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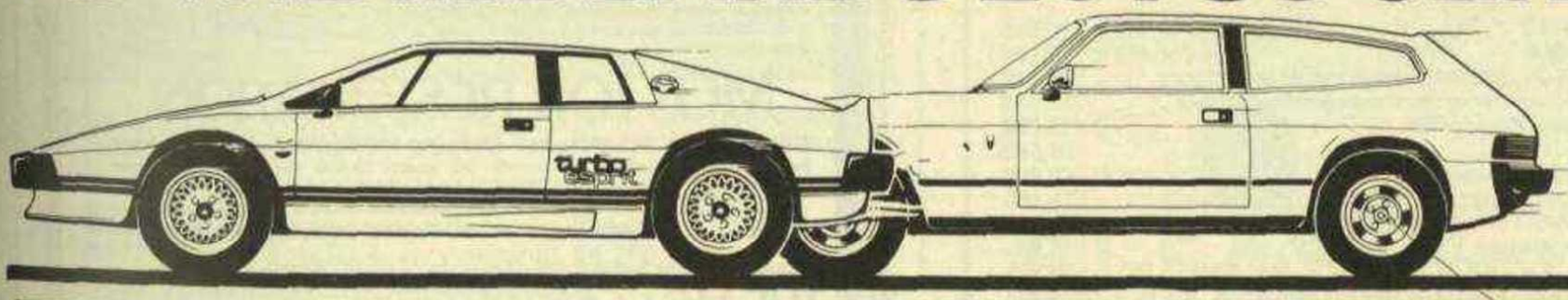
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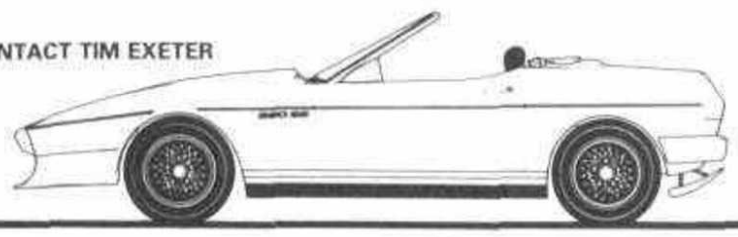
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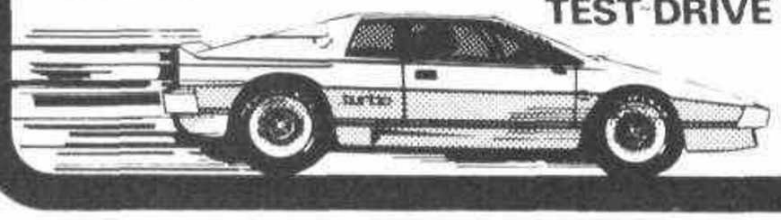
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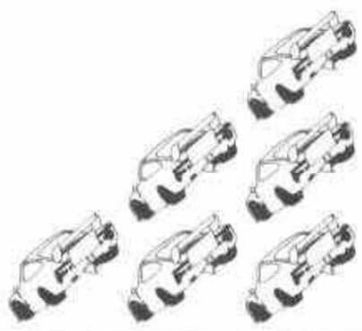
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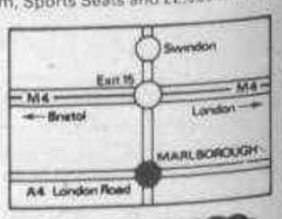
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At this point, it is late at night and we are going to run out of space for the fuller descriptive details. So again we invite you to ring Lynn Campbell or David Cook for the colour dimensions to our list of four-cylinder Porsches.
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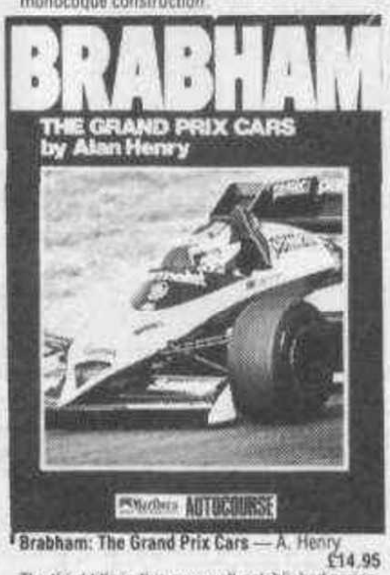
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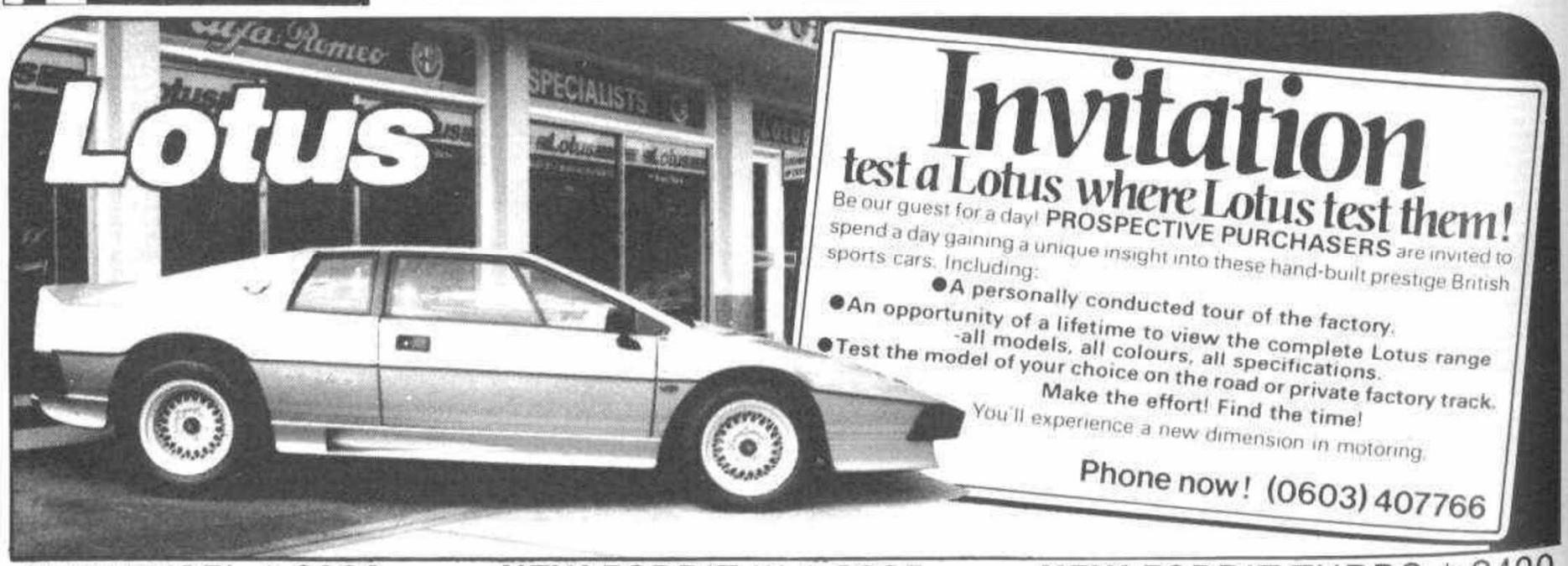
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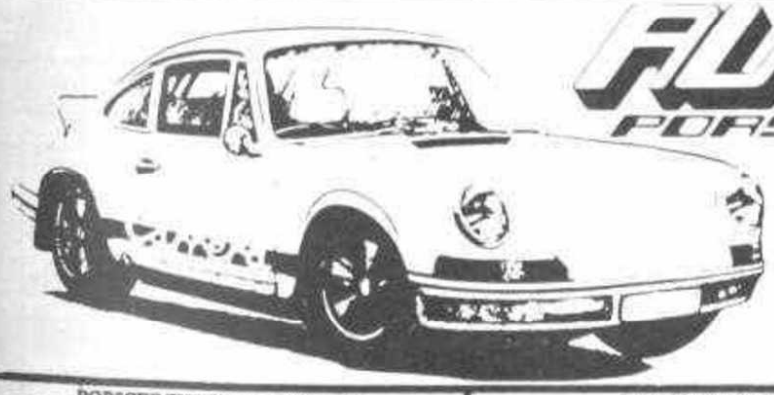
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Please write in the first instance. (Then wait and wait for a reply!)

ACTION FOR FUN

I say, chaps, steady on! Just because we asked for a photo, do you *all* have to pose?



Rumour has it that it's just a hobby and we're all doing it for fun! Photo acknowledgements to David Cornish and Arthur Harvey.

TIP OF THE MONTH

Anti Roll for Racers. It would seem that some of you (oh, all right, us) could use a little improvement in the chassis control department!

One fairly simple item to swop around on the 911/930 are the anti-roll bars, of which there is a limited selection of 'bolt-on' production items. Without attempting to list which models are supplied with which bars from new, the following is an indication of what bolt-on bars are theoretically available for each model:

	Front Bar Diameters: mm
1968-73 911, All 1975-76 3.0 930	13, 14, 15, 16, 18
1974 on 911, All 1977 on 3.0 3.3 930	16, 20, 22
	Rear Bar Diameters: mm
1965-77 911, All	15, 16, 18
1978 on 911, All 1975-77 3.0 930	18
1978 on 3.3 930	18, 20

Various Oddities:

Some early cars have neither the chassis bracket nor trailing arm pin for a rear bar. These are available, and need welding on. Some early cars have no front wishbone bracket, simple to make and fit.

18mm early front bars need different arms.

There is a bolt-on kit for fitting early rear bars to 78-on cars.

Early front bars can seize up in their bushes.

911 and 930 rear bars are not interchangeable.

Check that, with the car sitting level, there is no pre-load or twist in the bars.

Bars are typically circa **£25.00** to **£40.00** each.

And when you've got the bars right, don't forget the cambers, tracking, ride heights, corner weights, tyres, tyre pressures, absorbent underwear, shock absorbers, torsion bars and sundry other minor adjustments you can make.

When we've got it all balanced, we'll never spin or 'Lose it' again. Will we?

CARS FOR SALE



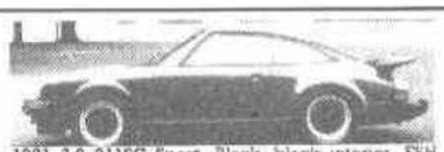
1974 Carrera RS 3.0 Lightweight. Chassis No 9114609097. One of the six RHD cars in the limited homologation series of 109 RS and RSR 3.0 Carreras. Only 15,000 miles from new, cosmetically restored at Porsche in Stuttgart in 1983. Immaculate and original in Guards Red with gold lettering. Still the ultimate RHD road going Porsches. **POA**



As above, but accurate replica. Built by us 4/83 from '74 911 Grand Prix White with blue, coachwork and interior as original RS Lwt. Galvanised bodywork. Original set of 3.0 RS suspension, '917' brakes, 8 and 9J x 15 wheels, 3.0 engine to RS 'Rally spec' with race injection, 'big-bore' exhaust, plus dual ignition, etc. Totally practical, ultra-high performance road car. **£20,000**



'Group B' spec racing 3.3 Turbo. Built for '83 International season from left-hand-drive road car. Hopefully now running after full rebuild of circa 380 bhp engine and gearbox, installation of full instrumentation and much detail sorting. Very comprehensive spec. Many spares. Would easily adapt for road use. As is, incl. VAT (race vehicle) **£28,750**



1981 3.0 911SC Sport. Black, black interior, FSH, 40,000 miles **£16,250**
1978 Left Hand Drive. 911 SC Sport. Black, black trim, sport susp, e/windows, PDM, 3.3 spoilers, Y-Reg'd, currently fitted with full 3.4-litre 230-bhp 240 ft.lb. BB engine, 4,800 miles since built by us. **£11,500**
Might sell less engine **£6,950**
3.4 litres 98 mm x 74.4 mm high comp. 911 SC engine, as above, will fit to your 1974-83 K-Jetronic 911 exchange. Price from **£3,000**



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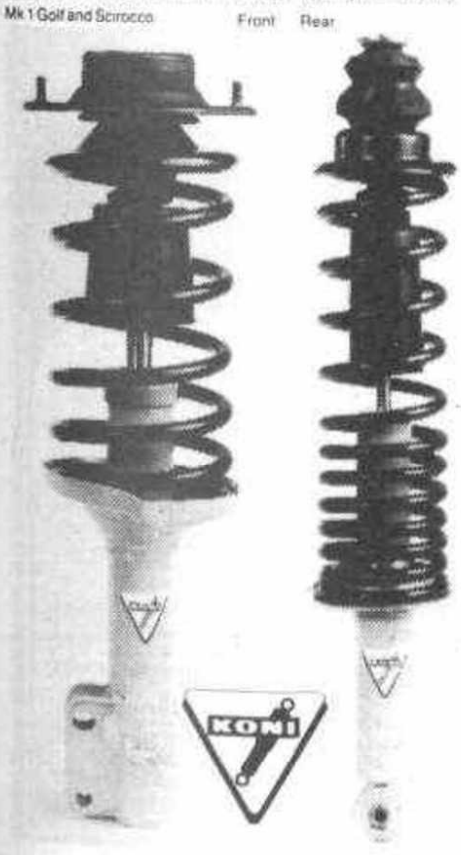
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Sports suspension kits are available for the following vehicles individually designed for maximum performance and comfort. Each kit contains front and rear shock absorbers complete with front and rear coil springs. All kits lower car approx. 2½ cms.

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TOYOTA Corolla GT TC16 coupe 295.00
VW Golf Mk1 & 11 GTi Mk 1 & 11 Scirocco 295.00

If your vehicle is not listed please contact us for advice for suitable shock absorbers and springs. "Make your car handle", we have the experience to recommend the correct suspension parts for your needs. Demon Tweeks are the Trimoco British Saloon Car Champions 1983/84 contested in a VW Golf driven by Alan Minshaw.

Mk 1 Golf and Scirocco — Front — Rear



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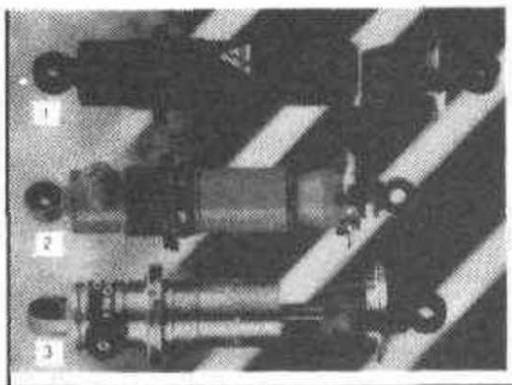


KONI STEERING DAMPERS from 42.29

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Alfetta, all models inc. GTV, Giulietta 1.3, 1.6, 2.0	38.50	35.70
Giulia 1300, 1600 Spider	34.40	34.40
Giulietta 2000 GT, GTV	38.50	35.70
GTV6 Coupe	44.80	39.90
AUDI		
100S, LS, GL	45.10	35.70
100, 1600, 2000, 2200 Avant	57.90	38.50
200, 2200, 5E	57.90	38.50
Quattro inc. 80	61.10	68.40
AUSTIN ROVER		
Mini Clubman 1275, Cooper S inc. Estate	34.40	34.40
Triumph Herald, Vitesse, Spitfire & GT6	40.60	37.10
Toledo 1500 & TC, Dolomite & Sprint	40.60	40.60
TR7 & TR8	55.40	37.10
Rover 3 Litre, 3.5 Litre, P5 Model	34.40	34.40
Rover 50, 75, 80, 90, 95, 100, 105 P4	38.50	38.50
Rover 2000 Type, 3500 V8 P6	35.70	34.40
Rover SDi	55.40	kit
BMW		
315, 318, 320, 323i '82 on	55.40	37.10
518, 520, 525, 528 i	55.40	55.40
630CS, 633CSi, 635CSi, 728i, 732i, 735i	55.40	55.40
2500, 2.8L, 80S, 3.0Si, 3.0L, 3.0Li	55.40	55.40
DATSUN NISSAN		
Cherry 100A, F1, F11	54.10	36.30
Sunny, Violet, Bluebird	55.40	35.70
240Z, 260Z, 280Z	55.40	55.40
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275, 330, 206, 246, GT, B, C, S	55.40	55.40
Dino 308, GT6, GTB, GT4, GTS, Spider 2+2	55.40	55.40
364, GT, GT4, GTC, Daytona 2+2, 512, 400GT Auto	61.10	61.10
FIAT		
131 Mirafiori	61.10	34.40
132, 133	37.10	37.10
X19	59.30	59.30
FORD		
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Capri All inc. 2.8i Rears only	57.90	37.10
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Cortina Mk III, IV, V Saloon & Estate	38.50	34.40
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Escort Mk1 Mexico, RS2000, RS1600	61.10	41.20
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Escort Mk11 RS2000, Mexico RS1800	61.10	41.20
Escort Mk111 1100, 1300, 1600	57.90	57.90
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Accord All	52.80	52.80
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MASERATI		
Bora, Messico, Ghibli	45.70	42.40
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Minx, Hunter, Sceptre & Avenger	55.40	37.10
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Solara, Horizon & Alpine	34.40	35.70
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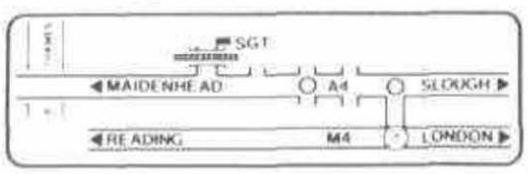
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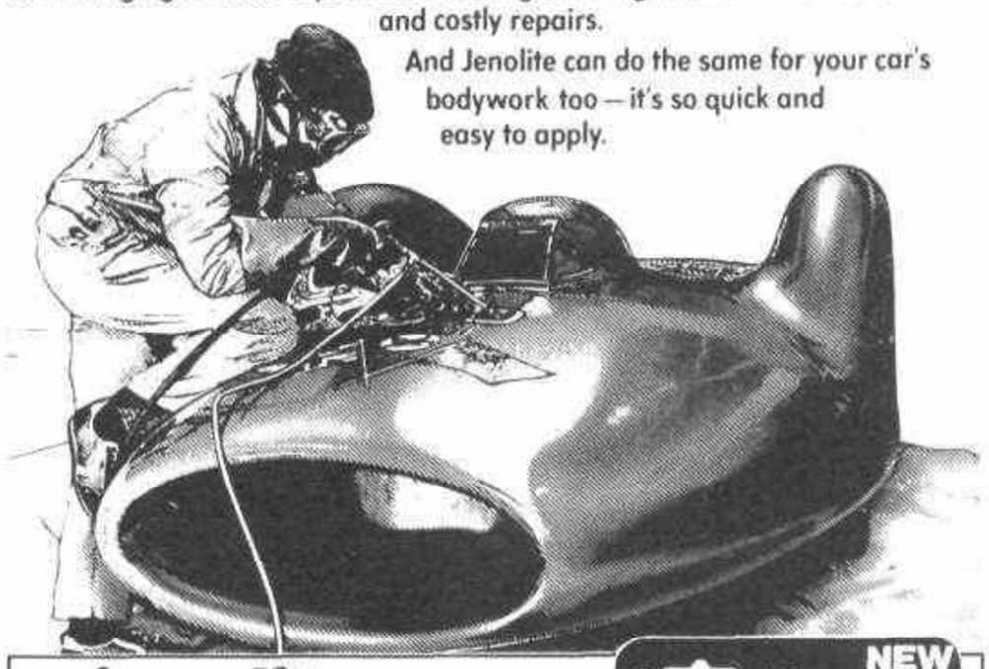
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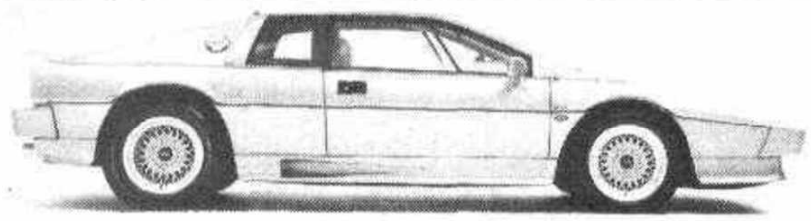
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85B 190 E. Met pajett red, cream velour, auto, elec s/roof, e/windows, a/rests, stereo, elec aerial, 6,000 miles, FSH. **£13,995 or £364 p.m. (S)**
80W 280 TE. Met manganese brown, cream cloth, auto s/roof, alloys, cruise, rear seat HLWW, stereo, e/w, FSH. **£8,995 or £234 p.m. (P)**
85D 280 SL. Met silver, blue cloth, auto, ABS, alloys, rear seat, e/w, stereo, UK supplied, 500 miles. **£23,995 or £624 p.m. (S)**
84B 500 SL. Met lapis blue, grey tex, rear seat, ABS, cruise alloys, pioneer components, stereo, 2,000 miles. **£27,995 or £728 p.m. (P)**

HONDA

84B Accord 4 EM. Met beige, creme cloth, 5-speed, air cond, cruise, PAS, e/w, c/locking, stereo, delivery mileage. **£7,895 or £205 p.m. (S)**
84B Accord 3dr EX. Dominican red, grey velour, PAS, s/roof, e/w, alloys, stereo, HLWW, 5,000 miles. **£6,995 or £182 p.m. (S)**
84A Accord 3-door Executive. Arctic silver, grey velour, 5-speed, e/s/roof, PAS, e/w, HLWW, stereo, 13,000 miles, FSH. **£6,995 or £181 p.m. (P)**
85B Civic GT 1.5i. Greek white, blue cloth, 5-speed, sunroof, tints, alloys, 4 speaker stereo, under 1,000 miles. **£6,645 or £172 p.m. (P)**
84B Civic Shuttle. Met gold, tan cloth, 5-speed, tints, metallic paint, radio, delivery mileage. **£5,690 or £147 p.m. (P)**
84 B Civic De Luxe. Met Avignon blue, blue cloth, 5-speed, tinted glass, split seat, rear wash wipe, radio, under 1,000 miles, FSH. **£4,995 or £129 p.m. (S)**

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New Honda Prelude Executive. Auto with A/C, anti-lock brakes, electric sunroof, PAS, Stereo system etc. Alloys, rear spoiler, 5-speed elec aerial, unregistered. Save over £900 on current list price. **£10,350 (S)**

83Y Prelude EXM. Alb brakes, Met windsor blue, blue velour, e/s roof, PAS, e/windows, alloys, stereo, 13,000 miles, FSH. **£7,295 or £187 p.m. (S)**
83Y Accord 4-door de-luxe. Met Champagne, tan velour, 5-speed, radio, rear seat belts, one owner, 14,000 miles, supplied by ourselves. **£4,995 or £130 p.m. (S)**
84B Accord 3-door EX. Dominican red, grey velour, PAS, s/roof, e/w, alloys, stereo, HLWW, 5,000 miles. **£6,995 or £182 p.m. (S)**

PRE-OWNED CARS

82X BMW 528i A. Met bronze, auto, s/roof, PAS, e/w, alloys, stereo, c/locking, 29,000 miles, FSH. **£9,495 or £241 p.m. (S)**
85B (Ser) BMW 318i 4-door. Met garnet, beige cloth, 5-speed, s/roof, r/heads, c/locking, r/spoiler, one thousand miles only. **£9,695 or £240 p.m. (S)**
81X Porsche 924 Lux. Mocha brown, tan pinstripe velour, s/roof, e/w, alloys, PDM, stereo, 28,000 miles, FSH. **£8,995 or £234 p.m. (P)**
81X Porsche 924. Lux, met pewter, brown berber, s/roof, e/w, alloys, PDM, stereo, 32,000 miles, FSH. **£8,995 or £234 p.m. (P)**
83Y Audi 100 CD. Met Aruba red, grey cloth, automatic, e/w, PAS, c/locking, tinted glass, r/heads, radio, 15,000 miles, FSH. **£8,495 or £221 p.m. (S)**
79 T Porsche 911 SC Sport. Grand Prix white, black berber, e/s roof, Martini stripes, PDM, stereo, 53,000 miles, service history. **£13,495 or £350 p.m. (P)**
84B BMW 635 CSiA. Henna red, anthracite, computer, delivery mileage. **Saving On List (S)**
MG Sports Replica. Ivory, tan interior, based on MGB engine gearbox etc. Fitted overdrive, Concours condition, winner of many events, must be seen, only 6,000 miles. **£4,995 or £129 p.m. (P)**
82Y Volkswagen Golf GLi. Cabriolet, Jet black, henna cloth, 5-speed, tinted glass, alloy wheels, stereo, 11,000 miles, FSH. **£6,995 or £182 p.m. (S)**
82X BMW 528i A. Met bronze, auto, s/roof, PAS, e/w, alloys, stereo, c/locking, 29,000 miles, FSH. **£9,495 or £241 p.m. (S)**

82Y Rolls-Royce Silver Spirit. Honey gold with dk brown hide interior, 1 owner, 8,000 miles, total RR service history. **£39,995 or £1040 p.m. (S)**

81X Jaguar XJS HE. Sapphire blue, biscuit leather, all normal Jaguar refinements plus cruise control, 30,000, FSH. **£12,995 or £333 p.m. (P)**
81W Ford Fiesta 1.1L. White with black cloth, radio, 23,000 miles. **£2,995 or £78 p.m. (S)**
82Y Escort XR2. Met silver, grey velour, 5-Sp, S/roof, alloys, stereo, tints, only 10,000 miles, FSH. **£5,495 or £143 p.m. (S)**
83Y Audi 80 CD. Met smoked grey, blue velour, 5-Sp, PAS, s/roof, alloys, c/locking, stereo, 22,000 miles. **£5,995 or £156 p.m. (S)**
85B Porsche 911 Carrera Sports Targa. Guards red, full black hide trim, cruise control, stereo, 4,000 miles, FSH. **£28,995 or £754 p.m. (P)**
84A VW Golf GTi II. Met anthracite, black cloth, factory, s/roof, Pirelli wheels & tyres, stereo, tints, 8,000 miles. **£7,495 or £195 p.m. (S)**
83A Opel Manta 1.8S Berlinetta. Met oyster, gold tan, velour trim, 5-speed, front & rear spoilers, stereo, alloys, tints, 18,000 miles, FSH. **£4,995 or £130 p.m. (S)**
84B XJS Cabriolet. Met antelope with doe skin hide, 4,000 miles, arrives weekend.
(P) = Portsmouth (S) = Southampton

JOHN BUTT AUTOMOBILES

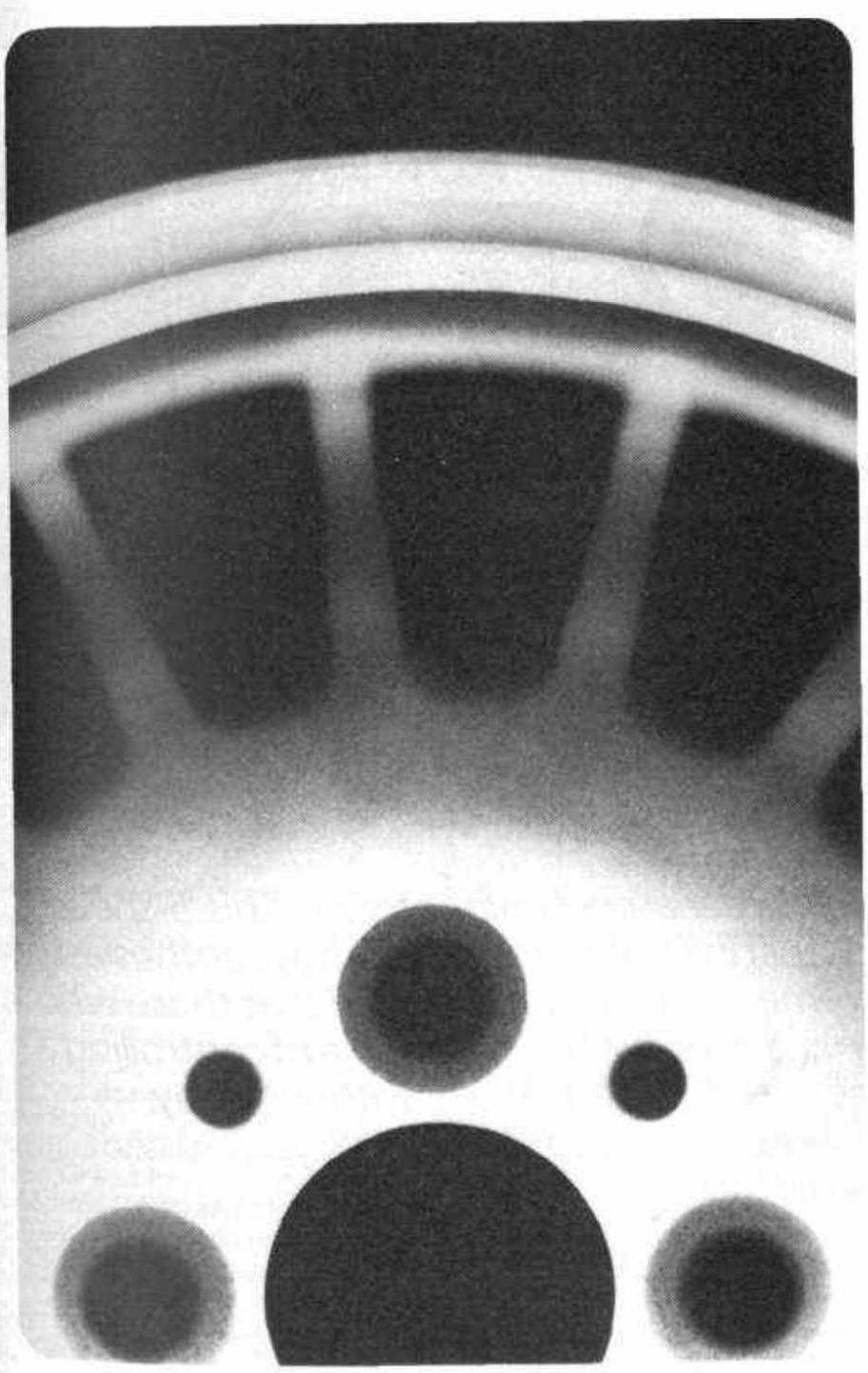
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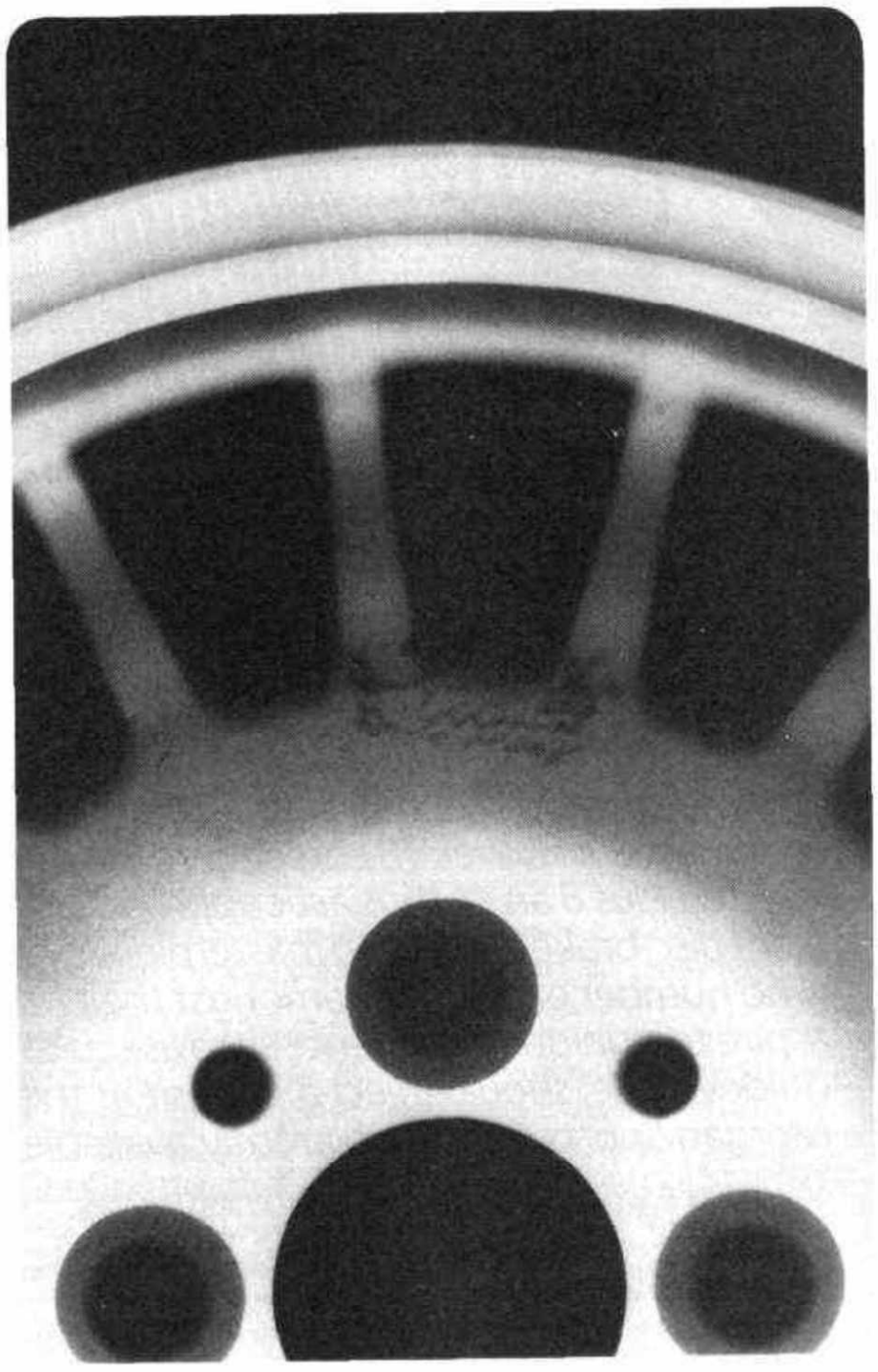
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VOL. LXI No. 6 JUNE 1985

MOTOR SPORT

INCORPORATING **SPEED** AND THE **BROOKLANDS GAZETTE**

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FRONT COVER PICTURE: Ayrton Senna leads the field at the start of the Portuguese GP. Senna not only won in copybook fashion but led the following two races at Imola and Monaco until sidelined by problems.

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MATTERS OF MOMENT

CREDIT WHERE IT'S DUE

IF you look back 10, 15, 20, or 25 years in the correspondence columns of any motoring magazine you're liable to experience déjà vu, for so many of the letters deal with subjects which are still current preoccupations. Indeed, many could be printed today with little alteration.

There is the "I would like to thank the marshals. . ." letter; the "what about British drivers?" letter; the letter which proposes new formulae; the one complaining about spectator facilities at the British Grand Prix (a body of literature to which in the past we have contributed), and there is the one which complains about the lack of motor racing coverage in the mass media.

As they say about jokes, the old ones are the best ones; so it is with Letters to the Editor.

It is therefore with mixed feelings that we must bid farewell to an old and familiar favourite, the letter complaining about motor racing coverage in the mass media. Every editor will miss its passing, for it has always been a yeoman stand-by. On the other hand, every enthusiast must welcome the fact that the letter is now more or less redundant.

Every magazine received protest letters when motor racing was neglected in the mass media, but we have received no correspondence now that the serious daily and Sunday newspapers, and the radio and television channels, particularly BBC 2 with its coverage of F1, are giving unprecedented coverage to the sport.

This column was written after the first three European Grands Prix. We have been able to watch the races in full as well as receiving edited highlights later the same day. For this relief, much thanks.

Much of the credit for this extended coverage must go to the commentary team of Murray Walker and James Hunt. Every informed enthusiast knows that they frequently make "mistakes" (the inverted commas are deliberate, for it's one thing to watch a race on a large screen, at home, without the pressure of knowing that there are millions of viewers hanging on to one's every word, and it's quite another thing to sit in a box in front of a small monitor and to actually commentate). Every informed enthusiast "knows" that Walker and Hunt often state the obvious — but the "obvious" isn't always obvious to the casual viewer who tunes in and who may stay tuned. If you talk to friends who are not committed to the sport and yet who occasionally watch the coverage, you will find a wide measure of appreciation for the work of Walker and Hunt. We think they do a fine job treading the line between giving the sort of information which the knowledgeable viewer wants, and the sort of elementary comments which can make the casual viewer feel at home with what is, after all, a complex sport.

The two men generate a peculiar chemistry. You have the older commentator who is also one of the most conscientious journalists in the game, and you have young (well, youngish) James who has actually sat in the cockpit and won Grands Prix. It's an irresistible combination. It's a combination which has helped our sport to unprecedented popularity and it's high time someone said so, gave credit where credit is due, and said, "Thank you, Murray and James".

This column has often been devoted to criticism. It's a pleasant change to be able to praise. We have singled out BBC 2 and its commentary team but praise is also due to the other television channels, to national and local radio stations, and the teams who put together the sports pages of the literate newspapers.

It's great to be able to say "good-bye" to the once-justified letter of complaint regarding media coverage of the sport. We look forward to the day when we can also say "good-bye" to the letters of complaint about treatment of spectators at the British Grand Prix, the letters which call for better support for home-grown driving talent, those which highlight injustices, bad design, bad service, and all the other wholly justified complaints which MOTOR SPORT, in common with other magazines, regularly receives.

Continued overleaf

Motor Sport Fixture List for June

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

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

DATE	ORGANISER	VENUE	EVENT	TIME
June 1st	500 MRCI	Kirkistown Circuit, Ireland	Race Meeting (N)	—
June 1st-2nd	**Royal Automobile Club of Belgium**	**Spa Circuit, Belgium**	**Belgian Grand Prix and European F3000 (World Championship round) (INT)**	—
June 2nd	BRSCC	Snetterton Circuit, Norwich, Norfolk	Race Meeting (R) (24 hours)	09.00
June 2nd	Astra MC	Lydden Circuit, Dover, Kent	Race Meeting (R)	—
June 2nd	750 MC	Mallory Park Circuit, Kirkby Mallory, Leicester	Race Meeting (R)	—
June 2nd	SSCC	Knockhill Circuit, Dunfermline, Fife	Race Meeting (R)	—
June 6th-9th	**ADAC Hessen eV**	**Germany**	**European Rally Championship Round (INT)**	—
June 8th-9th	**BRDC**	**Silverstone Circuit, Nr. Towcester, Northants**	**British Formula 3 Championship (INT/R)**	—
June 8th-9th	**HSCC**	**Brands Hatch Circuit, Nr Dartford, Kent**	**Historic Car Race Weekend (INT/R)**	—
June 8th-9th	VSCC	Oulton Park Circuit Nr. Tarporley, Cheshire	Race Meeting (R)	13.30
June 8th-11th	**RSAC**	**Glasgow, Scotland**	**International Scottish Rally (European Rally Championship round) (INT)**	—
June 9th	BARC	Cadwell Park, Nr. Louth, Lincs	Race Meeting (N/R)	—
June 9th	**Automotoklub Brno**	**Brno, Czechoslovakia**	**European Touring Car Championship round (INT)**	—
June 14th-15th	**Federatia Romana de Automobilism si Karting**	**Romania**	**Rally Danube Dacia European Rally Championship round (INT)**	—
June 14th-16th	**Escuderia Drago**	**Spain**	**Rally El Corte Ingles European Rally Championship round (INT)**	—
June 15th	BRSCC	Oulton Park Circuit, Nr. Tarporley, Cheshire	Race Meeting (R)	—
June 15th-16th	**ASCO 24 Hours du Mans**	**Le Mans, France**	**Le Mans 24 Hours Race (World Endurance Championship) (INT)**	—
June 15th-16th	**AC Pavia**	**Italy**	**Rally 4 Regioni (European Rally Championship round) (INT)**	—
June 16th	BARC	Snetterton Circuit, Norwich, Norfolk	Race Meeting (N/R)	—
June 16th	**Canadian Automobile Sports Clubs**	**Montreal, Canada**	**Canadian Grand Prix (World Championship round) (INT)**	—
June 16th	**Osterreichischer Automobil Sports Club**	**Oesterreichring, Austria**	**European Touring Car Championship round (INT)**	—
June 16th	BRSCC	Donington Park Circuit, Derby	Race Meeting (R)	—
June 16th	BARC	Lydden Hill Circuit, Dover, Kent.	Race Meeting (R)	—
June 21st-22nd	**Barum Rally**	**Czechoslovakia**	**Barum Rally (European Rally Championship round)(INT)**	16.00
June 22nd	MCMRC	Oulton Park Circuit, Nr. Tarporley, Cheshire	Race Meeting (R)	—
June 22nd-23rd	AMOC	Silverstone Circuit, Nr. Towcester, Northants	Race Meeting (R)	—
June 22nd-23rd	BRSCC	Snetterton Circuit, Nr. Norwich, Norfolk	Race Meeting (R)	—
June 22nd-23rd	**BARC**	**Brands Hatch Circuit, Nr. Fawkham, Kent**	**Race Meeting (British Formula 3)(INT/R)**	—
June 23rd	**SCCA**	**Detroit, USA**	**Detriot Grand Prix (World Championship round) (INT)**	—
June 23rd	**Wiesbadener Automobilclub e.V. im AvD**	**Hockenheim, Germany**	**European F3000 Race (INT)**	—
June 23rd	750 MC	Mallory Park Circuit, Leics	Race Meeting (R)	—
June 27th-July 3rd	**Motorsport Assoc. of New Zealand Inc. / New Zealand Int., Grand Prix**	**Auckland, New Zealand**	**New Zealand Rally (World Rally Championship round) (INT)**	—
June 29th-30th	Bugatti OC	Prescott, Nr. Cheltenham	Midland / BARC Hill Climb Championship (N)	10.30
June 28th-30th	**AC Targa Florio M F Thevelin**	**Ypres, Belgium**	**24 Hours d'Ypres Rally (European Rally Championship round) (INT)**	—
June 29th-30th	**BARC**	**Snetterton Circuit, Norwich, Norfolk**	**Race Meeting (INT/R)**	—
June 30th	**ARBO-Salzburg**	**Salzburg, Austria**	**European Touring Car Championship round (INT)**	—
June 30th	**ASA Dijon Prenois**	**Dijon, France**	**European F3000 Race (INT)**	—
June 30th	BRSCC	Mallory Park Circuit, Leics	Race Meeting (R)	—
June 30th	Brooklands Society	Brooklands Circuit, Weybridge	Brooklands Re-Union	10.30
June 30th	750 MC	Lydden Hill Circuit Dover, Kent	Race Meeting (R)	—
July 4th-6th	**AC Palermo**	**Sicily, Italy**	**Rally of Sicily (European Rally Championship round) (INT)**	—
July 6th	VSCC	Silverstone Circuit, Nr. Towcester, Northants	Race Meeting (C)	13.30
July 7th	**ASA Paul Ricard**	**Paul Ricard Circuit, France**	**French Grand Prix (World Championship round) (INT)**	—

MATTERS OF MOMENT

Continued from previous page

CONGRATULATIONS

Robin Herd of March recently received the Duke of Edinburgh's Designers' Prize in recognition of his firm's outstanding contribution to motor sport, in particular, to current Indycar racing.

March has enjoyed 15 years successfully making production racing cars which have won innumerable races and championships around the world.

We in Britain too often take for granted our own racing car industry which includes not only car constructors but engine builders, fabricators, makers of gearboxes and all the rest. The fact is that our racing industry is simply the best in the world. Excluding purely national formulae, well over 90% of all 1984 single-seater races were won by cars built in Britain. Without in any way lessening March's achievement in winning this important award, we feel that, in a sense, it is a recognition of our entire industry for March has always been dependent on other suppliers; Cosworth for the DFX Indycar engine, Hewland for gearboxes, and the anonymous fabricators and craftsmen who act as sub-contractors.

In honouring Robin Herd, Prince Philip honours an industry of which we all can be proud. If the rest of British industry worked as hard, as well as competitively, as flexibly and with as much pride as our motor racing industry, from men like Robin Herd, Eric Broadley, Ron Tauranac, Adrian Reynard, John Barnard, Patrick Head et al down to the humblest "gofer" and wheel polisher, then this country would have very few industrial or economic problems.

We congratulate Robin Herd and March on receiving a well-deserved honour and, at the same time, take our hats off to all the others engaged in a great industry.

CLUB NEWS

A FORMULA to offer cheap motorsport is always welcome news, and this time **Tunbridge Wells Motor Club** are the instigators with a grasstrack series which will cater for most vehicles currently competing in Rallycross, Minicross, or Autocross, plus a class for rallycars. Regulations are available on receipt of sae from Jim Greenfield, 50 Woodland Road, Tunbridge Wells, Kent TN4 9HN.

At the end of April, the **Ferrari Owners Club** held its AGM and a lunch to celebrate 25 years of the Ferrari importers **Maranello**. Guest of honour was, of course, Col Ronnie Hoare, Chairman of Maranello and Patron of the Club, and representatives of Ferrari in Italy were joined by some of those who drove for the Colonel, including Mike Salmon, Richard Attwood, John Surtees, and David Piper. The meeting, held at Cheltenham Racecourse because of the large attendance expected (over 200 in the end), boasted some exciting cars — 250 GTOs, SWBs, and TestaRossas new and old. After lunch, there was a presentation to the Colonel of a number of mementos, including a picture of his favourite Ferrari of all those he has owned, a 4-litre GTO.

The **Central section** of the **Alfa Romeo OC** are the hosts at an informal gathering of classic car enthusiasts of all types on Saturday June 29th, at the Sutherland Arms, Tibberton, near Newport, Shropshire. This will be the fifth such occasion, and raffle proceeds will go to charity. The meeting starts at 12 noon and will run through to an evening barbecue. Further details from Timothy Harrop, 5 Park Close, Barton Park, Barton-under-Needwood, Staffordshire. A fortnight later, the **NE Section** are holding Northern Alfa Day at Nostell Priory in collaboration with **The Fiat Twin-Cam Register** and the **X1/9 OC.** Members or not, Alfa and Fiat enthusiasts will be welcomed at the event, which includes a concours, gymkhana and autojumble.

OBITUARY — Kenneth Evans

WE ARE very distressed to have to record the death of Kenneth Evans, after a recurring illness. Tall, very slim trilby-hatted Kenneth was one of the most enthusiastic of pre-war semi-amateur racing men to frequent a motor-racing Paddock. With his brother D. G. Evans, and equally slim, good-looking sister Doreen, who began at the age of 19 and managed by their father, the trio took part in most of the British races and sprint events of the 1930s, but it was Kenneth who went on to buy a *monoposto* Alfa Romeo and race abroad.

By profession estate-agents, so keen were the sons and daughter on motor racing that Bellevue Garage (Racing) Ltd was formed in Wandsworth opposite the original garage, with soundproof test-bays and a very professional organisation for preparing their own and customers' racing cars. In 1931 W. E. Wilkinson was taken on as foreman, later to be made Manager and then generously given a Directorship. They had a Perkins diesel-engined Bedford truck and a shed at Brooklands, and specialised in MGs. They hired-out racing cars to would-be racing drivers for modest fees.

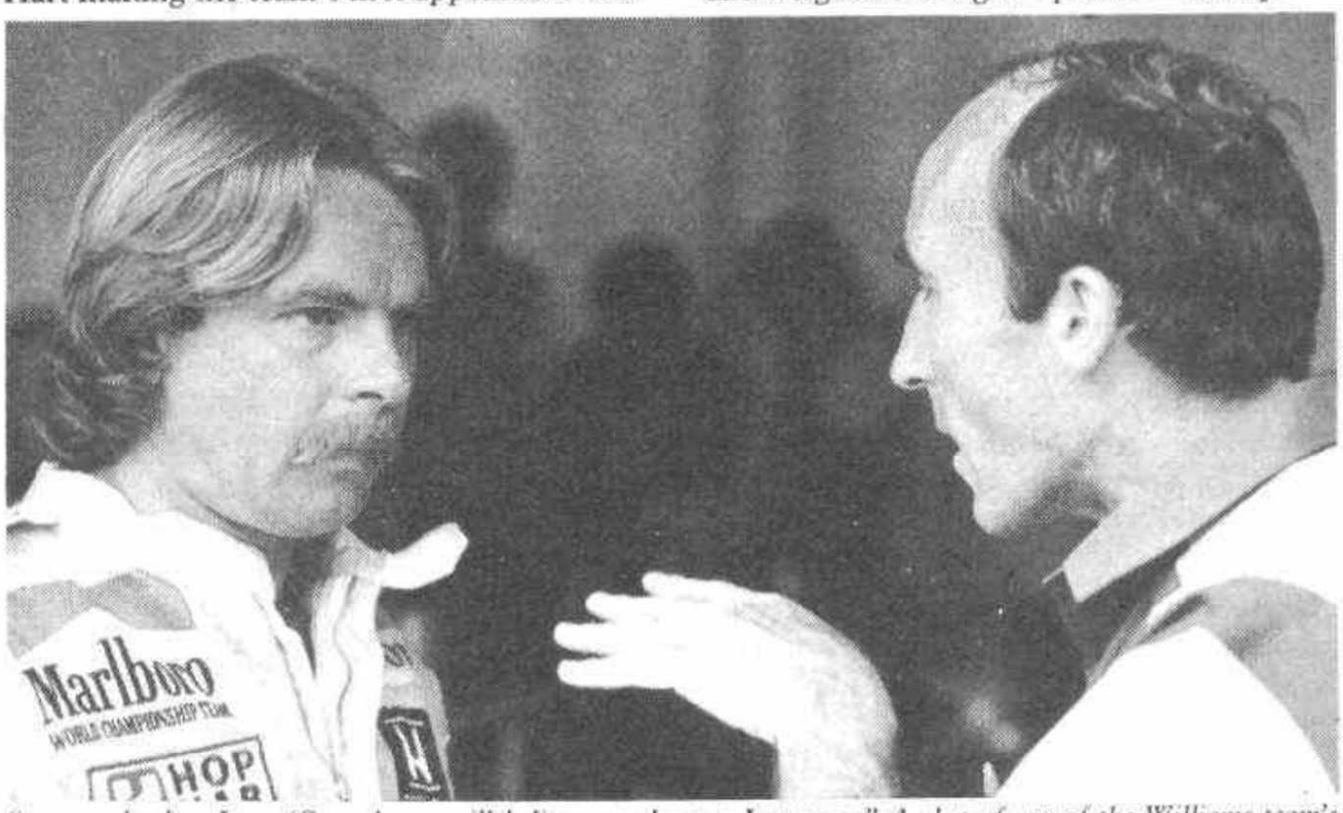
Kenneth Evans had owned a 1,500 cc Alfa Romeo and his brother a Type 43 Bugatti, before concentrating on MGs. To list all his successes would require a complete article, and, racing apart, he competed with distinction, with his brother and sister, in many pre-war mud-trials, notably with the ex-"Muskateer" MG Magnettes. His first Brooklands win was in 1933, with a modified Montlhéry MG Midget and he merits references on a further 22 pages in the official history of Brooklands Track. Sprints and long-distance races alike came naturally to Kenneth and his versatility was further demonstrated when he shared an ERA with Ian Connell, with whom he was sixth, for instance, in the 1938 Nuffield Trophy Race at Donington and third, with Briault, in the previous year's 200 Mile Race at that circuit. By then Kenneth had achieved an ambition by acquiring the ex-Nuvolari 2.9-litre P3 Dubonnet-ifs Alfa Romeo, with which he took fifth in the 1938 British Empire Trophy race at Donington. Evans also campaigned the car abroad and in 3.2-litre form it was ninth in the 1937 German GP, a fine performance for a lone British driver of an obsolete car. The Alfa Romeo got home just in time before war broke out, having been entered for the Swiss GP and in April that year it had set the Class-D Campbell-circuit lap-record at Brooklands to 73.66 mph, in perpetuity. Five years earlier K. D. Evans had set a 750 cc-class Mountain circuit lap-record of 55.98 mph, broken the following season by Charlie Dodson in the "works" A7. Finishing his education at Oxford, Kenneth Evans was typical of the better gentlemen racing motorists of his day. Recently he had devoted his time to supporting the Brooklands Society in its hopes of attaining the "40-Acre" site at Brooklands . — W.B.

Monaco Grand Prix

(Full report next month)

Monte Carlo — May 19th

AFTER dominating both days of qualifying and taking his third pole-position in a row, Ayrton Senna's Renault V6 in his Lotus 97T let him down after only thirteen laps, while he was leading comfortably, allowing Alboreto to take the lead. A slight error by the Italian at Ste Devote then let Prost by into first place, but not for long as the Ferrari driver gathered himself up and retook the lead within seven laps, but it wasn't his day, for a deflated tyre then sent him into the pits and Prost went back into the lead, with de Angelis and de Cesaris following through into second and third places. Prost and the McLaren MP4/2B were their usual selves and the Turbo Porsche V6 never hesitated, taking the Frenchman through to an immaculate finish. Alboreto worked his way back into second place by the end of the 78 laps and in the last few minutes of the race a few rain spots fell, but had no effect on the outcome. After a heroic second place on the grid, Mansell was forced to cruise round in the race with erratic carbon-fibre brakes that did not allow him to show his potential, and he finished a poor seventh, with his team-mate behind him in the same trouble. Brundle made a spirited drive with the only Tyrrell-Cosworth V8 to qualify and finished ahead of Palmer with the Turbocharged Zakspeed which ran roughly throughout the race, but nonetheless finished. The lone Toleman-Hart making the team's first appearance this year with Teo Fabi failed to finish. The winning McLaren arrived in the *parc-ferme* after its slowing down lap, with a dry tank, and weighed 542 kgs — phew! — D.S.J.



". . . and when I say 'Senna' you will believe you have a Lotus too." A shot of one of the Williams team's hypnosis sessions.

RESULTS

MONACO GRAND PRIX — Formula One — 78 laps — Monte Carlo — 3.312 km per lap — 258.336 kilometres — Dull

1st	Alain Prost(McLaren MP4 2B — Porsche V6 t/c)	1 hr 51 min 58.034 sec — 138.434 kph
2nd	Michele Alboreto(Ferrari 156/85 — V6 t/c)	1 hr 52 min 05.575 sec
3rd	Elio de Angelis(Lotus 97T — Renault V6 t/c)	1 hr 53 min 25.205 sec
4th	Andrea de Cesaris(Ligier JS25 — Renault V6 t/c)	1 lap behind
5th	Derek Warwick(Renault RE60 — V6 t/c)	1 lap behind
6th	Jacques Laffite(Ligier JS25 — Renault V6 t/c)	1 lap behind

Fastest lap: Michele Alboreto (Ferrari 156/85) on lap 60 in 1 min 22.637 sec — 144.264 kph

20 starters — 11 finishers

New Import

A 1.3-litre version of the Alfa Romeo Arna is now available on the British market at £4,620. Talbot has added two new models to the Horizon range and all new Horizons have received a cosmetic face-lift. Fiat is offering the Bianca, a limited edition of the Panda Super which, as its name suggests, comes in an all-white finish and Ford is offering a Laser II version of the Escort L.

Bitter Approved

The attractive Bitter SC 2-door Coupé has received Type Approval and, by the time this appears, the first eight should be in the country. A network of eight specialist dealers has been appointed, delivery time is expected to be in the region of 12 weeks and the importers, Gordon Lamb Concessionaires of Chesterfield, predict sales of about 150 cars in the first year.

Variations

NEXT YEAR will see the arrival of cars from Isuzu, Japan's smallest manufacturer. Charles Follett Limited is establishing a new company to import them and initially will concentrate on the Piazza, a two-litre turbocharged coupé which is styled by Giugiaro and which was seen at the NEC Motorfair last October. Prices have yet to be announced.

Portuguese Grand Prix

Senna makes his mark

IT would probably be a very slight exaggeration to suggest that Ayrton Senna has brought a fresh standard of driving excellence to Formula One simply on the strength of his splendid flag-to-flag victory in the Portuguese Grand Prix at Estoril, but it wouldn't be *too much* of an exaggeration. It was a masterly performance for two or three reasons. Obviously, the fact that Senna started from pole position after establishing the fastest qualifying times in the two official sessions was one of them, but the way he handled himself in the race and assessed his own performance afterwards indicated that here was a quite unusually objective racing driver with the capacity for intelligent self-appraisal.

Senna's 1 min 21.007 sec fastest lap round the Estoril autodrome saw him beat Alain Prost's McLaren MP4/2B by almost 0.4 sec, and, with rain falling steadily, the Brazilian made it a case of "no contest" once the race got underway. He may have had a troubled practice, the Lotus mechanics taking some time to pinpoint the cause of the misfire which had troubled his car in Brazil, while his spare car had clutch trouble and stranded him out on the circuit during one untimed session, but the race was no problem whatsoever. Quickly mastering the technique of running in the highest possible gear at all times, thereby minimising wheel spin on the treacherous track surface, Senna drove away into the distance and lapped everybody bar second place-man Michele Alboreto's Ferrari 156/85.

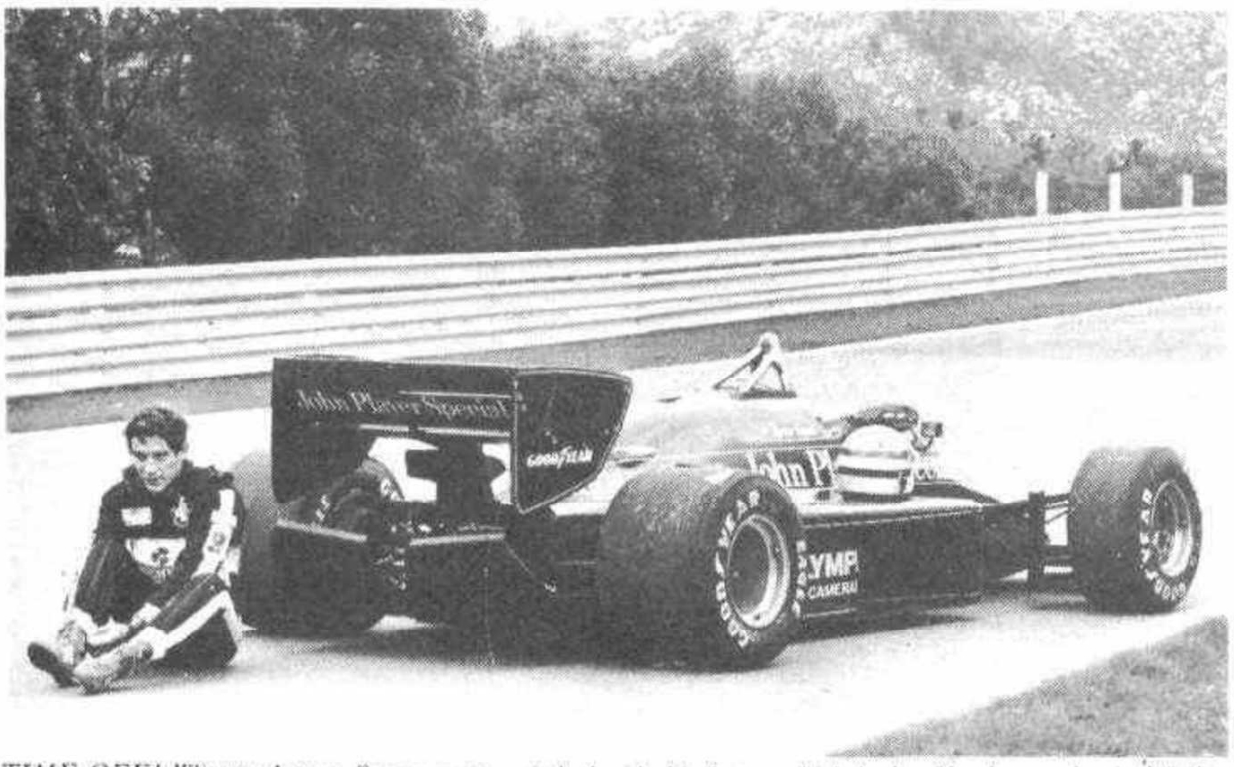
Bravely, and in determined style, Senna's team-mate Elio de Angelis came sprinting through from his position outside Keke Rosberg's Williams FW10 on the second row, and the Italian did his level best to keep up for the first few laps. Some people thought he was "protecting" Senna from any non-Lotus challenge, but the fact of the matter was Senna required no such assistance. Within 15 laps he was out of sight and de Angelis's concentration was focussed on fending off Prost's McLaren which shadowed him relentlessly from the start.

Time after time Prost seemed close enough to get by, occasionally edging the McLaren's nose alongside the Lotus, but Elio was driving with tremendous composure and refused to be ruffled into a mistake. As the race progressed, so the rain intensified to the point where huge lakes were forming on the start / finish straight and the drivers hardly dared take their eyes off the road to read their pit signals, such was the degree of concentration required. At one point Senna actually slid off the circuit, getting all four wheels on the grass, as he went down the hill behind the paddock, and later dismissed idolatrous reports that it was a brilliant piece of car control with an honest, "it was just luck that it came back on the road!" Funny how top drivers seem to make their own luck. . . .

Eventually it was the normally cool Prost whose McLaren pirouetted off on the standing water in front of the pits. Bobbing along in de Angelis's wake, the red and white car suddenly snapped into a series of spins, glanced the guard rail opposite the pit wall and shuddered to a halt with a stalled engine. That little drama handed Michele Alboreto third place on a plate and he took up the attack on de Angelis, finally slipping through ahead of the Lotus on lap 43, although at this stage the Ferrari found itself a minute behind Senna with no realistic chance of catching up. All Michele could do was to prevent himself being lapped, a task successfully achieved by the time the sodden chequered flag came out after 67 laps and two hours' racing.

Immediately after Alboreto slipped past him, de Angelis slid wide on an uphill right-hander, an excursion which probably contributed to the slow puncture he sustained in one of his front Goodyears shortly before the finish. He thus had to ease his pace slightly in order to stay in control and was unable to fend off Patrick Tambay's Renault RE60 which came storming confidently through to take third place ahead of him at the end.

The top half dozen was completed by Nigel Mansell's Williams FW10 and the Cosworth DFY-engined Tyrrell 012 of Stefan Bellof. Mansell's performance was quite noteworthy after a troubled practice during which he crashed heavily after being

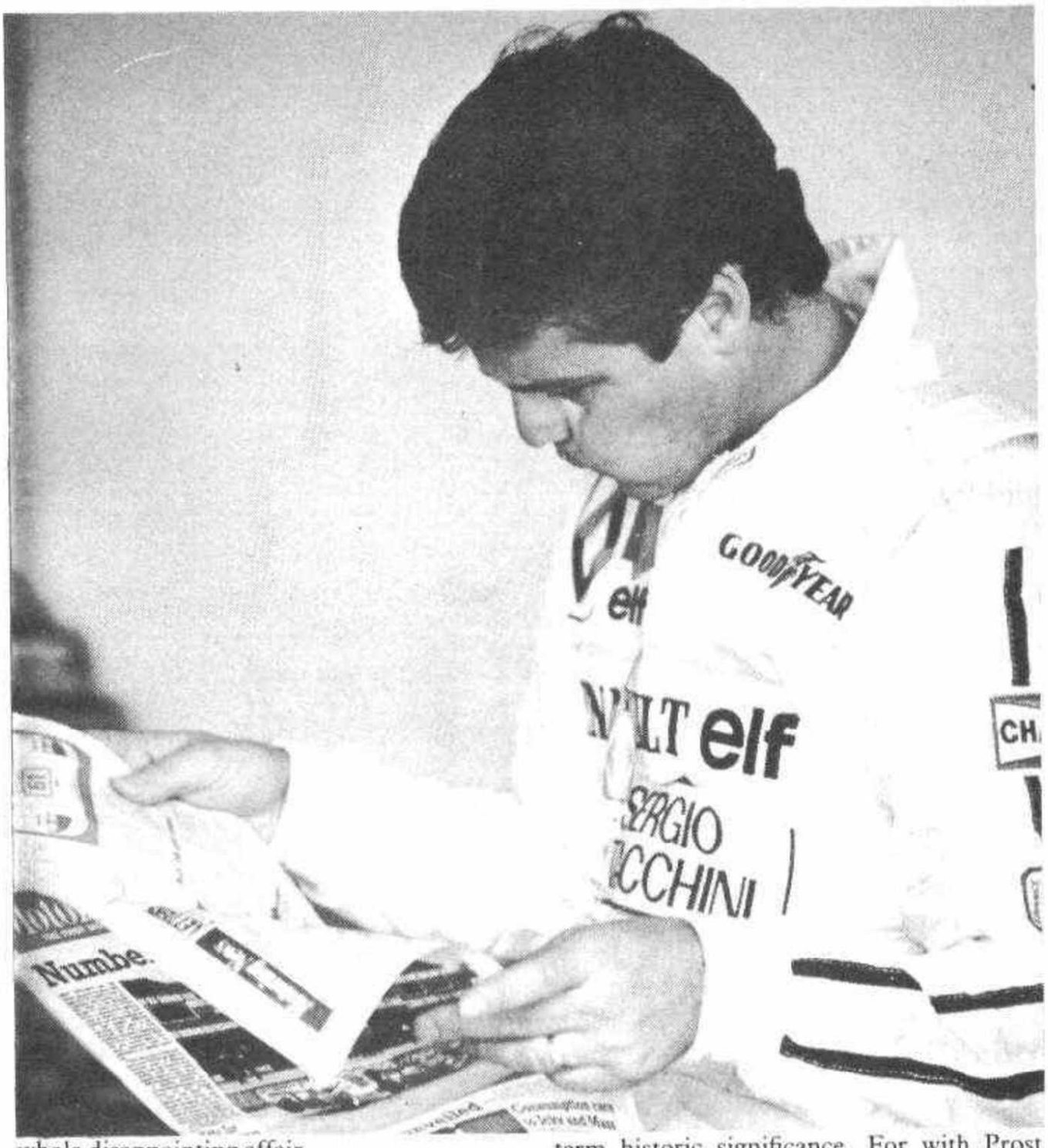


TIME OFF! Winner Ayrton Senna waits quietly beside his Lotus which had suffered a mechanical failure during Friday practice.

STARTING GRID ↑

12 A. Senna *(Lotus-Renault V6 t c)* 1m 21.007 sec (1m 44.121 sec)	2 A. Prost *(McLaren-Porsche V6 t c)* 1m 21.420 sec (1m 44.901 sec)
6 K. Rosberg *(Williams-Honda V6 t c)* 1m 21.904 sec (1m 45.717 sec)	11 E. de Angelis *(Lotus-Renault V6 t c)* 1m 22.159 sec (1m 45.212 sec)
27 M. Alboreto *(Ferrari V6 t c)* 1m 22.577 sec (1m 44.864 sec)	16 D. Warwick *(Renault V6 t c)* 1m 23.084 sec (1m 45.985 sec)
1 N. Lauda *(McLaren-Porsche V6 t c)* 1m 23.288 sec (1m 46.633 sec)	25 A. de Cesaris *(Ligier-Renault V6 t c)* 1m 23.302 sec (1m 49.658 sec)
5 N. Mansell *(Williams-Honda V6 t c)* 1m 23.594 sec (1m 46.697 sec)	7 N. Piquet *(Brabham-BMW 4 cyl t c)* 1m 23.618 sec (1m 51.619 sec)
28 S. Johansson *(Ferrari V6 t c)* 1m 23.652 sec (1m 46.297 sec)	15 P. Tambay *(Renault V6 t c)* 1m 24.111 sec (1m 46.290 sec)
22 R. Patrese *(Alfa Romeo V8 t c)* 1m 24.230 sec (1m 51.658 sec)	23 E. Cheever *(Alfa Romeo V8 t c)* 1m 24.563 sec (1m 47.908 sec)
9 M. Winkelhock *(RAM-Hart 4 cyl t c)* 1m 24.721 sec (1m 50.480 sec)	18 T. Boutsen *(Arrows-BMW 4 cyl t c)* 1m 24.747 sec (1m 49.578 sec)
17 G. Berger *(Arrows-BMW 4 cyl t c)* 1m 24.842 sec (1m 48.561 sec)	26 J. Laffite *(Ligier-Renault V6 t c)* 1m 24.943 sec (1m 50.491 sec)
8 F. Hesnault *(Brabham-BMW 4 cyl t c)* 1m 25.717 sec (1m 53.975 sec)	10 P. Alliot *(RAM-Hart 4 cyl t c)* 1m 26.187 sec (1m 50.643 sec)
4 S. Bellof *(Tyrrell-Cosworth)* 1m 27.474 sec (1m 47.861 sec)	3 M. Brundle *(Tyrrell-Cosworth V8)* 1m 27.602 sec (1m 48.395 sec)
30 J. Palmer *(Zakspeed 4 cyl t c)* 1m 28.166 sec (2m 55.894 sec)	21 M. Baldi *(Spirit-Hart 4 cyl t c)* 1m 28.473 sec (1m 54.588 sec)
29 P. Martini *(Minardi-Cosworth V8)* 1m 28.596 sec (1m 56.040 sec)	24 P. Ghinzani *(Osella-Alfa Romeo V8 t c)* 1m 30.855 sec (1m 51.747 sec)

N.B Times in brackets are best laps in race



"THAT can't be right — can it?" A preoccupied Derek Warwick studies Motoring News, *trying to keep his mind off the subject of Renault RE60s!*

knocked off the circuit by the warring Alfa Romeo "team-mates" Riccardo Patrese and Eddie Cheever. Then, on the warm-up lap, Mansell spun again and damaged his Williams' nose section, so he pulled in for repairs and was obliged to start from the pit lane once the field had departed. He drove with just the right blend of restraint and determination to complete the race a few lengths ahead of Bellof, the German's Tyrrell sporting a frayed nose section damaged in an earlier collision with Manfred Winkelhock's RAM.

The other Williams of Keke Rosberg stalled at the start and was clipped by Jonathan Palmer's debutant Zakspeed 841 as the German car accelerated away from the grid. Palmer sustained suspension damage which resulted in his early retirement, while the Williams' legacy was a damaged tyre which was later replaced when the Finn made a quick pit stop. However, the somewhat sudden power delivery which characterises the Honda V6 engine eventually caught Rosberg out and he spun into the barrier on the right-hander before the pits, slightly injuring his hand in the process. "It's either got nothing — or 7,000 bhp!" quipped Rosberg on the subject of the Japanese engine.

Since the Brazilian Grand Prix, René Arnoux had abruptly left the Ferrari team, although whether he was fired or resigned will be a matter of some debate for many months to come. His consistently disappointing form over the past season, allied to problems recovering from a leg muscle operation over the winter, were touted as the reasons behind his departure. His place was taken by the popular Swede Stefan Johansson whom Alex Hawkridge of Toleman released from any further commitment to the English team. Ferrari's new boy qualified a cautious 11th and had his race prospects compromised when he was rammed early on by the impetuous Patrese, spinning both Ferrari and Alfa Romeo off the circuit. Johansson was the only one to continue and he finally finished eighth immediately behind Derek Warwick's Renault RE60 despite a pit stop to change tyres and also free a sticking front brake. Warwick had briefly poked into the top six in the early stages, but made a precautionary pit stop after spinning lightly into a guard rail, and was disappointed that he could only finish seventh.

Pirelli's wet weather rubber was totally ineffectual and Nelson Piquet was reduced to the status of pathetic also-ran in the appalling conditions, skittering round at walking pace in his Brabham BT54-BMW — a derivative of the car that monopolised pole position in 1984. Nelson made so many stops during the race that he actually changed into some dry overalls on one occasion, before finally calling a day to the whole disappointing affair.

Similarly handicapped by their Pirellis, the Ligier team first had Jacques Laffite pull out of the race on his own initiative, and then de Cesaris was called in on the Frenchman's recommendation, so Winkelhock's RAM was the only Pirelli runner left at the end, creeping round gently at the back.

Niki Lauda's retirement with engine failure made this an event of minor, short-term historic significance. For with Prost out as well, it was the first time a McLaren had not finished a Grand Prix since Dallas last summer: more importantly, it was the first time a McLaren had failed to *win* a Grand Prix since the event in that sun-scorched Texas city.

It was difficult to imagine a more worthy performance than Ayrton Senna to dislodge McLaren International from its impressively dominant pedestal. — A.H.

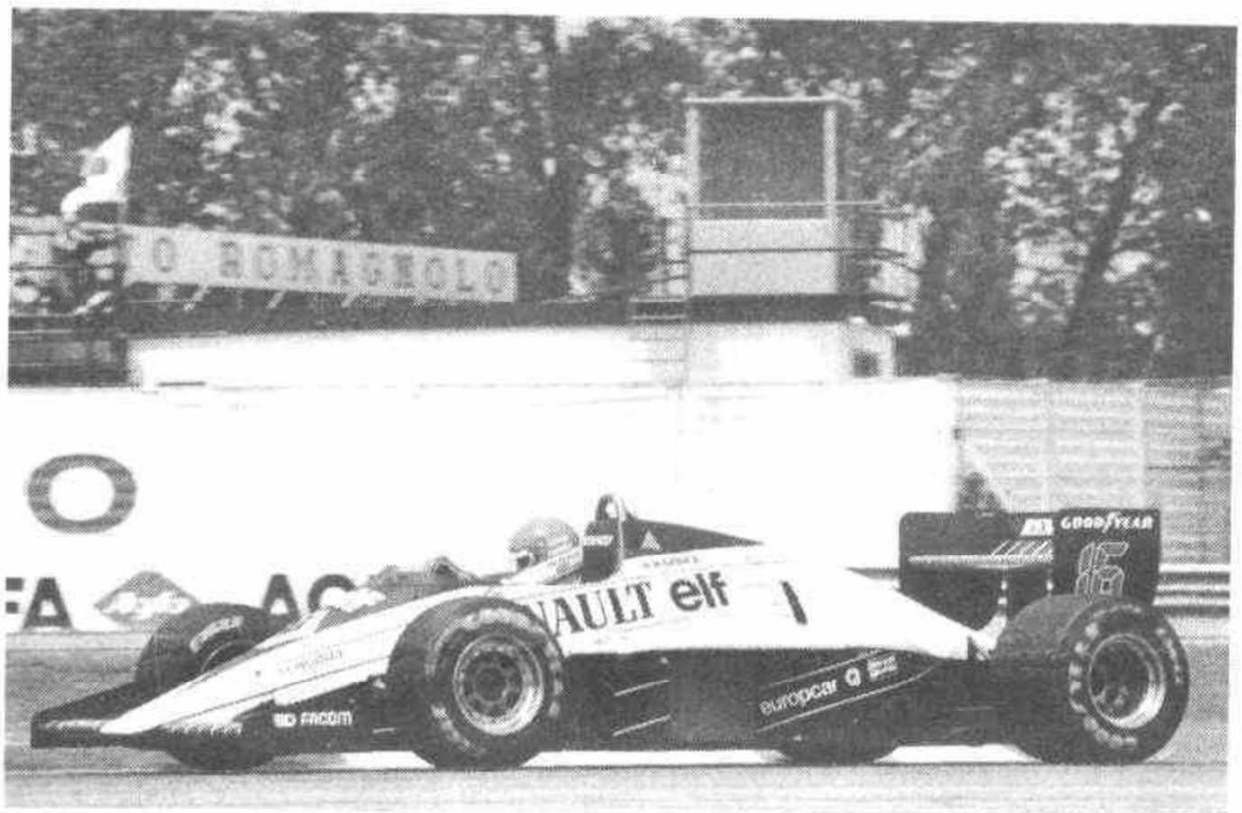
RESULTS

PORTUGUESE GRAND PRIX — Formula One — 67 laps — Estoril Autodrome — 4.260 kilometres per lap — 285.420 kilometres — Very wet

1st	Ayrton Senna	(Lotus 97T-2)	2 hr 00 min 28.006 sec — 145.162 kph
2nd	Michele Alboreto	(Ferrari 156/85-079)	2 hr 01 min 30.984 sec
3rd	Patrick Tambay	(Renault RE60-04)	1 lap behind
4th	Elio de Angelis	(Lotus 97T-3)	1 lap behind
5th	Nigel Mansell	(Williams FW10-02)	2 laps behind
6th	Stefan Bellof	(Tyrrell 012-7)	2 laps behind
7th	Derek Warwick	(Renault RE60-03)	2 laps behind
8th	Stefan Johansson	(Ferrari 156/85-080)	5 laps behind
9th	Piercarlo Ghinzani	(Osella FA1F-02)	6 laps behind
10th	Manfred Winkelhock	(RAM 03-02)	17 laps behind — not classified
11th	Niki Lauda	(McLaren MP4/2B-4)	retired on lap 49 — engine failure
12th	Eddie Cheever	(Alfa Romeo 185T-1)	retired on lap 36 — electrical failure
13th	Alain Prost	(McLaren MP4/2B-5)	retired on lap 30 — accident
14th	Andrea de Cesaris	(Ligier JS25-2)	retired on lap 29 — tyres
15th	Thierry Boutsen	(Arrows A8-2)	retired on lap 28 — engine failure
16th	Nelson Piquet	(Brabham BT54-4)	retired on lap 28 — tyres
17th	Martin Brundle	(Tyrrell 012-6)	retired on lap 20 — accident
18th	Mauro Baldi	(Spirit 101B-2)	retired on lap 19 — accident
19th	Keijo Rosberg	(Williams FW10-01)	retired on lap 16 — accident
20th	Jacques Lafitte	(Ligier JS25-2)	retired on lap 15 — tyres
21st	Gerhard Berger	(Arrows A8-1)	retired on lap 12 — accident
22nd	Pierluigi Martini	(Minardi M185-01)	retired on lap 12 — accident
23rd	Riccardo Patrese	(Alfa Romeo 185T-2)	retired on lap 4 — accident
24th	Philippe Alliott	(RAM 03-01)	retired on lap 3 — accident
25th	François Hesnault	(Brabham BT54-1)	retired on lap 3 — engine failure
26th	Jonathan Palmer	(Zakspeed 841-01)	retired on lap 2 — accident damage

Fastest lap: Ayrton Senna (Lotus 97T-2) in 1 min 44.121 sec — 150.404 kph

26 starters — 9 classified finishers



The San Marino Grand Prix

— The mighty are fallen

Imola, May 15th

AS SOON as the Portuguese Grand Prix was over, all the cars and material were loaded into the familiar articulated transporters and, ten days later, everything was unloaded in the paddock at the Autodromo Dino Ferrari at Imola, south-east of Bologna. Everything had been back to base, overhauled, rebuilt or replaced and was like new, and a number of teams actually had brand new cars on the strength. The car that Rosberg had crashed, which caused him injury to a hand and wrist, had been repaired and was relegated to the status of T-car, while a brand new one (FW10/03) was ready for Rosberg as his race-car. The RAM team had a brand new car (RAM 03/03) to bring its strength up to three, this new car being unchanged in specification and finished, like the others, in the very attractive green and white colour scheme of Skoal Bandit tobacco, its major sponsors. Team leader Winkelhock took over this car and his old one became the T-car.

The Spirit team completed the updating of its second car (101D/3) now painted red and blue, and the crashed car from Portugal was on hand as an emergency spare. The Euro-Racing Alfa Romeo team was out in force, with three 185T cars, a new one for Cheever, plus the old 184T/1B as an extra spare car. Two of the cars were fitted with Bosch Motronic ignition and fuel injection, and two retained the old mechanical injection system. Osella had a new car on hand, the first of the FA1G models, even though it carried the number 02, but the old FA1F was used for the race. Ferrari produced a new 156/85 for Alboreto, this being number 081, and Johansson took over 079, while 078 was still the T-car.

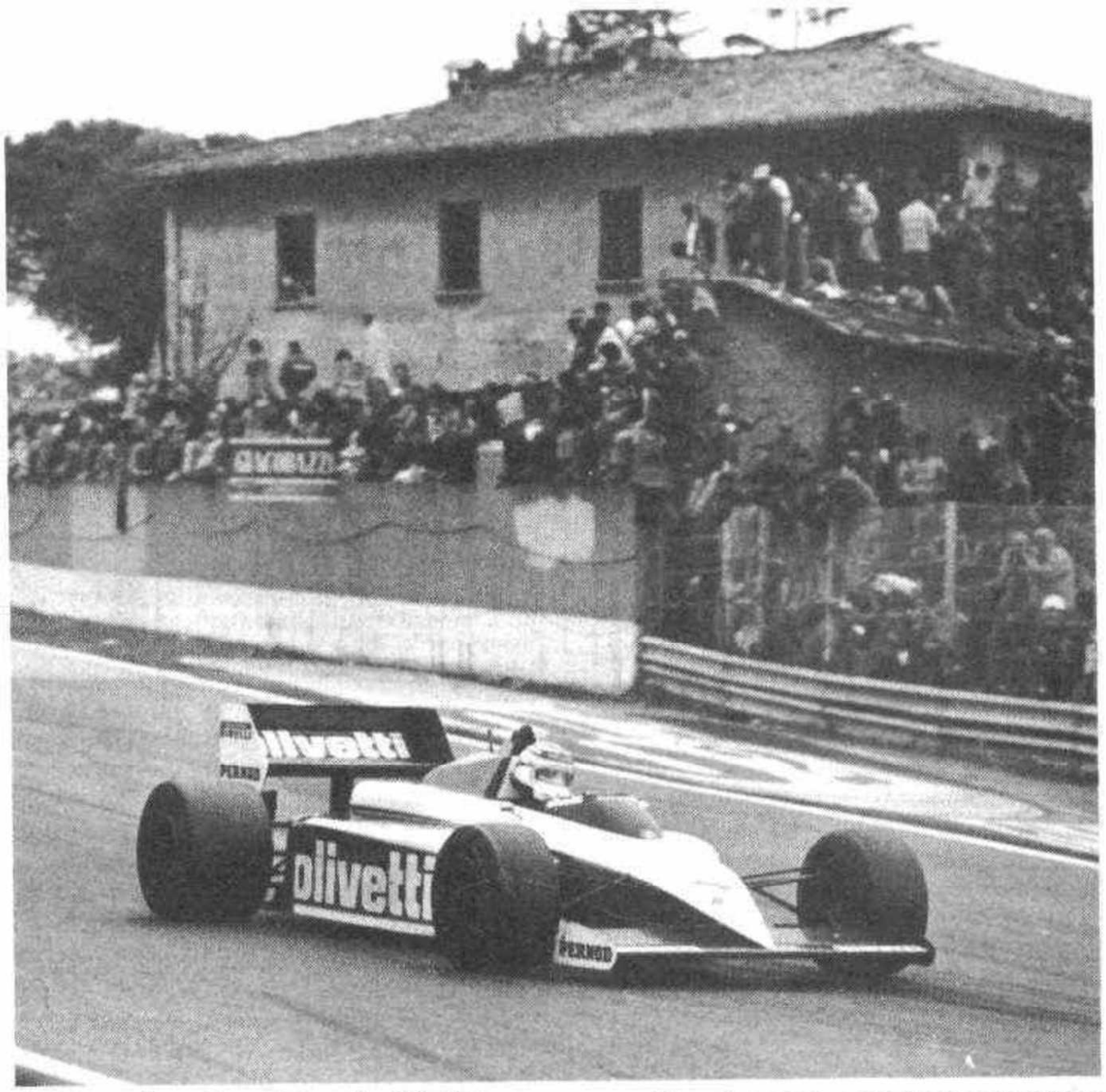
Making its first appearance was a new Minardi car, with Carlo Chiti's new V6 turbocharged engine, the earlier Cosworth powered chassis, less engine, being on hand in case of emergency. The new Motori Moderni engine is a 90-degree V6 of 80 × 49.7 mm bore and stroke, giving 1,498.9 cc capacity and a very reasonable claim of 720 bhp at 32 psi boost is made. It uses a pair of KKK turbocharger units, one to each bank of cylinders, and is a neat and compact engine, but of "second generation" design with its very short stroke, whereas Porsche, Renault, Ferrari and Honda are already on "third generation" engines and ultra short strokes seem to be going out of favour in the search for better economy and wider torque spread. All the other teams had the same cars as in Portugal, rebuilt and in good fettle and ready to go.

There was an ominous lack of sunshine over the Imola circuit and engineers' worries were not horsepower or turbo-pressure, but fuel economy, for they all knew that the regulation 220 litres of fuel was not going to see them through the 302.4 kilometres of the race if maximum power was made available. The trick was to balance fuel-flow and consumption to aerodynamic aids to down-force and cornering power, combined with tyre technology to provide the best lap times with the resulting horsepower coming out at some figure that was academic. If the engine could only use 10 lbs boost to give the required fuel consumption figure, then perhaps 450 bhp would be available, which would not give a very good lap time. On the other hand if the engine was efficient on fuel and could use 40 lbs boost and not exceed the consumption limit, then 800 bhp might be available. The morning test-sessions on Friday and Saturday saw the leading teams concentrating on fuel consumption, at the same time striving for the best lap times.

While the Renault engine is capable of winning races in a good chassis, the factory team has this year been even further adrift than last. Derek Warwick had a miserable race eventually finishing tenth, four laps behind the winner.

The requirements were in the region of not more than three-quarters of a gallon of fuel per lap, a figure in the region of 4 mpg and if your engine could produce 700 bhp at that consumption you would be looking in good shape, and it was down to aerodynamics and tyres to provide the good lap times; however, there was also the factor of the driver in the equation and it did not take long to show that Team Lotus had an ace in their pack in the shape of Ayrton Senna. The monitoring of fuel consumption was of prime importance in the morning, and the Williams team, for example, took two readings every time one of its cars went out. A recorder on the car monitored the fuel used from the moment the car left the pit lane until it returned, and a second one, operated by the driver pressing a switch as he started his first flying lap and switched it off as he crossed the line on his last flying lap, monitored the fuel used for the fast laps. On returning to the pits an instrument was plugged in to the recorder and a read-out was given of the fuel used for the two conditions, start-to-stop, and flying laps. Each team of engine engineers had its own methods for keeping tabs on fuel consumption and this was related to boost pressure, and ignition timing. The driver merely had to do the best he could with the horsepower available.

In consequence the morning sessions were pretty serious and everyone was getting on with his work without too much outward excitement, for naturally no-one was going to give away any details of what he was doing or the sort of results he was achieving. In the interests of economy engines were being run very much on the "lean" side and temperatures were high, in spite of the weather being grey and cool. As cars returned to the pits there were some very pecualiar smells about the place as turbochargers overheated, fibre glass caught fire, oil was on the boil, carbon-fibre brake discs sizzled, tin foil insulating sheets turned brown and paint blistered. Naturally these intense measurements and calculatons could only take place if all else went according to plan, but then things never do, and Lauda's McLaren stopped on the grass opposite the pits with the right rear tyre flat. When the car was retrieved it was found that the flat tyre had been caused by something going wrong with one of the brake calipers and the rim had been gouged through, letting all the air out of the tubeless tyre. This caused the McLaren garage door to be shut while everyone went into a huddle over the offending part and Lauda continued testing with the spare car. Lotus had to spend some time altering the gear ratios on Senna's car and RAM was in dire trouble with its cars strewn all over the workshop floor, the new car



Nelson Piquet would have finished in the points but he ran out of fuel three laps from the end. Piquet and Brabham have been formidable in recent seasons but the switch to Pirelli tyres has seen them flounder.

having gearbox trouble and Alliot's car needing the installation of another Hart engine. The new Chiti engine was buzzing round merrily, sounding very purposeful and Pierluigi Martini, in spite of very little Formula One experience was keeping the car in the "top twenty".

In the lunch interval the cars were prepared for the one hour of qualifying, fuel consumption and tyre wear being of no importance. One super fast lap was all that was needed, in order to stake a claim on grid position. With only 26 entries no-one was going to be left out, it was just a matter of who was going to be first on the grid and who was going to be last. The sun struggled through the clouds to watch the proceedings, but it was never very hot, and it was not long before Ayrton Senna made it clear that he was going to be on pole position. The Goodyear runners were finding that the super-sticky qualifying tyres were not getting up to their working temperature and a relatively hard race-tyre was giving the best results. This was no bad thing, for it meant that a driver could do four or five hard laps without suffering tyre deterioration, and could even go out again for another go on the same tyres, whereas normally qualifying tyres only allow for one really demon lap.

Pole position wavered between Senna, Rosberg, Alboreto and Prost, with Lauda and Tambay not far away. At the bottom of the grid there was no dispute about last place; it went to Jonathan Palmer with the Zakspeed, not because he was going slowly, but because he wasn't going at all! Before he could get in a flying lap the throttle control broke and the car was stranded out on the circuit. Martini with the Minardi-Motori Moderni (how is that for a mouthful!) was shaming the back end of the field, for he was in a consistent 18th place and the engine was running very reliably. Up at the front it was sad to see Nelson Piquet unable to join in the fracas for pole position, the Pirelli tyres just not allowing him to match the pace of the Goodyear front-runners.

The Porsche engine people would not let the McLaren team run wild on boost pressure and fuel consumption, not that they wanted to anyway, their strategy being to contest the qualifying hour in as near race trim as possible, rather than using "sprint" tactics, though whether Lotus and Ferrari were actually doing that no-one would say. Whatever the conditions, the end result was that Senna was fastest, three-tenths of a second ahead of Alboreto, and these two were the only ones to get below 1 min 28 sec. Johansson was not having much joy, the undertray on his Ferrari coming adrift and dragging on the ground, so that he lost a lot of time having a new one fitted, and Tambay made a rare mistake by going too quickly too soon and spinning off into the sand on tyres that had not warmed up. A rather depressed Warwick was down in 14th place, unable to get things flowing to his satisfaction.

Saturday was still grey and dull, but even so a huge crowd attended all eager to see Alboreto take pole position, but they were disappointed for it was Senna who continued to set the pace. During the morning test-session Hesnault crashed his Brabham mildly on his opening lap, when he was supposed to be making film with a camera attached to the crash bar. A much more serious accident was that of Brundle, whose Tyrrell 012 seemed to want to keep on going when he braked for the tight left-hander at the end of the fast section beyond the pits. A rear brake pad had fallen out and only the front brakes were operative. The Tyrrell sailed across the sandy run-off area and thumped the tyre wall. Brundle was lucky to escape unhurt and the Tyrrell withstood the impact extremely well and was repaired in time for the afternoon qualifying hour. Testing was stopped for 25 minutes while things were tidied up, and at the same time Hesnault's Brabham was retrieved, as was Prost's McLaren which had stopped out on the circuit. Lauda

ENTRY AND PRACTICE

No	Driver	Nat.	Car / Engine	Friday Practice	Saturday Practice	Remarks
1	Niki Lauda	AUT	McLaren MP4/2B-Porsche V6 t/c	1.29.413	1.28.399	1984 World Champion
2	Alain Prost	FR	McLaren MP4/2B-Porsche V6 t/c	1.28.604	1.28.099	Winner 1984 San Marino
3	Martin Brundle	GB	Tyrrell 012-Cosworth V8	1.36.397	1.36.661	
4	Stefan Bellof	D	Tyrrell 012-Cosworth V8	1.35.774	1.35.653	
5	Nigel Mansell	GB	Williams FW10-Honda V6 t/c	1.29.756	1.28.202	
6	Keijo Rosberg	FIN	Williams FW10-Honda V6 t/c	1.28.347	1.27.354	New car
7	Nelson Piquet	BRA	Brabham BT54-BMW 4 cyl. t/c	1.29.427	1.28.489	
8	Francois Hesnault	FR	Brabham BT54-BMW 4 cyl t/c	1.33.142	1.33.160	
9	Manfred Winkelhock	D	RAM 03-Hart 4 cyl t/c	1.34.936	1.34.579	
10	Philippe Alliot	FR	RAM 03-Hart 4 cyl t/c	1.34.201	2.05.041	
11	Elio de Angelis	ITAL	Lotus 97T-Renault V6 t/c	1.30.325(T)	1.27.852(T)	
12	Ayrton Senna	BRA	Lotus 97T-Renault V6 t/c	**1.27.589**	**1.27.327**	Winner 1985 Portugal
15	Patrick Tambay	FR	Renault RE60-Renault V6 t/c	1.30.201	1.29.102	
16	Derek Warwick	GB	Renault RE60-Renault V6 t/c	1.30.440	1.29.466	
17	Gerhard Berger	AUT	Arrows A8-BMW 4 cyl t/c	1.28.697	1.29.654	
18	Thierry Boutsen	B	Arrows A8-BMW 4 cyl t/c	1.28.829	1.27.918	
19			Toleman entry withdrawn			
20			Toleman entry withdrawn			
21	Mauro Baldi	ITAL	Spirit 101D-Hart 4 cyl t/c	1.36.922	1.38.235	New car
22	Riccardo Patrese	ITAL	Alfa Romeo 185T-Alfa V8 t/c	1.31.388(T)	1.31.108	
23	Eddie Cheever	USA	Alfa Romeo 185T-Alfa V8 t/c	1.30.605(T)	1.29.259	
24	Piercarlo Ghinzani	ITAL	Osella FA1F-Alfa Romeo V8 t/c	1.34.974(T)	1.34.209(T)	New car, not raced
25	Andrea de Cesaris	ITAL	Ligier JS25-Renault V6 t/c	1.30.339	1.29.406	
26	Jacques Laffite	FR	Ligier JS25-Renault V6 t/c	1.31.625	1.30.982	
27	Michele Alboreto	ITAL	Ferrari 156/85-Ferrari V6 t/c	1.27.871	1.30.637	
28	Stefan Johansson	SW	Ferrari 156/85-Ferrari V6 t/c	1.30.240	1.29.806	
29	Pierluigi Martini	ITAL	Minardi M185-Cosworth V8	1.32.770	1.48.391	New car and engine
30	Jonathan Palmer	GB	Zakspeed ZAK84-Zakspeed 4 cyl t/c	no time	1.31.028	

STARTING GRID

↑

12
A. Senna
(Lotus-Renault V6 t/c)
1 min 27.327 sec
37 (1 min 31.549 sec)

11
E. de Angelis
(Lotus-Renault V6 t/c)
1 min 27.852 sec
55 (1 min 31.411 sec)

18
T. Boutsen
(Arrows-BMW 4 t/c)
1 min 27.918 sec
47 (1 min 33.448 sec)

5
N. Mansell
(Williams-Honda V6 t/c)
1 min 28.202 sec
33 (1 min 33.891 sec)

7
N. Piquet
(Brabham-BMW 4 t/c)
1 min 28.489 sec
50 (1 min 31.424 sec)

15
P. Tambay
(Renault V6 t/c)
1 min 29.102 sec
55 (1 min 33.514 sec)

25
A. de Cesaris
(Ligier-Renault V6 t/c)
1 min 29.406 sec
8 (1 min 35.856 sec)

28
S. Johansson
(Ferrari V6 t/c)
1 min 29.806 sec
56 (1 min 31.017 sec)

30
*

29
P. Martini
(Minardi-Moderni V6 t/c)
1 min 32.770 sec
14 (1 min 38.203 sec)

10
P. Alliot
(RAM-Hart 4 t/c)
1 min 34.201 sec
20 (1 min 35.013 sec)

9
M. Winkelhock
(RAM-Hart 4 t/c)
1 min 34.579 sec
8 (1 min 36.708 sec)

3
M. Brundle
(Tyrrell-Cosworth V8)
1 min 36.397 sec
51 (1 min 37.887 sec)

6
K. Rosberg
(Williams-Honda V6 t/c)
1 min 27.354 sec
20 (1 min 34.084 sec)

27
M. Alboreto
(Ferrari V6 t/c)
1 min 27.871 sec
29 (1 min 30.961 sec)

2
A. Prost
(McLaren-Porsche V6 t/c)
1 min 28.088 sec
26 (1 min 31.925 sec)

1
N. Lauda
(McLaren-Porsche V6 t/c)
1 min 28.399 sec
25 (1 min 32.198 sec)

17
G. Berger
(Brabham-BMW 4 t/c)
1 min 28.697 sec
3 (1 min 36.239 sec)

23
E. Cheever
(Alfa Romeo V8 t/c)
1 min 29.259
34 (1 min 34.128 sec)

16
D. Warwick
(Renault V6 t/c)
1 min 29.466
45 (1 min 33.702 sec)

26
J. Laffite
(Ligier-Renault V6 t/c)
1 min 30.982
20 (1 min 35.245 sec)

22
R. Patrese
(Alfa Romeo V8 t/c)
1 min 31.108
3 (1 min 36.422 sec)

8
F. Hesnault
(Brabham-BMW 4 t/c)
1 min 33.142
3 (1 min 38.906 sec)

24
P. Ghinzani
(Osella-Alf Romeo V8 t/c) (T)
1 min 34.209 sec
26 (1 min 36.858 sec)

4
S. Bellof
(Tyrrell-Cosworth V8)
1 min 35.653
3 (1 min 38.437 sec)

29
M. Baldi
(Spirit-Hart 4 t/c)
1 min 36.922
4 (1 min 39.686 sec)

*Did not start: J. Palmer (Zakspeed 4 t/c)
1 min 31.028 sec
(T) Time: recorded in spare car.
(T) Car: spare car used for race

N.B. Time in brackets is best lap in race
Number in bold is lap on which recorded

actually recorded the best time in the morning but it was nearly two seconds off what was going to be considered a good time for the starting grid, but the morning sessions are not for all-out performance they are for experimentation and learning in preparation for the afternoon qualifying or for the race, depending on your team's tactics.

Due to the delay in the morning the final qualifying hour ran from 1.25 pm to 2.25 pm instead of the regulation 1 pm to 2 pm, and by the time the track was open there were raindrops in the air. Senna sat in



Last year, the McLaren team seemed almost invincible, not least because of the amount of detail work it undertook. This year the cracks have started to appear and although Prost won in Brazil (and, after San Marino, in Monaco) he had to swallow his disappointment after crossing the line first at Imola and then being disqualified for an underweight car.

his Lotus studying a portable VDU giving the lap times of his rivals, but no one was approaching his time of 1 min 27.589 sec. However, to make sure of things he went out on race-quality Goodyears, rather than qualifying tyres, and put in a lap at 1 min 27.327 sec. His team-mate de Angelis was being inspired by his new companion, and turned in an excellent 1 min 27.852 sec, using the T-car in qualifying trim, as his race-car was all set up with a new 1985 Renault engine, ready for the race. Senna's pole position rocked slightly when Rosberg went out in the new Williams FW10 for the fearless Finn came within three-100ths of a second of his time. That two drivers with very different cars could be so close to one another is always a source of amazement, and they were lapping within sight of an average of 130 mph on the undulating and challenging circuit.

A very worthy effort was that of Thierry Boutsen, the quiet Belgian driver who drives with such smoothness and without effort. He broke into the elite class with a 1 min 27.918 sec. Prost was late out, having to wait while his car had an engine change, so that when he did get a run conditions were not ideal, and rain spots were beginning to mark the circuit. Even so, he got in a 1 min 28.099 sec, nearly joining the elite, but he was down in sixth place overall. In the final minutes Rosberg went out in the Williams T-car in order to do some practice starts as he was still not happy with the Honda engine's take-off characteristics. Before he left the pit lane he told the Honda engineers that if he did three perfect starts, then all would be OK, but if he stalled it, like he had done in Estoril, then he was going to elect to start from the back of the grid! His nerves couldn't stand another muffed start, especially from the front of the grid. He came back smiling, the engine behaved impeccably, and the Honda engineers breathed again.

While some sections of the pit lane were very happy with the outcome of qualifying, with Senna on pole position for the second time running, the spectators were very gloomy, for both Ferraris had been having small niggling problems and Alboreto was fourth overall by reason of his time the previous day, and Johansson was a lowly 15th through no fault of his own. The crowd seemed to drift about aimlessley, thinking the whole affair was a funny old do. Not at all what they had come to see. Down at the "poor" end of the pit lane the Minardi was in trouble with the ancillaries on its V6 engine, the Spirit was having a bout of obscure electrical trouble and the new Osella was not right, so Ghinzani was planning to race the old car. Hopes rose in the small Zakspeed team when Palmer put in a respectable 1 min 31.028 sec, to get the car into the "top 20".

Those who were not on pole position found excuses to cover up deficiencies, others suggested that all would be well once the race started and the McLaren team gave the impression that their performance had been done in race trim. Senna made a simple quote to the world afterwards, when he said "Pole position isn't so important here at Imola than at some other tracks but it is the best place to be." Like Bruce McLaren used to say, "Winning isn't everything, but it's somewhat better than finishing second."

It rained in the night. The warm-up period on Sunday morning was run on wet-weather tyres, but the track dried out quickly on the racing line, so there was a certain amount of confusion on the part of those not in the know when they found Prost fastest, ahead of Piquet, de Cesaris and Johansson, with Senna down in 11th place and Rosberg just ahead of him. The track was not wet enough to need good draining by the tyres so the Pirellis on the Brabham and Ligier were good enough for the conditions, but the conditions were changing rapidly.

The race was due to start at 2.30 pm,

which meant that the pit lane opened at 2 pm, by which time everything was completely dry and in superb condition, though the sun was not shining, but an enormous crowd had packed into the circuit, the official estimate being 150,000. (Weep for unhappy Portugal with its 12,000 spectators.) Electrical misfires seemed to be the order of the day for the unfortunate ones, the Spirit's Hart engine losing its injection every now and then, the Zakspeed engine refusing to run cleanly, Warwick's Renault engine misfiring and all three teams were still fiddling with things right up to 2 pm. From pole position Ayrton Senna led the field round on the parade lap and as the 26 cars returned to the starting grid they became 25, for Palmer took the misfiring Zakspeed into the pits and was never seen again.

Starts are always awe-inspiring when you are standing near them and the Imola one is particularly exciting for everyone knows it is a flat-out drag-race through the long left hand swerve and up to maximum speed before arriving at the Tosa hairpin. All 25 cars got away splendidly, led by Senna, with his team-mate slotting neatly in behind him. Just as in the wet in Portugal, Senna was now doing it in the dry at Imola. He took off and was gone, de Angelis doing a great job of hanging on in second place, and at the end of the opening lap Lotus were 1-2 in a fine exhibition, followed by Alboreto, Prost, Rosberg, Mansell, Lauda, Boutsen, Piquet and Johansson. There was a time when a Lotus in the lead was a flash-in-the-pan and you knew it wouldn't last, but 1985 is different. There is something about Senna's confidence and smooth driving that suggests that he intends to stay out in front, no matter who puts the pressure on him. He had some very good runners behind him, but they all stayed behind him, some being unable to keep up, others having mechanical troubles and some dropping by the wayside.

The race was being contested over 60 laps and Senna never looked like losing the lead. It was going to be a repeat of the recent Portuguese Grand Prix with Lotus number 12 leading from start to finish, only this time it was dry and conditions were excellent for racing. By 10 laps de Angelis had begun to fall back a bit and Alboreto and Prost were closing in on him. One lap later the Ferrari driver nipped by into second place (and the crowd woke up!), and one more lap saw Prost by into third place. Piquet went into the pits for another set of Pirellis and de Cesaris went in with damage to his Ligier, having been off the road, due to brake trouble he claimed. By 15 laps Senna wasn't doing too badly for a "new boy" in his 17th Grand Prix, and only his third with a front-running team. Behind him were Alboreto, Prost, de Angelis, Lauda and Rosberg, who between them can total something like 467 Grand Prix races and 48 victories. What you might call "an experienced bunch".

As if this wasn't sufficient interest, there was even more lower down the field, which was of particular note for 147,950 Ferrari enthusiasts around the circuit. Starting from 15th place on the grid Stefan Johansson was really beginning to get the hang of driving the Ferrari 156/85, and was carving his way through the field faster and faster. Behind the leading part of the field there was a nice little dice going on between Mansell (Williams), Cheever (Alfa Romeo) and Boutsen (Arrows), it sometimes looking quite close and rough, but it took Johansson a mere four laps to get through them and carry on with his flight towards the leaders. The crowd were now urging him, even though most of them probably did not really know who he was or exactly why he was in Arnoux's Ferrari number 28. But that did not matter, the Imola *tifosi* are only interested in one thing and that is the Ferrari car, it matters not who is driving it. When the blond Swede passed Rosberg there was joy all round and he was now sixth.

On lap 23 there was a groan, for Prost had got by Alboreto and the Ferrari was popping and banging and on the next lap the Ferrari number 27 was into the pits for attention to the electrics. On this same lap Rosberg was also into the pits, to retire with trouble in the connection between the accelerator pedal and the engine, but no-one really cared. Piquet had rejoined the race on new tyres and though he was a long way back he was demonstrating that he had lost none of his skill, as he weaved his way through the back-markers to climb back into seventh place. Alboreto made a brief return on new tyres, to set up the fastest race lap, but the misfire returned and he went back into the pits and was not seen again, though he watched Johansson's progress on the closed-circuit television with great interest. Lauda had a neat and tidy spin at the entrance to the pits straight, when his McLaren jumped out of gear going into the corner, but he kept the engine running and carried on without losing much ground.

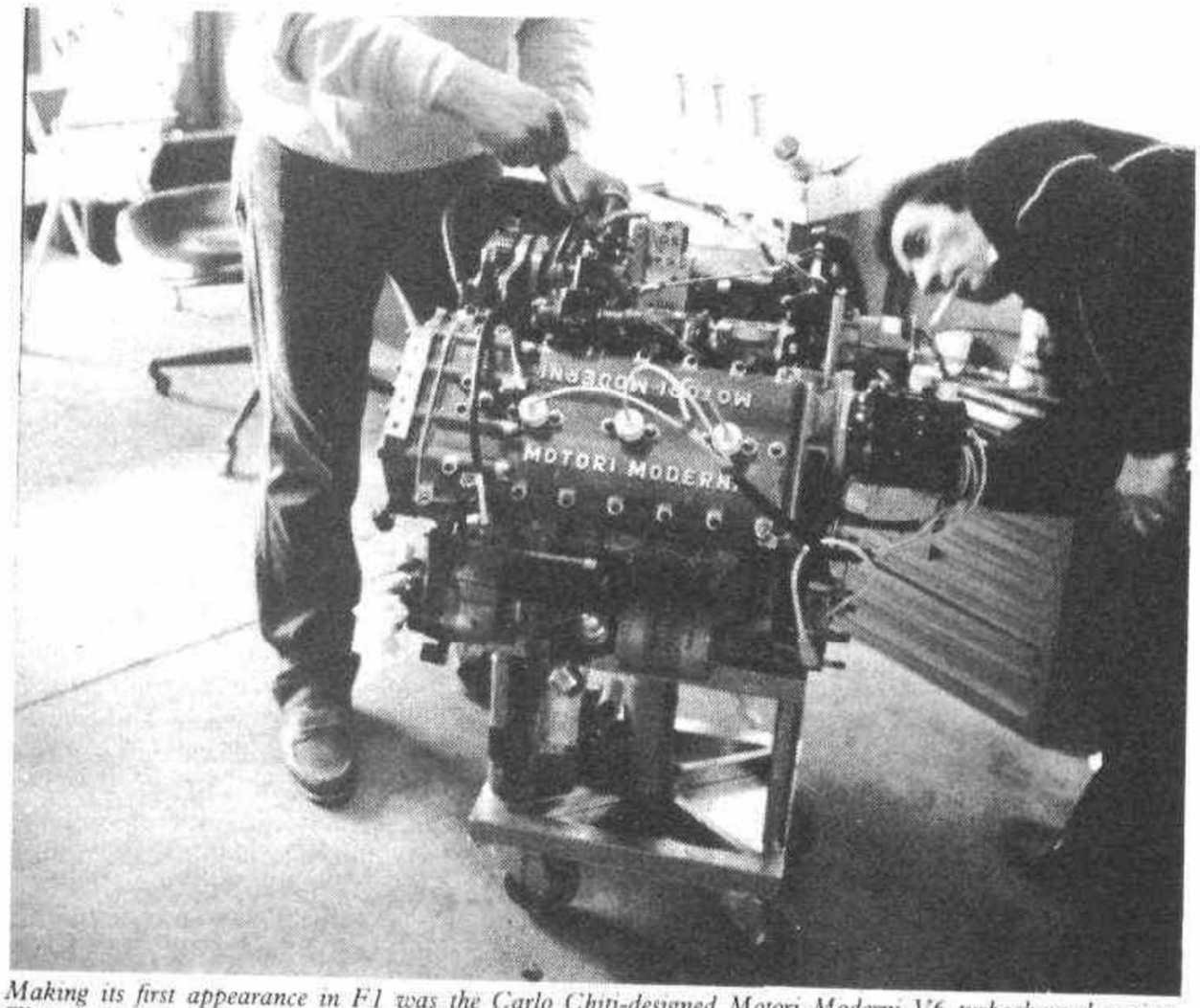
Now that there was only air between Prost and Senna the Frenchman began to pile on the pressure and closed up on the Lotus, but the young Brazilian was quite unmoved. Even though he had the McLaren number one leaning on him and trying to sit it out with him under braking, he never gave an inch, and returned as good as he got. As he lapped some of the slower cars for the second time he made good use of the traffic and made sure he left Prost with nowhere to go. He used Ghinzani's Osella on one lap, Brundle's Tyrrell on the next and then he was up behind Tambay's works Renault, which he was about to lap for the first time. He judged things to a nicety, nipped by and left Prost looking for the way through. Having done that Senna then "gave it ten" as Graham Hill used to say in rowing parlance, and pulled out a gap that Prost was unable to make up.

As 40 laps came up it was all over, Prost had made his attack, Senna had withstood it and stayed ahead with a full complement of marks, and bearing in mind the fuel consumption Prost eased down a bit and settled for second place. Lauda's gearbox was still playing up and he gradually dropped back from third place, letting de Angelis move ahead, and then Johansson went by the stricken McLaren. There was no need to ask who was Imola's hero today. When Senna lapped the dicing trio of Boutsen, Cheever and Mansell, the young Belgian made the most of the situation and got away from his playmates, actually passing Piquet as the Brabham driver eased right up to let his compatriot through, but once Senna was clear and away Piquet retook his sixth place.

The final ten laps were begun with Senna still unchallenged, but Johansson was still pressing on magnificently, cheered and waved all round the circuit, and when he passed the McLaren of Prost on lap 53 the circuit erupted with a roar that Enzo Ferrari must have heard away in Maranello. Prost was running strictly to order, his on-board fuel gauge telling him just how hard he could go and still be sure of finishing. The Lotus and Ferrari drivers had no instrument problems, their engineers merely squeezed 220 litres of fuel into the tanks and told them to go racing, which is just what they were doing. At 56 laps it was nearly all over, Johansson was not going to make up the difference to the leading Lotus, and Senna was looking as smooth and comfortable as ever. It was going to be "new boys" first and second, both of whom had been brought on by the Toleman team.

As Senna neared the end of lap 57 the Renault engine in the back of his Lotus 97T coughed and died. He swerved about to try and pick up any fuel still in the bottom of the tank, but as he slowed dramatically Johansson swept by into the lead with the red Ferrari. All hell broke loose. Everywhere you looked there were Italians screaming with delight, hugging each other in ecstatic joy, weeping, shouting, waving, jumping up and down. Even Johansson could hear it, cocooned inside his helmet. He actually led across the line at the end of lap 57 as Senna coasted to stop with a dry tank, and Prost went by into second place. The tumult suddenly stopped! There was the total silence of disbelief, that deafening silence we know so well when something awful has happened. Johansson had stopped on the far side of the circuit, having led the race for a bare half a lap. The Ferrari had run dry, and as fuel-miser Prost sailed by into the lead for the first time, he was accompanied by whistles and catcalls. A beautiful day had turned to misery and the Italian crowd were not slow in voicing their feelings.

Almost unnoticed Piquet also came to rest with a dry tank, and though everyone was aware that Prost was leading with de Angelis second, both being on the same lap, the rest



Making its first appearance in F1 was the Carlo Chiti-designed Motori Moderni V6 turbocharged engine. Though the Minardi chassis to which it was fitted is still something of an unknown quantity, and the driver Pierluigi Martini is nobody's idea of an "ace", the combination started from a respectable grid position for a début (19th) though expired with turbo trouble after 14 laps.

were a lap behind and nobody was really bothered in what order they were. Prost reeled off the last two laps, his McLaren-Porsche running perfectly, with its boost controlled to maximum fuel economy and he crossed the line the winner, but very conscious that he was very lucky. A philosophical de Angelis trailed home in second place and the rest followed. Boutsen's Arrows died on him as he approached the chequered flag, his BMW engine having used up all its fuel, and he was lucky to coast across the timing beam as Tambay came storming up behind, to miss third place by a whisker.

One by one the cars finished their slowing down lap and turned into the *parc-ferme* for post-race scrutineering, but there was no sign of McLaren number 2. Tambay arrived with Prost sitting on the side-pod of his Renault, the McLaren had run out of fuel on its slowing down lap. Prost, de Angelis and Boutsen went up onto the podium to go through the victory formalities and meanwhile the scrutineers got on with their work, which is purely a formality, of course, but required by regulations neverless. They weighed the cars just as they arrived in the *parc-ferme*, the Renault of Tambay weighing 580 kgs, the Lotus of de Angelis weighed 547 kgs, Brundle's Tyrrell 572 kgs, Lauda's McLaren 542 kgs . . . There was some sucking of the breath by the FISA scrutineers, for they had set the scales with a tolerance of 2 kgs, in favour of the competitors, in order to be lenient. This meant that Lauda's car was exactly 540 kgs, the official minimum weight. 500 kgs of certified weight was put on the scales and the digital read-out showed 502 kgs, so all was well and McLaren number one had got through by a hair's-breadth.

Eventually Prost's car was retrieved from the circuit and put on the scales. 538 kgs! There was consternation. Check, re-check, weigh it again, but no matter what was done the read-out gave its baleful 538 kgs. McLaren team luminary Ron Dennis was called for, and amid a lot of leg-pulling from other team managers he was forced to admit that the read-out said 538 kgs which meant that the car was illegal by 2 kgs. It was in fact illegal by 4 kgs if you removed the tolerance. Dennis demanded another set of scales and that they be zeroed and checked in front of him. This was done, the car put on the scales and the read-out said 536 kgs.

There was nothing further to be done. The scrutineers made out their report which was passed to the Stewards of the meeting, who had no alternative but to disqualify Prost and the McLaren MP4/2B and remove them from the results. The race had finished at just after 4 pm and it was now 6 pm, by which time the world's Press had spread the word of Prost's win by radio, telex, telephone and TV, so there was pandemonium in the press room as stories were corrected. While the 150,000 spectators trouped off home, feeling cheated, the journalists were still working, and some were still at it at 10 pm.

For 56 laps it had been a superb race, Senna had shown that Portugal was no lucky flash-in-the-pan, Prost and the McLaren had met their match and to cap it all the McLaren engineers had dropped a clanger. Sad, after the Porsche engineers had done their fuel consumption sums so accurately, but rules are rules, and if you are going to allow someone to run a car that is under the legal limit you might as well allow Renault to run 2-litre engines, ". . . only a little bit over the 1500 cc limit." After a stumbling start with the Ferrari team, Stefan Johansson had more than vindicated himself, much to everyone's joy, for the blond Swede is very popular with everyone inside Formula 1.

Oh! By the way; Elio de Angelis was awarded the victory even though he had never led the race at all, and everyone else moved up one place, the fuel-dry runners being classified at the point at which they stopped, Johansson scraping into the points-scoring top half-dozen, but Senna getting nothing for his masterly drive. In reality the first six were Ayrton Senna (Lotus), Stefan Johansson (Ferrari), Alain Prost (McLaren), Elio de Angelis (Lotus), Nelson Piquet (Brabham) and Thierry Boutsen (Arrows), but history books never deal in reality, they only record facts. — D.S.J.

RESULTS

SAN MARINO GRAND PRIX — Formula One — 60 laps — Autodromo di Imola — 5.040 kilometres per lap — 302.400 kilometres — Grey and Cool

1st	Elio de Angelis	(Lotus 97T 3)	1hr 34min 35.955sec — 191.798 kph
2nd	Thierry Boutsen	(Arrows A8 4)	1 lap behind — out of petrol on line.
3rd	Patrick Tambay	(Renault RE60 04)	1 lap behind
4th	Niki Lauda	(McLaren MP4 2B-4)	1 lap behind with gearbox trouble
5th	Nigel Mansell	(Williams FW10 2)	2 laps behind
6th	Stefan Johansson	(Ferrari 156 85-079)	3 laps behind — (not running) — out of petrol
7th	Ayrton Senna	(Lotus 97T 2)	3 laps behind — (not running) — out of petrol
8th	Nelson Piquet	(Brabham BT54 4)	3 laps behind — (not running) — out of petrol
9th	Martin Brunle	(Tyrrell 012 6)	4 laps behind — after pit stop for tyres
10th	Derek Warwick	(Renault RE60 03)	4 laps behind — after pit stop for electrics
11th	Eddie Cheever	(Alfa Romeo 185T 3)	retired on lap 51 — broken exhaust
12th	Piercarlo Ghinzani	(Osella FA1F 02)(T))	14 laps behind — with gearbox trouble
13th	Michele Alboreto	(Ferrari 156 85 081)	retired on lap 30 — electrical trouble
14th	Manfred Winkelhock	(RAM 03 03)	retired on lap 28 — engine failure
15th	Philippe Alliot	(RAM 03 01)	retired on lap 25 — engine failure
16th	Keijo Rosberg	(Williams FW10 3)	retired on lap 24 — throttle control
17th	Jacques Laffite	(Ligier JS25 02)	retired on lap 23 — turbo failure
18th	Pierluigi Martini	(Minardi M85 03)	retired on lap 15 — boost control
19th	Andrea de Cesaris	(Ligier JS25 01)	retired on lap 12 — accident damage
20th	Mauro Baldi	(Spirit 101D 3)	retired on lap 10 — electrical trouble
21st	Francois Hesnault	(Brabham BT54 1)	retired on lap 6 — engine failure
22nd	Stefan Bellof	(Tyrrell 012 7)	retired on lap 6 — engine failure
23rd	Gerhard Berger	(Arrows A8 3)	retired on lap 5 — engine failure
24th	Riccardo Patrese	(Alfa Romeo 185T 2)	retired on lap 5 — turbo failure
25th	Jonathan Palmer	(Zakspeed ZAK 841 01)	Did not start
26th	Alain Prost	(McLaren MP4 2B 5)	Disqualified 1st place*

Fastest Lap: Michele Alboreto (Ferrari 156 85 081) on lap 29 in 1 min 30.961 sec. — 199.470 kph

25 starters — 10 finishers

The Constructors — 5

Formula Ford 1600 Engine Builders



"THIRTY drivers start a race and only one wins. That leaves 29 looking for an excuse. The first thing to pick on is the engine, the last is the man in the cockpit." — Sammy Nelson, engine builder.

THE constructors of Formula Ford 1600 engines are in a peculiar position. They are, if you like, an establishment, men who have been doing their job for years, who see young drivers come and use their engines, then see them go, to better things or into obscurity. FF1600 is a category into which every serious young driver feels he must go, but which he wants to be out of as quickly as he can.

FF1600 can now be a very expensive affair if it is done properly, a budget of £1,000 plus for a single race and a day's testing is commonplace. Since every pound spent at the junior level is a pound less to spend in, say, F3, FF1600 is an anxious period for a driver.

Sammy Nelson, a leading engine builder, told me, with a grin: "Thirty drivers start a race and only one wins. That leaves 29 looking for an excuse. The first thing to pick on is the engine, the last is the man in the cockpit."

Most engine builders have a sense of humour, it's essential, for drivers tend to be superstitious, even though most would deny it. "At one time," recalls Nelson, "we used to machine the outside of the inlet manifolds just to make them look good. Costs rose and we wanted to keep ours down so we stopped the cosmetic treatment. One of our 'new' engines won a race and up and down the pit lane people were throwing away the machined manifolds and fitting new, demon, unmachined ones!"

Engine builders at every level of the sport, F1 included, will tell you that they can supply a driver with two engines which are identical on the dynamometer in every characteristic, yet a driver will swear by one and say the other is no good at all. Once a driver has his "best" engine, it will remain so even after half a dozen rebuilds where the only two parts of the original which remain are the block and, more importantly, the "good" engine number.

The engine builder's art has long been regarded with awe, which is why some hacks have called them "tuning wizards" who "breath" on engines. The truth is that the engine builders are engineers, with logical minds, who need their sense of humour.

What is particularly interesting about the world of FF1600 engine building is the narrowness of its confines. The rules are so tightly worded that there is little which can be done to radically improve performance short of blatant cheating. Builders have therefore to work extremely hard to gain even a fractional advantage, a whole horsepower unit is a quantum leap.

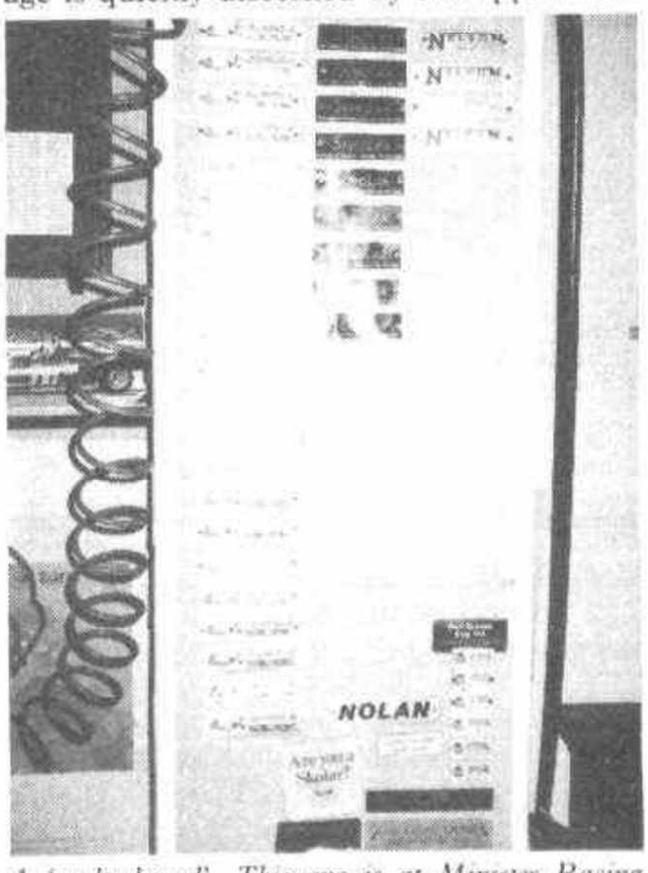
Though FF1600 was originally based around the 1,500 cc Cortina GT engine (the category was known simply as "Formula Ford" before the advent of FF2000 and Sports 2000) from the beginning of 1968, FF's first full season, the Ford "Kent" engine has been mandatory and Ford has guaranteed supply of this unit, regardless of its own production car plans, for as long as the category needs it. The formula is now popular in most major motor racing countries and Ford is active in promoting it in others. Finland and France took it last year and Portugal is next on the list. After the FF Race of (National) Champions which will be one of the supporting races at this year's British GP, the Ford-supplied Van Diemen-Scholar RF85 cars will be taken to Portugal to start the category there. British engine builders therefore enjoy a healthy export market though builders in other countries, notably Germany, are imposing an increasing threat.

There is very little which a builder is permitted to do to an engine. He may not change the standard camshaft, crankshaft, inlet manifold, valves, head gasket, con rods, pistons, clutch, flywheel, compression ratio or number of valve springs. Metal may be removed from the engine, within limits, but none may be added. Inlet and exhaust ports may be reshaped, within limits. Dry sump lubrication is allowed, exhaust systems are free and there are other detail regulations such as the prohibition of polishing the crankshaft while permitting it to be tuftrided. In other words, most of the areas in which a tuner would seek maximum performance are barred to the FF1600 builder and yet they are able to add around 20 bhp to the standard Kent output of 85 bhp and, over the past four or five years, maximum revs have increased from a typical 6,200 rpm to around 6,800 rpm, thus allowing drivers to fit shorter gears.

Since a customer can buy an engine from X and have it rebuilt by Y, who can quickly find out what X has been up to, secrets do not remain secret for long except if a builder is retaining a special works engine. In most builders' workshops there is a "scalpboard" on which the nameplate of the last builder of a particular engine is displayed.

Go to Minister and you will see Auriga nameplates, among others, on the scalpboard. Go a few miles up the road to Auriga and you will find Minister nameplates, among others, on the board. This constant interchange helps to police the formula, for "bent" engines do not remain undiscovered for long. Illegal engines actually exist far more in rumour than in fact. In preparing this article, I spoke to representatives of six firms (Minister, Auriga, Scholar, Neil Brown, Nelson and Aldon) and in over a decade they had discovered only three bent engines between them and none originated from any of the companies named.

The exceptions to the rule are when individuals prepare their own units and control them. So tightly are the regulations framed, however, that any sudden advantage is quickly discerned by the opposition.



A 'scalp board'. This one is at Minister Racing Engines and shows the name plates taken from other builders whose engines have been brought to Minister by customers. Go to other workshops and you'll find Minister plates on the scalp board.

Once an ambitious car constructor assisted the performance of his products with nitrous-oxide injection. He no longer makes racing cars.

Some marginal engines have come in from abroad, they are no longer marginal. Bent engines have been used by a race hire operator in a small way of business who cheerfully admits the fact. His rationale is that his customers are all no-hopers anyway and nobody will complain if a driver who might have finished 22nd with a legal engine finishes 18th with untoward assistance. Nobody protests 18th place.

Some time ago, one driver, X, was convinced that everybody who was beating him was using bent engines so after one race he protested everybody who finished ahead of him, seven or eight drivers. Not to be outdone, someone in turn protested X. When the results of the RAC Inspections were announced, everybody was clean save one. You've guessed it, it was X himself.

I know of one other driver who was a front runner in a championship but kept being beaten by a particular pair of drivers who seemed indecently quick down the straights. Convinced that they were cheating, he decided to play at their own game and so built what he describes as "the bent engine of all time, you name it, we had it, the lightened flywheel, steel crankshaft, high-lift camshaft, oversize valves, double valve springs, everything. The only trouble was it was two seconds a lap slower than our standard Auriga engine. I was being beaten down the straights because of the rotten aerodynamics of my car." The story serves to highlight the skills of the professional builders who achieve their results by painstaking attention to detail and making everything they do work in harmony.

Because FF1600 is an insecure place for a driver to be, rumours and superstition abound. Consider "Patch", one of Minister's works engines which is loaned to selected drivers each year. The mere fact it has a name and not just a number tells you something of the regard in which it is held. The fact that four successive Formula Ford Festivals (1980-'83) have been won by drivers using it has added to its reputation as well. It is called "Patch" because it has a hole in the block caused by an errant con-rod and the hole has been covered by a neat metal patch. I asked a number of people professionally involved in FF1600 why the engine was so apparently good and received the following answers.

"Trevor van Rooyan built it. It took months. You could build a replica but it would cost the earth." Trevor Van Rooyan did build a special engine, it blew apart in 1978.

"The patch covers the engine number. There has been a whole series of engines called 'Patch'."

"It's a one in a million chance. The block is perfect."

"Nobody knows, least of all Minister. If they did, they'd build more like it." Minister has actually built more like it, including "Son of Patch". That name alone is worth a few tenths.



ANDREW Gilbert-Scott on his way to winning the 1983 Formula Ford Festival, the fourth successive year which the event was won by the engine called 'Patch' to which some attribute almost magical powers. They forget that in the same race a new lap record was set by John Pratt using a production Minister engine.

"Van Rooyan did something special to the block."

"It's psychological. A driver with 'Patch' believes he can't lose and the opposition are out-psyched."

"It's nothing to do with the engine. At the 1983 Festival, they pre-heated Gilbert-Scott's tyres."

"The patch is deliberate, they drilled a hole and covered it. It's a stress plate which relieves the block and keeps it true."

Before revealing, for the first time in print, the truth about "Patch", I'd just like to emphasis again that all the above theories came from serious people and to give some idea just how the old "black magic" permeates the category and, indeed, the sport at every level. Last year someone saw "Patch" in the workshops of Madgwick Motorsport, who had been loaned it, and offered nearly three times the £1,800 which an ordinary engine costs.

The secret of "Patch" is as follows. One of Minister's customers threw a rod and the engine was returned for a rebuild. The company felt that it could not give the customer a patched engine and so provided a new block. "Patch's" block was left to mature in the open, something which used to be standard practice with all cast iron blocks until casting techniques became more sophisticated. This simple, though time-consuming, process has the effect of relieving the block. Any cast iron block would benefit from the process but clearly a builder cannot invest in two year's production in advance to allow it to happen and so customer engines are as supplied by Ford. I did hear, however, of a builder in Brazil who apparently runs his engines without water until they seize, and then hones them, in an attempt to achieve the same effect in a much shorter time. This practice brought pained looks from the British builders I spoke to.

A relieved block is liable to maintain its integrity better and, remember, we are talking about advantages in FF1600 in terms of fractions, not in terms of throwing on sticky rubber and turning up the turbo boost. The next point is that, since "Patch" is under the control of the builder, its rebuilds can be carefully monitored and this point is important.

The secret of "Patch" is a relieved block and careful, regular maintenance. John Pratt, who used it last year confirms that it felt no different to other works Minister engines he used. The explanation will convince few in FF1600 because it lacks the essential element of mystery.

The best engine builders proceed as follows. A complete engine is bought from Ford and is stripped. Everything is carefully balanced, conrods will be balanced not only so their overall weights are identical but also that the small ends match as to the big ends. The top of the block is skimmed so that the minimum combustion chamber volume of 41 cc is achieved, then we start to go into the areas about which nobody will speak, cam timing, fuel mixture, porting and so on. Each builder has his own particular ways. Minister, for example, pays a premium so that it does not receive any linered engines for the firm believes that under some circumstances, the liner may twist. Other builders maintain that this does not happen and, indeed, the liners tend to be made of better quality metal than the block.

What all builders have in common is the ability to take 10 Kent engines and produce 10 racing versions which will give power figures within one per cent of each other. All builders will also say that they operate on the principle that "Harry's money is as good as Joe's" and they do not discriminate between customers. They are clearly more high-minded than I would be in the same circumstances. Were I a builder, I would make sure that a marginally superior engine went to the driver who could do me the most good while the least good engine (we're talk-



THE heart of the matter. A Ford Kent engine laid out ready to be rebuilt as a racing unit. The Achilles' Heel of the unit is the crankshaft as fitted to FF1600 cars, the factor which makes the difference between a good engine and an outstanding one from the same builder is the block.

ing of fractions, not bad engines) went to a back-marker who would not anyway know a good engine if he fell over it. Since all the builders tell me they don't do that, I feel suitably abashed.

An FF1600 engine will run satisfactorily for around eight hours, or 800 miles, and then it starts to lose a little power. Worse, at that point the cast iron crankshaft becomes suspect and is liable to break between the No 4 big end journal and the No 5 main bearing journal, where all the power from the engine is transmitted. The Ford Kent engine was not designed for sustained racing speeds in the first place and was certainly not designed to drive directly to the rear wheels. As fitted into an FF1600 car, the ring gear is exposed and is liable to receive a tremendous shock when the car is driven over kerbs or if it bottoms. A guard around it is likely to implode and cause more damage and aluminium rubbing, strips under the car only partially solve the problem. This is why the same engine fitted into a Clubman's car will have an active racing life of around four times as long. A typical rebuild at eight hours costs £500.

Everybody knows that FF1600 engines are "blue printed" (ie built to the standards laid down in the manufacturer's specification from which most engines deviate slightly due to wear on the machine tools producing the components). Blue printing does not, by itself, produce a significant power increase, but it does allow the engine to run more smoothly and so exploit the areas where the power increase is really achieved, detail work such as attention to cam timing and fuel adjustment.

Builders are allowed to subtract, but not add, metal to the engines and all components must be as supplied by Ford.

It is apparently common in Brazil for builders to queue outside the local Ford plant in the early morning so as to obtain some of the first camshafts etc which arrive off the lines in the morning. The rationale for this is that, overnight, the machine tools have been reset and therefore the first off the line, actually numbers 4-7 for preference, will be the best. It was suggested to me that unmachined Ford components have been obtained by the unscrupulous who have then cunningly ground them to produce, for example, high lift cams which most tests would fail to detect. In my view this is nonsensical for it would require the cooperation of a Ford employee and all such are incorruptible.

The standard Kent engine gives 85 bhp and builders were, to a man, cagey about the power they obtain from a tuned engine but around 105 bhp seems a reasonable guess. Privately most will admit there is little to pick and choose between the engines of all the leading builders and all are anyway resigned to being "flavour of the month".

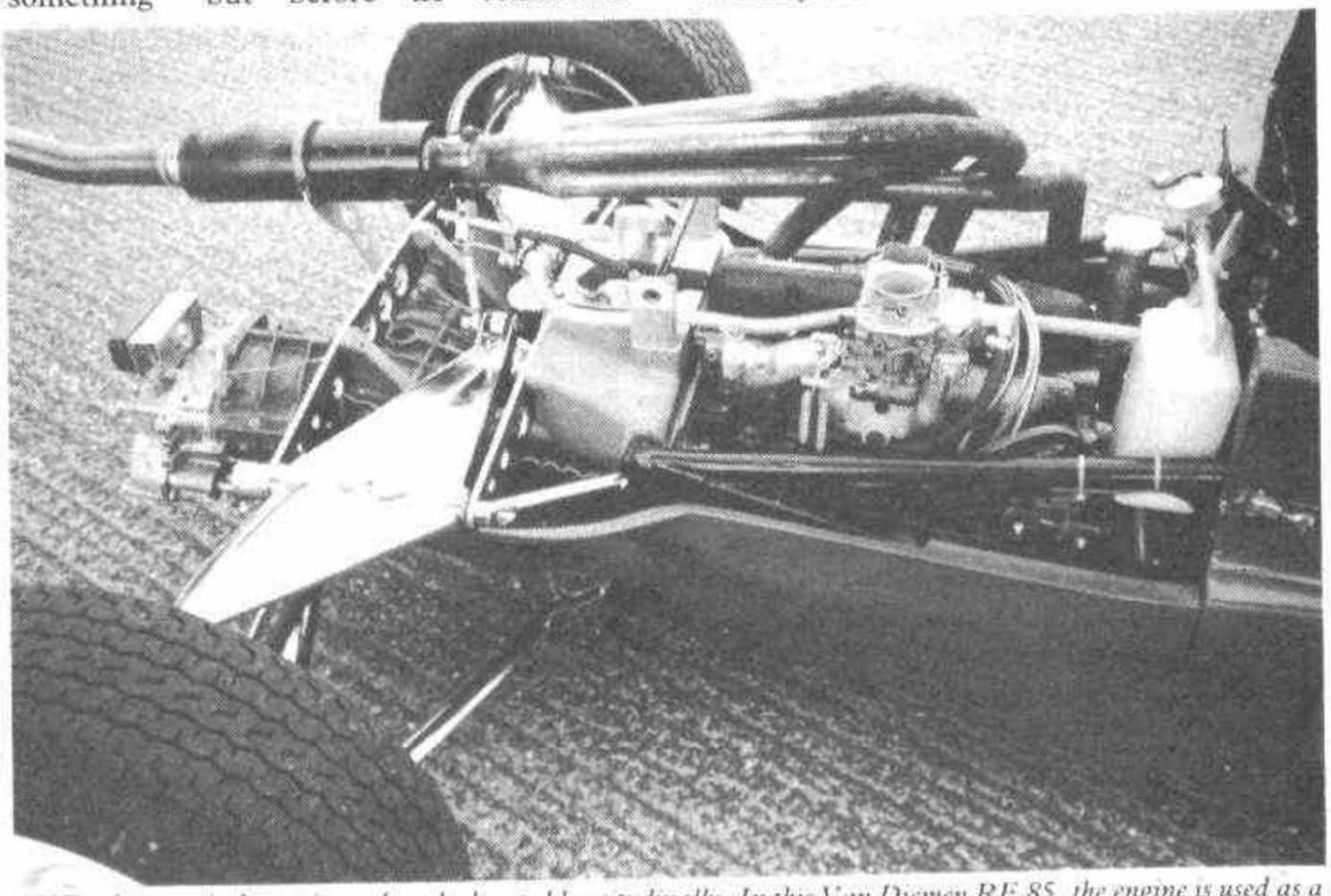
Halfway through 1983, Auriga was suddenly the "hot" builder. Two drivers had switched to Auriga engines and were suddenly winning. One team manager decided to protest the engines but, as he explained later, he felt Auriga had "found something" but before he committed himself to a switch he had to assure himself that the engines were legal. The engines were legal and the manager became a customer, switching at some expense from another maker.

Martin Spence of Auriga explains: "We hadn't found anything special, both drivers were using our standard engines. What happened was the drivers were new to the formula and were finding their way in the early races. About the same time that they bought Auriga engines they found their feet and started to win. It was nothing to do with us, they would have won anyway, but we certainly did not complain about the extra business."

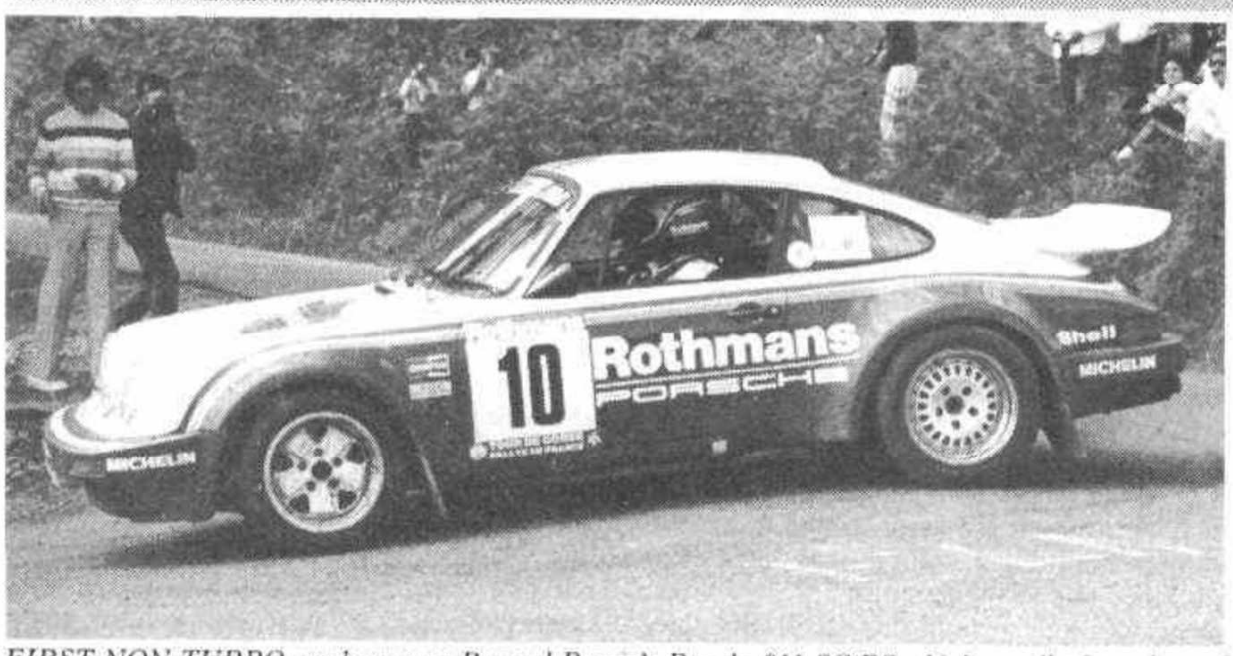
As research for this article continued, it became more and more apparent that psychology plays a larger part in FF1600 engine building than in any other branch of motor racing I've encountered and, believe me, that is saying a lot. It is not confined to drivers, one builder pointed out a small external modification he does to his engines: "It does nothing at all, it's there to baffle to opposition."

Madgwick Motorsport's boss, Robert Synge, says, "I've found the way to obtain the 200 bhp Ford engine! In 1963, we ran a perfectly good motor from X. For various reasons, we switched to Y and took X's engine to him to be rebuilt. Y said that X's engine was terrible, he'd found another 5 bhp. Later in the same season we took the engine to Z, who said that Y's work was awful and that he'd found another 2 bhp. Now if you went around to everyone, with them all finding more power, you'd end up with a 200 bhp engine!"

When I told X, Y and Z the story, naming names, they all found it hugely funny, but then engine builders are like that, they've all got a sense of humour — and they need it. — M.L.



THE rules permit the engine only to be located longitudinally. In this Van Diemen RF 85, the engine is used as a semi-stressed member, the rear suspension and rear sides of the spaceframe being bolted onto the casting between the engine and gearbox. In the past some engine installations have caused the engine block to twist.



FIRST NON-TURBO car home was Bernard Beguin's Porsche 911 SC/RS, third overall after a bout of misfiring.

Tour of Corsica

FOUR years have passed since Jean Ragnotti won the Monte-Carlo Rally in a Renault 5 Turbo, generating all manner of speculation on whether there would be a return of the small car era. Were the days of the sixties about to be repeated, with a French car taking the place of the eminently successful Abingdon Mini?

They were not, of course; four-wheel-drive soon took over, coupled with higher and higher reserves of turbocharged power, and instead of small car successes there came the big, powerful, tractable, complicated Audi Quattros to score win after win.

Then, half-way through 1984, along came Peugeot's answer; a powerful, turbo-charged, four-wheel-drive car which was also small, and which had its engine behind its two seats. In the space of six months it won each of the six rallies in which it was entered, demoralising the Audi team which was not accustomed to such a string of defeats and prompting renewed design and testing efforts in just about every factory with a rallying involvement. It was no longer important to produce a Quattro-beater; the vital task was to make a car capable of beating the Peugeot 205 Turbo 16.

At Eastertime, the half-year supremacy of the Peugeots came to an end when a front-engined, rear-wheel-drive Toyota won the Safari, beating Audi as well, indicating that on long, arduous rallies, in which cars have to be away from their attentive mechanics for lengthy periods, reliability comes from simplicity rather than sophistication.

In Corsica one month later, the four-wheel-drive cars have now been beaten again, this time by another of those small Renaults, an R5 Maxi Turbo driven by Jean Ragnotti and Pierre Thimonier. The car has a turbocharged rear engine of 2,136 cc, producing 350 bhp. Against it were teams, from factories, importers or private sponsors, representing Audi, Lancia, Opel, Porsche, Peugeot, Volkswagen, Alfa Romeo and Skoda.

The narrow, tortuous roads of Corsica, sometimes lined by trees and sometimes bordered by solid rock faces on one side and sheer drops on the other, are not to be trifled with. The roads are all tarmac, on which racing tyres provide good grip, so that just one wheel put on to grass or gravel can result in loss of adhesion far more serious than by putting a treaded tyre off a dirt road. There is very little margin indeed for misjudgment, and even the smallest of errors can lead to sudden and violent retirement.

This year, one such small error produced tragic results. On the fourth special stage, the young Italian driver Attilio Bettega put two wheels of his Lancia into a ditch when cornering. Alas, half-way around was a tree, and the collision was so violent that Bettega was killed instantly. The dreadful irony of this accident was that it might not have resulted in any injury at all had the car been perhaps an inch nearer the centre of the road. Such theorising may seem pointless, but it's worth reflecting gratefully that accidents such as this are rare in rallying, even though cars are constantly driven flat out, on their limits of adhesion, between solid obstacles or alongside sheer drops.

Bettega's death had an understandably demoralising effect on his colleagues and friends of the Lancia team, and the sister car of Markku Alén was immediately withdrawn from the rally. One stage later, Massimo Biasion, in a Lancia of the Jolly Club, also pulled out because he didn't have the heart to go on.

Professional talent was not quite as plentiful in Corsica as it was in Kenya, even though the works teams of Lancia, Opel, Renault, Peugeot, Audi, Volkswagen and Skoda were all there, not to mention the private teams of Rothmans Porsche, a few well-backed Citroën Visas and two GTV6s from Alfa Romeo France.

Unlike the road races of past years, when even a fuel stop meant a road penalty and it was common practice to make pace notes for the whole route, not just the special stages, the road timing was reasonable, and the works teams reckoned on getting at least some minutes at each of their service points. What is more, the process of "civilising" the rally had progressed even to having the whole thing spread over three days, with each of the two nights spent at rest stops.

Tyre availability was a vital factor. It was the first event of the championship entirely on tarmac, and the varieties of compound, both of slicks and hand-cut tyres, were numerous. As huge crowds gathered to watch Wednesday's scrutineering sessions at Ajaccio's port, overshadowed by the towering hull of a cruise liner, so the tyre companies assembled their fleets of enormous trucks on open ground outside the town. There, with the Mediterranean lapping the beach just a few feet from them, tyre technicians and fitters of Michelin and Pirelli built huge piles of their wares ready for distribution to teams' service cars. Further along, a Texaco petrol bowser shipped from Germany dispensed high octane fuel to Audi's service cars, whilst nearly at the airport the communications equipment in radio relay aircraft and service helicopters were given final checks.

Ragnotti made best time on the first special stage, beating Bettega by ten seconds over the 38 km and moving into a lead which he never lost. Behind him, however, all manner of things began to happen. Frequelin's Opel Manta stopped very noisily with a blown engine, whilst Darniche's Gauloise-backed Peugeot 205 T16 spluttered to a standstill when an electrical failure cut out its ignition.

Timo Salonen's works 205 stopped for the same reason, and there was frantic searching by airlifted mechanics to trace the break in the feed to the plugs. Finally it was traced to a broken distributor wire, but not until the car was well over its maximum lateness of 20 minutes. Salonen said later, "It takes only some minutes to repair, but much longer to find".

Walter Röhrl's Audi, the only works car in the event, arrived late at the stage finish with a broken brake disc. The whole team was disgruntled at such an early setback and, after a talk between Röhrl and technical director Piech, it was decided that the car should go no further. They didn't want to risk a second disc failure on roads where survival depends on efficient brakes.

After this initial toll, and Bettega's terrible accident, there was a fine duel between Ragnotti and Vatanen as the Finnish driver strove to get his



ENTERED by Alfa Romeo France, Yves Loubet's 225 bhp GTV6 had a trouble-free run to fifth place, and first in GpA.

four-wheel-drive Peugeot ahead of the Renault. On the seventh stage, some 50 km long, he managed to whittle down Ragnotti's lead to just one second, only to lose it all again on the next stage.

Carrying just one spare wheel, Vatanen saw his chances vanishing when he collected first one puncture, then another. Team-mate Saby was behind him, so rather than risk suspension and other damage by driving on a flat, he waited to collect Saby's spare wheel. Imagine his dismay when Saby arrived to announce that he, too, had picked up a puncture and was already using his spare wheel.

Vatanen had to drive on slowly on a flat tyre, losing 24 minutes on that stage, and three minutes on the road later when the car was fettled. Saby lost just four minutes on the stage, and when that lot was over, Ragnotti found himself with a healthy lead of six minutes over Ragnotti, and another over Bernard Beguin in his UK-prepared Porsche.

The other Porsche driver, Billy Coleman, was troubled by gear selectors which jammed in second, whilst Franz Wittman, having had his VW Golf overheat badly on the first stage, had gone out on the second when he left the road and lost a wheel. The Citroën Visas of Vergnaud and Tabatoni had both gone out with clutch failures, and the R5 Maxi Turbos of Chatriot, Franceschi and Auriol with broken valve, blown head gasket, and burnt wiring loom respectively.

There was something of a mix-up in the classifications for the first leg, due partly to a mistakenly copied telephone message, and aggravated by the new FISA rule which provides that on stages which are stopped before all cars can get through, those who do not complete the stage shall be given the penalty of the slowest car to complete it.

Unfortunately, the car thought to be the slowest on the interrupted fourth stage had been given the wrong time, and when this was corrected, all those who did not complete the stage needed their times changing too. It seemed complicated at the time, but it was quickly sorted out, although one can but doubt the wisdom of a rule which provides an artificial penalty if, for no fault of his own, a driver is unable to complete a special stage.

After a night stop at Bastia, the town in the north-east of the island which used to alternate with Ajaccio as start and finish location, the second leg headed westward, and again Ari Vatanen made a bid to make up his huge time loss. Steadily he regained time, but on the 16th stage he slid off the road and out of the rally.

Going "off the road" is actually a gross understatement, for the car toppled over the edge and rolled for hundreds of feet down a 45 degree slope before coming to a stop almost completely hidden in dense undergrowth. Fortunately, the entire slope was covered in bushes and small trees, so the car didn't really have a chance to accelerate during its downward progress. Co-driver Harryman suffered some bad bruising, whilst Vatanen had a gashed thigh which was later stitched at Bastia hospital. The car was a write-off.

Ragnotti lost two minutes changing a wheel after a puncture but was aided by spectators who lifted the car bodily so that he didn't have to waste time with the jack. Saby, occasionally experiencing brake fade, was content to stay with his second place, whilst Beguin was still third, albeit with painfully scorched feet after oil cooler heat was somehow transferred to the pedals. Of the 139 starters, 79 had got to Bastia, and now only 57 arrived at Calvi.

The third and final leg was comparatively incident free even though it was the longest, for most of the professionals were no longer running, and those at the head were content to keep their positions. Beguin's Porsche was misfiring for some time but was eventually repaired, whilst Kleint was another who had a dramatic accident, fortunately without injury. As he braked for a corner his brake pedal went to the floor and, unable to slow the car, he went straight off the road and stayed there. Fortunately they were unhurt, but it was pretty galling to go so far and then to retire.

Bartoli was penalised five minutes, dropping from seventh to eighth for no greater reason than spending too much time drinking coffee during one of the two short stops at Ajaccio during the third leg, and turning up late for his restart, whilst Beguin feared the worst when he lost all his oil pressure on the last stage. He topped it up and got to the finish, keeping his third place.

Listed as ninth overall at the finish was Jean-Pierre Deriu in a Group N R5 Turbo, but the scrutineers later found that he had fitted a non-homologated final drive ratio. He was excluded and the highest placed Group N driver was then Patrick Bernardini who finished 10th in a BMW 323i.

The Renault team was cock-a-hoop with Ragnotti's victory, but although they will continue with development of the R5 Maxi Turbo, it is unlikely that they will make increased appearances in World Championship events, at least, not for a while. Peugeot and its drivers still have substantial leads in their categories whilst Audi is somewhat in the doldrums after the failure of their ultimate car in the hands of their national hero. What will transpire remains to be seen. — G.P.

RESULTS

1st	J. Ragnotti/P. Thimonier	(Renault 5 Maxi T GpB)	12 hr 54 min 15 sec
2nd	B. Saby/J-F. Fauchille	(Peugeot 205 T16 GpB)	13 hr 06 min 47 sec
3rd	B. Beguin/J-J. Lenne	(Porsche 911 SCR GpB)	13 hr 20 min 04 sec
4th	W. Coleman/R. Morgan	(Porsche 911 SCR GpB)	13 hr 51 min 22 sec
5th	Y. Loubet/J-B. Vieu	(Alfa Romeo GT V6 GpA)	14 hr 03 min 53 sec
6th	B. Balas/E. Laine	(Alfa Romeo GT V6 GpA)	14 hr 16 min 53 sec
7th	J-P. Bouquet/C. Morel	(Talbot Samba R GpB)	14 hr 24 min 37 sec
8th	C. Bartoli/B. Falempin	(Renault 5 T GpB)	14 hr 26 min 30 sec
9th	J-J. Paoletti/C. Santucci	(Renault 5 T GpB)	14 hr 52 min 35 sec
10th	P. Bernardini/J. Bernardini	(BMW 323i GpN)	14 hr 56 min 22 sec

(139 starters, 45 finishers)

WORLD CHAMPIONSHIP POSITIONS

DRIVERS (after 5 rounds)	pts
Timo Salonen (SF)	48
Ari Vatanen (SF)	40
Stig Blomqvist (S)	35
Walter Röhrl (D)	27
Bruno Saby (F)	23
Juha Kankkunen (SF)	20
Jean Ragnotti (F)	20
Massimo Biasion (I)	17
Björn Waldegård (S)	15
Mike Kirkland (EAK)	12
Bernard Beguin (F)	12
Rauno Aaltonen (SF)	10
Billy Coleman (EIR)	10
A total of 41 drivers have scored points	

MAKES (after 5 rounds)	pts
Peugeot	76
Audi	46
Toyota	28
Lancia	24
Renault	24
Nissan	18
Opel	16
Porsche	14
Alfa Romeo	14
Subaru	9
BMW	9
Ford	8
Talbot	8
Mazda	6
Citroën	4

Prescott Hill-climb School

ONE of the attractions of the sport of hill-climbing is that it is relatively easy to begin competing in. With a wide variety of classes to choose from, even a standard road car can often find a competitive niche, and after all, since the whole thing is over in less than a minute, there is not much time for a novice to make mistakes in, is there?

Well, of course it is the converse which is true. With only 50 sec in which to cover perhaps four corners, and only one attempt at a time, the importance of using an extra two inches of road here, or braking a fraction later there becomes vital. But most hill-climbs serve as access roads for most of the time, and are not available for practice and test sessions in between events, so experience takes a long time to gain.

It was watching the various more or less successful lines of other competitors that brought Roy Lane, 1983 RAC Hill-climb Champion, to the conclusion that organised tuition at a particular venue would be a valuable service. It was an idea that the Bugatti Owners Club had also discussed, so it was appropriate that such a school should be set up at Prescott, the BOC's home hill and HQ. The first classes, with Roy Lane as tutor, were held in 1984 and proved to be a success. This year, the club will hold six school days, involving some 170 pupils.

MOTOR SPORT attended the first of these in April, carefully heeding the instruction sheet which requests the pupil to bring his driving licence (though no-one actually checked its validity), a crash-helmet, and an umbrella! In the event it was a sunny day, so the latter was not needed during a walk up the hill. The scheme is to allow each driver to tackle the hill four times in the morning and four in the afternoon, with every ascent recorded on video for later analysis, which with 28 pupils made a total of 224 runs. This seemed rather optimistic, especially as the projected 9.30 start was a little late. Nevertheless, everyone had had their eight runs by the end of the day, even if this was nearer to 5.30 than the intended 4.30.

On arrival at Prescott, each pupil was directed to park in a numbered space in the Paddock, where the range of cars turned out to be universally sporting. GTIs, a trio of Porsche 944s, a Sprite and an MG TD, Morgan +8, TVR 350i, Ginetta G15, Capris — but the system is designed so that everyone is rated on how they use the car they are in, with no advantage to the faster machinery. I parked my Alfa GTV6 alongside the only other Alfa, a Sprint, and walked up to the Restaurant building. Here, Bill Goodman, BOC Secretary, welcomed everyone and made a few points about obeying marshals and flags, before introducing the Chief Instructor, Roy Lane. Lane's introductory talk was quite brief, confining itself on a blackboard to illustrating some common errors such as turning into the bend too early and consequently understeering out, but he made the point that such basic techniques of car control were not really something he had time to teach, but that it was up to each driver to know his own limits and to concentrate on accuracy and smoothness of line.

In order to illustrate the correct approaches, the next stage was for the whole party to walk up the hill, Lane stopping at each important turn-in or apex and delivering advice. Under his shepherding, the group had soon returned to the bottom, climbed into their cars, and began to form up in strict order at the start line. Although these runs were not to be timed, the thought of any mistakes being replayed to a critical audience added a *frisson* of apprehension as the car in front of mine set off.

Lane had time to reiterate that he would be looking for the correct line and a smooth style, rather than spectacular driving, before the first few cars screeched away from the start. The first long left-hander is harder than one imagines, since the car is accelerating right through it even though the exit is not visible and it is easy to come across to the inside kerb too early. The following open hairpin right, Ettore's, can be taken in at one glance, but the problem here is avoiding a build-up of understeer between what ought to be a very late turn-in and the slightly tightening downhill exit, from where a fast drop and rise leads to Pardon, a true uphill hairpin left.

Although the slight right which forms the approach to the Esses is fairly gentle, it is fast, and features a sharp drop on the outside with no barrier to aid one's confidence. Here Roy had stressed that an outside position would provide a much better view into the Esses, as well as any advantage of line, so it is important to forget the drop and aim for the kerbs. With first the left-hand wheels on the concrete ribs and then the right ones running a little precariously along a raised kerb, the exit line from the Esses should run under the branches of a tree as the car swings left and up into the Semicircle. For the Prescott novice, this is the most alarming of all, since the competitive urge says "stay on the throttle", while the voice of reason points out that only a small patch of road and a lot of sky is visible, as the course sweeps up and right over the shoulder of the hill, towards the finish. Only a short section is left to slow in after the chequered finish boards, before turning hairpin left back down the paddock again.

On foot, the bends looked a long way apart; in the car there seems to be little time to collect one's thoughts between dragging the gear-lever back and forwards and lots of frantic wheel twiddling. Now I would be the first to agree that an Alfa GTV6 makes for extra work, with its pronounced understeer and notorious gearchange, and it proved heavy going through Ettore's, the front tyres howling all the way through. But on the tighter bends, the excellent torque and the limited slip differential brought the rear end round with much less effort, while the effective (if fade-prone) brakes allowed plenty of time for unhurried gear-changes. After a rather careful first run, there was a short pause to allow the video equipment to be moved to the next corner before the next series of ascents. My own second and third attempts felt much smoother and controlled, but the fourth, perhaps through over-confidence, seemed much less tidy.

Lunchtime — and on the way to the Restaurant for a light lunch, there was some rueful muttering in the ranks about mistakes made right in front of the camera, though I could not frankly remember seeing the video crew at all, being too busy peering at the tachometer. Lane's commentary is made directly onto tape during the filming, so that replay is straightforward, and pointed out any mistakes in a light-hearted manner which relaxed and encouraged the class. My ascents looked a great deal neater from outside than in, which showed that the camera, while it may not lie, can flatter.

In fact, the video quality, both technical and camerawork, was quite unexpectedly high, and the class prepared for the afternoon runs feeling that the principle was working very successfully. With no "indiscretions" (only one car has required to be towed out of the greenery so far) the second batch of runs went off smoothly.

Tea and biscuits made a civilised background to the matinee showing of "Prescott Revisited", and it was noticeable that everyone's driving was a bit more confident, their positioning was better, and that the higher-powered cars were burning quite a bit of rubber on acceleration. Again, Lane's succinct comments raised a few laughs, but there were no truly embarrassing blunders, and at the end of his tapes, his marking sheets were ready. Before handing these out, he repeated that his scores reflected the way each individual coped with his own car, and what improvement there had been during the day. The marks proved to be in a tight band, from the mid-80s to the low 90s per cent, and I am relieved to say that MOTOR SPORT was in the correct part of the field, if not quite pole position. There are no prizes, but recently it was announced that a trophy is to be awarded to the Prescott pupil who comes closest to his class-leader's time in his first hill-climb.

Every pupil receives a certificate as a reminder of an enjoyable day spent amongst a friendly group of motoring enthusiasts, but those who had recently taken up hill-climbing went away with a glint in their eye. Those who wanted a taste of fast motoring were happy in the knowledge that their £40 would not have gone as far at a circuit school, while some of us who had never seriously thought about taking up this branch of the sport began to wonder where they might find a spare seat in a hill-climb car. . . . — G.C.



New Cars:

Alfa Romeo 75

IT IS no secret that Alfa Romeo has been having a particularly hard time of things lately, even by the current standards of much of the European car industry. Apart from the problems of over-capacity and insufficiently high productivity, which BL had to face a few years ago and which are now being faced by several manufacturers on the Continent, it must also be said that Alfa Romeo has had severe quality control problems of late. We have three Alfa Romeos on the Standard House fleet (an Alfa 6 and two GTV 6s) which indicates a certain amount of goodwill towards the marque but the reliability of these cars has been extremely disappointing. On the evidence of our three cars, the company not only faces the problems which beset BL a few years ago, but also the ones which affected Jaguar, but from which that company has emerged with a new spring in its step.

Alfa Romeo's new model, the 75 (the company celebrates its 75th anniversary this year) becomes, through circumstance, unusually important. Seen by Alfa Romeo as the natural heir to the Giulia and Giulietta, it will not arrive in the UK until late this year and neither the model line-up nor prices have yet been decided. It seems likely, though, that we will receive the 1.8-litre version (because of the tax premium on company cars) together with the top-of-the-range 2.5-litre injected V6. In terms of price, the range slots in between the 33 and 90 and should be 6/7 per cent cheaper than the latter, £10,400 for the V6.

The 75 uses the same floorpan and suspension as the 90 but has been given a new body bearing a family resemblance to the 33. Tinted glass, electric front windows, central door locking, electronic diagnostic panels and 7-function computers are standard on all models.

At the end of last month I had the opportunity to drive the 2.0 carburetted model and the 2.5 injected version. As you would expect from an Alfa Romeo, the interior is not only well finished but has been designed with the sporting motorist in mind. The instruments and controls are well laid out and the overall impression one receives on first sitting in the car is of a vehicle which is wholly functional and yet which has a feel of quality and some luxury. The 2-litre engine (128 bhp) has the throatiness which one expects from a unit fitted with two twin-choke Webers, and that's a statement, not a criticism, but apart from that noise levels in both cars are low. The ride / handling compromise is excellent, giving a great deal of comfort with no loss of feel though, for some reason, the 2.5 felt much tighter. On both models, the steering is precise and communicative (the 2.5 had pas), braking distances were impressively short even though the brakes were short on feel. The 156 bhp 2.5-litre engine needs no recommendation from me, it's as sweet and responsive a unit as you'll find and it, together with the 75's terrific roadholding, made driving in the Italian Alps a rare pleasure. The car is so easy to set up for corners and one powers through even the tightest bends controlling the slight oversteer on the throttle.

The Alfa Romeo 75 has the potential to be an outstanding car within its projected market niche. It has style, appointment, road manners and pedigree, but I have to use the word "potential" because it remains to be seen whether the company has solved its quality control problems.

While bearing in mind that we were driving very low mileage examples of early production cars, I have to say that I was not convinced that the problems have yet been fully overcome.

The gearbox on the 2-litre car was so stiff it was downright unpleasant, an experience shared by others on the launch, yet it is supposedly identical to the one fitted to the 2.5, which was superb. The fact that the oil warning light came on after a little over 80 miles did not impress either, though since my Italian is no better than the English of the mechanic to whom I pointed this out, I never did discover the reason though the word "electronic" seemed to loom large. "My" 2.5 developed an audible and transmitted thump from the steering when going through left-handers and the hand-brake worked loose. The overall "feel" of the two cars was also remarkably different, the 2.5 seeming to be much more taut, yet apart from the engines, they were supposed to be identical.

These are possibly the sort of problems and differences one might expect from early production models. They might, on the other hand, be evidence of continuing poor quality control. I sincerely hope that the former is the case for nobody could wish ill to a name as great as Alfa Romeo. M.L.

Alfa Romeo Running Report

THE one-time top model of the Alfa Romeo range, the executive Alfa-6, is about to be replaced by the Alfa Romeo 90 but as this new model uses the same vee-six engine, but with fuel-injection, some interest still attaches to the older model. The Standard House car now has over 45,000 miles on its odometer and has settled down to a more passive old age, although seemingly difficult to service. For example, when the n/s front turn-indicator failed, causing the fascia warning light to go on the blink, it was found that the thoughtfully provided mud-shield under the wing was missing, and so the bulbholder had corroded. This was duly reported, after the indicator had been jury-rigged to work again. When the car was returned the mud shield was back in place but some five months later, when the flasher failed again, the corroded jury-rigged one was still in place. . . .

The individual feature of one carburetter per cylinder seems to present tuning problems, for starting is anything but instantaneous and fuel consumption, at the last check, was 19.36 mpg, the average over an appreciable mileage being 19.03 mpg. The front tyres ran 21,200 miles and the rear tyres were close to illegal after 23,500 miles, the Michelin XVS being replaced with Michelin MXVs. Corrosion of the bodywork after four years is not yet a problem but the selector-lever for the ZF automatic transmission is apt to "zizz" and the "hold" or "P" position no longer acts as a sprag. The oil-gauge continues to register zero at idle and the fuel-gauge to show full with the ignition off, which can lead to a nasty shock when the engine is started! However, since servicing by Huntsworth Garages of Marylebone some of the former snags have been ironed out and I find this rare Alfa Romeo a comfortable car on long journeys, easy to drive. — W.B.

WEC — Round 2
Rothmans-Porsche beaten at last!

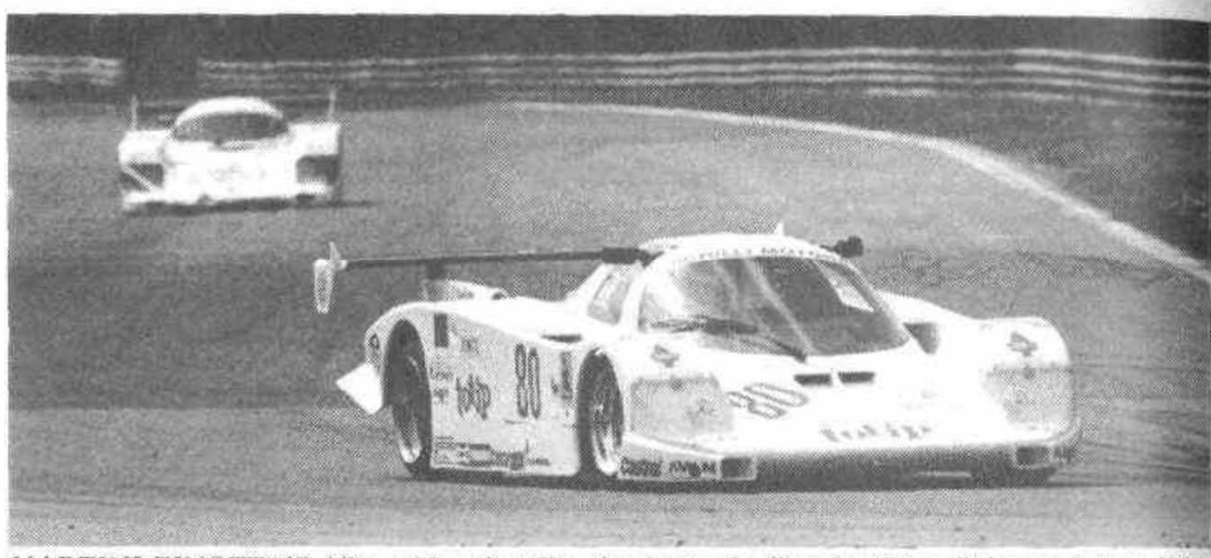
THE PORSCHE factory's sportscar team has not been beaten in a World Endurance Championship race since Derek Warwick and John Fitzpatrick trounced the Rothmans cars at Brands Hatch in September 1983, and the inevitable defeat came at Monza on April 28th.

The Monza 1,000 Kms (or 800 Kms, as it turned out) was a memorable event. On Friday Hans Stuck was lapping consistently in the new Porsche 962C he shares with Derek Bell when the engine compartment caught fire, and the car was completely burned out just around the Curva Grande, between two fire points. Stuck got out before the fierce blaze took hold, but the marshals were fast asleep and it took them three minutes to reach the scene and put the fire out, by which time the back of the DM800,000 car was a molten ruin. Presumably FISA and FOCA will be looking into this matter before the Italian Grand Prix is held at Monza in September.

Memorable, too, because no-one could remember any previous occasion when a World Championship motor race was stopped by a fallen tree. The afternoon was clear, quite warm, but a gentle breeze became a gale-force wind at four o'clock in the afternoon, and the tall poplar trees in the park were swaying spectacularly. Mike Wilds, in the new Ecosse C2 car, had a branch fall in front of him, then Paolo Barilla stopped his Joest Porsche at the pits with the headlights knocked out — again by a falling branch. A few minutes later the whole tree fell down and the track went quiet. In the pits there was tension . . . there always is when you know something has happened, and you don't know what . . . then laughter when one of the drivers got on the radio to say that the circuit was blocked by a tree. Fortunately it hadn't fallen on any spectators, or cars, and Jonathan Palmer who was first along had plenty of time to stop.

It was certainly a stroke of luck for Erwin Kremer, whose 962C driven by Manfred Winkelhock and Marc Surer was in the lead at the time, and was declared the winner. Much earlier Surer had deftly knocked Mauro Baldi's Lancia off the track at the Parabolica, stopped for new tyres and half a tank of fuel, and been out of step with everyone else on refuelling ever since. The car was due to stop on the next lap and, had the tree fallen five minutes later, would have been fourth in the results, not first.

Controversy about how much fuel was left in each car's pit was purely academic, of course. Bell and Stuck, placed second, were sure that they would have won. Patrese and Nannini in the third-placed Lancia had lost a valuable 30 sec at the first refuelling and another 30 sec when their mid-point pad change went badly, but even so they might have won. Mass and Ickx, placed fourth, would not have done since Ickx had used too much fuel in his stint, trying to make a race after exercising exemplary self-control at Mugello a fortnight before. Bellof and Boutsen, provisionally placed fifth (and still on the same lap as the winners) were excluded for taking on fuel too rapidly at the second stop. The regulations say that refuelling must be at a rate not faster than 50 litres per minute, and after a long stop the first time (91 litres in 2 min 20 sec) their team manager adjusted too generously. If they thought they'd be allowed to average the first two stops, they were sadly mistaken.



MARTINI FINOTTO'S Alba, with carbon-fibre chassis, was leading class C2 until the rear bodywork flew off.

Lancia went to Monza brimful with confidence, armed with special high-boost qualifying engines for Saturday's timed sessions. Reputed to develop over 800 bhp, the Italian cars then proceeded to do respectable Formula 1 times assisted by Michelin's best rubber and the wide-track suspension, which was developed during the winter.

Palmer was third quickest, ahead of Mass, and the works team didn't look nearly as confident as usual. The 962C is a little bit "edgy" during qualifying, having 19 in diameter rear wheels and ultra-low, stiff sidewall Dunlops which aren't as progressive as the 16 in tyres used last year. Then again, none of the Porsches had demon engines for qualifying, and all the competitors become preoccupied with checking fuel consumption, now the all-important factor in the race. Rothmans-Porsche had a pair of 962Cs and a pair of back-up 956s with low-downforce Le Mans bodywork to check economies, and after losing Stuck's 962C put him and Bell into a 956 with a high-downforce tail and a low-downforce nose.

Race speeds tend to be about 10 sec a lap slower than qualifying, but this is deceiving because the Mugello race was run at a faster average than the previous event, in September 1983, while the Monza average in four hours was almost identical to last year's winning average. The cars are actually going just as quickly while using 15% less fuel, which is exactly what FISA envisaged when the rule was formulated.

Porsche and Lancia may make all the running in C1, but the C2 class has much more variety with Martino Finotto's Carma-Alba FF team defending its 1984 Championship from Gordon Spice, whose Spice Engineering Tiga-DFL has now won both opening rounds, the new Ecosse-DFV which made its 1985 début with a new chassis and carbon-fibre/Kevlar bodywork, and the Gebhardts.

Finotto, a wealthy industrialist, owns the Carma team and Carlo Facetti, his co-driver, designed the 1.9-litre turbocharged engine which usually goes like the wind in qualifying. Giorgio Stirano designed the attractive new Alba carbon-fibre chassis, and this sophisticated machine was romping away with the C2 class until the rear bodywork flew away, complete with the wing, and forced its retirement. Whether it would have gone so fast in the last hour, when the fuel situation became critical, is open to some doubt, but Spice's immaculately prepared, reliable Tiga was never far behind . . . and in this car's wake, Hugh McCaig's Ecosse was earning admiration as it ran faultlessly in the hands of Ray Mallock and Mike Wilds. A new Ecosse will be seen in C1 next year, commissioned by McCaig and sponsors Bovis, probably (but not certainly) to be powered by Aston Martin's V8. No doubt they're bending John Egan's ear even now to secure a 6-litre Jaguar V12, which would truly renew the illustrious partnership between the Scots and Coventry of the 'fifties. — M.L.C.

Results

Monza 1,000 kilometres, 2nd round, World Endurance Championship — Stopped after 138 laps (800.4 km) — Weather, windy

1st	M. Winkelhock/M. Surer (2.6 t/c Kremer-Porsche 962C)	4 hr 4 min 41.41 sec (121.96 mph/196.264 kph)
2nd	H. Stuck/D. Bell (2.6 t/c Rothmans-Porsche 956)	4 hr 5 min 13.07 sec
3rd	R. Patrese/A. Nannini (3.0 t/c Lancia-Martini LC2/85)	4 hr 5 min 49.5 sec
4th	J. Mass/J. Ickx (2.6 t/c Rothmans-Porsche 962C)	4 hr 6 min 5.21 sec
5th	J. Palmer/J. Lammers (2.6 t/c Lloyd/Canon Porsche 956B)	132 laps
6th	O. Larrauri/M. Sigala (2.6 t/c Brun Porsche 956)	129 laps
7th	G. Spice/R. Bellm (3.3 Spice-Tiga DFL, C2)	127 laps
8th	F. Fouche/S. v.d. Merwe/B. Giocomelli (2.6 t/c Kremer Porsche 956)	126 laps
9th	P. Barilla/H. Heyer (2.6 t/c Joest Porsche 956)	125 laps
10th	R. Mallock/M. Wilds (3.0 Ecosse-DFV, C2)	124 laps

Fastest lap: not given

Actions speak louder than words.



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(Pete Halsmer/John Morton)

2nd BFGoodrich Porsche 962
(Jim Busby/Rick Knoop)

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Silverstone 1,000 Kms

— a cliff-hanger

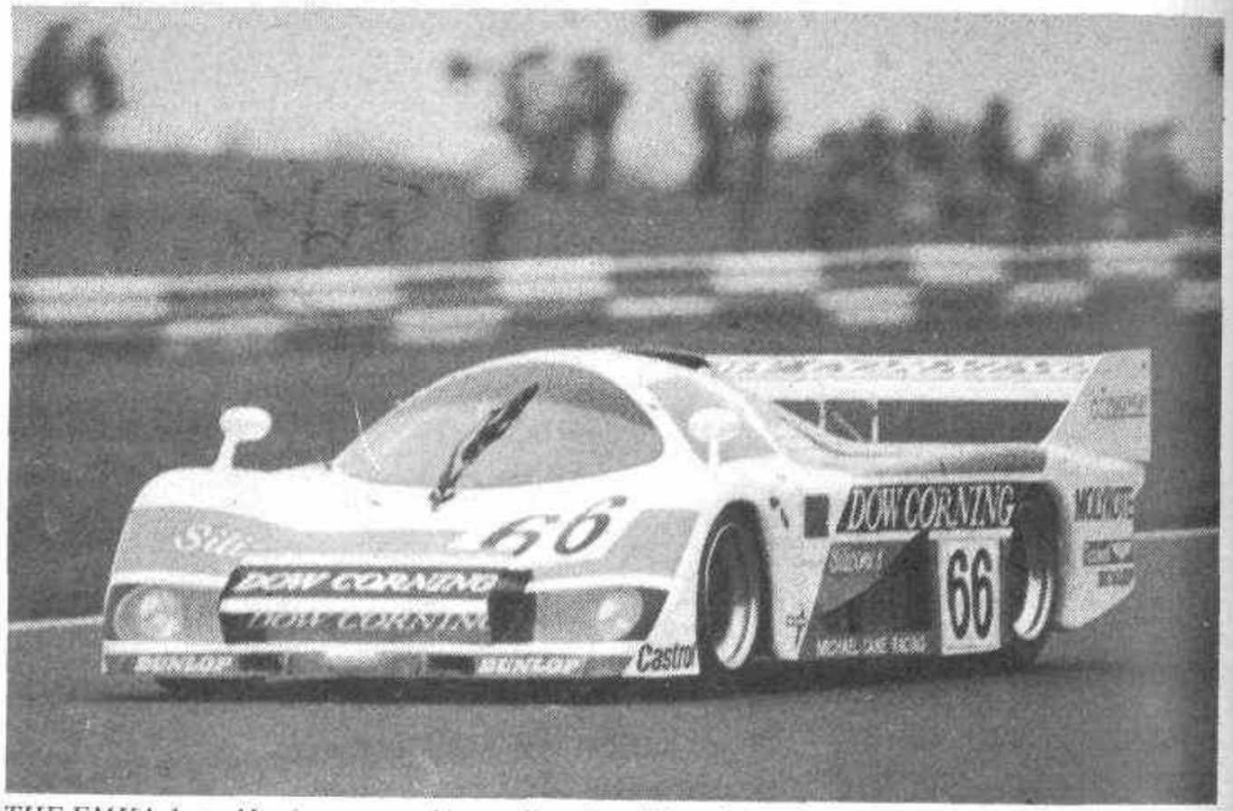
MAYBE Jochen Mass made the most prophetic remark after winning at Vallelunga, when he commented that the cars would get better, and the drivers would get used to driving for economy. The opening round had almost been an embarrassment as the leading cars slowed, and then slowed some more to reach the finish line on their allocation of 510 litres, 15% less than last year's 600 litres.

Almost unnoticed at the time was the fact that Mass and Ickx covered the distance in shorter time than the average of the last race held there, in 1983. Monza's result was distorted as the race was halted after four hours, but the winning average was almost identical to last year's.

Then came Silverstone, run at a cracking speed, and the race time for 1,000 kilometres was nine minutes quicker than the same pairing achieved 12 months before. Nine minutes is a lot, more than six laps, and we were left to ponder that if the cars have 85 litres less to use, if the Porsche engines are detuned by 25 bhp, and if they are otherwise much the same as last year, where does the extra speed come from? Better tyres, suspension improvements and higher cornering speeds is the only logical answer, Jonathan Palmer in particular demonstrating an exciting turn of speed each time he tackled the Woodcote chicane.

Palmer and Lammers did not win because their Richard Lloyd / Canon Racing Porsche 956B lost a front wheel after 102 laps, when leading. The Lancias then assumed a dominant 1-2 lead, but they didn't win either, Patrese's car having a front suspension breakage, Wollek's a frozen (or cooked!) gearbox. At the time the Rothmans-Porsches, running at a slower predetermined speed, were trailing badly and did not look like winners. The fuel consumption of mid-race the leaders was marginal, but still on the critical 51 litres per 100 kilometres, and had they not had problems it's not likely they would have slowed very much in the last hour. So the distance might have been completed in less time still, which really lays to rest the bogey of the 1985 fuel consumption saga.

The privately entered Porsches continued to lose wheels, too, the incidence now reaching dangerous proportions. Palmer and Lammers were robbed of their lead, but Thierry Boutsen had two wheels fall off, both occurrences giving him heart-stopping moments. Jo Gartner, too, in John Fitzpatrick's Porsche had a wheel bound away into the scenery, and it can hardly be the sort of advertisement that the Porsche factory would relish. Significantly the factory cars have never lost a wheel, not once in three seasons, and car manager Norbert Singer insists that the Rothmans cars have the same suspension units as the customers', and they are not thrown away after every race (though they are rigorously crack-tested, of course).



THE EMKA Aston Martin reappeared in new livery but did not finish.

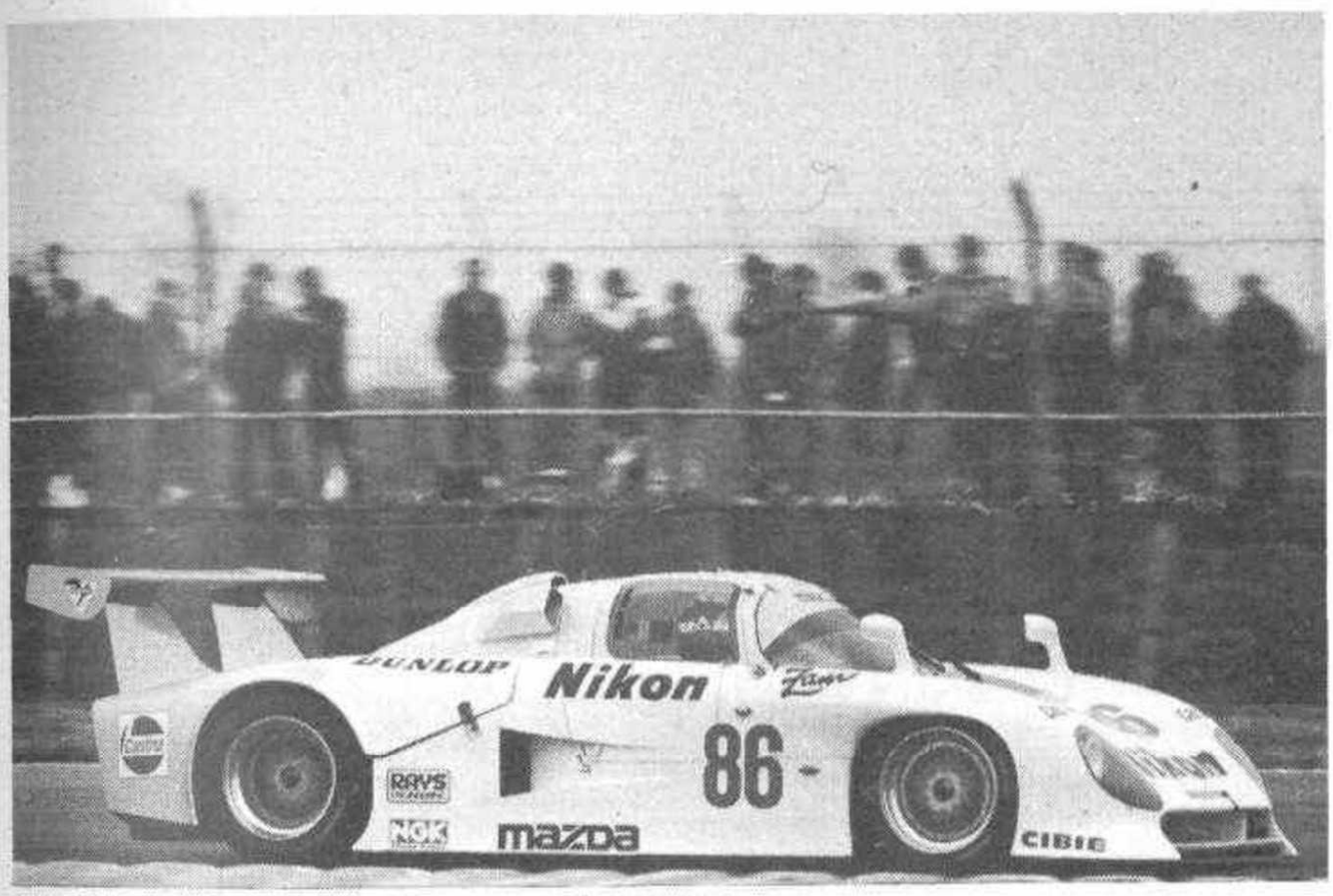
The factory's Speedline wheels are not quite the same pattern as the BBS wheels used by most customer teams, and for a long time the blame has been laid at BBS's doorstep. Now the pattern of the centre has been changed, but the wheels continue to fall off. Singer is quite adamant that the private teams are not tightening up the centre-lock nuts adequately, saying that "they don't believe our recommendation". Perhaps some proof of that was provided when the works training car was handed over to Lloyd's team to run as the camera car in the race. When Schuppan made his second refuelling stop the car lost seven laps because the mechanics couldn't get the wheels off, their air-powered torque wrenches having insufficient settings. Something needs to be done, and quickly, to put an end to this epidemic before there is a fatal accident. The sight of a Porsche coming to the pits on three wheels is now routine, and though it might be a testimony to the inherent strength of the car it's not the best way of proving it.

The Lancia-Martini team, headed by Cesare Fiorio, continues to dominate the practice sessions. They arrive with special qualifying engines, full 3-litre versions of the Ferrari V8, running the twin KKK turbochargers at 2.6 bar boost (about twice what the Porsches use). Their power output is something in excess of 800 horsepower, fuel consumption being of no importance at all in qualifying, naturally, and decent Formula 1 times are the order of the day. Riccardo Patrese claimed his third pole position of the year with a time of 1 min 10.84 sec, the speed 149.0 mph. There was some interest in whether the Italian would lower the time to 1 min 10.3 sec for the first 150 mph sportscar lap of Silverstone's Grand Prix circuit, but this wasn't quite on for this year, anyway. Apart from anything else a strong northerly wind was keeping the Northampton circuit like an ice-box all weekend, and the qualifying tyres weren't getting up to decent temperatures.

Patrese always has the qualifying tyres, and always starts the race, Alessandro Nannini being very much a number two. Bob Wollek and Mauro Baldi take their turns, as most teams do, and at Silverstone it was Baldi's turn to have the qualifying tyres, 1 min 12.75 sec being his best. It was enough, though, to keep the Porsches out, Hans Stuck's best being 1 min 13.12 sec which beats Stafan Bellof's qualifying time in 1983 by a mere four-hundredths.

Also in the 1 min 13 sec bracket were Manfred Winkelhock / Marc Surer in the Kremer brothers' 962C, Palmer and Lammers, Boutsen and Brun and Ickx and Mass, so some close racing was in store. World Endurance Champion Stefan Bellof took the weekend off to test his new Tyrrell-Renault at Le Castellet so team owner Walter Brun stepped in to share with Boutsen.

Steve O'Rourke's Emka Aston Martin made its first appearance since Le Mans 1983, shared with Tiff Needell and Bob Evans. The car looked very smart in Dow Corning livery and was the quickest of the British challengers, its 1 min 20.75 sec also being the fastest normally-aspirated car time. Close behind, though, were the 3.9-litre, DFL powered Spice-Tiga of Tim Lee-Davey / Neil Crang (1 min 21.15 sec), the 3.3-litre version of Gordon Spice and Ray Bellm in the C2 class (1 min 21.34 sec) and the new Carma Alba FF of Martino Finotto / Carlo Facetti / Guido Dacco (1 min 21.89 sec). The new Ecosse was next, in the hands of Ray Mallock and Mike Wilds, though slower after an engine change; they



TWO MAZDAS entered, but performance was disappointing.

didn't bother with qualifying tyres, either, though these are used more and more in C2 as the leadership battle hots up.

The factory Mazdaspeed team came to Silverstone to prepare for Le Mans, two familiar looking, though quite new 737Cs entered for Yoshimi Katayama / Takashi Yorino and David Kennedy / Yojiro Terada. The oil radiators have been moved to the front and the monocoques stiffened, yet the cars are lighter than last year's 727Cs, scrutineered at 750 kg. The 2.3-litre rotary engines develop only 315 bhp, though, hardly enough to present a real challenge in a five-hour race. A touch of the Orientals was seen in Terada's car, which had a miniature, gilt Samuri sword taped to the bulkhead, perhaps for a hari-kari job if the driver made an error.

The first half of the race was all about Lancias and Palmer's Canon-Porsche, running at 1 min 19 sec from the start and pulling away from the lowly-placed Rothmans-Porsches at two seconds a lap. First Wollek led, then Patrese, then a spectacular overtaking manoeuvre at the chicane put Palmer into the lead. By lap 22 Palmer had established a new Group C record at 1 min 16.98 sec (later he was to lower it again) and this didn't look anything like the economy run we'd been expecting. The leaders were going like the wind, but how much fuel were they using?

The first pit stops showed that the leaders were on target, the Rothmans-Porsches having something to spare for a late charge if need be. Tactics vary this year, and provide extra interest. The Canon team went as far as possible on each tank, effectively making four and a half stops (to take on 410 litres), while the works Lancia and Porsche teams divide the race into six parts and make five stops of equal length, the target being to take on 82 litres each time. Rapid calculations indicated that the leaders were in fact on their average of 51 litres per 100 kms, and could go the distance.

With Boutsen and Gartner out of contention the race for fourth place was between Winkelhock / Surer, Mass / Ickx, Larrauri / Sigala, Ludwig / Barilla and Bell / Stuck, the number 2 Porsche being tail-end Charlie in the group and in danger of being lapped at the 100-lap point. Ludwig's Joest / New Man entry was badly hampered by a dreadful misfire in the engine, yet it was hardly slower than the works Porsches which is indicative of the waiting game that Peter Falk's drivers were playing.

At the two-hour mark, lap 86, Palmer was harried by Patrese, Wollek was a safe third. Patrese passed Palmer on lap 89 but the two Grand Prix drivers had a real set-to, Palmer regaining the lead on lap 92. Ten laps later Palmer's chances were dashed when the car started vibrating badly at Stowe, then shed its left front wheel, disc brake and all, as the car appeared under the *Daily Express* bridge. The Canon car reached its pit safely but seven laps went down the drain while a new corner was fitted. As evidence of its competitiveness, Palmer later established a new record at 1 min 15.96 sec, he and Lammers actually recovering two of the lost laps on their way to a fifth-place classification.

A Lancia double now looked a distinct possibility, as Stuck went a lap down while having the windscreen taped in securely. Nannini now led Baldi by half a minute, with Ickx 70 sec down, Winkelhock, Stuck and Sigala a lap behind. Then in the space of half an hour the Italian dominance crumbled, as Baldi stopped to have a piece of loose bodywork pulled off, and Nannini came to the pits with his front wheels askew, the track rod end having broken. A new corner was fitted on the right front, and the Lancia was three laps behind, good work by the mechanics. Wollek and Baldi could still have won, had not their gearbox then jammed.

The Aston Martin-powered Emka and Cheetah entries had long gone with assorted failures, the same problem putting out the Lee-Davey/Crang Tiga. The Gartner/Hobbs 956 went out with a gearbox failure, while Peruvian Manuel Lopez, owner of Fitzpatrick's second entry, had lost control while leaving the pits and crashed heavily into the barrier on the outside of Copse Corner. Quite where Lopez earned his International licence is not clear, but he is obviously not up to the standard required in World class motor racing.

While Ickx/Mass and Bell/Stuck reaped their due rewards in the final hour, the C2 class battle was going strong. The Ecosse was on its way to its first major success since the Ecurie's win at Le Mans in 1957, Spice and Bellm held back because their car wouldn't pick up the last 50-litres of fuel. The Carma-Albas had a very subdued run, Finotto's car overheating badly from the start and the second car having continual turbocharger troubles. The Mazdas weren't doing any better than expected, either, Kennedy's car having a fuel filter problem, then delayed by a collapsed rear wing, while the Yorino/Katayama entry broke its gearbox some eight laps before the finish.

Even the final hour had its moments. Larrauri's 956 crashed heavily at Stowe when the rear bodywork flew off, littering the track with debris, and Patrese and Winkelhock locked in a desperate battle for third place in the closing stages. The Kremer Porsche had been delayed by a broken throttle return spring, and Patrese went by into third just a lap from the end, fending off Winkelhock's challenge by less than a second when the flag came out.

That earned Lancia-Martini 12 points in the Teams Championship, led by Rothmans-Porsche on 40 points, then Kremer-Porsche on 25 and Lancia-Martini on 22. In the Drivers' Championship Mass and Ickx have 50 points, Winkelhock and Surer 45, Bell and Stuck 30, the next round being at Le Mans on June 15th/16th.

RESULTS

Silverstone 1,000 kms, third round, World Endurance Championship for Teams and Drivers — 212 laps — Weather, cloudy and cold

1st	J. Ickx/J. Mass	(2.6 Rothmans-Porsche 962C)	4 hr 54 min 03.22 sec (204.11 kph)
2nd	D. Bell/H. Stuck	(2.6 Rothmans-Porsche 956C)	211 laps
3rd	R. Patrese/A. Nannini	(3.0 Lancia-Martini LC2 85)	210 laps
4th	M. Surer/M. Winkelhock	(2.6 Kremer Porsche 962C)	210 laps
5th	J. Palmer/J. Lammers	(2.6 Lloyd Canon Porsche 956B)	207 laps
6th	K. Ludwig/P. Barilla	(2.6 Joest Porsche 956)	206 laps
7th	J. Laessig/H. Regout/J. Pareja	(2.6 Obermaier Porsche 956)	204 laps
8th	G. Fouche/S. v.d. Merwe/A. Copelli	(2.6 Kremer Porsche 956)	195 laps
9th	R. Mallock/M. Wilds	(3.0 Ecosse DFV C2)	193 laps
10th	T. Boutsen/W. Brun	(2.6 Brun Porsche 962C)	139 laps

Fastest lap: Palmer, 1 min 15.96 sec (223.62 kph)

ROAD IMPRESSIONS —

The Lancia Delta HF Turbo

THERE ARE those with long memories for whom no modern Lancia quite compares with the Aurelias, Aprilias and Flavias of old, just as some MG enthusiasts find a Maestro or Montego a poor substitute for an MG-A, MG-B or whatever. However, all this lies in the past, and while it all somehow changed with the Beta, where Lancia is concerned, the present Lancia Delta HF Turbo is a very fine little car, of highly impressive performance and good road manners. I much enjoyed quite a long mileage in one, collected from the premises of Mike Spence at Shinfield, Reading, conveniently close to exit 11 of the M4, where they also deal in Lotus and Morgan cars.

The white Delta Turbo was adorned with blue "Lancia-Martini" speed stripes, rather conspicuous for a car of this sort, while some may object to carrying advertising on their private car. Personally, I found it all quite acceptable, as a reminder of how proud Lancia are of having won the 1983 Rally Championship. The five-door hatchback is no rorty rally-type offering and it has a manual sunroof, central door-locking, two external rear-view mirrors, electric front windows, demisters for those windows, alloy wheels, headlamp washers, etc.

Mechanically, the Garrett T3 turbo-charger boosting to 10 lb / sq in, applied to the transverse twin-cam four-cylinder 84 × 71½ mm engine with a cr of 8 to 1, results in a maximum power output of 130 bhp at 5,800 rpm and 140 lb/ft torque at 3,700 rpm. The Marelli Microplex electronic ignition with knock-sensitive timing adjustment contributes to the engine's outstanding smoothness, and fuel is supplied from a Weber 32 DAT 18/250 carburetter. In a compact car weighing 21.3 cwt at the kerb the outcome is truly impressive performance, enhanced because the ZF five-speed gearbox has well-chosen ratios. If the driver so chooses, this Delta Turbo can be a veritable road-burner, yet is a comfortable family-type car. Top speed well exceeds 120 mph with impressive maxima in third and fourth gears, respectively, of 82 and 110 mph. Power does not really come in before some 3,000 rpm. but if in a correct gear, acceleration from quite low speeds is not only enjoyable but reassuring, because quick pick-up is a key-factor in safe motoring. And this the Delta Turbo has in very good measure! No one can quibble at 0-60 mph in eight seconds flat with intermediate acceleration well in keeping, and a ss ¼-mile devoured in only 16.3 sec. There is not a trace of turbo-lag and the engine is not only notably smooth but it will run unconcernedly at very low speeds in the higher gears. In fifth, 4,000 rpm equals 83.8 mph. From cold, starting took a few churns.



TURBO DELTA has little to identify it when not adorned with Martini stripes.

The engine is apt to be somewhat noisy when working hard, but not objectionably so, and to its very impressive performance the Lancia Delta couples handling qualities that make driving it a rare pleasure. The manual rack-and-pinion steering, controlled by a thick-rimmed 12½ in diameter wheel, asking 3.6 turns, lock-to-lock, is light once on the move, very accurate, and responsive. The lock could be more generous. Cornering is as near as dammit neutral, with just a trace of understeer at times, the tail following through nicely, with no oversteer tendencies, under normal conditions. The Michelin TRX tubeless radial 170/65R tyres, on 5½ in alloy wheels, gripped reasonably well in the wet and the all-disc servo brakes behaved admirably. The handbrake was reluctant to hold on hills.

Apart from its refreshing urge, another pleasing aspect of the Delta Turbo is the neatness of instruments and controls. To the left of the sensibly-sized, square-dial speedometer and tachometer a panel contains bar-gauges recording oil-pressure (5-bar), oil-temperature (72 deg C), water-heat (93 deg C) and fuel contents. Such gauges save space and are easy to read unless exact calibrations are needed. There is a triple-stalk system of controls, for wipers on the left and for turn-indicators on the right, enabling one to signal while changing gear, a longer stalk below on that side controlling the lamps-settings. The multiple heater-controls have a panel to the left of the instrument panel, with seven push-buttons for the various symbolised services lined neatly along its upper edge. Below the usefully lipped, divided, fascia-shelf is the Pioneer radio/stereo, using Panasonic T65 Coaxial 2-way door speakers. The electric window switches are on each side of the gaitered gear lever and the console carries, low down, the boost-gauge and voltmeter.

The five-speed gear shift, of non-dog-leg kind, is reasonably acceptable, but has a rather rubbery feel, especially when selecting bottom gear. There is a tiny Vegliaflash digital clock in the roof. The front seats are of Recaro rally-type, comfortable and supportive, with built-in soft headrests and upholstery of Italian wool-fabric. Two substantial keys are supplied, and the hatchback is lockable, opened by a handle that tends to get dirty. There is rear wipe / wash but unfortunately it functions only when its button is depressed.

The all-independent strut suspension has been suitably stiffened for the Turbo but the ride is still very good, even over bumps promoting bump-thump. Apart from the aforementioned badges, two bonnet air-intakes and a wind-deflector on the o/s wiper-blade add to the car's impressive appearance. Stowages within comprise an illuminated lockable cubby, front-door wells, a neat spring-out coin box, and a smaller well behind the gear lever. The wide doors shut nicely, the full boot-capacity is 35.3 cu ft, and there is ample ground clearance. The fuel tank has a screw-type filler protected by a lockable flap on the n/s. The tank holds 9.9 gallons. I was unable to resist exploiting the Lancia's splendid performance but refrained from progressing at a personal "ten-tenths", or taking the engine up to its unnecessary 6,500 rpm limit, and I obtained an overall fuel consumption of 27.2 mpg. Incidentally, this 1½-litre car had no difficulty in passing, with flying colours, my personal assessment of a truly fast car, that of reaching a speedometer 100 mph at the top of a short, quite steep hill (never mind where) starting from cruising pace.

This Lancia Delta HF Turbo puts a real slice of fun into family-car motoring without losing the desirable qualities of comfort and flexibility. The basic price is £7,990, which the extras named increase to £8,280.— W.B.



The MG Maestro EFi

I REPORTED on the then-new MG Maestro in 1983, when it had the 1.6-litre engine, and noted that it was a competent car but without much character. It has since been given the O-series 2-litre fuel-injection engine, mated to a Honda, instead of a VW, five-speed gearbox and has become a very impressive package. Power output has been increased by 12 bhp and torque by 34 lb/ft at an engine speed lower by 1,200 rpm. That means 115 bhp at 5,500 rpm from the 84½ × 89mm (1,994 cc) overhead-camshaft engine, and 134 lb/ft torque at 2,800 rpm.

The MG Maestro thus becomes a truly significant British car and we might well shout it to the far housetops, assuming reliability is in keeping with performance that is close to the best achieved in the fast hatchback class. Couple this — and I mean 114 mph or so top mph and 0-60 mph acceleration in less than 8½ seconds — with two other important factors and the 2-litre MG is quite a car. These other factors are more interior space than most of the sports-hatch rivals and a remarkable fuel economy. So the revived MG Maestro can truly be called the thrifty family-man's ideal. The low petrol thirst means something like 36 to 37 mpg driving gently (some reports say aunties might get over 43 mpg, almost unbelievable from a 2-litre car) and in my case 30 to 32 mpg driving quickly but sensibly. Indeed, the overall consumption of four-star, kept in a thief-protected 50-litre (11¼-gallon) tank, was a notable 32.8 mpg, so local journeys improve rather than detract from figures achieved in very fast Motorway runs.

There are a few reservations. The engine is somewhat noisy most of the time and fifth speed, useable in towns, feels under-geared. The Honda gearbox I have seen described as "a gem" and as modern boxes go it is certainly very good, with a delightful 5th/4th change, although it asks for rather precise movements of the lever and perhaps needs a stronger centring-spring to protect fifth from very occasionally becoming third when in a snatch. Clutch engagement calls for a modicum of care, making this a better open road than traffic car, which is maybe how an MG should be! The ride is lively over the rougher roads, the brakes generally good but not possessing that feeling of "giant-hand" retardation, the controls are well laid out, and the test-car's digital instrumentation and voice warnings come with it. Brightness of the readings apart, I can live with this, but noted that, even with such sophistication, the fuel-gauge varies with gradient when the level is low.

The steering is a bit vague and in manual form heavy for parking, and quite low-geared. I found the seats on the hard side and not altogether to my liking but the doors shut well and the manual sunroof would have been appreciated had there been any sun. This Maestro was free from rattles. I have never liked the look of the "hot-cross-bun" wheels, but they *are* of light alloy, with 5½ in rims, Michelin-shod on the test car. The Unipart lamps gave a good dipped light and wide but somewhat short full beams. Central locking is standard but electric front windows, which the width of the body warrants, costs £187.11 extra. Under the easily-opened, rear-hinged prop-up bonnet all is accessibly arranged around the engine with its slim cam-box, including the Unipart Samson battery, and no oil was needed after 1,000 miles. To sum up, the MG Maestro EFi, prices of which start from £7,525, is not only a much improved car, it is a real flier of its kind, yet more apt to appeal to family users than most of its kind, and there is that very welcome fuel economy. Britain can do it when she tries! — W.B.

Morocco Rally Revived

NINE years ago, among the ten qualifying events of the World Rally Championship for Makes was one which has never since been included; one which ranked with the Safari as one of the world's most challenging endurance rallies.

In 1977, the world series became decidedly poorer and less colourful by the absence of one of its toughest and most demanding ingredients, the Morocco Rally. For various reasons, the rally ceased to exist, and its former participants, not to mention mechanics, managers, organisers and other followers, were saddened that their year would not include a week facing the adventures of the Atlas Mountains and the interminable desert tracks of the country's South.

However, there are all the signs of a revival, and we are delighted to report that the Morocco Rally will reappear in 1985, being held from September 10th to 14th.

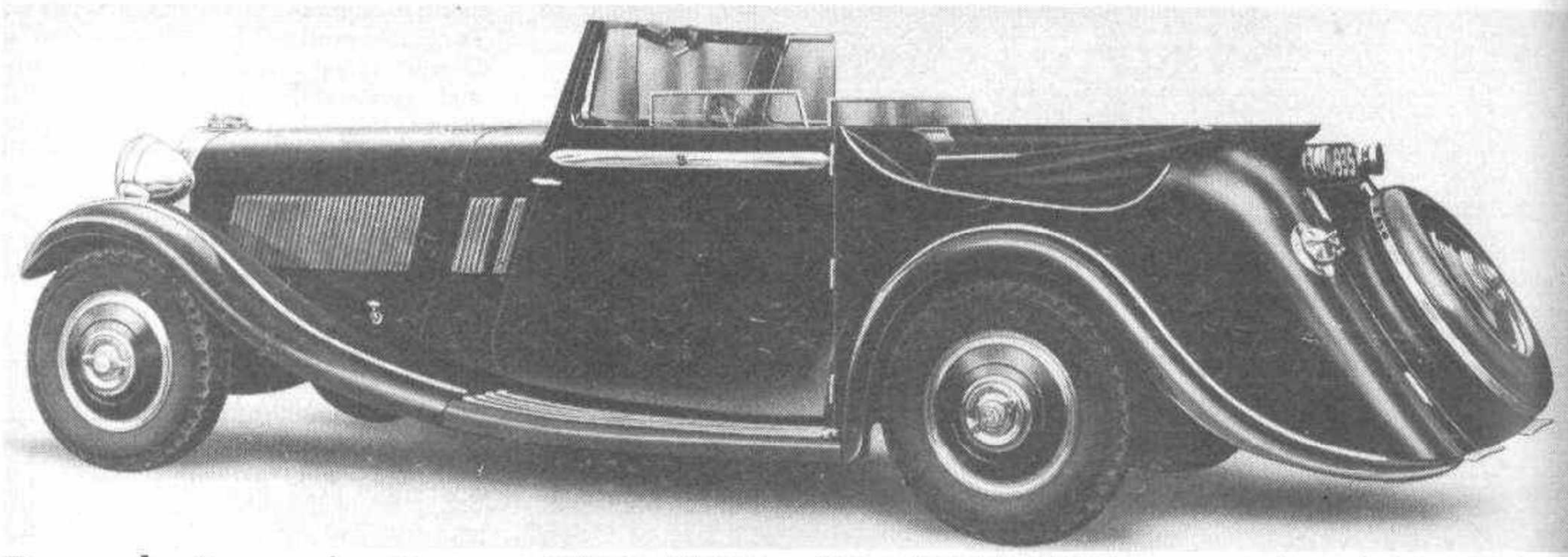
No doubt it will attract but few of its former competitors to have a go again, but we don't mind taking a wager that many will go along for the pleasure of reliving past adventures; cramming desert scrub into punctured tyres just to keep going; servicing in the shade of the desert fort at Agdz; having spares dropped by makeshift parachute; the cooling dip in the long river crossing at Rich; the spontaneous hospitality of the people of oasis settlements, and the never-ending slog through a special stage all of 500 miles long!

By the combined efforts of the Royal Moroccan Automobile Club, Marlboro, the Moroccan Tobacco Company, Royal Air Maroc and the Paris promotional company Promocourse, an agreement was reached to revive the rally this year, with a view to applying for an eventual return to the World Championship.

Until that time, the event has no FISA championship rules to consider, so in addition to cars of groups A, B and N, it will be open this year to non-homologated prototypes, providing teams with a golden opportunity for tough, competitive testing. Its total distance will be 4,870 km, and the 16 special stages will account for 2,500 km.

Many British privateers have tackled this classic rally in the past, with cars varying from a V8-engined Escort to a Mini, and we wonder if they will be tempted, along with younger crews, to make the trip to North-West Africa in September. After all, the two sea crossings are very short ones.

For more information, contact Promocours International, 10 Rue Turpin, 94120 Fontenay-sous-Bois, France. Tel: (1) 394 0150. Telex: 231787. — G.P.



Brough, Superior?

THIS view of the first Brough Superior "eight" (Reg GB 1935) emphasises just how neatly the hood folded away when the car was in open trim. Note the "GB" monogram in the chrome flash on the door. Production cars had extra, longitudinal, louvres where the bonnet curves down.

IT IS impossible to consider Brough Superior cars, which celebrate their golden jubilee this year, without taking account of their builder, George Brough. As well as being an engineer and, I think, a lesser engineer than he is usually described as being, Brough was also a shrewd businessman and a showman. I think "publicist" is too weak a word for he had a showman's cavalier attitude to exactitude of terminology. To give an example, when asked how many cars he produced, he would modestly admit to a thousand or so (and you will find a production run of 1,200 quoted in "authoritive" books) whereas the reality was a little over 80. The exact figure will never be known for all his company's records were destroyed in the war. In 1937, MOTOR SPORT quoted him as saying that his Alpine Grand Sports model was "finding a ready market in the USA". In fact, only three examples were ever built.

To give another example, when he launched his cars, ohv was all the rage and sv engines were considered *passé*. To counteract customer resistance to his sv Hudson engines, George had a fake cam cover put over the top of the flat head engine. I do not know if anyone was fooled into buying a Brough Superior car as a result of the fake cam-cover, or if Brough ever suggested to a potential buyer that he might be buying an ohv-engined car, but I do wonder why Brough went to the trouble of making a hollow "cam cover". He made precious little else on the cars which bore his name.

Brough's advertisements for his 1936 cars, written largely in the first person, make the claim that "George Brough announces his new 3-Litre Car. A brilliant addition to the Brough Superior Range. The 6-cylinder, 3½-Litre Brough Superior is individually built throughout. The main components are specially manufactured by THE HUDSON CAR COMPANY and their adaptation and modification is the EXCLUSIVE RIGHT OF BROUGH SUPERIOR CARS LTD."

If we examine the advertising copy critically we find a different picture. In the first place, the 6-cylinder cars were not *additions* to a range, they *were* the range. The previous year, Railton had stopped Hudson supplying the 8-cylinder chassis to Brough, so the "range" had ceased to exist. The major components were not "specially manufactured", they were standard Hudson chassis sold off cheaply to Brough at the end of the model-year. Brough paid £85 each for them, delivered to Southampton docks.

They were then taken to the coach builders, Messrs W. C. Atcherley of Birmingham, who supplied the bodywork at £100 a time. The cars were then trimmed and sold with a clear profit to Brough of well over 100%. It seems the cars never saw the Brough works until a customer arrived to drive one away.

The body may have been designed by Atcherley's but the more likely explanation is that George had his own draughtsman draw his ideas, he was no draughtsman himself, and he worried away at them until he was satisfied. Certainly in the sixties, he planned to build a coupé body on a Rolls-Royce chassis and he proceeded in that way on that occasion. Typically, he scrapped the idea when it was announced that Rolls-Royce was to supply engines for the Austin Princess, he wanted nothing to do with a firm which would sink so low and so, after spending quite a lot of money on the project, the Rolls-Brough died.

In mechanical terms, Brough's contribution to the cars was neglible. He designed the fake cam cover and the remote gear linkage but apart from that, the chassis simply had Koni front shock absorbers fitted, perhaps only to some cars, proprietary built-in jacking and automatic lubricating systems, and the electrics were up-rated from 6v to 12v. Hudson did not anyway supply the electrics but did fit 12v starter motors and dynamoes before shipping. The cars were really re-bodied standard Hudsons with a minimal amount of "adaption and modification" and as for the 6-cylinder engine being for his "exclusive use", it was exclusivity by default for nobody wanted it when they could obtain the eight and George's own car was an eight.

The most popular model of the range was the drophead coupé which George described fulsomely as a "revolutionary dual-purpose car" (aren't all convertibles "dual purpose"?) while claiming that the hood could be raised in two seconds! He later modestly changed that to five seconds. It's actually a beautifully constructed hood and a tall man *might* just be able to lift and fit it in five seconds, provided the tonneau was already removed.

Earlier in this piece, I doubted Brough's ability as an engineer and when we come to examine his one original car design, it will be clear why I commit the heresy. It is also fair to recall that while William Brough, his father, made his own production engines, George never achieved that even though he built a long line of prototypes, many of radical design, but none appear to have worked well. Brough must have spent a lot of his profits in pursuing his ideas, he really did take the idea of engineering seriously but, as I've said, I feel his was a far lesser talent than most claims made for it for none of his original designs ever went into production.

In telling the story of the Borough Superior car, we must first completely disregard much of the body of published literature about George Brough. In almost every case, it has been written by people who are so blinded by the man's charisma that they are unreliable. In trying to write an objective account, I know I will get letters written in spluttering rage from disciples but I would like to say one thing and that is that when I saw my first Brough Superior motorcyle, it was love at first sight and it is an affection which has never diminished (this is a fact which will be ignored by outraged correspondents).

George was born in 1890, the son of

Williams Brough, an early builder of motorcycles, cars and cyclecars, so he more or less arrived with a con-rod in his mouth. When he was 16 he persuaded his father to allow him the use of a 2.5 hp Zenith-powered Brough, with a single gear, which he entered in his first classic trial, the 1906 Land's End to John O'Groats — and he pedalled most of the way!

In 1910, 11 and 12, he won the London to Edinburgh Trial outright and kept the trophy. Since the London-Edinburgh Trial was a reliability run, this indicates a remarkable sensitivity for machinery and there is no question about Brough's ability as a rider, though he apparently was no great shakes behind the wheel of a car. From 24 Land's End Trials entered, he scored 23 First Class awards. From 52 sprints entered, he achieved 51 ftds and, indeed, his machine was the fastest through the traps in the 52nd, at Clipstone, but unfortunately George was no longer on the 'bike! His front tyre had come off the rim and George was quite badly injured. Thereafter family pressure made him curtail his competition riding. It should surprise nobody that Brough was so successful in sprints, for he approached a largely amateur occupation in a thoroughly professional way and his machines always had much larger engines than the bulk of the opposition (a 500 cc-engined model was the smallest 'bike he ever made and then made only nine). After the Brough team arrived at a few sprints, with gleaming machinery on the back of trailers, the local lads who had ridden to the venue and who were compre-



hensively blown off, began to mutter among themselves.

During WW1, Brough worked as an engineer at White and Poppe's engine works in Coventry and this work allowed him a petrol allowance. Brough bought, analysed, and sold, a succession of motorcycles, 34 in all, to give him a reservoir of experience against the day when he would build his own machines. A Harley-Davidson seems to have particularly impressed him for his own products later used a form of the Harley-Davidson front forks. Brough's successful ideas were always borrowed.

The name "Brough Superior" came about, as do so many good ideas, over a few points of ale shared with friends. An announcement that Brough was to produce his own machines had brought 20 immediate enquiries, which says a great deal for his reputation as a rider, but the question remained, what was the machine to be called? One of the drinking party, Bob Blay, suggested "Brough Superior" and it was one of those names which instantly clicked. William Brough was not a little miffed for the implication was that his own "Broughs" were "Brough Inferiors' and George always remained sensitive when the subject was raised but it was typical of the showman in him that he embraced the name regardless of family relationships. In fact, George seems to have been very fond of his father.

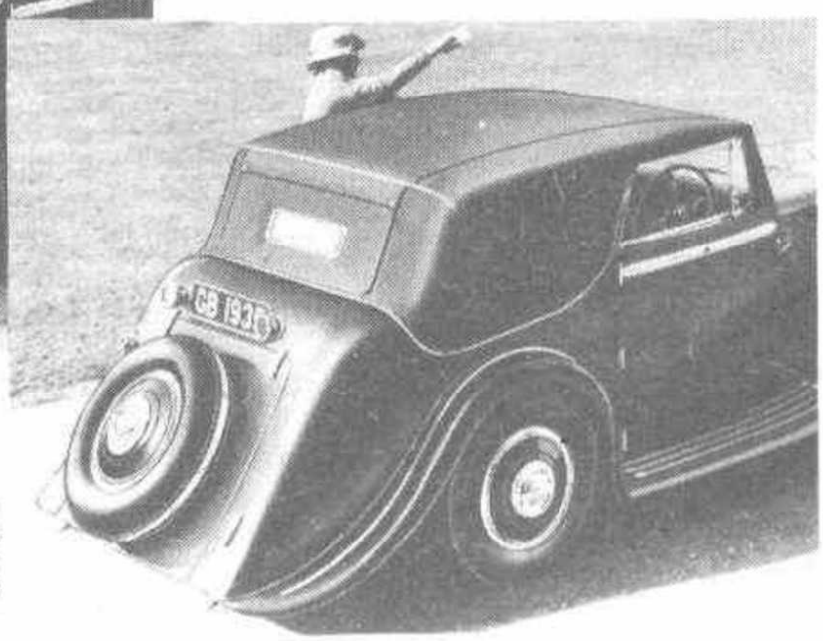
Production of Brough Superior motorcycles began in 1920 and around 3,000 were built by 1939. Brough was not, however, a complete manufacturer, he always used proprietary parts, typically JAP or Matchless engines and Sturmey Archer gearboxes. What he did do was to impose strict quality control standards on his bought-in components, even demanding higher standards from his suppliers, hanging out in front of them the carrot that they would benefit by being associated with so prestigious a motorcycle. He basically allowed others to do the tricky bits, bought in the best of their efforts, assembled them and gave the component parts an individual style.

Every Brough Superior motorcycle is instantly recognisable by its tear-drop petrol tank which was made up from a mosaic of small parts and soldered together. Nobody else ever managed to reproduce the shape, and several tried, and it was itself so distinctive that Brough had no need to inscribe his name on the side, the style said it all. It's not going too far to say that the fuel tank was Brough's greatest achievement as a designer.

Brough's motorcycles were not thoroughbred sports models. Many were built for application as combination outfits. Their distinctive qualities were style, poor brakes, large engines and excellent stability due partly to the Harley-Davidson-based suspension, and partly to a very low centre of gravity. They were, in fact, well-made, refined, high-speed tourers. What competition success they enjoyed was largely in minor events.

Brough Superiors were advertised as "The Rolls-Royce Of Motor Cycles" and, as most readers will know, it is the only occasion on which another firm has been allowed to use the name "Rolls-Royce". What happened was that a journalist with *The Motor Cycle*, stumped for adequate praise for the Brough Superior he had tested, coined the phrase. Brough seized on it eagerly and used it in his advertising, though always being careful to attribute it as a quotation. Rolls-Royce was not impressed and sent a high-level representative to the works in Haydn Road, Nottingham, to inform Brough that he was in breach of copyright. George responded by showing his visitor around the works, pointing out the group of men in white coats, wearing white cotton gloves, who were lovingly assembling a motor cycle. His visitor was impressed and left after giving Brough permission to continue to use the Rolls-Royce name, a unique concession. What Brough was too modest to mention was that the group which had been drawn to his visitor's attention was a special "show" bike, the standard machines, though beautifully made, were not afforded the same attention. Brough's succession of spectacular show bikes, always immaculate, often fitted with radical engines, added greatly to his reputation for they were the stuff which dreams are made on.





IN Brough's original press handouts, the claim was made that the hood of his "revolutionary dual purpose car" could be raised in two seconds! George Brough was nothing if he was not a showman.



THOUGH this shows the interior of a Brough "eight", the layout was identical on the "sixes". Comfort and a fair level of luxury were hallmarks of the cars, as was an impressively low noise level.

He appears to have been a volatile man. Colin Ball, who worked for him and who now manages Brough Superior Motors in Nottingham, which was once the service depot for the factory, describes him like the "little girl with the little curl". When he was good, he was very, very, good and when he was bad he was horrid. Numerous stories are told about him, some perhaps apocryphal. There was the time when he heard a rumour about Brough Superior copies being made in Japan. When two Japanese visitors stopped to examine his stand at the Motor Cycle Show, he physically removed them from the building. When a friend was put in prison for being drunk and disorderly, Brough smuggled him in smoked salmon and champagne. In the Fifties, a commemorative run of the London-Edinburgh Trial was held and Brough borrowed a BS combination for the event and won a gold medal. When the owner came to pick up his machine he walked right by it for, before the Trial, Brough had it taken apart and reassembled as new. When he drove anywhere on an important engagement, he took cloths with him so, a short distance shy of his destination, his car could be polished so it would be immaculate on his arrival. He was simply a one-off, a larger than life character. One can understand why he attracted such committed devotion among so many people and, too, why accurate history has become embellished.

Since George died in 1970, we cannot know precisely why Brough turned car maker. One reason must be that it is in the nature of things for buyers of motorcycles to become buyers of cars. George himself was into his forties when he started his first car and, he himself must have been looking towards life's little comforts. Then, he had scaled the heights of the motorcycling world and was probably looking for new peaks to conquer. There might have been in the back of his mind that his father, William, had attempted car production and not been a success and therefore it was something which the son, the maker of the "Superior" had to attempt.

Though George's eventual products were, like the contemporary Railtons, little more than re-bodied Hudsons, it is clear that he did not start with that solution in mind. Nobody knows how many prototypes were built, or on what chassis they were based. It was perhaps only one which was first fitted with a 1½-litre Meadows engine and, typically, given the registration plate GB 1933 (being made in 1933) and later a 2½-litre Meadows-engined car was made. Neither car (or neither engine in the same car) provided the power he required so he looked elsewhere. The "authorities" all claim that Brough consulted experts like Freddie Dixon in his quest for the perfect motor car. If so, the conversations must have been short for the end-result was hardly innovative.

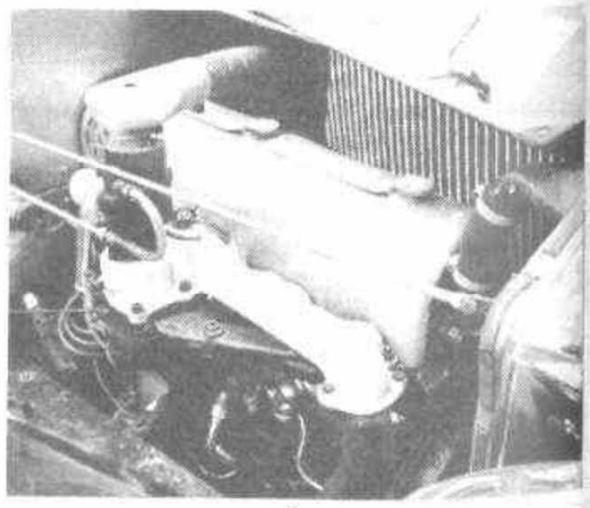
Having said that, let us not deride the car as a vehicle, for it would do everything which a contemporary Bentley would do, and do it better and smoother, at a third of the price. Brough's own eight cylinder car, which was used as a demonstrator, had a high back axle which enabled it to do over 100 mph. Customer cars had a lower back axle ratio and the "magic ton" was perhaps not achievable, though that little matter was not mentioned in the advertising material.

I recently went to visit Peter Beynon at his home in South Wales and Peter's collection includes four Brough Superior cars which includes George Brough's personal eight cylinder car and the perhaps unique V12 model. Peter is one of those enthusiasts with his head screwed on. In other words, he loves his cars but is not blind to their faults, and since he has owned, and owns, an interesting variety of vehicles, is in a good position to judge his Brough Superiors. He kindly allowed me to drive two of his cars and I am indebted to him for some of the information in this article.

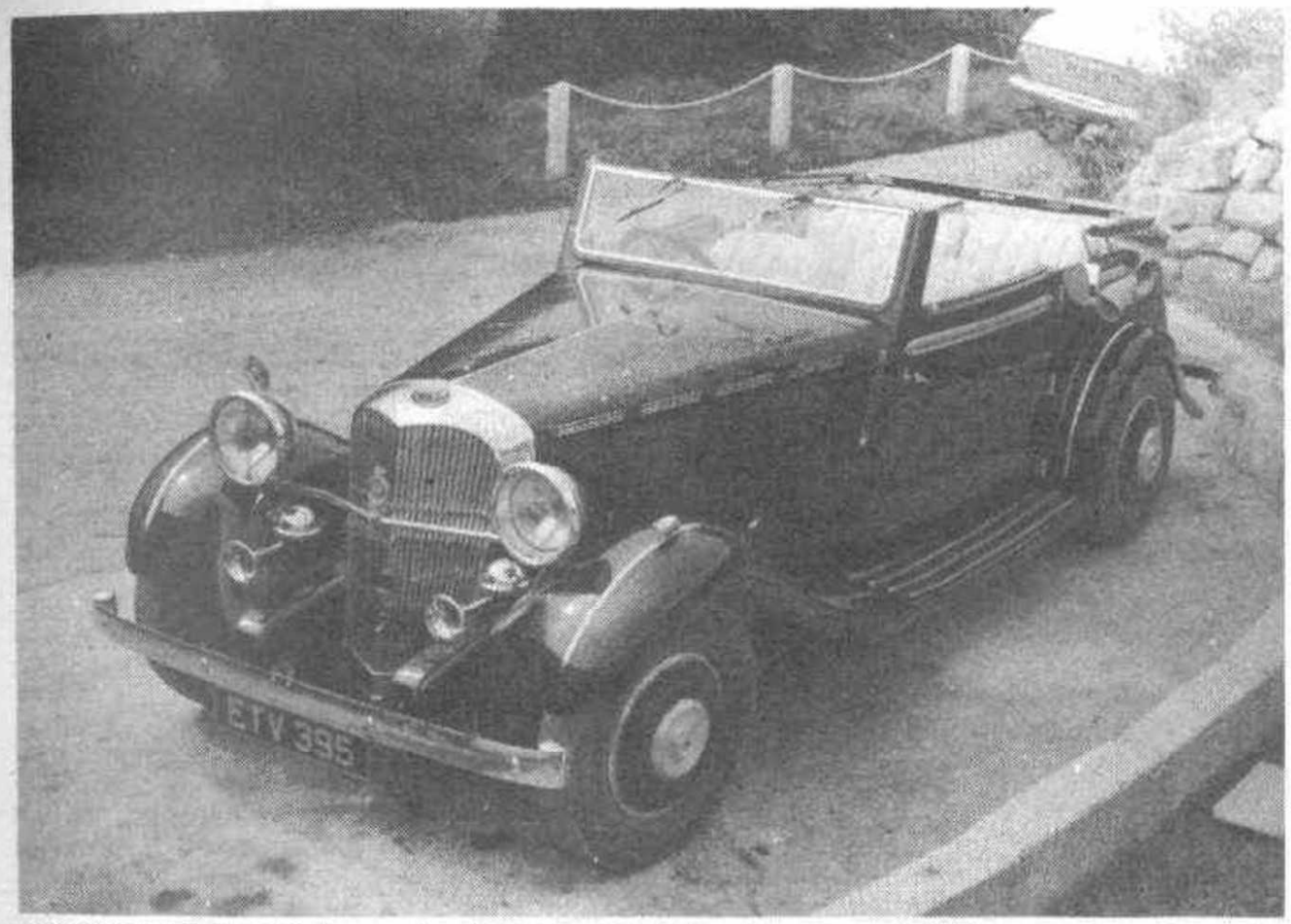
Brough introduced his eight cylinder car to the press at Hatfield aerodrome in May, 1935 and by October had sold most of what was probably a run of 25. Hudson built a wonderfully balanced, torquey, 4.2-litre sv engine which was mated to a small, rather weak, three speed gearbox. The 1935 Broughs (which were 1934 Hudsons) had cable brakes and a crude form of ifs known as the "axleflex" system in which the beam front axle had two articulated joints. Atcherley's had bodied this chassis with neat coachwork with an almost flat scuttle, a regular line to the back with the hood of the "dual-purpose" (ie convertible) car lying in the same plane as the bonnet when folded. The joy of the car is, however, the engine. It is so smooth that Rolls-Royce wondered how it could be mass-produced and, indeed, fitted it to a 20/25 chassis and found it smoother than the original engine.

The three-speed 'box is largely redundant, one uses the first two gears to get the car moving and then, provided the wheels are in motion, one forgets about the gear lever and drives only in top, else one might damage the gearbox. The car will even take gradients in top gear with the engine ticking over at idling speed and 0-60 mph used to come in around 15 seconds.

For a cast iron engine of 4.2-litres, its weight of around 400 lb is remarkably low, and this is thanks to Hudson's superb casting techniques (Rolls-Royce memos of the time more or less say that the engine is not possible, but it's true). The weight is centred near the front wheels and this makes the steering extremely heavy. Used to modern cars, I felt there were times when the car would not turn into corners, but a stab at the throttle, and the marvellous response of the long-stroke (3" × 5") engine, always brought the car around. I was warned not to change down a gear for the



THE fake "cam cover" which Brough fitted to the sv Hudson engine.



A CONTEMPORARY photograph of the "six" which differed from the "eight" in having a shorter bonnet line and less chromework. The radiator grille seems to have been inspired by the Napier-Railton, which is ironical in view of Brough's relationship with Railton.

gearbox is fragile and, besides, there is no need to. Hudson had made what was, in effect, an automatic gearbox.

The interior of the car is comfortable and well-appointed, with the oddly positioned dashboard (an oval jutting out at an angle from the centre of the facia) dominated by a large (5") speedo with "Brough Superior" written discreetly at the top. Proprietary parts are evident in the windscreen-mounted mirror with a clock in the centre, which is from Ford, as are the rear lights. There is no oil pressure gauge for there is no oil pressure, lubrication being achieved by trays in the sump and little scoops at the bottom of each big end journal.

What is particularly remarkable about this individual car is the fact that it is close to having covered 500,000 miles, yet is still taut and smooth. Indeed, the engine had 378,000 miles on it before it had its first major mechanical overhaul. The car was, in fact, George Brough's personal transport and Peter, who was interviewed by George's widow before having his bid accepted (there were much higher bids which were rejected) is only the second owner of WH 7238.

I have to say that it is a wonderful machine and still a thoroughly practical motor car for everyday use (leaving aside the 15 mpg fuel consumption), though Hudson should take most of the credit. It is not embarrassed by modern traffic and, indeed, is more than a match for a large proportion of it. It is, moreover, an elegant car and one can understand why Brough had no difficulty in selling his initial batch of 25 (we think) cars within the space of six months and why Railton became so anxious at the interloper's success.

It was at the 1935 Motor Show that Hudson told Brough that it could no longer supply him with the 8-cylinder chassis but could supply him with its 6-cylinder cars. These had Lockheed hydraulic brakes and dropped the "axleflex" system. The engine retained most of the virtues of the eight, indeed it was basically an eight with two cylinders removed, but, of course, it had nothing like the power or the flexibility, even though it was still one of the outstanding 3.5-litre units of the day.

It must have been bitter gall to Brough to have to accept defeat by an upstart like Railton (Reid Railton, incidentally, had little to do with the cars which bore his name, apart to approve them and allow his name to be used on them) but, as has already been stated, Brough's advertising copy put on a brave front. Early in 1936, Brough announced his "additional" (ie only) range which consisted of two versions of the "dual-purpose car" which could be yours for £665 for the basic version or £755 for a supercharged variant which perhaps found no takers, certainly none survive. There was the De Luxe Saloon (offered with only the standard engine) at £695 and since only three are known to survive, it seems likely that very few were made. Finally there was the Alpine Grand Sports (a name also used for a motorcycle model) which was a stripped-down, supercharged, four-seater which was claimed to do 110 mph and 0-60 mph in under 10 sec and which cost £845. While the acceleration claim was independently verified, when the works tester, Ron Storey, attempted a 100 mph lap at Brooklands, he was unable to better 98 mph, so the claimed 110 mph looks a little dubious. Each of the three Alpine Grand Sports made was tuned under the personal supervision of Freddie Dixon, or so the advertisements claimed. One only is thought to survive, and that is in poor condition.

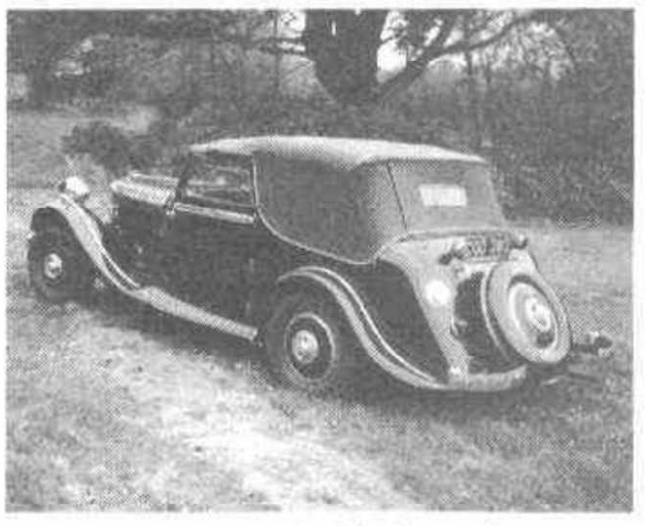
Although Brough is reported to have said that he believed that the 6-cylinder car could be developed to be the equal of the 8-cylinder Railtons, he certainly did not do so, even though the Alpine Grand Sports model seemed to be promising. Production plummeted to less than half the rate he'd enjoyed when allowed the use of the Hudson eight, probably 50-60 cars over a three-year period.

To drive, the 6-cylinder car is very much like driving a modern vehicle. The Hudson engine still gives wonderful torque but it is noticeably less responsive and flexible than the Eight. Top speed is around 85 mph while 0-60 mph was achieved, when new, in 20 sec. The steering, however, is light and one has a better sense of direction for the bonnet is about a foot shorter than the eight-cylinder car. The lines of the model remain roughly the same but there is less chromework.

The six was nowhere near the car that the eight was, but it still returned respectable performance figures for its size and day. One can understand, however, why buyers tended to opt for the slightly cheaper Railton Eights or, even, standard Hudsons at a fraction of Brough's asking price for a previous year's Hudson with a different body.

The little problem over supply of Hudson Eights did not floor Brough and, late in 1936 he began work on his one original design, which had a Lincoln Zephyr V12 engine mated to a Brough chassis. Depending on to whom you speak, either three, or five, chassis were laid down, but only one car was officially completed. This car is currently in Peter Beynon's collection, but he has heard several rumours, originating from knowlegeable sources, of another V12 car, an open-topped model with the more usual radiator grill and prominent fins at the back. Other attempts at tracking down this other car, which has been sighted but which officially does not exist, have failed. Can any reader shed light on it? The best guess is that if it does indeed exist it was made up during the war from parts lying about the factory.

Brough's V12 design is reputedly the first car chassis constructed by electric welding.



REAR view of a "six". The large filler cap was mainly for show for it covers a narrow pipe.



BROUGH'S most attractive car was this unique saloon, with coachwork by Charlesworth of Coventry presently owned by Peter Beynon. George Brough claimed to have been the first to employ the striking "step" line at the rear. The radiator grille has just a hint of Rolls-Royce about it.

It uses large diameter tubes (the smallest being of four inches) but the stressing is rudimentary and the car is a flexible beast. The original engine seems to have been obtained from a scrap heap but Beynon has replaced it with a brand new unit, only 15 engine numbers away from the original, which was buried in the ground by the French importer of Lincolns in 1939 or '40.

Apart from the fact that Brough's only original chassis design was a floppy affair, he also did not appreciate the problems inherent in taking a car's engine from one environment and putting it, without modification, into another. Behind the grill sat a small radiator, possibly from a light truck almost certainly from a junk heap, which did not fit the space. The engine was sited a good foot lower (George was keen on low c of g) than in the original Lincoln, with the result that the unmodified fan sucked in air only in the bottom half of the already inadequate radiator. To make matters worse, two spot lights were placed in front of the bottom part of the radiator and there were no louvres in the bonnet. The car overheated and the engine choked. Brough claimed that the low mounting of the fan was designed to push hot air under the car, an explanation which itself seems to be so much hot air!

Peter Beynon has learned about its faults the hard way and has supplied the development that Brough should have provided. It is noticeable that when *The Autocar* described it in glowing terms, on its announcement in May, 1938, the writer of the article gave no indication of having driven the car.

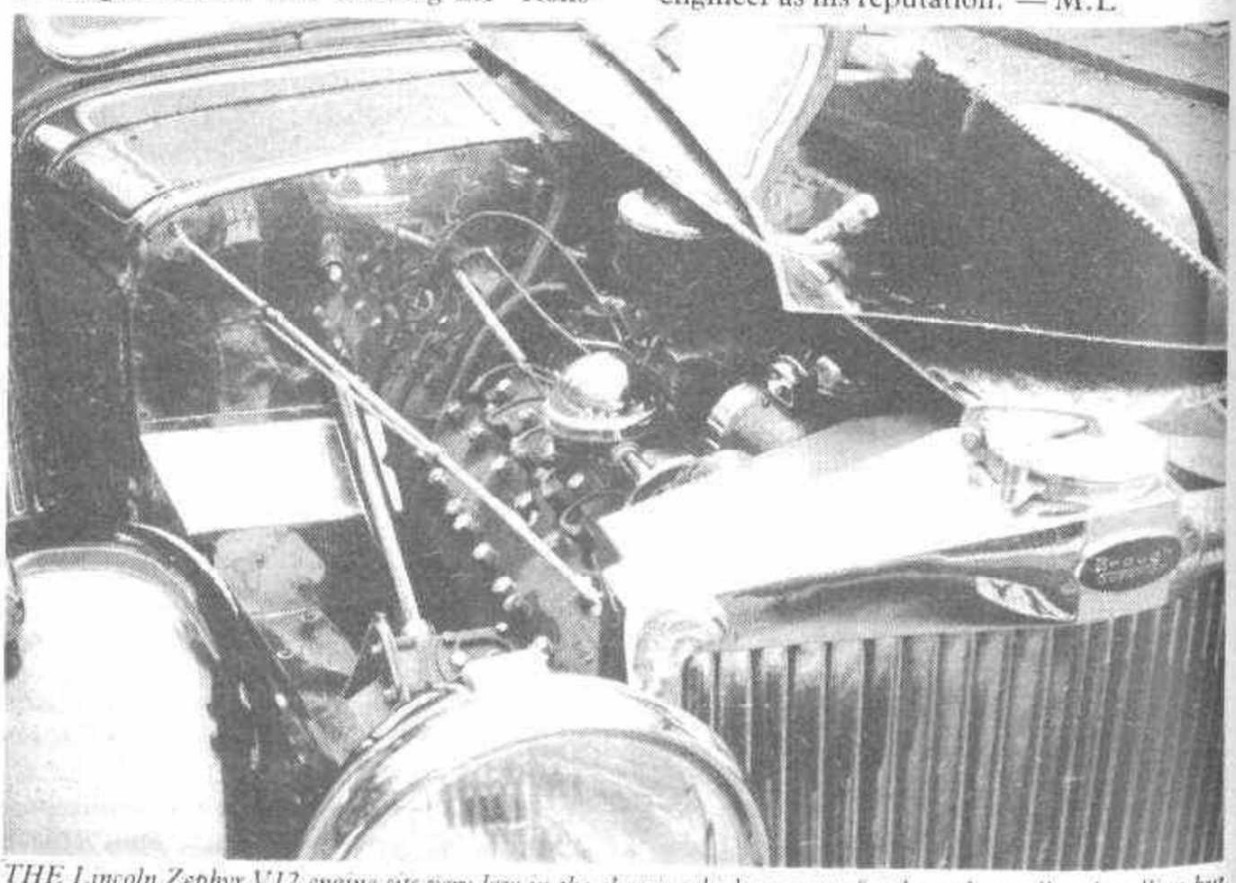
The body, by Charlesworth of Coventry, is remarkably handsome and is much sleeker and lower than almost any other car of its size and time. Whether or not Brough designed the body is something I have been unable to discover but I feel that it is likely, for it has the feel of Brough about it and the man undoubtedly had a superb eye for line. When a new motor cycle model was completed, it was put under a sheet and unveiled in front of Brough. To be acceptable it had to make an immediate impression on his eye.

The car was to be sold as a rolling chassis for £850, £1250 with a replica Charlesworth body. It came complete with picnic tables behind the front seats and the seats adjusted for height. It seemed as though Brough was no longer content with building the "Rolls-Royce of Motor Cycles", he wanted to build the "Brough Superior of cars". Unfortunately, he was either not engineer enough for the task or else he simply lost interest as he did with some other promising projects.

During the war, the Brough Superior company, which had previously moved from Haydn Road to William Brough's old works in Vernon Road, was given over to high precision engineering, including the grinding of crankshafts for Rolls-Royce Merlin engines. The company operated seven days a week, 24 hours a day, and Brough would load five crankshafts (weighing ¾ ton) into a special cradle in the back of his "eight" and drive to the various R-R establishments, being allowed dispensation from use of black out headlight covers at night.

Production of both cars and motor cycles ceased in 1939 and never resumed. Government contracts existed into the first years of peace, Brough had begun to make big money for the first time in his life, he would never have tolerated the red tape needed to obtain materials and, besides, the natural market for his products had temporarily disappeared. He is also quoted as saying that Jaguar built better cars more cheaply than he could. He was a long-time friend of Sir William Lyons, dating back to the time when Lyons made sidecars which frequently appeared on Brough's machines. George himself owned an early XK 120 which he had "Brough-ised" by his works.

In his latter years, George enjoyed the letters and visits he received from owners and certainly revelled in the lionisation he received from them. He was an interesting man, perhaps not as complete an engineer as his father, and certainly not as good an engineer as his reputation. — M.L.



THE Lincoln Zephyr V12 engine sits very low in the chassis which accounts for the car's excellent handling but which also caused overheating problems. Note the polished steel bulkhead which gives the illusion of a V24! This touch was typical of George Brough.

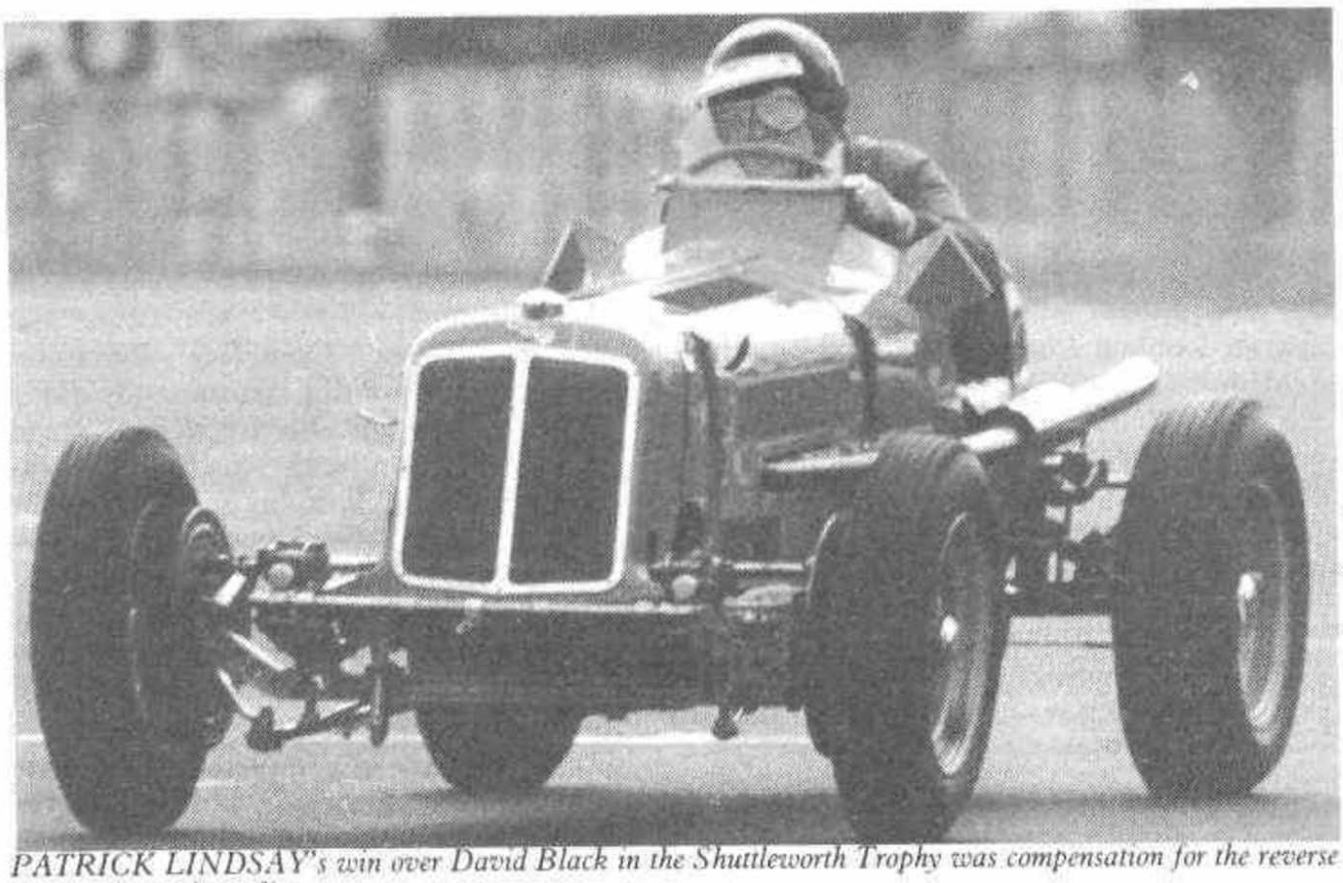
VSCC at Donington

— Lindsay in Fine Form. Vanwall Burns

THE VINTAGE SCC racing scene moved to the excellent Donington Park circuit on April 28th for some interesting racing which just escaped the rain. As an extra treat for the spectators Tom Wheatcroft, owner of the circuit and adjacent collection of Single-Seater Racing Cars, allowed his Mk2 V16 BRM out of captivity for some ear-shattering laps in the hands, first, of Willie Green, then of Neil Corner, while Tom kept a critical check on how they were using the power through the corners to compare with his own driving of this exciting car.

First race was the Brooklands Society Trophy Handicap, won easily by Fountain's Riley 9-powered Bugatti Special which is said to have either made a Brooklands appearance or been intended to, as an ex-Victor Gillow 1930 creation. Willie Green in the Heelis Riley 9 of the same age came in second, in a close finish with third-place Sparrowhawk in the 4.3 Alvis, who lapped fastest, at 70.73 mph. Next came the 10-lap John Holland Trophy scratch race, in which Tim Llewellyn led from start to finish in his 8-litre Bentley Special, lapping his wife in the 4½-litre Bentley on the way, and pulling out more of a lead over Dick Smith's Frazer Nash, with another large gap between him and the third car home, Morley's Bentley-Napier, which took this position after Freddie Giles' GN/AC had expired at half distance. Harper gave Schellenberg's 3/4½ Bentley a good run until the three-wheeler Morgan's flywheel centre came adrift on lap eight — "It felt very funny around my feet", said the intrepid leather-clad driver. Tim had lapped at 73.08 mph and took the Birkin Trophy, the expected David and Goliath dual between him and Footitt in the AC/GN, however, failing to develop, as Ron made a pit-stop to replace a plug lead, after which he did best lap, at 74.53 mph. Howell should have had his venerable blown twin-cam Sunbeam out again but a repaired crack in the block had opened up again. Threlfall's Ford was fifth, behind Shellenberg.

Then we had a four/five lap handicap, won by Waller's A7, from Wortley's Morris-Oxford Special and Baddiley's Speed-20 Alvis, Dolton's MG Magnette just failing to catch the place men, but lapping quickest, at 65.78 mph, equally by Weeks' Bentley. Speed increased with the Shuttleworth and Nuffield Trophies Scratch Race, in which the Hon Patrick Lindsay was at his 10/10ths best, keeping the ERA "Remus" well ahead of David Black's P3 Alfa Romeo which is usually invincible but could do nothing about R5B over this course. Lindsay won by 4.7 sec *and* made fastest lap, at 80.88 mph. Martin Morris was third in ERA R11B, 0.3 sec behind Black in an exciting finish and Willie Green took fourth place and the Nuffield Trophy for the first 1½-litre car, in Mann's ERA R9B, although slowing to-



PATRICK LINDSAY's win over David Black in the Shuttleworth Trophy was compensation for the reverse result some weeks earlier.

wards the end. In a spot of his own, Colbourne continued his good form in the hybrid Maserati, finishing fifth. Behind, a separate race was run with Spollon (ERA R8C) holding off Sir John Venables-Llewelyn in Lord Raglan's T51 Bugatti after Mason had dropped back in ERA R10B. Notably, there were no non-starters but Day's ERA developed gearbox problems and Sweet's KN MG Magnette with twin-cam Parnell head had blower-drive troubles.

After Tim Llewellyn had walked off with the 10-lap Vintage Sports Car Handicap in the big Bentley, with A. G. Smith second and Geoghegan Trophy winner in the hard-driven Super Sports Frazer Nash and Willie Green continuing his busy day with third place in the Heelis Riley 9, the 10-lap Allcomers' Scratch Race enlivened the April afternoon. Mayman drove Halford's Lotus instead of his Ferrari/Maserati entry, and Corner and the Hon A. Rothschild BRM P25s. Alas, on the first lap the Vanwall caught fire and the race was stopped, Tony Merrick having jumped from it, breaking a wrist and suffering facial burns, although he was able to go home later. The car was happily not bodily damaged. (Before the race I was told brusquely that this is not a replica of VW II and that I was the only writer to say so; in spite of what the GKN hand-out and the views of a Vanwall authority had told me — apparently it is a VW5 replica, which shows what confusion such cars can cause, splendid though it is to have a Vanwall in VSCC racing. . . .)

Before the black flags went out, Corner had led from Lindsay and when the race was restarted Neil drove faultlessly, to win by 17 sec from the flying Lindsay, who had the ERA home long before the Maserati 250Fs of Mason and Chris Mann finished. Martin Morris was in Charles' C-type Connaught and took Norman's Mk2 T23 Cooper-Bristol on lap seven and Walton in the other Connaught, Walton having worked his way past the duelling Wilson in the ex-Grist 12-plug Talbot-Lago and Heimann in the T51 Bugatti. The Lotus-16 did not reappear, rumour saying its tyres were unsuited to the now wet track.

The Riley Handicap saw an enormous field, with the only non-Riley car or "ace-in-the-pack" being Hancock's Fiat Balilla — and only the previous day I had been reading Sammy Davis in 1930, when he was bemoaning the very poor field they had had at Brooklands in a special Riley race! The Donington race was for the H. G. Dobbs Trophy and Davie drove a 1,725 cc Dobbs' Riley that had earlier shed a push-rod. But it was Watney's Brooklands-model Nine that won, with a close second by Ricketts in his 12/4 Special from Dunn's Falcon Special. The John Goddard Trophy Handicap was won by Toone's blown 1750 Alfa Romeo with screen flat on its thought-to-be James Young body, very comfortably from Forster's Montlhéry MG Midget and the V12 Bentley-Royce. The Hon Victoria Watson's hope of driving de Cadenet's *monoposto* Alfa Romeo had evaporated with its bearings. The final Handicap went to Morton's neat Morgan 4/4, with Bailey's AC Ace next home and Burrows' Alvis Speed-25 Special third. — W.B.

RESULTS

Shuttleworth & Nuffield Race: 1, The Hon P. Lindsay (ERA), 79.71 mph; 2, W. D. A. Black (Alfa Romeo); 3, M. H. Morris (ERA).
Allcomers' Race: 1, E. N. Corner (BRM), 79.08 mph; 2, The Hon. P. Lindsay (ERA); 3, N. B. Mason (Maserati).
Brooklands Handicap: M. Fountain (Bugatti-Riley), 60.02 mph.
John Holland Race: T. C. Llewellyn (Bentley), 71.94 mph.
4/4-lap Handicap: R. P. Waller (Austin 7), 58.26 mph.
Melville & Geoghegan Handicap: T. C. Llewellyn (Bentley), 71.42 mph.
H. G. Dobbs Riley Handicap: A. P. M. Watney (Brooklands 9), 56.87 mph.
John Goddard Trophy: R. Toone (Alfa Romeo), 52.3 mph.
Five-Lap Handicap: K. J. Morton (Morgan 4/4), 50.88 mph.
Fastest Lap of the Day: E. N. Corner (BRM), 81.16 mph.
MOTOR SPORT Brooklands Memorial Trophy Contest: Leaders to date — The Hon P. Lindsay (ERA), 44 points; T. C. Llewellyn (Bentley), 36 points; R. Baddiley (Alvis), 26 points. **Next round:** Oulton Park, June 8th/9th.

BOOK REVIEWS

"Errett Lobban Cord — His Empire, His Motor Cars: Auburn, Cord, Duesenberg" by Griffiths Borgeson. 280 pp. 11½ in × 17 in. *(Automobile Quarterly Publications, Princetown, New Jersey, USA.* $400)

I have in my time reviewed some pretty hefty books but this one is so large that it defied the letter-balance and I had to resort to the bathroom scales (I had contemplated a weighbridge) to assess its worth in weight! — approx 10½ lb. It is, then, a highly impressive-looking tome, as befits an Automobile Quarterly Commemorative Marque Book, of which only a Limited Edition will be published.

I rather think the fascinating Auburn-Cord-Duesenberg story has been told in the pages of *Automobile Quarterly* but here it is in full detail, on thick art-paper pages, illustrated, as they say, by a positive wealth of fine pictures, not overlooking — as if one could — the four multi-page "Color Portfolios", respectively by Randy Ema on Auburn, Richard Greene on the L-29 Cord, Ethan Allen Turner on the 810 / 812 Cord, and Raymond A. Wolff on Duesenberg. Borgeson, however, takes the main stage, with countless (well, perhaps I'm lazy!) pictures of the cars and the personalities behind the life stories of Lobban Cord, who was "sufficiently notable as an entrepreneur to have had his likeness twice on the cover of *Time*", and the history unfolds in a long and erudite text. It is all there — the automobiles, the aeroplanes, the factory interiors, the engineering illustrations, the ladies, the racing-cars, the advertising, the tables of statistics — if you want it, here you should find it, in this truly lavish production that needs a strong hand to leaf through it.

Borgeson has arranged this treat for Auburn / Cord buffs in three separate parts, of 18 chapters, sub-divided into two to four divisions. That is apart from the Foreword by publisher L. Scott-Bailey, the acknowledgements that alone occupy two of the very large landscape pages, a Prologue, a family-tree of E. L. Cord, the tables, Index and credits, and an Epilogue. Formidable! The Parts are called: "Square One to First Empire", "A Wall Street Western", and "Back To The Land". It is, literally, a great achievement, beautifully produced (gold-leaf page edgings, massive covers, and its own travelling case) and when my arms feel stronger I shall read more of it. It is certain to become that popular thing, a "collectors' item". The aeroplane story is well-covered, too. — W.B.

"Jaguar — the Complete Illustrated History" by Philip Porter. *(Frederick Warne, Penguin Books, Kings Road, London SW10.* £14.95)

Together with Porsche and Ferrari enthusiasts, Jaguar fans are copiously provided with reading matter about their *marque*. Thus a new volume needs to boast at least one particularly strong aspect to make an impact, and in this case the rather confident sub-title is vindicated. As an illustrated history it is indeed complete, every model being depicted, mostly in hitherto unpublished photographs, as well as vehicles which never reached the public, and Porter's access to factory picture files and those of Norman Dewis, Jaguar's chief test driver, gives his book an extra fascination even for those who may have already read widely on the subject. There are not only gleaming publicity shots, but also grubby prototypes at MIRA and mock-ups in the factory, plus some sad pictures of the XJ13 after as well as before its devastating accident. Crisp monochrome shots abound on every glossy page, though the central colour section is somewhat erratic, its generally excellent quality being let down by some fuzzy and oddly-tinted pictures.

Porter's text is concise, readable, and comprehensive, including a chapter on "Styling Influences", and has Fore- and After-words by the late Sir William Lyons and John Egan respectively. It succeeds well in its author's avowed intention to steer a middle course between the "definitive" and the "coffee-table" volume, and, given the lavish number of illustrations, makes a good value single volume purchase at just under £15. — G.C.

Two more Super Profiles from the Haynes Group (Sparkford, Yeovil, Somerset) cover the Ford GT40 and the Lancia Stratos.

Although only a small proportion of these books is fresh text, their "compilation" approach serves to bring together a useful collection of information on their respective subjects, including road tests, clubs, parts sources, and a buying guide, though the last seems somewhat optimistic in the case of both of these extremely desirable and rare machines. Examples of either for sale are so unusual that prospective buyers must be prepared to take whatever comes up. John Allen's GT40 book is well illustrated and has a useful bibliography; Graham Robson's is the first work solely on the Stratos, Lancia's supercar of a decade ago.

Both volumes are attractively presented, with a colour section, and cost £4.95 each. — G.C.

"The Car Bodywork Repair Manual" b
Lindsay Porter. 292 pp. 11 in × 8 i
(Haynes Publishing Group, Sparkford
Yeovil, Somerset, BA22 7JJ, £9.95).

Those who have any interest in the olde
cars must sooner or later come up agains
bodywork restoration problems. This larg
explanatory book on how best to cope, wit
its instructions made all the easier t
understand from the photographs and line
drawings which supplement the text, more
than 950 of them, as step-by-step techniques
are uncovered, should be of inestimable
value to those tackling rust and other
problems of car restoration. The book
covers welding, painting, glassfibre repairs,
panel-beating the restoration of bodywork
interiors, etc, so is fully comprehensive, and
this is a completely revised edition of a book
written by the author of Haynes' "Purchase
& DIY Restoration" who has been the
proprietor of a car restoration business. For
those who simply want to keep cars in tip-
top condition, apart from thoughts of full
resuscitation, this is THE book. — W.B.

* * *

The BBC Video "Supercharged — The Grand Prix Car 1924-1939" is now available at £24.95 a copy, providing 79 minutes of viewing, from much very historic old film to modern colour presentation of John Watson giving his views after driving a GP Bugatti and Black's P3 Alfa Romeo. This is a considerably extended version of the BBC "Horizon" programme. While some howlers have slipped in, these cannot mar a unique showing of the development of the GP car over 15 between-war years, from Fiat to Mercedes-Benz and Auto-Union, the latter magic period captured by much George Monkhouse footage. There are comments by Hugh Conway and Monkhouse, and W.B. was called in to spout about Brooklands after leaping from a K3 MG on the Members' banking, both the British Grands Prix held at the Track being included, with, as a diversion, the unhappy Dunfee crash in the big Bentley. Order from BBC Video, Freepost, Liverpool L1 8AB (051-708 8202), mentioning MOTOR SPORT.

* * *

Haynes of Yeovil have the very big, definitive manual by David Vizard on "Tuning BL's A Series Engine", which goes into great detail to help those who want to make anything from a Mini through to a Maestro or a Montego go quicker, this 436 page, 10¾ in × 8 in book costing a provisional £14.95 and the same prolific publisher has reissued unchanged John Wyer's thirty years of motor racing reminiscences, his "That Certain Sound".

W.B.

* * *

Yet another topical book from the Foulis/ Haynes house is "Drive It! — The Complete Book of Long Circuit Karting" by Mike Smith & Rodger Calvert, which is self-explanatory and very well explains and illustrates this branch of motoring sport.

W.B.

Those who are made aware that this year the 100th anniversary of the motor car is being celebrated and who want to discover something of what this implies, by reading history, will find much of it in Ray Hutton's "A Century of Motoring", published by Express Newspapers PLC at £2.50. Lots of fine, nostalgic pictures, many in colour. — W.B.

* * *

Very well written, gripping in its exciting appeal is "Phantom over Vietnam" by Fighter Pilot, USMC, John Trotti, which is his factual account of flying F-4 Phantoms in the Vietnam war. This valuable addition to military aviation history, by a pilot who joined the Marines so that he could fly and who served for over 30 months in Vietnam, comes from the exclusive list of Airlife Publishing Ltd, 7, St John's Hill, Shrewsbury, Salop, and costs £11.95. — W.B.

* * *

The Transport Publishing Company of Glossop has issued another of its excellent books in its "British Bus Systems" series, this being Number 6, covering in the most commendable detail the Southdown. All transport enthusiasts and those who have used the Southdown routes are in for a treat, especially as in this Colin Morris book the multitude of photographs are beautifully reproduced — surprise items to me are pictures of 1921 Unic char-a-banc, 1922 De Dion 19-seater and an overbodied Model-T Ford 'bus, in the "Rolling Stock" chapter. Everything Southdown you might say is there, including a pull-out route map; the book sells for a very modest £7, or £8.50 if case-bound. — W.B.

* * *

Of small concern to MOTOR SPORT's readers, but useful perhaps for their friends who have to take the driving-test, Haynes have a little soft-cover booklet "Essential L-Test Techniques — In Pictures". — W.B.

Cars in Books

BROOKLANDS Track crops up in unexpected places, although as it was active from 1907 to 1939 and still hosts an annual Re-Union, perhaps this should cause little surprise. However, I confess I was surprised when a reader drew my attention to several references in "Attack The Lusitania" by Raymond Hitchcock, which was published in paperback form by Sphere Books. It is, I believe, a work of fiction, but the references to Brooklands ring true. For instance, a character therein, Gavin Tweedman, of "Naval Intelligence", is described as having a wooden leg, his other lost in the brambles beyond the Members' Hill, following an accident on the Track after a tyre burst! Nor is this all, for a later reference is to him or another character driving down to Brooklands when it was officially closed and "borrowing", presumably from Louis Coatalen, the big V12 Sunbeam, which he drove twice round the Track before opening it up. A Vickers Gunbus then took-off from the aerodrome and "they lapped together at 90 mph. Then he [the Sunbeam's driver] put his foot down to the floorboards and, to the chagrin of a dozen RFC mechanics, beat the Gunbus into the finishing straight by twenty yards".

This must imply the pre-1914 side-valve V12 Sunbeam single-seater, and as that car, when driven by Chassagne, had lapped at 118.58 mph in 1913, it could certainly have beaten a Vickers Gunbus, an aeroplane with a top speed of about 86 mph in its latest form, even when handled by an inexperienced driver . . . In fact, early versions of the Gunbus were hard put to do 60 to 70 mph at sea-level.

This book is apparently out-of-print, so I have not read it, but our informant says other cars therein are a Sheffield-Simplex, a 2½-litre sleeve-valve Minerva and a 1,018 cc Morris-Oxford, which correctly refers to the 1913/14 White-and-Poppe-engined model. There is also the obsolete submarine "pressed into service for a special operation", powered by a 16-cylinder, horizontally opposed 600 bhp Wolseley petrol-engine which was "mistakenly refuelled with diesel oil". Even if this *is* fiction, it seems that the author must have been well acquainted with Brooklands; but my researches do not show him to have been a BARC member either before or after the First World War. But how interesting! Yet another case of "Brooklands in Books". — W.B.

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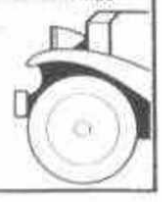
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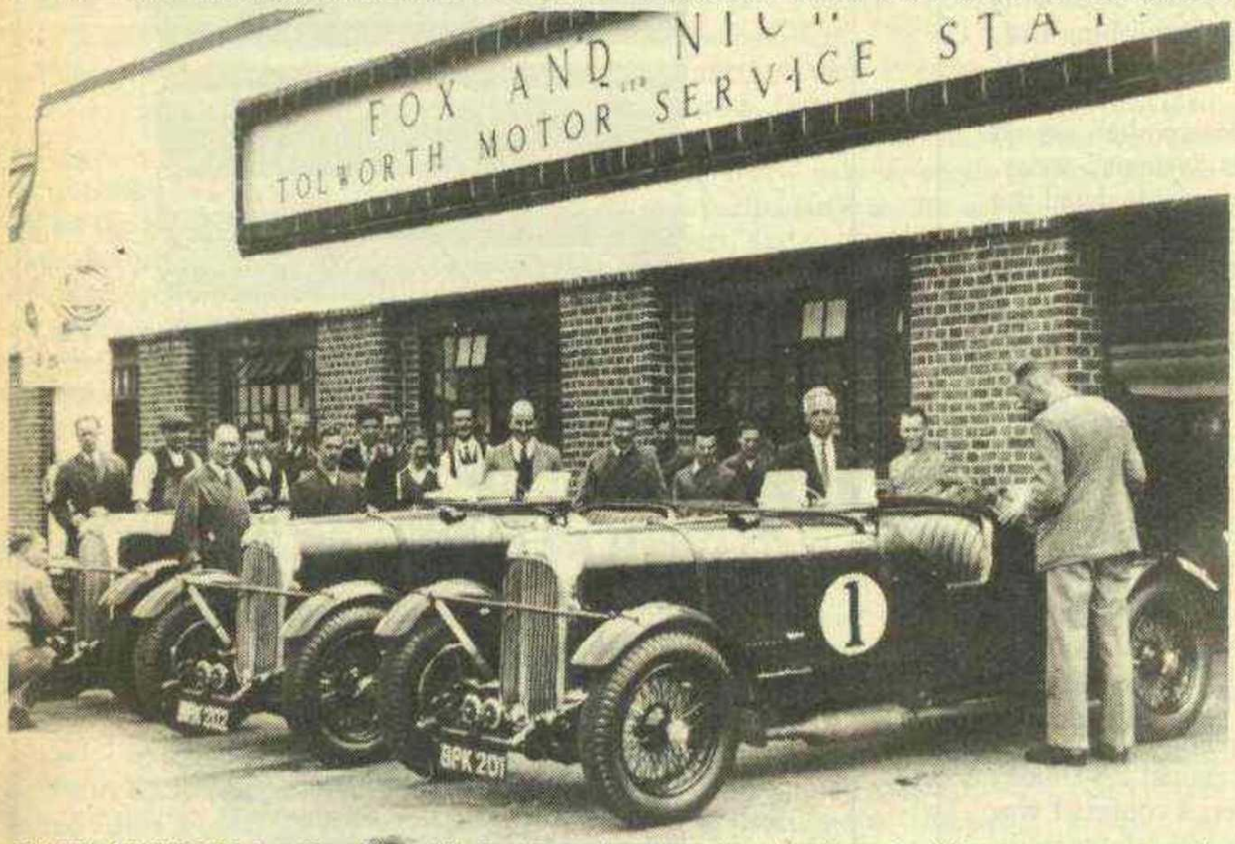
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VETERAN EDWARDIAN VINTAGE

A SECTION DEVOTED TO OLD CAR MATTERS



FOX & NICHOLL Le Mans Team 4½-litre Lagondas pictured outside the works. The cars are to return to the Sarthe this year

Remembering Parry Thomas

PENDINE COMMUNITY Council held a rally on Easter Saturday to commemorate the birth of racing-driver Parry Thomas, who was killed on the Carmarthen beach in 1927 attempting to regain his Land Speed Record in "Babs". In the yard of the Beach Hotel where the great car had been garaged the VMCC put on a fine display of old motorcycles, which included an ex-Pendine sprint Triumph (the Welsh Open Speed Championship were contested on the sands up to the mid-1950s), a BSA that won a gold medal in the 1934 Experts' Trial, a 1912 single-speed Alldays-Matchless, and Johnny Thomas' 1903 Bowden, powered by a 211 cc FN engine, of the type which was used originally by Bowden Cables to demonstrate their control systems.

Owen Wyn-Owen brought the restored "Babs" on a trailer behind his Land-Rover and the other Parry Thomas car present was the sv Aston-Martin "Green Pea", which had had a Hooker-Thomas engine installed when it was raced by R. C. Morgan and his wife. It now has the correct A-M engine, endowed with the twin Solex carburetters ordered by the Morgans to improve performance with the original power unit, but an outline of its old cowl adorned the radiator, and it still has the special Marles steering-box (fitted by Thomas, about six inches further forward, as the original box would not clear his engine) used to improve the steering-lock of the racing sv AMs. I was told that various Thomas numbers can still be seen on some of the chassis fittings. One of Thomas' old ex-RFC mechanics and Mrs Betty Jones, who was the schoolgirl at the Beach Hotel who presented Thomas with a good-luck mascot just before the fatal run, were also present. (Legend says that Thomas thanked her but handed the mascot to a mechanic, saying "I do not place my faith in false idols" — but the thought occurs that maybe he considered it could have got jammed beneath one of "Babs'" pedals.

Supporting cars lined up behind the Beach Hotel, where the Brewers laid on hospitality, included an open 4½-litre Bentley, a 4½-litre Lagonda saloon, various A7s, an Austin 20 that was very much like the one in which I used to be driven along the Welsh lanes as a boy, except that it had 4WBs, a Ford 8 and early Consul and a very smart Delage with Carlton dh-coupé body and the 3½-litre six-cylinder sports engine of which, apparently, only 20 were made. It was a good day out, including for us a fast drive in a Lancia Delta Turbo, over part of the route of the 1924 RAC Small Car Six Days Trial (since widened) to Beulah, where some of those competitors became bogged-down in the water splash (since bridged). But if organiser Johnny Thomas does it again, could we please have a parade along the famous sands? A book about Parry Thomas and Pendine has been commissioned by the Council from Mark Berresford, and it contains two pictures of the great Welsh driver I have not previously seen. — W.B.

Was It True?

IN the article "Long-Life Racing Drivers" last month I told the story of a pioneer racing motorist who was asked to drive a comparatively frail small-engined racing car of the early post-WWI period and used it so roughly that its steering-wheel came off in his hands and he flung it away in disgust. It nicely emphasises the difference between the giant racing machines of old and the later, highly-sophisticated Grand Prix cars but is patently untrue — or is it?

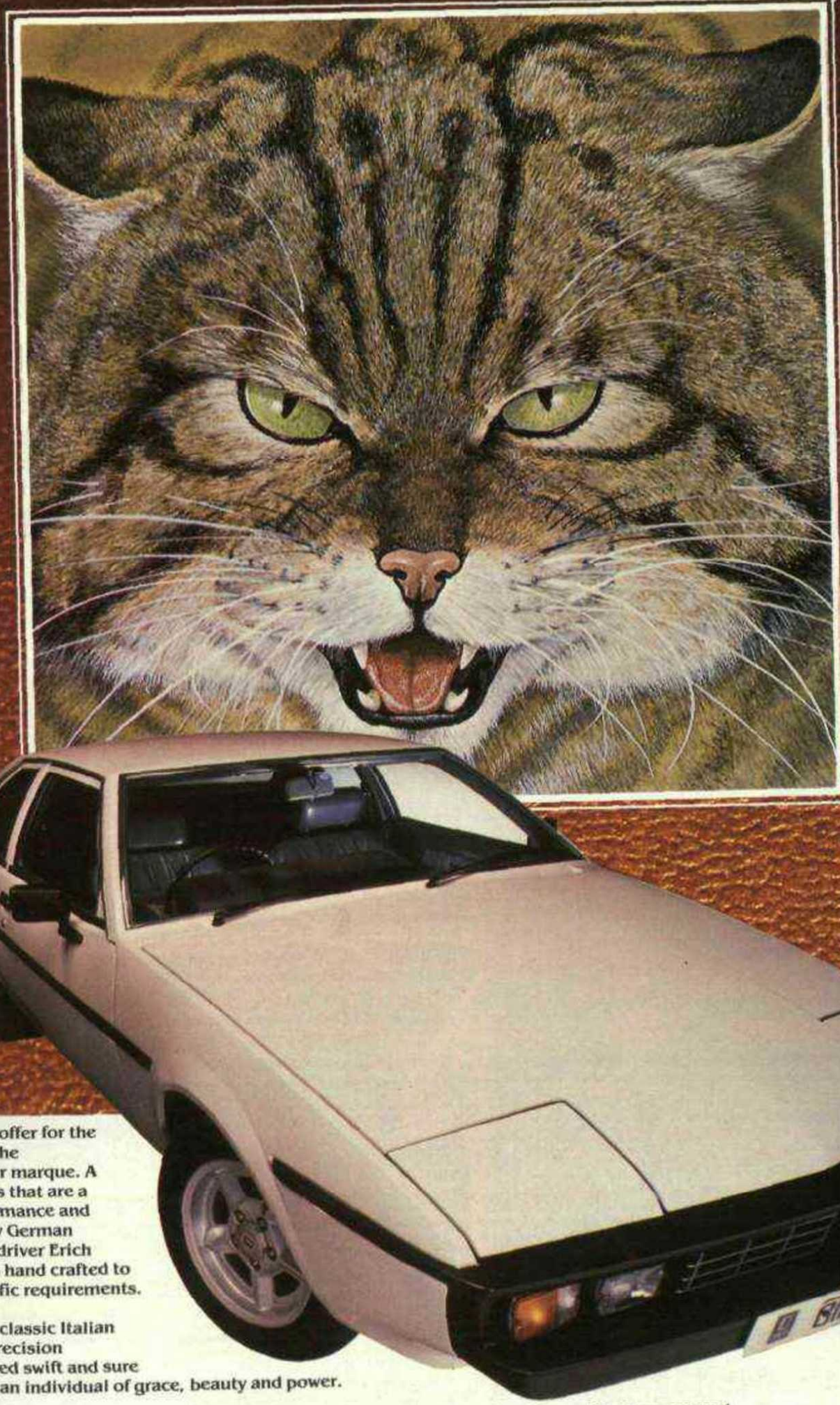
The tale was told originally by none other than Sir Henry Segrave, in his book "The Lure of Speed" (Hutchinson, 1928), a book believed to have been written by Segrave himself, not "ghosted". He claims that the incident took place during practice for the 1922 French GP at Strasbourg to a driver of the Old School, "who had not driven for some considerable number of years. He treated his car as if he were driving one of the old Darracqs of 1907 or 1908, which you could not, figuratively speaking, have broken with a sledge-hammer". This driver started for practice one morning before the 1922 GP, Segrave says, as he was standing beside him. He describes how the gear-lever was seized and the man "endeavoured to engage first speed with a wrench and the lever came completely away in his hand!" This was repaired and, according to Segrave, he was able to struggle as far as the first hairpin bend. "Three-quarters of an hour later we saw him walking mournfully back to the pits. We asked him what had become of the car. 'Eh Bien', he exploded, 'Ze car, she is dead — dead in a field. *Cette sacre voiture!* I like not these cars made like watches! Give me ze old cars whose chassis did not bend like rubber when you drive them!'." Segrave qualifies this by saying that apparently at his first corner he had tried to skid the car round "as was frequently done in the old days". The result was that the steering wheel came completely off in his hands and the car charged through a hedge and landed in a potato field. . . .

It still sounds like a myth to me but Segrave says some of the Sunbeam mechanics who were at this corner told him that the old driver was so furious that he stood as in a trance, holding the wheel in his hands. Then, his Latin temperament getting the better of him, with a terrific oath he hurled

continued on page 650

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PORTUGUESE GP AYRTON SENNA (above) scored a copybook maiden win at Estoril in his Lotus 97T. To put the win into perspective, the last time that Lotus won a Grand Prix, 1982 Senna was halfway through his second season of motor racing driving a Van Diemen in FF2000. (Below) Few signings can ever have been as popular as that of Stefan Johansson for Ferrari, a drive awarded on sheer merit. Elio de Angelis makes a point about Stefan's new overalls to the apparent amusement of the Swede's new team-mate Michele Alboreto. (Below, left) While Renault's first customer for engines, Lotus, finished first and fourth, Patrick Tambay in the new Renault RE-60 could qualify no higher than 12th though a typically mature drive rewarded him with third by the finish.





JONATHAN PALMER (above) débuted the new Zakspeed 841 which is ineligible for championship points for the team will not contest every race. Palmer practised a promising 19th quickest in the first session but a short circuit robbed him of the second. In the race, the car retired after Palmer clipped the back of Rosberg's Williams which had stalled on the grid. (Right) Elio de Angelis held second place early in the race from Prost's McLaren and Alboreto's Ferrari. De Angelis eventually finished fourth with a slow puncture, Prost spun and retired and Alboreto came home second, the only driver not to be lapped by Senna. (Below) Michele Alboreto in the Ferrari 156/85.





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The Alfa Romeo Sprint is such a car.

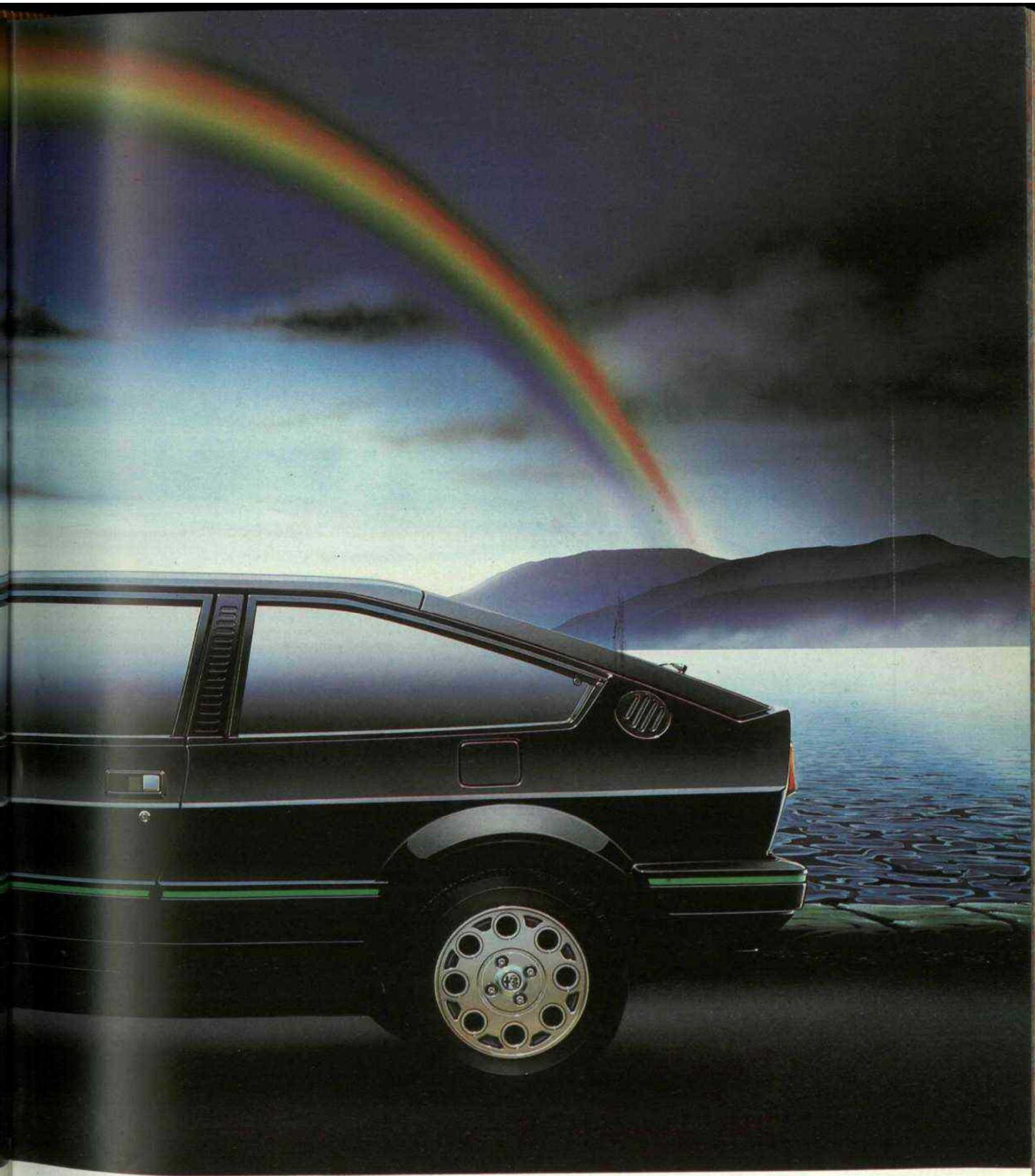
The elegant Giugiaro lines enhance and project a driver's lifestyle, a style that belongs in the 'fast lane'.

And although the 1.3 and Green Cloverleaf models, relative to engine size, deliver more power to the road than a Jaguar, the true magic of the Sprint is in its driveability.

It is highly responsive to acceleration through all 5 gears and the impeccable steering, roadholding and powerful brakes put you, the driver, in complete control.

Which makes overtaking and cornering predictably safer and

Model shown: Sprint ♣ Green Cloverleaf. *Price excludes delivery, optional extras and number plates and correct at time of going to press.



more comfortable.

And turns dull driving into magical motoring.

If, however, you are more impressed by luxury seating, adjustable steering wheel, cavernous hatch or contemporary instrumentation you will find the Sprint can still accommodate you.

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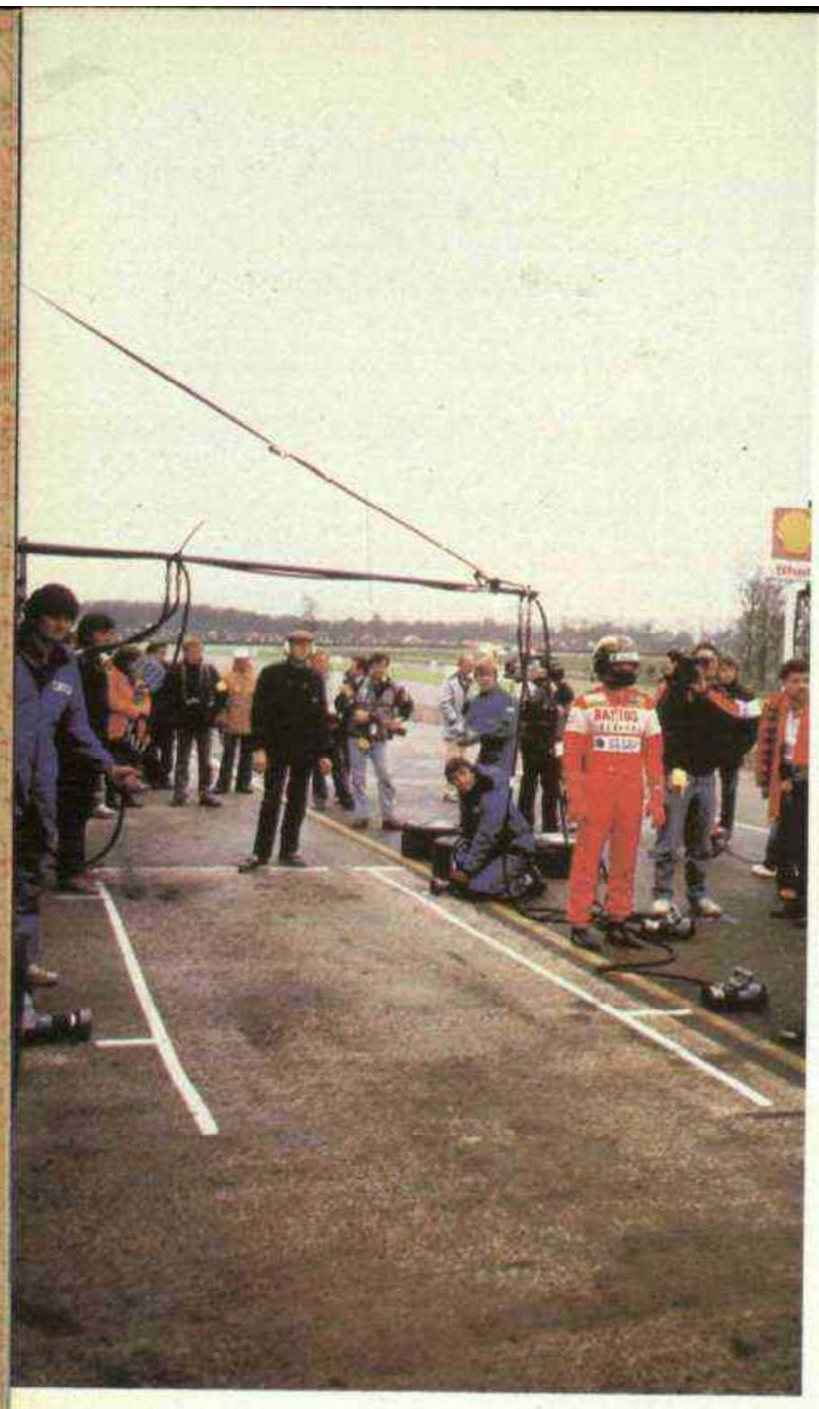
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THE ART OF TECHNOLOGY





DONINGTON 500 ETC ONCE again, the TWR Rovers finished 1-2-3 in an ETC rou but were challenged in the early stages by Gianfra Brancatelli in the rapid Eggenberger Volvo 240 Turbo. (Above) Tom Walkinshaw leads Je Louis Schlesser, Brancatelli and Jeff Allam in the third Rover. (Left) The Rovers w undoubtedly helped by excellent pit work, here Win Percy awaits the arrival of Walkinsha the leading car. (Below left) Schumacher and Tilke's Toyota Corolla leads the Drury / Dow Alfa Romeo and the Ripolles / de Castro Golf GTi which won the 1,600 cc class. (Below) BMW 635 CSis may not be quite on the pace this year but the three superbly finished entered by Giuseppe Briozzo made a brave sight circulating in close order for many laps.





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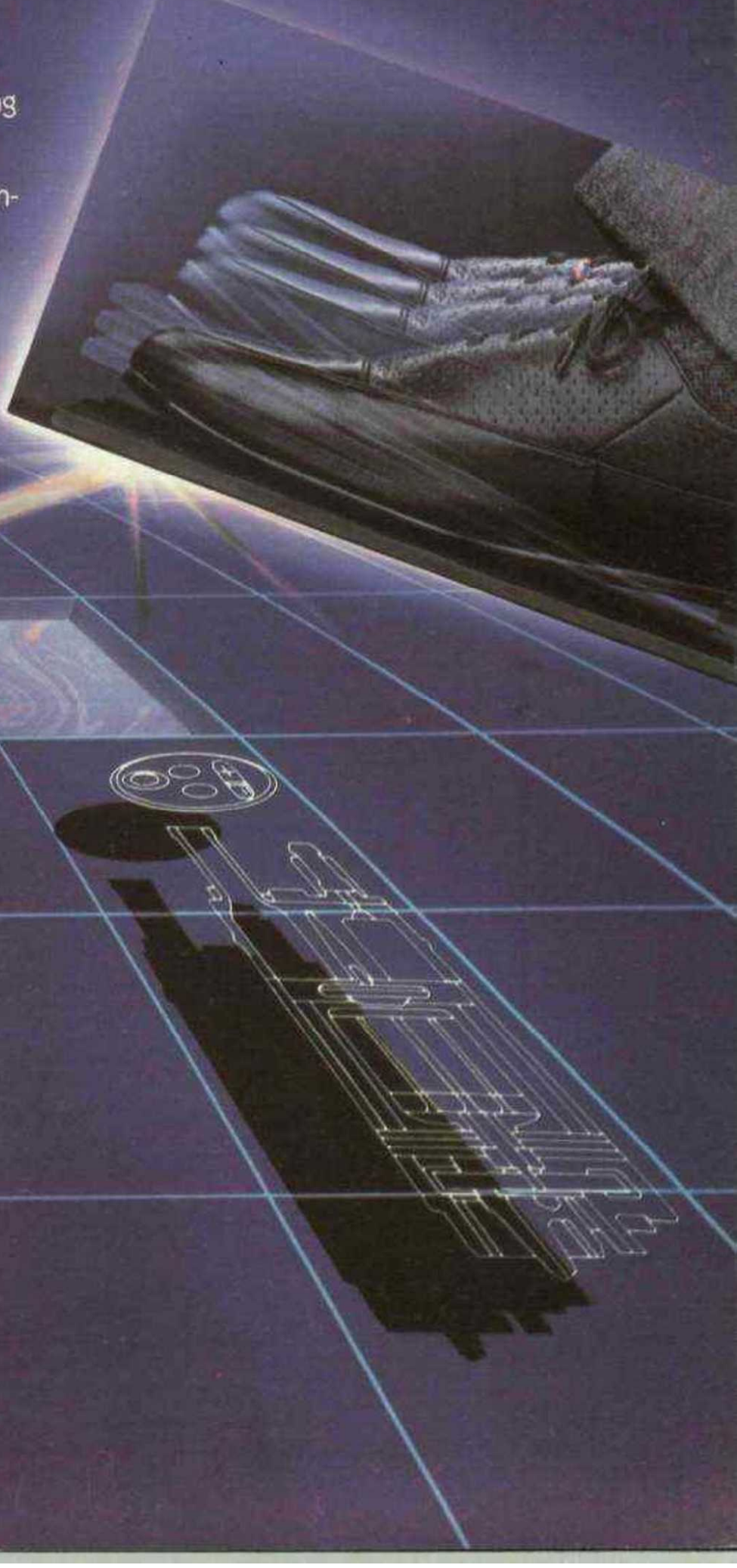
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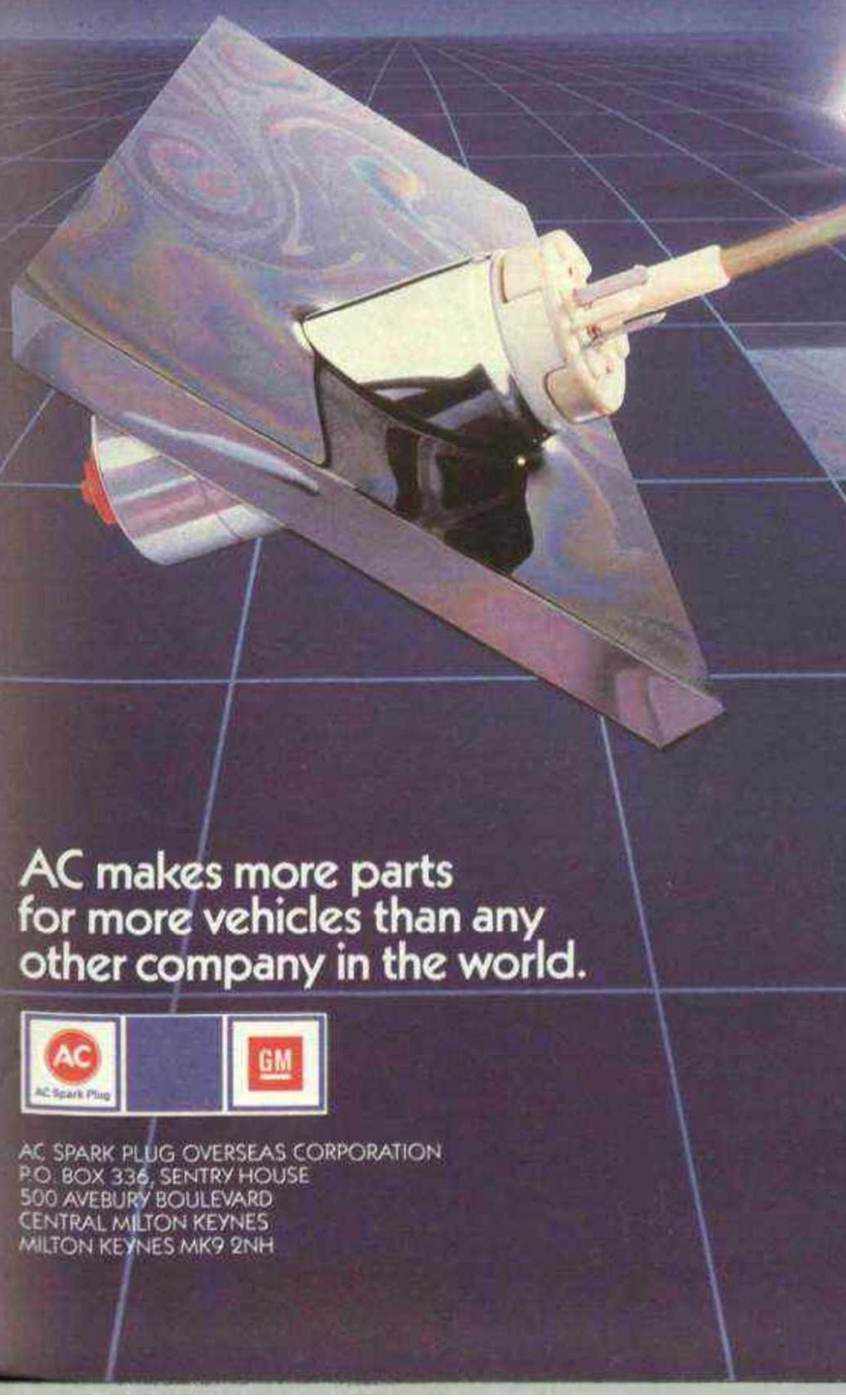
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SILVERSTONE 1000 KMS RICCARDO PATRESE (above) was sensational in practice in his 3.0 Lancia LC2-85, taking pole with a time of 1 min 10.84 sec (exactly 149 mph) which would have put him in fifth place on the grid at the last Silverstone GP. Though the car led the race and looked to have victory within its grasp, a seized front wheel bearing dropped it to third. (Right) The Ray Bellm / Gordon Spice 3.3 Tiga-Cosworth GC85 (car no 70) had its run of seven consecutive Gp C2 wins halted by the 3.0 Ecosse-Cosworth C2/85 of Ray Mallock and Mike Wilds. (Below) Jochen Mass and Jacky Ickx led a Rothmans Porsche 1-2 after the Canon car of Jonathan Palmer and Jan Lammers lost a front wheel.

MILAN → DONINGTON



WITH TYRES THAT HAD CARRIED FORTY TONS, HE HA

On August 14th 1984, Duilio Ghislotti set off from Bariano, near Milan, on his regular weekly trip to England.

Beneath him was a Volvo F12 on Pirelli TH20s and LS97s.

Behind him, a full forty ton payload of electric cable and a set of 24½ inch Pirelli LS91s.

As usual, he drove across Northern Italy, through the Alps, up the full length of France and on to Spennymoor, where he dropped off his cargo.

But, unusually, he then made a detour.

To Donington. Where he unhitched his trailer, switched six of its tyres onto the cab, and lined up with forty six other juggernauts for the first ever British Truck Grand Prix.

Forty eight hours later he was on his way home, with a fresh load and a new title.

As the 100,000 crowd well know, the event had been great fun.

But with £5,000 and a lot of pride at stake, it certainly wasn't frivolous.

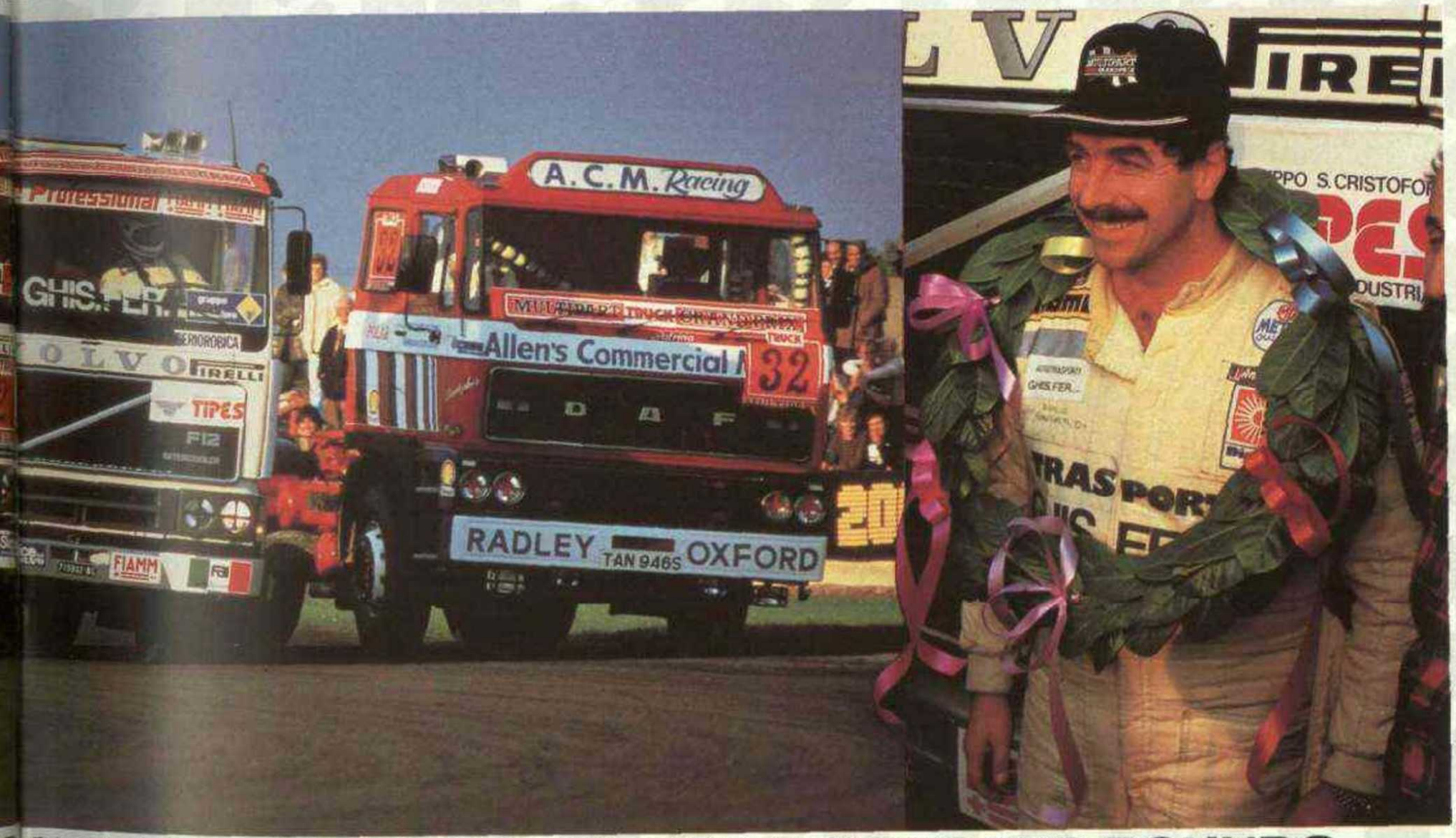
Through seven qualifying rounds and the 20 lap final, the competition had been fierce. And tough on equipment, as they hurtled round Donington's tight corners at average speeds above 60mph.

To quote TRUCK magazine: "It was evident that both brakes and tyres were critical items."

So while the victory was a tribute to Duilio's skill and stamina, it was also something of a testament to the quality and durability of his LS91s.

And further proof that, whatever you drive and wherever you're driving, to get the best from your vehicle, you'd better get Pirellis.

→MILAN



NO TROUBLE PICKING UP FIVE THOUSAND POUNDS.

GRIPPING STUFF PIRELLI

Tour of Corsica

JEAN RAGNOTTI led the Tour of Corsica from start to finish in the latest Maxi version of the Renault 5 Turbo, above. 16 inch wheels rendered the 5 Turbo a much more competitive proposition, and he cruised home with 12 minutes in hand over Bruno Saby's Peugeot 205T16, below. Saby was entrusted with the latest 430 bhp evolution of the 205, which proved largely trouble free — only the water injection system caused concern.

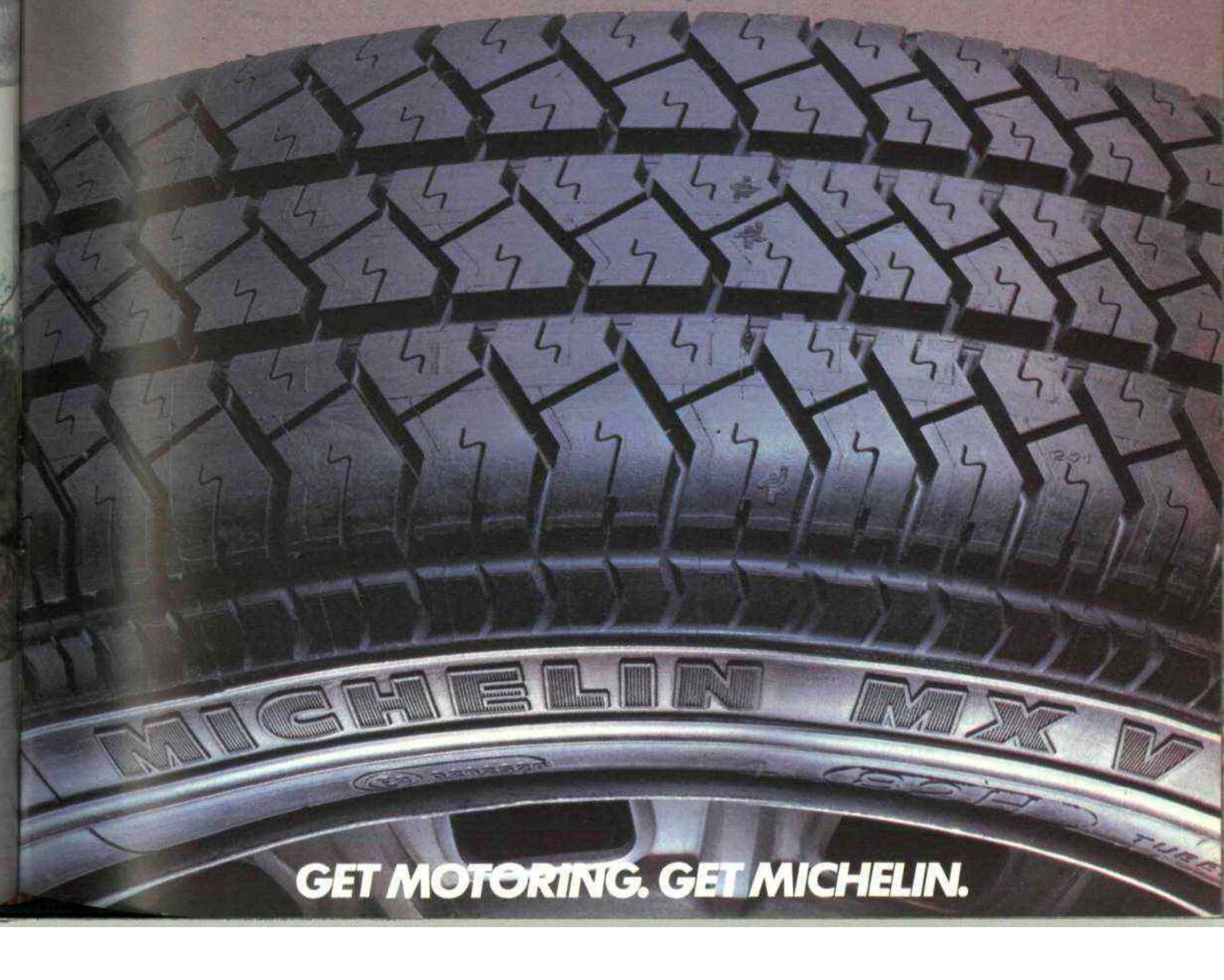
At Michelin we have developed a low profile radial tyre that's been specially engineered to give your high performance car that extra edge.

Fine tuned to complement, among others, the Ford XR3, XR4 and Capri 2.8i, Peugeot 205 GTI, BMW 323 and 728, also the Golf GTI, Astra GTE and Rover 3500. The Michelin MXV is already on the market in 60, 65 and 70 series. Other sizes and aspect ratios are also being added to the range.

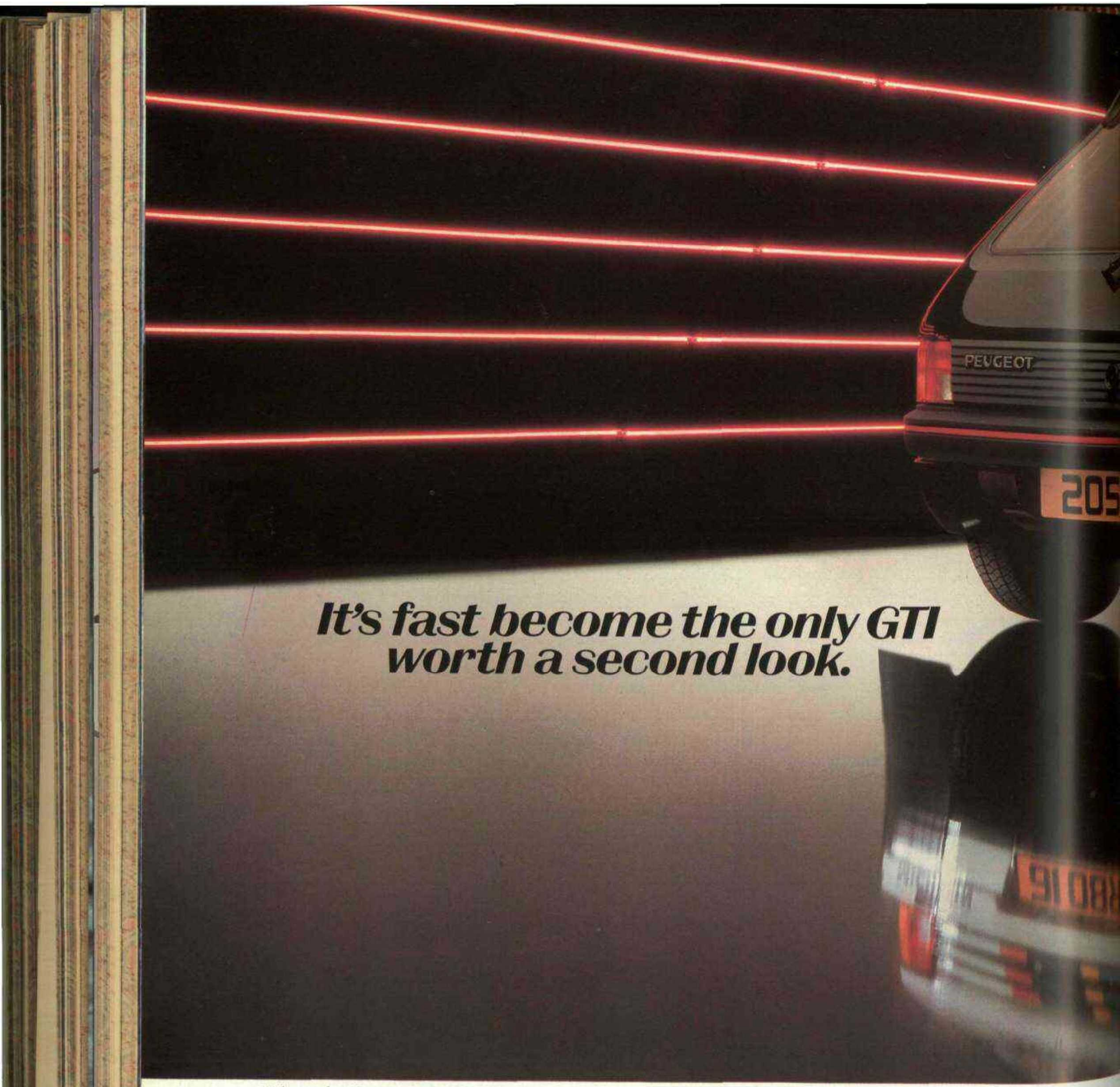
With its broad footprint and rally-inspired tread pattern, the high speed rated MXV gives exceptional roadholding when cornering — wet or dry. The unique construction also sets new standards of steering response and directional stability at all speeds.

Add to this an unexpectedly high degree of comfort, low rolling resistance and excellent mileage potential, and you can begin to see why our low profile MXV will really give you the highest performance possible.

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It's fast become the only GTI worth a second look.

When the Peugeot 205 GTI, and the four wheel drive 205 Turbo 16 Rally car were unveiled a year or so ago, both were unknown quantities.

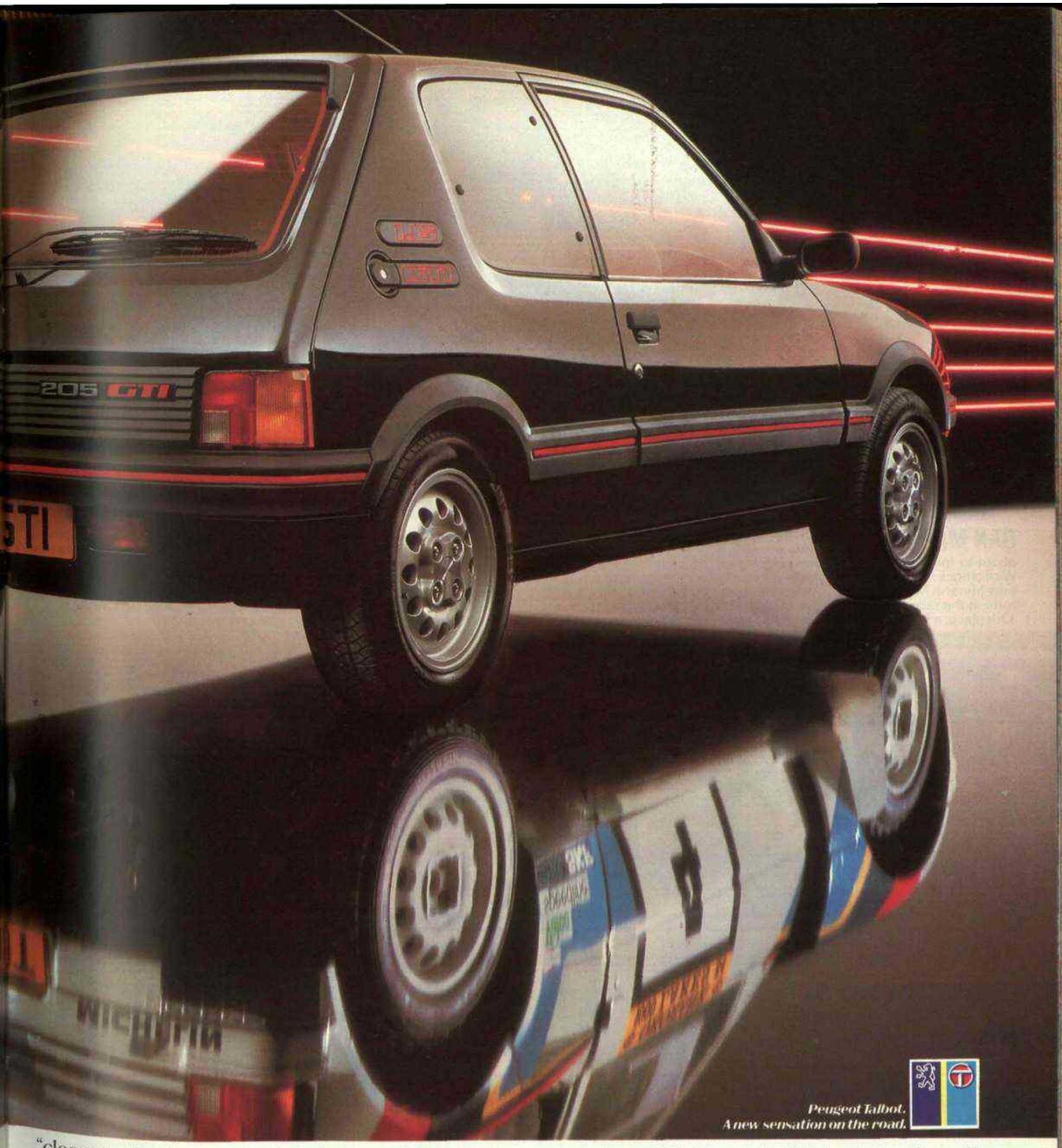
Well, now we know.

In its first year, the Turbo 16 has devastated the competition, with no less than six consecutive victories in World Rally championship events.

Meanwhile, the 118mph 205 GTI has unerringly raced to the very front of the hot hatch pack.

"Peugeot's 205 GTI is simply a great car", wrote 'Motor' magazine in their review of 1984.

PEUGEOT 205 GTI: TOP SPEED – 118 MPH. 0-60 MPH – 9.2 SECS. (MANUFACTURER'S FIGURES). OFFICIAL DOE FIGURES: AT A CONSTANT 56 MPH – 50.4 MPG (5.6L/100KM) AT A CONSTANT 75 MPH – 38.7 MPG



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"closer to the hot hatch ideal than anything else on the market. Quicker than any rival in its class, it handles and holds the road better than all but a handful of supercars...the essential hot hatchback."

At just £6,945, a 205 GTI is obviously well within your reach.

But as far as its rivals are concerned, it's already out of sight.

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FOR A COMPREHENSIVE INFORMATION PACK ON THE 205 RANGE, PHONE 0272 217205, OR WRITE TO: PEUGEOT TALBOT INFORMATION SERVICE, DEPT. MS.6.M, HENDON ROAD, SUNDERLAND SR9 9XZ.

SAN MARINO GP AFTER dominating both qualifying and the race itself, Ayrton Senna (above) had to accept the bitter disappointment of running out of fuel three laps from the end. The smiles on the faces of some of the spectators tell you that a Ferrari was about to inherit the lead. (Below, clockwise) This season, the RAM-Hart cars have been creeping up the list of qualifiers but neither Manfred Winkelhock nor Philippe Alliot has yet scored a championship point. Pierluigi Martini, who failed to qualify a Toleman at Monza last year, put the new Minardi M185-Motori Moderni V6 turbo into 19th place on the grid which suggests that the car is quite promising. Martini did not repeat that form in the race and retired after 14 laps with a broken wastegate. Jacques Laffite, back in the Ligier team, had his turbo fail after 22 laps, while in 13th place, a far cry from a few seasons ago when Ligiers led, and won, races. *Forza tifosi!* There were 150,000 spectators at Imola.



TO CELEBRATE the Diamond Jubilee of the title MOTOR SPORT, we will be publishing four special supplements beginning with July's issue. The supplements will consist of a balanced diet of road tests, race reports and special features and the first will represent 1924-1939, the first fifteen years of the magazine's long life. There is no change in the cover price of MOTOR SPORT which, at 80p, represents easily the best value of any motoring magazine. Although too low, the price will not be changed during our Diamond Jubilee.

As a taste of what lies in store, we have brought together a few short articles. The first, from May 1932, is a road test of Sir William Lyons' lesser known "baby" sports car, the SS11. Then there is Denis Jenkinson's personal impressions of driving with Stirling Moss in the 1957 Mille Miglia, which was not the partnership's most successful outing. Below that is the very first advertisement for Lotus Cars which appeared, with the magazine's assistance, in December 1952.

Finally, there is one of Denis Jenkinson's "Letters From Europe" which first appeared in 1967, when motoring on the Continent was still yet to be experienced by the majority of British drivers and when motorway systems were still largely in their infancy, except in Germany.

These short items are intended merely to give the flavour of what lies in store over the coming months. We anticipate a heavy demand for the special issues and would advise readers to ensure that their copies are available.

TWO DAYS WITH AN S.S.11

A SMART COUPÉ WITH GOOD PERFORMANCE.

ON visiting the Motor Show at Olympia each year one usually goes fully prepared for one or two "eye openers" about which there has been much talk in the advertisement columns of the motoring press for several weeks before the opening date, and at the 1931 show, the S.S. models were undoubtedly one of the sensations.

Recently we had an opportunity of trying for ourselves one of the smaller editions of this Swallow range, namely, the S.S.11. As our readers are no doubt aware, the power unit of this model is the Standard "Little Nine," mounted in a specially lowered chassis.

The engine is a four-cylinder of 60.25 mm. bore, and 88 mm. stroke, giving a cubic capacity of 1,005 c.c., the tax on which is £9. The crankshaft is exceptionally stiff, and is supported by two main bearings, which are lubricated under pressure by a gear type pump. The valves are side by side, and this fact no no doubt accounts for the extraordinary lack of mechanical noise from the engine throughout its entire range. Ignition is by coil and battery with an automatic control of advance and retard of the spark.

The power is transmitted by means of a single dry plate clutch to a three speed gear box, fitted with a "silent second." The gear ratios are 5.22, 9.61, 19.05 on top, second and low respectively. The propellor shaft is tubular, with two all-metal universal joins. The front axle is considerably dropped to allow for the low build of the car, and is of H-section beam. The steering is by worm and nut, and provides a turning circle of 34 feet. This, combined with the fact that it is high geared, would make the S.S.11 ideal for negotiating acute hairpin bends in trials. The springs are half elliptic all round, and they are fitted with Hartford shock absorbers.

A commendable feature is the 5 gallon rear petrol tank, from which the petrol is supplied to the single Solex carburettor by means of an Autovac. Dunlop Magna wheels complete the specification. An interesting point for sporting owners is that the engine is specially tuned by the Standard Motor Company before being supplied to the Swallow people.

The body, as will be seen from the accompanying illustrations, is an exceedingly well proportioned close-coupled coupé. Naturally, on such a small chassis, the rear seats are somewhat small, and are really only intended for juvenile passengers, or for the occasional use of an adult. This fact, however, is more than fully compensated by the exceptional comfort of the front seats, which provide ample room for three passengers. There is plenty of leg-room for the tallest driver.

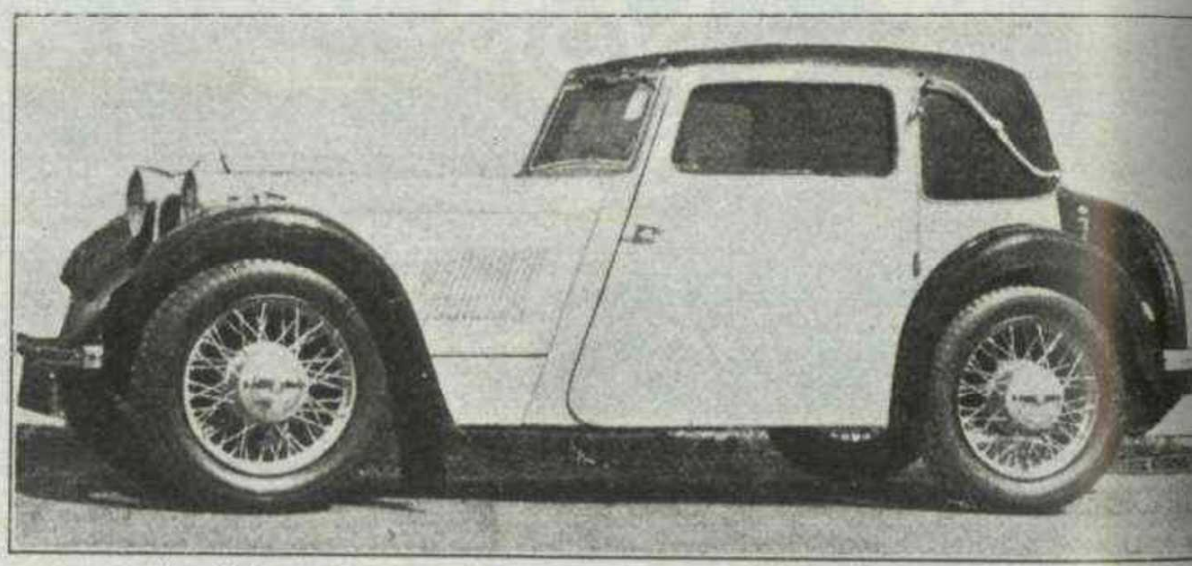
The tools are conveniently housed under the bonnet, while there is a spacious luggage locker fitted with chromium plated hinged security catches and key-lock, at the rear of the car. Thanks to the generous width of the doors, ingress to the front seats is a simple matter, a process which is further assisted by the centrally placed controls. Added refinements include very neat and easily operated sliding ro of new design, which is flush fitting wh closed, Lucas tandem screen wipe spring-spoke steering wheel, and dippi ray head lights.

On taking the car over at Henly Hous the head office of Messrs. Henlys Ltd., wh are the London agents for all Swallo products, we were first impressed by t extraordinary compactness of the car as whole. Threading our way through t heavy Saturday morning traffic of t West End, we quickly discovered the fir of the many roles this car can fill, that to say, the S.S.11 is an ideal car for an one who drives to town every day fro the outskirts of London and has to trav about in thick traffic during the course his job of work. Quick acceleration, ligh but high geared steering, exception brakes combined with good visibility an a thoroughly comfortable body in an weather, give the S.S.11 full marks fo traffic work.

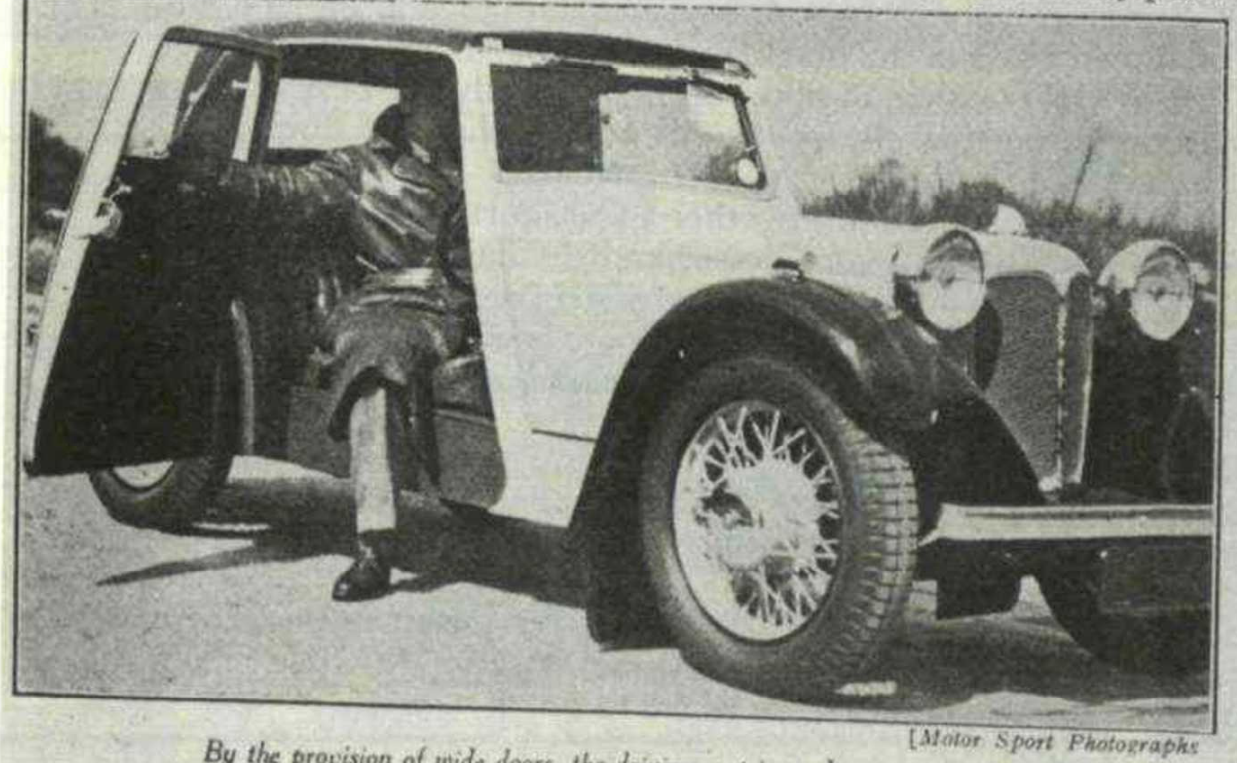
Our destination was Whitstable, an after clearing the suburbs, the second as pect of this remarkable little car was re vealed. On an arterial road the cruisin speed is a comfortable 50 m.p.h., a tribut to the design of the Standard engine whic was perfectly smooth throughout it range. Incidentally the maximum spee reached was 60 m.p.h.

The road-holding and steering were al that could be desired and corners could b negotiated at respectably high speed with a real feeling of security. Indeed one soon forgets that the wheel-base is only 7 feet 6 inches, such is the general comfort and "big" feeling of the car. Main-road hills were taken in our stride, and on the second day of our test, we found the SS.11 to be a wonderful performer on rough hills in Surrey such as White Hill (Caterham), Bagden, and White Downs.

Summing up, the S.S.11 is excellent value at £210, giving its owner a brisk performance in addition to the satisfaction of possessing a car which attracts attention wherever he goes. Both the Standard Motor Company and the Swallow Coachbuilding Company are to be congratulated upon such a happy combination.



A combination of exceptional riding comfort and sporting lines mark the S.S.11.



[*Motor Sport Photographs*

By the provision of wide doors, the driving seat is made very accessible.

With Moss in the Mille Miglia

By Denis Jenkinson

OUR starting time was 5.37 a.m. and our number 537, the last car to start in the 1957 Mille Miglia. For the previous three mornings we had been out on a practice run from Brescia to Padova, leaving the start at the race time, so that when we went along to the Viale Rebuffione at 5.15 a.m. on Sunday morning and took our place in the queue leading to the starting ramp we were both feeling on top of the world. The "four-five" Maserati was all set to go, we had given it a thorough testing under all conditions and it was far more potent than the SLR with which we had set the race record in 1955, so that when team-manager Ugolini told us that the weather was perfect to Pescara and looked like staying so for the rest of the day we both felt confident that we could improve on our 157-k.p.h. average. With Behra a non-starter we had two minutes to wait after Taruffi left, at 5.35 a.m.; then the flag fell, we trickled down the ramp, opened up in bottom gear and as all 400 b.h.p. took hold we fairly shot off up the road into the avenue formed by the milling throng of spectators.

We had barely left Brescia when I sensed that the big V8 engine was buzzing round at 7,000 r.p.m., and a glance across at the rev.-counter showed this to be true, but then I swallowed hard as I saw that Moss was pulling out the overdrive gear, which was acting as a sixth speed, and we were up at 6,700 r.p.m. in overdrive fifth gear. This two-speed gearbox between the engine and the rear-mounted regular five-speed box was a crafty "gimmick" that Maserati had schemed up specially for the Mille Miglia, so that we were geared in the super-top ratio for 285 k.p.h., which we estimated to use on rare occasions, and here we were doing 272 k.p.h. (approximately 168 m.p.h.) just as we were leaving town, on a straight of barely two kilometres. We looked at each other and grinned, for this was acceleration that was a new experience and, with dry roads and the sun covered by light cloud, everything was on our side.

We had covered barely 12 kilometres when we slowed down from our 270-k.p.h. cruising speed for a couple of sharp right-handers, and then we went into an 80-m.p.h. left-hand bend, with an approach speed of about 130 m.p.h. I was conscious of the driver changing down and checking the car with the brakes, and then it seemed to accelerate and I saw that he was deliberately sliding the car into the inside of the corner as we approached and my first thought was that it had jumped out of gear. This thought was heightened when I saw him make a violent grab at the gear-lever while the car was sliding across the corner, and then he stopped working on the wheel and we slowed up. I thought, "Well, go on then, accelerate," but he didn't and I looked sideways to see him pointing at the floor; looking down, I swallowed hard for there were only two pedals on the cross-shaft, an accelerator and a clutch pedal, the brake pedal was lying on the floor amongst the pipes and rods, and I then realised why Moss had gone into the corner about 15 m.p.h. too fast . . .

It was surely the shortest and sharpest Mille Miglia anyone has ever done; there was no question of going on for the pedal arm had broken off about one inch above the cross-shaft and the hand-brake was about as useful as a sports-car "regulation hood." You can't drive a 400-b.h.p. 25-cwt. two-seater without brakes and hope to keep up with anyone, so we had nothing to do but retire on the spot.

Before the race we had been joking about ways and means of retiring early in the Mille Miglia and what it must feel like; now we knew. About the only way we shall beat our 1957 record retirement is to fall off the side of the starting ramp in 1958!

Had such a breakage occurred on a British car there would have been harsh words and rudery in the Press, as it was an Italian car there was some pretty lurid shouting and yelling, but most people, including ourselves, were almost speechless. The reason for such a stupid failure on a brand new car was hard to justify and can only be blamed on a flaw in the metal tube that forms the brake-pedal arm. Even so it was completely and utterly inexcusable, for closer study showed that it had started to fail at least two days before the race, but though we were annoyed about the whole affair we had to commiserate with Maserati for they had put everything they had into this 4½-litre and for the first time ever there had been a good certainty of a Maserati win in the Mille Miglia, a thing that has not yet happened, for that "four-five" is a fabulous performer.

MOUntview 8353

LOTUS

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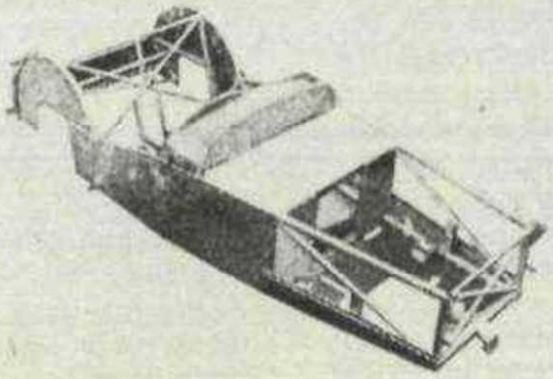
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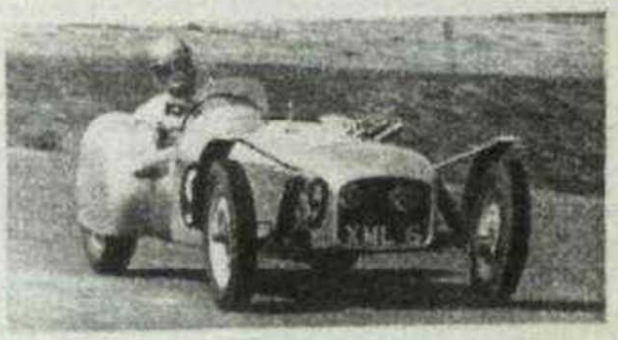
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LETTER FROM EUROPE

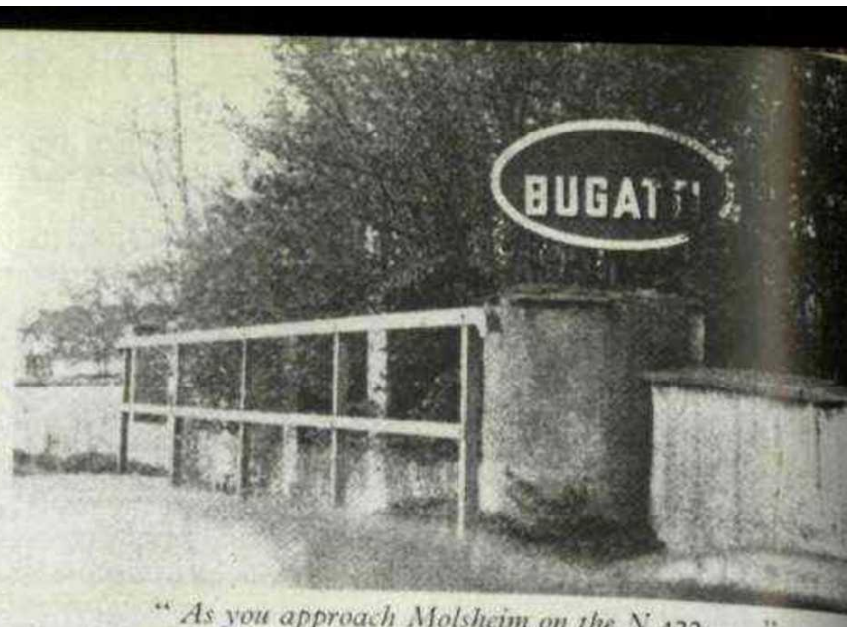
[By means of which the Continental Correspondent, while he is motoring abroad, keeps in touch with the Editor.]

Dear W. B.,

Just recently we seem to have been in a bit of a muddle over here, for we had a race in Italy on a Tuesday, followed by a race in Belgium on a Monday. It was all very confusing because normally I can only keep track of the passage of time by the fact that race day means it is a Sunday and another week has gone by. To confuse matters even more I drove through three snowstorms on the way down to Monte Carlo, and in the month of May. I said things have been in a muddle ! However, I am happy to say that all is back to normal, races are now on Sundays, there isn't a cloud in the sky and the day before yesterday I got the E-type wound up to 5,800 r.p.m. in top for quite a long time. The actual m.p.h. is academic, but on a 3.07-to-1 rear axle it is fast enough and Jaguar owners will no doubt appreciate that the engine is running well to do this without any fuss and with 85,000 kilometres rising on the clock.

Since I last wrote to you I have been doing some of those interesting cross-country journeys, where by country I mean actual countries. Breakfast in Italy, lunch in Austria, tea in Germany and supper in Belgium, sort of thing, and I always enjoy such trips because it makes me appreciate the freedom of travel in Europe. There is no drama, no booking agents, boats or aeroplanes, just a passport and a Green Insurance Card and you can go anywhere as and when you feel like it. It is interesting to do one of these runs where the middle country is what I call " neutral," in other words it does not manufacture cars and is a relatively free market for those who do. One such trip was France, Belgium, Germany, another was France, Switzerland, Italy, and on these trips you are very aware of the complete change of scene as you cross the frontier. In France motoring is all Citroëns and Peugeots but no sooner had I got into Belgium, on a small back road, than I saw a Mustang and a Honda motorcycle. A few hours later, crossing into Germany life became all Volkswagens and Mercedes Benz, and so it goes on. The impression in Belgium is that no one has a monopoly; in Switzerland the accent is very much on German cars, but south of the Alps in the province of Ticino, where Switzerland projects down into Italy there was no monopoly and there were lots of British sports cars such as Triumphs, M.G.s and even a Lotus Elan, while Jaguar saloons seemed popular. While in that part, which to me is the nicest part of Switzerland and I always appreciated why Rudolf Caracciola made his home there, I saw a very smart 328 B.M.W. in the forecourt of a Fina petrol station. Needless to say I stopped and soon found that the owner was also the garage owner and he had just finished rebuilding the car. It was a completely standard 1937 car, but in nice condition and finding I was interested in such things the owner took me down into the basement where he had other cars, including an 8.9 h.p. Renault four-seater, a vintage de Dion Bouton tourer and a 1939 Maserati 4CL, one of the 16-valve 4-cylinder cars, but he was not having much joy with it as he could not get the proper alcohol fuel that he needed, which made me realise how fortunate our V.S.C.C. chaps are in being able to keep their pre-war racing cars running on the proper fuels, plugs, tyres, etc. Returning upstairs he let me drive his 328 B.M.W. and we motored off up the road for a short trip. It was very nice, but not as good as my own 328, for it did not have the close-ratio Hirth gearbox, nor the very wide bi-metal brake drums, but it was a good example of a standard production 328. Leaving him with some useful information on how he can find a Rolls-Royce, which he wants to buy as a birthday present for his father, I continued on my way to Italy.

While on vintage matters, a couple of weeks back I was motoring in the Alsace part of France so I made a slight detour to pass through Molsheim. As you approach the town from the south on the N.422 you suddenly see a large Bugatti badge beside the road, half-hidden by bushes, and round the next corner is the Bugatti factory, no longer building racing cars, but doing general engineering. It was Saturday afternoon so everything was closed, but there are still Bugatti badges on the entrance pillars and a large badge on the front of the factory. One thinks of Bugatti as having been a small concern, and by com-



" *As you approach Molsheim on the N.422. . . .*"

parison with Citroën or Renault they were, but nonetheless a sizeable factory, especially when compared with today's speci builders like Lotus, Cooper or Brabham, who are only carrying doing what Bugatti was doing in the vintage years. I waited in for the sight of Jean Pierre Wimille coming out of the gates in a T 59 on test !

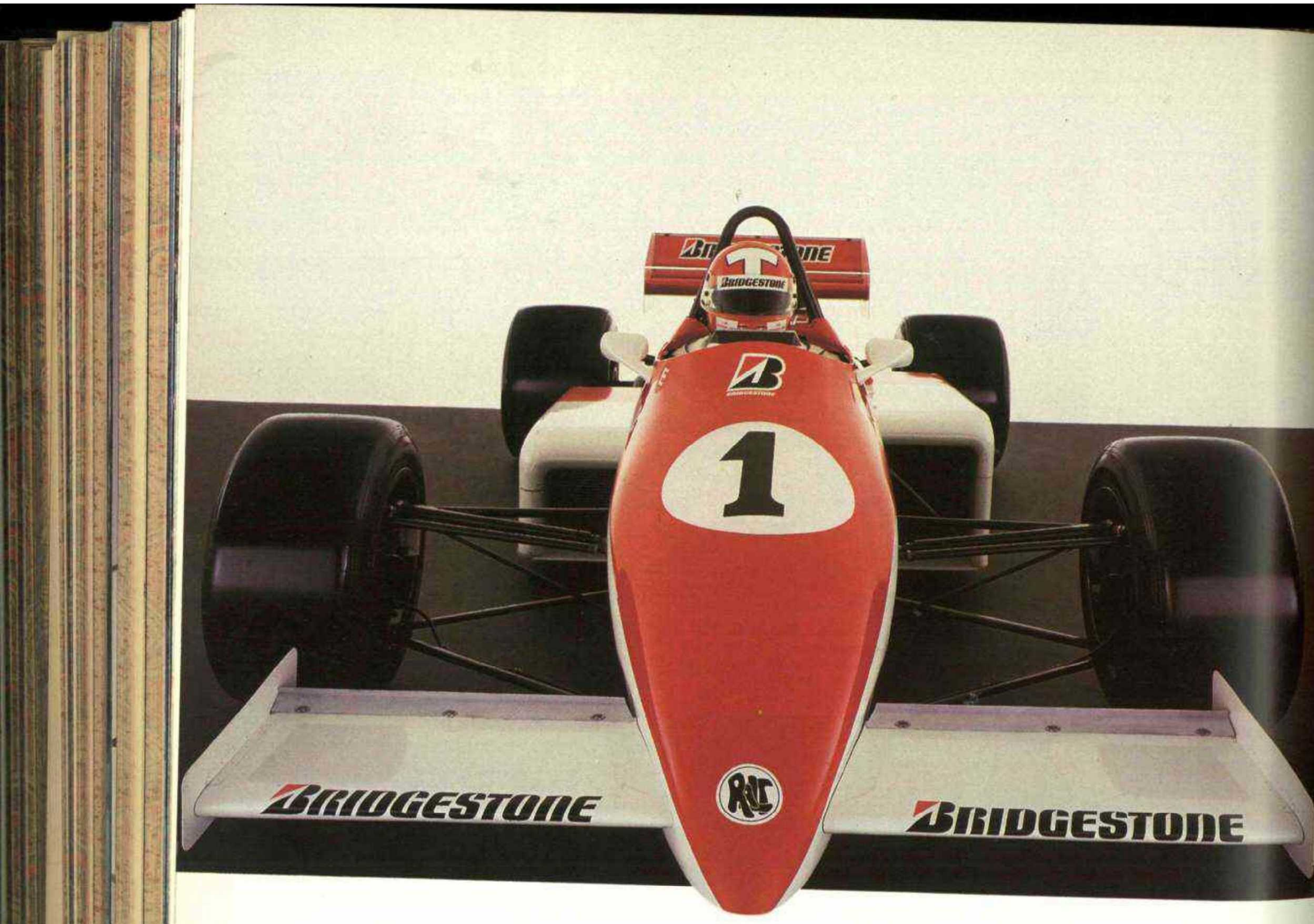
I called in at the Lamborghini factory to see how the productio the P400 Miura is getting along and was able to have a short sh drive in the prototype car, that has now done over 100,000 kilome of test driving, so it was not exactly representative. It was certa impressive and had all the good characteristics of a GT40 Ford, that same balanced feel you only get from a mid-engine layout. its 4-litre V12-cylinder engine with 8,000 r.p.m. on tap the accelera was of the type where you point the car and squirt it, but I did like the steering as it had no " feed-back " qualities so it felt dead the gear-change was not a patch on the ZF gearbox used on the p duction GT40, the Lamborghini lever movements being long rather heavy. As I said, this was only the prototype car, which is a general purpose hack car so it would not be fair to judge by it anyway I only drove it for a few minutes. No doubt some ski journalists would manage to write a complete road-test, including f and figures, after such a run, but I prefer to view it like Alex Moul put it when we all tried the T-type Rolls-Royce—" To get it in focu Having done that one can then start to find out about a car. I consi I began to find out about the GT40 Ford after I had used it for a we and I have found out about the E-type Jaguar after using it for years, but " up the road and back " is just a matter of making conta but very interesting contact even so.

A couple of weeks after driving the mid-engine Lamborghini caught up with Mr. Lamborghini himself in a front-engined 2 with the same type of 4-litre 4 o.h.c. V12-cylinder engine, and t particular car was noticeable because it had cast alloy wheels as us on the Miura, instead of the standard wire wheels. We ran in compa for quite a way and I recalled the time when you and I were motori somewhere or other and we passed the time by thinking up peop who could motor about in cars with their own name on the fron Not cars of the past, but those still in production today, such Lamborghini, Ferrari, Ford, Morgan, Cooper and so on, but not Chapm in a Lotus, the manufacturer had to have his own name on the fron Apparently it is quite amusing when Commendatore Lamborghi drives back into Italy, from France or Switzerland, and shows h passport and car papers at the frontier for the name is the same o both and he is immediately swept through with salutes and smile It must be the height of one-upmanship.

Making the annual pilgrimage down to Sicily for the Targa Flori by road as always, I was most impressed with the progress being mad with the Autostrada that is running from Naples to Reggio Calabri at the tip of the toe of Italy. While we talk about motor roads th Italians get on and build them and numerous sections in the mountain are already in use. In Sicily the Autostrada from Messina to Palermo is also taking shape, with vast bridges and viaducts appearing acros many of the valleys. At the rate they are working it should be Auto strada all the way from Turin to Palermo by 1969, which does not soun much, but if you have a map of Europe handy it is well worth lookin at it and compare the distance with our M1 or M2.

There are sounds of Porsches and Ferraris tearing off up the road so I must go. It is Targa Florio time and I am writing this from Cefalu.—Yours, D. S. J.

STEFAN JOHANSSON (above), in only his second race for Ferrari, drove up from 15th on the grid to take the lead when Senna ran out of fuel. Almost immediately his Ferrari spluttered to a halt for the same reason. To have led a race in a Ferrari in Italy, however briefly, will have done the personable young Swede no harm at all. (Below) At no time did Elio de Angelis lead the race and four laps from the end, was ready to settle for fourth. He was declared the winner after Senna and Johansson ran out of fuel and Prost, who had been first across the line in his McLaren, had been disqualified for being slightly underweight at the finish.



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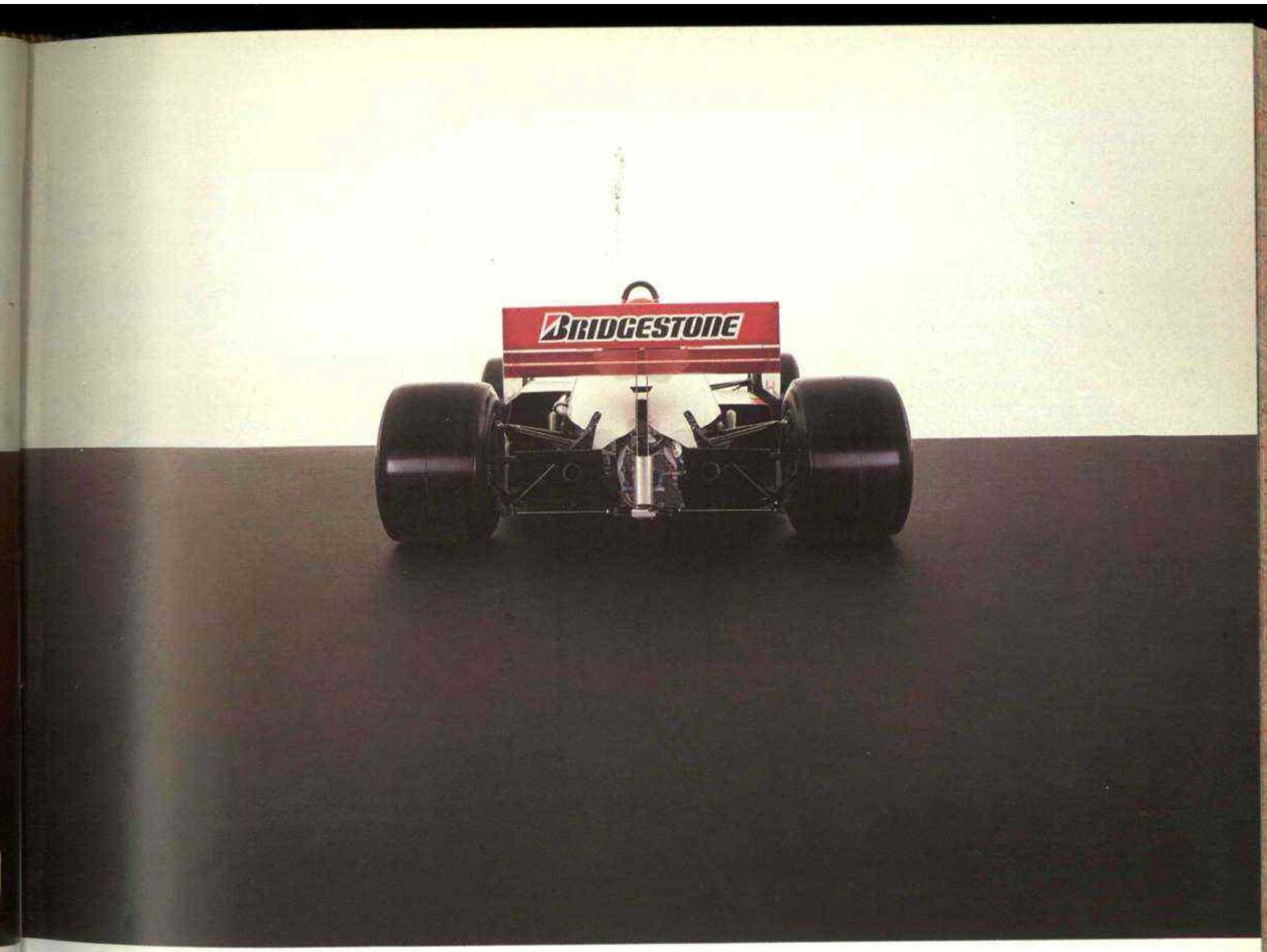
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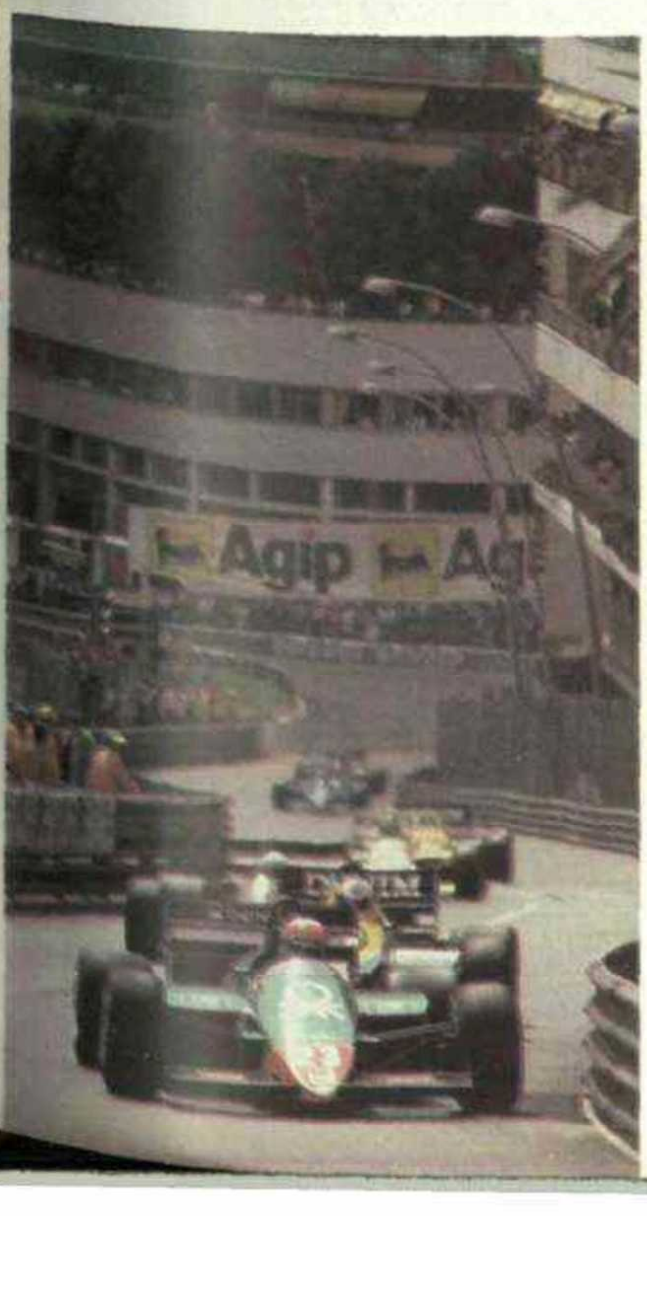
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MONACO GRAND PRIX

First lap round the Loews hairpin (upper left), with Ayrton Senna's pole position Lotus leading Nigel Mansell's Williams and Michele Alboreto's Ferrari. Lower left, Elio de Angelis locks a wheel under braking for the same corner on his way to third place. Above, Prost's McLaren heads for its second Monaco victory. Below, Cheever's Alfa Romeo 185T showed well in practice and is seen here leading Mansell, de Angelis and Boutsen up the hill towards Casino Square.

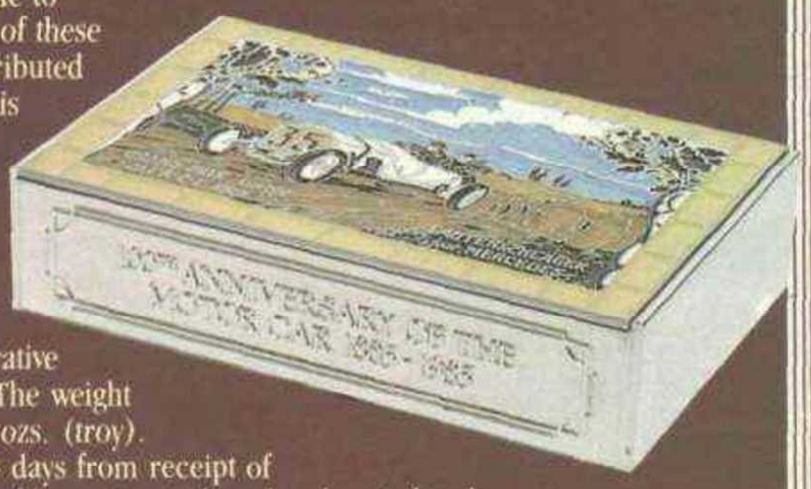


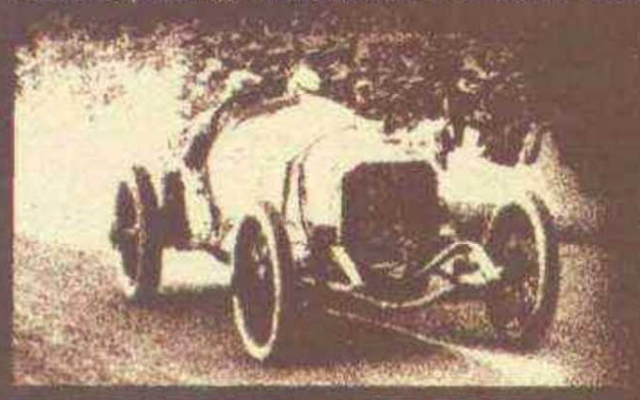
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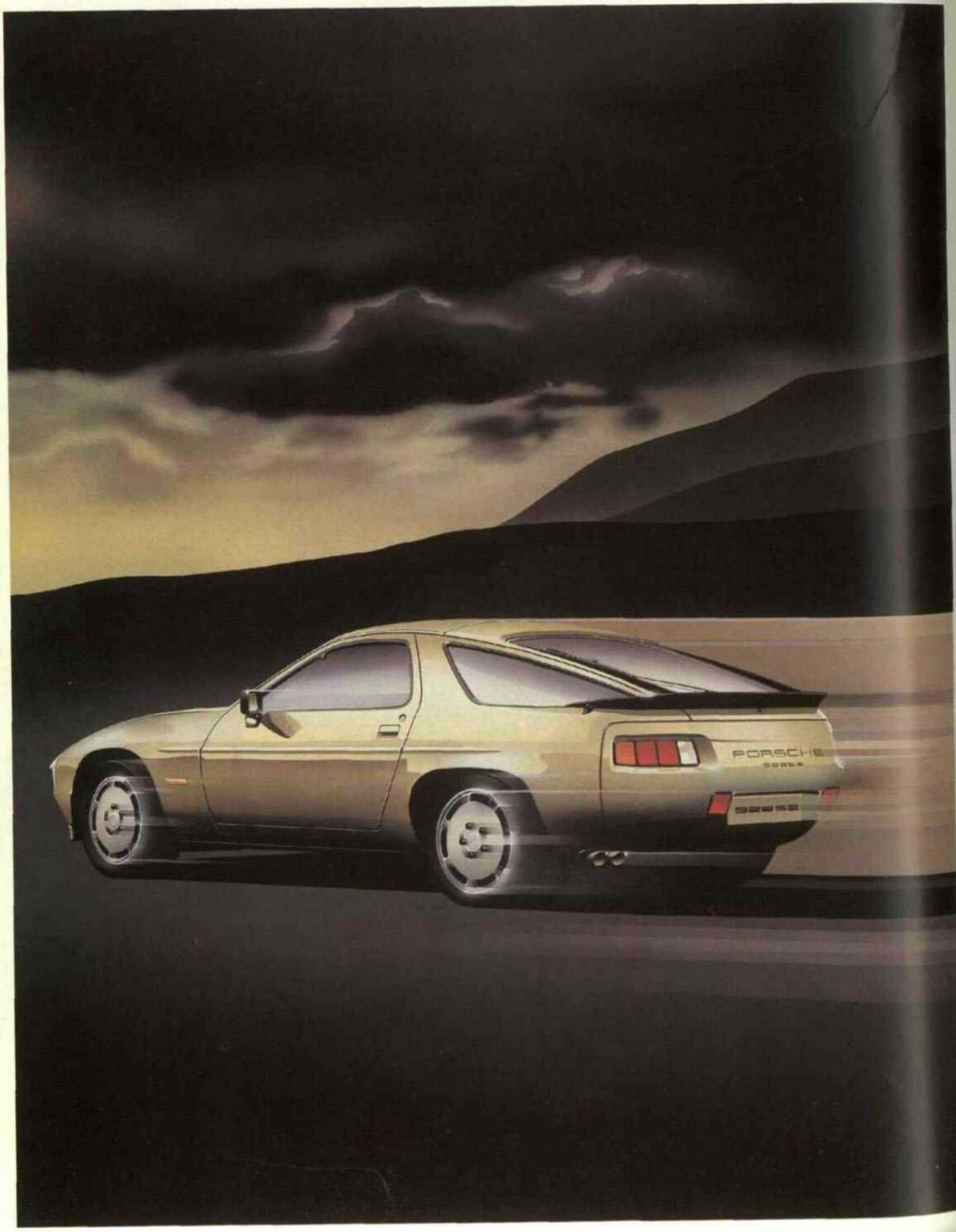
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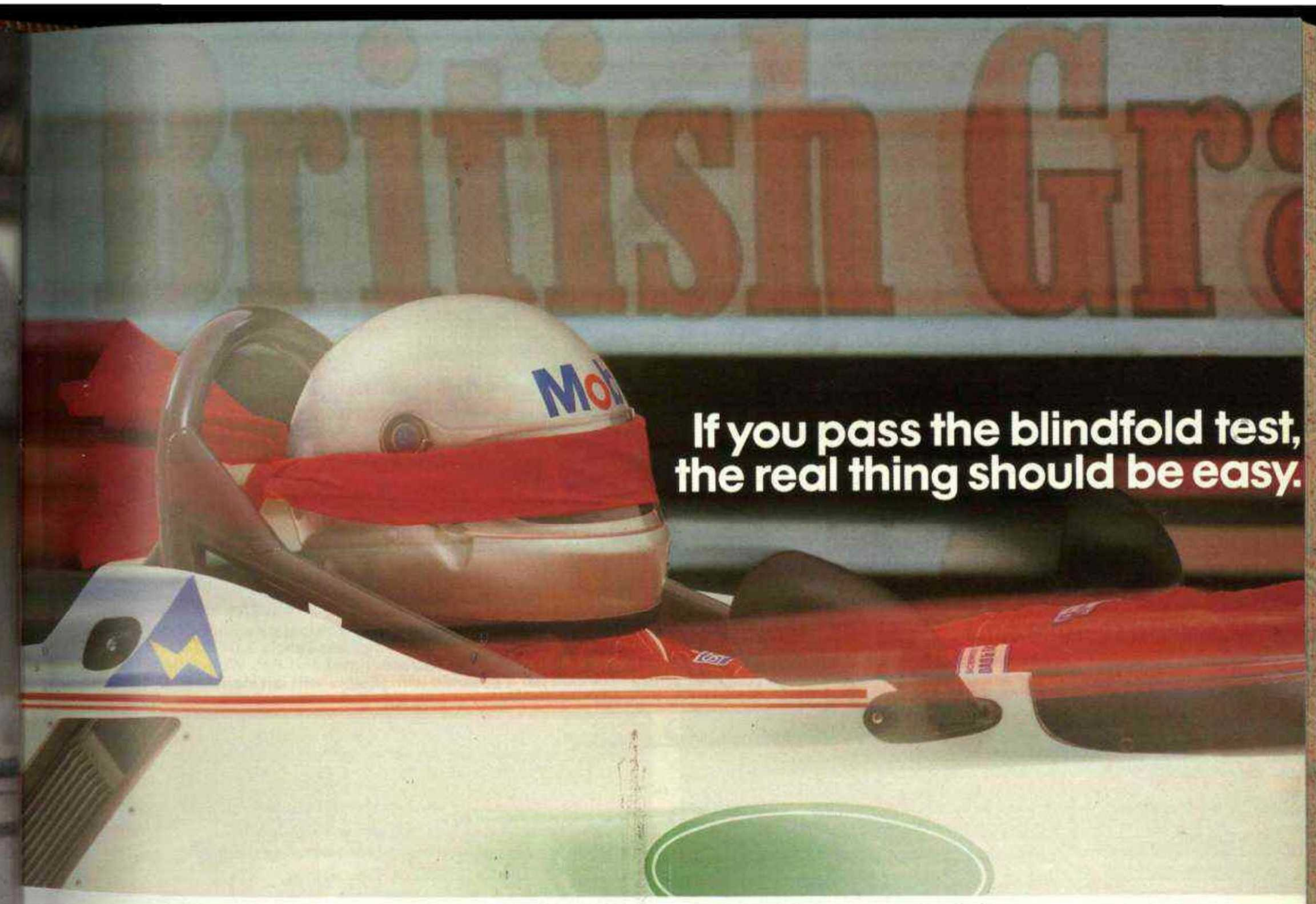
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MONACO GRAND PRIX MICHELE ALBORETO drove an energetic race at Monaco to finish second despite an off-course excursion and a stop to change a puncture. Above, the Italian opposite locks his Ferrari 156/85 over the hump out of Casino Square. Below, Jonathan Palmer survived to finish 11th in his first outing in the Zakspeed. Right, Andrea de Cesaris's Ligier JS25 heads for fourth place just as Alboreto comes up to pass him.



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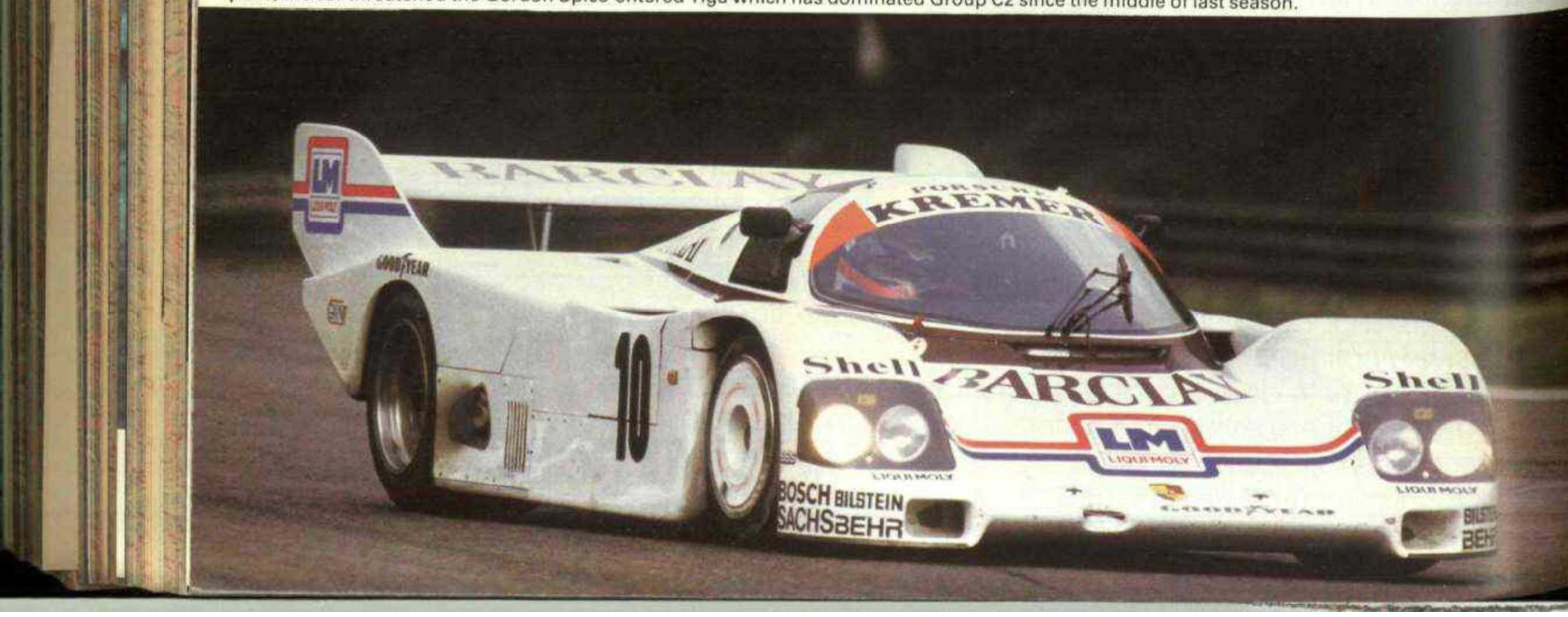


WEC MONZA 1000 kms ACTUALLY, the race lasted only 800 kms after a tree fell across the track, fortunately without involving any cars or drivers. (Above) With a reputed 800 bhp available for qualifying, the Lancia 3.0 LC2-83/85 cars set times which would have seen them halfway up the grid at last year's Italian Grand Prix. Riccardo Patrese (right) and Bob Wollek (left) lead the field at the start but delays in the pits and a shortened race cost the Patrese / Nannini car a possible win. (Below left) Ian Harrower and Richard Jones used the race as an extended test session for their Cosworth DFV-engined Gebhardt 843.





MANFRED WINKELHOCK and Marc Surer (below) in the Kremer Porsche 962C won what might have been called a "Monza Lottery", so inflicting defeat on the works Rothmans Porsches for the first time in nearly two years. (Above right) The new Ecosse C2, looking unfamiliar for an Ecurie Ecosse car by not being painted blue, made a promising début in the hands of Mike Wilds and Ray Mallock. Until losing two laps to change brake pads, the car threatened the Gordon Spice-entered Tiga which has dominated Group C2 since the middle of last season.



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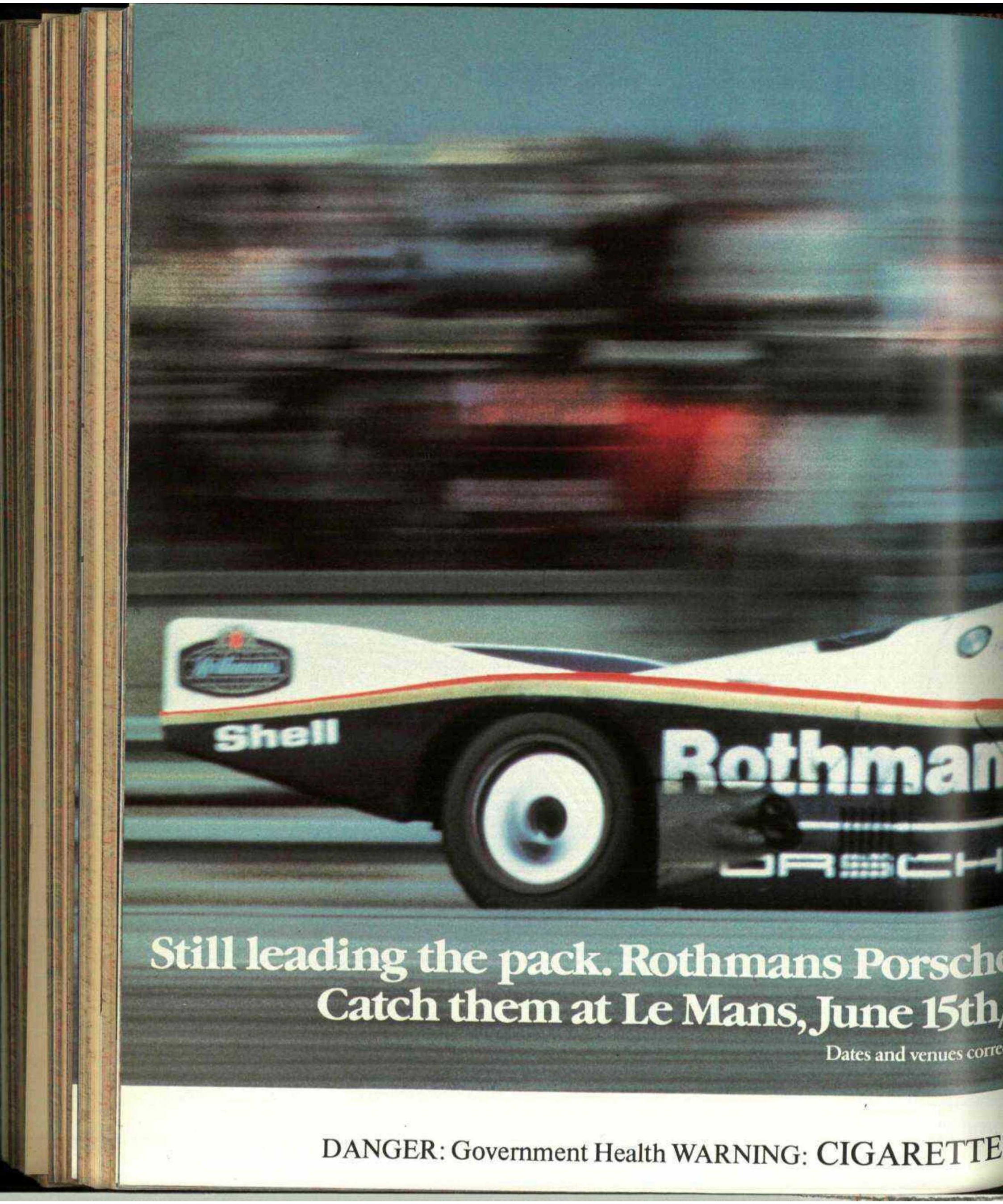
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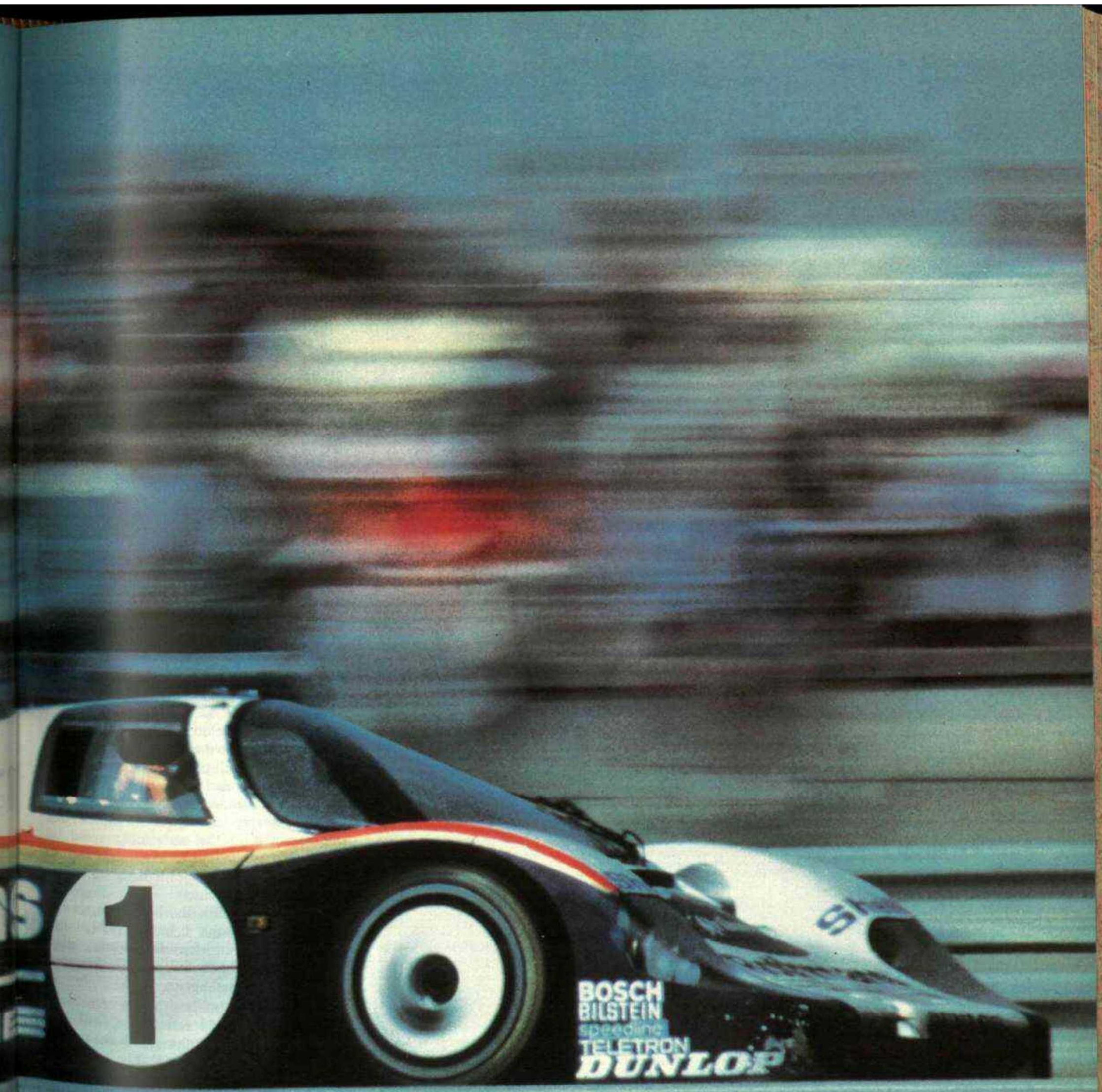
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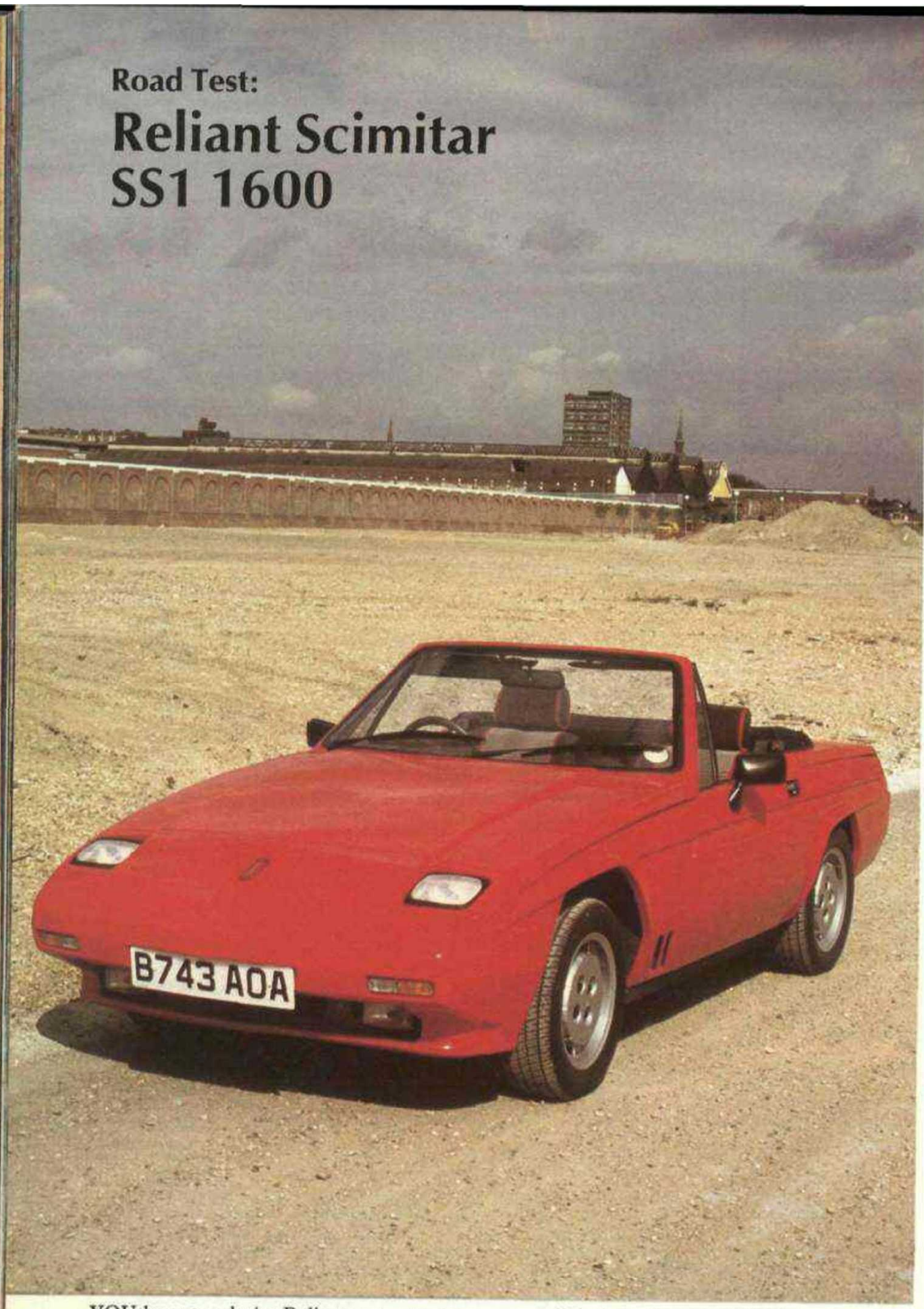
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Road Test:

Reliant Scimitar SS1 1600



YOU have to admire Reliant as a company, even if you're never likely to be in the market for one of its three-wheelers. For one thing, it's no mean achievement for so small an outfit to design and build its own engines and gearboxes, and, for another, it shows enterprise to every so often spring a surprise on its mainstream competitors by finding a gap in the market and filling it. Such a car was the Scimitar GTE, perhaps the world's first sporting estate car. With the SS1 sports car, the men at Tamworth have again looked for a gap in the market, in this case the relatively simple, relatively low-cost open sports car, and have filled it with a competent design. You also have to admire Reliant for the way it manages to survive as a small independent manufacturer at a time when even the giants of the industry have been forced to make international marriages of convenience.

The Scimitar SS1 is the natural heir to the Spridgets and Spitfires, MGBs and TR7s of a few years ago. Like those cars, it can be easily out-performed, in terms of stopwatch times, by a large number of contemporary saloons at about the same cost. There will always be, however, buyers for whom nothing else will do except a practical, affordable, workaday, two-seater drophead and though there are a number of specialist sports cars currently available (Panther, Morgan, Caterham Seven and TMC Costin spring to mind) they all have niches in the market which do not conflict with Reliant target buyer profile.

The concept of the car is simple: there is sturdy, rigid, deep channel backbon chassis fitted with Ford components, tw versions of the CVH engine mated to eithe a 4-speed (1300) or 5-speed (1600) For gearbox driving to an independently sprun back axle (trailing arms, coil spring dampers, and antiroll bar). Reliant's chi designer, Ed Osmond, has produced a pa ticularly elegant front suspension layou consisting of an antiroll bar, coil springs an double wishbones with long dampers a angles across the front of the car, in th interest of a low bonnet line, and connecte to the top wishbones by rocker arms. Dis brakes are fitted at the front, drums at th rear and the whole is clothed in a corrosion proof, dent-resistant body constructed fro four types of plastic.

Semi-flexible reinforced reaction injectio mouldings (RRIM) are used for th bumpers and wings; the bonnet is mad from vacuum-assisted resin injecte polyester sandwiched with rigid urethane cold pressed reinforced polyester is used fo the boot lid; while all the other parts including the cockpit cell and doors, are o hand-laid, reinforced, polyester. On a visi to Reliant last August W.B. and I, neithe of us featherweights, found we could jump up and down on wing panels withou damaging them. The overall finish of th body is good but on "my" car there were two small paint runs.

Giovanni Michelotti's last design was the Scimitar and I have to say it will not be the car by which I will prefer to remember him. The scalloping and ridges over the wheel arches seem unnecessarily fussy, for the overall shape is quite simple. An improvement in the car's looks could be made if the headlights were shrouded at rest, those two little eyes looking up at you weaken the bonnet line.

All in all, I think the body is a wasted opportunity, though I must say that my teenaged sons' friends were very enthusiastic about it. Still, odd looks never harmed the original Sprite.

Much of the interior of the car bears witness to the Ford connection, with the steering wheel and column, instruments and switches all Escort-derived. The car I had was trimmed in grey velour with red piping, and very handsome it looked. When driving against the sun when it was high in the sky however, the top of the instrument binnacle cast a distracting reflection against the windscreen at eye level, but it is something which could be cured with a small panel of black cloth.

Although from the outside, the windscreen looks a little too high, once inside, the relatively high seating position makes the screen appear much more narrow. Visibility is good under most conditions but would be greatly improved if the wipers travelled two more inches. I'd



THE cockpit of the Scimitar SS1 is pleasantly finished, well laid-out, and is comfortable, too.

have liked a little more elbow room on my right side and I'd have thought that the interior door trim could be easily modified to achieve that. An extra inch would have been most welcome.

There is no dashboard glove compartment nor any lockable cubby hole, an odd omission on an open-topped car, though there are elasticated pockets behind the seats and on either side of the transmission tunnel and the central armrest contains storage space for cassettes and small items. My main criticism, though, is the accelerator pedal. The trouble is that it is hinged from the top and has a long travel so, at high revs, it moves so far away from the driver that one is left pressing it with the toes rather than the ball of one's foot. The awkwardness of this pedal at times threatened to ruin my enjoyment of the Scimitar's impeccable road manners for I could never find an acceptable compromise between obtaining a comfortable seating position relative to the steering wheel and one relative to the throttle pedal.

Reliant has avoided the trap of pretending that its car is any more than strictly a two-seater, so there is no attempt at an "occasional rear seat" but there is space behind the seats which will take quite a number of small items, or even a child seat, and the boot space is generous, given the concept. It's a car you could realistically take on a weekly shopping trip or for a fortnight's holiday.

"My" car was fitted with the 1,600 cc engine which gives 96 bhp at 6,000 rpm and 98 lb/ft torque at 4,000 rpm. The chassis is good enough to take a lot more power but the injected (XR3i) version will not fit into the envelope, though Ford's V6 will and this option is under consideration. Yes, please! "My" car also had electrically operated windows, an electric aerial and a stereo radio / cassette unit which bump up the price from a basic, and reasonable, £7,795 to £8,105. Electrically operated door mirrors and head restraints are standard.

Once on the move, the stubby gear lever is an immediate joy, it looks and feels the part but the standard Ford ratios do not really suit this much lighter car, I would have liked closer ratios with shorter fourth and fifth gears. Wind noise is surprisingly low for a sports car, even with the top down (operating the hood is a very simple exercise and, once down, it folds flush with the rear of the cockpit and is covered neatly by a tonneau), though road noise from the rear wheels is quite high with the hood up. Directional stability in strong crosswinds is excellent. Steering is wonderfully precise and one needs to make only very small movements except when exploiting the car's tight (30 ft) turning circle.

On uneven road surfaces, though, bumps are transmitted back to the driver via little movements through the wheel. Since the car seems so taut and controllable under all conditions, the effect of this is to enhance one's enjoyment for it brings one closer to both the car and the road.

A first rate ride/handling compromise has been reached, making the car taut and firm and yet very comfortable (apart from that throttle pedal). The seating is not only attractive, but supportive and comfortable. The most outstanding feature of the car, though, is its roadholding. On the Bruntingthorpe test track's handling pad, which MOTOR SPORT now uses for tests, as opposed to "road impressions", I tried everything I know to get the car to spin, but the back end always remained instantly controllable. The car's performance under

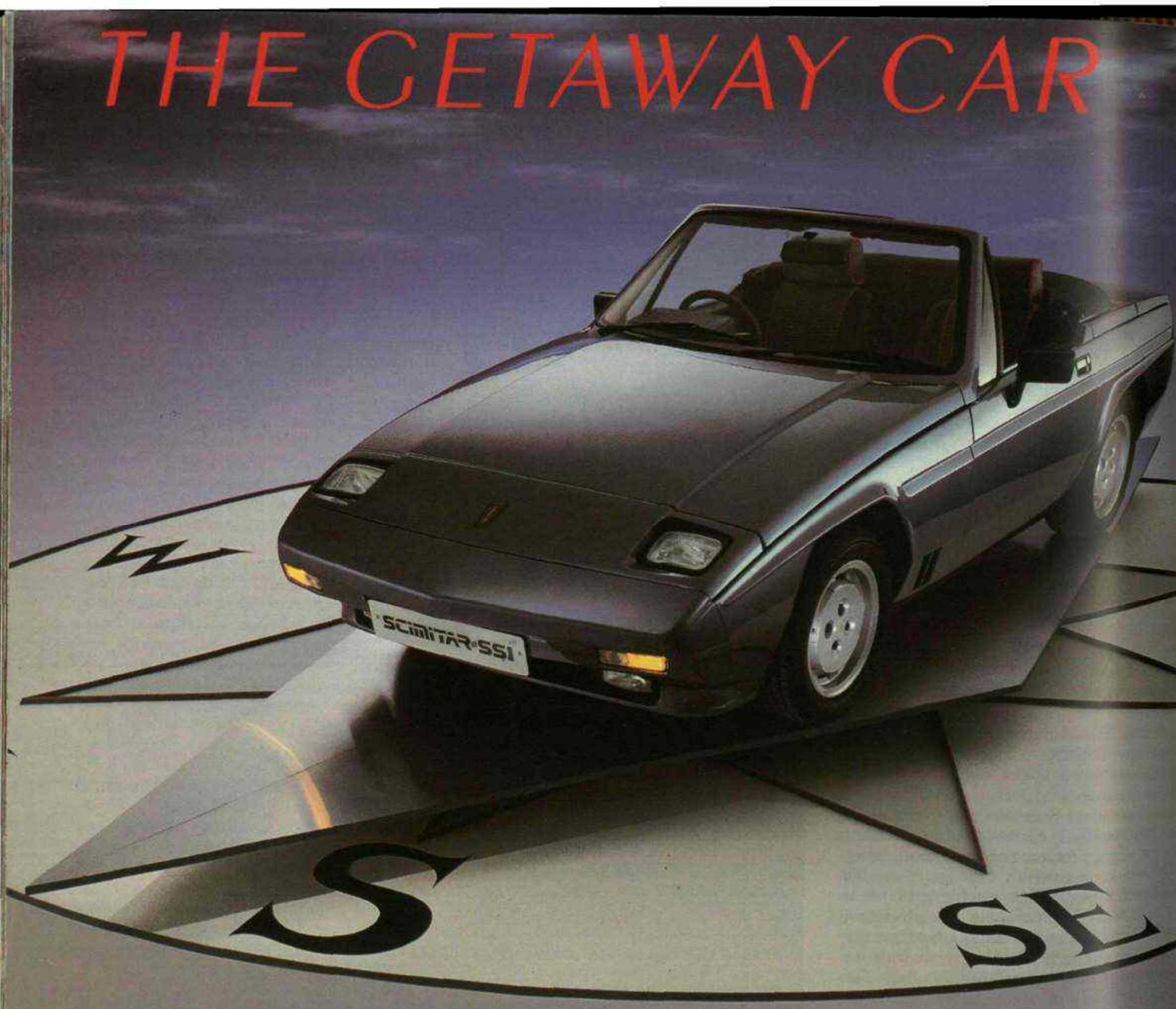
Continued on page 648



INADEQUATE luggage space is a frequent failing in small sports cars but the SS1 has ample capacity supplemented by a generous stowage area behind the seats. (Below) The hood fits snugly and can be raised or lowered by one person in a minute or so.



THE GETAWAY CAR



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admittedly artificial conditions was very impressive. Goodyear 185/60-14 NCT tyres, which are standard, doubtless help, but most of the credit goes to the chassis. Less pleasing, though, was the fact that petrol from a less than half full tank spilled past the filler cap (which is placed vertically by the boot lid) when the car was cornered hard and the fuel pump was left gasping. I'm not suggesting that many will reproduce such high cornering forces on the open road but I do believe that a car should function properly in every department within its limits and this the Scimitar failed to do. When filling up, care must be taken to empty the nozzle of the petrol pump or else fuel spills over the top of the rear panels.

When cornering hard, the car handles neutrally, veering to mild understeer, but a quick lift from the throttle gives easily controllable oversteer, the car being simple to control on the throttle. It's the sort of handling which supports, even flatters, the average driver and in which the better driver will revel.

Reliant's own claimed figures for the car are a top speed of 110 mph and 0-60 mph in 9.6 sec. With the hood down, the best figure I could achieve on the track's two mile straight was a mean of 101 mph (103 mph best one way) but with the hood up, this rose to a maximum speed of 103 mph (106 mph best one way). Acceleration also fell below expectations with my best 0-60 mph time of 11.3 sec. These figures were obtained on a warm, dry, day, though with strong cross winds, and were verified by MOTOR SPORT's electronic test equipment.

Economy, too, did not match my expectations, the car returning an overall average of 29 mpg, excluding time spent on the test track, when it returned under 20 mpg. With over 3,000 miles on the clock, this rather suggests that the test car was not in perfect tune.

As tested, the Scimitar SS1 was an impressive motor car. The chassis could certainly handle more power but even as equipped, a close ratio gearbox would enhance performance. Having said that, there are several points to be borne in mind. The first is that Reliant is not attempting to produce a car with ultimate performance but an honest two-seater practical sports car in the former tradition of BL. This it has certainly done and, though the outright performance figures seem disappointing, the car's wonderful handling and roadholding make it rapid from A to B, and great fun too.

In all the important departments the company has got the package right but there are a number of niggling faults which detract from one's overall enjoyment. All these faults are, however, easy to rectify and I am told that Reliant has most of them in hand. Reliant conservatively estimate a production figure of 2,000 units pa on the home market. My feeling is they will achieve this easily and, given the car's concept, price, and the inherent reliability of its major components, will win many friends both here and abroad. Welcome back, the basic sports car! — M.L.



Was It Built?

IT IS well known to Alvis enthusiasts that the design of the first engine for these cars, the 10/30, was the work of a Mr G. P. H. de Freville who also invented the name Alvis. It was de Freville, an Englishman, who sold his engine design to T. G. John, founder of Alvis Ltd, around the year 1918. He had been Manager of the Hanover Street, London showrooms of the DFP Concessionaires when Bentley and Bentley (W.O. and his brother H.M.) took them over, and the engine which became the Alvis power unit was thought to have been based on all that was best in the DFP light-cars, of which W. O. Bentley also approved, having raced them, and taken records with them, before the war (Birkin also started his post-war racing career with a DFP at Brooklands).

After the 10/30 Alvis had been put into production in Coventry de Freville drove one in the 1920 MCC London-Edinburgh Trial and entered that year for Shelsley Walsh but was a non-starter. He had no more to do with Alvis but the interesting thing is that before the autumn of 1921 he had put on paper a notably advanced light-car engine. This had dimensions of 63.5× 118.5 mm (just under 1½ litres), which compares with those of the 10/30 Alvis engine of 65×110 mm, showing that de Freville favoured the long piston stroke. His new engine design incorporated four valves per cylinder in a detachable cylinder head, these valves inclined to form hemispherical combustion chambers with the sparking-plugs centrally disposed. Operation was by a single overhead-camshaft driven from the front by a chain of gears. From these gears a skew-gear drive turned a cross-shaft from which two plunger oil-pumps were actuated, one a scavenge-pump, the other a pressure-pump, for dry-sump lubrication.

Two advanced aspects of this de Freville engine were wet cylinder-liners that were screwed into the detachable head and slipped into the cylinder block, sealed at the base with copper washers, and the fact that the cylinder block was specified to be made in cast aluminium. Another unusual feature was the use of a built-up crankshaft so that a centre ball-bearing could be used, in conjunction with two more ball-bearings at the ends of the crankshaft. The big-ends were plain white-metal bearings and the cooling system incorporated a water-pump driven from the timing-gear train.

The use of an aluminium cylinder block was perhaps no surprise, because de Freville had pioneered light-alloy pistons for the Alvis engine, having seen these used by DFP before the war, as had W. O. Bentley, although de Freville maintained that before that they had been used by Chenard-Walcker (and some historians say as early as 1906, by Aquila-Itala). So he was used to the casting techniques. A few speculations arise after studying this 1921 de Freville design for a high-performance light-car engine, apart from speculation as to whether o was ever built. One source, since dismiss as erroneous, had it that de Freville had h associations with Bugatti in France. Whil would hate to disagree with those historia who say this is nonsense, if there was little common between the Alvis and Buga engines, the link might be called clos when it came to the 16-valve, ohc, ba bearing de Freville engine of 1921. I Freville had owned a foundry in Wand worth during the 1914/18 war, and h supplied many of the aluminium castings f the Puma aero-engines made by Siddele Deasy in Coventry, where T. G. John w then the Works Manager. Perhaps it w from this foundry that de Freville intende parts for his new engine would be mad especially the cast-alloy cylinder block!

One wonders, also, how much the first litre Bentley engine influenced de Freville 1921 light-car power unit? — overhea camshaft, albeit differently driven, multip valves, dry-sump lubrication, long piste stroke. After all, he had known W.O. ve well before the war and would no doul have followed his line of thinking thereafte All speculation, of course. It seems that Freville went to America in 1924, designer at the Lafayette Motor Company Indianapolis and in later life concerne himself with space-travel matters. I do no think Lafayette would have wanted t develop the advanced 1½-litre engine h had put on his drawing board. — W.B.

WAS IT TRUE — continued

the offending steering-wheel as far as he could into the field after the car. (After he had calmed down he apparently spent the best part of an hour searching for it.) Segrave said this served to make his point that the successful racing driver of his time was a much more highly developed organism than his prototype of 20 years earlier.

So, if it really happened, who was this racing Hercules? Segrave's reference to 1907/08 Darracqs might suggest Louis Wagner or Victor Hemèry, both of whom had driven that make in the early days.

In the 1922 GP, with Guyot, they were driving for Rolland-Pilain, one report referring to all three as "all veterans of another age". But Segrave also mentions the driver's Latin temperament, so he was presumably an Italian. This being the case, one might assume the story applied to Felice Nazzaro. However, I do not think this very famous driver, who had won the GP and other great races for Fiat back in 1907 and was about to do so again in 1922, would have had any difficultly in adapting from the giants to the *voiturettes*, nor, apparently, did the all-conquering Fiats have any practice problems. Nor do I think that Nazzaro would have gone in search of that errant steering-wheel himself, because drivers of his calibre are looked after by their mechanics. . . . Incidentally, whoever the aged warrior was, he must have been quite athletic, if he spent "the best part of an hour" searching for the steering-wheel he had discarded, yet was seen walking back to the pits about three-quarters-of-an-hour after leaving them, because Enzheim hairpin, where his unhappy accident had happened, was some 1½ miles from the pits. . . .

If we accept that the great Nazzaro was not the culprit, who does this leave? The only other Italians to start in that 1922 GP, were Count Mazetti and Guilio Foresti, driving in the Ballot team. Mazetti was hardly a veteran driver but Foresti seems to fit, assuming that he had in fact driven the great racing monsters in the Edwardian age. In speaking of him, Leo Villa confirmed that he pronounced "The" as "Ze" and he was very strong — it may be remembered that after the intended-LSR 10-litre "Djelmo" had overturned on Pendine Beach in 1927 and flung Foresti out he staggered away from the overturned car with a lacerated scalp (no crash-helmet) and a dislocated shoulder and seeing someone who had fainted from the shock of the accident, took him in his arms and continued towards the first-aid people. In the GP Foresti drove a Ballot but retired with engine trouble 16 laps from the end. He worked with Villa for Malcolm Campbell the following year. However, I still think the story is apocryphal and nothing I have read about that 1922 French GP has made me think otherwise. — W.B.

So What Was It?

DOING SOME further research on J. G Parry Thomas, my favourite racing motor ist, I chanced upon an item which seemed t me rather interesting. Thomas took hi straight-eight Leylands to Boulogne for th annual speed-trial and speed hill-climb, i 1923, 1924, 1925 and again in 1926. In 192 Thomas made ftd in the aggregate for th two sprints and the hill climb but wa disqualified for having changed the Ley land's tyres after the first three-kilometr flying-start run, after Rigal, who beat hin by 0.05 sec in the 5-litre Panhard-Levassor had put in a protest. Thomas's excuse wa that he wanted to save the tyres for Brook lands record bids. . .

In 1924 Thomas won, on aggregate, from Major Coe's 30/98 and J. A. Joyce in the little AC, the Leyland Thomas covering the fs three-kilometre course at a rousing 127.57 mph. In 1925 Thomas skidded in practice on the wet road and was extremely lucky to escape with only minor injuries, for the Leyland Thomas was badly damaged, as has been described and illustrated in MOTOR SPORT in recent times.

The 1926 Boulogne speed week was abandoned after R. B. Howey's fatal accident in the hill-climb while driving his Ballot, but before this Parry Thomas had been beaten only by Segrave in the 4-litre

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MOTORING AS IT USED TO BE — 1920's light cars: can anyone identify the vehicles?

MOTORING AS IT WAS

— A Look Back to the Roads of the 1920s

WE LEFT Owen John, whose motoring diary this feature is unfolding, about to take delivery, around Christmas 1923, of his new 19 hp Crossley tourer, the replacement for the well-used 25hp Crossley that had served him since 1920. He had also just sampled a four-wheel-braked 15 hp Darracq provided by Colonel Warwick Wright, in this year of a braking revolution, and at a time when the Lanchester Motor Company was putting 4WB triangles on the offside rear mud-guards of their 21 hp model, as a warning of how effectively it could pull up. The tale has oft been told of how, when asked why this innovation was not applied to the older Lanchester Forty, the Company replied that this was a car usually driven by experienced chauffeurs, who know how to cope with rear-wheel-braking, but the new Twenty-One was for owner-drivers, who needed better brakes. . . .

Early in 1924 Owen John had discovered that part of the new road by-passing the terrors of Brentford and Hounslow was open at last — he was referring to what is now the Great West Road. Sixty years ago O.J. found it "an empty, straight, open dream-road that very soon ought to be the most popular bit of highway in all Great Britain". It then commenced "out of a dirty little lane which comes in somewhere from the north to a spot about opposite the right-angled turn that the tram-lines to Kew and Hampton make". O.J. got on this then-new road when they were a car full, the rain was pouring down and a westerly gale was blowing in their teeth, but they rejoiced in running for nearly four miles along it.

I used this road a lot when I lived in Hampshire, even before there was a by-pass round Staines, which it led to from London, but have not used it for a considerable time. However, I believe it is still, in spite of its many crossings at which red traffic-lights can call a halt, a goodish exit from the Metropolis. Unlike Western Avenue, which is a veritable nightmare, in spite of similar multi-lane dual-carriageways, because the new overpasses and underpasses not withstanding, antiquated traffic-light junctions at Acton and beyond Northolt aerodrome, and the busy roundabout before the welcome run down onto the M40 Motorway, defeat the congestion the Shepherd's Bush fly-over was intended to cure, as commuters to Hillingdon and Ruislip add to the traffic-flow (although flow is not a term to appeal to those who inch at less than jogging-pace along this ghastly exit every evening!) and the aforesaid roundabout is occupied by those driving from Denham and Ivor Heath and *vice versa*. The whole thing is a calamity the like of which O.J. in those peaceful 1920s could never have foreseen and as a vehicle-owners are burdened with ever-increasing taxes by successive Governments, is a disgrace. (I feel for those caught up in it every day, especially those hurrying home to a dinner-date or TV show or whatever; having another 160 miles or so to go I can take this crawling progress rather more philosophically.)

We have digressed, so I return hastily to motoring as it was 60 years ago, although even then O.J. was hoping for something to be done to reduce traffic hold-ups at places like Hammersmith Broadway, which was wishful thinking until the Shepherd's Bush fly-over was constructed, and has since, as I have said, come to waste. Back in 1924 there was the new Berkshire windscreen-wiper, Houdaille shock-absorbers and Rapson tyres to enjoy, on the new Crossley. The last two, said O.J., allowed him to treat "even the apparently shell-holed Ickneild Way with contumely".

At first O.J.'s new Crossley proved an obstinate starter but this was traced to an internal leak in the magneto, after which all was well. So he set off solo on a tour of the Midland counties, in this snowy winter of 1924, finding the London-Maidenhead road very poor but after that as far as Henley, and between Oxford and Banbury it was described as most excellent, thereafter very poor again until it met the London-Coventry road, and to add insult to injury the cakes in Banbury were found to have gone up in price but down in size. Can you still buy them, I wonder; when I emerge from that pleasing run over the hills and drop down to Banbury Cross from the Brailes, as I do on journeys from Wales to Silverstone; I ought to stop and find out but, as always, will no doubt be in too much of a hurry. Back to O.J., he lunched in Coventry, and then drove on via Stonebridge to Lichfield over a much improved secondary road, after which came "that most picturesque and twisty" road through Rugeley and Milford, parts of which reminded O.J. of the lesser mountainous going in Scotland!

He stayed at the Trust House by the railway station and reflected on how a driver of even a well-sprung car like his Crossley could detect differences in road surfaces which a passenger might not notice — and the Crossley not only had those Houdaille dampers but its springs were enclosed in Lubrigaters. . . . Next morning, in falling snow, O.J. went into the ugly collection of towns called Stoke-on-Trent. The run, on to Nantwich, in more snow, was made less good because of a sunken tram-line, which persisted all the way to Audley. Cheshire abounded with more cross-roads than anywhere else O.J. knew — and in those days that meant infinite care. Chester itself abounded in "car dealers, absurd and obsolete tramcars and remarkably handsome motor 'buses."

I mention all this to indicate how much more motorists thought about the roads they drove over than we do now but will spare you O.J.'s fulsome praise of his run back through Salop, justified though it is. Droitwich was looking very clean and prosperous, unlike the then wooden-shanty salt town of Northwich, and already, in 1924, Bromsgrove was becoming a suburb of Birmingham. O.J. ran home in the snow through picturesque Tardebigge, sleepy Alcester, the outskirts of very unattractive Redditch, to wonderful, clean-as-a-new pin Stratford-on-Avon (the adjectives are his), and then fast over the jolly, safe, open white highway to Woodstock, so quickly indeed that the policeman given a lift was carried two miles further than he intended! Throughout the new Crossley averaged 20 mpg. After which O.J. was off again, over the flat ways to the Fens, to seek the spring, which he didn't find until he returned home to Berkshire, the weather being much as it is as I write this, over 60 years later.

O.J. tarried in Thame, to drink a glass of port at the *Spread Eagle*, the hotel in this town described as "that antique survival" run by John Fothergill — and those of you who like good food and have not read his "Inn Keeper's Diary" have missed a treat; there are sufficient mentions of good cars in

it for it to have featured in our "Cars In Books" columns, a long time ago. After his port O.J. drove on to Aylesbury, "with its sloping oblong of unattached statuary" which I suppose you will miss these days if you by-pass the old market town on the new ring-road; in fact he recommended seeing the oaken parlour of the "King's Head", and on to Leighton Buzzard, "where they make car bodies second to none", Bedford, St Neots to Cambridge. Here O.J. saw that a huge effigy of Felix the Cat had been lashed by persons unknown at a giddy height on Trinity College and strongly recommended his overnight stopping place, the "Lion" hotel. O.J. did 100 miles in the Fens, a considerable run in 1924, and wrote of their ditch-bordered straight roads with mathematical precision where they did bend, in some detail; I agree that even now there is motoring variety to be gained by driving over them, but whether the present Mine Host at the "Rose & Crown" in Wisbech still tends tulip and asparagus frames and makes successful concrete posts and pillars when not attending his famous cellars, I do not know. . . .

Again on this trip road surfaces were very much in mind, those from Cambridge to Bishop Stortford being excellent, like most of the others, and it was here that O.J. extended his new Crossley "to see exactly what it could do in the most favourable conditions". He does not quote its speed, for the overall 20 mph speed-limit still prevailed, although he admits that commercial vehicles often exceeded it and then, or a little later, I recall those "express" services rushing fish and other such commodities from far places to the markets as fast as they could go, about which someone like Nick Baldwin will no doubt some day enlighten us. Bishop Stortford was disposed of as "a quaint dull little town with a famous church, and the birthplace of Cecil Rhodes, the once bad and twisty road from there to Ware now only twisty, in 1924, this and Hertford described as "two nice, quiet towns", but Hatfield and St Albans, even then, as "much too close to London to have any attractions to a man who drives his own car and values his own safety". You should see them today, O.J.!

But traffic sense has vastly improved along the years; in 1924 cyclists were described as the principal danger, with perambulators a good second. From Rickmansworth to Amersham there were roadworks, because even then the Electric Line had reached there, golf courses abounded, and it was beginning to be a populous area. O.J. ended up by coming over the hills to High Wycombe, thence to Stokenchurch — where my very first car, on ABC, threw a con-rod when on the way to a BOC Prescott hill-climb — and, turning left, through "the gaunt, bare beechwoods by devious routes to glorious Huntercombe". The M40 deflects the 1980s traveller from intimacy with such scenery but there have been times recently when the swinging fuel-gauge needle of the Alfa 6 has frightened me and I have left this useful Motorway for the A40 and returned to a taste of this scenery.

At Easter O.J. and his family enjoyed the racing at Brooklands, his favourite vantage point the Members' bridge, the weather very hot, the traffic from the other side of Reading to Weybridge heavy, with careless driving frequent but no accident seen. O.J. did a bit of "names-dropping" here, as it were, by saying the AA Scout "who lived in one of my cottages and had come to pay the rent" found his arm was sore from so much saluting — another voice from the past, because this never happens now and died out when the police began to ignore the 20 mph speed-limit. But history repeats itself, because the 1924 Budget had done nothing to help the home Motor Industry, any more than has the 1985 one.

After which the new Crossley went dock for a new hood (I expect he mea new *type* of hood, for the original one sh surely not have worn out in three montl so?), and a new 14 hp Rover was samp driven 600 miles in a week. It had run 30 miles when O.J. took it over but he told he could drive it as fast as it would and he said he had seldom driven a car o size that gave him more joy or was trouble to manoeuvre, but he was a bit big for it. Inexperience caused him to pi his hand in a door handle, the doors we bit slender, and coachbuilder's fluff bloc the Autovac. Even a splendid thunderst between Ashby-de-la-Zouch and Athers did nothing more than indicate the effect ness of the Rover's hood. — W.B.

(To be continued as space permits)

V-E-V Miscellany. — Single-seaters taxed for road use are rare but good fun and Freddie Giles has the GN/AC Beetle licensed in this way. It was going very well after the last VSCC Silverstone Meeting, when we happened to be behind it in the Lancia Delta Turbo until we turned off at Brackley . . . In the world of vintage Club magazines, Janet Giles is now Editor of the Frazer Nash *Chain Gang Gazette* and David Thirlby has taken on this position with the *VSCC Bulletin*. Trevor Tarring has succeeded Dick Smith as Captain of the Frazer Nash Section of the VSCC. He bought his first Frazer Nash, and a GN, in 1958, for £110 the pair, after his Aero Morgan had proved a bit of a liability but he had much spare chain for it to use up! Not long ago I wrote of the Sage engines and now hear that one has turned up at an auction. Its origins are unknown but it was in, of all things, a Morris Minor chassis. Ronald Barker is rebuilding a Lafitte light-car which has a three-cylinder air-cooled radial engine that pivots to move the driving disc of its friction transmission in relation to the driven disc. It should make a nice contrast to Barker's other rebuild project, a 9-litre Renault 45 . . . . Our apologies for misprinting the makes of three of the cars owned by Mr P. J. Mathew's father in a "Vintage Postbag" letter last month; the "adder" was obviously an Adler and the "numbers" clearly Humbers! And while on the "Oh Dears", the aeroplane on which Grp Capt Edward Mole learned to fly at Digby ("Book Reviews" last month) was the Avro 504N (not the "50 5Ns", as printed), there being a fleet of 16 of these, the book tells us, while the Senior Term was trained on Bristol Fighters, DH9s and Vickers Vimys. Ford-T Huck's starters got the engines going, in those far-away happy days (1929).

Over the week-end of April 20th / 21st the Light Car Section of the VSCC held its usual Welsh Week-End. On the Saturday, braving hail-storms, the 50 entrants (there were also five reserve entries) tackled driving-tests. Johnny Thomas's 1904 Darracq was readied in time and President Patrick Ma had the magneto fall off his 1913 B Peugeot in the middle of Wales. Every ot car seemed to be an A7 (there were 20 told), although variety was introduced Janette Horton's lhd 1925 7/12 hp Peug on huge Dunlop Balloon tyres, a Stanton's Rochet-Schneider saloon, wh must have been a pretty static design fr 1918 into the mid-1920s. Hicklin Edwardian Buick was reported to ha thrown two con-rods *en route*, the sort very rotten luck that age of motorcar c well do without.

Onlookers could afford to be amused some of the number plates on the competi cars. Peacop's ohc Minor, for instan displaying "ET" while there were tw "VWs" among the chummy A7s. It is, as have said often before, invidious of someo who would very much like to be proficient them himself, to write snide remarks wh observing these driving frolics, so I w content myself with mainly praise. Thus saw Matthew Blake conduct his A Chummy briskly in the first test in spite stalling its engine, Jane Bullett ambitiously in hers, Tony Jones do a ne quick run in his Chummy, as did Graha Rankin. Cochrane indulged his Chummy i high-speed reversing, very neatly done, an Hill's Triumph Super Seven was ne hanging about either. Last year's overa winner, Thorpe's Swift Ten, had too poor lock to garage in one, but Trevor John mus surely have made ftd in his 1930 A7? Ia Walker was there with his Gwynne 8 bu having got into the garage didn't realis there was more of the test to do. Wheele was obviously running his Morris-Cowle on "Glico", and the instant-reverse of th Trojans was clearly an advantage.

On the Sunday the trial took place, th sections all rather too dry. I abandoned reporting to go through it in Seymou Price's 1929 A7 Chummy, not to be outdon by another reporter, who was riding i Barry Clarke's A7 saloon! Price was usin

the correct updraught Zenith carburetter for the occasion, which in traditional fashion had a blocked jet on the way to the start, and the transmission developed a knock afterwards, but he got to marker-15 on the first hill and cleaned all the others except the last one, rather surprisingly without taking an award. The Trojans did well, but it was notably the day of the GNs, Monica Gray, Charmian Skinner and Pam Arnold-Forster taking the honours, appropriately for this year's 75th anniversary of these versatile cyclecars. The results follow. — W.B.

Llwynbarried Trophy: Geoff Winder (1923 Austin 7).
Driving Tests
1st-Class Awards: Patrick Marsh (1928 Austin 7), Simon Diffey (1927 Austin 7), Trevor John (1930 Austin 7), Tony Carlisle (1924 Renault).
2nd-Class Awards: James Peacop (1920 Morris Minor), David Cochrane (1925 Austin 7), Richard Hill (1929 Triumph Super 7), Peter Livesey (1922 Amilcar).
3rd-Class Awards: James Bullett (1927 Austin 7), Martin Shaw (1930 Morris Minor), Mike Raahauge (1927 Trojan), Barry Clarke (1929 Austin 7).
Sporting Trials
1st-Class Awards: Pam Arnold-Forster (1921 GN), Mike Bullett (1920 GN), Charmian Skinner (1922 GN), Mike Raahauge (1927 Trojan).
2nd-Class Awards: Ivor Phillips (1925 Jowett), Wavell Urry (1929 Riley 9), Martin Shaw (1930 Morris Minor), Ian Walker (1923 Gwynne).
3rd Class Awards: Monica Gray (1922 GN), Isabel Gray (1925 Austin 7), Simon Diffey (1927 Austin 7), Barry Clarke (1929 Austin 7), Annabel Jones (1928 Austin 7).

V-E-V Odds & Ends. — To commemorate the 50th Anniversary of Lagonda's only win at Le Mans, the Lagonda Club is mounting a visit there this year with over 50 Lagondas, which will include all three of the Fox & Nicholl team 4½-litres and a V12 Lagonda to represent the car that came in third in the 1939 race, running to a strict speed schedule imposed by its designer, W. O. Bentley, in preparation for a win in 1940. Details from Dick Green on 025126-3252. Don't forget the Riley Register Coventry Rally takes place on June 22nd / 23rd, if you like Rileys of all kinds. A reader wonders what became of Bert Birch, who looked after cars so effectively for Cambridge enthusiasts, before the war. Birch's Garage is now a VAG agency. Our correspondent tried a £25 straight-eight Bugatti at the time but it was so apt to oil plugs that he played safe and bought a DIS Delage. He was a friend of Richard Marker's and recalls the latter buying the Bentley "Old Mother Gun" after he came down from Cambridge. Before that Marker had an early Blue Label Bentley saloon and then a 4½-litre Vanden Plas tourer, both of which Birch looked after; at that time our correspondent Grp Capt John Atlham, Rtd, had a £12 GN.

Re the comments in "Book Reviews" about early motor accidents in Croydon, we are reminded that there is a plaque in Harrow recording that the first recorded death of the *driver* of a motor-vehicle occurred on Grove Hill on the 25th of February 1899. J. R. Fothergill writes to say that the P1 Rolls-Royce which Amherst Villiers supercharged with a blower driven by a separate engine and later owned by Capt Kruse, was originally disposed of to the Hon Dorothy Paget, the touring body being replaced with a Barker dh coupé body.

Later the car reappeared in Australia, to the mystification of even R-R Ltd, the present owner being Dick Connoly of Sydney, who keeps the car in beautiful condition. About the only trace of its supercharged days are the dry sump lubrication, and a host of Jaeger instruments, including rev-counter and altimeter, but it cruises effortlessly and quietly at 60 to 70 mph. The owner also has ingeniously fitted power-steering. He also owns a 1912 Model-T Ford roadster, and a Model-T Ford brass-radiator speedster with ohv head, two carburetters, and a two-speed back-axle giving four forward speeds, said to do over 100 mph. Mr Fothergill remains wedded to his 1953 R-type Continental Bentley. We published the incorrect Reg No of the Danish reader's Alvis Speed-20 in the November 1984 issue; it is CS 231, should anyone know of the car. Surprisingly, 138 National class-records made at Brooklands still stand, together with two made at Pendine and one, by Driscoll's A7, at Southport pre-war. Not quite relevant to this column, a white 1955 Armstrong Siddeley Sapphire, Reg N ESV 758, was reported stolen in Harrow last April, so if anyone has seen it . . . There was a £200 reward offered by the heart-broken lorry-driver owner. — W.B.

VSCC Plans

EMULATING the Nürburgring, the VSCC has changed its annual Oulton Park race meeting into a two-day affair, with the 16 or 17 races run on both days, together with races for bicycles of all types, a static and running *Concours d'Elegance*, a vast auto-jumble, dancing, a late bar, buffet supper, etc, the race entries are limited to 400 cars. So, although Brands Hatch is hosting an HSCC Historic Race Meeting over the same weekend, there should be lots of activity at the Cheshire circuit on June 8th/9th. If all this is too much for you, VSCC racing will return to normal at Silverstone on July 6th.

SO WHAT WAS IT — continued

V12 LSR Sunbeam, in the six-kilometre fs speed trial, run from Boulogne towards St Omer. Of this run, with the Sunbeam doing around 140 mph on the very narrow road, Segrave said he had never before been frightened in a motor car, but was definitely so on this occasion. Howey in the big Ballot was third. However, it is not these fine performances by Thomas with which I am here concerned. The significant item I noticed was that in the 1923 Boulogne speed trial a La Perle had been placed fourth, behind Thomas, Rigal, and Frank Clement in a 3-litre Bentley. With Thomas disqualified, this La Perle was third, giving away an aggregate 8.8 sec to the big Panhard and only a second to the Bentley. The significant point is that *this was a 1½-litre car*. It was, moreover, driven by a gentleman called Du Fourmentin, who to my knowledge was not a well-known racing driver, at all events outside France. Hang on, though! This driver in his 1,500 cc La Perle was a second quicker than Segrave in the 2-litre GP Sunbeam and a whole three seconds faster than Rigal on the 3-litre Panhard, who tied with the amateur Summers in his very fast 30/98 Vauxhall. Not only that, but behind this La Perle were 21 other drivers who included those of the calibre of Eyston (Aston-Martin), Benoist (Salmson), Coe in his 30/98, B. S. Marshall in his Bugatti, and so on. And some of the cars that were easily vanquished by this little French racer were of anything from three-litres to five-litres . . . so what was this amazing La Perle?

Very little seems to be known about this rare make, apart from it being the work of Louis Lefévre, at a factory in Boulogne itself. He first, just before the war, made cyclecars, like so many French experimenters, and after the German withdrawal he turned to light cars with Bignan engines. I think it more likely that the car which did so well at the 1923 Boulogne event was a forerunner of later La Perles, using the slightly-larger power-unit designed by M. Causan, who was afterwards to provide La Perle with six-cylinder, single overhead-camshaft engines, still of 1½-litres, and to build a supercharged racing edition. I have seen a photograph of a very sporting La Perle, looking absolutely ready to race, and perhaps better streamlined than, say, a stripped Type 37 Bugatti.

We might have known more about these things had the La Perle, entered as a Pearl (a name I am sure Rolls and Royce would have been pleased to have used on another car had they thought of it!), not failed to appear when it was supposed to have run at Brooklands. That was in 1925. It had been entered by none other than Captain (later Sir) Malcolm Campbell, who knew a good car when he saw one, and was one of the six-cylinder jobs said to be painted saxe blue. But no engine dimensions were given, apart from "under 1,500 cc", which was contrary to the BARC's entry list requirements, which makes one think that Campbell never actually took delivery of it, at all events before that Easter Monday Brooklands' Meeting. Unless the time-keepers muddled things at Boulogne in 1923, it could have been a very potent little racing car. Had he started in his first race Campbell would have been sandwiched between Vernon Balls' Amilcar and Dr Benjafield's Salmson, both 1,100 cc cars, having to give the former three seconds, and the latter giving Campbell four seconds. So, although the handicappers did not usually give newcomers much chance, they do not seem to have been unduly hard on this 1½-litre Pearl, in spite of that Boulogne reputation, which was perhaps unknown to them. Perhaps more erudite historians than I, with more time for research, can throw some light on just how potent the Perle was? — W.B.

VINTAGE POSTBAG

"Words of Caution"

Sir,

In his article on why people shouldn't buy vintage cars in the April issue, Bill Boddy asks how many owners of vintage cars can say they can cruise at 55 mph or better. Quite rightly he mentions Frazer Nashes as one *marque* that can; even the humble Anzani, the most representative vintage Nash engine, is good for 55-65 mph depending on gearing, wind, gradient etc.

It was also nice to find ourselves in company with Bentleys and 30/98s in this performance bracket, as they were certainly part of the heavy-metal-baiting Nashes used to engage in the vintage period (before all 3-litre Bentleys had 4½-litre engines and all 30/98s had Delage front brakes!).

However, what's all this about rich Frazer Nash men? Even if it were true (which I seriously doubt) that the average Nash owner is as rich as the average Bentley or 30/98 owner, you shouldn't promote the idea. It's bad for our *enfant terrible* image!

Weybridge. T. J. TARRING,
Captain,
Frazer Nash Section, VSCC

I didn't say people shouldn't buy vintage cars, only that they are perhaps better in the hands of genuine enthusiasts for such cars. I have for a long time attempted to stop the unrealistic inflation of vintage-car prices, and have often been criticised for so doing; the fact remains, where can I now obtain a viable Frazer Nash for less than £10,000 to £15,000? — W.B.

Pomeroy Trophy Competition

Sir,

Following the letter from Anthony Blight on the merits of various cars, it is a fact that the Type 43 Bugatti engine requires major servicing at 15,000 to 18,000 mile intervals, on account of the primitive lubrication system. The figure of 5,000 miles is often quoted in relation to cars used regularly for competition, when the old saying that one racing mile equals ten road miles should be borne in mind. It is also true that the design combines a racing engine in a touring chassis, but this statement does not do justice to the result which was carried out by Ettore Bugatti in such a way as to produce a car which could be started from rest in top gear, and of which over 300 examples were built for sale to the general public, followed by, perhaps, half as many of the Type 55 twin-cam version.

Now that the Pomeroy regulations admit cars of all types, perhaps Mr Blight would care to consider entering his Talbot with the 110 engine again which, if it develops 150 hp, should have about a 30 hp advantage. In the meanwhile, Type 43 Bugattis will continue to be used both for competition and touring — my own car has been used for continental touring on three occasions, each time with two adults and two children and full camping equipment including enough food for a fortnight. I also used the T43 on my wedding day! If Mr Blight happens to be in the Midlands, he is welcome to have a go in it.

Lichfield J. R. HORTON

VSCC Fakes?

Sir,

I note that we are encouraged to go to Oulton Park VSCC race-day to see "the unique little Morgan three-wheelers or the mighty 8-litre Le Mans Bentleys", according to the Brands Hatch Circuit insert in your May issue. This must mean that the VSCC is supporting Fakes, as no 8-litre Bentley ran at Le Mans. Oh dear — and what will D.S.J. say?

Solihull MICHAEL BOVINGTON
(Aged 14)

The Barson (Challenor) Special

Sir,

Mr Vincent Freedman's letter (January issue) rekindled a cherished memory, since the straight-eight Alvis engined Barson Special once sojourned under a tarpaulin in my parent's driveway in New Malden and gave me my first experience behind an open-car wheel (Brooklands sprung type too).

My Uncle Jack, who lived with us off and on throughout my childhood, was responsible for my developing an interest in the more proper sort of vehicles. During these formative years he owned a variety of interesting cars: various types of four and six-cylinder MG's, Ford V8's, coupé and "woody", Roesch Talbot, Sunbeam (a super vintage coupé de ville with vee-screen, division, speaking tube, etc), SS and Mk V Jaguars, a couple of Railtons and various Alvis. Amongst these were SC Speed 20 dhc, which, on one thrilling summer evening returning from a trip to the Ace of Spades, clocked 93 mph on the swoop down Tolworth Rise towards New Malden (Kingston By-Pass) to see off a post-war 2-litre AC Saloon, S. B. Charlesworth saloon, TA 14's and, later TD21's. With all these vehicles I was allowed to assist with various important tasks — such as washing out sludgy sumps, wire-brushing plugs and acting as general spanner-passer and tea-fetcher.

The Barson, actually I recall it had a small chromed shield-shaped badge on the radiator cowl engraved Challenor Special but the instruments were marked Barson Special (the builder being Challenor Barson and this but one of a number of specials he constructed), arrived sometime around 1949 or 1950 I think. Unck collected me with it from a friend's house one afternoon, the arrival being marked by a notable amount of noise (the four SU's were a bit out of s and the exhaust not whole) which promp my friend's mother, sight unseen, to rem "that sounds like an Alvis". Evidently had been well brought-up or had amaz intuition.

The car was somewhat tatty, in black, provided a powerful thrust in the b under acceleration. It had a pre-selec box, Lancia sliding-pillar IFS, a Ford rear axle and looked rather like a Le M Aston. Subsequently Unck went away fo while, leaving the car — I used to p under the tarpaulin and sniff its perfume before later returning and embarking up some tidying up. The car was prope tuned, etc, and then put out to be repainte which is where my "drive" came in.

Nothing special but thrill enough at (which makes it 1951-ish), I was entrust with the helm on a tow from New Malden Raynes Park — behind one of those largi Morris-Commercial vans with oval rear do windows, the J. Lyons livery barely hidd by a thin coat of grey paint and, past whic I could see nothing.

Being sternly instructed about keepi the rope taut, all went well until Motsp Park level crossing where pride in my sk took a blow when I found the handbrake pretty poor thing compared to the rest of t car) still firmly on. Thereafter, the Mor speeded up a bit and I broke the rope exitin to the Kingston Road.

When the car came back, in the BRG b with silver painted panels around the bonn louvres — horrid, I couldn't understan Unck's lapse in this — it was fitted with new aluminium fascia panel my uncle ha made up. This was secured to the bod frame with dozens of chromed, round-head 1" x 5's — another job for me, with ruction on the several occasions when I burred th screw-head or sheared the screw.

The car went soon after that (perhaps t Mr Freedman?) and being Alvis-orientated always hoped to find it again one-day or a least the engine, which was very similar to Speed 25 but with two extra cylinders, on extra SU — whose dashpot neck protrude through a hole in the bonnet, eight-cylinde BTH mag, etc, etc, but this was not to be.

Present whereabouts? So far as I know still in the care of David von Schaick o Pennsylvania, USA, who acquired it in, I think, the early 70's. Incidentally, there is an illustration of the engine in Ken Day's Alvis book and the car is featured in the Alvis Owner Club bulletins of December '75 and March '76. The former bulletin contains a very good write-up of the car, with excellent photos, by Tony Cox. Apart from a rather odd "racing number" and another device painted on the side, it looked then very much as I last saw it.

Unfortunately, there are no more of these straight-eight engines to be found lurking somewhere. Only two were built and that in the Barson is the sole survivor.

Wokingham, Berks LAURIE MERRIOTT

READERS' LETTERS

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

Maserati 250Fs

Sir,

The May issue of MOTOR SPORT contains a report on the recent VSCC meeting at Silverstone. In it you compare the performance of Neil Corner's "proper" (as you term it) 250 Maserati with that of my own 250F and the similar car owned by Nick Mason. This very clearly implies that my car is, therefore, not "proper". In the context of historic cars this can only be taken to mean that mine is not an authentic 250F but one of the replicas assembled at a later date from spare parts and newly produced components.

This, however, is most certainly not the case. My car, chassis number 2526, was purchased from the factory by Ken Kavanagh and was later owned by Patrick Lindsay, Richard Bergel and then Angus Clydesdale, from whom I purchased it in 1978.

Its history is clearly established and has never been called into doubt in any way. I am astounded that such an allegation as that contained in your report should be made in as widely read and authoritative a magazine as MOTOR SPORT, the more so because you did not have the common courtesy to check it with me, as owner of the car, before publication.

I must insist that you take immediate steps to rectify the matter by printing a suitably worded retraction in your next issue, and that this is accorded at least as much prominence as the original report.

I should add that I have no reason to doubt, either, the legitimacy of Mr Mason's Maserati. A copy of this letter is therefore being passed to him.

Leatherhead, Surrey — R. H. BELL, Director, Bell & Colvill Ltd

[I referred to Neil Corner's car as a "proper" Maserati because it is an original lightweight version of the famous 250F. I now see that, especially these days when there is so much sensitive feeling about replicas and fakes, having used the word "proper" in such close proximity to my reference to the two other Maserati 250Fs, driven by R. H. Bell and Nick Mason in the same race, it could be misconstrued that I was suggesting that these are inferior to Neil Corner's car. This was not my intention and therefore I am glad to be able to publish in full the letter received from Mr Bell. — Ed]

Historics

(From the Lord Raglan)

Sir,

D.S.J.'s article in your March issue on the making or faking of historic cars raises issues which deserve to be aired, yet I feel that a more relaxed attitude than his can be taken without harm. The term "historic", like "original", can beg a number of questions if strictly addressed. For instance, Alain de Cadenet's P3 Alfa, which D.S.J. praises, came in bits from South America, and has a new body. It is a fine effort by Alain, who has thus produced one more car for us to enjoy: but it is not wholly original, and to that extent is not, on one legitimate interpretation, historic. The problem is, as the man said, if you are going to draw the line somewhere, where are you going to draw the line?

I do not know where a truly original GP Bugatti is to be found. The Targa on a dais at Schlumph's has the rippled look of original bodywork and may have been kept back by the factory for sentimental reasons, but as a rule Ettore sold his works racers. He semi-mass-produced over 350 others. Most of these led a hard life, passing through many hands before recently becoming collectors' items and thereby attracting more attention than otherwise they would have done.

As 90% of the parts are interchangeable on all Bugatti GPs (always one of their attractions) from early days these were swopped and cannibalised. Also engine and other part numbers got jumbled at the works and identities were changed at frontiers — all without thought for future historians, and quite to the confusion of those who are attracted to cars for their historical associations only.

The Bugatti Owners' Club's highly effective parts service started some 20 years ago with the purpose of keeping the cars going when the works ceased supplying. (Until 1961 Molsheim offered "spare parts for all models".) First Molsheim and then BOC spares have enabled many people, including me, to restore, drive, break and rebuild our cars without prohibitive expense.

Inevitably, helped by soaring prices, some virtually all-new creations have appeared, though these contain many parts the club does not offer. The club also tries to keep an accurate register of cars in spite of this being liable to upset friends as well as helping frustrate rogues!

I do not think it wrong to copy, provided it is done well. The Romans replicated Greek sculptures, and the art world is stuffed with replicas and fakes, many of them well known, and which are nevertheless in demand because they may be the only way the relatively impecunious can own something like the real thing.

What is important in all this, as D.S.J. says, is not to be fooled; and to remember that unprovable or unsustainable claims are made through pride of ownership as well as for money. Just as no sensible person would buy a Rembrandt without most carefully checking its provenance, so every car bears examining for its historicity. The rule has always been *caveat emptor*. It needs to be *caveat* spectator and *caveat scriptor* too!

Usk, Gwent — RAGLAN

Toj-1

Sir,

I was most interested to read the article on "Toj" cars in your May issue.

Perhaps I could shed some light, I have an interest in early Tojeiros, and about two years ago I bought some Toj chassis parts from a chap in Berkhampsted who once owned an early Toj with a Lagonda V12 body, this was not just hearsay as he showed me the photos of it, he no longer has the car and I have some of the suspension parts.

I also have a Special which has a Toj chassis (twin tube transverse leaf-spring Turner wheels) but my car has a complete Frazer Nash / BMW 328 front suspension / steering fitted (some job I suspect) and the body is a Microplas Mistral.

Pinner, Middx — G. E. SHEPHERD

[Since John Tojeiro assured me that my article accounted for every car he built, I wonder whether this one could be the 1953 Dellow-bodied car sold to the Sears brothers. The original body was not a thing of beauty and one can understand an owner fitting the Mistral body. Mr Shepherd has evidence to suggest that a variety of engines were fitted over the years but the Sears brothers began with a 1½-litre Lea Francis unit. Can any reader assist? — M.L.]

Toj — 2

Sir,

Your May 85 issue contained a most interesting article on John Tojeiro. Many of us in the ACOC have cause to be grateful for the happy transition of LOY 500 into the Ace and Cobra.

Just in the interests of accuracy could I mention that the 1958 "Ace Le Mans" finished second in class at Le Mans, not first as you said: AC did win the class in 1959 and with a rather standard road-going Ace at that!

I wonder if the feeling about poor aerodynamics accounting for disappointing Tojeiro performance is correct?

The Moreton Cavendish body on the Ace Le Mans was slippery enough to give it over 20 mph advantage compared with an Ace — in fact Thames Ditton were obliged to cut a special set of gears for the diff to prevent over-revving on Mulsanne. My feeling is that these early Tojeiro space frames are pretty flexible between scuttle and front suspension — the several I have looked at have no triangulation in the engine bay and on the face of it seem less stiff than the old

ladder chassis in this area.
Insch, Aberdeenshire BARRIE BIRD
[It was John Tojeiro himself who suggested that his cars, particularly the Jaguar-engined ones, were not as aerodynamically efficient as they might have been — M.L.]

Toj — 3

Sir,

Thank you for your interesting article on Tojeiro which appeared in your May issue. Your reference to 7 GNO was particularly interesting as it is the only Tojeiro that I have actually sat in!

As you suspected this car is still in New Zealand being currently owned by the Kiwi racing driver Ken Smith. If my records are correct the car was originally brought into New Zealand by Frank Cantwell. Subsequently the vehicle had a number of owners before Smith bought it from Clyde Collins of Christchurch. This interesting race car is in good condition being painted green and it still seems to enjoy being opened up on a race track when its owner allows it to be used for demonstration runs.

It seems as though there may have been two chassis which have been claimed to be 7 GNO. I refer to Doug Nye's article in *Autosport*, December 9th, 1976: "Late in October 1957 Ogier crashed the wire-wheeled car (carrying "7 GNO") in an horrendous multiple roll at Stapleford. He survived some nasty injuries but the car was a write-off. At about this time the original "7 GNO" was sold to Frank Cantwell in New Zealand. . . ."
Victoria, Australia PETER HILL
(The 7 GNO number plate was used on two cars. M.L.)

Toj — 4

Sir,

Your article in the May issue interested me greatly, but I am a bit confused also.

In 1962 I bought a Climax-engined Tojeiro, 5KPA, which had previously been raced by Tony Hegbourne. I understood it was one of five. However, it had the upside-down and back-to-front Volkswagen gearbox and final drive, which you ascribe to the 1959 car only. Actually, the unit was quite reliable, but it had an enormous appetite for drive shafts, which were machined from standard VW parts, and the gear change was a misery.

Front suspension was Standard 10, I believe, but de Dion at the rear. Handling was very twitchy, with sudden and terminal oversteer. I "discussed" this with John Tojeiro on one of my visits to his works. He said, "Yes, they all did that. I think the radius rods were too short."

The greatest mystery is the bodywork. 5KPA does not appear to be the same shape as the cars in your pictures, having a smaller air intake, and rather fancy tail fins. The latter have sadly been lost and when last seen the rear bodywork was an amateur lash-up. I did see a complete spare body in John Tojeiro's workshop in 1963, but failed to persuade him to part with it.

Having discovered that by the end of 1963 my eyesight was no longer safe enough I parted with the car in a complicated deal which involved an XK120.
Consett, Co Durham B. C. ECCLESTON
(The photograph accompanying the article was of the works car. The others had prominent rear fins. M.L.)

Automotive Lineage

Sir,

With reference to your recent article on the descriptions applied to the cars we are all interested in, ie: "Original" — "Replica" — "Restored" — etc, etc. It seems to me that the most important thing is that the car should have an unbroken lineage or continuity of owners. Of course things will wear out, get broken, be damaged in accidents, but if competently repaired even with the addition of available new parts it is still the same car.

Where the problem appears, to me, to arise is when some unscrupulous person, who perhaps cannot afford to go out and buy an original (ie as put together by the manufacturer), builds a replica from *similar* parts and later passes it off as an original by that manufacturer. Its happened in the art world for years and is now creeping into the car world.

For instance: I have recently done some detailed research into MG J4s. Only nine of this model were produced by MGs between March 1933 and July 1933.

All nine of these cars managed to survive Brooklands and the Second World War. However, between 1949 and 1963 four of them were dismantled, broken up entirely, and the parts dispersed. Some of the parts later appear in other cars (*not even MGs*, which adds insult to injury!).

It therefore seems odd to me that nine J4s appear in the MG Car Club's "Triple M" Register, *with* current owners and original chassis numbers!
Goudhurst, Kent T. C. SARGEANT

'Van Fan

Sir,

I really must write in protest about the letter from R. D. Marsh (MOTOR SPORT, April) concerning caravans.

Caravans, I agree, do hold up traffic, but then so does just about every other category of vehicle on the road at some time or another. Why are caravanners singled out time and again for the type of unjustified abuse which Mr Marsh is heaping on them? Worse offenders by far are overloaded commercial vehicles, agricultural vehicles, inconsiderately ridden bicycles and small motorcycles, horses and livestock etc., etc. Mr Marsh claims that caravanners are the most inconsiderate of road users and that in his experience they never pull off the road to let others past. It seems to have escaped Mr Marsh's comprehension that caravanners are solo car drivers too, equally experienced in the delays and frustrations of being caught behind slow moving vehicles. In my experience almost without exception they make every effort to minimise the delay cause, unlike the attitude of s "bloody-mindedness" adopted by drivers of the aforementioned vehicles this is not the case in Mr Marsh's experi then may I respectfully suggest that experience is so limited as to be unworth consideration? I suspect that Mr M belongs to that strange category of dr who believe that the correct approach w behind a vehicle with relatively restri rearward vision is to tuck in as closel possible, preferably in a blind spot, and t wonder why they can't get past. Next t you are behind a caravan Mr Marsh, u little common sense, make your prese known (but not arrogantly) and I practically guarantee that you will be wa past at the next convenient point.

Mr Marsh then goes on to bring up t old chestnut, "caravanners don't spend money in the places they visit". Does Marsh really imagine that they l themselves up with all their provisi before they start so that they don't have buy anything whilst they are awa Presumably the cars are fitted with hu petrol tanks to prevent having to buy a petrol whilst on holiday? In reality trad benefit rather more from caravanners th they do from hotel guests, part of t attraction after all of a touring holiday being able to sample the local produce.

Finally road users in this country are too heavily taxed as it is, witho introducing further taxes. On avera caravans are probably in use no more th three weeks a year. Is it fair to suggest th they should be taxed as though they were contant use? If it is then can we please t bicycles and horses when they are ridden o the road.
Bicester R. C. HUN

Portuguese Grand Pri

Sir,

Could I warn your readers who ma sometime in the future consider visiting th Portuguese Grand Prix at Estoril of th appalling spectator facilities offered. In n way did the services compare with those a major race meetings in this country an elsewhere. For example, there is no mean of viewing the whole circuit unless separate seats were purchased for each individua stand; the loud-speaker system was totall inadequate and frequently drowned by th TV helicopter noise; hoardings faced TV cameras obscuring spectators' views; th grandstand seats were unnumbered and th seats themselves constructed of secondhand scaffolding and boards or cold, damp 'pile-provoking' concrete. The whole programme, such as it was, had been geared to TV and VIP's, and the general public no catered for and harassed by police. That it rained and was cold made the whole occasion a non-event. I am sure your readers who attended would agree.
Pulborough K.S. SPOONER

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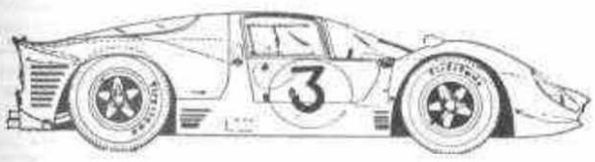
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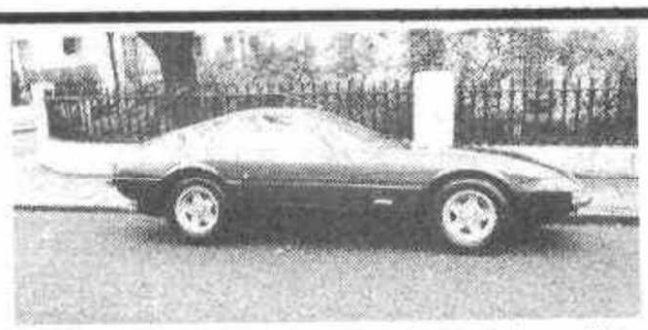


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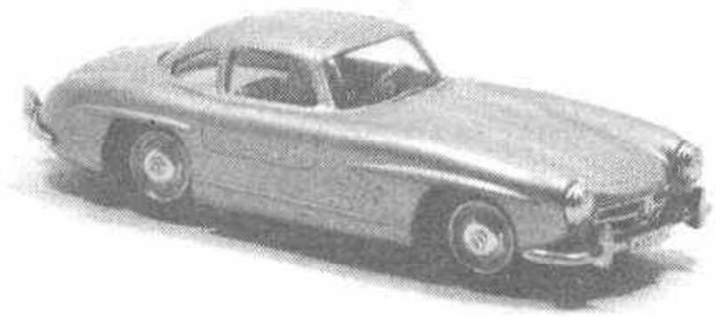
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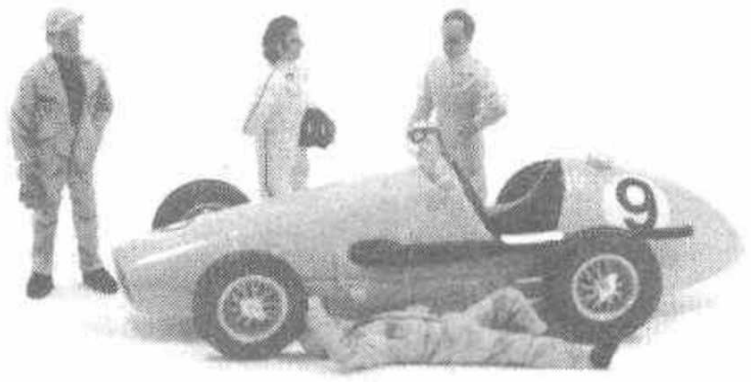
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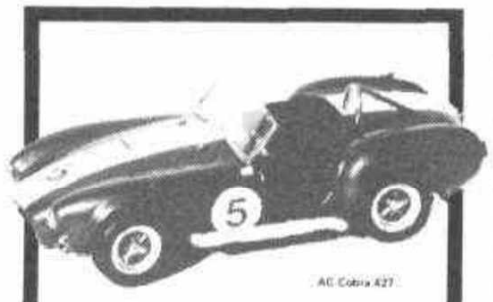


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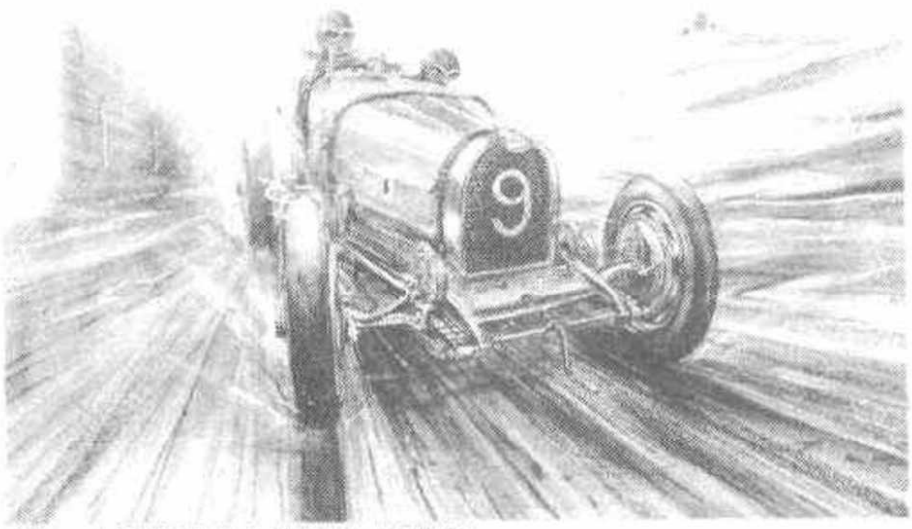


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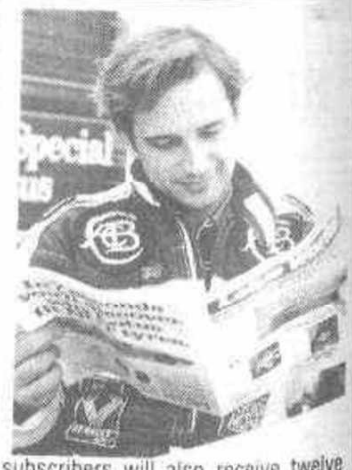
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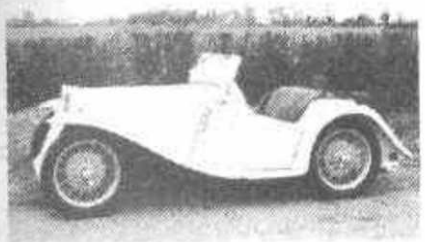
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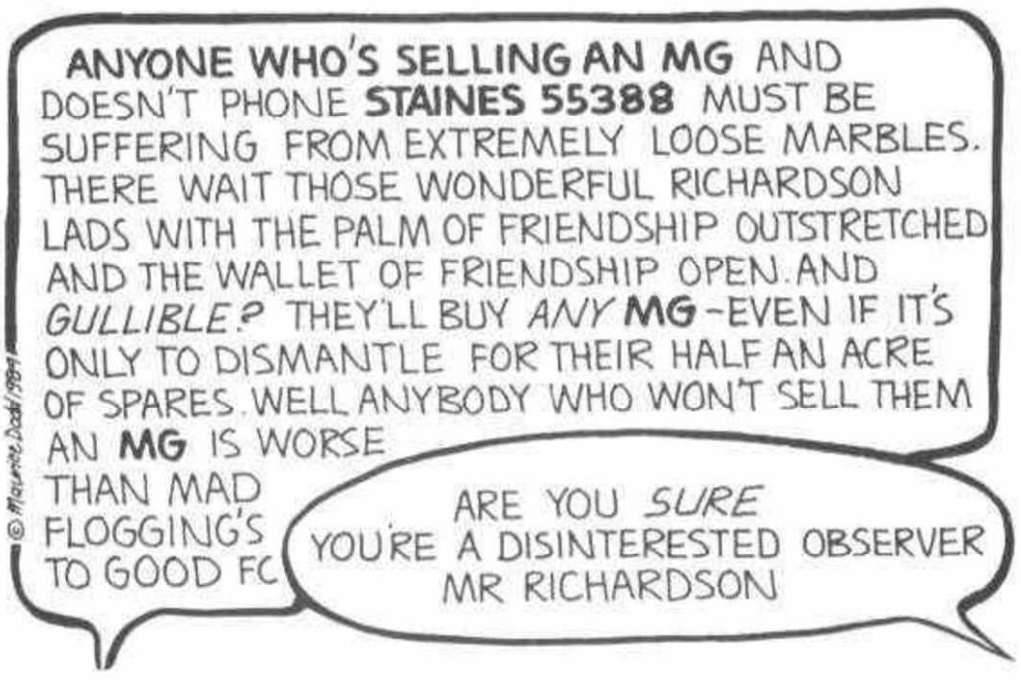
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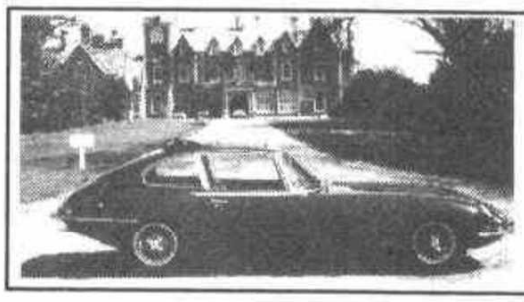
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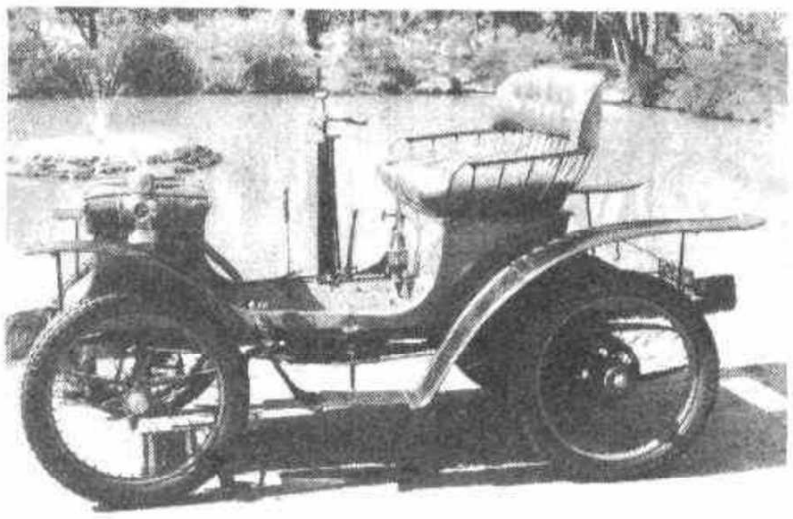
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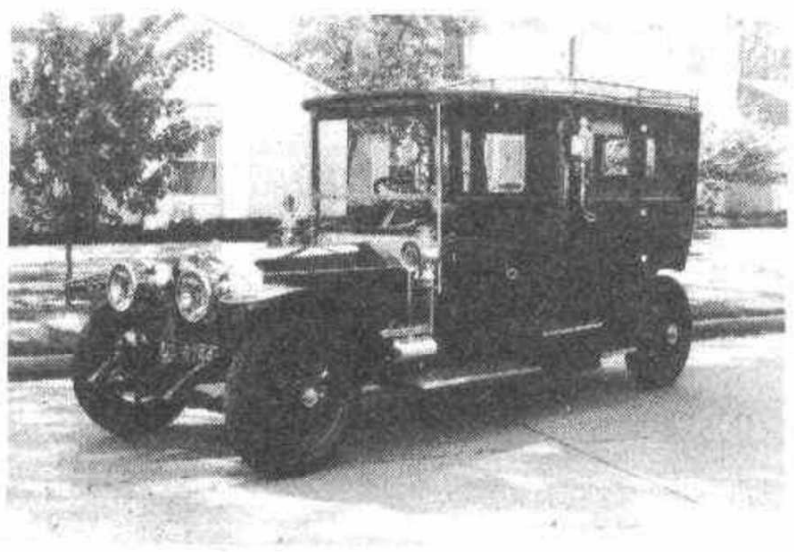
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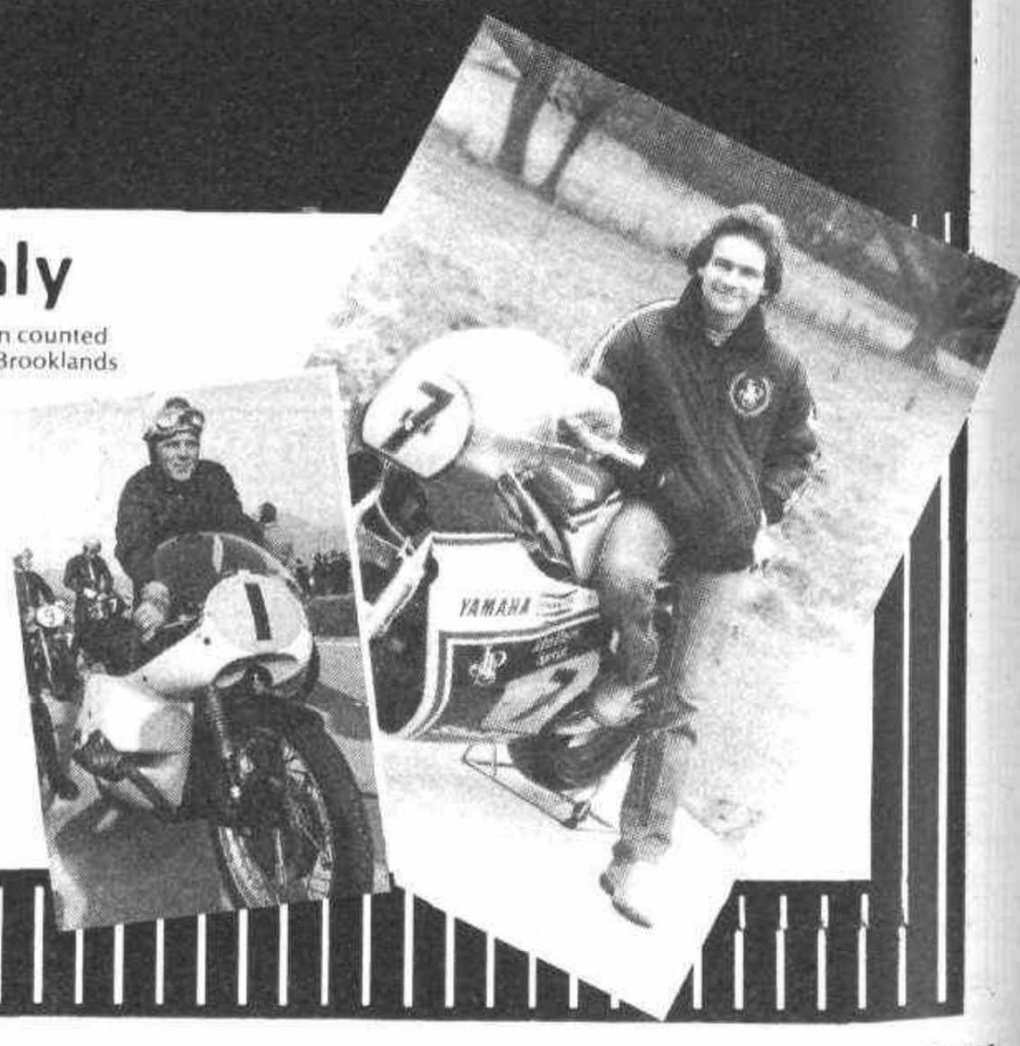
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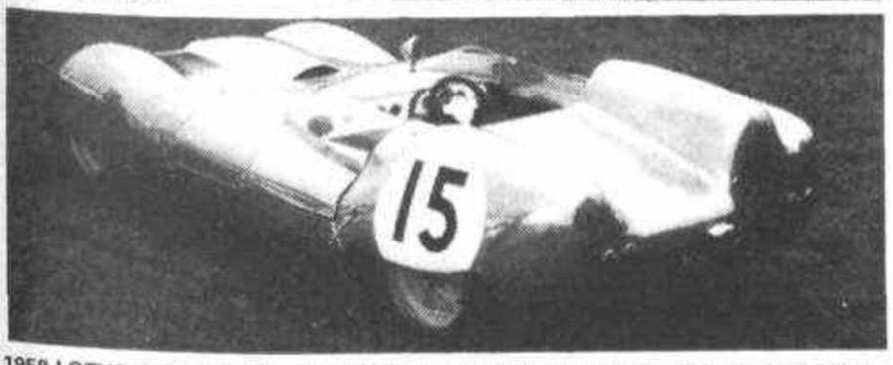
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1980 Morgan 4/4 — 2 seater. Ivory, alloy/stone leather, w/wheels, d/handles, spots, radio.
1979 Morgan 4/4 — 2 seater. Silver/maroon/black leather, spots, b/strap, l/rack, radio.
1978 Morgan 4/4 — 2 seater. Dark blue/black, w/wheels, d/handles, spots, 20,000 miles.
1971 Morgan 4/4 — 2 seater. Ivory/black, d/handles.

4/4 — 4-SEATERS

1984 Morgan 4/4 — 4 seater. Ivory alloy/brown leather, special brown hood & tonneau, w/wheels, d/handles, 5,000 miles. 1 owner.
1984 Morgan 4/4 — 4 seater. Red/black, wheel cover, bonnet strap, badge bar, 6,000 miles.
1981 Morgan 4/4 — 4 seater. Blue alloy/black, w/wheels, l/rack, d/handles, spots, radio, 1 owner, 9,800 miles.
1976 Morgan 4/4 — 4 seater. Dark blue/black leather, w/wheels, l/rack, d/handles, spots, 23,000 miles.

PLUS 8's

1982 Morgan +8. Mid blue/black leather, recl seats, l/rack, h/rests, 1 owner.
1980 Morgan +8. Red/black leather, d/handles, l/rack, radio.
1978 Morgan +8. Ivory alloy/stone leather, l/rack, badge bar.
1975 Morgan +8. Red/black recl leather seats, l/rack, d/handles, 13,500 miles.

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Hi readers, welcome to the **Morgan** arcade where you don't see flashing lights telling you to do certain things to control the car. Robot voices issue you with commands in some cars but here in **Morgan** mews we know our cars so well that we can actually tell you in person all the answers to your questions without the extra gimmicks. In the **Morgan** Plus 8 range we have the following. A nice new **Morgan** Plus 8 in signal red with black non leather interior. You know, when you see the bloke next door getting into a car that's been standing in the sun with the roof down and suddenly he's getting out because he's only wearing swimming trunks and his rear end has become very warm. You then know that his interior is not leather. Luggage rack and door handles are fitted and the car has been undersealed. Another **Morgan** Plus 8 of the 1980 era is finished in Mustard yellow with black leather interior, folding and reclining seats, aluminium body, door handles, luggage rack, 19,000 miles, two owners. 1974 **Morgan** Plus 8 finished in bright bright white with black leather, roll bar fitted for those of you who spend some of your motoring upside down, chrome luggage rack, bonnet strap, brown hood and tonneau cover. Enough we hear you cry. So we move on to the **Morgan** 4/4 list 2 and 4 seaters. First is a very nice **Morgan** 4/4 2 seater in nut brown with black interior, Rostyle wheels, 2,000 miles, one owner, 1984. This **Morgan** is just like new. You know, huggable and kissable. 1982 **Morgan** 4/4 2 seater finished in Ice blue with black interior, luggage rack, Rostyle wheels, door handles, spare wheel cover, folding windscreen for the wind in your flabby cheeks. Sensational isnt it. 1981 **Morgan** 4/4 2 seater finished in signal red with black interior, wire wheels, luggage rack, door handles and for those of you who love music, a radio. 1979 **Morgan** 4/4 4 seater again in signal red with black interior, wire wheels, rear fog lights and tow bar, 35,000 miles. Expected is a **Morgan** Plus 4 Coupé in green with black leather interior, wire wheels, a much cared for **Morgan**. Price, as they say, on application. 1973 **Morgan** 4/4 4-seater finished in Royal Ivory with black leather interior, wire wheels, luggage rack, door handles, 35,000 miles. This **Morgan** looks as good as the 1984 **Morgan** sitting next to it. Next month is JULY and we all know what happens in that month. Don't forget our **Morgan** spares and accessories either sent to you or collect from our shop.

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FOR SALE — continued

MGA TA 1938. Red, an odd opportunity to purchase a good sound complete TA, could easily be a road-going prospect for an enthusiast. £4,600. Tel: Staines 55 388. (T84584

MG TD 1950. Green. An early car needing some care and attention. £4,250. Tel: Staines 55 388. (T84584

TR6. 1974, white, overdrive, excellent condition throughout, MoT December 1985, garaged, used summer only, low mileage, reluctant sale of much loved car. £3,000. Tel: 0206 564136 (Essex). (84632

FERRARI 365 GT4 2+2. 1976, blue, blue interior, 32,000 miles, with all history, in excellent condition. Tel: 060 884 665. (84633

MERCEDES 190 SALOON. 1963, blue, grey trim, 87,000 miles, one owner, beautiful collectors car, must be seen. £2,000 ono. Tel: 0225 742310 evenings. (84634

LOTUS ELAN 2+2 130S CABRIOLET. Registered 1975, 39,000 miles, sunburst red, oatmeal trim, new gearbox, tyres, battery, water pump. Immaculate, repeat immaculate. Breathtaking appearance. £6,400. Tel: 0946 63197 after 6 pm. (84635

SICIROCCO GTI. Y-Reg, 15,500 miles, blue, excellent condition. £5,300 ono. Tel: Melbourne 3047 (Derbyshire). (84636

RELIANT SCIMITAR GTE. 1983, overdrive, extras, 17,000 miles, one owner, perfect condition. £7,800. Tel: 01-505 1868 (Essex). (84637

VALE TWO-SEATER. 1933, raced Brooklands and completed Monte Carlo Rally 1934, eligible VSCC. £4,500. Tel: 06286 62153. (84645

SAAB SONETT. 1974, fine example of this rare sports car, owner going abroad, must sell. £6,500. Tel: 0959 62813 01-681 8591. (84647

FOR SALE — continued

MORGAN 4/4 2-SEATER. 1982, Y-Reg, Fiat 1600 engine, five-speed, 10,000 miles, blue, alloy body, black leather interior, black hood and tonneau, wire wheels, totally rustproofed. £8,500. Tel: Barnsley (0226) 242452. (84638

COROLLA GT Twincam 16 Coupé. B-Reg, 6,000 miles, 1,600 cc, fuel injected, 16-valve engine developing 123 bhp, five-speed gearbox, blue with blue interior, under warranty. £6,250. Tel: Locksheath (04895) 5655/3723 evenings. (84639

1930 MORRIS. Major restoration completed 1984, taxed, tested. Nearest offer to £3,000. Tel: 0924 276752. (84640

JENSEN HEALEY. 1976, professionally rebuilt, finest example in the world, new body shell. £5,000. Photos/details, S. Paterson, Dental Surgery, 2 Swanside Parade, Pilch Lane, Liverpool L14 8NR. Tel: 051 734-3850 (evenings). (84641

PILBEAM CHASSIS. Elva FJ rear axle, rare Le Mans Spitfire engine, many spares. Best offer secures. Tel: 0706 39799. (84643

MGB V8 ROADSTER. Converted 1984 on mint condition 1980 model, no expense spared, every conceivable extra, black MG registration, third car unused in winters. Valuation £7,000, accept £6,250. Tel: Huddersfield 606415. (84644

HILLMAN MINX. 1957, two-tone, in very good order for year, imported from Jersey therefore low mileage, believed genuine. Reg No DSV 427, used weekly. Sensible offers. Tel: Salisbury 22652 (work) or Teffont 618 (home). (84654

ALVIS 12/70. 1939, well above average condition, Bertelli-designed touring body, fold flat screen, MoT until April 1986. £5,950. Tel: Tam 285500 office hours or 021 308 1078. (84652

FOR SALE — continued

VOLVO 1800 ES. 1972, 110,000 miles, one owner, 12 month MoT. Offers around £3,000. Tel: G. R. Gilbert on 021 236 7040. (84653

FERRARI 365 GT4 2+2. 1975, light blue metallic, matching leather interior, 32,000 miles, service history, beautiful condition. £10,750. Tel: Winchester 65002 evenings/weekends. (84655

BMW CSA. 1973, immaculate restored example, factory engine 1984, all recent history including bills for over £4,000, ESR, stereo. £3,250. Tel: Guildford 68475. (84656

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EXPORT PRICES all makes new and used, left h/drive cars/vans sold, shipping new vehicles. Mercedes 190 £6,995, 300 TD £9,000, Toyota Corolla £2,990, used Porsche 924 76 77 reconditioned engine just fitted £2,695, 200D 78 special £3,190, 220D 75 £1,100, 300D 78 £3,200, always 60 80 stocks. Tel: 01-689 3247. LHD 165 Windmill Road, W. Croydon, London (U.K.) (84657

DAIMLER MAJESTIC MAJOR. Runner, no tax/MoT, many spares included, ideal restoration project. £450 ono. Tel: Bournemouth 513166. (84658

LOTUS ELITE. 1962, 29,000 miles only from new, perfect condition, chassis number 1352, five-bearing 1,216 cc Climax engine, ZF gearbox, exhibited Brighton 1983. £9,000. Tel: 0534 61608 or 44806. (84659

1932 WOLSELEY Hornet Swallow 4 seat tourer, nice original condition, best offer over £3,000. Tel: Tedburn St Mary 757 eves after 8 pm. (84694

FOR SALE — continued

ALPINE RENAULT A110. 1977, metallic blu red unmarked interior, alloy wheels, 35,0 kms only, new set of tyres, taxed, 12 mont MoT, nice example and one of the last mad £4,500. Tel: 0946 830637 evenings. (8466

911SC TARGA Y-Reg, gold metallic wi beige Berber interior, 26,000 miles, PDN immaculate, full service history, £18,45 Tel: 04892 5078 (work), 04892 3662 (home). (8468

MGC ROADSTER. White, concours conditio throughout, forced sale, hence bargai £3,450. Tel: Coventry (0203) 311654. (8469

DENNIS F12 Fire Engine, 1955, Rolls Royc B80 engine, 24 feet long, with 50 fe wheeled escape ladder. Magnifice machine in excellent condition, ful equipped, running well. Need space henc £2,500. Tel: 0630 83 432 (Shrops). (8469

MORGAN 4/4 4 seaters, choice of two, bot with wire wheels, tonneau and rustproofe A-Reg, red, 6,000 miles, excellent condition B-Reg, delivery mileage, blue, leathe upholstery. Offers. Tel: 0795 842520. (8469

MORGAN 4/4 to your colour an specification, delivery approx October. Lis Price. Tel: 0283 216556. (8469

MGB GT 1972. Glacier white, genuine 30,00 miles only, superb condition, £2,500 p/x M Metro considered. Tel: 0626 69481. (8469

SINGER JUNIOR, 1931, 4 door, mi condition, new MoT, drive away, bargai £2,450. Tel: Clacton 421201. (8469

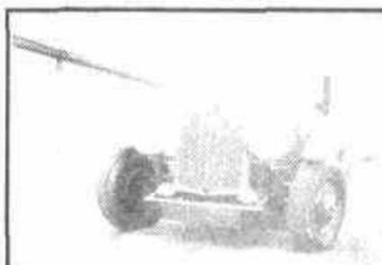
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tails. We can offer early delivery on **new TVR's** from **280i's** to **390 SE's**, so get your digit dialling. If your pocket would prefer something that has already been tried then we can offer a **1985 B TVR 280i fixed head coupé, Crystal Green**, 5-speed, power assisted steering, 900 miles at **£11,500**, very reasonable. **1984A TVR 280i Convertible, Crystal Green**, 5-speed, power assisted steering, 1 owner, 13,000 miles at **£10,500. 1983A TVR 280i Convertible, white with blue interior**, only 51,000 miles for a mere **£9,995. 1983A 350i Convertible, Crystal Green** (obviously flavour of the month), 1 owner, 20,000 miles, previous owner now driving 390SE, and very happy too. **1983A TVR 350i Convertible, Bright White**, blue interior, 1 owner, 18,000 miles, **£10,750. 1983A TVR 280i Convertible, Ice Blue**, 5-speed, 1 owner, 9,000 miles for a cool **£10,500. 1983A TVR 280i Convertible, white**, 5-speed, 1 owner, 15,000 miles, only **£10,000. 1983Y TVR 280i Convertible, bright red**, 5-speed, 30,000 miles, ex-TVR press car with LEO plate (should that be your star sign) only



£8,950. TVR 1982X 200 fixed head coupé, Cosmos blue, power assisted steering, 1 owner, 15,000 miles with all the extras, lovingly cared for by our good selves **£6,950. 1981W TVR Tasmin 2.8 Convertible, sleek black**, automatic, 25,000 miles, BHS wheels, very rare, **£7,500. 1980W TVR Tasmin 2.8 fixed head coupé, S1, maroon**, 41,000 at **£5,950** and its twin **TVR Tasmin** also **1980W, 2.8 fixed head, S1, maroon**, 41,000 at **£5,950** — be like Lars and buy both! **1979T TVR Taimar Turbo, gold**, brown modelband, Wolfrace wheels, sunroof, radio cassette, 61,000 miles, one of only 30 made, **£5,950. 1978T Taimar Turbo, gold/brown stripe**, sunroof, radio cassette, 41,000 miles, featured in a certain mag, **£6,950. 1978S TVR Taimar, gold**, brown modelband, sunroof, radio cassette, 46,000 miles,





handed in for a Turbo Convertible, **£4,850. 1977S, TVR 3000M, white, brown modelband**, sunroof, radio cassette, brown vinyl roof, owner sadly parted from it, **£3,750. 1977R 3000M, white, brown modelband**, sunroof, radio cassette, brown vinyl roof, **£3,500. 1976R TVR 3000M Turbo, shining black**, white modelband, radio cassette, 65,000 miles, sunroof, one of only 20 made and guaranteed to get you going at **£4,950.** For those of you who are after a more "classic" form of sports car motoring



then join us on the **Morgan** Court — **1984B Morgan +8, Royal Ivory, super sports with Vitesse engine**, 1 owner, 9,000 miles, alloy body and wings, black leather interior. **1981X Morgan +8, Imperial Crimson**, black leather (again), 32,000 miles, 1 owner, much loved. Or, if you need to get the Mother in Law in the back (we don't mean the boot) — **1980 Morgan 4/4 4-seater, Padma green**, alloy body, brown leather, wire wheels, 18,000 miles, she won't be comfortable but who cares! For those who don't want their Mother in Law in the back — **1983Y Morgan 4/4 2-seater, Deep Brunswick Green**, black leather, wire wheels, alloy body and wings, folding wind-



screen, roll over bar, 1 owner, 10,000 miles, XR3 engine, 5-speed — it appears to have everything! **1981W Morgan 4/4**



2-seater, nut brown, wire wheels, alloy body, stone interior, stone weather equipment, 5,200 miles, one kind owner. **1981X Morgan 4/4 2-seater, ivory**, stone reclining seats (sleep while you drive), alloy body, wire wheels, 12,500 miles, Mercedes hooding, swapped for one with a Mother in Law seat. **1980V Morgan 4/4 2-seater, black**, red leather (more, more!), wire wheels (even better!), 25,000 careful miles. Regrettably that's the end of the **Morgans**, so if you'd like to buy, or sell, just get dialling when our happy, cheerful, helpful salesmen, **Chris and Roger**, will do all they can to assist — if nothing else then the telephone ringing will wake them! In the **OTHERS** department this month we have got an **1984A VW Scirrocco, metallic blue**, alloy wheels, radio cassette, 1 owner, 23,000 miles, very smooth and fast at **£4,950. 1983Y Ford Escort XR3i, black**, sunroof, radio cassette, 1 owner, 23,000 miles, very nice at **£5,500. 1974Q (imported) VW Beetle Convertible, black**, 49,000 KM, alloy wheels, **£3,950. 1970H, Arkley SS, bright red**, black wings, fun for **£950**. You can, of course, make your own **Arkley** out of your tatty, terrible MG Midget for a mere **£390 plus VAT** for the **Arkley Kit**, and a little patience and ingenuity. Always in stock and great for the summer. **Well, that's Game, Set and Match for this month folks and we'll just leave you with this thought: "Always keep the ball in your court"!!**

STOP PRESS. Just in **1969 TVR Tuscan, black**, RS3100 engine, 6,500 miles since complete rebuild, overdrive, very fine example of very rare and well liked **Classic TVR**. Photographs don't do it justice. Open to sensible offers.



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FOR SALE — continued

PORSCHE 3.3 TURBO 1981 X. Pristine condition, mechanically faultless. Full History, official Porsche Warranty, absolutely superb, £21,950, P.X. possible. Tel: Ottershaw 3947. (84771

BENTLEY Mk6. Rolling chassis, part built special, £2,000. Lotus Cortina 1964. All Panels box, Bullit box. £2,500. Tel: 03745-4174. (84773

DAVRIAN MK8, 1982, 998 cc, Taxed, new MoT, £3,250. For full details, Tel: Wincanton 34091 (evenings). (84774

RILEY NINE SPECIAL 1934. Sports Racer. Underslung chassis, pointed tail, aeroscreens. Great potential. Tel: 01-363 6710. (84775

1977 MORGAN 4/4 S-Reg, 4 seater B.R.G. 51,000 miles. New engine and respray at 24,000 miles. All extras current when new (eg. leather seats, Ziebart, wire wheels) £4,800, Tel: Bures (0787) 227590. (84777

A.C. SPORTS, 1937, cream, drop-head, knock on sports wheels. Immaculate, reasonable offer. Tel: 0432 273167. (84778

R/R 20/25 1934 BARKER LIMOUSINE. Currently used for weddings, available end of August, offers over £10,000, also two 20/25 in need of restoration, 1931 and 1934, offers about £3,000. Body, chassis also available. Tel: 06286 61766 (Berks). (84779

E-TYPE D.H.C. 1970, white, most panels renewed, resprayed, new hood, hydraulics, tyres, shocks, extensive engine work. Recent exhaust. £7,000. Tel: 0823 56012. (84769

ELAN SPRINT DHC 1971. Gold Leaf colours, 5 speed gearbox. Recent respray, new hood, new dash, superb condition. Tax and long MoT. £6,000. Tel: 061 427 1876 (plus 4). (T 84780

AUSTIN 7 SWALLOW. Two seater sports 1930. Very rare, running, needs painting. £2,650. Tel: 061 427 1876. (T 84780

1938 MORRIS 8 TOURER. Excellent condition, recent engine, MoT April '86, Reg: EHW77, around £3,000. Tel: (0274) 871534 (Bradford) (84781

DELAGE D.I. 1923 Fixed head coupe with Dicky by Cadogan, excellent running order, £7,950 ono. pos p ex cheaper Sports Vintage car Choiderton 257 (Salisbury). (84783

TR6 1975 yellow, hard soft tops, bodywork perfect — full professional restoration, interior and mechanics excellent. £3,950. Tel: 01-866 5469 (Pinner). (84785

ALFA ROMEO Giulietta 1600 Plus, 1982 X-Reg, Silver with steel sunroof, alloy wheels and radio. 37,000 miles, 11 months MoT. Serviced in Italy, full history. Current anti-corrosion guarantee. Excellent condition. A bargain at £2,245. Tel: Sheffield 385277 (Answering Machine). (84786

1934 MORRIS OXFORD 16/6, JN4998. Excellent original car, 79,000 miles, actual car featured in Morris reference work £3,750 ono. Tel: 0574-83365. (84787

TRIUMPH GT6 MK3 1974. Excellent, low mileage example. Pioneer Stereo. Taxed. £1,950. Tel: Salisbury 790270. (84788

ALVIS 4.3-LITRE. Sports Racing Car 1937. Regular VSCC competitor. Successful car. Winner of Pace Trophy 1983. Silverstone Club Circuit 1 min 18.2 sec. Fully equipped and licensed road car. Racing this season, offers around £16,000 or exchange Vintage Tourer. Tel: David Roscoe. (Work) 01-828 7777. (Home) 080 425 217. (84789

MORGAN 4/4 4 seater 1982 Y, 8,000 miles, Royal Ivory, Nut brown wings, Alloy body, plus sensible extras £9,750. Tel: Sedgefield (0740) 21087. (84790

M.G. P.A 1934 (4 seater Tourer) very reliable M.G. Motoring, original P.A engine and Box, very sound throughout. New seats, carpets and interior, various new chromed parts. Rare opportunity to purchase, 4 seat Tourer £6,750. Tel: (0903) 813355 Sussex. (84757

M.G.T.C. 1949. Ripe for restoration (body tired), otherwise everything else is very sound and original. Reg. No. OWL 4. £4,300 ono. Tel: (0903) 813355. (84757

TRIUMPH TR6. Midnight blue, overdrive. I bought this car new on 1.10.'73. 6,000 miles ago a complete mechanical stripdown and rebuild incorporating works competition parts including racing crankshaft, highlift cam, high compression head with polished ports, lightened flywheel. Hairy but never raced. £3,000. Tel: Amberley 3366 (Glos), after June 15th. (83400

JAGUAR E-TYPE V12 Roadster, lhd, 800 kilometres, finished in red with biscuit interior and matching hood. The coachwork, interior and mechanics all sparkle, as new. £21,000. Tel: (02216) 2721. (81600

MINI MOKE. 1967, 75,000 miles, good condition, new hood and sidescreens. £1,350. Tel: 0264 72 506. (84963

TRIUMPH TR5. 1968, blue, wire wheels, Surrey hard and soft top, new MoT, vgc. £3,495 ono. Tel: Maidenhead 25693. (84969

MGC GT. Winner of many concours awards, tartan red, chrome wires, tax, MoT. £5,000 ono. Tel: Himbleton 286. (84970

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LOTUS ELAN PLUS 2. 1969, maroon, completely reconditioned. £3,750. Tel: 021 308 2008 after 6 pm. (84966

TRIUMPH RENOWN. Elegant rare long wheelbase, 51,000 miles genuine, history, two owners 32 years, new valves, excellent condition. £1,900 ono. Tel: 0509 843240. (84967

1904 CADILLAC. Four-seater with Surrey top, good condition and reliable, completed last four Brightons. Tel: 034284 2336. (84971

ASTON MARTINS. DB2, completely restored, rebuilt engine, bare metal respray, new carpets and leather trim, £9,500. V8, 1979 model, one owner, superb condition. £15,000. Tel: Woking 25661. (84972

MERCEDES 450SL. T-Reg, gold with tartan trim, hard/soft top, cruise control, alloys, spots/radio cassette, taxed, MoT, personalized number plate, 23,000 miles, two owners, service history. £11,950. Tel: Ascot 0990 24568 (days). (84973

MERCEDES 280SL. Exclusive, original colours, pale bronze, chocolate, hard top, soft top to match original, unmarked, last series made, maintained superb condition by lady director. Price reflects. Tel: Wentworth 09904 3374. (84975

PORSCHE 944. 1982, X-Reg, red Berber, cash coin holder, electric windows, cassette radio. £12,450. Possible part exchange. Tel: Leics 773322 (business), 73487 (evenings). (84976

MORGAN PLUS 8. Black, red leather interior, MoT, 12 months tax, four months mileage of 33,000, good condition. £6,500 ono. Tel: 061-480 3632 (business). (84978

MORGAN 4/4 4-SEATER. 1978, leather upholstery, black, wire wheels, all factory extras, 16,900 miles, one owner. £6,850. Tel: 0531 820 285. (84979

AUSTIN CHUMMY. 1928, 900 miles since winning National A7 Beaulieu Rally, five year restoration to correct showroom condition, looks and sounds brand new. £4,800 ovno. Tel: 0909 563680. (84982

PEGASO Z102B. Carrozzeria Touring Coupé. 3.2-litre dohc V8, 5-speed transaxle, featured Supercar Classics winter 1983/'84, exceedingly rare. Tel: 01-995 9577/01-353 1803. (84983

FOR SALE — continued

DAIMLER CONQUEST Drop Head Coupé. Fully restored, excellent condition. £7,750. Tel: Wimborne 887163 days, 0202 709755 evenings. (84984

BENTLEY SIII CONTINENTAL. Mulliner 2-door Coupé, see Green Bentley book, p.274. An appreciating modern classic. Tel: 01-995 9577/01-352 1803. (84983

MGA. 1960, dark blue, one owner since 1970, excellent condition, summer use only. £3,500. Tel: Tavistock 832741. (84986

MORGAN 4/4 FOUR-SEATER. 1976, black leather, burgundy body. £4,950. Tel: Letchworth (04626) 6968. (84987

ASTON MARTIN DB MKIII Convertible. 1958, resprayed, rebuilt engine, new hood, carpets. Offers over £15,000. Tel: Woking 25661. (84972

SUNBEAM TALBOT 80. 1951. Excellent neglected condition. Original tool kit and interesting history. £650 o.n.o. R. Wilson 01-686 9258 (work). 83092

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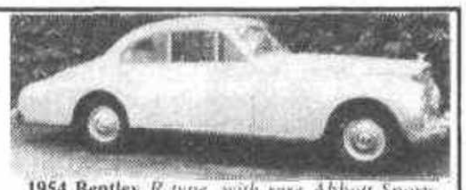


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MASERATI CLUB. Owners and enthusiasts, details from Secretary, M. J. Miles, The Paddock, Abbotts Ann, Andover SP11 7NT. Tel: 0264 710312. (43001

THE MG CAR CLUB offers extensive activities, everything from local social events to full race meetings. Technical aid and support for all models pre-1930 to current production. Spares and service scheme with associated discounts and specialist insurance plus an award winning magazine. For further information on the original MG Club, founded 1930, and its 65 associated overseas centres please contact the MGCC, PO Box 251, Studley, Warwickshire B80 7AT. Tel: 052785 3666. (209676

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FORTHCOMING EVENTS

THE AUTO SUNDAY 7th JULY 1985. Family day out. Autojumble and Concours competition (all classes). Country park setting near Bracknell. Anticipated attendance 10,000 plus. Book early. Entry details Tel: Bracknell 54995. Proceeds to charity. (81005

MUSEUM ACTION DAY, National Motor Museum, Beaulieu, Hampshire — Sunday 14th July. Two different Grand Cavalcades. Historic Caravan Rally. Visit "Wheels", the Museum's new million pound display. See behind the scenes in the Workshops and the Libraries. All are welcome. Those coming in pre-1966 vehicles admitted at half price. Tel: Steve Dagnell 0590 612345 for details. (84649

HISTORIC CARAVAN RALLY, National Motor Museum, Beaulieu, Hampshire — Sunday 14th July. Pre-1960 trailer caravans and motor caravans welcome. Booking forms from Steve Dagnell. Tel: 0590 612345. (84649

SOUTHANTS VEHICLE PRESERVATION SOCIETY 14th Annual Advent Autojumble June 9th. Stalls 18'×12' £8.00 each. Entry forms from Ron Ackers, Kersey House, Queens Place, South Sea, Hants. Tel: 0705 825390. (83580

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EVENTS — continued

JAGUAR XK DAY. 30th June 1985, Hagle Hall, West Midlands. All XKs and less models very welcome. Enquiries, Te Lavington 2267. (8465

ESSO BRISTOL TO WEYMOUTH RUN. Jun 9th. See 250 pre-1940 cars, motorcycles an commercials start from College Gree Bristol from 9.00am and at checkpoints Wells: Market Square from 9.30am, Yeovi Old Station car park from 10.30an Dorchester; Fairfield car park from 12.30pn Finish on Esplanade, Weymouth fro 1.00pm. A Yeovil Car Club promotio sponsored by Esso Petroleum Co Ltd. (8377

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A CELEBRATION OF FAMILY MOTORING. One of the cavalcades at Museum Action Day at National Motor Museum, Beaulieu, Hampshire, on Sunday 14th July. Commentator, Graham Robson. If you have a family car of any age and would like to be considered, ring/write Steve Dagnell. Tel: 0590 612345. Those chosen get free entry and free lunch. (8464

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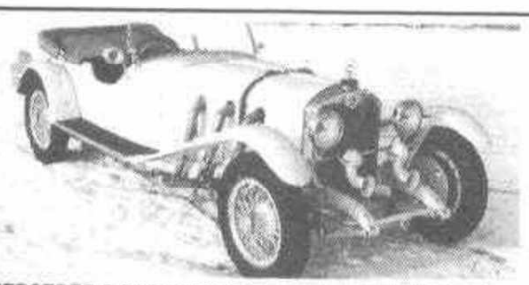


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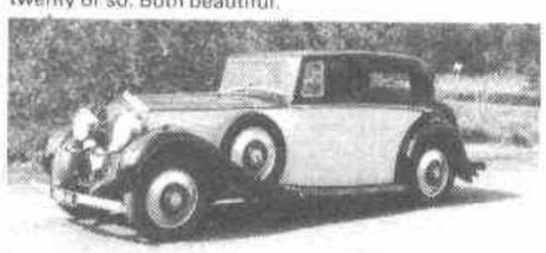
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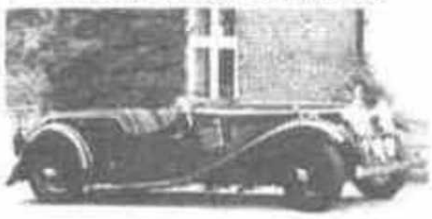
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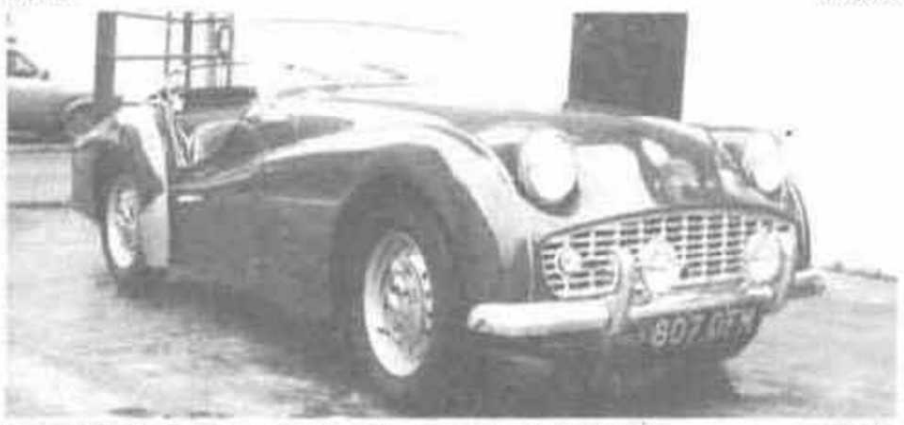
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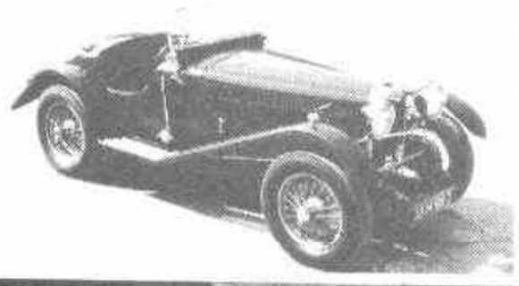
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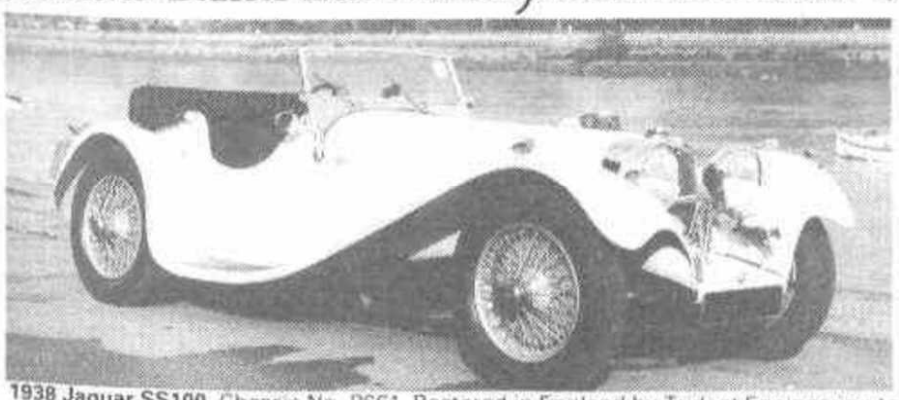
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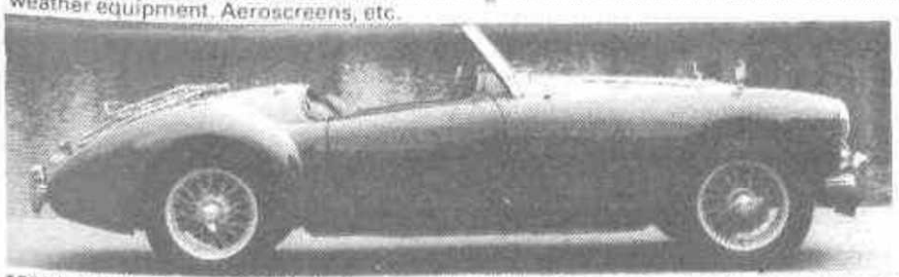
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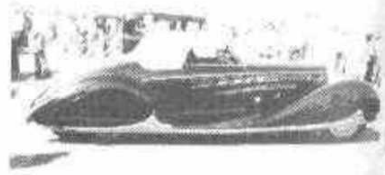
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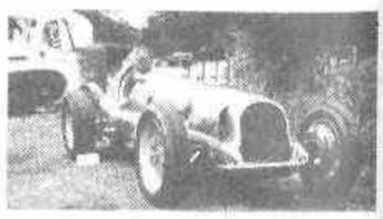
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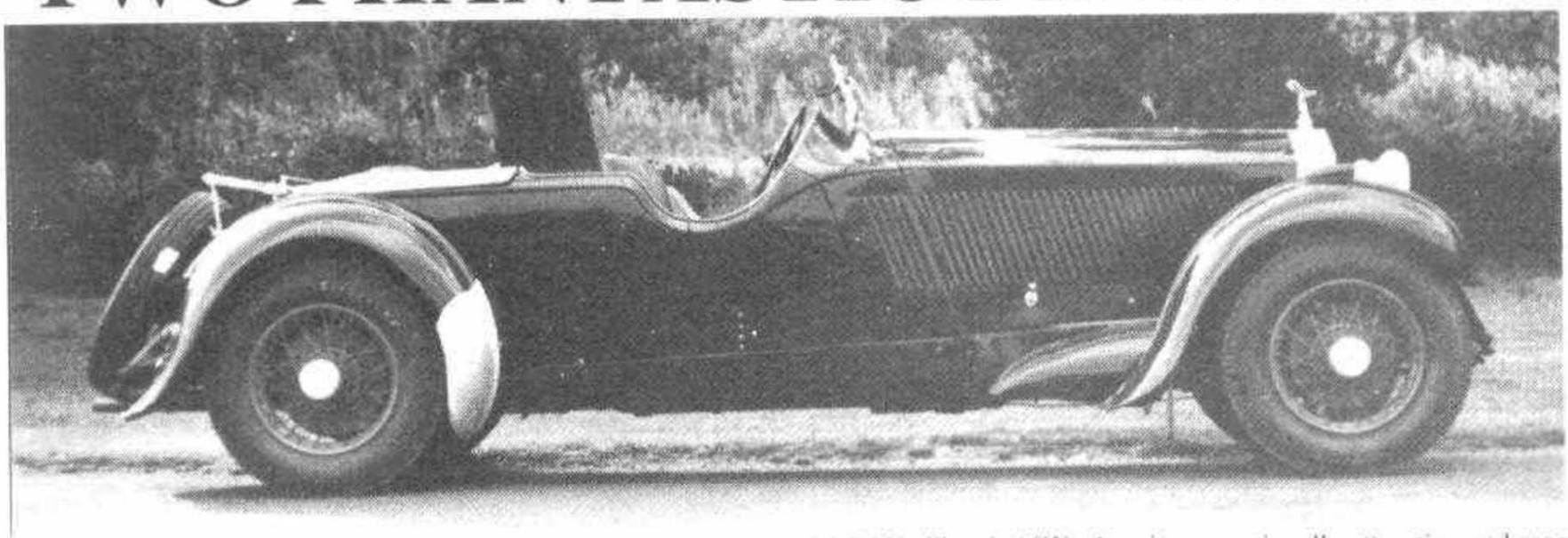
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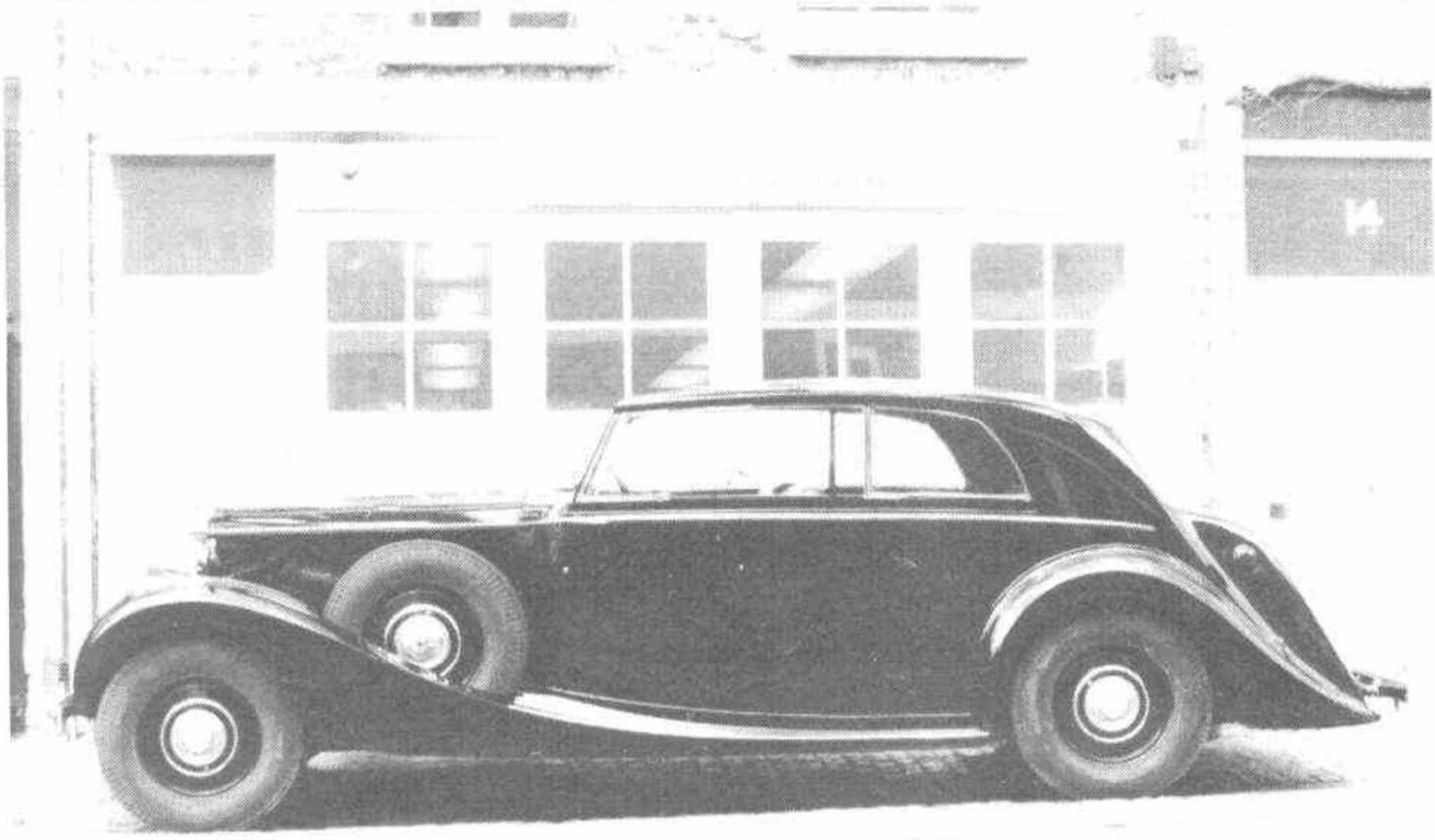
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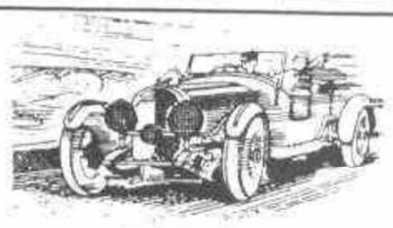
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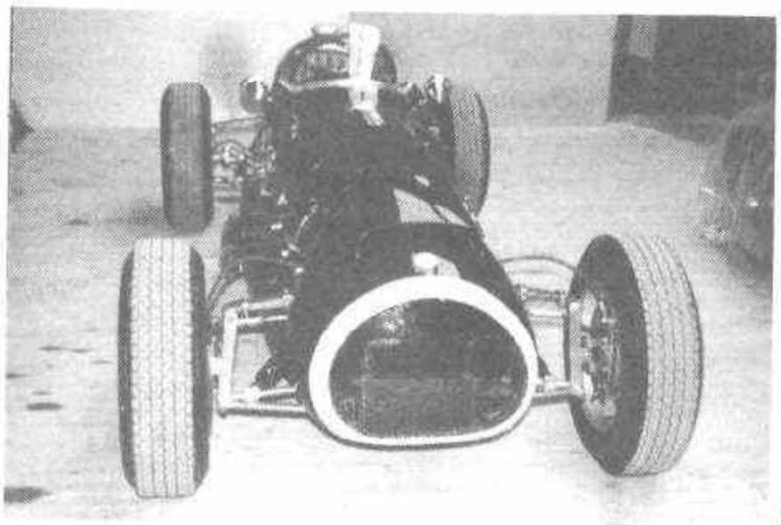
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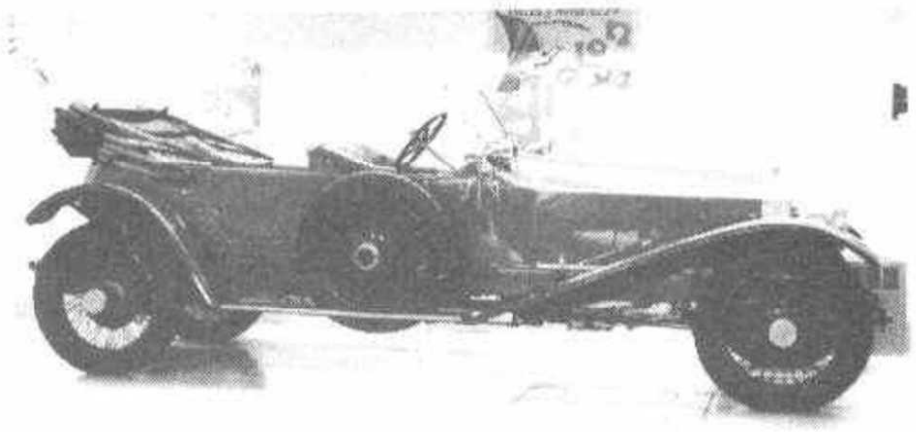
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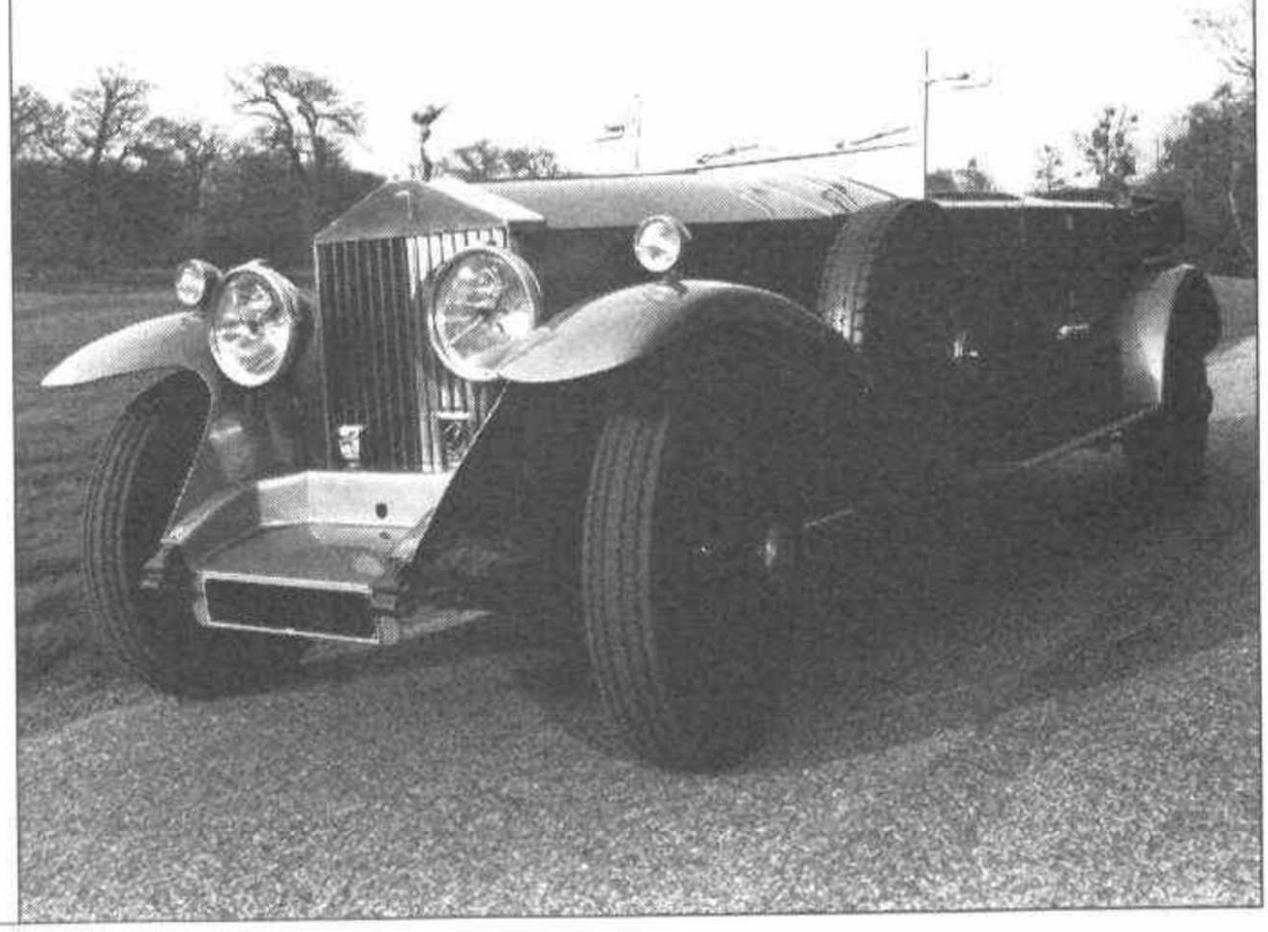
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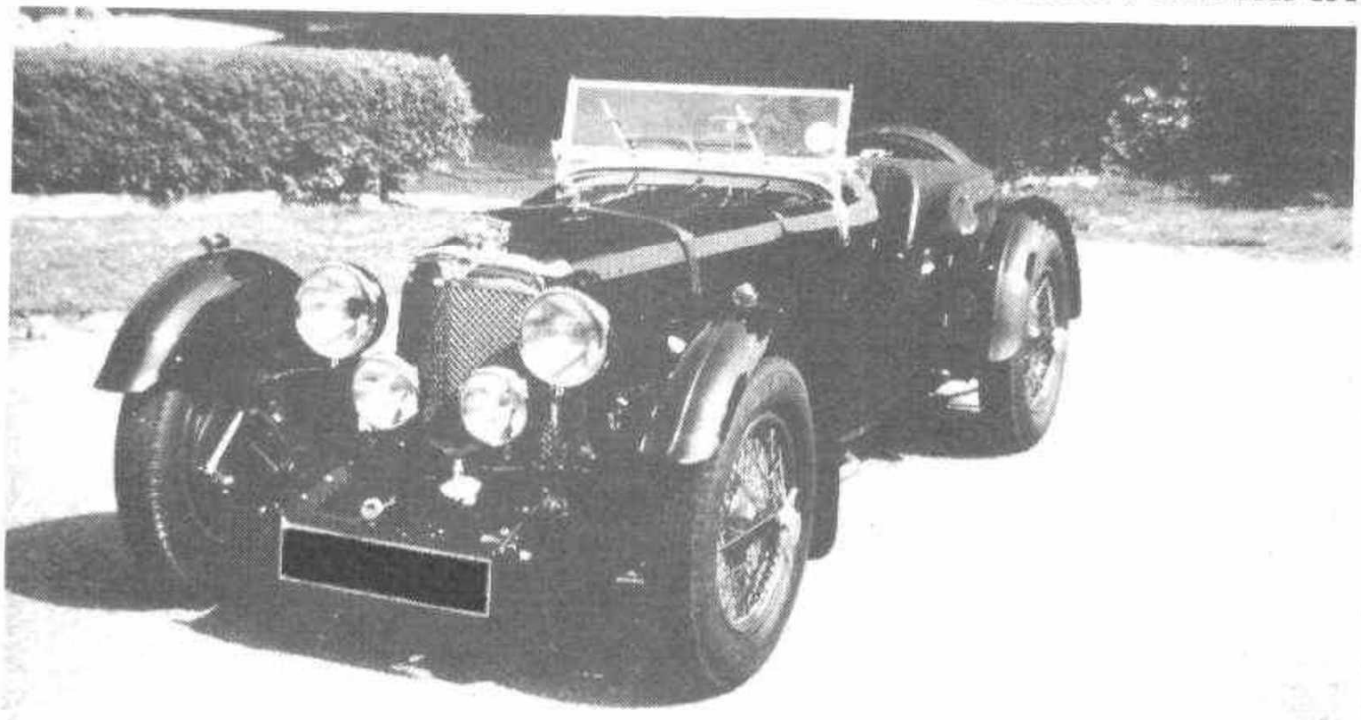
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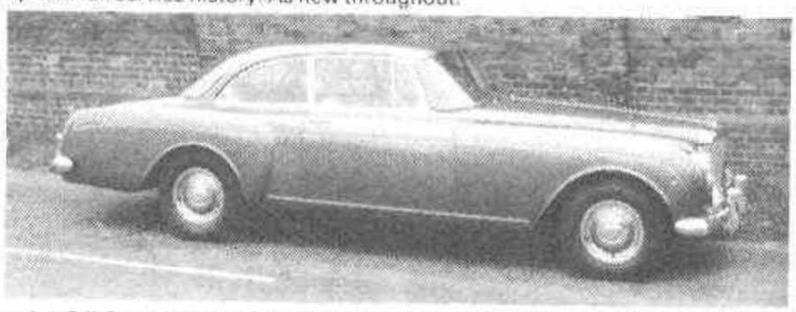
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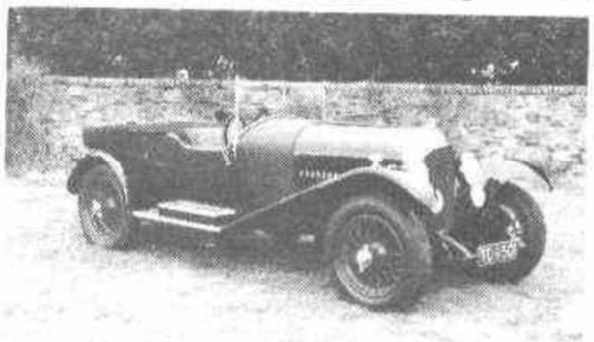
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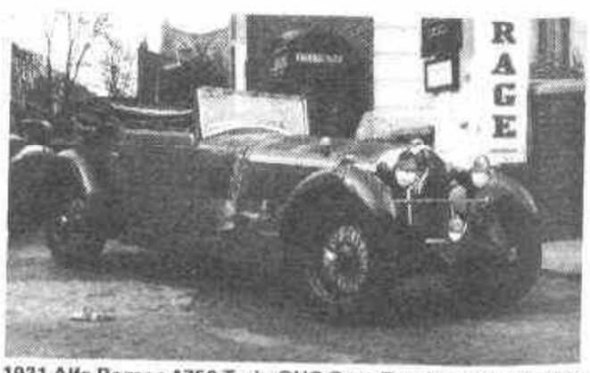


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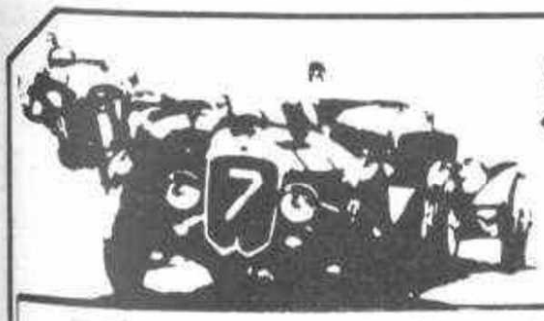
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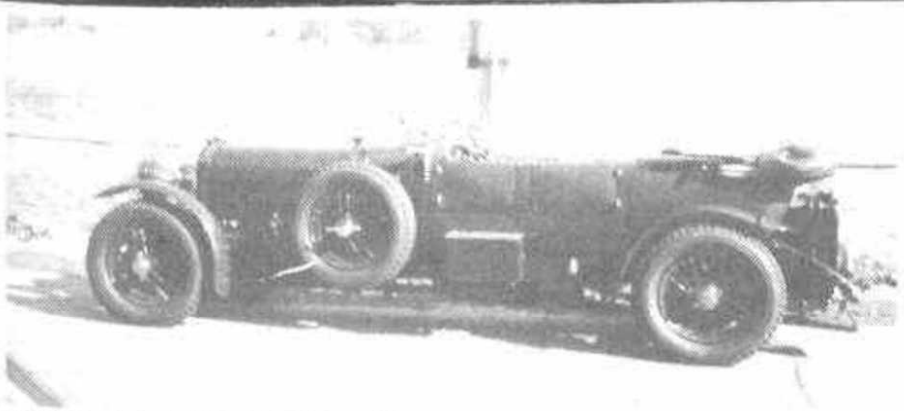


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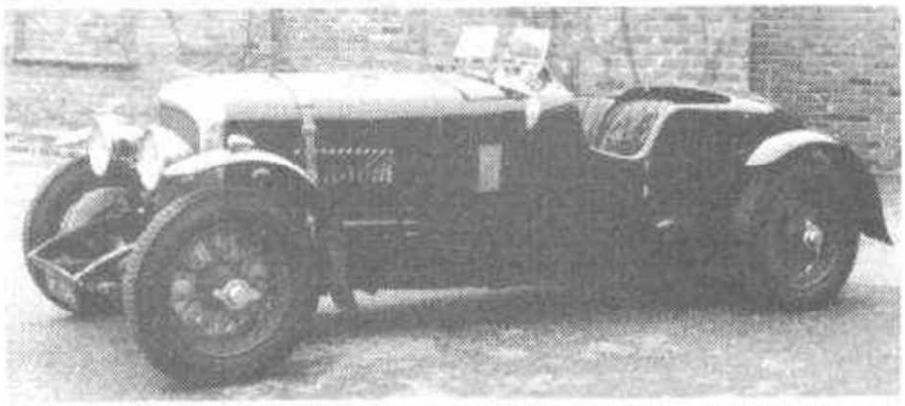
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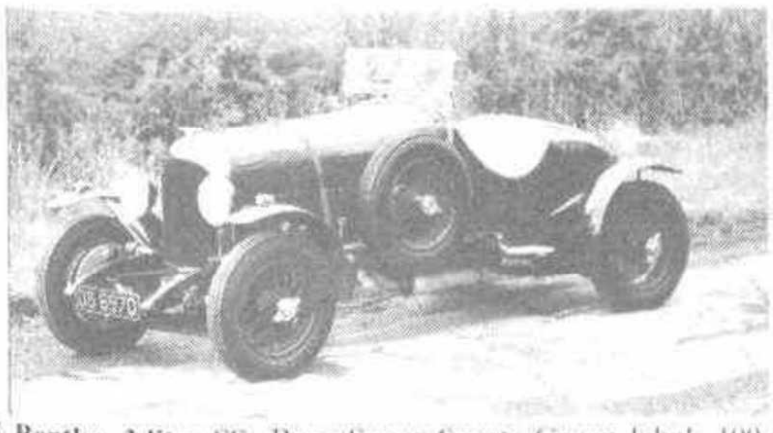
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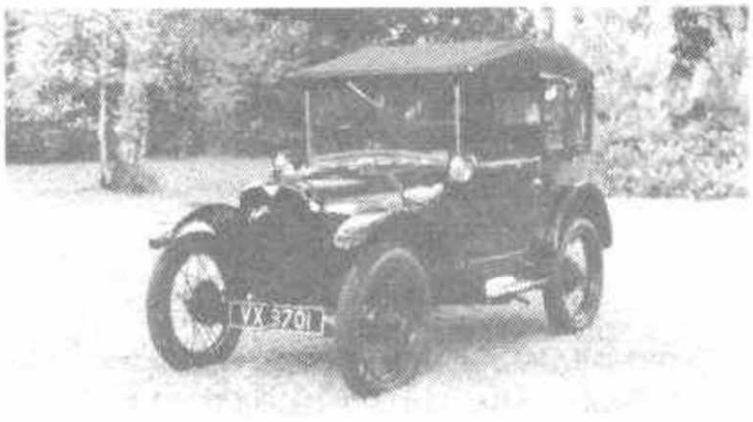
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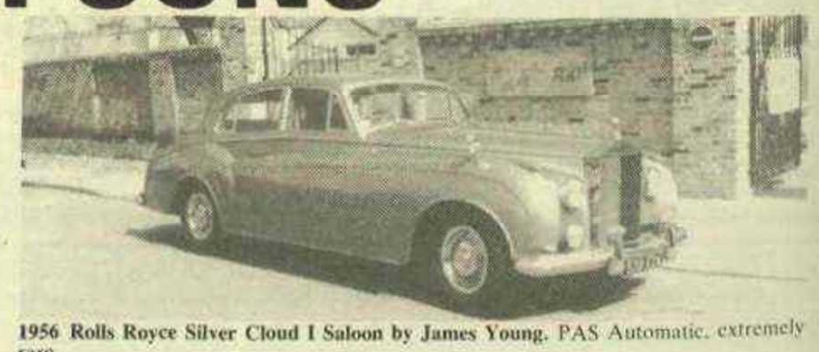
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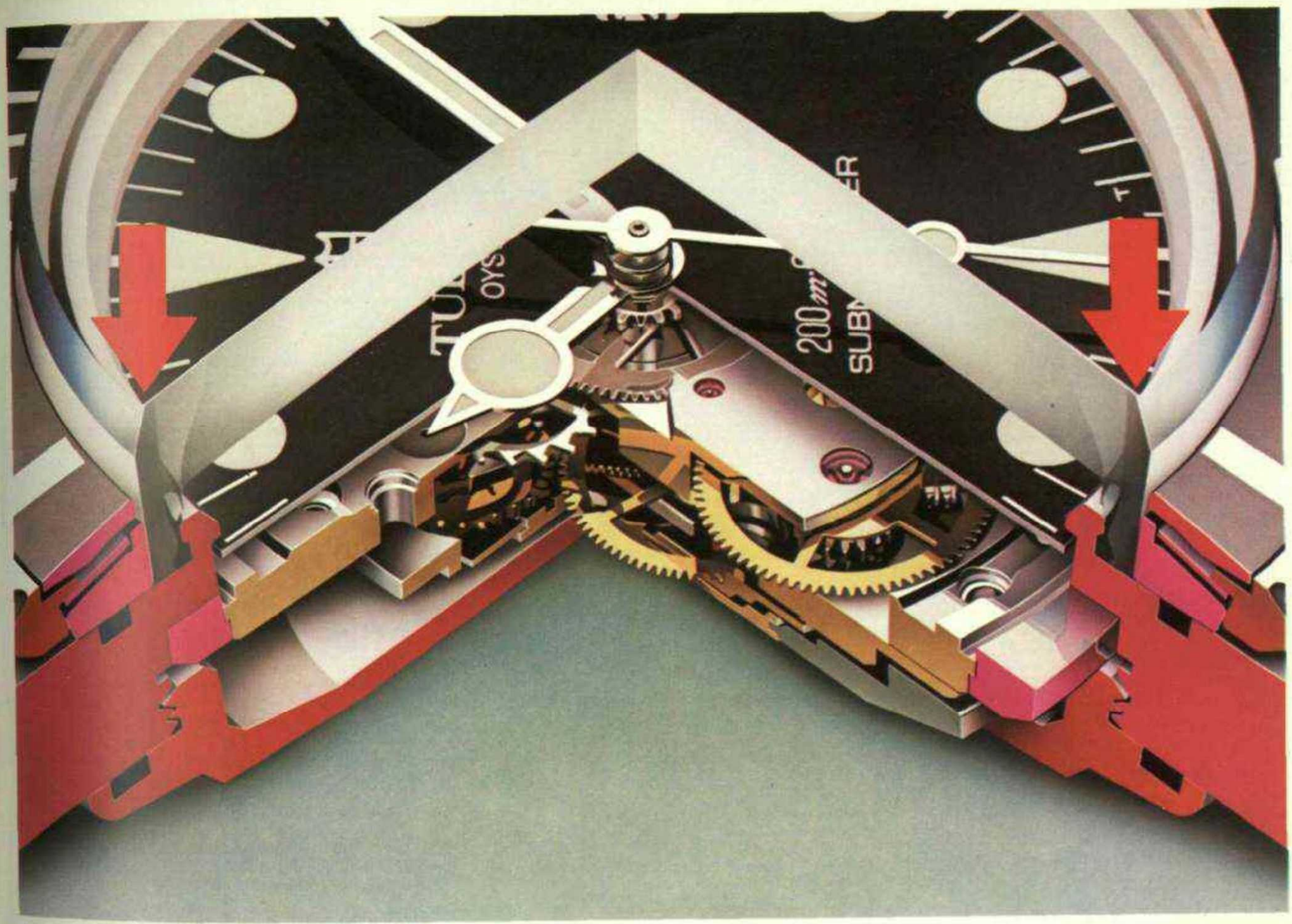
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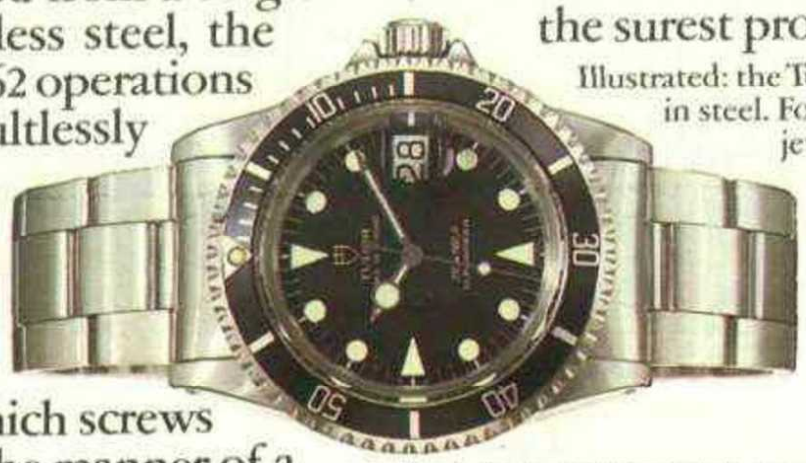
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