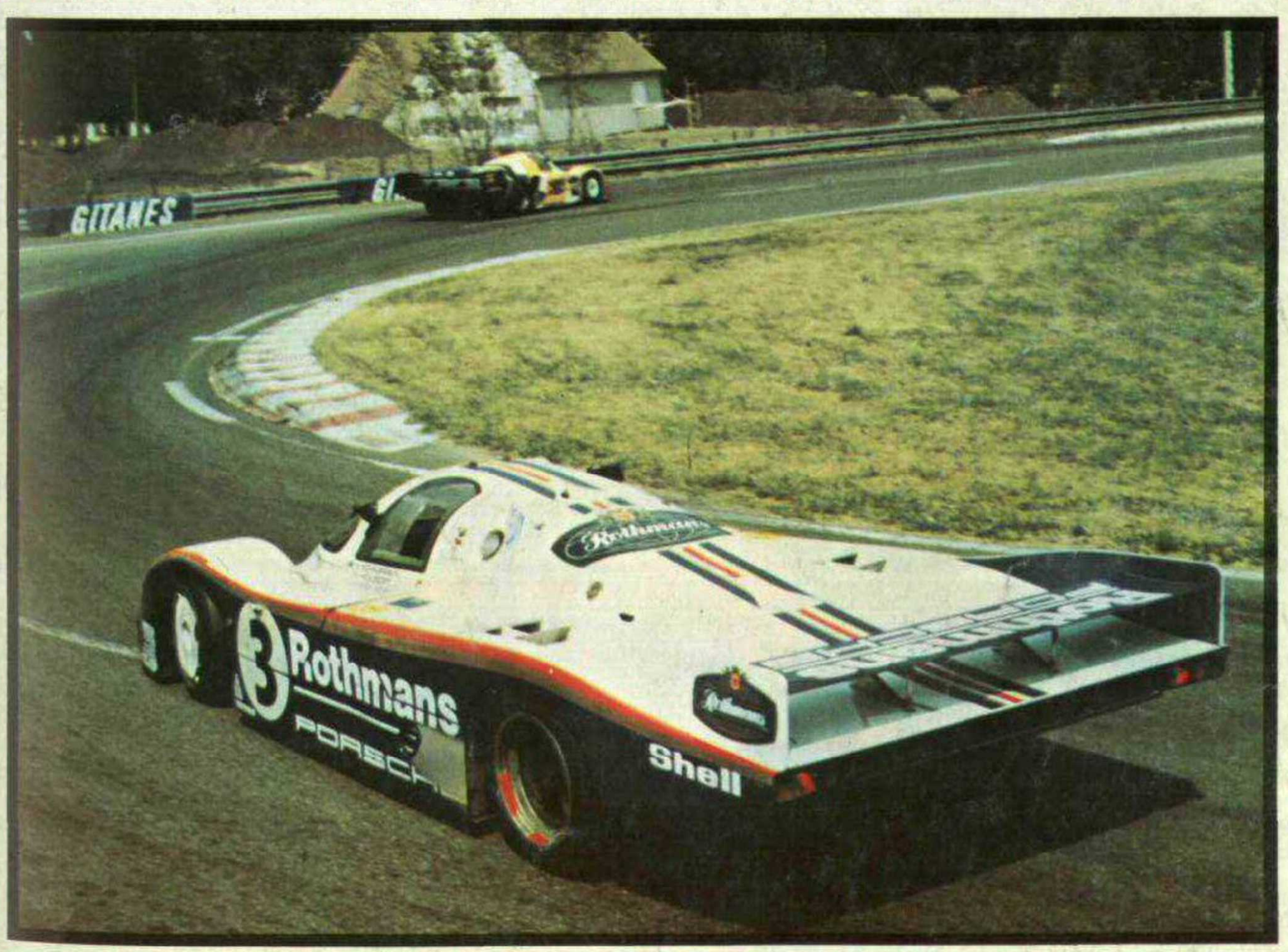
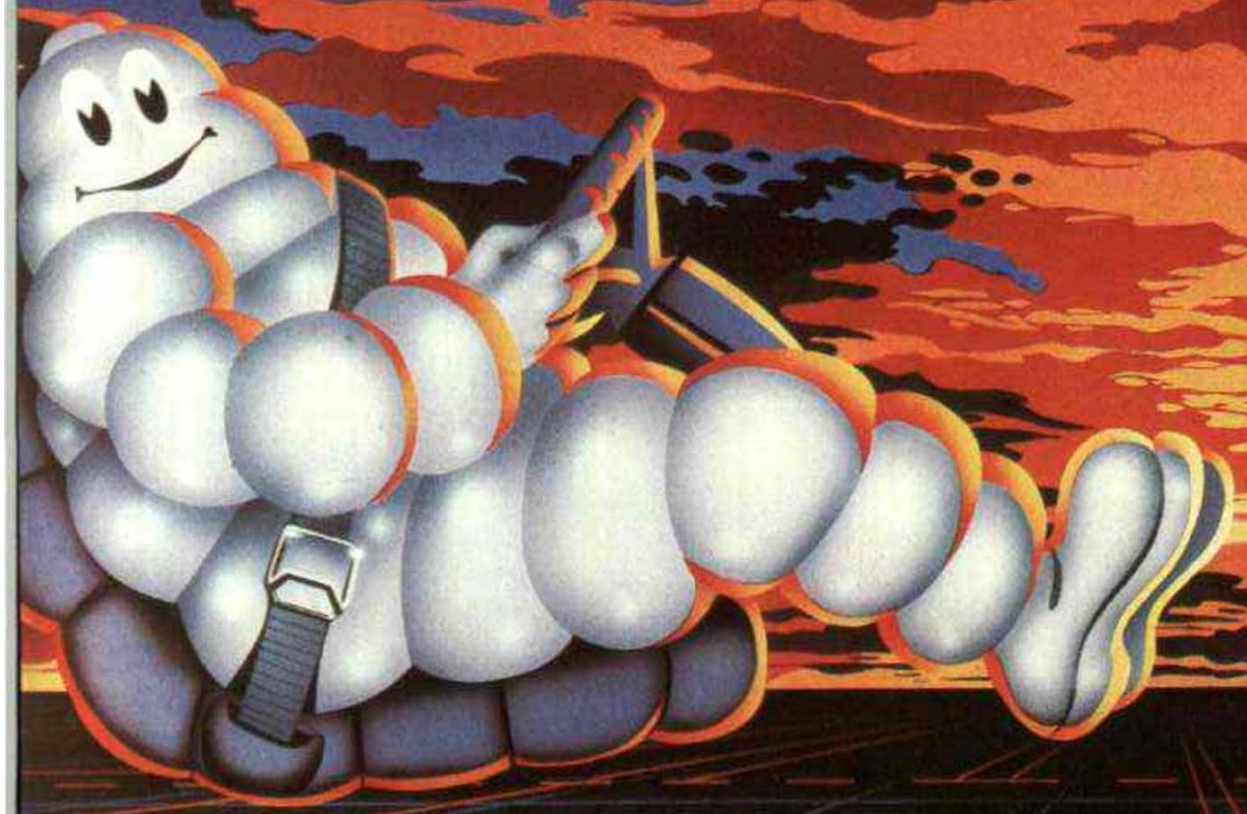
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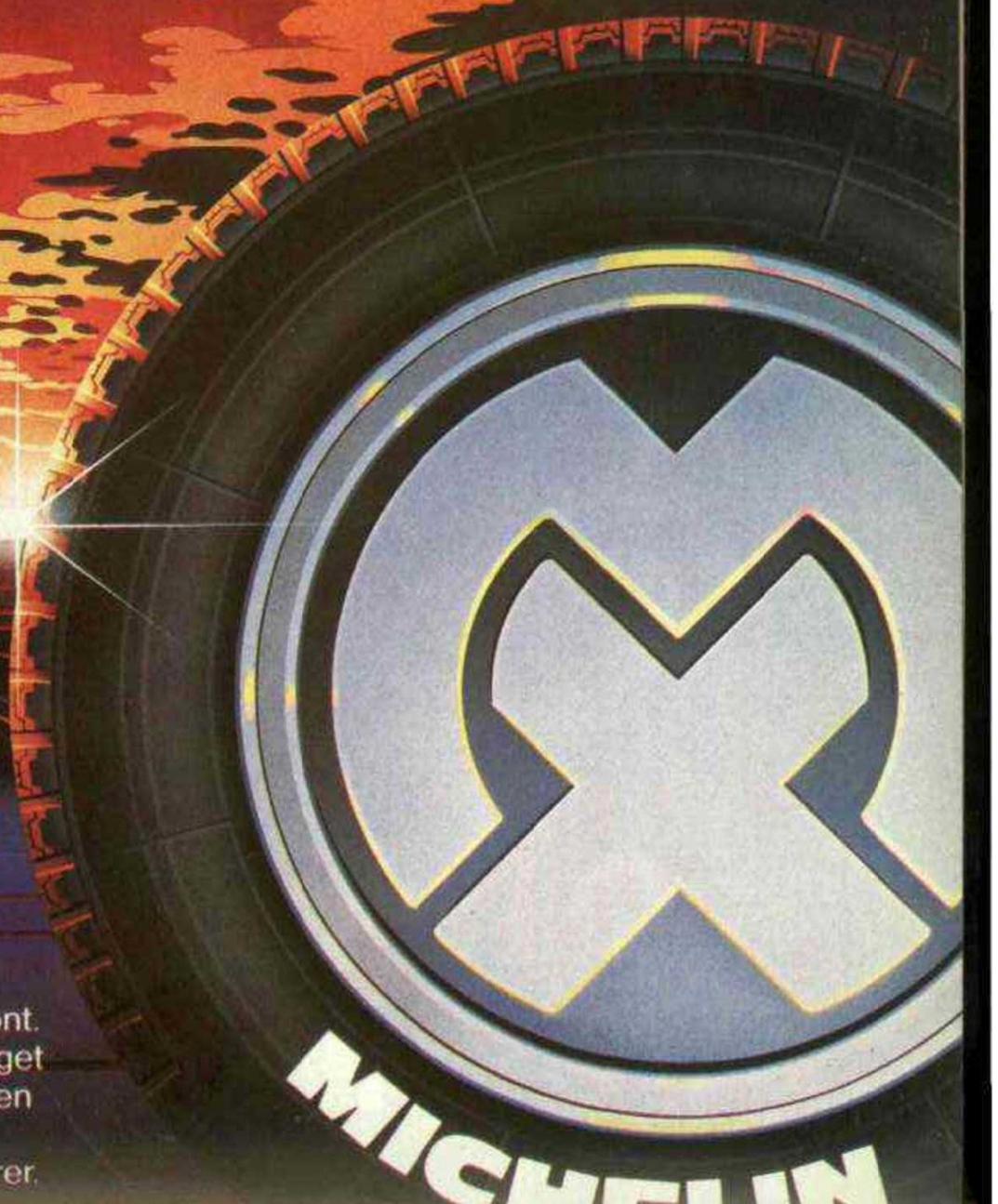
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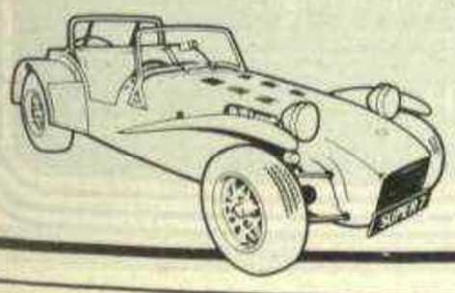
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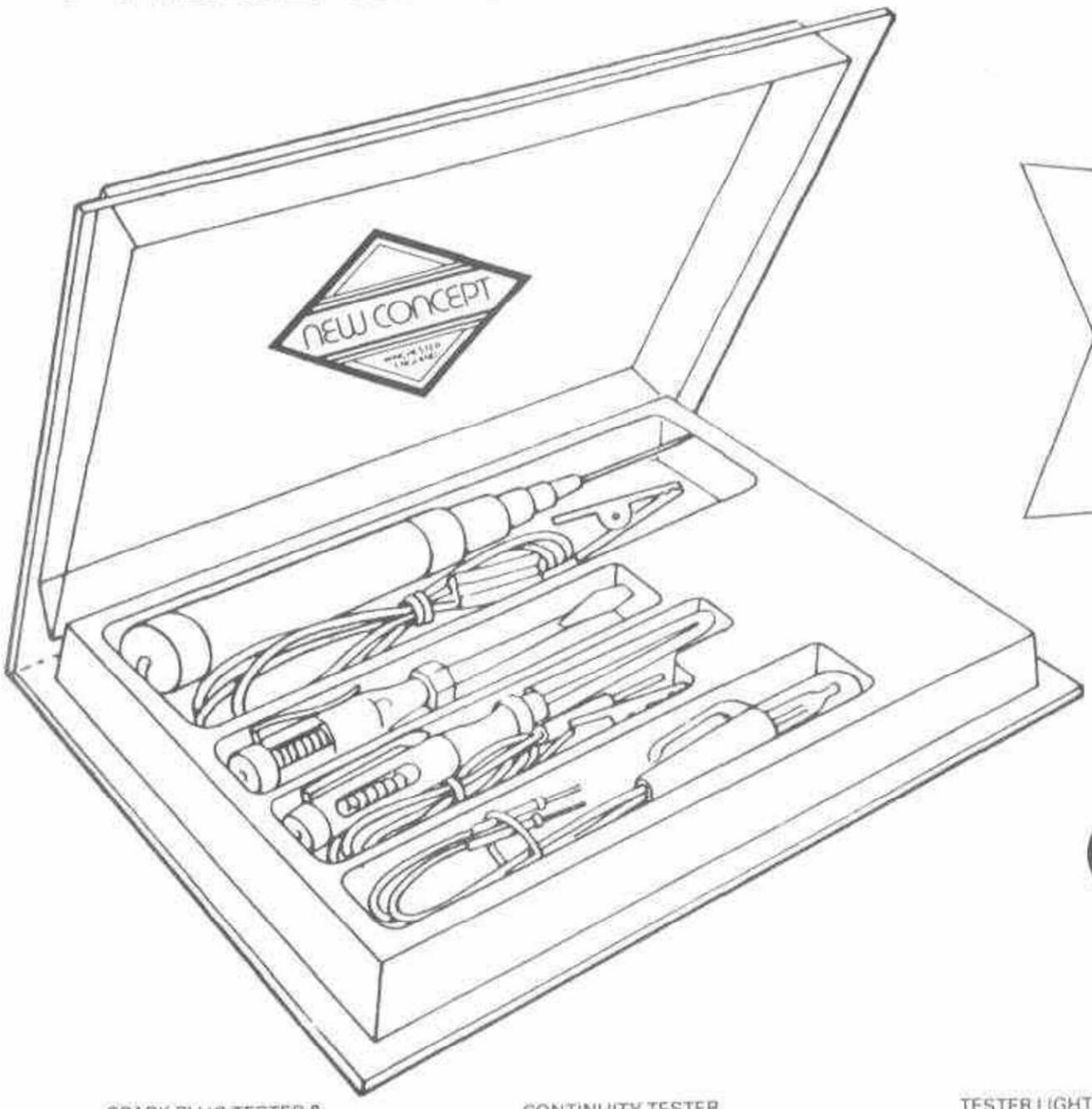
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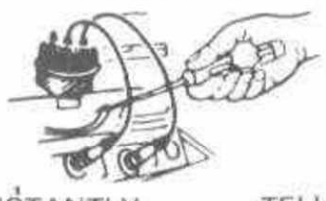


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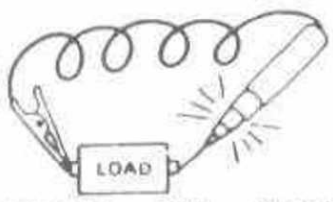
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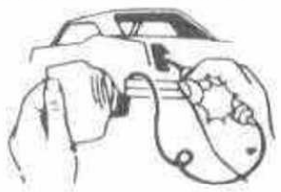
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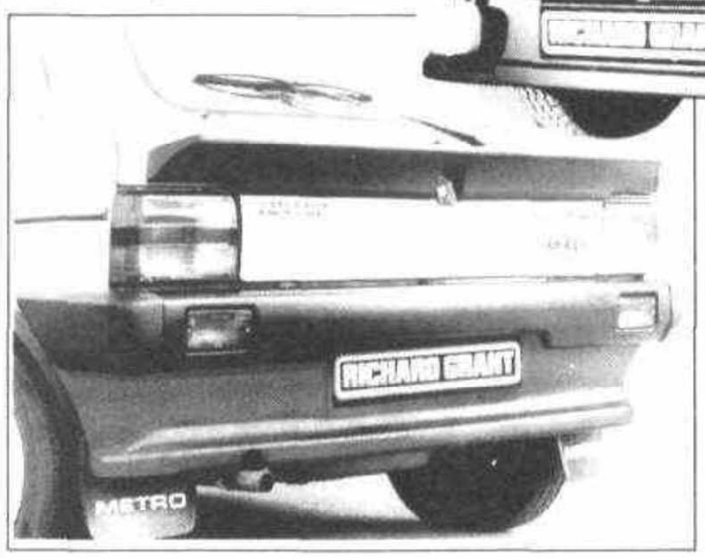
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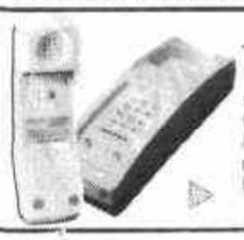
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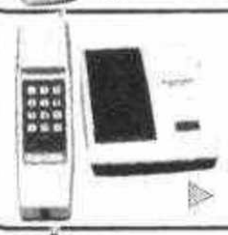


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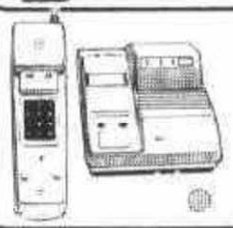


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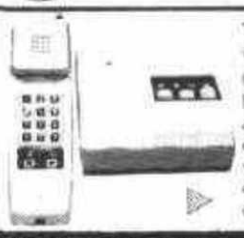


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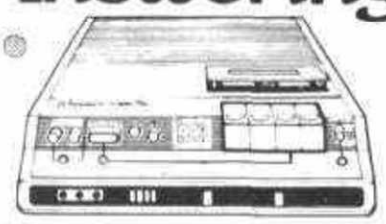
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Every Formula One Champion for the last twelve years has won on Koni shock absorbers, technically identical to those designed for your car!

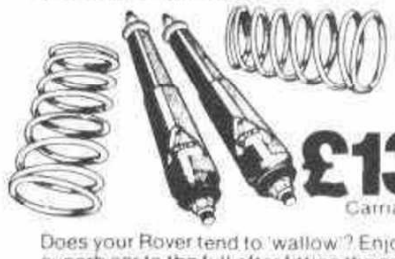
- ★ Even the best tyres will become ineffective if your shock absorbers are worn — and worn shock absorbers cause loss of steering and braking control.
- ★ Koni make exactly the right shock absorbers for your car — they're made to last longer and to give you the best possible roadholding.
- ★ *Koni test all vital parts individually — not at random.* So you know you're safe with Koni.
- ★ Konis are adjustable, so long after other shock absorbers are worn out, Konis can be 'renewed' by simple adjustment. So Konis save you money, too!

When it comes to buying shock absorbers, there really isn't much of a choice, is there?



GUARANTEE
All Koni shock absorbers are guaranteed for two years.

SPECIAL PERFORMANCE KIT FOR ROVER SDI



£139 Carriage free!

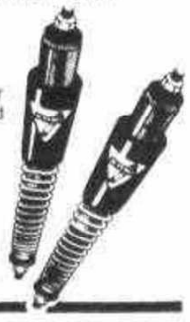
Does your Rover tend to 'wallow'? Enjoy this superb car to the full after fitting the special Koni suspension kit consisting of two rear uprated springs and two Koni Special-D shock absorbers — at a fraction of the cost of the original system!

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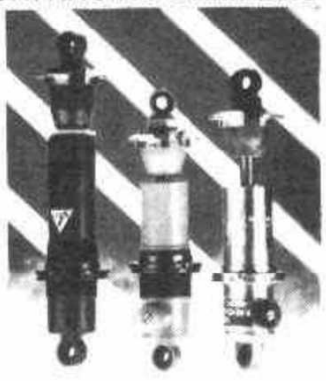


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   Threaded spring platform, spherical bearings top and bottom, racing seals, chromed piston rod, fully reconditionable. **£85** each
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   External adjustment in situ with 12 bump and 12 rebound settings giving 144 damping combinations. Fully reconditionable. **£145** each
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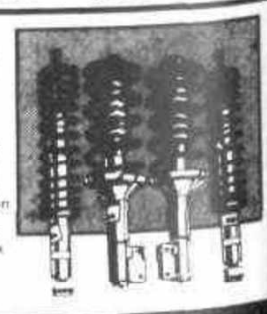
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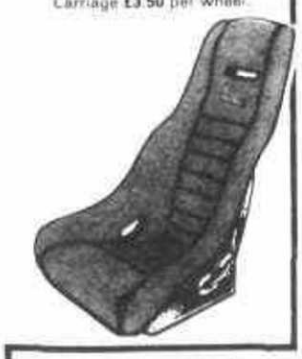
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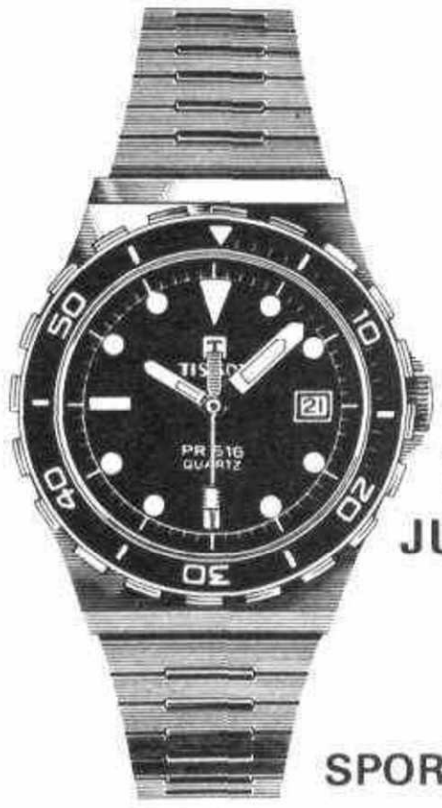
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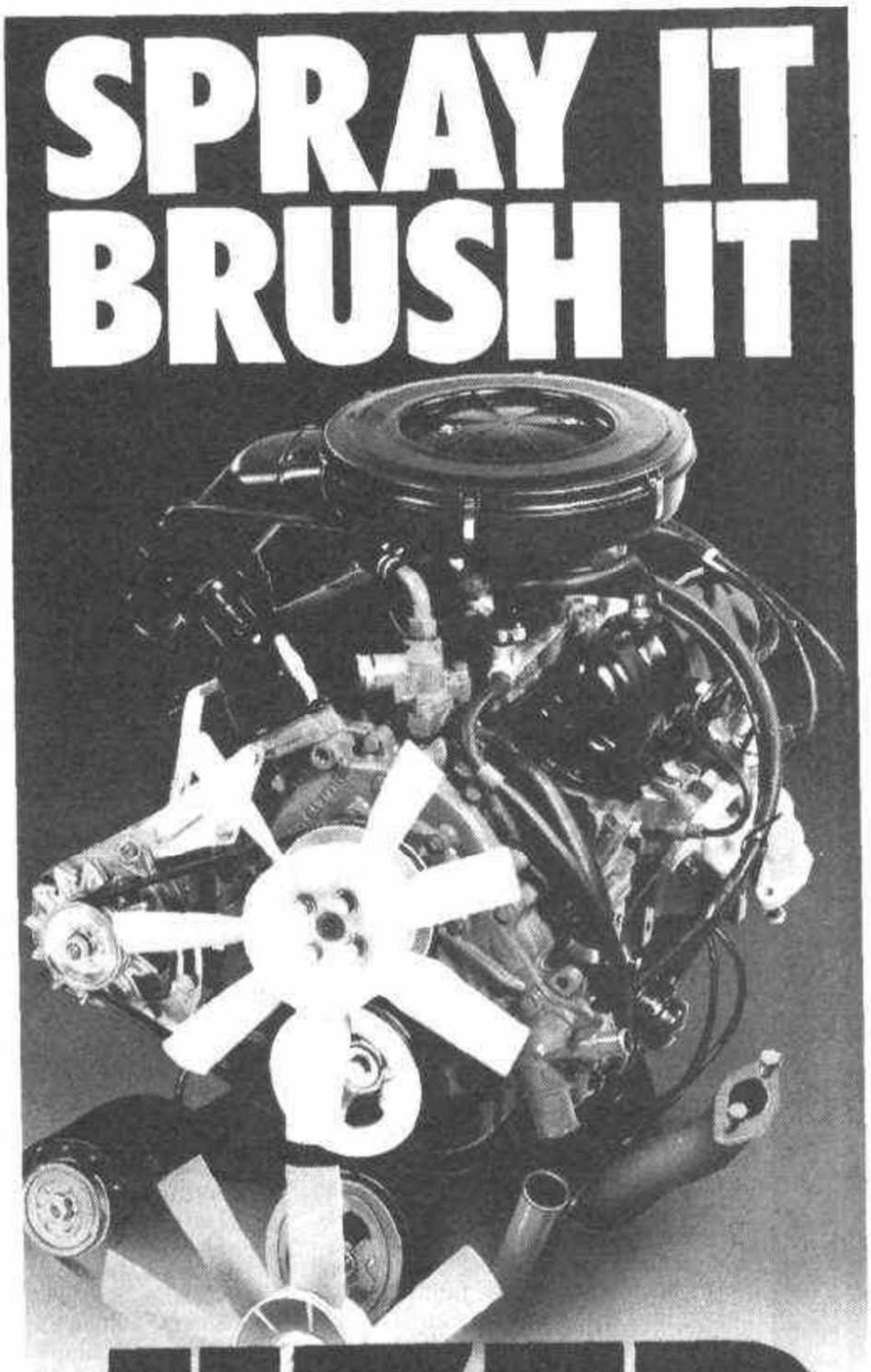
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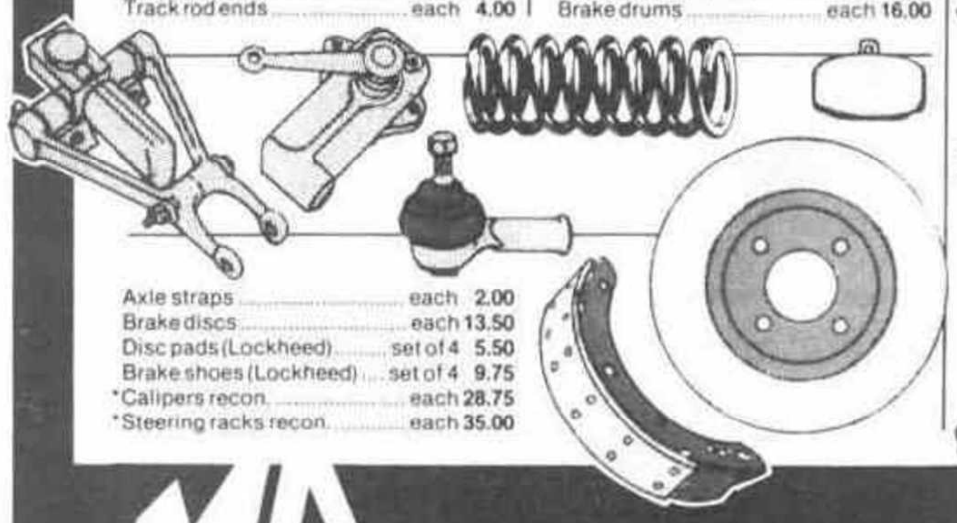
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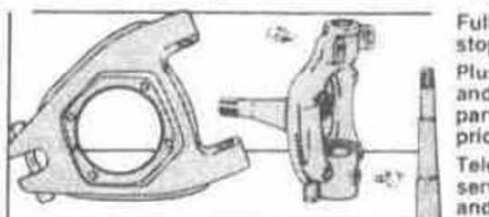
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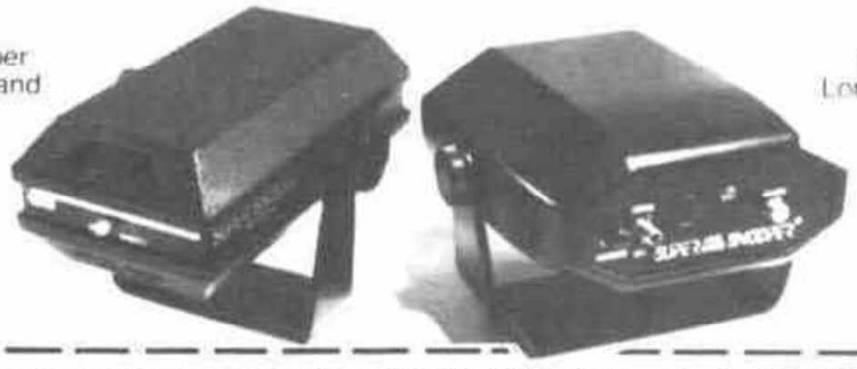
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TIP OF THE MONTH

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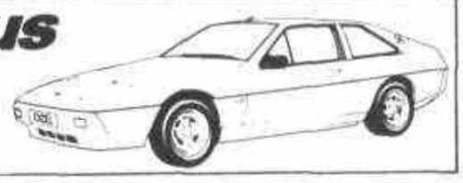
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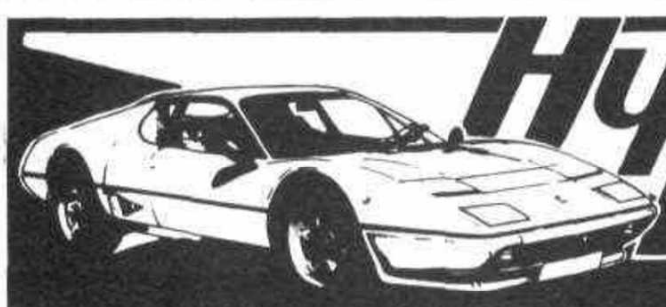
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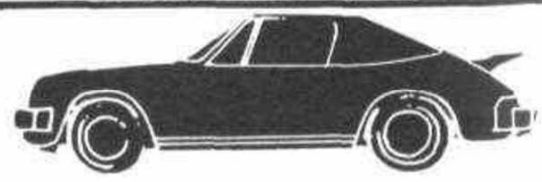
911 Turbo, 80V. Silver, black hide, full spec including air con., P.D.M., stereo etc, 22,000 miles with history. £20,995

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924 Lux, 81W. Guards red, pinstripe trim, factory roof, stereo, two owners with history. £8,995

924 Lux, 81W. Pewter, Berber trim, P.D.M., side decals, in outstanding condition, 1 owner, 16,000 miles, full service history. £9,395

924 Lux, 80 model. Monaco blue, pasha trim, factory sunroof, full service history. £7,395

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MOTOR SPORT

VOL. LIX No. 7 JULY 1983

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Publication date first of month

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FRONT COVER PICTURE: LE MANS — the winning Porsche 956 of Holbert, Haywood and Schuppan closes on the similar car of Schickentanz, Merl and de Narvaez at Arnage.

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The Old Order Changes

THE Nürburgring, majestic, daunting and obsolete, has hosted its last World Championship race. The scene of many great triumphs — and arguably, Juan-Manuel Fangio's victory in the 1957 German Grand Prix might have been the most sensational of all — has been consigned to history, overcome by the safety brigade and by the sheer logistics of needing 900 men to marshal a spectator event.

Once the Grand Prix was moved to the Hockenheimring in 1977, following Niki Lauda's accident, the rest was inevitable. Spectator attendances at the remaining events were decimated, and even the 100,000 or so spectators who once attended the 1,000 Kilometres race were reduced to paltry proportions at the last event . . . why, one didn't even have to queue in traffic to get in!

In its heyday the grand north circuit provided an unrivalled spectacle of viewing. The racing cars would leap in the air at Pflanzgarten and Brunchen, could slide through the Karussel, and twitch alarmingly at Adenau. Today's ground effect machines are glued to the road, and a whiff of air underneath to spoil the ground effect spells disaster, as Stefan Bellof found to his cost. Speeds of the Group C cars approached those at Monza, it being a misconception that the 'Ring is a slow, tortuous track. Rather, it is a series of fast, sweeping curves just like those on the public roads outside, following the contours of the countryside.

The teams said, on our behalf, that the spectators wanted to see more action, the leaders coming by at 90 second rather than seven minute intervals. As spectators, though, we enjoyed the anticipation of the arrival of the leaders, straining to understand the German commentary, hearing the engines echoing in the trees, waiting for the first flash of colour to read the order.

More than anything, the Nürburgring built the reputations of drivers. On more artificial tracks the perfection of the car is paramount, and the driver makes it merely more or less competitive. At the Nürburgring this role is reversed, a brilliant driver in the mould of Fangio, Moss or Clark more than able to make up for a rather less competitive chassis. Skill, bravery and knowledge were the main attributes, and no longer do we have a true yardstick . . . deficiencies can always be "the tyres . . . the turbos . . . the wing. . . ."

We have a new circuit at Spa-Francorchamps which retains some of the characteristics of the old, full circuit. It doesn't have the spine-tingling Burnenville curve, nor Malmedy, the Masta kink, or Stavelot, but it certainly has some compensating features which made it the natural home once again of the Belgian Grand Prix.

The new "mini Nürburgring" may not have any majestic features at all to remind us of the grandeur of the old track, but it should nonetheless be an attractive circuit to rival the Österreichring, for instance. The German Car and Motorcycle Grands Prix will be held there next summer, as will Formula 2 and World Endurance Championship events, to justify the DM 80 million outlay of public money.

The longest straight, in front of the Sporthotel, is no more than half a mile in length, but the fastest part of the circuit will be the dog-leg back straight approaching Hatzenbach which Porsche's computer says would see a 935 approaching 178 m.p.h. A lap speed of 105 m.p.h. for an old Group 5 car would probably represent 120 m.p.h. for a Formula 1 car, lapping the 4.54 kilometre track in around 1 min. 25 sec.

Two of the turns at the southern end form natural amphitheatres which will stand or seat 25,000 spectators, the total capacity of the track being 150,000 people. Parking is provided for 40,000 cars, and the Nürburgring GmbH has thoughtfully allocated DM 3.5 million for toilets. A grand racing car museum is being built, and needless to say the pits and hospitality facilities will be the last word in comfort and convenience. Even the huge Conti tower has been moved back, centimetre by centimetre, by 10 metres to allow a minimum track width of 13 metres.

The last word in artificial road circuits? Time will tell, but we welcome the mere fact that the Nürburgring will go on. The old track, incidentally, will continue to operate for industry testing, non-spectator events, ski races in the winter, marathons and cycle races in the summer . . . and for 100,000 enthusiasts who spend DM 10 for the privilege of driving their cars around the track.

M.L.C.

Motor Sport Fixture List for July

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

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

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
July 1st/3rd	**Real Pena Motorista Vizcaya**	—	**Spain**	**Rally CS (European Rally Championship Round) (INT)**	—
July 2nd	VSCC	Silverstone Circuit	Towcester, Northants.	Race Meeting (*C*)	13.30
July 2nd / 3rd	Newtown & DAC	Newtown	Mid Wales	Eagle Rally (*R*)	—
July 2nd / 3rd	Bugatti Owners Club	Prescott Hill	Nr. Cheltenham, Glos.	Hill Climb (*Motoring News* Championship Round) (*N*)	22.45
July 3rd	**BARC**	**Snetterton Circuit**	**Nr. Attleborough, Norfolk**	**European Formula Three Championship Round (INT)**	**14.00**
July 3rd	**ADAC Saarland eV Sportabteilung**	**Nürburgring**	**West Germany**	**European Touring Car Championship Round (INT)**	—
July 6th / 10th	**STH Idar-Oberstein eV**	—	**West Germany**	**Hunsruck Rally (European Rally Championship Round) (INT)**	—
July 9th / 10th	MAC	Shelsley Walsh	Worcs.	Hill Climb Championship (*N*)	14.00
July 10th	—	**Misano**	**Italy**	**European Formula Three Championship (INT)**	—
July 14th / 16th	**RAC MSA**	**Silverstone Circuit**	**Towcester, Northants**	**British Grand Prix (World Championship Round) (INT)**	—
July 16th / 17th	**AMK Miada Boleslav**	—	**Czechoslovakia**	**Skoda Rally (European Rally Championship Round) (INT)**	—
July 17th	—	**Salzburgring**	**Austria**	**European Touring Car Championship Round (INT)**	—
July 22nd / 29th	**Automobil Club Argentino**	—	**Argentina**	**Argentine Rally (World Rally Championship Round) (INT)**	—
July 23rd	Port Talbot MC	Swansea	South Wales	Peter Russek Manuals Rally (*N*)	09.30
July 24th	BRDC	Donington Park Circuit	Derby	Race Meeting (British Formula Three) (*N / R*)	—
July 24th	—	**Misano**	**Italy**	**European Formula 2 Championship (INT)**	—
July 24th	BARC	Thruxton Circuit	Nr. Andover, Hants.	Thundersports Trophy Race Day	14.00
July 30th / 31st	**HSCC**	**Donington Park Circuit**	**Derby**	**Race Meeting (INT / R)**	—
July 31st	**Ente Autodromo**	**Pergusa**	**Italy**	**European Formula Two Championship Round (INT)**	—
July 31st	**Stockholme SVK**	**Spa Francorchamps Circuit**	**Belgium**	**Spa Francorchamps 24 Hours (European Touring Car Championship (INT)**	—
August 5th / 7th	**Club Sports da Madeira**	**Madeira**	**Portugal**	**Tour of Madeira (European Rally Championship Round) (INT)**	—
August 7th	**AC von Deutschland e V**	**Hockenheim**	**West Germany**	**German Grand Prix (World Championship Round) (INT)**	—

OBITUARY

L. P. DRISCOLL

AS WE close for press we learn, with deep regret, of the death at his home in Hayling Island, from cancer, at the age of 82, of L. P. ("Pat") Driscoll. Driscoll's Brooklands' career went back to 1920, when he had his first race there on an Indian Power Plus. He switched to Nortons and, joining the O'Donovan stable in 1924, he began his great career on these machines, racing and record-breaking, and becoming especially proficient on sidecar outfits. Zenith and AJS machines also figured and Driscoll gained his 100 m.p.h. BMCRC "Gold Star" in 1930.

Switching to car racing with a Lea-Francis, Driscoll was soon signed on by Sir Herbert Austin as No. 1 driver of the Austin team, driving the fast side-valve and twin-cam 750 c.c. Austins with Dodson, Goodacre and Mrs. Kay Petre and helping to develop these very fast little cars. Driscoll's record work included 122.74 m.p.h. on Southport sands and the Brooklands Mountain-circuit class record for Austin at 74.95 m.p.h., in 1935. In the 1930s Pat's Austin 10/4 saloon was a well-known Paddock habituée, as its owner drove in many races and sprints. When I interviewed Driscoll for MOTOR SPORT in 1971 I was astonished by his memory for facts and figures. Our condolences to his family. — W.B.

THE Daimler and Lanchester Owners Club are concerned that they rarely hear from owners of Daimler commercials, and to help rectify this, they are organising the first rally of these vehicles. It will be held at the Museum of British Road Transport, Cook Street, Coventry, on Sunday October 9th from 10.30 a.m.

CLUB NEWS

MG Car Club

SINCE the venerable B is 21 years old this year, the MGCC are offering an award to the oldest example which arrives at the forthcoming National Meeting. All MGBs are welcome, although the Concours and Gymkhana are only open to members, and a special class for MG Metro and Maestro is planned as well. The date is Sunday September 4th, the place is Stanford Hall, Leicestershire, and things start at 11 a.m.

Lamborghini Owners Club

ALTHOUGH this is a one make club, the annual meeting and test day is open to any of the "super cars". Held as last year at the Goodwood Circuit, near Chichester, Sussex, the track will be open at 9.30 a.m. on Saturday August 27th. Further details can be obtained by sending an SAE to Hanna Ashley, 44 Sussex Road, Haywards Heath, Sussex RH16 4ED.

BMW Drivers Club

WITHIN the Classic Car meeting at Knebworth on July 10th, the BMWDC aim to hold "the biggest 2002 gathering the country has ever seen". Open to 1502 and 1602 models as well as Turbo, Cabrio and Touring versions, the Rally welcomes all owners, members or not. Full information is available from PO Box 8, Dereham, Norfolk.

Alfa Romeo Owners Club

IN AN attempt to "bridge the geographical gap between National and Scottish Alfa Days", the relevant sections of the Club have arranged a Northern Alfa Day at Nostell Priory, between Wakefield and Doncaster. The usual events are planned, and the date is Sunday July 24th.

VSCC Silverstone — July 2nd

THE second VSCC Silverstone race meeting of the year, the Mike Hawthorn Trophy Meeting, takes place earlier this time, on July 2nd, starting at 12.30 hours, with a practice session on the Friday. It is a notably full programme. In addition to two 10-lap (Club circuit) scratch races for vintage and pre-1939 racing cars, for the Shuttleworth, Nuffield and Boulogne Trophies, the Hawthorn Trophy will be contested in the 15-lap scratch race for historic racing cars. The back-up races will include an 8-lap sports-car handicap, a 10-lap scratch race for selected pre-1961 sports cars (whereby the VSCC moves closer to classic-car racing), and a number of shorter scratch and handicap contests.

Apart from the actual racing, it is intended to have a demonstration by the GKN Thinwall-Ferrari and other cars raced by Hawthorn, and his mechanic Brit Pearce and possibly some of Mike's contemporary drivers will be there. A Vanwall as raced by Mike will be on display, to commemorate Hawthorn's World Championship of 25 years ago. It is also hoped to have a display of Sunbeam cars, to commemorate Segrave's French GP victory of 1923 (the STD Register went to Tours to commemorate this) and Bob Chamberlain intends to have his reconstruction of the great 1904 six-cylinder racing Napier out for the first time since the Brooklands Reunion.

All of which sounds like a busy and interesting afternoon. Points will be added to the MOTOR SPORT Brooklands Memorial Contest in the course of it. Public admission costs £3.30 for each adult, including grandstand seats, Paddock admission £1.00 extra. Car parking is free. The anticipated nostalgic scenes, sounds, and scents cannot, for safety reasons, be extended to your dogs.—W.B.

OUR FERRARI host looked sheepish as we arrived at the gate of the Scaglietti body plant, on the first part of our works tour.

"The men, they are on strike!" The faces of the assembled journalists fell. "They will not work for another 20 minutes. Most of our strikes last one half-hour, you see." In response to the raised eyebrows of his British visitors, Ingenieri Catanzano added "I think we export strikes to Britain, but you make a bigger job of them!"

It became obvious that Catanzano, who is Head of Production at Ferrari, spends as much time in the works as in the office; although there was an interpreter present, he conducted the entire tour himself, and in English. We started at Scaglietti, which is in a suburb of Modena some 17 km. from the main factory at Maranello, and where sheet steel is first turned into recognisable panels.

Catanzano is obviously very concerned with production standards, and proud of the elaborate steps taken to combat corrosion. Being aware that in past years the engineering quality was not always matched by finish and longevity, Ferrari now have four quality control stations in the body plant, and should a fault be found, the line is stopped while it is investigated. Corrosion problems between steel outer panels and aluminium inners are avoided by inserting a separating compound, and in certain places, such as door mounts and behind the front valance, a sacrificial zinc foil will slowly corrode in preference to the steel.

Watching the panels being hand-welded together in elaborate jigs and then wheeled to the next station to have the doors, bonnet and boot offered up brings home just what a small and flexible operation this is. Originally, the 308 had a glass-fibre body, but the change to steel was relatively simple. The current 208 (a 2-litre Turbo for the home market only) uses carbon-fibre lower panels, while the Boxer body is all aluminium, excepting the roof, with internal elements of GRP.

Another material will shortly be added to the range — a non-rusting steel sandwich called "Zincrox". The first cars built with it will be appearing before the end of the year, and will be able to dispense with much labour-intensive internal protection.

Before being declared ready, every body-shell is coated with a high-gloss oil which shows up any blemishes. Once the panels have been perfectly aligned, any concave joints are leaded in traditional coachbuilding fashion, although recent techniques have brought the amount of lead down to 100 grammes on a Mondial. A total of ten bodies leave here a day, with 208s predominating over 308, Mondial and Boxer, while one 400i shell every day arrives at Maranello direct from Pininfarina.

At Maranello itself, the scale is much



ING. ANDREA CATANZANO with a 308 bodyshell ready for painting.

greater: a large foundry building, an assembly block which looks capacious enough to be handling Fiats rather than Ferraris, paint shop, stores department, pre-delivery inspection and rectification shop, the usual offices, and the recently vacated racing department. Until a few months ago this was housed in a rather quaint building with a clerestory roof of red tiles. With the completion of the Fiorano complex directly across the road, it has moved to more sophisticated quarters opening onto the elaborately equipped testing circuit, where a series of fourteen cameras shows the progress of a car around the circuit on a bank of monitors in the control-room, while numerous sensors record and analyse speeds at three and sometimes four points in a single corner. Interestingly, the tape records of F1 testing show that, while Arnoux and Tambay achieve very similar times overall, they can be very different through a particular corner, reversing the advantage at the next. Fiorano and Maranello (actually two small villages) are separated by a busy road, but if you are not in a hurry to pass from one to the other, you can pause at the little corner *trattoria* which lies temptingly between the two. And you are still on the premises, for this, too, is a Ferrari facility. . . .

One of the factors which gives Ferrari an advantage as a racing team is that their extensive foundry can cast any new components quickly, relatively cheaply — and in secrecy. (Although the Fiorano track is alongside a public road, hedges and fences make it very difficult to see into.) In addition, Maranello is called on to produce small quantities of specialist items for the Fiat group who now own the company; during our visit a stack of cylinder-heads marked "Lancia" was to be seen, destined for the Group C cars. This is one of the few indications that Ferrari is anything other than an independent company, as the Fiat board take no part in the running or policy of the firm. On the other hand, laboratories and wind-tunnel facilities are available to the smaller company, and Ferrari executives profess themselves very happy with the arrangement.

Within the assembly plant, the "lines" only extend to holding four or five cars at a time, and there is not a robot to be seen. The nearest thing is a complex automatic milling machine which turns rough castings into finished cylinder-heads eight at a time, but Ing. Catanzano was equally quick to demonstrate the next step: a pair of skilled hands tapping in the valve-guides and gauging by the sound whether they were properly seated. "This", he exclaimed, "this is the true Ferrari!" Certainly, the transformation of an assortment of castings in cardboard boxes into the famous V12 engine proved of compulsive interest to the British visitors, who eyed the completed units with art-gallery reverence. Not so the engine technicians, who remove every motor to the test-rooms and turn it over electrically for an hour to ensure its smoothness. One in ten units is fired up and tested for peak revs and power, and if it should show a fault, the whole batch is checked. The claim is that a Ferrari engine will run for at least 100,000 kms. with only routine maintenance.

Before starting the assembly process, the bodyshells go to the paint-shop, where they are treated to the same sort of electro-phoretic primer used by most major manufacturers, and are then carried on the overhead conveyer through the spray booths. This work is done by hand, and makes a fascinating sight through the glass walls of the booth. In order to protect the finished paintwork, a porous transparent plastic is applied like cling-film to the bodies before they go to the assembly and trim lines, and is not removed until the pre-delivery inspection.

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Le Mans: predictable but interesting

Le Mans, June 19th

HAVING celebrated the 50th running of Le Mans last year, the Automobile Club de l'Ouest did not make such a fanfare about the 60th anniversary of the 24-hour race, though the parade of old cars and previous winners has now become a regular and popular feature of the preliminaries.

Porsches dominated the entry list with 11 of their type 956 Group C cars, three from the factory and eight in the hands of customers, virtually identical to the ones which took the top three places last year. Jacky Ickx led the Rothmans-Porsche works team hoping for an unprecedented seventh win, partnered by Derek Bell hoping for his fourth. Germans Jochen Mass and Stefan Bellof shared the second, with Americans Al Holbert and Hurley Haywood in the third with Australian Vern Schuppan. A fourth 956 was used by several members of the team as a training car, equipped with cameras and running with a high downforce tail, and as Ickx qualified it seventh fastest, below last year's pole time, it was seriously considered running it for Schuppan and Jurgen Barth.

Other than rivalry from their customers, their main opposition came from Lancia-Martini and from the local constructor Jean Rondeau. Lancia entered three of their 2.6-litre V8 turbocharged LC2/83s for Michele Alboreto / Teo Fabi, Piercarlo Ghinzani / Hans Heyer, and Jean-Claud Andruet / Alessandro Nannini / Paolo Barilla, the cars little changed since their previous outings save for new nose profiles for extra speed on the Mulsanne Straight, and the adoption of Hewland 70 per cent. locking differentials instead of solid transmission.

Rondeau's main bid came from three Max Sardou designed ground effect M482 cars, sponsored by 170 Ford dealers in France, powered by the Cosworth 3.9-litre DFL engine, and driven by Henri Pescarolo / Thierry Boutsen, Jean Rondeau / Alain Ferté and Jean-Pierre Jaussaud / Philippe Streiff, with Michel Ferté acting as the 'spare' driver for all three. Vic Elford returned to racing with the oldest of the seven French cars, a DFV powered M379, with Anny-Charlotte Verney and Joel Gouhier.

Last year the Nimrod Aston Martin team was looked upon by the French as a typically British entry, full of amateur enthusiasm, tinged by aristocracy, but inexperienced. This year the car is lower, lighter and altogether more competitive, the 570 b.h.p. Aston Martin V8 engine already running as economically as next year's regulations will require. The works Nimrod was driven by Ray Mallock (who'd done much of the development work) with Mike Salmon and American Steve Earle. The Emka Aston Martin entered by Michael Cane Racing for



STEVE O'ROURKE'S Aston Martin-Emka was the highest placed all-British entry, finishing 17th. Two long pit stops, one while the radiator was changed due to stone damage and a longer one when a rear suspension wishbone broke in the night, delayed this promising newcomer by about two and a half hours.

Steve O'Rourke / Tiff Needell / Nick Faure was making its debut at Le Mans, having raced once before at Silverstone in May, and being 85 kg. lighter than the Nimrod though powered by a similar Tickford prepared engine it too had to be regarded as a serious British prospect.

Porsche take qualifying very seriously these days, and brought special engines for their three team cars to use on Wednesday. The flat-six 2.6-litre engines were equipped with larger turbochargers which gave them a lot more power for the 5.5 km. Mulsanne Straight, perhaps as much as 700 horsepower with 1.4 bar boost, though being less responsive and harder to drive through the slower corners.

With everything to his liking, and using soft compound tyres, Ickx set a fastest time of 3 min. 16.6 sec., an average of 249.56 k.p.h. (155.1 m.p.h.), some 12 seconds faster than his pole time last year. Mass, second fastest, recorded 3 min. 20.98 sec. and Ghinzani 3 min. 21.31 sec. in his Lancia, but the Italian team's challenge was blunted when Alboreto's engine failed at Mulsanne on its first practice lap.

Thursday's times were more representative for the race, the works Porsches now having their 620 b.h.p. engines running on 1.2 bar boost. Alboreto's Lancia was fitted with a quick engine, though, and he posted the fastest time of the evening at 3 min. 20.79 sec. so that the grid order read Porsche-Lancia-Porsche-Lancia. The Lancia team hadn't come to Le Mans expecting to win and Ickx had put pole position beyond their reach, but second and fourth fastest times looked respectable enough for their fourth and most important outing with the new cars.

Fifth fastest was the Joest Racing, Marlboro backed 956 of Bob Wollek / Stefan Johansson / Klaus Ludwig. Wollek had been in hospital a week before having a pinched nerve in his vertebrae operated on, so his seven-hour stint at the wheel would be something of an ordeal. Jonathan Palmer put the Canon Porsche 956 into sixth place, driving with Jan Lammers and Richard Lloyd, his time of 3 min. 27.48 sec. also being a second quicker than last year's pole time of 3 min. 28.4 sec. Mario Andretti returned to Le Mans in the Kremer Racing 956 with his son, Mike, and Philippe Alliot to be ninth fastest, just behind the Holbert / Haywood / Schuppan works car.

The Nimrod was 16th fastest on 3 min. 35.78 sec., quickest of all the normally aspirated cars and some eight seconds inside its time last year. The Rondeaus were unexpectedly slow, lacking sheer speed on the Mulsanne straight, Pescarolo being 17th fastest at 3 min. 36.06 sec.

Of the 54 cars that practised just 51 started the race, the first time in nine years that the full entry of 55 has not been filled. For the fourth year running the weather remained fine throughout the race so records could be expected to fall, although the fuel consumption regulations allowing 25 stops still meant that the pace would be dictated by economy rather than power.

As usual the Rothmans-Porsches went straight into the lead, Mass ahead of Ickx, with Lammers third on the opening lap. The young Dutchman, on his début at Le Mans, slipstreamed Ickx down the straight on the second lap and was right behind Ickx in the braking area. Then the Canon car started to spin wildly, hitting Ickx the second time it went round and then Ickx spun onto the grass. Neither car was much damaged though Ickx went to his pit to have new tyres fitted (the front body panel was changed at the first pit stop) and dropped to 29th place almost a lap down. It was not an auspicious start for the man who is the clear

favourite every time he drives at Le Mans.

Mass led Schuppan to the first pit stop followed by Alboreto who was having to resist the temptation to shoot past and put the Lancia into the lead. The Porsches were running to plan at 3 min. 35 sec., but the days when the Italians would go rushing off into the distance with a "hare" seem to be over, the result of increasing professionalism. Ludwig in the Marlboro car ran fourth followed by Mario Andretti, John Fitzpatrick's Porsche 956, Volkert Merl in the "New Man" sponsored Porsche 956, and the Lancias of Ghinzani and Nannini.

Casualties in the first hour included Jaussaud's Rondeau M482 which had a serious oil leak and stopped with the gauge failing to register (teams are not allowed to replenish oil when they like), Richard Cleare's Porsche powered Kremer CK5 which had a turbocharger seize up, the Belga sponsored Porsche 936C which had a fuel pump failure, and Martin Birrane's Ford C100 which, in the hands of Francois Migault, was driven faster than in practice and ran out of fuel.

Alboreto's Lancia was checked in the pits as the gears were difficult to select, and after 90 min. the car stopped at Arnage with a seized differential. At the two-hour mark following the second pit stops, Bellof and Holbert were running in convoy at the head of the field followed by Heyer in the Lancia, Johansson in the Marlboro car, Bell and Schickentanz (956).

The Nimrod was going well, though showing signs of electrical problems that would hamper it through the night. One of the driveshaft-driven alternators was overcharging and boiling the battery, but the car was placed 18th at quarter distance, and the Emka 29th.

The Ickx / Bell car moved up to third place at dusk though a lap behind its team-mates, drawing clear of Fitzpatrick / Hobbs / Quester, Andretti / Andretti / Alliot, Schickentanz / Merl / de Narvaez and Edwards / Keegan. The Marlboro 956 had dropped back with a misfire which was traced to two faulty plugs, and was now five laps behind the leader.

The Mass and Fitzpatrick cars both fell right back after midnight, the works car with the engine sounding rough and the latter with a fuel pressure problem. The trouble with Fitzpatrick's car was finally established when it stopped out on the circuit with a sheared fuel pump drive, and retired, but Mass' engine sounded worse and worse as it transpired that exhaust valves on one or two cylinders had burned out.

Ghinzani and Heyer were dogged by fuel pressure problems too, using the electric pump to supplement the mechanical pump, and eventually retired when the pressure failed on the circuit. Then the remaining Lancia team car of Nannini / Andruet / Barilla lost turbo boost pressure on one bank, and was retired when a new turbocharger failed to cure it.

At half distance Porsche 956s held the top eight places, Holbert / Haywood / Schuppan being half a lap ahead of Ickx / Bell with the Andretti car third, three laps behind. The Marlboro car had climbed to fourth, six laps down, Schickentanz / Merl / de Narvaez were fifth, Edwards / Keegan sixth and now joined by Fitzpatrick, with Mass and Bellof seventh. Desiré Wilson was happily driving the "Boss" sponsored 956 with Lassig and Plankenhorn in eighth place, and the supremacy of the German cars was broken by the normally aspirated, BMW six-cylinder powered Sauber driven by the Americans Tony Garcia / Al Naon / Diego Montoya. Pescarolo / Boutsen held tenth place for Rondeau, ahead of the Canon Porsche which needed extensive rebuilding of the suspension. The Emka needed to have a fractured rear wishbone replaced, and this involved virtually reconstructing the suspension which took a couple of hours.

The aspirations of Ickx and Bell took a dive just after six o'clock in the morning when the car coasted to a stop at Mulsanne. They had just moved into the lead, but Holbert was ahead again even as the number 1 car stopped at the side of the road. Bell reported the problem on the radio and set about fitting the spare black box ignition control pack, and since the team drivers had rehearsed this the car was running healthily again a quarter of an hour later, but now four laps behind. The Andrettis moved up to second place a lap clear of Ickx / Bell, their only problem having been a puncture early in the race. Alliot earned a rebuke from Mario Andretti for spinning the car a couple of times during the night, though without doing any damage.

Mass' 956 retired on Sunday morning when it wouldn't restart after a routine stop. The crew tried for half an hour to get the engine running, changing the plugs and pouring water on the starter to keep it cool, and it is remarkable that the battery stood up to it. After hours of running on four or five cylinders, and overheating, the engine refused to work any more; only two of the 11 956s that started the race failed to finish. Pescarolo's Rondeau retired with engine failure and the Nimrod went from 13th place with a connecting rod breakage.

Though four laps behind, Ickx and Bell had no thoughts of finishing second. They had been careful with their fuel consumption in the first half of the race and could afford to push on, Ickx lowering the lap record to 3 min. 29.7 sec. (145.34 m.p.h.) at breakfast time. By 11 o'clock they'd overtaken the Andrettis to move into second place, and were helped by three short delays on the leading car, first when the rear subframe showed signs of collapsing and had to be replaced, then when the rear undershield worked loose (this is part of the ground effect design), and finally when the left-side door fell off when Schuppan was driving.

The race was building up for a close finish between the two works cars, and no orders were issued by the management either. With an hour to run Holbert / Haywood / Schuppan were slightly less than two laps in front, but their car had started overheating and needed to have the header tank filled during the last stop. This involves removing the bodywork, and as Holbert left the pits Bell was on the same lap and closing fast.

Driving with one eye on the temperature gauge Holbert went as fast as he dared, and going into his last lap a jet of smoke came from the left-hand exhaust pipe. The last lap was touch-and-go for the 956, but it finished 64 seconds ahead for a popular victory.

The fact that the ACO has spent 10 million francs on building up the spectator protection didn't prevent thousands of people from swarming onto the track at the finish, though last year's scene when the leaders could not reach the timing line was not repeated. Behind the phalanx of Porsches came the Sauber-BMW in ninth place, sounding as good as when it started. The British entered Porsche 911 Turbo prepared by Charles Ivey for John Cooper / Paul Smith / David Ovey finished 11th and won the Group B class, just as they won Group 5 last year. Jeff Allam / Steve Soper / James Weaver came 20th in the works Mazda 717C which had spent a good deal of time having a misfire attended to, but the performance of the Emka in finishing 17th was loudly applauded by the British contingent, who surrounded it with Union Jacks flying as soon as O'Rourke stopped.

Porsche's steamroller victory had been easily forecast, barring catastrophes, and looked even more impressive than last year's result. But whether it is good for endurance racing is another matter, because it would need a vast budget and a great deal of professionalism on the part of Ford, BMW, Jaguar or Aston Martin to produce a competitive machine that is equally reliable. For the moment, hopes of a contest concentrate solely on Lancia. — M.L.C.

RESULTS

51st LE MANS 24 HOURS, June 18th/19th — Weather warm and dry

1st	A. Holbert/H. Haywood/V. Schuppan	(2.6 t/c Rothmans-Porsche 956), 370 laps (5,047.9 km.), av. 210.33 k.p.h. (130.7 m.p.h.)	
2nd	J. Ickx/D. Bell	(2.6 t/c Rothmans-Porsche 956), (5044.6 km.)	370 laps
3rd	M. Andretti/M. Andretti/P. Alliot	(2.6 t/c Kremer Porsche 956)	364 laps
4th	C. Schickentanz/V. Merl/M. de Narvaez	(2.6 'Sorga' Porsche 956)	361 laps
5th	G. Edwards/R. Keegan/J. Fitzpatrick	(2.6 t/c 'Skoal' Porsche 956)	358 laps
6th	K. Ludwig/S. Johansson/B. Wollek	(2.6 t/c Marlboro Porsche 956)	354 laps
7th	J. Lassig/A. Plankenhorn/Mrs. D. Wilson	(2.6 t/c 'Boss' Porsche 956)	347 laps
8th	J. Palmer/J. Lammers/R. Lloyd	(2.6 t/c Canon Porsche 956)	339 laps
9th	T. Garcia/A. Naon/D. Montoya	(3.5 BMW-Sauber C7)	338 laps
10th	P. Henn/C. Ballot-Lena/J-L. Schlesser	(2.6 t/c 'Swap Shop' Porsche 956)	327 laps
11th	*J. Cooper/P. Smith/D. Ovey	(3.3 t/c Porsche 911 Turbo)	303 laps
12th	**Y. Katayama/Y. Terada/T. Yorino	(2.3 Mazda 717C)	302 laps

*Winner, Group B **Winner, Group C Junior.

Fastest lap: J. Ickx, 3 min. 29.7 sec. (233.922 k.p.h.) — record.

THE CANADIAN GRAND PRIX

Arnoux and Ferrari dominate

Montreal, June 12th

A PACKED motorsporting month means that the Canadian Grand Prix, held on the Circuit Gilles Villeneuve on the island in the St. Lawrence river where it runs through Montreal, can only be very brief. The entry was the same as Detroit, held the week before, and Arnoux dominated both qualifying sessions and the race. All the top teams made pit stops for petrol and tyres and as nobody bungled the job the overall scene did not change as a result. After challenging in the early part of the race Piquet's Brabham-BMW retired with a broken throttle cable and Patrese in the second BMW-powered car retired with transmission trouble. With Prost in trouble with a loss of 800 r.p.m. at the top end of his Renault V6 power range, and further delayed by a puncture, Eddie Cheever stepped in to run a worthy second, ahead of Tambay's Ferrari, but nowhere near Arnoux's Ferrari. Rosberg drove his usual hard race to earn a distant fourth place and Watson ran his usual consistent race to end up sixth, though he was severely challenged by the young Belgian driver Thierry Boutsen in only his third Formula 1 race with the Arrows team. The start was delayed 40 minutes by a power line failure within the city electricity supply, but apart from that everything went very smoothly and a blazing sun brought out a good crowd to watch. — D.S.J.

NOTES ON THE CARS AND TEAMS IN NORTH AMERICA

FOR another trip across the Atlantic for two races, this time on consecutive weekends, all the teams packed their big steel boxes with every imaginable piece of equipment and spare part that they could muster, with spare engines, spare gearboxes, spare turbo-chargers, spare radiators, wheels, jacks, refuelling equipment, starters, air bottles and so on, as well as a full complement of mechanics, engines and team personnel, so it is no wonder that the cost of air-freighting all this lot across the Atlantic is becoming prohibitive. Detroit saw very little in the way of accident damage, or mechanical mayhem, so the whole lot was packed onto huge articulated container lorries and driven up to Montreal, and the team scene was the same for both races, apart from a little moving around of cars amongst the team members.

Williams: The usual three FW08C models, number 7 for Rosberg, number 8 for Laffite and number 9 as the spare, though principally the spare car is for Rosberg. Laffite bent one corner of FW08C/ 08 in the wet practice at Detroit but the damage was quickly repaired. The team are still not using the latest DFY Cosworth engines, retaining faith and confidence in their own development of the normal DFV.

Tyrrell: Three green and black cars, 011/4 for Alboreto, 011/5 for Sullivan and 011/6 as the spare. As the best and most faithful customer of Cosworth Engineering, Ken Tyrrell had first option on the Mk.2 version of the DFY, which had elektron cylinder heads, improved valve gear and an improved power curve over the first DFY. Alboreto found it definitely advantageous out of the slow corners at Detroit and the wider spread of torque made it easier to select a good set of gear ratios for the short straights between some of the corners. This latest version of the Cosworth V8 is easily distinguishable by its ribbed valve covers, the normal covers being plain, and Alboreto used a Mk.2 DFY in his Detroit-winning car. In Canada their two DFYs blew up in practice.

Brabham: The team started off with Piquet in BT52/3 which he normally races, Patrese in BT52/4 and BT52/1 as the spare and it was noticed that they were not using their carbon-fibre brakes. In order to prevent the heat from the turbo-charger and the boost-control valve soaking into surrounding parts of the car, much of the mechanism is covered with heat-resistant aluminium foil. This is wrapped round the left hand rear suspension members and the left-side drive shaft among other things. During Detroit practice one astute marshal out on the course noticed this, but not knowing what it was all about reported to race control that Patrese's car had some paper caught up in the back end, which had wrapped itself round the left-side drive shaft! You can't be too careful when you are observing. During Saturday practice Patrese decided he preferred the spare car BT52/1, so his original car was made the spare and Piquet vacillated between 52/3 and 52/4 right up to Sunday morning, finally deciding to use his normal car 52/3. Before the race, while Gordon Murray was still bluffing people that Piquet was going to stop for tyres and fuel, BT52/3 was standing behind him with petrol vapour and neat petrol venting from its pressure release valve, a sure sign that the tank was full to the brim!

In Canada Patrese stuck to BT52/1 and BT52/3 and BT52/4 were available for Piquet and he vacillated from one to the other using BT52/3 for the race. While Gordon Murray is busy protesting against the Renault under-car exhaust system it is noticeable that all three Brabham cars are blatantly disregarding the rule that requires the driver's name to be "on" the car, not "in" or "under" but *on the car*.

McLaren: Nothing unusual about the McLaren cars, number 8 for Watson, number 7 for Lauda and number 6 as the spare, normally set up for Lauda, but available at short notice for Watson, a change of pedal pads being necessary for the British driver. The kindest thing that can be said of the McLaren International team is that it is "treading water" until the V6 Porsche turbo-engine and new chassis is ready. With money from Switzerland and Saudi Arabia, technology from Germany (engine) and America (carbon-fibre composite monocoque), drivers from Ulster and Austria, tyres from France and design and management from England, the name McLaren International is very apt.

ATS: The number one car D6-01 had a new turbo-charger layout for its BMW engine, schemed up in conjunction with the Munich engine men. In this the turbo unit is tucked in close to the side of the engine, the four exhaust pipes curl rearwards before gathering to enter the turbine and the compressor entry faces forwards. Over the entry is a cylindrical cover with a tube running to the outside of the bodywork, where air is drawn in from just in front of the left rear wheel. The exhaust pipe and the boost control valve tail pipe both run underneath the lower suspension member on the left rear of the car. In conjunction with this layout the radiators and inter-coolers have been moved rearwards, resulting in shorter side pods. Winkelhock used the later car D6/02 for the Detroit race as insufficient testing had been done on the revised car. In the Detroit race he came across Lauda's McLaren going slowly from the exit of the Atwater tunnel, and in taking avoiding action he clobbered the barriers and damaged front and rear suspensions on the right-hand side, but no serious structural damage was occasioned. In Canada the experimental car D6-01 was tried in practice but D6-02 was used for the race.

Lotus: The team took their usual four cars across the water, two Renault-powered cars for Elio de Angelis (93T/1 and 93T/2) and two Cosworth-powered cars for Nigel Mansell (92/10 and 92/5). After complaining about the Pirelli tyres and their effect on the handling someone decided that perhaps the rear end of the cars was not rigid enough and the lower wishbones were beefed up, but that was not the real answer. In Detroit enormous rear aerofoils were used to try and press the rear of the car down onto the road and to get some adhesion from the tyres but the result was a car that seemed to have the frontal area of a double-decker bus, and it was about as effective. The Frenchman Gerard Ducourage, ex-Matra, ex-Ligier, ex-Alfa Romeo, has joined the team and while the floundering went on in North America he was back at the Norfolk base casting an eye over the proposed 1983 design to use the Renault V6 turbocharged engine. Meanwhile the real trouble with Team Lotus continues in that they do not have a Piquet, Arnoux, Rosberg or Prost in the cockpit. Their two number two drivers really ought to take a leaf from the Surer, Watson, Warwick, Boutsen book of simply getting on with the job of driving what they have got instead of searching all the time for

perfection; a quality they probably would not recognise if they had it.

Renault: Apart from the electronic gizmoes and wiring of the complex V6 Renault-Gordini engine, the team Renault-Sport is fairly uncomplicated. Alain Prost is very much on the same wavelength as the Regie-Renault engineers and the combination of Prost and the RE40 never looks or sounds as if it is going fast, but the time-keepers invariably prove otherwise. Inherent engine reliability has been good this year, but small details have been found wanting, and in Detroit Cheever's engine sheared the driving pin on the ignition control flywheel, something that has never happened before. In practice in Canada Prost had an engine break internally, the first for a very long time, and he took over the spare car (RE40/01) in place of RE40/03. He found this handled and felt much more to his liking and retained it for the rest of the practice and for the race. Cheever was more than content with his regular car RE40 / 02 and continues to uphold the honour bestowed on him by being selected for the number two car. In fact, he has surprised everyone by his application to the job and has more than justified the choice.

March: John McDonald's small-budget team of two cars built by his RAM-Racing organisation, and using the March name, had to give Detroit a miss as Eliseo Salazar's sponsorship money from Chile was dependent on results, and there haven't been any. For Canada sufficient money was raised from local business to allow Jacques Villeneuve to try and qualify for his home Grand Prix. Jacques is doubtless a competent driver, but not in the same class as his late, and sorely-missed brother Gilles, and he failed to qualify with the cars that Salazar has been failing to qualify with.

Alfa Romeo: The team are still experimenting with turbocharger pressure versus reliability and being so far from home they erred on the cautious side so that though they had only one really spectacular engine blow-up in Canada during the first qualifying hour when de Cesaris arrived with so much smoke and confusion that it nearly obliterated the pit lane, neither he nor Baldi ever looked like serious competitors. While de Cesaris was on the tail-end of the turbos, little Baldi was down among the also-rans at both events. They had their usual three cars with them, 183T / 02 for de Cesaris, 183T / 04 (carrying the identification plate and paperwork for 183T / 03) for Baldi and 183T / 01 as the spare.

Ligier: Nothing very sensational about the Vichy-based team who have a good supply of obsolete Cosworth DFV engines. They experimented with their Citroën-based oleo-pneumatic suspension system and with conventional coil springs but it seems to make little noticeable difference to the positions of Jarier and Boesel in the overall scene. Ambitious plans have been announced for next year involving the use of Renault turbo engines. After building a mock-up test-vehicle last winter, the three JS21 cars, 02, 03 and 04, are still serving the team well.

Ferrari: The Scuderia took cars number 063, 064 and 065 to North America and utilised nine engines during the two races, producing their ninth complete power unit on the morning of the race in Canada when Arnoux blew up engine number 54 during the morning warm-up session. Engine number 74 was produced out of a box, complete and ready to go and after installation it fired up and ran perfectly and Arnoux was never challenged in the race. From being taken off its transportation cradle and installed in chassis 064 it ran one lap before lining up on pole position, and ran the 70-lap race to perfection. Ferrari engineers certainly know about engines. Throughout the two meetings the T-car had very little use, not being run at all in Detroit and only being used very briefly on Saturday afternoon in Canada by Tambay, when his own car (126C2 / 065) suffered a turbo-charger failure.

Arrows: The well-prepared and uncomplicated A6 cars had only one obvious change between Detroit and Montreal and that was a change of advertising support for the Surer car. The Barclay Cigarettes and Madrilena sponsorship ending after Detroit, so local advertising was sought for Montreal. Boutsen's car retained the support from the Belgian carpet manufacturer Louis de Poortere. The cars themselves present few problems and designer Dave Wass is very appreciative of his two drivers who take the simple and nicely balanced cars and drive them to the limits without whining and wingeing and trying to produce theoretical perfection. A shining example of not attempting to be too clever and getting on with the job and making the most of what you have got.

Osella: Enzo Osella's little team struggle along with technical help from Tony Southgate but trying to compete with one Cosworth-powered car for Corrado Fabi and one V12 Alfa Romeo-engined car for Piercarlo Ghinzani must strain their resources, but the Alfa Romeo project is part of a long-term programme which should result in a supply of turbocharged 1½-litre Alfa Romeo V8 engines for 1984.

Theodore: With limited resources and ability the N183 cars derived from Morris Nunn's carbonfibre composite monocoque car engineered by Nigel Bennett cannot hope for more than a supporting rôle to the big manufacturers and heavily financed "special builders", but Columbian driver Roberto Guerrero continues to give a good account of himself with MN16, while his near-neighbour Alberto "Johnny" Cecotto from Venezuela driving MN18 is not disgracing himself in his first Formula One season. The team carry MN17 with them as a spare, but it is seldom in full running order, being carried more for emergencies than anything else.

Toleman-Hart: After starting from scratch in Formula One this small all-British team, financed with foreign money, has made progress even if it is not startling, for both Warwick and Giacomelli can be sure of qualifying in mid-field under any circumstances nowadays. The Brian Hart four-cylinder engines of mono-block construction, and in the case Warwick's car, using a Hart-inspired twin plug ignition system, are not too far back in the horsepower stakes, though the Garrett AiResearch turbochargers do seem to be the limiting factor at the moment, failing in a variety of ways, from disintegrating turbine wheels, through split casings to collapsed bearings. In Detroit Warwick's engine suffered an internal water leak and the subsequent local overheating destroyed the combustion chamber. In Canada the team consumed more turbochargers using 30 p.s.i. boost, than was healthy, and in the race Warwick's unit had the turbine wheel and what was left of its shaft burst its way out through the side of the exhaust pipe where it joins the turbine casing. The smoke and flame and confusion caused the marshals to cover eveything with fire fighting powder. A nasty mess. — D.S.J.

RESULTS

CANADIAN GRAND PRIX — Formula One — 70 laps — Circuit Gilles Villeneuve Montreal — 4.41 kilometres per lap — 308.700 kilometres — Very warm

1st	René Arnoux	(Ferrari 126C2/064)	1 hr. 48 min. 31.838 sec. — 170.661 k.p.h.
2nd	Eddie Cheever	(Renault RE40/02)	1 hr. 49 min. 13.867 sec.
3rd	Patrick Tambay	(Ferrari 126C2/065)	1 hr. 49 min. 24.448 sec.
4th	Keijo Rosberg	(Williams FW08C/07)	1 hr. 49 min. 48.886 sec.
5th	Alain Prost	(Renault RE40/01)	1 lap behind
6th	John Watson	(McLaren MP4/1C/08)	1 lap behind
7th	Thierry Boutsen	(Arrows A6/3)	1 lap behind
8th	Michele Alboreto	(Tyrrell 011/4)	2 laps behind
9th	Danny Sullivan	(Tyrrell 011/5)	2 laps behind *disqualified
10th	Manfred Winkelhock	(ATS D6/02)	3 laps behind — stopped on last lap
11th	Mauro Baldi	(Alfa Romeo 183T/04)	3 laps behind
12th	Riccardo Patrese	(Brabham BT52/1)	retired on lap 57 — broken gearbox
13th	Derek Warwick	(Toleman TG183B/02)	retired on lap 48 — broken turbocharger
14th	Nigel Mansell	(Lotus 92/10)	retired on lap 44 — driver gave up
15th	Bruno Giacomelli	(Toleman TG183B/03)	retired on lap 44 — engine failure
16th	Andrea de Cesaris	(Alfa Romeo 183T/02)	retired on lap 43 — engine failure
17th	Jacques Laffite	(Williams FW08C/08)	retired on lap 38 — broken gearbox
18th	Raul Boesel	(Ligier JS21/03)	retired on lap 33 — seized wheel bearing
19th	Roberto Guerrero	(Theodore MN16)	retired on lap 28 — engine failure
20th	Corrado Fabi	(Osella FA1D/1)	retired on lap 27 — broken gearbox
21st	Johnny Cecotto	(Theodore MN18)	retired on lap 18 — broken differential
22nd	Nelson Piquet	(Brabham BT52/3)	retired on lap 16 — throttle cable broke
23rd	Niki Lauda	(McLaren MP4/1C/07)	retired on lap 12 — spun and stalled
24th	Elio de Angelis	(Lotus 93T/1)	retired on lap 2 — throttle linkage
25th	Marc Surer	(Arrows A6/4)	retired on lap 1 — broken differential
26th	Jean-Pierre Jarier	(Ligier JS21/04)	retired on lap 1 — gearbox failure

Fastest lap: Patrick Tambay (Ferrari 126C2/065) on lap 42 in 1 min. 30.851 sec. — 174.747 k.p.h.

* Car underweight

26 starters — 11 finishers

The Detroit Grand Prix

— Surprises

Downtown, Detroit, June 5th

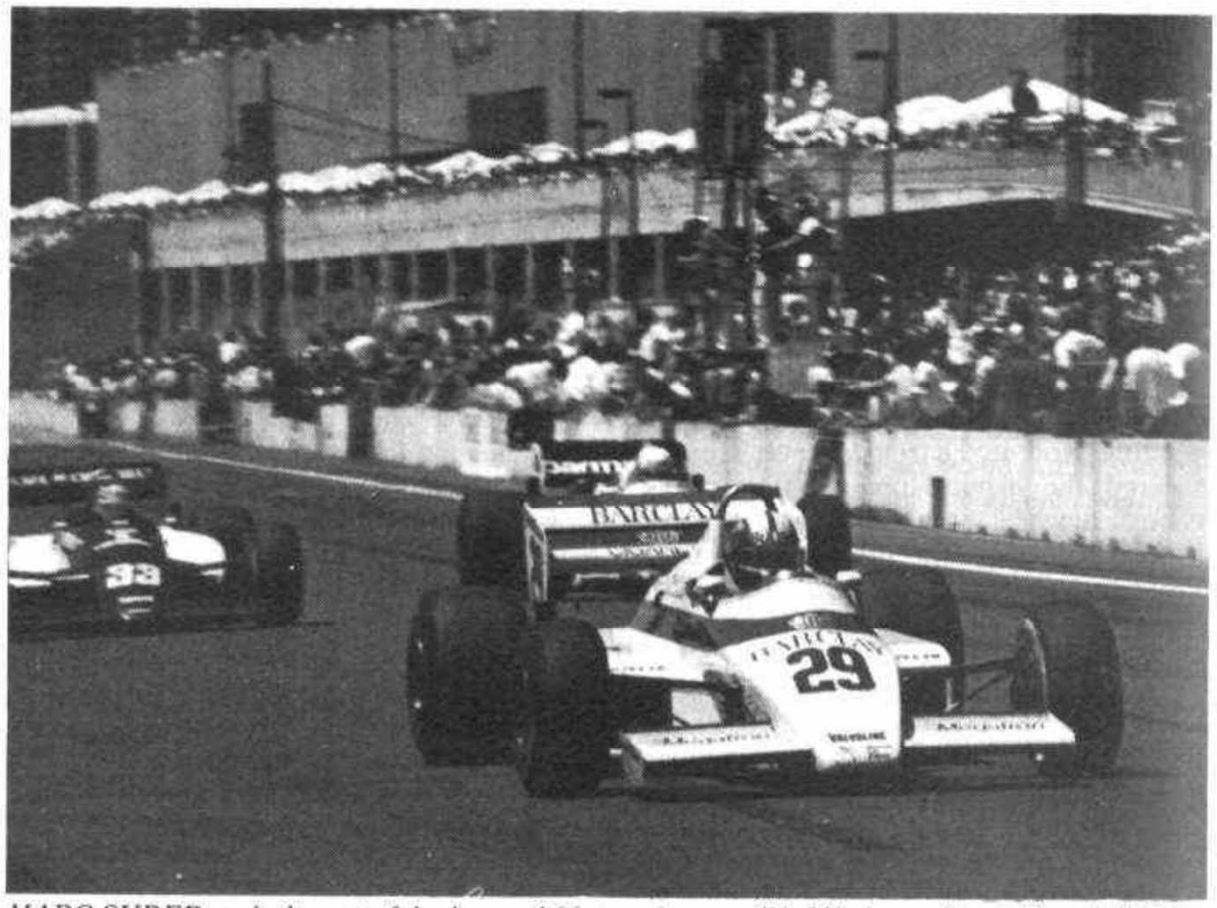
THE big surprise, albeit a pleasant one, was that another Formula One race was held in Detroit. By any standards the 1982 event was a bit of a shambles and justified the simple rule that was not adhered to. Any new venue for a World Championship race is supposed to run a non-championship race first of all, to get the circuit and organisation working properly and to prove that the organisation is capable of running a World Championship event. Somehow this rule did not apply to Detroit in 1982 and that first event was a success more by luck than judgement. In my report I said "For a first attempt the Detroit Grand Prix was a bit of a shambles at times but enjoyable nevertheless and I am sure the organisers will learn by their mistakes." Well, I am pleased to say that they did, and this year's race round the streets of downtown Detroit, the motor city of the USA, or "Motown" as they call it, was a great success. So much so, in fact, that everyone was saying the day afterwards that the 1984 event was assured and they could see no reason why it should not become a permanent fixture in the Formula One calandar.

The first thing that was done for this year's event was to alter the circuit, to make if faster and better, which in itself is unusual for most circuit alterations seem to make circuits slower and worse. The very tight hairpin at corner number five was eliminated this year and the course now ran straight across the dual carriageway on to corners six and seven. Hairpin bends themselves are no bad thing, but this one had been followed immediately by a very slow right hand turn and the whole thing was too tight and too slow, so the alteration was very welcome. The other alteration was to the "Chicane" before the pits, from where the pit lane entrance was taken; this was completely revised with the "chicane" made into a fast and exciting ess-bend and the pit lane entrance being sited well before the "chicane" and over to the left. The rest of the circuit was unchanged, it still ran along the main streets, dived down under a pedestrian precinct on to the river front, ran through the three-lane tunnel and jinked right and left onto the pits straight on the edge of the Detroit River. Everywhere was as rough and bumpy as last year, but with the 1983 rules encouraging the use of suspension travel and springs it all seemed to be much smoother than last year as far as the drivers were concerned.

Bearing in mind that the whole circuit had to be built from scratch, using concrete blocks, guard-rails, catch-fences, and "spherical elasticated attenuators" (bundles of old car tyres), and footbridges had to be built, roads blocked off, traffic diversions organised and control exercised over the public to ensure that they paid to come in, a delay of 50 minutes in starting the first session of testing on Friday morning was not too bad. Unfortunately it was raining as preparations were made to begin and with the pits being in the open air there was a certain lack of enthusiasm when the track opened for the first 1½ hour session. The rain continued to fall intermittently throughout the morning and the streets were always wet and slippery, and as soon as the semblance of a "dry line" was generated by the cars another shower of rain would wet everything again. The public were allowed in free for this first day, to encourage them to come and see what Formula One was all about, but the dull weather kept them down to around 25,000. On the interesting downhill dive under the bridge at the far end of the circuit a large platform had been erected looking down onto the track. This was reserved for handicapped people in wheelchairs, with an electric lift provided to get them up on to it, and even in the rain there were quite a number taking advantage of this civic amenity and by the looks on their faces they seemed to be enjoying the spectacle and noise of racing cars in the streets of their city.

In the afternoon it rained really hard so the results of the qualifying hour were very inconclusive, but while Rosberg was revelling in the conditions and recording the fastest lap (at 69 m.p.h. average speed) an unhappy Jacques Laffite walked away from his bent Williams car after losing control in the "chicane" and spinning into the pits wall. Everyone had splashed round in the rain, with the exception of Eliseo Salazar, who was a non-starter with the MacDonald March, as his sponsorship money, dependent on results, had dried up. As can be seen from the list of practice times, there was a space of more than 12 seconds covering the field of 27 drivers, from Rosberg's 2 min. 06.382 sec. to Danny Sullivan's 2 min. 18.758 sec. and anyone who was at the Race of Champions at Brands Hatch back in April where these two appeared to be racing nose-to-tail, must be wondering what that was all about!

Saturday was grey and dull but at least it was dry so the serious business of testing and qualifying could begin, which it did with some alacrity. In spite of the cars being a bit slower this year, the circuit improvements resulted in lap speeds being a bit up on last year, though not enough to excite an American public brought up on Indianapolis and its lap speeds of over 200 m.p.h. or NASCAR saloon car racing on Super Speedways at 195 m.p.h. However, the noise, the confusion and the "funny foreign people in Formula One" seemed to intrigue the American public and the Detroit newspapers and especially the foriegn drivers with the unpronounceable names who spoke a strange form of English — "not American, boy, with a big A" The single dry hour of qualifying on Saturday afternoon decided the formation of the grid, and once again prompted the thought that a short two-hour sprint race that constitutes a Grand Prix, could easily get by with a programme like a CART championship race where you practice and qualify on Sunday morning and race in the afternoon. The time spent actually racing in a Formula One event doesn't really justify the time spent practising, testing and qualifying. However, the Saturday afternoon hour at Detroit was not all that simple for half way through, the



MARC SURER made the most of the Arrows A6 in practice to qualify fifth, but cooling problems held him to 11th in the race.

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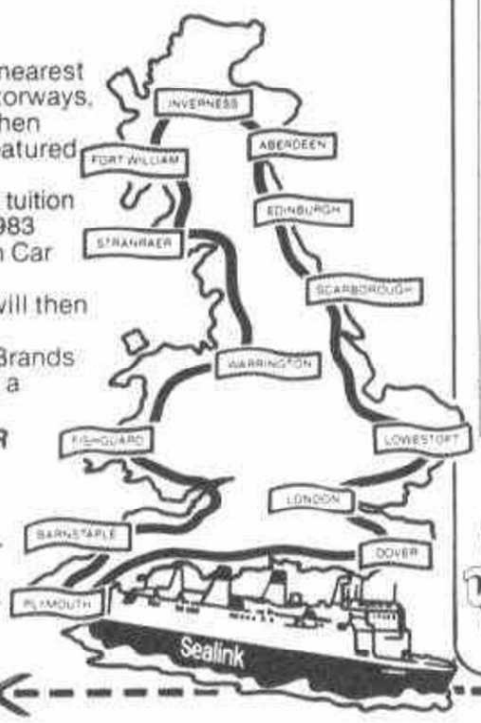
Using your skill and judgement, estimate to the nearest quarter of a mile using only "A" class roads and motorways, the mileage the Vauxhall Astra GTE should cover when driving around Britain via the centre of each town featured on our map.

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3.7.83	ETC Saloon Cars Nurburgring	Dover, Folkestone Newhaven	85 100	40 40	14 21	5 5
29.7.83	Ulster Rally	Stranraer to Larne[2]	70	40	14	5
7.8.83	German GP	Dover, Folkestone Newhaven	85 100	40 40	14 21	5 5
21.8.83	Zolder F.2	Dover, Folkestone	85	40	14	5
28.8.83	Dutch GP	Dover, Folkestone	85	40	14	5
4.9.83	WEC Sports Spa	Dover, Folkestone	75	25	14	5
11.9.83	Italian GP	Dover, Folkestone Newhaven	75 90	25 25	14 21	5 5
25.9.83	ETC Saloon Zolder	Dover, Folkestone	75	25	14	5
Sept. 83	Manx International Rally	Heysham to Douglas (IOM)[2]	90	25	14	5
Jan 84	Monte Carlo Rally	Dover, Folkestone Newhaven	60 75	25 25	14 21	5 5
Feb 84	Boucles de Spa	Dover, Folkestone	60	25	14	5
Easter 84	Circuit of Ireland Rally	Stranraer to Larne[2] Holyhead to Dun Laoghaire[2] Fishguard to Rosslare	60 60 60	25 25 25	14 14 14	5 5 5

1 — Route information: Newhaven runs to Dieppe. Dover (Eastern) runs to Calais, Ostend. Dover (Western) runs to Ostend, Dunkerque. Folkestone runs to Ostend, Calais, Boulogne.
2 — Non Duty Free routes.
3 — Excludes period Wednesday 1300 hrs prior Good Friday to Tuesday 0845 hrs after Easter Monday inclusive.
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2nd		
3rd		
4th		

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1. These must be specified — see Terms of Booking point 1.
2. 2 people 13 yrs or under count as one adult.

Enter amount of bonus. See point 5 under Terms of Booking. £ ____

Cheque/PO enclosed ☐ (tick)
Access, Barclaycard or American Express No ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

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clouds parted and a blazing sun shone down very suddenly and raised the temperature of the road surface as you looked at it. Consequently all the guesses made about tyre compounds and suspension settings during the grey morning were suddenly proved wrong, but with tyre choices already made and two sets of tyres already marked nothing could be changed. This meant that if you hadn't made a quick lap in the first 30 minutes, there was little chance of improving in the second 30 minutes, and one or two drivers, notably Prost, Patrese, Laffite, Baldi and Winkelhock got caught out by this unexpected quirk of the weather.

After some of their recent "go slow" activities the McLaren team had shaken off their lethargy and Watson and Lauda were the first two out on the track when qualifying began. Even so, they were only in 21st and 18th places on the grid, but they could have been even further back. With only 27 entries and a grid of 26, there was only one unfortunate and this was Corrado Fabi in the Cosworth powered Osella. This did not help the Americans to understand Formula One, for only the week before Corrado's elder brother Teo had been on pole-position at Indianopolis at ". . . What speed was it? 205 m.p.h. and here is his kid brother last at Detroit at 77 m.p.h. . . What kind of racing is this Formula One . . . and the French guy on pole position here has a girl's name, René something or other . . . gee, they are strange people this lot from Europe."

For once the Ferrari team had got through practice with very little trouble and had not needed to use their spare car at all, which suggests that they had left all their "super-screamer" qualifying engines at home. Even so Arnoux and Tambay only had Piquet between them in the line-up, but of all the drivers in Formula One today Nelson Piquet is the one driver I would *not* want splitting my team in the line-up. Profiting from the freak conditions, but driving nicely nonetheless, Marc Surer got his Arrows A6 into fifth place overall to lead all the "wittering" Cosworth-powered runners, except that Surer is one of the few who do not "witter" on about the unfairness of turbocharged engines. He just gets on with the job, and a big "A for effort" must go to his Arrows team-mate, young Thierry Boutsen, who was in tenth place, ahead of Rosberg, Prost, Mansell, Patrese, Lauda, Laffite, and Watson among others. Freak conditions or luck apart, it was still a good effort for a young driver in only his second Grand Prix and with no previous knowledge of Detroit street racing, and even Alan Jones had to admit that the Arrows A6 is not the best car in the game. What it does seem to be is a straightforward "honest" car that a driver can learn to drive to its very limit, with no nasty vices or bad habits, and Surer and Boutsen were using all there was available while others with ostensibly better cars were fiddling about trying to make improvements or were continually altering things.

In fourth place in the line-up was Elio de Angelis with the Renault-powered Lotus 93T, though you could not help feeling that nobody quite knew why, and with Rosberg, Laffite, Prost, Patrese and Winkelhock not in their usual places, perhaps fourth place for a turbocharged Renault-powered car was not so good after all. One only hopes for his own sake that Nigel Mansell will be higher than fourth when he gets his Renault-powered Lotus to replace his present Cosworth-powered one.

PRACTICE TIMES (Longines Timing)

No.	Driver	Friday p.m. (Very wet)	Saturday p.m. (Dry)
1	K. Rosberg	**2.06.382**	1.47.728
2	J. Laffite	2.13.080	1.49.245
3	M. Alboreto	2.08.198	1.47.013
4	D. Sullivan	2.18.758	1.48.648
5	N. Piquet	2.11.506	1.44.933
6	R. Patrese	2.17.489	1.48.537(T)
7	J. Watson	2.10.632	1.49.250
8	N. Lauda	2.09.019	1.48.992
9	M. Winkelhock	2.12.092	1.49.466(T)
11	E. de Angelis	2.09.601	1.46.258
12	N. Mansell	2.07.792	1.48.395
15	A. Prost	2.15.731	1.47.855
16	E. Cheever	2.08.418	1.47.334
17	E. Salazar	Entry	withdrawn
22	A. de Cesaris	2.08.034	1.47.453
23	M. Baldi	2.11.169	1.49.916
25	J-P. Jarier	2.07.652	1.48.994
26	R. Boesel	2.12.164	1.49.540
27	P. Tambay	2.10.994	1.45.991
28	R. Arnoux	2.08.851	**1.44.734**
29	M. Surer	2.09.292	1.46.745
30	T. Boutsen	2.11.107	1.47.586
31	C. Fabi	2.15.085	1.53.516
32	P. Ghinzani	2.15.556	1.49.885
33	R. Guerrero	2.08.496	1.47.701
34	J. Cecotto	2.14.547	1.51.709(T)
35	D. Warwick	2.11.428	1.47.534
36	B. Giacomelli	2.13.205	1.48.785

(T) denotes use of spare car.

ENTRY

No.	Driver	Nat.	Team	Car Type	Colours	Engine	Tyres	Main Sponsors
1	Keijo Rosberg	FIN	Williams	FW08C	White/Green	Cosworth V8	Goodyear	Saudia/TAG/Denim
2	Jacques Laffite	FR	Williams	FW08C	White/Green	Cosworth V8	Goodyear	Saudia/TAG/Denim
3	Michele Alboreto	ITAL	Tyrrell	011	Green/Black	Cosworth V8	Goodyear	Benetton Wool
4	Danny Sullivan	USA	Tyrrell	011	Green/Black	Cosworth V8	Goodyear	Benetton Wool
5	Nelson Piquet	BRA	Brabham	BT52	Blue/White	BMW 4-cyl. t/c	Michelin	Fila/Parmalat
6	Riccardo Patrese	ITAL	Brabham	BT52	Blue/White	BMW 4-cyl. t/c	Michelin	Fila/Parmalat
7	John Watson	ULS	McLaren	MP4/1C	Red/White	Cosworth V8	Michelin	Marlboro/Unipart
8	Niki Lauda	AUT	McLaren	MP4/1C	Red/White	Cosworth V8	Michelin	Marlboro/Unipart
9	Manfred Winkelhock	GER	ATS	D6	Yellow/Black	BMW 4 cyl. t/c	Goodyear	ATS Wheels/Steinbock
11	Elio de Angelis	ITAL	Lotus	93T	Black/Gold	Renault V6 t/c	Pirelli	John Player
12	Nigel Mansell	GB	Lotus	92	Black/Gold	Cosworth V8	Pirelli	John Player
15	Alain Prost	FR	Renault	RE40	Yellow/White/Black	Renault V6 t/c	Michelin	ELF
16	Eddie Cheever	USA	Renault	RE40	Yellow/White/Black	Renault V6 t/c	Michelin	ELF
17	No entry	—	March	RAM/01	—	—	—	—
22	Andrea de Cesaris	ITAL	Alfa Romeo	183T	Red/White	Alfa Romeo V8 t/c	Michelin	Marlboro/Nordica
23	Mauro Baldi	ITAL	Alfa Romeo	183T	Red/White	Alfa Romeo V8 t/c	Michelin	Marlboro/Nordica
25	Jean-Pierre Jarier	FR	Ligier	JS21	Blue	Cosworth V8	Michelin	Gitanes
26	Raul Boesel	BRA	Ligier	JS21	Blue	Cosworth V8	Michelin	Gitanes
27	Patrick Tambay	FR	Ferrari	126C2	Red	Ferrari V6 t/c	Goodyear	Fiat/Agip
28	René Arnoux	FR	Ferrari	126C2	Red	Ferrari V6 t/c	Goodyear	Fiat/Agip
29	Marc Surer	CH	Arrows	A6	White/Cream	Cosworth V8	Goodyear	Barclay Cigarettes
30	Thierry Boutsen	BEL	Arrows	A6	White	Cosworth V8	Goodyear	Louis de Poortiere
31	Corrado Fabi	ITAL	Osella	FA1D	Blue	Cosworth V8	Michelin	Kelémata
32	Piercarlo Ghinzani	ITAL	Osella	FA1E	Blue	Alfa Romeo V12	Michelin	Kelémata
33	Roberto Guerrero	COL	Theodore	N183	Blue/White	Cosworth V8	Goodyear	Cafe do Columbia
34	Johnny Cecotto	VEN	Theodore	N183	Blue/White	Cosworth V8	Goodyear	Sanyo/Arogance
35	Derek Warwick	GB	Toleman	TG183B	Blue/Red	Hart 415R t/c	Pirelli	Candy/Magirus
36	Bruno Giacomelli	ITAL	Toleman	TG183B	Blue/Red	Hart 415R t/c	Pirelli	Candy/Magirus

Sunday was incredible, not a cloud in the sky, the sun burning down on all the glass and stainless steel of which "downtown" Detroit seems to be constructed and a crowd of over 71,000 paying customers thronging into the circuit, even though only those with expensive grandstand seats could hope to see very much. First estimates had put the paying gate at 68,100 but this was amended later to over 71,000, but whatever it was it was a happy crowd out in the lovely warm sunshine and a good party atmosphere was prevalent. Anyone with a boat, large or small, was out on the wide river and a fire-protection boat was moving up and down in mid-stream spraying powerful jets of water to keep the small craft in orderly lines and clear of the main shipping lane. USA and Canadian coastguard patrol boats cruised up and down to see that there was no "unofficial landings" on either side of the river and also to keep the small boats away from the Detroit side of the river where the track ran close to the edge. By all accounts the whole scene was very orderly and the crowd were enjoying themselves without getting unruly and a *guesstimated* 100,000 people were watching the overall scene from afar, outside the confines of the circuit, but they could not have seen very much, apart from the gigantic Rennaissance Centre in the middle of the circuit. The atmosphere was a bit like the Le Mans 24-hour race, you didn't have to see anything or know what was happening, you just had to be there.

With the race due to start at 12.15 p.m. the half-hour warm-up was bright and early at 9.15 a.m. and it really was June, the traditional height of summer, like days gone by. Everything was running very smoothly, the only unknown quantity being whether everyone of any importance was going to go through the pit-stop routine. Gordon Murray started the pit-stop lark last year in order to gain an advantage over his rivals, but they all caught on to it which put everyone on to the same footing. Neither Tyrrell nor McLaren subscribed to the pit-stop idea, deciding to keep plodding on regardless, but Ligier, Williams and Lotus with Cosworth power went to the half a tank of fuel routine. Now there was a change of attitude and while Ferrari and Alfa Romeo made no bones about their refuelling routine, others were a bit guarded, Williams saying they might or they might not. Gordon Murray was saying nothing, merely looking at enquirers through his black John Lennon-type spectacles with a non-committal look on his face. It was all good gamesmanship that filled in the time before the start.

Because the circuit had been changed the race distance was reduced from 62 laps to 61 laps to avoid the chance of running over the maximum permitted two hours, and at 11.45 a.m. the pit lane was opened and everyone except the unfortunate Corrado Fabi drove round for a lap and lined up on the grid. Cecotto, Watson, Cheever, Prost,

Sullivan, Tambay, Mansell, Jarier and de Angelis all took a second lap and Rosberg and Laffite took two extra laps. With everyone running nicely to time the 26 cars set off on their parade lap, led by Arnoux's Ferrari. As they reappeared, with the two red Ferraris one behind the other on the left of the road and the sleek blue and white Brabham of Nelson Piquet on the right, something told you that the Brazilian was going to be leading into the first corner. In spite of having a "hunted" look you could be sure Arnoux was not going to be beaten easily from his pole position.

There was interest down the field, for Rosberg was going to pass as many cars as possible before the first corner, and Surer, Alboreto and Boutsen were going to make the most of their high placings. As de Cesaris arrived at his grid position his Alfa Romeo engine stalled and he promptly waved his arms frantically. The quick thinking girl marshal who had just withdrawn her marker board promptly put it out again and waved it energetically. Derek Ongaro had not put the red count-down light on at this point, so he aborted the start with the START DELAYED board and everyone switched off. There was the regulation five minute delay before the restart and regulation reduction of the race distance by one lap, from 61 laps to 60 laps now.

Round they went on another parade lap and this time all was well, everyone stopped in position, all the marker boards were withdrawn, the red light came on . . . and Elio de Angelis took off from his position in the second row behind Piquet and was actually alongside the Brabham as the green light came on and the field surged forward. Tambay's Ferrari leapt forward a length and stopped suddenly, as the driver stalled the engine! Miraculously everyone missed the stationary Ferrari and the race was on, with Piquet into the lead as expected, followed by Arnoux's Ferrari and the Lotus-Renault of de Angelis third, but already the Stewards were sending a note to Peter Warr to tell him his driver had been penalised a minute for a really blatant piece of start-jumping. While the 25 cars covered the opening lap a breakdown truck rapidly towed Tambay's Ferrari into a safe place and then Piquet led the field through the fast "chicane". By the end of the second lap he and Arnoux had pulled out a substantial lead over de Angelis, who himself was well ahead of de Cesaris who was leading, Alboreto, Warwick, Rosberg, Cheever, Boutsen, Prost and Surer. By a confused mistake on the part of the start line officials Tambay's Ferrari was not push-started, as it could have been, and he was left fuming in the pit lane.

As Ghinzani trickled into the pits to retire the Osella-Alfa Romeo V12 at the end of lap five, Eddie Cheever had already stopped his Renault out on the circuit with ignition failure, and just as de Angelis started his sixth lap the Lotus transmission broke its

STARTING GRID

↑

28
R. Arnoux
(Ferrari V6 t/c)
1 min. 44.734 sec.
23 (1 min. 48.934 sec.)

27
P. Tambay
(Ferrari V6 t/c)
1 min. 45.991 sec.
(no time)

29
M. Surer
(Arrows-Cosworth V8)
1 min. 46.745 sec.
57 (1 min. 49.809 sec.)

16
E. Cheever
(Renault V6 t/c)
1 min. 47.334 sec.
3 (1 min. 53.926 sec.)

35
D. Warwick
(Toleman-Hart t/c)
1 min. 47.534 sec.
20 (1 min. 49.351 sec.)

33
R. Guerrero
(Theodore-Cosworth V8)
1 min. 47.701 sec.
36 (1 min. 50.351 sec.)

15
A. Prost
(Renault V6 t/c)
1 min. 47.855 sec.
29 (1 min. 50.555 sec.)

6
R. Patrese
(Brabham-BMW t/c) (T)
1 min. 48.537 sec. (T)
6 (1 min. 52.031 sec.)

36
B. Giacomelli
(Toleman-Hart t/c)
1 min. 48.785 sec.
41 (1 min. 50.150 sec.)

25
J-P. Jarier
(Ligier-Cosworth V8)
1 min. 48.994 sec.
21 (1 min. 49.340 sec.)

7
J. Watson
(McLaren-Cosworth V8)
1 min. 49.250 sec.
55 (1 min. 47.668 sec.)

26
R. Boesel
(Ligier-Cosworth V8)
1 min. 49.540 sec.
56 (1 min. 51.804 sec.)

23
M. Baldi
(Alfa Romeo V8 t/c)
1 min. 49.916 sec.
44 (1 min. 53.198 sec.)

5
N. Piquet
(Brabham-BMW t/c)
1 min. 44.933 sec.
46 (1 min. 48.332 sec.)

11
E. de Angelis
(Lotus-Renault V6 t/c)
1 min. 46.258 sec.
4 (1 min. 52.584 sec.)

3
M. Alboreto
(Tyrrell-Cosworth V8)
1 min. 47.013 sec.
54 (1 min. 48.443 sec.)

22
A. de Cesaris
(Alfa Romeo V8 t/c)
1 min. 47.453 sec.
27 (1 min. 49.423 sec.)

30
T. Boutsen
(Arrows-Cosworth V8)
1 min. 47.586 sec.
21 (1 min. 50.296 sec.)

1
K. Rosberg
(Williams-Cosworth V8)
1 min. 47.728 sec.
55 (1 min. 47.969 sec.)

12
N. Mansell
(Lotus-Cosworth V8)
1 min. 48.395 sec.
36 (1 min. 50.029 sec.)

4
D. Sullivan
(Tyrrell-Cosworth V8)
1 min. 48.648 sec.
26 (1 min. 50.088 sec.)

8
N. Lauda
(McLaren-Cosworth V8)
1 min. 48.992 sec.
17 (1 min. 51.318 sec.)

2
J. Laffite
(Williams-Cosworth V8)
1 min. 49.245 sec.
28 (1 min. 49.252 sec.)

9
M. Winkelhock
(ATS-BMW t/c)
1 min. 49.466 sec. (T)
19 (1 min. 52.093 sec.)

32
P. Ghinzani
(Osella-Alfa Romeo V12)
1 min. 49.885 sec.
4 (1 min. 55.000 sec.)

34
J. Cecotto
(Theodore-Cosworth V8)
1 min. 51.709 sec. (T)
34 (1 min. 51.768 sec.)

Did not qualify:
31 C. Fabi (Osella-Cosworth V8) 1 min. 53.516 sec.
(T) Time recorded in spare car or race in spare car.
N.B. Time in brackets is best lap in race.
Number in bold is lap on which recorded.

crownwheel and pinion, so his penalisation was nullified and that demon start had availed him nothing. By the completion of only six laps we were down to 22 cars, and Corrado Fabi must have wondered about the injustice of qualifying eliminating one car from the grid. Already a pattern had formed, with Arnoux pressuring Piquet for the lead, already a long way ahead of de Cesaris leading Alboreto and Rosberg. About the length of the pit straight behind came Warwick, his Toleman-Hart running well and keeping ahead of a depressed Alain Prost who had broken a front nose fin, he said on Boutsen's rear wheel, but marshals reported he had done it on a barrier. Whatever the reason, it had upset the stability of the Renault and Prost is not a driver to press on regardless under difficulties.

Boutsen was keeping up with the Renault and was ahead of Patrese, so this was enough excuse for the Italian to head for the pits for a rear set of tyres, as if they were going to make any difference to the way he was driving. The Brabham team had him out on a harder set of tyres and with some more petrol in the tank in double-quick time, but the stop had put him back to 19th place so he had no hope of getting anywhere and he gave up before half-distance complaining about brakes this time. Jarier was another one to blame his inability to keep up on his tyres and he stopped at the Ligier pit for another set, in a vain hope that by some magic they would not only make up for the time lost, but give him increased speed. All this was before even ten laps had been run, and in eighth place was Thierry Boutsen with the Arrows and in ninth place Roberto Guerrero with the Theodore, both young drivers simply getting on with the job with what they had got.

On the tenth lap Arnoux eased his way by Piquet and took the lead, but the little Brazilian was not too worried as he knew he was going to run through non-stop and everyone knew the Ferrari was going to make a stop. Rosberg now began to get into his stride and after passing the Alfa Romeo of de Cesaris he began to close up on Piquet. The Ferrari pit was well awake to the situation and rather than give Arnoux his lead over Piquet, they indicated to him the gap back to Rosberg because they were not too sure that the Williams team were planning a pit-stop. Arnoux, on softer tyres and with less petrol load than Piquet, was pulling away steadily, endeavouring to build up a big enough time differential to allow for his stop, while Rosberg, in a similar state to Arnoux, was right behind the Brabham and went by into second place on lap 20, but still Piquet was not unduly worried.

A long way back and no danger to the *status quo* came Alboreto in his DFY Mk.2 powered Tyrrell, staying just ahead of Warwick's Toleman-Hart. Then came de Cesaris and Laffite, followed by Boutsen, Sullivan and Watson. The other Arrows driven by Surer had been reported to be losing fluid, thought to be oil by the course marshals. He was black-flagged into the pits but no leak could be found and he went out again only to be reported again that fluid was still coming out of somewhere. Another stop revealed some paper caught up in one of the radiators which was causing the engine to run hot and the liquid was water from the radiator overflow. By the time all this had been sorted out the Swiss driver had lost over a

Lauda was another driver to feel unhappy about his position, behind the likes of Sullivan and Guerrero, and the only way to negate the embarrassment was to blame the tyres and stop for another set (as if it would make any difference to his attitude). In contrast Watson was driving his McLaren

round neatly and tidily and every time anyone went into the pits, for whatever reason, he moved up a place. Prost had stopped for a tyre change which had moved Watson up a place, then Warwick stopped to investigate a misfire in his Hart engine and Watson moved up one more, and so it went on. Warwick did one more lap and then gave up with an internal malady in his engine. Guerrero was in the pits with his Theodore and Watson moved up another place, and his smooth consistent driving was paying off yet again. An effective way of getting results, but not exactly motor racing in the Villeneuve / Rosberg style.

As half-distance approached there was a bustle of activity in the Ferrari and Williams pits, which were adjacent at the head of the pit lane, and signals made it clear that Arnoux and Rosberg were both coming in at the end of lap 29. Sure enough the Ferrari arrived, stopping perfectly without any fuss, and in a flash fuel was in, new wheels on and the red car was away as Rosberg headed for the pit lane in his Williams. Arnoux was back in the race without losing the lead, but the Williams stop was not so slick and Piquet, Alboreto and Laffite went by before the World Champion was back on the track.

The Alfa Romeo of de Cesaris would also have gone by had he not made his pit stop at this point, so when it was all over the order was Arnoux still in the lead, Piquet second, Alboreto third, Laffite briefly in fourth place as he was due to stop, and then Rosberg. In sixth place was John Watson, ahead of Boutsen, but only because the Belgian had let the McLaren go by. In only his second Grand Prix Boutsen was still learning, and his driving position was not perfect and he was tiring physically; this caused a lapse in concentration and he got into an enormous slide through the "chicane" which was only sorted out by sheer luck. As he had Sullivan and Watson close behind he eased up a bit and let them go by, whereupon Sullivan's Tyrrell broke down and Watson found himself sixth. He wasn't doing an heroic drive though the field from the back, as the media seemed to think, the "front" was destroying itself in front of him.

On lap 32 Arnoux was reported to be slowing, then Piquet went by and the Ferrari stopped with a fault in its electronic system for the fuel-injection, so everyone moved up a place, and at the end of the lap Laffite made his scheduled pit stop and those close behind him moved up another place. The order now was Piquet, Alboreto, Rosberg, Watson, de Cesaris, Laffite, Boutsen, Prost and Cecotto, with the last named about to be lapped by the leader. Piquet had it made now, as he was running right through without a stop and there was no way Alboreto, Rosberg and Watson were going to challenge him. The race was being run at the pace provided by a trio of good Cosworth engines, Alboreto with a Mk.2 DFY, Rosberg with the Williams / John



SIXTH PLACE in the Lotus 92 gave Nigel Mansell his first point of the championship.

Judd special DFV and Watson with a production DFY. Piquet had the boost turned down to conserve fuel, and you could almost see the boost control knob registering "Cosworth Power" which was all he needed to stay ahead. Had it been up at "Ferrari Power" or "Renault Power" it might have been a different story.

Piquet controlled the race at his ease, never letting Aboreto get too close, even when they were lapping slower cars, while Watson had a little bit of a go to challenge Rosberg, but it came to nothing. In the midst of all this Guerrero suddenly re-appeared on the track, having apparently retired a long time before. He had been at the pits having the gear linkage mended and an engine mounting replaced and was now going as well as ever. As Piquet started lap 51 the Brabham gave a nasty lurch and the left rear tyre deflated with a puncture. As the stricken car limped round to the pits Alboreto and Rosberg went by and with the Brabham in the pit lane Watson also went by, so now Cosworth-powered cars were first, second and third, and the whole of Detroit were told that they were Ford engines, "our engines", that were winning!

Keith Duckworth and Mike Costin who make the Cos-Worth engines smile at this sort of thing and say with grateful thanks "The Ford money in 1967 when the project got going was very good." You don't see too many Ford engineers working in Northampton.

It was now all over, Piquet was serviced in the usual Brabham efficient manner, with new tyres and some more petrol as a precaution and was back in the race in fourth place, but with only nine laps left to run there was nothing he could do, and a certain winner had to be content with fourth place. But that is the fascination of racing, you can never anticipate surprises, and this time Team Tyrrell profited and the Brabham team were the losers. Equally you might say Ferrari were similar losers, for Arnoux had the race in the bag when he retired, and Tambay fans were certain that Patrick was going to win as the cars came to the starting grid.

It had been an interesting race, full of surprises and most surprised of all was Michele Alboreto, but unlike some drivers who gave up, whimpering, he kept on with the job, as did Rosberg and Watson and they all profited. It was an interesting trio up on the winner's podium, for the first drives neatly and tidily and to the best of his ability all the time, the second doesn't know the meaning of giving up trying and the third always keeps going as it seems to be the only thing to do. Poor Nelson Piquet was not up there with them through no fault of his own. The strategy of a non-stop run schemed up by him and Gordon Murray had very nearly paid off regardless of the Ferrari failure. There should now be some second thoughts on the value of two short sprint races versus one full-length steady run.

This second race through the streets of Detroit was an unqualified success and though the United States have lost Long Beach (sob!) and Las Vegas (hurrah!) and never had New York (oh dear!) it looks as though "Motown" is going to stay as the "Gotown". What was that you said about Watkins Glen? — D.S.J.

RESULTS

DETROIT GRAND PRIX II — Formula One — 60 laps — Detroit City — 4.023 kilometres per lap — 241.402 kilometres — Very warm

1st	Michele Alboreto	(Tyrrell 011/04)	1 hr. 50 min. 53.669 sec. — 130.411 k.p.h.
2nd	Keijo Rosberg	(Williams FW08C/07)	1 hr. 51 min. 01.371 sec.
3rd	John Watson	(McLaren MP4/1C/08)	1 hr. 51 min. 02.952 sec.
4th	Nelson Piquet	(Brabham BT52/03)	1 hr. 52 min. 05.854 sec.
5th	Jacques Laffite	(Williams FW08C/08)	1 hr. 52 min. 26.272 sec.
6th	Nigel Mansell	(Lotus 92/10)	1 lap behind
7th	Thierry Boutsen	(Arrows A6/3)	1 lap behind
8th	Alain Prost	(Renault RE40/03)	1 lap behind
9th	Bruno Giacomelli	(Toleman TG183B/03)	1 lap behind
10th	Raul Boesel	(Ligier JS21/03)	2 laps behind
11th	Marc Surer	(Arrows A6/4)	2 laps behind
12th	Mauro Baldi	(Alfa Romeo 183T/04)	4 laps behind
13th	Niki Lauda	(McLaren MP4/1C/07)	retired on lap 50 — driver gave up
14th	Roberto Guerrero	(Theodore MN16)	still running — 22 laps behind
15th	Johnny Cecotto	(Theodore MN18)	retired on lap 35 — gear linkage
16th	Andrea de Cesaris	(Alfa Romeo 183T/02)	retired on lap 34 — engine trouble
17th	René Arnoux	(Ferrari 126C2/064)	retired on lap 32 — electronic injection
18th	Danny Sullivan	(Tyrrell 011/05)	retired on lap 31 — engine trouble
19th	Jean-Pierre Jarier	(Ligier JS21/04)	retired on lap 30 — wheel nut trouble
20th	Manfred Winkelhock	(ATS D6/02)	retired on lap 27 — accident damage
21st	Derek Warwick	(Toleman TG183B/02)	retired on lap 26 — engine trouble
22nd	Riccardo Patrese	(Brabham BT52/01)	retired on lap 25 — poor brakes
23rd	Elio de Angelis	(Lotus 93T/1)	retired on lap 6 — transmission
24th	Piercarlo Ghinzani	(Osella FA1E)	retired on lap 5 — engine failure
25th	Eddie Cheever	(Renault RE40/02)	retired on lap 5 — ignition failure
26th	Patrick Tambay	(Ferrari 126C2/065)	retired at start — stalled on grid

Fastest lap: John Watson (McLaren MP4/1C/08) on lap 55 in 1 min. 47.668 sec. — 134.525 k.p.h.

26 starters — 13 finishers



Alfa 33
Bridging a gap which may not be there?

EARLIER this month the wraps came off Alfa Romeo's new medium class car, the front-wheel-drive Alfa 33. Following the habit started with the Alfetta in carrying the name of a superseded competition machine of some merit, the 33 takes its name from the series of V8 and flat-12-engined sports racing cars which defended the quadrofoglio's honour between 1968 and '76. This Alfa 33, however, will be facing far more serious opposition in its intended task than its namesake with the 12-cylinder "boxer" engine, so it was good to discover, on a trip to Italy, that Alfa Romeo's first new model of the decade shapes up well to the rivals it will oppose in the commercial market place.

Touted by Alfa Romeo as "bridging the gap" between the Sud and the Giulietta, it didn't take long for company spokesmen to concede that the former model would be quietly phased out in due course, probably over the next eighteen months. And whatever the market research claims may say, the 33 is so much like the Sud that it wouldn't make a great deal of commercial sense in continuing both cars, side-by-side, for any length of time. The pricing is interesting: in Britain, the three-model range extends between £5,690 and £6,590, while the Sud saloons range between £5,230 and £6,240, so it is clear that the 33 is closer to its f.w.d. stablemate than the Giulietta, now rather outdated and priced between £6,500 and £7,560.

The Alfa 33 is available only in five-door "notchback" configuration, the styling of which is distinctively different while, at the same time, identifying with the Alfa image. The high waistline at the rear is very reminiscent of the Giulietta, but, that point apart, the 33 offers a totally fresh profile for Alfa Romeo customers. A drag coefficient (Cd) of 0.36 has resulted from plenty of aerodynamic detail work and a great deal of effort to improve product quality, notably in rust-preventative steps at the manufacturing stage, are intended to produce not only a highly appealing driver's car, but one which is also commercially profitable in its highly competitive market sector.

The delightful, willing 1,490 c.c. (84 x 67.2 mm.) 85 b.h.p. flat four was fitted to the top of the range quadrofoglio model which we tried — to be marketed in Britain as the Alfa 33 Cloverleaf. In our assessment, from about 80 miles of motoring in streaming rain, it retains most of the splendid Alfasud qualities and refines many of them. If you were blindfolded you would be convinced that this was an Alfasud: the ride, perhaps, is a touch softer and true Sud *aficionados* might suggest that the 33's initial turn-in isn't quite so crisp, but in general terms, if you liked the Sud, you'll love the 33. The Cloverleaf model is equipped with such refinements as electric windows, but you'll be surprised to hear that Alfa has decided on outboard mounted front disc brakes to replace the inboard ones used on the Sud. It was claimed that reasons of technical efficiency were behind this move, but it may really be simply financial expediency in order to keep costs down, and thus present the 33 at the most favourable price possible. By the time readers see this issue of MOTOR SPORT, the first Alfa 33s should be appearing in the showrooms with a 1.3-litre base model opening the batting at £5,690. The 1.5-litre saloon is precisely £6,000 and the aforementioned Cloverleaf just under £600 more. We look forward to a full road test in the near future, but would reckon, on first impressions, that if Alfa Romeo has really licked its quality control problems at last, then the new 33 could prove even more popular than the Alfasud.

A.H.

Lancia Volumex HPE and Coupé

EVEN ENGINEERING seems to run in fashions, and of late the turbo has been correct wear for all occasions. Lancia, however, have forsaken the ideal of "something for nothing" which seemed so appealing about the turbo, and have returned to the engine-driven supercharger, in the form of the Volumex unit.

This compressor is light and very compact, and absorbs only a little more power than an air-conditioning unit. The rationale behind using it is that increased flexibility enables higher gears to be used, and higher efficiencies to be realised, so that the driver has the choice of better consumption or better performance than the atmospheric version.

Driving the latest Coupé and HPE with Volumex proved that the system is much pleasanter than most turbos, in that there is no need to look at rev. and pressure dials — you cannot come off the boost. Trickling through Turin traffic, both cars were happy in the upper ratios, with a smooth surge ahead available at any time by dropping down through that stiff but positive gearbox. Reaching the *autostrada* soon showed that a quiet 120 m.p.h. was quite attainable, with the deeper chin spoiler adding to the stability, as well as advertising the increased power — 135 b.h.p. instead of the 122 b.h.p. of the standard 2-litre injection.

It is however on winding roads that the system comes into its own. With no extra noise being generated, it simply feels like a bigger engine, and with peak torque below 3,000 r.p.m. and peak power at 5,500, it seems to make little difference when you change gear. The curiously solid steering (power-assisted but heavy nonetheless) tends to disguise the f.w.d. cornering loads, making tight bends harder to gauge in the HPE, which is longer in wheelbase and less responsive than the very enjoyable Coupé. Both cars benefit from stiffer suspension and a tougher clutch, and drive ratios have been raised.

The unfussy nature of the new power unit belies the sophisticated processes that keep it running at its best — a cold start system, intake temperature control, and a vapour extractor pump which operates after the engine is switched off. The end result is an enjoyable pair of models, with the Coupé definitely having the edge on driving pleasure, always provided that you can reach the steering wheel easily, Italian cars being what they are.

British prices have not yet been agreed, but the existing injection models show a £700 price difference in favour of the Coupé; if you do not need the practicality of the HPE VX, still one of the few sporting estates, then the Coupé VX is the one to have. — G.C.

Ford Sierra XR4i

A Winner

AS FORD expected, the Sierra model was not immediately as popular as the Cortina model it replaced and it has taken a year for this rounded but aerodynamically efficient car to lead the British sales charts. The XR4i which is now available will certainly enhance the image of the Sierra range, offering a 130 m.p.h. package with a very high level of equipment for well under £10,000. The Sierra XR4i may not have the pedigree of a BMW and certainly has not the good looks, but as a value-for-money package it should worry some of the upmarket competition considerably.

The recipe for the XR4i was entirely predictable, putting the Cologne 2.8-litre push-rod V6 into the engine bay, rated at 150 b.h.p. DIN and coupled to the rear wheels by the latest close-ratio 5-speed gearbox. Bosch K-Jetronic injection is installed, though it's halfway to L-Jetronic in that it has a fuel cut-off device for economy, shutting off the fuel supply on the overrun at over 1,700 r.p.m.

Capri enthusiasts feared that the XR4i would force the demise of the beloved coupé, and in time they may be right. For this year at least, Ford assure us, the Capri continues in production, though we imagine in its final form. Back-to-back the two cars provide an interesting contrast, the Capri being taut, stiff and very responsible to all the driver's commands, though rather old-fashioned now; the 2.8i is a car for driving, fun all the way.

The Sierra, on the other hand, is spacious, comfortable, well furnished and has a striking appearance. The missing 10 b.h.p. is noticed under acceleration (the engine being tuned for torque rather than power, and having a single exhaust system), also due to the higher kerb weight of the Sierra at 1,205 kg. (2,657 lb.). The rack and pinion steering seems to lack feel around the straight ahead position, though power steering with a higher ratio is to be available, but on the plus side the Sierra's brakes are bigger and apparently fade-free.

The Sierra, with its drag coefficient reduced to 0.32 thanks to the bolt-on appendages, will eventually make up on the straights what it loses on acceleration to the Capri 2.8i, assuming you have the nerve to keep accelerating beyond 120 m.p.h. This may be academic for most customers, but it matters to the Germans on their limit-free *autobahnen*. The crucial difference between the Sierra and the Capri is in the suspension department, the saloon being more softly sprung and definitely biased towards comfort rather than outright handling. Where the Capri is "chuckable" the Sierra needs more finesse, the independent rear trailing link system and softer progressive springs allowing a fair amount of roll and tuck when exploring the limits despite the addition of a 10 mm. anti-roll bar.



Under the bonnet the V6 sits well back in the chassis, and is topped by an air box casting that enhances the appearance of the power unit. The Sierra is rare nowadays in having rear-wheel drive, and is all the better for that — the occupants have all the space they need, and the front wheels, which carry 54% of the car's weight, are employed for steering without the attendant power struggle normally associated with f.w.d. cars with a high power-to-weight ratio. The positioning of the engine ensures that the steering is pleasantly light, power assistance being a luxury that would hardly be needed except at parking speed.

The handbook warns that the throttle should not be touched when starting the engine from cold, as is usual with K-Jetronic, and the V6 delivers its power straight away. With the temptation to drive the XR4i hard from cold, the addition of an oil pressure or temperature gauge would be welcome. After four seconds the visual display light settles down, extinguishing the ice warning (unless it happens to be freezing!), though the interior courtesy lights stay on for about 20 sec.

The fascia is nicely curved, BMW fashion, to give the driver the snug feeling that everything he needs is around him, the 150 m.p.h. speedometer and the quadrant sector rev.-counter being straight ahead. The steering wheel is a let-down, having a vinyl covering and Ford's inverted vee spoke arrangement with horn buttons at the 20-to-four position. Those who drive habitually in the 10-to-two hand position will find this inconvenient, and a sport steering wheel with a centre horn button must surely come — and if the accessory manufacturers are the first to react, can we have a left footrest, too, please? The Escort XR3i is even more in need of a footrest, but its absence is noticed on the Sierra too.

The clutch has a long travel which has to be judged carefully to get a smooth take-off every time, but on the move the Sierra has a very satisfying rush of power which will hurry it along to 60 m.p.h. in 7.8 sec. It is not just the initial acceleration which impresses, but the overtaking capabilities in third gear which make the XR4i such a fast long-distance machine. On the speedometer, 50 to 70 m.p.h. acceleration in third gear takes just five seconds, ideal for brisk overtaking, while 70 to 90 m.p.h. (still in third) takes 6.5 sec.

This express performance is accompanied by a subdued growl from the power unit, the only minus mark being an engine vibration which is felt in the cockpit when accelerating hard through 3,000 r.p.m. A cruising speed of 100 m.p.h., once a flat-out speed for popular sports cars, is now the sort of pace that can be kept up all day with a minimum of disturbance to the passengers.

An ignition cut out at 6,300 r.p.m. limits the intermediate speeds to 35 m.p.h. in first, 65 m.p.h. in second, 95 m.p.h. in third and 115 m.p.h. in fourth, with a genuine 130 m.p.h. available in fifth gear with 5,750 r.p.m. on the tachometer, comfortably within the 6,000 r.p.m. limit for sustained engine speed. Apart from the brief imbalance at 2,800 to 3,000 r.p.m. the engine is beautifully smooth, with plenty of torque, so that the Sierra has the feel of a big, lazy car when the driver isn't in the mood for energetic motoring.

Fuel consumption over 750 miles averaged out at 25.6 m.p.g., ranging from 27.0 m.p.g. for a fast long journey to 24.2 m.p.g. in mixed driving. The official urban city cycle figure is 18.2 m.p.g., which we imagine to be the worst you'd ever get, while 30 m.p.g. should be within reach with gentle driving. The fuel tank contains 13.2 gallons (60 litres) so assuming the owner fills with 12 gallons, while averaging 25 m.p.g., a realistic range is 300 miles. Having exploited the high performance of the Sierra

we should be satisfied with the overall consumption figure, though we'd hoped to achieve nearer 30 m.p.g. on a journey bearing in mind the cut-off device which saves fuel on the over-run.

The brakes, 10″ ventilated discs at the front and 10″ drums at the rear, are an inch bigger than on the Capri, though the XR4i is only 350 lb. heavier, for all its extra accommodation. They have a fairly powerful servo, perhaps a little too much for city traffic or when the brakes are cold, but they are fade-free, though rather smelly when used hard.

The heating and ventilation is very efficient and simple to operate, with the strong proviso that you can only get hot air through the fascia vents when the heater is used. It seems strange that Ford, along with some other manufacturers, should arrange to blast the driver's face with hot air just because he wants to have warm feet, or condemn him to drowsiness brought on by the footwell heating. This can be alleviated only by opening a window, or by tilting the sunroof, which may not be practical in bad weather.

Up to eight-tenths motoring the Sierra is a fine proposition, and many customers will never wish to try any harder than that. The XR4i settles into a nice cornering attitude, tail down under power with a hint of oversteer and is far less unsettled by bumps than the Capri would be. Actual cornering power, on the Uniroyal 60-series 195/60VR14 Rallye tyres that came on 5½J alloy wheels, is extremely good, and while we found the Sierra at first to be bulky, soft and rather over-servoed in comparison with the Capri, these impressions lasted only for a day or so. We grew to like the Sierra more with every day that passed, as a thoroughly competent family car with impressive mid-range performance that would see off many a sports model.

Outwardly the Sierra would hardly be mistaken for anything else on the road, its biplane rear spoiler distinguishing it in a crowd. The B-post door pillar has been moved back so that it has two large doors instead of four smaller ones, and this seems to improve the general appearance. Tacked-on plastic mouldings around the front and down the sides remove the tumble-home, and the effect of the total is to reduce the drag from 0.34 to 0.32, halfway to Audi's figure with the latest 100 model. The windscreen is flush fitted, which certainly helps to reduce the wind noise, so that the Sierra is a model which sounds hardly any noisier at 120 m.p.h. than it does at 70 m.p.h. This is essential in a car that is intended as a long-distance, high-speed commuter.

Standard equipment includes a Ford radio with stereo (and this has a particularly good tuner, with a vernier knob for fine tuning onto the signal), four speakers, an electric aerial, Recaro seats with lumbar adjustment (the driver's also adjustable for



height), a dashboard visual display, tinted glass, a rear hatch release in the armrest, front and rear foglights, a rear window wash / wipe, tinted glass, rear sunblinds, a coin storage cubby, and plenty of storage space for maps and oddments around the interior. The tool kit is particularly comprehensive, laid out in a case on the left side of the boot.

That is a comprehensive package for a price tag of £9,170, extras then being power steering, central locking, electric operation for the windows, headlamp washers, and a nice transparent sunroof which tilts or winds back manually, and has an interior screen — all of these items would take the XR4i near the £10,000 mark, but would put the Ford on a par with some models costing £15,000 or more.

It was the policy of Bob Lutz, before he moved from Europe to the parent company, to offer a sporting and upmarket version of each car in the Ford range. This programme is now complete with the Fiesta XR2, the Escort XR3i, the Sierra XR4i, the Capri 2.8i and even the Granada 2.8i, the last three named all nibbling away at the performance-with-luxury market exploited so successfully by BMW in recent years. It may be that owning a Ford does not carry quite the same social status as owning a BMW, but a sub £10,000 price tag on the road carries a lot of weight with company accountants.

The Sierra is a controversial car on account of its appearance, and the XR4i will also be controversial on account of its relatively soft suspension, which prevents it from keeping up with its XR2 and XR3 cousins when the going gets tough. With rising rate rear springs, and gas filled dampers the sporty Sierra is definitely tuned for comfort rather than outright handling, though the characteristics are safe and predictable. We would like to try the XR4i with sport-pack suspension, which will surely follow in time, but appraise it in the meantime as a very competent, fast, family model which offers exceptional value for money. — M.L.C.

SPECIFICATION

Body

Two-door, five-seat saloon. Length, 14 ft. 7½ in.; width, 5 ft. 8 in.; height, 4 ft. 7 in.; wheelbase, 8 ft. 6½ in.; fuel tank, 60 litres (13.2 gal.); weight, 1,205 kg. (23.7 cwt.).

Power train

V6 water-cooled engine mounted at front. Bore × stroke, 93 × 68.5 mm.; capacity, 2,792 c.c. Power output 150 b.h.p. DIN at 5,700 r.p.m.; torque, 161 lb. ft. at 3,800 r.p.m. Bosch K-Jetronic fuel injection with fuel overrun cut-off. Gearbox, 5-speed manual; clutch, single dry plate; final drive, hypoid bevel, ratio, 3.62:1.

Suspension

Front, MacPherson strut coil springs and gas dampers, with anti-roll bar. Rear, semi-trailing arm independent with rising rate springs and gas dampers, with anti-roll bar.

Brakes

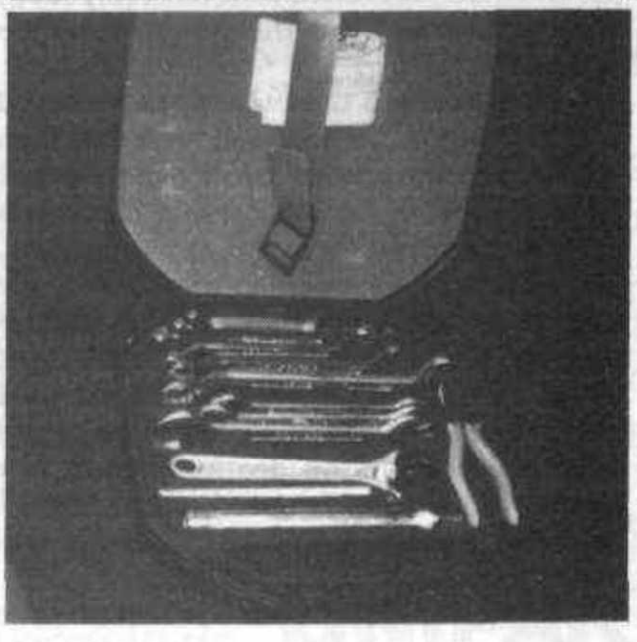
Front, 10.0 in. ventilated discs; rear, 10.0 in. drums, with vacuum servo. Twin hydraulic systems split front / rear.

Performance

Acceleration: 0-30 m.p.h.: 2.9 sec.
0-60 m.p.h.: 7.8 sec.
0-100 m.p.h.: 23.0 sec.
Maximum speed: 130 m.p.h.
Fuel consumption: 25.6 m.p.g. overall.

Price

£9,170 inc. car tax and VAT.
As tested, £9,780.





Road Impressions

MG Metro Turbo

IT WAS just like old times, to be testing an MG again, even if Abingdon fanatics may protest that it was not *pur sang*. But the Metro Turbo is lively, jerky, hard-sprung and noisy, which is surely in the best traditions of MG sports cars? (I will qualify some of that, later.)

When I heard that we were to have a turbocharged MG Metro for test I was immediately reminded that back in 1931 another motor journal road-tester, namely H. S. Linfield of *The Autocar*, undertook a rather interesting journey in a supercharged MG. He had put a colleague in hospital in Edinburgh after an accident with a Talbot 90 team-car (PL4) when returning from an MCC trial and felt it incumbent on him to visit the patient. For the first visit Linfield used an Ulster Austin 7. The next weekend he made the same long haul, London-Edinburgh Infirmary-Esher in an experimental 850 c.c. MG Midget equipped with a supercharger, which, incidentally, involved mixing lubricant for this component with the petrol before this was put into the fuel tank.

Linfield cruised the 1931 blown MG at 50 m.p.h. most of the time (and less fast than that for the first nine miles after starting out, to warm the oil) although this Midget was good for the same 50 m.p.h. in second gear. Some measure of progress, allowing for the greater capacity of the Metro's engine, is that the 1931 MG took six seconds to get from 20 to 40 m.p.h. in middle gear, and that "hard" plugs were carried. The Metro Turbo disposes of the identical pick-up in a matter of 3.9 seconds in second gear, and I have no idea what sparking-plugs it was using . . .

Of course an MG Metro Turbo would be faster than that ancient experimental MG, cruising contentedly as it will at an indicated 70 m.p.h. at 4,000 r.p.m. Indeed, it takes 2.7 seconds less to go from rest to 60 m.p.h. through the gears than the late, lamented MG-B. Before describing its other virtues, let me qualify my opening remarks about it. This MG Metro Turbo is unquestionably lively, although the driver is not immediately aware of this, because there is no sudden acceleration following turbo-lag, no "boy racer" implications, just a smooth flow of impressive power from around 3,000 r.p.m., that takes the little package from 0 to 70 m.p.h. in 13 seconds. If the throttle is snapped open at low speeds, though, quite pronounced transmission-snatch is apparent. The Hydragas springing becomes lively over bad roads but normally the ride is well cushioned and comfortable. There is some exhaust-boom from 70 m.p.h. onwards and a crisp exhaust note at a 1,000 r.p.m. idle, but the Metro Turbo cannot be criticised as noisy over most the speed-range for such a high-performance (110 m.p.h.) 1,275 c.c. car, especially at steady throttle openings.

The MG Metro Turbo is also a sure-footed car, fast over winding roads, fun to drive, but tiring on long hauls. The handling is as expected from a front-driver, the grip of the low-profile Dunlop Sport SP D2 165/60HR13 tyres good, but they aquaplane in puddles. Light alloy wheels are used, of neat appearance. The gear shift is generally acceptable but a fifth speed would be nice for fast cruising, and much of the running on twisting roads calls for third. Reverse engages easily, after lifting the lever to the position outboard of top. The disc/drum brakes must be satisfactory, because I never gave them a thought, but the driving-seat is high and a trifle cramped, being supportive. The engine asked for quite a lot of manual choke, from a cold start.

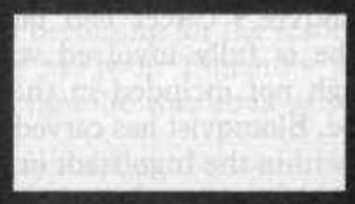
I do not altogether like the appearance of the chunky Metro with its short drop bonnet and perched-up driver, but there is no denying the quality of the interior appointments or the convenience of the controls and switchgear. The row of switches below the left side of the fascia are easily reached and clearly symbolled, for rear-window-heater, hazard-warning, rear wipe-wash, rear fog-lamp, with a spare, although it was too easy to flick onto wipe and wash when wipe only would suffice, just as with the two stalk-controls you could get a fast wiper setting when only needing normal speed. But full marks for the layout and finish. The fuel-gauge is steady but slow reading. The tank must not be filled beyond the bottom of the fuel-filler neck, as recommended in the Metro handbook; the filler cap has a flap low down on the off-side body panel but neither is lockable. The tank holds a miserable 6.6 gallons and as fuel thirst was 27.8 m.p.g. in quite ordinary driving, improving to an overall 29.2 m.p.g., the range is inadequate.

I have already referred to the smooth acceleration right up the rev. range. This is achieved by British Leyland's ingenious and creditable adaption of a solenoid-controlled oscillating bleed-valve in the feed to the diaphragm that affects the position of the turbocharger wastegate, the Lucas electronic unit thus being able to relate the opening and shutting of the wastegate to engine speed. This restricts boost from the small Garrett AiResearch T3 turbocharger to 7.7 p.s.i. at 6,300 r.p.m. and permits the normal 9.4 to 1 compression-ratio to be retained for the A-series iron long-stroke (70.6 x 80.3 mm.) three-bearing engine, which is of course mounted transversely. This is safe to 7,000 r.p.m. or 250 r.p.m. above the limit indicated on the tachometer, and it is smooth withal. Boost is shown by a Veglia fluorescent bar-gauge within the tachometer, the indications of which flick up without disconcerting the driver. The neatly-installed turbocharger has upped power output to 93 (DIN) b.h.p. at 6,130 r.p.m., notably higher than that of the Cooper-Mini, allied to the excellent torque figure of 85 p.s.i. at only 2,650 r.p.m. Top gear has been raised from 3.44 to 1 to 3.21 to 1. All without much apparent noise increase apart from a very faint trill of the chattering wastegate and with so much retention of docility that you can be unaware that this MG is turbocharged. It has to be said, however, that the oft-used yardstick, 0-60 m.p.h. acceleration, takes the same 9.4 seconds as it does in a slightly heavier Ford Fiesta XR2 with 323 c.c more engine capacity, but atmospheric induction.

The MG Metro Turbo is a great little fun-carriage. The test-car was finished in red-lined two-tone with seat-belts appropriately in red, matching the carpets. I could have done without the big "Turbo" motifs on the sides of the body, preferring to be anonymous, but I liked the general concept of this MG. The price is £5,649.

W.B.

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UNIPART



BLOMQVIST'S first major win, on the 1971 Swedish Rally, gave Saab their first home victory in five years. He and Arne Hertz led home a pack of more powerful cars.

Stig Blomqvist:

Sweden's rally folk-hero

WHEN Saab quit rallying at the end of 1980 it seemed as if Stig Blomqvist's rallying career was about to hit a lean patch. Having rallied Saabs for 16 years — ten of which were in the factory team — Blomqvist was dismissed by many team managers as nothing more than a front-wheel drive exponent. He would be totally out of his depth in anything else but a Saab, it was said. However, there was one man at least who didn't ascribe to this theory — Talbot's Des O'Dell.

Never a person to swim with the tide, O'Dell decided to loan Stig a Talbot for the Swedish Championship and included him in the factory team on other selected World Championship qualifiers. Unfortunately, Blomqvist's Talbot début brought retirement on the very first stage when the oil pump failed. From then on fortunes got better. On the 1000 Lakes he was eighth in a Group 2 Sunbeam Lotus, then a storming drive on the 1981 RAC saw him finish third. It was that performance which made people sit up and take notice, particularly Audi who immediately approached the quiet man from Orebro with an offer to drive a Quattro on selected European rounds of the World Championship.

It was that approach which brought Blomqvist his best season since 1971. That year he had won the 1000 Lakes, Swedish and RAC rallies for the first time. Last year he won the Swedish for the sixth time and came first on the Sanremo rally at his very first attempt. Blomqvist would also have undoubtedly won the 1000 Lakes if he hadn't been told to finish behind Audi team-mate Hannu Mikkola.

Blomqvist's career had taken off again. Now he is fully involved with Audi, and although not included in the team outside Europe, Blomqvist has carved himself a firm niche within the Ingolstadt organisation. He proved last year that he has complete mastery of four-wheel drive rallying, and there are few who would dispute that he is the fastest Quattro driver.

There can be little doubt that Audi Sport has big plans for this 37-year-old, but suddenly Blomqvist has become a very desirable commodity — particularly when you are trying to develop a new 4WD rally car, as O'Dell is doing for PSA.

One thing is for certain though, Blomqvist will not be doing the rounds of team managers towards the latter part of the season. It's not his style. Although his years with Saab have shielded him from such annual negotiations, Blomqvist is naturally reticent. He prefers to let his results speak on his behalf. "It's not my personality," he says. "Maybe it's wrong, but for me it's difficult to do."

With some justification, Blomqvist has a reputation for being a man of few words. It's difficult to break down the barriers, but once he feels he can trust you it's almost impossible to stop him talking in that curious sing-song accent which raises itself to a soprano pitch when he is enthusing about a subject close to his heart — NASCAR racing, driving standard saloons in celebrity races, speedway or just rallying. Never offhand, but apparently occasionally only able to simply utter "Yes" or "No" to interrogators, Blomqvist feels many times it is better to say nothing. "If you say too much you always get many more problems. His co-driver and friend Björn Cederberg describes it as "Swedish mentality".

Despite all these years of almost constant rallying — he's also tried his hand at Formula 3 racing, and it's not unknown for him to fly straight from the finish of a rally to take part in an obscure hillclimb or rallycross — Blomqvist is as enthusiastic today about his chosen profession as he was in 1964.

"Yes, I still enjoy it. That I think you must do because when it is like work it is not fun," he says. It's a philosophy which he pursues with an at times seemingly insatiable appetite. Mr. Blomqvist knows how to enjoy himself, and once a rally is over abstinence in a couple of key areas does not feature highly in his list of priorities. In this respect Blomqvist still belongs to the old "devil may care" school, a dying breed in rallying, and it comes as no surprise to learn that one of his heroes is Harry Kallström. The former Mini and Lancia driver was, in Stig's opinion, the greatest natural talent ever to take the wheel of a rally car. He was also a noted hell-raiser, a fact which finally attributed to him never ultimately fulfilling all his promise. Blomqvist is well aware of this, knowing when to let his hair down and when to get down to the business in hand — testing and driving rally cars.

Those team managers who have used Blomqvist confirm that he is superb as a test driver and technician. Despite the image of being unable to communicate, once behind the wheel he is able to get over very quickly exactly what the problem is, and how it can be best solved. However, there are those who have learnt to their cost if Blomqvist don't think he is being taken seriously then information is very difficult to extract.

He is fascinating when on the subject of the Quattro, the car which he has taken to like a duck to water, and a vehicle which he admits has "started off my career again".

Discussing the problems of driving the Audi on asphalt, he has this to say: "The weight of the car has been the problem. Now its getting better and better. The turbo is a little bit difficult. On gravel you can have a little wheelspin and play with it. But on tarmac you lift off and on again you have no wheelspin. You have to wait for the power from the turbocharger. It's not a handling problem, it's a engine heating problem."



THE first win for a turbocharged car on the Swedish Rally came in 1979 when Blomqvist and Cederberg beat Waldegård's Escort by 80 seconds.

Reading between the lines he doesn't feel that the quest for more power with the latest evolution Quattro engine is ultimately the answer to staving off the increasing threat in the World Championship from Lancia. On the final night of the Acropolis Rally he had around 420 b.h.p. available from the 2-litre unit! To make his point he remembers the Saab days when they started to develop the 99 Turbo. In the early stages, a development Turbo, a slightly modified standard car, was quicker than a 16-valve normally aspirated EMS. Then the team changed inlet and exhaust manifolds, included inter-coolers and enlarged the turbocharger unit. "Much more difficult to drive," he recalls. "Getting worse and worse. I don't think it was much faster . . . then you start going round in circles."

Blomqvist admits he likes a car which is easy to drive — "you can play with it, do anything you like on gravel" — but it is doubtful if either a Saab or Quattro would be considered as such by many other drivers. The transition from front to four-wheel drive presented him with no problems. In fact he drives the Audi like a Saab: "I drive it exactly the same way. When you have that traction in that car it is so nice. I like the feeling when I get into the Quattro You feel everything is so easy."

But why does he sit so low down? "Mmm . . . Yes . . . I think about the roof because in the Saab I roll over so often I want to get away from it!"

Obviously he enjoys the challenge of driving the Quattro, but his early associations with Audi became somewhat strained. It happpened on the 1000 Lakes Rally in Finland. Blomqvist was ordered by the team management to keep station behind Hannu Mikkola. There was little doubt that the Swede would have overtaken the Finn, but as the "new boy" and not a fully fledged member of the Audi Sport effort, the situation was perhaps understandable. However, a lot was made out of the situation, particularly in the partisan Swedish press.

Almost a year later he is philosophical about a decision which robbed him of the rare chance of becoming for the second time a Swede who has won Finland's premier event. At the time he was obviously upset, perhaps embarrassed. It still hurts a little, he says, adding that the situation didn't affect his relationship with Mikkola. They respect each other's talents, but once or twice there have been instances where they haven't necessarily seen eye to eye.

Perhaps surprisingly for someone who has a reputation for keeping the Press at arm's length, Blomqvist's main concern over the Audi decision was that the team didn't tell the Press what was going on. Then there wouldn't have been unnecessary bad feeling, he says.

Stig Blomqvist is a very complex character; not easily understood by even his own countrymen, although at the beginning of May he did receive the ultimate accolade — the Motorprinsens Medal — from Prince Bertil of Sweden, an honour only previously awarded to his old friend Ronnie Peterson and Björn Waldegård for their motoring achievements. Many people have made the mistake of assuming that Blomqvist's introspection indicates a lack of intelligence. They've only made that mistake once.

M.R.G.

Major achievements

Swedish Rally Champion: 1971, 1973, 1975, 1976, 1978, 1980, 1982.
1971: 1st Swedish, 1st RAC, 1st 1000 Lakes (Saab 96 V4).
1972: 1st Swedish (Saab 96 V4).
1973: 1st Swedish, 1st Cyprus (Saab 96 V4).
1977: 1st Swedish (Saab 99EMS)
1979: 1st Swedish (Saab 99 Turbo)
1982: 1st Swedish, 1st Sanremo (Audi Quattro)
1983: 1st Mintex, 1st Welsh (Audi Quattro).



VIA the Lancia Stratos, Stig Blomqvist arrived at the wheel of the 4 w.d. Audi Quattro in which he won the Swedish Rally for the sixth time, then the 1982 Sanremo Rally.

Acropolis Rally

Lancia put Audi in the shade

WHEN Lancia first appeared with the competition car given the model name "Rally", there were all manner of doubts as to its suitability for anything but the smoothest of tarmac. Its tubular structure seemed far too frail to withstand any determined pounding, and there were also questions concerning crew survivability in an accident, questions which became more pointed when Bettega's legs were so badly injured in his 1982 crash in Corsica.

There was even talk that Lancia's drivers and co-drivers were a little nervous of competing in a car which gave them so little protection, but that has certainly gone by the board, for Alén, Röhrl and Bettega now demonstrate supreme confidence in the car and drive it with all the effort they can muster.

"All those aluminium tubes have been replaced by angle iron left over from Stratos days" was one wag's explanation of how the Lancia Rally acquired strength and reliability. The beefing-up process has been nothing like as crude as that, of course, but the fact remains that this supercharged, rear-engined car is now capable of surviving — and winning — the most arduous and punishing European event of the World Rally Championship, the Acropolis Rally.

Years ago the Acropolis was furiously fast from start to finish, all in oppressive heat and choking dust, on roads little more than mule tracks, and with time schedules so tight that even a refuelling stop meant a risk of losing road time. Physical stamina was as important as driving skill, and on one particular event when co-drivers were dozing off over their notes and drivers were having to stop to douse their heads under village water taps, the outcome was the formation of an exclusive club, "The Sleeping Co-Drivers' Association".

Nowadays, road sections are far less tight, but the heat, dust and rocky roads all remain to give the rally its unique character among its European counterparts.

The start and finish are at Athens, the former at the foot of the city-centre hill on which stands the Acropolis itself, and the latter at the impressive, modern Olympic Stadium. Rally headquarters, however, are at the resort of Lagonissi, a collection of beach-side bungalows some 25 miles south-east of Athens.

The first leg runs northwards to the town of Kalambaka, near the mountain monastery of Meteora, the second back to Lagonissi, and the third looping through the Peloponnesus, that land mass to the south-west of Athens reached by crossing that amazing cleft in the land called the Corinth Canal. The night stop at Kalambaka was of 10 hours duration, but that in Lagonissi was all of 19 hours, giving competitors time not only to sleep but to enjoy the sunshine with friends and families. It also enabled team managers to redeploy their service resources with none of the rush and panic usually associated with shorter stops.



SPECTATORS can be valuable, as Basil Criticos and Mike Doughty found.

Service is not particularly easy during the Acropolis, for the first two legs travel in near-straight lines, and it is virtually impossible for a service car to catch up with competitors once they have passed it. There is no short cut for a short journey, after all. Service requirements can therefore be met only by sheer numbers, and some team managers felt that the rally organisers could do much to reduce the costs of competitors, both professional and private, by introducing more loops into the first and second leg routes.

Scrutiny for the Acropolis takes place on a Saturday, and there is then a gap of one day before the Monday start. This is a legacy from the time when there was a preliminary stage, either on the airfield at Tatoi or on a mountain road, on the Sunday upon which the Monday start order depended, but these pre-start tests have long since been forbidden by FISA.

Opel, Audi, Lancia, Renault, Nissan, Lada and Wartburg all sent cars to Greece, not to mention the fleet of Citroën Visas competing in their own one-make championship. Three Opel Manta 400s were driven by Vatanen, Toivonen and McRae, three Audi Quattros by Mikkola, Mouton and Blomqvist, three Lancias by Alén, Röhrl and Bettega, and three Nissan 240 RSs by Salonen, Mehta and Moschous. One Renault 5 Turbo came from the factory for Ragnotti, three Ladas from the Russian Avtoexport organisation for Okhu, Vukovich and Soots, and three Wartburgs from East Germany for Heimburger and the Krugel brothers.

Power approximations for the four main contenders were 360 b.h.p. for the Quattros, 330 for the Lancias, 280 for the Mantas and 265 for the Nissans. Renault said that the appearance was merely an extension of the development programme, although one wonders whether it is also a means of keeping a foot in the door, and its mechanics battle-trained, whilst the main company sports activity remains Grand Prix racing.

Considering the power of the cars involved, there was no doubt that Audi and Lancia were going to be the two rivals for victory, with Opel and Datsun forming a second line ready to step in should any problem slow or stop the faster cars.

Lower down in the entry list were a brace of Mazda RX7s, now operating from Brussels, driven by Warmbold and Harri Toivonen (brother of Henri), a Renault 5 Turbo driven by Greek importer Maniatopoulos, an Ascona driven by veteran driver Pesmazoglou, winner of the first Acropolis in 1952, Austrian adventurer Rudi Stohl in a Lada, Criticos and Doughty from Kenya in an Escort, Paul Hadley and his son Trevor from the UK each in a Talbot Sunbeam, Austrian Franz Wittmann in a Quattro which he has bought from the factory, Belgians Mignot and Lejeune in a Manta and a string of Visas driven by people such as Verini, the former Fiat factory driver, Coppier, Chomat and Dorche.

Monday was dry and sunny as crews made their way from coastal hotels to the city centre for the start. Some service cars were also moving out, but many of these had left the day before to avoid the frustrating traffic tangle which besets Athens during the morning rush hours. Everyone stays to the south of Athens, so the city has to be negotiated in order to get out on the route, and that is a pretty demoralising exercise by any standards.

The first stage was at Mount Parnis, some 16 miles to the north of Athens. Because it was so close to the city the organisers had restricted practice on this one stage to as few limited periods in order to reduce the chances of accidents involving spectators. Nevertheless, competitors had the mixed-surface test well noted.

It was here that the first casualty among the front runners took place. Running at number one in deference to her win last year, Michèle Mouton got her Quattro into first gear for the exit from a hairpin when the car executed a slow roll and went off the road. The two ladies managed to get the car going again, with help from spectators, but the time loss was something like 50 minutes and they were beyond their maximum.

The roll had been one thing, but its effect quite another, for a pipe to the rear oil cooler had broken. What is more, although the Germans believe that women can drive cars as fast as men, they do not consider them capable of fettling them, and there were no tools or spares in the car with which to repair the damage. Losing oil with every revolution, Mouton drove to the finish of the stage, where even if she had not been out of time the engine damage would without doubt have prevented her continuing.

On the equally rough Aliki stage, descending the rocky road to the sleepy fishing village of that name and climbing back up the mountain again, Warmbold's Mazda suddenly went completely out of control and he very nearly sailed straight over the edge. His steering idler had snapped, causing a front wheel to flap uselessly. He could turn one way, but not the other, and on more than one occasion had to be bumped around a corner by a following car.

The failure was not isolated, for it happened again, also affecting the car of team-mate Harri Toivonen, but constant attention to the possibility of sudden steering failure got both cars to the finish.

As the Monday progressed, so the blue skies darkened, and before long a huge thunderstorm covered the entire country — probably the same one which burst over England the next day. The torrential rain caused floods in many places, whilst several car roofs were destroyed by huge hailstones. In the middle of all this, Alén's windscreen wipers packed up, slowing him considerably and even bringing him to a dead stop occasionally when he was obliged to get out to wipe off the mud thrown up by passing cars.

Verini's Citroën stopped with a blown head gasket, whilst Ragnotti had to stop several times on the ninth stage in order to tighten front wheel nuts as best he could. Friction had begun to wear away the stud threads, and the tightening process wasn't really having any effect. Eventually the studs sheared and off came the wheel, caused in the first place by either over- or under-tightening, it was not clear which.

One effect of the rainstorm had been to lower the temperature, and competitors welcomed the relief, albeit a slight one, from the intense heat they were enduring inside their cars, a condition which brings on exhaustion very quickly indeed. It was some consolation, of course, that the longest stages took place at night.

A silly and unnecessary mistake, not at all typical of Opel thoroughness, cost McRae considerable time following failure of his fuel pump. He immediately switched on his reserve pump, and was surprised when nothing happened. It was a struggle to keep going, and when they eventually got off the stage they were annoyed to find that the switch which they had been using was not for the reserve fuel pump at all, but for the rear screen heater, disconnected in this case since a plastic rear window was fitted!

Opel has standard wiring systems for all its cars, and switches are always in the same position. But McRae's car has right-hand-steering, and the mechanic wiring the car had confused the positions, compounding the error by neglecting to label the switches.

Later, the Scots driver had more problems when his clutch began to seize. There was no time to change the unit, and he had to endure this all the way to Kalambaka and back, managing most of the time with clutchless changes but sometimes having to stop, even on stages, for in-gear push starts.

After 15 stages the rally arrived at Kalambaka with Mikkola in the lead by 26 sec. from Röhrl. Blomqvist was another 81 sec. behind, Alén another three, after which came much bigger gaps separating Bettega, Vatanen, McRae, Toivonen and Mehta, the latter driving in his customary reliable style, using just as much speed as he considers prudent.

Bettega had been delayed when his jack broke as he was changing a wheel following a puncture on a stage. The Lancia helicopter came to his aid, but he did lose some time. Unfortunately, mechanics at the next service point neglected to re-equip his car with a spare wheel, and when he collected another puncture the helicopter was obliged to help out once again.

On Tuesday morning the storms had moved away to the north, and the trek southwards began. Not long after the start Blomqvist's rally all but came to an end when a mechanic omitted to lock the fuel cap after refilling and spillage dropped on the hot exhaust pipe and ignited. Cederberg just happened to be outside the car, and when Blomqvist tossed him the extinguisher he was able to put out the flames. The incident reminded us of that sudden conflagration two years ago when spillage ignited during refuelling and burnt Audi team manager Walter Treser who happened to be beneath Mikkola's car checking the rear axle. On that occasion the car was saved when Arne Hertz jumped in and drove it smartly away from the burning fuel on the ground.

Blomqvist also had to put up with metal to metal braking at the rear, and he could surely not have been impressed with the efficiency of Audi's service tactics. Audi engineering may be one thing, but in the field they have never displayed the efficiency of Opel, for instance, and they could certainly do with a few lessons from Rüsselsheim, Turin or Boreham, or even Abingdon or Trollhättan for that matter.

Salonen had already had a gearbox changed after it jammed in first gear and he spent a few hair-raising miles coasting downhill as the only means of getting up any reasonable speed. That operation took long enough, but when the replacement box jammed in fifth it took even longer to change and this time the Finn was beyond his maximum lateness and he was off back to Helsinki on the next available flight.

Kenyan visitors Basil Criticos and Mike Doughty saw Greece from an unexpected angle when they rolled their Escort off the road, whilst on the way back to Lagonissi the Mazda team very nearly suffered a major disaster when five of their service cars were involved in one multiple accident.

The vehicles were going along in convoy when a taxi drove out from a side road without warning. The leading service car hit the taxi and all the others piled up, bumper to bumper. Had it not been so potentially serious it would have been a most amusing incident indeed. Fortunately they all managed to get going again.

Another road section incident almost stopped McRae for good when a propshaft bearing failed on his Manta and the car was almost polevaulted off the road. McRae managed to bring the car to a safe stop, but not before bits and pieces had flown off in all directions. Fortunately there was a service car not far behind and a roadside repair was effected in record time.

The persons most surprised at this apparent explosion beneath McRae's car were Shekhar and Yvonne Mehta who were following closely behind. Fortunately the solid debris missed their Nissan, but they were unable to avoid the oil which sprayed out when the shaft pulled right out of the rear axle, and much detergent was put to use to get rid of it.

Late that night there was not the usual huge crowd awaiting the cars as they arrived at the gates of the Lagonissi bungalow complex. Most people had used whatever time they had available to indulge in service long before Lagonissi — this time there was an opportunity to change almost everything as a precaution — but for some strange reason Audi had set up shop right opposite the gates, where the crowds would be at their greatest.

Mikkola had extended his lead over Röhrl to nearly three minutes, whilst Alén was more than three more minutes behind. Even further back were Toivonen, Blomqvist, Bettega, McRae and Mehta, in that order.

That night the prime requirements were eating and sleeping, for there was ample time the next day to change or modify service plans, restock with tyres and replenish spare parts in service cars.

The final leg ran from Wednesday evening to Thursday morning, looping through the Peloponissos with road sections rather tighter than they had been in the first two legs. Roads also tended to be rougher, but service was correspondingly easier since mechanics were able to short-cut from one stage to another.

At this stage of most rallies people are usually content to hold station — with some exceptions, of course — but on the Acropolis Rally this year there was none of that premature acceptance that positions would remain unchanged to the finish. Mikkola's three minute lead was not enough for the Finn to relax, especially as the relentless Röhrl was behind him, whilst the German was by no means ready to settle for second place without giving Mikkola a run for his money.

Right from the first stage, one of two on the mainland before crossing the Corinth Canal, things began to happen. Toivonen lost his fourth place when he sailed over a crest headlong into a tree, destroying the front of his Manta, leaving only Vatanen and McRae to attempt to stay in touch with the leaders.

The most amazing mishap happened a few stages later, when Mikkola's boot lid began to vibrate, either because a retainer had broken or because it hadn't been fastened properly. The oil cooler on a Quattro sits right beneath the back of the boot lid, and the vibration caused a joint to loosen, allowing oil to escape. It must have been the return pipe, because oil continued to be pumped to the engine, and the pressure gauge continued to display a normal reading, until that is, the tank was empty and there was nothing left to be pumped forward.

Almost as soon as the gauge began to flicker, so the engine sounded its death rattle, and Mikkola coasted to a stop, despondent that his first Acropolis victory had been snatched from him through no fault of his own. He and Hertz began to walk the five or so miles to the finish of the stage, accepting a lift (in the boot and on the bonnet respectively) on Warmbold's Mazda for a while but opting out when the speed got a bit too high for comfort!

The incident highlighted the lack of proper direction and supervision in the Audi service network, commodities the shortage of which might well have led to Lancia ousting the 1983 World Rally Championship from Audi, and Röhrl beating Mikkola to the personal laurels.

With only Blomqvist left, all Audi could hope for was a place somewhere among the points scorers, but even this chance was almost thrown away. Trouble developed in the pump feeding both power steering and



WITH the island of Poros in the background, the cars await the final voyage to Athens.

the electrically controlled hydraulic clutch, making the car very difficult to drive indeed. When the pump was eventually changed, the distributor (which had to be removed to gain access to the pump) was not replaced properly and the timing inaccuracy gave rise to popping, banging and overheating.

Audi thus became relegated to also-rans, for even Wittman's privately entered car was giving all sorts of trouble. The geometry was not quite right, and five times during the event the Austrian had to replace a rear shaft. However, he managed to finish, a feat which pleased him immensely.

Moschous, Nissan's, Greek driver, went out with steering failure, but not the "broken rack" which an official bulletin proclaimed. The works Datsuns have had recirculating ball steering mechanisms since the first time they came to Europe back in 1969. But Mehta was still there, well into the points scores and firmly established as those about him became fewer and fewer.

Alén's car was running far rougher than Röhrl's, and much, much hotter, and towards the end of the final leg there was doubt whether it would make the finish. But it did, albeit with a head gasket so perforated that it was a miracle it had any cylinders firing at all.

Even the Opels owed something to Lady Luck, if such a being exists, for Vatanen had a front strut break away and lost all of six minutes on a stage. But he did get to the end, enabling mechanics to carry out a rapid replacement at a cost of only two road minutes.

Team-mate McRae came even closer to disaster. Like the others he'd had his share of problems, including a most disconcerting crop of wheel failures — the rims were splitting — which fortunately occurred where there were no enormous drops to fall over. Just a couple of stages from the end, rear suspension breakage caused McRae's rear axle almost to fall out of the car, but he, too, made it to a service point where mechanics again put their fettling skills to good use.

There was no time for anything like a proper repair, so out came the wire hawsers and the rear axle and suspension were tightly bound in place, reminiscent of past Safaris when winch cables served the same purpose. Much time was lost, naturally, including a crop of road penalties, but at least he and Grindrod made it to the finish, a couple of places down from where they had been.

For all practical purposes the rally ended at the little Peloponissos port opposite the island of Poros. Cars were held in a closed park on the quayside whilst competitors were ferried across to an island hotel for a few hours' rest. Later, a car ferry arrived and at mid-afternoon the whole entourage boarded for the final voyage to a port near Athens and the short trip through the city to the stadium. Thirty-six cars made it, from 119 starters.

That voyage was an innovation started a few years ago, and it is certainly welcomed by competitors who are thus spared the tedious journey around by road. It was also more convenient and comfortable than the cable-pull raft ferries of Africa, or even the crane-on Dover-Calais ferries of past Monte-Carlo Rallies! A pity, though, that the boat was not big enough to accommodate service cars. Perhaps teams should get together next year to charter a ferry for their mechanics.

Mikkola's retirement gave Röhrl just the advantage he needed to edge ahead of his Finnish rival in the World Championship. Röhrl's total is now 67, Mikkola's 65, whilst not far behind them is Alén with 60. A second league seems to have sprung up, in which Vatanen has 44 points, Blomqvist 39 and Mouton 37.

Among the makes, Lancia now leads with 68 points to Audi's 62, followed by Opel with 61. This series, too, seems to have a group below the breakaway runners, where Nissan has 32 points and Renault 16.

G.P.

Results

1st	W. Röhrl/C. Geistdörfer (Lancia Rally GpB)	(00 min. 30 sec.) 11 hr. 12 min. 22 sec.
2nd	M. Alén/I. Kivimäki (Lancia Rally GpB)	(01 min. 30 sec.) 11 hr. 18 min. 42 sec.
3rd	S. Blomqvist/B. Cederberg (Audi Quattro GpB)	(01 min. 30 sec.) 11 hr. 26 min. 18 sec.
4th	A. Vatanen/T. Harryman (Opel Manta 400 GpB)	(02 min. 00 sec.) 11 hr. 35 min. 11 sec.
5th	A. Bettega/M. Perissinot (Lancia Rally GpB)	(05 min. 00 sec.) 11 hr. 36 min. 38 sec.
6th	S. Mehta/Y. Mehta (Nissan 240RS GpB)	(01 min. 30 sec.) 11 hr. 49 min. 41 sec.
7th	F. Wittman/K. Nestinger (Audi Quattro GpB)	(02 min. 30 sec.) 11 hr. 54 min. 03 sec.
8th	J. McRae/I. Grindrod (Opel Manta 400 GpB)	(12 min. 30 sec.) 11 hr. 56 min. 23 sec.
9th	P. Wambergue/V. Laverne (Citroen Visa GpB)	(07 min. 00 sec.) 13 hr. 17 min. 30 sec.
10th	M. Chomat/D. Breton (Citroen Visa GpB)	(06 min. 30 sec.) 13 hr. 28 min. 08 sec.

(Time in brackets indicate road penalties)

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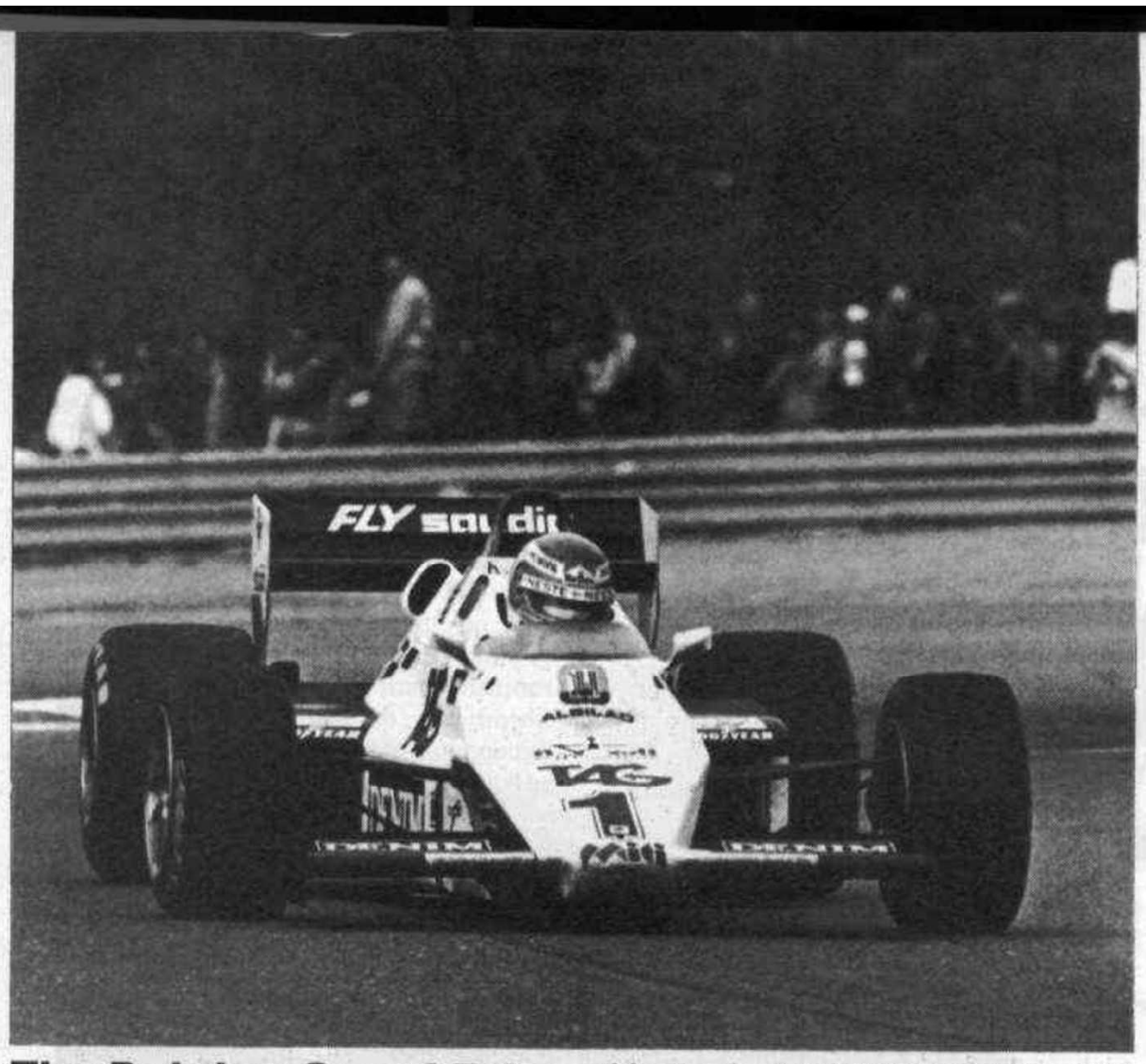
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KEKE ROSBERG was undaunted by the turbo supremacy and was rewarded with fifth place after a drive worthy of a champion.

The Belgian Grand Prix

Racing in the Grand Manner

Spa-Francorchamps, May 22nd

AT THIS length of time after the event there is little point in recording an hour-by-hour or lap-by-lap account of the happening on the return of Grand Prix racing to the revised Spa-Francorchamps circuit in the wooded hills in south-east Belgium. Suffice to say that everyone seemed to enjoy the event, a crowd of 80,000 turned up to watch, it was a real horsepower race and the character of the *Grand Prix de Belgique* as a great occasion has returned.

For the record some brief notes will not go amiss. In spite of a few "dismal-jimmies" forecasting doom, practice got away promptly on Friday morning and it was noticeable how all the drivers were keen to get to grips with this challenging new circuit for Formula One. The nature of the circuit brought out the best in them and Tambay, Laffite and Surer were a joy to watch anywhere for their sheer precision at high speed and their obvious delicate balance. Rosberg was good spectator value showing incredible determination and forceful driving and his speed came from a big heart rather than inborn skill and artistry. If he was as smooth and precise as his Williams team-mate he would be really quick; as it is there is no-one with a Cosworth V8 that can touch him at the moment. Young Andrea de Cesaris was brave and fast, especially on his entry to corners, but the most uncanny driver to watch is Alain Prost. There is no sign of effort, no obvious speed, no feeling of artistry, in fact a rather dull proposition to observe, yet he was by far the fastest driver on the circuit. There must be a lesson there somewhere. In the qualifying hour on Friday afternoon in warm and dry conditions the scene was set with all the factory turbo-charged 1½-litres up at the front, the real tryers in the middle and the odds and ends down at the back. Notable was Marc Surer who got his Arrows A6 in between the two Williams drivers and Roberto Guerrero who got his Theodore ahead of the two McLaren drivers, Lauda and Watson. The first day ended with everything looking good.

Saturday was a disaster. The clouds were on the ground on the higher parts of the surrounding area and the rain came. In spite of the awful conditions all the drivers were eager to get out on the circuit on treaded rain-tyres, they had not enjoyed themselves at a circuit like this in a long time. It was most heartening to see. The rain continued throughout the day so all hope of anyone improving on their Friday qualifying time was gone. The times for Friday settled the grid position and it was no real surprise that the two non-qualifiers were Salazar with the RAM-March and Ghinzani with the Alfa Romeo V12 engined Osella. Apart from Warwick being further down the grid than was reasonable, due to typical "Toleman Trouble" and having to use the spare car, the Friday line-up was reasonable, so the fact that Saturday qualifying was a wash-out was not too serious. We have come to accept that neither McLaren driver tries too hard these days, for they don't want to make it look as though the Cosworth DFY engine will keep then competitive through this season. They need to ram home the urgency of getting the new Porsche engine into racing as soon as possible and to try and force the internal political issue within McLaren International, between the various factions, notably the sponsors Marlboro and TAG and the Porsche engineers.

Sunday was grey and over-cast but mercifully the rain held off and conditions were good for racing. The half-hour warm-up period saw plenty of action as everyone tried to make up for the lost time on Saturday. The fashion started by Brabham last year, of starting the race with only 25 gallons of petrol in the tank and relatively soft tyres, and making a pit stop half-way through the race, has caught on. Apart from Brabham, the Williams team, ATS, Lotus, Renault, Ligier, Alfa Romeo, Ferrari and Toleman were all planning pit stops.

The race was due to start at 2.30 p.m. to run over 42 laps of the 6.949 kilometre circuit, but as the start was on the slight uphill stretch before *La Source* hairpin, where the new pits have been built, and the finish was on the downhill run past the old pits, you had to add 662 metres to the total of 42 × 6.949 to get the full race distance. At 2 p.m. all 26 cars left the pits and did a lap round to the starting grid and Arnoux (Ferrari), Rosberg (Williams), Laffite (Williams) and Boesel (Ligier) all went through the pit lane and round for another lap before taking up their positions on the grid. Shortly before 2.30 p.m. they all set off on their parade-lap behind Alain Prost's Renault and when they returned Surer was in trouble with the gearbox on his Arrows. As the starter put the red light on marshals at the back of the grid were waving yellow flags to indicate that all was not in order so the red light went to flashing yellow, which meant "Start cancelled", but Prost and de Cesaris saw the red light go out and simply took off! Tambay saw the flashing yellow and backed right off as did everyone else, while Surer, Laffite and de Angelis were left



on the grid with stalled engines. Black flags greeted de Cesaris and Prost as they set off on what they thought was the first lap and the whole field straggled round the circuit and back to the grid. Poor Surer, with a broken gearbox went into the pits and transferred to the spare Arrows and resigned himself to having to start from the pit lane after everyone had gone from the re-start.

The rules state that in the event of an aborted start there will be no topping-up of petrol tanks on the grid, but the race will be shortened by one lap, to allow for a second parade lap before the restart. As all the competitors had inadvertently done a lap and would now have to do the second parade lap as well, the race distance was shortened by two laps, from 42 to 40 laps. During the time before the restart Renault and Ferrari mechanics were seen with churns of petrol though no-one seems to have seen them actually topping-up their cars. However, there were various protests and subsequently Renault were fined $5,000 for having refuelling churns on the starting grid, which is strictly against the rules. The second parade lap was done without Surer, and the twenty-five cars lined up and this time all was well. Andrea de Cesaris went off like a rocket between Prost and Tambay and led away. It was turbocharged cars all the way, Alfa Romeo (de Cesaris), Renault (Prost), Ferrari (Tambay and Arnoux), Brabham-BMW (Piquet) and ATS-BMW (Winkelhock), then Rosberg and Laffite with the Williams-Cosworths, followed by Renault (Cheever), Alfa Romeo (Baldi), Lotus-Renault (de Angelis) with Guerrero leading the rest with his Theodore, "the rest" including Lauda and Watson, Alboreto, Jarier and Mansell, so the young driver from Colombia was feeling justifiably pleased with himself.

That was the pattern of the race until near to half distance when the pit stops began. Alfa Romeo fumbled their stop and Renault did a perfect job so Prost took over the lead from de Cesaris thanks entirely due to his mechanics (I hope he paid them a good bonus from his prize money!). The Alfa Romeo challenge disappeared when the neat little V8 engine blew up, but de Cesaris had surprised everyone not only with his speed but the fact that he looked reasonably safe and did not look as though he was going to fly off the road. As usual the Brabham team were masters of the pit-stop art with their air-jacks and fixed wheel nuts, and they helped Piquet into a strong third place, which became second when the Alfa Romeo blew up, while Tambay and Cheever were behind. In the opening stages Rosberg was hanging on to the turbo-charged cars with a tenacity that reminded one of Jean Behra in his Gordini days, but he was inevitably losing ground all the time. Arnoux overheated his tyres in the first part of the race by some rough driving, and lost ground on the smooth Mr. Tambay, and after the pit stops his Ferrari engine blew up.

The second half of the race was a Prost benefit, as the Renault droned its impeccable way round the circuit, with no one to trouble him. In the closing stages Piquet's Brabham had gearbox trouble and he could not use fifth gear, so gradually Tambay and Cheever drew closer. Some idea of the unpopularity of Bernie Ecclestone in Belgium could be gained from the cheering and waving that went on in the crowd when Tambay overtook the stricken Brabham and again when Cheever went by. It was very obvious that Brabham, Ecclestone, Piquet and BMW are not a popular confection with the Belgians.

The two Williams cars ran like clockwork throughout the race as did the two Toleman-Hart cars, Warwick's only problem being a muddled pit stop needing him to make a second stop. He had led his little Italian team-mate at the time, but naturally the second stop put him back. On the very last lap Giacomelli had a spin, but kept the engine running and as he gathered it all up Warwick went by into seventh place. Of the others Watson was savaged by Jarier at the hairpin and both cars were bent, Lauda went out with engine failure as did Guerrero, while Winkelhock had the embarrassment of a rear wheel coming off his ATS, which spun him off into the catch fences. Patrese did not complete a lap as his BMW engine failed, and the young Belgian Thierry Boutsen making his Formula One début retired at five laps with suspension breakage on his rent-a-drive Arrows A6.

The re-vitalised Spa-Francorchamps circuit is not totally finished, but the race was a huge success and all the Belgians have to do now is to take a leaf from the Italians and organise things to utilise both of their major circuits. The *Grand Prix de Belgique* at Spa-Francorchamps, and the *Grote Prijs van Belgie* at Zolder and then we'll all be happy. — D.S.J.

STARTING GRID
(Restart) ↑

15
A. Prost
(Renault V6 t/c)
2 min. 04.615 sec.
20 (2 min. 07.787 sec.)

27
P. Tambay
(Ferrari V6 t/c)
2 min. 04.626 sec.
14 (2 min. 09.031 sec.)

22
A. de Cesaris
(Alfa Romeo V8 t/c)
2 min. 04.840 sec.
17 (2 min. 07.493 sec.)

5
N. Piquet
(Brabham-BMW t/c)
2 min. 05.628 sec.
32 (2 min. 08.081 sec.)

28
R. Arnoux
(Ferrari V6 t/c)
2 min. 05.737 sec.
18 (2 min. 09.639 sec.)

6
R. Patrese
(Brabham-BMW t/c)
2 min. 06.137 sec.
(no time)

9
M. Winkelhock
(ATS-BMW t/c)
2 min. 06.264 sec.
22 (2 min. 10.109 sec.)

16
E. Cheever
(Renault V6 t/c)
2 min. 07.294 sec.
22 (2 min. 08.332 sec.)

1
K. Rosberg
(Williams-Cosworth V8)
2 min. 07.975 sec.
19 (2 min. 09.631 sec.)

*29
M. Surer
(Arrows-Cosworth V8) (T)
2 min. 08.587 sec.
15 (2 min. 13.364 sec.)

2
J. Laffite
(Williams-Cosworth V8)
2 min. 09.153 sec.
16 (2 min. 10.402 sec.)

23
M. Baldi
(Alfa Romeo V8 t/c)
2 min. 09.225 sec.
3 (2 min. 11.569 sec.)

11
A. de Angelis
(Lotus-Renault V6 t/c)
2 min. 09.310 sec.
14 (2 min. 10.643 sec.)

33
R. Guerrero
(Theodore-Cosworth V8)
2 min. 09.332 sec.
23 (2 min. 12.327 sec.

8
N. Lauda
(McLaren-Cosworth V8)
2 min. 09.475
29 (2 min. 10.899 sec.)

36
B. Giacomelli
(Toleman-Hart t/c)
2 min. 09.706 sec.
16 (2 min. 08.941 sec.)

3
M. Alboreto
(Tyrrell-Cosworth V8)
2 min. 09.739 sec.
20 (2 min. 12.630 sec.)

30
T. Boutsen
(Arrows-Cosworth V8)
2 min. 09.876 sec.
2 (2 min. 14.040 sec.)

12
N. Mansell
(Lotus-Cosworth V8)
2 min. 09.924 sec.
17 (2 min. 12.665 sec.)

7
J. Watson
(McLaren-Cosworth V8)
2 min. 10.318 sec.
6 (2 min. 13.640 sec.)

25
J-P. Jarier
(Ligier-Cosworth V8)
2 min. 11.354 sec.
5 (2 min. 13.521 sec.)

35
D. Warwick
(Toleman-Hart t/c)
2 min. 11.474 sec. (T)
17 (2 min. 09.224 sec.)

4
D. Sullivan
(Tyrrell-Cosworth V8)
2 min. 11.683 sec.
18 (2 min. 13.863 sec.)

31
C. Fabi
(Osella-Cosworth V8)
2 min. 11.734 sec.
19 (2 min. 13.029 sec.)

34
J. Cecotto
(Theodore-Cosworth V8)
2 min. 11.860 sec. (T)
15 (2 min. 12.520 sec.)

26
R. Boesel
(Ligier-Cosworth V8)
2 min. 12.310 sec.
29 (2 min. 15.269 sec.)

Did not qualify:
32 P. Ghinzani *(Osella-Alfa Romeo V12)* 2 min. 13.738 sec.
17 E. Salazar *(March-Cosworth V8)* 2 min. 18.696 sec.

(T) denotes spare car used to record time or used in race.
*Started from pit lane.
N.B. Times in brackets are best laps in race.
Number in bold is lap on which recorded.

RESULTS

BELGIAN GRAND PRIX — Formula One — 40 laps — Spa-Francorchamps — 6.949 km. per lap — 277.960 km. plus 662 metres — 278.622 km. — Dry

1st	Alain Prost	(Renault RE40/03)	1 hr. 27min. 11.502 sec. — 191.729 k.p.h.
2nd	Patrick Tambay	(Ferrari 126C2/065)	1 hr. 27 min. 34.684 sec.
3rd	Eddie Cheever	(Renault RE40/02)	1 hr. 27 min. 51.371 sec.
4th	Nelson Piquet	(Brabham BT52/3)	1 hr. 27 min. 53.797 sec.
5th	Keijo Rosberg	(Williams FW08C/07)	1 hr. 28 min. 01.982 sec.
6th	Jacques Laffite	(Williams FW08C/08)	1 hr. 28 min. 44.609 sec.
7th	Derek Warwick	(Toleman TG181B/02)	1 hr. 29 min. 10.041 sec.
8th	Bruno Giacomelli	(Toleman TG181B/03)	1 hr 29 min. 49.775 sec.
9th	Elio de Angelis	(Lotus 93T/1)	1 lap behind
10th	Johnny Cecotto	(Theodore MN18)	1 lap behind
11th	Marc Surer	(Arrows A6/1)	1 lap behind
12th	Danny Sullivan	(Tyrrell 011/5)	1 lap behind
13th	Raul Boesel	(Ligier JS 21/03)	1 lap behind
14th	Michele Alboreto	(Tyrrell 011/4)	2 laps behind
15th	Niki Lauda	(McLaren MP4/1C/7)	retired on lap 34 — engine failure
16th	Nigel Mansell	(Lotus 92/10)	retired on lap 31 — gearbox trouble
17th	Andrea de Cesaris	(Alfa Romeo 183T/02)	retired on lap 26 — engine failure
18th	Roberto Guerrero	(Theodore MN16)	retired on lap 24 — engine failure
19th	René Arnoux	(Ferrari 126C2/062)	retired on lap 23 — engine failure
20th	Corrado Fabi	(Osella FA1D/02)	retired on lap 20 — suspension trouble
21st	Manfred Winkelhock	(ATS-D6/02)	retired on lap 19 — broken wheel, accident
22nd	John Watson	(McLaren MP4/1C/8)	retired on lap 9 — collision
23rd	Jean-Pierre Jarier	(Ligier JS21/04)	retired on lap 9 — collision
24th	Thierry Boutsen	(Arrows A6/3)	retired on lap 5 — suspension failure
25th	Mauro Baldi	(Alfa Romeo 183T04)	retired on lap 4 — throttle linkage
26th	Riccardo Patrese	(Brabham BT52/4)	retired on lap 1 — engine failure

Fastest lap: Andrea de Cesaris (Alfa Romeo 183T / 02) on lap 17 in 2 min. 07.493 sec. — 196.217 k.p.h.

26 starters — 14 finishers

Reflections on a Grand Prix

It doesn't seem like 13 years since I stood in the pits of the *Circuit Nationale de Spa-Francorchamps* listening to Ken Tyrrell lecturing me about the dangers of the circuit and how he and Jackie Stewart were going to get rid of it from the Formula One scene. I was not very impressed and could not appreciate the dangers they spoke of, for I had only raced motorcycles and motorcycles and sidecars round the circuit for five years and had loved every minute of it. In fact, of all the circuits I had raced on in Europe, and they amounted to more than 25, the Spa-Francorchamps circuit was my favourite. Apart from being an easy way of earning a living, racing to me was the satisfaction of having the adrenalin flowing and achieving something that seemed worthwhile. No sort of ball game ever made my adrenalin flow but a racing engine on full song always did (and still does) make the back of my neck tingle as the adrenalin flows to the brain to make it register total enjoyment.

I listened to the Tyrrell / Stewart lecture as politely as I could and then went to talk to Frank Williams, who in those days was a struggling enthusiast with a car at the back of the grid. I said that the Belgian Grand Prix was a great occasion, a Grand Prix for the "big boys" and why didn't Frank go and play racers in Formula Two where he could rule the roost and be King with his little team. "No way" said Frank. "My heart's in Formula One, and I want to become the Ken Tyrrell of Grand Prix racing". I smiled indulgently and thought "dear old Frank . . ." and went and looked at a Ferrari. One of my troubles is that I don't listen to what people say, not only because I am deaf through years of enjoying noisy exhaust notes, but because most people bore me with their wafflings.

As I stood at the *Motodrom Nivelles-Baulers*, south of Bruxelles, watching the Belgian Formula One race called the Grote Prij van Belgie (I could not bring myself to call it Le Grand Prix de Belgique) a rather boring American from the tyre industry said "this is fantastic, this is the greatest motor racing facility I have ever seen, you guys are really lucky." I looked around me but failed to see what he could see and thought "I wonder if he has ever been to the Francorchamps circuit". Ken Tyrrell said to me "it's not that you don't listen, you just don't *understand*." So I went away and looked at a Ferrari and thought "I understand this, this is a racing car and I love racing cars".

As I stood among the trees at the Zolder circuit, watching the cars swooping about I thought "this is fun for a sort of clubman's event, but what ever happened to motor racing's greatest facility at *Nivelles-Baulers*, perhaps the racers prefer a race-track to a facility . . ." As a Belgian Formula One race or the Grote Prijs van Belgie, the events at Zolder were amusing, but I still could not use the title *Le Grand Prix de Belgique*. As I watched the Williams team leading everyone else I thought "Frank was absolutely right, I should have listened to him, and to think that he nearly didn't call his first successful car a Williams" and as the Tyrrell team was in a doldrum at the time, at the bottom of the heap, I assumed that Frank Williams was not still wanting to be "the Ken Tyrrell of Grand Prix racing", rather the reverse. And Tyrrell was right as well, for we were still at Zolder, and Francorchmps was dead and buried for Grand Prix racing. "Perhaps I should try to understand these people", I thought to myself but decided it was too difficult and went and looked at a Ferrari.

In 1978 while driving though Belgium I called in at Francorchamps as I had heard that the race organisers were planning to reconstruct the circuit to appeal to the Formula One brigade with a view to attracting the Belgian Grand Prix back to its rightful home. Bulldozers had already marked out the proposed link road which was to halve the length of the circuit and keep it all on the Francorchamps side of the hills of Burnenville and the flat part at Stavelot. As I looked at the proposed track across the side of the valley, following the natural contours, I thought "Cor! Jackie Stewart's young gentleman won't like that, it's much too exciting." Four years later I went back and drove down the new road, which formed the base of a triangle between the Francorchamps-Malmedy road and the Francorchamps to Stavelot road, giving a lap length of 6.9 kilometres against the old circuit's 14.1 kilometres. The two main legs of the triangle were virtually unchanged and the new third leg was the sort of natural road that makes you whistle through your teeth, screw up your courage and give it a bootful for the sheer fun of it. When you get to the bottom you say "Wow!", and there is more to come, as you charge up to *La Source* hairpin, down past the pits over the bridge at *Eau Rouge* and up the climbing curving *Radiallon*. I enjoyed it, but I still could not see the Formula One entertainers accepting such a challenge.

While at the fantastic motor racing facility at *Nivelles-Baulers* I was weeping into my *Stella Artois* with the genial rally giant Eric Carlsson and he said "I'm told this circuit is very safe and very good for Formula One. When all the circuits are as safe as this won't the drivers find it rather boring, and when they do, what will they do then? I didn't know the answer to that one, but suggested that we had to "keep the faith" and anyway all hope was not lost for we had the new *Osterreichring*. We kept the faith and 1983 has seen the return of *Le Grand Prix de Belgique*. Formula One as exemplified by the Formula One Constructors Association, (FOCA) a democratic (sic) body of special builders, reached its lowest depths with a race in a car park at Las Vegas, which some members of that almost defunct body considered to be entertainment. As the special-builders began to lose credence, putting the final nail in their coffin when they went on strike and did not appear at the San Marino Grand Prix last year, the manufacturers grew stronger. Ferrari, Renault, Alfa Romeo and BMW have never seen Grand Prix racing as "entertainment", to them it is a technical exercise and a mechanical challenge under a loose title of "sport". They were not amused by FOCA's idea of car park racing.

The revised Spa-Francorchamps circuit was completed and races were held for motor cycles, saloon cars, long-distance cars and Formula 2 cars, all of which went off well, apart from a few teething troubles, but Formula One was another matter. Until you have been to a full-blooded Formula One event with its attendant equipment, its trade and industry support, its world press support, its sponsorship support and its crowd support, it is difficult to appreciate the size of it, and the existing pits and paddock area at Francorchamps were totally inadequate. Once the idea of the Belgian Grand Prix returning to Francorchamps was assured the local council put up the money to transform a steep slope on the inside of *La Source* hairpin into a new two-level paddock area with new pits and pit road on the approach to the hairpin, to replace the old ones on the downhill section after the hairpin. In spite of foul weather the job was done and the roads were closed for a test-session a few weeks before the Grand Prix was due. The circuit and all its challenges was received with enthusiasm by everyone, its deficiencies in details being unfinished were accepted. It was truly amazing that all the drivers loved the circuit, it was a driver's challenge and a satisfying one to accept and beat. Not a whine nor a whinge, and when they returned for the Belgian Grand Prix away they all went again, you couldn't keep them off it. Even in the pouring rain of Saturday's practice they were out there revelling in it.

Many of the drivers of today were still at school when the last *Grand Prix de Belgique* was held in 1970 and none of them have suffered under the Jackie Stewart influence of the "sordid seventies." We are well into the "eighties" with a whole new regime of Grand Prix drivers brought up on a lot of rather dull Autodromes like Jarama and Paul Ricard, or emasculated ones like Monza, or "improved" circuits like Zandvoort or Silverstone with their "chicanes" or walled-in street racing like Long Beach or Detroit. Suddenly, in the midst of the most beautiful wooded and hilly countryside a natural circuit on public roads is presented to them and as a man they yelled "Yippee" and charged off down the hill to the *Eau Rouge* bridge.

Formula One is dying to be replaced by Grand Prix racing, the faith has been kept. Grand Prix racing is alive and well in 1983.

D.S.J.

Turbocharged Black & Gold



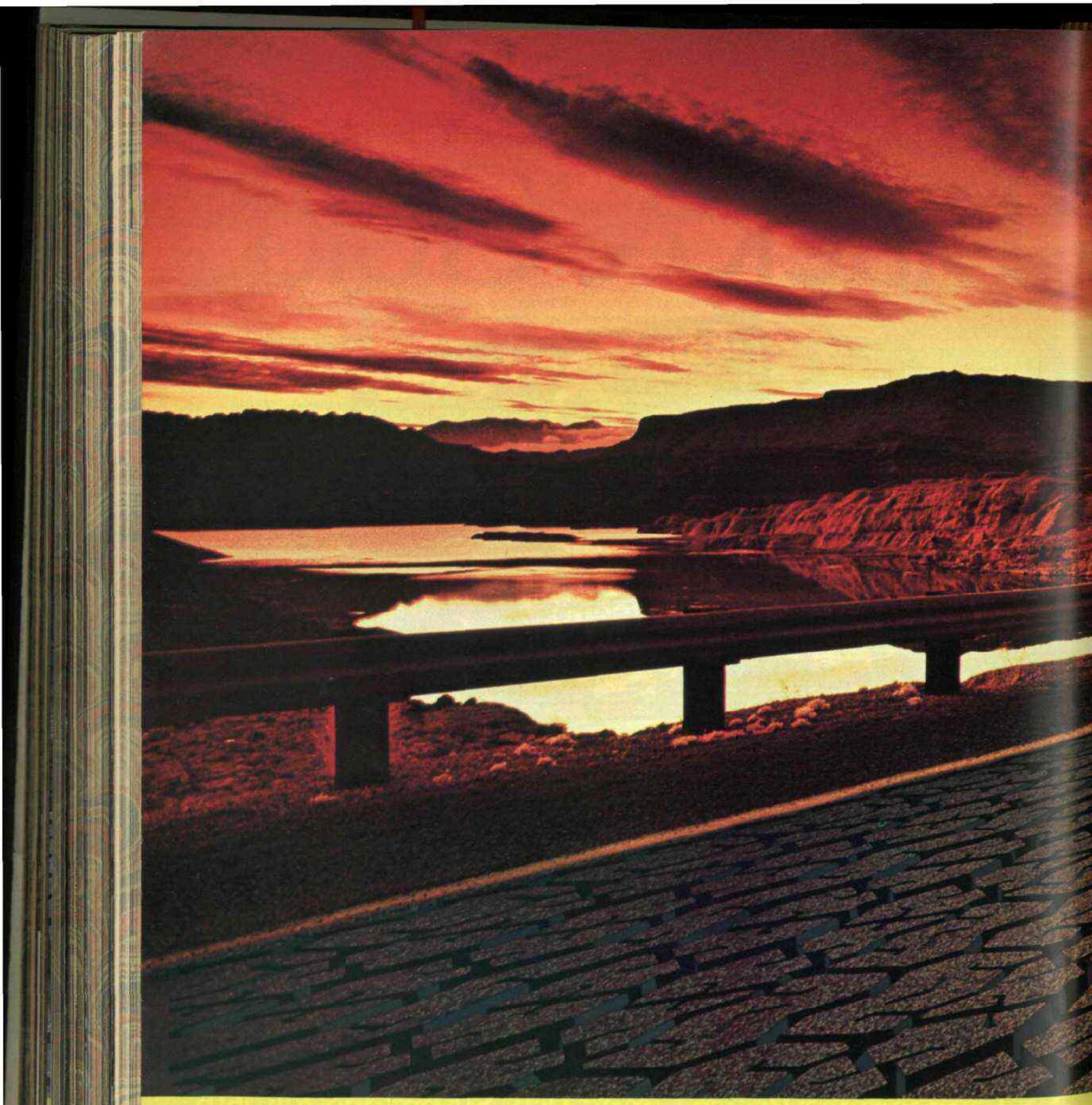
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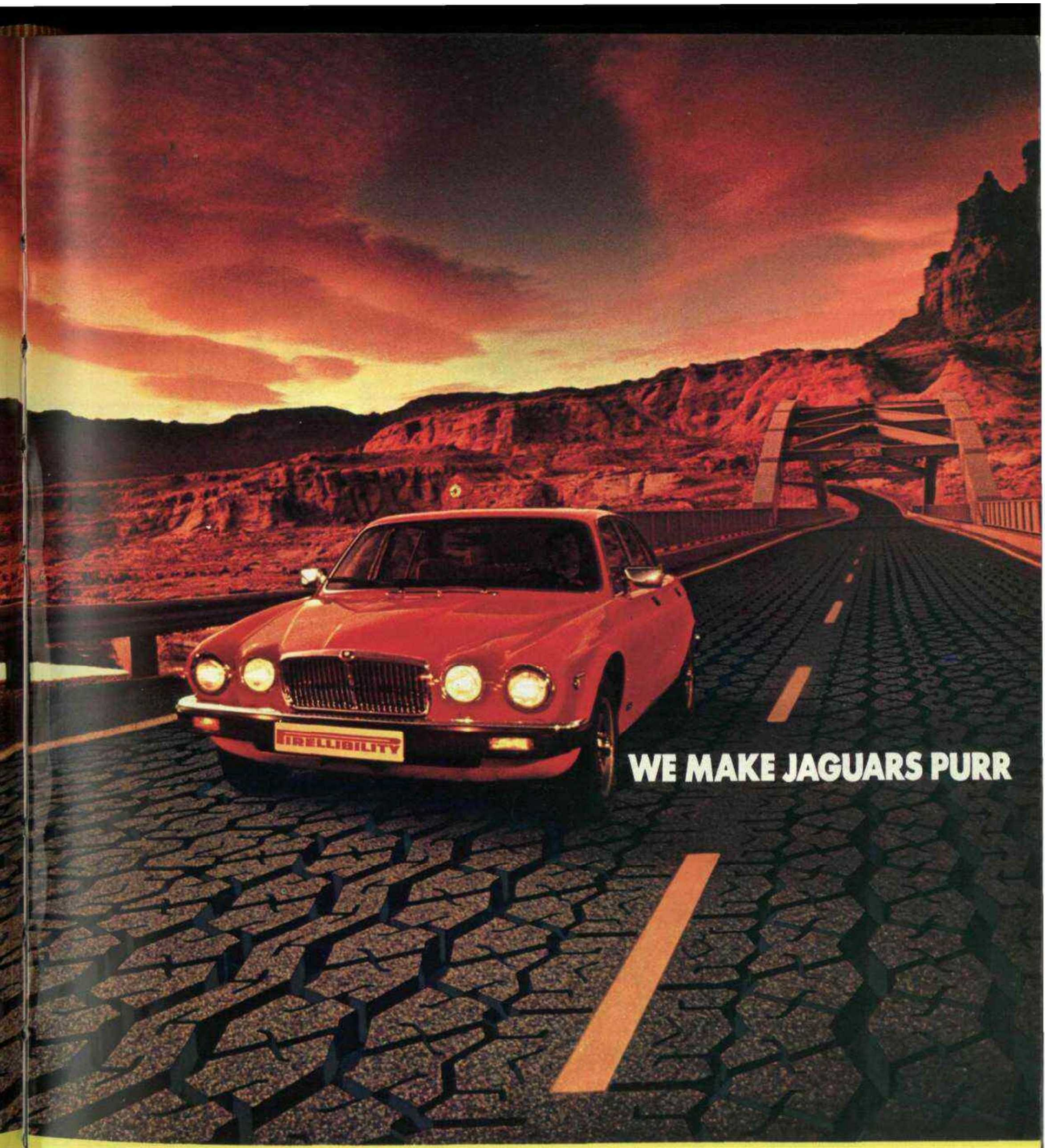
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Nürburg 1,000 kms

An eventful race

Nürburgring May 29th

THE last World Championship race ever to be held at the Nürburgring resulted, predictably and deservedly, in a win for Jacky Ickx and Jochen Mass in a Rothmans-Porsche 956. Deservedly because the Belgian's name has been almost synonymous with the *nordschleife* circuit (as it is with Le Mans and Spa) since the day in 1967 when he threatened to make a mockery of the German Grand Prix by getting among the leaders with his Formula 2 Matra.

The 1,000 kilometre event became a pilgrimage for many of the competitors. Ickx wanted to win one last time, Derek Bell wanted to win for the first and last time, David Hobbs was racing there for the first time since 1969, even Vic Elford came out of retirement for a nostalgic run in a BMW M1 which, unfortunately, expired early in both practice sessions and failed to qualify. Keke Rosberg had an arrangement with Reinhold Joest's team go wrong, so a last-minute agreement was made for him to share the Canon Porsche 956 with Jan Lammers and Dr. Jonathan Palmer. In fact, when Rosberg tested the car on Friday afternoon it was the first time he'd driven a turbo in anger, and he could not believe the throttle lag. "When I get on the accelerator, I'm a million miles too late!"

The defeat of the works Porsches at Monza in April, the first round of the championship, spurred Mr. Helmuth Bott's department into renewed development activity. This might be good news for the team, but it was definitely bad news for the customers and other rivals who cannot now remotely match the pace set by Bellof, Ickx, Mass and Bell. The works 956s are 20 kilos lighter than the customer cars, they have the latest Bosch Motronic ignition / injection system, subtle new nose panel shapes, higher compression engines which are certainly more powerful, and different front suspension to make the steering a bit lighter.

Bell started the ball rolling on Saturday morning recording 6 min. 31.69 sec. in the number 2 Rothmans-Porsche, on race tyres and on a still damp track. Shortly after Ickx recorded 6 min. 27.36 sec. in the number 1 works car, but this was just a foretaste of what was to come in the afternoon when the track was dry. It had been agreed that the German drivers, Bellof and Mass, would have the set of qualifying tyres available to each car — Dunlop had not wanted to bring qualifiers, as they would only be effective for half a lap, but since the last 3 km. of the lap is a straight the Porsche team thought it worthwhile to try them.

Mass went out and recorded 6 min. 16.85 sec., and Bellof promptly replied with a 6 min. 11.13 sec., an average of 202.053 k.p.h. In the same conditions, and with qualifiers, Wollek's best time was 6 min. 31.59 sec. while in the Canon entry Rosberg's efforts resulted in a time of 6 min. 39.52 sec. "I thought it was a good lap, until I saw the times" the Finn commented, and that really summed up the yawning margin of superiority.

The Lancia-Martini team entered one car for Riccardo Patrese / Michele Alboreto, backed by a new replica for the Mirabella racing team which is operated by a group of Brescia businessmen. Piercarlo Ghinzani was drafted in from the factory team "to help with setting the car up", joining Giorgio Francia and Paolo Barilla. Both cars were affected by the bumpy state of the track to a greater extent than the Porsches, the drivers complaining of "porpoising" and a generally uncomfortable ride, and the works car spent most of its time in the pits having springs and dampers changed, doing single laps, while the Mirabella car blew a turbo seal during the morning session and missed the afternoon session having the engine changed, an eight-hour task.

Thirteen Gp. C cars, plus the Giannini-Alba "Junior Gp. C", nine over 2-litre Gp. B entries and 18 assorted 2-litre Gp. B and old Gp. 2 cars made up the grid, and when Sunday dawned cold, wet and miserable the prospects didn't look good for the third round of the 1983 World Endurance Championship. Porsche team manager Norbert Singer told his two German drivers to tour around at 6 min. 45 sec. to save fuel (which wasn't very critical), to save the cars, and to make a race with the others.

His instructions were promptly ignored by Bellof who powered away into an ever-increasing lead, pursued by Mass. After two laps they were 11 sec. apart and a full minute ahead of John Fitzpatrick, who was heading for the pits to change on to slick tyres, while after six laps Bellof was 36 sec. in front of Mass and 2½ min. ahead of Rosberg! Bellof had lapped in 6 min. 35 sec., Mass in 6 min. 49.3 sec. and Rosberg in 7 min. 01.2 sec. on the sixth lap.

Bell and Ickx resumed the race at more sedate speed, Ickx gradually catching up his English team-mate, but when the second pits stops were due at the 15-lap point Bob Wollek, running third in the Marlboro-Porsche and handicapped by the loss of third gear, was 5 min. 20 sec. down.

Bellof was clearly rather annoyed that his lead over the number one car had been lost, and drove faster and faster from the 15th lap onward until he went into orbit! After setting a fastest lap of 6 min. 25.91 sec., and extending his lead over Mass to 29 sec., Bellof lost control of the Porsche at the Pflanzgarten and attacked the barriers at 160 m.p.h., destroying the car but fortunately stepping out of the wreckage unhurt.

Mass was very upset by this, going past the pits slowly and using the radio microphone to tell the crew what had happened, and drove noticeably slower until he handed the car back to Ickx on the 23rd lap. By then, Wollek and Johansson were 4 min. 59 sec. behind and Fitzpatrick / Hobbs in the J. David 956 were the only others on the same lap, followed by Rosberg / Lammers / Palmer, Patrese / Alboreto and Ghinzani / Francia / Barilla one lap behind, and Lassig / Plankenhorn Heyer (Boss Porsche 956) and Sigala / Larrauri (Lancia LC1) two laps behind.

Shortly after the race had to be stopped when Swiss driver / entrant Walter Brun had a dreadful accident on the run up to the Karussel, destroying his BMW turbo-charged Sehcar against the barriers and blocking the track. Fortunately Brun sustained nothing worse than a broken arm in this accident.

Almost two hours later the shortened race was restarted for 19 laps, to cover a total of 44 laps (906 kilometres), and Johansson in the Marlboro car found that the boost pressure was fading so that he could run no higher in fifth place behind Ickx, Rosberg, Alboreto and Hobbs.

Only six laps into the second heat the whole complexion of the race changed. Both the Lancia LC2s retired with gearbox failures, Fitzpatrick arrived at the pits with his left-front wheel locked up, and then Mass was reported to be going slowly with a puncture. The Hobbs / Fitzpatrick car lost six laps having the front suspension rebuilt, falling to sixth place overall, the brake caliper having broken free and wrapped itself round the suspension. As for Mass, he had to cover half a lap with the top link broken on the right rear suspension, and it took the factory mechanics 5 min. 56 sec. to replace the broken part.

Overall, the works car was now only about a minute ahead of the Marlboro entry, but Wollek / Johansson were so handicapped by the gearbox and boost pressure problems that they couldn't make a challenge. The Canon entry scored a popular "second heat win" ahead of the Boss entry and the Wollek / Johansson 956, with Mass / Ickx fourth on the same lap. Overall, and DM36,000 richer, it was the Rothmans-Porsche team that won the last World Championship race at the big Nürburgring circuit. — M.L.C.

RESULTS

NÜRBURGRING 1,000 KILOMETRES — 3rd round, World Endurance Championship — 44 laps — 906 kms.

1st	J. Mass/J. Ickx	(2.6 t/c Porche 956)	5 hr. 26 min. 34.63 sec. — 168.402 k.p.h.
2nd	B. Wollek/S. Johansson	(2.6 t/c Porsche 956)	5 hr. 30 min. 35 sec.
3rd	K. Rosberg/J. Lammers/J. Palmer	(2.6 t/c Porsche 956)	43 laps
4th	J. Lassig/A. Plankenhorn/H. Heyer	(2.6 t/c Porsche 956)	42 laps
5th	M. Sigala/O. Larrauri	(1.4 t/c Lancia LC1)	40 laps
6th	J. Fitzpatrick/D. Hobbs	(2.6 t/c Porsche 956)	39 laps
7th	E. Doren/J Hamelmann/H. Gall	(3.3 t/c Porsche 930)	37 laps
8th	C. Haldi/K. Utz	(2.0 Porsche 924 GTS)	37 laps
9th	F. Brohling/A. Felder/J. Felder	(2.0 Ford Escort)	36 laps
10th	G. Memminger/F. Kuhn-Weiss/G. Steckkonig	(3.3 Porsche 930)	36 laps

Fastest lap: S. Bellof (2.6 t/c Porsche 956) 6 min. 25.91 sec. (194.33 k.p.h./120.75 m.p.h.)

Grand Prix teams

Toleman-Hart

The long haul to success

IT must be the ultimate cachet for a race entrant to see a Grand Prix car carrying his own name, a joy that has been experienced over the years by such a wide variety of people as Enzo Ferrari, Ken Tyrrell, Frank Williams, Guy Ligier, Enzo Osella and many others. Yet it's only a few years since the Toleman name simply conjured up images of large car transporters laden with Fords, Vauxhalls, Toyotas and the like, running along trunk roads across the length and breadth of Britain. Only over the last three seasons has the Toleman family name become identified in the Formula One world: more through its audacious air of ambition rather than on the strength of results achieved, however, for the Toleman team chose from the outset to ignore the conventional "Cosworth route" and opted for the development of a brand new 1½-litre turbocharged engine.

With a tiny fraction of the finance available to teams such as Renault, Ferrari and BMW, Toleman's partnership with the respected British engine builder Brian Hart is now in its third season. As they struggle for reliability and speed, the Toleman-Hart partnership fully realises that it is treading a difficult route — and one which will not automatically guarantee them the ultimate success for which they are striving.

Eight months ago, Toleman's F1 programme hung by the proverbial thread. After two seasons' struggling with the prototype TG181 design, the team's designer Rory Byrne was at last given a free hand in the construction of a brand new "state of the art" ground effect machine. The original Toleman TG183 was tested for the first time shortly before last year's Italian Grand Prix and driver Derek Warwick proved that there was every ground for optimism about its future prospects. Despite disappointing races at Monza (where the Englishman was pushed off the road on the opening lap) and Las Vegas (where last minute chassis adjustments proved hopelessly wrong), the team was looking forward to 1983. The TG183 seemed quite capable of competing with the best of the rival ground effect cars then on the scene. . . .

Suddenly, however, the axe fell: FISA changed the rules "at a stroke", effectively wiping out ground effect and insisting on flat bottoms for all F1 cars from the start of this season. "Initially, we just couldn't believe it," said Toleman Managing Director Alex Hawkridge, architect of the team's rise to the F1 ranks, "it just looked as though we'd sluiced £250,000 worth of test and development work straight down the drain at a time when we were fighting for sponsorship anyway. Things looked very bad indeed. . . ."



DEREK WARWICK has been looking stronger than ever this year, making up for his Monaco accident with fine seventh place at Spa.

Hawkridge, who confesses to being "an aggressive bastard back in the office", first came to work for the Toleman Group in the early 1970s. He'd run his own holiday business in Spain for a couple of years before deciding that the hassles involved in being a foreigner attempting to work with the Spanish tax authorities really wasn't worth the trouble.

Eventually Alex found a job with the Toleman Group in a managerial capacity at its depot near the Ford factory at Dagenham. He admits that his pushy, somewhat ambitious approach got him involved beyond the day-to-day requirements of his job and it became clear to him that the company needed to expand its image. Albert Toleman, son of the founder and father of current boss Ted, had recently died and a management report on the firm's activities was quickly commissioned: it came to the conclusion that the Group badly needed to expand. It was getting trodden on by many of its rivals and had to expand its horizons. It had come a long way since Grandfather Toleman stood at the gates of the Ford company's original British factory at Trafford Park, Manchester, back in the early 1920s, but there was still plenty of scope for expansion and new profitability. Hawkridge quickly moved up the promotional ladder, initially taking over the management of one of Toleman's Belgian subsidiary companies. Before long he was Group Joint Managing Director and, by 1973, the company w starting to expand into such areas as doub glazing, hosiery and the supply of mari military equipment, the latter through i newly established offshoot, Cougar Marin

Although Hawkridge first saw th potential in motor racing as a promotion medium for the Group's products, none the subsequent programmes would ev have got off the ground if it hadn't been f the encouragement of Ted Toleman Although these days, Ted's abiding passio is for power boat racing, he was a kee amateur racer in the mid-1970s and allowe the company's enthusiastic involvement t continue despite the tragic death of h brother Bob in an FF1600 shunt Snetterton. After initial forays backin Colin Hawker's Escort and VW saloons Toleman's interest quickly expanded to tak in first FF1600, then FF2000 and finally F and F2 by the start of 1979. Hawkridg briefly tried his hand in the cockpit again – "blowing off Nigel Mansell on on celebrated FF occasion!" but soon retire from the cockpit again to get back to th business side of things.

Having recruited former Royale designe Rory Byrne along the way, Toleman's F programme for 1979 included entering March for Rad Dougall and a Ralt for Brian Henton. At this point they became involve with Harlow-based engine wizard Brian Hart whose prowess in the F2 arena wa long established. In 1980, Hart's splendi four-cylinder 420R 2-litre engine was t power Henton's F2 Toleman TG280 t victory in the European Championship. B the end of that season Hawkridge realise that there was really nowhere to go but up!

"We'd had a good time in F2," he admits, "but we were not really justified i

continuing as 'habitual' F2 competitors. We either had to close down the entire racing operation or hold our breath and make the big jump into F1. Eventually, after much heart-searching and thought, we took that latter step!"

Up to that point Hart had shied away from an F1 programme. Earlier, in the mid-1970s, Alan Rees had tried to persuade Brian to prepare the Shadow team's Cosworth DFV engines, but although he had one brought down to his Harlow base for a detailed "once over", the cost to his small company of blowing up a customer engine while on the test bed made him distinctly nervous. He never felt able to make that sort of commitment.

The Toleman project was different. Hawkridge asked him to develop a turbocharged engine based on a reduced capacity 420R and Hart, rather cautiously, agreed. Brian had originally suggested that Toleman go into the 1981 season using DFVs, developing the turbo project separately and not racing it until it was fully reliable. But Hawkridge reckoned "this wasn't a realistic option. We had to go in with a turbo from the outset because we knew full-well that, by the time it was developed, just about everybody would be using a turbo. We hadn't time for the luxury of a parallel DFV development and, anyway, there would always be the temptation to stick with it if it had proved reasonably reliable. At the end of the day we had no choice."

It was a long, complicated road strewn with pitfalls. The original Toleman TG181s proved difficult to handle and generally less than reliable. The basic reliability of the Hart engine stood out like a reassuring beacon, but systems failures were the rule rather than the exception. "We had absolutely no accumulated experience whatsoever," reflects Hawkridge, "and no knowledge at all on which to draw. Rory was desperately worried about the chassis, turbocharger intercooler installations and so on, and we were very honest with our sponsors. We told them that the first season would be a learning year, during the second we would begin to qualify . . . and, this year, we might actually win races."

BRIAN HART prepares a 415T Formula 1 engine for a run-up on the dynomometer at his Harlow factory.



Last year, the Toleman TG181B first demonstrated decent form in the British Grand Prix where Derek Warwick briefly took it through to hold a temporary second place ahead of Didier Pironi's Ferrari. Officially, this talking point of the season came to an end when the car retired just after half distance with a broken driveshaft c/v joint: rivals, however, prefer to think that the car was running on half a fuel load, intent on a good performance to impress existing (and potential) sponsors.

Hawkridge responds very firmly on this matter: "That Brands Hatch performance was absolutely genuine. The tyres were good and we'd worked out an excellent aerodynamic balance for the car. Most importantly, we'd decided to 'freeze' the old car's specification because all the factory time was being spent on building the new TG183. Derek had a lot of home confidence and it was the first time we'd run 26 pounds of boost pressure. All through 1982 up until that point we'd found that we were being robbed of results because we were always experimenting, changing the car's configuration. But once we stopped changing it and simply got down to racing it as we knew it best, with minimal changes, we began to show better form."

Critics of the project will be asking, almost a year after Warwick's Brands Hatch performance, just why the team has failed to produce any firm results. The early testing promise of the revised TG183 failed to be sustained and only recently, at Monaco and Spa, have the cars started to demonstrate any real form. In the Monaco race Warwick dispelled any lingering doubts as to his ability, racing expertly in close company with Prost's Renault and Piquet's Brabham before a slight driving error ended his race with a collision against Surer's Arrows. A week later in Belgium the TG183Bs came reliably home in unlapped seventh and eighth positions, rewarding the team's decision (admittedly induced by lack of finance) to freeze the cars' specification from this point onwards. Now all they lack is sheer speed.

Objectively, however, it is difficult to see how Hart's engine programme can ever match those of his turbo rivals — unless the 415T engine is ultimately "adopted" by a major manufacturer. That seems unlikely in the current economic climate, and it's worth reflecting that the entire development cost of this 88 mm. x 61.5 mm, 1,496 c.c. unit



ALEX HAWKRIDGE ponders with Derek Warwick before the Detroit Grand Prix.

has been funded with little more than firms like BMW and Ferrari have expended on such luxuries as water injection and expensive electronic management systems. Being a small specialist company, employing just over 20 people, the Hart organisation has also come up against the inevitable cash problems that dependence on the Toleman team's flow of commercial sponsorship, rather than a motor manufacturer's research and development budget, necessarily entails. While rivals spent a winter immersed in their engine development programmes, Hart waited on tenterhooks until Hawkridge finalised the Toleman sponsorship arrangements shortly before the start of the season. Only then was he able to start a programme of modifications on the 1982-specification 415T engines.

A total of twelve F1 engines is currently deployed on a rota basis to service the two Toleman TG183B entries, each one religiously run up on Hart's Schenk dynamometers before being supplied to the racing team. But there is no finance available for testing away from official practice sessions at the Grands Prix and this, as much as anything, will handicap the Toleman programme for the remainder of the 1983 season — unless the tireless Hawkridge can produce another sponsor from the bag!

In honesty, however, Toleman's Managing Director thinks this is doubtful. "I might have some people interested for 1984, but it's rather too early to say at the moment, but we've a results-linked sponsorship agreement this season and if Derek had managed to finish second or third at Monaco it would have changed the complexion of our finances. It would be a shame if we were not in a position to give Derek a car which can truly reflect his ability because, although I think that both Rosberg and de Cesaris are faster from the point of view of being able to produce an individual, quick, lap, I believe that Derek has considerably more natural talent than any of his rivals." A.H.

Willhire 24 hour Race



Snetterton, June 4th/5th

THIS year's was the fourth Willhire 24 Hour Race, all held at Snetterton, and so far all won by one man — Phil Dowsett has been in each of the winning teams. Entry is restricted to production cars, but in order to broaden the field, also includes those cars which have been out of production for more than three years and would normally be removed from the homologation lists.

Some of the drivers were well-known faces, such as Tiff Needell, Gerry Marshall, Tony Lanfranchi, but many had simply organised their ride as a one-off event, possibly the only race they will enter in the year. Some of the pit-crews, too, were less than expert, but in fact rather added to the entertainment.

Shortly before 4 p.m., the cars formed up on the dummy grid — all except the BMW 323i of Colin Davids Racing. Gearbox trouble in practice forced them to try and change the 'box, but this took longer than expected, so as the mechanics worked the rest of the field set off behind Mike Wilds in the Pace Car. At the front were two Porsches, a 928S with the official blessing of AFN Ltd., driven by Tony Dron, Win Percy, Andy Rouse and Phil Dowsett, and a 911 backed by, and of course shod with, BF Goodrich Tyres which Colin Blower shared with Malcolm Paul and Tiff Needell.

Although the start of a round-the-clock event is really not critical, the excitement of the crowd was obvious as the field approached the end of the warm-up lap. The flashing amber lights of the Pace Car ducked into the pit-lane, and the front rows leaped ahead as if it were a 10 lap sprint. Within two minutes, the 323i roared up through the pits to join them, leaving the pits empty as all the crews hung over the pit rail watching their cars.

For the first few laps, spectators stayed glued to the action, carefully noting the order, commenting on fractional gains and losses, discussing Gerry Marshall's attempts to get his Capri 2.8i past Blower's 911 into second place, while the 928 had already begun to lap the 1,300 c.c. cars, a Honda Civic and a Skoda Rapid Coupé.

After an hour or so, however, everyone began to realise just how long they were going to be here, and started to divide up and explore the various entertainments. The cafeteria began to fill, those with pit passes made the first of many visits there, some stretched out in the strong sunshine which soaked the grass — and some went to the fair. Laid out within the circuit were dodgems, roundabouts and side-shows, the brassy music giving a holiday air to the Norfolk scene.

Whether watching the cars or not, the enthusiastic commentary and the grapevine ensured that everyone knew that Marshall's Capri was having fuel surge problems, and that Allied Rubber Products' Morgan Plus 8 had already had a new fuel pump fitted, dropping Mike Ridley back to eighth place.

Stops for fuel were becoming regular at this point, but the Goodrich team had a momentary panic when they thought Blower was making an unscheduled stop. It was a mistake, but it ought to have been an omen. Next door, AFN produced a tape-measure and carefully marked out just where their leading 928 was to park when it arrived. In the event, they stood holding the obligatory NASCAR-type fuel churns for nearly 15 min. before Rouse pulled in — the car was proving more economical than they had planned for.

A stroll up to the Esses gave an indication of the difference in speed between the fastest and slowest cars, and also provided the spectacle of Graham Hathaway just keepi the Alfa (GB)-entered GTV6 on the ro through a series of wild slides. Later, transpired that a severe vibration w making the car difficult to handle, and t Alfa crew worked hard throughout the nig in pit-stop after pit-stop changing brake a drive components, which left a priva GTV6 sitting stripped in the paddoc

With the onset of night, the ID lights each car became vital to the wea lap-scorers, and the atmosphere in the p became noticeably more friend Equipment was passed from team to tea coffee and hot meals appeared, and huddl figures could be seen trying to get some r on camp chairs. Since there was only o commentator, there was a long spell duri the night when the public had no indicati of what was happening, which made Briti Telecom's hourly bulletin service rath valuable. One of these reports held surprise — the Goodrich 911 had sudden dropped to eighth, while Tony Lanfranch GM Dealersport Opel Monza had push the 2.8i Capri into third. The Porsche h developed a driveshaft fault, and after quick check which showed the near-side to be gone, Needell was sent out to pot round until a new shaft was removed fr Malcolm Paul's own Targa. Half an ho was lost changing it, and in the ea morning, brake trouble too held them bac and resulted in the poor Targa ending up four axle stands.

It took the sunrise to lift the grum silence that descended over the crowd lack of sleep began to tell. Those who h left the circuit overnight began to retur the campers woke up, and as the car ligh went off two by two, there were still 19 ca in the race. A solitary 2-litre Capri h blown a piston, while, after stopping on t circuit and getting outside help, the BM 3.0Si was also excluded, but continued the finish. The same fate was to befall t Savoire Faire team, whose Caterham ended up with the diff. of the firm demonstrator, thereby breaking the ru which requires certain original componen to be used throughout.

Blazing sunshine set the scene for t 911's pull back up the field, passi Staveley's Scirocco which was showing we and as the crowd began to thicken, th were treated to a hard fight betwe Marshall and John Lindsay in his +8.

Tiredness seemed to drop away as the en approached; some crews had had far mo work than others, like the Telecom tea whose Capri spent over a quarter of the ra in the pits, but an eagerness to fini pervaded every pit. The Stechman +8 sat o jacks having its seized diff. rebuilt, b no-one expected it to rejoin. Speculati grew as to whether the 928 might rea 1,000 laps, and whether the Civic tea could find enough tights to keep the alternator turning. (Two hours per pa

Continued on page 83

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A TECHNICAL REPORT FROM BFGOODRICH

OBJECTIVE: ***Engineer our most sophisticated line of street radials—the Comp T/A line—utilising unsurpassed tyre technology.***

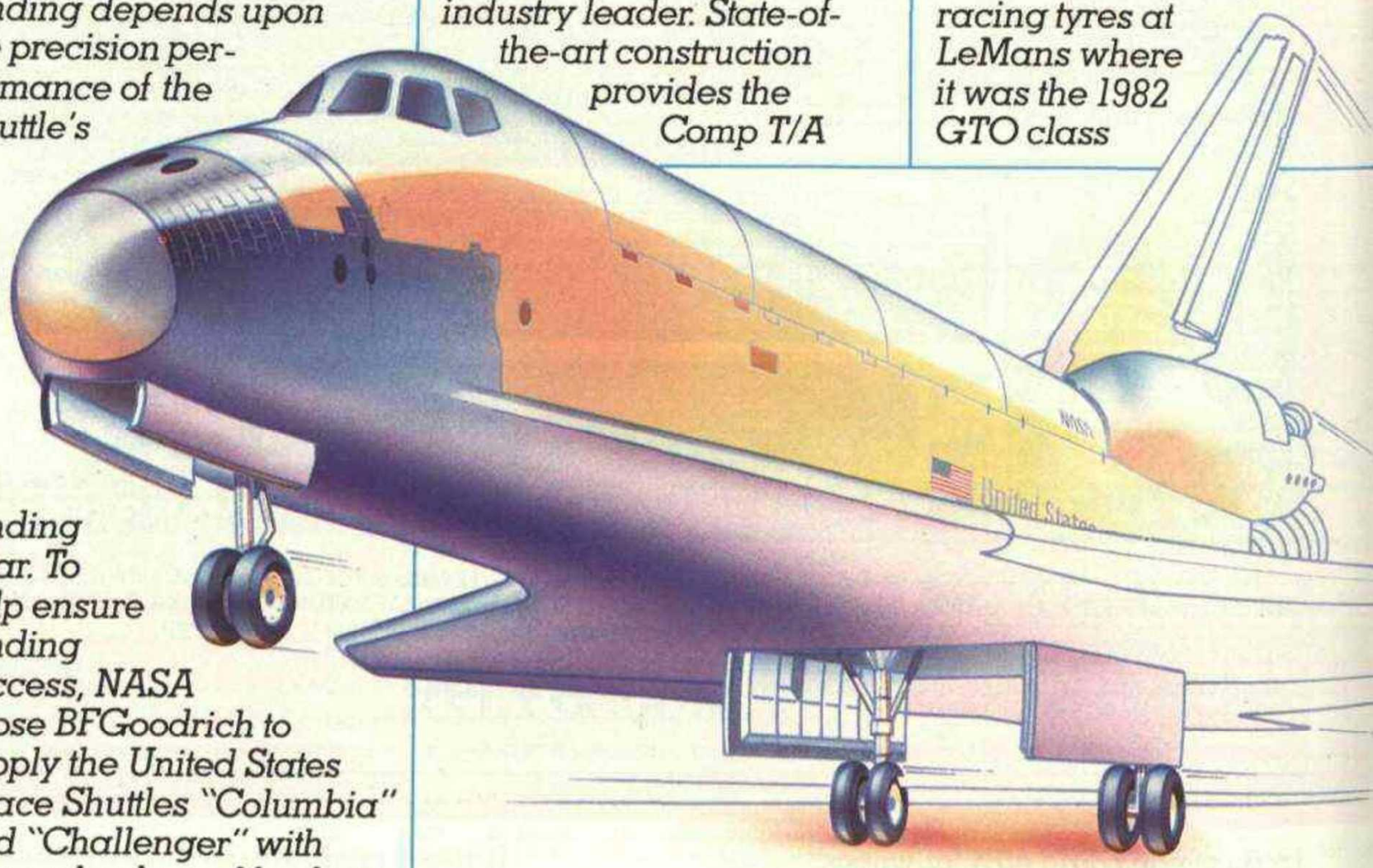
SOLUTION: ***Employ the same scientific approach to tyre design used in developing our Space Shuttle tyres.***

The landing of a space shuttle is as crucial as its takeoff. And a successful landing depends upon the precision performance of the Shuttle's landing gear. To help ensure landing success, NASA chose BFGoodrich to supply the United States Space Shuttles "Columbia" and "Challenger" with tyres, wheels, and brakes.

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The Comp T/A radial has proven to be a tyre industry leader. State-of-the-art construction provides the Comp T/A with its excellent handling and cornering. And, because of its rugged durability, the Comp T/A radial is capable of performing at speeds in excess of 130 mph—even under punishing 24-hour endurance racing test conditions. In fact, the Comp T/A is the first street radial ever to beat pure racing tyres at LeMans where it was the 1982 GTO class victor (tyres were raced at ½ tread depth).

To make the Comp T/A tyre's outstanding performance capabilities available to other enthusiasts and touring-oriented customers, BFGoodrich adapted the



The Space Shuttle "Columbia" lands on BFGoodrich tyres, which are built to withstand extreme high-speed heat buildup.

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basic Comp T/A radial construction to the differing needs of other sophisticated drivers across a wide range of vehicle/size specifications. This accomplishment resulted in the addition of new sizes in the Comp T/A 60 and 70 V-speed rated tyres.

Designed for high-performance sport coupes, the Comp T/A 60V radial maintains exceptional durability while achieving responsive handling and optimal dry and wet braking traction.

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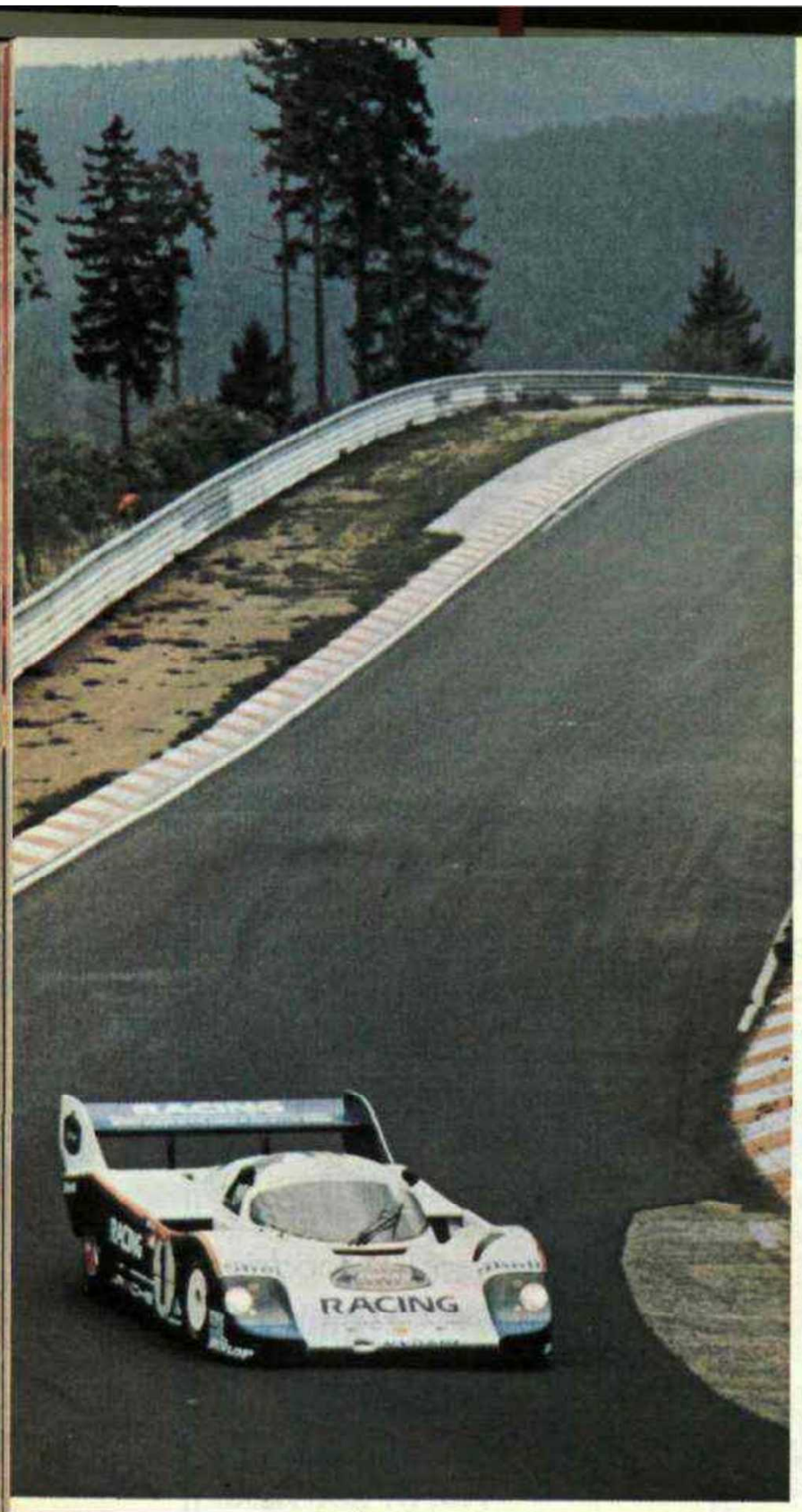
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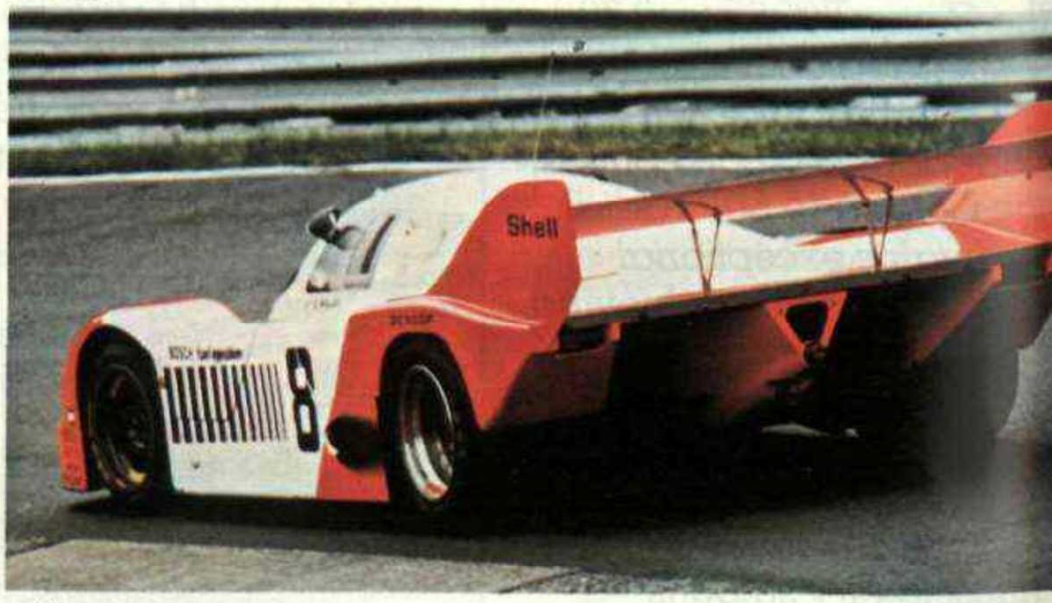
The Comp T/A, Comp T/A 60V and Comp T/A 70V are V-speed rated to ensure dependable performance—even at high speeds. *Applies to Comp T/A radials only; must be maintained as specified on tyre.*



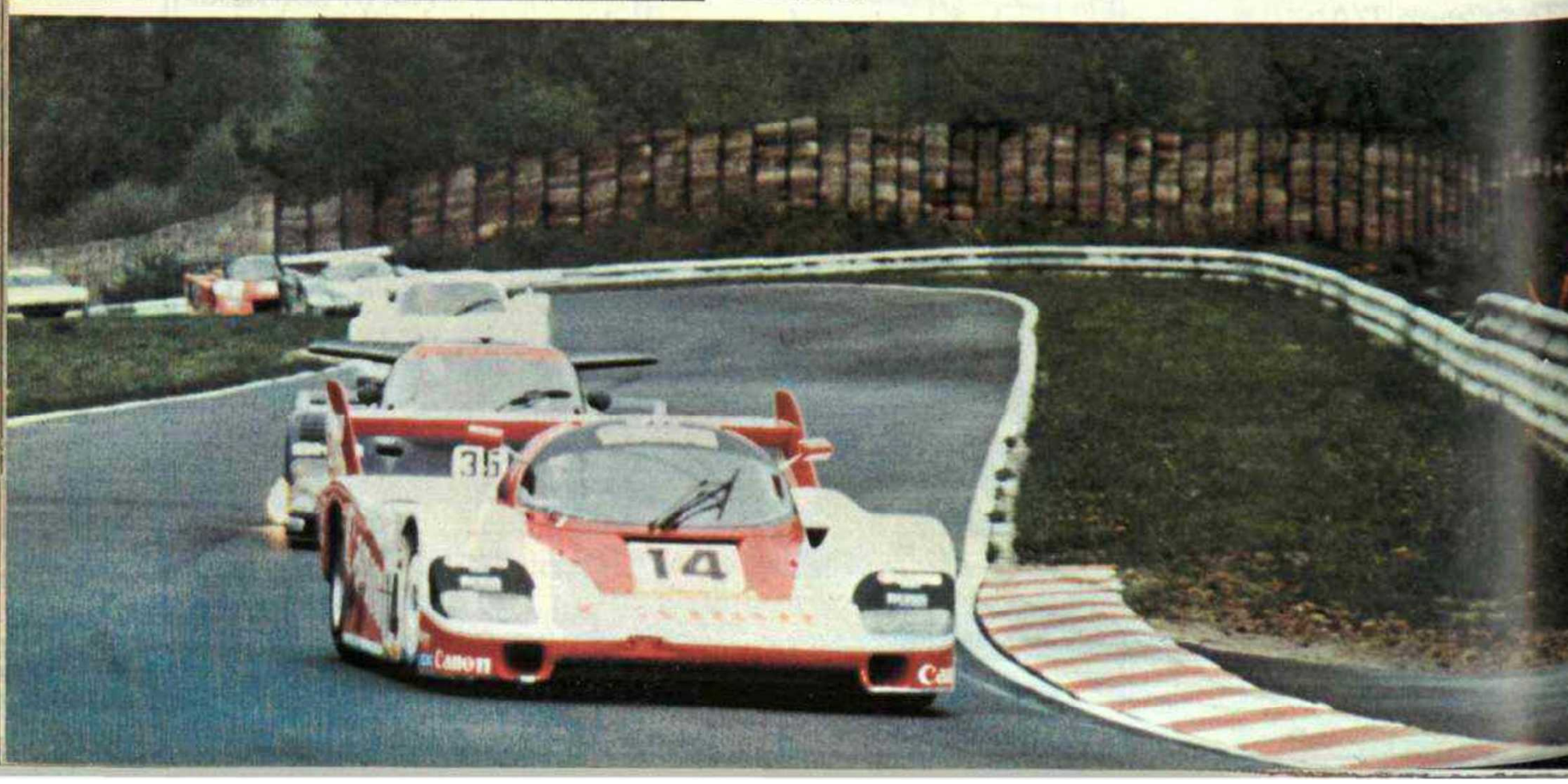




THE Lancia-Martini (above) did not have a conspicuous outing at the Nürburgring the Italian drivers troubled by handling problems, and eventually retired wit gearbox failure. The Marlboro Porsche 956 of Wollek and Johansson (below finished second despite losing third gear early in the race. The Porsches wer almost too big for the Karussel's concrete bowl, and usually drove round on th tarmac.



NÜRBURGRING 1000 KMS THE last World Championship race to b held on the *nordschleife* circuit resulte in a win for the factory Rothmans-Porsche of Ickx and Mass, despite a rea suspension failure which threatened their chances. Below, Keke Rosberg made hi sportscar début in the Canon 956, with Lammers and Palmer, and they finishe third overall.



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Porsche 911SC Cabriolet

—A breath of fresh air



PORSCHE'S delightful 911SC has been one of the most highly regarded out-and-out sports cars for many years, and MOTOR SPORT readers will hardly need any reminding about the outstanding performance from its six-cylinder horizontally opposed 2,994 c.c. air-cooled engine. With a claimed maximum speed fractionally short of 150 m.p.h., the 911SC has become a coveted collector's item, but one shortcoming of the model range has been its lack of a fully convertible model.

Now that shortcoming has been dealt with: ever since worries about US passenger car safety legislation caused European manufacturers to be very wary of producing anything more ambitious than a "targa top" model (and the 911 range currently still includes such a machine), a true 911SC convertible has been denied to all those enthusiastic motorists who wanted one. In fact, not since the 356A was phased out in 1965 has the German manufacturer produced a "pure" convertible, so it was with more than average interest that we took the opportunity to sample the latest 911SC convertible when it became available in Britain two months ago.

The first thing one notices is that the traditional 911 profile has been changed, necessarily, for the first time since its inception some 20 years ago. But the fabric

top is scarcely less weather-proof than the hard top it replaces and must rank as one of the most straightforward and uncomplicated convertible mechanisms ever devised.

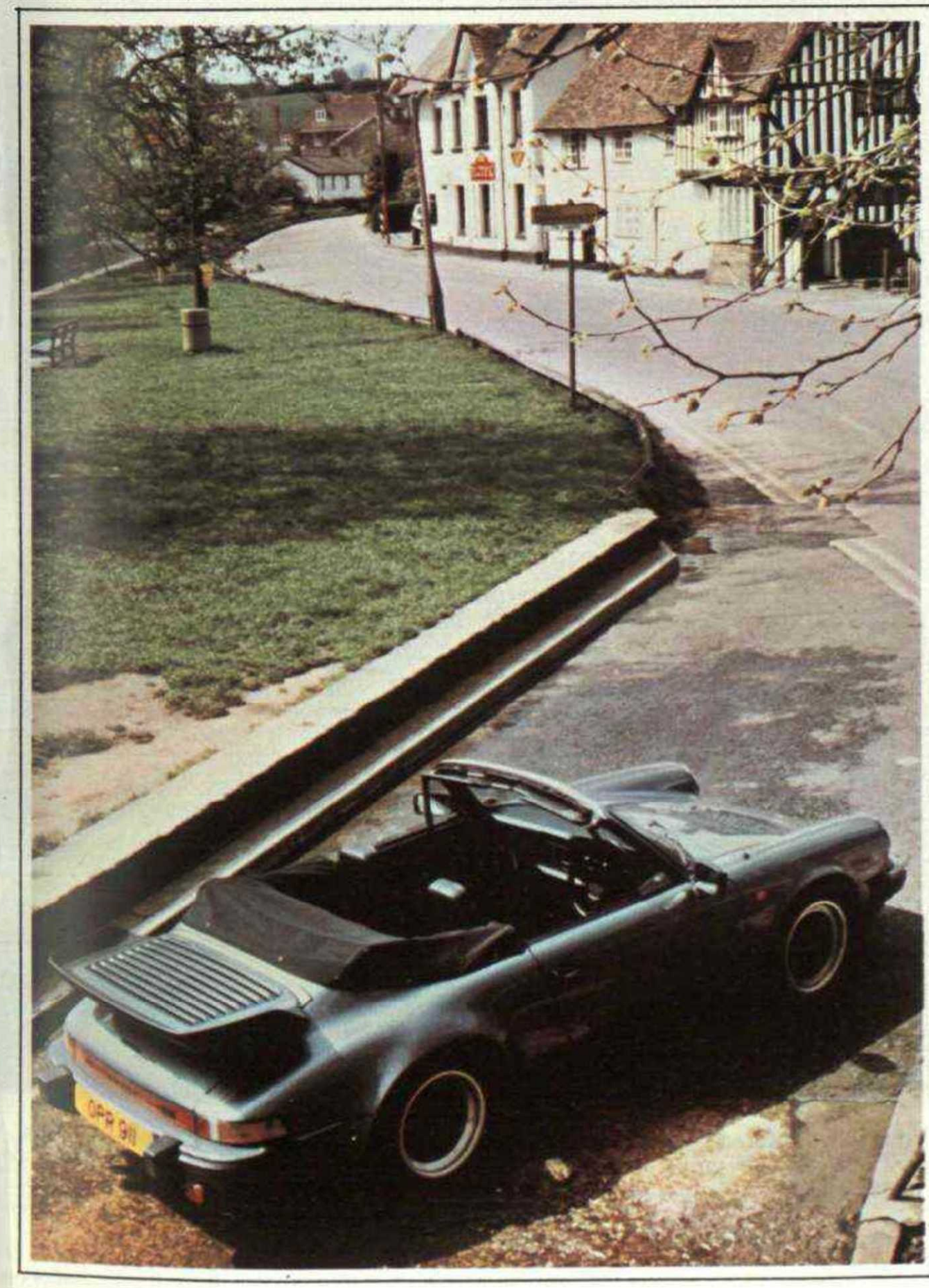
Behind the sun visor on either side are two holes in the front roof frame into which two specially made handles, stored in the glove compartment, are fitted in order to start the transformation procedure between "hood up" and "hood down". Both handles have to be inserted into the holes and turned through approximately 90-degrees until they are pointing vertically downwards.

From this point onwards, the task becomes quite straightforward. Fold the roof back and then collapse it into its retracted position, making sure, first of all, that you unzip the rear window panel on the inside, tucking it under the backrest of the rear seats after you've done so. Once the hood is now folded back it's just a question of fixing the tonneau cover into place, a particularly easy job which doesn't involve the stretching of the fabric.



Apart from a significantly higher level of wind noise, the 911SC convertible retains all the good points of its established coupé counterpart and is impressively rattle-free, a testimony to the amount of effort that has been put into guaranteeing the torsional strength of the bodyshell.

Porsche's 911SC Cabriolet is currently priced at £21,549.18 in the UK, while the Sport equipment model, which incorporates forged alloy road wheels with ultra low profile tyres, and front and rear aerodynamic spoilers as standard, is offered at £25,538.78p. — A.H.





THE rear window has to be unzipped before the hood is lowered. Below, a tonneau is provided.

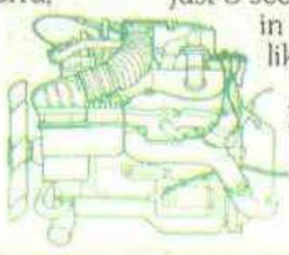


XR4i. Man and high performance machine in perfect harmony.

The new Sierra XR4 Injection is the latest in a long line of Fords with racing in their blood.

Far from being just a modified Sierra, the XR4i is, in fact, a purpose-built high performance machine.

As you'll see the moment you open the bonnet, it's powered by Ford's highly developed, fuel-injected 2.8 litre V6. Combined with a new close ratio five-speed gearbox, which gives the acceleration extra bite, this 150 bhp engine will propel you from 0-60 in just 8 secs,† and on, with a relentless push in the back, to 130 mph† – a sensation like take-off in an executive jet.



To harness all this extra power, the XR4i has a sophisticated all independent suspension system which gives a firmly controlled ride.

The brakes, ventilated discs at the front, are larger than a standard Sierra's.

And, of course, you've those beautiful wide alloy wheels fitted with low profile tyres.

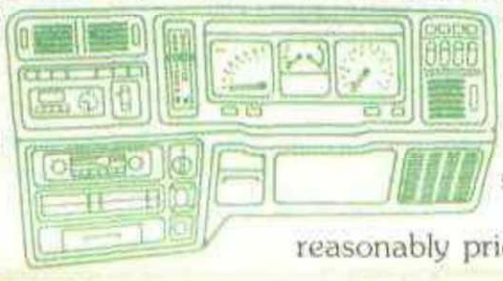
Even the body, a rakish, three-door, five-seater design is specially built for the XR4i.

Lest you think that some of its aerodynamic aids are simply there for decoration we should explain that the mouldings below the waistline are designed to streamline the wheel arches. While that unique bi-plane

spoiler is so effective that it helps reduce the XR4i's average drag coefficient to only 0.32.

Like the body, the cockpit too is strictly functional.

With snug fitting seats to support you during cornering and a dashboard that curves around you so that you feel at one with the controls.



Needless to say, you'll find the information and warning systems you need in such a fast car. There's even one which alerts you when black ice is likely.

But perhaps best of all, the XR4i is a perfectly practical supercar.

As with all Fords, parts are reasonably priced and maintenance is simple, so the pleasure of driving it isn't spoilt by high costs.

And, with the back seats folded, you've even got a 51.7 cu. ft. hatchback.

The XR4i is another example of Ford's engineering efficiency, further proof that Ford gives you more.

†Ford computed figures.

XR4i

Ford


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3
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DETROIT GRAND PRIX

THE second Detroit Grand Prix took place on the American Motor City's closed street circuit on June 5th, resulting in a somewhat lucky victory for Michele Alboreto's Cosworth DFY-engined Tyrrell 011. On the left, Nelson Piquet's Brabham BT52 is seen accelerating away from the start just edging ahead of René Arnoux's pole position Ferrari 126C2B (No. 28) and Elio de Angelis's Lotus 93T-Renault V6 with the steel and tinted glass of Detroit's Renaissance Centre dominating the background. In the lower picture, opposite, de Angelis's Lotus stands abandoned at the track side as winner Alboreto rushes past the pits chased by Rosberg's Williams FW08C which eventually finished runner-up. Above, Rosberg's car can be seen with both front wheels just clear of the ground on one particularly bumpy section of the circuit. On the right, the Detroit track's character is well illustrated by this shot of de Cesaris leading Alboreto, Warwick, Rosberg, Surer and Cheever down one of the long boulevard sections while (below) Piquet and Arnoux are seen locked in combat for the lead early in the race.

Le Mans Tw

A WISP of smoke identifies the victorious Porsche 956 its sister cars across the line. Problems with the bodyw brought it within the clutches of the Ickx / Bell Porsche was just 64 seconds ahead when the flag came out.

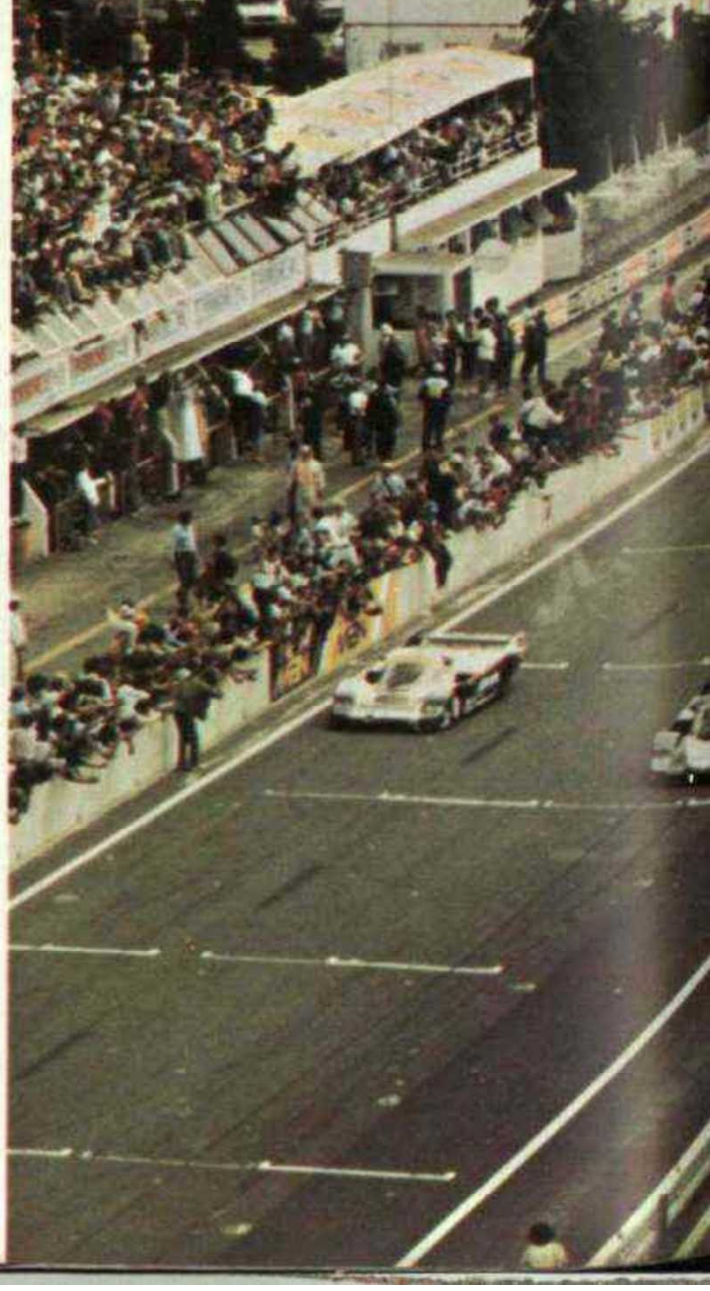


MASKED mechanics refuel the Kremer Porsche driven by the Andrettis, the man on the right putting in 100 litres per stop while the man on the left holds the vent container which begins to fill when the tank is full. The Andretti father and son team, with Philippe Alliot, covered five laps more than last year's winner, though placed third.



ABOVE, Britain's Derek Warwick on the exit from the Esses in the Kremer Porsche CK5. His race ended with cooling problems after only six hours. Below, a patriotic fervour surrounds the EMKA Aston Martin as it finishes, the highest British car to finish, taking 17th place.





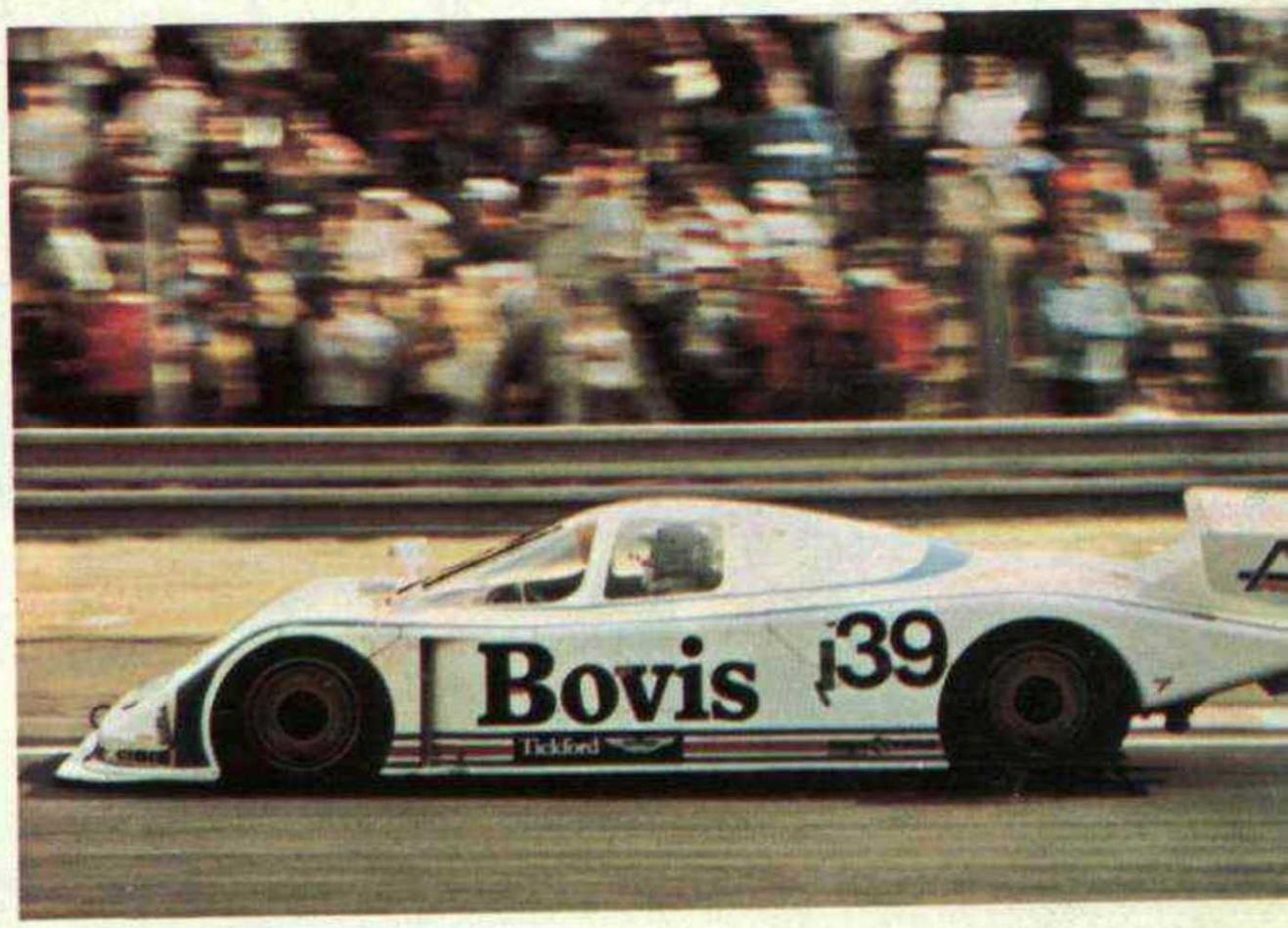
venty-four Hours

of Al Holbert, Hurley Haywood and Vern Schuppan as it leads four of ork on the winning car, including losing a door on Sunday morning, which finished second. Slowing with his engine overheating, Holbert





GROUP C Junior was won by Mazda, whose 717C, driven by Katayama, Terada and Yorino, is about to be passed by the Sauber C7, highest non-Porsche to finish.



THE Aston Martin Nimrod dashed British hopes when a con-rod broke in the 18th hour. It lasted longer than all the Lancias, though, the last of three works cars driven by Nannini / Andruet / Barilla (below) retiring after 12 hours with turbocharger pressure failure.





CANADIAN GRAND PRIX THE opening phase of the race was highlighted by Rosberg's enthusiastic chase of de Cesaris's Alfa Romeo 183T. Here the Finn keeps close to the Italian V8's gearbox with Winkelhock's ATS close behind. Below, Jacques Villeneuve tried to qualify the RAM March formerly occupied by Eliseo Salazar, but just failed to get on the grid.



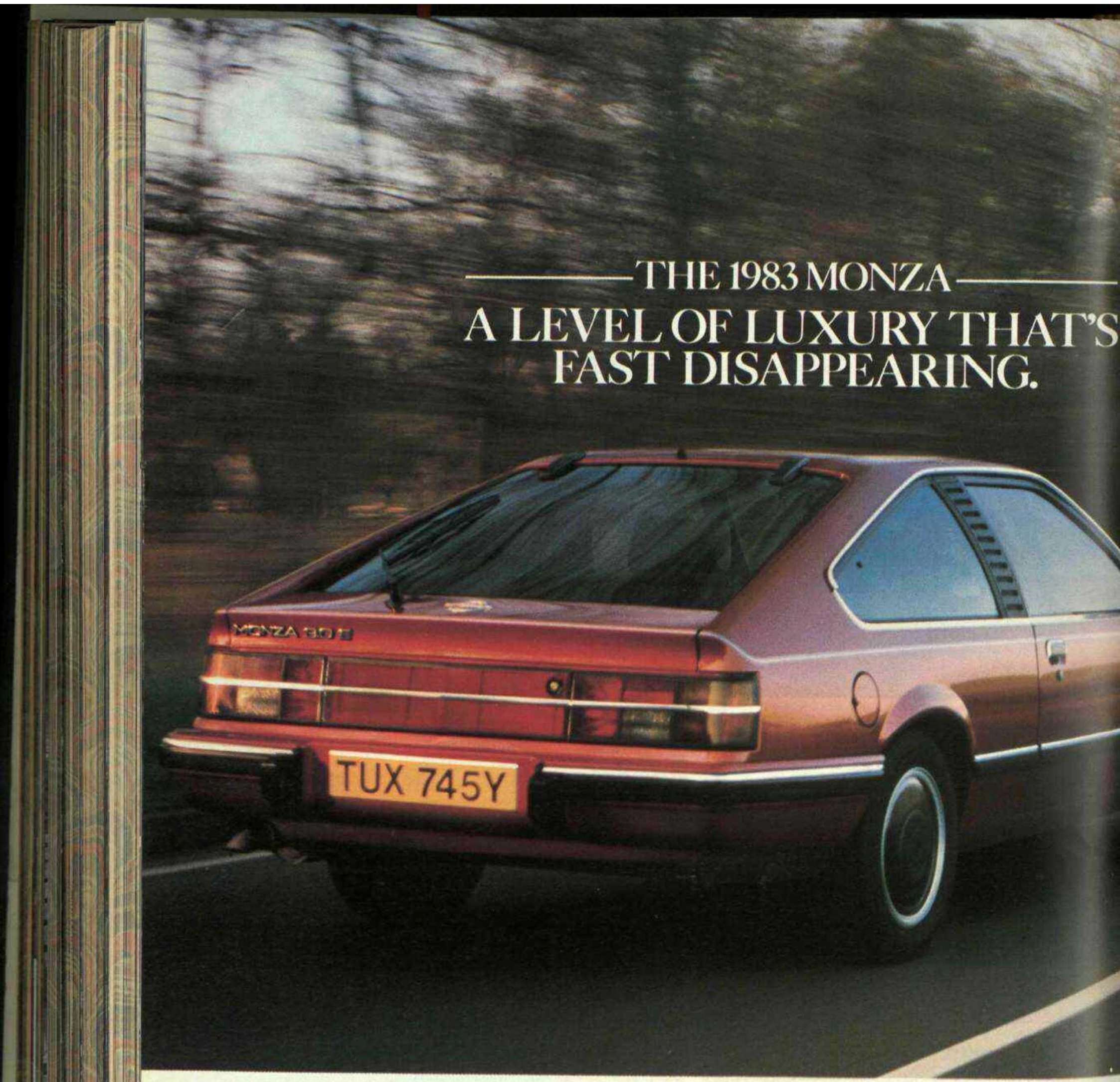


EDDIE CHEEVER drove his best race yet in the Renault RE40 moving through to finish second ahead of Patrick Tambay's Ferrari 126C2B which can be seen pursuing the French car in this picture.



BELGIAN Formula One novice Thierry Boutsen is impressing a lot of people with his smooth unruffled handling of the second Arrows A6. In Canada he came home seventh, although he knocked a nose fin off against a rear wheel of Watson's McLaren in the process!

RENÉ ARNOUX scored his first victory for Ferrari at Montreal, dominating the race despite a badly chunked left rear tyre towards the finish. Here he leads Detroit winner Alboreto who was a lapped eighth on this occasion. Below, Michael Andretti, son of the 1978 World Champion, drove energetically in the Montreal Formula Mondial event to finish second in his Ralt RT4.



The 1983 Monza's three litre, 6 cylinder fuel injected engine has been refined to take you smoothly from 0-60 mph in 8.2 seconds.*

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With Monza's uprated suspension and limited slip differential, 'Motor' magazine commented "so easy is it now to drive the car very quickly, yet smoothly through twisty lanes, even in a typical English drizzle, that it is almost as if it had four wheel drive."

*FROM MOTOR MAGAZINE. 5-SPEED MANUAL TRANSMISSION STANDARD. AUTOMATIC TRANSMISSION IS A NO-COST OPTION.



As if this kind of performance isn't luxury in itself, the Monza is lavishly equipped. Standard items include: electrically operated and heated door mirrors, headlamp wash-wipe, a steel sun-roof, built-in fog lamps, central door locking, electric windows and stereo radio cassette. All in all, at £12,822, the Monza is a rare luxury. Catch up with it at your friendly Vauxhall-Opel dealer.

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ACROPOLIS RALLY WALTER RÖHRL (above) inherited the lead in his Lancia when Hannu Mikkola's Quattro (below) shed a vital oil pipe. Jimmy McRae (right) passes a crowd of well-behaved spectators in his Manta, but much of the route is through sparsely populated countryside, as shown by this picture of Markku Alèn's Lancia (below right) which finished with a blown head gasket. Small villages also feature, and (left) Shekhar Mehta heads towards a stage start on his way to a reliable sixth place in his Nissan.


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LANCIA
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MARTINI
PIRELLI



IN poor conditions, Willie Green's Ferrari Dino leads Mann's Lotus 16, Cottam's Connaught and MacPherson's Cooper-Bristol in the Allcomers Race.

VSCC OULTON PARK

RAIN did its best to spoil the Vintage SCC race meeting at Oulton Park on June 11th but did not succeed. It was, however, unhappily damp for those who had readied their prized possessions for the annual *Cheshire Life* beauty shows, in which D. Richardson's 1931 2300 SC Alfa Romeo triumphed, its owner receiving the cup from my wife, as did Mrs. Laycock the Martini Trophy for best restoration, of her 1912 Ninety Mercedes.

Racing opened with a 5-lap handicap, in which M. Cann's well-known 15/98 h.p. Aston Martin came through to win from Richardson's Brooklands-model Riley, with Gordon's Trice that is part Morgan, part GN, with a water-cooled, vee-twin o.h.v. JAP engine, third, these two indulging in a photo-finish (0.2 sec. between them). The BHD went "n.b.g.", and Jane Arnold-Forster's Austin 7, made someone said of fire-wood, also retired.

This was followed by an 8-lapper for those 500 c.c. cars, noisy in spite of having but one lung each. J. Turner's Cooper Mk. IX had things all its own way, as in 1982, winning comfortably from old campaigner E. Lewis in a Cooper Mk. VIII, and Wright's Cooper Mk. V that won in 1981 although for six laps Freddie Giles' son was well up, in his Cooper Mk. IV.

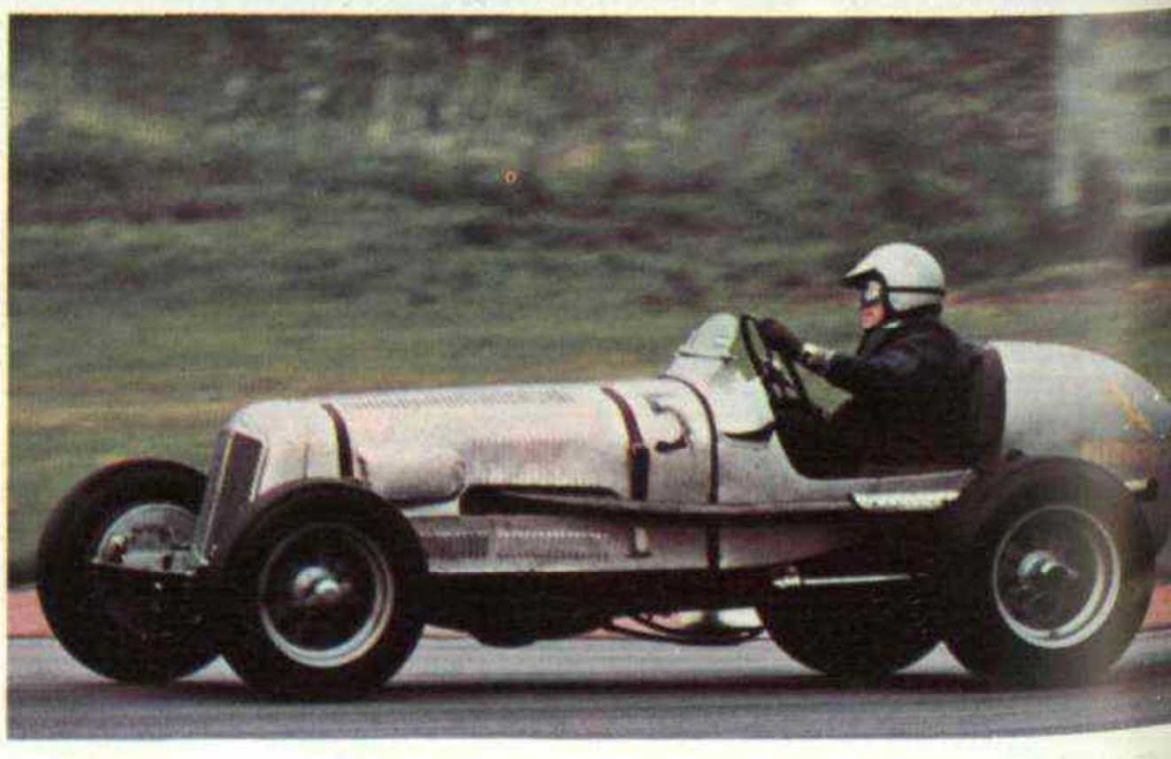
The next race, 16 laps from scratch for the Seaman Vintage Trophy, was another foregone conclusion. Ron Footitt led all the way in the AC/GN, going over the finish-line 36.9 sec. ahead of Alain de Cadenet, who was driving Margulies' 6C Maserati. It must be explained, however, that the Le Mans driver had gone off-course on the first lap and had to work hard through slower traffic to get this second place. Third place went to Stewart's aluminium 3/4½ Bentley, but had been the preserve of the inevitably brave Peter Morley in 24-litres of Bentley-Napier until he, also, took an unintended excursion and dropped to fifth, Russell's attractive 8-litre Bentley finishing well ahead, in fourth position. President Tom Threlfall was going very fast in his lofty McDowell-Ford dirt-tracker, but was pipped for sixth place by A. G. Smith's Super Sports Meadows-engined Frazer Nash. John Howell must have been contented with his eighth spot in the complex 16-cylinder Type 45 Bugatti. Williamson's 10½-litre Delage disposed of Di Threlfall's Lancia further down the field and on handicap Mann's Targa Florio Alfa Romeo beat White Brooklands-model Riley and Neve's 1914 TT Humber.

THE ERA R11B of Martin Morris won the Richard Seaman Memorial Historic Trophy Race in fine style.

The next handicap went to Lees' long-tailed Riley Snipe, from Kirkpatrick's 328-BMW-powered Frazer Nash and Ellison's Riley 12/4. Campbell's quick Austin-Fiat was fourth which must have stirred regrets in the hearts of those of us who had dreams of putting bigger engines into their A7s, long ago. . . .

So to the next Seaman 16-lap scratch contest, for Historic racing cars. It was expected to lie between the Hon. Patrick Lindsay in the ERA "Remus", splendidly rebuilt after its last year's crash at this venue, and Martin Morris in ERA R11B. And it was so, except that Lindsay made little impression on the flying Morris and then retired on lap 8, with what looked like a return of that smoky scavenge-pump failure which it had at VSCC Silverstone. Thus Martin won with no opposition, from Willie Green in the ex-Mays ERA R4D, the gap being 25.2 sec., Martin's best lap being at 80.24 m.p.h. A long way back came David Black's Tipo B *monoposto* Alfa Romeo, reputed to have gained more power from methanol fuel, followed by Bill Morris' ERA and Chris Mann's Alfa Romeo. De Cadenet had retired on lap two and Green had overtaken Lindsay, before the latter's retirement, on lap five, at Old Hall corner. Patrick Marsh in ERA R1B had left the

Continued on page 820



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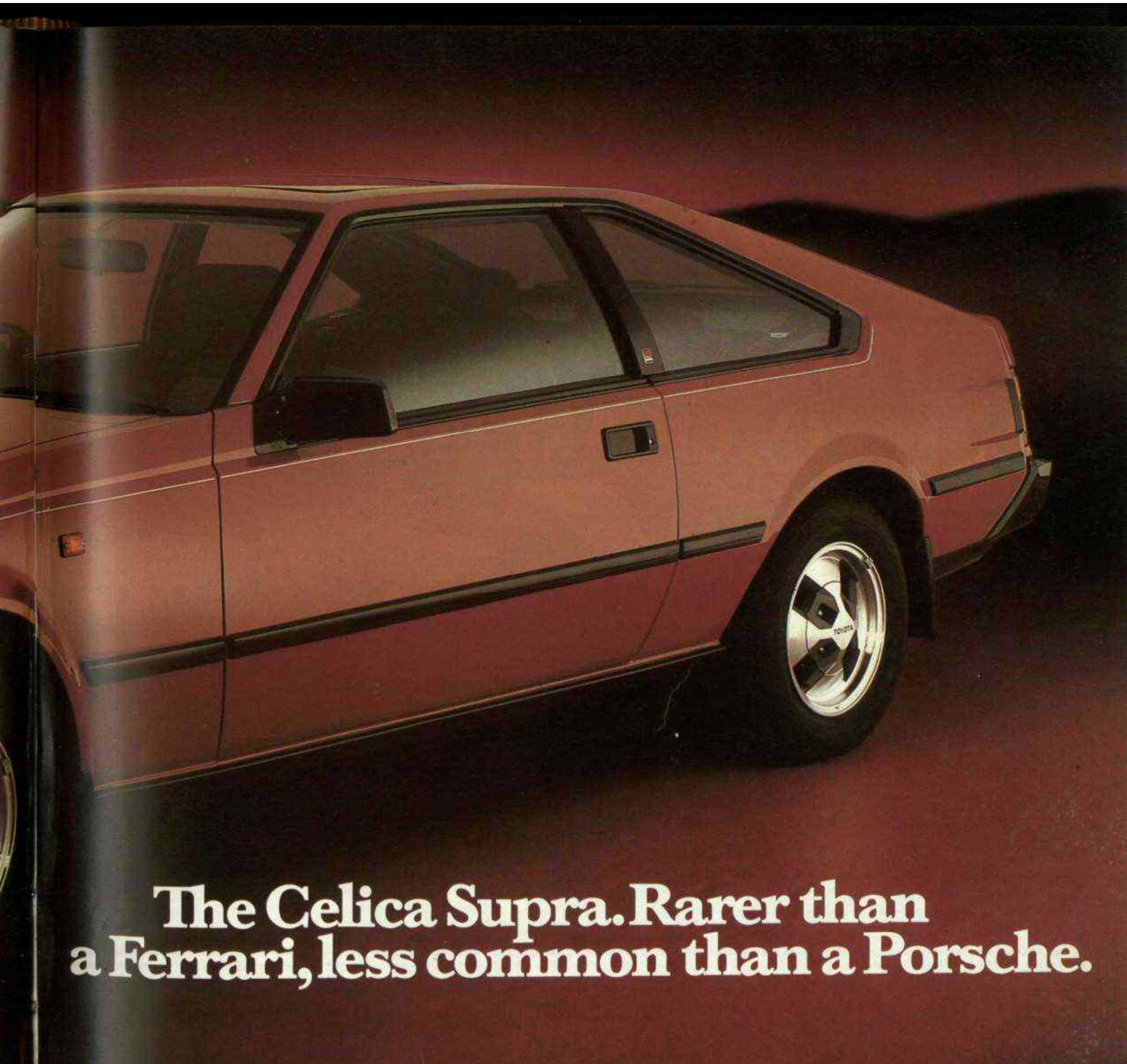
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Scottish Rally

A ROAD to international fame, or nothing more than a self-indulgent cul de sac? It's not an easy question, but one which the RAC Open Championship has to face up to. In its sixth year, the premier British rally series is commonly accepted as the best domestic championship in the world, such is the high level of support it receives from manufacturers and the trade. Some even go as far as suggested that it is only pre-empted by the World Championship, the Open easily putting into the shade the over-complicated FISA European series.

Yet as a stepping stone to greater things, the Open has been a flop. Certainly there are a number of drivers, co-drivers, team managers and mechanics making good livings out of the six event series, but from the point of view of being a launching pad towards inclusion in full World Championship teams it is meaningless. In this respct the Open Series has developed into a means for its own end.

Take Scotland's Jimmy McRae. Genial, presentable and at times brilliant on tarmac rallies, McRae had twice won the championship for Opel. Yet, he is only invited to make a single World Championship appearance for the factory team outside the UK. As the only "home" driver to have won the Open Championship you would have thought that his credentials would have been impeccable.

Of course, to lay the blame entirely at the door of the Open series would be too simple. Unfortunately, amongst some teams there still remains an attitude that unless you have a Scandinavian name, then you can't be any good. It's even evident amongst the British based teams who contest the Open series. For example, the Audi Sport UK organisation employs a Swede and a German to drive its cars, the Toyota effort another Swede. There is no room for patriotism if you are a team boss who doesn't rate home grown talent, but it should also be remembered that the Open series would not hold as much interest and charisma if it were not for the presence of the likes of Stig Blomqvist and Per Eklund, the only true international stars who are regularly competing in the current championship.

After the fourth round of the championship, June's Arnold Clark Scottish Rally, Quattro driver Blomqvist ties for the title lead with Britain's Russell Brookes. The tenacious Brookes is having his best season for some time with his Andrews Heat for Hire backed Vauxhall Chevette, and with two tarmac rounds remaining stands his best ever chance of becoming Open Champion. The ever-consistent McRae is third in the standings, six points down, whilst Eklund is fourth after some unbelievable giant killing drives in his fleet GpA Toyota Corolla.

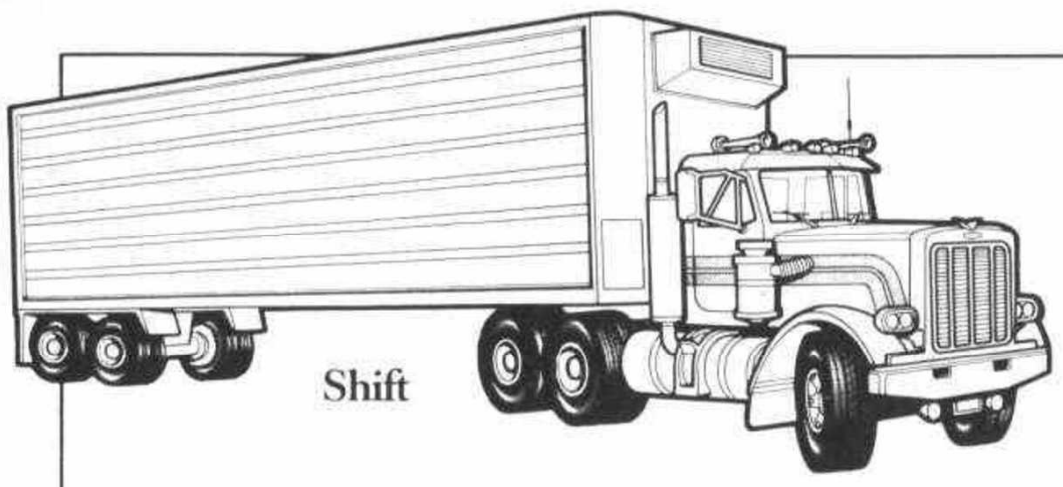
The Scottish in fact marked a significant point in the championship. Now extended from five to six qualifying events, the Rothmans backed series is neatly split between asphalt and gravel rallies. It started with the forest Mintex International in February (won by Blomqvist), went to Ireland at Easter for the Rothmans Circuit (first — Brookes in his Chevette), took to the Welsh forests in May for the Castrol-supported International (Blomqvist) and then visited Scotland. Two tarmac rallies remain, the newly instated Ulster (July 29/30), and Rothmans Manx (September 14/17), both of which allow practising and on which the Quattro loses any significant advantages from its four-wheel drive system and turbocharged engine.

The odds would therefore seem to favour Brookes and McRae, both of whom have cars which are more suited to tarmac rallying. It could be a grandstand finish to the 1983 series, but such a situation is not unusual as last year McRae managed to take the title on the very last round.

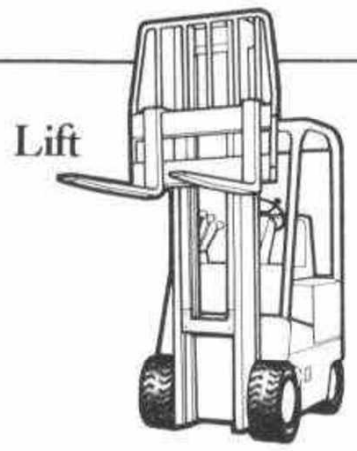
The competitive nature of the championship demands heavy investments from the top contenders, and budgets of up to half a million pounds are not unusual. A top ranking driver can also expect to command fees of around £25,000 for the six events. Although for British drivers the rewards may not be high in terms of progression to World Championship rallying, the publicity value alone is worth such financial rewards. An integral part of the hype is television coverage. From the outset, the organising RACMSA together with the championship sponsors (initially the St. Albans based family company of car accessory manufacturers, Sedan Products Ltd., and for the past three years the mighty Rothmans which has another year of its agreement to run) have made nationwide television coverage a major factor in the Open Championship selling package. Both BBC Grandstand and LWT's World of Sport have covered the Open over the years, the current arrangement being with the commercial company which makes a filmed

STIG BLOMQVIST raises a dust-storm on the way to victory in Scotland





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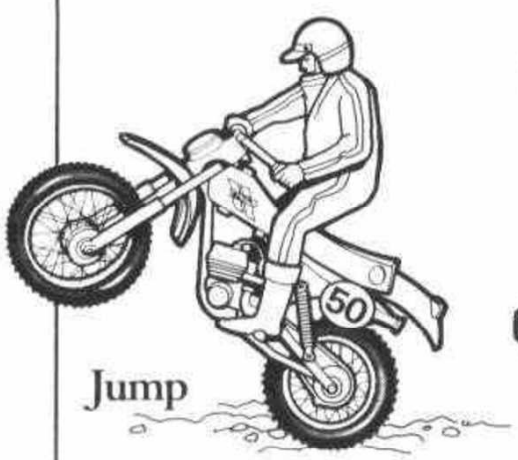
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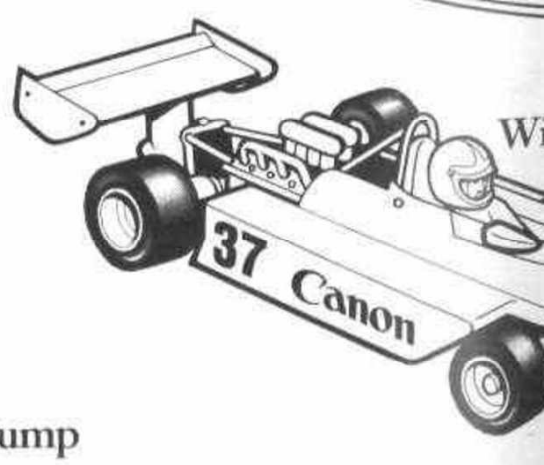
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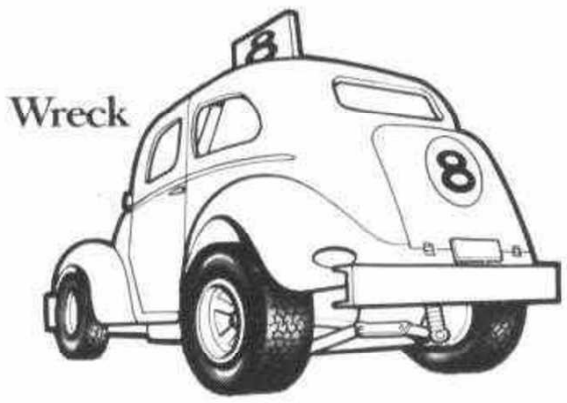
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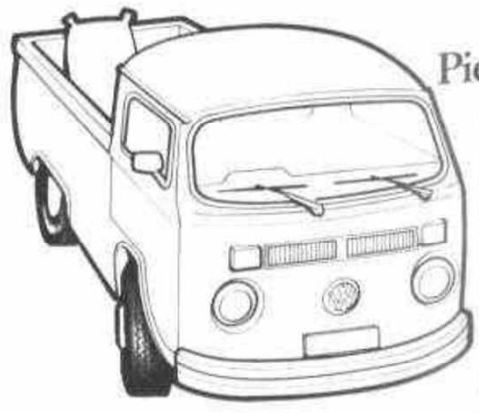
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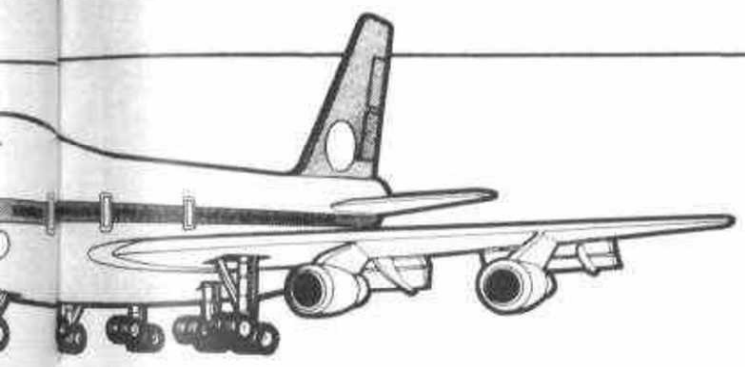
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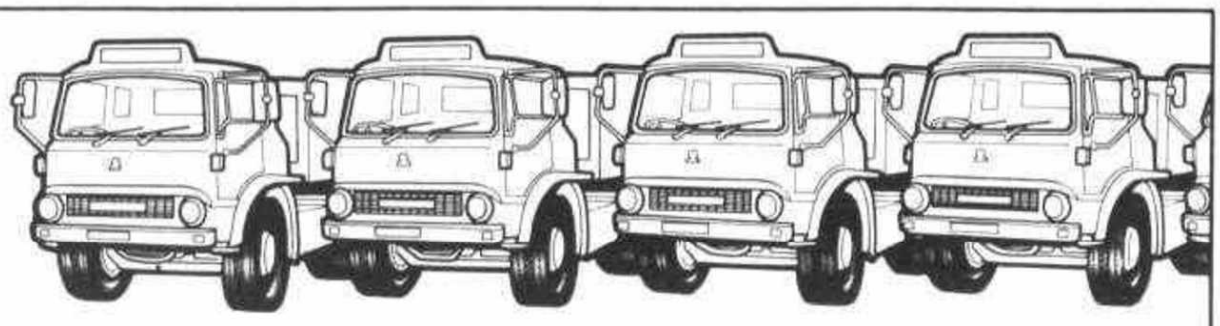


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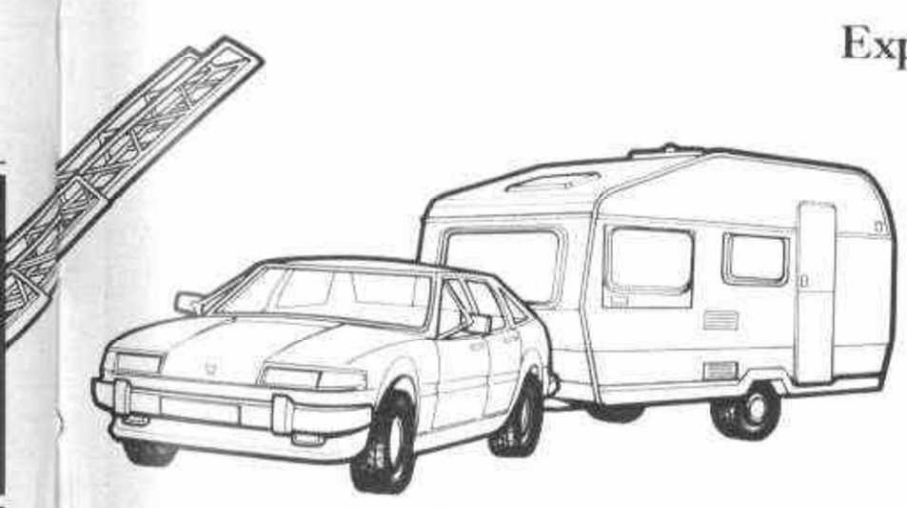
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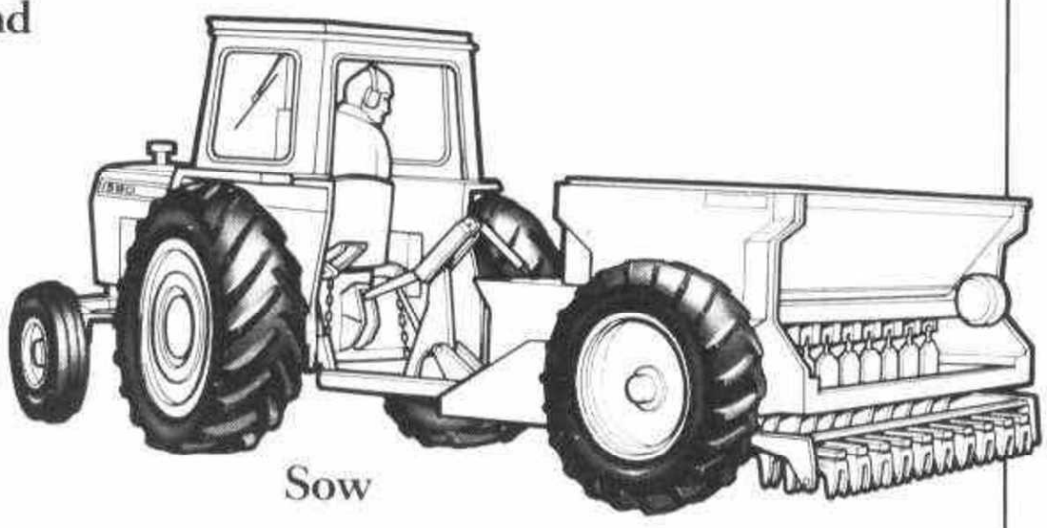




Expand



Tow



Sow

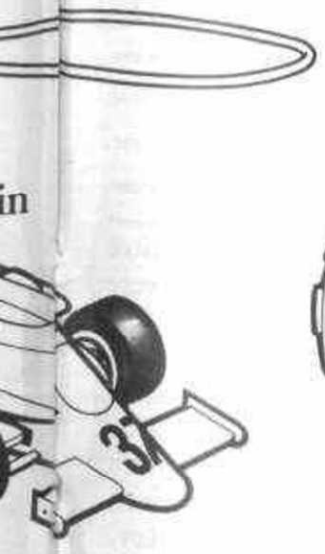




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report of each round.

It was also recognised at an early stage that such an arrangement would be costly, and also that the television moguls would be unwilling to finance the coverage themselves. Therefore, over the years a system has developed whereby the major sponsors and participants contribute to a special fund which covers these costs.

However, although television has become the reason why the Open Championship continues to attract the top-line support it does (entries have nevertheless sunk from 150 plus to an average of 80 or so an event, but it is still good considering the economic climate), the series initially came into being for two reasons. One was to create a ladder of achievement whereby British competitors had something to aim for, gradually moving up from the club championships such as the BTRDA Gold Star series through the RAC's National Championship to the Open. The other was to try and counteract the problem of marauding Swedes and Finns.

Before the Open Championship was created, the premier British rally series was a combination of national and international events. However, more often than not this championship was dominated by young up and coming Finnish drivers such as Ari Vatanen. It was thought however that the national series should be just that — a championship solely for the home drivers. Thus it was eventually decided that the international rallies should be brought together to form their own, Open series, whilst the national championship would consist of one-day events in which only the holders of British and Eire passports (*not* competition licences) could score points.

As a shop window for the sport the Open Championship has achieved its aim, but as we said at the outset the achievements of the home crews has by and large failed to impress the World Championship team. So much so that many team managers now view the Open as nothing more than a publicity exercise which has no bearing on the outside world — until, that is, each November's Lombard RAC Rally which is run over some of the forests used on the Mintex, Welsh and Scottish rallies. As one manufacturer's representative once put it: "The Open? Little fish in their own muddy pond!"

The RACMSA recognises the fact that the Open Championship is in danger of stagnating in its own importance, and is currently lobbying FISA to give the top three in the Open Championship automatic "A" grading. Anything that can be done to improve the stature of British drivers abroa is to be applauded. — M.R.G.



THIRD on the Scottish, Russell Brookes now ties with Blomqvist for the lead in the Open Championship.

Scottish Results

1st	S. Blomqvist / B. Cederberg (Audi Quattro GpB)	5 hr. 05 min. 02 se
2nd	J. McRae / I. Grindrod (Opel Manta 400 GpB)	5 hr. 09 min. 37 se
3rd	R. Brookes / M. Broad (Vauxhall Chevette GpB)	5 hr. 12 min. 03 se
4th	P. Eklund / D. Whittock (Toyota Corolla GpA)	5 hr. 20 min. 17 se
5th	T. Kaby / R. Arthur (Vauxhall Chevette GpB)	5 hr. 25 min. 43 se
6th	E. Weber / G. Wanger (Opel Manta 400 GpB)	5 hr. 27 min. 52 se
7th	A. Cowan / A. Douglas (Audi 80 Quattro GpB)	5 hr. 29 min. 38 se
8th	D. Weidner / M. Greasley (Audi Quattro Gp4)	5 hr. 29 min. 50 se
9th	K. Wood / P. Brown (Rover SD1 Gp4)	5 hr. 40 min. 42 se
10th	H. Hauksson / B. Halldorsson (Ford Escort RS Gp4)	5 hr. 45 min. 01 se

VSCC OULTON PARK

continued from page 812

Paddock late, so did well to place seventh behind Guy Smith's Alvis-Frazer Nash, and after a bad get-away Mann's ERA R9B finished ninth, behind Margulies' 4CL Maserati. Handicap winner was Cockman's Riley Snipe, from Tomkins' V8 Riley Clifford and the Black Alfa Romeo. White's nice Brooklands-model Riley then red-faced the handicappers by leading all the way, to win the next, 5-lapper very easily indeed from Kirkpatrick and Threlfall.

Rain fell to make the Cheshire Building Society 16-lap Allcomers' Scratch race problematical. Green took the Dino Ferrari in place of Bamford's Maserati 250F and Martin Morris had generously lent Lindsay his ERA to replace the stricken "Remus". Willie Green and Rod MacPherson in his Cooper-Bristol made a very exciting battle of it, Green relinquishing a good lead to the Cooper after seven laps, but retaking it, following a fine side-by-side dice at times, on lap 13, passing on the inside at Old Hall. Green then won by a second from MacPherson. Away behind Lindsay fully repaid the loan of the ERA by keeping ahead of all the other post-war cars, indeed, he finished third ahead of Halford's Lotus 16 that had overtaken Cottam's Connaught AL10 on lap 13, and was credited with best race-lap, at 69.96 m.p.h.

Two more 5-lap handicaps rounded-out a good meeting. The first was a victory for the crackling Trice, pursued very closely by the Cann Aston Martin, and by MacKinnon's Riley 9. The final race was truly worth staying to watch, as MacPherson stormed through from the scratch mark to beat Kirkpatrick, whose Frazer Nash had given the Cooper-Bristol 55 sec. to make up. Robinson's Cooper-Bristol had spun off, losing this second place, and Smith's AC-engined Frazer Nash was third, while Guy Smith just got fourth place from Roscoe's big Alvis, the hurrying Footitt and Lockhart (Rover) behind him. Cottam's Connaught had refused to start.

During the afternoon the beauty-show contestants had paraded among the long cavalcade of fine cars some unusual ones, such as a V8 Autovia saloon, a 1½-litr Invicta tourer, etc., while there wer interesting light cars, like a stubby 192 Jowett, a 12/22 Lea-Francis, an Alber all-weather, Leyland's shining high-taile GN and Peacop's sedate o.h.c. Wolsele Ten. Also, a Bentley full of Baden-Powe boy-scout helpers, and a 12/50 Alvis drive by a clergyman which recalled the Rev Hall-Yarr competing in minor Brooklands events with one, before the war. — W.B.

Results:

Richard Seaman Vintage Trophy Race: 1, G. R. Foot (AC/GN) 68.46 m.p.h.; 2, A. de Cadenet (Maserati); 3, R. M de Stewart (Bentley).

Richard Seaman Historic Trophy Race: 1, M. H. Morris (ERA 78.81 m.p.h.; 2, W. Green (ERA); 3, W. D. A. Black (Al Romeo).

Cheshire Building Society Allcomers: 1, W. Green (Ferrari 67.19 m.p.h.; 2, R. J. S. MacPherson (Cooper-Bristol); 3, Ho P. Lindsay (ERA).

500 c.c. 8-lap Scratch Race: J. Turner (Cooper), 60.84 m.p.h

Six-Lap Handicap: K. White (Riley), 58.09 m.p.h.

First 5-lap Handicap: M. Cann (Aston Martin), 52.83 m.p.h.

Second 5-lap Handicap: N. H. S. Less (Riley), 63.43 m.p.h.

Third 5-lap Handicap: W. S. Gordon (Trice), 54.26 m.p.h.

Fourth 5-lap Handicap: R. J. S. MacPherson (Cooper-Bristo 70.38 m.p.h.

Fastest lap of the day: M. H. Morris (ERA RIIB), 80.24 m.p.

Leaders to date in the 1983 MOTOR SPORT Brooklan Memorial Trophy Contest: N. Mason (Bugatti & ERA), Footitt (AC/GN), M. Cann (Aston Martin) 31 points each; S. Gordon (Trice), W. J. Kirkpatrick (Frazer Nash) 26 p each; The Hon. P. Lindsay (ERA), G. Spollon (Bentley) 21 p each. **Next round:** Silverstone, July 2nd.

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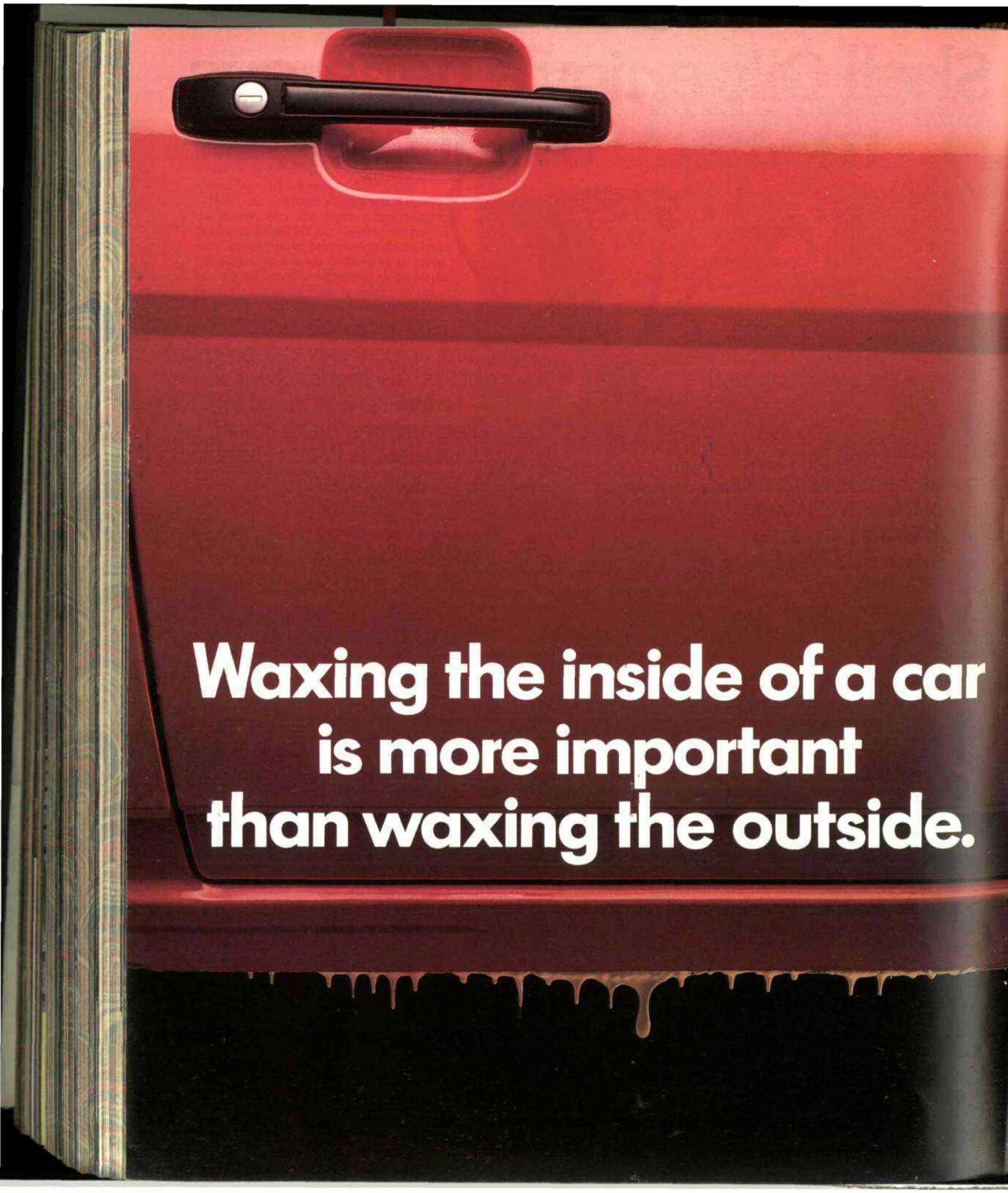
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Then we apply the filler coat, before the top coat is sprayed on.

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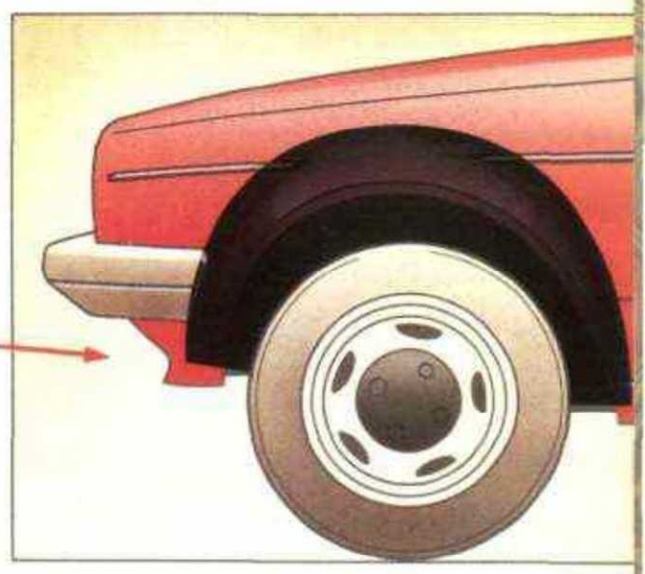
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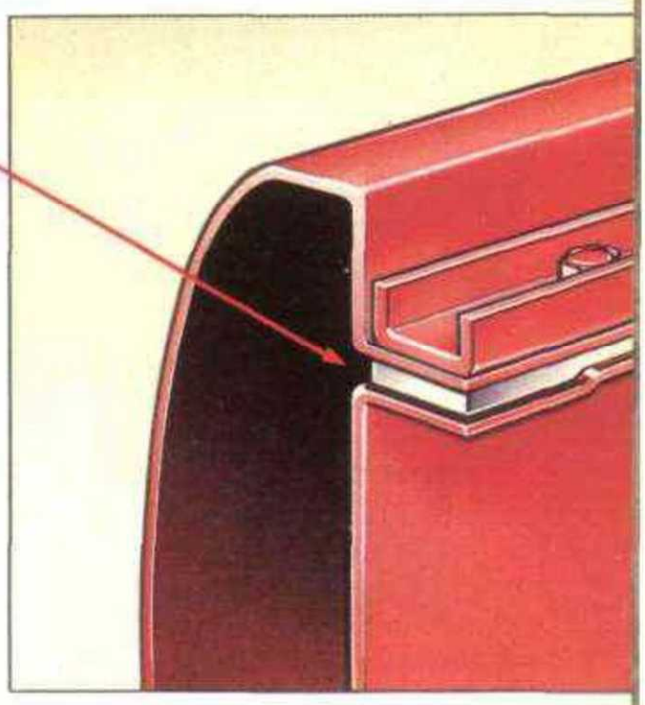
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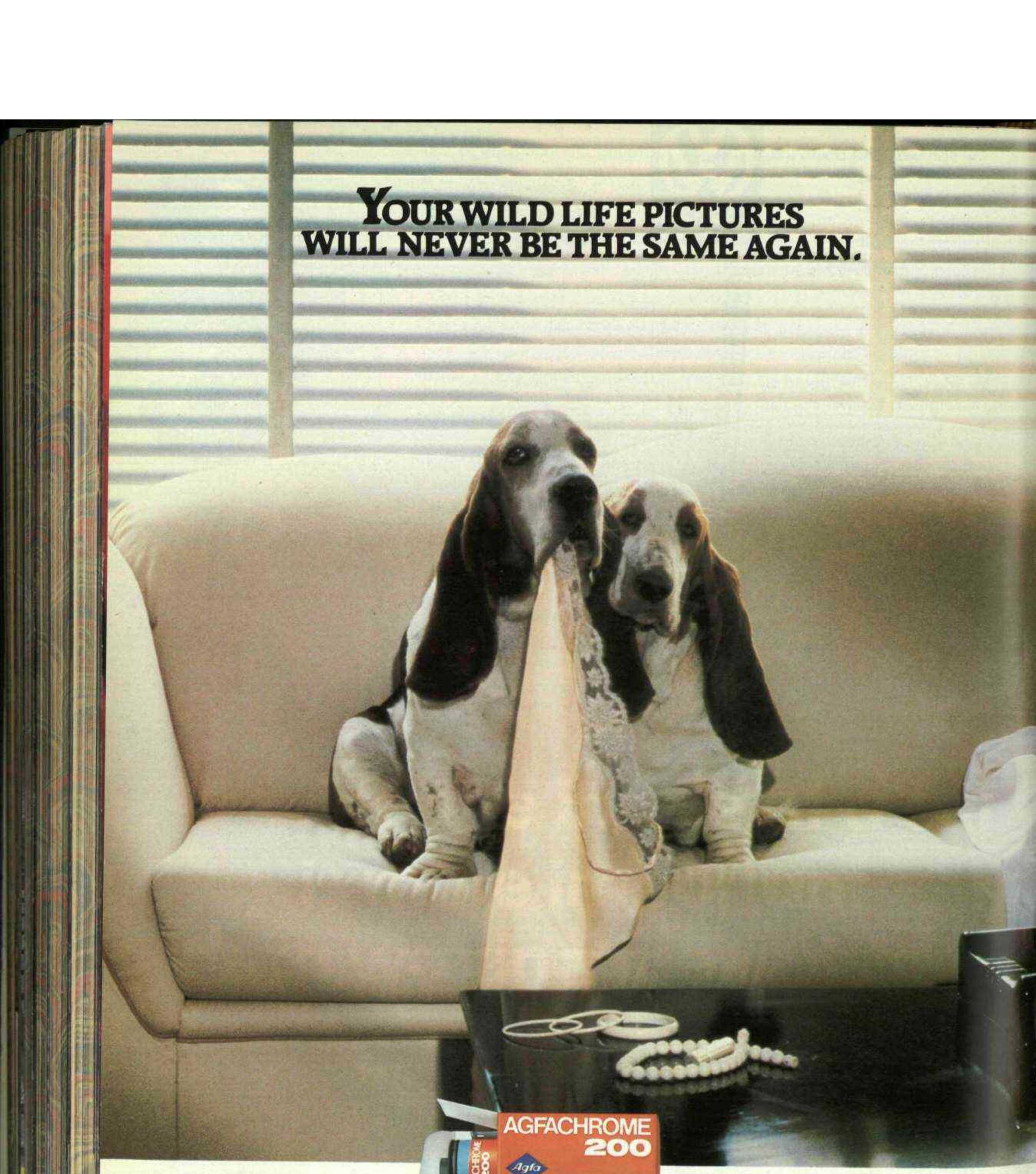
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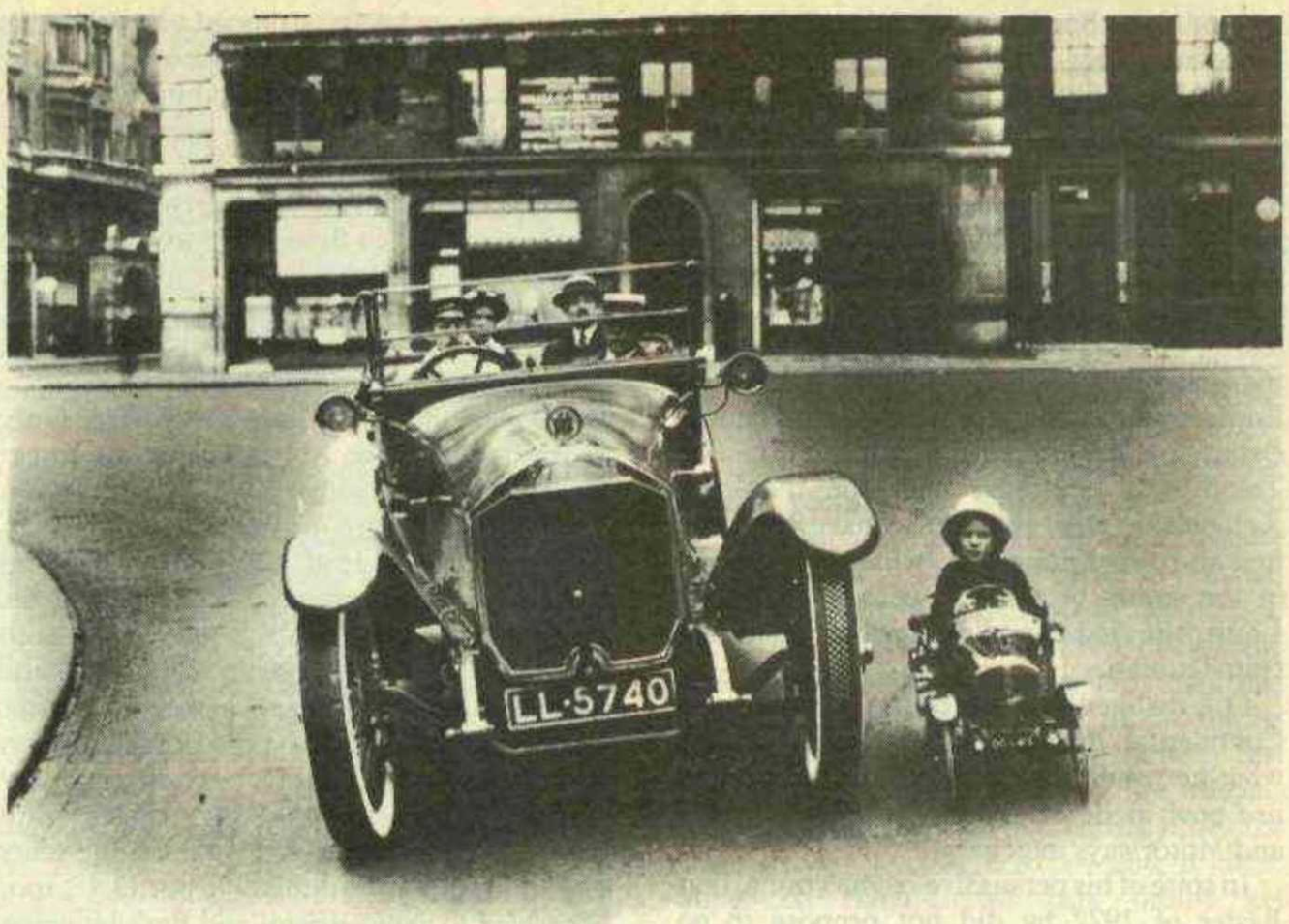
Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD CAR MATTERS

Motoring As It Was

A Look Back to the Roads of the 1920s

(Continued from the May issue)



ROADS AS THEY WERE. — The car is 40/50 h.p. 6-litre overhead-camshaft Napier, presumably posing for its picture in a London Square — so deserted were the roads of the nineteen-twenties that this was not only possible, but it was considered safe for the child in the Napier pedal-car to park beside it. The model car has "DOT 43" on its number plate, probably the girl's name, and one wonders if it appears in Albion Scott's book "Bébé Auto"?

USING THE observations of motor-noter O.J. for our look back on the vanished automotive scene, we find him, in 1922, saying that there are two things those who can should not deny themselves, a comfortable bed — because one spends nearly half one's life in it — and a car, because otherwise one might just as well be in bed; I hope this sage thought will not be misconstrued in the more promiscuous 1980s. Anyway, O.J. also said something which might go for enthusiasts today as in 1922, when he remarked that motoring is making oneself one with the car, feeling for it, diagnosing its idiosyncrasies, sympathising with its troubles, understanding its habits, making it do what one wants it to do, and finding out why it does not or it does.

I know this applied even to new cars 60 years back, whereas it hardly does to the uniform, dull new cars which so many people buy today; but it is still a valid observation among those who motor in used vehicles, perhaps on the proverbial shoestring. Having uttered thus, O.J. told of the service his Crossley was giving, and we learn that it was painted grey, and that it didn't look too bad with the nickel parts shining, as O.J. always required them to be (odd-job man, perhaps?). Thinking of the first tour of 1922 in it, he noted that the roads would be better than ever, thanks to the improvements made by the otherwise unemployed who had been given jobs thereon. This makes one wonder why a similar solution might not be found to some of the horrific unemployment of 1983. And if anyone is so assinine as to ask which roads require improving, let him or her talk with those drivers who daily proceed at five to eight m.p.h. for mile after mile, as checked quite recently on the digital speedometer of an MG Maestro, in the evening congestion out of London towards Oxford, because only too late are underpasses being constructed at the busy junctions of the A40. The stupid thing is that, although one is being built, and is now causing so much delay, as traffic approaches the Ruislip / Uxbridge crossing, there is no sign that anything whatsoever is being done to ensure that, once it is flowing speedily under that by-gone bottleneck, it will not continue to be halted, seemingly interminably, at the roundabout before the run down onto the M40, which blissful release, after over an hour of creepy-crawly from the City, is encouraging many drivers to disregard the 70 m.p.h. speed-limit on the Motorway.

It was different in O.J.'s heyday, when traffic speed was generally lower and he was calling for caution in forcing light-cars up to 50 m.p.h., remarking that the joy with all cars was surely to get exactly the pace out of them that suited them, and no more. To the joys of his Crossley, this motoring philosopher had added a Ner-a-Car, which he found he was able to ride away on his first try, although he confessed that he weighed 14 stone, was of a mature age, and had not ridden a motorcycle since 1903 and then into a laurel hedge. Rather foolishly, O.J. allowed his daughter, in wide-brimmed hat and below-knees skirt, to try it. She, too, rode away without previous experience of a motorcycle, and soon took it over as her own — rather as my daughters used to commandeer things like Honda S800, Fiat 500, Austin-Healey Sprite and VW Beetle, before they were married.

As Easter 1922 approached O.J. reminisced about Continental tours he had enjoyed in the early days of long ago, presumably to induce motorists to get out and about in their cars. If I dare quote: "A darkening lane twisting through a glade of rusting canes, a turquoise twilight overhead, the smell of unseen smoke in one's nostrils from garden fires, a wooded hill beyond that would be almost a mountain save for the outline of the Alps themselves in the north, one more turn of the road, and, in front, the Mediterranean." O.J. was, I think, remembering a day long, long ago even in 1922, when the crew of what I think may well have been a big poppet-valve, chain-drive Daimler, by mistake found this difficult way to the sea at St. Maxime, as they emerged from the "thick-wooded Monts des Maures". It was a road O.J. considered some big 1922 cars would scarcely manage, and maybe the road from Le Luc, where one turned south off the main Avignon-Frejus road, to run through "quaint Cogolin", was just as beautiful, but one day he hoped to find that other route again, preferably on a day when "the hot sun makes the wide, dusty highways shimmer and dance in its heat". In 1910 cars were rare things along it.

Another memory of O.J.'s was again of "a hot sun shining out a flawless sky on to a white dusty road carved through an endless common of palmetto scrub. Close beneath a blue-wavelet fringed sea breaking leisurely against red rocks, two comic-opera cloaked policemen watching with folded arms four large Englishmen wrestling with a brand-new tyre, and a merry crowd of bare-footed children clustering round, apparently utterly oblivious that they are being sworn at by four real and practised experts." That was in the days before the Stepney spare-wheel, when, incidentally, the local wine cost but "a penny or so the litre". Another O.J. memory was of going

by train to Bordeaux to join up with a brand-new big Clement-Talbot that had been shipped from London Bridge and when unloaded on the quay, among the endless wine barrels and dried fruit-boxes, displayed on its brass radiator the deep grooves cut by the chain that had held it firm while on the boat. O.J. had never driven such a car, and before he tried he had to pass a test for a French driving licence. Fortunately, the examiner owned a large garage in Bordeaux and anxious to sell O.J. a full tank of *essence*, passed him with flying colours. The Talbot was equipped with the then-new Kempshall tyres, thought to have been the first all-rubber non-skids, which were tested in the snows of the Pyrenees up to Mont Louis, the first car to arrive there that year from Quillan.

O.J. disliked the main routes, delighting in Continental byways, so that one wonders what he would have thought of the habitual use now made of *Autoroutes*, *Autobahnnen*, and Motorways in general?

In spite of his persuasive recollections, that Easter of 1922 he did not propose to go further than over the Mendips, hoping to find better roads at Savenake than at Christmas, and down by the Severn Sea, perhaps to breezy Burnham for its glorious golf-links. In this O.J. differed from Sir Eric Geddes, who, having completed his Economy Report (in which it was stated that motor transport had effected substantial savings for the Post Office), had resigned his seat in Parliament and was off for a Continental holiday in his 40/50 h.p. Rolls-Royce open tourer (R-2500), which was equipped with Rodace tyres, and had two spare wheels strapped on the o/s running board. By the way, a topical touch is that it was about as cold and wet and nasty that year, with snow on the roads at Easter, as it has been in 1983. If it is any consolation, in 1922 this gave way to a heatwave, as may be the case by the time these words get into print.

Anyway, O.J. set off in his old Crossley, with its "battered and twisted mudguards, its cracked paintwork, its worn upholstery", but its engine going as well as ever. Only recently I used the M4 to enable me to get from Wales into Somerset and on to Devon in an MG Maestro without going through Bristol or Bath. Had I been coming from London the same would have been possible — which reminds me that, when he used to visit me, D.S.J. liked to come *via* the infamous Severn Bridge, saying that unless he crossed some water he did not feel he was going to a foreign country; and if you go by way of Gloucester or Stow, there is no bridge to remind you of this. Sixty-one years ago there was no Motorway, but O.J., too, contrived to avoid Bristol and Bath by going along the old Bath Road as far as Beckhampton. "tidy home of good race-horses", then branching off over eight miles of wide, unfenced downs "almost under the masts of the wireless station" to Devizes, after which he went down "the long, dull hill, parallel with the famous flight of locks that keep up the nearly deserted Kennett and Avon canal", almost as far as Seend on the Melksham Road, turning off for Trowbridge, where, in those times, the road was almost certain to be under repair. So to Norton St. Philip, with "one of the oldest Inns in the World", and "after skirting th Somerset coalfield" O.J. turned right abou three miles from Wells, to drive straight as a arrow for mile after mile, along the top of th Mendips. . . .

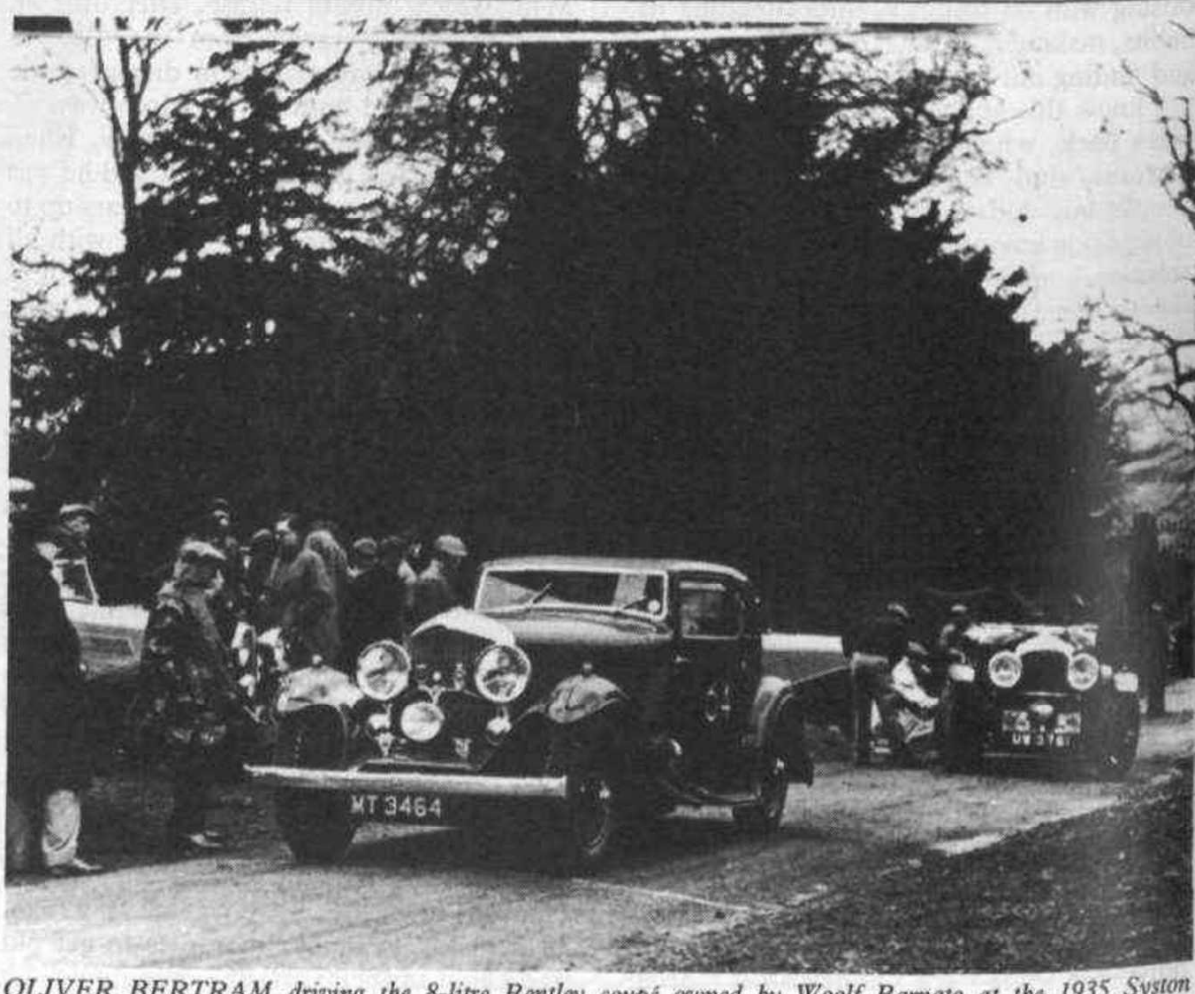
Although he had been writing abou motors since 1903, O.J. had neve previously praised Brooklands, to which h went occasionally as an ordinary visitor having, in fact, been driven down on six-cylinder Napier by Cecil Edge t Locke-King's house, to see the track when was under construction. In 1922 he ver definitely made amends. (I wonder if th Brooklands Society knows this? Nothing o it has yet appeared in its ever-excellen *Gazette*). It was done after O.J. had bee driven to the 1922 Royal Meeting, in a Silve Hawk (in some ways the forerunner of th Railton), which at his wish "dawdle through the sweet May countryside an went up hills like a rocket", and had com home in a "dandy little Humber", as kinde to his long legs and hatred of flies in hi eyes, than the proffered H.E. racer. He sav Miss Ivy Cummings win the big race on th card — "the one they all wanted to win" — namely the Duke of York's Long Handicap in her aged Coupe de *L'Auto* Sunbeam. An he expounded on things I had not known previously — such as that Coun Zborowski's Ballot was started with crow-bar (unless O.J. had mistaken Chitty Bang Bang for it) and that in the Paddock sports-cars like the Steyr Alpine and th Spyker were competing for the spectators attention with Lee Guinness' big V12 Sunbeam . . .

(To be continued as space permits)

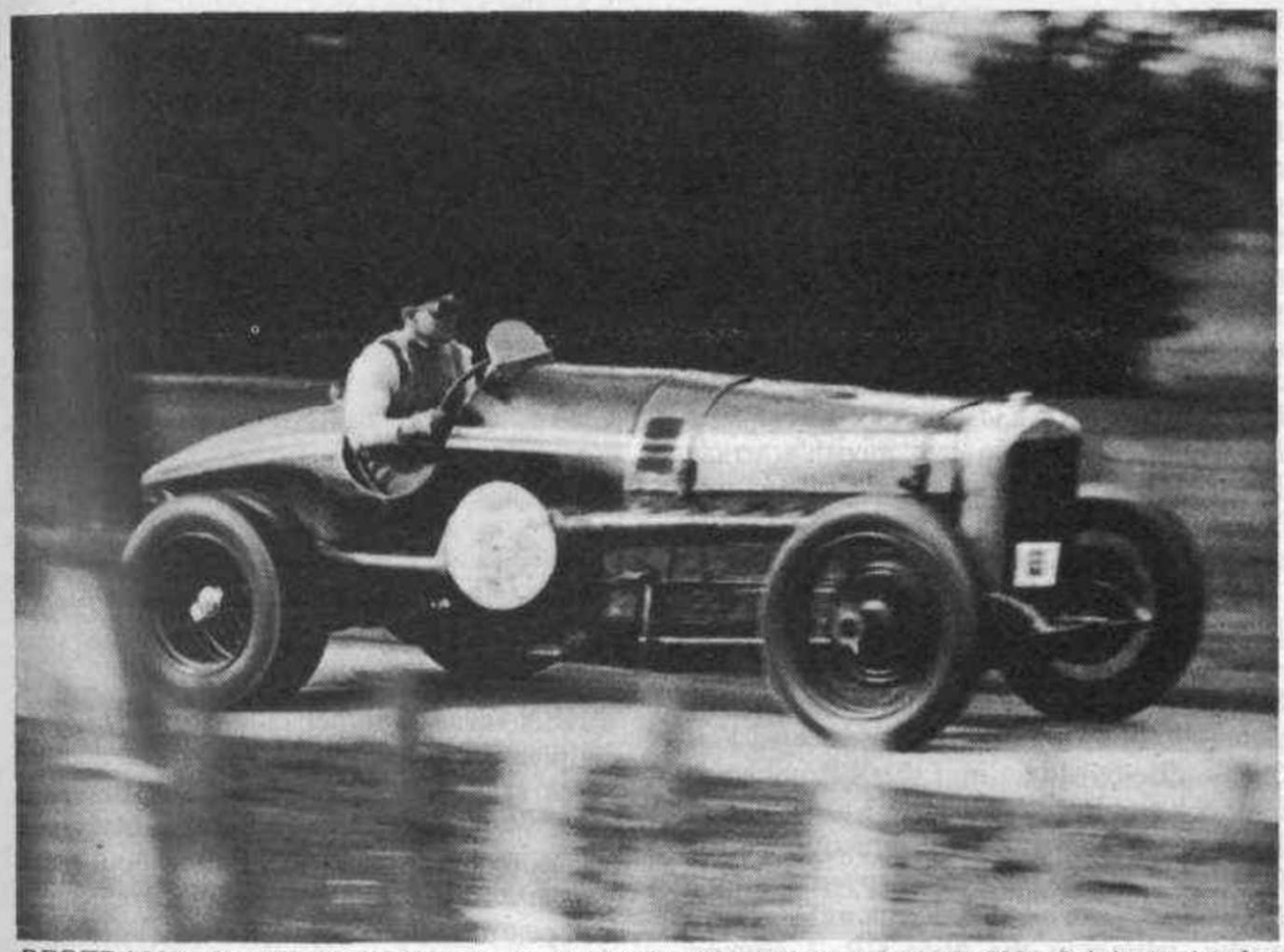
Random Reflections

INVARIABLY, when I am permitted to borrow old motoring photograph-albums, browsing through them reveals all manner of fascinating reflections on the old days. So it was with the several such albums on which I based last month's account of the motor-racing of Oliver Bertram. So much so that a few further items deserve to be set down, for the edification of those who do not mind learning a little more about, or being reminded of, those distant days. . . .

In the first place, there is that interesting Bentley which Bertram drove in the appropriate class at the 1935 Inter-'Varsity speed-trials at Syston Park. It is interesting because this Bentley, entered by Woolf Barnato himself, was an historic car. With it Oliver Bertram was placed second in the appropriate sports-car class, beaten only by J. F. Cardno's supercharged Mercedes-Benz (presumably a 38/250), which was 0.68 sec. faster, the Bentley coupé having made slow starts. It was, by the way, a wet day and Cardno had motored onto the grass at the fast corner, in beating Bertram. Bertram had driven the Bentley to the circuit and he made f.t.d. (28.86 sec.) on a courageous ascent, in the old 10½-litre V12 Delage



OLIVER BERTRAM driving the 8-litre Bentley coupé owned by Woolf Barnato at the 1935 Syston speed-trials. Behind it is a blower-4½ Bentley belonging originally to J. Weston Adamson.



BERTRAM in the twin-rear-wheeled two-seater 10½-litre V12 Delage at Syston in 1936. It is interesting that this car still exists, now with one-piece cylinder blocks, as do the Barnato-Hassan and the Bowler-Hofmann which Bertram also drove pre-war.

which, after being fitted with twin rear wheels, had been towed up from Brooklands through the night, presumably by Robin Jackson's mechanics.

At the time, the Barnato Bentley coupé was said to have the 8-litre engine out of the single-seater Bentley in which Clive Dunfee had been killed during the 1932 500 Mile Race. One report said this red coupé had a 4-litre Bentley chassis. But unless there was a number-plate fiddle — and why should millionaire Barnato need to do that? — this, it was, in fact, the actual car, the first competition Speed Six, the famous "Old No. 1" Bentley, which had taken Barnato and Birkin to victory at Le Mans in 1929, had been placed third in the Six Hours Brooklands' race that year, driven by Barnato and Jack Dunfee, had set up the fastest speed at Phoenix Park in Rubin's hands, but was crashed by Glen Kidston in the TT. Using the same chassis, it was given a two-seater body for the BRDC 500 Mile Race, in which it was second behind the winning 4½-litre Bentley, driven by Clive Dunfee and Sammy Davis, setting the fastest race-speed. It ran again in 1930, securing Bentley's fifth Le Mans' victory, driven by Barnato and Kidston, and then winning the "500" for Jack Dunfee and Cyril Paul, now with a single-seater body. It was given an 8-litre instead of the former 6½-litre engine for the 1932 "500", in which Clive Dunfee was killed.

Consultation of the records compiled by Stanley Sedgwick for the BDC shows that MT3464 was delivered to Barnato in May 1929 with a Vanden Plas four-seater body on an 11 ft. wheelbase Speed Six chassis. According to the Bentley racing statistics kept by Darell Berthon, MT3464 kept the same 6½-litre engine and the same chassis, inspite of its long racing career, until an 8-litre power unit was installed in 1932. It seems that the Dunfee crash did not damage the car to an extent that it could not be rebuilt, and that Barnato had decided to have it turned into a road-going car by 1935. The coupé body was a close-coupled coachbuilt one with dummy hood-irons, suitable for a short Speed Six chassis and not to be confused with the more streamlined, four-light 6½-litre Bentley Gurney Nutting coupé with which Barnato had beaten the Blue Train from Monte Carlo to London in 1930.

It is said that, when Walter Hassan built up the outer-circuit Barnato-Hassan Special for Bertram to drive under Woolf Barnato's ownership, parts of the ill-fated "Old No. 1" were incorporated therein, so it is possible that a 4-litre frame *was* used for the coupé, and as by 1935 an 8-litre engine was substituted for the 6½-litre in the Barnato-Hassan, this may also have come from the coupé (possible as a month elapsed between the coupé's speed-trial appearance and the first race as an 8-litre by the Barnato-Hassan) in which case one wonders what was the ultimate fate of MT3464? At Syston it carried RAC, AA, BRDC and BARC badges and a big spot-lamp.

In the photograph, the blower-4½-litre Bentley behind the coupé is the car supplied new in October 1929 and owned at one time by J. Weston Adamson. Incidentally, the start-line at Syston was roughly where the main road now runs. During the meeting Richard Bolster, who was to be killed in WW2, was very pleased when the 30/98 Vauxhall he was driving tied with Richard Marker's Railton (33.39 sec.). And those who organise such events today may care to note that 258 runs were successfully timed between 11 a.m. and 4.30 p.m., the efficient organisation being under the aegis of — Hugh Conway, no less.

Another thing of which I was reminded, when studying the aforesaid albums, was the extent of the daily press coverage then given to racing at Brooklands. Banner headlines were common such as: "Brooklands Lap Bid At Top Of Banking — Barrister Risks Death Today", "2 Miles-A-Minute Swoop in Car Race", "Bertram Leads By Four Points" (comparable with today's obsession with championships) and "Brooklands Ace Reprimanded". The last-named concerned Freddie Dixon, who had got in the path of the Barnato-Hassan at the Fork during the Gold Star Handicap race in 1935. By this time Brooklands relied very much for its prosperity on the attraction of the very fast cars that competed there, and the officials were worried about the overtaking problems their drivers encountered — and if these super-fast outer-circuit cars didn't get through to win much of the attraction of Brooklands might diminish. So to facilitate the passage of cars such as the Napier-Railton, the Barnato-Hassan and the big Delage they decided to have coloured lines painted at the Fork, only the very fastest cars being permitted to run between the black line and the Vickers sheds, the others being required to pull off the Byfleet banking in such a way that they ran in the channel allotted to them, leaving a late run off the banking and the subsequent passage clear for the scratch cars. This black line should not have been confused with the older dotted black line along the banking, intended simply to give an indication of how close to the top of the banking a competitor was driving, and which the fast cars straddled or even went above — but in the judiciary findings, it was.

Anyway, when it was seen that all cars, except Bertram's, were to keep the Chronograph Villa side of the Fork black-line in that Gold Star race, six drivers — Staniland, Paul, Dixon, Munday, Marker and Brackenbury — asked the Clerk-of-the-Course, Percy Bradley, to rescind this. Bradley told them he had no powers to do this and referred them to the Stewards, who agreed that the rule could be ignored (thereby creating a "situation" between Bradley and themselves) asking Bradley to give each driver concerned a written memo, to the effect that they were not to obstruct a faster car and that unless their speed warranted it, they were not to cross the black line. As it happened, Dixon, whose 2-litre Riley, a lightweight car able to lap at around 122 m.p.h., got in the way of Bertram's Barnato Hussan which had given it 42 sec. start in 20 miles. (My records show that Dixon was lapping at 116 to 118 m.p.h., perhaps himself baulked by slower cars.) Bertram, lapping at 137.20 m.p.h., came up on the Riley at the Fork and

swerved to the left of it in order to overtake it and finish third, a tactic he said was quite safe but which must have thoroughly alarmed the safety-conscious Observers, as they saw the two cars close in a cloud of dust . . . Dixon was reprimanded by the Stewards, which resulted in letters to *Sporting Life*, and at one time it seemed in doubt whether Dixon would ever race again at Brooklands. The mercurial Freddie was never popular with the authorities but fortunately the matter blew over, Dixon, for instance, winning the following year's 500 Mile Race with Charlie Martin, although that was a race organised by the BRDC.

The splendidly enlarged photographs in the albums certainly emphasise how high up the banking some drivers went. The Bernato-Hassan, for example, is seen closing on Cyril Paul's Monza Alfa Romeo that is far higher, in that controversial Gold Star handicap, and in another race Richard Marker's Bentley has had to go within half-a-car's width of the banking top to pass two slower cars, although normally driving lower than Bertram, while the earlier version of the Barnato-Hassan had to put its off-side wheels over the dotted-line to pass cars like MG and Alvis.

There is no doubt that, although most of the Daily Press now devotes space to F1 and other motor-racing happenings, the column-inches are nothing like those about these lesser Brooklands' races of 50 years ago. This sometimes led to amusing errors, as when those two manly and tough drivers, Tim Rose-Richards and Oliver Bertram, were mistaken for women by one British paper . . . Bertram, by the way, was made a member of the Brooklands Racing Committee, and he gave the Barton Trophy for the CUAC Exmoor Trial, helped his Cambridge friend Brian Twist with journalistic work, gained a certificate confirming that the big Delage, running with single rear wheels, had averaged 72 m.p.h. over the Brighton s.s. half-mile in the rain, and did an official 122.91 m.p.h. in the same car over a f.s. kilometre on Southport sands. On a more informal note, he apparently ran out of road and overturned his Chrysler 65 fixed-head coupé near Bradford-on-Avon. These days, if this kind of thing happens, according to reports in local papers, the Police get on to computerised Swansea, trace the driver, and charge him with dangerous driving. In those happier times you just went back with a friend the next day and retrieved the errant vehicle — indeed, there is a snap of the Chrysler being pushed into Jay's Garage at Box in Wiltshire, where Bertram was then living, for repairs. As I said, most of his road cars carried the BARC badge, and his Essex saloon of 1935 (FK 4012) had this and a BRDC badge on its cross-bar. Finally, for Brooklands fans, there is a picture of the green woodpecker that splintered the aeroscreen of the V12 Delage while it was lapping the Track in 1935. . . .

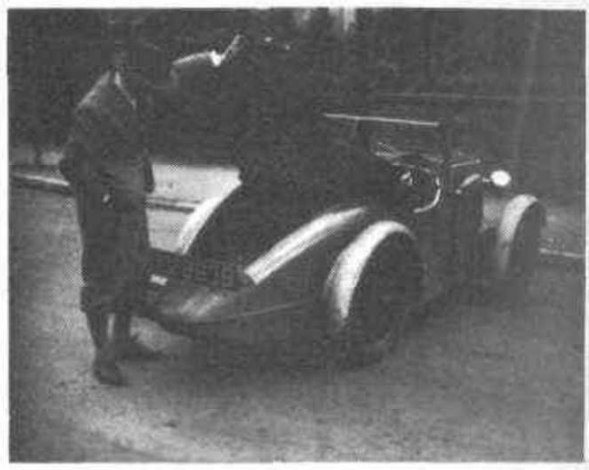
Incidentally, two errors may have caused confusion. Bertram worked in the *Judge-Advocate* General's Department of the British Army and after his old Delage had nearly gone over the Brooklands banking it was the two front-*wheel* bearings that were found to be broken. The registration number of his first 30/98 was incorrectly given; it was KC 4569. As registration numbers are helpful to historians, it may be of interest that Bertram's Brooklands-model Riley 9 was VC 834, that of the 8-litre Bentley mentioned in last month's article DV 9354, his Lancia Lambda saloon was YT 2648, the RAC Rally Packard XT 3401 and his Lancia Dilambda saloon MY 4615. The 1934 Singer Nine was MG 3199 and the L-type MG Magna coupé was JB 3635.

Some of the ordinary vehicles seen as a background to the racing cars in the photo-albums are interesting; two aged Fiat 501s side-by-side in the Brooklands Paddock and Robin Jackson's Luton-bodied Ford van at Branches Park. I mentioned the Continental tours Bertram enjoyed — in his PI Rolls-Royce he did 5,250 miles in six weeks, taking in the Nice GP. I append another photograph omitted last month, showing the old 10½-litre Delage at Syston in its JRDC two-seater form. Bertram did well in it at these speed-trials — FTD in 1935 (28.86 sec.), second-fastest in 1936 (27.4 sec.), in two-seater form, using twin rear wheels on both occasions. Reggie Tongue was 0.2 sec. quicker than the Delage, in an R-type MG Midget, in 1936 up his own drive . . .

Bertram was, as I said, a keen Continental tourist. Apart from the fine cars used for the holidays already mentioned, he went abroad in a Morris-Cowley saloon and his Aero Morgan in 1928, later that year in the Fiat 501, and he used a Standard Nine saloon in 1930 to go to Ventimiglia and back. In 1933 he was off to the Paris Motor Show, and the Lancia Dilambda was driven to Venice and back in 1936, with a visit to the French GP at Montlhéry, by air, in between. — W.B.

V-E-V Odds & Ends. — The British Commercial Vehicle Museum which covers such vehicles from 1896 to 1983, horse-drawn as well as steam and petrol, has opened in King Street, Leyland, Preston, Lancashire. It is open from 10 a.m. to 5 p.m. six days a week up to September, including Bank Holidays, admission costing £1.00 per adult, OAPs and children half-price. The exhibits include the 1902 Thornycroft steam-lorry, Model-T Fords, that 1908 Leyland X-type lorry, the only (1912) McCurd 5-ton van as restored by Tate & Lyle, and other Leyland commercials, including an RAF-type 3-ton truck and a 1921 fire-engine, etc. Steam is represented by a 1918 F5 Leyland lorry, a 1922 6-ton Foden waggon with centre-pivot front axle, and an 1898 Leyland steam lawn-mower. A 1930 Bean 30 cwt. truck, and a 1924 Morris T-type truck, are among the many other exhibits. — W.B.

An A7 Cameo



ONE of the production Boyd-Carpenter Austin Sevens.

WHEN I was in Somerset late in May I had the pleasure of calling at a very old manor house at East Lambrook, dating back to about 1470, not to admire the rare plants in the surrounding gardens laid out by Margery Fish in 1938 (house and gardens are open to the public, with 7,000 visitors a year) but to chat about the old Austin Seven days with Mr. F. H. Boyd-Carpenter. He is well-remembered as the instigator of the BC-Austin 7, and also as a successful driver of these cars at Brooklands.

Boyd-Carpenter was apprenticed to the Locomotive works in Sheffield and later served a three-year premium apprenticeship with Thornycroft's in Southampton. After this he joined E. C. Gordon England at Putney, where the redoubtable Eric was making the Brooklands-model and Cup-model sports Austin 7s. Here Boyd-Carpenter was put in charge of the making of the Brooklands model (see MOTOR SPORT, October, 1968). When Gordon England wanted to dispose of one of his premises, at West End Lane, Kilburn, Boyd-Carpenter took it over and started to run his own business of overhauling, tuning and making BC-Austin 7s. He also began to race two special Austin 7s at the Track, called "Mr. Jo-Jo" and "Mrs. Jo-Jo" for some unaccountable reason. One of these was based on a GE Cup-model and used for the longer races, the other being his sprint car.

With his ultra-low red Seven Boyd-Carpenter eventually lapped the Brooklands outer-circuit at 84.41 m.p.h. and was second in the 90 m.p.h. Short Handicap at the 1927 Autumn Meeting. His other, cream, Seven which Chase used to share, lapped at 74.66 m.p.h. In August 1927 Boyd-Carpenter and Capt. Chase captured Class-H records at Brooklands of from three to twelve hours. Told that the Austin would take the 12-hour record, the Clerk-of-the-Course, Col. Lindsay-Lloyd, asked at what speed and, on being informed "62½ m.p.h.", expressed his disbelief in emphatic terms. But the record fell — at 62.53 m.p.h. The little car weighed-out at 832 lb. After the JCC 200 Mile Race that year which, with its artificial

corners, Boyd-Carpenter describes as "great fun", both his Austins were put up for sale. H. C. Spero, son of an East End furniture maker, bought "Mr. Jo-Jo" and developed it into a very successful Brooklands car, but that is another story.

Parry Thomas had been very generous to Boyd-Carpenter in allowing him to use his workshop, but whatever racing Thomas had in hand, at 5 o'clock everything had to stop, so that those present could play with Mrs. Duke-Williams' little daughter, at the bungalow inside the Track adjacent to Thomas' home, and so often Thomas would just disappear, having gone off quietly to visit the sick children in the Great Ormond Street hospital in London.

The production £197 10/- BC Austin 7s had ash frames, aluminium-panelled. The West End works employed some nine workers, two making the body frames, two doing the panelling, and five working on the tuned engines. (One man, a war casualty, had a wooden leg and used to alarm customers by driving nails into it.) Boyd-Carpenter patented a rod-operated remote gear-lever for these cars, and normally used Zenith triple-diffuser carburetters, later changing to Solex, although I see that the BC-Austin which MOTOR SPORT road-tested in 1930 had his overhead-valve conversion and a Claudel-Hobson carburetter. In conjunction with Laystall's he developed a disc-web crankshaft which, being too large to fit easily into the Austin crankcase, was in two halves, its installation thus being simplified. It made the Austin 7 engine very smooth-running and enabled light flywheels to be used. Hollow steel con-rods and Martlett pistons were used.

Having given up racing, Boyd-Carpenter could concentrate on these BC-Austins and he made 32 on the A7 chassis, a few more on Wolseley Hornet and Standard Nine chassis, and one or two special-bodied Morris Eights. He thinks that half-a-dozen of these BC-Austins still exist, one in Switzerland, one in Austria, another in Cornwall, while an enthusiast is completely rebuilding one of them.

With war approaching, Boyd-Carpenter decided there would be more profit in aviation. He put his engineering sister in charge of the BC works at West End Lane and formed the Rumbold Company in Kilburn, which specialised in aeroplane seats and ancillary equipment.

Mr. Boyd-Carpenter has owned 59 cars. His first was an o.h.c. Rhode with the unusual lubrication system, and apart from many Austin 7s he has had an Eric-Campbell, a number of excellent Gwynne Eights, ABCs that kicked badly when hand-started, and is now getting very good service from a Morris Ital estate-car, used in connection with the nursery-garden business. Before that he had quite a number of motorcycles, starting with a Campion when he was learning about loco-engineering in Sheffield. I asked which had been his favourite and he said the one that was almost his last, a Scott Flying Squirrel.

While I was chatting with Boyd-Carpenter there occurred one of those odd happenings that some might suggest to be psychic, others due to co-incidence. He had just said that in the Malt House hung a photograph of one of his 1927 racing Austins (long-tailed, with brake lever protruding through the scuttle-cowl of its BC body) when a lady came in to ask the year of this car, because a visitor to the gardens had spotted it and said he had seen it race at Brooklands. . . Leaving with memories of Boyd-Carpenter saying what fun it had all been and how very pleasant (with two exceptions) he had found the other Brooklands' drivers in my mind, I drove on to Gittisham to visit Mrs. Marker, whose husband raced Bentleys there and the 6½-litre Bentley-Jackson which Vaughan-Davies is gradually rebuilding. The village has been part of the Marker estate from time immemorial and Mrs. Marker has equally happy memories of the old Track — helping to change a wheel of a Bentley which resulted in her engagement and shortly afterwards marriage to Richard Marker, being able to drive from Brooklands to Honiton in 2½ hours when the vintage Bentleys were well and truly wound up, of Marker trying unsuccessfully to complete the course of the Veteran Car Run in his primitive Crowden, and of how dangerously high on the bankings he had to take the Bentley "Old Mother Gunn" when passing quite small cars such as Doreen Evans' MG Midget, etc. at a lap-speed of over 130 m.p.h. Today Mrs. Marker runs a car with motor-racing connotations, in the form of a Renault 5. — W.B.

V-E-V Miscellany.— Rolls-Royce folk may well be interested to know that there was a fine picture of a disc-wheeled Rolls-Royce that appeared in the May issue of the Southern Counties HVPT's *Newscircular*. It was used as a recovery vehicle by Moore's of Brighton while they were engaged on military vehicle repair during WW2 and is seen crewed by an ARP squad. It could well be an early Silver Ghost and the R-R mascot was still on the radiator cap. Terance Barnes has sent us a copy of some old invoices which showed that in 1930 Model-T Fords were being sold at the rate of £1 each. For instance, the North Worcestershire Motor Company sold a tourer with interchangeable body and a one-tonner truck "as inspected" to someone in Belbroughton for a couple of pounds!

We discovered recently that just after the First World War the Thorold family of Syston Park had a big side-valve Wolseley, followed by a Lanchester Forty then a 14 h.p. Wolseley, driven by a chauffeur called Griggs who was born in Syston and who learned to drive on a Model-T Ford at a local garage. It was at Syston Park that motorcycle races were held, over a circuit taking in the drive to the mansion, past the lake, and turning left to rejoin it through the nursery gardens. Later Inter-'Varsity speed-trials were held up the same drive, after Mr. Clegg had moved there, these continuing up to the outbreak of the war. The same chauffeur later went to Devon, driving Sir John Thorold in a Humber Pullman which was laid-up during the war, when its driver was in the RAF, but was put back on the road with some difficulty afterwards. We also heard the splendid story of how Lord Hilton's chauffeur was unable to keep up with HM the Queen during the Royal Family's visits to Radstock, in the 18 h.p. Armstrong Siddeley he was then driving, causing it to be changed for a Rolls-Royce Silver Dawn in good order, which used to be sent to Derby for annual servicing. As with other former chauffeurs, this one still runs an old but immaculately-maintained car, a 1966 Hillman Minx.

W.B.

VINTAGE POSTBAG

A Humber Correction

Sir,

I note with interest that you paid a visit to the Humber wall which incorporates four large panels depicting the Humber Wheel of Life which featured in Humber trade marks.

The wall is part of the old Humber works in Humber Road, Beeston a suburb of Nottingham, thus Beeston Humber, and not in Coventry as you stated. The Wheel of Life does not have three legs, you must have been thinking of the Isle of Man, but has ten legs, five bodies, ten arms and one head.

You may be interested to know a bit of background to The Wheel of Life, it was first used in a Humber trade mark in 1886 and was extensively used up to the end of the 1920s most notably in the chain wheel of bicycles and motorcycles and embossed on the hub caps of the cars.

Woking JOHN C. TARRING

[I plead torrential rain for spoiling my orientation! — Ed.]

Morgan Drivers

Sir,

For many years I have been trying to trace the present day whereabouts of Miss Prudence Fawcett and G. White who drove a Morgan 4/4 to a class win in the 1938 Le Mans. G. White teamed up with the late Dick Anthony for the same race in 1939.

Could I, through the kind auspices of your magazine, ask if any of your readers could assist me in locating either of the two drivers named?

I believe that Miss Fawcett lived in the Orpington, Kent area in 1938, but research of the Electoral Rolls and Street Directories of the time revealed nothing.

I will, of course, answer all letters I may receive.

Woodfidley Cottage, KEN HILL
Brockenhurst, (Morgan historian)
Hants SO4 7QL

Book Reviews

"Vintage Lorry Album Number Three — Seventy Years of Road Transport in Stories & Photos". Edited by Nick Baldwin. 96 pp. 12" × 8½" *(Frederick Warne Ltd., 40 Bedford Square, London, WC1B 3HE.* £7.95.)

This is an unusual but attractive offering, unusual because it is produced exactly as if *Old Motor* had never ceased production. The format follows that of the defunct journal and the pictures and their captions are in the same style; even comments and corrections concerning the previous volume are included, as they might be for a magazine appearing at regular intervals.

The quality of the paper and photographs is superb but the contents are naturally rather specialised, so far as our readers are concerned. Those who are turned on by commercial vehicles, however, will find the field dealt with wide-ranging, and I was especially interested in the long account of the Baico Company — remember those lengthened, chain-drive Model-T and Model TT Ford conversions? — and the recollections of old-time lorry operation by Les Suker. There is also a delightful picture of the solid-tyred Trojan van used by Durban & Allwright of Turnham Green Terrace, Chiswick, photographed outside this provisions store in the 1920s, when the best butter cost 1/7d. a pound. Bristol commercial vehicles have a long article to themselves, etc. — W.B.

"The Corvettes — 1953-1984" by Richard Langworth. 144 pp. 7¼" × 9" *(Motor Racing Publications Ltd., 28 Devonshire Road, London, W4 2HD.* £8.95.)

With their "Collector's Guides", MRP offer compact yet comprehensive one-make picture books, competing with the AutoHistories of Osprey Publishing. One has to commend MRP and Langworth for packing in an enormous amount of information about the Chevrolet Corvette sports cars in this little landscape-shaped volume. The heading is not in error, it really does look at next year's Corvette.

The book begins with a short discourse on America's first sports-cars and then dives into a detailed account of all the Corvette range, from the first-generation cars, through the Sting Ray era, to Show models and the changing Corvette image, to what the GM sports-car will look like in 1984. In addition, there are chapters about buying a Corvette, and about the Clubs that cater for these cars and the firms which can supply spare parts for them and offer a restoration service. In addition, the Appendices cover Corvette milestones from 1953 to 1983, the technical specifications and major options over those years, serial numbers, production figures, weights and the prices the different Corvettes sold for, and performance data for the different models, concluding with a listing of the interchangeability of Chevrolet small-block engines. With the many pictures, all the gen any Corvette fan should require, all for less than nine pounds in cash. — W.B.

Occasionally, I suppose, those of us obsessed with cars have to find some other outlet to entertain our passengers and in this respect, visits to gardens open to the public come to mind, as when my wife looked round those of East Lambrook Manor while I interviewed Brooklands racing-driver F. H. Boyd-Carpenter. A guide to over 200 such visits is available from the English Tourist Board. It is titled: "Visit an English Garden" and costs 75p. — W.B.

"Maserati Sports, Racing & GT Cars from 1926" by Richard Crump and Rob de la Rive Box has gone into a second edition, obtainable from the Haynes Publishing Group, Sparkford, Yeovil, Somerset, BA22 7JJ for £14.95.

The Road Locomotive Society has done an ambitious publication of R. A. Whitehead's "Wallis & Stevens — A History", obtainable for £9.00 post free from the Society at Oak Lea, Moss Lane Mobberley, Knutsford, Cheshire.

Cars In Books

IN "White Mischief" by James Fox (Cape, 1982), which investigates the murder of the Earl of Erroll outside Nairobi in 1941, we read of the Hispano Suiza used by the Earl and Countess of Erroll in Kenya, Major Ramsay-Hill's two Buicks, the terrible mud of the Rift Valley in which Bugattis, Hispano Suizas and Model-T Fords would get hopelessly stuck, and the book contains pictures of the Buick in which Erroll was killed. It also refers to Comte Frédéric de Janzé as having motor raced at Le Mans, but my records fail to confirm this.

There is quite a lot about motoring and flying in two books by the Rt. Hon. J.E.B. Seely, CB, CMG, DSO, both of which are largely concerned with the 1914/18 war. But makes of vehicles are seldom referred to, although Seely does say that when he went to the Air Ministry in 1919 a Bristol Fighter and a DH9a were at his disposal at Hendon, as personal transport. He describes a forced-landing after a flight from Farnborough with the celebrated test-pilot Busk, and he tells of persuading Graham White to take him up from Hendon in a very strong wind, before the war, the first time a Cabinet Minister had flown, he says. The two books are "Adventure" (Heinemann, 1930) and "Fear And Be Slain" (Hodder & Stoughton, 1931). — W.B.

FERRARI — continued from page 761

Once in the main building, the individual sub-assemblies come together on an elevated line which handles any and all of the various models, front or mid-engined, eight or 12 cylinders. (The V8 in fact accounts for 80% of cars sold.) Once the car is mechanically complete, it has arrived at a corner of the main building which is immediately identifiable by its smell as the trim department. Connolly hides are now used, which are sewn on rather well-worn machines, and whose traditional feel conceals the most modern self-skinning polyurethane cushions.

From here only some external trim details remain to be affixed, and then the cars are driven to a covered parking area to await inspection. In the strong sunlight, it is easier to believe that these rows of gleaming, spotless, and mainly red Ferraris are toys rather than the real thing, except that each one displays the sticker it has carried throughout the factory showing which country and dealer it is destined for.

The inspection room itself is lofty and bright, so that after the cars have been buffed up, any imperfections inside or out can be found. The fitment of polystyrene packing pieces is all that remains now before the cars are rolled out to await shipment.

About 3,000 Ferraris a year are sold, a quota which Squazzini maintains is ideal for the market, and which he intends to continue. The average buyer seems to be a 35-year-old company director, and, says Squazzini, he is not buying just a fast car, but a whole concept — performance, quality, and the legend. For this reason there will not be any economy Ferraris. What we will see is a very high performance version of one of the existing cars, and in perhaps two years a four-door, although the company would not be drawn on whether it will look like the Pinin styling exercise.

In the meanwhile, potential owners who enjoy carrying three passengers in the fresh air can look forward to autumn. . . . G.C.

WILLHIRE 24 hrs

— continued from page 792

they reckoned.) The fair and the cafeteria emptied, the pit-lane filled up, and then there was a burst of applause — the Morgan was rolling out of the garage to rejoin the action with ten minutes to go.

Everyone strained to watch the Porsche on its last lap, but the 911 diverted attention by screeching into the pits as the flag was being readied, to have the brake fluid cap replaced. With lights raised, Dron crossed the line, and everyone relaxed. Not 1,000 laps, but only five short. The leaders began to form up on the grid, but the 911 had only just left the pits for its final lap and already people were spilling onto the track. When it finished, it had to take to the grass (at very low speed) to navigate the crowd.

It may be tiring, but there is a sense of spectacle about a 24-hour race even where the cars are production models and the teams are amateurs. It seemed a pity that the attendance was no better than last year, both of spectators and entrants, but there will be a race next year, and the organisers promise better promotion for the '84 version. With the ideal grid of between 25 and 30 cars, an expansion of the sideshows and motoring exhibition, and a full-time commentary, it would make up an exciting weekend. G.C.



AYRTON SENNA and Ralt RT3 — the dominant combination.

FORMULA 3 REVIEW

IT STARTED in November 1982 and lasted until June this year: a one-man domination of F3 that broke all previous records and not a few spirits. And, just as surely as it did for Nelson Piquet in 1978, it will pave Ayrton Senna's path to Formula One. The determined Brazilian, already feared by many rivals even before he'd graduated from FF2000 (where he was equally dominant) to F3, made the step at last November's Thruxton non-championship and simply blew everyone else into the weeds — and has already had an approach from McLaren International.

The secret? For a start he's smooth, very quick and has the innate ability to read a race situation and drive with his head. Complementing his talent, however, is that of his entrant, Dick Bennetts of West Surrey Racing. Bennetts masterminded Jonathan Palmer's 1981 championship success, having guided Stefan Johansson to the British title the previous season, and he and Senna (formerly da Silva) have developed a rapport that has put them in a class of their own in the domestic Marlboro British F3 series. Consider: in 1978 Piquet set a record by winning seven races on the trot before Derek Warwick upset the rhythm. In 1981 eight wins gave Palmer the title; one less saw Byrne top dog last season. Yet in 1983 Senna has won *nine* championship rounds in a row (10 races in all if Thruxton '82 is counted). *En route* to such devastating success there have been *eight* pole positions and *seven* fastest laps, the latter each worth an extra point.

Senna's progress has been truly outstanding, the Brazilian coping with intense pressure from one or two rivals on the odd occasion and actually being led once or twice before forging ahead to adopt his now famous technique of pacing a race from his mirrors. The bubble burst, however, when he and Bennetts ventured on to European series Yokohama rubber for Silverstone's F3 race on June 12th. Round 10 of the Marlboro series, it also comprised a round of the European championship. Under Marlboro rules competitors must use Avon's A6 slicks or A2 wet compound tyres only; in Europe the choice of rubber is free.

Rivals of the Senna / Bennetts steamroller will tell you Ayrton only wins because of Dick's list of chassis settings for every circuit on which the Ralt RT3s — still the dominant cars in the formula — race on Marlboro Avons. That, of course, overlooks several valid points, such as Senna's abundant natural talent and West Surrey Racing's professionalism, but it does give a clue as to why the overall package is so effective. At Silverstone on June 12th the team found itself in the same boat as its rivals for Bennetts had had little chance to test on the much stickier Yokohamas. One team had, however, and that was Eddie Jordan's, an ambitious outfit run by the ebullient Irishman who has turned his equipe round in the past 12 months to the point where it is now one of the most respected in the formula. When Martin Brundle was unceremoniously kicked out of his drive with Dave Price's team last year due to pressure from a sponsor, the King's Lynn driver transferred to Jordan and has proved the one driver capable of challenging Senna. But though Martin has enjoyed his best season ever in terms of results — he has never been out of the top three in nine races, with one third and eight seconds — he just didn't seem to have that little bit extra to reach the chequer first. Until that day at Silverstone.

On Yokohamas for only the tail end laps of practice he annexed pole position and led every race lap to take a memorable victory in perfect style, never putting a foot wrong. Which is more than can be said of Senna. The Brazilian was losing ground to the Englishman when he spun at Club, repeating the mistake with rather more terminal result a few laps later in full view of the Woodcote crowd. Uncharacteristic? You bet. Up until that day on which fortunes were so publicly reversed he had made but one mistake throughout the season.

Thus, with the Marlboro season at its midpoint after 10 races, much needed fresh interest has been injected. Will Brundle's breakthrough herald a new period of domination by a different driver, will Senna be challenged for victory? Or will it be business as usual for the rest of the year? Time will tell. Suffice it to say, both drivers look set to reach GP racing, Senna via the rocket-like Piquet route, Brundle more by the longer path that Derek Warwick trod.

Of the others, American Davy Jones, driving for Murray Taylor Racing, the team which won the title with Byrne last year, has twice taken second places — and actually led Senna for two laps at Thruxton in March. He has been the only other real potential contender for the Brundle / Senna glory. However, reigning Formula Pacific champion Allen Berg, from Canada, is now making his presence felt. After a slow start to the year he switched teams and won the Marlboro section of the June 12th race at Silverstone for Jordan. In future he can be expected to challenge even harder.

Others to shine include Swiss Mario Hytten, Scot David Leslie and Englishman Johnny Dumfries, while Englishman Calvin Fish, who spent last year challenging and occasionally beating Senna in FF2000, has proved disappointing in Price's BP backed RT3, although he has taken third places on three occasions. Still Ron Tauranac's Ralt RT3 is the champion car in England, and has also emerged best in Europe this season as teams switched from continental chassis over the winter. Leslie's performances in John Robinson's pretty Magnum 833, however, hint that the Weybridge cars might *just* meet a strong challenge later in the year. Leslie has been pole sitter once and recently missed a repeat by a mere 0.27s.

In Europe, Italian Emanuele Pirro, team-mate in 1982 to champion Oscar Larrauri, has climbed to the premier title chase slot thanks to two wins and a series of useful placings, but after Silverstone he is strongly challenged by Byrne, whose season has had its up and down with stripped gears and spins while leading.

After playing second fiddle to the Marlboro series for the past two years there are signs that the European series is beginning to exert authority and attract the top teams from all over the globe, but at present the two drivers being talked about most — Ayrton Senna and Martin Brundle — will continue their battle on home soil.

D.J.T.

Letters from Readers

N.B. –*Opinions expressed are those of our Correspondents and* MOTOR SPORT *does not necessarily associate itself with them.* –E D.

Buck up, Lotus!

Sir,

I would like to address this letter to Peter Warr and Team Lotus. You don't need me to tell you that your team is in deep trouble. I write as a fan since 1963 who has never lost faith and has known that Team Lotus would always recover from any setback or difficulty and win again. Now I am not so sure.

You don't need to consult your record books to know that this is the worst start to a season for Team Lotus in your 25 years of Grand Prix racing. Including Brands Hatch you have started six races, but not yet finished in the top six or even looked as if you would.

I know you have lost Colin Chapman; I know you have had tyre problems; I know your computer-assisted suspension (designed for ground-effect racing) has proved a waste of effort; I know it must be difficult adapting to both turbo power and non-ground effect racing. However, unless performances improve dramatically, I fear Team Lotus will drift down the grid and fall off the back. It happened to Cooper and BRM in the past and although neither was ever as great as Team Lotus, it could happen to you. To lose Team Lotus would be a tragedy for Grand Prix Motor Racing.

I'm sure you don't really want to hear my suggested solutions, but here they are anyway.

1, Move heaven and earth to get Gérard Ducarouge into the team to redesign your car.

2, Give Nigel Mansell a Renault engined car and treat him like a No. 1 driver again.

3, Kick Elio de Angelis up the backside or kick him out of the team.

As long as you struggle on I will always be a Team Lotus fan and supporter. However, time is slipping by you.

Yate, Bristol DR. S. A. R. SIMMS

[Since we received this letter M. Ducarouge has joined Team Lotus, and Nigel Mansell was placed sixth at Detroit. We too hope this is the start of better fortune for the team. — M.L.C.]

Anti-roll Bars

Sir,

Following your article on road impressions of the Ford Escort RS1600i I think I can offer a reason for the poor roadholding of the car. Under the impression that it represented the latest thing in Ford fast saloon philosophy, I bought an RS1600i in January after a satisfactory series of fairly quick cars including an RS2000 and an XR3. I was rapidly convinced that the car's roadholding left much to be desired, its characteristics comprised a vicious and unpredictable oversteer when a certain degree of roll had been achieved on fast bends. This was rather the opposite of what I had expected from a front-wheel-drive car, even one which is unofficially an homologation special.

Accordingly I requested the dealer to do a thorough check of the suspension system, only to be told that no workshop manual was available for the XR3i or the RS1600i due to a printing problem. One wonders how effective pre-delivery inspections can be carried out with only Ford's customer publicity to provide specification details?

Later I was shown the current Ford customer literature which says "It has Rallye Sport springs and dampers, anti-roll bar at the front, and it's lowered by almost two inches". However, since I bought my car there had been a price rise and on producing the old leaflet with the original price of £6,700 the wording reads exactly the same with the interesting addition, "anti-roll bars at the front and back". Furthermore, MOTOR SPORT of February 1983 carries a double page advert for the RS1600i which says that the car has "anti-roll bars at the front and back".

Faced with this, Ford UK agreed to fit a rear anti-roll bar free of charge. This fitment did not affect my guarantee or Extra Cover Plan. I can confirm that the car's handling has been transformed, though I feel it could be still better if specifically tuned to include the anti-roll bar.

Apart from this one problem, the car comes up to expectation in nearly every other department. The performance is sparkling, although the type of driver who buys an RS will always want more. The styling is extremely aggressive, and photographs do not really do it justice. Viewed from the front, an XR3i looks positively pedestrian when placed beside the RS. The interior is highly functional and the seats are superb. The gearbox is virtually state of the art, and if only the brakes had more bite the car would, with revised suspension, be fully worthy of the RS prefix.

Grimsby CHARLES M. ROSS, BVMS, MRCVS

FOCA to Blame

Sir,

While D.S.J. is right in saying that the Long Beach GP will no longer take place because of lack of money, this statement needs a qualification. The Swiss GP is now cancelled, and the Las Vegas and New York GPs are almost certain non-runners. What are the common denominators?

1. The Formula One Constructors' Association;

2. Television rights to live broadcasting.

In all events FOCA are demanding a fee for putting in an appearance, and in the above mentioned cases the TV companies refuse to show the race live, or to pay a wildly inflated price for the privilege.

Mr. Ecclestone has allowed Grand Prix racing to become dependent on television, and in so doing threatens the whole future of the sport.

Berkhamsted M. G. C. POTTER

The Long Runner?

Sir,

Over the past 20 years or so I have had a fantastic performance from Michelin tyres of various types and on numerous cars. The slight lack of adhesion of the older types I tolerated and the increased mileage I welcomed. However, as I have never owned a "runner bean" I have never been able to judge their latest performance as a high-speed vegetable. I did foolishly change from Pirelli CN36s for Michelin XVS covers last summer though, and now realise that they may well be making them specifically for the verdant vegetable. The reason for this is quite simple. The Pirellis (on our last two RS2000s) have averaged, without fail, about 19-20,000 miles per set. The Michelins have struggled for 10-11,000 miles and I regret to say gave poorer roadholding. I even compounded my error and put on a second set after Michelin assured me that it was due to me running at the wrong pressures and that the tracking was slightly out. Regrettably this did not improve matters greatly and I have reverted back to Pirellis which after all were the standard equipment on the RS2000.

I query, therefore, whether or not the high mileage Michelin is a thing of the past? Michelins have stated to me that the XVS is a high performance, rather than a high mileage, tyre. I obtained neither and regret the day when I thought that I would "vegetate".

Rhossili, Gower G. R. HOWE

A Way Out

Sir,

We enjoyed your article "The Claims of Rolls-Royce". We also enjoy the mentions they give us in their copy — I think we are virtually the only supplier who gets mentioned by name.

Your fears about the possible effect on conservationists, of Rolls-Royce's claim of using 12 hides per car and 56 yards of piping are I think unfounded. Leather is a by-product of the meat industry, and indeed it can be argued that the tanners and leather dressers do conservation a favour by turning the rawhides into sweet smelling leather, and preventing us all from being submerged

under a huge mountain of rotting and foul smelling matter. Our advertising agents caused our eyes to roll in our heads the other day by describing us as "Econologically Self-renewing"!

This seems a good opportunity to thank MOTOR SPORT for the frequent mentions that you give us — they all help business along and are very much appreciated.

London, SW19 ANTHONY L. HUSSEY
Director,
Connolly Bros (Curriers) Ltd.

SU Cut-off

Sir,

Your correspondent, Martin Johnson, is correct in his presumption that a fuel cut-off device would not work well were it to operate between the tank and the float chamber on an SU carburetter. However, that used on the Maestro operates immediately before the jet, so that plenty of fuel is always available, when needed.

In practice, the SU system incorporates several safeguards against the pitfalls mentioned by Mr. Johnson: it is used in conjunction with an automatic choke which is activated through electronic devices sensitive to the relevant factors, such as coolant temperature, engine compartment temperature, engine speed, throttle position and rate of change of engine speed. By this means, the throttle position is manipulated to maintain the engine idling speed at the pre-set level in all conditions, and the cold start device is manipulated to provide a suitably enriched mixture whilst the engine is warming up.

The fuel cut-off device operates only while the engine speed is above 1,200 r.p.m., only while the rate of change of engine speed indicates that the engine is being used to slow the car, and only while the engine compartment temperature is above freezing point. When the engine is disengaged from the road wheels, the engine speed falls much more rapidly than it does when on the over-run; this rapid change in engine speed is sensed and the cut-off device then does not operate.

On the open road, of course, there is virtually nothing to be gained from an over-run fuel cut-off device but, in town traffic, Austin Rover suggest that an improvement in consumption of some three per cent can be expected.

Duns Tew, Oxford J. G. MILLWARD

Women Appeal

Sir,

I have been instructed by my committee to make this appeal to other motoring clubs for their support in presenting an official protest to the RAC Motor Sports Association at the continuing rise of entry fees.

We, as a club, feel very very strongly about this problem and the effect it is having on the ordinary club member who is being denied her / his racing due to the exorbitant entry fees being charged this year by some clubs and circuits. We have prime examples of one large and respected club charging £20 for a well organised day's racing, and another club charging £30. Along with an extra charge of £10 for a late entry bringing total entry fees to £40 for 15 minutes practice and a 10 lap race, it is no wonder that grids are so small, as the majority of people cannot afford these prices.

We would like to hear your views and would welcome your support before club racing is beyond the means of your members! Please write to: Mrs. Josie Tolhurst, Hon. Secretary, British Women Racing Drivers Club, Innshoes, Pye Corner, Ulcombe, Nr. Maidstone, Kent, ME17 1EF.

Ulcombe JOSIE TOLHURST (Mrs.)

The Replacement Capri?

Sir,

I was most concerned with the commentator's comments on a recent BBC 2 "Top Gear" programme, when he announced that the uprated Sierra would be an ideal replacement for the Capri.

What a thing to say in front of the public. Perhaps it is not that bad, but it does offend a lot of Capri owners when they feel that their beloved 2+2 sporty car is to be replaced by an uprated Sierra.

I know that the Capri has had a long life, but one would hope that at least it would continue for a few more years yet. Certainly, the last Capris to be built by Ford will be very collectable, sporty and value for money cars. They should have no problems in still selling the Capri in volume, especially bearing in mind that the MGB is dead, as is the Midget, Spitfire and Stag. There is hardly any car in existence which appeals to this particular market.

The Capri 70 Owners Club will be very sad if Ford do not come up with a suitable replacement for the Capri.

Droitwich NIGEL POWELL,
Secretary,
Capri 70 Owners Club.

Facilities at the NMM

Sir,

On a recent visit to the National Motor Museum at Beaulieu, I was surprised and dismayed to find that once one was inside the museum building itself, there appeared to be absolutely no facilities for the disabled. There are only stairs leading from the main gallery to the ground floor, thus apparently necessitating a journey all the way round outside the building to enter by one of the fire exits under the monorail. Good if it is raining . . . and you are on your own in a wheelchair. . . .

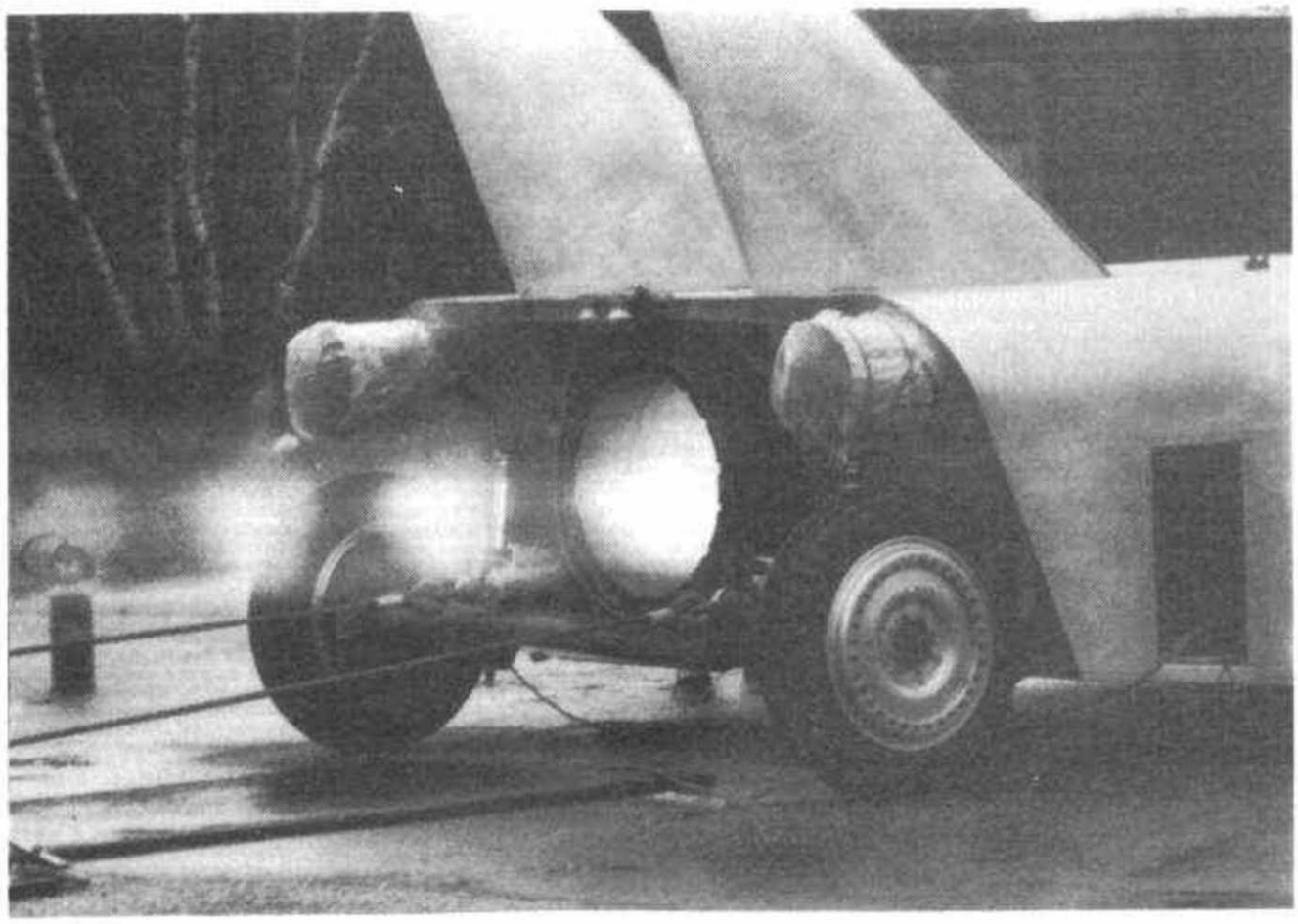
As far as access to the motorcycle gallery is concerned, this again only seems to be via two flights of concrete stairs, up some considerable height to nearly the roof, with absolutely no alternative come rain or shine.

In view of the fact that this is a museum built in the enlightened 1970s, and for Lord Montagu, who is no less than President of the Disabled Drivers' Association, I wonder what your own views are concerning this apparently considerable oversight that has been allowed to continue for 10 years? Maybe there are some disabled readers of MOTOR SPORT who can add something to this observation from practical experience?

I gather that well over £1 million is to be spent on further attractions and buildings in the near future, and as far as I can see, no mention is made of installing adequate lifts.

London, W1 NIGEL STUART

TAILPIECE: Straining at the leash: Thrust II on static trials.



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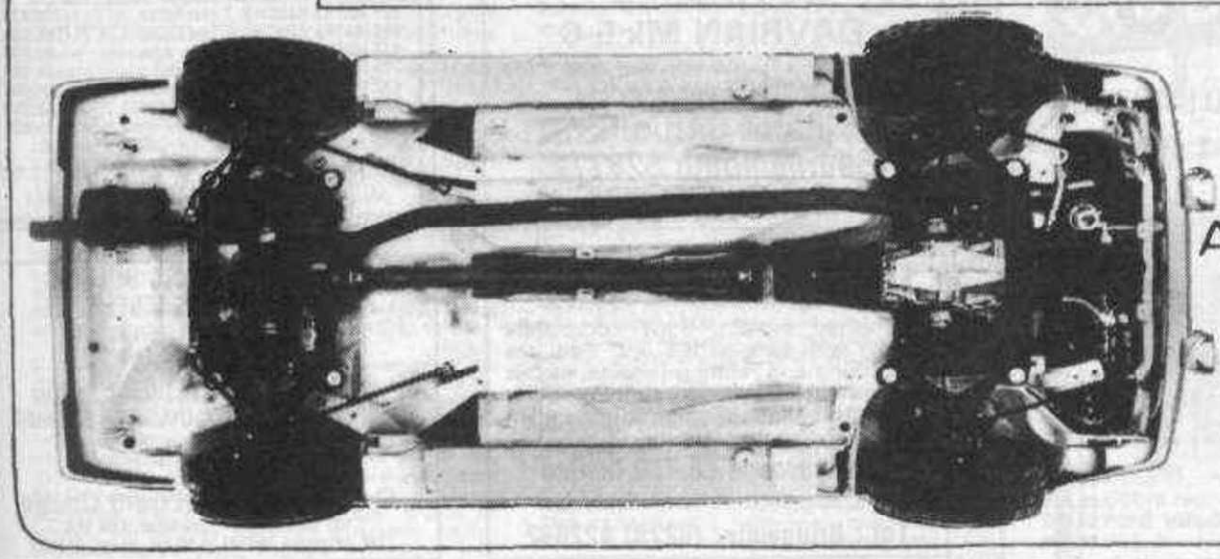
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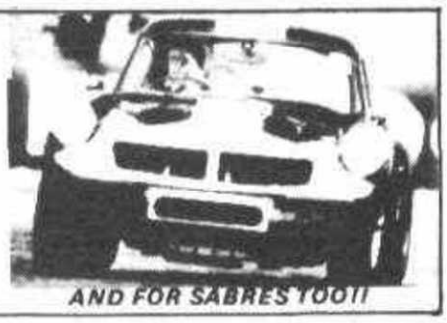
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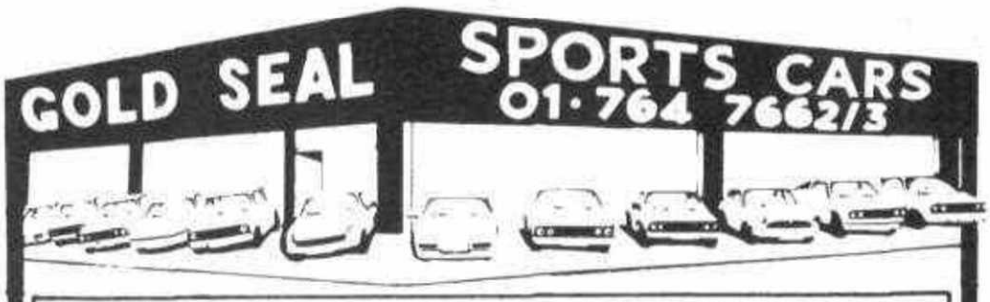
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FOR SALE—continued

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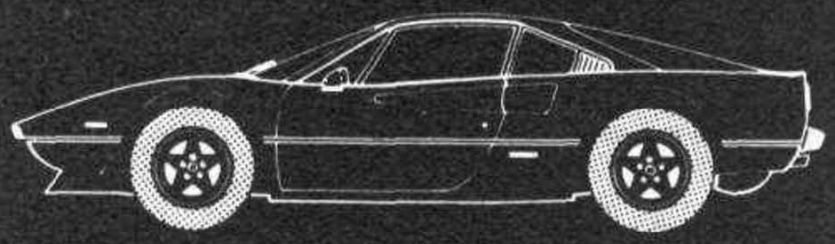
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FIAT 124 SPORT. 1976. Red, alloy wheels, tinted windows, stereo, 46,000 miles, immaculate condition. £1,650. Tel: Raglan (Gwent) 0291 690459. (50002

STEYR-PUCH PINZGAUER. 4-w.d. model. 710K, l.h.d., 2½-litre, aircooled 4-cyl. in line. New Dec. 1982. 6,000 km. All metal body, 5 seats, carry 1 ton, tow 5 tons. Considered finest 4-w.d. in world. £16,500. Dickinson, Casamia, Barbadoes Hill, Tintern, Gwent. Tel: 02918 344. (50006

TURBO LANCIA DELTA 1500 (W). 7,500 miles, red, attractive white side flashes with Lancia insignias, alloys, P6's, velour trim, electric aerial, 4 years rust warranty. £4,800. Garaged Haywards Heath, showroom condition. Tel: Mr. Owen 01-839 6856. (50009

GOLF GLI CONVERTIBLE. 1980. Metallic light blue, black interior, black hood, 5-speed, alloys, Blauplunkt radio / cassette. Remote mirrors, one owner, 34,000 guaranteed mileage, service history, immaculate condition. £5,195 o.n.o. Tel: Burton (0283) 216101. (50035

FOR SALE—continued

LOTUS ELAN +2 130/5. Reg. 1974. Tawny brown / silver, usual refinements, a very impressive example. £3,850 o.v.n.o. Tel: Ian McKay, Romford 43946 / (office) 621 5558. (50004

LOTUS ELITE AUTOMATIC. T-Reg. Aug. '78. New M.o.T., proven low mileage, 29,000, plus full history. S / steel exhaust with 10-year guarantee, power steering, electric mirrors, luxurious interior, pristine condition. Finance arranged if required. £5,250. Tel: Eastbourne 765559, Sussex. (50005

LOTUS EUROPA SPECIAL. Twin cam big valve, 5-speed, chocolate brown, oatmeal interior, mint condition. £4,000. Tel: 0249 720439 (Wilts.). (50036

TVR VIXEN S3. 1971. 67,000 miles, M.o.T. March 84. New tyres. £1,650 o.n.o. Tel: Looe (05036) 2250 (evenings). (50037

AC ACE. 1955. Good original condition, unused since 1974 when complete engine o/haul and body rebuild. With year's M.o.T. but needs respray. Opportunity to acquire rare, no replicas classic sports car. £8,500. View Surrey. Tel: 0803 865407. (50038

MGB GTV8 (M). Green, sunroof, stereo, 55,000 miles, new exhaust, tyres, brakes. £2,250. Or part exchange pre 1955 MG. Tel: Dr. Jenkins, Aberdeen (0224) 637703 (after 10th) / 022 026 3751 (Cambridgeshire). (50040

JAGUAR MK IX for sale. Automatic, brown leather, white and green, excellent mech. order, body reasonably good. Only instruments not working elec. clock and temp. gauge. Original HMV radio, anti-creep brake etc. all working. 4 excellent tyres. Also two other Mk. IX's, one manual. Almost complete, the other scrapped plus a Mk. VIII & Mk. VII scrapped. Two complete Jag engines 3.4 and 3.8 wtih auto. transmission. The lot for £2,700 sterling. (Regret greatly selling but taxation gone through the roof over here.) Write to: Mr. K. A. Sherrard, Glenview House, Ballinaclasha, Midleton, Co. Cork or Tel: Cork 631680 (021) (best after 7.00 pm). (50034

JAGUAR XK 150. Reg. ZK 150 — formerly MEY 876). DHC. Manual & overdrive. July 1960. BRG. 27,000 miles since complete rebuild, lovely car, excellent throughout. (Regret selling but alas all pleasures here now taxed through roof.) Price £10,000 sterling. Write to: Mr. K. A. Sherrard, Glenview House, Ballinaclasha, Midleton, Co. Cork or Tel: Cork 631680 (021) (best after 7.00 pm). (50034

MORRIS 8 SERIES E. 2-door saloon. 1947. Sunshine roof, new tyres, battery, clutch, good mechanical order, very sound, used daily. £750. Tel: 0289 82516 (Northumberland). (50042

BMW 3-LITRE CS COUPE. Latest specification, full equipment, full history and mechanically faultless. Body shell completely restored, an opportunity to acquire this rare and appreciating investment. Serious purchasers only need apply. No dealers. Tel: Medway (Kent) 668982. (50044

JAGUAR 340. Immaculate. 1969. Mk. 2. White, black leather upholstery, manual, o/drive, wire wheels, radio, h.r.w., spots, year's M.o.T. £2,750. Tel: Long Buckby (0327) 842842. (50045

ALFA ROMEO Alfetta 2000, Limited Edition 1981, 30,000 miles, sunroof, alloy wheels, radio / cassette, electric windows, £3,150. Tel.: Wargrave 3977. (50272

MORGAN PLUS 8 X reg, red, chrome luggage rack, door handles, reclining seats, head rests, tonneau, wind deflectors, undersealed, 1,800 miles, as new, £9,000. Tel.: 0454 618214 Nr. Bristol. (50275

FOR SALE—continued

DERBY BENTLEY TOURER. New Peels coachwork, new leather interior, brakes, timing gears, splines, tank, tyres. School fees force regretted sale. Cost £15,400 to date, asking £11,750 o.n.o. Tel: 01-549 3009. (50046

LANCIA FULVIA ZAGATO 1.3S. 1972. Metallic silver. Two owners, present owner since 1977. Believed genuine 45,000 miles. Very good condition. Must be seen. £1,950. Tel: 0793 (Swindon) 42370 (evenings). (50047

1947 WOLSELEY 12. British Racing Green, all original equipment, mechanically sound and in good running order. £1,250. Tel.: Thornbury, Avon 418186. (50266

BMW 3.0CSL. Superb example of this classic car — recent £1,000 overhaul, several thousands have been spent in the past 3/4 years, full M.o.T., £2,950 for quick sale. Tel.: Brian Potter, Wroxham (Norfolk) 2899, Norwich 26737. (50269

MG MIDGET 1977, Tahiti blue, tan interior, regularly serviced, carefully used from new, excellent example, £1,850. Tel.: Leicester 403412. (50271

ALFASUD 1.5 HATCHBACK 1981, Alfa red, 14,000 miles, one loving owner wants Alfa 33 for growing family, £3,700. Tel.: Bristol 603353. (50276

MORGAN 4/4 L-Reg, 2-seater, Maroon, leather trim, disc wheels, s/steel exhaust, rebuilt engine / suspension, new clutch, tonneau, well care for and looks superb, £3,600. Tel.: Bristol 211975. (50278

LOTUS ECLAT 1980, 29,500 miles, 12 months M.o.T., 12 months tax, immaculate condition, £7,950. Tel.: Burntwood 3208 evenings. (50279

JAGUAR 240 MKII 1968, body, trim and fittings, very good, structurally sound, service history, well looked after, 59,000 miles from new, fine example, £1,950 o.n.o. Also 3 sets of front wheel cylinders, 1 set of rear and 1 set of shock absorbers, all new, offers. Tel.: Cradley Heath 633756. (50281

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1937 ARMSTRONG SIDDELEY 17 h.p. saloon, black with brown interior, genuine 39,000 miles with comprehensive service history, this car is near concours with no rust. Taxed and M.o.T. Sensible offers please. Contact Mr. Embling. Tel.: Maldon, Essex 54444 days, Tillingham 595 evenings. (50395

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N-REG LANCIA FULVIA 1.3S Sports Coupé, excellent condition, low mileage, lovingly maintained, £1,000. Tel.: Market Drayton 3635 or Sambrook 383. (50287

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LOTUS SEVEN Series III Twincam. Red aluminium, nice condition, owned twelve years, low mileage, £4,250 o.n.o. Tel: Nottingham 234762. (50289

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FOR SALE—continued

MG 1250 TF. Totally rebuilt 1981, excellent condition. £6,250. Jaguar XK 150 FHC 1957, 35,000 miles, virtually one owner, superb all round £6,750. Tel: Office 0794 517081. Home 0703 767090. (50292

JAGUAR V12 E-Type 1974 roadster, factory hardtop, immaculate, 27,000 miles, but engine needs attention. Offers. 1924 Humber Saloon 11.4 h.p., original upholstery, in excellent condition apart from engine and gearbox. Offers. Tel: Office 0794 517081. Home 0703 767090. (50292

X 1/9 1981 X-Reg., metallic gold, 16,000 miles, full service history. £3,575 o.n.o. Tel: Halifax 203471. (50290

1911 MAXWELL 4-seater tourer, completely restored to original condition, 3.3 litre engine, beautiful brasswork, coach painted deep blue, gold coach lining, dark red buttoned hide, new duck hood, new tyres, an immaculate powerful Edwardian, £14,000 or exchange for classic enclosed car, pre-1935 suitable for wedding hire valued about £9,000 and balance in cash, full details and photos. Tel.: Newton Abbot (0626) 67936 (Ansafone). (50310

LOTUS ELAN 1966 S3/SE fixed head, 175/180 b.h.p. Cosworth engine (just about run-in), set of five knock-on Minilites, fitted with new tyres, superb unmarked condition throughout, £3,500, consider interesting part exchange. Tel.: Bosbury (053186) 576 (Worcestershire). (50311

SCIROCCO GL Jan 83, 3,600 miles, grey metallic, taxed, guaranteed, £5,600, or exchange good Alvis 12/50 or 12/4 Lynx tourers. Tel.: Stamford 720424 evenings. (50312

COOPER V-TWIN JAP Mk.9, 1954, one of the few remaining genuine 1100s, Erskine engine, 7R gearbox, plus spares and most of second engine, one of the quickest and most practical classic hill-climbers in the country, (Prescott 51.4s), £9,500. Tel.: Rivers Fletcher on Tysoe 396. (50313

DAIMLER CONQUEST 1956, 91,000, history, excellent condition for restoration, last used & M.o.T., 1980. Tel.: Littlewick Green 2082 (Maidenhead). (50314

DAIMLER MAJESTIC 3.8, 1959, automatic, low mileage as owner abroad since 1969, mechanically sound, only 10,000 miles since full engine overhaul, reasonable offers invited. Tel.: 04853 33239. (50315

LOTUS EUROPA SPECIAL 1973, JPS, only 22,000 miles from new, this car is in pristine condition inside and out, extras include alarm, stereo and P6s. Tel.: 03586 730 after 7.7.83. (50316

FORD RS1600i. 4,000 miles, white, all extras, immaculate, today's price £7,810, selling for £7,650. Tel.: Blockley 700851. (50317

MERCEDES 170H. Rear engined saloon, 1939, ex-London German Embassy. Has been supercharged, only known right hand drive survivor of six cars built, complete but needs total rebuild, unique collectors car or war film extra, £2,500. Tel.: 0395 68498 (Devon). (50318

MG MIDGET 1972, white, tonneau, many new parts, but neds tidying, hence £650 o.n.o. Tel.: St. Albans 33332. (50321

1927 BENTLEY 3-litre Speed Model. Superb original condition, aluminium Vanden Plas tourer body, nickel brightwork, some history. 1925 Bentley 3 litre, Vanden Plas tourer fabric body, long chassis, but fitted slopers, lovely condition. 1927 Bentley 4½ litre. Kit of parts, including Reg. No. and log book. Replies to Box No. 6785. (50323

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prospective **TVR** buyer behind the wheel, selling the car is no problem. **TVR prices start at £9,885,** and where else can you buy a British sports car with so much comfort, performance, and refinement at that sort of price? Our stock of **little used and never abused, pre-owned** (that's the thoroughly modern way of saying second hand). **TVR's** is as follows: **1982 TVR Tasmin convertible 2.8, British Racing Green,** new brown hood, colour coded bumpers, 12,000 miles, 1 owner, a really pleasant car **£8,500. 1981 X TVR Tasmin convertible, 2.8, dark blue,** 21,000 miles, supplied and serviced by Jolly John's, **£7,950. 1981 X TVR Tasmin convertible, 2.8, silver,** 23,000 miles, new hood, very good value at **£7,450. 1980 W TVR Tasmin convertible, 2.8, metallic blue,** Compomotive wheels, Pirelli P7 tyres, well-known car in **TVR Car Club** circles, probably the cheapest **Tasmin** convertible in existence **£6,750. 1981 TVR Tasmin Fixed Head 2+2, 2.8, white** with red and blue stripes, blue interior, moon roof, 26,000 miles, second time down on the farm **£7,850. 1980 TVR Tasmin series 1, bright yellow,** moon roof, 2 owners, 33,000 miles. To quote a terrible motor trade expression — "a lot of car for the money!" **£6,450. 1980 W TVR 3000S convertible. Yellow,** oatmeal interior, 26,000 miles, 2 owners, radio / stereo, excellent example of **rare soft top TVR £6,250. 1979 TVR Taimar, charcoal** with silver modelband, radio / cassette stereo, sunroof, part-exchanged for **Tasmin. £5,500. 1978 T TVR Taimar, British racing green,** neutral modelband, oatmeal interior, sunroof radio / cassette, well known here at the **Arkley** home for resting **TVR's £4,950. 1977 S TVR Taimar, silver,** red modelband, sunroof, radio / cassette, well recommended **£4,650. 1967 F TVR 1800S. Sherwood green,** overdrive, wire wheels, radio / cassette, rare old charger **£1,495. 1962 TVR Grantura, aerosol white,** MGB engine, red leather seats, very original condition, fine old thoroughbred (an old horse as opposed to an old dog) **£795.** Now to move on to our selection of **marvellous Morgans** for those people who are not prepared to wait the 6-odd years (or the 6 even years come to that) for **a new Morgan,** we offer the following: **1982 Morgan +8 black,** red leather, alloy body and wings, 27,000 miles, reclining seats, 1 owner, headrests, latest specification 15" wheels, Pirelli tyres, just like a new car. **1977 Morgan +8, light metallic blue,** stone leather, new hood 25,000 miles, reclining seats, has passed through these immortal portals before. **1983 Morgan 4/4 2-seater. Signal red,** wire wheels, stone leather reclining seats, 300 miles. Better than new — it's here and you don't have to wait for it. **1982 Morgan 4/4 2-seater. Royal blue, wire wheels,** blue leather, reclining seats, 7,700 miles, interesting burglar alarm; its horn blows every time you turn the key, frightening the life out of all and sundry here. **1978 Morgan 4/4 2-seater, signal red,** wire wheels, bucket seats, 36,000 miles, spotlights, swapped for a +8, and a good twin too. **1977 S Morgan 4/4 2-seater, signal red,** wire wheels, bucket seats, 17,000 miles, spotlights, badge bar, bonnet strap, an eyecatching little number. **1979 Morgan 4/4 4-seater. Royal ivory,** reclining seats, black leather, wire wheels, supplied new by our good selves. **1977 S Morgan 4-seater. Silver,** wire wheels, reclining seats, alloy body, property of a Morgan-loving GP. (He treats us, we treat his car.) Amazing what you can get on the National Health! **1977 Morgan 4/4 4-seater. Signal red,** wire wheels, reclining seats, new hood, 40,000 miles, well-cherished and loved example. Since that wraps up the **Morgan** portion of this advert, and you can see that we ain't got many, once again on bended knees, we implore you to sell us your well-loved **Morgan,** you will be sure it goes to a good home. For a pleasant way to while away those long summer evenings (apart from the obvious), why not transform your rusting, bent-nosed, sad and sorrowful Sprite into a sleek, scintillating, stunning, head-turning, adorable **Arkley?** This being the famous **John Britten** body conversion on the **MG Midget** or **Austin Healey Sprite,** which has been one of the most successful kit car projects for several years and continues to thrive only at this location. *Send 50p and SAE for details. While on the Kit-car theme, mention must be made of the **Westfield** — we somehow managed to miss it last month. We hope in August to have one to show you, and are sure that you will be as impressed as we are by its good looks and standard of finish. At **£1,550** + **VAT** for the basic body / chassis kit, the **Westfield** is the best kit available in Britain, and as a complete car for **£5,950** + **VAT** or thereabouts, it represents excellent value. Buy one, imagine it's 1957, and you're on the front row of the grid at Goodwood — well, we can all dream! Talking of dreaming, our current nightmare is that we will be stuck with our **Midas** for ever. Surely someone must want to save **£2,000** on the new price of a **Midas kit,** and not have the hassle of building one. **£4,950** is all it takes to have **100 mph motoring with 50 mpg. Please buy this car.** The same plea could also be made for the **Governor's Jeep Scrambler,** now on loan to the folks across the page; hope that they have more luck with it than we did. Not too many **odds and ends** this month, but we do have **a 1978 Lancia Monte Carlo Spyder, silver,** radio / cassette, 2 owners, 26,000 miles, interesting little car, only **£3,250. 1975 TR6, Mimosa (Yellow)** O/D 25,000 miles, exceptional **£3,750, 1966 Mercedes 230SL white,** hard and soft tops, superb touring car, and only **£4,950.** Well, that's all for this month, and remember, if you can't be good, be careful — most people are caused by accident!









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FOR SALE — continued

ALFA GIULIETTA Sprint 1300, 1961 Berton coupé, 15,000 certified miles only, restored, retrimmed, £2,000, consider p/ex. Tel.: Sandwich 613540. (50324
OPEL MANTA 1900 Berlinetta, 1973 model, genuine 28,000 miles, concours condition throughout, maroon, many extras, electronic ignition, Kenlowe fan, personal reg. no. 9 JPA, taxed, M.o.T. £1,750, worth inspection. Tel.: Burgh Heath 53279. (50325
MGB GT V8 P-Reg. 24,000 miles, signal red, one owner from new, sunroof, £3,500, viewing by appointment. Tel.: 0596 72178 or 72781 after 6 p.m. (50194
LOTUS SUPER SEVEN. Red, 1,000 miles since total rebuild, Cosworth engine, every extra, immaculate, Reg. No. 7 GOR, offers around £5,000. Tel.: Nelson (0282) 63771. (50195
SAAB 99EMS 1976, bodily and mechanically excellent but high mileage, hence, £1,495. Tel.: 0475 20677 between 6 pm and 7 pm. (50196
ASTON MARTIN V8 1973, black, 46,000 miles, beautiful car in very good condition and expertly maintained, £6,500. Tel.: 0926 23221 (Leamington Spa). (50198
PORSCHE 911E 2.4 Coupe, 1973, silver, all extras, original car in excellent condition, 58,000 miles, £6,000. Talbot Cooper, The Rag House, Upton-on-Severn. Tel.: 2637 office, 2345 home. (50199
CITROËN LIGHT FIFTEEN 1952, L.H.D. completely restored car in excellent condition, valve radio, twin carburetter conversion, £2,600, any p/ex considered. Tel.: Kidderminster (0562) 700328. (50200
RACING ALFA GTA, ex-Autodelta with good history, aluminium body with perspex, double ignition, all optional extras, v.g.c., presently in France, £6,000 o.n.o. Tel.: 0453 862065. (50312
PORSCHE 928, manual, No 1978, petrol blue metallic, tan leather, Panasonic s/s stereo, air cond., cruise control, dealer maintained, full history, one owner, 55,000 miles, near perfect cond., £10,950. Tel.: 0254 60831 office. 0254 84374 home. (50197
A UNIQUE OFFER 1936 Morris 0/4 Series 2 sliding head saloon. Black / green, thorough mechanical restoration just completed. The body and trim are in excellent original condition enhancing the character and charm of the vehicle. Owned by local family since new and under 30,000 recorded miles, taxed and with M.o.T. certificate this vehicle is to be sold together with a complete showroom demonstration running chassis recently discovered in a college, plus £200 of new spares, £2,350. Tel.: Mitchell, Hull 848031. (50314
RILEY 9 MONACO fabric saloon, 1931 (PL9352), body recovered, engine chassis restored,700 miles ago, M.o.T., taxed, excellent conditon, £3,750 o.n.o. Tel.: 01-650 9316. (50205
ORIGINAL ABARTH 695 1968, very rare and fast car, scorpion badge and Jaeger clocks, body and floor totally refurbished and newly sprayed white (£800 all bills), interior needs attention to bring to standard of body, serious call only, £1,500. Tel.: 01-734 4877. (50206
MORGAN. 1927, aero sports, o.h.v., 1,100 c.c., water cooled, JAP, an exceptional vintage car in very nice condition. £6,000. Tel.: 034 284 2123. (50295
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MORRIS 1924. Bullnose Oxford 4 Door 4 Seater Open Tourer in fine all round condition, a nice early example of this true British classic, fitted with rear wheel brakes, three piece opening windscreen, extremely original in all respects and obviously well maintained. Finished in Maroon and Black with excellent weather equipment, new tyres, just serviced, taxed and tested.

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1913 FORD MODEL 'T'. Right hand drive, four seater Tourer. This car is one of the rare Manchester built early T's. The bodywork and upholstery are original and in excellent condition, the wings have been repainted, and a new hood fitted. Probably the most desirable original 'T' Ford in the country. **£7,950**

1935 FRAZER NASH. Twin blown Shelsley CMX 328. Ex-Dr. John's well known car. It has reputedly covered a very low mileage and is in excellent mechanical and original condition. **POA**

1970 ASTON MARTIN DB6 MK.II. Silver with navy blue upholstery, stainless steel exhaust system, five new chrome wire wheels, manual gearbox, this car is in superb condition. **£13,000**

1971 MINI COOPER 'S'. White with blue special upholstery and special seats. The car has been completely rebuilt with new shell and subframes, with a balanced 1,275 c.c. engine and a spare 1,275 c.c. engine which needs running in. **£5,500 plus £600 for new engine**

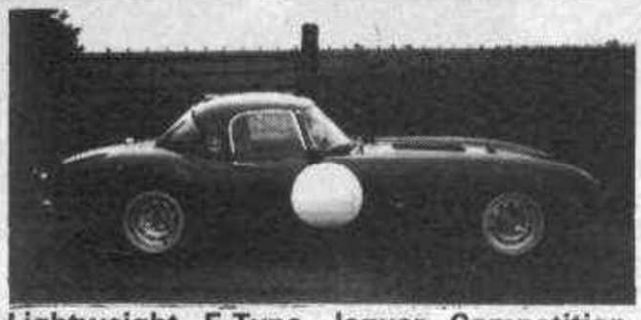
1978 MINI COOPER 'S'. Black with black special upholstery and seats, Minilites. Again, rebuilt as new with balanced 1,071 c.c. engine plus a spare 1,275 c.c. engine which needs running in. **£4,500 plus £600 for new engine**

1969 JAGUAR E-TYPE. 4.2 litre, two seater fixed head coupe, finished in pale blue with dark blue upholstery, chrome wire wheels, an excellent example of this very fine car. **£5,750**

LYNX D-TYPE JAGUAR REPLICA. This model is the long-nosed version with a large rear fin. It is finished in Ecurie Ecosse Racing Blue. The engine is fitted with triple Weber carburetters, in pristine condition having covered 250 miles. **£21,500**

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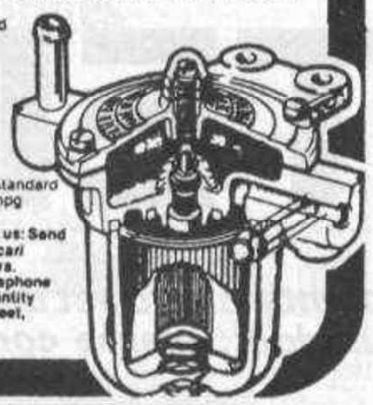
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1981	**911SC Sport Coupe,** guards red, 28,000.	£16,995
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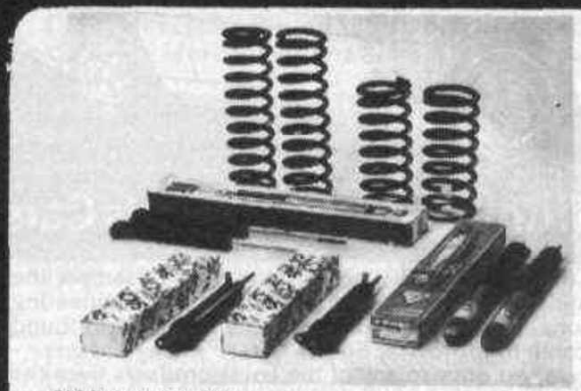
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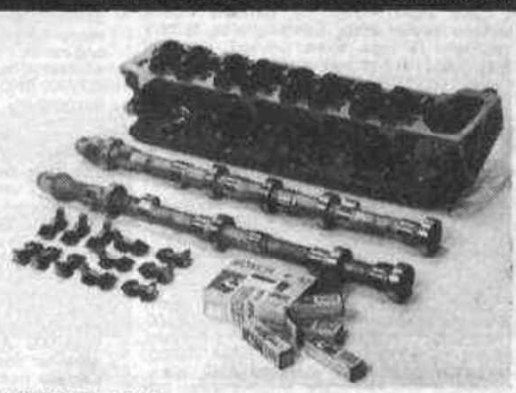
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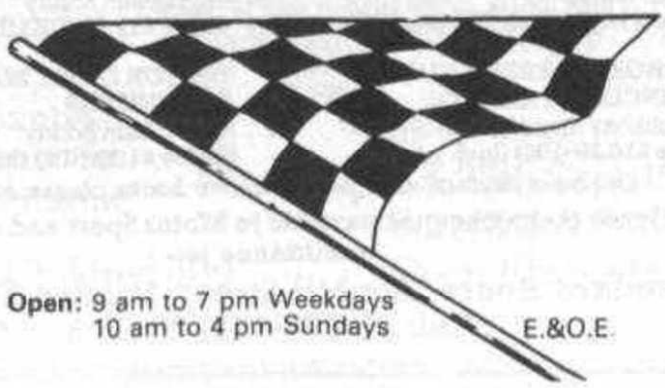
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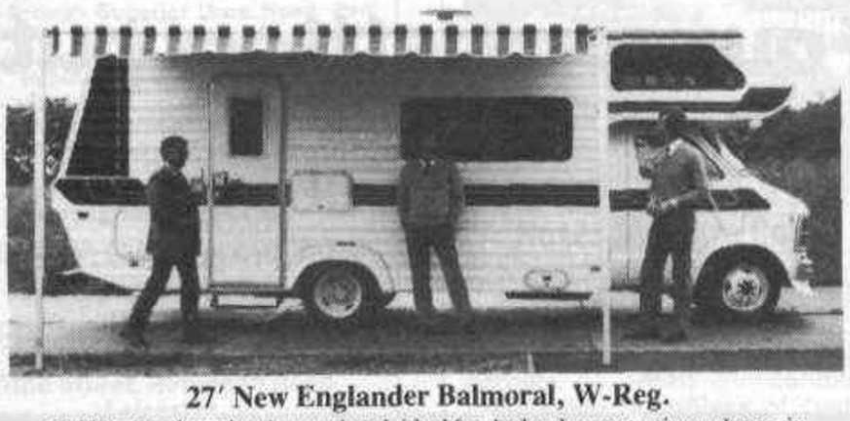
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NOSTALGIA

THE RAIN IN SPAIN. . . .

With a climate similar to California, perfectly good wine at 18p a bottle, and strawberries the size of golf-balls, it came as something of a wrench (to put it mildly) to have to return to a flooded, fog-bound Luton Airport after a blissful sun-soaked fortnight in **Javea (Costa Blanca)** in mid-May. However, the sun has shone here (briefly) since, enough to allow a few airings of the **'E Type** (which always gathers a crowd, as it really is a remarkable example), **DB3S etc.**, and of course **'COB 1'.** Followers of my progress reports on this **'Cobra of Cobras'** may like to learn that the first major article on its construction and usage has just appeared as I write this (June 7th) in **The Shelby American No. 41** (the splendid bi-monthly magazine of the SAAC, based in Connecticut, USA). Now that I have fulfilled my promise to SAAC members, this does mean that 'COB 1' is available for feature in UK media, and I hope to bring you news of this shortly.

EXCHANGES CONSIDERED*
COMMISSIONED SALES A SPECIALITY*

Two more 'NOSTALGIA Spirit of the Meeting Awards' will be made at the HSCC International Historic weekend (July 30th/31st), where all enthusiasts should be!

'COB 1' (see below) should be at 'The Goat' Pub, Hertford Heath, and at 'Old Warden', Beds, both on July 3rd; also at Knebworth on July 10th.

1951 JAGUAR XK 120 ROADSTER — Reg. No. XK1; 23,000 warranted miles from new and winner of over a dozen major 'Concours' Awards including 'Overall Supreme Champion' at International XK Day; nowadays this car is constantly being sought for exhibition and features (colour article — Thoroughbred and Classic Cars, June '83) as in every aspect of performance and condition, it is still literally as new; **probably the best production XK Jaguar left in the world, and an all-time 'blue chip' classic!**



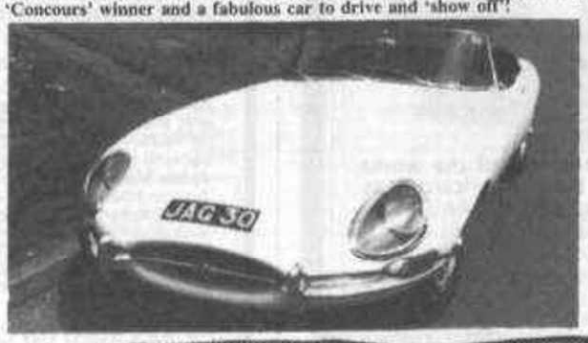
1959 JAGUAR XK 150S 3.4 ROADSTER; only a handful of this most handsome and fastest of all the XK range were built; this example has had a total restoration from the chassis up (the retrim alone cost £2,000), but retains its original (250 b.h.p.) engine, mechanical o/drive, 16" wires etc., white with grey leather and carpets, **a spendid example in every respect.**

1965 FERRARI 275 GTS — r.h.d. 55,000 miles from new, with a remarkable complete documented history including the original sales invoice from the Ferrari factory and servicing by Maranello and Modena throughout its life; a bare metal respray (in the original red) and a new black mohair hood have recently taken place, plus a full 'Concours' preparation of the engine compartment etc; **a marvellous, practical, 150 m.p.h. sports / touring Ferrari, in absolutely magnificent condition throughout.**

1964 FERRARI 275 GTB — 6 carbs — r.h.d., as with the 'E' type (left), this can justly claim to be one of the finest of its type anywhere; long and fascinating history, this is a 'short-nose' car, fitted with the factory prototype 'long-nose', which together with Borrani chrome wires etc., make it one of the best looking GTB's of all; most recently the subject of a vastly expensive reconstruction, with all new body panels, total mechanical rebuild (including the engine etc.) — in fact everything! **Simply stunning in red, with black trim, as, if not better than, new!**



1964 JAGUAR 'E' TYPE 3.8 ROADSTER — Reg. No. JAG 30; without doubt *this is one of the finest of its type in the UK;* one of the last made, and fitted with the 4.2 g/box etc; 28,000 miles only, but just 500 miles since a total body / mechanical rebuild from the bare shell; white with red trim, chrome wires, stainless steel exhaust etc; **a certain potential 'Concours' winner and a fabulous car to drive and 'show off'!**



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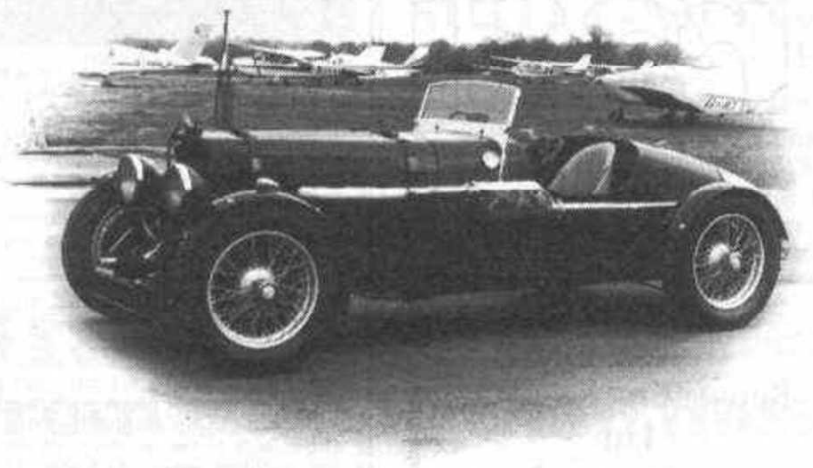
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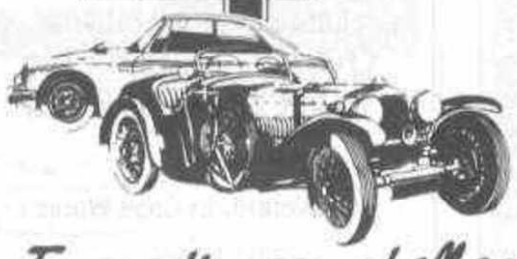
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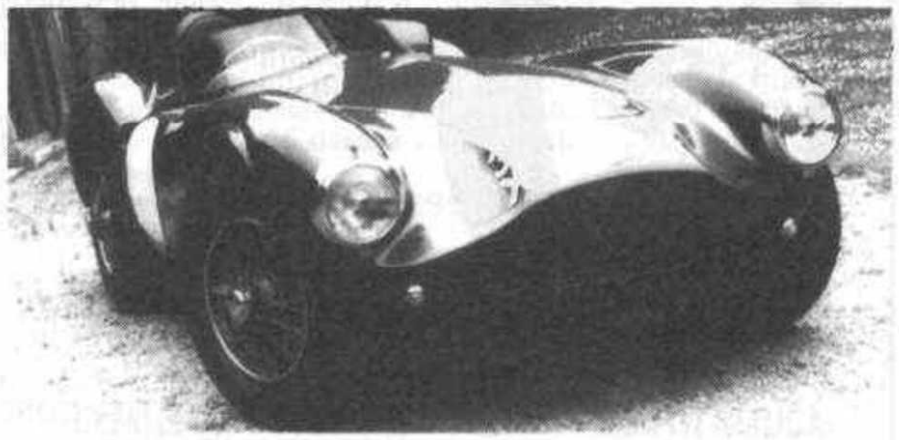
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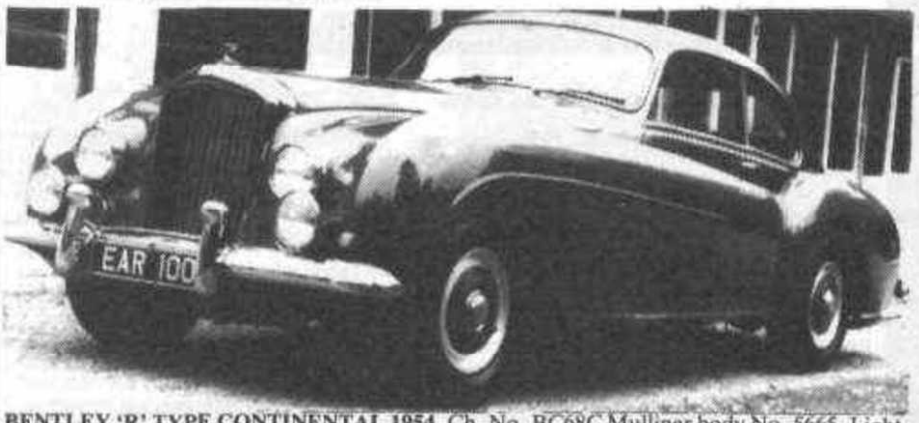
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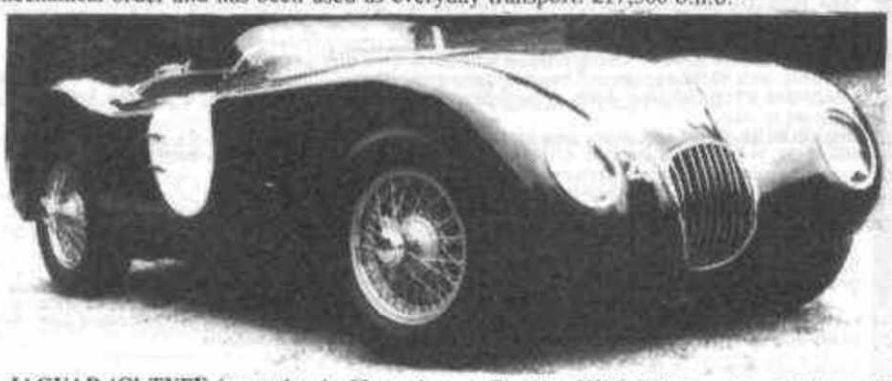
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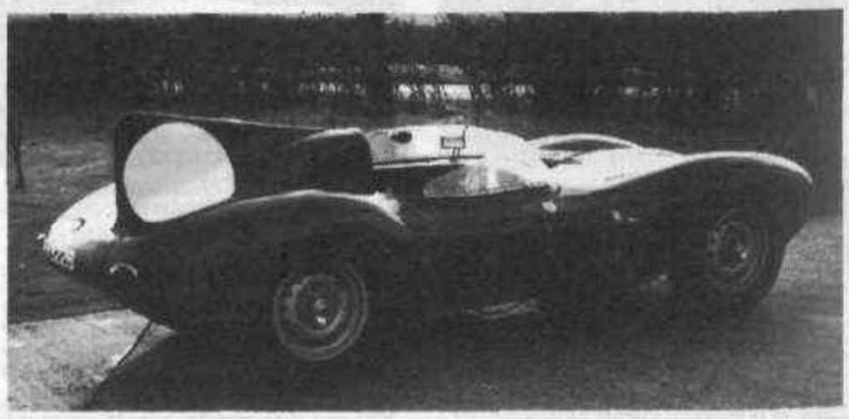
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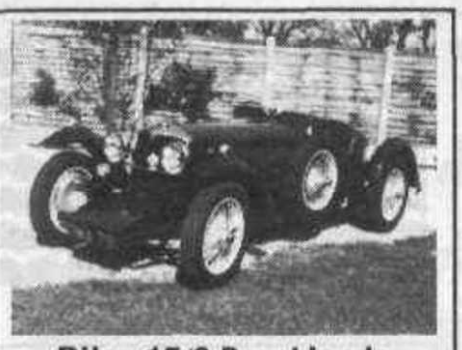


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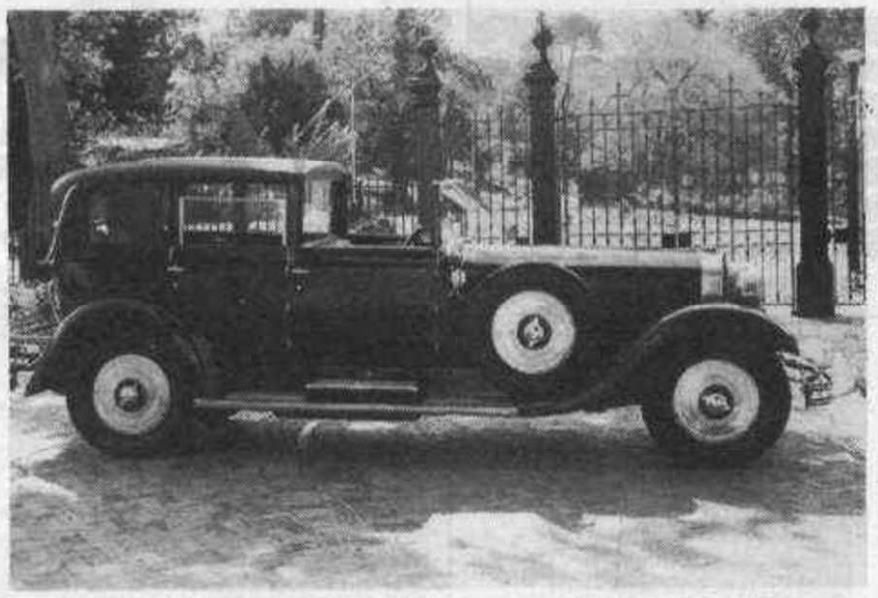
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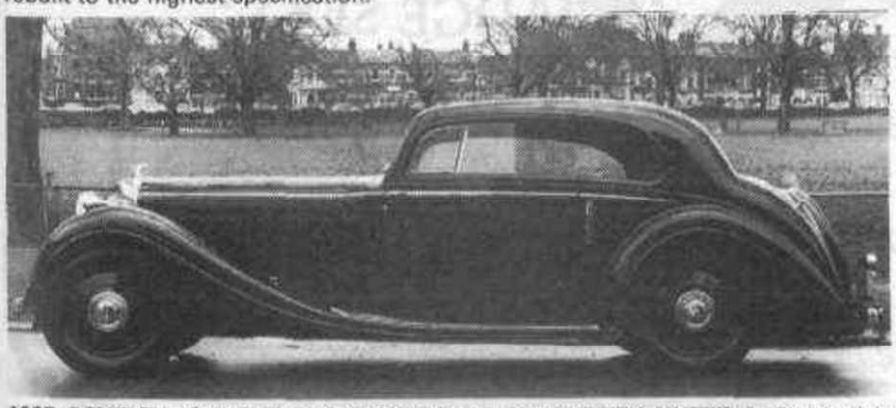
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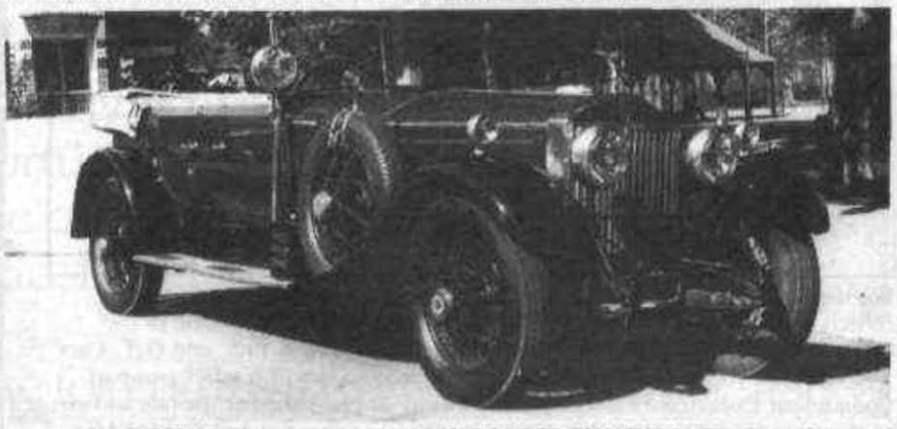
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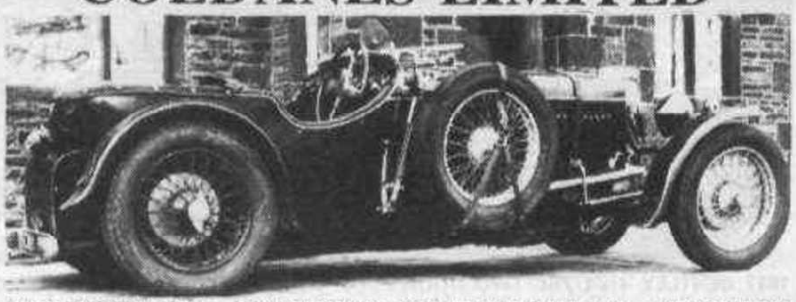
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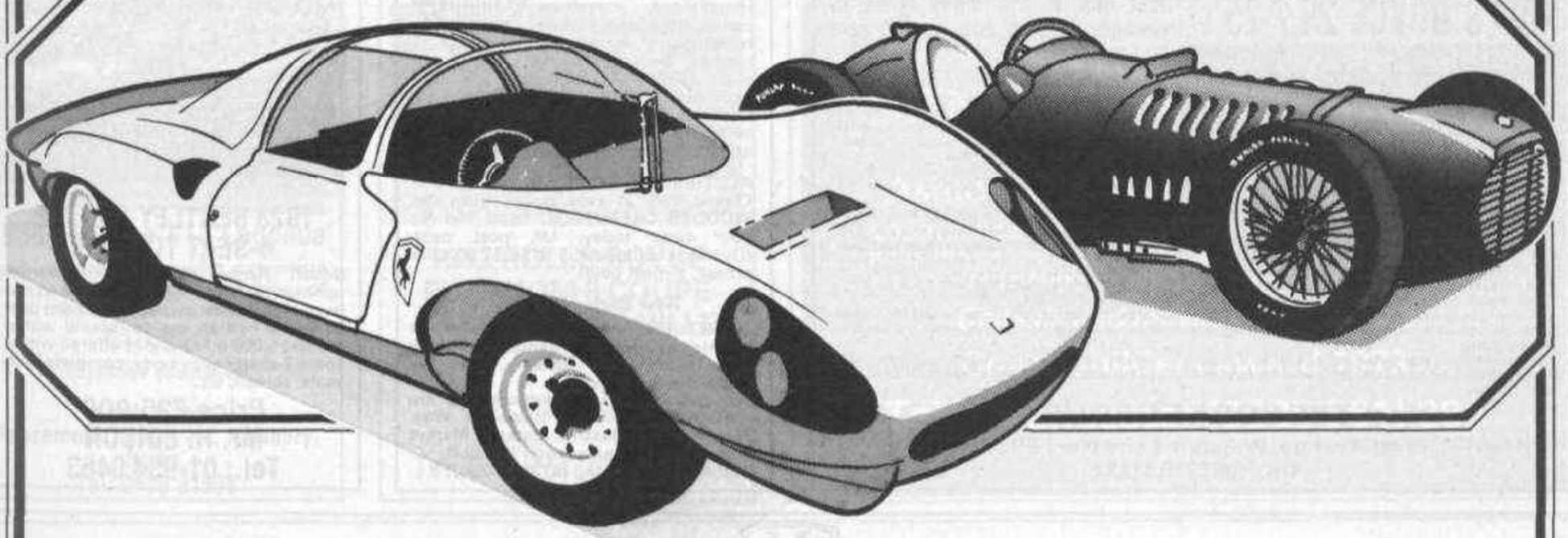


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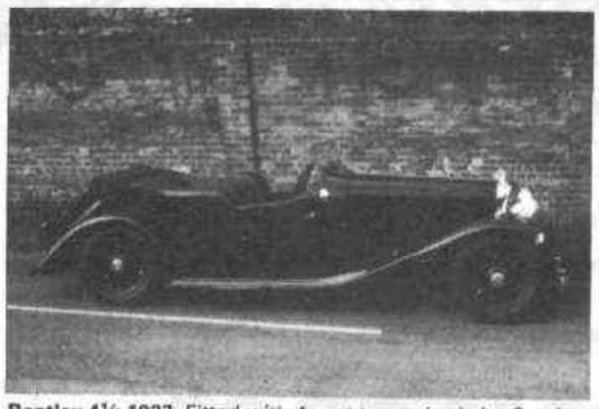
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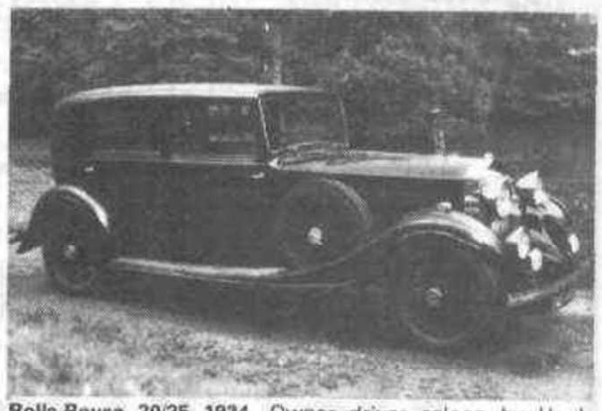
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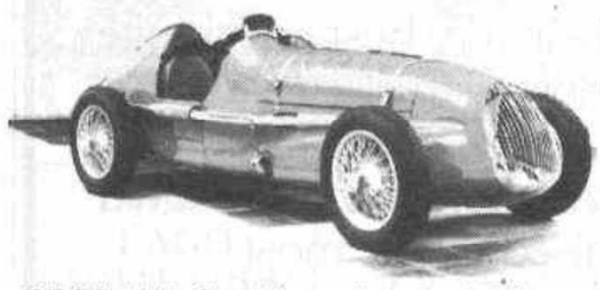
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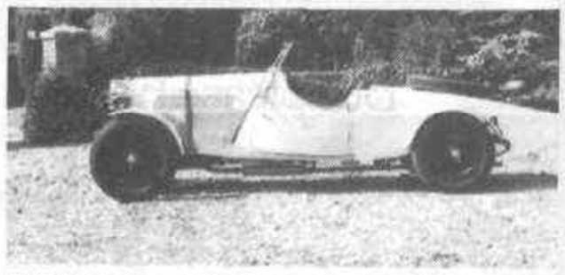


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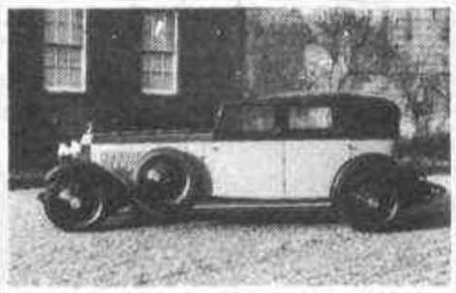
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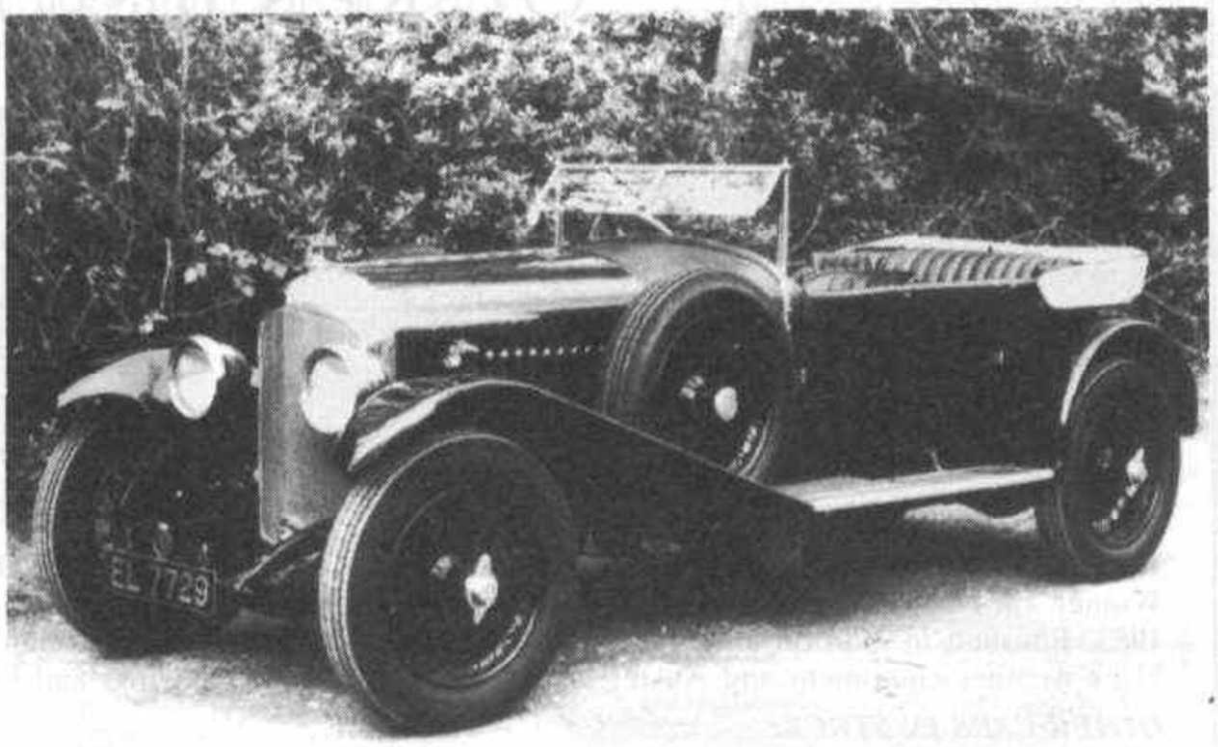
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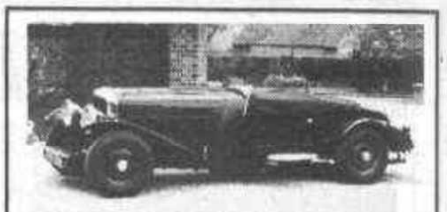
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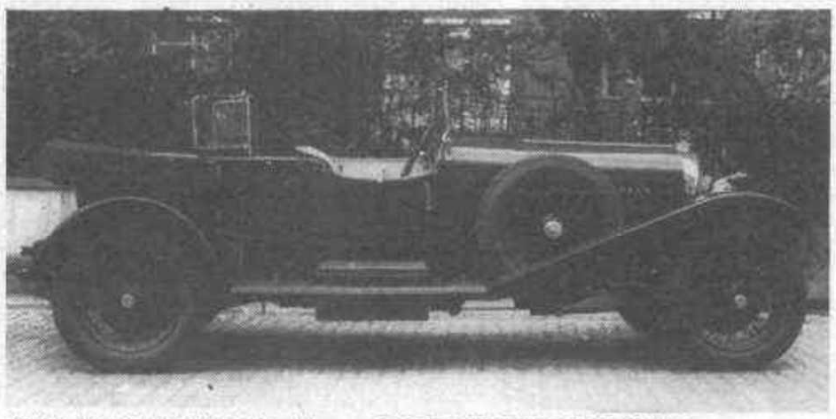
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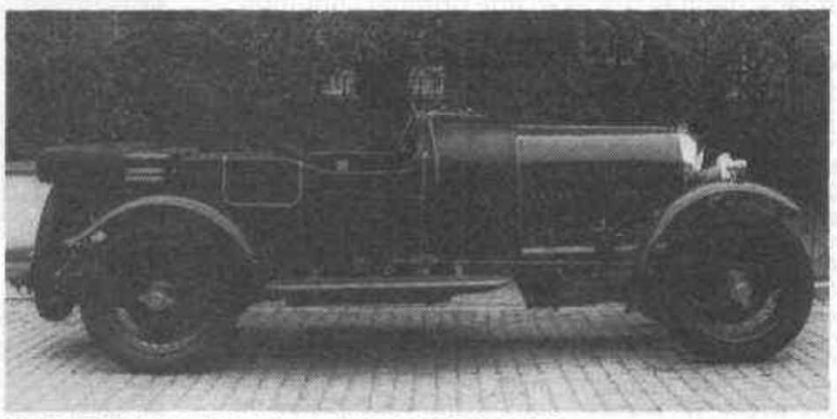
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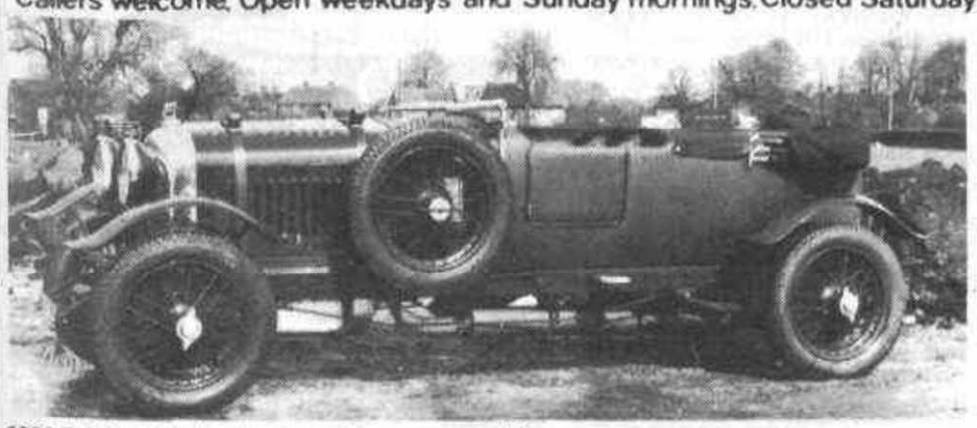


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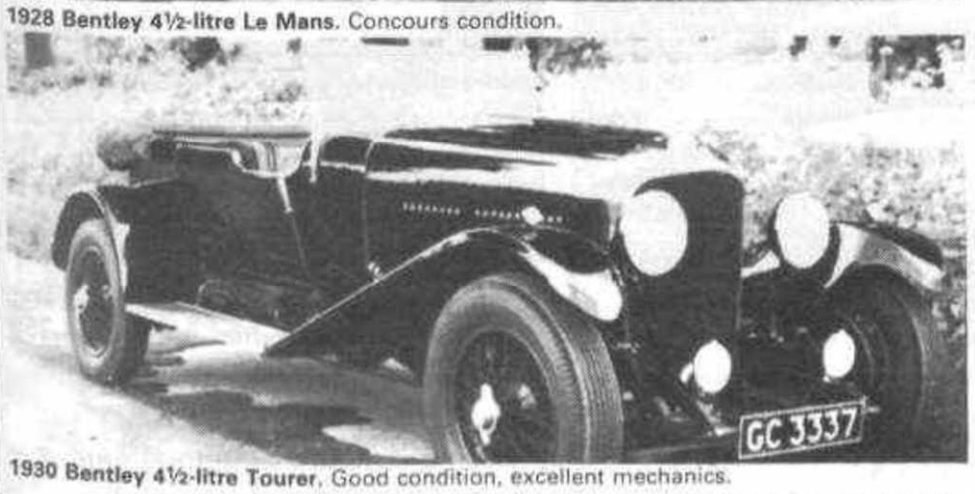
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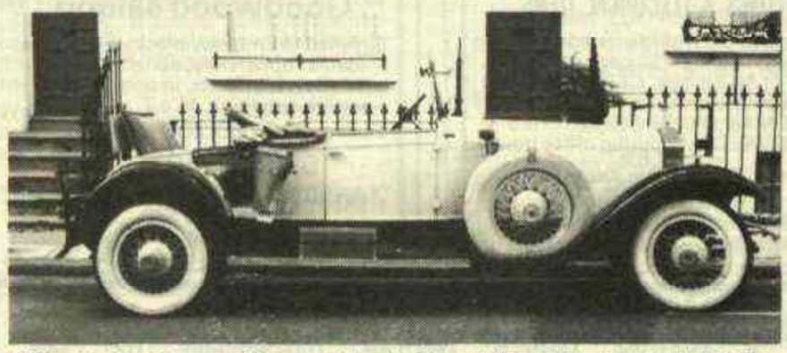
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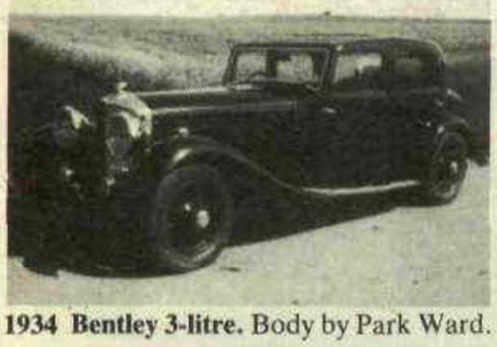
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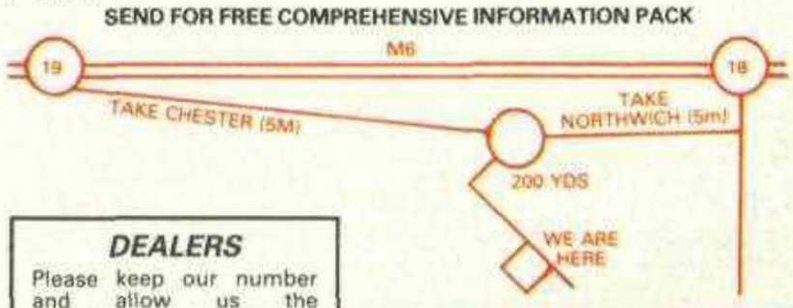
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