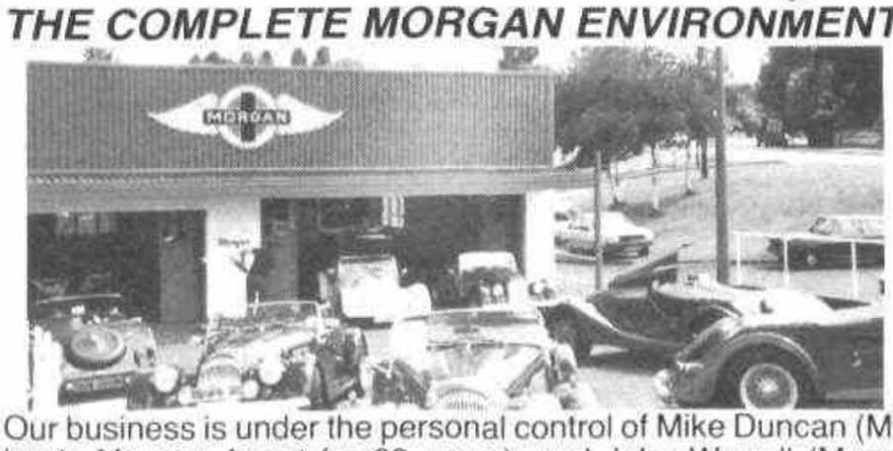

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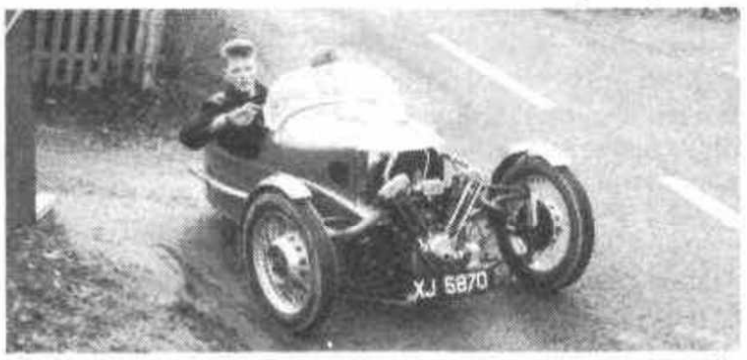

1982. 4/4 2 str. Dk blue. Black leather. Wire wheels. 19,000 miles.
1983. 4/4 2 str. Signal red. Black leather. Wire wheels. 14,000 miles.
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FOR SALE: A very carefully chosen selection of excellent cars this month.
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1982 (Y) 414 4 seater, XR3, BRG, 20,000 miles. Telephone for full details.
1980 (July) 4/4 4 seater. Signal red, alloy with black leather, wires, rack, s/s exhaust, 20,000 miles £7500.
1980 (V) Plus 8. Royal Ivory with red leather. Alloy, reclining seats, rack, s/s exhaust, 12,600 miles (2000 dry miles only in last 4 years) absolutely superb. £9,950.

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1980 4/4 — 2 seater. Red/stone leather, w/wheels, d/handles, L/rack, radio
1983 4/4 — 'A' Reg. 2 seater. Red alloy body/black leather, reclining seats, c/w/wheels, L/rack, d/handles, st. radio/cassette, 8,000 miles, one owner
1978 4/4 — 4 seater. Br. Green/black leather, L/rack, w/wheels, d/handles, 35,000 miles
1980 4/4 — 4 Seater. Silver-grey, two-tone black leather, w/wheels, d/handles, L/rack
1975 Plus 8 — Br. Green/black, reclining seats, L/rack, d/handles
1977 Plus 8 — 4 speed, dark blue/stone leather, d/handles, reclining seats
1982 Plus 8 — 'Y' Reg. Silver alloy/black leather, silver hard top, veneer dash, roll bar, d/handles, L/rack, 4,900 miles
1982 Plus 8 — (Dec.) B.R. green alloy/black leather, d/handles, L/rack, b/strap, 19,000 miles
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1985 4/4 2 seat. Blue leather, alloy, chrome w/w, 900 miles
1985 4/4 2 seat. Jubilee blue, white leather, 278 miles
1984 4/4 2 seat. Red, w/wheels, alloy, 3,000 miles
1983 4/4 2 seat. Brunswick green, tan leather, w/w
1983 4/4 2 seat. Green/black, 9,000 miles
1983 4/4 2 seat. Black, red leather, w/wheels
1980 4/4 2 seat. Kingfisher blue, stone leather, w/w, 25,000 miles
1979 4/4 2 seat. BR green, stone interior, w/wheels
1974 4/4 2 seat. Signal red, 19,000 miles, w/wheels
1984 4/4 4 seat. Royal ivory, brown leather, alloy, chrome w/w, double duck hood
1983 4/4 4 seat. Yellow, black leather, alloy, chrome w/w, 8,000 miles
1982 4/4 4 seat. Green, tan leather, w/wheels, 23,000m
1981 4/4 4 seat. Orange, tan leather, alloy, w/wheels
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Class B All Flat Rad Models
1st in Class: Mr Fred Gudgeon, Ringwood, Hants. 1936 4/4 2 seater
2nd in Class: Mr John Orton, Shirley, Solihull. 1936 4/4 2 seater
Class C Plus 4 & Plus 4 Plus:
1st in Class: Mr Bob Cragg, Abingdon, Oxon. 1964 Plus 4 2 seater
Class D All Plus 8s
1st in Class: Mr Trevor Jones, Birmingham 1981 Plus 8
2nd in Class: Mr Georges Leurs, Luxembourg 1982 Plus 8
Class E All 4/4s:
1st in Class: Mr Jeremy Harrison, Liverpool 1975 4/4 4 seater
2nd in Class: Mr Robert Williams, Welwyn Garden City, Herts. 1981 4/4 4 seater
Class F Premier Class:
1st in Class: Mr Machiel Kall, Holland 1980 4/4 2 seater
2nd in Class: Mrs Jean Worrall, Stourbridge, Worcs. 1976 Plus 8
Morgan Register Originality Award: Mr John Orton 1936 4/4 2 seater
Novice Award: Mr Georges Leurs, Luxembourg. 1982 Plus 8
Timewise Team Award: Warwickshire Centre
Overall Winner: Morgan Challenge Trophy: Mr Fred Gudgeon, 1936 4/4 2 seater

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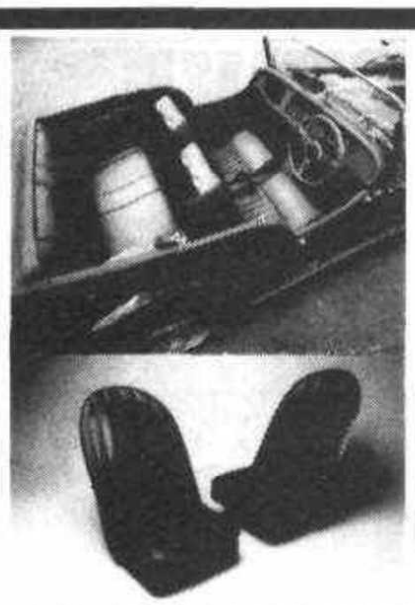

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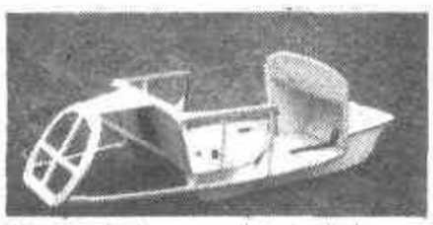

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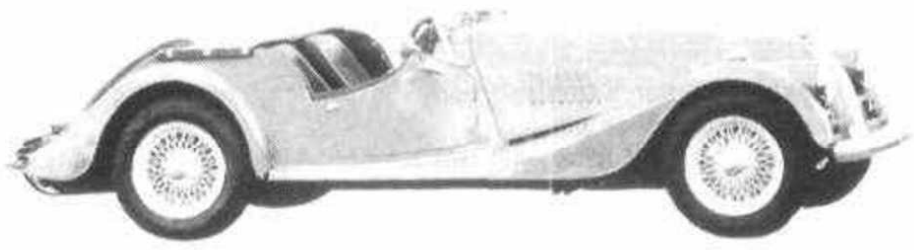

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82 (Y) BMW 635 CSiA. Met blue/blue trim, ABS, FSH, 2 owners £12,995
84 (A) Reliant Scimitar GTE. Champagne, o/d, 1 owner, FSH £7,495
82 (Y) Daimler Sovereign 4.2. Leather, 2 owners, FSH £6,995
86 (D) Lancia Delta 1.3 LX. Met grey, demo mileage £6,495
84 (A) Ford Capri 2.8i. Black, Janspeed exhaust, 17,000 miles £5,995
86 (D) Lancia Y10 Fire. Blue, del. mileage £4,295
80 (V) Audi Turbo 200. Metallic green, one owner, history £3,995
83 (A) Nissan Cherry Turbo. Black, 1 owner, fsh, 30,000 miles £3,750
77 (R) MGB GT. Teal blue, o/d, 3 owners £2,995
80 (V) Triumph7 FH. Brown, 2 owners £2,750

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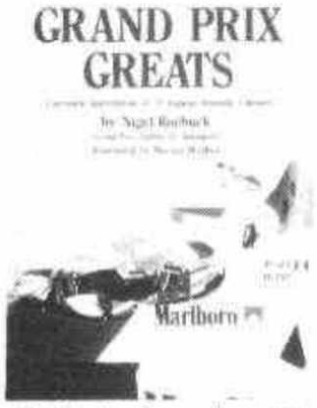

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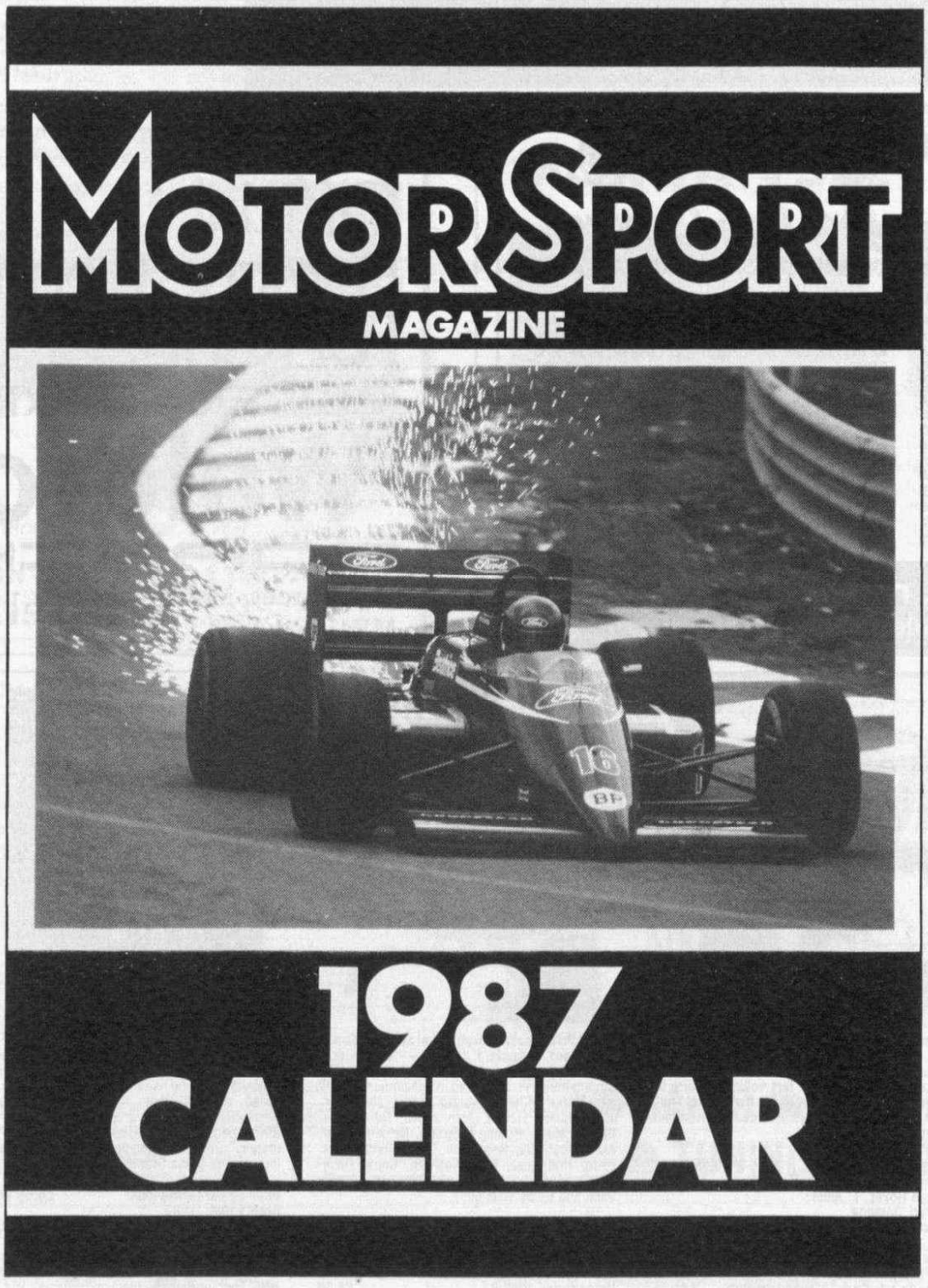

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INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

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FRONT COVER PICTURE: THE SCHNITZER BMW 635 of Quester/Heger/Tassin rounds the La Source hairpin on it's way to a memorable victory in one of the closest 24 hours to be held at Spa.

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Matters of Moment

■ The Hungarian Grand Prix

Quite apart from the Hungarian Grand Prix's success as an event, it had a deeper success. The ethics which govern Formula One and those of a Marxist regime could hardly be more dissimilar, yet FOCA and the Hungarians cooperated superbly. It was using sport as it should be used, as a unifying element.

We have so often seen the reverse. The Commonwealth Games is a recent example of sport being used to divide, but there have been many other instances, not least the last two Olympic Games.

With the Hungarian Grand Prix, the Eastern Bloc could appreciate a sport which is uniquely of the West, while we could admire the way in which the Hungarians, with no previous experience of staging such an event, built a circuit, organised a race, and televised it to the world.

The race didn't resolve the deep differences which continue between our two ideologies, but it was at least a friendly handshake between them. At best, sport is about the celebration of excellence and achievement which can be appreciated without regard to race, creed or politics, and the Hungarian Grand Prix was an example of this, a small bridge between nations.

We congratulate everyone involved in this event and hope we may look forward to it becoming a permanent fixture in the calender.

■ More Records by Peugeot diesels

Last month we referred to some splendid new British class records set at MIRA by some rather aged MG cars, a fuller account of which will be found in the MGCC's magazine *Safety Fast*. Now comes news of some more such records, this time broken by modern Peugeot diesel-engined cars, also at the MIRA high-speed banked track.

Diesel-powered cars have shown much improvement in recent years over the concept as first applied to private cars and it is fitting that Peugeot should use a record-breaking bid that was notably successful to draw attention to its very worthy compression-ignition saloons. What Peugeot has done is to set 20 new British diesel-class records from five kilos to 24 hours in Class D (2,001 to 3,000 cc) at speeds of from 99.06 mph to 104.10 mph, the 24-hour record going to over 2,367 miles at 98.64 mph, and 28 fresh Class-E (1,501-2,000 cc) records, at speeds ranging from 49.02 mph (for the ss ½-kilo) to 100.40 mph, the 24-hour figure being 97.29 mph for nearly 2,335 miles. These commendable records were made with Peugeot 505 and 309 diesel-powered saloons, running on Shell diesel fuel and Michelin tyres, the drivers changing over every two hours, as is required at MIRA. At one time the Peugeot 505 was permitted to have a "tow" from its faster companion, which was not permitted in pre-war days. The cars used no oil.

The diesel-class for record attacks was not officially recognised when that great "record man", the late G.E.T. Eyston, demonstrated the 8.85 litre AEC (omnibus-engined) saloon at Brooklands in 1933, but later such records were given their rightful place in the record books, and the AEC's 104.84 mph for the two-way kilo and R.J. Munday's "flatiron" Thomas Special which he had turned into the Munday-Diesel by installing a Perkins c.i. power-unit of 2,744 cc, had their demonstration runs recognised as records, Munday with the f.s. kilo at 94.7 mph and the hour run at 88.23 mph, over fifty years ago. A weekly motor journal, reporting on the fine new records made by the diesel Peugeots, claimed that one of them had exceeded 2,000 miles in 24 hours in the c.i.-engine class for the first time. It did a grave injustice to the Eyston/Denly AEC saloon which, in 1937, covered over 2,324 miles in that period of time at Montlhéry, setting this record at 97.05 mph. Reverting the new Peugeot diesel records, when averaging around 98 mph the 505 GTD returned 21.38 mpg, the 505 SRD 19.04 mph, the 309 GRD 28.93 mpg, and a 205 XLD gave a consumption of 32.48 mpg while averaging 92.16 mph. Bravo, Peugeot . . .

Motor Sport Fixture List for September

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

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

DATE	ORGANISER	VENUE	EVENT	TIME
August 30th-31st	Jaguars Drivers' Club	Donington Park Circuit, Nr. Derby	Race Meeting (R)	—
August 31st	BARC	Lydden Hill Circuit, Nr. Dover, Kent	Race Meeting (R)	—
August 31st	BARC	Brands Hatch Circuit, Nr. Fawkham, Kent	Race Meeting (N)	—
August 31st	SSCC	Knockhill, Dunfermline, Fife	Race Meeting (R)	—
August 31st	HDLCC	Loton Park Speed Hill Climb, Alberbury	Hill Climb Championship round (N)	12.00
September 3rd-7th	**Rally of The Thousand Lakes**	**Jyvaskyla, Finland**	**1000 Lakes Rally (WRC) (INT)**	**06.01**
September 6th	BARC	Oulton Park Circuit, Nr. Tarporley, Cheshire	Race Meeting (R)	14.00
September 6th/7th	**BRDC**	**Silverstone Circuit, Nr. Towcester, Northants**	**RAC Tourist Trophy round (INT)**	—
September 6th-7th	Bugatti OC	Prescott Speed Hill Climb	Hill Climb Championship round (N)	10.30
September 7th	Astra MC	Lydden Hill Circuit, Nr. Dover, Kent	Race Meeting (R)	—
September 7th	BARC	Donington Park Circuit, Nr. Derby	Race Meeting	14.00
September 7th	BRSCC	Snetterton Circuit, Nr. Norwich, Norfolk	Race Meeting (N)	—
September 7th	SMRC	Ingliston Circuit, Duns, Berwickshire	Race Meeting (R)	—
September 7th	**AC Milano**	**Monza Circuit, Italy**	**Italian Grand Prix (World Championship round) (INT)**	—
September 10th-13th	**Manx International Rally Ltd**	**Opposite Jubilee Clock, Douglas Promenade, Isle of Man**	**Manx Rally (European Rally Championship round (INT)**	**11.00**
September 13th	Brighton & Hove MC	Madeira Drive, Brighton	The Endeavour Brighton National Speed Trials	09.00
September 13th	BRSCC	Castle Combe Circuit, Nr. Chippenham, Wilts	Race Meeting (N)	—
September 13th	HSCC	Silverstone Circuit, Nr. Towcester, Northants	Race Meeting (R)	—
September 13th/14th	BRSCC	Brands Hatch Circuit, Nr. Fawkham, Kent	Race Meeting (R)	—
September 13th-14th	**DRC**	**Donington Park Circuit, Nr. Derby**	**Truck Races, British Saloon Car Championship round (INT)**	—
September 14th	750 MC	Mallory Park Circuit, Leicester	Race Meeting (R)	—
September 14th	AMOC	Oulton Park Circuit, Nr. Tarporley, Cheshire	Race Meeting (R)	—
September 14th		**Jerez, Spain**	**F3000 Championship round (INT)**	—
September 14th	**Royal Automobile Club de Spa**	**Spa Francochamps, Belgium**	**World Sports Cars Championship and European Formula 3**	—
September 14th	**ASA Armagnac Bigorre**	**Nogaro, France**	**Touring Car Championship round (INT)**	—
September 20th/21st	BARC	Oulton Park Circuit, Nr. Tarporley, Cheshire	Thundersports Race Meeting (N)	—
September 21st	BRSCC	Mallory Park Circuit, Leicester	Race Meeting (R)	—
September 21st	BARC	Thruxton Circuit, Nr. Andover, Hants	Race Meeting (N) (British F3 Championship round)	14.00
September 21st	VSCC	Donington Park Circuit, Nr. Derby	Race Meeting (C)	13.30
September 21st	MGCC	Brands Hatch Circuit, Nr. Fawkham, Kent	Race Meeting (R)	—
September 21st	**Automobile Club du Portugal**	**Estoril, Portugal**	**Portugal Grand Prix (World Championship round) (INT)**	—
September 23rd-27th	**Motorsport Federation of the Ivory Coast**	**Ivory Coast Yamoussoukro**	**Ivory Coast Rally (WRC) (INT)**	—
September 26th-28th	**Cyprus Automobile Association**	**Cyprus**	**Cyprus Rally (European Rally Championship round (INT)**	—
September 27th	750 MC	Castle Combe Circuit, Nr. Chippenham, Wilts	Race Meeting (R)	—
September 27th	LCCC	Oulton Park Circuit, Nr. Tarporley, Cheshire	Race Meeting (R)	—
September 27th/28th	BHRC	Brands Hatch Circuit, Nr. Fawkham, Kent	Race Meeting (R)	—
September 28th	**ASACO des 24 Heures du Mans**	**Le Mans, France**	**F3000 Championship round (INT)**	—
September 28th	**VZW Terlaeman (M. Belien)**	**Zolder, Belgium**	**Touring Car Championship**	—
September 28th	BRSCC	Cadwell Park, Nr. Louth, Lincs	Race Meeting (R)	—
September 28th	HSCC	Snetterton Circuit, Nr. Norwich, Norfolk	Race Meeting (R)	—
October 4th	BRSCC	Oulton Park Circuit, Nr. Tarporley, Cheshire	Race Meeting (N)	—
October 4th/5th	**BRDC**	**Silverstone Circuit, Nr. Towcester, Northants**	**British Formula 3 Championship round (INT)**	—
October 5th	**Victory Circle Club**	**Fuji, Japan**	**World Sports Cars round (INT)**	—
October 5th	BRSCC	Donington Park Circuit, Nr. Derby	Race Meeting (R)	—
October 5th	BARC	Lydden Hill Circuit, Nr. Dover, Kent	Race Meeting (R)	—
October 11th	750 MC	Cadwell Park Circuit, Nr. Louth, Lincs	Race Meeting (R)	—

The new competition secretary of the **Porsche Club Great Britain** is Jeffrey May, Castle Farm Cottage, Castle Farm, STUDLEY, Warwickshire B80 7AH. Club and invitation competitions cover all types of Porsche, from 356 through 911 to 924 and 944.

Obituary

Cliff Davis

With regret, we record the passing of Cliff Davis at his London home, aged 68.

Generally described as 'the flamboyant Cliff Davis', he was a motor trader, specialising in American cars, who made a name for himself in Fifties club racing, particularly behind the wheel of LOY 500, the Tojeiro-Bristol which was to inspire the AC Ace. He retired from racing at the end of 1956 to concentrate on his business but returned to midget racing in the Sixties.

A larger than life character, with his trademarks of handlebar moustache and checked shirt, Cliff will be sadly missed.

ALAIN PROSTequalled Fangio's record of 24 Grand Prix victories on August 17th when he won the 52 lap Austrian Grand Prix at Osterreichring in this McLaren MP4/2C. The World Champion finished over a lap ahead of Michele Alboreto's Ferrari F186 with Stefan Johansson third in the other Ferrari entry. Plagued by an intermittent misfire due to an electrical problem, Prost could afford to take things easy in the closing stages of the race after Nigel Mansell's second place Williams FW11-Honda, the only car to pose him a realistic threat, retired with a broken driveshaft constant velocity joint. Earlier, the race had been dominated by the Benetton B186-BMWs of Gerhard Berger and Teo Fabi, both of which started from the front row of the grid. But when engine failure sidelined Fabi and Berger was delayed by electrical trouble, Prost's way through to the front seemed clear.

Brands Hatch 1000kms

WORLD SPORTSCAR CHAMPIONSHIP

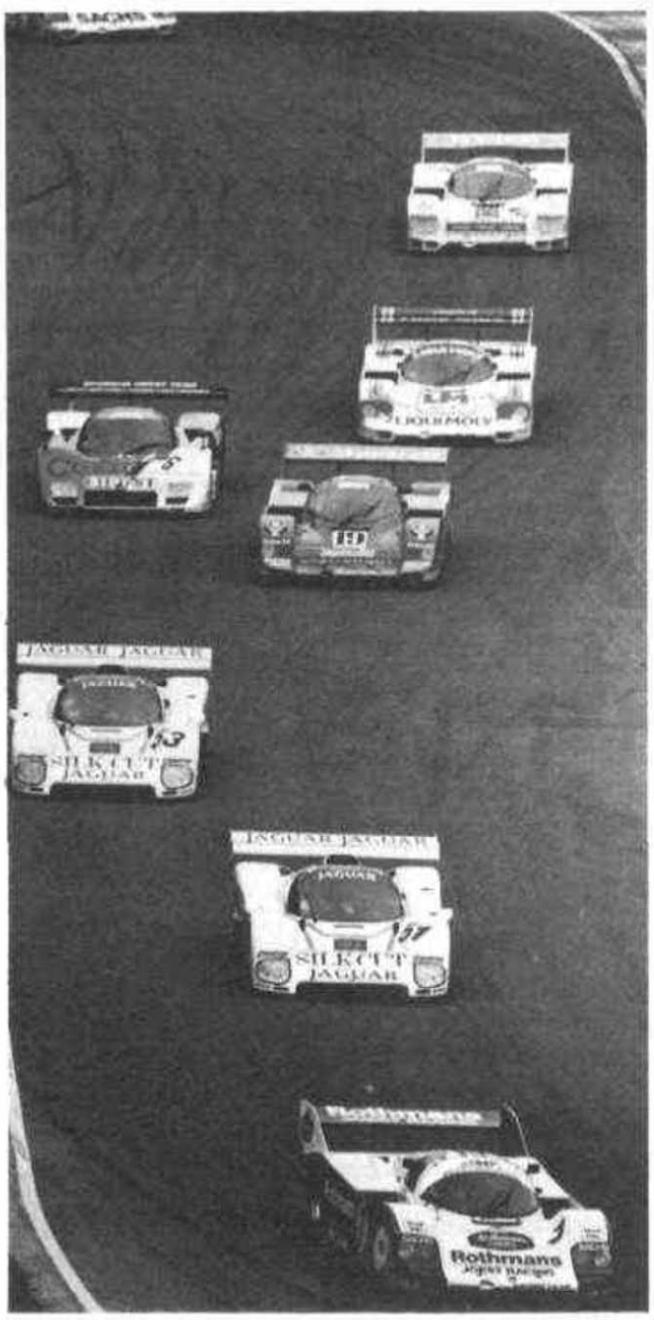
Lloyd does it again

Last September Bob Wollek and Mauro Baldi won their first World Sportscar Championship race together, but there was no pleasure on their faces as they received the garlands at Spa; tneir Lancia had won a race shortened by the death of Stefan Bellof and celebrations were cancelled. At Brands Hatch in July there was nothing to mar the victory they achieved in the Liqui Moly Porsche 956B prepared by Richard Lloyd Racing, the Silverstone based team repeating its success at Brands Hatch in 1984.

With Keith Greene as manager, it's fair to say that theirs is the team to beat at Brands Hatch, the car's superior downforce assisted, on this occasion, by a bodywork extension rear "wing" that balanced the 956B perfectly. The Liqui Moly Porsche beat World Champions Derek Bell and Hans Stuck handsomely, in the Rothmans sponsored Joest Racing Porsche 956, while in third place was the ex-Lloyd team 956, now in Walter Brun's stable and driven by Thierry Boutsen and Frank Jelinski.

The Silk Cut Jaguars had a disappointing weekend, claiming fourth and sixth places after qualifying well. It took Lancia three seasons to beat the Porsches, of course, and it may be that Jaguar's victory at Silverstone in May came too soon, good as it was, because so much is now expected of the Tom Walkinshaw prepared XJR-6s. It needs only a minor problem, such as a loose wheel bearing on Eddie Cheever's car, or a trace of foam from the fuel tank blocking a filter in Derek Warwick's, to end any hopes of victory. There's no doubt at all that the Tony Southgate designed cars are superior in chassis design, the V12 engines are nearly powerful enough, with the correct economy, but it takes a long time, and a great deal of experience, not only to eradicate any shortcomings but to weed out isolated failures such as the team experienced at Brands Hatch . . . as the Porsche factory knows only too well. Unlike Lancia, the Jaguar team is highly disciplined and strongly led, and the Silk Cut team will probably win another race or two this year, having the Nürburgring race in August as a prime target.

Warwick and Cheever drove different cars at Brands Hatch, the Englishman saying: "If I stay with Eddie I've got nothing to go for this season; I'll always be three points behind." Cheever, of course, would have been happy to keep Warwick as his partner, maintaining the advantage that came from the Norisring result, but Walkinshaw conceded to Warwick's request and paired him with Jean-Louis Schlesser, partnering Cheever with Gianfranco Brancatelli. The American commented, without malice, "I have one more thing to worry about now, the Porsches and my team-mate," but he did not



HANS STUCK'S PORSCHE leads the Jaguars of Eddie Cheever and Derek Warwick, followed Thierry Boutsen (Porsche), Andrea de Cesaris (Lancia) and eventual winner, Bob Wollek, who shared the Liqui Moly Porsche with Mauro Baldi.

sound concerned as his car was working beautifully at the Kentish circuit, and Cheever was even contemplating pole position, against turbocharged Porsche and Lancia opposition.

Cheever never got a clear run, though, recording 1 min 16.5 sec on race tyres and 1 min 16.44 sec on qualifiers, always hampered by heavy traffic. The experienced sportscar drivers such as Bell and Stuck are better at predicting the movements of the C2 category drivers, who outnumbered the C1s by two-to-one, but the Jaguars were driven to their limits during qualifying and, as Cheever said, "I've had to make about 10 decisions this morning, and they've all been wrong!" The Jaguar pit-front looked more like a putting green as the grass was swept up, the XJR-6 being an extremely expensive device to use as a lawn mower.

By contrast Warwick was in a bad mood, his Jaguar refusing to handle properly no matter what changes were made. Towards the end of the morning qualifying session he switched to the team's spare car and immediately went 1.5 secs quicker, to close up on Cheever at 1 min 16.53 sec. The car was a revelation, and Warwick became his usual amiable self again.

Neither claimed pole position as Stuck was in his usual scintillating form, recording a best time of 1 min 16.27 sec. He and Bell were highly enthusiastic about the famous Joest Porsche 956, number 117, that they had duelled with at Le Mans. "It's a superb car. Now we know what to beat," said Stuck, and Bell agreed, believing that the Goodyear radial tyres contributed to the car's excellent stability.

Three more cars were in the 1 min 16 sec bracket promising a fine race with a closer grid, at the front, than for some recent Grands Prix. Thierry Boutsen, with Frank Jelinski, was on 1 min 16.55 sec in the Brun team's Jägermeister Porsche 956, now with 20 mm wider Michelins at the front to reduce understeer. "But we still lack grip," said the Belgian, nursing a stiff neck after his startline accident in the Grand Prix.

Lacking the 800 bhp qualifying engine used by the factory, Andrea de Cesaris made Gianni Mussato's Sponsor Geest Lancia LC2 go well at 1 min 16.58 sec, the car improved since the Norisring with a wider front track, and rear exhausts feeding into the ground effect ducting. Bob Wollek was timed at 1 min 16.97 sec in the Liqui Moly car, pleased with the chassis and not quite sure why he couldn't go a second faster. All the leading Porsche teams now use the "customer" 2.8 litre flat-six engines, little more powerful than the 2.6 but with superior torque.

Race day started with a bang when Emilio de Villota lost control of the John Fitzpatrick Racing/Danone Porsche 956 during the morning warm-up, chancing slick tyres on a damp track and paying the price with a large accident that started at Clearways and ended near the start-finish line. The Spaniard had a sprained ankle, and Fitz's team had a lot of work to do before the race at Jerez.

Several aspects of the BRSCC's organisation left a lot to be desired, and the programme was running 50 minutes late when Stuck stormed into the lead of the race pursued by the two Jaguars.

GROUP C2 went to the Ecosse of Ray Mallock and David Leslie. It was a splendid win for ARG's V64V engine which was originally developed for rallying.

Warwick and Cheever kept the pressure up strongly, but after 17 laps the American fell back appreciably as his car's handling went to pieces. New tyres didn't help, and it was a couple of pit stops later when the loose rear wheel bearing was discovered, by which time the car was six laps behind, well out of contention. But Warwick and Schlesser, de Cesaris and Giacomelli, and Wollek and Baldi were chasing hard, all taking turns in the lead.

The second hour of the race was run entirely behind the pace cars following three separate accidents. First Evan Clements, in Ian Harrower's ADA Engineering Gebhardt, was knocked off the track by Oscar Larrauri while being lapped, and the Le Mans class winning car was badly damaged. No sooner had the pace picked up again than Jacques Heuclin's ALD-BMW shed a wheel and rolled, then Frenchman Lionel Robert crashed Richard Cleare's March-Porsche 85G. None of the drivers was hurt, but the three private teams saw their whole existence in ruins.

More bad aspects of the organisation came to light, for the officials did not understand the rules about pace car tactics, nor about allowing cars out of the pits when pace cars were circulating and, worst of all, the crashed cars were left at the roadside despite the competitors being under strict control. The professional drivers were angry and upset . . . especially those who knew Herbert Mueller, the talented Swiss who died five years ago when he went off the road at the Nürburgring and hit a retired car with fatal results. Perhaps the BRSCC had forgotten Martin Raymond, too, mown down in this race a few years ago while at the side of the track.

Of the 20 C2 cars in the race, the Spice Engineering "Pontiac Fiero", the Austin Rover V6 powered Ecosse and the works Gebhardt came to the fore, though Hugh Chamberlain's team's Tiga-Hart turbo was well up while Will Hoy was driving (he lost the belt to the fuel metering unit when leading the class), and Roy Baker's team looked good while Thorkild Thyrring was going (first a spark plug electrode broke, then the clutch failed).

The Ecosse moved into the class lead on lap 49, when Ray Mallock handed over to David Leslie while Ray Bellm was still installing Gordon Spice, and later the Spice broke a rear suspension top link, falling back to finish third in class. The ARG V6 was able to score its first World Championship victory, a very good one, indicating a new rôle for the engine which now has little future in rallies.

Both the Joest Porsches started misfiring quite early in the race, forcing the drivers to reduce the boost, and in addition the front anti-roll bar had broken on Stuck's car during the first hour. The World Champion drivers kept the pressure up for five hours despite their handicaps, but Wollek and Baldi had complete control of the race during the second half.

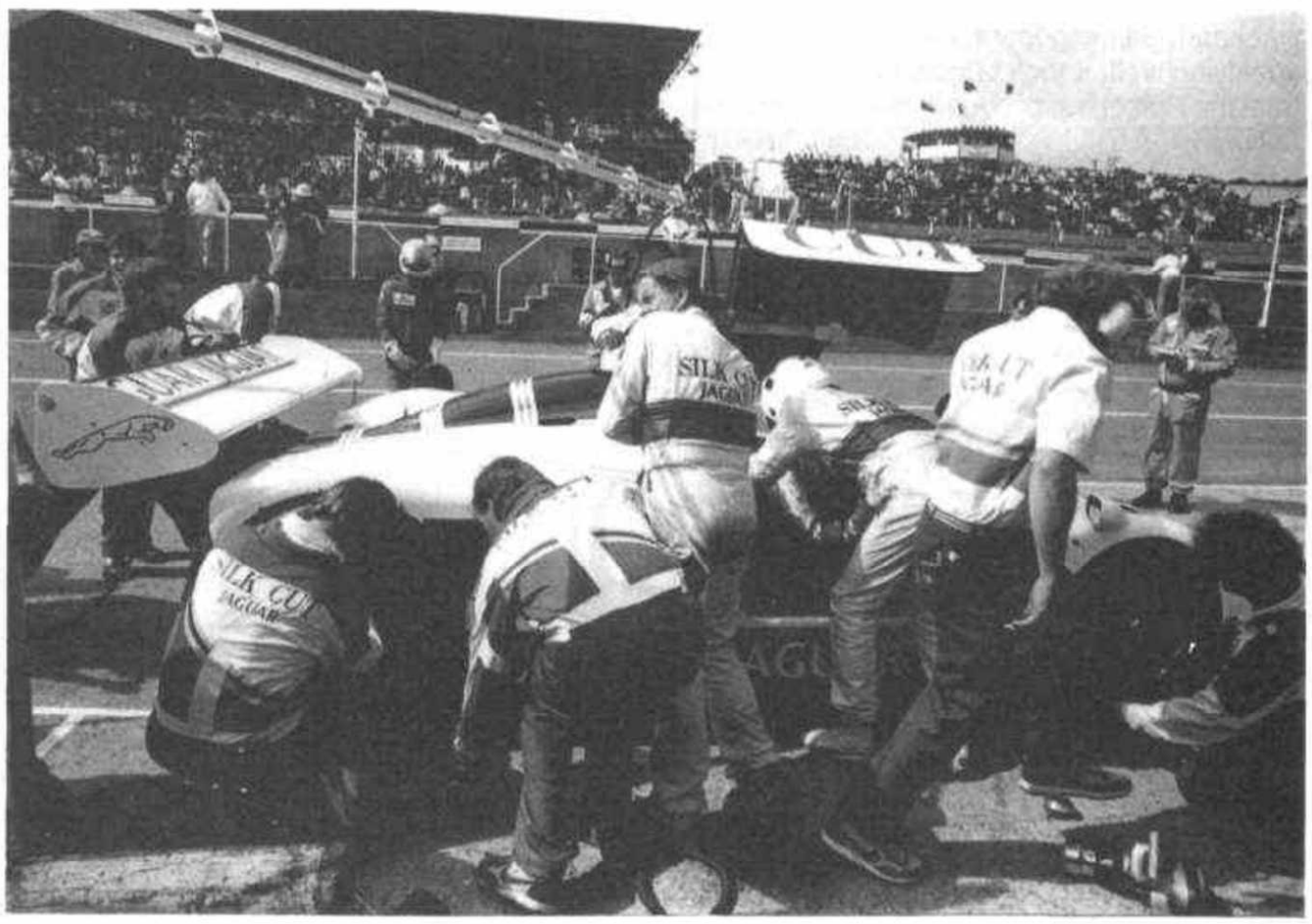
Warwick's Jaguar slowed at half distance with its blocked fuel filter, losing four laps, and at about the same time the Lancia fell back as a faulty rear brake caliper needed changing, and finally the differential failed 90 minutes from the end.

Despite running low boost pressure and low revs for much of the race Stuck had a serious fuel consumption problem towards the end, slowing six laps from the flag and then stopping short of the line for a minute to finish four laps behind Baldi. Third, Boutsen fended off a late charge by Warwick by a mere 3.5 seconds, while in fifth place Klaus Ludwig, Paolo Barilla and "John Winter" saw their Joest Porsche home just 10 seconds ahead of Cheever.

The Gebhardt of Stanley Dickens/Nick Adams/Max Payne crashed near the end, due to a broken driveshaft, and Pareja spun Larrauri's Porsche and stalled the engine, so the class-winning Ecosse was classified in seventh place, something else for the 40,000 strong crowd to cheer about. The spectators had come to see a Jaguar victory, but since that wasn't possible they warmly applauded the fine success achieved by the Liqui Moly team from Silverstone, and the Ecosse team from Roade.

—M.L.C.

JEAN-LOUIS SCHLESSER prepares to take over from Derek Warwick in their Jaguar which was to finish fourth.



Results

Shell Gemini 1,000 Kms of Brands Hatch. Fifth round, World Sportscar Championship for Drivers, July 20.

1st:	R. Wollek/M. Baldi	2.8 t/c Liqui Moly Porsche 965B	236 laps in 5 hr 53 min 44.43 sec (104.62 mph)	
2nd:	D. Bell/H. Stuck/K. Ludwig	2.8 t/c Joest/Rothmans Porsche 956		232 laps
3rd:	T. Boutsen/F. Jelinski	2.8 t/c Brun Porsche 956		231 laps
4th:	D. Warwick/J-L. Schlesser	6.0 Silk Cut Jaguar XJR-6		231 laps
5th:	K. Ludwig/P. Barilla/"J. Winter"	2.8 t/c Joest Porsche 956		230 laps
6th:	E. Cheever/G. Brancatelli	6.0 Silk Cut Jaguar XJR-6		230 laps
7th:	R. Mallock/D. Leslie	3.3 Ecosse-DFL C2		221 laps
8th:	J. Laessig/D. Wood/F. Ballabio	2.6 t/c Obermaier Porsche 956		220 laps
9th:	C. Los/T. Needell	2.6 t/c Cosmik March-Porsche 84G		219 laps
10th:	P. Barbero/M. Gellini/J. Nicholson	3.3 Tiga-DFL C2		209 laps

Fastest lap: Wollek, 1 min 18.68 sec (119.58 mph) — record

Letter from Germany

From D.S.J. to the Deputy Editor

Dear M.L.,

I never thought I would actually enjoy a visit to the Hockenheimring, but after going to the New Nurburgring last year for the German Grand Prix, the flat *Motodrom* near Mannheim seemed quite friendly and pleasant. If nothing else, the long curving legs out into the country from the artificial stadium allow some high speed, and high speed is what Grand Prix racing is all about as far as I am concerned. On Saturday afternoon during qualifying the BMW powered Brabham of Patrese and the Benetton of Berger, clocked just over 211 mph.

Returning to Frankfurt on Monday morning I drove up the old original autobahn between Darmstadt and Frankfurt, there are two new ones now in parallel, and this is where the 1937 Grand Prix Mercedes-Benz and Auto Unions took records at close on 270 mph. Today it is a three-lane Autobahn, but in those days it was only two-lanes and that sort of speed under those sort of conditions has always fascinated me. I remember Sir Malcolm Campbell doing 272 mph in Bluebird on Daytona Beach, and later doing 301 mph on Bonneville Salt Flats, followed by George Eyston and John Cobb pushing the Land Speed Record up through 345 mph, 350 mph, 370 mph, to nearly 400 mph, but none of that made much impression on me. Jet powered cars and rocket powered cars pushing the record to over 600 mph were interesting, but I never got very excited. On the vast space of the Salt Flats you somehow expect specialized vehicles to go at those sort of speeds, but lesser speeds under the most unlikely conditions always seem much more impressive, especially when achieved by cars which are basically Grand Prix racing cars. Rosberg's 160 mph lap at Silverstone still makes the adrenalin flow just to think about it, and 210 mph at the top of the Burnenville at Spa, or 207 mph past the pits at Monza, or 211 mph on the "outward" run at Hockenheim makes me think, "Whew!" 192 mph down Pilgrim's Drop at Brands Hatch makes you sit up and take notice.

Those 1937 records at 268 mph on the Darmstadt to Frankfurt Autobahn made me think a bit, and fell to wondering what sort of speeds we would get today if, at the end of the season, Williams-Honda, McLaren-Porsche and Lotus-Renault decided to have a "Speed Week" on that Autobahn with special fully-streamlined versions of their Grand Prix cars. Those old Mercedes-Benz and Auto Union record engines probably gave 650 bhp and the cars did 270 mph with fully-enclosed bodywork. Our three present-day contenders could probably turn up 1000 bhp or more, and a Williams with all-enveloping bodywork developed in their wind-tunnel for sheer straight-line speed would be most impressive. I would think they could aim for 320 mph, so we had better allow them the luxury of a three-lane Autobahn.

If some of the sponsors who spend so much money on lavish hospitality, (can you imagine what the food and drink bill was at Brands Hatch?), were to finance a "Speed Week" we could get some interesting figures, and we could set up new standards for the standing-start kilometre and mile. I don't visualise the use of specialised vehicles like Thrust 2 or Swamprat 30, but modified Grand Prix cars. My friend Nigel Roebuck of *Autosport* is fascinated by those 1937-38 Autobahn records, and we are equally sad about them, for our hero Bernd Rosemeyer lost his life on that Autobahn in January 1938 in an Auto Union, while trying to regain the records from Mercedes-Benz. Of course it is dangerous, any activity that calls for "bravado"' is dangerous, but we all know the risks and the consequences. If people are not prepared to take risks we might as well all sit in front of blank television screens waiting for "Big Brother" to tell us when it is our turn to die! When I made my suggestion to Roebuck about an end of season "Speed Week" he said, "Yes, great idea, but who would drive them?" We thought of Rosberg, if the money was right; Prost, if the car was right; Johansson for the sheer hell of it; Piquet, if he felt there was a challenge there; there is always someone prepared to drive a fast racing car with only death or glory at the end of it. If Germany did not have a ban on cigarette companies being seen to be involved in sporting activities, we could have the Marlboro Speed Week.

On the way down to Hockenheim there are those of us who always pull off into the parkling area just post the Langen turn-off, in order to pay homage at the memorial to Bernd Rosemeyer. This time I that Nigel Roebuck and Alan Henry (of *Motoring News*) were following me, so I left a message to show that I had "kept the faith"'. Not wanting to despoil the woods with a sheet of paper, that anyway might have got blown away, I left it on the ground in the form of the name NIGEL made up from small twigs of wood. It gave him quite a nasty turn when he arrived. Coming from Brands Hatch, and the euphoria of Nigel Mansell's great victory, he thought a Mansell fan had been there and left a sign that he thought Mansell the equal of Rosemeyer! He had momentarily forgotten his own name, for I meant Nigel Roebuck.

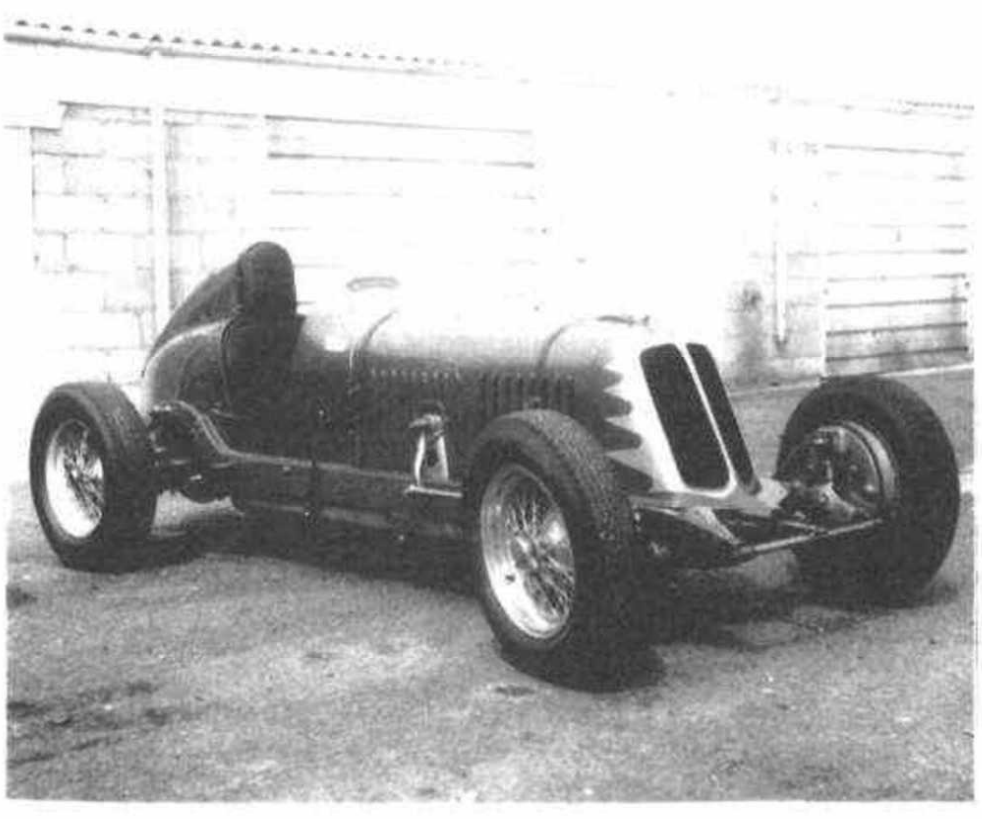
At a lower level of speed, but nonetheless interesting, the Vintage Sports Car Club held a private meeting at which members' old cars, or newly-built old cars, were timed over a standing kilometre, with a speed-trap over the finishing line. There were two types of member who could not believe the results; one because they were convinced their car was going quicker and the other because they were impressed that their car was going so well. One member who claims to cruise at 95 mph on the Motorways, clocked 81 mph and another who thought his car "would probably do 95 mph" was clocked at 110 mph. There were some impressive speeds recorded, among them 133 mph for the Hispano-Suiza engined Bequet Special of Nigel Arnold-Forster, 102 mph for John Walker's 1908 Panard-Levassor, 112 mph for Anthony Brooke's Vauxhall-Villiers, 134 mph for Bob Roberts in the V12 Sunbeam "Tiger" and 121 mph for Richard Pilkington's lovely 1938 Talbot-Darracq sports car.

It was something of a "family-day" and an ideal place for sons and daughers of vintage folk to get their first taste of speed. Brian Gray's daughter drove his supercharged V-twin Hardy Special and did a rousing 107 mph, and Bill Summers and his son Richard both had a go in the blown 1271 cc MG special, that looks like a baby 8CM Maserati, and clocked 124 mph. Fastest of all was Rodney Felton with a very impressive speed of 147 mph (145 mph of his first run), in his home-made single-seater Alfa Romeo that looks like a Tipo B *monoposto*. He certainly knows how to put new Alfa Romeo parts together properly!

As you can see, motoring life continues to go from the sublime to the ridiculous, and I love both ends of the spectrum. One day I must have a closer look at some of the bits in the middle.

Yours etc
D.S.J.

Sean Danahar's pretty little 1100 cc 4CM Maserati which clocked 113 mph.



Rally Review

New Zealand and Argentina

BECAUSE manufacturers' rally teams are concentrated in Europe, the non-European qualifiers of the World Rally Championship consume a sizeable chunk of their annual budgets, and each team deliberates carefully before embarking on a championship assault which will take its largge and costly entourage to such distant lands as Kenya, New Zealand and Argentina.

There is now no opportunity for a team to concentrate hard on European events, hoping that it will amass enough points close to home to carry it through the series without venturing beyond Europe. FISA has a rule compelling manufacturers to register in advance their intent to contest the championship, and during the year they must enter at least eight of the eleven events, of whhich at least one must be outside Europe.

The Safari has such a worldwide reputation that it carries an attraction in itself, without the entry-attracting prop of the championship, and a win on this event generates its own publicity regardless of any series of which it forms part. The other two non-European events are not as well known, and it therefore follows that European teams tackling one of these do so either in search of championship points or to aid local importers and dealers to boost the sales of their cars.

Peugeot, Lancia and Volkswagen, the three teams now at the head of the World Championship table, each sent its team to both the New Zealand and Argentina rallies, and all three scored points in both events.

Printing schedules prevented our providing a complete review of the AWA Clarion New Zealand Rally last month, and the same now affects our treatment of the Argentina Rally which took place in August. However, the results are included, and up-to-date positions in the World Rally Championship, for drivers and for manufacturers.

In New Zealand, Juha Kankkunen from Finland collected another win that strengthened his position at the head of the points table, although his rival for the crown, fellow-countryman Markku Alén, finished second and collected only five less points than Kankkunen.

In Argentina Kankkunen scored no points at all, whilst Alén gained another second place, so between the two events Kankkunen gained 20 and Alén 30, which brings the two rivals much closer. Indeed, if Alén wins the next round and Kankkunen scores nothing, Alén will be leading the series, albeit by just one point. Eight events have been held, and there are three more to go in the manufacturers' series, five in the drivers' series.

The situation among the manufacturers has become just as close — Peugeot is just 16 points ahead of Lancia, but the French team already has seven scores to its credit, and that is the maximum number which can be taken into account at the end of the year. From now on, Peugeot will have to drop its lowest score

ARGENTINE RALLY winner, Massimo Baision, in action with his Lancia Delta S4.

THIS YEAR'S World Rally Drivers' Championship must now fall to either Markku Alen (above) or Juha Kankkunen (below). In the battle for the Constructors' Championship, the only two makes which can now win it are Lancia (above) or Peugeot (below).

(currently 10) each time it earns a higher score.

Lancia, on the other hand, only has six scores, so it can keep all the points scored on the next round. A win in the Rally of the Thousand Lakes would net twenty points for Lancia, but Peugeot would only gain ten points from the same result.

Volkswagen continues to dominate the Group A section of the series, and it is quite remarkable that these Golf GTIs should have elevated the make to third place in the overall manufacturers' championship. In Argentina Kenneth Eriksson from Sweden finished fifth overall, behind three Lancias and a Peugeot, whilst his Austrian team-mate Franz Wittmann finished seventh. Between them was another Group A car, an Audi Coupé quattro driven by Austrian Rudi Stohl, an adventuring privateer who loves the sport so much that he spends almost all his time between rallies seeking the backing to enable him to go to the next one.

The three remaining rounds of the World Rally Championship for Manufacturers are Finland's Rally of the Thousand Lakes in early September, Italy's Sanremo Rally in October, and Britain's Lombard RAC Rally in late November, this year starting and finishing in Bath and making night stops at Harrogate, Edinburgh and Liverpool. In the series for drivers five events remain, the three mentioned above, plus the Ivory Coast Rally at the end of September and the Olympus Rally in the USA in early December.—G.P.

RESULTS

1st:	M. Biasion (I)/T. Siviero (I)	Lancia Delta S4, GpB	6 hr 36 min 26 sec
2nd:	M. Alén (SF)/I. Kivimäki (SF)	Lancia Delta S4, GpB	6 hr 36 min 50 sec
3rd:	S. Blomqvist (S)/B. Berglund (S)	Peugeot 205 T16, GpB	6 hr 40 min 42 sec
4th:	J. Recalde (RA)/J. Del Buono (RA)	Lancia Delta S4, GpB	6 hr 41 min 33 sec
5th:	K. Eriksson (S)/P. Diekmann (D)	Volkswagen Golf GTI, GpA	7 hr 22 min 17 sec
6th:	R. Stohl (A)/R. Kaufmann (A)	Audi Coupé quattro, GpA	7 hr 30 min 05 sec
7th:	F. Wittmann (A)/M. Feltz (D)	Volkswagen Golf GTI GpA	7 hr 36 min 30 sec
8th:	J. Celsi/E. Gutierrez (Chile)	Subaru GTX, GpA	7 hr 48 min 44 sec
9th:	E. Soto (RA)/M. Christie (RA)	Renault 18 GTX EL, GpA	7 hr 51 min 53 sec
10th:	B. Criticos (EAK)/S. Thatthi (EAK)	Opel Manta 400, GpB	8 hr 02 min 44 sec

WORLD RALLY CHAMPIONSHIP POSITIONS

DRIVERS (After 8 rounds)

Juha Kankkunen (SF)	76	Timo Salonen (SF)	23	*Henri Toivonen (SF)*	20
Markku Alén (SF)	57	Björn Waldegård (S)	20	Lars-Eric Torph (S)	15
Massimo Biasion (I)	47	Joaquim Moutinho (P)	20	François Chatriot (F)	15
Bruno Saby (F)	38	Mikael Ericsson (S)	20	Carlos Bica (P)	15
Kenneth Eriksson (S)	25				

A total of 58 drivers have scored points

MANUFACTURERS (After 8 rounds)

Peugeot	121	Lancia	105	Volkswagen	65

From Humalamäki to Al Inshirah

NEXT round of the World Rally Championship is Finland's Rally of the Thousand Lakes, this year moved by a calendar shuffle from its traditional late August date to the first weekend of September. Further changes, to comply with the new FISA rule limiting the length of special stages to a maximum of 30 km and stage average speed to 110 kph, include the scrapping of what is perhaps the rally's best known stage, Humalamäki.

At less than five kilometres, Humalamäki was considerably short of the maximum distance, but its average speed was high and there was a fast, undulating, downhill straight along which cars have many times got out of phase with the jumps and rolled frighteningly. It was for this reason that the organisers decided, not without much discussion we imagine, to omit Humalamäki from the 1986 event.

Another stage to be affected is Ouninpohja, a name which, to those unfamiliar with the language, will be as unpronounceable as many other Finnish words, but which will nevertheless be well known to anyone familiar with the rally. Like Humalamäki, Ouninpohja is less than 30 km long, but it has a long, fast straight in the middle, so the decision was made to divide the stage into two, thereby enabling the fast section to be cut out.

The Rally of the Thousand Lakes has always been much shorter both in time and in distance than its championship contemporaries, compressed between late on a Friday afternoon and a Sunday morning. Its stages have also been relatively short, but their tortuous, undulating nature have put a special, almost unique sting into the event which no other rally seems to match.

Speeds are lower than those of some other rallies, but the hazards are greater, and the spectacle of skilful drivers fighting for split seconds over strings of awesome blind crests, adverse cambers and firm but loose, slippery surfaces is one not to be missed. Indeed, it is watched by huge crowds, including many overseas visitors who combine the trip with holidays in a tranquil, natural lakeland which really has to be seen to be appreciated.

The organisation behind the contest is slick and efficient, and one gets the impression that, once it has started, it runs faultlessly with the minimum of supervisory effort.

The rally will start and finish at the Central Finland town of Jyväskylä, where headquarters will be set up as usual at the spacious, well appointed, but highly expensive Sandpiper Hotel in the suburb of Laajavuori — a far cry from the tiny office above Jaatinen's high street jeweller's shop from which the rally was planned in the 'sixties. Matti Jaatinen is now a Provincial Governor elsewhere in Finland, whilst the secretary of the time, Mauri Lindell, now runs a pizzeria in Lapland. Hannu Kiiski, third member of the leading trio of those days, remains as chairman.

The start will be at the Sandpiper (or Rantasipi) Hotel from 5 pm on Friday, September 5, and the finish there soon after 2 pm on the Sunday. An overnight stop at Tampere and another back at Laajavuori divide the event into three legs of eleven, twenty and seventeen stages respectively.

Leading entries include three two-car teams from Peugeot (Timo Salonen and Juha Kankkunen), Lancia (Markku Alén and Mikael Ericsson) and Austin-Rover (Malcolm Wilson and Harri Toivonen. The Volkswagen team of Group A cars will also be there, and we understand the East German regulars Wartburg and Trabant, which we will endeavour to photograph this year for the benefit of two readers who wondered last year what a Trabent looked like.

The European Rally Championship, once the world's leading series until the advent of what began as the International Championship, continues to be a top-heavy contest, overburdened by too many qualifying events. To make a serious attempt at the title, a competitor not only has to devote his entire time throughout the year to the task, but set aside a substantial budget to boot.

The result is a distinct lack of regular contenders, and a champion who is as much an organisational maestro as he is a driver, adept at seeking sponsors and possessed of a chessmaster's practised ability in unravelling permutations and combinations of coefficients, geographical locations and overlapping dates.

The whole is a confused mess, but, just as overgrown forests sometimes contain a few superb trees, so the European Rally Championship has within it a few qualifying events which would put some World Championship rallies to shame.

One such event is the Cyprus Rally, which began as a hybrid of the Acropolis and RAC Rallies, combining the heat, dust, rough tracks and very tight road timing of the former with the style and timing system of the latter as it was a decade and a half ago. Its communications system, based on mountain-top repeaters using the amateur 2-metre band, was set up long before the Safari Rally estabished its similar system which is unquestionably the best we have seen anywhere, with the exception in the case of results transmissions of the radio-teleprinter network used by the old Alpenfahrt.

The Cyprus Rally has since lost the urgency which turned even a simple tyre change into a frantic race against the clock, but the other ingredients remain and the rally still has all the qualities of a tough, endurance event in the old style, wrapped in modern packaging. Its organisers are among the most helpful we have encountered anywhere, whilst villagers along the route display an uncommon degree of friendliness and hospitality.

This year the rally has been changed radically as a result of FISA's misguided belief that danger increases with distance. The number of special stages, for instance, has been reduced from 38 to 23, and the total stage distance from 700 to 400 km.

That, in our opinion, is a dilution which FISA has no right to impose, although we have no doubt that in its shortened form the Rothmans-backed Cyprus Rally will be as competitive and enjoyable as ever.

Now that severe restrictions have been placed on the use of Group B cars from the end of the year, it may be that some European Championship events will benefit from additional entries from private owners unable to compete in World Championship events. However, we doubt that this will signal a return to the adventure-seeking days of the past, for the freedom, the informality, the scope and indeed the opportunity have all been hogtied by the legislative leash steadily tightened by FISA.

Foreign entries for the Cyprus Rally have been received from Britain, Bulgaria, Germany, Greece, Jugoslavia, Kuwait and Lebanon, and by the time the rally takes place during September 26-28 a few more countries may have been added to the list. Start and finish will be at Nicosia, where headquarters will be at the Ledra Hotel — the comparatively new one on the north-western outskirts of the City, not the old Ledra Palace Hotel — and the route will be divided into four legs by stops at Limassol, Paphos and Nicosia.

Another rally well worth mentioning, although in neither the World nor the European championship, is India's Himalayan Rally during October 22-27. This, too, has shortened its route since we were associated with its formation some seven years ago, and the total distance is now just 3,000 km.

The Bombay start has long gone, and with it the trek northwards through the hot, dry, dusty plains (in 1980) and the interminable and very boring tarmac run of 1981. Nowadays the rally starts and finishes in Delhi, which provides for much easier access to the competitive roads of the high country to the north.

The terrain and the scenery are nothing short of magnificent, and the constant backdrop of the snowy Himalayas themselves is nothing short of awesome, providing a spectacle that no other rally can match. The route itself sticks to the foothills, although 10,000 feet above sea level is rather more than a hill, and the near vertical drops from tracks along narrow ledges cut into sheer cliffs make the Stelvio and the Gavia look like ditch edges.

The weather up there is pleasant, although a mere step around the corner of a building, from sunshine into shadow, makes one want to change from shorts and shirtsleeves into sweaters and fur boots. We well remember the diesel in our fuel lines coagulating into wax overnight, a state which was remedied by lighting a bonfire under the tank, using a pull-through on the lines and a foot-pump on the injectors.

The roads vary from tarmac to dirt, many of them having a cobble-like surface of hand-

smashed rock, each piece carefully laid in a regular pattern stretching for miles and miles. There are no special stages, and the whole is timed in minutes, not seconds, just like the Safari. Some two-thirds of the route is competitive, the remainder relaxed, providing service opportunities.

Early Himalayan Rallies were plagued by organisational problems, but we imagine that most of them have since been ironed out. In any case, the route alone makes a trip to this event more then worthwhile.

When many people think of Middle Eastern rallies they visualise flat, unbroken, arid expanses of sand and rock through which a compass is the only possible instrument of navigation. Much of it is like that of course, but there are exceptions, one being the Morocco Rally, revived in December, 1985 after an absence of nine years and to be run this year during October 27-31.

The mountains of the High Atlas offer grandeur, spectacle and fine competitive roads, although the relentless advance of tarmac continues to make character changes. Desert tracks also abound in the South, and the event could well achieve the popularity it enjoyed a decade ago.

Rather than being based at Casablanca, where last year it created the need for long distances, not all of them interesting, it will this year move to Marrakesh, and only the finish will be at Casablanca after a comparatively short fourth and final leg.

Each of the three rest stops will be at Marrakesh, partly at night and partly by day, whilst the first three legs will have short halts at Tarroudant, Tinerhir and Errachidia. The leg distances will be 920, 920, 1,500 and 450 km, making a total of 3,790 km.

The date change, which we see as part of a plan to pave the way for championship reinstatement, is fine for the rally itself, but many clashes have been caused as a result, not the least of which is that between the Cyprus Rally and the Ivory Coast Rally. These two are in different series, so to most people the clash will not be serious, but we consider it of immense personal gravity, for it will prevent our seeing the Cyprus Rally this year, and that is by far the better of the two events.

Another clash caused by the move of the Morocco Rally is that with the Oman Rally, during same week as the North African event. This rally is another which escapes very readily from the desert image of Middle East events, for Oman, out on the south-eastern tip of the Arabian Peninsula, is mountainous rather than flat, and its well defined dirt roads anything but desert tracks.

The friendliness of the Omanis, and the co-operation between organisers and authorities are prominent features of this friendly, informal event, and we have always been most impressed by the absence of crime in the country. Indeed, you can leave an unlocked car laden with valuables in the middle of Muscat and it will all be there when you return, which is more than we can say of many rallies in Europe which consider wholesale theft to be no more than a normal risk. Another point worth mentioning is the language; the country has three, Arabic, English and Swahili, which will please only only visiting Europeans but East Africans as well.

THE SHORT, but demanding and spectacular, Humalamaki stage which used to be a feature of the Rally of a Thousand Lakes. To comply with new FISA regulations, it has now been dropped.

The rally will be run in three legs of 133, 172 and 98 km, starting during the evening of Wednesday, October 29 and finishing at 2 pm on the Friday. — G.P.

Musings

On the road with all-wheel-drive

DUE TO ARRIVE in Britain next January, VW's synchro system will be fitted to 90 bhp carburettor versions of the Golf.

This month our musing writer turns from the engineering of specific 4-wheel-drive systems to their most effective deployment in the service of the paying customer. J.W. draws on driving experience that encompass Subaru as well as the £50,000 homologation specials.

Over the past two months we have discussed the mechanical variety of 4-wheel-driven cars (rather than off road vehicles), so now it is time to examine how this rapidly expanding category perform. I have deliberately restricted these recollections to vehicles offered to the public, even at sky-high prices. In the case of competition cars, where it is necessary to manufacture a basic road car to achieve homologation, it is the limited production model I have recalled, not the competition model itself.

Let us begin by recognising that all-wheel-drive comes in three main car types: the cheaper (£6,500 to £11,000) Japanese, who will have Lancia's HF Delta 4WD as a competitor at the upper end of that price range from January 1987 in the UK. Then there are Audi and executive class competitors from Ford and (unobtainable in Britain currently) BMW and Mercedes. Completing the trio of primary choices are the truly expensive homologation specials in the £25,000 to £60,000 region with Porsche, as ever, determined to top allcomers with a combination of road and competition expertise in the 959, beyond £100,000.

First the Japanese. I have experienced both the £7,211 Toyota Tercel 4WD Estate and the equivalent saloon and estate-bodied Subaru mouthfuls (deep breath) Turbo 4WD 1.8 RX at £9,999 and £11,298 respectively. The Toyota is used regularly by a photographic colleague, is absolutely reliable, a bit slow (just about 90 mph, just under 15 seconds 0-60 mph) and came complete with the challenge of a "Tilt-meter".

I don't know what Toyota officially call this indicator of the angle at which the Tercel is travelling over adjacent hillsides, but the vehicle outline and graduation are reminiscent of an aeroplane's turn/bank instrumentation . . . I do know that is an immediate challenge to ruffians to climb aboard, charge along the nearest bank and obtain a larger departure from the 90 degree perpendicular than their companions! This leads to large Toyota profits in the replacement roof and side-panel business . . .

The Subarus were tried at Donington race track, also over Derbyshire lanes, and for an overnight spell in the Thames Valley. As for many Japanese cars the enormous specification list of standard features — including a turbocharged four cylinder boxer motor of 134 bhp — leads to higher expectations than are realised at the wheel.

In Subaru's case you have to recognise that their success has been primarily in providing allweather transportation at an affordable international price. Their system, minus central differential so you should select front drive only for parking manoeuvres, is strongly effective, but crude.

On a soaking wet evening there were the usual benefits of all-wheel-drive stability to be found on puddled lanes, plus the kind of fuss-free traction that two-wheel-drive cannot provide in such conditions. BUT, and it's an important but, Subaru's front and rear axles in 4WD are rigidly interconnected (a similar effect is found in an Audi with the differential locks engaged) and that means hard braking in wet conditions may well lock up both sets of wheels. This is exciting, but hard on the nerves of the driver and any oncoming populace. Audi overcomes the tendency with anti-lock braking equipment available through the range, but you cannot currently select locked differentials and anti-lock action in an Audi.

The signs are that Subaru have recognised the limitation of their system for performance use. For a year now they have featured motor show displays with more sophisticated turbos and all-wheel-drive systems with central differentials.

As I understand it many of these improvements are now on sale on new Subaru models for Japan, and these should filter through to the UK next year, but no comment was available from International Motors at West Bromwich. An ironic address for those who remember Britain's performance lead in 4WD, the 1966-71 Jensen FF. A glassback coupé with Chrysler V8 power which achieved production only just beyond 300 and used much of the Ferguson system Ford and BMW utilise today, minus the Viscous Couplings.

At the £10,000-£12,500 level I think Subaru's present performance-orientated offerings are too costly versus the more sophisticated 4WDs from Audi, and an increasing interest from other manufacturers. If you are going to buy a Subaru car for its part-time 4WD, the cheaper (£6,500) 1.8 GLF hatch probably makes most sense. Alternatively Honda have their odd but effective Shuttle on a Civic base at £7,150; *if* you can find one for sale!

Entering the £10,000 plus world the most important influence, but not the biggest sellers in the UK 4WD car market, are those Audis. The quattro range begins with the 80 at £12,313 and ascends through every main model line (90, coupé, 100, 200 and Avant cousins) to the charismatic 200 horsepower quattro turbo coupé at £24,024.

If you are one of Audi's typically professional

customers — particularly a Scottish doctor or vet — the best buys are the cheaper saloons. I was fortunate enough to drive the complete range in Wales during last winter and the cross country pace in snow and ice of the 80 and 90 shamed their bigger brothers. The 80 is better balanced than most quattros because it has the comparatively light four-cylinder (ex Golf GTi of 112 horsepower), but there is yet another model change coming up for this four-door line, so you must buy with this in mind. The new 80 is a rather bigger change than has been made hitherto, rather than the mild facelift of 1984. Also, there is every chance that the 4WD system will be improved by the deletion of manual differential locks and the substitution of self-locking units, probably from Torsen Gleason.

When the Audi 80 changes, it is usual that the 90 and the coupé follow suit, all sharing the same wheelbase and floorpan pressing to date. However, such changes seem farther away. So it is worth underlining that the 2.2-litre/136 bhp version of Audi's famous five is a much smoother unit than the original 2144cc (retained in turbocharged form on some models) and that the quattro system complements its extra punch beautifully; the worse the weather is, the more you will enjoy driving!

With the exception of the quattro 200 bhp coupé, the bigger quattros are not so convincing as their smaller bretheren. I like the 200 quattro saloon and its blend of genuine 140 mph pace with excellent stability and enormous cabin/luggage space, but many of my colleagues do not. At £24,330 they argue that the 200 should be more refined and it is certainly true that Jaguar buyers would wince at the noise levels whilst BMW and Mercedes owners would be hard to woo away, for the same reasons.

The 1980 debutant quattro turbo coupé remains my favourite all-round blend between staggering cross country speed in safety and square-rigged integrity. Today it begins to look slowish as the hatchbacks creep down to the 7 second 0-60 mph bracket that it occupies on its

MERCEDES-BENZ has developed an advanced 'part time' 4WD system, 4Matic. It is currently available only on the 300 Series but has yet to reach Britain.

original power output. However nothing matches its sporting and practical characteristics (minus points for poor boot space!) and it has an obvious place in motoring history as the machine that made others take performance 4WD seriously.

I have been privileged enough to drive the 20-valve/300 bhp Sport quattro on two occasions, including an overnight "ownership" in Ingolstadt. Of course it is ugly, but our (deliberately?) British Racing Green example was such a performer that I found its appearance irrelevant. In town use there was the absolute predictability of tick-over and low rpm dependaibility to savour, a remarkable achievement from an engine developing 141 bhp per alloy-encased litre.

On the first night of Sport paradise I drove for about three hours in the cause of pretty pictures in the Upper Bavarian countryside. Returning to the hotel for a brief dinner, I could not resist the chance to venture out again "to check the lights!" I let the Sport grumble its way to the Munich autobahn junction, aimed the stubby snout approximately where I reckoned BMW's *vierzylinder* building would be on the Munich horizon, and pressed on through the gears.

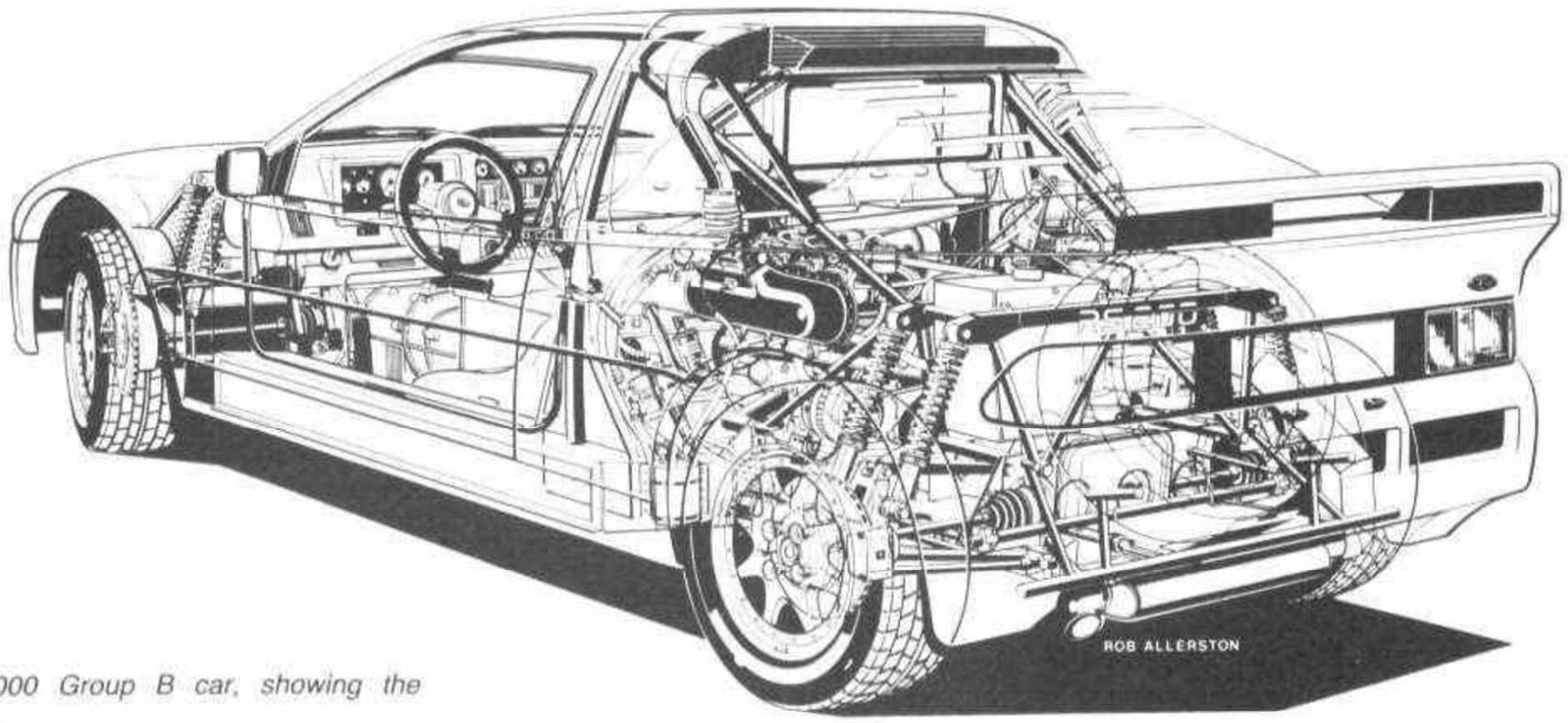
Using only 7000 of the available 7400 rpm brought a maelstrom of increasing speed. Big Mercs and BMWs lolling along at 90-110 mph flicked into view and faded into the mirrors like abandoned hulks. The KKK-K27, one of Kuhnle, Kopp & Kausch's large turbocharger offerings, boosted 2133cc in the cool evening air to such effect that 270 km/h (168 mph) was displayed on the 300 km/h (186 mph) speedometer. The measured top speeds from independent magazines have all been in the 150 mph bracket that Audi claim, along with neck-twisting 0-60 mph sprints of under 5 seconds. Just like the appearance, I found such figures toward irrelevance.

The Sport is a stunningly quick car produced for a competition purpose, one that has retained road manners thanks to thorough production engineering and the preservation of a front engine. Though you may shudder at the thought, I will suggest it fills the same role for Audi as some of the more glamorous SWB Ferrari V12s performed in the sixties for Maranello.

That brings us to the traditional Group B homologation specials that I have experienced, all with mid engine, 16 valves for four cylinders and turbocharged: Ford RS200 (North-South); Peugeot 205 T16 (transverse); Lancia Delta S4 (supercharged as well, North-South).

The Ford, some £50,000 on present planning, can be dismissed swiftly as the competitions area at Boreham is still pre-occupied in turning out a definitive specification for road customers. The car I drove, on Sardinian loose and tarmac, was a very tired old hack that was simply running a low boost engine to simulate a road going 250 bhp. Even so the ride and handling were as impressive as the drive train was noisy.

Peugeot have been generous with opportunities to try the double World Championship winning T16 in its 200 bhp road car guise. It cost under £25,000 when I drove it at Donington (road and track) and alongside the quattro Sport in Germany. Generally it needed a firm 4500 to 5000 rpm minimum to generate significant performance (130 mph maximum, under 7 seconds to 60 mph) but the handling and braking was so good that the only



FORD's RS2000 Group B car, showing the general layout.

comparison I could draw was that of a sixties or seventies club racing classic such as Chevron's B8 or the Lotus 47. the T16 jinks from corner to corner so capably and rapidly that you can see, even in road terms, why the comparatively bulky front-engine Audi was immediately outclassed in World Championship rallying, despite the inevitably awesome generation of German horsepower from Audi (500 to 550 was routine last year).

The Lancia Delta S4 was also experienced on a Mediterranean island (Elba), which was not simply a silly press jolly. A lot of development work for competition over similar going is carried out on such unforgiving and twisty terrain. This super and turbocharged mid-engine wonder is confusingly like the Lancia HF 4WD Delta announced a few months ago in appearance, so I must make it clear that the S4 was the 200-off base for the competition car that has seen triumph and tragedy for the Turin factory since its winning 1-2 debut on the 1985 Lombard RAC Rally. The HF, a competitor for Mazda's similarly turbocharged 4WD hatchback (but the Japanese also have a 16-valve cylinder head incorporated) has yet to appear in motor sports, but looks set for an important future in 1987 Group A World Championship events.

Powered by Abarth-Fiat's 1759cc twin cam with four valves per cylinder, the S4 boasts a maximum of 250 horsepower at 6750 rpm and the supercharger-assisted mid range maximum torque value of 210 lb ft at 4500 rpm. That is enough to snap through close ratio gears at the rpm regulator (7200 rpm) to 41 mph in first, 65 in second, 92 mph in third and nearly 120 mph in fourth. Top speed is regulated to 139.7 mph at some 6900 revs.

I have detailed the S4 because it will be largely overlooked in the scramble to field the latest equipment for Group A in 1987. However, the serious collectors amongst you might care to note that it was a truly emotional experience to drive the S4: staggering levels of adhesion accompanied by initial supercharger whine and turbocharger taking over an increasing work load in the middle rpm range. It bore comparison even with the great in Italian engine music. Remember also that the S4 was the fastest thing on four World Championship rallying wheels before the Corsican tragedy. It was never proved to my satisfaction, but rumour had it that Henri Toivonen's time in the S4 at Estoril earlier in 1986 would have put him in amongst the Formula 1 contenders!

Other homologation specials experienced from the Group B era included the Citroen Mille Pistes Visa, and Clubman, 250 horsepower, MG Metro 6R4. Both were horrifically noisy within, primarily from the wailing of gear teeth, but the Metro at least had the excuse that it was intended only for competition, with no Type Approval. The Citroen is actually the most effective competition 4WD a privateer can buy on a limited budget, and I still think a determined British Rallyist could earn quite a lot of cash with such a car, particularly since Citroen have already withdrawn their BX Turbo 4WD World Championship team.

Now, back to the road cars beyond Audi. Those that followed Ingolstadt's all-wheel-drive examples, but not the techniques, included Ford's British-engineered XR4×4 Sierra and Granada/Scorpios; BMW's 325ix and Mercedes with their 300E 4Matic.

I have had an XR4×4 for the last 12,000 miles, including running it in on the RAC Rally with a first service in Carlisle. I also managed to finish this year's Snetterton 24 hours in such an all-wheel-drive Sierra.

I regard the £12,000+ Ford as effective and efficient company in winter or summertime, particularly with the £800+ Alfred Teves ABS brakes installed. However, it is not an inspired companion in respect of the engine and stodgy five-speed gearbox. Useful and reliable though it has been, I do not think I will replace it with another such Sierra. The Granada/Scorpio line does not feel so lively as he Sierra counterpart, even with the torque curve moved 1000 rpm downstream, but I thought the already outstanding 4×4 chassis worked even better in the LWB Granada-Scorpios.

BMW GB have been discussing the importation of the all-wheel-drive 325 for some months, but the UK and Germany have failed to reach commercial agreement, and the model is not to be offered in the foreseeable future. I regard this as a shame, enjoying the taming of BMW's World class six cylinder around a soaking wet circuit, particularly as we are also to be denied the M3 sporting 3-series.

Mercedes 4Matic was breathtaking, both in complexity, and performance within the Swedish Arctic circle. Plus efficient engineering solutions to mate mico-electronics, hydraulics and mechanical components. I liked the predominantly RWD handling characteristics more than those of any 4WD mass production saloon tried previously, but I'm still not convinced that Mercedes didn't solve a simple demand for extra traction in an inordinately complex (and therefore expensive) manner. however, 4Matic would get my vote amongst front engine rear drive models, converted to all-wheel-drive, that I have driven. A decision based purely on the controllable pleasure.

Finally, amongst our main groups are a trio of hatchbacks that promise to be the largest volume sellers in car 4WD; Golf syncro (lower case 's' is company style); Mazda 323i 4WD Turbo and Lancia Delta HF 4WD. I still haven't experienced the Mazda — a press launch is taking place in September — but I can tell you about the Golf and the Lancia from firsthand experience.

The Golf is not really a full time 4WD, and its 90 bhp carburettor specification ensures it will not be a challenger in the outright performance compared to the 165 bhp Lancia. However the VW will cost "under £10,000" and is expected to arrive in Britain by January 1987. It worked well on icy public roads, but the initial understeer exhibited in faster ice circuit use dumped a lot of hapless syncro apprentices from the Press into the snow banks. My feeling is that such a Golf would be ideal for the kind of professional who presently buys the Audi 80, or the user (farmer? weekend towing customer?) who needs fuss-free extra traction.

The Lancia HF 4WD has been mentioned strongly throughout these articles and I can only say that the transmission and chassis were remarkably effective by any standard when I tested the car over dirt and tarmac roads in Sardinia during May. The 2-litre counterbalancer twin cam of Lancia Thema extraction provides at least the claimed 130 mph and sub-eight second runs to 60 mph. Far more importantly the HF 4WD feels all of a piece in its construction and reactions, promising to give customers and Lancar new hope in Britain.

THE TREND towards four wheel drive was started when Audi introduced the 200 bhp turbocharged quattro coupé. Now offers quattro throughout its model range.

Overall, I remain convinced that 4WD has merit for the road customer who wants to arrive as quickly and safely as possible, whatever the conditions. Following *(not competing!)* the RAC Rally for the last four years I became sure that it is the grip on a variety of poor surfaces that allows such high averages to be maintained on a low heartbeat with 4WD.

I hope my experiences will help some of our readers in the selection of a system that will be suitable for their needs, but would add that we can expect the Japanese — particularly Toyota in the Celica — to add to the choice in the coming 12 months. — J.W.

The 250F Maserati - Part Three

(Continued from the July issue)

While the Maserati factory team was enjoying a successful season in 1957 with the three "Lightweight" cars, 2527, 2528 and 2529, it was also experimenting with a car for the future. Originally this was going to be an entirely new car, with a 2½-litre flat-12 cylinder engine, following the 250F layout by being front-mounted and still using a gearbox in unit with the rear axle. Because time and money was in short supply the design was changed before it left the drawing-board, and the 12-cylinder engine was changed from 180-degrees opposed, to 60-degree vee, so that it would fit into the successful 250F chassis frame and mate up to the 5-speed transaxle.

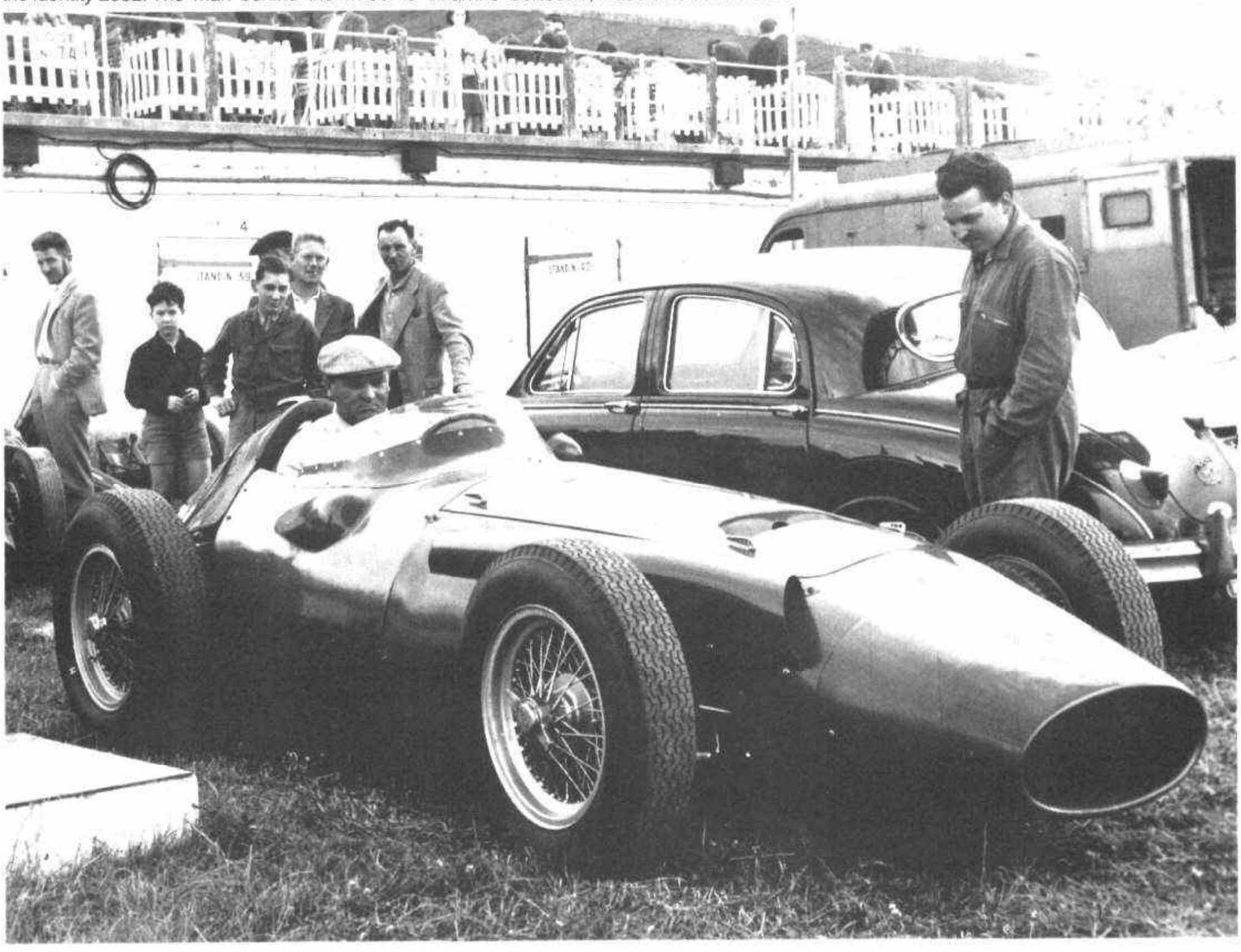
As mentioned in Part Two of this saga, the prototype V12 engine was first tried out in an old T1 chassis frame, given the number 2523, which was in fact a discarded frame from 2507. This I now refer to as 2523 (A), to distinguish it from the real 2523. The new V-12 power unit revved to 10,000 rpm and gave more than 300 bhp, compared to the 6-cylinder engine's 270 bhp at 7400 rpm, but was very difficult to handle, as it only had about 1500 rpm as a useable rev-band, and when the power did come in it came in with an almightly rush. Everytime it was tested it sounded glorious, but the old 6-cylinder cars were invariably quicker on lap speeds. The plan had been to phase-out the team of "Lightweight" cars and replaced them with 12-cylinder powered car, but this never happened.

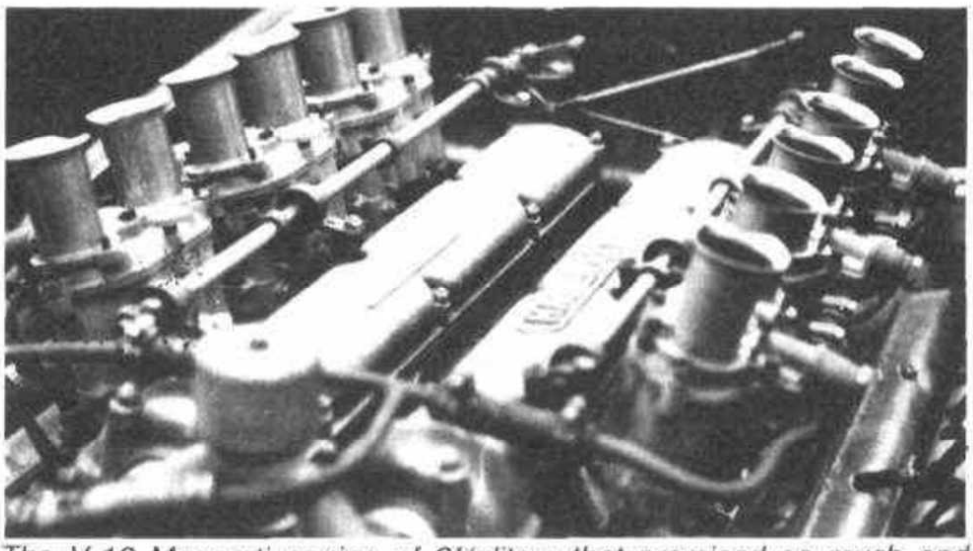
After struggling along with the prototype V12 car, the first purpose-built V12 did not appear until mid-season, but it was all too late. They were not sufficiently advanced over the "Lightweight" 6-cylinder cars to justify the change over. When Maserati was forced to give up Grand Prix racing at the end of 1957, the V-12 project was ended before it really began.

Maserati 250F chassis number 2530:

This was the first V-12 engined car to be built from scratch. It had a T2 "Lightweight" chassis frame and body panels and fuel tank-cum-tail like the three successful factory 6-cylinder team cars of 1957. It first appeared

The last car that Fangio raced. This is actually the first of the Piccolo cars, number 2533, but on this occasion at the French GP in 1958 at Reims, it carried the identity 2532. The man behind the wheel is Guarrino Bertocchi, Maserati's collaudatore





The V-12 Maserati engine of 2½-litres that promised so much and delivered so little. A 3-litre version was used much later in the 1966 Cooper-Maserati.

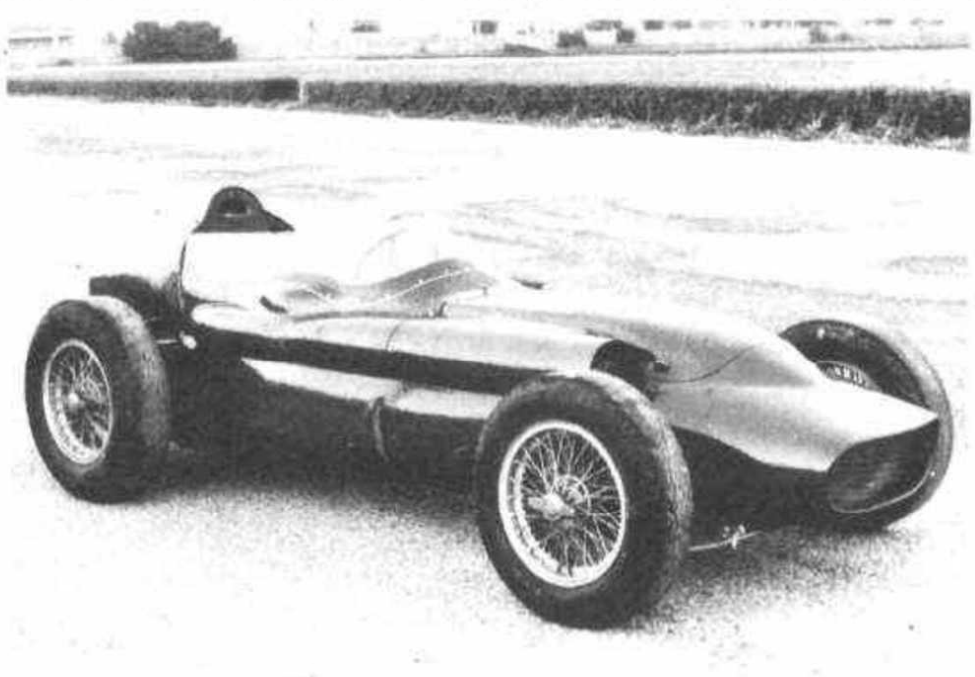
at Rouen-les-Essarts for the 1957 French Grand Prix, and though driven in practice by Fangio, Schell and Menditeguy, it was not used in the race, and in fact, was never seen again. The chassis number was transferred to 2526 and this "offset" 6-cylinder car from 1956 was sold to Antonio Creus in 1958. It subsequently found its way to the Schlumpf brothers' museum, so that though the chassis plate 2530 is on display, it is not the *car* 2530. Of the real 2530, the V-12 engine was removed by the factory and the rest of the car used to construct 2532 as an experimental car in the spring of 1958.

Maserati 250F chassis number 2531:

This was the second V-12 engined car to be built from scratch. It had a "Monza Offset" type frame, like 2525 and 2526, with the engine mounted at an angle and the propshaft running diagonally across the cockpit to the left, allowing a lower seating position. It first appeared in practice for the Reims Grand Prix in 1957 but only survived a few laps in Behra's hands before a piston collapsed and wrecked the engine. It next appeared at Pescara in 1957, again only used in practice, this time by Fangio and Behra, and then underwent quite a lot of development work. It actually raced in the Italian GP at Monza, driven by Jean Behra, but overheated and finally blew up. It appeared briefly for practice for the Modena GP and at Casablanca, and was never seen again. Less engine, it found its way to Argentina and came to light recently, but by no means complete, and certainly not with a 2½-litre V-12 engine in it.

Maserati 250F chassis number 2532:

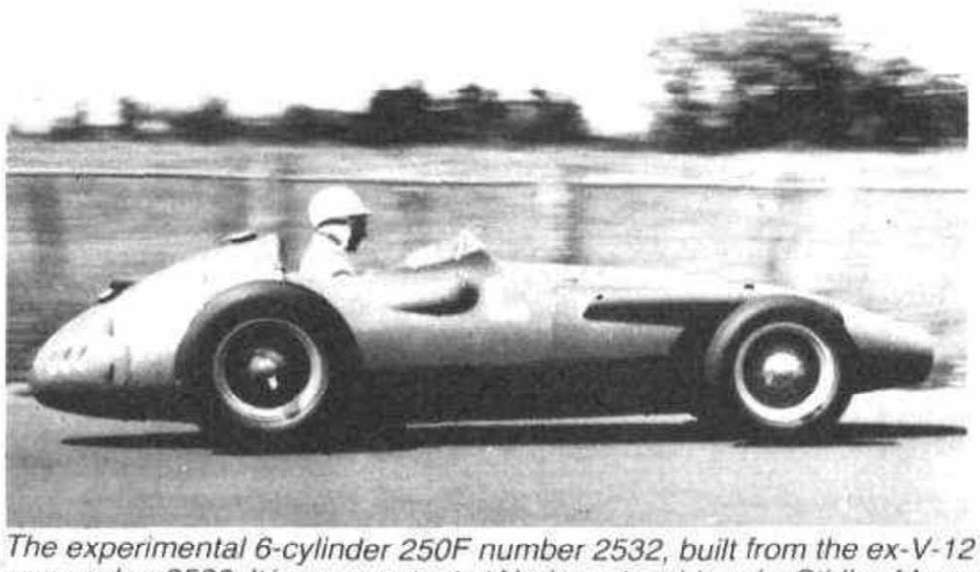
After chassis number 2529, it looked as though Maserati had made their last 6-cylinder Grand Prix car, especially when they closed down the racing department at the end of 1957, but early in 1958 the ex-V12 car number 2530 was used to build an experimental 6-cylinder car. It was completed and out on test at the Nurburgring early in the season, complete with a late-development 6-cylinder engine, and it then appeared briefly in practice for the Belgian GP, looked after by factory personel who were very non-committal about its reason and destination. The identity plate 2532 appeared on a car at Reims in 1958, driven by Fangio in his last race, but subsequently it turned out that this car was *not* 2532. The experimental car built on the T2 "Lightweight" frame of 2530 that had been seen at Nurburgring and Spa eventually found its way to Argentina, and in recent years some of the parts came back to England. The car was resurrected with a new English-built chassis frame, and many other new parts, and re-appeared as 2532, but it must be said that the real remains of 2532 are still in South America, and could one day come to the surface.



*Started in the Maserati factory, but completed in small factory on a Modena industrial estate, this is the Tec-Mec, but it **could** have become Maserati 250F number 2535. Today it is on display at Donington Park.*

Maserati 250F chassis number 2533:

Eventually, during the 1958 season, the reason for the mysterious experimental car 2532 became apparent. An American named Temple Buell was financing his own private Scuderia and Maserati built him two brand new cars. These were on T3 chassis frames, with shorter wheelbases, lighter and smaller, with the drive-shafts angled slightly forwards. They became known as Super-Lightweights or "Piccolo" models, and 2533 was the first of these. After a trip to New Zealand in company with two other Maseratis, as the Scuderia El Salvador, this car returned to the factory and in 1961 was sold to Joe Lubin in America. He kept the car until 1984 when it was bought by Don Orosco, who had it completely overhauled and raced it at VSCC Silverstone in June 1986.



The experimental 6-cylinder 250F number 2532, built from the ex-V-12 car number 2530. It is seen on test at Nurburgring driven by Stirling Moss. in early 1958.

Maserati 250F chassis number 2534:

This was the second of the Temple Buell "Piccolo" cars built on a T3 chassis, and as explained in the first part of this saga is a "no problem" car. It was the last 250F to be built in the Maserati factory in Modena.

Maserati "Tec-Mec"

This project was begun in the Maserati factory but was not completed when the racing department closed down. It was a logical development of the "Piccolo" cars, begun by Valerio Colotti. When Maserati turned its activities to production GT cars, Colotti left the firm and set up his own design-studio in the town of Modena, forming Officine Tecnica Meccanica. After many problems this special one-off project, now called Tec-Mec, was completed, using an old 6-cylinder 250F engine and the car made one brief appearance in the American Grand Prix. It eventually ended up in the Donington Racing Car Museum. Had it been given a Maserati chassis number it would have been 2535.

While completion of the Maserati-engined Tec-Mec was underway this small group cobbled up a "special" for an Australian driver. It took the form of a standard 250F chassis, into which was installed a Chevrolet Corvette V8. It proved to be a rather unwieldy monster and after racing "down under" it ended up as a box of bits. It came back to England as 2504 but it subsequently turned out to be 2523(B) and was resurrected as such.

Much of the complicated switching of chassis plate identities in the nineteen fifties was caused by paperwork involving customs, exports, *Carnet-de-Passage* and so on. Before a Maserati could leave Italy, either temporarily or permanently, it had to have a "passport", and due to

financial deals it was not always the owner's name that was on the car's "passport". If there was a car without a "passport", and someone with a "passport" for another car, it was a simple matter to switch identities and take a car to a race outside Italy without any problems. Most of the time the identities were switched back on returning to Modena, but not always, and that was when confusion arose in later years.

Hopefully this saga has sorted out most of these fascinating stories, but there may well be more to come, and already we have an owner in Switzerland and another in Austria who are convinced they have certain cars, because their paperwork says so, but known mechanical facts prove otherwise. As described in Part One, the "interim" car 2510 is a known quantity and a real 250F with that number was never built. An owner in Austria has an assemblage of parts brought from the Maserati factory in 1970 and with it he has the correct paperwork for 250F Maserati chassis number 2510!

While the Modena cars have now been fairly well sorted out and chronicled, there are eight more 250Fs that never saw the workshop floor of the Maserati factory. These have been wholly or partly, built by Cameron Millar and are all stamped with his CM serial number. They present no problems, providing the owners are straightforward and honest, and they are totally acceptable to the Vintage Sports Car Club under its special category, Group 4. Some other organisations will only accept them if they were registered with FISA before 1981 (81) and this *could* lead to false identities being applied.

These cars are as follows, thanks to the co-operation of Cameron Millar who caused them to happen: they are all built on chassis frames constructed in England, with bodywork, tanks, radiators etc mostly made in England, while some have some genuine Maserati spare parts built into them. The chassis frames vary, there being all three types, T1 — standard; T2 — lightweight; T3 — Super-lightweight or Piccolo.

CM-1 (T1) Specially commissioned by an Amercian collector. Returned to England. Sold by the Trade. Raced by Steve O'Rourke and Richard Thwaites.

CM-2 (T2) Not completely finished by Millar. Sold to Peter Martin and David Kergon. Finished and raced. Sold to Alan Cottam.

CM-3 (T3) Specially commissioned for English collector. Bought by Dan Margulies and raced for him by Richard Bond. Now owned by English collector in Surrey.

CM-4 (T1) Not completely finished by Millar. Sold to collector and trade. Now in Italy claiming to be 2505.

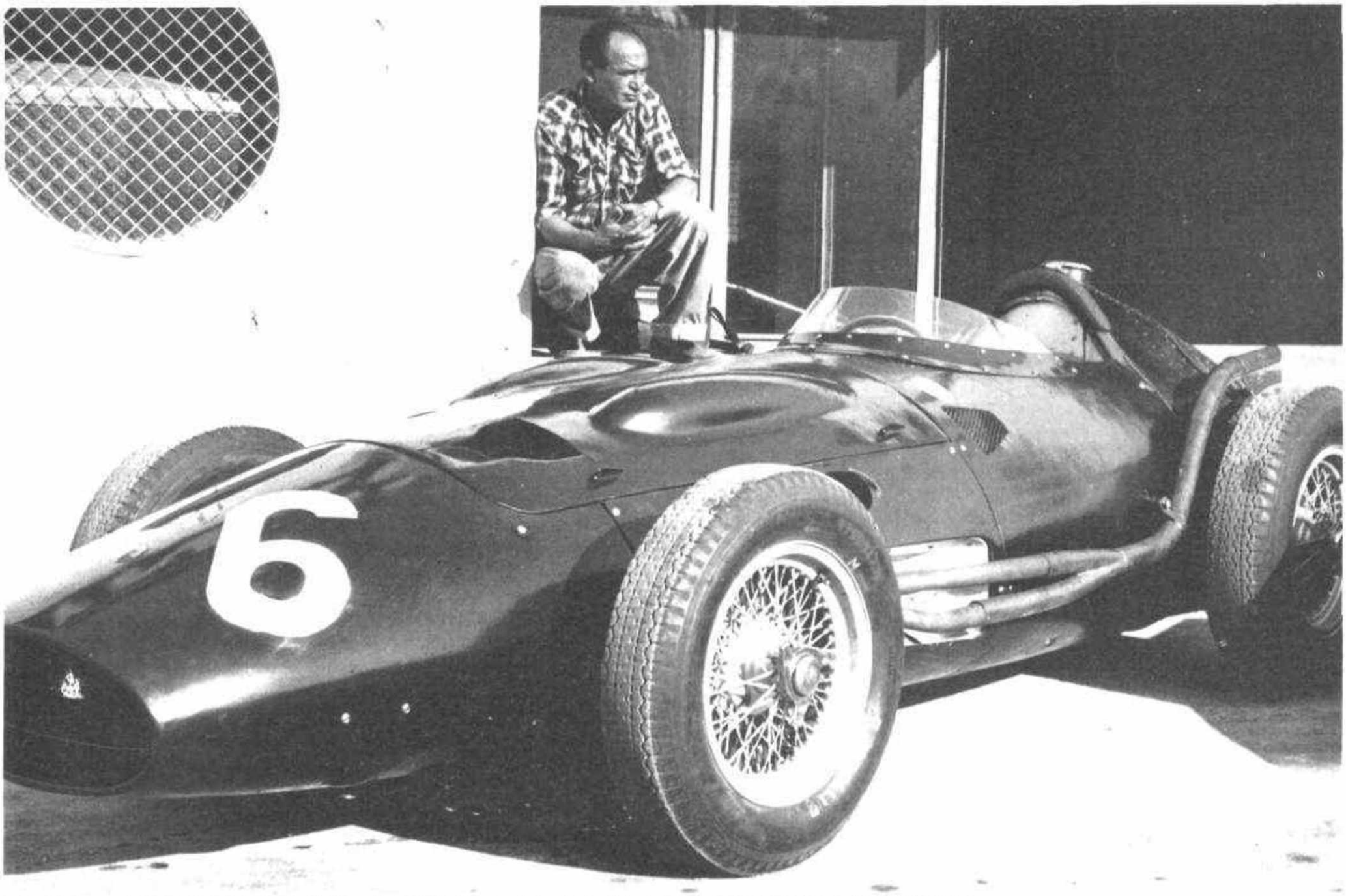
CM-5 (T1) Not completely finished by Millar. Now owned by enthusiast in Scotland.

CM-6 (T3) Built for Millar himself. Later sold to English collector.

CM-7 (T3) Most of the parts sold to English enthusiast. Nearing completion.

CM-8 (T1) Another collection of parts sold to English enthusiast. Being completed.

As far as we know this accounts for all the 250F Maseratis "Made in Modena" or "Made in England" though no doubt there could be more being built in other countries, so take care. D.S.J.



The V-12 engined 250F Maserati number 2531 that Jean Behra drove in the 1957 Italian Grand Prix at Monza.

Formula One

German Grand Prix
27 July

RACE

1 Prost: 5th on lap 1; 4th lap 4; 3rd lap 5; led lap 20 during pit stops; tyre stop lap 21; ran 3rd at fuel consumption controlled pace; ran dry in sight of finish; classified 6th.
2 Rosberg: 3rd on lap 1; took lead lap 2; passed by Piquet lap 6; took lead again lap 15; tyre stop lap 20; resumed 2nd; took lead lap 27; passed by Piquet lap 39; ran dry lap 43; 5th.
3 Brundle: Left behind at start, difficulty engaging gear; caught and passed the Osellas; passed Rothengatter, Nannini, and climbed to 9th by lap 13; pit stop lap 18, electrics; **Retired** lap 35, engine.
4 Streiff: 13th on lap 1; moved up to 8th by lap 7; **Retired** on lap 8 with engine failure.
5 Mansell: 6th on lap 1; moved to 5th on lap; damaged underside of car on kerb; handling affected; tyre stop lap 18; second tyre stop lap 31; became accustomed to handling towards end; inherited 3rd.
6 Piquet: 4th on lap 1; 2nd on lap 3; took lead lap 6; tyre stop lap 16; dropped to 4th; regained lead lap 21; tyre stop lap 28; dropped to 3rd; second place lap 31; took lead lap 39; finished 1st.
7 Patrese: 7th on lap 1; passed by Alboreto lap 2; passed by Dumfries and Brundle lap 7; moved up to 5th during tyre stops; **Retired** lap 23 after slow lap misfiring; turbo failure.
8 Warwick: Changed cars on grid; 11th on lap 1; passed by Tambay lap 4; moved up to 8th by lap 8; pit stop lap 13; new tyres; climbed to 7th; lapped by leader lap 37; finished 7th.
11 *Dumfries: 10th on lap 1; moved up to 7th by lap 7;* **Retired** *lap 18, leaking water radiator.*
12 Senna: Took lead into first corner; passed by Rosberg on lap 2; passed by Piquet on lap 3; passed by Prost lap 5; tyre stop on lap 22; ran consistent 4th; inherited 2nd place on last lap.
14 Palmer: 15th on lap 1; lapped by leader on lap 16; ran steadily and comfortably; **Retired** on lap 38 with engine failure.
15 Jones: Changed cars on grid; last away on parade lap; started from back of grid; passed seven cars on lap 1; climbed to 9th; tyre stop lap 16; gearbox trouble; slowed towards end; finished 9th.
16 Tambay: 12th on lap 1; unscheduled pit stop for tyres lap 7; climbed back up to 8th by lap 31, after second tyre stop on lap 21; finished 8th.
17 Danner: 20th on lap 1; ran consistently, picking up places; tyre stop on lap 22; **Retired** on lap 39 with turbo failure when 11th.
18 Boutsen: First race with new A9 car; 17th on lap 1; long pit-stop lap 11; **Retired** on lap 14 with overheating.
19 Fabi: Punted off on first corner. **Retired** accident damage.
20 Berger: 2nd on lap 1; dropped back to 3rd, then 4th, then 6th on successive laps; pits on lap 6 for repairs; split intercooler pipes; ran faultlessly to finish 2 laps down in 10th; new lap record.
21 Ghinzani: Ran near back of field; **Retired** on lap 11 with engine trouble.
22 Berg: Ran ahead of team-mate; completed 40 laps but not running at finish.
23 de Cesaris: 14th on lap 1; moved up to 11th; **Retired** on lap 20 with gearbox trouble.
24 Nannini: 18th on lap 1; moved up to 14th; **Retired** on lap 20 with engine failure.
25 Arnoux: Provoked first corner accident, escaped undamaged; 9th on lap 1; drove hard and fast up to 5th place; tyre stop on lap 20; passed by Mansell lap 39; inherited 4th place on last lap.
26 Alliot: Collision at first corner, punctured tyre; pits; ran at back of field; **Retired** on lap 12 with ignition failure.
27 Alboreto: 8th on lap 1; passed Patrese lap 2; moved to 6th on lap 5; **Retired** on lap 7 with gearbox failure.
28 Johansson: Collision at first corner; pits for repairs; worked his way through tail-enders to 9th; pits lap 41 for repairs to aerodynamics; still in pits when raced finished; classified 11th.
29 Rothengatter: 19th on lap 1; ran there or thereabouts to end of race; slowed by gearbox trouble; not classified.

QUALIFYING TIMES

Pos	Driver	Car	Friday	Saturday	Grid pos
1	Prost	McLaren	1.43.373	1.42.166	2
2	Rosberg	McLaren	**1.42.478**	**1.42.013**	Pole
3	Brundle	Tyrrell	1.49.406	1.45.432	15
4	Streiff	Tyrrell	1.47.371	1.48.397	18
5	Mansell	Williams	1.42.696	1.43.086	6
6	Piquet	Williams	1.43.852	1.42.545	5
7	Patrese	Brabham	1.46.094(T)	1.43.348	7
8	Warwick	Brabham	1.48.206(T)	no time	20
11	Dumfries	Lotus	1.47.845	1.44.768	12
12	Senna	Lotus	1.45.212(T)	1.42.329(T)	3
14	Palmer	Zakspeed	1.47.167	1.45.887	16
15	Jones	Lola	1.51.918	1.47.518	19
16	Tambay	Lola	1.47.221	1.44.979	13
17	Danner	Arrows	1.49.439	1.46.355	17
18	Boutsen	Arrows	1.49.240	2.03.702	21
19	Fabi	Benetton	no time	1.44.001	9
20	Berger	Benetton	1.44.493	1.42.541	4
21	Ghinzani	Osella	no time	1.56.468	25
22	Berg	Osella	1.56.959	no time	26
23	de Cesaris	Minardi	1.50.900	1.50.066	23
24	Nannini	Minardi	1.50.221	1.49.369	22
25	Arnoux	Ligier	1.43.991	1.43.693	8
26	Alliot	Ligier	1.45.047	1.45.905	14
27	Alboreto	Ferrari	1.46.319	1.44.308	10
28	Johansson	Ferrari	1.46.847	1.44.346	11
29	Rothengatter	Zakspeed	1.52.461	1.50.918	24

German GP — F1

Hockenheimring

44 laps of 6.797 km circuit

299.068 kilometres

(185.832 miles)

Warm — good crowd

26 starters — 12 finishers

Fastest lap:
G. Berger
1 min 46.604 sec on lap 35
av. 229.534 kph (142.625 mph)

Old Record:
A. Prost 1 min 53.538 secs (1984)

All cars 1500 cc turbocharged

Pos	Driver	Car/Engine	Time	Av Speed Kph	Best Lap	On Lap
1st	Nelson Piquet	Williams FW11-Honda V6	1 hr 22 min 08.263 sec	218.463	1.47.721	34
2nd	Ayrton Senna	Lotus 98T-Renault V6	1 hr 22 min 23.700 sec		1.49.424	39
3rd	Nigel Mansell	Williams FW11-Honda V6	1 hr 22 min 52.843 sec		1.47.899	37
4th	René Arnoux	Ligier JS27-Renault V6	1 hr 23 min 23.439 sec		1.50.374	27
5th	Keijo Rosberg	McLaren MP4/2C-Porsche V6	1 lap behind — stationary out of fuel		1.49.552	25
6th	Alain Prost	McLaren MP4/2C-Porsche V6	1 lap behind — stationary out of fuel		1.49.649	26
7th	Derek Warwick	Brabham BT55-BMW 4 cyl	1 lap behind		1.52.955	30
8th	Patrick Tambay	Lola THL2/86-Ford V6	1 lap behind		1.51.629	23
9th	Alan Jones	Lola THL2/86-Ford V6	2 laps behind		1.52.577	18
10th	Gerhard Berger	Benetton B186-BMW 4 cyl	2 laps behind		1.46.604	35
11th	Stefan Johansson	Ferrari F1/86-Ferrari V6	3 laps behind — not running		1.50.932	30
12th	Alan Berg	Osella FA1G-Alfa Romeo V8	4 laps behind — classified — not running		1.58.449	23
13th	Christian Danner	Arrows A8-BMW 4 cyl	retired on lap 39		1.54.975	28
14th	Huub Rothengatter	Zakspeed ZAK 851-Zakspeed 4 cyl	still running but not classified		1.56.401	13
15th	Jonathan Palmer	Zakspeed ZAK 861-Zakspeed 4 cyl	retired on lap 38		1.56.145	23
16th	Martin Brundle	Tyrrell 015-Renault V6	retired on lap 35		1.53.682	21
17th	Riccardo Patrese	Brabham BT55-BMW 4 cyl	retired on lap 23		1.52.818	11
18th	Andrea de Cesaris	Minardi M185-Moderni V6	retired on lap 21		1.54.826	17
19th	Alessandro Nannini	Minardi M185-Moderni V6	retired on lap 20		1.56.721	3
20th	Johnny Dumfries	Lotus 98T-Renault V6	retired on lap 18		1.53.756	7
21st	Thierry Boutsen	Arrows A9-BMW 4 cyl	retired on lap 14		1.56.803	12
22nd	Philippe Alliot	Ligier JS27-Renault V6	retired on lap 12		1.54.145	7
23rd	Piercarlo Ghinzani	Osella FA1H-Alfa Romeo V8	retired on lap 11		2.00.492	7
24th	Philippe Streiff	Tyrrell 015-Renault V6	retired on lap 8		1.54.025	7
25th	Michele Alboreto	Ferrari F1/86-Ferrari V6	retired on lap 7		1.52.570	5
26th	Teo Fabi	Benetton B186-BMW 4 cyl	retired on lap 1			

N.B. Prost was ahead of Rosberg when he stopped on the last lap. Positions are only registered at timing line.

STARTING GRID

↑

2
K. Rosberg
(McLaren-Porsche V6)
1 min 42.013 sec

1
A. Prost
(McLaren-Porsche V6)
1 min 42.166 sec

12
A. Senna
(Lotus-Renault V6)
1 min 42.329 sec

20
G. Berger
(Benetton-BMW 4 cyl.)
1 min 42.541 sec

6
N. Piquet
(Williams-Honda V6)
1 min 42.545 sec

5
N. Mansell
(Williams-Honda V6)
1 min 42.696 sec

7
R. Patrese
(Brabham-BMW 4 cyl.)
1 min 43.348 sec

25
R. Arnoux
(Ligier-Renault V6)
1 min 43.693 sec

19
T. Fabi
(Benetton-BMW 4 cyl.)
1 min 44.001 sec

27
M. Alboreto
(Ferrari V6)
1 min 44.308 sec

28
S. Johansson
(Ferrari V6)
1 min 44.346 sec

11
J. Dumfries
(Lotus-Renault V6)
1 min 44.768 sec

16
P. Tambay
(Lola-Ford V6)
1 min 44.979 sec

26
P. Alliot
(Ligier-Renault V6)
1 min 45.047 sec

3
M. Brundle
(Tyrrell-Renault V6)
1 min 45.432 sec

14
J. Palmer
(Zakspeed 4 cyl.)
1 min 45.887 sec

17
C. Danner
(Arrows-BMW 4 cyl.)
1 min 46.355 sec

4
P. Streiff
(Tyrrell-Renault V6)
1 min 47.371 sec

15
A. Jones
*(Lola-Ford V6)(T)**
1 min 47.518 sec

8
D. Warwick
**(Brabham-BMW 4 cyl.) (T)*
1 min 48.206 sec

18
T. Boutsen
(Arrows-BMW 4 cyl.)
1 min 49.240 sec

24
A. Nannini
(Minardi-Moderni V6)
1 min 49.369 sec

23
A. de Cesaris
(Minardi-Moderni V6)
1 min 50.066 sec

29
H. Rothengatter
(Zakspeed 4 cyl.)
1 min 50.918 sec

21
P. Ghinzani
(Osella-Alfa Romeo V8)
1 min 56.468 sec

22
A. Berg
(Osella-Alfa Romeo V8)
1 min 56.959 sec

* Changed to spare car on grid. Started from back of grid.
** Changed to spare car on grid.

Inside the Stadium

The *"Grosser Preis von Deutschland"* used to be held on the majestic 14 mile *Nürburgring*. Circumstances and people changed all that and we had the *"Kleiner Preis von Deutschland"* on the flat but fast *Hockenheimring*. Then the Germans built the *New Nürburgring* and we all fell about laughing, until the German Grand Prix was held there last year, whereupon we all crept away very depressed. This year the German Grand Prix was back at the *Hockenheimring* and we had mixed emotions, but before setting off for Germany I felt that this could be a fun weekend.

The media were prattling on about Nigel Mansell equalling some achievement of Jim Clark, and scoring 5 wins out of 6 starts, or something, but the real gem which seemed to set the scene came in a Press handout issued by Creative Planners of Chertsey in Surrey, on behalf of Marlboro Cigarettes. I quote: "Based around a tight infield bowl originally built to accommodate political rallies in the 1930s, Hockenheim features two long fast straights broken by two chicanes designed to restrict the high-speed slipstreaming which used to be a feature of the circuit".

Now I first went to the *Hockenheimring* in 1950 to race motorcycles and I do not recall seeing the bowl that Creative Planners talk about, and when I was there in 1955 on test with the Mercedes-Benz 300SLR sports car I still did not see this bowl that used to accommodate political rallies in the 1930s. However, when I went to the *Hockenheimring* in 1966 for the ADAC 500 Kilometre sports car race, the vast concrete bowl (or stadium) was just being finished, paid for with the compensation money from the new German Autobahn which sliced across the old egg-shaped *Hockenheimring*. In 1950, and subsequent years, I went to race motorcycles at the town of Nürnberg, or Nuremberg as we call it in English, and this was on the opposite side of Germany, near the Eastern border. Here indeed we raced through a vast stadium that had been built in the 1930s by the Third Reich for political rallies, and it was mighty impressive. The circuit was, and still is, called the *Norisring* as *Noris* is the old name of *Nürnberg*.

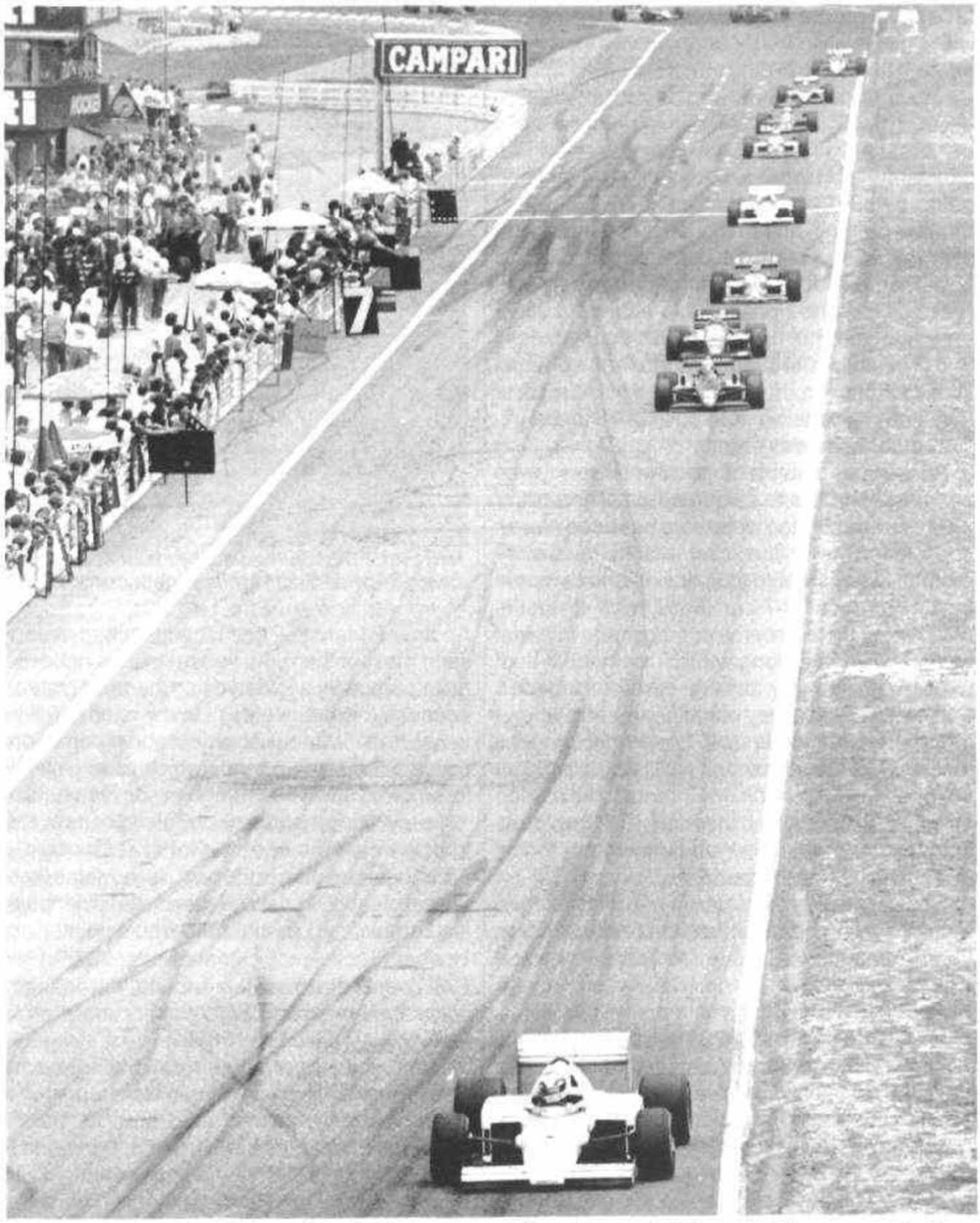
A little learning is indeed a dangerous thing, especially when creative planners get to work with it!

This race for the German Grand Prix was being held on July 27th, which is "sort of" mid-summer, so it was reasonable to expect a bit of mid-summer madness and as it turned out the whole weekend was hilarious, unless you could not bring yourself to enter into the spirit of things. When I arrived in the paddock I knew something was up, for I found the "hard-core" of the specialist motor racing press in a huddle over morning coffee at the ELF hospitality corner. As I could hear the racing cars beginning to go out for Friday morning testing, I left "the press" and went to where the noise and interest lay.

It seemed that everyone had been making announcements about 1987, or if they hadn't, the rumours were sufficiently strong to be acceptable, so that the whole atmosphere in the paddock was one of 1987 and what was going to happen. The 1986 German Grand Prix seemed a bit superfluous. I am all for looking ahead, but this was ridiculous, though I had received a warning, after all. "Keke" Rosberg had issued a long and amusing printed statement about retiring at the end of this season, and as if to show he meant it, he was setting the pace out on the track. The Porsche V6 engines have never been able to take extra-high turbocharger pressures, we have been told, which is why the McLarens are never a serious challenge in testing and qualifying. That's what we have always been told by McLaren drivers and those members of the McLaren team who are allowed to talk.

On Friday afternoon, in qualifying, and again on Saturday afternoon in qualifying, guess who was fastest. Rosberg; and he had just announced that he was retiring at the end of the season. It wasn't that everyone else was going slowly, not by any means, and Prost was second fastest, less than one tenth of a second slower than Rosberg. Behind them were Senna (Lotus), Berger (Benetton), Piquet (Williams) and Mansell (Williams) and all six drivers were more than TEN SECONDS under the old 1984 lap record. This was the serious stuff out in front, especially as the average speeds for the lap were approaching 150 mph, with maximum recordings of over 210 mph.

Behind the pits mid-summer madness was in full swing. This driver was going to that team; this team was changing its engine supplier; that



ROSBERG chose the German Grand Prix to announce his retirement at the end of the season. He then went out and set pole in his McLaren, a car which is supposed not to be good in qualifying. He led at various stages in the race but ran out of fuel on the last lap when lying second.

team was pulling out; this designer was leaving team (a) and going to team (b); that designer was getting the boot; this team was going to buy that team, lock-stock-and-barrel, simply to get hold of its engines; she was leaving him and going out with "guess who?"; these sponsors had had enough and were pulling out; that tyre company was giving up; you know who he had got his eye on, don't you?; if that driver doesn't watch it, he'll be out of work; the new engine blew to smithereens on the test-bed; their new car isn't going to work; they must be getting very cheesed off after pouring all that money into the project; did you see who was coming out of *that* Motorhome, it will be interesting to see if they can make it work; he's prepared to spend X billion dollars to get what he wants, he's that ruthless; that driver thinks he is worth as much as a double World Champion, he should read Niki Lauda's new book; who is on pole-position? Rosberg? But I thought he was retiring.

Rosberg's statement to the Press was priceless, and has to be quoted in full herewith:

"As I know only too well, there has been a lot of speculation over the past weeks over the moment when I would stop driving and competing in Formula 1. I can easily put all these rumours aside as only my manager and my wife have known all along which moment I had chosen to end my driving career. However Formula 1 being a very commercial sport where long-term planning is vital, I have chosen this weekend to announce that I will stop driving at the end of 1986 season. My international career started in Germany and therefore I find it only too suitable to make this announcement today during the German Grand Prix.

I am very happy that I have now no difficulties following the decision which I took actually a few years ago. What has made it so easy? There are a few very important reasons: firstly four mostly memorable and successful years with Williams (World Champion 1982, 3rd in the World Championship 1985) and secondly a chance to drive my last active year with MacLaren — the most professional Formula 1 team of them all. It has been a fantastic experience to see how things are run by the best!

I know some people reading this will wonder why I am so positive about McLaren when the last guy leaving them didn't have one nice word to say. (He is referring to Niki Lauda and his recent book — DSJ). I don't know — or care — what his problems were, but I find it most disturbing that through those powerful words the outside world has created a completely misleading impression about all the people at McLaren. It made even myself wary before starting with this Team. I am happy to say that what I found out suited me and I am happy to stop Formula 1 in this pleasant, but extremely competitive atmosphere.

Also one should not forget that since Go-Karts I've now been racing every weekend for 22 years and I'm also approaching an age where I have to start thinking of doing something else or it might be too late!

There are actually two other things which make stopping fairly easy: the current regulations and the ones suggested for next year:

THE SILLY SEASON is usually about who will drive what, but this year it has been more about who will be driven by what. Team Lotus announced at Hockenheim that it will use Honda engines next year.

Another F1 farce — and I thought I had already seen most of them. As you may have noticed, I have purposely avoided using the word "retire", because it is definitely not in my mind. I will be very active in various areas of sports promotions through the same agency which so excellently has looked after me through my active years.

To my many friends in Formula 1 I can say that I hope we will be seeing a lot of each other — probably more than in the past. At the same time I know I disapoint a few people by not disappearing completely, but that's the whole point! Keke Rosberg." Monte Carlo, 23.07.1986

P.S. I would like to use this opportunity to pass on a personal message:- Alan, your date is on — Saturday Monaco GP 1987!!

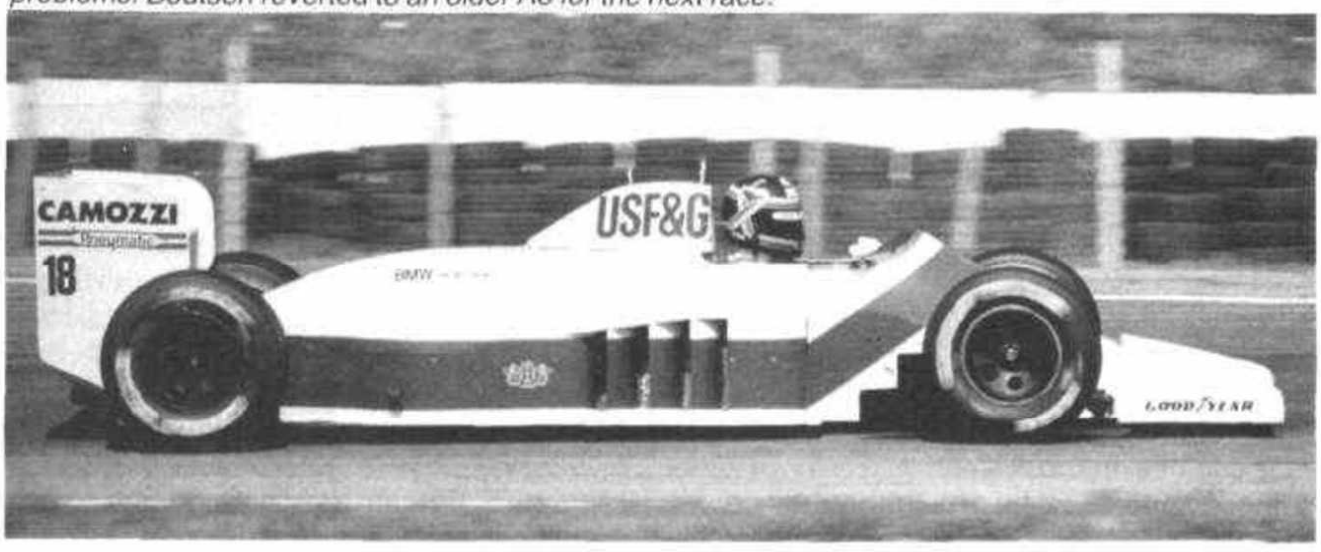
So now we know. The hard-driving, cocky, little Finn who has given so much pleasure to the racing fraternity, and a hard time to the PR "gnomes and fairies" will bow out at the end of this season. His P.S. refers to a bet he had with our colleague Alan Henry (A.H.) who bet him a bottle of champagne that he was going to retire at the end of this season, when chatting with him at Monaco earlier this year. The actual bet was to the effect that if Rosberg was not entered for the 1987 Monaco GP because he had retired from Formula 1, then AH has a bottle of champagne coming to him.

As mentioned earlier, Rosberg's reaction to getting this load off his mind, was to record the fastest lap in both qualifying sessions. He put this down to the fact that John Barnard had "detuned" the handling of the McLaren so that it could be thrown around in typical Rosberg-style, as he was never going to change the "precision style" of Prost, that gets the best out of Bernard's design.

After this press notice everyone chuckled and said, "Good old Rosberg, he hasn't lost his sense of humour and fun, in spite of having Ron Dennis looming over him all this season." On Sunday morning another Press notice appeared, this time on notepaper headed "PIQUET — Nelson Piquet Souto Maior, Le Botticelli, Port Fontvielle, Monaco — France." It read as follows:

As I know only too well, there has been a lot of speculation over the past weeks over the moment when I would stop driving and competing in Formual 1. So, on the occasion of the German Grand Prix — an important event for me

THIERRY BOUTSEN debuted the new Arrows A9 which went out after 14 laps with overheating problems. Boutsen reverted to an older A8 for the next race.



MECHANICS work on the back of Tambay's Lola. Details about the new Ford engine are hard to come by but its compactness suggests that it may be a longstroke design.

because my Formula 1 career began here at Hockenheim — I would like to take this opportunity of announcing that I have decided to race in Formula 1 for another eight years. In effect, I am re-starting my career, having realized after 18 years in the sport that I have never enjoyed myself more. The time has come to pay tribute to all my friends and to all those who have done so much for me.

In particular, I would like to pay tribute to the Canon Williams Honda team. Even though one of William's former drivers did not have a good word to say about the team, I had no doubts about signing a contract with Frank Williams in mid-1985 and I am pleased to say that my hopes have been fulfilled. The Williams team motorhome is a paradise of tranquility, the Williams public relations team is the most professional in the business and, of course, the results of Patrick Head's work speak for themselves. Nor, looking back, can one forget Bernie Ecclestone's Brabham team — a team that helped me to win two World Championships — and (who knows?) to perhaps some more in the future.

Two more things have decided to make me continue: I am impressed by the new regulations as I am looking forward to making 32, rather than 16, starts per year: I love racing that much. Finally despite considerable activity, I still have no idea at all about what I would do if I ever stopped racing.

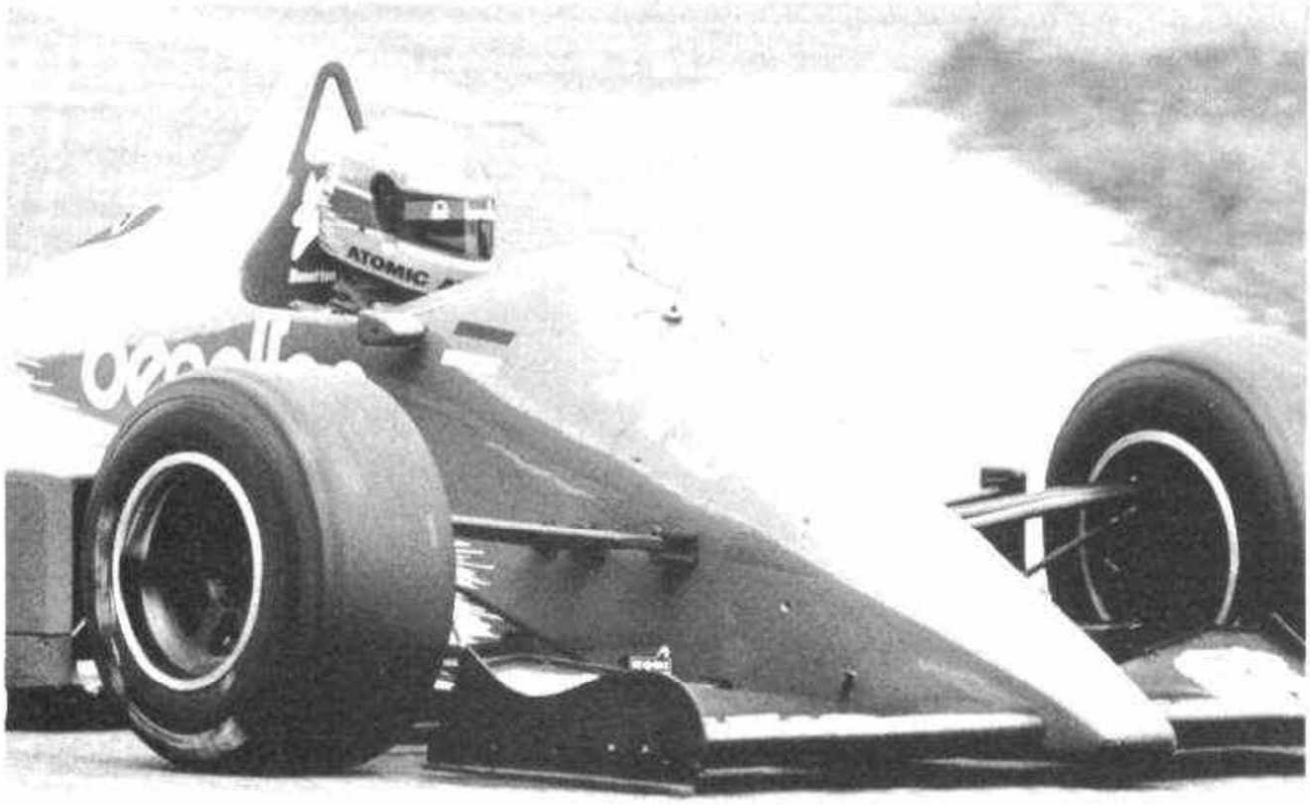
Therefore, I continue. Nelson Piquet, Hockenheim July 27.

P.S. — Laura, see you at Monaco 1987!!!

So now you know. I don't mind admitting that Nelson Piquet is my favourite *racing* driver of today, and I was a founder member of the Nelson Piquet Fan Club. Reading his impish-like riposte to Rosberg's announcement, you either fell about laughing, or you look disdainfully down your journalistic nose and said haughtily, "What a load of rubbish, and in bad taste." I don't mind admitting that I fell about laughing. It was mid-summer after all. Piquet's P.S. was just as serious as Rosberg's I am sure, and now we all want to meet Laura!

Piquet's Page appeared early on race morning. In the afternoon he went racing, and annihilated everyone, thanks to the Williams team, the Honda engine men, Patrick Head's overall control and not forgetting dear old Frank Williams, convalescing at his Berkshire home in front of the television; after all it was Frank who built this solid team. Such was the strength of the Honda engine on the bhp-to-mpg control that Piquet was never troubled throughout the 44 laps, being able to make two pit-stops for new tyres and regain the lead quite easily after each stop. The Williams mechanics were superb and had all four wheels changed in around eight seconds each time, giving a faultless exhibition of team-work and discipline, and each time Piquet was back onto a searing pace on the very next lap. On worn tyres he was down to a lap in 1 min 52 secs just before he stopped on lap 16; his laps after the stop were 1 min 49.8 and 1 min 49.9. He stopped again on lap 28 after a lap at 1 min 55 secs and went straight back in and recorded 1 min 49.0; 1 min 49.6; 1 min 49.6 and on lap 34 made his fastest lap of the race in 1 min 47.7 secs. This is just one of the reasons why he is my favourite *racing* driver. This time his team-mate Nigel Mansell was unlucky, or unfortunate depending on how you view it. Clearly his car was not handling 100% and he could not match the pace of the leaders, and for a long time could not cope with René Arnoux's Ligier, though the tough little Frenchman was not lingering, in fact he was driving as hard as he always drives.

That Senna (Lotus-Renault), Rosberg (McLaren-Porsche) and Prost (McLaren-Porsche) could do nothing about Piquet and the Williams-Honda could be put down to engine management and fuel-consumption. All three were being forced to drive slower than they are capable, simply because their cockpit fuel metering recording device was warning them that if they went any faster they would use up their 195 litres of fuel before the finish. Piquet has no such problems, his read-out was saying "OK lad, go for it." This fuel economy farce was particularly hard on Rosberg who was in great form and had the advantage of being on pole-position, and Senna who made the sort of start from third place on the grid, that must have had Gilles Villeneuve chuckling with pleasure up on his cloud. It was a real cracker, straight between the two McLarens and into the first corner in the lead, but then the fuel metering warning said "Watch it, you are going too fast." Another unfortunate was Gerhard Berger, who was in a menacing second place on the opening lap but then fell back and had to make a long pit stop to have the inlet system of his BMW engine repaired. It lost him two laps which he could not make up, even though he drove his heart out and set up a new lap record.



GERHARD BERGER has been the revelation of the season. After losing two laps in the pits he continued to drive as hard as he knows how and was rewarded with fastest lap.

These Formula 1 Fuel Economy runs are fun to watch, providing you don't know what is actually going on in the cockpit or over the pits-to-car radios, and when it was all over one had to admit that the paddock had been more fun than the race track. Perhaps we should all sit around in the sun and write Press Notices or spread rumours, rather than put on the farce that Grand Prix racing has become. Saturday afternoon is not a farce, for that final qualifying hour really gets the adrenalin flowing, for there are no restricting rules, apart from the limit of two sets of tyres per driver. Otherwise it is the glorious free for all and you can see who can really handle a 1000 horsepower Formual One car weighing 550 kilogrammes (1,212 lbs). If race-day wasn't so much fun sometimes, one might as well go home on Saturday evening, knowing that you had seen all that was worthwhile.

Among the various announcements made or denied over the Hockenheim weekend was one from the Honda Motor Company Ltd., and there was no mid-summer madness about this one. This was from the Head of Honda Engine Research & Development and it was announced that the supply of Honda V6 engines would continue to the Williams team for 1987, and in addition, similar engines would be supplied to Team Lotus; part of the new deal with Lotus was their acceptance of the Japanese driver Satoru Nakajima as number two to Ayrton Senna for 1987. This is hard on young Johnny Dumfries, but not as stupid for Team Lotus as it might seem at first, for Nakajima has been doing all the test-driving for Honda in Japan, the Formula 1 engine being tested in a slave Williams chassis supplied by the Didcot firm. Team Lotus was quick to acknowledge its satisfaction with the deal with Honda, the Williams team had little to say and Gerard Ducarouge was ready to start work on the design of the Lotus 99T to take the Honda V6 engine. Senna was wondering how long it would take him to learn to speak Japanese, and is probably already quizzing Nakajima about characteristics of the Honda power and torque curves, and the cockpit and handling drill. Next year *is* going to be exciting.

Returning to the actual race, though it was easy to forget, the two Porsche-powered McLarens both ran dry of fuel on the last lap, even though their instruments said they were on target. Rosberg never re-appeared after starting the last lap in secod place, but the unfortunate Prost had to suffer the ignomy of coasting to a halt within sight of the finishing line as Mansell and Arnoux went by, to take third and fourth places. Prost had been fourth as he started his last lap; he passed the stationary Rosberg to take third place behind Senna, and came free-wheeling into the stadium with his tank dry. Now the automatic timing mechanisms, and the time-keepers for that matter, only record the passage of a car as it crosses the timing strip. What happens after that is of no official interest, so Prost was never credited with taking third place from Rosberg on that last lap, which is why he is behind Rosberg in the results, even though he was ahead of him on the road when he came to rest. Results are calculated on the last time a car records its passage over the timing strip, so both McLaren drivers were given as 1 lap behind. In fact, Rosberg was only half a lap behind, and Prost was only 100 yards behind. When he came to rest he jumped out and started pushing the car, but realised there is a strong rule about pushing a car on the track, which could cause exclusion, so he walked away in disgust. Sad, but wise. A similar rule-infringement could have been perpetrated at the start by Alan Jones, but similar level-headed outlook and knowledge prevented it.

Jones arrived on the assembly grid in his Lola-Ford V6 only to find there was a serious water leak. Without hesitation he hopped over the pit rail, into the spare car and rushed out of the pit lane just in time. While he went round the circuit to rejoin the assembly-grid his race car was wheeled away, and he took up his grid position in the T-car. It was far from properly adjusted for him so work commenced on the spot. Some people would have wasted time doing this in the pit lane and then found they were too late to leave the pits. When the signal was given to Rosberg to lead the field round on the parade lap Alan Jones was still strapped into his cockpit, so he was late away. If this happens the rules state that you must not overtake anyone on the parade-lap, to avoid the possibility of a silly-excitable-collision, and that you must stay at the back of the grid. This Jonesey-boy did quite correctly and started the race from the back row, which has to be better than starting from the proper grid-position in a sick car, or being disqualified for overtaking, as John Watson was in South Africa in his last regular race for the McLaren team.

Apart from Rosberg and Prost running out of fuel on the last lap, Senna's Lotus-Renault came into the stadium for the last time hiccoughing and spluttering and he trickled over the finishing line at about 80 mph, instead of the normal 160 mph, and came to a stop just round the first corner, also out of fuel. It is not surprising that the slowing down lap requirement has been quietly forgotten. As if to rub salt (or fuel?) into the wounds, Piquet and Mansell did a triumphant extra lap and still had fuel in their tanks, and Piquet generously stopped and picked up Rosberg on the Williams side-pod and carried him back to the finishing area. I wonder if he offered him a lift saying, "I thought you were going to retire at the end of the season?" D.S.J.

RACING AGAIN! Nelson Piquet's performances had lost some of their sparkle this year but at Hockenheim he was back to form and took his second win of the season.

For the record

The winner's average speed was left out of the tables which appeared in the August issue. They are as follows:

Canadian Grand Prix, June 15th.
Winner: Nigel Mansell (Williams-Honda V6), 178.225 kph (110.743 mph).

United States Grand Prix, June 22nd.
Winner: Ayrton Senna (Lotus-Renault V6), 136.747 kph (84.971 mph).

French Grand Prix, July 6th.
Winner: Nigel Mansell (Williams-Honda V6), 188.062 kph (116.856 mph).

British Grand Prix, July 13th.
Winner: Nigel Mansell (Williams-Honda V6), 208.852 kph (129.775 mph).

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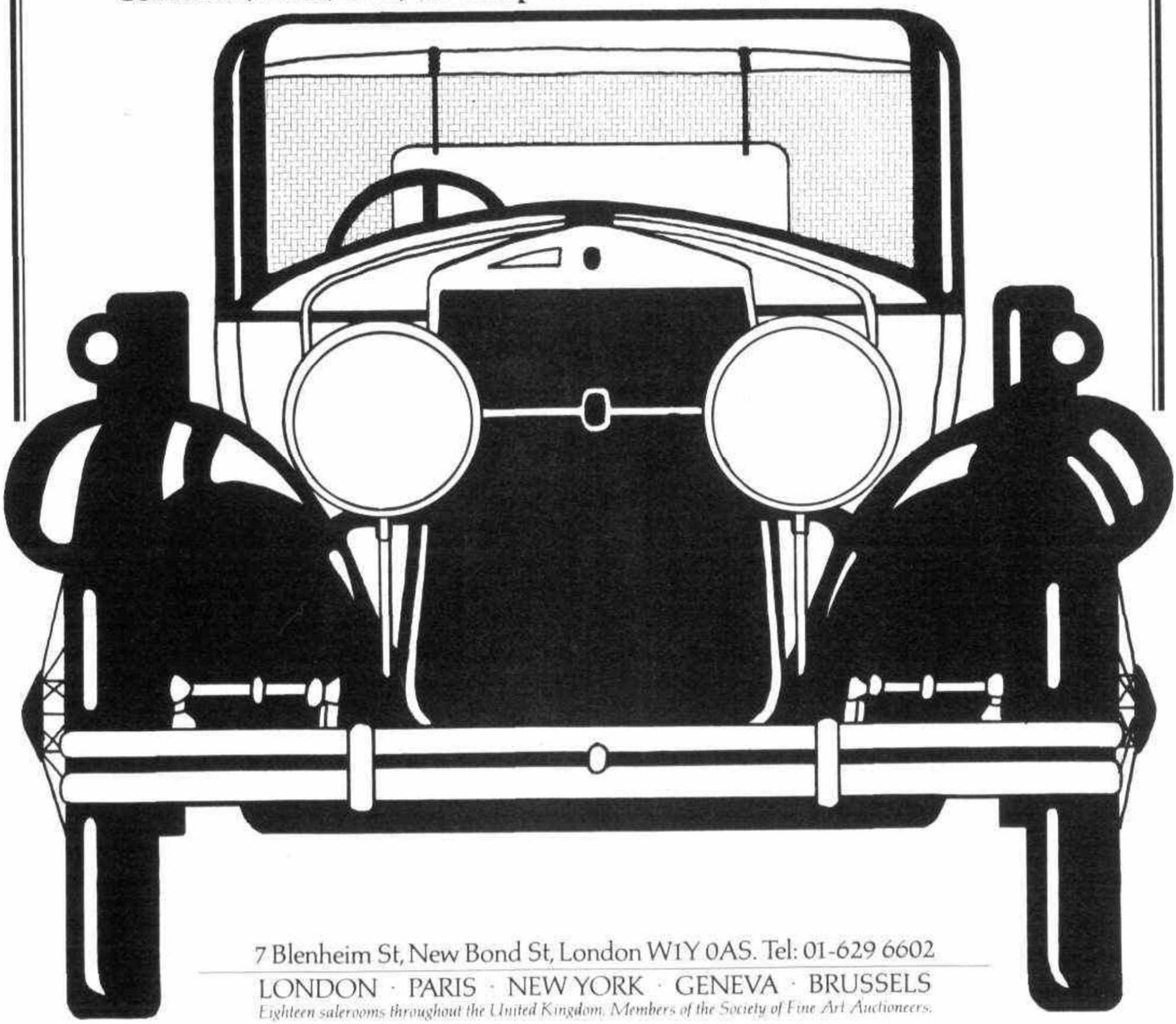

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A Grand Prix driver at work

As he was number one in the team he had two cars at his disposal, one his car for the actual race, the other as a spare car and specially set-up for qualifying. Morning testing had not gone too well, with numerous little niggling mechanical problems, and in the afternoon qualifying, further troubles prevented him getting the best out of the T-car, so that he ended up in 8th place, nearly three seconds slower that the man holding temporary pole position. It was a bit frustrating, as pole position is often his, but no matter, there was another qualifying session on Saturday.

Saturday morning went a lot better and everything was set for a real crack at pole-position time. Apart from the money you earn for being on pole-position for the race, there is the advantage at the start, the knowledge that you will avoid start-line accidents, but more than anything else it is a question of pride. If you want to be number one in the Formula 1 world you must always be the best.

Qualifying was due to start at 1 pm, conditions were good, and about 10 minutes before 1 pm engines began to be started up and warmed in readiness, while the special 'short-life' tyres were being warmed up in their electric blankets, the car sitting on jacks minus its wheels. The turbochargers had been set to give maximum boost for the tweaked-up qualifying engine, there was the minimum of fuel in the tank, the ride-height was at its lowest, suspensions settings were set for one hard lap, the aerodynamics were trimmed for the 'ultimate' rather than the 'optimum' and the driver was about to put on his helmet and gloves. The mechanics started the engine, it fired and then spluttered. Consternation. A quick check of all the easily seen things. Nothing wrong. Try again. No joy. The engineer came over, the engine man joined them. Check this, check that, fuel pressure seemed suspect. Undo a union, fit a check-gauge, crank the engine over, fuel squirted out, the driver hurriedly grabbed a fire-extinguisher and stood by. Qualifying had started, the opposition were already out on the track. Diagnosis by the engine men. Fuel pump failure, the mechanical one that is buried down at the front of the engine. You can't run the engine on the electric one, the mechanical pump will have to be changed. Mechanics' hands appeared from everywhere.

The driver put the fire extinguisher back on the bench and walked to the back of the pit. "Mechanical fuel pump," he said as he walked by. Two small boys appeared at the back of the pits, he signed their programmes for them, his engineer came over and had a few words and they looked at their watches. 1.10 pm, 50 minutes left. The mechanics and the engine men were ripping things apart; it meant that the engine/gearbox unit had to be disconnected from the monocoque, in order to get at the defective fuel pump. Undo the fuel pipes, the wiring harness, the gear linkage, remove the body panels and the rear aerofoil, undo all the engine mounting bolts, insert a special trolley under the engine, remove the rear jacks, disconnect brake and clutch hydraulic pipes, disconnect the throttle linkage and many other bits and bobs. The time is 1.20 pm and the whole power unit is wheeled back from the monocoque and the engine men disconnect the pipes to the troublesome fuel pump while others have gone to the transporter for a new one.

The driver still sits at the back of the pit. His engineer joins him again, they discuss the situation. He is still in 8th place on the grid, but there are three or four other drivers who are about to relegate him further back. Quiet calm, no panic anywhere, sweat is pouring off the mechanics as they work away.

It is 1.30 pm. Only 30 minutes left. The engineer suggests re-rigging the race-car as best they can and recording some sort of lap time with it. No hope of challenging for pole-position, but it should be capable of getting him into the first half-dozen. Driver puts on his helmet and gloves, mechanics re-set the ride height of the race car, trim the aerodynamics, put in the minimum of fuel, fit warmed-up qualifying tyres and the driver climbs into the cockpit, as calm and cool as if nothing had happened. The team-manager comes in from the pit wall. "Jesus Christ!" he mutters, "twenty-five minutes of qualifying left and the car is in a dozen pieces". It is 1.40 pm and the race-car engine is being warmed up. The engine men have fitted a new fuel pump. 1.45 pm and the driver eases out of the pit garage and sets off down the pit lane. Eyebrows raise in other pits, not knowing what is happening. "He's late out," they think.

The engine/gearbox unit is being wheeled forwards to locate onto the pick-up points on the monocoque. As hands insert the engine bolts, others start connecting all the pipes, wires, rods etc. These chaps could do this in the dark, they know their way round the car so well. 1.50 pm and the car is ready to lift down off the trestles. No time for fancy lifting gear, all the mechanics give the old 'heave-ho' and the car is lifted bodily, while trestles are changed for normal jacks and the car is down on the ground. While wheels are fitted the engine is fired up, systems checked, pressures checked, all is well. Body panels back on, nose cone on, rear aerofoil on, the second set of qualifying tyres and wheels are put on and the car is off the jacks.

The driver has done a fair time with the race-car, but only good enough for 12th position, for the pace has been hot and the opposition have been going hard.

1.55 pm, only five minutes left. The driver screams into the pit lane, leaps out of the race-car almost before it has stopped, mechanics wheel it quickly out of the way, the driver runs across to the T-car, whose engine is running and warming up. Into the cockpit in one stride and down behind the wheel, mechanics snap the seat harness into position, the driver dabs the engine control with his right foot. Brrarrp, Brrarrp, brrarrp, he's ready to go. Out of the pit garage, down the pit lane, its 1.57 pm. A pause at the pit lane exit for the marshals to check the markings on the qualifying tyres and he is away on a warm-up lap. The commentator notices, "he is going out for another attempt." He doesn't realise what has been going on.

It is 1.59 pm as the driver passes the pits to start a flying lap. It is going to be the last lap of the session, the man with chequered flag is already unfurling it. The driver's pit signal reads "1 min. Place 9. 42.0". There is one minute left, they are already three places out, but no matter, and 1 min 42.0 secs is needed for pole. The driver comes by again, really flying under the chequered flag. The Olivetti timing read-out says 1 min 42.329 secs. Three tenths of a second off pole-position; third place on the grid.

The whole team relax visibly and start to clear up the mess of the frantic work. They are hot and sweaty and filthy, but it was all worth it, the driver didn't really let them down, he never does. The car arrived back at the pit. It is 2.05 pm and the pole-position man is being interviewed by the media-men. The driver gets out and takes off his helmet; he shrugs. "I am sorry," he says to the team manager and his engineers; he thanks the mechanics and apologises to them for not getting pole-position. "I am sure the car could have done it, if we had had two goes at it". There are smiles everywhere. Everyone had done their best, it had been an incredible example of team work, which is what Grand Prix racing is really all about, and something which so few of us are privileged to watch at close quarters.

The engine? Renault. The team? Lotus. The driver? Ayrton Senna da Silva, from Brazil.

—D.S.J.

Vintage to Classic

SAMMY DAVIS at the wheel of the works Austin Ulster which he shared with the Earl of March to win the 1930 BRDC 500 Mile race at Brooklands.

The vintage Austin Seven is essentially a fun car, as Sandy Skinner reminded us in the piece he wrote about these little cars for the VSCC Golden Jubilee programme. Said Sandy, "... it's perfectly clear that the A7 isn't really a car at all, but more a state of mind — and a schizophrenic one at that. Which, happily, absolves us from any responsibility to take the things serious." Moreover, Skinner concluded his article with the observation that his only consistent theme for thirty years of owning more cars than he could count has been an A7, somewhere in the stable. "And" he closed by saying, "when I decide to sell-up and retire to stud, I hope there will be still".

That about sums up the affection and enthusiasm many of us feel for the odd little motorcar produced by the Austin Motor Co. of Longbridge, Birmingham in 1922, offering motoring to the masses. I have owned at least half a dozen different ones and having now definitely gone into second childhood, I felt recently a burning desire to add an open-bodied example to my 1931 box-saloon that is being, very slowly, restored. What I bought, unseen, was a 1930 Ulster Replica (or reproduction Ulster), which Jenks says should be called an Ulster Facsimile so as not to snub the Frazer Nash TT Replica which was referred to as a Replica when it was brand spanking new in the Isleworth showroom.

Be that as it may, or may not, this purchase set me thinking, not only of how vastly more expensive any kind of pre-war A7 is now than when they were new, but of the sports models as they were in those times. I find it rather amusing, pleasing in fact, that old Sir Herbert Austin, "Pa" Austin to his intimates, who is said to have objected to the saloon bodywork of his cars having straight-line rear-quarters, insisting on the curved panel styling of the Edwardian age throughout the nineteen-thirties and, indeed, right up to the outbreak of war, as a glance at any Ruby will confirm, was not adverse to having sporting versions of his ubiquitous Seven in his catalogues almost throughout the life of his Baby. And subsequently he was responsible for the 122.74 mph racing side valve A7 and the superb little twin-cam racing Austins.

In 1924 there was the sports two-seater, which was little more than a Chummy (or 2+2 tourer to those who cannot visualise one, but it is hard to believe that anyone lives who cannot!) with a pointed tail in lieu of the back platform on which so many 1920s children squirmed uncomfortably but which enabled Sir Herbert to advertise his Baby as the car for those with, or expecting, a family ... This sports model A7 cost £170 and was good for perhaps 55 mph. Then there was the Brooklands Super Sports two-seater, with highly attractive streamlined, stagger-seat body, which in 1925 came with a guarantee of 75 mph at Brooklands when stripped of its road-legal clobber, a pretty staggering performance from a side-valve 747cc motorcar, which cocked a snoot at many far larger and more costly so-called sports cars. For it was priced at only £265; but although for a time it was advertised as available from the parent company at Longbridge, to their specification No. 433a, it was really the product of that very capable A7 tuner and racing driver E. C. Gordon England, who also sold sportsmen the less-expensive Le Mans pedigree GE Cup Model.

The next sports car from Birmingham was the Super Sports, or Ulster, two-seater of 1928, selling for £225 in supercharged form, £185 in non-blown guise. As I have said, my latest toy is an Ulster Replica, a description which covers a multitude of good things or sins, depending on your personal viewpoint. For instance, let me say, *sotto voce*, that my car has a body which is a very reasonable copy of the true Ulster but is made of

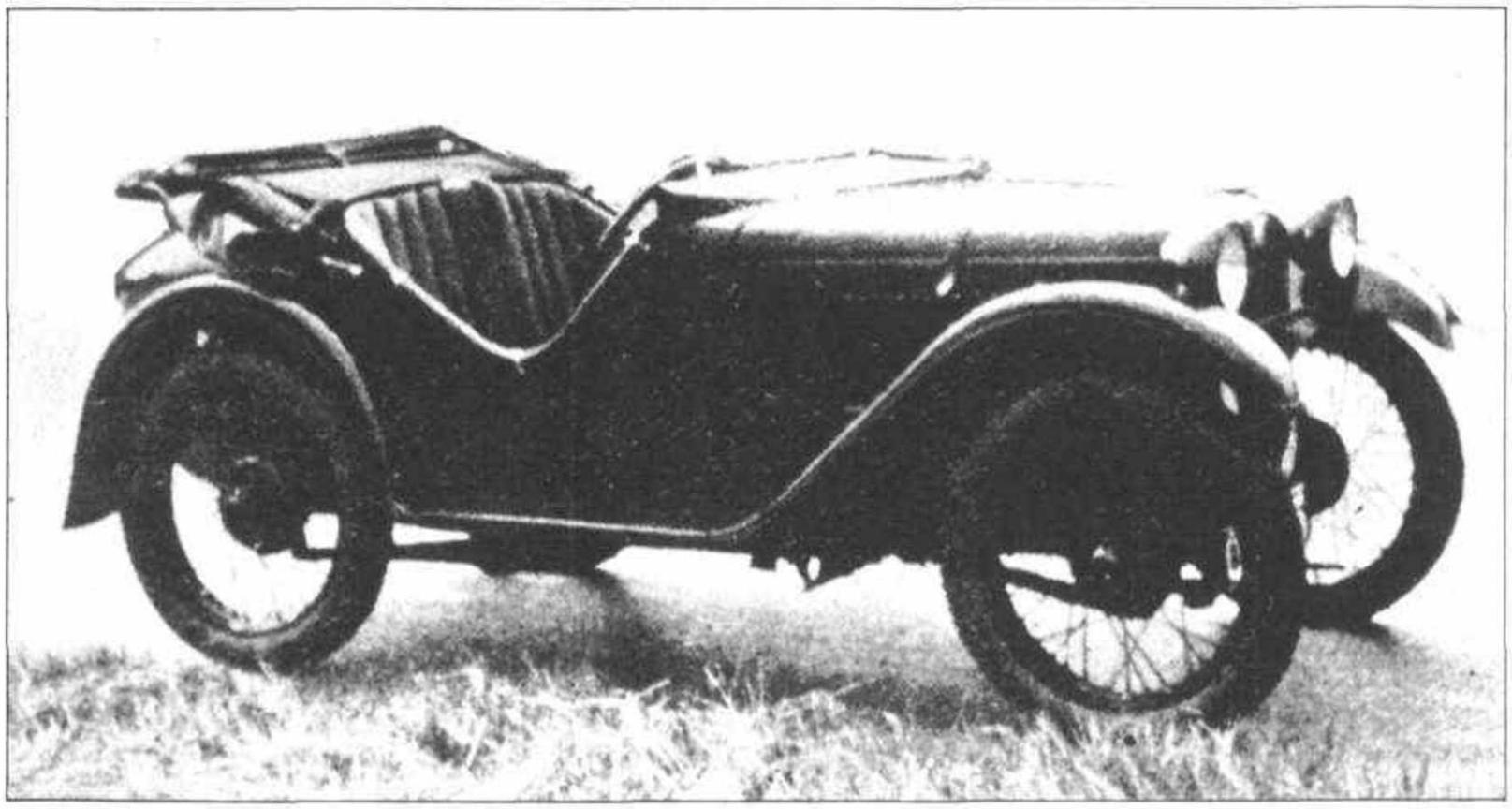
fibreglass. As we have admitted that the A7 need not be taken too seriously, I do not think this really matters a hoot, and maybe it is lighter than an aluminium or steel bodyshell — and on an A7 chassis, lightness is all... Come to think of it, Sandy Skinner himself has built a rather charming sporting A7 of which the body is of wood, and apart from the *framework* of fabric, steel or alloy-panelled bodies, I don't think any production Seven ever had an all-wood body; yet Sandy's looks well and is eminently practical; Jane Arnold-Forster campaigned it in VSCC competition-events happily enough, until she succumbed to the old adage that "there is no substitute for litres" and bought a 12/50 Alvis.

This raises the "chicken-and-egg" question, which is better, a body of the correct shape but the wrong material, or one of the right material but the wrong shape?

Anyway, being in possession of something which looks outwardly like an Ulster has made me think about the genuine ones. I remembered that, in keeping with its sporting pretensions, this A7 model had a chassis lowered by means of a dropped front axle, with the transverse spring and ¼-elliptic back springs flattened, that the gearbox had close ratios, of 12.5, 7.0 and 4.9 to 1, that the engine was tuned by using a big updraught Solex carburettor on the non-blown cars, an outside three-branch exhaust manifold, a special camshaft and h.c. cylinder head (producing a claimed 24 bhp at 5,000 rpm) and pressure-fed big ends replacing the "spit-and-hope" jet lubrication of lesser A7 power units. I knew that a doorless two-seater body was used, with the spare wheel carried transversely in the pointed tail, under a strapped-down panel and that the steering column was raked. But I had forgotten that, apart from other subtle changes in engine internals, such as double valve springs, special pistons, and polished ports, etc., the clutch was cast iron, instead of fabric-lined. The dash carried a tachometer and a dial-type oil gauge to supplement speedometer and ammeter.

When new and in good nick an unblown Ulster Austin was capable of speeds in the gears of 30, 52 and 62 mph, or 28, 50 and 72 mph, depending on whether you read *The Motor* or *The Light Car & Cyclecar*, — or perhaps there was a difference between the 1930 and 1931 models. Those who wanted accuracy referred to the MOTOR SPORT road test report, of course, and that for July 1930 quoted speeds of 50 mph in 2nd gear, 60 mph in top, from a car that had run only 100 miles. It was suggested that a lower axle-ratio would have improved top speed and the 72 mph attained by another journal was apparently done on a top gear of 5.2 to 1, although I was not aware of this being used in 1931 for the Ulster cars. We recorded 0 to 40 mph in 14 sec, compared to this time from 10 to 40 mph in 2nd, claimed by another journal, together with 0 to 50 mph through the gears in 24 sec, yet another report claiming 10 to 40 mph in 2nd in about 12½ sec and 15 to 50 mph in top (in this case, 4.9 to 1), in just under 25 sec. We got 37½ mpg of petrol in overall running, and the Ulster A7 pulled up in 130 feet from 40 mph with the back brakes coming on before the front ones, the brakes being coupled on both hand-lever and pedal; but another journal's tester managed this in only 80 feet. The un-blown Ulster weighed 8½ cwt on its 6 ft 3 in wheelbase chassis.

It was the *blown* Ulster that was bought by those who could afford it and many since-famous personalities commenced their competition careers with them. For instance, Hugh Conway, the present Bugatti expert, had two while he was at Cambridge (where he became Secretary of the CUAC). His blown Ulster had a Cozette vane-type supecharger sucking from a carburettor of the same make, tulip-shaped valves with tappet adjustment by shims, and the aforesaid pressure lubrication, with that not very clever oil bottle intended to be sealed by the starting-handle. Conway's first blown Ulster was a standard 1931 A7 which he used for trials, its high-ratio constant-mesh cogs replaced with standard ones to give touring gear-ratios. Ground clearance was not adequate for the rough going involved and he recalls three bouts of blower trouble, crown-wheel failures, wheel-spokes too weak for rapid cornering, weak brakes which longer cam-levers would only partially cure, a body that split close to the seat, and a most horrific oil-thirst. But the little car is remembered with affection, as a thoroughbred in its own way. It lapped Brooklands at 71 mph during an MCC One Hour High Speed Trial, with full equipment in place.



THE AUSTIN SEVEN ULSTER which Motor Sport road tested in 1930. At the time they cost £185 or £225 when fitted with a supercharger.

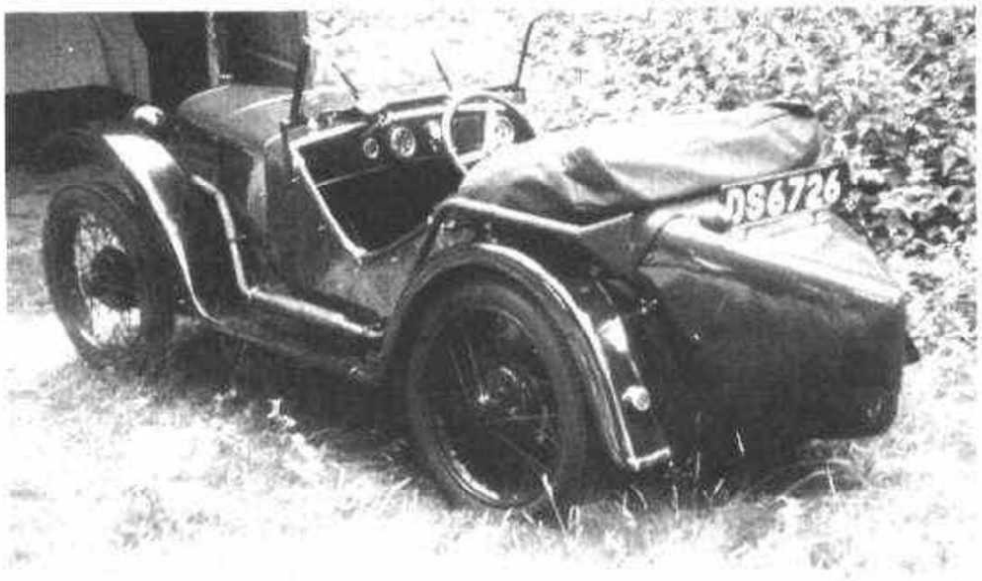
Hugh Conway's second Ulster was one of the genuine works orange TT cars, in 1932 form, bought from Cuthbert's of Guildford for £45 with a damaged crankshaft nose-piece, and a manxed tail. It was the car which the Marquis de Belleroche had raced over the Brooklands' Mountain circuit.

With a large Cozette blower and a high c.r., special fuel was needed, and when practising for the 1935 LCC Brooklands' Relay Race a copper plug came out of the crankcase, all oil-pressure was lost, and the car didn't start. Conway sold it to Gordon Brettell, who converted into his well-known single-seater, as recounted in detail in MOTOR SPORT some time ago.

George Chaplin (he, of the 70 mph Chummy) had another of these works orange TT Ulsters, which Tom Lush acquired just before the war, and another who had a couple of Ulsters was R. G. Shattock, who used his first for MCC trials, also fitting standard gears to the three-speed box, and a Zenith downdraught carburettor. He then had the head copper-plated (c.r. 7 to 1), fitted a high-voltage coil, lightened the flywheel, and put in new racing pistons supplied by Austin's, put back the close-ratio gearbox, and this eight-year-old 1931 Ulster did 0 to 50 mph in 13.6 sec, gave 39 mpg in fast touring, and at Donington set a Class-H lap record for the Manufacturers' circuit of 54.46 mph. Shattock's second Ulster was found in Cairo in 1941 and was left there, but not before it had done a cross-desert trip, ending up at the Mena House Hotel, built by H. F. Locke King before he built Brooklands and where Zborowski stayed when touring in Chitty II. W. E. Harker comes to mind as another of the many who started with an Ulster A7.

The *works* Ulsters performed very ably for the Austin Motor Co. It began when, after useful appearances with prototypes of the new Super Sports model at Shelsley Walsh (63.6 sec) with Stanley Baldwin, the Prime Minister among the spectators, the brothers J. D. and F. S. Barnes were given a non-supercharged car for the first Ulster TT, Sir Herbert himself going over to see what happened. Although leading on handicap for five laps, J. D. crashed and although the car continued, a lap speed speed of 48 mph was too slow. The Barnes then had a no-trouble run in the 1929 JCC "Double-Twelve", which they repeated in the BARC Six-Hour race, which they led for the first four hours. For the Phoenix Park Irish GP Gunner Poppe, Captain of the London Welsh Rugby team, in his first race, with a blown Ulster, built up a big lead in the Saorstat Cup race, ran out of fuel, crashed mildly, but won Class H at 61.7 mph, while Capt. Archie Frazer-Nash in an unblown A7 spent his time rebuilding his engine.

Sir Herbert appointed Gordon England as Team Manager for the 1929 TT. Two blown and two non-blown A7s were entered but when it was found that a blower was worth a ten mph increase in lap speed the other two cars were converted to forced induction with parts sent from England — an advantage amateur drivers can seldom encompass! These were handicap races but this in no way detracts from the merit of winning and although first Camparai's 1750 Alfa Romeo and then Caracciola's winning 38/250 hp Mercedes-Benz hauled in the little bright orange A7s — the colour they had worn at Phoenix Park — they finished 3rd, 4th, 16th



THE AUTHOR recently acquired Ulster copy which is close to the real thing.

and 19th, in the order Frazer-Nash (59.6 mph), Holbrook (59.49 mph), Barnes (56.65 mph) and Caldicutt (55.77 mph), Nash having set a class lap record of over 63 mph. They say Caracciola was most impressed!

The works team was entered for the 1929 BRDC 500 Mile Race, controlled by Poppe, who drove, his team mates being Holbrook, Caldicutt and Barnes. Barnes' car broke a con rod and Caldicutt's cracked its head, a replacement being taken from Barnes' retired car, enabling him to finish 6th, at 80.25 mph, winner of the 1100cc class. For the 1930 "Double-Twelve", watched by Sir Herbert, Waite, Austin's son-in-law, and the Earl of March and Nash/Poppe had the two orange works cars, the Barnes brothers a non-blown A7. Frazer-Nash was delayed by various problems but the Waite/March car was 7th, at 64.97 mph for more than 1,559 miles, the Barnes, who had a trouble-free trip, 10th at 57.2 mph. But the Team Prize was lost to the MG Midgets. For the Irish GP Nash and Poppe had blown Ulsters, Waite an unblown car to take advantage of the easier handicap, the team being managed by Stewart Frazer. The blown cars lapped at nearly 70 mph in practice, Waite at 61.6 mph. In the race Poppe retired with blower trouble but Waite was robbed of 2nd place to Gillow's Riley by being flagged-in a lap too soon, being given 5th place, and Nash was 3rd, the Barnes' own blown A7 14th, other non-works A7s being 8th and 16th. Sir Herbert was reluctant to attend the 1930 TT but was persuaded to do so, with Waite's wife. The orange Ulster team comprised Waite, Poppe and Nash. Waite crashed badly at Ballystockart, fracturing his jaw, his mechanic, the veteran Depper, being thrown out also, but Poppe took 5th place, at 61.46 mph, winning Class H, after Nash had retired after nine laps with engine trouble.

The Ulster's greatest race success came in the 1930 BRDC 500 Mile race at Brooklands. The works stripped Ulsters were driven by the Earl of March/S. C. H. Davis, Poppe/Goodacre, and Crabtree/J. D. Barnes. The first-named won outright at 83.41 mph in a new car carefully prepared for Waite, who managed the team, by the young mechanic Len Brochas. Poppe had retired with a seized piston, Crabtree with ignition trouble. To show that this outer-circuit victory was no fluke, Davis and Goodacre took the same Ulster to Brooklands again eleven days afterwards and broke Class-H records from 50 km to 12 hours, at speeds of over 85 mph, averaging 81.71 mph for the twelve hours.

By 1931 the ageing A7 was beginning to feel the challenge of the MG Midget's overhead camshaft technology, fourteen of the 746cc C types running in the Double Twelve, to nine Sevens. The works A7 team of Nash/Driscoll, Poppe/J. D. Barnes and F. S. Barnes/Green finished 9th (Poppe), 11th (Barnes), and 21st (Nash), Poppe setting fastest class lap, at 72.44 mph; but MGs gained the day. It was the same at Phoenix Park, where ten non-supercharged MGs met six A7s, the blown works cars handled by Nash, Cushman and J. D. Barnes. Nash split the MGs in the race, with 8th place, but Cushman's had to follow the Midgets home, in 14th position. When Cecil Kimber supercharged his MG Midgets the game was up for Austin, in sports-car racing.

Nevertheless, the Ulster A7 had left its mark on the racing scene and while it was in production, from 1928 to 1932, many drivers ran them at Brooklands, and elsewhere, and continued to do so in the years ahead, at the Track, at Donington and at other venues. The works Ulsters, with their somewhat narrower bodies, radiator stoneguards, short bonnets to accommodate an 11½-gallon fuel tank in the scuttle, with other tanks for blower oil and an extra gallon of sump oil, were exciting-looking little sports-racing cars. The blown Ulsters had the supercharger gear-driven on the exhaust side of the engine, pump-cooling, and magneto ignition. That they gave the Austin Motor Co good publicity is reflected in a full-page advertisement in MOTOR SPORT in 1931 proclaiming that an Ulster had smashed the Sydney-Melbourne record for 2-litre class cars by covering the 560 miles in 12h. 34 min. That year, too, Goodacre took one to Italy and won a 1,000 mile race at 46.8 mph. So those who ran production versions had much to please them; incidentally, these engines gave 27 bhp at 4,500 rpm, later increased to 33 bhp. After the Ulsters came the 1933 65 or Nippy (£148) and the 75 or Speedy sports A7s, but I am concerned here with the vintage years.

As the years roll on, genuine Ulsters are becoming less in numbers and difficult to find, so inevitably Ulster Replicas (which should perhaps be called A7 Specials?) have been constructed, with facsimile bodywork, power increased perhaps by the use of downdraught carburation, etc, and not always with the dropped front-axle. Incidentally, these "facsimile" Ulster bodies are commendably accurate, that on my car, make unknown, being within half-an-inch of the cockpit dimensions of the original, which were a body width of 36 in, a seat-squab depth of 23 in and a windscreen-to-seat squab distance of 31 in.

But these "imitation" cars continue the fun owners of the genuine article enjoyed in contemporary times, spares are plentiful, A7s are easy to house, and the tyre problem is non-existent, with the availability of those excellent 3.50 × 19 Avon Triple Duty Mk II sidecar-tyres. Long may the fun continue . . . W. B.

N.B. It is difficult to obtain production figures for the Ulster A7; one source suggests a total of 170, of which perhaps 50 would have been blown cars; but this contrasts oddly with 1,402 Gordon England Cup Models sold in two years. For identification of those mentioned, some of the Reg. No. are: Press demonstrators (unblown), OG 1845, GO 6302; Barnes' 1928 unblown TT car, ER 3410; 1929 blown TT team cars, OF 1857, OF 3128, OF 3129, OF 3130; Conway's first blown car, OG 9262; R. G. Shattock's first unblown Ulster, VB9331 — Ed.)

"I Worked at T & Ts"

Calling on Geoff Read some time back, to see his remarkable collection of sparking-plugs, in which we are both interested, I heard how he had worked as a boy of 16 at Thomson & Taylor's before WW2, over on the aerodrome at Brooklands. He already had a reasonable job but becoming interested in motor racing after having cycled to Brooklands to watch the practice (gaining illicit entrance by crossing the railway, to sit on the bank to watch what went on) he decided in 1936 to ask for a place at T & Ts. Somewhat to his surprise he was accepted as a "grease-boy" in the racing department, but at a lower rate than the wage he was getting elsewhere; and wages were unbelievably low in those times. This was not very popular with his parents but Geoff was overjoyed, even though he had to cycle five miles each way to work, getting into Brooklands through the tunnel under the Track and cycling into the Paddock area, past the sheds of Francis Beart, T & T's Sales Department, Martlett pistons and Robin Jackson's, and on along the aerodrome road, past the Hawker sheds, to the workshops formed as part of the old Parry Thomas buildings.

On race days the boy had to display a pass, but on non-race days these were not required and it was possible also to enter the Track by the Byfleet footbridge without showing one; those with business at Hawker's, the Flying School, Granville Grenfell's or the College of Aeronautical Engineering's hanger came in that way. Often four or five members of the T & T workforce would cycle in together and in the summer it was customary to take a short cut across the grass aerodrome, if no flying appeared to be happening, as I used to do when working for *Brooklands—Track & Air* magazine (Editor: Capt. O. V. Holmes) in buildings closer to the sewage farm, if I heard a racing car start up in the Paddock. (Incidentally, after we vacated Butt's Lodge the Editorial office was in a little shed next door, and the racing folk were delighted to learn that there was "a Boddy in the mortuary", which is apparently what the place had been used for during the war!)

In the winter fogs this short-cut became hazardous, as although the lads would start off in the right direction for crossing the Wey by the Vickers works, they would invariably veer off and were in grave danger of ending-up in the river. Becoming tired of the long cycle ride, Geoff Read bought himself a Royal Enfield motorcycle, which cost him £1. This he replaced with a Norton, then a Rudge, ending up with a 1935 KSS Velocette. At T & T's he learned a lot, but Ken Taylor would not stand any nonsense. One of his fads was that everytime a nut was put on a bolt this must first be given a coat of oil. His first job was to go out on the Track, the first time he had been on the hallowed concrete, when John Cobb was trying out one of the 4-litre V12 Sunbeams that T & T's had rebuilt for Sir Malcolm Campbell, with Bob Readings, the chief mechanic, to whom the lad handed spanners and plugs as required.

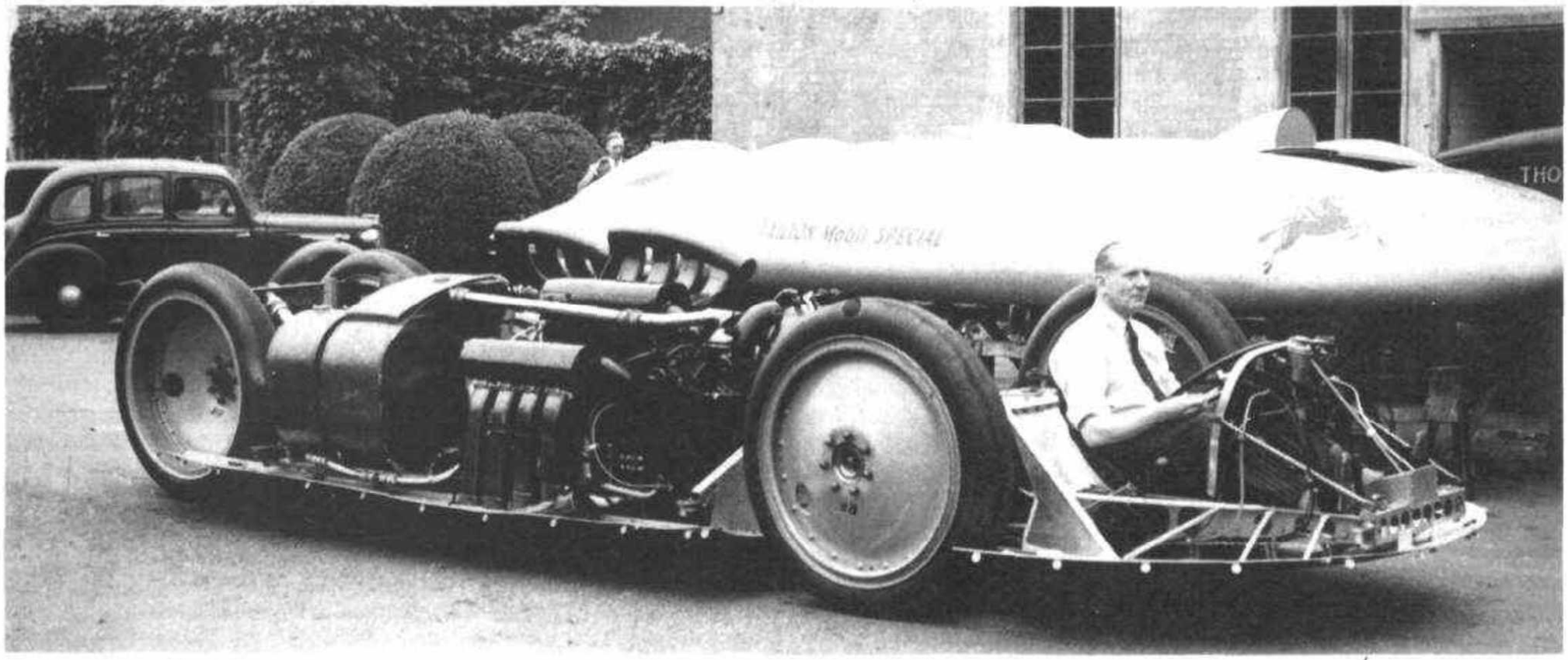
He learned to drive a car in this way, when one day after a test session Bob asked if he would like to take the ancient Austin Twelve they used for tow-starting racing cars and as a mobile workshop back to the workshops. As the car had only one door on the driver's side, rather than disturb Bob, he did so, with a little tuition from the passenger, wondering how on earth he would get through the Paddock gates—which must have been at least twelve-feet wide! He got back safely but, after stopping, forgot to depress the clutch, the Austin stopping with a jerk, which caused Bob Readings to remark: "What do you think it is, a b***** horse?"

Other racing cars Geoff remembers working on include Powys Lybbe's Talbot-Darracq, many of the ERAs, the lap-record Napier Railton and he helped with the MG with which Bert Denly, who remains a drinking pal to this day, and Humphries won their class in the 1936 BRDC 500 Mile Race.

As still happens in motor racing, during the height of the season things got hectic, and many all-night sessions were worked. But conditions were not, perhaps, quite so comfortable then; for instance, Geoff recalls that for getting grease off their hands T & T supplied half an oil-drum filled with hot water and some soap, but the best way of removing the dirt was to rub one's hands in coal-dust, then scour off the grime. He also remembers that if there was a race day with no customers' cars to attend, the T & T mechanics used to be sent out to help on the Campbell circuit, pushing out of harm's way any competitor who spun and stalled across the course where the drivers took the 90-deg. right-hand bend at the end of the pits straight, for the corner made the slight rise that followed quite blind, and as there were banks on either side there was no place of escape and stationary cars had to be pushed clear or restarted as quickly as possible! But this provided a diversion at the short races at Bank Holiday Meetings, and no doubt pithy comments from the boys on the lack of prowess of various drivers . . . At other times they would go back to Brooklands to watch the motorcycle races.

One of the highlights of working at T & T's was when John Cobb's twin-engined LSR Railton was being constructed. All the leading mechanics were busy machining and fitting the parts for it and Geoff Read was given the job of painting the unusually-shaped chassis frame, when it arrived at Brooklands. A confident Ken Taylor said to him: "Boy, you are painting the fastest frame in the world," and he was in due time proved right, for Cobb went out to Utah and raised the record to 350.2 mph in 1938

JOHN COBB seated at the wheel of his Railton Mobil Special with which he successively raised the Land Speed Record. The photograph was taken on the premises of Thomson and Taylor's where Geoff Read worked and where he played a small part in its construction.



and to 369.7 mph in 1939, finally raising it to 394.2 mph after the war. In case the normally reliable Napier Lion engines played up, a spare engine was brought over from the Kingsford Smith aerodrome in Australia. Geoff helped Bob Readings prepare these engines for the task ahead of them.

The war saw Geoff Read serving in the Fleet Air Arm for three years. He returned to T & T's afterwards, working on ordinary cars, although Alfa Romeo and Railton repairs were given priority. But he missed the excitement of working on racing engines and in 1949 he transferred to the Wakefield-Castrol test-house, under his friend Bert Denly, the great little man who held so many World records and race wins on motorcycles and had helped Capt. George Eyston with his record breaking cars. Then in 1952 Geoff went to work for KLG at Putney, testing sparking-plugs. From the photographs I have seen, the test equipment was elaborate and efficient and, appropriately, Geoff's early work was on racing plugs, for which the tests were done on the famous long-stroke "double-knocker" Manx Norton motorcycle engine. To get well acquainted with it, he was sent on a three-months' stint at the Norton factory in Birmingham. Having gleaned about all there was to know, under the best possible instructor, about the overhaul and general running of this engine, Read used to tune and rebuild the Manx Norton engines used by Ken Tyrrell when he was racing his F3 Cooper-Norton.

Apart from testing plugs at KLG's, Geoff became involved in the service side of the Company, which involved him in some interesting experiences. For example, Adam McGreggor Dick, who owned the 1906 three-cylinder Rolls-Royce bought new by his father, sent down three 22 mm plugs from it, to be cleaned and tested. So pleased was Mr McGreggor Dick that he wrote to say that if Geoff was ever in Scotland he was to call and have a ride in the Rolls. On holiday there the following year Mr and Mrs Read took up this invitation and after tea the old car was pulled out of its garage, it started with two swings on the handle, and they were driven round Kilmarnock in the sole-surviving three-cylinder Rolls-Royce. "Marvellous, simply marvellous," remembers Geoff.

Geoff was now becoming interested in vintage sparking plugs, after being given a Segrave plug and one or two other rare ones. This prompted him to start a collection, concentrating primarily on different makes, rather than different *types* of the same make. He now has a total of 276, of which seventeen carry no brand-name. There is even a low-tension-ignition replacement igniter. This far outnumbers my own collection, of about 130 different plugs, and as this is a collectors' age, I list below the makes in Geoff Read's collection, which also includes plug-boxes, feeler-gauges and other special tools, advertising plaques, publicity publications and so on. The plugs are housed in a number of glass-fronted folding travelling-cases, whereas my smaller collection is in two enormous show-cases, Champion, makers of the best-known of today's sparking-plugs, having so kindly housed them for me, some years ago.

Geoff Read still has an interest in motorcycles — when I called on him he showed me his James-Villiers and a Velocette KSS: he drives a Ford Escort when not riding them. His plugs are as follows:

Aldor, Atlas, AFS, A7, Argyle, Autolight, Aster, Astra, Apollo, Auburn, Ajax, Aris, AC, Acme, AP, Amer, Alva, Autoflash, Arga, Amoco, Burnex, Beru, "B", Bosch, BG, Bendix, Bluemeli, Bowers, Bakony, Blue Crown, Brevette, Burton, Brooks, BES, Brita, BWP, Bosna, BB, Big Chief, Bethlehem, BKL, Bilar, Bowes, Champion, Circofire, Cauco, Crown, Challenge, Castle, Cup, Detonating Plug, Co-Op, 427T, China, Cicio, CSMA, CCCP, Cupples, Cooke, DB, Dering, BDP, Denso, Diamond, De Dion Bouton, Defiance, Dopperuamblitz, Delux, Edison, Electronica, EIC, ER, Eros, Esso, Eisemann, Eyquem, Elecp, EJ, Ferlay, Forward, FMC, FAG, Fuel, Igniter, Fire injector, Flashpoint, Fanflame, Forbes, Fiat, Floquet, Firestone, FH, Fusealed, FP Super, Gergovia, GMS, Goodrich, GWP, Golden R, GP, Gnat, Golden Giant, General, GTX, Gaby, Goodyear, Heath, Holborn, Hastings, HD, Harley Davidson, Hitachi, Hobson, Halford, HM15, Horseshoe, Hylo, Hamilton, Hastings, HSC, Igna, Isolator, Iscra, Irving, Just, Jumbo, Jolly, Jet, Jet Ignition, JD, Kingston, KLG, Kat9, King, Keuei, KSPM, K&A, Lifelong, LO2, LAS, Lion, Leggets, Lynamite, LM, Lissen, Lodge, Leader, Lloyd, Lucas, LNI, Lecra Spark, Lutny, LB&C, Maxim, Mobelec, Mascot, Macouaira, Magneto, Molla, Maserati, Massa, Mossler, Magneti, Minerva, Mea, Motormeter, Majestic, Mico, Motor Craft, Meggeny, Marchal, Matchless, M&S, Mopar, Micadex, MP, MTY, MG Bryan, Nuway, Nonoyle, NGK, Neutronic Fuse, Oleo, Pep, Pyrex, Prestolite, Power, Perox, Pognon, Prov, Plus, Peck, Prosper, Power Flyte, Periscope, Peugeot, Pacey, Pal, Progress, Prelyo, Pasha, Prested, Rajah, Renault, Rex, Rentz, Runbakon, Ryder, Riteline, Reflex, Reliance, Ring, R&C, Rubis, Redhead, Segrave, Stewart, Sphinx, Splitdorf, Stitt, Sauser, Sterling Artco, Shurchilt, Supra Start, Service, Stromberg, Spica, Siemens, Super Igniter, SS, Superfire, Starito, Standard, Thomas, Thomorat, Triumph, Torque Master, Trojan, Texaco, Unico, Unipart, US Rubber Cpy, Vexi-Vici, Viking, Volvo, Victa, Vallier, Victor, VW, Vita, Wipac, Wizard, Worsop, Witherbee, Warrier, W&J, WA, WG, WH and Yale.

If anyone can improve on this collection or remembers makes not listed, I know Mr Read would like to hear from them. — W.B.

Out of the Past

Some interesting information about another pioneer garage has come in hand, in the form of a booklet about the Peebles Motor Co Ltd, of Edinburgh, kindly donated by a keen reader, Mr R. V Batting, who was apprenticed to the Motor Trade in 1932, at Sundridge Park Garage.

The Company was started by a Mr Laurence Bell, who was formerly engineer and manager of the Gas-Light Company at Innerleithen, on the Tweed, seven miles from Peebles. In those days, before the turn of the century, gas engineers were respected people, Mr Bell became interested in the new-fangled horseless-carriages and made one, producing his own patterns and bodywork. This car, of Benz-like appearance, was completed by 1901, said to be the first ever made on the Scottish Borders. Its fame spread and soon all manner of cars were being sent to the gas works for repair, some from as far away as Edinburgh.

This caused Bell to rent a small shed in Peebles as a workshop in 1903, and start up as a cycle and motor engineer. Finance came from local gentlemen and after a year a move was made to a disused church, but by 1906 that was too small and a hall in Peebles' main street was obtained, and the Company formed with a capital of £10,000, of which £5,000 was called up. As much of the business was coming from Edinburgh a depot was opened there in the Haymarket, which was expanded in 1907 and again in 1909. It was decided that running two depots was impractical and that year the Peebles one was closed and everything was concentrated in Edinburgh, where, in the summer of 1911, the Murrayfield skating rink, half a mile from the Haymarket premises, was taken over, the former depot being converted into a showroom. The Company had paid a 5% dividend since its formation and in six years had reduced goodwill to £100, with a reserve fund.

The booklet was issued to celebrate this and starts with views of Peebles and of the Company's early premises. The works and garage were in Russell Road, Edinburgh and the telegraphic address was "Aviation". The sales manager at the Haymarket Terrace showroom was A. J. Baxter, John Black was Secretary and Bell remained MD, some 55 employees being in the repair works, including the grease boys. The first four motors in Peebleshire are shown as the Bell, what looks like a Locomobile steamer, and two motor-tricycles, one pulling a passenger-trailer. The early agency was for Albion cars and Century bicycles and a De Dion in the 1907 workshop carries Reg. No. SV 11. The 1911 premises were impressively large, triple those of 1907, and had a washing floor, general stores, smith's shop, machine shop and paint and body shops, even a chauffeurs' waiting room with table and anthracite stove. The showroom contained two Crossley chassis, and advertisements for Wood Milne tyres and Waterfield patent Detachable Endless linings, which perhaps someone can explain!

The Peebles Motor Co dealt largely in Sunbeam cars up to 1911 and had testimonials relating to no fewer than 41 Sunbeams, of which 14 were 16/20s, eight were 12/16s, one a 12/14, one a 20/25 and one a 35 hp model, dating back to 1906, other testimonials covering a 15.9 hp Valveless Dobson, a 15.9 hp Singer, a 25 hp Lucas-Valveless, two Vulcans, a Swift, and a 10 hp Cadillac, while agencies were also held for Crossley, Flanders and EMF cars.

Our informant was given the booklet by a Miss Chisholm, aged 90, who was John Black's typist; Mr Black later founded the Eastern Motor Co in Edinburgh, that City's first Austin agents. In 1953 the company was taken over by John Brown, who died this year, by which time it had become agent for Mercedes-Benz, BMW, Peugeot, Opel and TVR, in conjunction with is associate, Western Automobiles. Mr Batting worked there from 1947 to 1955 and when space permits I hope to include some of his reminiscences. — W. B.

A Sunbeam's Birthday

Birthday parties given by owners to their favourite cars are not unknown. In 1940 Anthony Heal gave such a celebration at "The Ely" near Camberley for his 1919 5-litre Ballot, on its "21st", and there have been other such occasions. We remember going to a very pleasant party at Silverstone to commemorate the 30th birthday of the 1908 GP Itala, and only last July Jack Williamson and Cecil Clutton gave another, at the same venue, to mark Clutton's 50th year of participation in VSCC racing with this venerable 12-litre. Unfortunately we could not attend that party but we did go to the one given by Anthony Heal, at his home at Knotty Green near Beaconsfield for the 60th birthday of his 1926 3-litre Twin-Cam Sunbeam, a car which must be well-known to regular readers of MOTOR SPORT.

Other surviving Twin-Cam 3-litres of this make were invited and it was astonishing that thirteen turned up, out of 14 acceptances, the absentee being McWilliams' fabric saloon, with some excuse, as it is stationed in Scotland. But thirteen Twin-Cams in sound order, out of perhaps 36 that have endured, the world over, of the 315 Sunbeams of this type made during the limited production-run from 1925 to 1929, was very satisfactory. Most of those attending Heal's party were the standard four-seater open cars with cycle-type mudguards, of which Cameron-Millar's is thought to have been the last made, in July 1929, with bigger headlamps than usual and in its original varnish finish. In contrast, Mance brought his handsome 1926 boat-tail Gordon England coupé from Farnham, a one-family car, John Howell's familiar racer with big supercharger came from Sussex on a trailer, and Mick Collis was there with his Carbodies 2-3 seater. Tom Tyler's 3 litre was originally one of the blown cars, but now has twin Claudel-Hobsons, and Geer's is another of the ex-blower 3 litres, once raced by Hammond the cricketer. Tom Heeson was giving the dog some fresh air in his 1926 tourer and Anthony Jones' Sunbeam stood out by reason of its smart cream paintwork.

Apart from these Twin-Cam 3-litres paying homage to Heal's YP 7363, Dowell had come in his sporting Sunbeam 25, and present also were a Sunbeam Dawn and a Sunbeam 16 two-door, four-light saloon, and the family Sunbeam 20 saloon restord by Heal's son. Among personalities who accepted invitations were the STD Register's President, the PRO and the Editors of its *Bulletin* and data-sheets, four more owners/ex-owners of Twin-Cam 3-litres, representatives of the old Sunbeam Company, and those associated with Heal's own car. And in the house, not only did Mr and Mrs Heal serve, to use a 1920s expression, a sumptuous tea, but many Sunbeam documents and photographs were on view. It was enough to make one forget that the British Grand Prix was in furious action over at Brands Hatch! — W. B.

A SELECTION of the thirteen Twin-Cam 3-litre Sunbeams which recently assembled to celebrate the 60th birthday of Anthony Heal's car.

V-to-C Miscellany

We hear that the Pan-Pacific Rally in Christchurch, New Zealand had an entry of 800 old cars, the majority American makes, but that from West Germany came one of the now-rare twin-cam Dr Ferdinand Porsche-designed Sascha Austro-Daimlers, which were described in an article in MOTOR SPORT of April 1985. At this year's Royal Welsh Show at Builth Wells the Rhayader MC put on its usual display of vintage and post-vintage cars and motorcycles, the 22nd occasion when it has done this. The vintage cars included J. Carter's immaculate 1911 Rolls-Royce Silver Ghost two-seater, undoubtedly the most elegant car present, up from Saundersfoot, with, beside it, another Reg Worthing exhibit in the form of his recently-completed 1924 Model-T Ford in sparkling all-black, its body a two-seater with lidded goods-container behind. The Editorial 1924 Calthorpe was there, and other entries were Johnnie Thomas's recently-acquired 1926 3-litre Bentley long-chassis Mulliner ¾-coupé, said to be one of only two of its kind, Reg. No. YR 3907, restored in 1977/78, an early Type 40 Bugatti, a 1927 Stutz Blackhawk Speedster, and a 1929 A7 top-hat saloon which had survived many years as a chicken-house. The post-vintage entry included Lane's Model-B Ford saloon which we remarked last year looked as if it had come straight from a new-car showroom, and which looked now as if it had hardly been used since, a very smart open Alvis Firefly, Fazakersley's 1½-litre sports/racing Riley, representing a most painstaking rebuild job over the past two years, off-set by multiple quick-action fillers, Seymour Price's locally-owned A7 Nippy, and a Wolseley Hornet Special with external exhaust system, etc. The motorcycles ranged from a 1916 Douglas to the 1961 ex-Dave Bickers' Greeves motocross machine, and it was noted that the 1940 Royal Enfield had been used by the Brecon & Radnor Fire Brigade as recently as sixteen years ago. When we looked in on the Tuesday of the Show the marquee was full of obviously-interested onlookers and, quite rightly, the Rolls-Royce and the Bentley had been declared Champions.

Over 30 Alvises turned out for the 12/50 Register's annual meeting at "The Phoenix" at Hartley Wintney, original home of the VSCC, and the Riley RM Club, which caters for the Rileys of 1946 to 1955, had its National Rally on August 8th-10th. We regret to learn that one of the greatest experts on these cars, E.T. Lundegaard, has died in Gloucester, where he bought and sold R.M. Rileys. The Dourne Classic Car Show takes place on August 24th.—W.B.

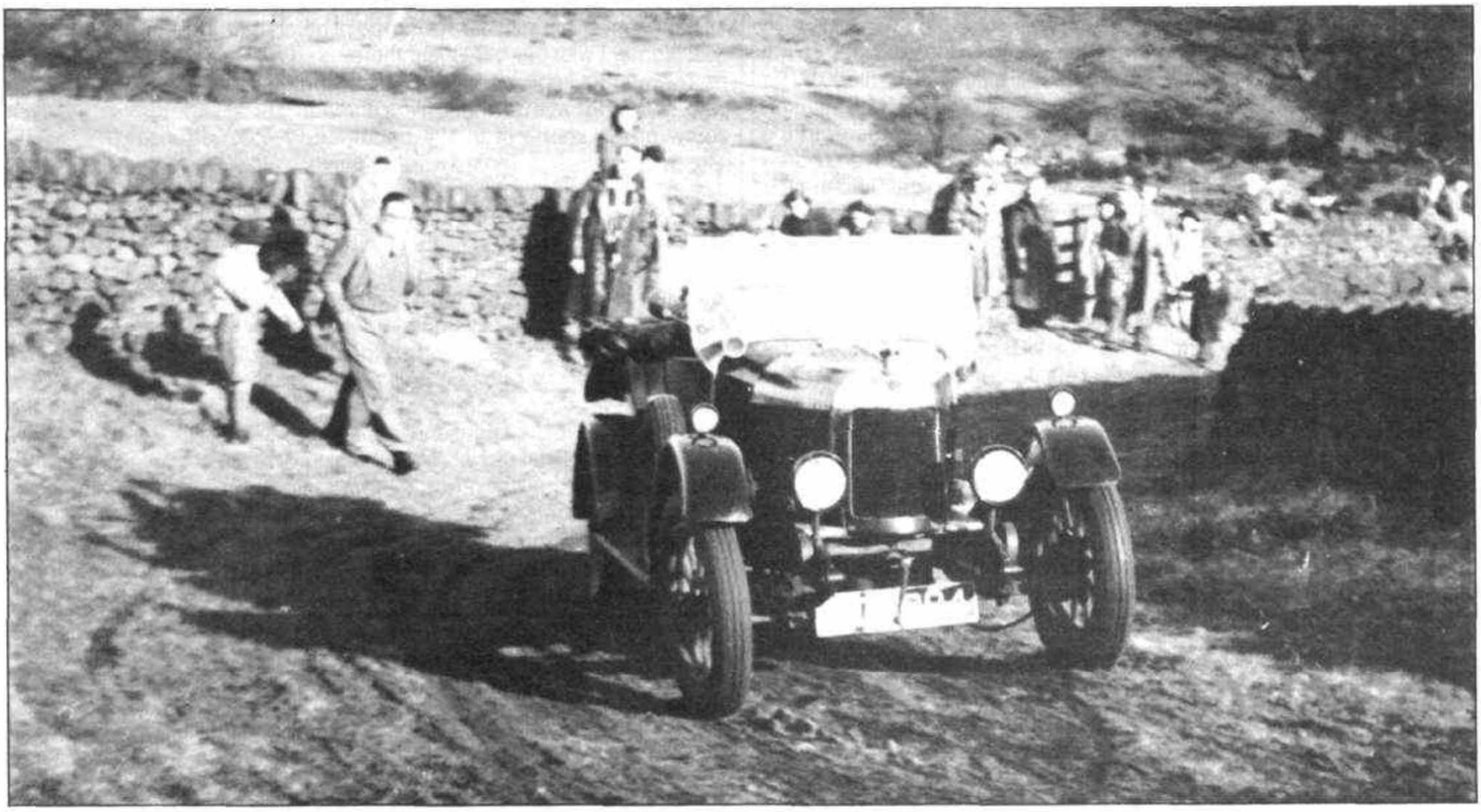
VSCC Colerne Speed Trials

This event is not open to the public, but we should not overlook the splendid performances made there this year. Such as Rodney Felton's 3.2 P3 Alfa Romeo making ftd in the record time of 22.97 sec for the s.s. kilometre, and Bob Roberts in the Sunbeam Tiger doing best Vintage car time, also a record, in 23.22 sec, finishing the run at 134 mph. The class winners were: 1½-litre sports-cars: Selwyn-Smith (Frazer Nash), 33.79 sec; Over 1½-litre sports-cars: Pilkington (Darracq), another record, in 26.68 sec, finishing at 121 mph; Other 1½-litre sports-cars: Dunn (Riley), 30.88 sec; Other over 1½-litre sports-cars: Burrell (Bently-Royce), 27.01 sec; Racing-cars up to 1-litre: Miss Gray (Hardy Special), in 27.53 sec; beating her father's record with the same car and bravely getting up to 107 mph; 1½-litre racing-cars: tie between Bill Summers' son in the MG KN Special and Dad himself, in a record 25.66 sec, doing 124 mph through the speed-trap; racing-cars over 1½-litres: Felton, as mentioned above; Veterans & Edwardians: Neve (1914 TT Humber), 38.90 sec.

Other highlights were the 12-litre Bequet-Delage at 133 mph, the Attenborough Special doing 130 mph, Tony Brooke at 112 mph, the 1908 GP Panhard-Levassor, a non-starter, ending its practice sprint at no less than 102 mph, and Roger Collings' son getting the 4½-litre Bentley up to 110 mph when coming second in the big sports-car class.

The respective vintage-car class winners were: Collings aforesaid, in a record 29.58 sec, Crew's A7, Konig's 3/8-litre Bentley, Bishop's A7, Harrison in Shaw's Miller 91, and the Sunbeam Tiger, while Selwyn-Smith's Interceptor Frazer Nash took both sections of the 1½-litre standard and modified sports-car class, and the Brixia-Zust won the Edwardian handicap.—W.B.

The Roads of the 1920s



BY 1925, Morris cars were a feature of British roads. In that year, Owen John made a long tour of Wales in the new 14 h.p. Morris Oxford.

We left Owen John, the motoring diarist whose recollections we have been recalling, enthusing over a 1925 20/60 hp Sunbeam and pondering on the new road numbering that was then beginning to make an appearance on the sign-posts.

Another matter that was being aired by O.J. in 1925 was the comparatively small number of accidents considering the density of the traffic (even more than sixty years ago!) and this caught a feeling of sympathy from me, because I have long felt that too much criticism is made of driving abilities, when these are really of a universally quite high standard having regard to the vast volume of moving vehicles, anything from bicycle to monster-truck, on roads often scarcely adequate for such traffic; a little praise of drivers would not come amiss from official bodies and might even have an effect on reducing rather than increasing the accident rate. Back in the vintage days old O.J. confessed to a bump on the very narrow arterial road between Slough and Windsor when a young fellow rammed the back of his car, putting out its rear lamp. Twice other people's poor brakes had done this to him, and split what he called the petrol container as well. With ABS braking gaining ground, come the winter there may well be a return of these mild bumps!

It is interesting, in the accident context, that in the summer of 1925 O.J. was advocating compulsory third-party insurance for road users. He insured with the Autocar Insurance Co., and as he had had but two very minor claims, in 1904 and 1912, he felt he was about £200 down (at 1925 values) by paying the premiums, but it was worth it, he said, for the immunity from worry that such insurance gave him. In 1923, for example, he had another claim, when a back tyre burst on a strange car he was driving, a nasty skid resulted, and they ended up on the pavement, knocking down a lady on the way. The insurance people paid up without any comment. Yet it was not until January 1931 that third-party cover became legally compulsory. I remember that when driving my Gwynne Eight coupé or my distinctly "secondhand" A7 Chummy, the new Mobile Police would stop one, not because the red rubber inner-tubes were to be seen through holes in the worn tyres, not because one's brakes were almost non-existent, not to see whether the glass in the windscreen was really of safety type, but to ask for the Certificate of Insurance, so easily obtained at cut-price insurance brokers (it cost less than £4 to insure an old A7 for a year). Whereas today, with a long no-claims bonus, a clean licence, and driving experience going back some fifty years and more, there is endless "ho-ha" over covering a vintage-car for a few hundred miles useage a year, with long inquisitions on one's life-style, the car's colour, and all manner of details that appear to have little bearing on how safely the thing is likely to be driven . . .

Anyway, the next car O.J. tried was the new 14 hp Morris Oxford, which he took on a Welsh tour. From his home near Newbury it was "over the jolly Cotswolds" from Oxford, down into Gloucester, on a hot day in June. Resisting the temptation to turn off to loaf in the delightful Cotswold villages, which are as pleasing now as they were then, even if O.J. warned of advertising doing its worst, in 1925 the Morris went on over "the empty white Cotswold roads", on its way to Lydney and Newnham at an ambling pace suited to the twistiness of the otherwise good road running through rural and orchard-studded countryside — after, that was, negotiation of Gloucester City where the pedestrians and drivers were "conscientiously suicidal", but the streets in places some of the best-made — now, unless you have business in the town itself, Gloucester is well provided with ring-roads that are ever being added to.

The sight of Chepstow was saddened for O.J. because of much modern and ancient unused war material in an otherwise beautiful town, although the parking of many motorcoaches all sideways on in a big square appealed to O.J.'s sense of neatness. Coming to crowded Newport, Mon., O.J. touched on what is now a topical note, when he said a new bridge over the Severn was being built at Lydney and reflected on how odd it was that for so long it had been necessary to drive all round by Gloucester to get to Wales from England, unless one cared to put one's car on the train through the Severn tunnel. The time people had in those far-away days! Now we fret if there is single-lane traffic over the Severn Bridge and sanction has just been given for a second bridge into Wales, at a cost of £200,000,000. Just after WW2 I remember having to use the Aust Ferry if the long loop to Gloucester was to be avoided, the Citroën Big Fifteen having difficulty

getting a grip up the boat's gangplank, with its front-wheel-drive; that was on a trip when we took the children to see "the poor Welsh miners" in their mining villages one Sunday morning, but instead of poverty and bare-footed children the men were out cleaning their new Ford Zephyrs and similar cars . . .!

In 1925 a fine new road took O.J. and the Morris Oxford quickly through Cardiff to Aberavan, although most of the traffic was turning off for Porthcawl, where O.J. stayed the night. I well recall, then or a little earlier, being taken, on holiday from London, to bathing-parties there, in the Chevrolet and Willys-Overland open tourers of the time, we children urging the driver to extend the car, our eyes on the ribbon-type speedometer, an indulgence that usually resulted in one or more burst tyres on the gritty roads of those days. O.J. found the sea at Porthcawl cleaner-looking than that on the Somerset shore (is it still?) and he enthused over the high white mountains of sand that take the place of the mud that is supposed to make Weston-super-Mare so bracing! Never mind, they once had speed trials at the latter place, although those on the Porthcawl sands were far better known; I suppose it was those sands that made a 50-mile run seem worthwhile in those 1920s touring-cars when our bathing parties were being organised . . .

O.J. likened Wales to Spain, a soup plate turned upside down, with a narrow edge of overcrowded shore and, on the plateau, fewer people than anywhere else in the British Isles, (except in the mining villages), apart from the Highlands of Scotland. Taking the Morris Oxford on to Swansea O.J. thought the bay looked as blue and as beautiful as the Bay of Naples, and he recalled that Llanelly was the place where the Stepney spare-wheel was invented. Kidwelly, where Christopher Jennings, the Editor of *Motor*, used to reside and play with his model paddle-steamers on his lake, marked the end of the mining area, and climbing over the hills to Carmarthen "was to come into old-fashioned peace", where Welsh was still spoken — and still is. Up to that point hotels had not been good but O.J. was content with the "Ivy Bush" there.

There was a good road through Llandilo, Llandovery, Builth and Beulah. O.J. seems to have got these two in the wrong order, and he clearly did not know of the short cut to Newbridge-on-Wye used for the 1924 RAC Six-Day Small-Car Trials (which Chinery won in a Gwynne Eight) to Llandrindod Wells, from which town I have just returned. This road was in excellent condition in 1925 and "when the tar has dried up a bit can hardly be improved upon", said O.J. — nothing really changes! O.J. stayed in Llandrindod Wells, calling on Tom Norton at his fine garage (still there) and praising the place as the nearest British approach to a Continental Spa, the golf delightful, the air wonderful, with just that feeling of spaciousness that a tired man requires — and so say I!

Next morning it was on by Cross Gates (now marked by a roundabout but then the sort of blind cross-roads where you braked, blew the bulb-horn, and looked right and left) and over the mountains to Newtown and back into England at Welshpool. Of the Morris Oxford, nothing happened to it, it went off at the first push (I hope O.J. meant on the dynamotor button!), climbed well, did not boil, had delightful brakes, its economy was a joy, and when in a hurry it rose to the occasion. So wrote O.J.; I wish I could get away with as brief a road-test report after such a long assessment . . . !—W.B.

The GP Benz Tropfenwagen

I was reminded of this rare and unusual racing car when I saw, in the hand-out about Audi Motorsport's very enjoyable day at Shelsley Walsh, when Neil Corner ran his V12 Auto Union, the comment that these fabulous pre-war GP Auto Unions were "the forerunner of all modern F1 designs". It is always a dicey thing to ascribe "firsts" to any one car, unless all the facts are at one's type-writing fingers. But I would have said that where the discussion revolves round mid-engined (or more appropriately rear-engined) racing cars the "first" probably belongs to the Benz *Tropfenwagen*, and *not* to the Auto Union.

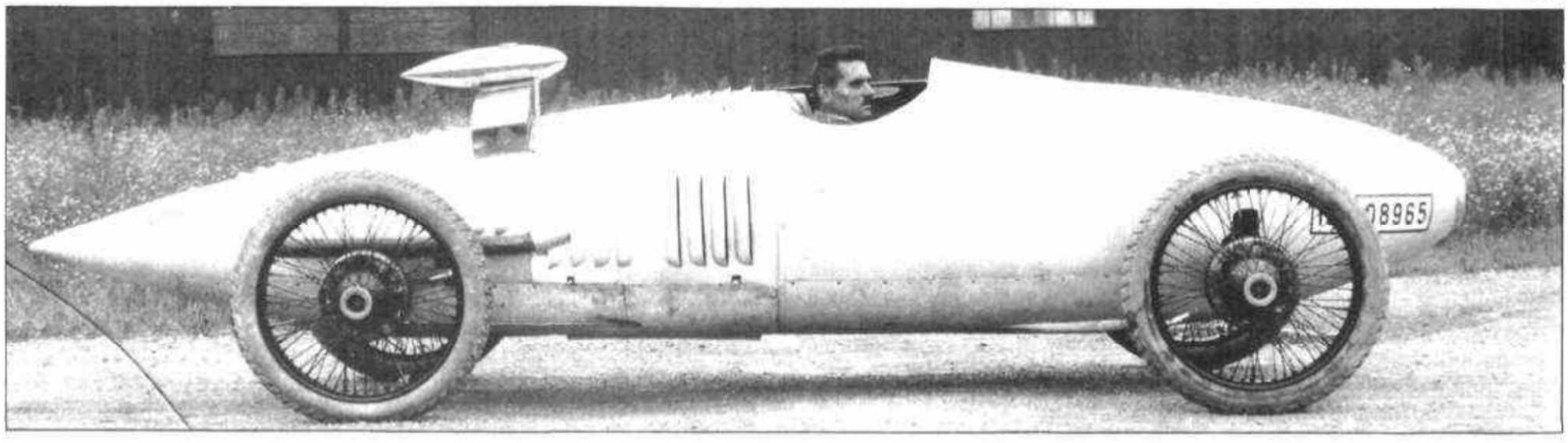
There is no particular merit in saying this, because the 1923 Benz has been recalled by others, in quite recent times. But it seems this is the right time to remember again the rear-engined GP car devised by Willy Walb for Benz, after investigation of the 1921 Rumpler rear-engined chassis. The racing Benz cars ran in the 1923 GP de Europe at Monza, driven by Walb himself, Franz Horner, and Fernando Minoia whose racing career dated back to 1904. Not as fast as the Fiats and Millers, these unconventional Benz nevertheless finished 4th (Minoia, at 84.8 mph), and 5th (Horner, at 79.7 mph), after Walb's rear-mounted, roller-bearing, twin-cam 2-litre, six-cylinder engine had given trouble that caused his retirement.

Apart from this appearance at Monza, these Benz performed well in German hill-climbs, Horner being placed 3rd, behind two blown Mercedes at Solitude in 1924, Walb winning the Konigstuhl event with a sports-version, repeating this achievement at Freiberg in 1925, when Rosenberger was fastest at Herkules, the same driver winning a five-lap sports-car race at the new Solitude circuit, setting fastest-lap. These Benz also did well at the races held to open Opel's new test-track, Tigler's winning at a record 79 mph, over ten laps.

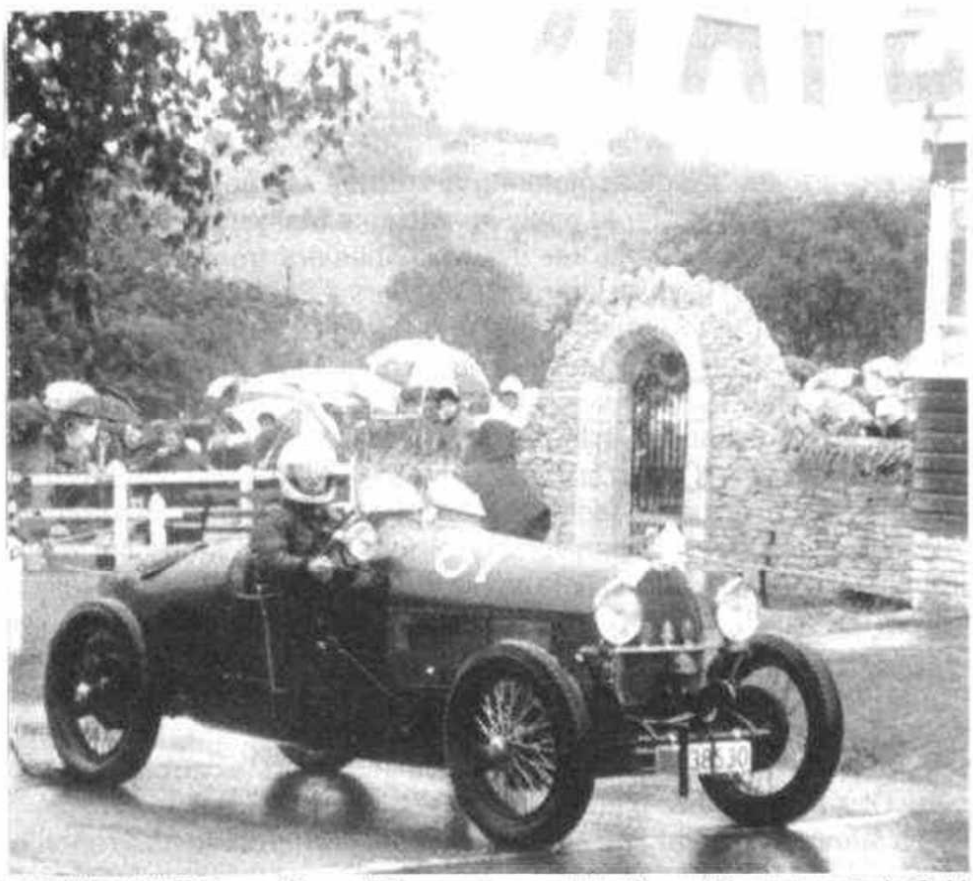
So the rear-engined Benz were no flash in an experimental pan. Nor is there anything mysterious about them, even if they may have been largely forgotten. If you want chapter and verse, Karl Ludvigsen has gone into much detail about these interesting Benz cars in his great book "Mercedes-Benz Racing Cars" (Bond/Parkhurst, 1971); their rear-placed engines were to do with streamlining, whereas the Auto Union, and today's F1 cars, use them to improve weight distribution as fuel is used up. Now the Benz/Mercedes amalgamation began in 1924 and was consolidated by 1926. So it can be said that it was from Mercedes-Benz (the main challenger of Auto Union in Grand Prix racing between 1934 to 1939) that the layout of the present-day rear-engined F1 cars stemmed, *not* from the GP Auto Union (there is, incidentally, more than a trace of Benz *Tropfenwagen* in the production Type 150 Mercedes-Benz of 1934), no matter what the publicity boys and girls of Audi Motorsport may tell you!

— W.B.

SURELY the first rear-engined road racing car?



VSCC PRESCOTT



THE VERY WET conditions at Prescott are evident from this photograph. C. H. Stormer's 1925 Bugatti T 30 is about to make an ascent. Stormer set a best time of 64.3s

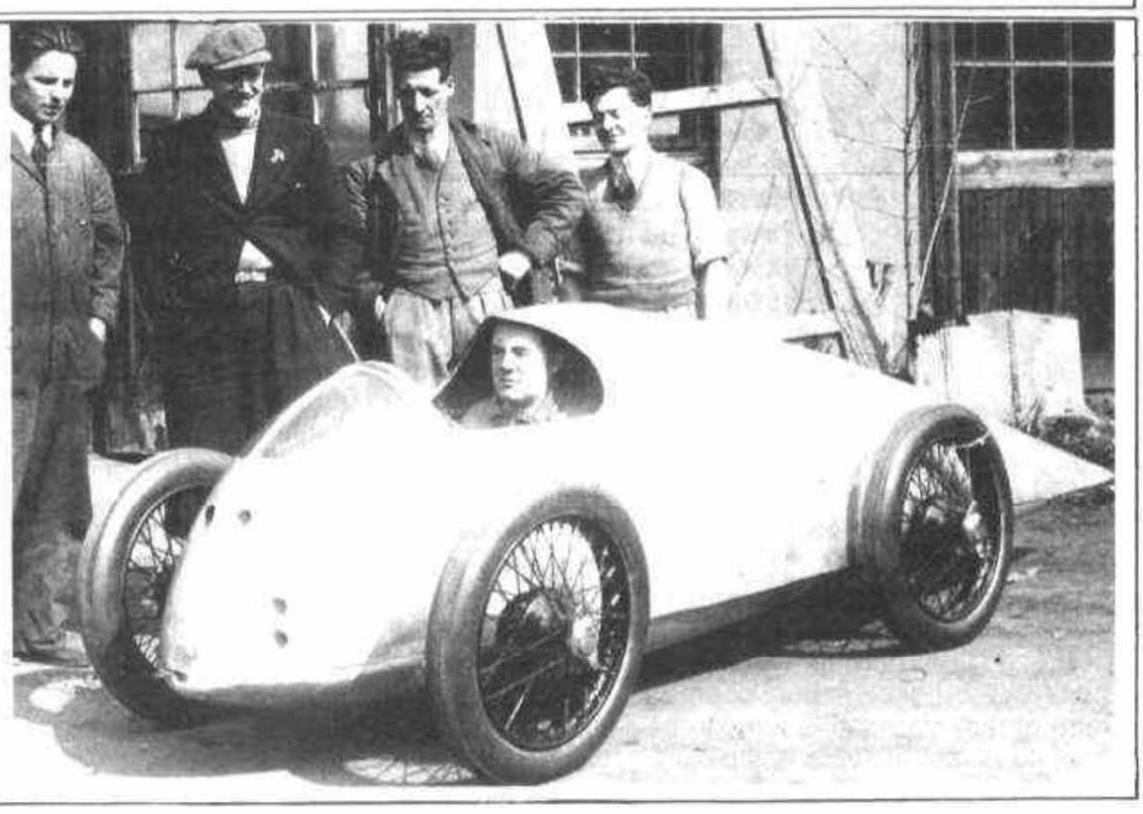
The VSCC's luck with the weather deserted it for the Prescott hill-climb on August 3rd, when it rained heavily all day. But this did not prevent a very large number of spectators attending and the entry of 122, with only 13 non-runners, competing without accident or mechanical trouble. The very wet course ruined any hope of new records and made getting off the start line difficult, particularly for Williamson in the LSR Delage, not helped by a sudden clutch and the o/s rear wheel spinning for many yards. Both Burrell in the Bentley-Royce and Matthews in the "assembled" Delahaye indicating their problem, whereas Guy Smith in the Frazer Nash-Alvis and Arnold-Forster in the Bequet-Delage made well-controlled starts, taking first and second places in the big racing cars class.

FTD went to Bill Summers who did a courageous 47.9 sec on his second run, in the KN MG. Best vintage-car was Footitt's AC/GN, in 50.7 sec and the fastest unblown sports-car was Walker's Ford-powered GN, which won both divisions, vintage and general, of its class, in 51.54 sec. The Edwardian class saw Danaher's agricultural-sounding 70 hp 1904 Gordon Bennett Star win on handicap, and the Panhard and Itala resume their dual, Walker clocking 59.05 sec to Clutton's 61.18 sec. Collings' 1903 Mercedes did 64.49 sec; it had other ancients to compete with but they were hardly in the same category, the one-cylinder Napoleon, with open exhaust, needing 141.39 sec and the 1906 De Dion-engined Astahl 118.54 sec.

The very first car to brave the terrible weather, Lee's 1929 Salmson, took both divisions of the 1,100 cc sports-car class, in 57.89 sec, vanquishing a bevy of Ulster A7s. Ricketts' Riley Falcon took the 1½-litre class in 52.81 sec, the vintage part going to Selwyn-Smith's Interceptor Frazer Nash (56.73 sec). Spollon's Riley Blue Streak took 3-litre sports-car honours in 53.83 sec from vintage winner Rogers' Frazer Nash (54.52 sec). As stated above, the Walker GN buttoned up both parts of the big-sports car class, Quartermaine's 30/98, which must vie with Clutton and the Itala for longest competing driver/car combination, was second vintage, with 58.61 sec.

Of the racing cars, Danaher took his 1,088 cc Maserati to victory in the 1,100 cc class in a fine 52.13 sec, and it was good to see Enticknap's Morgan, single rear wheel at a disadvantage in the rain, win the vintage section, in 56.28 sec. Summers, of course, headed the 1½-litre class with FTD, beating ERA R12B, and note, Caroline's Morgan three-wheeler was third, in 52.05 sec, with only 0.03 sec difference in its two ascents, so that it won the vintage award from the GN "Salome" and even beat ERA R12C, Stephens finding the gear-ratios unsuitable (52.97 sec). ERA prestige was restored when Spollon took the 3-litre racing class in R8C, in 49.01 sec, from vintage exponent Footitt. Fastest Bugatti on the temporarily soaking BOC hill was Cardy's T35B, in 51.17 sec. Of the "Brooklands' type trio", Wolseley 300 Mile Replica, Riley Sandracer and Benfield's 200 Mile Alvis, the last-named was much the quickest, in the 58.43 sec.

Two "new" cars were Barker's 1922 Renault 45 (called "Salmanzar" as its engine size reminds its owner of the 8-litre champagne bottle he once received); it climbed in 73.84 sec, which was enough to beat one 12/50 Alvis and a 2-litre Lagonda, and Barry Clarke's delightful 1,100 cc Ruby-engined GN with exposed push-pods and rockers, SU carburettor, and 3-speed chain transmission (66.03 sec). Sage's 2-litre Lagonda was in Le Mans trim (69.94 sec) and Fry's Railton LST Replica has very light front-spring shackles (56.09 sec). Fold-flat screens are nothing new, as the 1911 Riley had one, and the Star-McEvoy (67.38 sec) held a party the night before for other blown cars. During the hill-climb interval a presentation was made to Peter Hull, the retiring VSCC Secretary, and Alan Cherrett took him up the course in an Alfa Romeo. All that now remains is to try to get dry . . .! — W.B.



Prompted by a recent article in MOTOR SPORT on the 500cc Formula Three, a reader sent in a photograph last month of Miles Rothwell's special which was built around 1934 for an attempt on 500cc records but which, in the event, was crashed by a journalist before it could be used in anger. Our correspondent stated that the driver lay prone and in this he was partly right. Rothwell's original intention was for the driver to be prone, but by the time the car was finished, a more conventional seating position had been adopted as this photograph from the Geoffrey Goddard collection shows. Of the five men in the photograph, we have been able to identify only one, Eric Fernilough is the man wearing the cap.

VSCC Fixtures

Two days after this issue is on the bookstalls the Cadwell Park race meeting happens, with MOTOR SPORT Brooklands Memorial Trophy points awarded to pre-war cars, 18 for a win, 13 for a 2nd place, 8 for a 3rd place, the revised scoring at present being: Nick Mason (Bugatti), 65 pts; Ricketts (Riley), 44 pts; Jaye (Attenborough), 36 pts; Fry (Railton), 34 pts; Venables (MG), Black and Felton (Alfa Romeos), 31 pts each, etc. The final round will be at Donington on September 21st, when the Shuttleworth & Nuffield Trophies Meeting takes place, with many supporting races to watch and a chance to look at the best Racing-Car Museum in the World. Racing starts at about 1.30 pm, admission £5 per adult, Paddock transfer £1, but children under 15 free. — W.B.

Vintage to Classic Miscellany.

A reader, James Stewart of Norwich, has sent us a copy of *The Scots Magazine* for last May, in which there is a colour-illustrated article about the 1913 Sunbeam which was bought for his only son by Lawrie Johnstone of Gelston Castle, Kirkcudbrightshire, the car being first registered on November 12th 1913. When war broke out the young Frederick Johnstone, who had been an Officer in the Eton OTC, volunteered for Service and went to Sandhurst, after which he served on the Western Front, winning the MC, but died in 1916 of wounds received at High Wood, having attained the rank of Captain. For a time his bereaved father drove the Sunbeam, but after an accident his wife decided that the car must be destroyed. They tried to burn it, but eventually it was buried by estate workers at Drumpark House near Irongrey, where the parents were now living, parts of it being smashed with sledgehammers.

There the Sunbeam lay until it was uncovered by a market gardner in 1971 and later turned into a replica of a 1912 Sunbeam Coupé de *L'Auto* racing car, from the remains of the original, which had been bought for £15. The story of the rebuild is told in the article. The car was ready for use in vintage events by 1974 but its owner died young and the Sunbeam is now in the Doube Motor Museum, still bearing its 1913 Reg. No., SW 258. There is a picture in the magazine of it outside Drumpark House after the rebuild, but that mansion has since been demolished and Gelston Castle, where the car was delivered in 1913, is now a ruin, a reminder of how time passes on . . .

In the same magazine is a photograph of the first motor-bus to run between Aberdeen and Newburgh, which looks like a Milnes-Daimler, Reg. No. SA 614, *circa* 1910, which reminds us that in the recently-referred-to book "R.A.F. Kenley" by Peter Flint, there is a picture of a solid-tyred char-a-banc, probably a Daimler, in which 32 occupants, apart from the driver, were taken for an outing from Kenley aerodrome in September 1922.

Astonishing how varied is today's motoring sport! On an afternoon when the British GP was being contested at Brands Hatch, we were enjoying a quiet tea-party for twin-cam 3-litre Sunbeams in Buckinghamshire, which involved the latest Ford Sierra XR 4×4 with anti-locking ABS braking in an easy 325 miles motoring, and on the way back, going into the Cotswolds, we encountered many immaculate Morgans returning from the Golden Jubilee events for the four-wheelers from Malvern. The Bugatti OC has its Garden Party and *Concours d'Elegance* at Prescott on August 10th and on August 23rd/24th a Bugatti weekend linked to the VSCC Cadwell Park Race Meeting near Louth, Lincolnshire, where the Williams Trophy Race, in which Alfa Romeos and other two-seater GP cars will again do battle with the Bugattis, takes place two days after this issue of MOTOR SPORT is on the bookstalls. T.A.S.O. Mathieson is their Guest of Honour at the preceeding dinner at Woodhall Spa. Apart from the celebrations of the 50th anniversary of four-wheeled Morgans, which brought owners from as far afield as Hong Kong and America for a rally at Malvern at which Peter Morgan addressed many visitors in their own language, concluding with "Guten Morgan", the three-wheelers were invited to join in. Which reminds us that Gerry Carr was there with his 1937 Model-F Morgan which he has owned from new, his firm having remembered this when he was given a silver model of the car, correct even to the DLX 651 number-plates.

The summer issue of *The Morris Register Journal* contains a report of this Club's own Brighton Run, advice on overhauling Morris back-axles on pre-1941 cars, etc, and from it we learn that among newly enrolled cars are a lady owner's rare 1933 Isis saloon that had been laid up since 1939, another 1931 £100 two-seater Minor, and a 1939 CV11/30 Morris Commercial ambulance, last survivor of nearly 100 of these vehicles used by the Middlesex Ambulance Service, but all withdrawn between 1956/1964, which an ambulance driver is restoring. The magazine also continues its "Family Album" of old photographs of Morris cars used in contemporary times, and no doubt editor Harry Edwards will be glad to receive contributions, his task, however, made easier because, with Austin, the Morris was the typical British car of the later pre-war years. We hear that, 50 years ago to the day, when Sydney Allard made his attempt, a member of the Allard OC is intending to storm Ben Nevis, on August 24th, with one or more Allards, supported by a number of different modern 4WD vehicles. — W.B.

Cars in Books

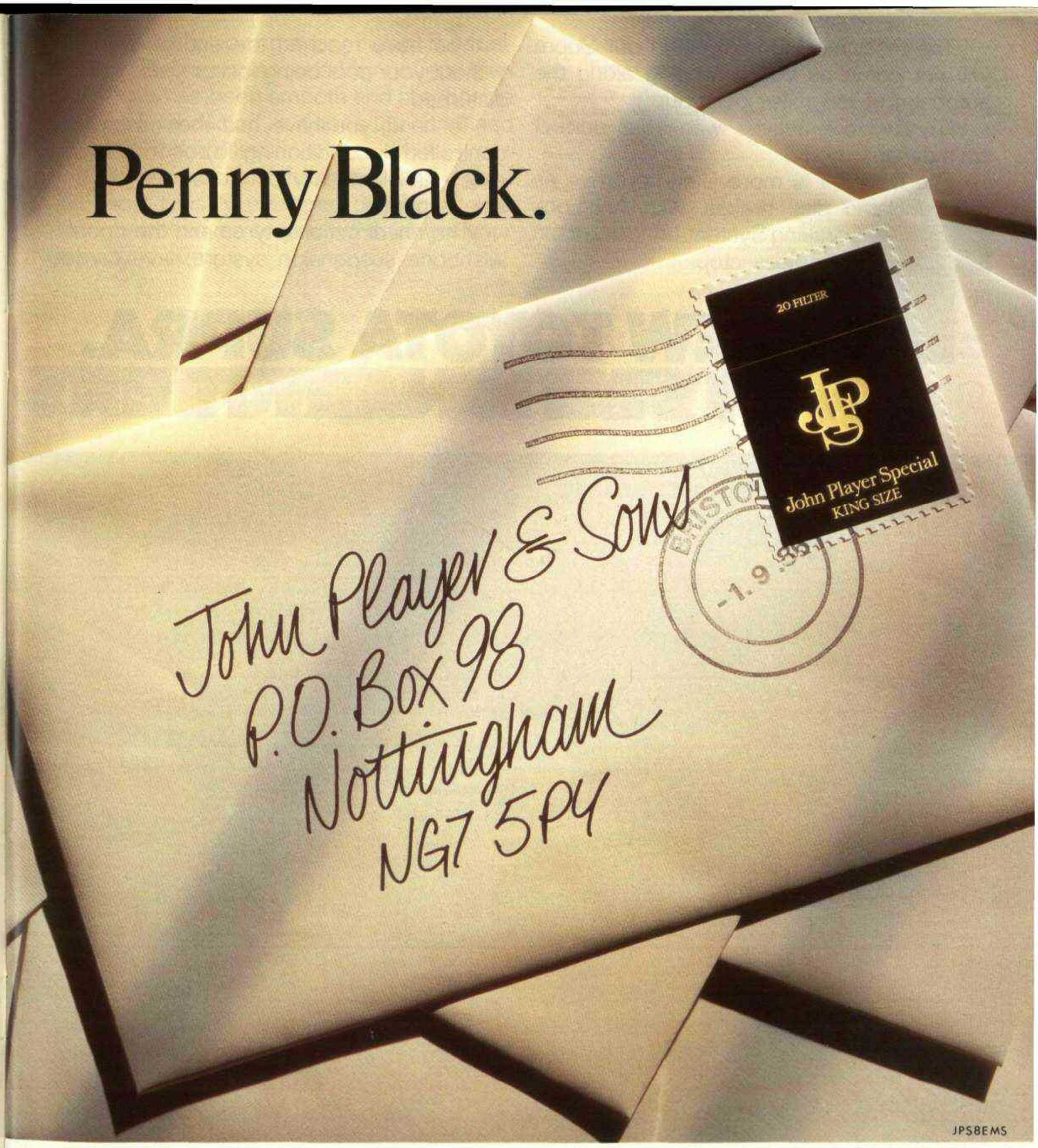
It may not be generally known that Jerome K. Jerome, author of "Three men in a Boat" and its sequel, was a pioneer motorist, but from a chapter from another book of his published in 1926, called "The Wheels of Change", sent to us by Vincent Freedman from Papua, New Guinea, this is quite apparent, and it would be interesting to know what cars he owned. What is especially interesting is that he describes going on the original Emancipation Run of 1896, but not in any detail. It seems that Jerome went on a "high two-seater with the editor of a financial journal", with a driver up front, named Duguid, and that they arrived about last, if not actually last, in Brighton. The make of the car cannot be substantiated from the description.

It is well-known that the popular heavyweight boxer, Henry Cooper, is fond of fast cars and much can be learned of this from his autobiography published by Cassell in 1972, in which he refers to his family's first car, an old black second-hand Ford Prefect, the Alfa Romeo in which he drove to Buckingham Palace for lunch with the Royal Family, the Bentley he had when he went to the Palace again in 1969 to receive an OBE, the hired Rolls-Royce that took him to one of the memorable fights with Cassius Clay, and the cars he later owned — Morris Cowley, Fiat 1800, 2.4 Mk II Jaguar, Mk X Jaguar, Alfa Romeo Ti, Alfa Romeo GT, Mercedes-Benz 220SE coupé, T-series Bentley, Jensen Interceptor (his favourite), Mercedes-Benz 280SE, and BMW 3.0S. But read his book for yourselves.

I pursued "The Letters of Ann Fleming", edited by Mark Amory (Collins Harvil 1985) without finding much about cars, except that it is revealed that Ian Fleming's mother had a Rolls-Royce that sat outside the Metropole in Monte Carlo all day in case she wanted a breath of fresh air and that when the Rolls-Royce Company gave a cocktail party there was a *Concours d'Elegance*, which at 90, in a car ten years old, which made it a 1962 model, she would win — in fact, all that happened was that they tried to sell her a new Rolls-Royce. And that Ann Fleming, wife of the creator of James Bond, ran into a taxi at Euston Square in 1964, her first motoring *contretemp* for 30 years. But the book is full of interesting anecdotes for all that. — W.B.

The Hon. Patrick Lindsay, and Whitney Straight and his wife Lady Daphne Finch-Hatton, appear in the text and there is mention of Lord Lambton hiring a 1920 Rolls-Royce saloon in 1958 to take Mrs Ian Fleming and the Edens to Donnington Grove, a car she describes as more dignified and comfortable than a Thunderbird (Ian Fleming ran a Ford Thunderbird at the time). Anyway, the old Rolls-Royce with "its dusty beige luxury", was approved of. There is also mention of the Humber Hawk with silver eagle on the bonnet, owned by Raymond Carr, which the Flemings used when staying in Portofino, until Ann Fleming had the "clutch come away in her hand" in the heart of the Sperrin mountains, so that, after endless walking for help they were rescued by a turf-cutting family who enjoyed the situation and the silver eagle and were finally towed away by an ancient Morris.

There is, too, a reference of a softening of Barbara Castle, the then Minister of Transport, to her attitude in 1966 of being adamant about keeping the 70 mph Motorway speed-limit; but, alas, what do we find but that it is with us still, twenty years later!



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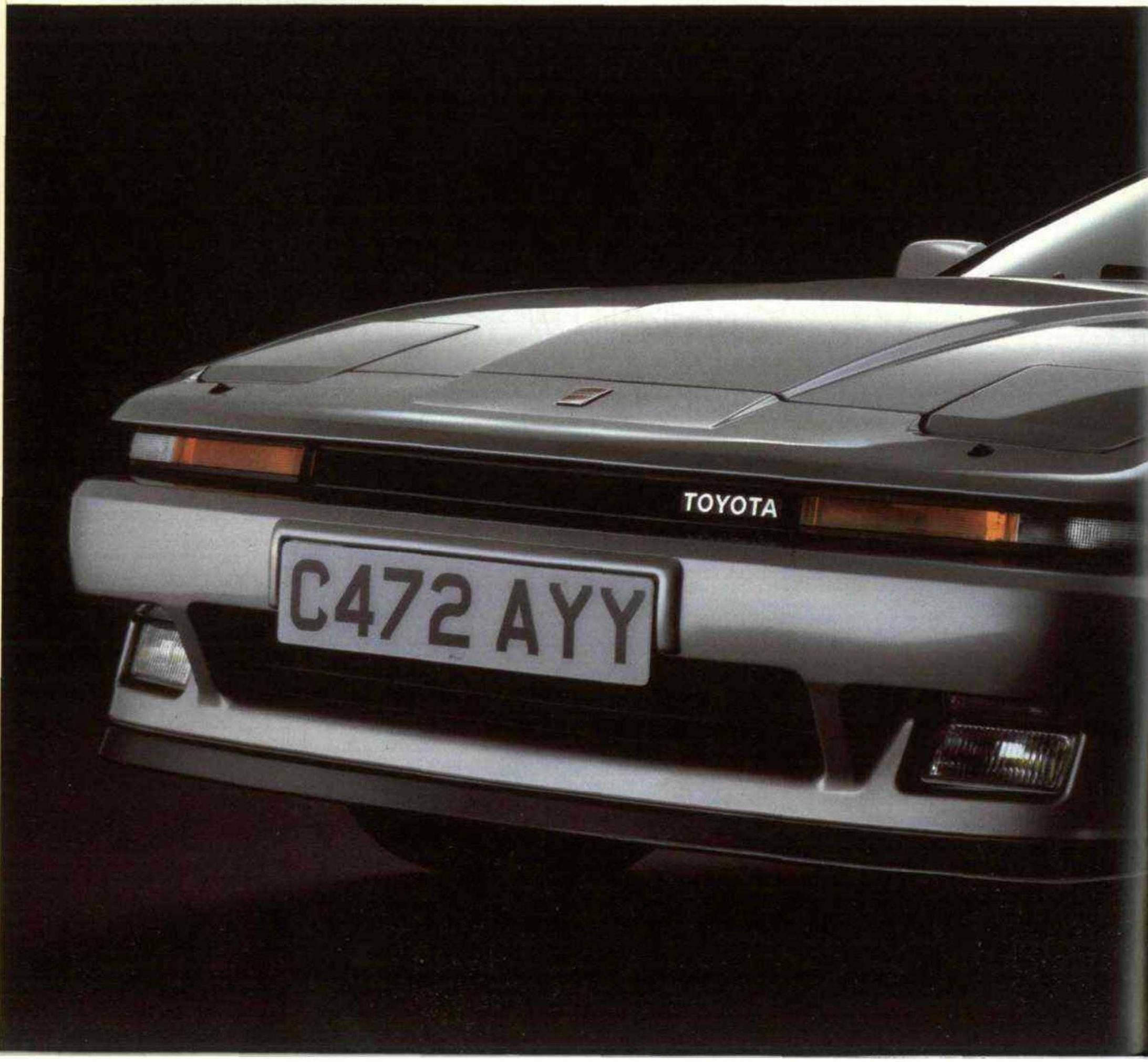

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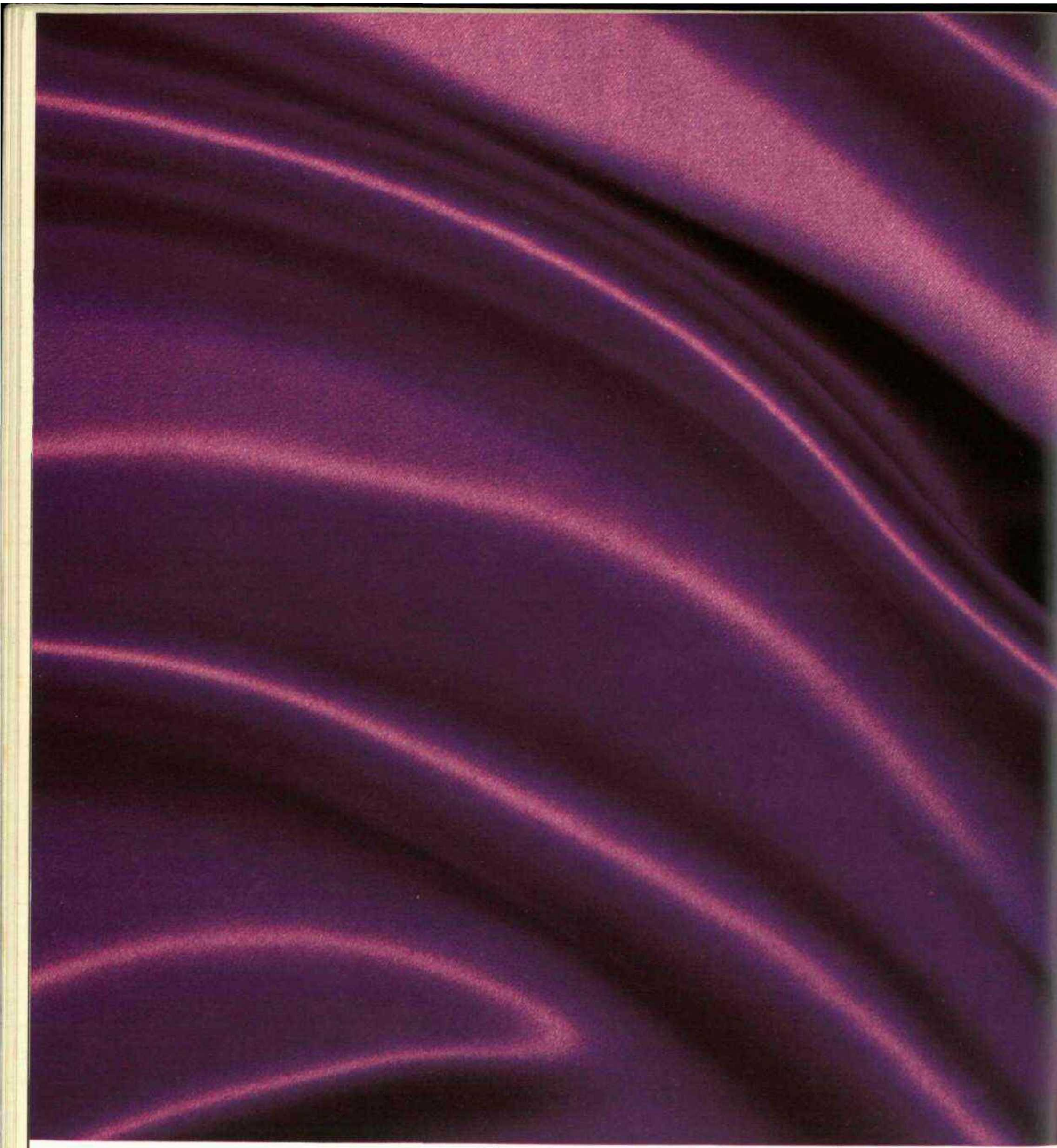

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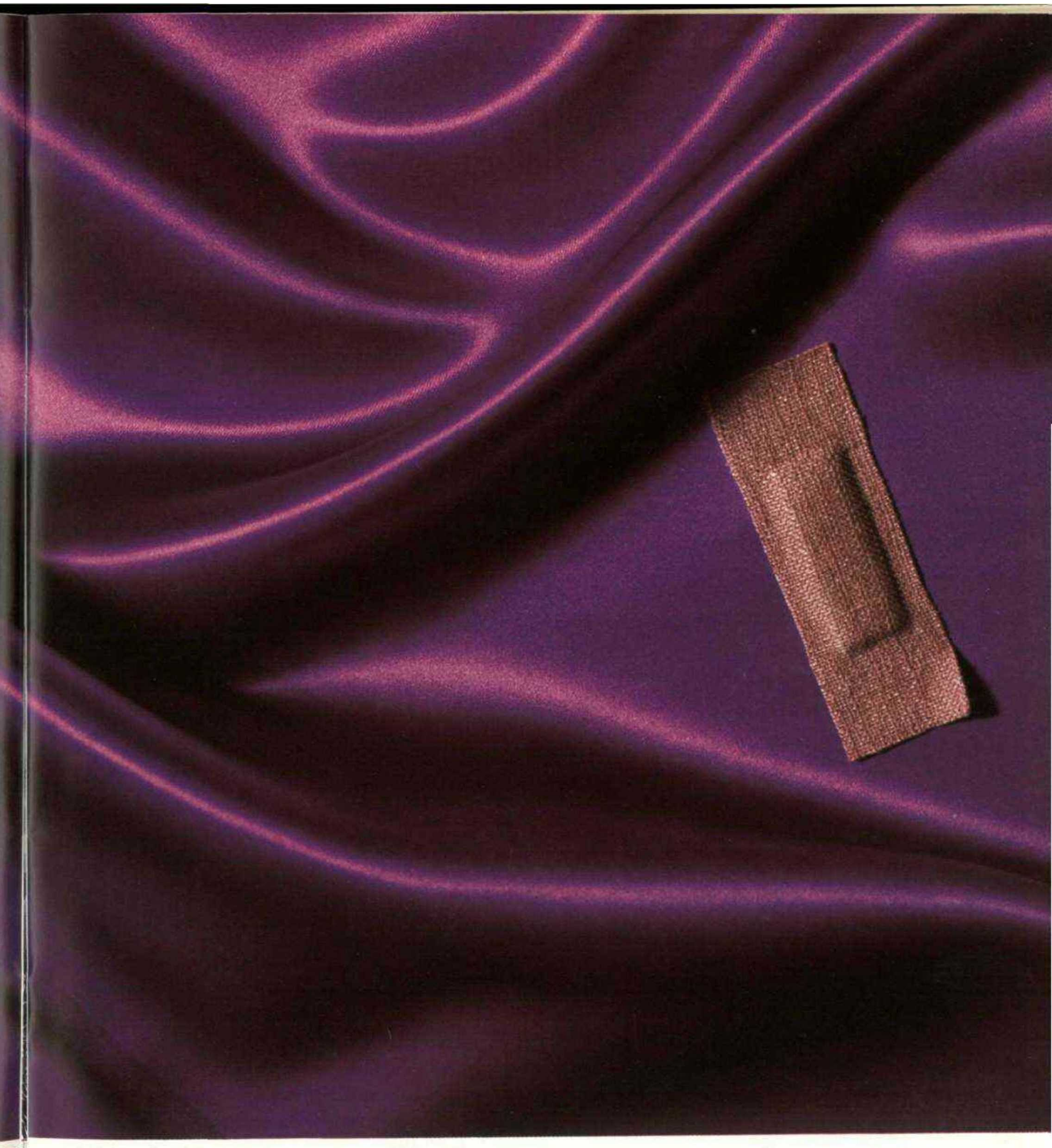

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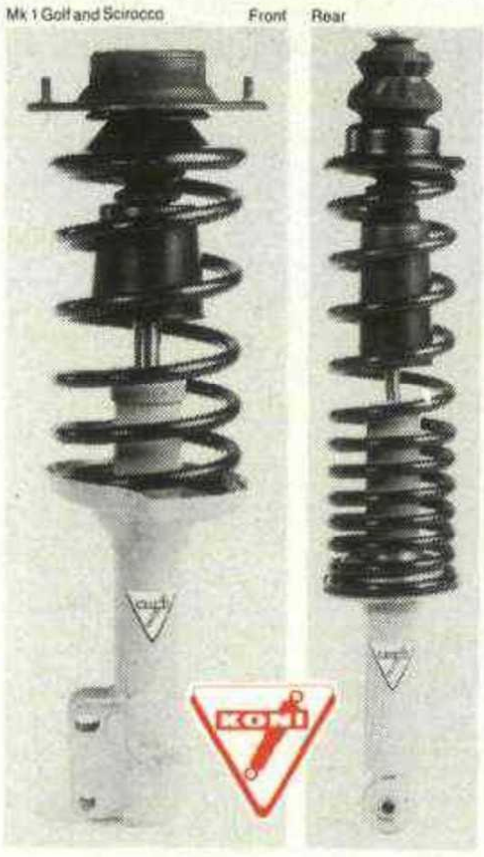

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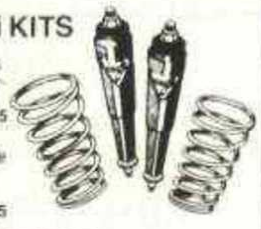

KONI TOWING SHOCKS from 49.50 each

KONI Load-a-Justers use the existing rear dampers and provide firm road holding and improved steering with any permissible load. Where do you need them?

Load-a-Justers are the ideal solution for motorcars and station cars which are regularly heavily loaded, cars that tow caravans, trailers or boat trailers, cars (old and new) with the rear suspension in poor condition.

KONI STEERING DAMPERS from 42.29

KONI TELESCOPIC APPLICATIONS

	Front each	Rear each
ALFA ROMEO		
Alfasud inc. Sprint	74.70	44.10
Alfetta, all models inc. GTV, Guilietta 1.3, 1.6, 2.0	38.50	35.70
Guilia 1300, 1600 Spider	34.40	34.40
Guilietta 2000 GT, GTV	38.50	35.70
GTV6 Coupe	44.80	39.90
AUDI		
100S, LS, GL	45.10	35.70
100, 1600, 2000, 2200 Avant	57.90	38.50
200, 2200 5E	57.90	38.50
Quattro inc. 80	61.10	68.40
AUSTIN ROVER		
Mini Clubman 1275, Cooper S inc. Estate	34.40	34.40
Triumph Herald, Vitesse, Spitfire & GT6	40.60	37.10
Toledo 1500 & TC, Dolomite & Sprint	40.60	40.60
TR7 & TR8	55.40	37.10
Rover 3 Litre, 3.5 Litre, P5 Model	34.40	34.40
Rover 50, 75, 80, 90, 95, 100, 105 P4	38.50	38.50
Rover 2000 Type, 3500 V8 P6	35.70	34.40
Rover SDi	55.40	kit
BMW		
316, 318, 320, 323i '82 on	55.40	37.10
518, 520, 525, 528i	55.40	55.40
630CS, 633CSi, 635CSi, 728i, 732i, 735i	55.40	55.40
2500, 2.8L, 80S, 3.0Si, 3.0L, 3.0LI	55.40	55.40
DATSUN NISSAN		
Cherry 100A, F1, F11	54.10	36.30
Sunny, Violet, Bluebird	55.40	35.70
240Z, 260Z, 280Z	55.40	55.40
FERRARI		
275, 330, 206, 246, GT, B, C-S	55.40	55.40
Dino 308, GT6, GTB, GT4, GTS, Spider 2+2	55.40	55.40
364, GT, GT4, GTC, Daytona 2+2, 512, 400GT Auto	61.10	61.10
FIAT		
131 Mirafiori	61.10	34.40
132, 133	37.10	37.10
X19	59.30	59.30
FORD		
XR2	57.90	57.90
Capri All inc. 2.8i Rears only	57.90	37.10
Cortina Mkl, II inc. Lotus, Corsair Mkl & II	49.00	37.10
Cortina MkIII, IV, V Saloon & Estate	38.50	34.40
Consul, Granada Saloon & Estate	44.80	43.30
Escort Mkl 1300, 1300 Saloon & Estate	55.40	34.40
Escort Mkl Mexico, RS2000, RS1600	61.10	41.20
Escort MkII, 1100, 1300, 1600 Sport Saloon & Estate	49.00	34.40
Escort MkII RS2000, Mexico RS1800	61.10	41.20
Escort MkIII 1100, 1300, 1600	57.90	57.90
XR3	61.10	61.10
Sierra	51.90	37.10
HONDA		
Honda Civic All	55.40	55.40
Accord All	52.80	52.80
Prelude – 83	49.00	49.00
S600, S800	36.30	41.20
JAGUAR		
2.4, 3.4, 3.8 MkII	46.30	46.30
MkX 3.8, 4.2, S Type 3.4, 3.8, 420G, E Type	46.30	41.20
XJ6, XJ12, XJS	43.30	51.20
Daimler Sovereign 2.8, 4.2, V8 Double 6, V12	43.30	51.20
JENSEN		
Interceptor	47.00	47.00
Healey	42.60	42.60
LANCIA		
Gamma	55.40	55.40
Beta inc. Coupe	74.70	74.70
Monte Carlo	74.70	74.70
LOTUS		
Lotus Seven Series 2/3/4	55.10	53.60
Elan, Elan +2	54.00	57.90
Eclat 520, 521, 522, 523, 524, Elite 501, 502, 503, 504	61.10	61.10
Europa Series 2 inc. T/Carn	55.10	52.10
Esprit inc. Turbo	49.00	80.70
MAZDA		
323 Saloon & Estate, RX3	49.00	42.30
RX7 Savanna, 626 Montrose	55.40	41.60
MASERATI		
Bora, Messico, Ghibli	45.70	42.40
MERCEDES		
200, 200D, 220, 230, 240 (Types W115)	52.90	52.90
200D, 230E, 240D, 280, 300D (Types W123)	52.90	52.90
MITSUBISHI		
Colt, Lancer, Celeste, Galant, GLX, Sigma	49.00	35.70
OPEL		
Kadett D inc. GTE	44.30	34.40
Manta A + B, Ascona – 82	37.10	37.10
Ascona '82 on	44.30	34.40
Rekord A + B + C, Commodore	37.10	37.10
Senator, Monza	55.40	37.10
PEUGEOT		
104	55.10	55.10
204, 304	57.90	55.10
305	57.90	68.40
404, 504, 604	57.90	35.70
PORSCHE		
911	57.90	49.00
924, 924 Turbo, 944	55.40	39.80
928	68.40	68.40
RELIANT		
Scimitar GTE, SE5 & SE6	55.10	55.10
RENAULT		
R4, R5, R6 & 16	42.30	42.30
R12, R14, R15, R18	48.50	38.50
R20, R30	48.50	57.90
Fuego	48.50	38.50
SAAB		
95, 96, V4	37.10	37.10
99, 900 All inc. Turbo	37.10	34.40
TALBOT		
Hillman Imp All	41.20	37.70
Minx, Hunter, Sceptre & Avenger	55.40	37.10
Sunbeam 1.0, 1.3, 1.6 inc. Lotus	55.40	34.40
Solara, Horizon & Alpine	34.40	35.70
Samba	59.30	54.10
TOYOTA		
Celica GT, LS, ST, Carina, Corolla, 1200 1300 inc. 1600 Cressida, Supra, 2000XT	57.90	34.40
Crown 2.0, 2.2, 2.6, 2.8, Carona	35.70	37.10
TVR		
Griffith 200/400 Series, Vixen S1/S2, Tuscan V8	52.10	52.10
2500M, Vixen, 2500, 3000M, 3000SE, Taimar	52.10	52.10
VAUXHALL		
Astra, Cavalier FWD, Carlton Royale	55.40	37.10
Viva HA, HB, HC, Victor VX490, Firenza, Magnum	34.40	37.10
Chevette, Cavalier – 82	37.10	34.40
VOLKSWAGEN		
Derby, Polo, Golf, Scirocco, Jetta	44.30	39.20
Golf, Scirocco, Jetta, GTi only	49.00	45.70
Golf Mkll GTi, Jetta '84 on	49.00	45.70

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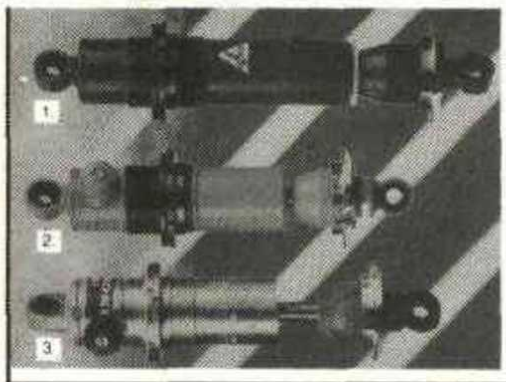

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3. Aluminium double adjustable **265.00** each

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Fifteen million pounds of new technology. Road tested (and proved) from Africa to the Arctic. It's only right that our tyres are fitted with some of the world's finest cars. Or is it the other way round?

DUNLOP TYRES

Formula One — Hungarian G P 10th August

RACE

1 Prost: 5th on lap 1; passed Tambay lap 6; passed Mansell lap 11; pits on lap 17 with electrical problems; lost 8 laps; **Retired** on lap 24, collided with Arnoux.
2 Rosberg: 9th on lap 1; passed Dumfries on lap 6; moved up to 5th on lap 10; tyre stop lap 17; another on lap 25; **Retired** on lap 35 with broken rear suspension.
3 Brundle: 15th on lap 1; good steady run moving up to 5th by lap 34; tyre stop lap 38; finished 6th.
4 Streiff: 17th on lap 1; moved up to 7th by lap 29 by consistent running; tyre stop on lap 34; finished 8th.
5 Mansell: 2nd on lap 1; passed by Piquet lap 3; passed by Prost lap 11; tyre stop lap 29; second stop lap 47; finished 3rd one lap behind leader.
6 Piquet: 3rd on lap 1; 2nd on lap 3; 1st on lap 12; tyre stop lap 36; rejoined 2nd; took lead from Senna lap 57; finished 1st with lap record on lap 73.
7 Patrese: 11th on lap 1; moved up to 10th; spun off road on lap 6; **Retired** stuck over kerb.
8 Warwick: 18th on lap 1; passed Streiff lap 11; passed Brundle lap 16; moved up to 6th; passed by Rosberg lap 22; hit by Alboreto lap 29, pushed off circuit; **Retired**.
11 Dumfries: 7th on lap 1; passed by Rosberg lap 6; moved up to 4th by lap 17; passed by Berger lap 24; tyre stop lap 34; rejoined 7th; moved up to 5th by end, two laps behind leader.
12 Senna: 1st on lap 1; passed by Piquet lap 12; took lead lap 36; tyre stop lap 43; retained lead; passed by Piquet lap 57; lap record lap 72; finished 2nd.
14 Palmer: 23rd on lap 1; moved up to 14th by lap 20; pits on lap 28; overheating grakes; resumed at end of field after losing three laps; finsihed 10th and last, six laps down.
15 Jones: 6th on lap 1; brake trouble, pits on lap 11; rejoined race in last place one lap behind; **Retired** on lap 47 with broken transmission.
16 Tambay: 4th on lap 1; passed by Prost on lap 6; passed by Jones and Rosberg on lap 7; passed by Dumfries on lap 8; tyre stop lap 17; spun and stalled lap 32; push-started; finished 7th.
17 Danner: 25th on lap 1; lapped by leader on lap 7; **Retired** on lap 8 with broken rear suspension on the new A9 car.
18 Boutsen: 20th on lap 1 in old A8 car; moved up to 13th on lap 17; **Retired** on lap 41 with electronic trouble having dropped to 17th but then moved up to 12th.
19 Fabi: 16th on lap 1; climbed to 9th by lap 11; pit stop lap 16; spun on lap 17; moved up to 11th; **Retired** lap 33 with transmission failure.
20 Berger: 14th on lap 1; passed by Fabi lap 7; moved steadily up through the field to 4th by lap 24; fuel leak into cockpit; **Retired** lap 45 with gearbox trouble.
21 Ghinzani: 24th on lap 1; **Retired** on lap 16 with broken rear suspension.
22 Berg: Turbo failure on lap 1; **Retired** at pits lap 2.
23 de Cesaris: new car; **Retired** lap 6, engine failure.
24 Nannini: 19th on lap 1; pit stops for attention to engine laps 9 and 14; **Retired** on lap 31 with engine failure.
25 Arnoux: 8th on lap 1; tyre stop, dropped to last place on lap 2; lapped by leader on lap 16; collided with Prost, no damage, on lap 24; second tyre top lap 32; **Retired** on lap 49, engine failure.
26 Alliot: 12th on lap 1; tyre stop on lap 6; resumed in 16th place; ran consistently to 9th at finish.
27 Alboreto: 13th on lap 1; moved up to 9th passing Johansson on lap 10; tyre stop on lap 20 when 5th; dropped to 10th; moved up to 7th; hit Warwick on lap 29; **Retired** at pits lap 30.
28 Johansson: 10th on lap 1; passed by Alboreto lap 10; tyre stop lap 12; dropped to 16th; second stop lap 22; climbed to 5th by lap 38; finished 4th one lap behind leader.
29 Rothengatter: off road on lap 2; **Retired** lap 3 due to damaged oil cooler.

QUALIFYING TIMES

Pos	Driver	Car	Friday	Saturday	Grid pos
1	Prost	McLaren	1.33.113	1.29.945	3
2	Rosberg	McLaren	1.34.146	1.30.628	5
3	Brundle	Tyrrell	1.34.725	1.33.368	16
4	Streiff	Tyrrell	1.35.831	1.34.414	18
5	Mansell	Williams	**1.30.516**	1.30.072	4
6	Piquet	Williams	1.31.417	1.29.785	2
7	Patrese	Brabham	1.35.337	1.32.956	14
8	Warwick	Brabham	1.34.561	1.34.502	19
11	Dumfries	Lotus	1.36.108	1.31.886	8
12	Senna	Lotus	1.32.281	**1.29.450**	Pole
14	Palmer	Zakspeed	1.37.937	1.36.485	24
15	Jones	Lola	1.33.737	1.32.401	10
16	Tambay	Lola	1.34.187	1.31.715	6
17	Danner	Arrows	1.36.540	1.35.294	21
18	Boutsen	Arrows	1.37.260	1.35.392	22
19	Fabi	Benetton	1.35.265	1.32.707	13
20	Berger	Benetton	1.32.886	1.32.491	11
21	Ghinzani	Osella	1.39.564	1.36.232	23
22	Berg	Osella	1.40.984	no time	26
23	de Cesaris	Minardi	1.37.796	1.34.670	20
24	Nannini	Minardi	1.36.266	1.33.656	17
25	Arnoux	Ligier	1.36.552	1.31.970	9
26	Alliot	Ligier	1.35.129	1.32.575	12
27	Alboreto	Ferrari	1.34.255	1.33.063	15
28	Johansson	Ferrari	1.35.092	1.31.850	7
29	Rothengatter	Zakspeed	1.42.736	1.38.527	25

Hungarian GP — F1

Hungaroring

76 laps of 4.014 km circuit

305.064 kilometres

(189.557 miles)

New circuit — Huge crowd

26 starters — 10 finishers

Fastest lap:
N. Piquet
1 min.31.001 sec on lap 73
av. 158.794 kph (. mph)

(New Record for new circuit)

All cars 1500 cc turbocharged

STARTING GRID ↑

12
A. Senna
(Lotus-Renault V6)
1 min 29.450 sec

6
N. Piquet
(Williams-Honda V6)
1 min 29.785 sec

1
A. Prost
(McLaren-Porsche V6)
1 min 29.945 sec

5
N. Mansell
(Williams-Honda V6)
1 min 30.072 sec

2
K. Rosberg
(McLaren-Porsche V6)
1 min 30.628 sec

16
P. Tambay
(Lola-Ford V6)
1 min 31.715 sec

28
S. Johansson
(Ferrari V6)
1 min 31.850 sec

11
J. Dumfries
(Lotus-Renault V6)
1 min 31.886 sec

25
R. Arnoux
(Ligier-Renault V6)
1 min 31.970 sec

15
A. Jones
(Lola-Ford V6)
1 min 32.401 sec

20
G. Berger
(Benetton-BMW 4 cyl.)
1 min 32.491 sec

26
P. Alliot
(Ligier-Renault V6)
1 min 32.575 sec

19
T. Fabi
(Benetton-BMW 4 cyl.)
1 min 32.707 sec

7
R. Patrese
(Brabham-BMW 4 cyl)
1 min 32.956 sec

27
M. Alboreto
(Ferrari V6)
1 min 33.063 sec

3
M. Brundle
(Tyrrell-Renault V6)
1 min 33.368 sec

24
A. Nannini
(Minardi-Moderni V6)
1 min 33.656 sec

4
P. Streiff
(Tyrrell-Renault V6)
1 min 34.414 sec

8
D. Warwick
(Brabham-BMW 4 cyl.)
1 min 34.502 sec

23
A. de Cesaris
(Minardi-Moderni V6)
1 min 34.670 sec

17
C. Danner
(Arrows-BMW 4 cyl.)
1 min 35.294 sec

18
T. Boutsen
(Arrows-BMW 4 cyl)
1 min 35.392 sec

21
P. Ghinzani
(Osella-Alfa Romeo V8)
1 min 36.232 sec

14
J. Palmer
(Zakspeed 4 cyl.)
1 min 36.485 sec

29
H. Rothengatter
(Zakspeed 4 cyl.)
1 min 38.527 sec

22
A. Berg
(Osella-Alfa Romeo V8)
1 min 40.984 sec

* Changed to spare car on grid. Started from back of grid.
** Changed to spare car on grid.

RESULTS

Pos	Driver	Car/Engine	Time	Av Speed Kph	Best Lap	On Lap
1st	Nelson Piquet	Williams FW11-Honda V6	2 hrs 00 min 34.508 sec	1.31.001	1.31.001	73
2nd	Ayrton Senna	Lotus 98T-Renault V6	2 hrs 00 min 52.181 sec		1.31.261	72
3rd	Nigel Mansell	Williams FW11-Honda V6	1 lap behind		1.32.965	51
4th	Stefan Johansson	Ferrari F1/86-Ferrari V6	1 lap behind		1.33.474	66
5th	Johnny Dumfries	Lotus 98T-Renault V6	2 laps behind		1.35.414	73
6th	Martin Brundle	Tyrrell 015-Renault V6	2 laps behind		1.34.633	64
7th	Patrick Tambay	Lola THL2/86-Ford V6	2 laps behind		1.33.840	57
8th	Philippe Streiff	TYrrell 015-Renault V6	2 laps behind		1.35.932	37
9th	Philippe Alliot	Ligier JS27-Renault V6	3 laps behind		1.35.042	69
10th	Jonathan Palmer	Zakspeed ZAK 861-Zakspeed 4 cyl	6 laps behind		1.38.091	59
11th	Rene Arnoux	Ligie JS27-Renault V6	retired on lap 49		1.35.144	44
12th	Alan Jones	Lola THL2/86-Ford V6	retired on lap 47		1.33.896	39
13th	Gerhard Berger	Benetton B186-BMW 4 cyl.	retired on lap 45		1.35.501	37
14th	Thierry Boutsen	Arrows A8-BMW 4 cyl.	retired on lap 41		1.39.022	15
15th	Keijo Rosberg	McLaren MP4/2C-Porsche V6	retired on lap 35		1.31.715	27
16th	Teo Fabi	Benetton B186-BMW 4 cyl.	retired on lap 33		1.35.887	18
17th	Alessandro Nannini	Minardi M185B-Moderni V6	retired on lap 31		1.39.204	4
18th	Michele Alboreto	Ferrari F1/86-Ferrari V6	retired on lap 30		1.34.846	23
19th	Derek Warwick	Brabham BT55-BMW 4 cyl.	retired on lap 29		1.36.084	15
20th	Alain Prost	McLaren MP4/2C-Porsche V6	retired on lap 24		1.33.422	23
21st	Piercarlo Ghinzani	Osella FA1H/86-Alfa Romeo V8	retired on lap 16		1.43.280	9
22nd	Christian Danner	Arrows A9-BMW 4 cyl.	retired on lap 8		1.38.631	5
23rd	Riccardo Patrese	Brabham BT55-BMW 4 cyl.	retired on lap 6		1.37.263	4
24th	Andrea de Cesaris	Minardi M186-Moderni V6	retired on lap 6		1.40.570	3
25th	Huub Rothengattero	Zakspeed Zak 861-Zakspeed 4 cyl.	retired on lap 3		1.57.208	2
26th	Alan Berg	Osella FA1W/85-Alfa Romeo V8	retired on lap 2			

By the banks of the Danube

When mention was first made about a possible Hungarian Grand Prix being entered on the 1986 FISA World Championship calendar, most people raised their eyebrows briefly and took little notice. It had been fifty years since Grand Prix cars last raced through a Budapest park and street circuit and, although rounds of the European Touring Car Championship were held through the cobbled streets of the city during the 1960s, the thought of full-blooded turbocharged Grand Prix cars appearing again appeared a little fanciful.

However, through the enthusiasm of the Hungarian Automobile Federation and the commercial initiative of the Formula One Constructors' Association, a deal was struck to bring this most capitalist of professional sports to the Eastern Bloc. Budapest was a wealthy watering home for the rich and socially prominent when Tazio Nuvolari put the city on the motor racing map with his splendid Alfa Romeo victory in 1936 and, on a wider "gossip column" front, one of the European capitals which attracted the Prince of Wales and Wallis Simpson on their pre-Abdication Crisis holiday travels round Europe.

A street race was obviously out of the question. A track laid out in the centre of Budapest would have eclipsed even Monaco for sheer architectural splendour and elegance. But, realistically, there was no way of organising such a spectacle. Instead, it was decided to construct a purpose-built circuit some 12 miles or so from the centre of the city, the 4.014km/2.494 mile Hungaroring straddling a small valley just off one of the major motorways.

The result is a modern, well laid-out and splendidly organised facility rather reminiscent of the new Spanish Jerez track. But, although the drivers complained that the Hungaroring was lacking some fast corners and a really long straight, the organisation was sharper and more efficient than at Jerez. I can never recall a brand new circuit staging its inaugural Championship Grand Prix with as little fuss and as few teething troubles as the Hungaroring did. All the practice sessions began on time with military precision, the officials were courteous and, in the main, overwhelmingly considerate. Also, a lot of people went to the Eastern Bloc imagining that the circuit might well be policed by armed soldiers all over the place. But there were far fewer than, say, at Monza and the crowd was well behaved and disciplined.

To give the drivers a chance to learn this new circuit, an unofficial session took place on the Thursday prior to the usual three day schedule of official qualifying and the Grand Prix itself.

Being brand new and dusty, the track was very slippery indeed from the outset and, as the weekend progressed and rubber deposits gradually built up, so a distinct racing line appeared all round the circuit. The trouble was that if drivers deviated from this line for any reason, there was such a dramatic loss of grip that they almost immediately hit trouble.

It was for this reason that the fastest times were set on race rubber during Friday qualifying. Not only was the track slippery, but with few passing places there was even more of a premium on getting a clear lap. It was better to opt for hard tyres which would allow a driver to stay out lapping for longer. Two lap super-soft qualifying tyres represented too much of a gamble in these circumstances.

Nigel Mansell, who had celebrated his 32nd birthday by confirming that he will be staying on in the Williams camp for 1987 and '88, emerged quickest on Friday using race rubber and the following afternoon hedged his bets by choosing one set of qualifying tyres and one set of race tyres. Mansell, who went off and damaged his Williams during Saturday's untimed session avoiding Riccardo Patrese's Brabham which wandered into his path, dropped to fourth place on the grid after finding Warwick's Brabham and Streiff's Tyrrell running side-by-side in front of him in the second session.

It was left to Lotus team leader Ayrton Senna to take the most audacious qualifying gamble of the lot — and to come out the winner! Having spun several times on Friday in his enthusiasm to get the better of the slippery surface, Senna opted for two sets of soft qualifying rubber on Saturday. That meant he only had two chances and two laps to get pole position. He achieved just that on his first run, spinning on his second and then again on his third, when running on a mixed set of tyres made up from the best survivors of the first two runs.

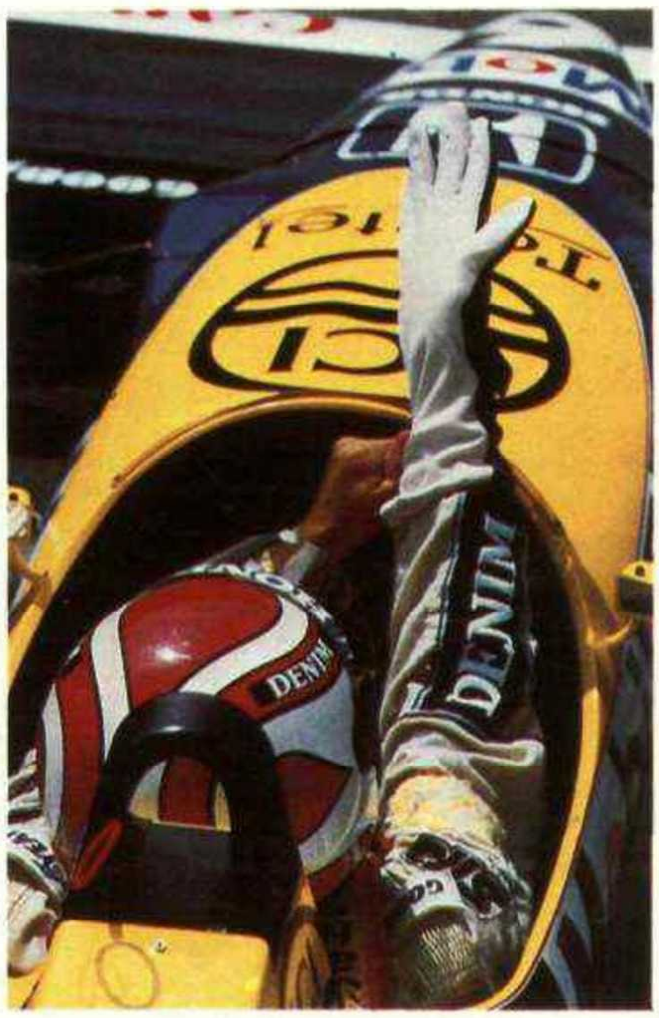
Nelson Piquet made it an all-Brazilian front row with his Williams-Honda, while World Champion Alain Prost qualified his McLaren MP4/2C on the inside of row two. The Frenchman had been struggling to rid his machine of understeer throughout qualifying and was a little frustrated not to have earned a front row berth. During the Saturday morning untimed session it was found that the front tyres' grip was improved by subtly reducing their pressure, but, owing to an organisational misunderstanding the tyres were not pressured correctly for the final session. Nevertheless, the Frenchman was the only other competitor, after the two Brazilians, to break the 1 min 30 sec barrier during qualifying.

Behind Mansell came Keke Rosberg in the second McLaren, the Finn also grappling with excessive understeer, while Patrick Tambay utilised the new Ford V6's slow speed flexibility to good effect on this tight track to qualify sixth, the Team Haas squad's best grid position so far. Tambay managed this despite suffering from brake pad "knock-off" as well as a ferociously aggressive on-track confrontation with Ligier's René Arnoux. Both men accused the other of inconsiderate baulking, each adjudging his rival a "complete lunatic" in the pit lane afterwards. Competitive business, this F1 racing!

Poor engine response out of the slow corners hampered the Ferrari F186s, further aggravating their incipient understeer characteristics, but Stefan Johansson had his mechanics screw on as much front wing as they dared for the final session in an effort to promote some oversteer, hurling his mount round to qualify a fine seventh ahead of Johnny Dumfries, the Scot having now thoroughly got the hang of Formula 1 and driving with great confidence and control.

Michele Alboreto's Ferrari was way back in 15th slot, the Italian abandoning it out on the circuit at the start of his second Saturday run (his only one on qualifiers!) when an untightened front wheel nut worked loose and the Italian machine turned briefly into a tricycle. A furious Michele did not even bother to return to the pits..

A WINNER PREPARES. Nelson Piquet draws on his driving gloves prior to a great victory.



René Arnoux's Ligier was ninth ahead of Alan Jones' Haas Lola, both the Australian's qualifying sessions being ruined when Andrea de Cesaris blew up the engine of his new Minardi M186 in front of him. After setting fourth quickest time on Friday, Benetton team leader Gerhard Berger slumped to 11th with a series of spins and misjudgements the following afternoon. Neither he nor team-mate Teo Fabi had much complimentary to say about Dutchman Huub Rothengatter, the Zakspeed having pushed Fabi off the track on Friday and blown up his engine in front of Berger in the same session!

Amidst stories that BMW has reconsidered its decision to pull out of F1 and will agree to supply Brabham again next season "if Bernie wants us to," the Brabham-BMW camp looked a right old shambles as is becoming usual. Both cars were fitted with massive double decker "high downforce" rear wings at this circuit and the drivers both found it virtually impossible to see anything in their mirrors as a result.

Patrese was in a lot of discomfort from an infected wisdom tooth which was going to require an operation the day after the race, but

he used a revised BMW M12/13 engine to qualify a respectable 14th while team-mate Derek Warwick was way down in 19th spot after a whole succession of minor tribulations.

Martin Brundle's Tyrrell qualified 16th while Alessandro Nannini did outstandingly well in his Minardi M185B to line up 17th, three places ahead of his ostensible team leader Andrea de Cesaris who had the first of the brand new M186 chassis at his disposal. This machine is visually almost identical to its stablemates, but features a lighter, tidier, carbon fibre composite monocoque, revised suspension geometry and improved aerodynamics. It had been briefly tested at Imola in the interval following the German Grand Prix and problems with its new rear suspension had resulted in M185B components being substituted for the Hungarian race.

In the Arrows camp life seemed to be turning into a technical nightmare. After an unsuccessful debut outing for the new A9 at Hockenheim, its new transmission, with the gear cluster positioned ahead of the differential, was put aside and the car rebuilt with a complete A8 rear end, suspension, conventional gearbox and all. Thierry Boutsen tried the A9 on Friday, but decided to revert to the old A8 for Saturday, feeling that the new machine handled poorly by comparison.

However, his problems were not over by any stretch of the imagination. On Saturday morning one car blew its engine, so he went out at the start of qualifying in the other A8 only for this car to loose turbo boost pressure. By this time a fresh engine had been installed in the first car, but it stopped on the circuit after only a few laps. Meanwhile Christian Danner had blown up the A9 and switched to the second A8 five minutes or so from the end of the session. The end result of all this mechanical carnage was that Danner and Boutsen qualified 21st and 22nd respectively, an unusually poor showing for the Milton Keynes-based team.

With the last two rows of the grid shared by the Osella and Zakspeed teams the 26 cars were readied for battle in sweltering conditions on the Sunday morning, temperatures nudging over 100°F as upwards of 120,000 spectators trooped into the enclosures to witness the inaugural post-War Hungarian Grand Prix. The country's President and several senior Government ministers arrived to take up their positions as guests of honour, formally putting their seal of approval on the proceedings, and the stage was set for a great gala occasion.

Alain Prost's troubles began on the warm-up lap when his McLaren abruptly cut out and stopped on the circuit. He jumped from the cockpit and sprinted back to the pits where he was strapped into the spare car in which he then took his place on the grid. Tyre choice was clearly going to be of crucial importance on this difficult track surface and everybody was expected to make at least one routine stop for fresh rubber.

In the Williams camp there was some tension brewing. During the three days of practice Piquet tried both his cars and concluded that a certain differential adjustment would be ideal for the race, tactically omitting to inform his team-mate (and arch-rival) of this interesting fact. The differential of Piquet's choice was fitted to the car the night before the race.

At the start it was Senna's Lotus which sprinted into the lead with Mansell coming through from row two to take second place from Piquet on the sprint down to the first corner. Everybody negotiated the first tight complex of twists and turns without any drama and stormed off around the opening lap, the two multi-coloured Williams-Hondas chasing the steely black Lotus for all they were worth.

MANSELL PRESSES ON. Imperfect handling and his team mate at the finish.

Mansell held second place for the first couple of laps, but Piquet went by on lap three and the two Brazilians began to pull commandingly away from their pursuers. Tambay and Jones had made great starts in their Lola-Ford, holding fourth and sixth places either side of Prost's McLaren in the opening spurt, but Prost quickly disposed of Tambay and, on lap six, displaced Mansell from third place and began steadily hauling in the leaders.

THE BEST MAKE MISTAKES. Ayrton Senna during one of several spins in qualifying on a slippery surface. The Brazilian still managed to secure pole position.

d traction kept Nigel down in third place a lap behind

At the start of lap 10 Piquet tried to take Senna going into the first turn, but the Lotus edged over and kept him behind, but the twice World Champion was not to be denied. At the start of lap 11 he nipped by to lead and immediately began to pull away. Now Senna began to come under pressure from Prost, but just as it looked as though the McLaren would go through to second place, the Lotus came through on its own at the end of lap 16 as Prost headed for the pits.

The McLaren "grand plan" was on the verge of going very badly wrong, for Prost's engine had developed an electrical problem and would not run properly, so the engine cover was just being unfastened when Rosberg arrived in the pits as well. Seeing his team-mate already stationary, the Finn drove straight through the pits back onto the circuit and came in next time round. Prost's car was briefly pushed to one side, allowing the sixth placed Rosberg to have a quick tyre change and accelerate back into the contest yet again.

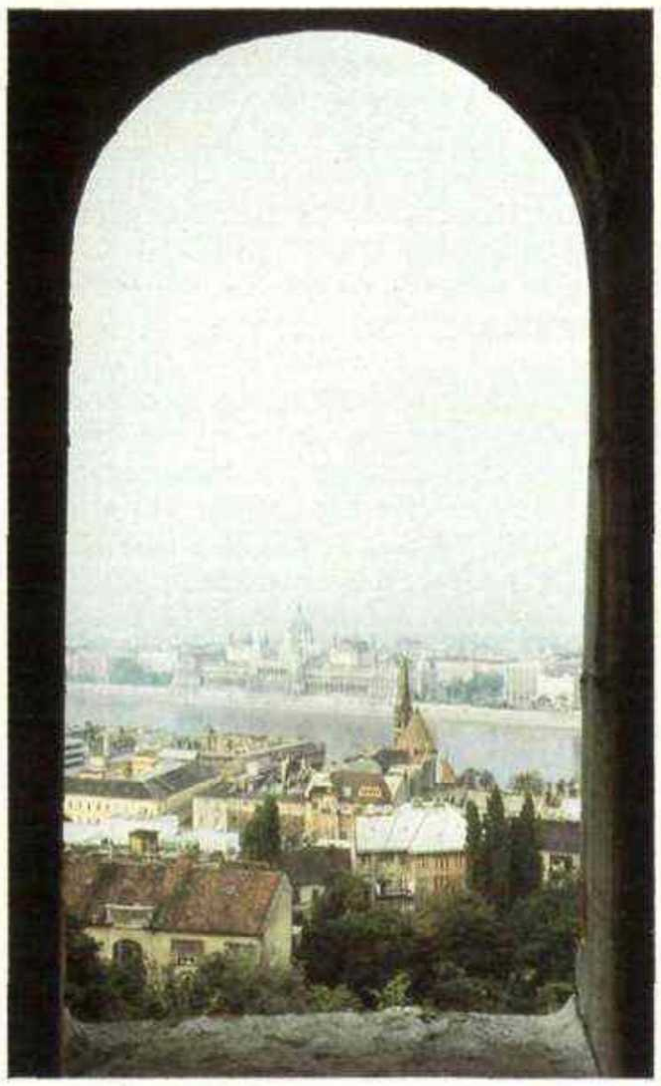
With 25 laps of the race completed it was clear that Mansell's Williams was not in the same league as his team-mate's. The Englishman was suffering from absolutely dire wheelspin and made the first of two tyre stops at the end of lap 28, resuming in third place but over a minute behind the leading duo. By this time routine tyre stops were going on left right and centre, the Ferrari mechanics setting a new "base time" in changing four tyres on Johansson's F186 at the end of lap 21, the car being stationary for a mere 7.34 secs!

With the leaders on lap 24, Prost resumed the race some eight laps down, his McLaren running smoothly for another eight laps before the unusually erratic Arnoux got tangled up with him, Prost slithering to a halt with deranged suspension and the Ligier continuing after a spin. Rosberg made another pit stop, concerned about the rather sloppy handling of his car. At the end of lap 35 he finally called it a day with broken rear suspension.

At the end of lap 35 Piquet pulled in for his single tyre stop, Senna taking the lead while he was stationary. The Brazilian was nursing his tyres with his usual enviable blend of speed and sensitivity and eked them out until the end of lap 48 when, still in the lead, he tore in to have them changed. He resumed with his lead intact, his advantage over Piquet now 8.5 secs. But Nelson really got down to work from this point onwards and reduced the margin to a mere 1.1 secs by lap 53. A lap later he was right in Senna's slipstream waiting to pounce!

We were now treated to some spectacular ten-tenths competition between the two Brazilians, who, despite being compatriots, are stern rivals and far from close friends. Going into lap 55, Piquet was perfectly positioned as the two cars hurtled past the pits, but as the Williams edged out to the right, starting its overtaking run down the inside towards the first right-hander, so Senna began easing over to the right as well!

The net result was that Piquet was coming into



BUDAPEST eclipses even Monaco for sheer architectural splendour and elegance. (Above) THE HUNGARIANS responded to Formula One with the largest crowd of the season. 80,000 turned up for Saturday qualifying alone and estimates of attendance on race day ranged between 130,000 and 200,000!

the turn far too quickly on far too tight a line! The Williams-Honda overtook the Lotus, but immediately slid wide onto the dust, allowing Senna to duck round the inside again and retake the lead.

Two laps later Piquet tried it on at exactly the same place, but this time he went flashing down the outside, turned across the Lotus's nose, locked the Williams' right rear wheel and suddenly snapped into a "dirt track slide" right in front of the leading Lotus! For a fleeting fraction of a second it seemed as though the Lotus might collect the Williams and nudge it into a spin, but as Senna bumped the black and gold machine up the inside kerb in an attempt to keep out of the way, Piquet wrestled his mount back under control, lurched back onto the inside line and emerged from the corner in the lead. It was truly breathtaking stuff between two totally committed F1 drivers and almost as exhausting to watch as it must have been for them to enact!

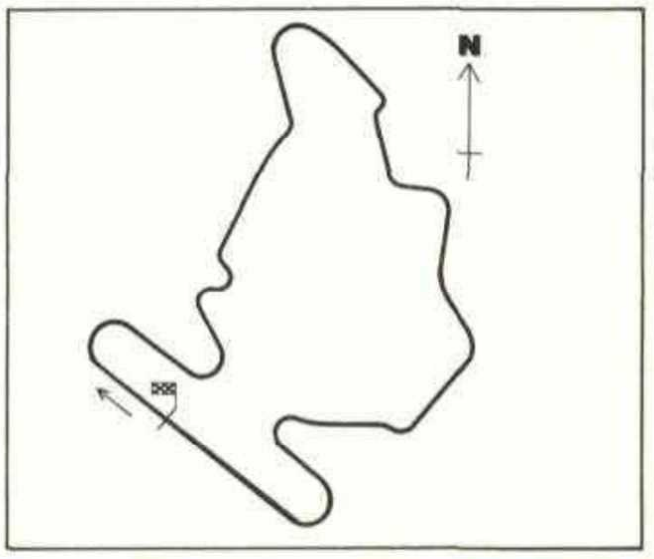
From that moment onwards Piquet controlled the race at his own pace, easing back at one point to let Senna catch up, only to power off into the distance again just to make the point that he was in charge. At the chequered flag he was just over 17 sec ahead, the race stopping one lap short of its originally scheduled distance as the two hour maximum cut-off point arrived.

Third, after another pit stop for tyres on lap 46 which briefly allowed him to unlap himself from Senna's Lotus, was a frustrated Mansell, by the end lapped again by the winning Lotus and his own team-mate. Stefan Johansson made two early stops for tyres and then got his head down seriously and stormed through to finish fourth at the flag, convinced he could have been third if his team had given him a more suitable tyre combination at the second stop. Nonetheless, the Swede's strong showing made up in some way for Alboreto's retirement, the Italian running into the back of Warwick's Brabham BT55, deranging the front end of his Ferrari, but limping back to the pits, while eliminating the Englishman's machine on the spot.

Johnny Dumfries performed immaculately to finish fifth, never putting a wheel wrong all afternoon, while Martin Brundle lost fourth gear on his journey to sixth place in his Tyrrell-Renault. Patrick Tambay's Team Haas Lola seemed set for the marque's first Championship points, but increasing understeer slowed him after his early sprint in the top six and he eventually spun on the right-hander before the pits, needing a push-start from the marshals to get him going again. Team-mate Alan Jones was also going well in fifth place early on, but lost a lot of time in the pits with a leaking rear brake caliper and eventually stopped for good with broken transmission.

Completing the list of finishers were Philippe Alliot's Ligier, team-mate Arnoux having suffered a major engine breakage, and Jonathan Palmer's Zakspeed which had enjoyed a trouble-free run after losing more than two laps in the pits having overheating rear brakes bled.

The first post-war Hungarian Grand Prix might not have been the best Grand Prix race of the 1986 season, but to visit a brand new circuit and encounter such slick organisation at first acquaintance was extremely impressive. Getting contemporary F1 racing off the ground in Eastern Europe had proved to be a rip-roaring success.—A.H.



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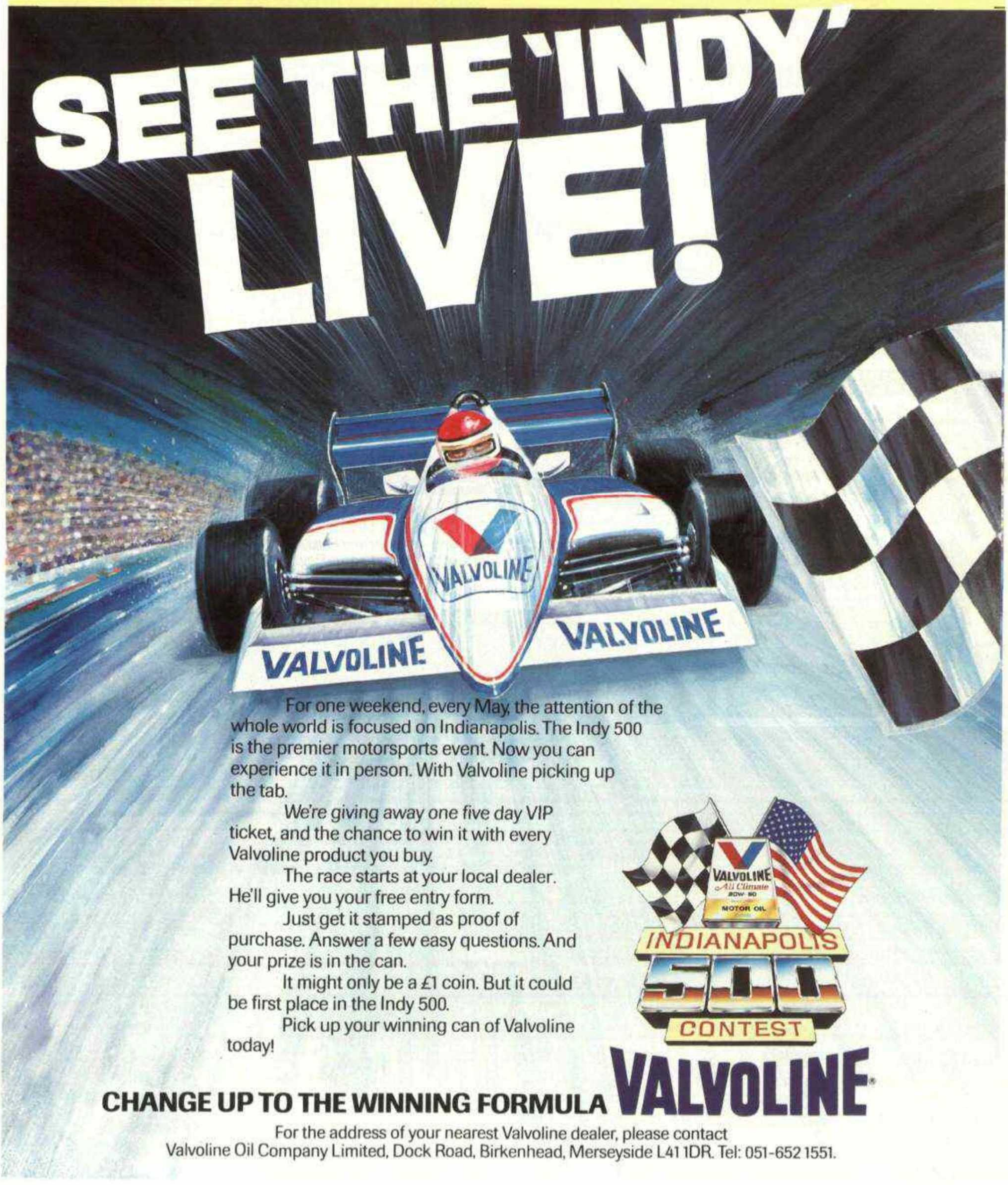

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SPA 24 HOURS *Walkinshaw's Rover and Pirro's BMW lead the huge field after the rolling start. By the end of the first lap the Rovers of Walkinshaw and Hahne had a clear lead but both suffered rear axle problems. (Left) Umbrellas are often useful at Spa but these were for protection from a scorching sun. (Below) Past the pits and up the hill at night.*

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The Rolex Oyster Watches shown here are the product of Genevese tradition now some two hundred years old, and even now each watch takes over a year to make. Excellence has always taken time.

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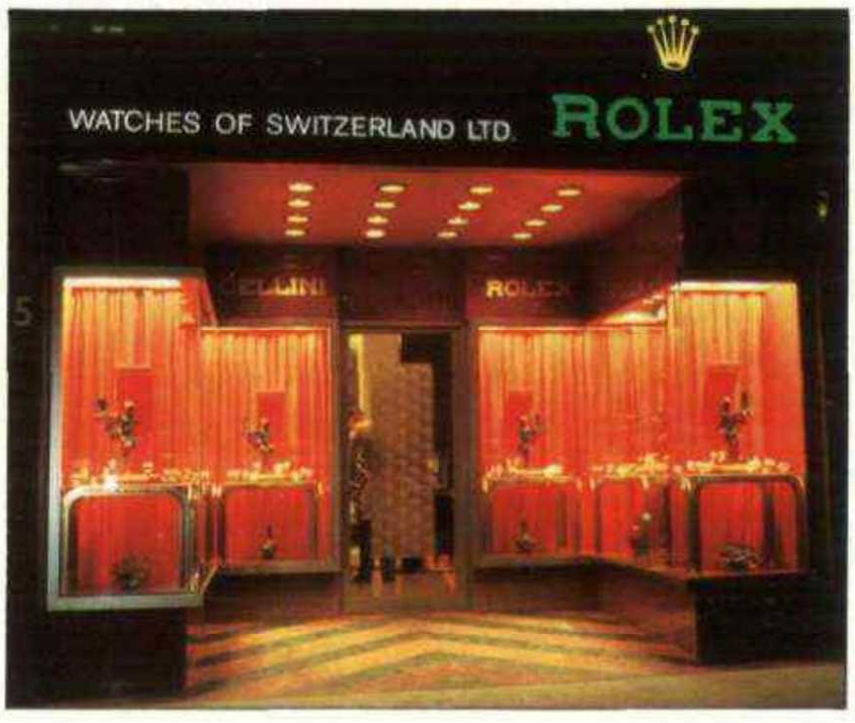

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CELLNET F3 SUPERPRIX

Brands Hatch on August 2nd and 3rd saw the first staging of what is effectively an F3 equivalent of the Formula Ford Festival with drivers competing in heats, semi-finals and a final. The weekend was dominated by Andy Wallace in his Madgwick Motorsport Reynard 863 who won the final by over 40 seconds. (Above) Wallace leads the Ralt RT30s of Martin Donnelly, who was to finish second, and Maurizio Sando Sala who lost it at Druids on the second lap. (Below right) Johnny Herbert created something of a sensation by bringing his Ralt home third in only his second F3 race. Like Wallace, Herbert was backed by the splendid Warmastyle Racing for Britain scheme. (Below Left) Steve Kempton won Class B for cars more than a year old in his Ralt RT30.

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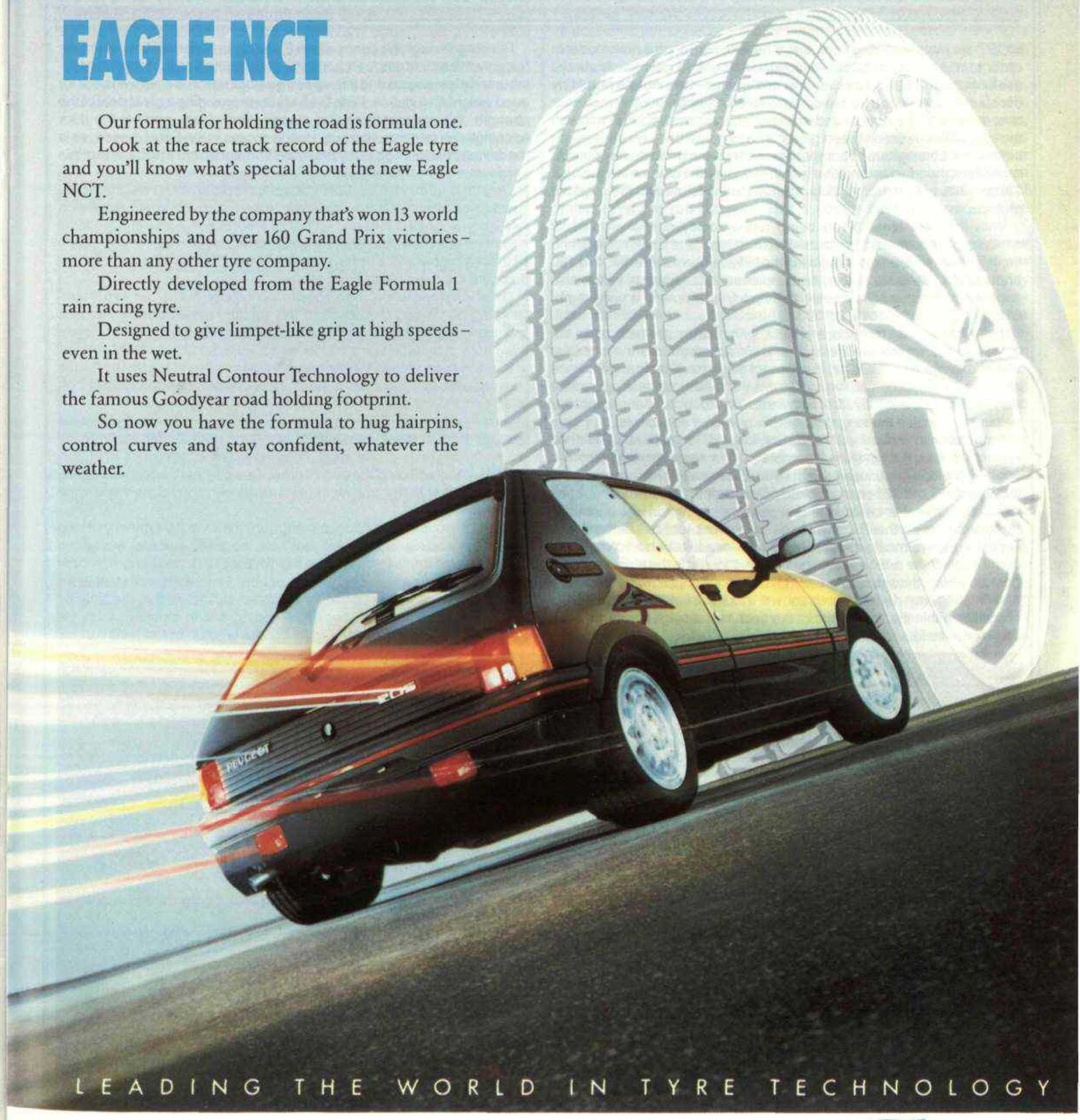


LEADING THE WORLD IN TYRE TECHNOLOGY

GOODYEAR

Lotus Excel SE

MOST car manufacturing companies have to introduce a new model in order to remind the public of their existence and to gain some always useful publicity. Lotus Cars, on the other hand, have of late had fairly constant exposure and yet have not revealed a new production model for over ten years. The rumour and wrangles about take-over bids centre on the company's desirability as a research facility; like Porsche's Weissach centre, the Lotus group of companies undertake a great deal of outside consultancy work in automotive, engineering, and materials technology. These skills are sold on to help finance the investment in the road car projects.

With the new small X100 being further delayed, the process of continuing improvement goes on within the Esprit and Excel ranges, and the latest variant is a faster engine in the latter. Known as the SE, this 180 bhp vehicle has more power, trim improvements (some of which also apply to the ordinary Excel), revised aerodynamics, and a price tag of £18,000 — up by just over £1,000.

The Excel was restyled in 1985 with skinny blisters over the wheel-arches, which are perhaps not as successful as the previous alterations which fathered the Excel out of the Eclat. Yet the angular lines remain well-proportioned, the canted-over engine block nestling under a very low bonnet, and the rather flat window and long overhang at the rear helping to disguise the long roof which covers four occupants.

Perhaps only Lambourghini's late Espada and Renault's new GTA (*née* Alpine) have so successfully incorporated four seats inside a dramatic sporting profile — I exclude the last Lotus Elite on aesthetic grounds, and cars like XJ-S and 928 on ergonomics. On the other hand the Renault has a structural member behind the rear passengers' heads which intrudes awkwardly, while the Excel has the equivalent roof-rail between the B-posts, giving almost adequate headroom for adults behind. What does count against the rear seat sitting position, though, is the strict knees-up posture which, though comfortable in itself, does not allow the stretching and twisting any normal occupant will indulge in after an hour or so. *Excellent within the limitiations of the sporting package, then, but not a* long-distance four-seater.

Running through the centre of the Excel, as in all current Lotus models, is a galvanised folded steel backbone chassis cradling the longitudinally-mounted alloy engine and five-speed gearbox which are set well back for good weight distribution. With the backbone providing a great deal of the strength, the occupants can be placed lower down, and yet the door openings can remain generous. Hence access to the Excel is good, as is the driving position, helped by the wheel tilt mechanism which is one of this year's improvements.

Only one reminder of Colin Chapman's innovative weight-saving suspension schemes has carried over to the Excel: a single transmission lower arm is located fore-and-aft by the anti-roll bar, with a conventional wishbone above. At the back, things are effectively reversed, with a wide wishbone below and a transverse link above. Coil springs and oil-filled dampers are mounted at each corner.

Lotus is a world leader in composite technology, that rather vague term covering reinforced plastics, and the vacuum-assisted resin injection process used for the car bodyshells is sold around the world. The Excel main body is moulded as an upper and a lower section which are joined where the black trim is visible encircling the car, and together with the bumper units this produces a structure of impressive strength and high quality finish.

Distinguishing the SE from the normal version are a virtually invisible stepped front air-dam, below and behind the normal one, and a much more obvious revised rear wing. These are claimed to reduce lift at high speed without affecting the overall drag; it is a pity that the rear wing looks and feels rather flimsy, and also cuts out the view of any close traffic in the rear-view mirror.

Both versions of the Excel benefit from the Oriental connection: the Toyota gearbox is unchanged, but now the tilting steering wheel and column have been borrowed from the Toyota Supra and bring with them improved switchgear and heat/vent controls. Unfortunately this includes one of those irritating ignition-key release buttons which can only be *operated by people with two right hands, but in compensation* the horn-push has been returned to its rightful position in the centre of the

wheel. A new binnacle of more pleasing shape brings the face-vents up to a better height, but the radio/cassette remains neatly hidden behind the gear-lever. The dashboard is faced in walnut veneer as standard in the SE, and an exensive but comfortable personal steering wheel is also part of the package. Our test car included the optional half leather trim (£595 extra), the remainder of the upholstery being in tweed cloth, while complete leather trim costs £1,050. Other equipment fitted is as one would expect on an £18,000 sports car: electric windows and door mirrors, pneumatic lumbar adjustment on the driver's seat, and those smooth alloy wheels with appropriately wide Goodyear NCT Eagle tyres. Even so the total falls short of what cheaper Japanese coupés offer as standard.

Making up the rest of the £1,030 extra that the SE costs over the normal Excel is of course the 180 bhp engine. Identified by its red cam covers, the new unit gains 20 bhp over the standard one through its very high cr of 10.9:1, higher lift inlet cams, and larger porting to inlet and exhaust valves, which, however, remain the same size, and the whole lot is fed the vital mixture through a pair of 45mm twin-choke Dellorto carburetters. Torque is only marginally improved from 160 lb ft to 165 lb ft, however, and this gives a clue to the way the hotter engine performs.

Starting seemed peculiarly difficult on the test car: the choke was necessary much of the time, although the weather was not cold, and was rather critical in operation. I notice that the handbook lists three differing starting procedures for cold, warm, and hot engines, an extra complexity which seems a little out of place in this era of fuel injection.

Visibility for the driver is generally good, helped by new slimmer head restraints, with the exception of the aforementioned rear spoiler which seems to halve the view behind, and makes reversing harder. Parking is not a chore thanks to the variable-ratio power steering system which gives plenty of assistance at low speeds but fades out gradually once rolling.

Lotus road cars have made their reputation on a combination of ability, poise, and sensitivity, and these things are all apparent in the Excel's behaviour once the driver begins to make demands of it. At lower speeds, say in town, only the light precise steering hints at what is to come; perhaps it is a touch over-light, but it feels accurate and pleasant. Ride quality at these speeds is surprisingly soft, though holes and bumps come through sharply, and the notchy but willing gearshift should make easy work of traffic lights and roundabouts. This is not the case, however, and the culprit is the engine.

According to the torque curve, there should be plenty of pull at low speeds, despite the very high revs (5000 rpm) at which the peak figure is generated, but the unit seems very easy to bog down. Consequently driving in traffic requires third and often second gear, while pulling away from standstill means a good prod on the throttle and sharp clutch release to keep the engine spinning somewhere near its operating region. Moreover, the unit is far from smooth as it winds itself up to the 4000 rpm take-off point, sounding and feeling harsher than such a car deserves. Once in its stride, though, it becomes a different animal, responding instantly to the throttle pedal, revving easily to its 7000 rpm limit, a muted roar just penetrating the cockpit over the tyre noise.

In other words, the SE unit displays all the characteristics of a heavily tuned engine with high-lift cams — super when being used in the way it ought to be, but rather unhappy when the real world impinges on this ideal. Both acceleration and top speed fell a little short of the Norfolk company's claims; the latter by 5 mph at 128.9 mph, with the rather artificial 60 mph arriving in 7.2 sec as opposed to the official 6.8 sec. Intermediate figures, on the other hand, proved slightly faster than expected, again emphasising the excellent performance when on the cam.

Stability is of a high order, in particular the resistance to cross winds, and the Excel's composure on the motorway should make for relaxing long-distance journeys. But like the engine, the chassis is just waiting to be given the right sort of road to enable it to shine. When the motorway has

Maker: Lotus Cars Ltd, Norwich, Norfolk.

Model: Excel SE

Type: 2+2 Coupé

Engine: Front, 2174cc (95.3 × 76.2mm), all-alloy 4-in-line. DOHC, 4 valves per cylinder. Belt-driven cams. cr 10.9:1. 2 twin-choke Dellorto DHLA 45D carburetters. 180 bhp, 165 lb ft torque.

Transmission: RWD, 5-speed manual gearbox, single dry-plate clutch.

Steering: rack and pinion, variable servo-assistance.

Suspension: Front, upper wishbone, lower transverse link, fore/aft location by anti-roll bar, coil spring, twin-tube damper. Rear, lower wishbone and upper link, coil spring, twin-tube damper.

Brakes: servo-assisted, four ventilated discs, drum handbrake.

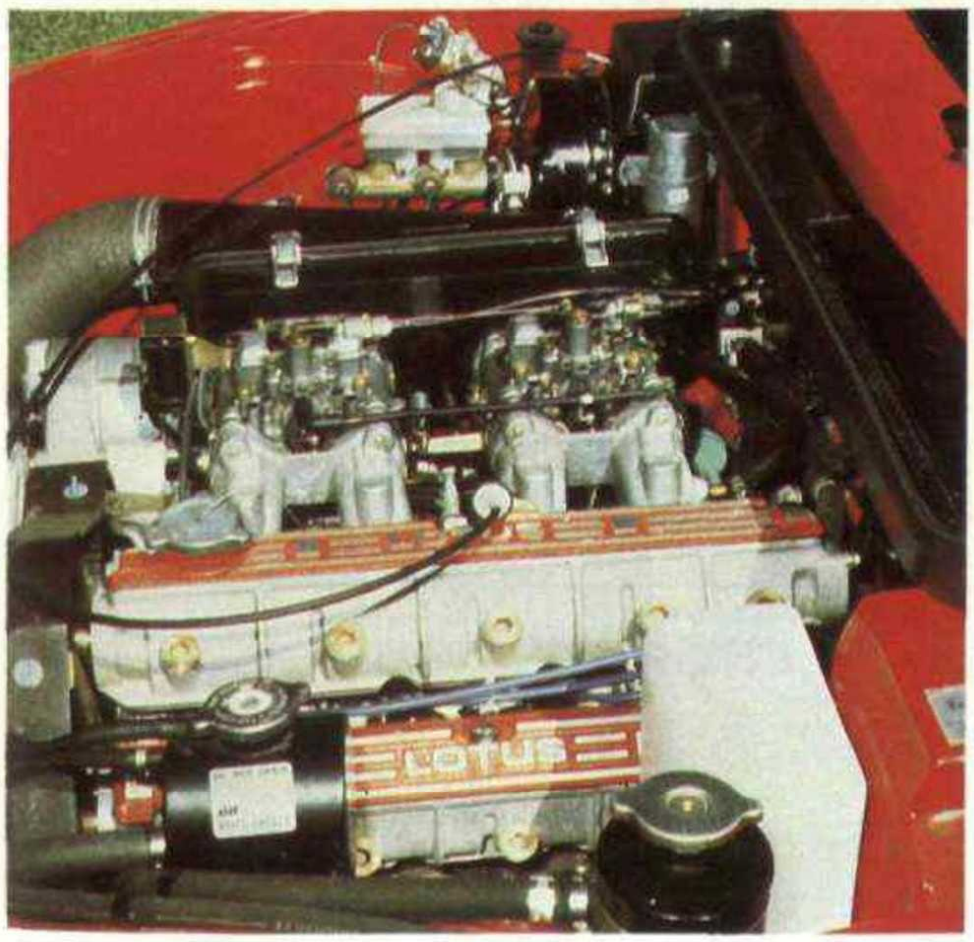
Wheels and Tyres: 7 × 15 Speedline alloy rims, 215/50 Goodyear NCT Eagle VR tyres.

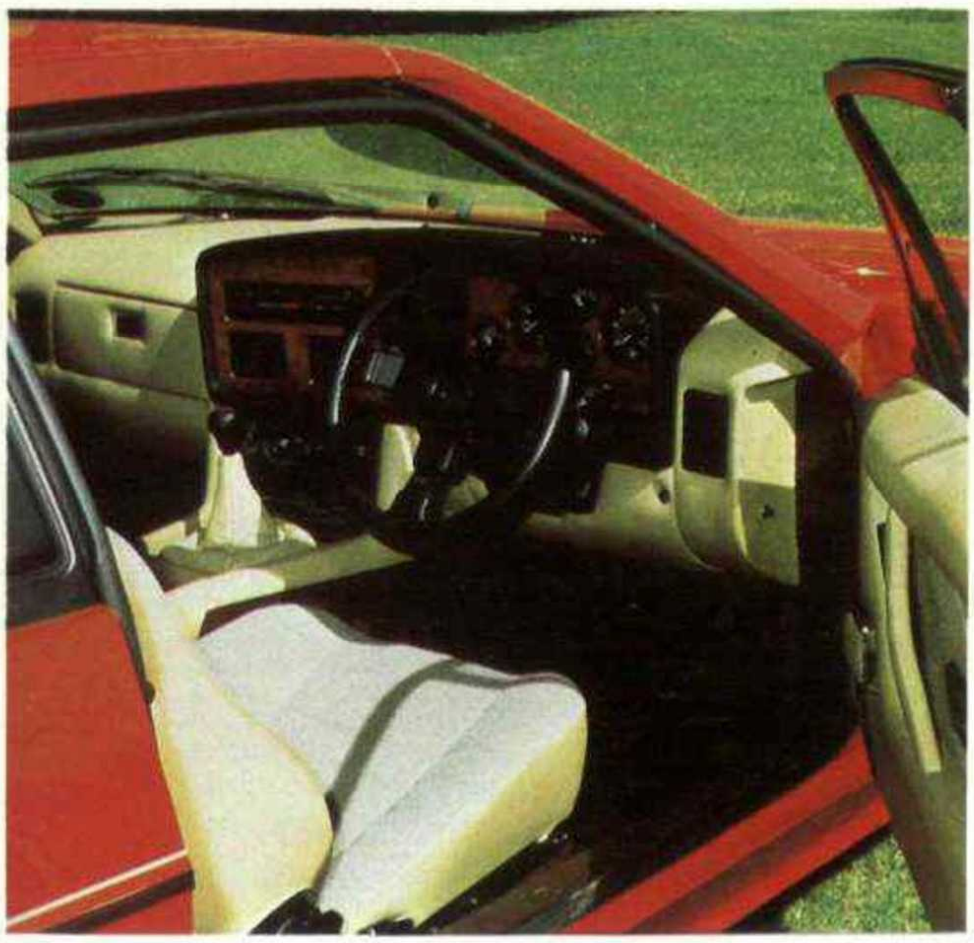
Performance: 0-60 mph, 7.2 sec; 30-50 mph, 2.7 sec; 50-70 mph, 4.1 sec; 70-90 mph, 6.1 sec; maximum speed, 129 mph.

Dimensions: Length, 172½ in; wheelbase, 97.80 in; track (F&R), 57.5 in; width, 71.5 in; height, 40.4 in; kerb weight, 1135 kg.

Price: £17,980, plus £595 for half leather trim.

Summary: Superb ride, handling, and steering, good accommodation, but big-valve engine inevitably sacrifices flexibility.





been left behind and a winding secondary road opens up ahead, the Excel driver at last finds the car coming together, performing superbly on all levels — with the revs between 4,500 and 7,000 in the upper four gears, clear views through sweeping bends, and not too much other traffic, the car can be made to fly. 60, 70, 80, is reached very quickly with neat small movements of clutch, gearstick and wheel, and is even more quickly dissipated by firm rather than strong pressure on the brake pedal; the car immediately sits down and straight as the speed diminishes, and the system shows no fade in repeated road use. Off the brakes, snick into third, open the throttles and the car instantly starts to describe the intended curve, very little roll disturbing the driver as the lateral force pulls his against the seat-belt. Not only the level but the balance of the road-holding inspires confidence; minimal transient understeer turns into a long, long plateau of stability; only as the result of a change of mind, of road surface, or of gradient will the rear start to break away. If it does, then the car displays that feeling characteristic of the combination of fine steering and a well-balanced chassis: it appears to pivot around the front wheels without affecting them, giving rise to the sensation that the car is correcting itself if the driver only keeps the wheels pointing in the desired direction. Such accuracy is rare, and all the more delightful, in a power-assisted system.

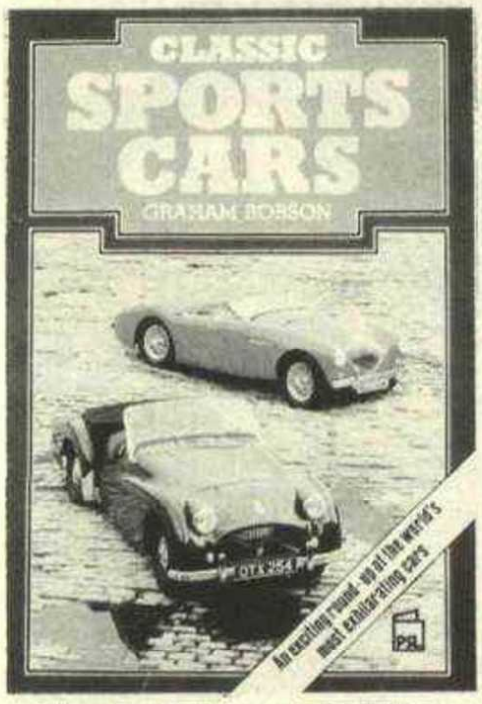
At these speeds the ride smooths out most iregularities and imparts a feeling of fluid rapidity which is very satisfying indeed, and the car does not feel its width of a fraction under six feet. This is where the Excel SE fulfils its name; it is a shame that it falls short in other circumstances, because as so many other high-performance vehicles prove it is quite possible to build a rapid engine which also boasts around-town flexibility. At one point, before I had the chance to take the Lotus into the country, I exchanged it overnight for a Toyota Supra, and came back wondering how Lotus could justify the £6,000 extra over the Supra, with similar accommodation and power, better equipment, and a much smoother, torquier engine. Certainly the British car has its walnut dash and leather, and the more prestigious name; but it took a sunny afternoon in Berkshire to demonstrate that combination of abilities which sets the Lotus apart when the conditions are right for it.

A good-sized boot, adequate ventilation, and small oddment cubbies in the centre tunnel make for practicality in this rapid coupé, but there is a certain lack of unity about the interior styling and trim which I found disappointing given the £18,000 purchase price, and some of the leather trim was imperfectly fitted.

Considering its rivals — Porsche 944, Renault GTA, Toyota Supra — the Lotus 912S engine has to work very hard to display its virtues against their higher refinement levels, using as they do six-cylinder engines or balance-shaft fours. It is willing to work, but asks the same of the driver, before its potential is realised. On the other hand, Lotus can justly be proud of their chassis, which fulfils the promise of the car's name with no effort from the driver, and does so with a poise other manufacturers must envy.

G.C.

Book Reviews



The term "classic car" is an infuriating one for it has no clear definition. A reader recently sent us a classified ad for a Morris Marina which was described as "Italian classic"; and pausing by a road sign which said "Classic Car for Sale" we were surprised to find it was a Ford Anglia 105E. In **Classic Sports Cars** (publ. Patrick Stephens Ltd., Denington Estate, Wellingborough, Northants NN8 2QD, 136 pp, 5" × 8", illustrated, paperback, £3.99) Graham Robson makes a good fist of gathering together a representative selection of "classic" sports cars.

Each car is described with Robson's typical authority, there are charts listing numbers built, derivations, main specifications and performance figures when new. Naturally, everyone can debate which cars should be included and I was surprised to see the new Pontiac Fiero in but the original Ford Thunderbird out. Equally, I'm not sure that the Healey/MG "Spridget" is a "Classic" (it's included) but I am sure that any two litre Bristol is (excluded).

If nothing else, the selection provokes argument! One thing Mr Robson does not do and that is include marginal old cars as "classics" and, besides, he includes a cogent argument for the basis of his selection.

This is both an ideal introduction to the subject and a useful reference work for the classic car buff, and the text is very readable. At just £3.99, it represents a bargain of a sort too rarely found in motor books these days.
— M.L.

Another reasonably priced paperback is **"Grand Prix"** by Stuart Sykes and Roger Moody (BBC Publications, 35 Marylebone High Street, London W1M 4AA, 173pp, 5½" × 8½", illus., paperback, £4.95). Its introduction states its audience: "Not an exhaustive catalogue, this — that is the province of the full-time writers who follow the Formula One circus round the world and are as much part of the scene as the best-known driver or team manager. More of an informed appetiser for the casual and enthusiastic 'wheels nut' who sometimes wonders what this mechanised mayhem is all about."

It's interesting that the publisher is the BBC. The British Grand Prix was the third most popular programme on BBC 2 during the week that it took place, with an audience of 4.25 million and this book is essentially trying to service an audience which television has created. The tone of the body of the book is a lot less frantic than the piece quoted from the Introduction (thank Heavens) and it achieves its aim of providing its intended market with some background information to what is, after all, a complex sport.

There are lots of pictures, in both monochrome and colour, together with photographs and biographical details of all the drivers known to be competing in Formula One at the beginning of the season. There's a brief history of Grand Prix racing and chapters on, among other things, pitwork, practice sessions and qualifying. Since it's aimed at the armchair enthusiast there is also a section on televising races.

The more committed enthusiast will still find things to interest him in this book at £4.95,

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"Alain Prost" by Alan Henry is the latest in the series of Kimberley's profiles (publ. Kimberley's, 4 Church Close, London N20 0JU, 64 pp, 8" × 11", illustrated, £5.95). Like the others in the series, it is well produced on good quality paper and consists of a review of the man's career backed by dozens of monochrome and colour photographs and a chart listing all his Formula One races. The text is more detailed than the average magazine profile but still a long way short of a full biography, and it concentrates on Prost's racing career rather than attempting to paint a portrait of the private man.
— M.L.

"Uncle's War In The Fleet Air Arm", by Lt. Comdr. Cyril Pountney, RNVR (whose nick-name in the Service was "Uncle" on account of his age when serving throughout WW2) published by United Writers of Cornwall at £5.95, tells of the author's career in the Fleet Air Arm, after learning to fly in Calcutta in Gipsy Moths, and of his memories of motor-racing at Brooklands, where he was taken round in Le Champion's Isotta-Mayback and up in that driver's Sopwith Pup. There are pictures of *Parry Thomas' Leyland Eight* wearing twin rear tyres and of Chitty I. The Foreword is by The Lord Hill-Norton, GCB. Members of the Fleet Air Arm, the Royal Navy, Burma Star, Croquet Association or the All-England Lawn Tennis Club, which may well embrace some of our readers, can obtain the book from the author post-free; his address is Seacrest, Seagrove Farm Road, Seaview, IoW.—W.B

Liverpool's Buses have been magnificently covered in No. 9 of **"British Bus Systems"**, by Paul Kelly, obtainable from the Transport Publishing Cp., 128 Pikes Lane, Glossop, and the current issue of *The Stationary Engine* contains a letter about restoring a 1907 Renault car that had been used as a stationary power plant and some olden-days pictures of engines then in use.—W.B.

The Sir Henry Royce Memorial Foundation has issued Nos. 7 and 8 in its ever-interesting "Historical Series" books, one on **"Hives — The Quiet Tiger"**, already referred to in MOTOR SPORT, and the other Lord Montagu's account of his family's association with the early days of Rolls-Royce, which is really the lecture he gave the R-R Trust in 1982, on the 75th anniversary of the 40/50 hp car, but now available in this form, with many good photographs, and, alone worth the price, the speeches made by the Hon. C. S. Rolls and Lord Montagu's father at the opening, in 1908, of the Rolls-Royce works at Derby. The price is £2.50, from Rolls-Royce Ltd, PO Box 31, Derby, DE2 8BJ, cheques payable to the R-R Heritage Trust, Stirling.—W.B.

"BSA Competition History" by Norman Vanhouse. 345 pp. 9¾ in × 7 in (Haynes Publishing Group, Sparkford, Yeovil, Somerset BA22 7JJ. £14.95).

This big book from Haynes is more for readers of *Motorcycle Sport* than the four-wheeler fraternity yet so many people rode BSAs at one time or another, the name is so famous, and any competition history useful, that we welcome this complete coverage of Vanhouse's chosen subject, he having been 35 years in the Motorcycle Industry joining BSA as sales-representative in 1952. The book reminds the reader of all the many BSA models, from 1911 3½ hp to the well-remembered "Star" models, etc and looks at how they performed in competition, with masses of evocative pictures. The major BSA successes are listed, from the 1929 success of Bert Perrigo in the British Experts Solo contest onwards. All BSA followers will enthuse. — W.B.

From Brooklands Books of Cobham comes **"Aston Martin Golden Portfolio"**, with reproductions of Aston Martin and Lagonda material from the leading motor papers, for the years 1972 to 1985, including *Motor Sport*'s report on a visit to the Newport Pagnall factory in 1976 and our road-test reports on the 1978 Vantage and the 1982 Lagonda. The book has test reports on all the then-current AMs and Lagondas and costs £10.95 post-free from the publishers. — W.B.

TCC – Spa 24 hours

The annual Spa 24 Hour race has always been regarded as a classic, but it has never received as much attention here as in Europe. We paid our first visit to it in early August and came away with the impression that this is a very important event indeed. It receives enormous publicity on the Continent, is covered superbly on television by a team which really does know how to film a motor race (helped by a camera mounted in one of the leading Volvos) and attracts a crowd which is not far short of that at the Belgian Grand Prix.

It's not hard to see the attraction. First, it's impossible for a race on the magnificent Francochamps circuit to be dull. Then there is the huge entry, the fifty-five cars take a full half minute to cross the start/finish line after the rolling start. Then there is the special delight of watching versions of everyday cars, sometimes driven by star drivers, do battle for 24 hours. Finally, for the spectators at any rate, there is a relaxed atmosphere, with a hint of carnival.

The one thing which spoils the Touring Car Championship and, the indeed British Saloon Car Championship, is imaginative interpretation of the rule book. This is not to suggest that anyone cheats. Lawks, no, it's just that if you press a rule hard enough, it bends, and with more pressure, it breaks. Fortunately the bickering which has gone on all season was absent at Spa, the teams had quite enough to occupy themselves with getting to grips with the organisers' regulations and, besides, the sort of dubious tweak which might give an advantage over three hours of racing is often nullified over twenty four.

All the usual TCC runners were there, of course, supplemented by a three car Holden team and dozens of drivers paying their francs for a chance to take part in a classic race. Practice times for a 24 hour race are meaningless unless you take into account the vast television audience for the start, but Tom Walkinshaw brought contentment to Rover personnel with a pole-winning time of 2 min 37.80 sec, his fifth consecutive pole for the event, 0.43 sec ahead of the BMW of Gerhard Berger. Next up was Armin Hahne's Rover followed by the two RAS Sport Team Volvos.

Both the Volvos and the turbocharged Sierra XR4Tis had a question mark over them, they were quick but could they last the distance and still be quick? The same question must have been in the back of many people's minds as they viewed a number of Sierra RS Cosworths about the paddock, since production of this car has now started.

Of the other classes, the quickest of the Mercedes-Benz 190 2.3-16 runners (Snobeck/Cudini/Gouhier) was a commendable 11th quickest overall while the Toyota Corolla of

MERCEDES-BENZ 190 2.3-16s are becoming very popular cars in TCC but at Spa they all failed to finish.

Nielsen/Hoyer/Jensen was a full four seconds ahead of the rest of its class. Still, it's not always the hare who wins the race.

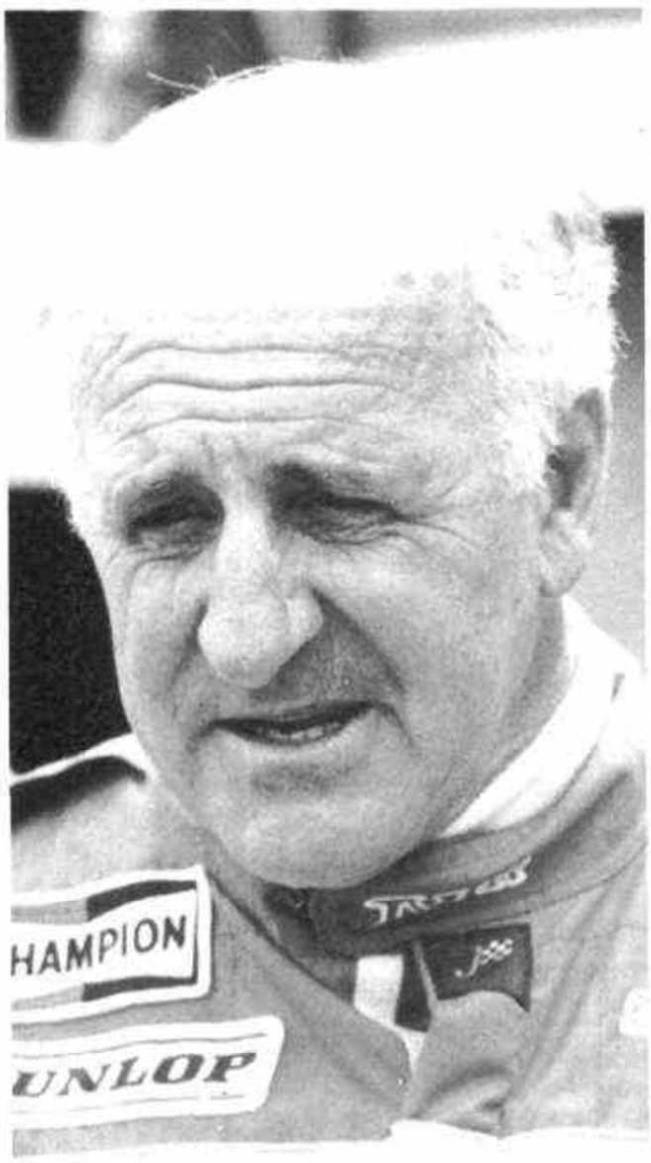
Race day saw a plethora of umbrellas, and not for the usual reason at Spa. Despite threatening clouds which did no more than threaten, the air was hot and humid and on the Sunday it got even hotter, reaching 90°F. Just before 5 pm, the pace car led the 55-strong field around, pulled off, and the leaders stormed away. Walkinshaw fended off a challenge from Pirro's BMW as they climbed up Eau Rouge, the two cars actually touching. Armin Hahne made the most of the kerfuffle to slip into second place.

At the end of the first lap, the two Rovers had already pulled out a cushion and they continued to do so at a rate of two seconds a lap for the first hour or so, you'd have thought they were in a ten lap sprint especially since Hahne was looking for a way past his boss. They were followed by Allan Grice's Holden Commodore, Pirro, Dieudonne's Sierra, Soper's Sierra and Granberg's Volvo which had a camera on board.

A VW Golf blew up on lap four, spreading oil on the approach to the "bus stop" chicane, which nearly caught Hahne. It dropped him back five seconds but he quickly regained ground and took the lead early in the second hour. Grice had tyre trouble quite early on, Dieudonne's pace slackened, and Granberg moved his Volvo to fourth and started to challenge Soper.

Just into the second hour, Brock brought his Holden into the pits with what was to be the first of two blown head gaskets and Grice's Holden shed a front wheel as he swooped down the hill towards Pouhon. Grice returned to the pits on three wheels and continued. Later his problems included a broken seat and a cracked sump and the third Holden had suspected big end failure but all three cars finished, crossing the line abreast, and, blooded but unbowed, won the Coupe du Roi (team prize).

After six hours the order was 1, Rover (Hahne/Allam/Denny Hulme); 2, Volvo (Cecotto/Olofsson/Baldi); 3, BMW (Pirro/Ravaglia/Berger); 4, Rover (Walkinshaw/Percy/Joosen); 5, BMW (Metge/Sourd/Haezebrouck); 6, Mercedes-Benz (Snobeck/Cudini/Gouhier). Sixth overall, and an easy class lead, was good for Mercedes-Benz but the team must have been bothered by the number of similar cars which were spending a long time in the pits. It hit problems soon after and Class 2 was then headed by a BMW 325i which also held fifth,



such was the rate of attrition. In fact no Mercedes-Benz finished. The Neilsen/Hoyer Toyota spun while leading Class 1 and then found the battery dead. The small car class was then led to the end by the Corolla of Hozl/Hess/Eichmann.

At 1.30 am, the prop shaft snapped on the leading Rover but fortunately it happened coming out of La Source and the car was able to coast into the pits for a replacement, but it dropped to seventh and allowed Berger's BMW to lead. By this time there was only one Sierra still in contention. At 4.30 am, Baldi brought in the second-placed Volvo with a blown turbo. Both the quickest Volvos had major surgery to their turbochargers.

After half distance the race became a straight fight between Rover and BMW, the order being Rover, BMW, BMW, Rover, BMW, BMW. As the night ended, the leading Rover had a four lap advantage, despite getting through its Dunlop tyres at a fair rate, and the second Rover was in third place and looking for second. Then at 4.45 am, in came the leading car with rear axle troubles, lost three laps, went out again, but returned for further attention. This promoted the Berger/Pirro/Ravaglia BMW 635 CSI into the lead but the second Rover was hauling it in.

By three quarter distance, the Hahne Rover led, with the Walkinshaw car fifth and the other places taken by BMWs. Remarkably, less than a minute covered the first three cars after seventeen hours racing. Then, with four hours to go, the Rover came into the pits with drive train problems and there it sat sadly alongside its sister car which was to retire with the same malady, oil leaks from the rear axles.

All possibility of a British victory faded especially since the Hahne car later had to have its front suspension units changed. The last fifty minutes of its race it was nursed around by Denny Hulme with its broken rear axle bound by canvas. Despite this "Honest John, Used Car Broker" style of repair, it still managed sixth but behind the class winning BMW 325i of Voight/Danner/Oestreich which led home a gaggle of Alfa Romeos.

The final stages of the race looked as though it would result in a 1-2 for the Schnitzer BMWs but Pirro's leading car was delayed for twenty minutes while an alternator was replaced, and passed by its team-mate (Quester/Tassin/Heger) and the CiBiEmme BMW of Carlo Rossi and the two Micangeli brothers who were five laps down in second place.

(above left) DENNY HULME shared one of the Rovers and, at one stage, looked as though he might finish on the winners' rostrum. (Above) The Rover pits at night. (Below) The three car Holden team stage managed a line abreast finish. Though they were all 'walking wounded' they took the team prize.

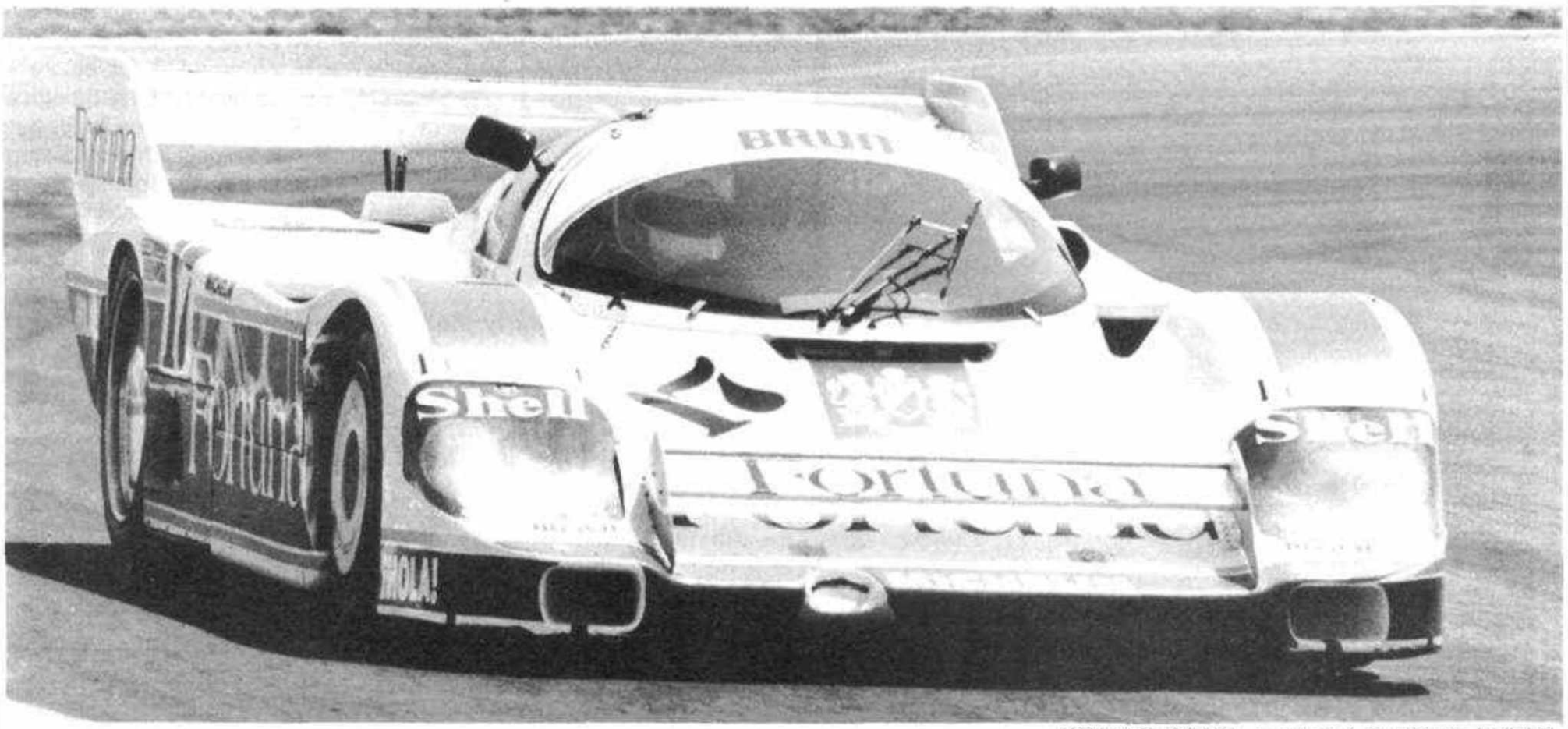
The BMW 635 CSI of Metge/Sourd/Haezebruck came home fourth, ahead of the class-winning BMW 325i, the Hahne Rover and the Ford Sierra XR4Ti of Soper/Niedwiedz/Muller with Alfa Romeos filling the next three places ahead of the class-winning Toyota.

It's perhaps odd to cast BMW 635 CSIs in the "tortoise" role of a "hare and tortoise" race but in terms of sheer speed they now do lag behind the Rovers, Volvos and turbo Sierras, but they are certainly reliable, as shown by the fact they filled the first four places. It's also odd that British enthusiasts who flock to Le Mans in their tens of thousands each year have not yet discovered the Spa 24 Hours which is a lot nearer to home and as equally interesting. Australians present admitted that Spa beats even Bathurst for toughness.

Then again, more British enthusiasts go to Le Mans than spectate at the Tourist Trophy which is so often a cracking good race. It happens that it's the next round of the TCC, at Silverstone on September 7th. — M.L.

Jerez 1000kms

WORLD SPORTSCAR CHAMPIONSHIP



WALTER BRUN, partnered by Frank Kelinksi, brought the second Brun Porsche (a 956) home in second place to complete a fine 1-2 for the team which he owns.

Jaguar fiasco at Jerez

Derek Warwick and Paul Frère have one thing in common: thirty years ago the talented Belgian dashed Jaguar's hopes at Le Mans by spinning his works D-type at the Esses and involving team-mate Jack Fairman, though on that occasion Ecurie Ecosse saved the day for the Coventry marque. At Jerez on August 3 Warwick made a dubious piece of history by having all three Silk Cut Jaguars spinning off at the first corner, opening the way for a deserved 1-2 victory by Walter Brun's Swiss Porsche team. This time there was no Ecurie Ecosse in the background, though Warwick himself was able to keep his Drivers' Championship hopes alive by finishing third and moving 12 points closer to Derek Bell and Hans Stuck, absent through lack of sponsorship for a private entry.

The Spanish round, confirmed late in the day, attracted a poor entry and the organisers were saved by handsome sponsorship from the Gallahers cigarette company, for a meagre 4,500 spectators bought tickets at the subsidised price of 500 pesetas, £2.50. The superb motor racing facility in the rolling, sun-baked Andalusian countryside deserves better, but one fears for its viability.

A small matter of settlement of heavy 'fines' following the inaugural Grand Prix in April had to be arranged before FISA would grant the permit, and the sixth round of the drivers' championship attracted only nine C1 cars and eight C2 entries: no Rothmans-Porsches, no Lancias, no Lloyd, no Joest, no Kremer. The race would be contested by the Silk Cut Jaguar team, and by two-car entries from Walter Brun and John Fitzpatrick, with backing from the Obermaier Porsche team which included Dudley Wood, and by the Cosmik Racing March-Porsche 84G handled by Costas Los and Tiff Needell.

Even if the Jaguars had enjoyed a clear run, it would have been difficult to beat the Brun Porsches which finished just 36 seconds apart, Oscar Larrauri/Jesus Pareja leading Walter Brun/Frank Jelinski. Larrauri made the fastest lap, despite Cheever's charge up the field while Warwick, with Jan Lammers, could do nothing to retrieve the two laps spent lodged in the gravel trap at the first corner. Neither Cheever nor Brancatelli reached half distance, both XJR-6s going out with identical driveshaft breakages.

Tom Walkinshaw's team had prepared three cars as usual and all three would race, last year's stars Jan Lammers and Martin Brundle being brought back to partner Warwick and Cheever respectively, with Jean-Louis Schlesser partnering Gianfranco Brancatelli in the third. Tom Walkinshaw himself was engaged at Spa, with the Rover team, and manager Roger Silman looked confident after seeing Cheever, Schlesser and Warwick post the best times in the preliminary session on Friday afternoon. Afternoon temperatures were hitting 40 degrees C, and the cars were prepared with an extra oil cooler apiece, water cooled brakes in case they were needed, and the drivers wore glycol cooled suits.

As at Brands Hatch, though, Warwick was not happy with his car, complaining about poor balance. Overnight he claimed Schlesser's car, much to the annoyance of the Parisian jeweller who smartly turned the tables on Saturday morning.

Without changing anything, Schlesser had qualifying Dunlops fitted and whirled round in 1m 33.80 sec, a time which even Cheever conceded as pole position. The American was next at 1 min 34.31 sec while Warwick was struggling with a best time of 1 min 34.81 sec, admitting tiredness, and confusion too, after racing on nine consecutive Sundays.

The Brun team, running wider Michelins at the front and happier than usual, produced Jelinski's 956 from the garage eight minutes from the end of the morning session and the German snatched pole position from the wrong-footed

TWR TEAM MANAGER, Roger Silman, and driver Martin Brundle look serious. The Jaguar team didn't have a lot to smile about at Jerez.

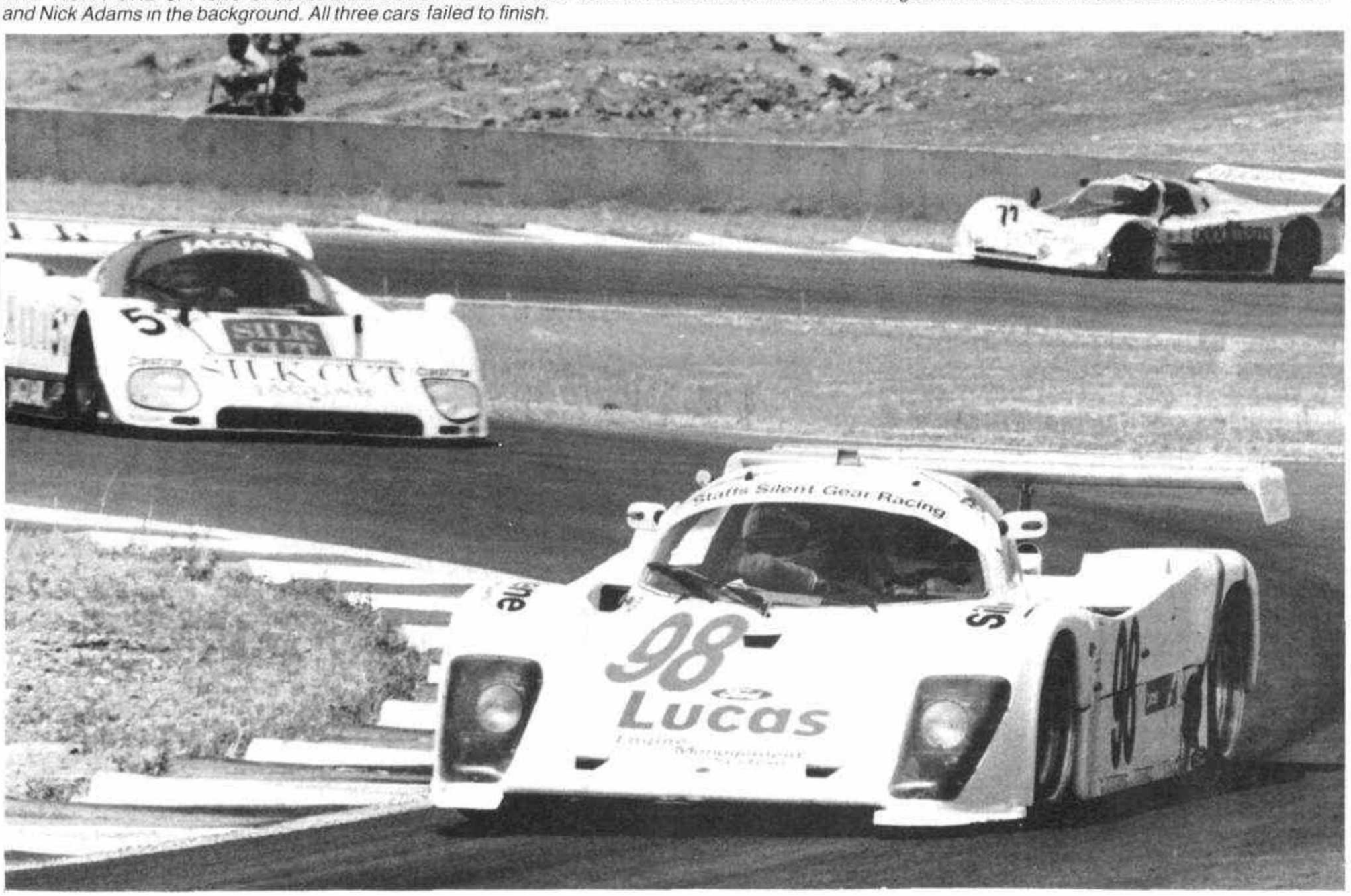
Jaguars, at 1 min 33.48 sec. Jelinski has been regarded as one of the quickest drivers in the C2 division, and his promotion to C1 was proving a great success, while Larrauri completed the Jaguar sandwich by making the fifth best time of 1 min 34.97 sec.

Tiff Needell was making Costas Los' March-Porsche 84G go quicker than ever before, taking seventh place on the grid at 1 min 38.15 sec on race compound tyres; as many others have discovered, having a fast and reliable man in the team, looking after the setting-up, can improve morale no end, and Los himself was improving his times steadily so that the March, 70 kg overweight, looked fully competitive with the privately entered Porsche 956s.

In C2 none can match the professionalism of the Spice Engineering team, which regularly causes confusion in foreign parts by calling its car a Pontiac Fiero. It bears about as much resemblance to the GM sports car as a Williams-Honda does to a Honda Prelude, but GM paid for the car's development in order to enter the IMSA Camel Light series, and that's the name that Spice agreed to. Power, as usual, is provided by the ubiquitous Cosworth 3.3 litre DFL engine, with Lucas engine management, and as usual Gordon Spice and Ray Bellm dominated practice and the C2 race, despite a short somewhere in the management system's separate electrical system which could only be dealt with by changing the battery every hour.

Le Mans class winners Ian Harrower and Evan Clements were well up with the ADA Engineering Gebhardt Cosworth, completely rebuilt in the space of a week after being crashed at Brands Hatch, and Roy Baker's Tiga-Ford BDT team had three entries which were afflicted

THE TIGA-FORD of Pierre Chauvet annd David Andrews leads the Eddie Cheever/Martin Brundle Jaguar with the Bardon-Cosworth of Robin Donovon and Nick Adams in the background. All three cars failed to finish.



by mechanical problems.

As a 360 kilometre 'sprint' race Jerez was good value, though it would have been a bore if run to the minimum 1,000 kilometre distance that was mandatory until this year. What happened in the first few seconds of the race will go down in history's black book, and the accident involving the three Silk Cut Jaguars can only be blamed on Warwick, who accepted the blame with apologies ("the worst mistake of my career", he called it).

Only now a year old, Tom Walkinshaw's team is suffering growing pains. Warwick and Cheever both have Formula 1 backgrounds and the Englishman, in particular, feels the need to prove himself every moment he is in the car. Whereas veterans like Bell, Stuck and Ludwig will wait and watch, driving fast but studiously avoiding collisions, Walkinshaw's lead drivers attack every half-chance with verve, and sometimes pay the price. We saw, at Brands Hatch, Warwick deal with Cheever most rudely at Paddock Bend on the opening lap, and at Jerez he made an ill-conceived manoeuvre right at the start.

Brun, on pole position, should control the speed to the starting lights once the pace car has pulled off, and the Swiss correctly held an even throttle in third gear. Warwick drove round him, Cheever accelerated too, and the three Jaguars had already boxed out the pole man even before the lights had flashed to green. An American starter, of course, would have maintained the red light and made them do another lap but the Spanish starter gave the start signal and treated the crowd to the sight of three Jaguars going up the incline, towards the right-hander, virtually side by side with Brun in their wake.

Even then, of course, the accident should never have happened, but Warwick made an error of classic proportions, turning into the flank of Brancatelli's car and claiming he hadn't seen it! Warwick's car veered into the gravel trap on the outside, where it remained for nearly three laps before emerging undamaged; Brancatelli's was knocked straight by Cheever and actually came by in second place, behind Larrauri on the opening lap, but stopped on the second to have damaged bodywork pulled from the wheel. Cheever's went over the harsh kerbing and across the infield, needing a new nose at the end of the first lap and going a lap down.

Probably the retirements of Brancatelli and Cheever, both with snapped driveshafts before half distance, had nothing at all to do with the first lap fracas, though both drivers handled their cars with anger. Perhaps, too, Warwick and Lammers wouldn't have beaten the two Brun Porsches which dominated the race, for they made no ground and Larrauri set the fastest lap, and in that case the Silk Cut team may have achieved all it ever would from the outing, but we'll never know for sure.

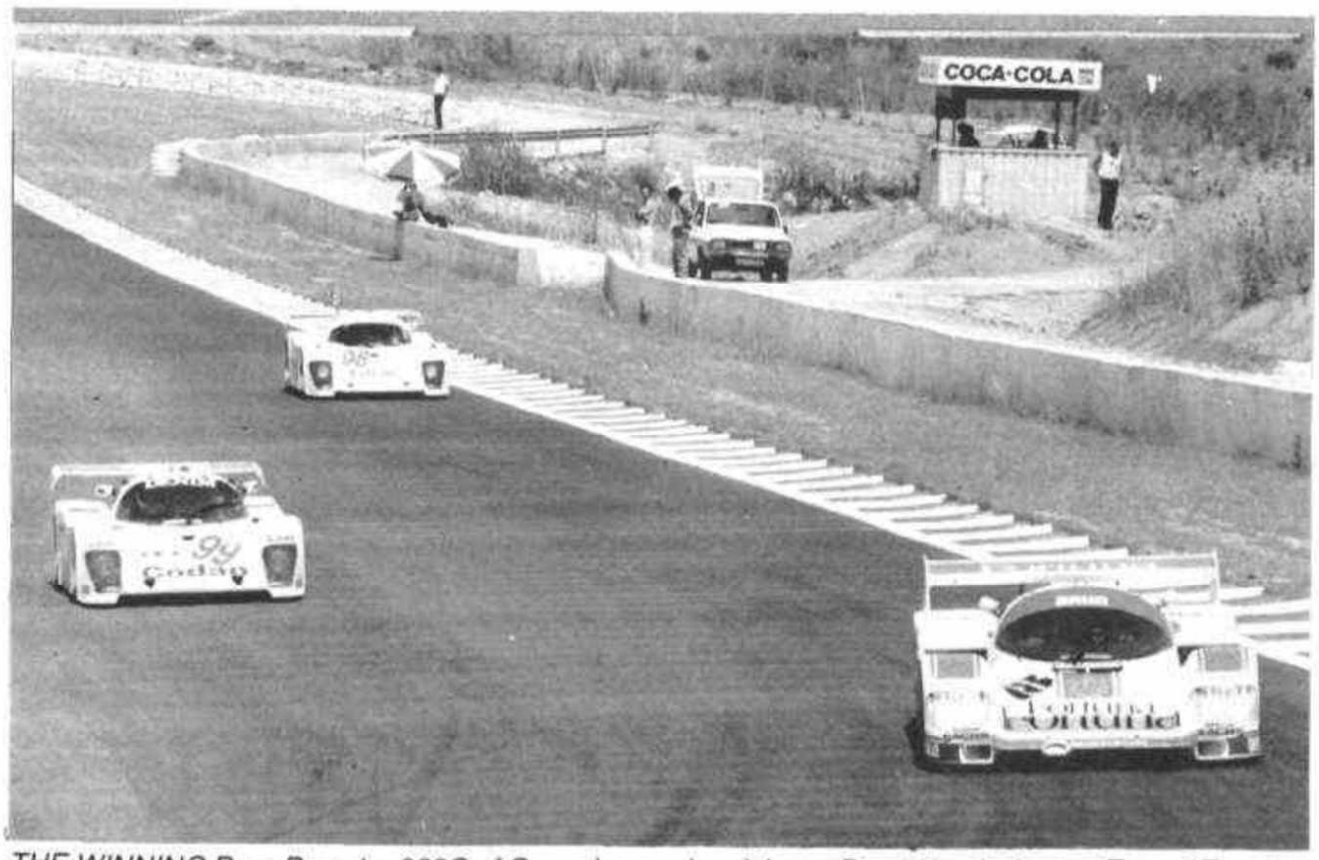
A lot of people will be disappointed, some angry, at what happened, but the Jaguar team is finding it hard going at the deep end, and the Silverstone success may have come too soon. The cars may look competitive but they're being driven at 11-10ths to keep up, while the Porsche drivers, with boost knobs to play with, can afford to avoid incidents, put on a spurt when it suits them, and save fuel when the going is calmer. Other than driveshafts there are no inherent weaknesses in the Jaguars but random problems keep striking ("cor, we've never had one of those go before"), and Porsche has 35 years of experience in dealing with them.

DEREK WARWICK made the worst driving error of his racing career and wiped out the Jaguar challenge.

One feels that if Walkinshaw used the new crankshafts employed by the Tullius team in America, taking the V12's capacity to 6.5 litres, the drivers would have better margins, something in reserve for overtaking. Perhaps they would be marginal on fuel, but so would be the Porsche drivers if they used 1.4 bar boost all the time.

Of the others, Dudley Wood helped the Obermaier Porsche team to a steady fourth place, Spice and Bellm were fifth despite two extra stops for new batteries, and Ian Harrower collapsed with heat exhaustion after finishing sixth, being taken to hospital with a temperature of 107 degrees and a weak pulse. The Londoner was on the danger list for a while, but was able to return home the next day. Villota and Velez finished eighth after having the brake pedal break off, but Fitzpatrick's second entry was crashed heavily by Paco Romero; Los and Needell were ninth, as at Brands Hatch, after dealing with a fuel pump failure.

As never before, pressure is on the Silk Cut Jaguar team to perform well in the three remaining races of the season, all full-scale Teams and Drivers Championship rounds. The Nürburgring encounter will have taken place on August 24, followed by the Spa 1,000 Kms on September 14 and the Fuji 1,000 Kms on October 5.—M.L.C.



THE WINNING Brun Porsche 962C of Oscar Larrauri and Jesus Pareja leads the two Tiga of Throkild Thyrring/John Sheldon and Chauvet/Andrews.

RESULTS

Jerez Silk Cut 360 Kms, 6th round, World Sportscar Championship for Drivers. 86 laps. Weather — hot.

1st:	O. Larrauri/J. Pareja	2.8t/c Brun Porsche 962C	2 hr 27 min 47.34 sec (91.51 mph)
2nd:	W. Brun/F. Jelinksi	2.8t/c Brun Porsche 956	2 hr 28 min 23.24 sec
3rd:	D. Warwick/J. Lammers	6.0 Silk Cut Jaguar XJR-6	84 laps
4th:	J. Lässig/F. Ballabio/D. Wood	2.6t/c Obermaier Porsche 956	82 laps
5th:	G. Spice/R. Bellm	3.3t/c Spice Pontiac DFL C2	79 laps
6th:	I. Harrower/E. Clements	3.3 ADA Gebhardt DFL C2	78 laps
7th:	P. Barberio/M. Gellini	3.3 Tiga DFL GC85 C2	77 laps
8th:	F. Velez/E. de Villota	2.6t/c JFR Porsche 956	76 laps
9th:	T. Needell/C. Los	2.6t/c March-Porsche 84G	69 laps
10th:	M. Olivar/D. Palmer	1.8t/c RBR Tiga-Ford BDT C2	64 laps

Fastest lap: Larrauri, 1 min 38.09 sec (96.19 mph) — establishes record.

Letters

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

Auto Union's "Championship"

Sir,

Your article "The Top Grand Prix Cars" (MOTOR SPORT, July 1986) made very interesting reading but there is one statement that must be challenged. "But had there then been a World Championship of Manufacturers, Mercedes-Benz would have won it easily, after that tie in 1934, up to 1939". In fact, they had a poor season in 1936, as the attached list shows. I am not sure what points system you used, but without resorting to points it can be seen that Auto-Union would have been champions by a big margin that year. It used to be customary when considering results down to the first three places to award 3 points for first, 2 for second, and 1 for third. On this basis Auto-Union would have had 40, and Mercedes-Benz 9 only with Alfa Romeo (22) pushing them into 3rd place in the championship.

Results taken from MOTOR SPORT December 1936 so must be correct!

Coventry LES TALLISS

1936 World Championship of Manufacturers (as it might have been)

RACE	FIRST	SECOND	THIRD
MONACO	Caracciola (Mercedes-Benz)	Varzi (Auto-Union)	Stuck (Auto-Union)
TRIPOLI	Varzi (Auto-Union)	Stuck (Auto-Union)	Fagioli (Mercedes-Benz)
TUNIS	Caracciola (Mercedes-Benz)	Pintacuda (Alfa Romeo)	Wimille (Bugatti)
PENYA-RHIN	Nuvolari (Alfa Romeo)	Caracciola (Mercedes-Benz)	Farina (Alfa Romeo)
EIFEL	Rosemeyer (Auto-Union)	Nuvolari (Alfa Romeo)	Brivio (Alfa Romeo)
HUNGARIAN	Nuvolari (Alfa Romeo)	Rosemeyer (Auto-Union)	Varzi (Auto-Union)
GERMAN	Rosemeyer (Auto-Union)	Stuck (Auto-Union)	Brivio (Alfa Romeo)
COPPA CIANO	Nuvolari (Alfa Romeo)	Brivio (Alfa Romeo)	Dreyfus (Alfa Romeo)
COPPA ACERBO	Rosemeyer (Auto-Union)	Von Delius (Auto-Union)	Varzi (Auto-Union)
SWISS	Rosemeyer (Auto-Union)	Varzi (Auto-Union)	Stuck (Auto-Union)
GERMAN	Rosemeyer (Auto-Union)	Von Delius (Auto-Union)	Brivio (Alfa Romeo)
ITALIAN	Rosemeyer (Auto-Union)	Nuvolari (Alfa Romeo)	Von Delius (Auto-Union)

Brands Fiasco

Sir,

I wonder how many others there were like myself who were unable to gain admittance to the British Grand Prix at Brands Hatch despite having purchased Grandstand tickets over a year in advance and been issued with blue car park stickers.

Arriving at Swanley at 7.15 am I found the A20 closed by the police who despite all protests directed the traffic down the M20. No provision had been made for traffic control at the exit back onto the already congested A20 westbound at Wrotham with the inevitable result that the M20 became completely blocked and remained at an almost total standstill for 4 hours.

Having already missed the preliminaries I consoled myself that at least I would see the Grand Prix, but I had not taken account of the police at West Kingsdown who had by now closed the A20 westbound again and refused me access to the main entrance, claiming the car park was closed.

I was then directed northwards towards the back of the circuit only to find a third road block just before the paddock entrance, whereupon I was made to head away to Fawkham. It was clear by now that with 2pm approaching, the TV offered the only chance of seeing the race and so ended my day in the vicinity of Brands Hatch.

I do not know who is to blame for this fiasco but if this is the price of supporting Grand Prix racing at Brands Hatch, then I wholeheartedly support the move to Silverstone.

As a footnote, the only consolation for a thoroughly trying day was the M635CSi which ran beautifully without a trace of fluffyness or rising a degree above normal temperature in the most impossible conditions any car could meet.

D.A. LANGTRY

Northwood, Middx

Chips With Everything

Sir,

I was most interested to read your comments (Matters of Moment), August issue of MOTOR SPORT, on the surface dressing of roads at this time of year with the large volume of traffic at holiday periods. On an annual trip to mid-Wales on holiday my car was sprayed with chippings by an overtaking car which was doing an estimated 60 mph when the temporary speed limit was set at 15 mph. Very few motorists were taking notice of the warning signs. I take great pride in the appearance of my car and the damage incurred on a few miles of road to bodywork, underseal, etc., was unbelieveable. This is only damage to a car, what about pedestrians, cyclists, motorcyclists, who are all unprotected for this type of hazard. It is time that this method of road surfacing was carried out as you suggest in your article or stopped altogether. I wonder how many fatalities have been caused directly or indirectly by road dressing.

Sheffield J. M. CRAWSHAW

Subaru Fan

Sir,

Re 'Musings' August 86, I read with interest your article on 4WD systems that are popular and commercially available. However, as is the norm for the British motoring press, the bias is almost total.

The article talks at great length of Audi/VW, Ford, Peugeot and Lancia systems, but with only one brief mention of the Japanese competition. Are your readers aware that Subaru, the Japanese car manufacturer, holds 30% of the European passenger car 4WD market, a far higher percentage than any other manufacturer. Their range of 4WD passenger cars is far more numerous than any other producer, and yet they are often ignored by the press. Although at the time of writing we do not have a permanent 4WD system available in Europe one is in production and on sale in Japan and no doubt will be available over here before long.

Currently the Subaru range of 4WD passenger cars begins with the 1800 GLF hatchback, fitted with the pushrod engine, and goes up to the XT coupé powered by a multi-point fuel injected, turbocharged engine that develops 135 bhp with a top speed of 125 mph.

Subaru have had some success in the international rally circuit in the Far East, Australasia and Africa but have as yet not seriously competed in Europe. I understand however, that Subaru UK Ltd will be entering two RX turbo 4WD Saloons in this year's Lombard RAC Rally.

Malmesbury DAVID HENDRY

Mad March Days

Sir,

With reference to your Robin Herd article in the July issue, I must take up his point of Ronnie Peterson leading more laps than anyone else. According to lap charts in Autocourse 1976, James Hunt led across the line 351 times, if each of these represented a full lap it would be 1,112 miles to Niki Lauda's 341 laps 901 miles, Clay Regazzoni 88 laps 201 miles, Jody Scheckter 79 laps 245 miles and Ronnie 70 laps 243 miles etc. Hardly . . . more laps in the lead than anyone else . . . but excluding Hunt and Lauda he led more individual races, and possibly more racing miles than the rest, an excellent achievement, especially on £50,000.

Why do I nit-pick? As an excuse really, to reminisce about surely one of the all time greats, and to hopefully keep alive the memory of a superb crowd favourite, the original Super Swede.

PETER FERRIGNO

Diss, Norfolk

Marendaz Specials

Sir,

In your editorial "defence" on page 722 of your July issue you state:

"you accept the *car* that won the 1925 Easter 75 m.p.h. Handicap was entered as a Marendaz Special"

in this defence of your statement in "The History of Brooklands" that "the Marendaz Special was evolved from Marseal parts." The only construction that can be given to your words, "was entered as a Marendaz Special" is that the car was not a Marendaz Special.

In the first instance you are there by denigrating the reputations of the clerk of the course and the Brooklands scrutineers, professional men, who no longer are with us to defend themselves. They were all well acquainted with Marseal Cars. It is also a slur on the Brooklands handicapper and Starter, A.V. Ebblewhite who had stood within a yard of Marseal Cars on inumerable occasions over the years before, whilst reducing the several eminent stewards of the meeting to non-entities, including the RAC steward. This leaves an implication on my hitherto impeccable integrity.

Your readers are entitled to judge for themselves the truth, and what is paramount to this, are the specifications of the two cars which are: —

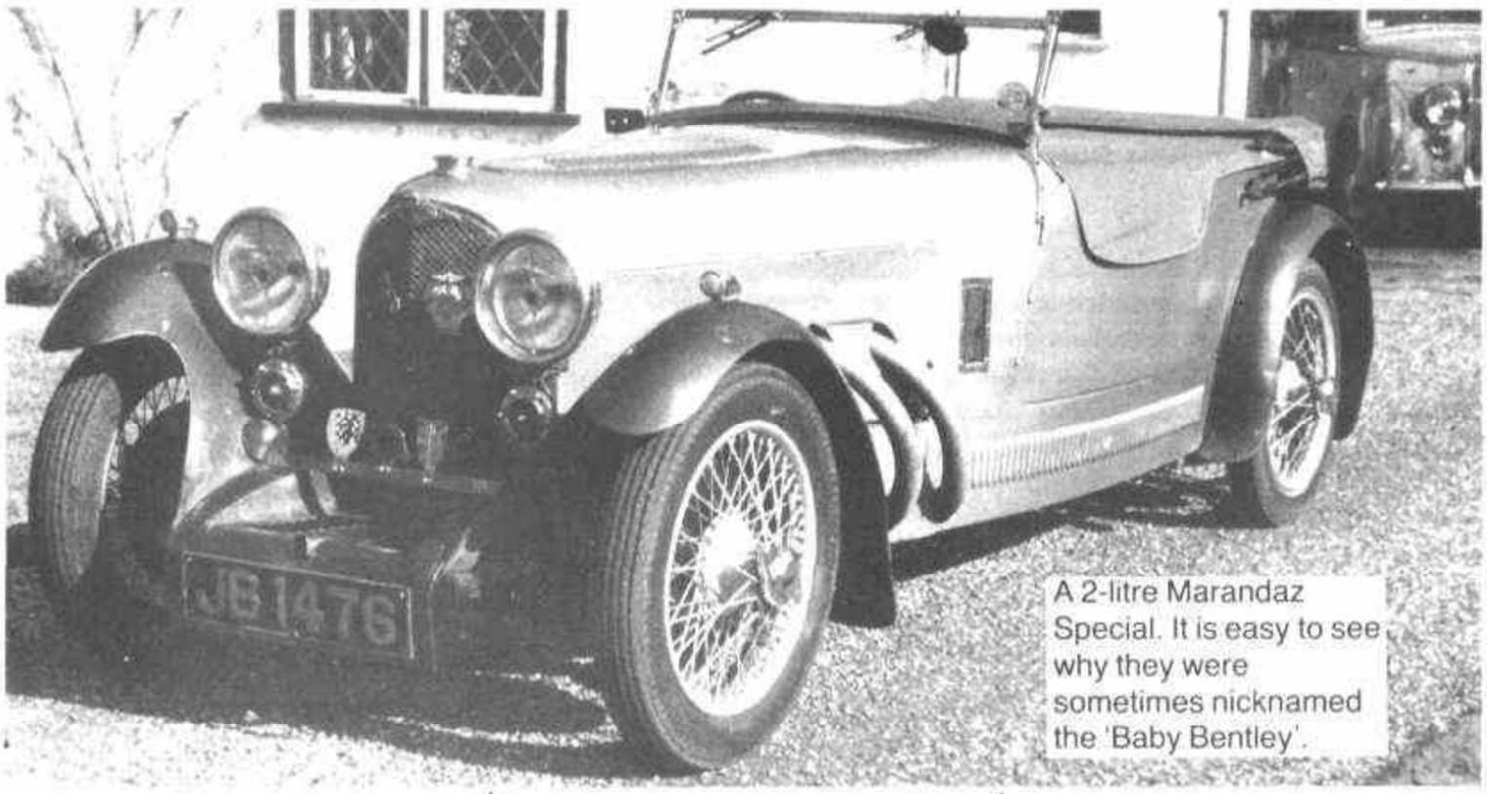
The 1925 Marendaz Special:
Front Suspension: Semi Elliptic Springs.
Frame: Front dumb irons, upswept over rear axle.
Rear Suspension: Full Cantilever.
Gear Box: Marendaz Special 4 speed and Reverse.
Rear Axle: Marendaz Special Steel. Full Floating, as Rolls-Royce.
Clutch and Brakes: Operated through Marendaz Special design mechanical Servo independant of Engine and Vacuum boost. Hydraulically operated.

The 1924 Marseal:
Front Suspension: Quarter Elliptic Springs.
Frame: No front Dumb irons, No upsweep over Rear axle.
Rear Suspension: Quarter Elliptic Springs.
Gear Box: Marseal Marendaz Design 3 speed and Reverse.
Rear Axle: Marseal Marendaz Design. Not Steel. Not Full Floating.
Clutch and Brakes: Marseal Marendaz Design. No mechanicial Servo.

It would be difficult to find two more differing designs.

I must now correct your further defence "that you accept that some international class records were taken by this make, though these have long since been beaten by other cars, according to the RAC's record list." Marendaz Special Cars were the first cars in the world to take three world's international 24-hour class records which remains a record, forever a world record, and I remain forever the *first* driver to do so. Marendaz Special Cars took these records at Monthléry, France, during 1927 and 1928. Such records were never recorded by the RAC.

For the Editor of a magazine on motor sport and racing to so denigrate three world's international 24-hour class records as, "some international class records"



A 2-litre Marandaz Special. It is easy to see why they were sometimes nicknamed the 'Baby Bentley'.

because the car and its designer-driver is British, is nothing short of outrageous, as is a quite uncalled for attack on all the above people, no longer living.

But besides this attempt to belittle a Marendaz Special being the first car ever to obtain three world's international 24-hour class records, a 13/70 Marendaz Special Car owned and driven by Mrs Aileen Moss was declared by the RAC at the end of their 1932 1,000 mile Rally to have pulled up from 30 miles an hour to zero in 24 feet, an outstanding record at that time. This is still a world record standing to the credit of Marandaz Special Cars after 54 years.

It was confirmed by *The Autocar's* test of 29/11/1935.

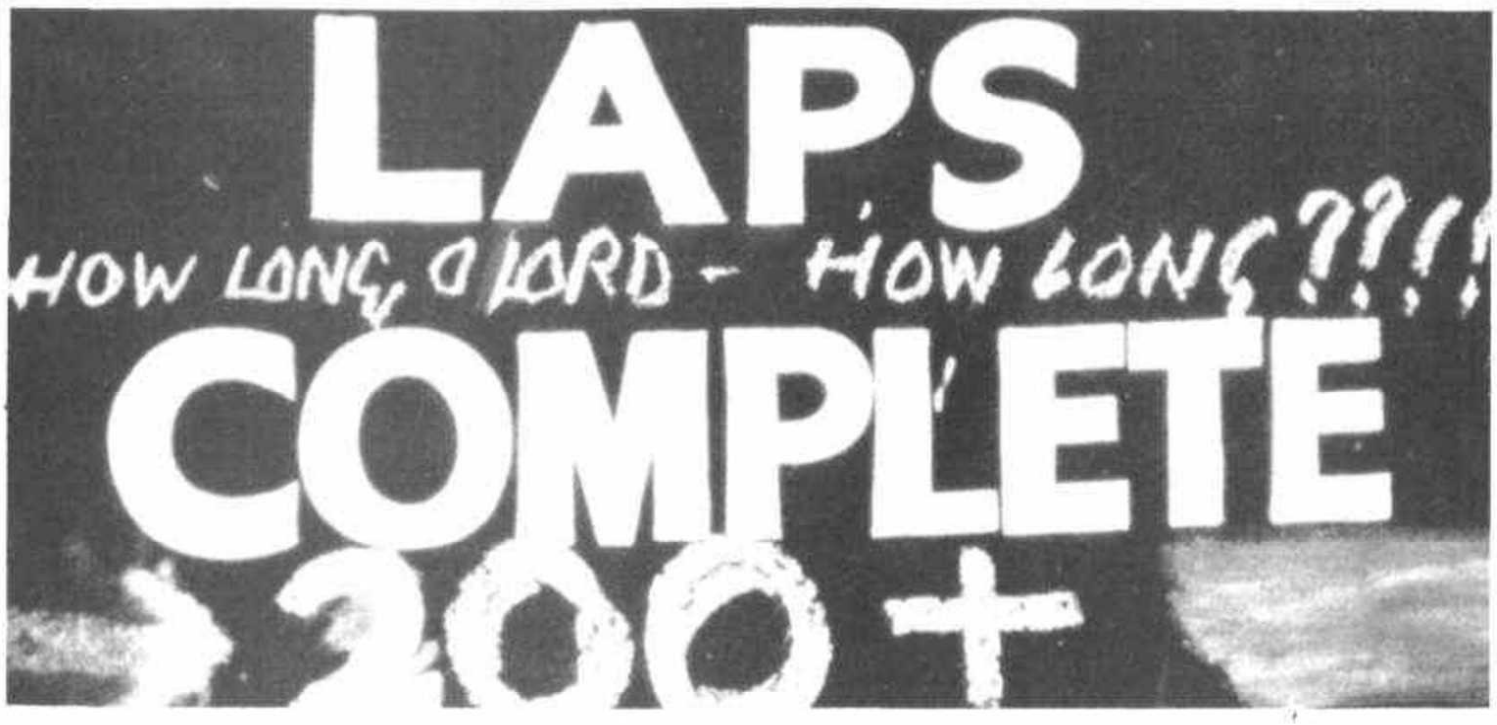
Capt. D. M. K. Marendaz,
Louth, Lincs

(When I conceded that the car driven by Capt. D. M. K. Marendaz at the 1925 Easter Brooklands' races was a Marendaz Special I intended this to imply that I accepted his statement to that effect and that I had been incorrect in suggesting in my Brooklands book that the car had been evolved from Marseal parts. This being the case, I do not see that I have denegrated, the reputations of all those Brooklands' officials listed by Capt. Marendaz, who, as he says, would not have allowed the car in question to pose as a Marendaz Special had it been made mainly from Marseal parts.

My concession endorses the integrity of the gentlemen concerned. The original misconception probably arose because historical sources quote Marseal production running to 1925, Marendaz Special production commencing in 1926.

So far as the Marendaz 24-hour records are concerned, whatever post-war records' designations, before the war World's records were the fastest irrespective of class, and the fact remains that in 1928, when Capt. Marendaz, Kaye Don, Gwenda Hawkes and Douglas Hawkes held the Class-G (1,100 cc) 24-hour record with a Marendaz Special at 58.18 mph and Marendaz, Hanks and Forrest the Class-F (1,500 cc) 24-hour record with another Marendaz Special at 59.33 mph, the *World's* 24-hour record stood to the credit of Marchand, Morel and Kiriloff with a Voisin, at 113.50 mph. Both the Marendaz 24-hour records were established in 1928, the Voisin's in 1927, and the first British driver to set such a record was S. F. Edge with the Napier, at Brooklands, in 1907. But I concede that Capt. Marendaz was the first driver to hold two International Class 24-hour records at the same time, and there was absolutely no intention of denigrating him because he is British. I cannot accept, however, that *World's* records for braking were ever officially recognised, commendably powerful as were a Marendaz Special's brakes 54 years ago — Ed.)

TAILPIECE — *photographed at the Silverstone 1,000 Kms by W. Perry of Farnborough.*



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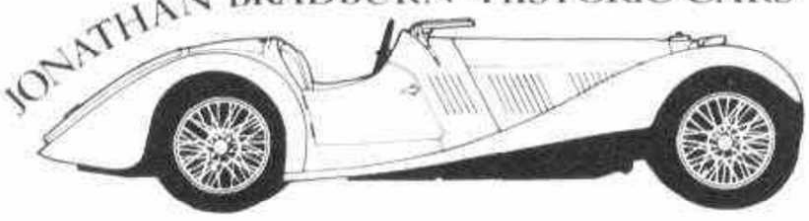

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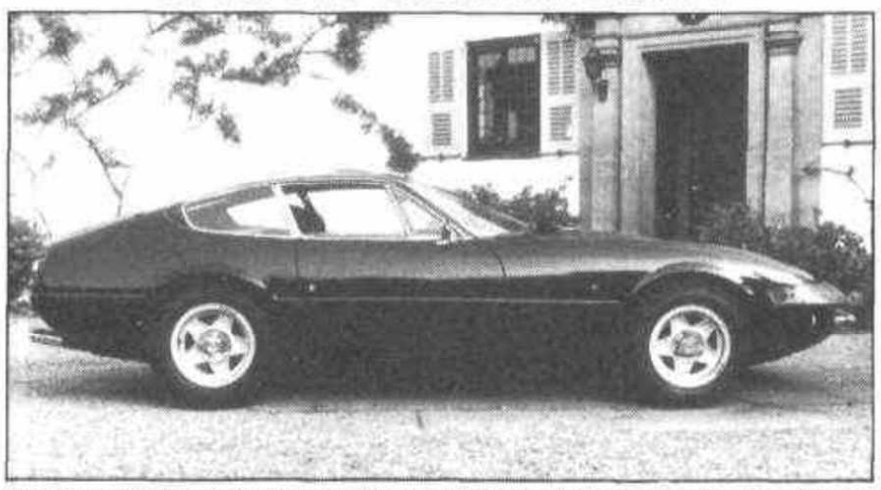

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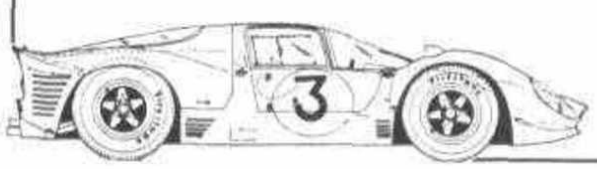

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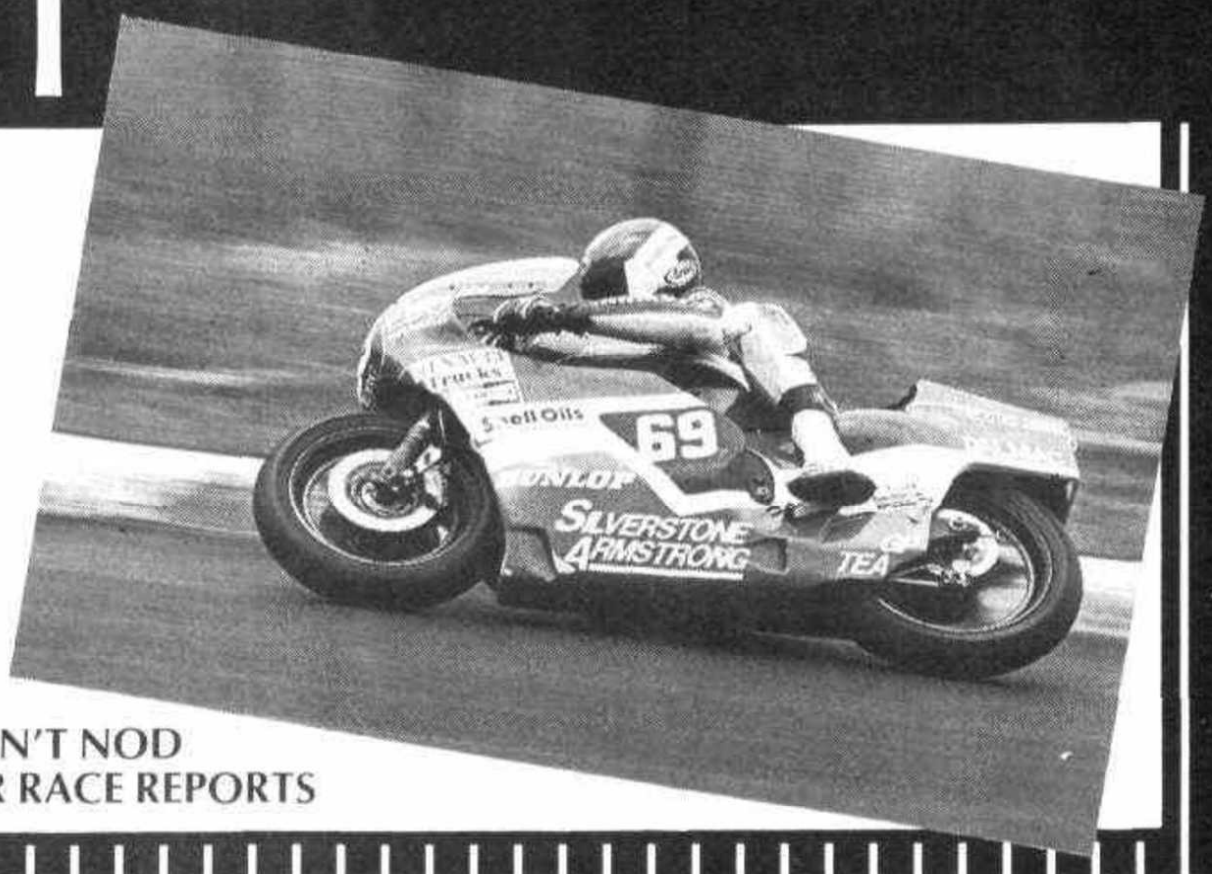

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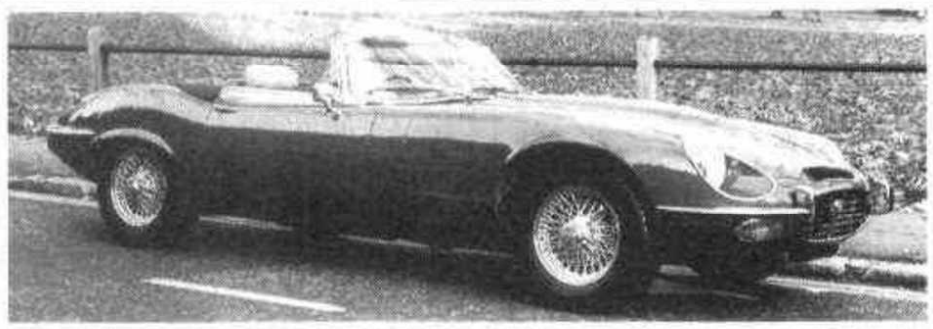

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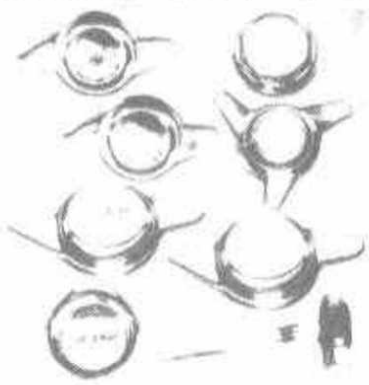

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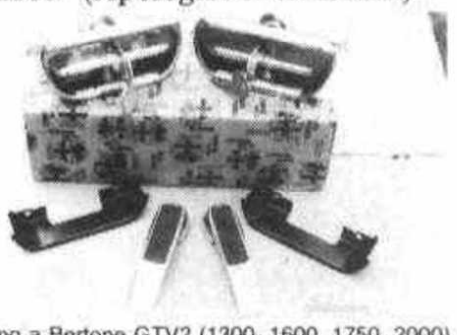

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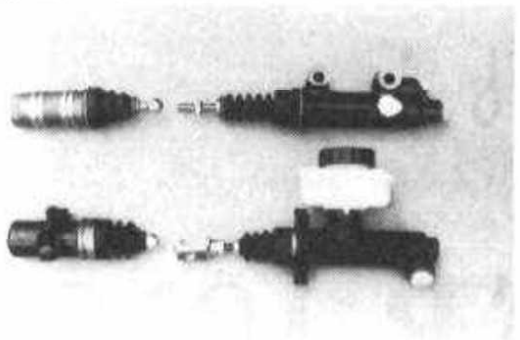

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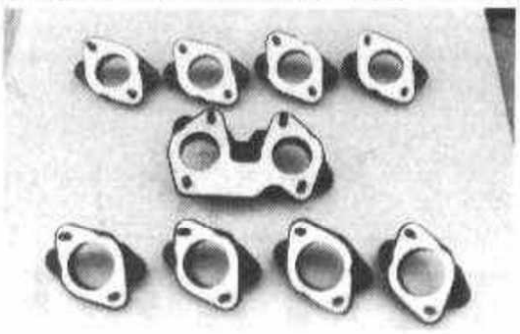

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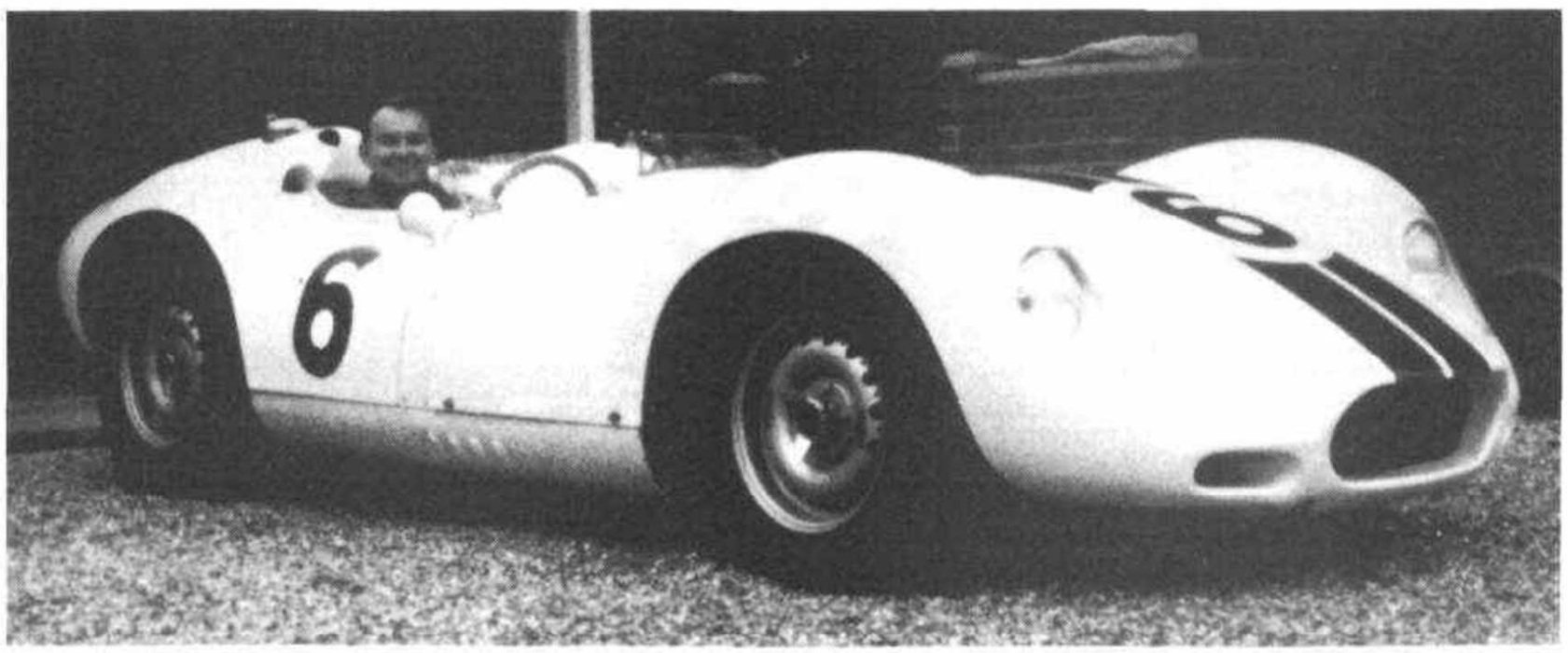

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time to visit the TVR MANIACS department where we can offer ample supplies of professional TVR services such as spares, Koni dampers, 350i performance modifications new hoods to factory standard, freeflow exhaust systems, rear boot spoilers for 350i and 280i convertibles, dust shields (for clean little wheels!) and, specially designed for the TVR centre by GC himself, our 350i/280i interior overmats, incorporating the TVR Centre insignia and great for collecting mud off the old wellies! We are still awaiting stock of our new TVR paraphanalia such as jackets, jumpers, sweatshirts etc (please keep trying) but do have the usual fun items of umbrellas, t-shirts, key fobs, badges, tie pins

and the TVR Book — all of which can be posted to you if you can't get in to see us yourself. STOP PRESS: TVR's seem to becoming quite popular — according to one of our customers, who shall remain nameless (Mark O'Connor) and who owns twin restaurant's and runs a C reg 350i Con, six of his customers now also run C reg 350i Con — obviously a gourmet car! If you'd like to reach Giles Cooper or the TVR Centre then either can be reached by road on the A411, off the A1, by underground on the Northern Line, High Barnet, or by telephone on 01-440 6666. If you have any service or spares queries then please phone our Spares Manager, John at the same number. We'll be waiting to hear from you.

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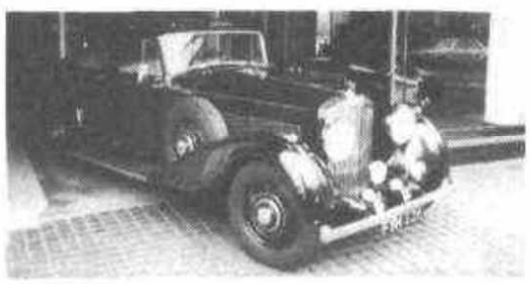

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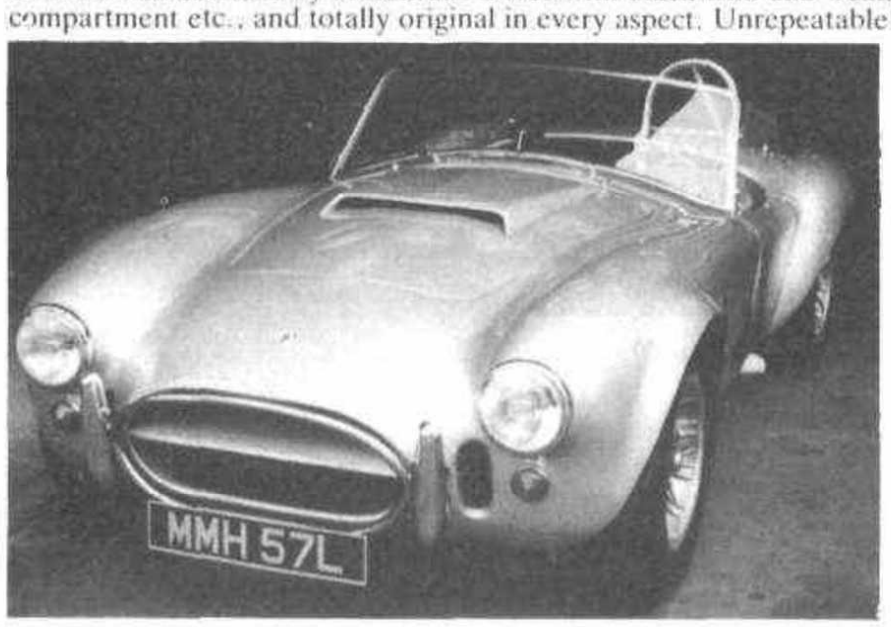

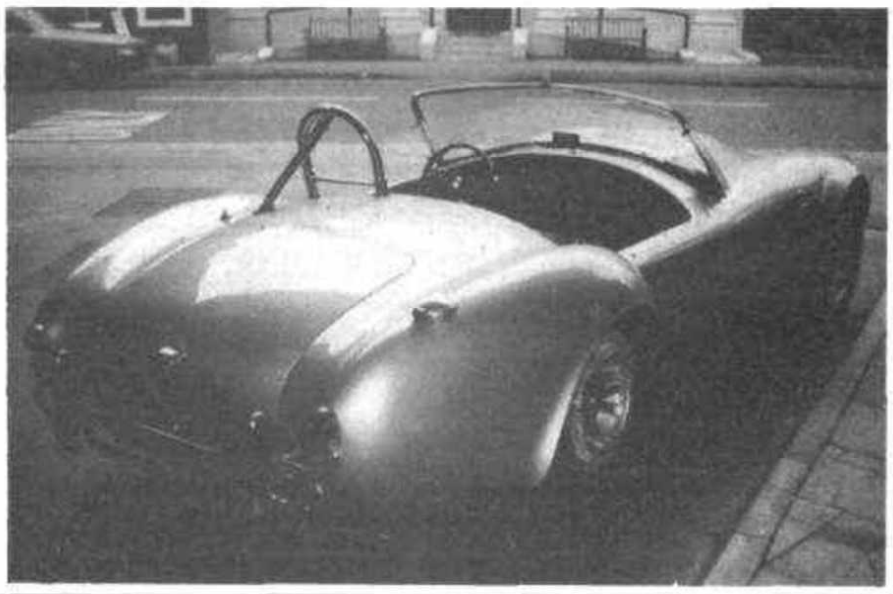

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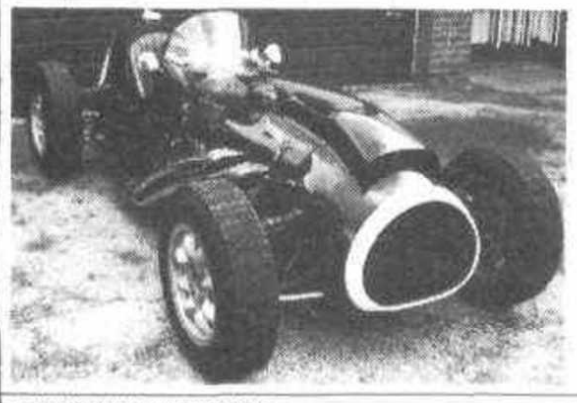

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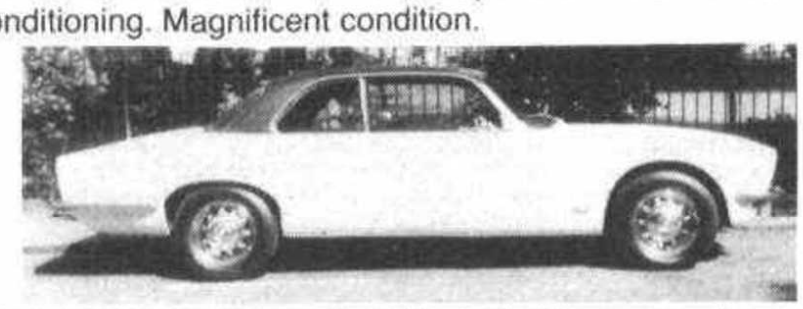

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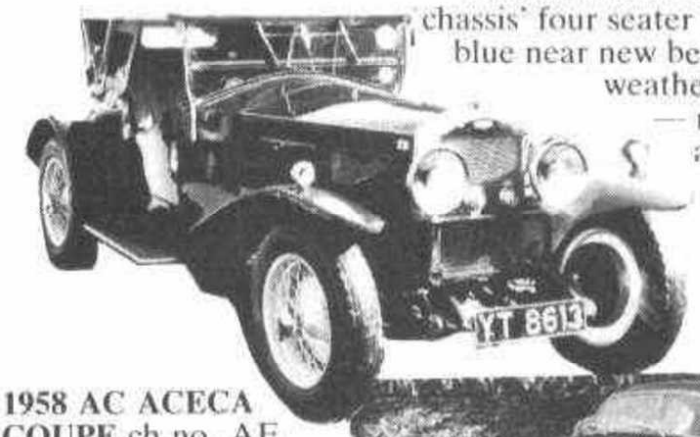

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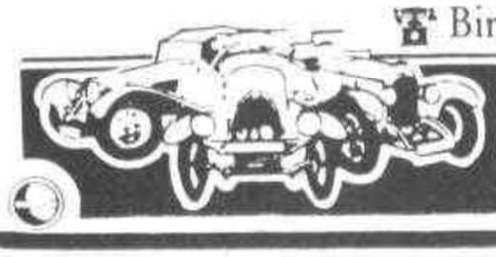

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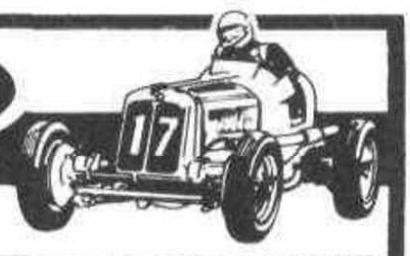

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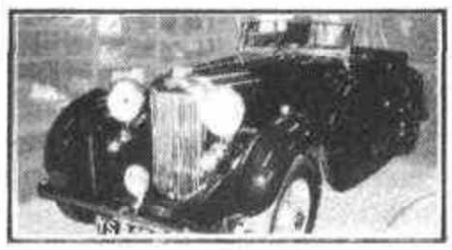

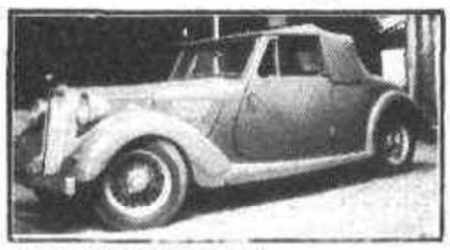

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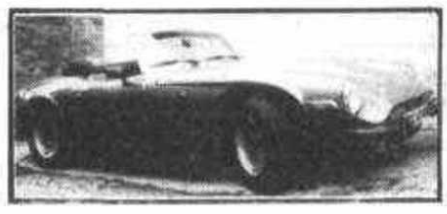

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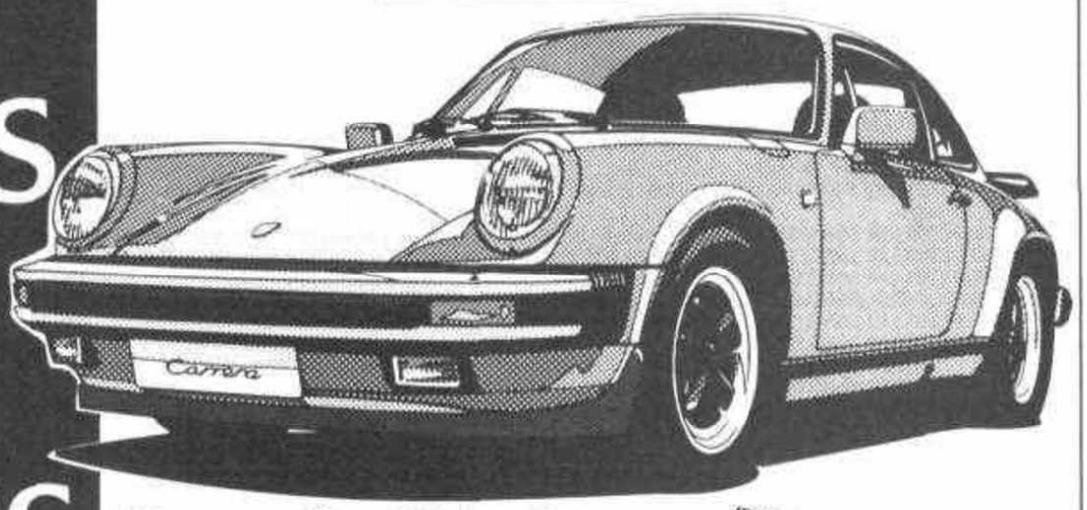

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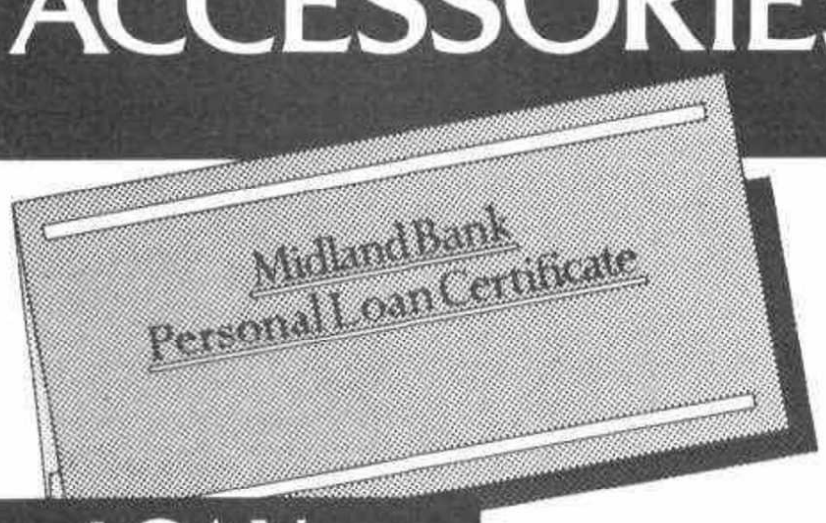

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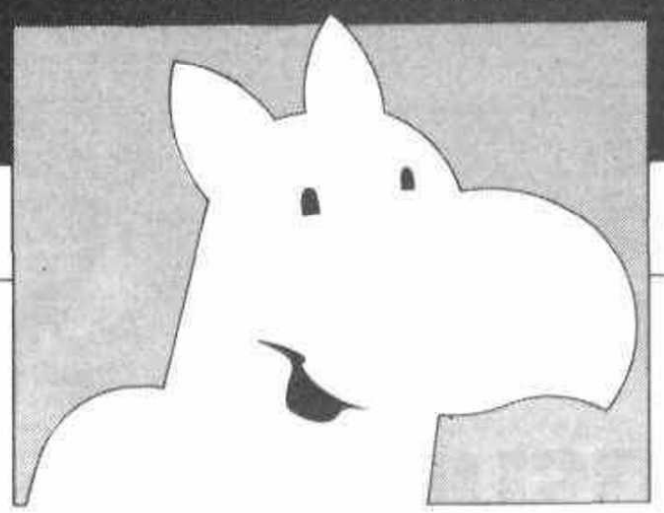

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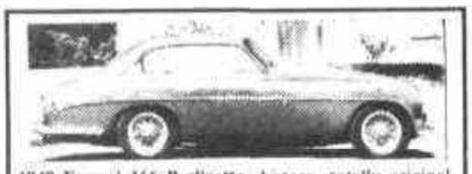

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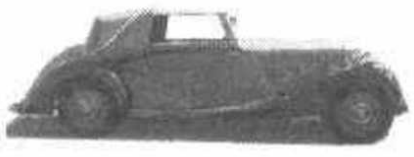

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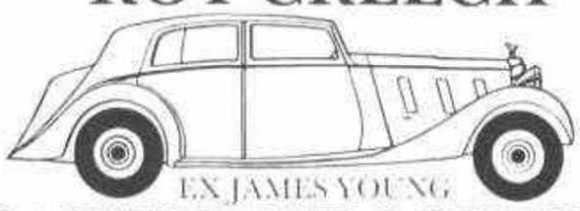

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85 **Mercedes 280SL,** Signal Red, 5 Speed, A.B.S., 3,000 mls	**£22,995**	85 **Porsche 944,** Black, Black Cloth, Electric Sunroof, Stereo, 5,000 mls	**£17,995**
83 **Mercedes 280SL,** 5 Speed, Red, A.B.S., Alloys, 1 Owner, (A), 8,000 mls	**£20,995**	85 **Porsche 944,** Guards Red, Black Cloth, E. Sunroof, (C), 11,000 mls	**£17,995**
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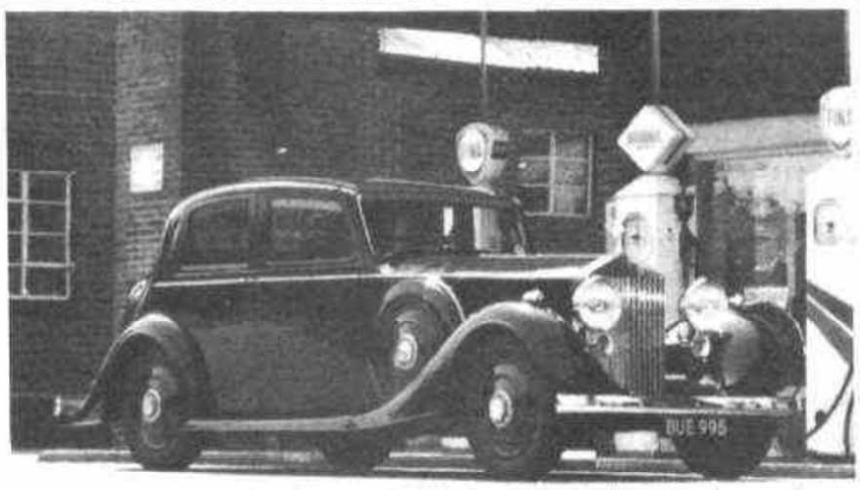

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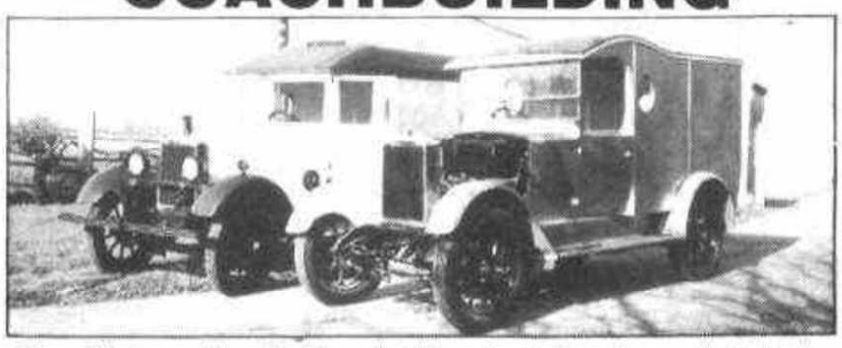

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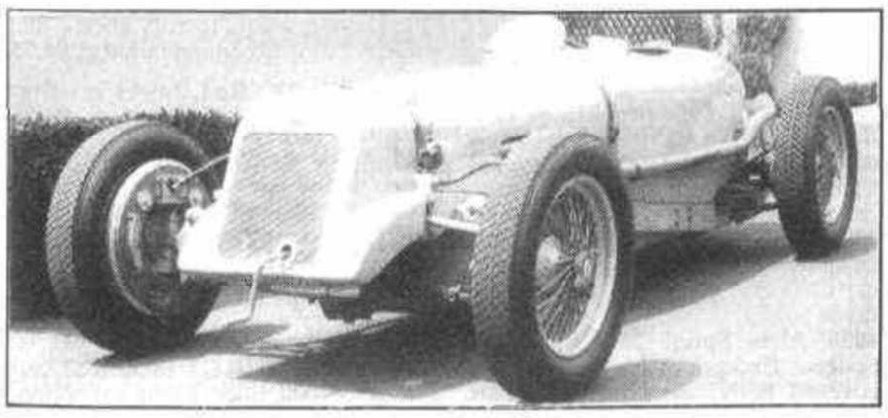

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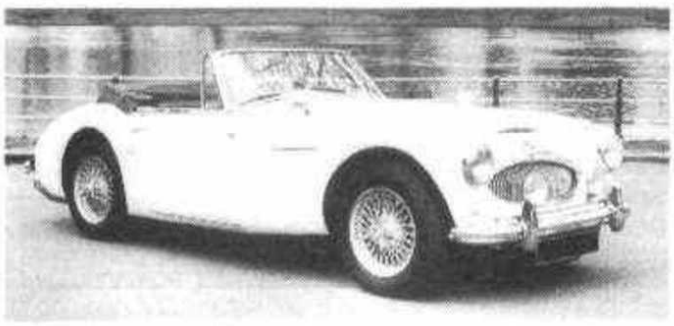

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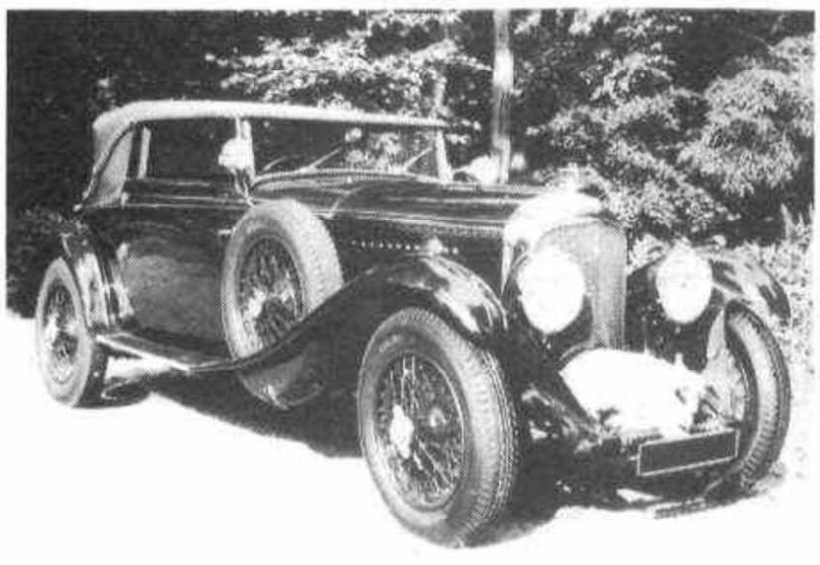

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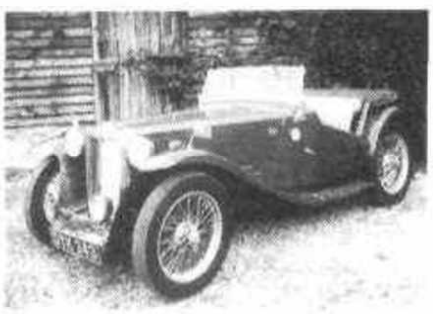

1929 Alvis 12/50 Beetleback. Superb example, finished in dark green and black. Highly recommended **£11,000**

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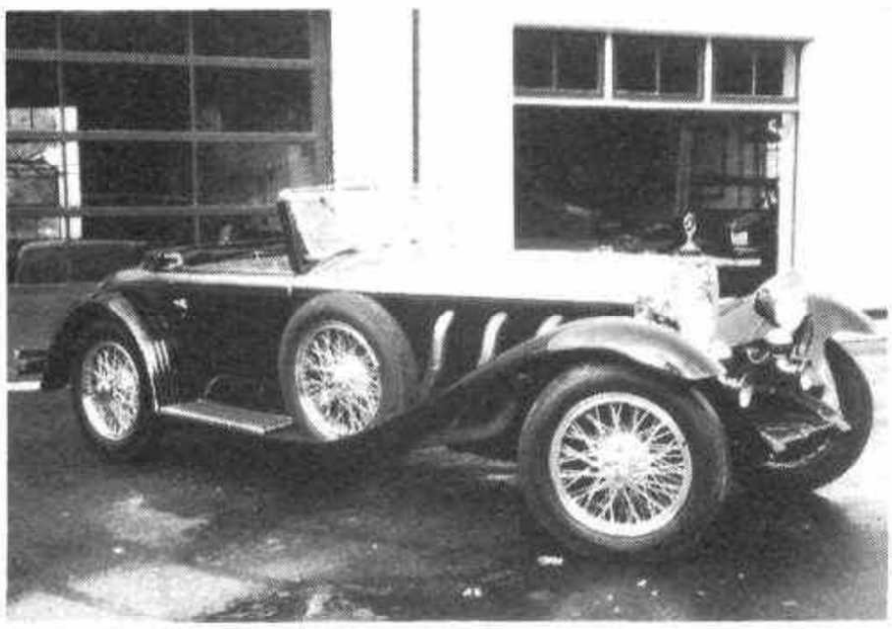
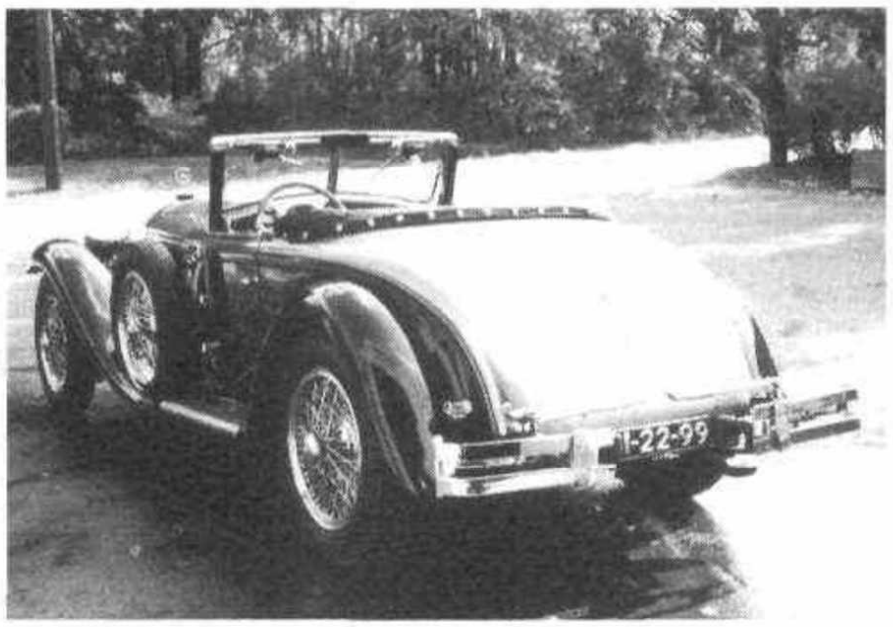
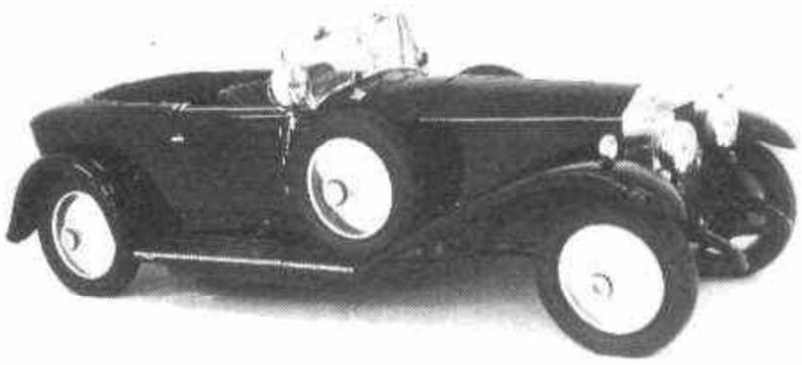
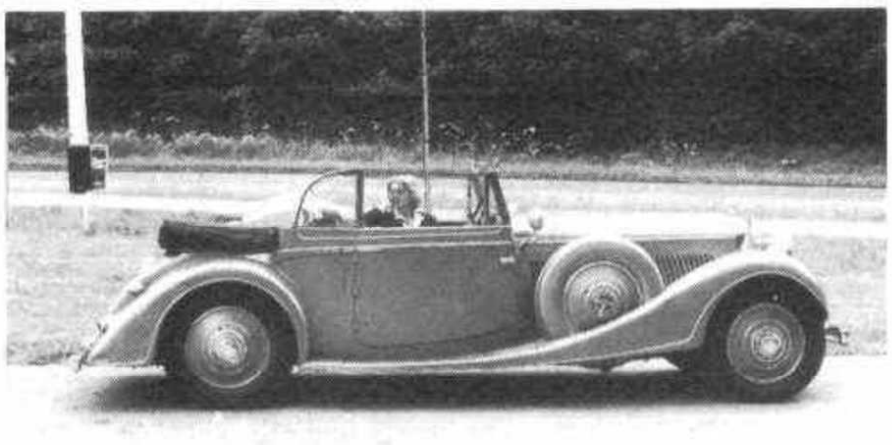




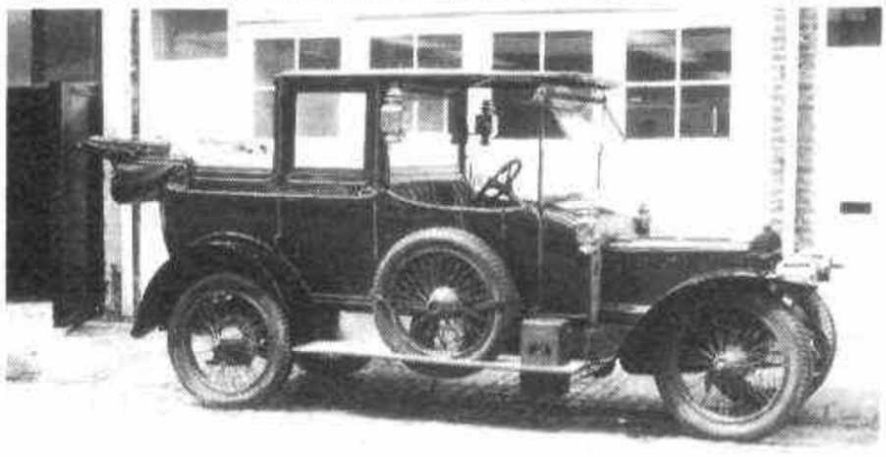
2 views of our 1929 Mercedes Benz 38/250 SS. This Castagna bodied example of the great 7.1 litre Supercharged car represents an opportunity to buy one of the bluest of blue chips in the field of car collecting.



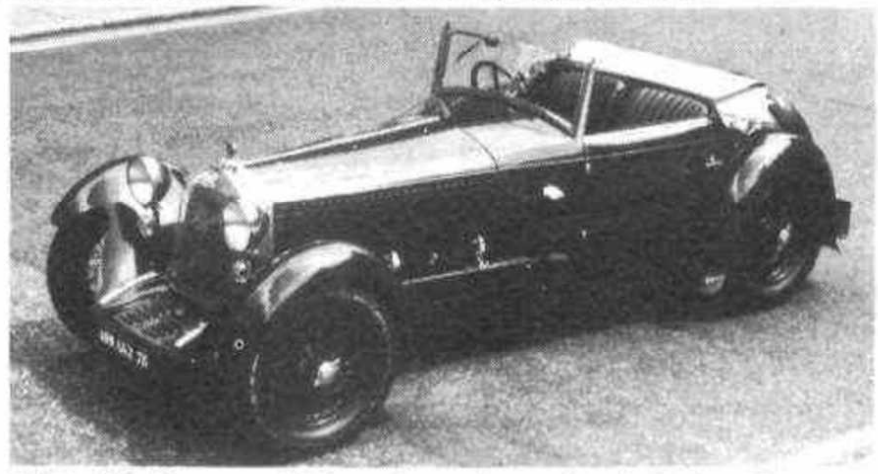
An exceptionally fine and rare 1926 Phantom 1 2 door Sporting Cabriolet with disappearing top by Park Ward. Beautifully equipped with Grebel Lamps, scuttle ventilators and Vee screen. A Rolls-Royce of character for the advanced enthusiast.



1936 Bentley 3½ litre Vanden Plas Allweather to a design by Oxborrow and Fuller. A one owner car in fine mechanical state that is both fantastically well equipped and wonderfully original. Has extras too numerous to list here. Fully documented.



A lovely old **Daimler Landaulette by Maythorn of Biggleswade.** A 20hp car, we think of about 1912 or 13. Thought to have been owned at one time by Lady Mountbatten and donated by her to a charity. Can someone cast any light on this story?



1931 Alfa Romeo 1750cc Supercharged 5th Series Gransport Cabriolet by Brichet of Geneva. A delightful car in every way. This car must be seen and driven to be appreciated.

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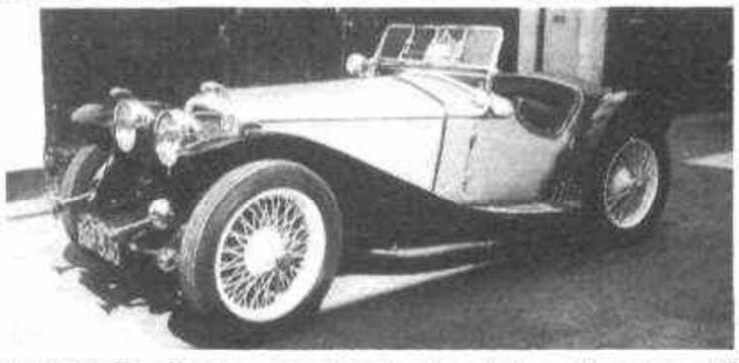

1934 RILEY IMP 9hp 2 seater sports in black and silver. Chassis no. 625146, manual gearbox in mint condition.

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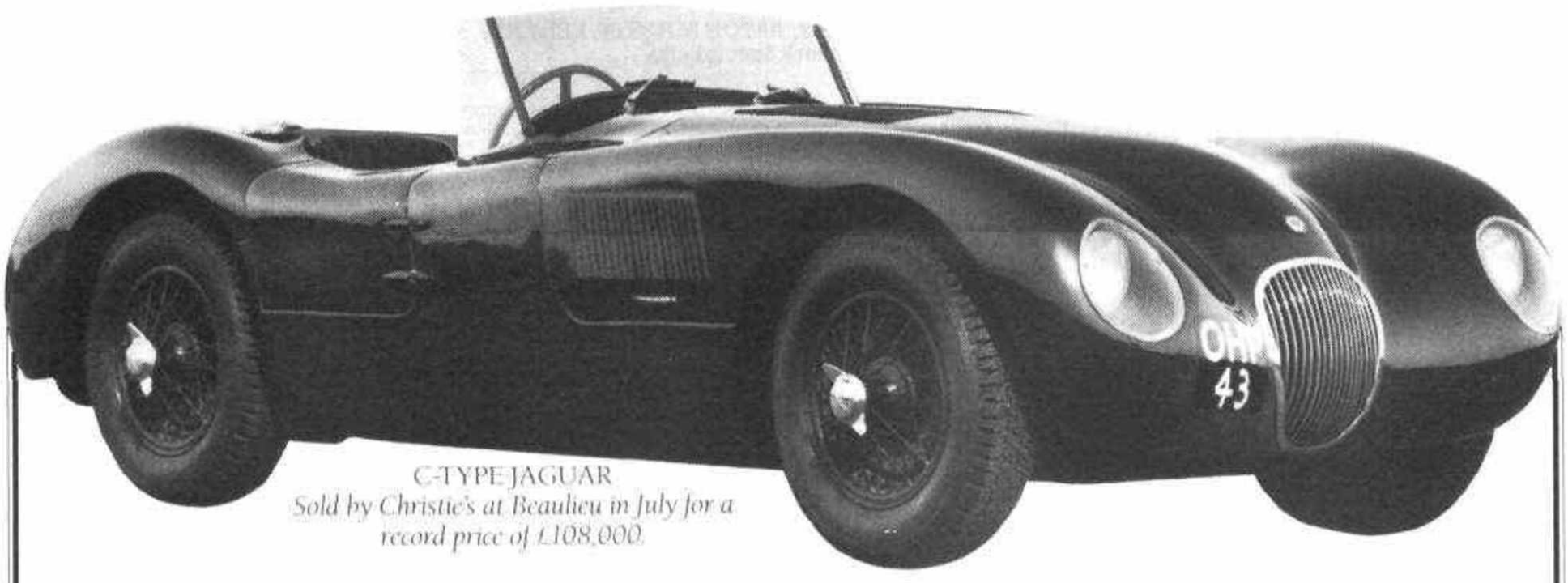

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Other cars to come under the auctioneer's hammer included a 1911 Rolls-Royce Silver Ghost, which sold for £101,500, another record, and some £20,000 more than the same car fetched less than 2 years ago when sold by one of our rivals.

While a new world record price of over £50,000 was paid for an MG. The original owner of this 1934 K1 being none other than Cecil Kimber, the 'father' of MG.

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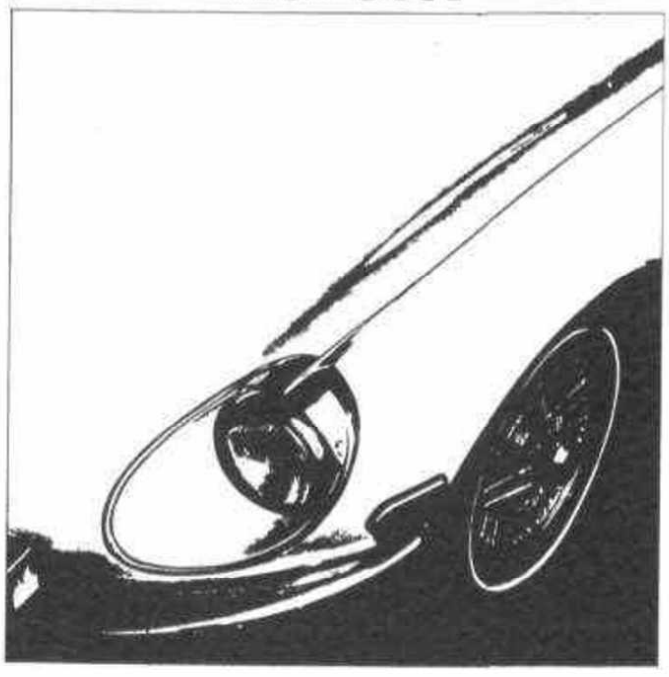

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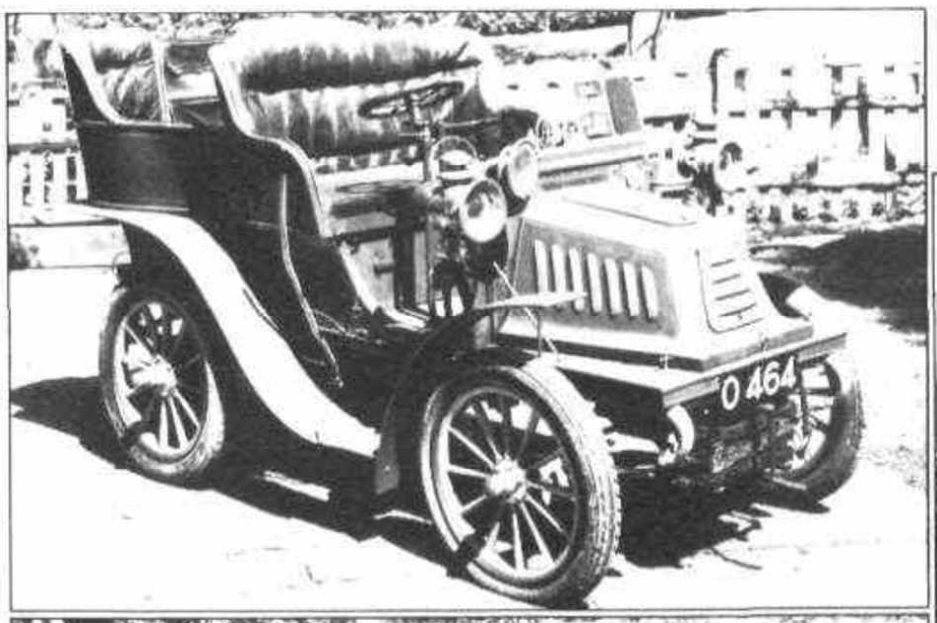

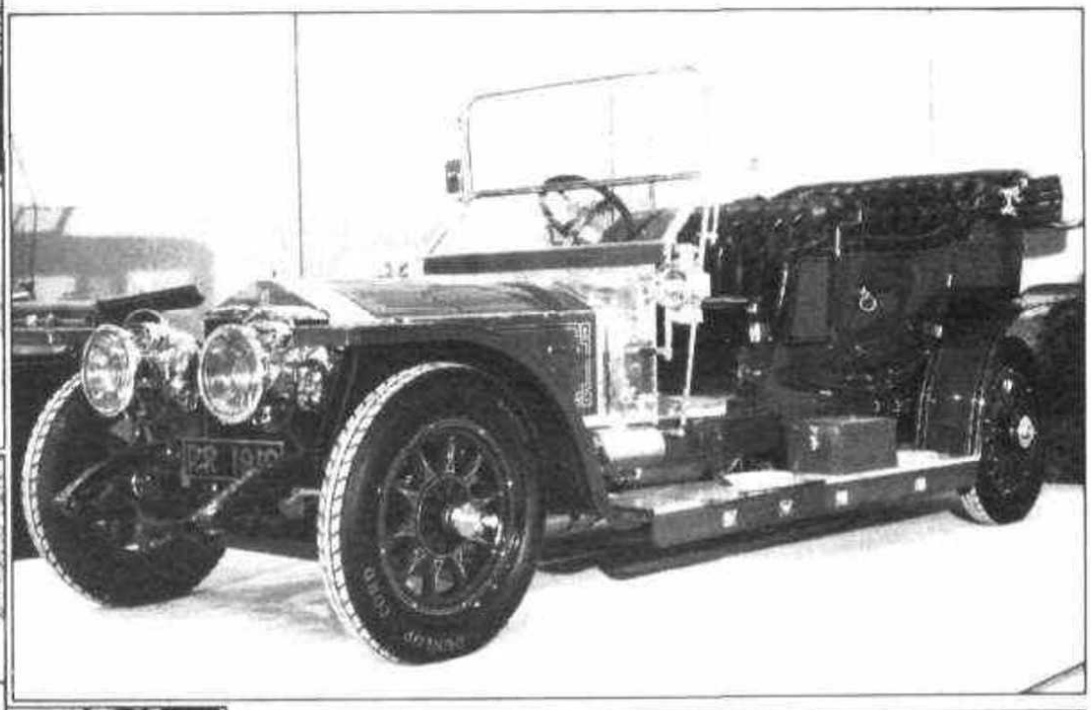

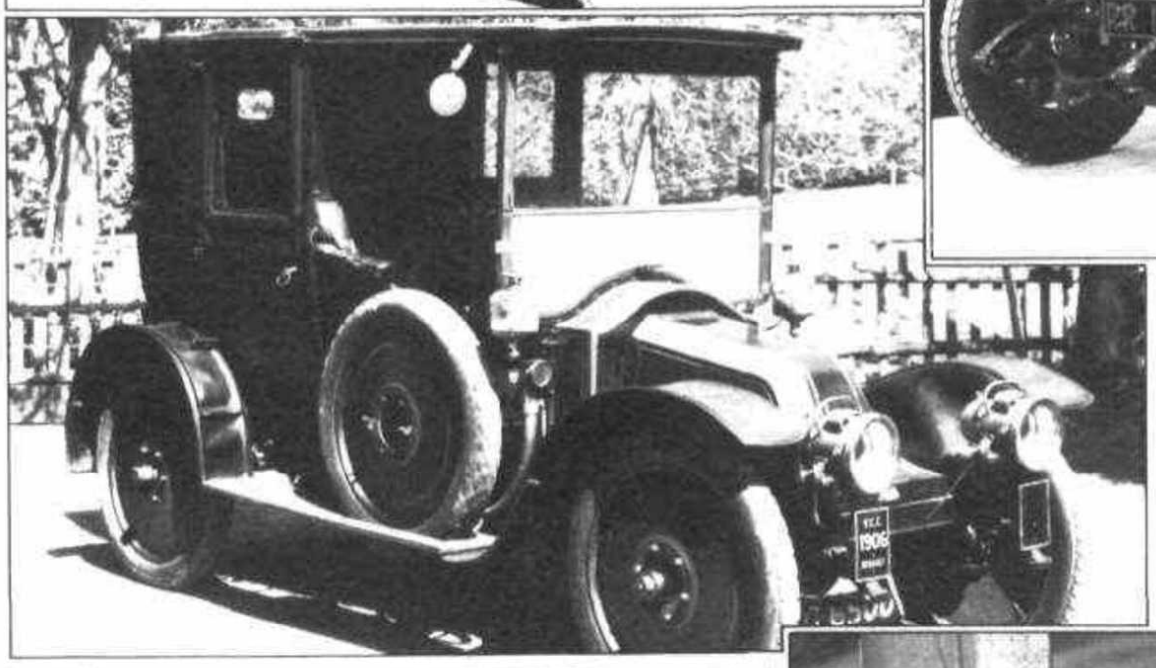

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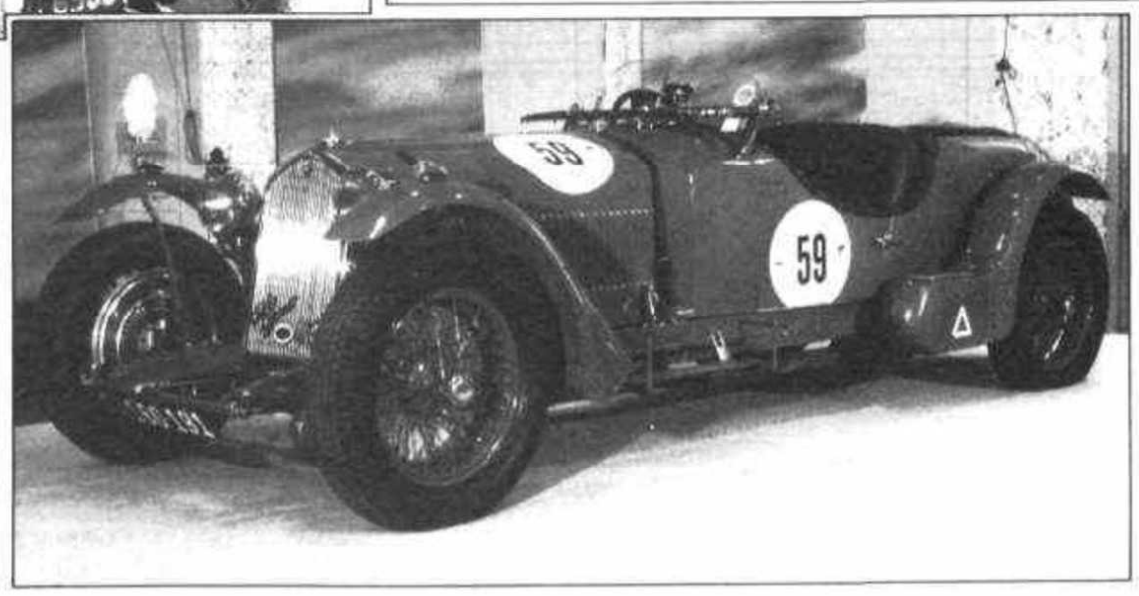

Top left: 1902 De Dion, Type 0, 8 hp Rear Entrance Tonneau. Sold Ludlow, Shropshire, on 5th July 1986 for £21,040.

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

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

Bottom right: 1933 Alfa Romeo 8C 2300 Supercharged Le Mans Sports Tourer (uprated to 2.6 litres). Sold in Monaco 25th May 1986 for 2,336,500 FF.

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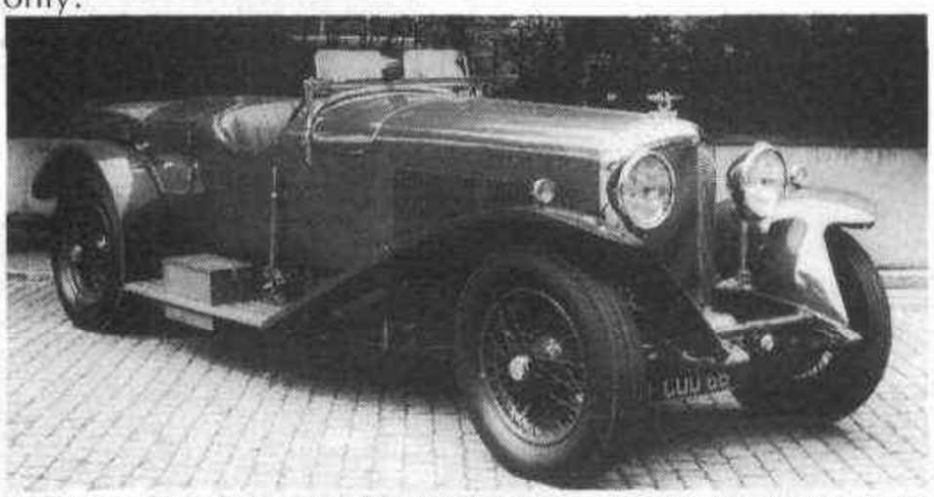
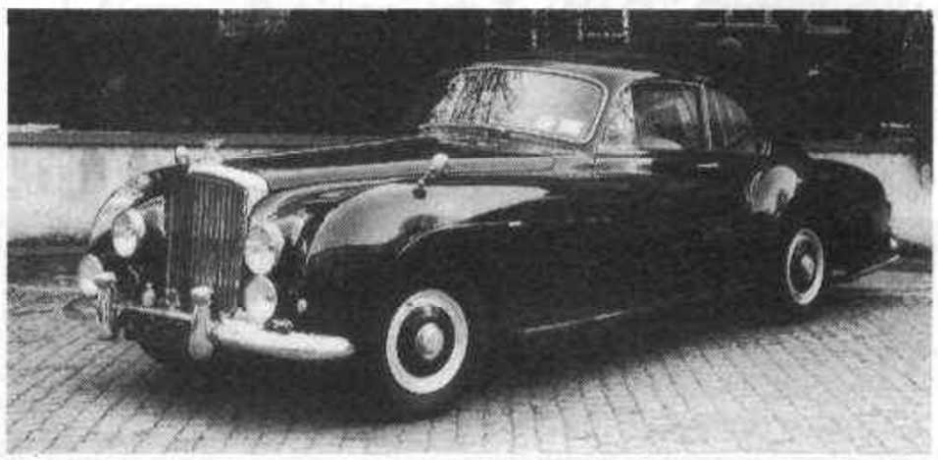


1930 BENTLEY 8 LITRE Possibly the ultimate vintage Bentley. This magnificent example is endowed with dual cowel touring coachwork and is finished in British racing green with matching hide interior.



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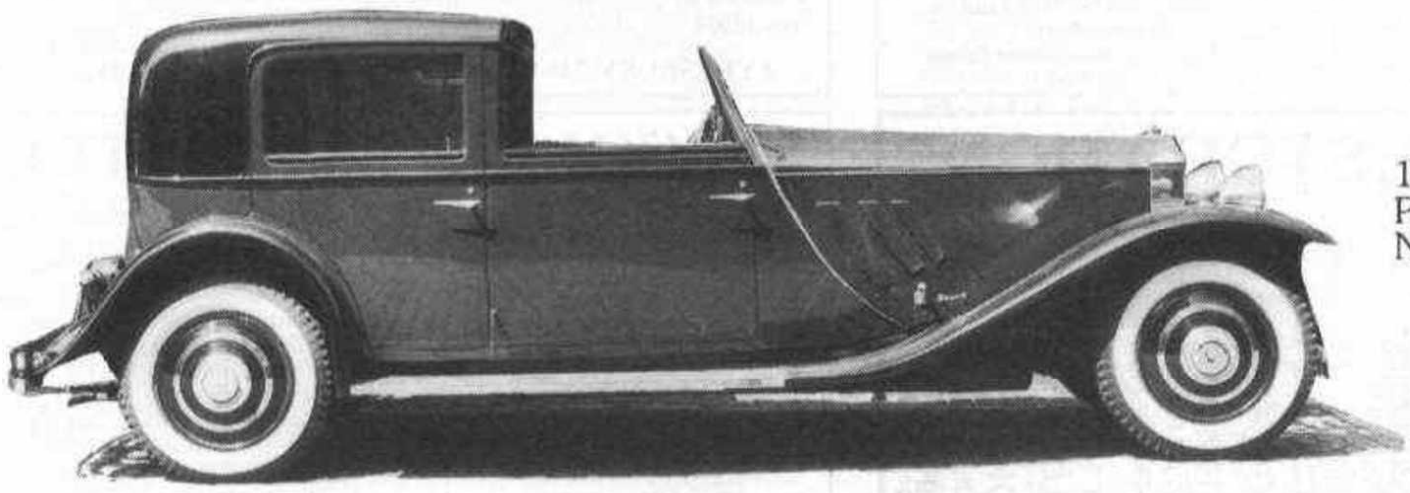

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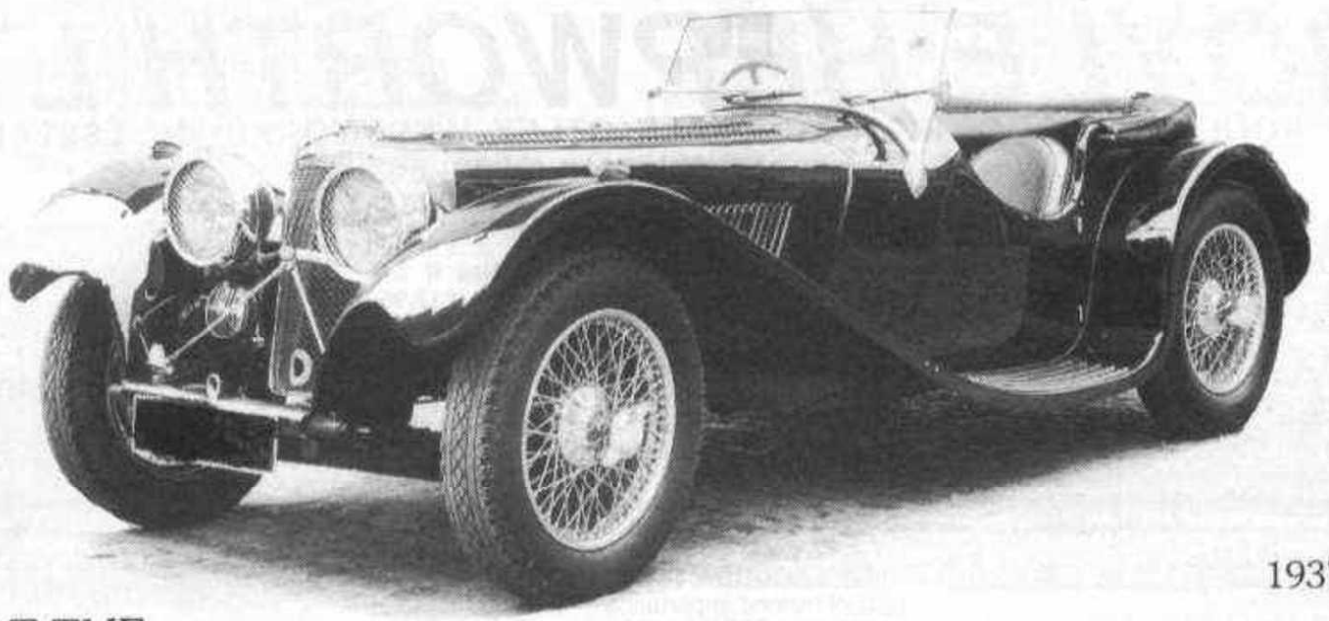

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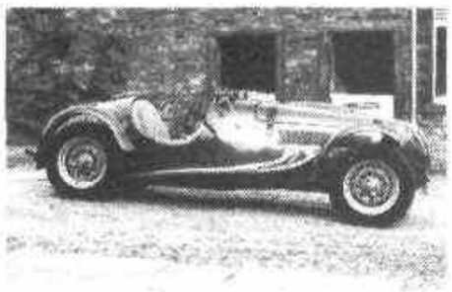

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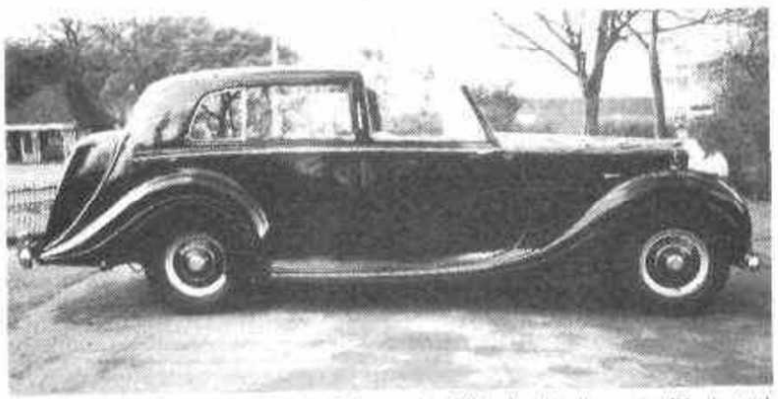
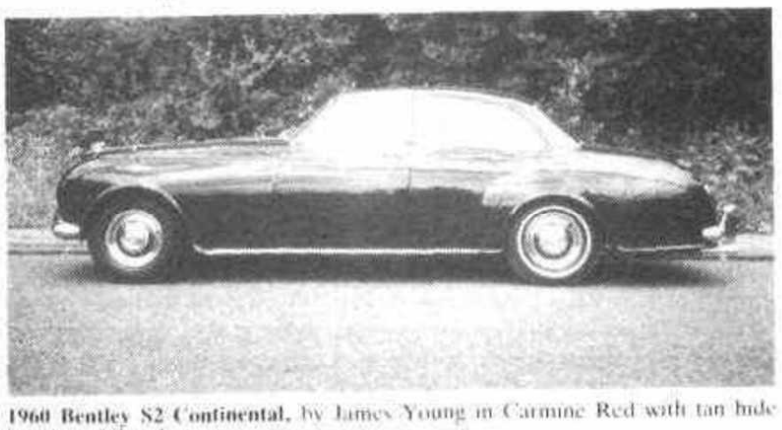
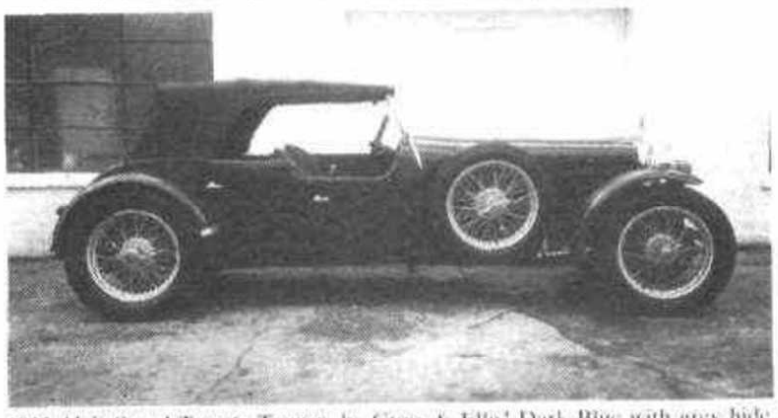


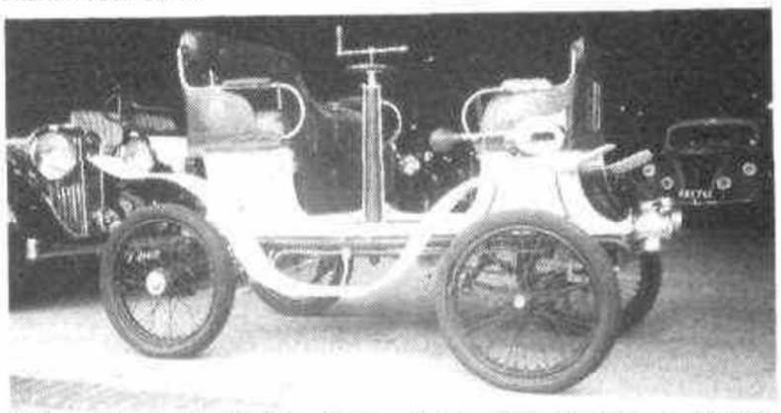
1947 Rolls-Royce Silver Wraith Sedanca-de-Ville, by Mulliner in Black with electric division, occasional seat and cocktail cabinet. Magnificent.



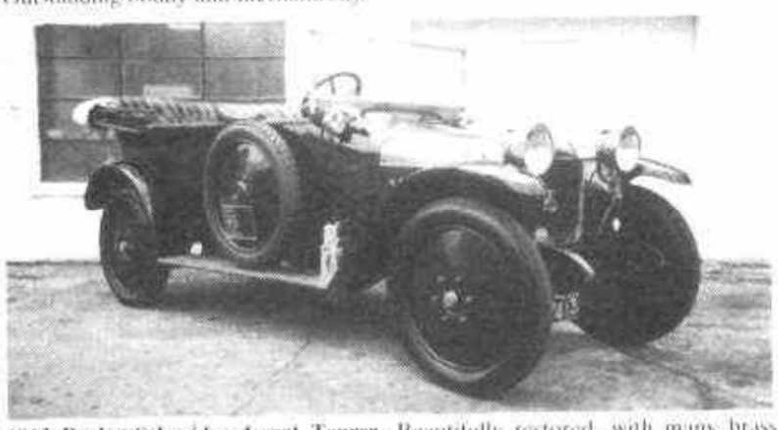
1960 Bentley S2 Continental, by James Young in Carmine Red with tan hide interior. A lovely car



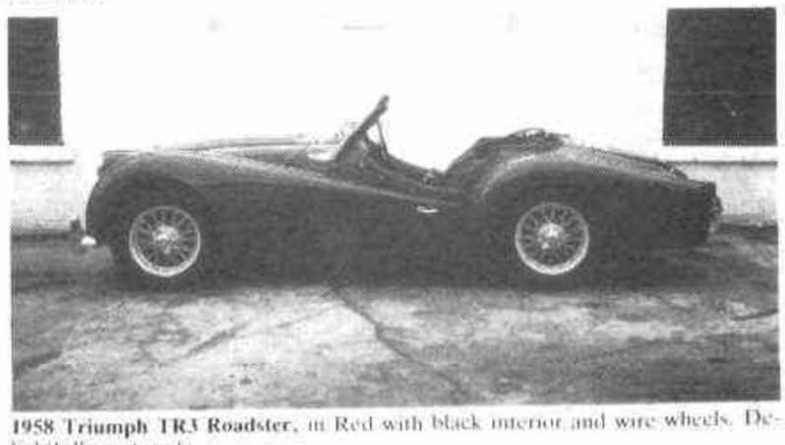
1932 Alvis Speed Twenty Tourer, by Cross & Ellis! Dark Blue with grey hide. Outstanding bodily and mechanically.



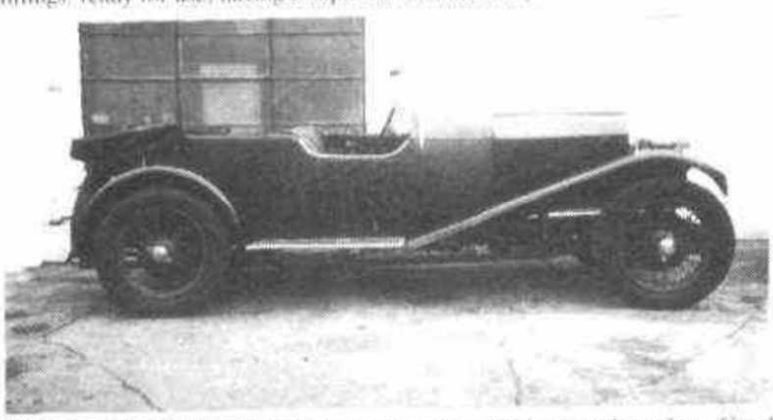
1900 Cudell De Dion-Bouton, V.C.C. dated Brighton runner, in exquisite condition.



1913 Rochet-Schneider 4 seat Tourer, Beautifully restored, with many brass fittings, ready for use, having completed 800 mile Rally.



1958 Triumph TR3 Roadster, in Red with black interior and wire wheels. Delightfully restored.



1928 Lagonda 2 litre, high chassis, 4 seat Tourer, with manual gearbox. Good looking and in wonderful condition.

1963 Bentley S3 L.W.B., in Onyx with beige hide. This rare car has been carefully maintained and is superb throughout.

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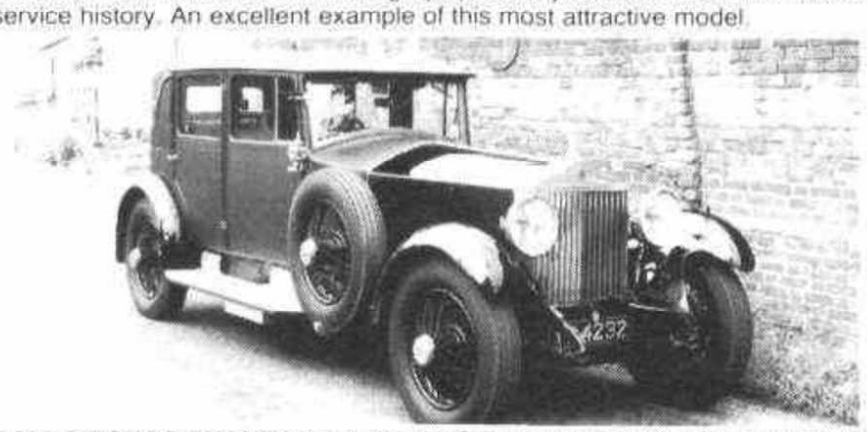

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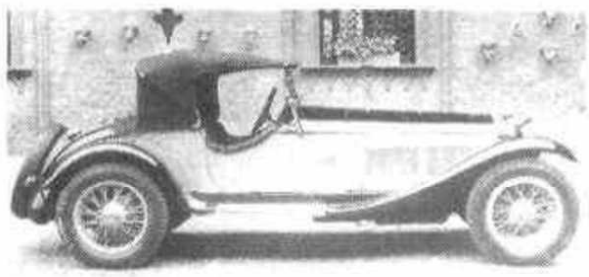

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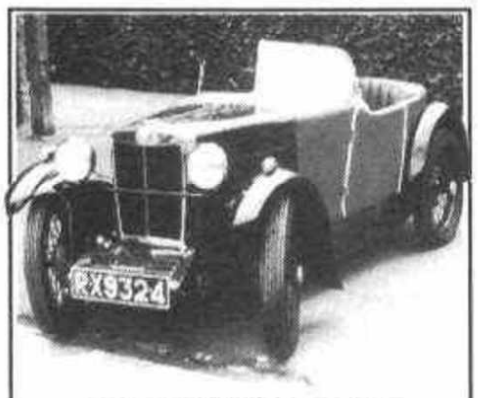

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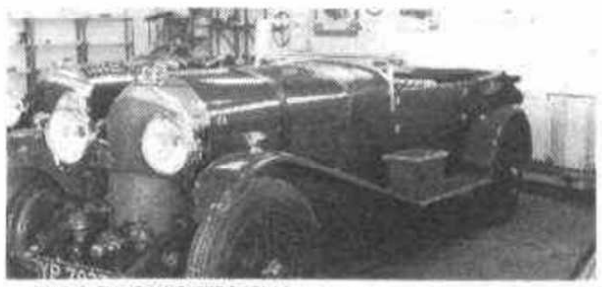
1929 BENTLEY Speed Six V.D.P. original

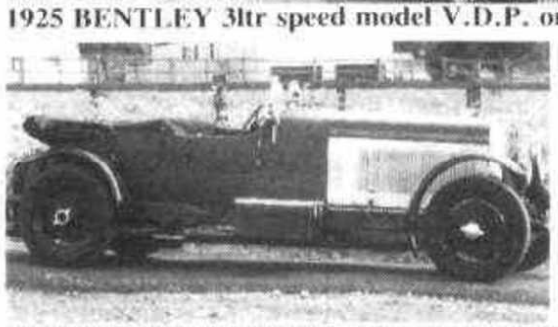


1926 BENTLEY 6½ltr tourer

1928 BENTLEY 4½ltr V.D.P. original

1925 BENTLEY 3ltr speed model V.D.P. original

1933 ALFA ROMEO 1850 twin cam blown



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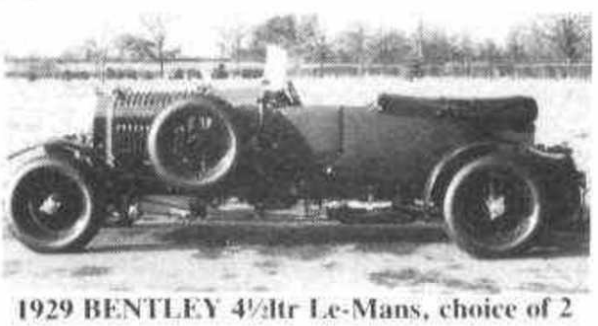

1929 BENTLEY 4½ltr Le-Mans, choice of 2

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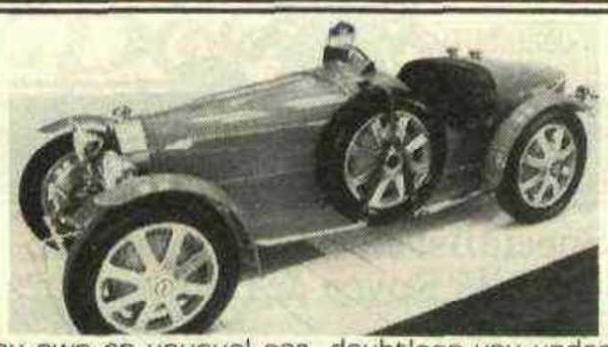

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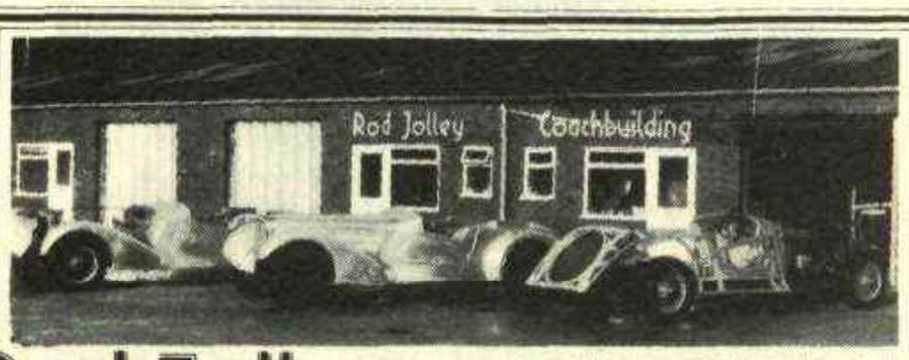

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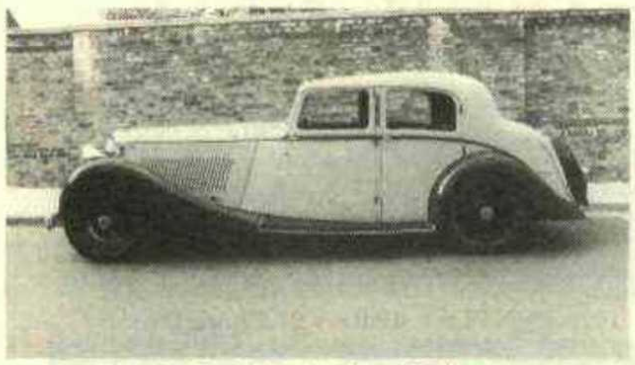

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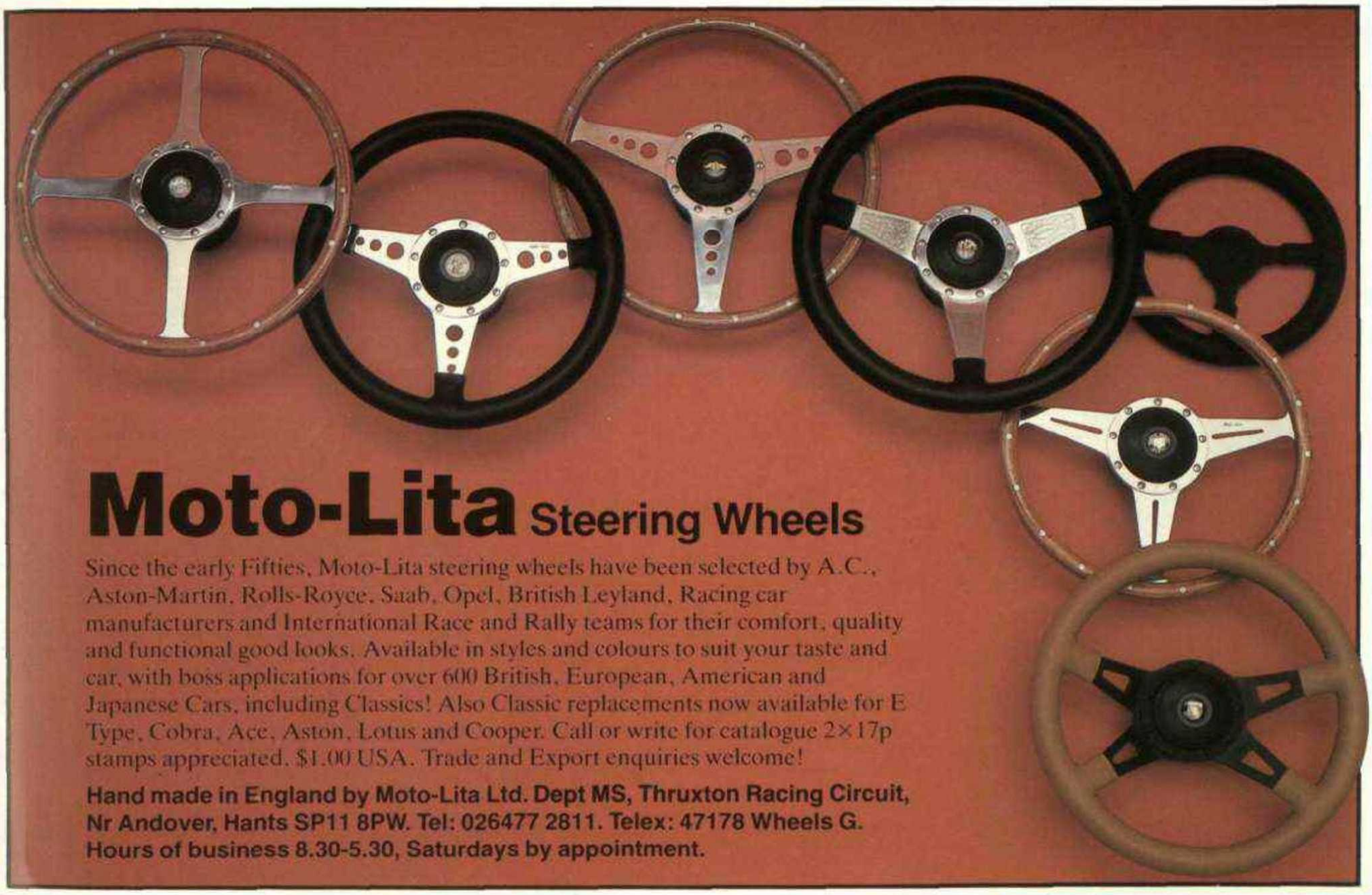

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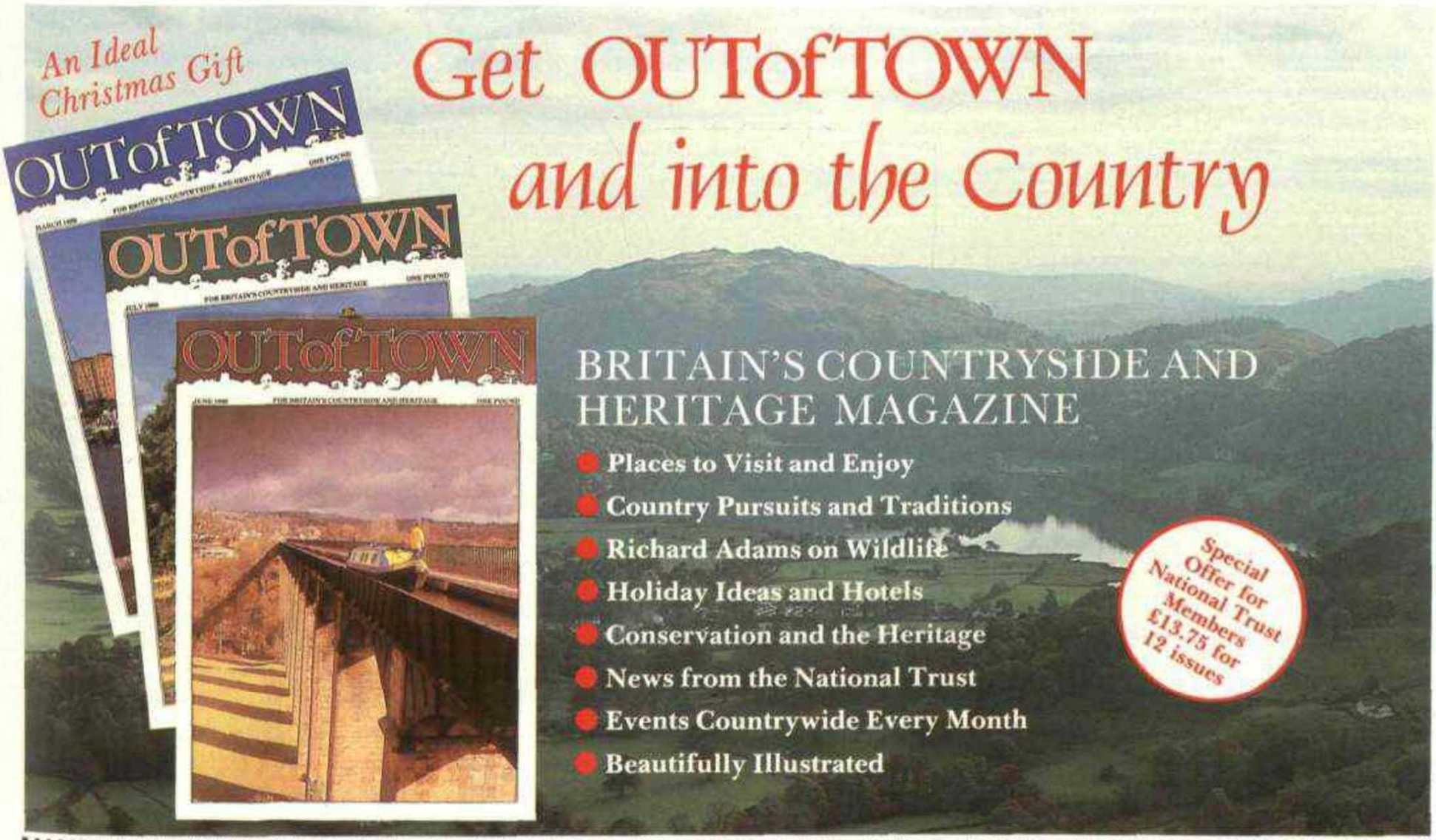

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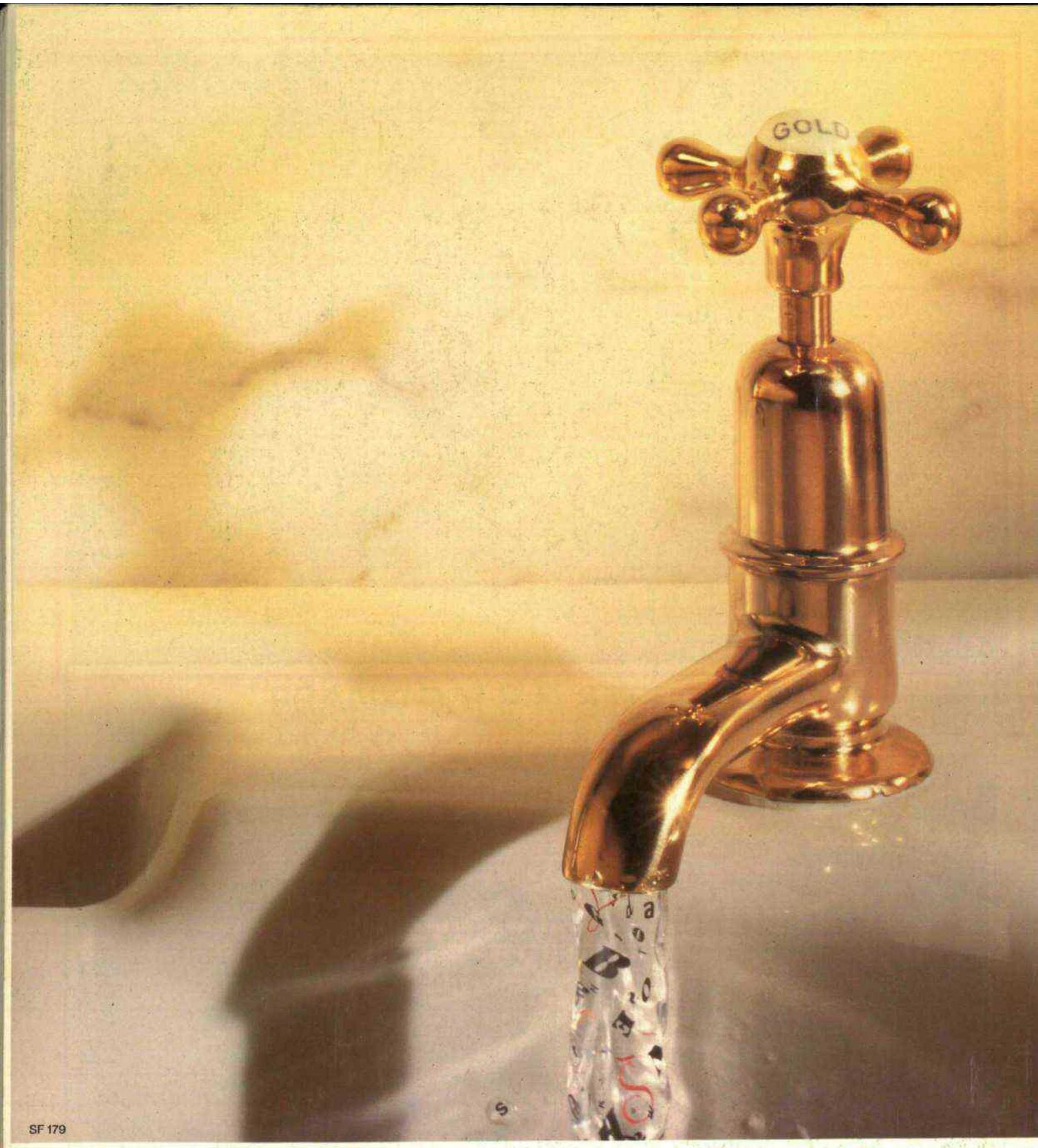

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