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And as you can see from the Jaguar above, such beautiful cars fetched handsome prices.

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

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

All in all over a million pounds worth of classic motor cars were on sale at Beaulieu and entries already accepted for our November sale ensure that it will be even bigger.

Needless to say, we are confident that November's prestigious event will again see record prices paid.

If you are interested in selling a motor car and would like more details on the sale, please contact Robert Brooks at Christie's, 85 Old Brompton Road, London SW7 3LD. Tel: 01-581 7611. Telex 922061.

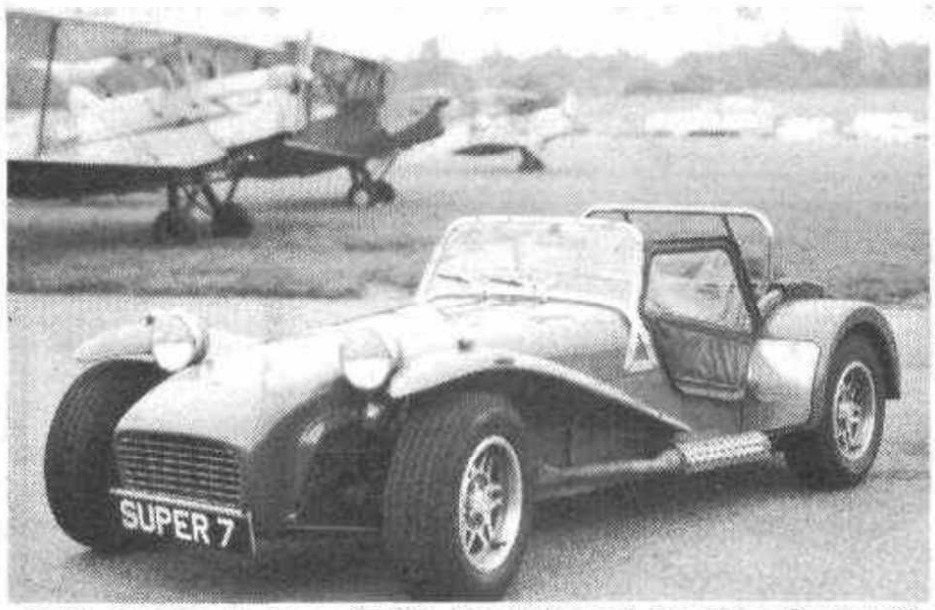
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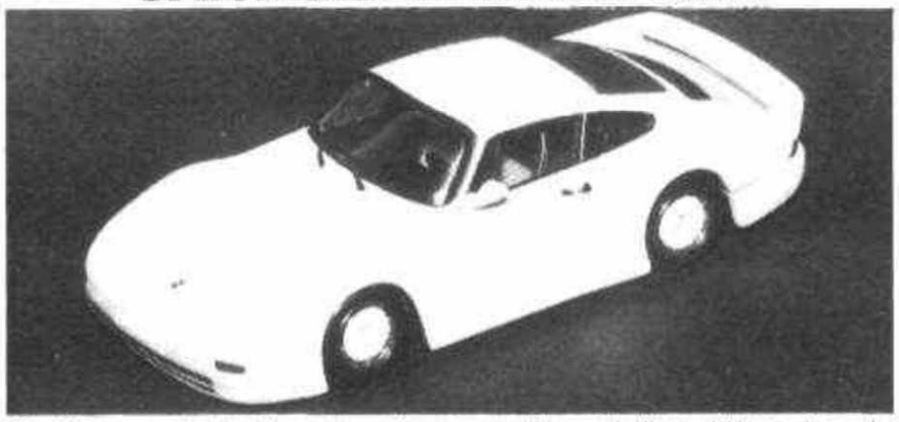
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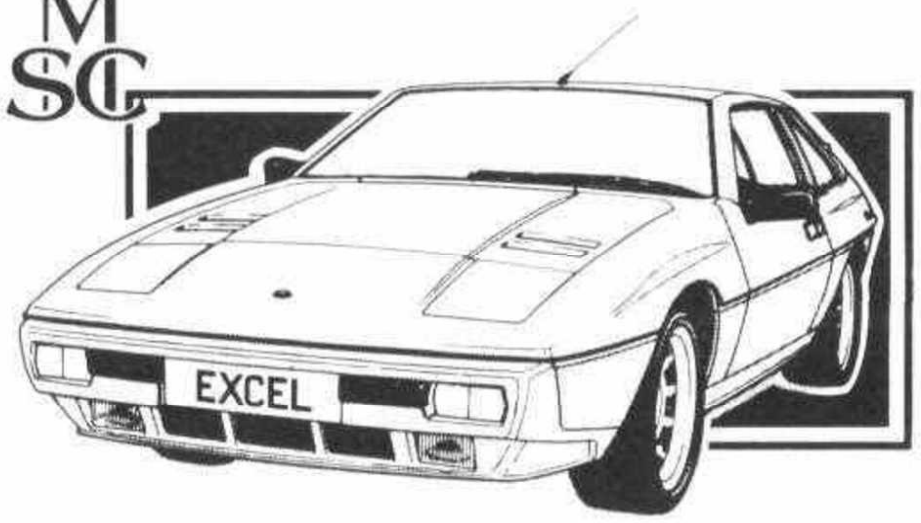


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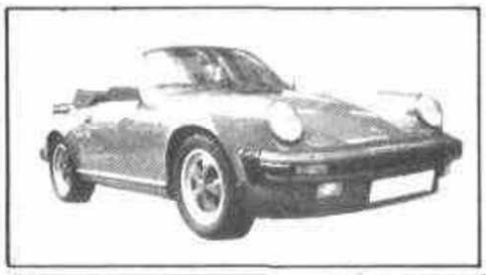
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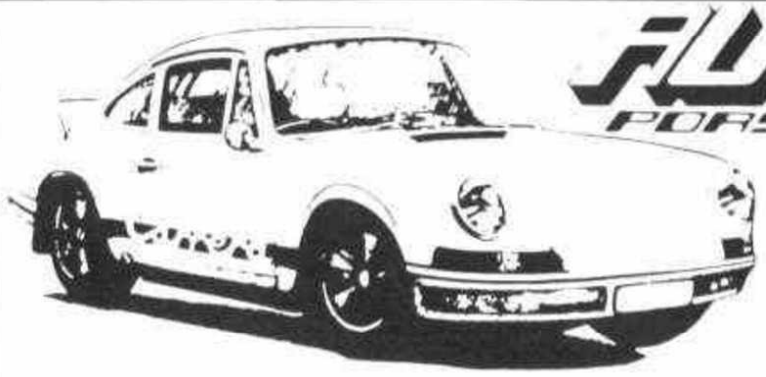
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Still a good selection available (see last month's ad.) The following are currently actually on our premises!

3.5 Litre. Our all time favourite is the 3.5 litre we campaigned in the early eighties. Hence our second all time favourite must be the second 3.5 litre we built! Now for sale for the first time, in Grand Prix White with Black interior, bodywork as above photo. Circa 300 bhp on RS injection, a totally civilised road car. 3.3 Turbos just aren't in the same class! **£22,500**

2.8 Litre RS Replica. As above with bare metal respray in Guards Red in '85. Circa 240 bhp engine and 'box rebuilt by us 7,000 miles ago. Many extras. Another magnificent and fully civilised high performance driving machine **£16,000**

Our 1984 3.2 Carrera spec. 911. Silver. Fully prepared and proven for 'Group B' Production Racing. Magnificent road machine! Currently only a 'probable', and definitely without its '911 SC' Reg. No.! ..... **P.O.A.**

PORSCHE 911 RESTORATION



Restoration of 1973 Carrera RS

Restorations fall, very broadly speaking, into 3 categories:
1. Coachwork restoration.
2. General restoration - above plus general mechanical/running gear overhaul.
3. Full rebuild, i.e. everything!
We have to date carried out in excess of two dozen restorations back to original condition on 911/930, and from our experience on these base our following definitions of the above in relation to 911/930 -

1. **Coachwork Restoration.** In 1970 Porsche started to introduce galvanising, using it initially for the main bodyshell sections, e.g. floorpan, before going to fully galvanised coachwork in 1976. Thus, broadly speaking, the basic structure of a 1970-75 era 911/930 is usually good, rendering an external restoration totally viable. However, beware the "snowball" effect! New panels must be fitted to a sound bodyshell, and even galvanised panels will corrode eventually. Thus a coachwork restoration can become very extensive, especially on pre-1970 911.

Generalising, a typical coachwork restoration is a full bodywork dismantle, 4 new wings plus full sill kits, a bare metal re-spray to original specifications, re-assembly with new seals, transfers, trim pieces, etc. Total cost for any 911 finished and road tested, from circa £7,000 (incl. V.A.T.)

2. **General Restoration.** Coachwork restoration plus mechanical check and overhaul as necessary whilst car is dismantled. Can range from just a thorough service to full mechanical rebuild, hence there is no typical general restoration specification to which we can attach a price guide. However please note all our restorations to date have been more "general" than "coachwork", with a long list of extra work. Hence ensure the car is very thoroughly inspected and tested before commencing.

3. **Full Rebuild.** Essentially a "concours" restoration, our interpretation of which is a *total* rebuild back to "as new" condition as closely as physically possible. Should include everything, e.g. underside of bodyshell cleaned and re-finished, interior re-trimmed, every mechanical/electrical part removed, replaced or re-finished. Hence accurate estimations are impractical, but plan for £20,000.00 + !



Full rebuild of 1974 Carrera RS

TIP OF THE MONTH

Steamed up windows. One of the less endearing characteristics of our beloved 911/930 is their propensity, especially with the earlier models, for misting up first thing in the morning.

One of the more endearing characteristics is how basically unchanged they are. Hence the heated windscreens that have been latterly available will fit into **any** 911/930, from '86 cabriolet to '64 '901'!

And whilst still not cheap, with time they have become a little more reasonable.

Heated, tinted, laminated windscreen	£249.55
Wiring loom, including control relay	£ 17.91

Labour to install. Dependent on model, as loom has to be fitted behind dashboard, wired into heated rear window switch and front fuse board.
Including fitting windscreen at our risk. From circa **£90.00**

All prices *include* V.A.T.

Group B Production Racing is safer than the commuter race track with a steamed up, or worse still, frozen 'screen'!

PORSCHE SALES

1982 3.3 Turbo. Guards Red. PDM. Full history. 43,000 miles **£22,950**
1978 April 3.0 911 SC Sports Targa. Grand Prix White, with Martini side stripes. Black pin-stripe interior. F.S.H. 61,300 miles **£11,500**
1977 2.7 911 Lux Targa. Guards Red. Fitted front and rear spoilers. Fresh 12,000 service **£7,950**
1981 924 Lux. Indiana Red, 44,000 miles **£6,950**
1979 Model. 928 Manual. Dark Brown, tan interior. 48,000 miles. Just serviced. **£10,750**

CLASSIC PORSCHE



1973 Carrera RS 2.7. There are a number of L.H.D. cars on Touring spec. available at present. One in White with blue, one in Black, one in original White with Red plus rebuilt engine, both excellent. One in original White with Blue and to Concours Standards ..... **From £16,500**

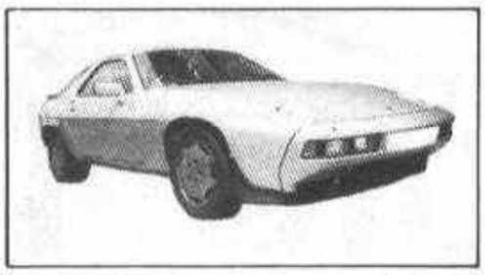
R.H.D. Under the 'probable' heading, one car fully prepared for the Group B Production Racing ..... **P.O.A.**

R.H.D. RS Replica. 2.4 911 S converted in total by us to RS specification. Circa 40,000 miles since engine built by us. Bodywork renovated plus bare metal respray by us in '85 in Grand Prix White with Blue. Full spec. wit 7J and 8J wheels, Recaros, E.S.R. etc. Absolutely Superb **£17,000**

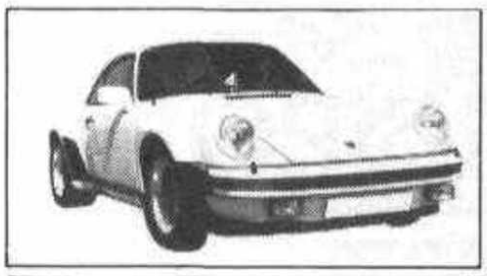


1972 2.4 911 S. In its original Silver with Black interior. Again fully prepared for Production Racing and in excellent order. 7J rims, L.S.D. etc. Makes a remarkable road car! ..... **P.O.A.**

1971 2.2 911S. Olive Green, with Black interior. Elec. windows, elec. sunroof. Very good original condition. We have just completed top end engine overhaul and gearbox overhaul. 79,000 miles **£7,950**



1986 D reg 928 Series 3, 32 Valve Engine, new shape, black with beige leather, delivery mileage ..... **POA**
1986 C reg 928 S Auto, White, blue leather int. s/roof **£37,950**
1983 928 S, Auto, black, black leather, sunroof, 19,000 miles only, fsh **£22,950**
1980 928 Auto, Met blue, black int, fsh **£10,950**



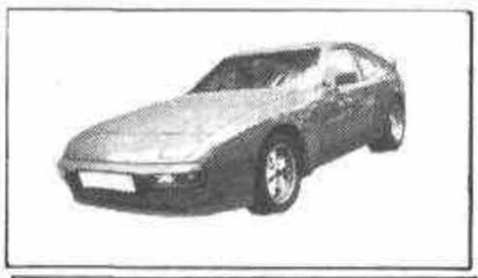
1986 C reg 911 Turbo Sport (Flat Nose), White, grey leather, full spec., delivery mileage, very rare car **POA**

1986 D reg 911 Turbo 3.3, Black with black leather, delivery mileage **£46,000**

1983 A reg 911 Turbo 3.3, White, black leather int., 29,000 miles, full history **£28,950**



1986 D reg Turbo Carrera Targa, White, black leather, delivery mileage **£39,000**
1983 A reg 911 Sport Coupe, Guards red, 22,000 miles, 2 owners, fsh, rare car **£21,950**
1983 Mdl 911 Sport Coupe, Kiln red, beige int, 51,000 miles, fsh **£16,950**
1982 911 Sport Targa, Ice blue, 33,000 miles, fsh **£17,950**



1986 C reg 911 Turbo Sport (Flat Nose), White, grey leather, full spec., delivery mileage, very rare car **POA**

1983 D reg 911 Turbo 3.3, Black with black leather, delivery mileage **£46,000**

1983 A reg 911 Turbo 3.3, White, black leather int., 29,000 miles, full history **£28,950**

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Ferrari Boano LHD. Enquire for details.

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Jaguar XK 140/150, DHC, Restored/ Excellent condition.

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Cars

Ferrari 328 GTS 1986. Delivery mileage (new), red, magnolia interior, air conditioning, P7's ..... **POA**

Ferrari 308 GTS QV 1984. 20,900 miles, metallic black, mag interior/black piping, DFS, rear aerofoil, a/c, exquisite car **£28,950**

Ferrari Mondial QV 1982. 43,000 miles, red with tan interior, a/c **£18,250**

Ferrari 400 1977. 31,000 miles, metallic silver, blue leather interior, auto, a/c **£14,950**

Ferrari 308 GT4 1974. 62,000 miles, red, beige interior, a/c, original Dino wheels, excellent condition **£10,750**

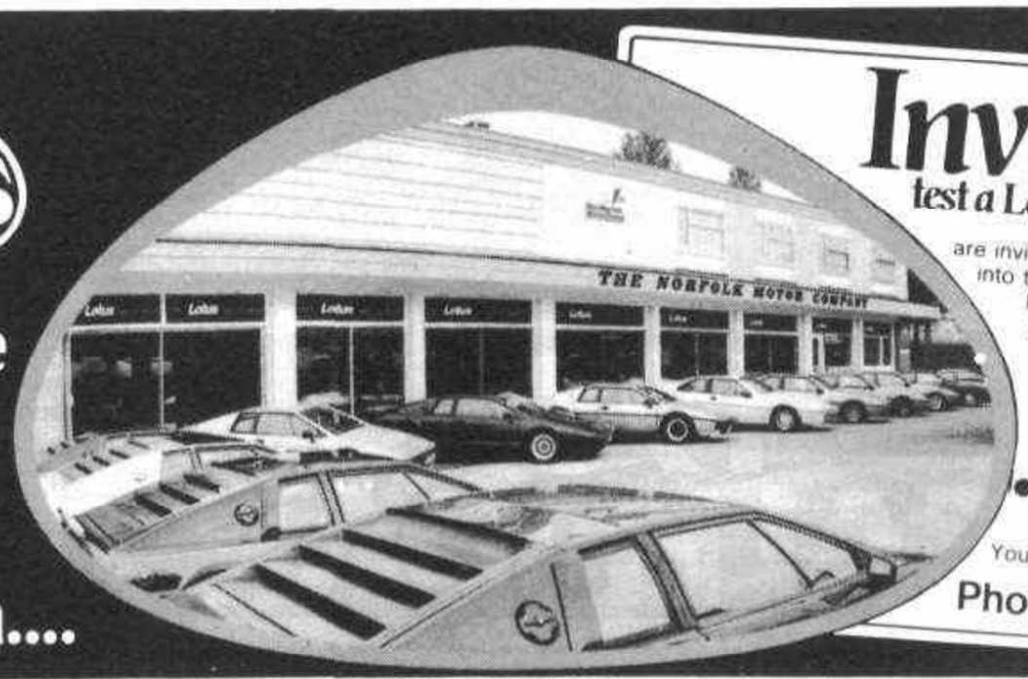
Porsche 911 Carrera Sport Targa 1985. 19,900 miles, white, black leather interior (sports seats), cruise control, a/c, P7's **£26,950**

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1985 B ESPRIT TURBO, silver, full hide, s. roof, air, 23000m **£16950**
1984 B ESPRIT TURBO, black, full JPS livery, 21000m **£16450**
1984 A ESPRIT TURBO, Essex, full hide, air, r. cass. 21000m **£15950**
1986 C ESPRIT III, B.R.G., full hide, s. roof, r. cass. 5000m **£16950**
1985 C ESPRIT III, red, hide, r. cass. 9000m **£15950**
1985 B ESPRIT III, black, hide, s. roof, 11000m **£15750**
1985 B ESPRIT III, black, hide, s. roof, 16000m **£14950**
1984 A ESPRIT III, silver, hide, r. cass. 17000m **£14450**
1984 A ESPRIT III, ice blue, hide, r. cass. 23000m **£13950**
1983 A ESPRIT III, white, hide, r. cass. BBS. 27000m **£12950**
1986 C EXCEL III, silver, hide, pas, 1400 YES 1400m **£15250**
1985 C EXCEL III, glacier, hide, pas, Eagles, 5400m **£14950**
1985 B EXCEL III, white, hide, pas, r. cass. Eagles, 14000m **£14450**
1985 B EXCEL III, white, pas, r. cass. Eagles, 17000m **£13950**
1984 A EXCEL II, black, hide, pas, alloys, 14000m **£12750**
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1983 A ELITE 2.2 Ltr. Copper bronze coachwork with full gold hide interior, manual transmission, power assisted steering, radio cassette, 10,000 miles only. The last Elite manufactured by the factory. Superb value **£8950**

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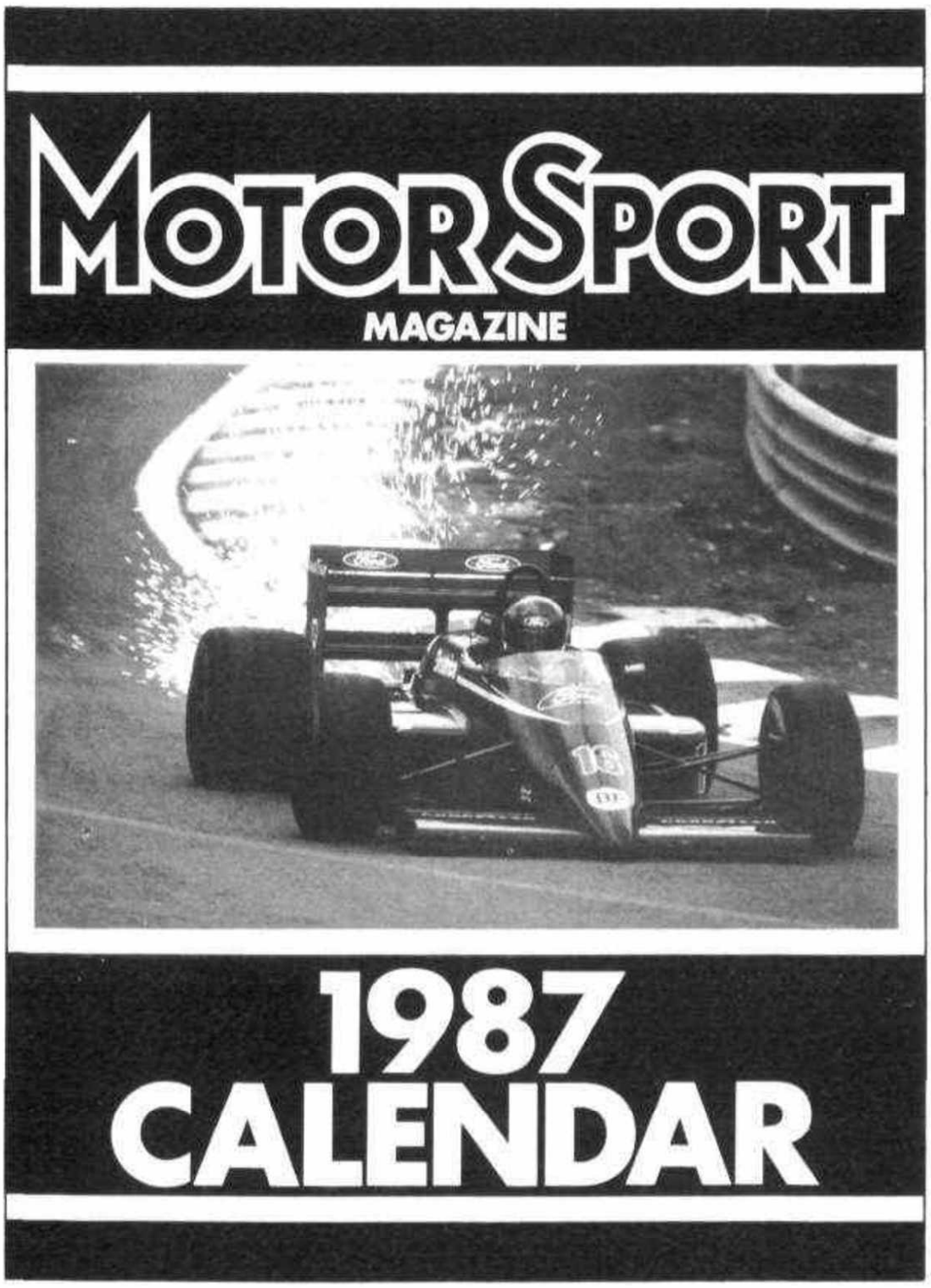
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MOTOR SPORT

INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

Sixty-second year of publication.
Publication date:
fourth Friday of the month.

EDITOR: William Boddy

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FRONT COVER PICTURE: TEO FABI upset the form book by taking pole position in Austria with his Benetton. To show that it was no fluke, he repeated the performance at Monza.

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Matters of Moment

The Birmingham Super Prix

It was the cruellest misfortune which turned the Birmingham Super Prix into a well-publicised shambles. After fifteen years of trying to organise the first road race on mainland Britain, the organisers deserved better luck.

The mass media had a field day over "the washout". What was not said was that Britain's other round of the F3000 Championship, the International Trophy at Silverstone in April, ran to a similar scenario: torrential rain, an accident and the race abandoned at about half distance. The difference is that the International Trophy had not caught the imagination of the general public, nor had it generated so much media attention. On the day of the Birmingham race, *The Times* had four separate articles about it, including its main leader.

If the organisers did not deserve such conditions, then neither did the people of Birmingham. Everywhere one went one saw signs that the whole city was determined to make the occasion a memorable one. There were bands of every description, tap dancers, jugglers, clowns, a man in a gorilla suit on a unicycle, puppeteers, all the elements of a carnival. Pubs stayed open all day and, wonder of wonders at a race meeting, you could wander into local shops and buy food at uninflated prices.

There was a whole-hearted attempt to capture the atmosphere of the days when, in Continental towns, the streets would be closed and the annual race become the centre of a local festival. The sport went to the people and built up broad-based popular appeal while in Britain the sport was effectively isolated to those who were able to get to Brooklands. It was not until after WW2, when disused airfields dotted around Britain, were eagerly pressed into service as racing circuits, that the sport went out to the people.

The importance of the Birmingham race, and the reason why it must continue, is that it has the potential to attract spectators who might not otherwise attend a race meeting. If only a fraction of newcomers are excited by what they see, it is to the overall benefit of the sport.

The organisers must not, however, become too carried away by their own publicity. Predictions of 150,000 spectators, which were given wide coverage, must have deterred some people from even attempting the journey. The organisers should also stop talking about a possible Birmingham F1 Grand Prix. For one thing, the track and organisation has not yet proved it is capable of staging such a race, but more importantly still, Birmingham should never be allowed to stage one.

The revenue from the British Grand Prix has allowed Brands Hatch and Silverstone to operate as year-round facilities to the benefit of British motor racing. That revenue is too precious to lose to a city which does not sustain racing on a day to day basis. A round of the F3000 Championship is exactly right for Birmingham, it's spectacular, competitive, and it allows British enthusiasts see a round of an important championship which, for financial reasons, has had to be dropped from the schedules of Donington and Thruxton.

On the other hand, talk of other towns staging road races should remain just that, talk. Birmingham has worked hard and well to get its race. Its effect would be diluted by rivals hanging on to its coat tails. A plethora of copies would not only devalue the original but our hunch is that they would detract from the permanent circuits and that would be disastrous.

There were problems with the first running of this race. The programme was too crowded to accommodate many hiccups so blockages by accidents (predictable) and rain (not unknown on a Bank Holiday) threw everything into disarray and a lot of drivers went home without racing. Still, no doubt lessons have been learned.

Reports indicate that the enthusiasm of the organisers, the sponsor, Halfords, and the Birmingham City Council remains undimmed after an unfortunate inaugural event. We hope so, and we hope we can look forward to the race becoming a permanent, important, event in the calendar. We wish them better luck next year. They deserve it.

Motor Sport Fixture List for October

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

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

DATE	ORGANISER	VENUE	EVENT	TIME
September 27th/28th	BHRC	Brands Hatch Circuit, Nr. Fawkham, Kent	Race Meeting (R)	—
September 28th	**ASACO des 24 Heures du Mans**	**Le Mans, France**	**F3000 Championship round (INT)**	—
September 28th	**VZW Terlaeman (M. Belien)**	**Zolder, Belgium**	**Touring Car Championship round European Formula 3 (INT)**	—
September 28th	BRSCC	Cadwell Park, Nr. Louth, Lincs	Race Meeting (R)	—
September 28th	HSCC	Snetterton Circuit, Nr. Norwich, Norfolk	Race Meeting (R)	—
October 4th	BRSCC	Oulton Park, Nr. Tarporley, Cheshire	Race Meeting (N)	—
October 4th/5th	**BRDC**	**Silverstone Circuit, Nr. Towcester, Northants**	**British Formula 3 Championship round (INT)**	—
October 5th	**Victory Circle Club**	**Fuji, Japan**	**World Sports Cars Championship round (INT)**	—
October 5th	BRSCC	Donington Park Circuit, Nr. Derby	Race Meeting (R)	—
October 5th	BARC	Lydden Hill Circuit, Nr. Dover, Kent	Race Meeting (R)	—
October 10th-12th	2300 Club	Mull, Scotland	Tour of Mull (Motoring News Rally Championship round) (R)	22.55
October 11th	750 MC	Cadwell Park	Race Meeting (R)	—
October 11th	BRSCC	Castle Combe Circuit, Chippenham, Wilts.	Race Meeting (R)	—
October 11th	HDLCC	Worcester Road Island Car Park, Kidderminster, Worcs.	30th Annual Ken Wharton Memorial Autotest (R)	10.30
October 11th	MG Car Club	Oulton Park	Race Meeting (R)	—
October 11th	SUNBAC	Silverstone	Race Meeting (R)	—
October 12th	**Real Automovil Club de Espana**	**Jarama, Spain**	**Touring Car Championship round (INT)**	—
October 12th	**421 C4 Mexico**	**Mexico City**	**Mexican Grand Prix (INT)**	—
October 12th	BARC	Brands Hatch	Race Meeting (R)	—
October 12th	SMRC	Ingliston Circuit, Edinburgh	Race Meeting (R)	—
October 12th	DRC	Donington Park	Race Meeting (R)	—
October 12th-18th	**Automobile Club Sanremo**	**Sanremo, Italy**	**Sanremo Rally (World Rally Championship round) (INT)**	—
October 18th	750 MC	Silverstone Circuit	Race Meeting (R)	—
October 18th	MGCC	Oulton Park	Race Meeting (R)	—
October 19th	Astra MC	Lydden Hill	Race Meeting (R)	—
October 19th	BARC	Thruxton Circuit, Nr. Andover, Hants.	Race Meeting (N)	—
October 19th	BARC	Snetterton Circuit, Nr. Norwich, Norfolk	Race Meeting (R)	—
October 19th	BRSCC	Mallory Park Circuit, Nr. Leicester	Race Meeting (R)	—
October 19th	**Associacao Comissarios Desportos**	**Estoril Circuit, Portugal**	**Touring Car Championship round (INT)**	—
October 24th-26th	**BRSCC**	**Brands Hatch**	**Race Meeting (Formula Ford Festival) (INT)**	—
October 24th-26th	**Real Automovil Club de Cataluna**	**Cataluna, Spain**	**Rally Cataluna (European Rally Championship round) (INT)**	—
October 25th	PMC	Silverstone	Race Meeting (R)	—
October 26th	750 MC	Snetterton	Race Meeting (R)	—
October 26th	**Confederation of Australian Motorsport**	**Adelaide, South Australia**	**Australian Grand Prix (INT)**	—
October 26th		**Netherlands Antilles**	**F3000 Championship round (INT)**	—
October 29th-31st	**Oman Automobile Association**	**Ruwi Hotel, Muscat, Sultanate of Oman**	**Oman International Rally (INT)**	**17.45**
November 2nd	SDMC	Brands Hatch	Race Meeting (R)	—
November 9th	BARC	Brands Hatch	Race Meeting (R)	—

The New VSCC President

Following the death of Patrick Marsh, Roger Collings has been elected President of the Vintage Sports-Car Club. If, as we believe, the Presidents of this leading Club have in the past been elected for a combination of personal integrity, the ownership of suitable motor-cars, and their active participation in appropriate events, no-one is more fitted to hold this high office than Roger. He has been an almost continual competitor in old-car events both within and outside the VSCC, with his celebrated 1899 3½ hp Benz, 1903 60 hp Mercedes, 1904 8 hp Danacq, 1913 Zust, 4½-litre and 6½-litre Bentleys, and other cars and, moreover, he has encouraged his children, of both sexes, to follow his example. The Presidency of the Club is safe in his hands but we hope, and very much doubt, that his election will not reduce his competitive appearances, at VSCC, VCC and other such Clubs' fixtures, and MOTOR SPORT offers him its congratulations.

An appreciation of Patrick Marsh will appear next month. — W.B.

Club News

A NEW competition Manager, Jeff May, has been appointed by **Porsche Club GB** to look after the various sporting activities of the club, in particular the extremely successful Giroflex series which has been providing some very close racing over the season. PCGB HQ: Ayton House, West End, Northleach, Gloucestershire.

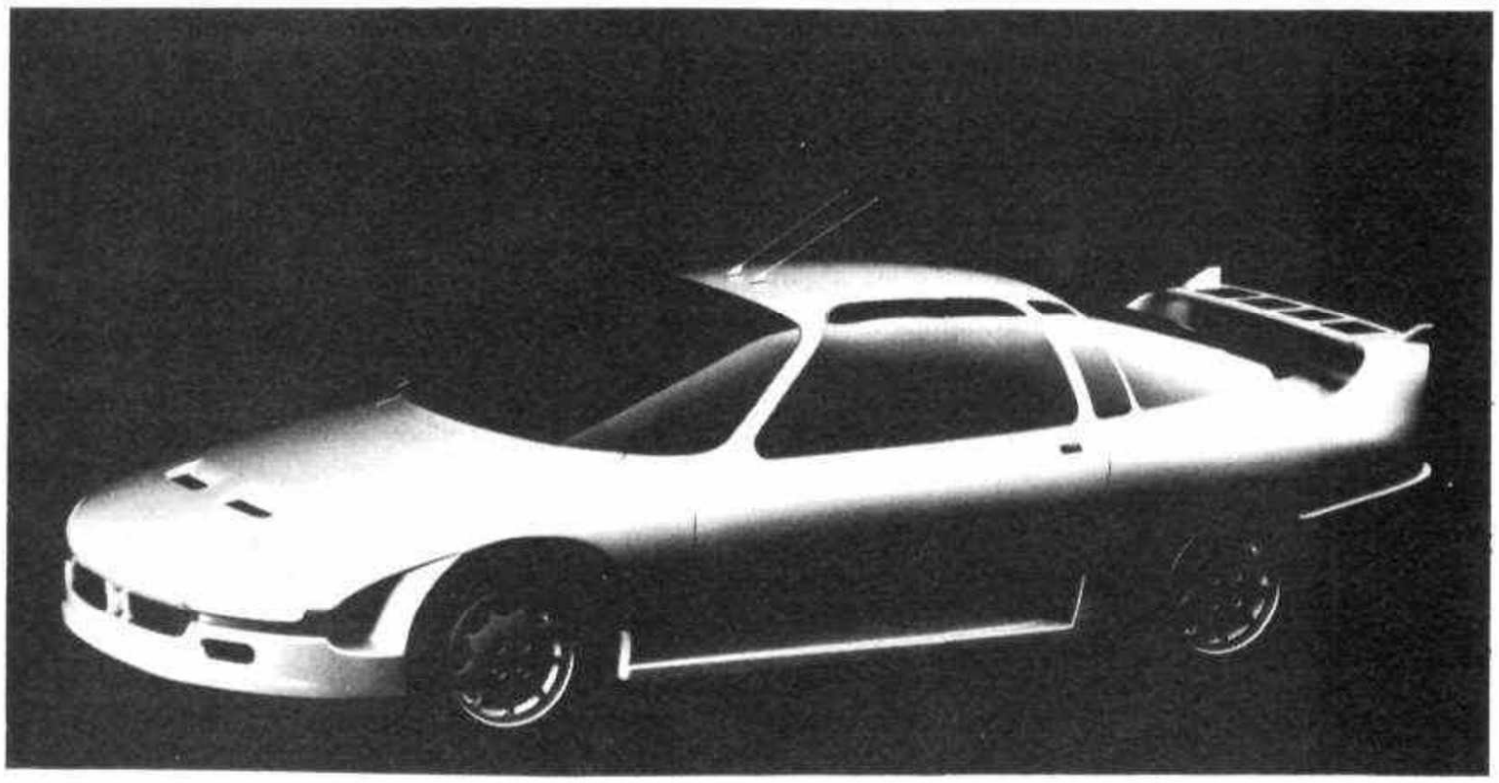
Rivers Fletcher will be presenting another of his talk and film shows on Monday 27th October, this time at Theatre Clwyd, Mold, Clwyd. The subject will be **Aintree and Oulton Park**, and tickets cost £2.30. The programme starts at 7.30 pm, and telephone bookings can be made on 0352 55114.

Older Volvos have their own niche in the **Volvo Owners Club**, and Roger Portman is now the Registrar for the PV 444/544 and P210 models. The usual services are available and the address is 64 Waddon Road, Croydon, Surrey.

NEC Motor Show

THIS YEAR's MOTOR SHOW at the NEC will be open to the public between October 18th and 26th inclusive. Subaru is among manufacturers displaying 'concept' cars, which are often a useful clue to future developments; The F-9X (left) is built from composite materials and uses a 2 litre flat four engine which supercharged up to 5,000 rpm, and turbocharged thereafter. It is claimed to produce 355 bhp at 8,000 rpm and 253 lb/ft torque at 6,000 rpm, giving a top speed of 186 mph. Naturally the car is 4WD, but the system is always engaged and uses a centre differential.

It is not for sale but Subaru's XT Coupé is, and an assessment of it appears on page 1074 of this issue.



Birmingham Super Prix

History from the heart of England

It finally happened. After years of effort and disappointment, Birmingham had its race. Motor racing has been with us for ninety years but we, in mainland Britain, had never before been able to see it take place on the streets of a city. Some events become great occasions, regardless of the degree of competition. The Birmingham race has the ingredients to become such an occasion.

The area in which the track was laid out is not an attractive sight, being one of those areas of inner city decay going through the slow process of urban renewal. Armco and safety netting did not enhance the aesthetics of the place but the city was determined to put on a good show. The layout of the circuit was, of course, dictated by the available roads but the organisers, with enthusiastic local cooperation, had done a good job of squeezing everything in. The markets acted as the support race paddock while all the F3000 cars were housed in a covered car park behind Bristol Street Motors whose main showroom was turned over to the media. Temporary hospitality boxes were erected near the start/finish line and there was a "tented village" in which teams could entertain guests. Temporary bridges supplemented the permanent subways so crossing to the infield was no problem and since the crowd was accommodated around the whole 2.7 miles and were much closer to the action than at any other British circuit, everyone got a good view and the sight of an F3000 car at full chat a few feet away is a mightily impressive one.

The Consultants to the organisers, MCD, had suggested a couple of support races together with demonstrations to keep the crowd amused between times, demonstrations which could be deleted from the programme if necessary, but we had a pro/celebrity Renault 5 Turbo event, and Thundersports, Formula Libre and FF1600 to accommodate. A lot of drivers who had gladly supported an historic occasion went home without racing. Organising motor racing is not as easy as the experts make it appear to be every weekend of the season.

After a hesitant first season, F3000 has taken off but now we are in a position where there are too many entries. When a race is over-subscribed, as many have been this year, you're left with disappointed drivers and teams with explanations to make to sponsors and the net result is a certain amount of instability. A few weeks before the race, teams were offering spare drives at £25,000. As the race drew closer, this had dropped to, in some cases, £5,000 or less. That's hardly an economical rate but it keeps the cash flowing, at least in the short term.



PRACTICE and qualifying on the Sunday were held in dry, sunny, conditions and demonstrated the immense potential of the circuit.

It would be premature to be too pessimistic but the entry of 34 cars, though an over-subscription, was the lowest in F3000 this year and the fact that there were only three types of chassis in the race, is not a good sign. Dallest's AGS did not materialise, there was no Minardi entry, RAM has withdrawn, and mooted chassis from other constructors have failed to appear. If F3000 is to be a real stepping stone to F1 for anyone apart from drivers, there should be a little more variety on the grid than Marches, Lolas and Ralts.

Of the three, none has clearly emerged as the car of '86, though the Pavesi team's private Ralts have generally embarrassed the works Ralt-Hondas, the only non-Cosworth powered cars to

have appeared in the formula.

Practice was scheduled to begin at 9.00am on the Sunday morning but it was discovered that there were bolts missing from the Armco and it was nearly three hours before the first car went out. That delay put the entire schedule out of joint as well as attracting the wrong sort of publicity, via radio news bulletins, for the city and the race.

Once out, the drivers found themselves with mixed feelings. The general concensus was that it was a demanding, bumpy circuit but those with the right attitude saw it as a challenge to their craft and on the whole approved.

Among the drivers were a number who had taken one-off deals, like Ross Cheever, Tim Davies, Dave Scott, Tommy Byrne and French hillclimb champion, Marcel Tarres. There was the usual game of musical chairs as well, Eliseo Salazar, redundant after RAM's withdrawal, slotted into a works Lola while Alain Ferté moved over to an Oreca March. He damaged this in practice but the team hired another March for the race from a non-qualifier.

Because of the number of entries and the constraints of the circuit, drivers were divided into two qualifying groups and the grid decided by having each side line up behind the fastest man in the grid. This led to some anomalies. The commentators would insist, for example, that Andrew Gilbert-Scott (Lola) was the third quickest in qualifying though in fact he was eighth quickest but third on the grid. This was because he was second quickest in his group and since the fastest man, Pierluigi Martini (Ralt) also set pole, Gilbert-Scott lined up behind him alongside Michel Ferté (March) who was second to Luis Sala (Ralt) in his group but who had actually set a better qualifying time than Gilbert-Scott. This is not to detract from a fine performance by the young Englishman who, for financial reasons was having perhaps his last chance to prove himself in the formula.

From fifth place down, the grid read: Pascal Fabre, winner of the International Trophy (Lola), Elisio Salazar (Lola), John Jones, quickest in Sunday's untimed session (March), John Nielsen (Ralt-Honda), Thomas Kaiser (Lola), Emanuele Pirro (March), Tommy Byrne, the quickest of the debutants (March), Ivan Capelli, the Championship leader (March), Satouro Nakajima, who replaces Dumfries at Lotus next year (Ralt-Honda) and in 14th place from 26 on the grid, Mauricio Gugelmin, whom Aryton Senna tried to get into the Lotus team this year (March).

One and a half seconds covered those mentioned and Martini's pole time of 1m 22.16s translated into an average speed of 108.22 mph. Things looked promising indeed for the Monday.

Monday dawned windy and overcast, but dry. Hurricane Charley, however, had decided that Britain was a good place to blow out in style and made no exception for Birmingham.

The morning warm-up was dry, but then the heavens opened. The "celebrity" half of the paired "pro/celebrity" Renault 5 Turbo race went out, practised, and ran their five laps but then the schedule was interrupted to allow the F3000 runners out for a 20 minute acclimatisation session which was interrupted when Tarres had a spin. By now the time table was in shreds, the second part of the Renault race was postponed and 30 laps of the Thundersports cancelled. Still, FISA rules and common sense state that F3000 has priority and, besides, there were the television cameras to consider.

All 26 starters made the grid on schedule and though some later said the race should never have been run, none elected to pull out and races have been held in equally wet conditions, though the track surface appeared to retain water more than, say, the special surface at Silverstone.

Then the start lights failed, due to being flooded, which is as well for a couple of cars had stalled on the grid and the conditions were bad enough without additional "chicanes". Five minutes went by and the race itself began on a flag.

Martini took an immediate lead from his team mate Sala. Nielsen stalled on the line and Pirro had his work cut out to avoid him. Capelli overtook six cars after the first three corners then spun and damaged his car, while Russell Spence moved from 18th to eighth on the first lap and up to sixth by lap five!

Sala was clearly quicker than Martini and was in the lead by the end of lap one, followed by Martini, Michel Ferté, Andrew Gilbert-Scott (whose car was set up much too stiffly for the conditions), Pascal Fabre, Eliseo Salazar and John Jones. Visibility though, was appalling, Tim Davies later said he couldn't see the barriers along the straight, let alone flags or the red lights of a car in front.

It was not too long before the track was littered with abandoned cars but at the front, Sala was pulling out a steady lead though it was not without some discomfort. First he was nearly taken off by Tarres staggering back to his pits with a deranged car on lap three, then he had a quick spin on lap 10 which took off his nose cone but not the front wings. So he then had to drive with soaking wet and freezing feet, though to watch him you'd think there was nothing amiss as he continued the process of extending his lead while lapping the backmarkers.

Fifteen seconds behind, Martini was being threatened by Ferté, then came Salazar, and a long gap before Fabre and Spence hove into view. Gilbert-Scott had slipped steadily down the field then came into the pits for suspension adjustments which eased matters. Just out of the points was Jones followed by Nakajima, Kaiser, Pirro and Moreno with Nielsen way down but charging after his mis-start, a drive which was to bring him up to Moreno by the end. The race, in fact, finished in that order, but without Pirro who had an accident on lap 14.

The rest of the story is easily told. Sala sustained another quick spin on lap 22, but recovered and kept his lead, though reduced to around three seconds. Despite his minor indiscretions, he drove beautifully under dreadful conditions and emerges as the most promising driver to come out of Spain for years.

On lap 25, Gilbert-Scott spun and it would have been a harmless moment except that he collected Alain Ferté's abandoned March. With the cars blocking the track the race was halted.

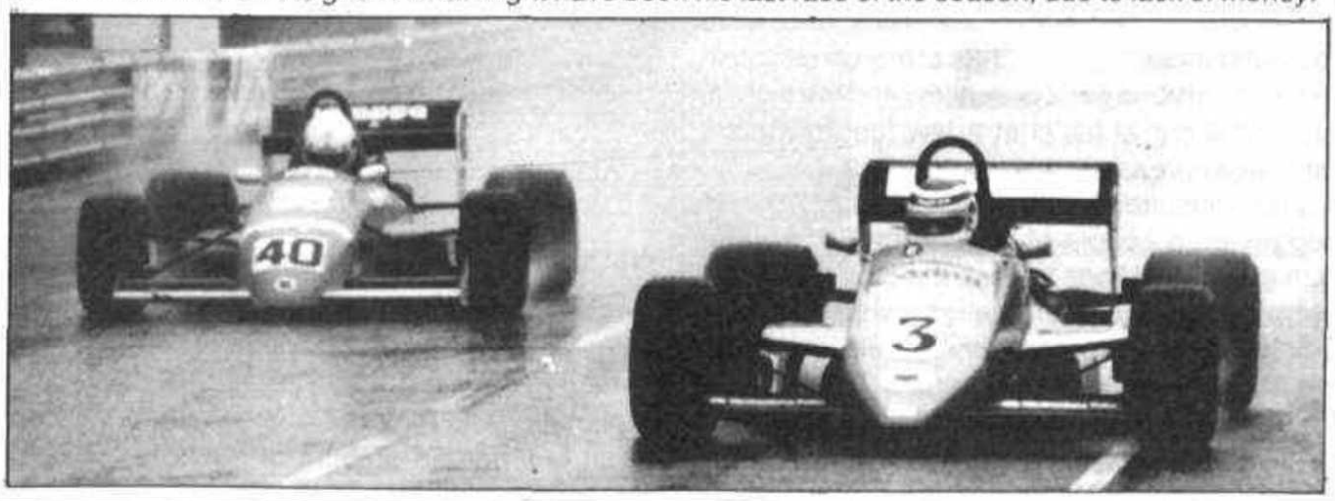
It took some time to decide whether to abandon it, during which interval everyone said his twopennyworth about the conditions. Finally, to everybody's relief, came word that it was all over, the positions at the end of lap 24 stood as the result and half points would be awarded, as at Silverstone. Fastest lap went to Salazar in 1m 42.62s, 86.4 mph, an excellent showing for someone in an unfamiliar car, while Sala's race average was 83.78 mph.

Capelli still maintains his Championship lead (33pts) but Martini (27pts) and Sala (22.5 pts) have closed the gap and the series must realistically go to one of these three drivers.

To round off the day, the second part of the Renault race was run but the FF1600 and F. Libra drivers joined the Thundersports men in going home without a race. Given all the circumstances, it's hard to see what other decsion the organisers could have made.

Despite it all, however, history had still been made and, no doubt, a few lessons learned. This writer will certainly be back next year. — M.L.

Luis Sala (left) drove his Ralt superbly in the rain to win. Here he passes Andrew Gilbert-Scott (Lola) who started from third on the grid in what might have been his last race of the season, due to lack of money.



RESULTS

Birmingham Super Prix, 9th round, FIA Intercontinental F3000 Championship

Race stopped after 24 laps. Weather — deluge

1st:	Luis Sala	Ralt RT20/86 Cosworth	42 miles 24 min 40 sec, 87.87 mph
2nd:	Pierluigi Martini	Ralt RT20/86 Cosworth	42 min 27.72 sec
3rd:	Michel Ferté	March 86B Cosworth	42 min 29.70 sec
4th:	Eliseo Salazar	Lola T86/50 Cosworth	42 min 37.63 sec
5th:	Pascal Fabre	Lola T86/50 Cosworth	43 min 07.83 sec
6th:	Russell Spence	March 86B Cosworth	43 min 20.19 sec

Letter from Monza

From D.S.J. to the Deputy Editor

Dear M.L.,

During the brief winter lull from Formula One racing there seems to be plenty of time to speculate on what is, or is not, going to happen and then suddenly the season starts and everything happens at once so that there is barely time to keep abreast of what is happening, let alone speculate. We must have been half-way through this season before I really noticed that the factory Renault team were no longer with us, and it wasn't until I saw Niki Lauda here at Monza that I remembered that he retired at the end of last season! It is not that such teams and drivers did not leave an impression, for they certainly did, but such is the pace of things in Formula One that there is not time to look back over the shoulder at the immediate past. Things that happened twenty-five or more years ago take on an historical interest and become imprinted on the mind; ten years ago is a shadowy kaleidoscope, while last year seems slightly unreal! This year is of the instant and already next year looks full of interest.

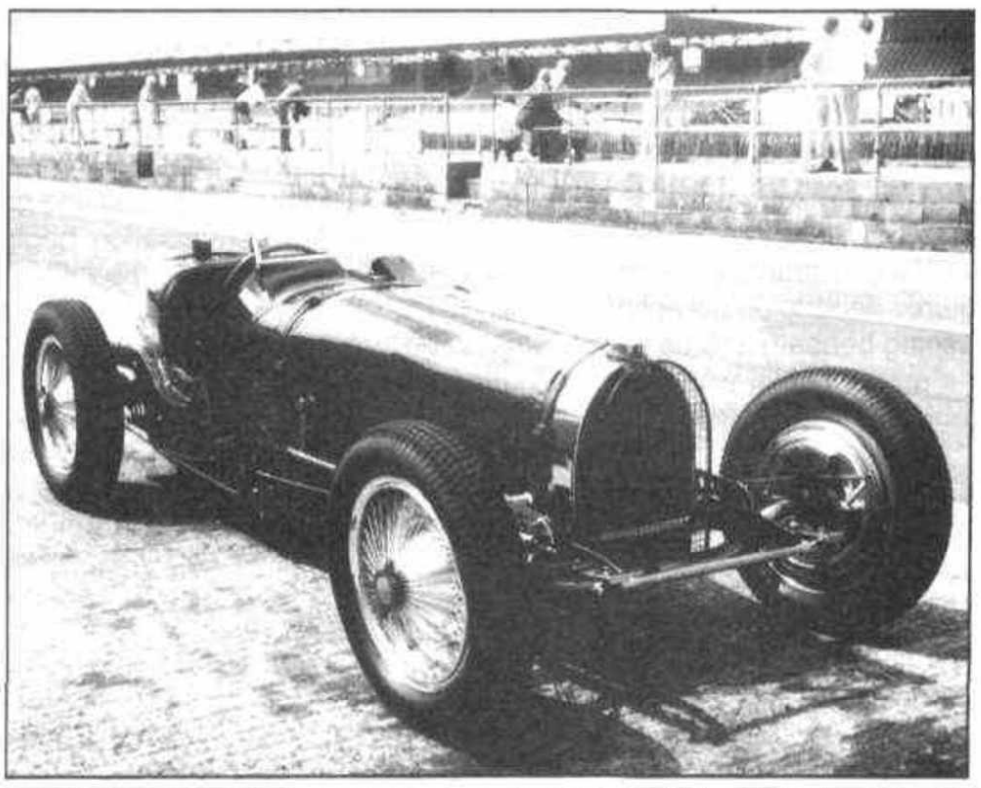
One very notable omission this year was the Dutch Grand Prix of Zandvoort, made all the more poignant when I arrived at Monza, for I knew then that I hadn't been asleep, on holiday or sick of the palsy. There just had not been a Dutch Grand Prix this year, nor had there been any talk about it, and in spite of a few draw-backs from which it suffered, it was sorely missed. The circuit was built on the sand dunes just north of the town of Zandvoort with only a long pile of sand keeping the sombre and unfriendly North Sea away. It had its first race in 1948, and with one or two misses, we have had a Grand Prix there ever since, the circuit and facilities being altered, rebuilt and improved over the years to keep pace with the ever-growing Formula One scene. The Dutch have been fighting a losing battle against the demands of Formula One, not just financially but in matters of space, access, spectator problems, car parking and many other things, but the circuit itself kept its character and with the very long straight down past the pits to the Tarzan hairpin, there was always high speeds and exciting "dicing" to be seen. While the Zandvoort circuit always had its own internal problems, there was an ever-growing external problem, in the shape of the town itself expanding right up to the edge of the circuit, and inevitably the newcomers to the town started complaining about the circuit and the confusion on race day.

When I first went to Zandvoort you could drive into the paddock without any problems and you could arrive the day before practice began and find an hotel room quite easily. As things changed some people I knew stopped going, but rather than miss the Dutch Grand Prix I changed my tactics and ended up with a novel, but none-the-less satisfactory, way of attending the race. I stayed in Amsterdam and took the 8.42 am train into Zandvoort, the station being a ten minute walk to circuit, and returned after practice on the 5.20 pm train. It was all very restful and drama-free, and thanks to those masters of travelling, Page & Moy, I was able to stay in an hotel opposite Amsterdam station. It was possible to be back in the hotel having a cup of tea before some colleagues had got out of the car park at the circuit, let alone out of Zandvoort town itself. We all used to polish our buckets and spades ready for our trip to the seaside, Zandvoort being the equivalent of Mablethorpe, to watch the Dutch Grand Prix, but sadly not this year.

Plans are going ahead for a major rebuild of the Zandvoort circuit, still in the sand dunes, in order to overcome the obstacles that have grown up over the years and the new circuit will not have that glorious long straight. One hopes that the Dutch will not make the awful mistake the Germans made with the Nürburgring, and destroy all the character from their national circuit. In some ways they have been fortunate in Holland in that they have only ever had one circuit, so they have never suffered from opposing and divided interests, like most of the other European countries. If there was to be a Dutch Grand Prix it took place at Zandvoort, but not this year.

At Monza, on the morning of race day, there was a race called the Europa Cup, sponsored by ELF and for competitors driving Renault-Alpine V6 Turbo cars, the latest hot GT coupé from the Regie Renault. These are one of the quick GT cars of today and they provide some good racing, but it seems a pity that it is a one-make affair. In the "good old days" the Sunday morning race used to be called the "Coppa Inter-Europa" and the field was invariably comprised of Ferrari 250GT coupés, all the V12 engines making a glorious sound, while the racing was pretty competitive and ruthless. These Ferraris were no-nonsense competition coupés, not prissy and "tarted up" like the restored versions we see about today, but slightly battle-scarred racing machinery, The "Coppa Inter-Europa" was not restricted to Ferraris, and there was one glorious year when Roy Salvadori joined in with a GT Aston Martin and drove them all into the ground. After this GT race there was what the programme described as a "sfilata autostoriche GT-GTS" or in other words a parade of historic GT and GTS cars, a nice loose phrasing that encompassed anything from a Lotus Elite Climax to an LM Ferrari. This parade saw the cars line up on the starting grid and then make a lap behind a pace-car and then stop on the grid again. An Italian flag was waved and the race was on! So much for a "parade". It was Harry Flatters for everyone and a very standard looking 4.2 litre E-type Jaguar simply ran away with the event. A long way behind came two "beautiful" Ferrari LM coupés, and then sundry Fiats, Lancias and Alfa Romeos. Some of the Alfa Giulietta coupés sounded just like they did in the sixties, pulling well over 7000 rpm on the long straights and sounding glorious. It was some "parade".

In the non-Formula One part of last month I thought I would take a look at something different, so borrowed a "classic" BSA motorcycle and rode out to one of our local grass airfields with some friends on their "classic bikes" for a pleasant afternoon in the sunshine at a "Wheels & Wings" gathering. It was quite remarkable how many fellow motor racing enthusiasts were there, as well as people I had not seen for more years than we care to remember, and some very long-standing readers of MOTOR SPORT. It was a splendid day off, with some delightful motorcycling down Hampshire country lanes.



Apropos of nothing I attach a photograph of Neil Corner's Type 59 Bugatti Grand Prix car of 1934. This is a real one, and it ran away with the Bugatti race at the last VSCC Silverstone meeting. It will be useful to look at when the "fake" ones appear on the old (!) car scene.

One final word. A vintage friend writing about old car matters ended with his thoughts on the Birmingham road-race which got washed out. He said, quite simply, "They didn't deserve that." I am sure it sums up everyone's feelings.

Yours etc,
D.S.J.

Musings

Mercedes 560 and beyond

Leaving the perils of agitated Subaru owners and allwheeldrive behind him, our musing monthly writer drives the latest in British offerings from Mercedes-Benz at 150 mph speeds. Taking the opportunity to talk to the factory's engineers and chief development driver about intriguing developments of the three pointed star's mystique.

The view is a beautiful one for lovers of shared speed. Ahead, leading 203 inches of the latest in Mercedes-Benz V8 machinery, the glinting chrome of the Daimler-Benz star. Adorning the £47,225 SEL 560 saloon, the star's centre point is employed to aim one and threequarter tons of four door saloon at the 2.02 mile upper band of General Motor's Millbrook proving ground.

We are running raised tyre pressures, but otherwise the same standard 300 brake horsepower and 334 lb ft of torque that lazily murmured its assistance on the road to the track.

The aluminium encased 5547 cc (96.5 x 94.8 mm) with an overhead camshaft topping each vee bank is redlined at 6100 rpm, which means we are exceeding Britain's overall speed limit in only the second ratio of the Mercedes manufactured and designed automatic quartet.

Third is utilised as we ascend the banking at two miles per minute, another swift and smooth shift (ignition timing is automatically altered to lower torque during the gearchange for durability and civilisation reasons) taking us towards the target of the company's maximum speed claim: 155.25 mph.

Inside the steel body is not the usual testing crew of one or two persons, but three adults watching a fourth at work, knowing that their futures depend on his actions. Concrete blocks rushing beneath 215/65 radials seek to disturb the artificial calm within that walnut-appointed cabin.

Andrew "Marathon Man" Cowan, farmer of more than 700 Scottish acres, owner of three previous S-class Mercs, is mirrored in his unaccustomed back seat role. Former Ford and Mercedes rallyist, now better known for his Paris-Dakar exploits in Mitsubishi's Pajeiro, Cowan has certainly not had this perspective on life at 150 mph before.

Neither have the other occupants had to endure such consistent speed and provide conversation: Mercedes-Benz United Kingdom Public Relations manager Erik Johnson and Dipl-Ing Frank Knothe, one of Daimler Benz development engineering chiefs amongst the thousands employed at Unterturkheim, fall silent as the orange speedometer needle rests on 150 mph.

At 145 mph indicated you can chat, at this 150 mph pace Millbrook's yellow line to mark the preferred upper safety limit edges towards those 7J alloy wheels now bearing a load that must exceeded the static two tons (car plus occupants) handsomely. Conversations are stilled as the clear analogue instrumentation that lies behind the massive four spoke steering wheel records further progress.

Now the speedometer flickers beyond 155 mph on the dial, the tachometer as unruffled at roughly 5250 rpm as the oil pressure and water temperature gauges. I complete two more laps at this indicated maximum pace. Drifting grey clouds, snatches of verdant Bedfordshire countryside and those omnipresent banking rails whipping by our cocoon of electronically managed steel and glass.

Conversation begins again as the S-class settles into the muted roar of sustained speed. Everyone, even the previously impassive engineer, is relieved that the mystique of Mercedes has revealed another aspect of fast motoring: the 150 mph living room approach!

A later sortie in a LHD model, complete with a computer that is not yet available for RHD persuades Andrew Cowan to drive us over the twistiest and hilliest sections of this magnificent GM track. Andrew drives with calm and experienced speed whilst we experiment with the suspension settings available on this powerful saloon.

Initially we marvel at the automatic provision of firm and soft damper action provided by the prompting of a mercury switch, in turn activated by any increase in cornering speed (0.5G is the lateral threshold) and the manner in which it reverts to the original soft setting after four seconds of slow travel.

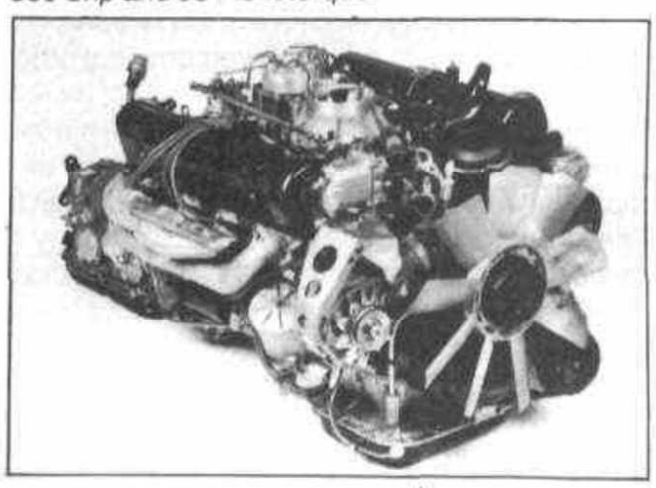
Complete with twin coil springs and gas pressurised dampers on each rear semi-trailing arm and wishbone front suspension, the largest Mercedes saloon swoops around our hilly terrain with impressive agility. The Japanese have promised such abilities before with "inflight" adjustable damping, but this system works and we are promised further development in cheaper models.

Equipped with hydropneumatic suspension the 560s — and less powerful LWB models such as 420 and 500 SEL — feature variable ride height. We first encountered this on the prototype 190E 2.3/16s at Hockenheim, when it had been particularly useful for their three car record-braking runs at Nardo. Herr Knothe assures me that the mechanical principles are entirely different for the S-class, although it is true that elements of S-class self-levelling rear suspension did speed 2.3/16's development of variable ride height.

However achieved, the object of lowering a car for high speed travel and raising for lower speed travel, is worthwhile. For an overall drop in height, together with a reduction in body to ground distances, contributes in the hunt for decreased air resistance with consequent speed and fuel consumption bonuses.



A MERCEDES-BENZ 560 SEC Coupé at speed, it has a maximum of over 150 mph. (Below) The V8 engine which, in top specification, produces 300 bhp and 334 lb ft torque.



However, the biggest bonus to the driver, during that Millbrook exercise, was the appreciable increase in stability conferred as the system drops the 560 nearly one inch beyond 75 mph, only regaining that lost inch (0.94 inch for pedants) as speed drops beneath 68 mph.

Herr Knothe confirmed that the lower ride height creates that fashionable Formula 1 quality, "downforce". Meaning that the bodywork is actually loaded aerodynamically with consequent increase in cornering capabilities: provided such downforce is properly distributed!

This D-B engineering statement quite surprised me for I know of cases where manufacturers have mounted enormous rear wings and enlarged front spoilers without creating discernible saloon car downforce.

Conversation with chief development engineer Guido Moch is always a pleasure unless he is hurling you around the factory's small and steeply banked test track, after lunch! A ride in the equally capable 560 SEC left behind the knowledge that Daimler Benz not only holds its own brand of driver instruction courses, but also produces slick-shod racing cars to enhance the instruction!

Currently BMW in Germany and Audi in the UK are making masterful noises about their respective brands of high speed driver instruction (I can recommend the BMW Rauno Aaltonen course, *if* you can crack the enormous waiting list) but I gather DB's training is far more thorough.

Instead of an instructor being pleased with your progress once the inevitable marker cones are left intact, or a skid corrected, DB times and measures all facets of your performance. Thus driver performances are accurately monitored: stopping distances, cornering speeds, all are relayed electronically.

The shame is that such factory-backed instruction is not offered to the public: members of Britain's SAS force have benefited, along with other drivers who need counter-terrorist action, and there are successful graduates of DB's skill courses from Israelis to Arabs.

I asked Herr Moch, who has worked for DB since 1959 graduation from the University of Karlsruhe, whether the slick-shod cars used for some speed instruction were simply European Championship Group A racers? "Oh no," came the grinning reply, "we make all kinds of cars for this you know . . . big V8s with Formula 1 wheels and tyres. It's fantastic fun, teaches us more about the car possibilities and the drivers can reach a higher standard."

No, they did not want a journalist along on the course. Doubtless one of the "scoop" magazines will soon have a pic of the big-wheeled S-class and the caption (surely left set up from decade to decade?) "Mercedes make racing comeback!"

Trading as Mercedes Benz United Kingdom Limited (the parent factory's Daimler-Benz dropped for obvious conflict reasons in the UK), the British end of a powerful and profitable Stuttgart giant — now busy diversifying into unrelated areas as well as building a third car factory complex at Rastatt — continued to set new sales records.

At first glance Benz commercial success in our country seems of much the same genre as has seen fellow townsmen Porsche clamber ever upward, prices apparently no bar to sales increases. For example Mercedes UK sold an extra 25% to set a new UK record of more than 18,000 cars in 1985. This year, despite the pound's remorseless slide to a 3Dm exchange rate, the British operation is set to sell 19,500 units.

Of that near 20,000 annual sales rate some 7000 cars will be from the 190 range, one that the company says, "is important to us in making new friends, or what the marketing men call conquest sales." That means Mercedes has been mildly surprised by the cross-section of machinery part-exchanged at its 105 British dealerships.

The obvious supposition is that the deadly rivalry between Mercedes 190 and BMW 3-series, one exemplified in saloon car racing by European Championship conflicts in 1986 and likely to be escalated by the 1987 arrival of M3, is also transmitted by trade-ins between the two marques. I understand this is not Mercedes experience in Britain.

One member of the Milton Keynes marketing force told me, "we actually get a lot of what we call aspirant cars in: Golf GTIs, Sierra 4x4s, that kind of thing, where the buyer is on the look out for a car that says something more than mass production transportation.

"Of course we get 3-series, but I can honestly say it has been the variety of trade-in marques that has pleased us with the 190 range, which has also been made more freely available than any other Mercedes model. People in this category will not wait in the way traditional Mercedes buyers do . . ."

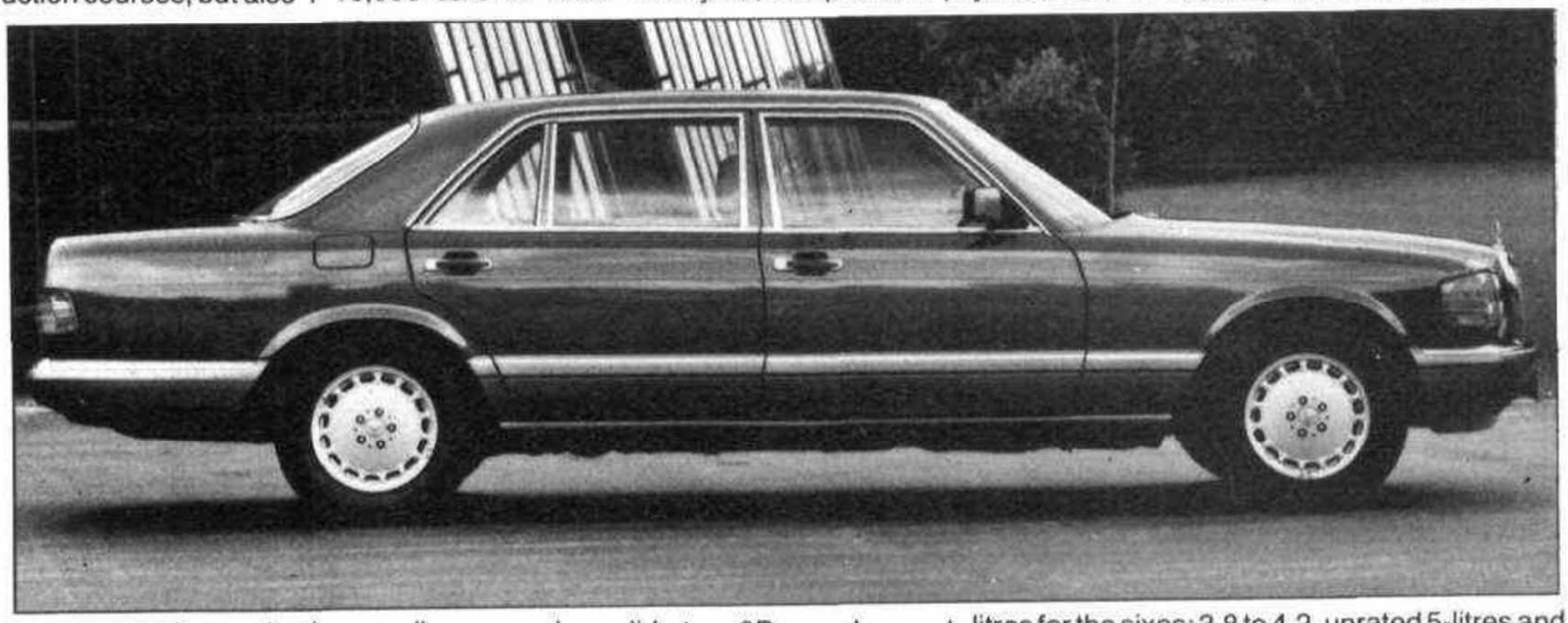
Mercedes is not likely to pursue BMW's British sales boom. Munich's representatives have been selling at an increasing volume ever since the factory took over the formerly TKM-owned concessionaires and 1985 saw them comfortably over 30,000 UK units. Just how long BMW can keep its upmarket posture whilst selling 3-series four cylinder models at Vauxhall/Ford prices remains to be seen. Mercedes-Benz in the UK wants none of it: "the plan is carefully restrained growth and we see 20,000 cars a year as a kind of threshold figure," explained Erik Johnson. Like Porsche GB, Mr Johnson's employers are concerned that too many cars will hurt resale values.

The 1986 sales season has seen Mercedes in Britain catch up on some of the established LHD offerings. These include the dramatically noisy air bag safety devices, revisions to S-class and SL models ranges, with repeated inline six cylinder and V8 capacity increases (2.8 to 3.0 litres for the sixes; 3.8 to 4.2, uprated 5-litres and now the 5.6 in V8s). Britain has also received the middleweight Mercedes Estates this year, an early priority because the UK is the best European market outside Germany for both estate and V8 Benzes.

The 190-related sales activity has reduced the average age of UK D-B customers by five to ten years, but one gets the feeling they would still like a broader section of the sub-35 year old sector to opt for the tristar, and the signs are of effective action to support that ambition.

Next year's introduction of the 2.6 litre six, a notably smooth fuel injection six normally found in 260E, into the 190 line (190E 2.6) promises to give Mercedes a more efficient challenge to BMW's 325/320i sixes. Filling the Mercedes price chasm between £20,000 plus 2.3/16 and the £11,720 starting point of the 190 line.

I enjoyed driving Mercedes in such unusual company, but know I'll not be joining the eleven GP drivers who have dealt with the factory's travelling representative to acquire the latest in 560 motoring. However, I was puzzled as to why only Michele Alboreto and Nelson Piquet opted for the saloon? Answers from the DSJ/AH combine in a plain brown envelope please. — J.W.

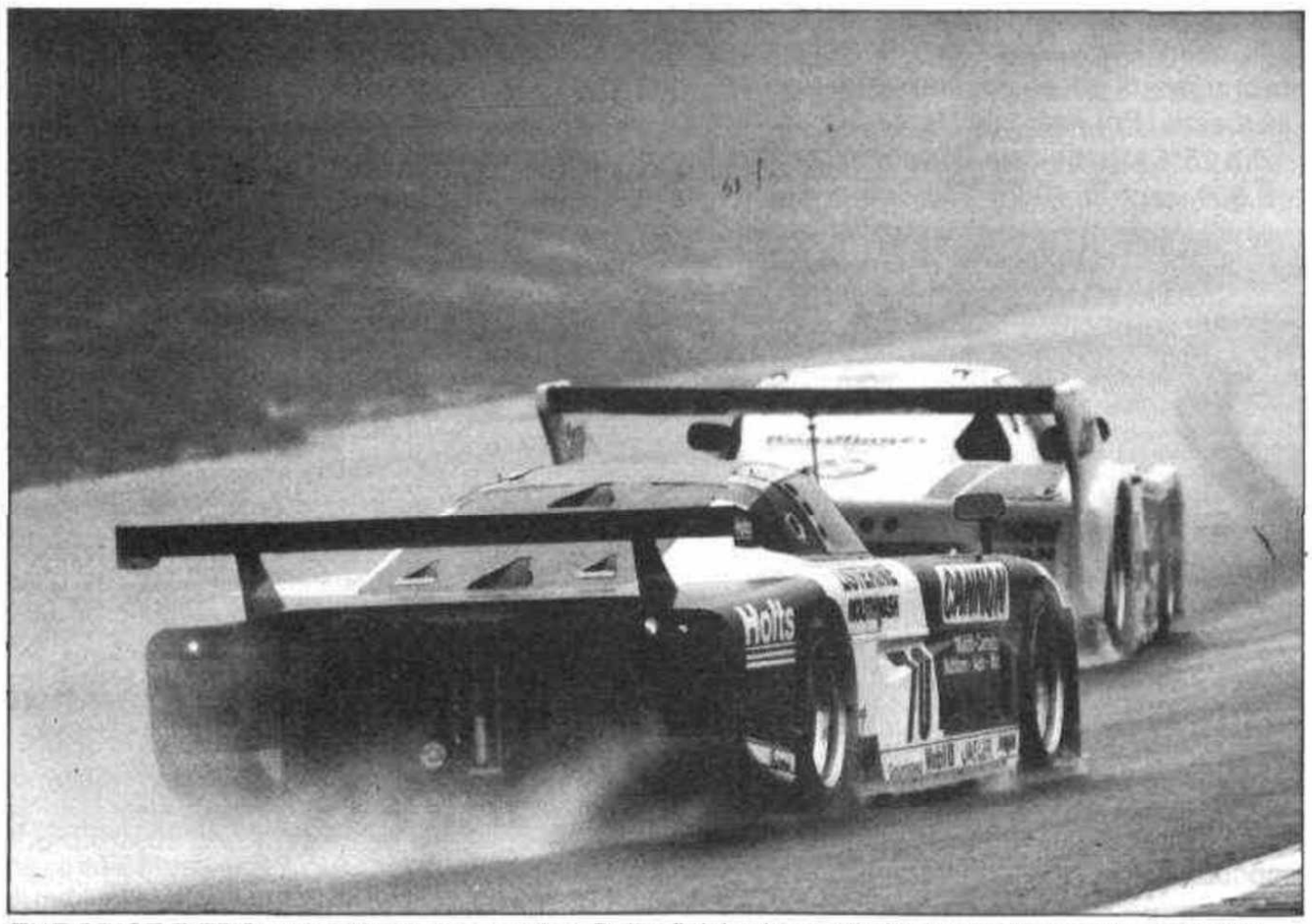


THE FLAGSHIP of the Mercedes-Benz 'S' Class, the 560 SEL.

Nürburgring 1000kms

WORLD SPORTSCAR CHAMPIONSHIP

First win for Kouros Sauber-Mercedes



THE SPICE FIERO of Gordon Spice and Ray Bellm finished a creditable seventh overall and third in Group C2 following a major rebuild after being innocently involved in the accident which stopped the race.

THE TURBOCHARGED, Mercedes V8-powered Kouros Sauber earned its first success in the World Sportscar Championship at the Nürburgring on August 24, Mike Thackwell having dominated proceedings with the help of Henri Pescarolo. Though the results reveal that Rothmans-Porsche and Silk Cut Jaguar lost all their cars it wasn't a hollow victory, for in dreadful weather conditions Thackwell had commanded the race until it was stopped by a multiple accident.

The weekend began badly for Tom Walkinshaw's Jaguar team when Derek Warwick crashed one of the three entries during the untimed practice session, putting a wheel up the kerb on a fast, uphill left-hander and spinning wildly into the armco. The car was extensively damaged and Walkinshaw had the job of fitting six drivers into two cars, nominally Eddie Cheever/Jean-Louis Schlesser/Hans Heyer in one, Warwick/Jan Lammers/Gianfranco Brancatelli in the other. Again Warwick was not the most popular man around, Cheever protesting that he didn't want the Englishman's cast-off in his car, but the situation resolved itself: Brancatelli was gripped by a fever on Saturday night, unable to rise from his bed on race day. Heyer was told his services would not be needed, and six laps into the race the transmission failed on Cheever's Jaguar leaving the American stranded in the Eifel countryside. Two down and one to go!

As a generalisation, if it is raining anywhere in Germany it will be pouring at the Nürburgring. While the southern part of the country basked in temperatures of 30 degrees the three days of the meeting were marred by rain, never worse than when the 31 cars lined up for the start. At times visibility was down to 200 metres as low clouds blew over at ground level, very much like conditions for the infamous German Grand Prix of 1968. Today's ground effect cars send a wall of water 10 metres into the air and the drivers were practically on compass bearings, relying on a mixture of skill, reflexes and luck to keep out of trouble. In mind, too, was last year's Fuji 1,000 Kilometre race which was boycotted by all the European teams, though in Japan track flooding was far more severe.

Thierry Boutsen's Brun/Jägermeister Porsche 962C was on pole position with Hans Stuck's Rothmans-Porsche alongside. Stuck is rarely denied pole position but his PDK semi-automatic transmission was not behaving well in qualifying, and the most interesting of the three works cars at the circuit was the spare machine which has PDK with automatic upshifts which make the driver's job a little easier. On the second row were Cheever and Mauro Baldi in the Liqui Moly Porsche, with Jochen Mass (Rothmans-Porsche) and Mike Thackwell on the third.

A good start was more critical than ever and, as Boutsen moved from right to left for the "chicane" turn, Stuck went to the right and gained the lead, the only driver to have a clear view of the road. Within four laps the Bavarian had increased his lead to 10 seconds but Thackwell was gaining in the blue Sauber, helped by superior Goodyear rain tyres. Having disposed of Cheever (about to retire) and Boutsen, the New Zealander rapidly closed on Stuck, though it took him an uncomfortable eight laps to penetrate the spray and move ahead.

Warwick was redeeming himself with a fine drive in the Silk Cut Jaguar, finally dealing with Boutsen after 20 laps though now 30 seconds behind the leaders. At this point Piercarlo Ghinzani, driving a Porsche (Joest Racing Team's) only for the second time in his life, was fifth and everyone else had been lapped including Mass, Baldi, and the Brun Porsches of Oscar Larrauri and Frank Jelinski.

But 42 minutes into the race the main straight was full of spinning and crashing cars, a situation that seemed almost inevitable. Pierre Chauvet, in the Lucky Strike Argo, had been blinded by spray and crashed into the back of the Roy Baker Tiga driven by David Andrews, at the first corner. Further round the track World C2 Champion Ray Bellm, also unsighted, crashed into the back of the slow-moving Isolia, and these two accidents brought out the pace car. As at Brands Hatch, and strictly in accordance with FISA rules, the pace car did not seek the leaders but brought into line Heuclin's ALD, Volker Weidler who was going well in Costas Los' March-Porsche, Warwick in third place, and the Porsches of Boutsen (fourth) and Mass.

Controversially, but again strictly in accordance with the rules, a white flag was shown at the startline though even those who saw it (and most did not) were not to know that a queue of cars were 300 metres ahead and travelling at snail's

pace — the Jaguar pace car almost stopped where the Argo was parked at the chicane.

Out of the gloom burst the Kremer Porsche driven at full speed by James Weaver, with Baldi on his gearbox. Spectators in the main grandstand were horrified to see the accident in the making: "The inside of my car was a fog, and although I saw the white flag I just lifted off," said Weaver. "I knew Baldi was there and I dared not brake — but then I saw the other cars and I had to brake; Mauro never stood a chance."

Inevitably Baldi hit Weaver's Porsche and spun wildly across the track, through the queue of almost stationary cars. In the Jaguar pit manager Paul Davis showed great presence of mind, shouting to Warwick over the radio: "Go left, there's an accident." Warwick accelerated clear, followed by Boutsen who said: "I saw Baldi coming straight at my door. I just had time to hit the throttle, and he glanced off the back of my car."

Worse was to come, for Thackwell and Stuck were also completely unaware of the situation. Thackwell, at least, had visibility and was able to slow sufficiently to avoid the melée. Stuck, six seconds later, only saw spray from the Sauber and, too late, braked and swerved to avoid one car only to collide with Mass, a terrible blow which removed the entire left side of his Porsche and the right rear of his team-mate's. Just on two righthand wheels Stuck's car careered on another 200 metres, coming to a halt at the chicane after grazing the side of the Sauber. "If I'd hit Jochen's car on the other side I'd have been dead, for sure," said Stuck in a state of mild shock.

Although three wheels flew high in the air, and debris littered the track, the only casualties were two marshals who bravely but impotently ran onto the track with yellow flags and were bruised by flying fibreglass. They returned for duty at the restart, three hours later.

Feelings ran high among the drivers, Jochen Mass being all in favour of suing the organisers, but in the final analysis it is the rules that need changing. Having said that, it needed only a grain of sense to put out yellow flags, and the yellow warning lights at the startline gantry, to have avoided the accident. It was a miracle that no drivers were hurt, and only two cars were too badly damaged to restart.

A new race was announced, then delayed, and a three-hour race was started three hours after the accident. The results were on aggregate, but even now there was no precedent for fuel consumption and the second race was free so far as consumption was concerned, a matter which may concern FISA when it comes to confirming the result for it was not strictly to Group C regulations. Conditions had not improved and Walter Brun, who had first-hand experience of the risks, withdrew his three cars; Reinhold Joest and the Kremer brothers withdrew their single entries and only 18 cars restarted. The Kouros Sauber team and Tom Walkinshaw were all in favour of carrying on, both sensing victory and both feeling a lot of pressure. Jaguar badly needed a result, while Peter Sauber was obliged to Kouros who sponsored the race and brought 1,000 guests



MIKE THACKWELL and Henri Pescarolo gave Sauber and Mercedes-Benz a maiden victory in Group C. Even had some of its main rivals not been eliminated by an accident, it is likely that the car would still have won.

(apart from which, the continuation of the Yves St. Laurent sponsorship has not been confirmed for 1987).

Warwick was determined not to extend his run of bad luck and, still in dreadful conditions, drove doggedly six seconds behind Thackwell keeping as far out of his spray as possible. Baldi had taken the restart, the Liqui Moly Porsche needing no more than a new nose panel, and held third place from de Villota until pitting to have a missing wiper blade replaced.

The rain stopped, the spray dwindled, and 40 minutes into the race Thackwell's lead reduced as his rain tyres started overheating. The blue car spun, under pressure, and Warwick went into the lead for the first time as the Sauber came in for another set of rain tyres, of harder compound. "We made a mistake there," said Thackwell. "The second set was worse than the first; I'd have been quicker on slicks."

Baldi stopped again when drive to the wiper arm failed, Richard Lloyd's team now realising that the dislodged nose panel had done more damage than was apparent. Klaus Niedwiedz took over, on slicks, five laps behind and began a spectacular climb up the leader-board. From 14th he quickly moved up to 10th, setting a string of fastest laps while the better placed teams hung on, waiting for refuelling before changing tyres. As yet, they could not see the threat.

All the teams kept to a regular fuel schedule, which should impress FISA, and at half distance Lammers and Thackwell were a lap clear of Gordon Spice's C2 entry, de Villota, Los, and Marc Duez in the Ecosse. The C2 cars would refuel only once, the C1 cars twice, which brought the little ones closer than usual to the race leaders, but the Spice, the Ecosse and the Gebhardts were extremely impressive that day, humbling some Porsches. It was surprising that the Spice was in the race at all after Bellm's accident, which pushed the left front wheel against the bulkhead, but the brilliant Graham Humphrys design allowed for a complete front end strip down and rebuild with new parts within the three-hour interval — and the car was as good as new, placed fourth in the "second heat" though seventh on aggregate.

The Austin Rover powered Ecosse V6 was, as at Brands Hatch, sufficiently powerful, reliable and economical to scoop the C2 division, placed fifth on aggregate. ARG's contracted rally ace Marc Duez partnered Ray Mallock, indicating a higher level of interest and support from Austin Rover for Hugh McCaig's team, and the two drivers did a sterling job to see off the works Gebhardt driven by Walter Lechner, Max Payne and Ernst Franzmeier. Ian Harrower and Evan Clements were just off the pace, though fourth in class and eighth overall was enough to keep the team narrowly ahead of Spice Engineering in the C2 Teams Championship.

In second place now, the Sauber was refuelling out of sequence after the initial tyre change, and when Thackwell finally handed over to Henri Pescarolo the track was merely damp, and the Mercedes powered car again went a lap down. In the Jaguar pit Walkinshaw's hopes were soaring, but puffs of smoke from the back of the car were clearly not based on water. The puffs became a haze, then a cloud, from a severed oil pipe to the right-hand camshaft bank.

Then it was over. Lammers pitted, the Jaguar mechanics "took a chance" as they admitted, by crimping the metal pipe which could not easily be changed. Another two laps and the Dutchman was parked on the grass with a camshaft seizure.

Pescarolo was able to wind off the pace and Niedwiedz, going like a train, unlapped himself three times in two hours to finish two laps behind on aggregate, narrowly ahead of the steadily driven Fitzpatrick/Danone Porsche. Another unusual sportscar race, memorable mostly for the wrong reasons, produced Mercedes' first World Championship victory for over 30 years and everyone hopes there will be more. Tom Walkinshaw revealed at this race that, although the Silk Cut Jaguars are entered as having 6-litre engines, the true capacity since the start of the season has been 6.3 litres, and race power as high as 680 bhp at 6,500 rpm, so clearly this British team, too, has the potential to win a second time. — M.L.C.

RESULTS
Nürburgring World Sportscar Championship race
Aggregate of 22 laps and 3-hour restart

1st:	M. Thackwell/H. Pescarolo	5.0 t/c Kouros Sauber-Mercedes	121 laps in 3 hr 42 min 30.02 sec
2nd:	M. Baldi/K. Niedwiedz	2.8 t/c Liqui Moly Porsche 956B	119 laps
3rd:	E. de Villota/F. Velez	2.6 t/c JFR Danone Porsche 956	119 laps
4th:	J. Lässig/F. Ballabio/H. Grohs	2.6 t/c Obermaier Porsche 956	115 laps
5th	R. Mallock/M. Duez	3.0 Ecosse ARG V6 C2	115 laps
6th:	W. Lechner/M. Payne/E. Franzmeier	3.3 Gebhardt-DFL C2	112 laps
7th:	G. Spice/R. Bellm	3.3 Spice Pontiac DFL C2	110 laps
8th:	I. Harrower/E. Clements	3.3 ADA Gebhardt-DFL C2	107 laps
9th:	J. Winther/A. Palavacini	3.5 URD-BMW C2	107 laps
10th:	C. Los/V. Weidler	2.8 t/c March-Porsche 84G	106 laps

Average speed and fastest lap, not given

Formula One — Italian GP 7th September

RACE

1 Prost: Changed to spare car as field received green flag; started race from pit lane; 24th end of lap 1; raced up to 5th by lap 21; tyre stop lap 22; disqualified lap 28; **Retired**.
2 Rosberg: 5th on lap 1; Passed by Johansson lap 5; tyre stop lap 23; ran consistent but uninspiring race; passed Berger's sick Benetton lap 48; finished 4th.
3 Brundle: 13th on lap 1; ran mid-field; lapped by leader on lap 23; moved up to 8th place; slowed near end with electrical misfire; dropped back to 10th.
4 Streiff: 19th on lap 1; long pit-stop lap 8 to repair damaged nose cone; ran consistently after that to finish 9th.
5 Mansell: 2nd on lap 1; Took lead lap 7; tyre stop lap 25; regained lead lap 27; passed by Piquet on Curva Grande lap 38; had to settle for worthy 2nd place.
6 Piquet: 3rd on lap 1; 2nd on lap 8; tyre stop slow lap 22; dropped to 6th; relentless domination of opposition; 2nd on lap 29; took lead on lap 38; led to finish.
7 Patrese: 14th on lap 1; Struck by Tambay's Lola in right side on lap 3; limped to pits to **Retired** accident damage.
8 Warwick: 9th on lap 1; Ran 8th for a time; **Retired** on circuit when rear aerofoil mounting broke, lap 17, after a spin into the guard rail.
11 Dumfries: 10th on lap 1; Ran well in mid-field fluctuating between 9th and 10th; **Retired** on lap 19 with gearbox failure.
12 Senna: 5th place on grid; clutch failure start; **Retired**.
14 Palmer: 18th on lap 1; running quite strongly until pit stop on lap 19; electrical problems; another long stop lap 26; **Retired** lap 28.
15 Jones: 15th on lap 1; ran midfield going well; tyre stop lap 23; loss of balance weight caused second stop lap 30; ran strongly to end to finish 6th.
16 Tambay: 12th on lap 1; excursion off circuit on lap 3; T-boned Patrese's Brabham on rejoining track; **Retired** accident damage.
17 Danner: 20th on lap 1; lapped by leader on lap 17; ran consistently, profiting from retirements to move up to finish 8th two laps behind winner.
18 Boutsen: 11th on lap 1; dropped to 14th on lap 2; lapped by leader on lap 22; "best of the rest" to finish 7th.
19 Fabi: Left behind on dummy-grid; started at back of grid; 17th end of lap 1; raced up to 8th by lap 8; tyre stop lap 24; pits lap 31 misfire; rejoined 14th; **Retired** puncture.
20 Berger: Led for six laps; dropped back to 4th; led laps 25 & 26 during tyre stops; comfortable 3rd; misfire developed; dropped to 5th one lap behind leader.
21 Ghinzani: 22nd on lap 1; lapped by leader on lap 12; **Retired** lap 13 when rear suspension broke and caused a lurid spin.
22 Caffi: First F1 race; ran steadily and consistently at back of field to finish; kept out of trouble and kept machinery in one piece; full marks.
23 de Cesaris: 16th on lap 1; pit stop for attention on lap 7; dropped to last place; **Retired** on lap 34 with engine failure.
24 Nannini: 21st on lap 1; **Retired** on lap 16, engine failure.
25 Arnoux: 4th on lap 1; passed by Alboreto on lap 3; hung on to leading group; moved to 2nd during tyre stops; pit stop on lap 29 with gearbox trouble; again lap 30; **Retired** lap 31.
26 Alliot: 7th on lap 1; passed by Johansson and Warwick lap 2; dropped back to 12th on lap 9; climbed to 9th; **Retired** with engine failure on lap 23.
27 Alboreto: 6th on lap 1; passed Rosberg lap 2; passed Arnoux lap 3; passed Berger lap 8; ran close 3rd; spun at first chicane and damaged wheels; pit stop lap 17; climbed to 5th; **Retired** lap 34, engine.
28 Johanson: 8th on lap 1; passed Alliot, Rosberg, Arnoux; ran 5th; tyre stop lap 24; kept position; inherited 4th place; passed ailing Benetton in closing stages; finished a good 3rd.
29 Rothengatter: 25th on lap 1; **Retired** on lap 2 with engine failure.
31 Capelli: First F1 race for AGS car; 23rd on lap 1; ran quite well near back of field; lapped by leader lap 15; **Retired** on lap 32 when rear tyre punctured.

QUALIFYING TIMES

No.	Driver	Car	Friday	Saturday	Grid pos
1	Prost	McLaren	1.26.885	1.24.514	2
2	Rosberg	McLaren	1.26.742	1.25.378	8
3	Brundle	Tyrrell	1.31.266	1.29.125	20
4	Streiff	Tyrrell	1.30.199	1.30.976	23
5	Mansell	Williams	1.26.181	1.24.882	3
6	Piquet	Williams	1.26.614	1.25.137	6
7	Patrese	Brabham	1.27.348	1.26.111	10
8	Warwick	Brabham	no time	1.25.175	7
11	Dumfries	Lotus	1.29.857	1.28.024	17
12	Senna	Lotus	**1.25.363**	1.24.916	5
14	Palmer	Zakspeed	1.32.064	1.29.659	22
15	Jones	Lola	no time	1.28.043	18
16	Tambay	Lola	1.29.744	1.27.808	15
17	Danner	Arrows	1.30.397	1.27.923	16
18	Boutsen	Arrows	1.28.051	1.26.754	13
19	Fabi	Benetton	1.26.019	**1.24.078**	Pole
20	Berger	Benetton	1.25.580	1.24.885	4
21	Ghinzani	Osella	1.36.128	1.36.334	26
22	Caffi	Osella	1.36.900	1.38.493	27
23	de Cesaris	Minardi	1.31.375	1.29.561	21
24	Nannini	Minardi	1.29.239	1.28.690	19
25	Arnoux	Ligier	1.27.928	1.26.187	11
26	Alliot	Ligier	1.27.287	1.27.269	14
27	Alboreto	Ferrari	no practice	1.25.549	9
28	Johansson	Ferrari	1.26.517	1.26.422	12
29	Rothengatter	Zakspeed	1.32.726	1.30.904	24
31	Capelli	AGS	no time	1.33.844	25

Italian GP — F1

Monza

51 laps of 5.800 km circuit

295.800 kilometres

(183.802 miles)

Warm — av. crowd

27 starters — 11 finishers

Winner's av. speed 228.373 kph
(141.904 mph)

Fastest Lap
T. Fabi
1 min 28.099 secs on lap 35
av. 237.006 kph (147.268 mph)
(new record)

Old Record
N. Mansell 1 min 28.283 secs (1985)

All cars 1500cc turbocharged

RESULTS

Pos	Driver	Car/Engine	Time	Best Lap	On Lap
1st	Nelson Piquet	Williams FW11-Honda V6	1 hr 17 min 42.889 sec	1.28.173	35
2nd	Nigel Mansell	Williams FW11-Honda V6	1 hr 17 min 52.717 sec	1.28.803	41
3rd	Stefan Johansson	Ferrari F186-Ferrari V6	1 hr 18 min 05.804 sec	1.28.625	43
4th	Keijo Rosberg	McLaren MP4/2C-Porsche V6	1 hr 18 min 36.698 sec	1.29.221	47
5th	Gerhard Berger	Benetton B186-BMW 4cyl	1 lap behind	1.28.191	43
6th	Alan Jones	Lola THL 2/86-Ford V6	2 laps behind	1.31.050	43
7th	Thierry Boutsen	Arrows A8-BMW 4cyl	2 laps behind	1.32.934	30
8th	Christian Danner	Arrows A8-BMW 4cyl	2 laps behind	1.32.224	41
9th	Philippe Streiff	Tyrrell 015-Renault V6	2 laps behind	1.33.625	40
10th	Martin Brundle	Tyrrell 015-Renault V6	2 laps behind	1.33.391	14
11th	Alessandro Caffi	Osella FA1H-Alfa Romeo V8	6 laps behind	1.39.818	7
12th	Teo Fabi	Benetton B186-BMW 4cyl	retired on lap 45	1.28.099	35
13th	Michele Alboreto	Ferrari F186-Ferrari V6	retired on lap 34	1.30.141	11
14th	Andrea de Cesaris	Minardi M186-Moderni V6	retired on lap 34	1.33.776	20
15th	Ivan Capelli	AGS/JH21C-Moderni V6	retired on lap 32	1.36.290	10
16th	René Arnoux	Ligier JS27-Renault V6	retired on lap 31	1.31.514	21
17th	Alain Prost	McLaren MP4/2C-Porsche V6	retired on lap 28	1.29.501	16
18th	Jonathan Palmer	Zakspeed ZAK 861-Zakspeed 4cyl	retired on lap 28	1.35.845	6
19th	Philippe Alliot	Ligier JS27-Renault V6	retired on lap 23	1.32.244	21
20th	Johnny Dumfries	Lotus 98T-Renault V6	retired on lap 19	1.32.605	10
21st	Derek Warwick	Brabham BT55-BMW 4cyl	retired on lap 17	1.32.444	12
22nd	Alessandro Nannini	Minardi M185B-Moderni V6	retired on lap 16	1.34.401	12
23rd	Piercarlo Ghinzani	Osella FA1H-Alfa Romeo V8	retired on lap 13	1.37.179	11
24th	Patrick Tambay	Lola THL 2/86-Ford V6	retired on lap 3	1.34.443	2
25th	Riccardo Patrese	Brabham BT55-BMW 4cyl	retired on lap 3	1.34.972	2
26th	Huub Rothengatter	Zakspeed ZAK 861-Zakspeed 4cyl	retired on lap 2	1.58.761	1
27th	Ayrton Senna	Lotus 98T-Renault V6	retired on lap 1	—	—

STARTING GRID

↑

19
T. Fabi
†*(Benetton-BMW 4 cyl.)*
1 min 24.078 sec

1
A. Prost
(McLaren-Porsche V6)††
1 min 24.514 sec

5
N. Mansell
(Williams-Honda V6)
1 min 24.882 sec

20
G. Berger
(Benetton-BMW 4 cyl.)
1 min 24.885 sec

12
A. Senna
(Lotus-Renault V6)
1 min 24.916 sec

6
N. Piquet
(Williams-Honda V6)
1 min 25.137 sec

8
D. Warwick
(Brabham-BMW 4 cyl.)
1 min 25.175 sec

2
K. Rosberg
(McLaren-Porsche V6)
1 min 25.378 sec

27
M. Alboreto
(Ferrari V6)
1 min 25.549 sec

7
R. Patrese
(Brabham-BMW 4cyl.)
1 min 26.111 secs

25
R. Arnoux
(Ligier-Renault V6)
1 min 26.187 sec

28
S. Johansson
(Ferrari V6)
1 min 26.422 sec

18
T. Boutsen
(Arrows-BMW 4 cyl.)
1 min 26.754 sec

26
P. Alliot
(Ligier-Renault V6)
1 min 27.269 sec

16
P. Tambay
(Lola-Ford V6)
1 min 27.808 sec

17
C. Danner
(Arrows-BMW 4 cyl.)
1 min 27.923 sec

11
J. Dumfries
(Lotus-Renault V6)
1 min 28.024 sec

24
A. Nannini
(Minardi-Moderni V6)
1 min 28.690 sec

15
A. Jones
(Lola-Ford V6)
1 min 28.043 sec

23
A. de Cesaris
(Minardi-Moderni V6)
1 min 29.561 sec

3
M. Brundle
(Tyrrell-Renault V6)
1 min 29.125 sec

4
P. Streiff
(Tyrrell-Renault V6)
1 min 30.199 sec

14
J. Palmer
(Zakspeed 4 cyl.)
1 min 29.659 sec

31
I. Capelli
(AGS-Moderni V6)
1 min 33.844 sec

29
H. Rothengatter
(Zakspeed 4 cyl.)
1 min 30.904 sec

22
A. Caffi
(Osella-Alfa Romeo V8)
1 min 36.900 sec

21
P. Ghinzani
(Osella-Alfa Romeo V8)
1 min 36.128 sec

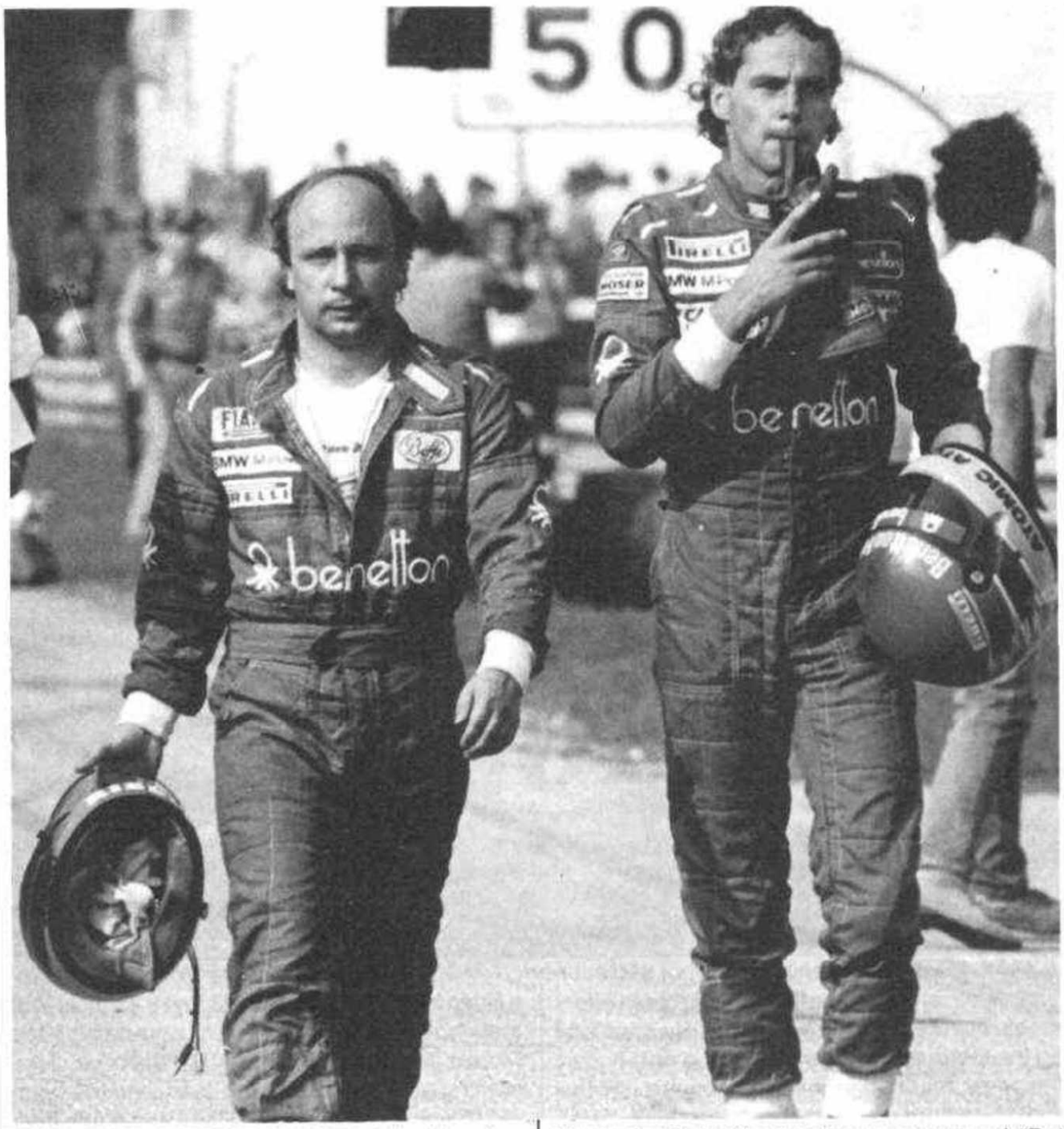
† T. Fabi (Benetton) started from back of grid.
†† A. Prost (McLaren) started from pit lane in spare car.

MONZA

Well, I have never seen that before. I have been watching Grand Prix racing pretty regularly since 1948 and this was the first time I had seen a Grand Prix starting grid without a front row! Even more bizarre, the pole-position driver was at the back of the grid and the reigning World Champion was sitting in his spare car in the pit lane. All that, and the red light was on, with the green imminent, to start the 57th Italian Grand Prix at Monza.

The red light went out, the green came on and the 26 starters on the grid surged forward. In less than 100 yards the black and gold Lotus of Ayrton Senna suddenly slowed dramatically as the clutch gave out and he came to rest with cars passing him on both sides, while the razor-sharp reflexes of his fellow Formula 1 drivers prevented him being hit up the back as he sat in his Lotus, with his arm raised. When the regulatory fire-prevention cars and the doctor's car had gone by, Alain Prost was unleashed from the pit road and set off in hot pursuit, while Senna managed to make his Lotus drag itself off the track to the right, where he parked it and retired. It was interesting that in the turmoil of being stranded in the middle of the track, with cars whizzing by on both sides, he had kept the Renault turbocharged engine running, until it was clear for him to turn right and limp away with just sufficient friction in the clutch to move slowly. Many people thought a drive-shaft had broken, or a drive-shaft joint, or even a gearbox shaft, but it turned out to be a simple matter of the clutch. He had sensed trouble as he slipped the car into gear when the red light came on, indicating four to seven seconds before the green light would shine, because the clutch began to drag and he had had to give a dab on the brake pedal to stop creeping forward.

So what caused this most unusual scene at the start of the Italian Grand Prix? Practice and qualifying had not gone too well on Friday, mainly due to many engines blowing up and coating the circuit with oil, but Saturday improved, though not for everyone. The Italian crowd had felt cheated on Friday because Alboreto had not appeared, and while they love Johansson, Michele Alboreto in car number 27 is their real favourite. "Albert" had had a slight accident on his motorcycle and had fallen off and hurt his shoulder, so he was resting, but he was back on the scene on Saturday, though the partisan crowd was rather small by Monza standards. Throughout the day the tempo was very slow and there seemed to be none of the usual urgency about the afternoon qualifying hour. It was as if everyone was merely going through the motions of Formula 1, without much enthusiasm. For those of us close to the scene the pace of the BMW-powered Benettons, driven by Fabi and Berger, is something we have become used to, so when they started topping the lists the "pit lane habitués" took it in their stride. For the Italian public it was totally alien. Ever optimistic, the Monza crowd expects a Ferrari to be on pole position and, if it is a real "joy



THE LONG AND THE SHORT of the Benetton squad, Berger (right) and Fabi.

day", it would be driven by an Italian driver, and they could cheer their heads off in sheer delight. With Teo Fabi on pole position, driving a Benetton powered by a BMW engine with the car painted basically green and white, there was a bit of a deadly hush when it was announced. "But Fabi is Italian," you might say. "Bleah." "Well, Mr Luciano Benetton and his brothers are Italian," you could add. "Bleah." "But it was running on

SECONDS after the start, Berger leads the sprint into the first chicane ahead of the two Williams-Hondas.



HIS McLAREN naked of its bodywork and supported on slave wheel rims, Keke Rosberg chats to team manager Jo Ramirez in the Monza pit lane.

Pirelli tyres, and they are Italian," you could offer, hopefully. "Bleah." There is no point in mentioning the German BMW engine or the non-Italian designer, team manager, mechanics or the English factory where the cars are built. "Well anyway, Alboreto is well enough to take part in the race." "Hurrah, Hurrah, Hurrah . . ." "And the Ferraris were pretty fast through the speed traps," you might add. "But of course," would be the reply.

I love Italian enthusiasts, they are so uncomplicated. They have a simple outlook in which racing cars are red; red cars are Ferraris; Ferraris are the best. "So what's the problem?" The problem was that Fabi was on pole position with one of the BMW-powered Benettons. Rory Byrne and his team were really chuffed, and the Benetton family was more than able to justify all the time, money and effort it had put into the team since buying it from Ted Toleman. Five years ago the same basic team, financed by Toleman, had made a cautious entry into Formula 1, using a Brian Hart engine in Rory Byrne's chassis and they just managed to qualify one car for the Monza grid. Brian Henton was at the back of the starting grid with a Toleman-Hart, and the team were over-joyed as they felt they had made their first real step forward. That was Monza 1981. Now we were at Monza 1986 and their car was on pole position. It had not been an easy transition, but it was well worth all the blood, sweat and tears.

ALEX CAFFI drove doggedly to the finish at the wheel of an Osella-Alfa, keeping well out of the way of faster runners.



There was a new entry for this race, in the shape of the AGS, a small team owned by Frenchman Henri Julien, with a straight-forward Formula One car powered by a Motori-Moderni V6 turbocharged engine, as used in the Minardi cars. It was driven by Ivan Capelli, who has driven for Tyrrell in the past, and he qualified comfortably, ahead of the two Osellas, as would be expected. This meant that the second Osella was in 27th place and thus unqualified, the rules limiting the starting grid to 26 cars. Normally the second Osella would have been driven by Canadian Alan Berg, but this time young Alessandro Caffi was at the wheel, having his first taste of Formula 1 and really enjoying it. Now Enzo Osella has long been a stalwart supporter of FISA and the World Championship, so everyone (even McLaren International) rallied round and agreed to waive the 26-car rule; so the Stewards sanctioned 27 cars for the race and "Alex" Caffi was able to line up at the back of the grid on his own.

All 27 cars assembled on the "dummy-grid" on the impressive Monza start/finish straight and in due time the 5 minute signal was given. The grid started to clear and engines began to fire up. On pole position the BMW engine in Fabi's car needed quite a lot of cranking with the portable air-starter before it fired, and the official with the green flag held it poised ready to send the field away on its slow parade-lap behind the Benetton. On the other side of the front row of the grid there was panic. Mechanics and engineers were still gathered round Prost's McLaren and a start-line official was waving to the man with the green flag to hold everything. The Porsche engine would fire and then die as the "slave" battery was unplugged from the electrical circuit.

The green flag was waved, Fabi moved forward a few feet and then his engine died and he stopped! The rest of the field had started to move forward and cautiously threaded their way past the stationary McLaren and the stationary Benetton, all conscious that they were breaking the rules of the parade lap because you are supposed to follow the pole position car. The Benetton mechanics rushed to their car and get it restarted and Fabi went away knowing he was going to have to stay at the back of the grid, for the rules do not allow you to regain your position once the green flag has been waved. Meanwhile, Prost leapt out of his car and ran across to the pit lane where the spare McLaren was sitting all ready to go, such is the efficiency of the McLaren team, but he knew that the rules demanded that he stay in the pitlane exit until the whole field had left the start, though in the flap no-one had remembered Article 13, paragraph 3, in the rule book, which states that you can only change cars BEFORE the green flag is waved. Even the pit lane marshal had forgotten that one.

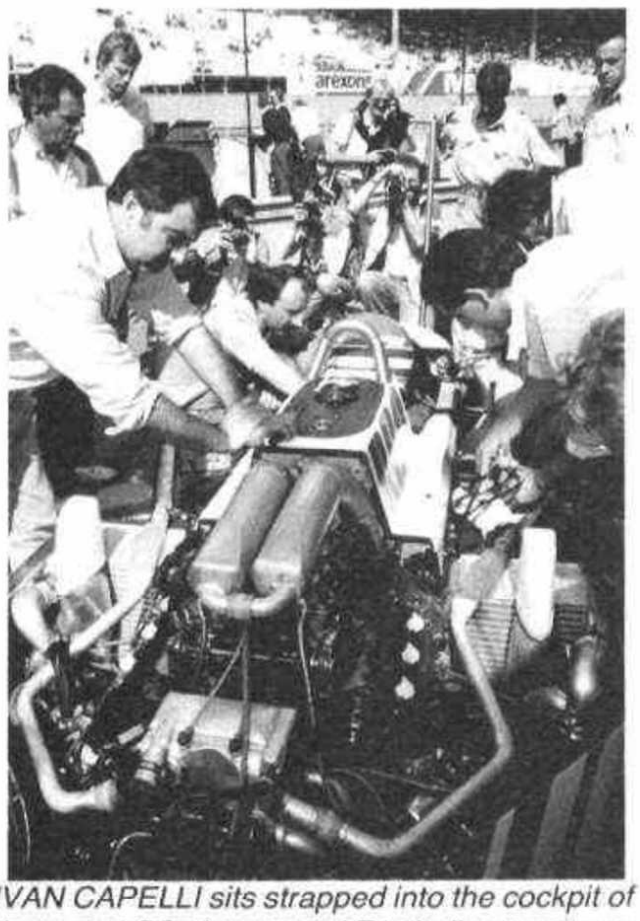
The depleted field returned at the end of its

parade lap, and Mansell and Berger were not the front row of the grid, though they sensibly did not attempt to move up beyond their marks which formed the second row, so there we were with the Italian Grand Prix about to start, and no front row on the grid. Young Caffi, sitting happily on the back row in his first Grand Prix must have wondered what was happening when he found Teo Fabi keeping him company, and up at the front Mansell and Berger knew that the lead was now theirs, unless Senna got the jump on them from row three, but as we know, that didn't happen.

The reigning World Champion took off from the pit lane like a good 'un and we sat back to see what sort of stuff he was really made of, for this was a "moment of truth". By the end of the opening lap he had caught and passed Caffi and Rothengatter, and with Senna already out, he was 24th. On lap 2 he passed Capelli and Ghinzani, 22nd. On lap 3 he passed Danner, Nannini and Palmer, and with Tambay and Patrese retiring, he was 17th. Lap 4, and he passed Streiff and de Cesaris, 15th. Lap 5, he passed Brundle. Lap 6, he passed Boutsen. Lap 8, he passed Alan Jones; he was now 12th. Lap 9, he passed Alliot. Lap 10, he passed Warwick. Lap 11, he passed Dumfries, and now he had caught Fabi who had started 26th but with a flying start over Prost. On lap 14 Prost passed Fabi. He was now 8th and in sight of the front-runners. Alboreto stopped at the pits, which promoted Prost another place, and then he passed Arnoux on lap 18, and his own team-mate, Rosberg, on lap 21. He was now fifth. It was real World Championship driving without any question. Three of his laps had been under 1 minute 30 seconds, while the best anyone else had done was 1 minute 31 seconds.

At the end of lap 22 Prost was seen heading for the pit lane not only for a tyre change but to have the nose-cone replaced as he had taken the right-front fin off as he had bounced over a kerb in his hurry. The stop was a long one by Formula 1 standards, and he rejoined the race in 11th place, but he was soon back on his pace. then two officials appeared on the edge of the track, one with a board carrying the number 1, and the other with a black flag. This meant that number 1 car had to pull into the pit-lane next time round! Prost went by, seemingly unmoved, and re-appeared up the final straight clearly not heading for the pits, but there was smoke issuing from the back of the McLaren. The engine was dead and he coasted past the black flag and number board and pulled off to the side of the track, the Porsche engine had failed.

It subsequently turned out that the black flag indicated that Prost was being disqualified for infringing Article 13 (3), and it had taken the stewards rather a long time to arrive at their decision. There was a lot of shouting and yelling and acrimonious interviews with the media afterwards, which resulted in Prost being fined $5,000 for "bad-mouthing" the FISA and the organisation of the Italian Grand Prix, but in the "hoo-hah" everyone seemed to lose sight of the fact that he retired from the race because his engine blew up. The black flag, was purely a paperwork technicality that had no bearing on



IVAN CAPELLI sits strapped into the cockpit of the new AGS, the second F1 challenger to use the Motori-Moderni V6.

his retirement from the race, after a fine display of hard driving.

For those people interested in the actual race, Berger once again led a Grand Prix (he will win one eventually) only to be delayed, first by a front brake duct breaking away and getting lodged in the suspension, this dropping him back to 4th place and, in the closing stages, suffering from a bad misfire that robbed him of most of his power, so that he gradually fell back to an un-representative 5th place at the end. Mansell and Piquet had followed the Benetton while it had been leading, and the crafty little Piquet had followed his English team-mate with that sort of relaxed ease that suggested he had everything under control. You appreciate this when they start lapping slower cars. If the second man is only just hanging on to the leader, he has to indulge in all sorts of dicey manoeuvres to avoid being left behind, as it only needs one hesitant move in following-through into a corner and you cannot regain your station. When you see the *SENNA and Ducarouge confer.*



second man taking his time about lapping slower cars, so that the leader gets away a little, but is then immediately caught again, you know that the second man has got everything well under control, and Piquet had it exactly that way. I have a simple outlook on Grand Prix racing and put it down to Piquet being the better driver, but Mansell fans argue that, "Poor Nigel had this wrong, or that wrong, and Piquet had better this or that, and it was all unfair." I get tired of listening really, as I am a Piquet supporter and that is the end of it as far as I am concerned.

After a slow tyre stop Piquet was back in third place, while Mansell was away in the lead, but the gap began to close relentlessly and you knew Nelson Piquet was on his way. There was no need to put a stop-watch on the gap between the two Williams-Hondas, the reducing gap was visible each time round and Piquet went into the lead on lap 38. He got comfortably ahead of Mansell and then eased off to set the pace and the two Williams-Hondas cruised home to another impressive first and second. And to think that a rather self-important Fleet Street Sunday journalist forecast that the Williams team would crumble into a shambles when poor Frank Williams suffered that awful car accident back in the winter. If anything, the temporary loss of the "Boss" seems to have inspired the whole Frank Williams empire to even greater things than they were anticipating, and it has all been the best therapy possible to assist Frank in his slow recovery.

But what of the Italian crowd, large as always, but not as large as normal when Ferrari is on a high. "Albert" saved the day initially by driving an inspired race, a bit rough and ragged at times, bouncing over kerbs with daylight under the front wheels, but nevertheless hanging on to a fine 4th place. A spin out of one of the *chicanes* saw him brush the guard-rail and damage the two wheels on one side, necessitating an early pit-stop, but he climbed his way back up to 5th place only to have the engine fail. Meanwhile, Stefan Johansson had moved up from 8th place on the opening lap, to 5th place and took over when Alboreto made his mistake. There was no way he could match the Williams-Honda team, but he drove hard and fast and brought cries of joy from the crowd when he took third place from the ailing Berger in the closing stages, thus getting himself up on the all-important winner's podium at the end of the race, and the Italians loved him for it. "Stefano" had saved the day for Maranello. The dreaded "pericolo giallo" had triumphed, but Ferrari was up there on the podium at the end, which is what really mattered.

The International Nelson Piquet Fan Club was out in force once the race had finished and the swarthy Brazilian was overjoyed with his victory and his reception by the crowd, the clapping and cheering being very strong. Eventually the loud speakers played the Brazilian national anthem and it was rather touching to see Nelson Piquet put a finger to his lips, to indicate to the adulating crowd to stop their cheering while his National Anthem was played.

And next year Ayrton Senna is going to have a Honda power-plant behind him. Hmmmm . . . .

— DSJ

Rally Review

The Rally of The Thousand Lakes

WHEREVER you go in the world, be it to a Moroccan oasis, a reindeer herdsmen's camp in Lapland, a fisherman's cottage on the Isle of Mull, or a sheep farm outside Rotorua, the chances are that if you turn the conversation towards rallying, there will be someone who will speak knowledgably about it; perhaps not so much about deeply technical matters, but certainly about such equally profound topics as strategy, driving skill and the sheer excitement of watching a performance which sets a driver streets ahead of his (or her, as the law now tells us) fellows.

From Creggan's in Strachur to the Aero Club of East Africa, from the Pelican at Paphos to the celebrated "Pub with no Beer" in New South Wales, you will stand almost as good a chance of encountering an enthusiast as you will on the Col du Turini in mid-January. They will talk about the leading drivers, and the current crop of successful cars, but above all else they will talk of rallies themselves, some perhaps yearning for a trip to the Acropolis, others for a visit to Clocaenog. However, some events are held in greater esteem than others, and are spoken of with admiration (if they've been there) or awe (if they've not). Among this small group of elite events is The Rally of the Thousand Lakes.

It does not necessarily follow that the country which produces more of today's champions than any other should be among the world's best at running the sport of those champions, but in the case of Finland and her premier international rally it is certainly so.

The reputation of the Thousand Lakes as a taxing contest demanding every ounce of effort is an enviable one. Just as famous is the nature of the roads used by the event, their endless undulations producing more jumps in a hundred yards than other rallies may have in miles. But not as well known is the way in which the organisers of this 35-year-old classic go about their tasks. Their quiet efficiency is quite remarkable, and whilst other organisers may be on tenterhooks until their events are over, the Thousand Lakes organisers display no such agitation, are invariably calm and can always be approached on the slightest of queries, even during tense moments of the rally. The whole operation ticks like a fine watch and is a pleasure to witness.

The rally owes its unique character to the roadmakers of years past, who preferred to go up and down over all the undulations rather than dig cuttings and construct embankments. The resulting crests can be quite fearsome, and when they are interspersed with bends and cambers of varying degrees, the outcome is a very tricky network of roads indeed. None of these special stage roads have tarmac surfaces, but they have good foundations and are by no means rough. Indeed, they can sometimes be even smoother than some tarmac. The annual post-Winter repair of tarmac roads is costly at such northern latitudes, so all but main roads have dirt surfaces which are well maintained but are relatively cheap to repair.



FINNISH DRIVER Anpiainen managed to struggle off the stage in his badly damaged Metro GR4 but retired soon afterwards. Note the spectators all behind the rope barrier.

Central Finland is the area used by the rally, although nowadays it ventures more southwards than northwards from its base in the City of Jyväsklyä — just 25 minutes flying time by the country's excellent domestic air network, or nearly four hours by car on the good, fast, but speed limit-ridden main road.

Various changes were made to the event this year to comply with FISA's limits, in the mistaken cause of safety, on distances and average speeds. Some well known stages — Humalamäki, for instance, just to the South-West of Jyväskylä — were dropped altogether, whilst others were shortened or otherwise modified to keep down the average speed. Quite a few of the stages have been described as new, but have been used in the past and were revived after some fallow years.

This meant extra work during the two week recce period, for it has become the custom in Finland to commit as many stages as possible to memory rather than rely on pace notes alone. Most of the country's rallies do not allow practice, so the majority of its drivers knew very little indeed about pace notes, and when Thousand

Lakes time came along they used the practice time to memorise as much as they could. They became so good at it that professionals who have perfected their note systems now do the same, relying during the event firstly on their memories, with the notes as reassuring back-up.

During these weeks of practice, reconnaissance, training, note-making, call it what you will, there was considerable rain over the lakes and forests, and the roads were very slippery indeed. However, there was little chance of any serious tyre testing, for speeds during that time are strictly limited and enforced, with exclusion the penalty for transgressors who are caught. Happily, the rain stopped before the rally itself, although odd showers here and there made the going decidedly tricky in parts and there were many who slid off the road.

Entries for this year's event were excellent, and provided close contests not only up front but down among the classes too. Peugeot and Lancia were there, continuing their World Championship duel, joined by Austin-Rover, Volkswagen, Mitsubishi, Mazda, Skoda, Lada, Wartburg, Trabant and various importers using Fiats, Audis and Fords. Ford itself was not there, but past winner Kyästi Hämäläinen drove a 4-w-d Sierra with Martti Putkonen.

Peugeot had its regulars Salonen/Harjanne and Kankkunen/Piironen, and a third car for Blomqvist/Berglund "on hire" from Ford. Lancia used the same means of increasing its turnout, Alen/Kivimäki and Ericsson/Billstam being joined by Ford men Grundel/Mellander. The Boreham management is not at all possessive about its contracted drivers, taking the view that the odd event for another team when not required by Ford will keep them in practice and provide a little "intelligence" into the bargain.

From Austin-Rover came MG Metro 6R4s for Wilson/Harris and Toivonen/Wrede, whilst a third car prepared in German was driven by Eklund/Whittock. Carlsson/Bohlin drove a 4-w-d Mazda Familia, Eriksson/Diekmann a Group A VW Golf, this time with 16 valve engine, and Laine/Virtanen a Mitsubishi Starion. Gunnar Pettersson from Sweden had an Audi Coupé quattro, Lindholm, Heinonen and Lampi three other Audis, and Arpiainen a privately-entered Metro 6R4. There was even a privately-entered Mitsubishi from Britain, driven by Robert Phillips and Stephen Leighton.

The list, representing 12 countries and 26 makes, produced 164 starters, and that is as healthy as we have seen anywhere in these times of difficult rules and high costs.

Just before the start on the Friday afternoon various helicopters began to reposition, and in the light of recent criticism of these aircraft, some justified and some most certainly not, we would say once again, from practical experience, that they can be excellent friends or bad enemies. A badly driven car does not bring cries for a ban on the automobile, and the idea of banning helicopters just because one is said to have been badly flown — and we have never witnessed a case of bad flying — is equally ludicrous. All too often, in order to be seen to be safety-conscious, organisers make the vague statement that a military aircraft is "standing by" somewhere.



KENNETH ERIKSSON was second in Group A, his VW Golf GTi just outside the top ten.

Others rely on the good offices of works teams to divert their helicopters if an urgent evacuation is required. In Finland, the organisers were far more positive; at their own expense they hired a large, properly equipped cas-evac helicopter, along with medical staff, and sent it around the country with the rally so that it would always be on the spot if required. How can such concern for competitors' (and spectators') safety possibly be criticised?

From the start at the spacious, well-appointed but highly expensive Sandpiper Hotel in the suburb of Laajavuori, the first stage began just a hundred yards down the road and ran under the shadow of that frighteningly high ski-jump tower which reminds us each year that other sports can be far more dangerous. Markku Alén was quickest here, and indeed kept that lead, followed by the Peugeots of Kankkunen and Salonen (who did change places) for the first two legs of the three-leg rally.

Rarely does a driver make a mark on his first crack at the Thousand Lakes, but we have to commend Malcolm Wilson for doing just that. After three stages he was in seventh place, behind the three Peugeots and three Lancias,

MALCOLM WILSON, his Metro still showing some of the scars of his somewhat drastic recovery from an excursion, did very well indeed to climb back to tenth.



and leading the trio of Metros. Alas, it was short lived; on the fourth stage he slid off the road and needed the help of spectators to regain it.

But that was just the start of the incident. The gang of helpers found that the Metro's bodywork presented them with nothing really strong enough for them to heave against, and the result was very little movement of the car but quite a bit of damage to its body. There was nothing for it but to use the old Carlsson trick for getting Saabs out of African mud. The Metro was rolled on to its side, then on to its roof, then on to its other side and back on to its wheels. It was a pretty drastic manoeuvre, but the only course under the circumstances and the car did get under way again, albeit with such a tattered body that mechanics were convinced that it was going no further.

Apart from its handling affected by deranged aerodynamics, there were no real mechanical consequences, although when darkness fell and the time came to fit the lamp unit, the brackets were found to have been distorted and the lamp beams were too low.

Early retirements included Ingvar Carlsson, whose Mazda lost all its engine oil, and Antero Laine, whose Mitsubishi first lost power due to turbocharger failure and, rather later, stopped altogether with a blown cylinder head gasket.

At Tampere, where the first rest stop took place after ten stages, the first six cars was a mixture of Lancias and Peugeots — Alén, Kankkunen, Salonen, Grundel, Blomqvist and Ericsson in that order, with 2m 14s separating first and sixth and Alén's lead extended to 38 seconds.

In the second leg, however, damp roads produced various tyre changes, and Alén's slow but relentless advance seemed to be checked. He didn't seem to be going slower, so one concludes that the Peugeots must have found fractionally more grip.

Grundel spun twice after a tyre began to deflate slowly, and broke both a drive shaft and a wishbone against a rock, whilst Blomqvist had a most dramatic roll (on to Berglund's side!) after going sideways over a crest and actually jumping backwards. They lost very little time indeed, although Ericsson needed some work on his car when a heavy landing broke a front suspension and gave Billstam a sore neck. These delays to Grundel and Ericsson spread



LASSE LAMPI finished ninth in his Audi Coupé quattro and won the Group A category comfortably.

the team so much that the service schedule was somewhat stretched, but Alén was still out in front and getting all the support he needed.

It was about now that Salonen began going faster. He overtook team-mate Kankkunen, and started to get closer to Alén, although the Lancia driver was very conscious of the advancing Peugeot behind him and pulled out an extra stop. Grundel lost more time when his Delta's handling went wrong, found later to be due to loss of proper tracking.

Toivonen needed a replacement electronic "box" and lost a little time having a broken exhaust welded up whilst Wilson was spending his time climbing back up the field despite brake failure due to a loose union, a broken prop shaft, power steering failure and some anxious moments until overheating oil was traced to a blocked cooling intake. Quite a chapter of accidents, really, but this is not at all uncommon in a rally which demands both speed and strength.

Back at Jyväskylä after the second leg, Alén's lead over Salonen was just 18 seconds, whilst Kankkunen was only another 24 seconds behind. Behind, the gaps were much bigger to Blomqvist, Eklund and Ericsson, so there was every chance of a triangular fight at the head of the field, with both Peugeots pushing hard to unseat the Lancia.

Not far into the final leg, soon after dawn on the Sunday, unseated it was when Alén went off the road and had just as much trouble regaining it as Wilson had. In fact, it was the very same stage, being used a second time. The delay was enough to put the Lancia down to third place, behind the two Peugeots, putting paid to Lancia's hopes of winning the World Championship with the Delta S4. However, by our reckoning — which does not always agree with those of other observers — a points tie is still possible, in theory, though hardly likely.

After Alén's misfortune, there remained the question of whether Salonen and Kankkunen would each continue to strive for a win, although most people felt that team orders would forbid this. Whether instructed or not, they kept their order and reigning champion Salonen scored his first win of the year.

The Championship for Drivers, with four more events to go, is still open, although neither Peugeot nor Lancia will go to the Ivory Coast, they will keep their options on December's Olympus Rally in the USA until after the Sanremo and RAC Rallies.

Finally a word about points in the World Championship for manufacturers. The year began with a FISA-inspired system where teams had to register the intentions and nominate their drivers in advance. Only those drivers were able to score points for their manufacturers. We felt that the system was unwieldy and less than fair, and eventually FISA must have been persuaded likewise, for during the Corsica Jean-Marie Balestre announced that the nomination system would end, starting from the Acropolis Rally.

Thereafter, we kept our scores on the principle that any driver could score points for a manufacturer, but when we found that others were not doing likewise we checked and found that although that Corsica announcement had not been rescinded, it had not been implemented simply because FISA had no time to put it in writing. Since then there have been various mix-ups, but the points shown this month are those which apply to the nomination system.

— G.P.

MARKKU ALÉN (below) confers with old master Timo Mäkinen, this year driving a Volvo course car.



RESULTS

1st	T. Salonen (SF)/S. Harjanne (SF)	Peugeot 205 T16, Gp B	3hr 32min 45sec
2nd	J. Kankkunen (SF)/J. Piironen (SF)	Peugeot 205 T16, Gp B	3hr 33min 09sec
3rd	M. Alén (SF)/I. Kivimäki (SF)	Lancia Delta S4, Gp B	3hr 34min 30sec
4th	S. Blomqvist (S)/B. Berglund (S)	Peugeot 205 T16, Gp B	3hr 35min 22sec
5th	M. Ericsson (S)/C. Billstam (S)	Lancia Delta S4, Gp B	3hr 41min 11sec
6th	K. Grundel (S)/B. Mellander (S)	Lancia Delta S4, Gp B	3hr 42min 35sec
7th	P. Eklund (S)/D. Whittock (GB)	MG Metro 6R4, Gp B	3hr 43min 43sec
8th	H. Toivonen (SF)/C. Wrede (SF)	MG Metro 6R4, Gp B	3hr 52min 19sec
9th	L. Lampi (SF)/P. Kuukkala (SF)	Audi Coupe Quattro, Gp A	3hr 54min 25sec
10th	M. Wilson (GB)/N. Harris (GB)	MG Metro 6R4, Gp B	3hr 56min 02sec

164 starters, 81 finishers

WORLD RALLY CHAMPIONSHIP POINTS

DRIVERS (After 9 rounds)

Juha Kankkunen (SF)	91	Bruno Saby (F)	38	Henri Toivonen (SF)	20
Markku Alén (SF)	69	Mikael Ericsson (S)	28	Joaquim Moutinho (P)	20
Massimo Biasion (I)	47	Kenneth Eriksson (S)	25	Björn Waldegård (S)	20
Timo Salonen (SF)	43	Stig Blomqvist (S)	22	Kalle Grundel (S)	18

A total of 50 drivers have scored points

MANUFACTURERS (After 9 rounds)

Peugeot	131	Toyota	20	Citroen	10
Lancia	119	Ford	14	Austin-Rover	6
Volkswagen	65	Renault	14	Opel	5
Audi	42	Subaru	13		

TCC — Tourist Trophy

Denny Hulme's fourth TT win

Two small pieces of motor racing history were made at Silverstone on September 7th. The first was the fact that it was the fiftieth occasion on which the world's oldest motor race had been run, which was celebrated by a parade of some past winning cars. The second was that Denny Hulme won his fourth TT. Since 21 years span Hulme's first and latest win, this may constitute a record.

Following the Spa 24 Hours, the TCC contestants had a month's breather before a tight schedule of races to end of the season, the TT being the first of five remaining rounds all crammed into seven weeks. The result of qualifying was an all-Rover front row, the team's Dunlops working well in qualifying in marked contract to the Pirelli qualifiers used by most runners.

Armin Hahne stole pole position from his boss, Tom Walkinshaw, with behind, and a little surprisingly, Allan Grice's Holden Commodore. Fourth on the grid was Andy Rouse's Ford Sierra XR4Ti, the remarkable driver/engineer quietly making a point and putting the official Ford Motorsport-Eggenberger team in its place. It was fastest in the race-day warm-up session too. Jeff Allam was fifth in the third Rover, this one sponsored by the race sponsor, Istel, a computer systems and software company which is part of Rover Group plc. Then came Steve Soper's Eggenburger Ford, the quickest Pirelli user, Emanuele Pirro's Team Schnitzer BMW 635 CSi and Pierre Dieudonne's Eggenburger Ford.

What of the Volvos? Ulf Granberg was tenth on the grid, behind Vince Woodman's Holden and just ahead of his team-mate, Johnny Cecotto. And clearly underlining the rapid change in fortunes which has been occuring in Group A, Dave Brodie's Colt Starion (shared with Barry Sheene) which last year took pole position was down in 14th place.

Still qualifying is one thing, racing another, and with five different makes of car in contention for an outright win the series is nothing if not varied.

It is not only Division Three in which changes have been made. Last year, Richard Longman's Escort RS Turbo was ninth on the grid, quicker than all the BMWs, not to mention the rest of Division Two, this year it was 20th, just behind the BMW 325i of Winni Vogt and Markus Ostreich.

Division Two used to be the preserve of the Alfa Romeo GTV6, but looks like now becoming a straight contest between BMW and Mercedes-Benz. The Alfa Romeo 75 is well-represented but, though reliable, has yet to find the outright pace of the German cars and its fortunes are not likely to be improved with the arrival next year of the BMW M3 homologation special.

In Division One, the entry is now dominated by rear wheel drive Toyota Corollas and it was the



CLASS-WINNERS: Vogt and Ostreich plus BMW 325i.

example of Chris Hodgetts and Alex Moss which made the running during qualifying and the race.

Silverstone regulars were a little disorientated by a big, hot, yellow ball in the sky and the entire event was run in mellow late-summer weather. Just before 3 pm, the pace car led the field around on the warm-up lap, though the Starion was missing, having an engine change.

As soon as the pace car drew off, the Rovers set off at a furious pace and at the end of lap one it was Hahne from Walkinshaw and Allam, with Grice's Holden fourth, then Soper, Rouse, Pirro, Dieudonne, Cecotto, Woodman and Granberg.

In the early stages, everyone was driving as if in a ten lap sprint and by the end of lap four the order had changed to read: Soper, Allam, Hahne, Rouse, Grice, Walkinshaw, Cecotto, Pirro and Granberg. Then Rouse became the first of many front-runners to call in at the pits, apparently with a puncture but also to sort out the gearbox. It was a lengthy stop and though the car reappeared and went on the pace, it was out of contention. The Ostreich/Vogt BMW led Division Two and the Moss/Hodgetts Toyota, Division One, and each car went on to win its class.

Dieudonne was an early caller at the pits, following a collision with Pirro's BMW which removed a tyre valve, while the Grice Holden joined it following a spin. Then Quester and Rossi collided at Club (the early stages were a panel beater's dream) and the incident left Rossi stranded on the racing line so the pace car was called out while the car was removed.

Several laps behind the pace car closed the field up and allowed the turbo cars just a little extra fuel to play with before the mid-race pit stop. Once everything was under way again, Soper still led from Allam and Hahne but by lap 20 Cecotto and Granberg had their Volvos just behind.

The pace was still furious and the leaders still close together, indeed, by one fifth distance the first eight were close enough for pit stops to be able to reverse the order. Soper was comfortable, though, and steadily drawing out a longer lead.

On lap 25, however, the Hahne Rover went out with rear axle trouble. Pirro's car followed four laps later with a terminal oil leak.

By lap 40 Soper seemed to have a comfortable lead from Allam, Cecotto, Granberg, Wilkinshaw and Dieudonne. Granberg was the first in to change over, Lindstrom taking the car out to start lap 45 by which time Quester had been making steady progress to sixth place. Then Walkinshaw handed over to Win Percy and on lap 50 Cecotto blew a front tyre and limped to the pits.

By lap 60 the order read: Niedwiedz/Soper; Hulme/Allam; Lindstrom/Granberg; Muller/Dieudonne; Ravaglia/Quester. But on the following lap, cruel luck, the leading car was out with a blown engine.

Denny Hulme therefore led, driving beautifully smoothly, but the fastest man on the circuit was Roberto Ravaglia who was very gradually hauling in Sigi Muller's second-placed Ford. The race settled down but Lindstrom suffered a puncture on lap 90 which delayed him and five laps later Muller had a longish stop with gearbox problems which allowed Ravaglia up to second. Win Percy, in third place appeared to be catching the BMW but there was insufficient time besides he had to make a late, very quick, stop for fuel, though without losing third. Lindstrom was meanwhile holding fourth with a mole wrench acting as a gear lever!

As the final laps were reeled off, Jeff Allam could not bear to watch as the former World Champion completed his run and gave them both their first FIA Championship win, one which was extremely popular with the crowd. — M.L.

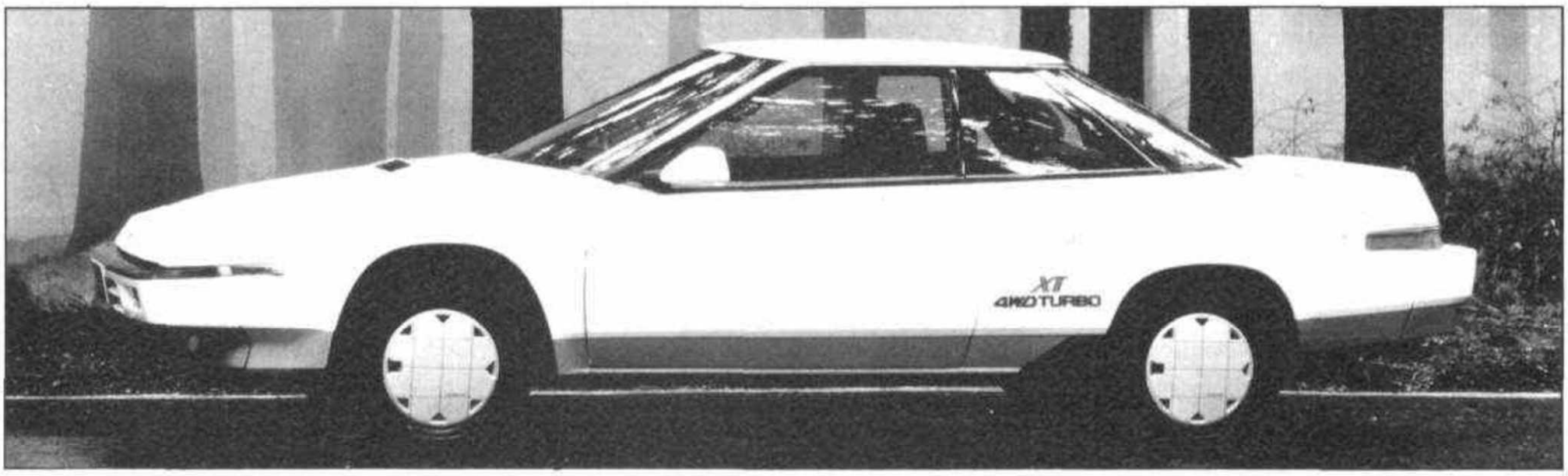
Results

1st:	Jeff Allam/Denny Hulme	Rover Vitesse	3hr 01min 56.72sec (103.45mph)
2nd:	Dieter Quester/Roberto Ravaglia	BMW 635 CSi	3hr 02min 43.83sec
3rd:	Tom Wilkinshaw/Win Percy	Rover Vitesse	3hr 03min 24.78sec
4th:	Ulf Granberg/Thomas Lindstrom	Volvo 240T	106 laps
5th:	Pierre Dieudonne/Sigi Muller Jnr	Ford Sierra XR4Ti	105 laps
6th:	Fabien Giroix/Rene Metge	BMW 635 CSi	105 laps

Class winners: Winni Vogt/Markus Ostreich, BMW 325i, 104 laps, 8th overall; Chris Hodgetts/Alex Moss, Toyota Corolla, 98 laps, 17th overall.

Road Impressions

The Subaru XT 4WD Coupé



Subaru, who were among the first to introduce four-wheel-drive on ordinary-type saloon cars, have come a very long way since I sampled their 1800 GL Estate, back in 1981. That car was impressive in the way its four-wheel-drive transmission, engaged with a separate lever, defeated the slipperiest of West Country trials hills, and to use that awful expression of some motor traders, "it drove well". But it had the air of a somewhat out-dated vehicle, which had, incidentally high and low ratios for its 4WD.

Very different was the very individual Subaru XT 4WD coupé which I collected from International Motors' West Bromwich premises in August where the Public Relations Department is very efficiently run by Keith Kent and Zoe Pickering. Here is a car which looks different and *is* refreshingly different, in an age when ordinary cars are becoming ever more stereotyped. It is described quite honestly as a 2+2, the room behind the front seats more suited to luggage oddments than humans, of whatever dimensions, although I subsequently carried a full-sized one in the back with no complaints. It is driven, normally through the front wheels, by Subaru's flat-four (Alfasud mourners should note!), very over-square, light-alloy (heads as well as cylinder-block) 1,781 cc four-cylinder turbocharged engine, but four-wheel-drive is immediately available by pressing an inset button on the end of the gear lever. Thus there is slippery road or gradient traction available by a system second only to Ford's always-engaged 4WD.

This Subaru XT 4WD coupé is the flagship of Fuji Heavy Industries' car range. It is distinguished not only by its styling but by its low-drag factor (0.29 Cd.) attained after work in Fuji's Aircraft Division. The lightweight L-series power-unit develops 134 (DIN) bhp at a modest 5,600 rpm and 144.6 lb/ft torque at 2,800 rpm (aided by the turbo, fuel-injection and electronic ignition) on a c.r. of 7.7 to 1, the engine having a bore and stroke of 92 x 67 mm and an overhead-camshaft for each bank of cylinders, driven by toothed belt and prodding via zero-lash tappets. The drive goes through a five-speed gearbox (with automatic transmission an option) and there is all-round independent suspension with MacPherson struts at the front, trailing-arms at the back, using rolling-diaphragm air-springs pressurised from an electrically driven compressor, to provide automatic self-levelling. Not only that, but height of ride is under the driver's control, as befits a rough-roads vehicle.

All-disc brakes and rack-and-pinion power-steering may be taken for granted but another unique feature of the XT Subaru is an hydraulic "hill-holder" that holds the car on a gradient and makes restarting easy, on the manual-gearbox model. Another specialist feature is steering-column height adjustment which raises, with the column and wheel, to a low or high setting, *the whole instrument panel and the minor controls*. The column is also telescopic, so the ideal driving position is obtainable . . .

The low-drag factor of this car is gained by such items as a single-blade screenwiper that parks automatically below the screen, aircraft-type faired external-door-handles, aerodynamic mirrors, and retractable headlamps, raised by the aforesaid switches. The wide doors of this two-door booted coupé carry the switches for the electric windows and mirror adjustments, again neatly done, with *automatic* raising and lowering of the driver's window and the doors have central-locking. Although Subaru themselves refer to the XT as a 2+2, it possesses generous-sized bucket back seats with belts, and it is only a lack of leg room that makes these seem better for luggage stowage than human freight.

The boot-lid is opened from a lever on the floor to the driver's right, the lid then springing up automatically; the same lever opens the fuel-filler flap. *The stowage space is good, but height is somewhat restricted by the* covered get-you-home, space-saver spare-wheel. Luggage space is increased by the unique Subaru "boot-through" arrangement, and there are narrow rigid side-pockets, a lockable drop-cubby, a console lidded bin, rear window shelf and a lipped screen sill well. Another good item is a cover over the vanity mirror in the n/s visor.

The Subaru XT's fascia carries, on a recessed panel, an easily-read 150 mph speedometer and matching tachometer, the latter red-lined from 6,500 rpm, with outboard of these, on the left, the oil-pressure gauge and the water-heat gauge, on the right, the voltmeter and the fuel-level gauge.

As for the styling, it follows the present Japanese coupé trend, with plenty of glass area and a big wrap-round back window. The front bumper incorporates an air-dam. The sun-roof is of the detachable kind, but it can be lifted at the rear for ventilation without detaching the panel. The front seats have lever-adjustments for fore-and-aft, up-and-down, and squab-inclination movements and there is lumbar support adjustment. The head-restraints are removeable, the seats are upholstered in check-patterned cloth, there are well-fitting carpets and loose mats, the interior living up to the Subaru's impression of being quality-built, and the test-car was in lightning silver and extra black finish. The test-car's pressed-steel simulated-alloy wheels were shod with Uniroyal Rallye 340/60 195-60 R14 radial tyres.

On the road I used the 4WD only experimentally, having no

snow-covered hills to climb; it makes no appreciable difference to the very light steering or the the understeering cornering of typical fwd characteristics. Torque-steer is virtually scarcely noticeable. This XT Subaru is not a tarmac-burning youth's racer by any means but performance is more than adequate, with 0-to-60 mph coming up in 9.3 sec, and the top speed being 125 mph. The engine gets into its stride above about 2,000 rpm and then delivers its turbine-like output of power to its peak without hesitation. The smooth cruising pace is one of the car's good points, as is the comfortable ride. Incidentally, one clever aspect of the suspension is that if the high position has been selected, this reverts to the normal height automatically as speed exceeds 50 mph and this extra height (about 1.2 in front, 1.4 in rear) cannot be selected at over 80 mph.

The suspension does induce very slight lateral-sway at times and there is some rear-end kick, as if the front springing is better damped than that at the back. It is also somewhat soft suspension, which, with the lack of feel to the extremely light and smooth power-steering (3½ turns, lock-to-lock) makes the precision of control more touring than sports-car. The clutch is light and engages smoothly, the gear change is precise rather than notchy. As for the Subaru's brakes, returning to the Ford Sierra XR4x4 after driving a Fiat Croma Turbo I nearly went through the windscreen; the XT's brakes come somewhere in between and except for initial over-servoed action are powerfully progressive and light.

Irritating wind noise is absent, the turning circle is commendably small (31.8 ft) but the "keeps" for the heavy doors could be more effective. The turn-indicators' repeater lamps are rather ugly and vulnerable. There are twin roof-lamps and a grab-handle on the roof for the front-seat passenger. The fuel tank has a capacity of 13.2 gallons and the overall fuel thirst of four-star petrol was 28.4 mpg. The wheelbase measures 8 ft 1 in and the kerb-weight is just under 23 cwt.

Those who are attracted to the Japanese coupés, with their efficient control arrangements and individuality, should find the Subaru XT Turbo an irresistible proposition with its additional benefit of instantly-engageable 4WD, and therefore competitively-priced at £12,500. It comes with an 18-month/18,000-mile warranty. — W.B.

Fiat Croma Turbo i.e.

It is only right that Fiat, the largest and most powerful car-manufacturer in Italy, should market a luxury model. In vintage times there was the great Fiat Forty, with a very clean-outlined 4.7-litre ohv six-cylinder engine and *enormous* drums for its servo four-wheel-brakes, a car which could certainly take its place, in the eyes of its nationals, as the Rolls-Royce of Italy. Other luxury models followed, but in later times Fiat did better with little economy cars.

However, I recall how impressed I would have been with the Tipo 130 Fiat, as sampled in the Alpine heights in 1969, the passengers shielded from the hot Italian sun by the venetian blind in its back window (also fitted to the Croma), and driven again in 1972, had the V6 ohc engine possessed a bit more power. In recent times I missed trying the short-lived Argenta but have now sampled the new Fiat top-model, the Croma, although in Turbo i.e. form it is more of a sports-saloon, capable of 130 mph and of going from rest to 60 mph in eight seconds, for instance, than a pure luxury offering.

In my time I have had several illustrations of the sheer might of the Fiat Empire, and I have had a high regard for many of its products, so I was curious to see how this Croma four-door booted saloon would appeal. It was in smart turquoise blue with black window frames, but with much blue plastic within, offset, however, by high-quality blue cloth upholstery and pleated door panels. It uses the long-established twin-cam four-cylinder Fiat engine, set transversly, and given a fresh lease of life by the turbocharger, Bosch LE2 Jetronic fuel-injection, and Microplex electronic *ignition with the Marelli distributor driven as an extension of the inlet* camshaft, so that this 84 × 90 mm (1,995 cc) power unit now develops 155 (DIN) bhp.

The engine will pull from around 1,500 rpm in the high fifth gear but the revs require to be kept up to produce real power. The turbo has made this a silken-smooth power producer and there is no apparent turbo-lag, but the power is really too much for the front-wheel drive and unless used judiciously there is unpleasant reaction of the kind the experts call "torque-steer", but I would class as bad torque-non-steer! This can happen with the Turbo Croma even on dry roads. Nor is the ride anything but choppy, with pronounced "bump-thump", in spite of all-round strut-type independent suspension, with trailing arms at the rear. There is, though, the sophistication of a self-levelling device, working automatically as the load varies.

The clutch requires a modicum of care or starts are jerky, the stubby gear lever controls a quite nice but slightly "sticky" change, and there is nowhere comfortable to rest one's clutch foot. The power-steering (3.25 turns lock-to-lock) works well but I did not feel quite the precision of control that I have come to expect although this Fiat is good at fast cornering, with no undue roll; perhaps I have become too accustomed to 4WD!

The Croma Turbo i.e. has very comprehensive instrumentation. Apart from the usual dials there are an oil-pressure gauge reading 40 to 60 lb/sq in, an oil-thermometer gauge that sat at 37°F, and a turbo-boost gauge reading up to 15 lb/sq in. In addition there is a water heat gauge, which read 190°F. The steady-reading fuel gauge, supplemented by a low-level warning light, is, curiously for a Continental car in this day and age, calibrated in gallons. There are a great many warning lights, eleven in all, along the base of the instrument panel, and an electronic check-panel which did not light-up on the test-car.

The expected Fiat triple stalk-control-levers are used, that on the right for the wipers, with a twist action to bring in the rear-window blade, the l.h. one for the lamps, and the shorter l.h. one above it for the turn indicators. The parking lamps go out when the ignition-key is removed unless a little "pip" is depressed. Six fascia press-switches look after the various services, including remote release of boot-lid and fuel-filler flap, and as the test-car had the optional Fiat Automatic Heating System (in lieu of the normal rotary heater-controls) there were another half-dozen press-switches involved, as well as three rocker-switches for controlling fresh-air ingress, heat from 64° to 83°F, and for setting the thing to function automatically. Even so, the driver's side of the windscreen tended to mist over. Between this and the multi-adjustable vents panel was a Philips stereo/radio set, with non-retractable roof aerial.

Fiat have provided plenty of stowages and a spacious boot, the high top of which gives the car's styling a distinguished look, and there is the now commonplace folding-back seats arrangement, to increase load capacity. The 8 ft 8.7 in wheelbase, 24.8 cwt (kerb weight) Croma Turbo has notably full equipment — electric glass sun-roof with covering panel, central locking, electric adjustment of the two external mirrors, rear *seat-belts and head-restraints, electric window-lifts all round, front-seats* electrically adjusted in three dimensions (but not for tilt), Cibie low-slung spot-lamps, washers for the Carello headlamps, the dipped beams of which are effectively widespread, a roof map-light, Vegliaflash digital clock, a hinge-up arm-rest between the front seats, side windows of Saint Gobain safety glass, etc. The heavy bonnet-lid, rear-hinged, props open after releasing easily, and has sound-damping. There is optional ABS braking and four-stud light-alloy wheels, the latter shod on the test car with Goodyear Eagle NCT 60 low-profile 195×60VR14 tyres. The brakes on the test car were spongy and not altogether convincing. The red marking on the tachometer starts at 6,000 rpm. The sun visors are recessed as Rover once did it, but the untidy weld-spots and exposed sealing strips at the rear of the roof caused surprise, also that in heavy rain drops of water fell onto the driver's right foot.

The noise-level rose higher than is seemly for a purely luxury car but at an ordinary pace this is not apparent. I quite enjoyed driving this Croma Turbo and, for a joke, used it to see whether or not I could pass the Institute of Advanced Motorists' driving test. Perhaps its best attribute is its easy cruise, its worst the unfortunate inability to put the power through the front wheels without spinning them. But Fiat now have, if not a full luxury car, certainly an executive model again, in their wide range. The overall fuel consumption was 25.3 mpg and the tank holds a useful 15.4 gallons. The basic price of the Croma Turbo is £13,500 but as no press information was supplied with the test car, I cannot work out the total price.—W. B.

BMW M3



TAKING over as top-line model in BMW's admirable 3-series range of small cars is a new homologation special, the M3. Borrowing the M for 'motorsport' designation which we saw first on the M1, the mid-engined supercar, and more recently on the M5 and M635CSi using the same engine, the new car is aimed at Group A racing, requiring a minimum of 5,000 to be built.

It is always hard to reconcile track attributes with useable road performance, especially as regards the engine, but with an ever-increasing interest in sporting performance and a clientele which is presumable increasingly skilled, it is now possible to boast about the sort of ride once considered rather hard. But nevertheless the Bavarian company has managed to produce a vehicle which feels good on the road and terrific on the track.

Instead of the six-cylinder 3.5-litre M1 engine, BMW Motorsport GmbH, whose project this is, has gone for a 2.3-litre four with a 4-valves per cylinder layout which is very close to that of the bigger M power unit. 200 bhp without catalytic converter is available, and the extra performance is made obvious externally by quattro-style flares over the wheel arches, which are consequently able to cover up to 10-inch rubber for competition, new side-sills, bigger front and rear air dams, and most radical of all, a new high boot with flatter rear window line. Other equipment includes well-behaved power-steering of higher ratio than the rest of the range, a closer-ratio five-speed gearbox, limited-slip differential, and ABS antilock braking fitted to larger discs with reinforced calipers.

This is the first BMW model to be developed by the Motorsport department and assembled on the main production lines. A four-cylinder design was chosen because, says the firm, this affords better low-speed torque, and better resistance to high revs because of the shorter and stiffer crank. The aim is to have 300 bhp available when the car goes racing, and the alloy block with its twin-chain-driven cams will achieve this as much through resetting the Bosch Motronic injection system as through any mechanical changes under the very strict (though often cleverly twisted) Group A rules. The same electronics allow simple adjustment to cope with the catalytic converter which German laws increasingly promote.

Without smog equipment, the claimed 0-60 mph figure is an impressive 6.7 sec, with a maximum of 146 mph. First gear is back and left, leaving the racing ratios in a compact square layout; to withstand the high stresses, the lining of the clutch is bonded as well as rivetted to its carrier. Lower suspension with larger front wheel bearing and thicker relocated anti-roll bars and twin-tube dampers have been devised, though otherwise the basic layout of the rear axle is as on the standard models in the 3-series range. 15 in alloy wheels with 205/55 VR15 tyres are standard on road versions; the arch flares are of steel, but the new boot-lid is of plastic, while both front and rear screens are bonded to the shell for greater stiffness. Inside, there is not a great deal of difference to be seen, except that the fuel-consumption gauge has been replaced, very sensibly, by an oil-temperature dial. Build quality is of course up to normal standards, and apart from the stiff ride, there would be little to tell the driver he is in an M3 and not a 325i until the road ahead becomes empty. Not the easiest car in traffic, due to a less than slick gearchange, at least on the test cars I drove, and something of a lack of torque below 3½- to 4,000 revs, the M3 gets up and flies when the tach needle reaches the relevant quarter. It displays a lovely snarl which reverberated off the hill-sides of the twisty Tuscan roads we were guided along, on which the steering felt very crisp, indeed almost unassisted, at speed. Chassis balance is excellent, and as we later were able to discover on the Mugello race track, the M3 changes very smoothly to oversteer and adopts a very progressive attitude of slide.

Brakes are almost always the downfall of a road car being driven on a racetrack, but the M3 showed no sign at all of fade or overheating, pulling the car up square and sure repeatedly. With only production car levels of noise, good sport seats, an acceptable ride, and room for four people, plus race-car handling, performance and brakes, this "special" is going to sell on its obvious exclusivity to the sporting driver, even if he has a family, as well as to private teams seeking Group A honours. BMW (GB) do not plan to import the car; any private (lhd) imports will cost around £20,000. But then it is virtually a racing car which can comfortably be driven on the road, and there are not many of those available. — G.C.



REAR VIEW shows biggest changes: raised boot-line, flatter window, and tall spoiler, as well as wide arches.

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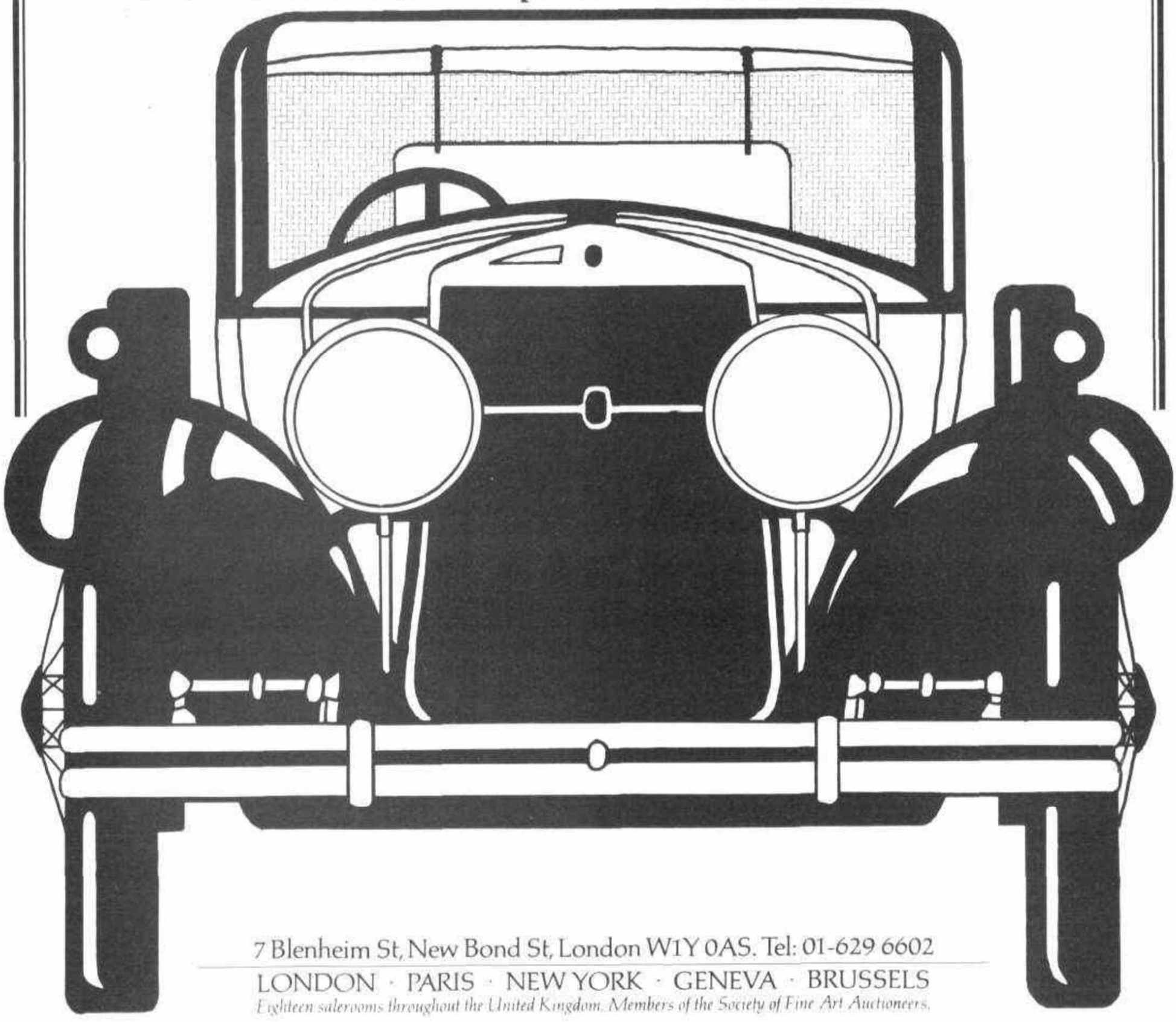
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Formula One — Austrian GP 17th August

RACE

1 Prost (McLaren): 3rd on lap 1; moved to 2nd when Fabi had trouble lap 17; overtaken by Mansell lap 21 at tyre stop; 2nd lap 26 when Berger had trouble; took lead lap 29 to end.
2 Rosberg (McLaren): 6th on lap 1; passed Piquet lap 15; passed Prost lap 21; tyre stop lap 23; back to 6th; moved up to 2nd lap 33; **Retired** lap 48; electrical; classed 9th.
3 Brundle (Tyrrell): Running mid-field; **Retired** lap 13 with turbo-charger failure.
4 Streiff (Tyrrell): 17th on lap 1; moved up to 14th following Nannini; **Retired** lap 11 with engine trouble.
5 Mansell (Williams): 4th on lap 1; 3rd on lap 17 when Fabi had trouble; 2nd when Prost stopped; took lead lap 26 when Berger stopped; tyre stop lap 29; **Retired** lap 33, driveshaft U/J.
6 Piquet (Williams): 5th on lap 1; passed by Rosberg lap 15; tyre stop lap 18; **Retired** lap 30, engine trouble.
7 Patrese (Brabham): Abandoned own car on dummy-grid with gearbox trouble; took Warwick's car for start; **Retired** lap 3 with engine failure.
8 Warwick (Brabham): Withdrawn from dummy grid to give car to Patrese.
11 Dumfries (Lotus): Damaged nose cone at 1st corner; pit stop for repairs; ran in last place; pit stop with engine misfire lap 10; **Retired** when sparking plug seized while being removed.
12 Senna (Lotus): 7th on lap 1; misfire in engine; pits lap 10; no improvement made; **Retired** lap 14.
14 Palmer (Zakspeed): 19th on lap 1; **Retired** lap 9 with engine trouble.
15 Jones (Lola): 13th on lap 1; clutch-slip set in about lap 25; pussy footed gently through race to finish 4th without a stop for new tyres; 2 laps behind winner.
16 Tambay (Lola): 12th on lap 1; tyre stop lap 7; lapped by leader lap 10; moved up to 5th by lap 33; second tyre stop lap 44; finished 5th; 2 laps behind winner.
17 Danner (Arrows): 21st on lap 1; ran near back of field; inherited places due to retirements; finished 6th; 3 laps behind winner.
18 Boutsen (Arrows): 18th on lap 1; ran between Minardis; lapped by leader lap 18; **Retired** lap 26, turbocharger failure.
19 Fabi (Benetton): Pole position; 2nd on lap 1; ran strongly behind team mate; took lead briefly lap on lap 17; **Retired** lap 18, engine failure.
20 Berger (Benetton): Took lead from start; dominant until lap 25; pits with electrical fault; long-stop; rejoined last; drove very hard to get back to 7th; fastest lap.
21 Ghinzani (Osella): 23rd on lap 1; car totally outclassed on speed; kept going to finish last, six laps behind winner.
22 Berg (Osella): 24th on lap 1; effectively in last place; **Retired** lap 7 with engine trouble.
23 de Cesaris (Minardi): 20th on lap 1; ran between the two Arrows; lapped by leader lap 13; **Retired** lap 14, broken drive-shaft.
24 Nannini (Minardi): 16th on lap 1; maintained good position, moving up on retirements; broken rear suspension on lap 14 caused accident and **Retired.**
25 Arnoux (Ligier): 8th on lap 1; stayed with front runners; moved up to 3rd place by lap 26; long pit stop to cure misfire; finished 10th; 5 laps behind winner.
26 Alliot (Ligier): 9th on lap 1; maintained good pace and position; **Retired** on lap 17 with engine failure.
27 Alboreto (Ferrari): 10th on lap 1; ran consistent race but not very fast; finished 2nd; one-and-half laps behind winner.
28 Johansson (Ferrari): 14th on lap 1; in great pain from practice accident; tyre stop lap 22; unscheduled stop lap 27 to replace nosefin; drove heroically to 3rd place; 2 laps down.
29 Rothengatter (Zakspeed): 22nd on lap 1; ran near back of field; kept going to finish 8th, 4 laps behind winner.

QUALIFYING TIMES

No.	Driver	Car	Friday	Saturday	Grid pos
1	Prost	McLaren	1.24.346	1.25.285(T)	5
2	Rosberg	McLaren	**1.23.956**	1.23.903	3
3	Brundle	Tyrrell	1.28.572	1.28.018	17
4	Streiff	Tyrrell	1.31.455	1.28.951	20
5	Mansell	Williams	1.25.515	1.24.635	6
6	Piquet	Williams	1.25.090	1.24.697(T)	7
7	Patrese	Brabham	1.26.648	1.24.044	4
8	Warwick	Brabham	1.26.892(T)	1.25.726	10
11	Dumfries	Lotus	1.27.212	1.27.833	15
12	Senna	Lotus	1.26.650(11)	1.25.249(T)	8
14	Palmer	Zakspeed	1.29.073	1.29.583	21
15	Jones	Lola	1.27.420	1.27.476	16
16	Tambay	Lola	1.27.628	1.26.489	13
17	Danner	Arrows	1.29.430	1.40.236	22
18	Boutsen	Arrows	1.29.155	1.28.598(T)	18
19	Fabi	Benetton	1.26.421	**1.23.549(T)**	Pole
20	Berger	Benetton	1.25.638	1.23.743	2
21	Ghinzani	Osella	1.35.070	1.33.988	25
22	Berg	Osella	1.38.731	1.36.150	26
23	de Cesaris	Minardi	1.33.263	1.29.615	23
24	Nannini	Minardi	1.31.974	1.28.645	19
25	Arnoux	Ligier	1.26.797	1.26.312	12
26	Alliot	Ligier	1.26.999	1.25.918	11
27	Alboreto	Ferrari	1.26.152	1.25.561	9
28	Johansson	Ferrari	1.27.263(T)	1.26.646(T)	14
29	Rothengatter	Zakspeed	2.21.202	1.32.512	24

Austrian GP — F1

Österreichring

52 laps of 5.942 km circuit

308.984 kilometres

(191.993 miles)

Very warm — poor crowd

Winner's Av. Speed 227.821 kph

Fastest lap:
G. Berger
1 min 29.444 secs on lap 49
av. 232.157 kph

Existing Record
A. Prost 1 min 29.241 sec

All cars 1500 cc turbocharged

STARTING GRID

↑

19
T. Fabi
(Benetton-BMW 4 cyl.)
1 min 23.549 sec (T)

20
G. Berger
(Benetton-BMW 4 cyl.)
1 min 23.743 sec

2
K. Rosberg
(McLaren-Porsche V6)
1 min 23.903 sec

7
R. Patrese
(Brabham-BMW 4 cyl.)
1 min 24.044 sec

1
A. Prost
(McLaren-Porsche V6)
1 min 24.346 sec

5
N. Mansell
(Williams-Honda V6)
1 min 24.635 sec

6
N. Piquet
(Williams-Honda V6)
1 min 24.697 sec

12
A. Senna
(Lotus-Renault V6)
1 min 25.249 sec (T)

27
M. Alboreto
(Ferrari V6)
1 min 25.561 sec

8
non-starter
see below

26
P. Alliot
(Ligier-Renault V6)
1 min 25.917 sec

25
R. Arnoux
(Ligier-Renault V6)
1 min 26.312 sec

16
P. Tambay
(Lola-Ford V6)
1 min 26.489 sec

29
S. Johansson
(Ferrari V6)
1 min 26.646 sec (T)

11
J. Dumfries
(Lotus-Renault V6)
1 min 27.212 sec

15
A. Jones
(Lola-Ford V6)
1 min 27.420 sec

3
M. Brundle
(Tyrrell-Renault V6)
1 min 28.018 sec

18
T. Boutsen
(Arrows-BMW 4 cyl.) (T)
1 min 28.598 sec

24
A. Nannini
(Minardi-Moderni V6)
1 min 28.645 sec

4
P. Streiff
(Tyrell-Renault V6)
1 min 28.951 sec

14
J. Palmer
(Zakspeed 4 cyl.)
1 min 29.073 sec

17
C. Danner
(Arrows-BMW 4 cyl.)
1 min 29.430 sec

23
A. de Cesaris
(Minardi-Moderni V6)
1 min 29.615 sec

29
H. Rothengatter
(Zakspeed 4 cyl.)
1 min 32.512 sec

21
P. Ghinzani
(Osella-Alfa Romeo V8)
1 min 33.988 sec

22
A. Berg
(Osella-Alfa Romeo V8)
1 min 36.150 sec

Non-starter: D Warwick *(Brabham-BMW 4 cyl.)* 1 min 25.726 secs gave car to Patrese on dummy-grid.

RESULTS

Pos	Driver	Car/Engine	Time	Best Lap	On Lap
1st	Alain Prost	McLaren MP4/2C-Porsche V6	1 hr 21 min 22.531 sec	1.30.751	32
2nd	Michele Alboreto	Ferrari F1/86-Ferrari V6	1 lap behind	1.33.915	23
3rd	Stefan Johansson	Ferrari F1/86-Ferrari V6	2 laps behind	1.33.400	42
4th	Alan Jones	Lola THL 2/86-Ford V6	2 laps behind	1.34.431	4
5th	Patrick Tambay	Lola THL 2/86-Ford V6	2 laps behind	1.34.103	49
6th	Christian Danner	Arrows A8-BMW 4 cyl	3 laps behind	1.34.844	30
7th	Gerhard Berger	Benetton B186-BMW 4 cyl	3 laps behind	1.29.444	49
8th	Huub Rothengatter	Zakspeed ZAK 861-Zakspeed 4 cyl	4 laps behind	1.36.990	6
9th	Keijo Rosberg	McLaren MP4/2C-Porsche V6	5 laps behind	1.31.704	31
10th	René Arnoux	Ligier JS27-Renault V6	5 laps behind	1.30.958	47
11th	Piercarlo Ghinzani	Osella FA1H-Alfa Romeo V8	6 laps behind	1.39.607	3
12th	Nigel Mansell	Williams FW11-Honda V6	retired on lap 33	1.31.831	32
13th	Nelson Piquet	Williams FW11-Honda V6	retired on lap 30	1.32.633	26
14th	Thierry Boutsen	Arrows A9-BMW 4 cyl	retired on lap 26	1.36.132	7
15th	Teo Fabi	Benetton B186-BMW 4 cyl	retired on lap 18	1.31.522	10
16th	Philippe Alliot	Ligier JS27-Renault V6	retired on lap 17	1.33.845	13
17th	Alessandro Nannini	Minardi M186-Moderni V6	retired on lap 14	1.35.459	3
18th	Andrea de Cesaris	Minardi M185B-Moderni V6	retired on lap 14	1.36.392	12
19th	Ayrton Senna	Lotus 98T-Renault V6	retired on lap 14	1.33.437	5
20th	Martin Brundle	Tyrrell 015-Renault V6	retired on lap 13	1.34.997	4
21st	Philippe Streiff	Tyrrell 015-Renault V6	retired on lap 11	1.35.965	3
22nd	Johnny Dumfries	Lotus 98T-Renault V6	retired on lap 10	1.35.941	7
23rd	Jonathan Palmer	Zakspeed ZAK 861-Zakspeed 4 cyl	retired on lap 9	1.36.560	3
24th	Alan Berg	Osella FA1H-Alfa Romeo V8	retired on lap 7	1.39.234	4
25th	Riccardo Patrese	Brabham BT55-BMW 4 cyl	retired on lap 3	1.46.938	1
26th	Derek Warwick	Brabham BT55-BMW 4 cyl	withdrawn on "dummy-grid", car to Patrese		

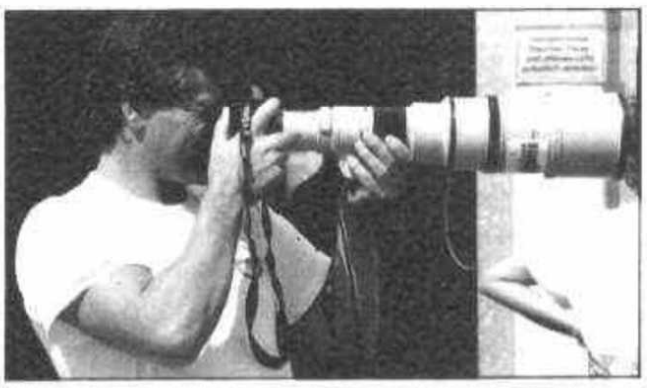
Seventh out of ten

The Grand Prix circus finished a hectic ten week schedule at the Osterreichring on August 17th during which period no fewer than seven rounds of the World Championship had taken place on two Continents. To say that the pressure was beginning to tell on personnel and equipment would be something of an understatement by the time the transporters were packed up after Alain Prost's success on this superbly spectacular circuit in the Styrian countryside.

When the history books are written about the 1986 season, I wonder just how many historians will recall the significance and the organisational pressure of those seven midsummer weeks. When we all trailed off to Montreal for the Canadian Grand Prix, it was in the wake of Nigel Mansell's first victory of the season. Nelson Piquet's Williams-Honda had stopped with imminent engine trouble whilst commandingly in control of the Belgian GP at Spa Francorchamps and Mansell stepped into the breach like a good team-mate should do. But Piquet was the class of the field and had been under no pressure at all. Many people believed he was already stroking his way to the World Championship.

By the time we arrived in Austria, the Williams-Hondas were virtually out of sight as far as the Constructors' Championship was concerned. Mansell had won in Canada, France and Britain and Piquet, following a worrying mid-season lull during which he seemed to have lost his confidence, bounced back to win in Germany and Hungary. Apart from Detroit, where Ayrton Senna's Lotus won brilliantly and the Williams-Honda duo hit trouble, there had not been a race in which the Anglo-Japanese partnership had been anything less than the class of the field.

Then came the Osterreichring and the sight of two Benetton-BMWs side-by-side on the front row of the grid. At first glance it looked like a freak performance in the best Austrian GP tradition, for this fine track has a history of throwing up strange results. Ten years earlier John Watson had performed faultlessly to win in the Penske PC4, the marque's sole GP success: it took almost another five years before "Wattie" made his second visit to the GP winner's circle!



IT IS AS WELL that Derek Warwick has a hobby to keep him occupied for, on the dummy grid, he had to hand his car over to Riccardo Patrese. (Top of page) Teo Fabi and Gerhard Berger storming away in the lead at the start of the race.

A year earlier, Vittorio Brambilla's works Mach 751 had speedboated its way to victory in a rain-shortened event and, a year later, Alan Jones gave the Shadow team its only GP triumph. Now we had the Benetton-BMWs right on the pace and another outsider's victory in prospect. But, in reality, things were not quite as unusual as they appeared at first glance.

With the works Brabham team floundering, the aerodynamically effective Rory Byrne-designed Benettons, with their "upright" BMW engines, have been steadily gaining ground all season. At Brands Hatch Gerhard Berger was the only driver to get on even brief terms with the Williams-Hondas and ran a strong third before retiring; at Hockenheim he qualified fourth and chased Senna briefly in the early stages; at Hungary he was fourth after a steady climb through the field, again before retiring.

At Osterreichring the Benettons had the power, the tyres, and two drivers who love high speed circuits calling for precision driving. Teo Fabi beat his team-mate for the distinction of taking fastest time, an appropriate distinction, perhaps, that the man starting from pole position on the fastest circuit included on the 1986 calendar should, three years earlier, have started from pole position at Indianapolis, a circuit on which precision and judgment is everything.

However, although Berger and Fabi rushed away from the opposition at the start of the race, both ran into trouble. Fabi's B186 jumped out of gear early on, over-revving its engine, after which the Italian reported that it had lost its edge and obviously was not going to last. Seconds after he had taken the lead from his team-mate, it suddenly lost power and began running roughly, so that was the end of that . . .

Berger, however, looked on course to become a national hero in the wake of Niki Lauda. He was well in control of the race, looking smooth and unflustered, when he complained of a serious misfire when he came in for a tyre change. It transpired that the car's battery had suffered an internal breakage and Berger lost almost five laps while it was replaced. Undaunted, he resumed the chase and stormed back to seventh at the chequered flag, having set the race's fastest lap in the process.

Of the four regular top runners, the quartet of



ROSBERG passed Piquet on lap fifteen and eventually ran in second place before retiring with electrical problems.

World Championship contenders, only one survived to the finish: Alain Prost. From the start the reigning World Champion had run in third place, chasing the Benettons as hard as he could, and, after all the routine tyre stops had been completed and Berger had been delayed, found himself in a comfortable lead. Mansell's Williams-Honda was the only potential challenger in second place, although the Englishman was not making any ground on the McLaren and eventually retired with a broken driveshaft constant velocity joint. That was probably just as well for Prost, because his McLaren developed a pick-up problem over the last eight laps of the race and was actually cutting out two or three times a lap as the Frenchman nursed it home to his 24th career victory, a record which matches Juan-Manuel Fangio's achievement.

The other McLaren, driven by Keke Rosberg, held second place until an electrical short-circuit caused his retirement in the closing stages of the race, allowing the Ferrari F186s of Michele Alboreto and Stefan Johansson into second and third places, the reward for consistent reliability on a day when so many leading lights failed to finish. The Team Haas Lola-Fords also managed top six finishes on this occasion, Alan Jones coming home fourth, despite a badly slipping clutch, and Patrick Tambay fifth. After the race the genial Frenchman was confronted by an irate Stefan Johansson, the Swede really "tearing him off a strip" for alleged baulking during their brief battle in the second half of the race. It seemed that after almost ten continuous weeks on the road, even normally placid tempers were becoming frayed . . .

Further down the field, Nelson Piquet's Williams retired with an overheating engine, the Brazilian having to play second fiddle to Mansell on this occasion, while Ayrton Senna's Lotus 98T misfired into the pit lane for good after a dozen laps, the Renault-engined car never having looked a threat all weekend. Dumfries also retired the second Lotus, a spark plug jamming in the cylinder head as mechanics tried to change it, while both Tyrrells also succumbed to heat-related problems in the scorching conditions.

It was also extremely interesting to note that the Osterreichring crowd, normally gigantic, was quite remarkably small; smaller, in fact, than any Austrian GP the writer can recall since the Watson win in '76. The reason for the small crowd then was twofold; Ferrari was not represented following Niki Lauda's crash at the Nurburgring and the Austrian hero was recovering in hospital from those serious injuries.

I actually suggested to Lauda, who was on hand to help the hyper-enthusiastic Heinz Pruller with the Austrian television coverage, that his absence from the cockpit might be a contributory factor behind the small crowd. Typically, he refused to accept such overt flattery and disagreed!

"The real reason why there's nobody here is that we've just had the Hungarian Grand Prix last weekend," he explained. "A lot of people decided to go to Budapest for a change and can't afford to go to another race the next weekend." That seemed perfectly logical to me; Budapest is hardly any further from Vienna and the Austrians have no access problems. However, if that is the case, the Osterreichring organisers can expect small crowds in the future, for as long as the Hungarian GP is on the calendar — which promises to be some time, to judge by the enthusiasm with which the race was received — it is certain to be "paired" with the Austrian race. Perhaps, within a couple of years, we will find ourselves going to Austria first and then on to Budapest the following weekend. If that happens, then I suspect we'll all know why.

My colleague D.S.J. and I have agreed that any driver nearing a 25 per cent victory record must be regarded as a serious Formula 1 contender, because at the end of the day winning is the name of the game. "Ifs and buts" don't count, even though they are the two most frequently-used words in the motor racing vocabulary. It was therefore interesting, prior to Monza, to examine the statistics.

Prost had won 24 out of 101; Piquet 15 out of 122; Senna 4 out of 42 and Mansell 6 out of 86. Even the most elementary student of mathematics can work out that Prost is by far the most successful driver of the quartet, and yet there are still people who do not believe he is the best, by far, of the current bunch. Unlike Piquet, Prost does not often have bad days and I find it particularly interesting that Mansell regards the Frenchman as the best driver in the business today. That suggests to me that Nigel has kept a steady head on his shoulders through all his recent Grand Prix success although, somehow, I cannot see Piquet or Senna ever acknowledging anybody might be better than them in the long term. And that assumption of their own personal excellence might just be a key to their own personal Achilles heel . . . — A.H.

NIGEL MANSELL led the race briefly after Berger stopped but a driveshaft broke on lap 33.



Connaught

The Early Years



RODNEY CLARKE.

ON 23rd October 1955, Tony Brooks won the Syracuse GP in a Type B Connaught. It was Britain's first GP victory for over thirty years and it's impossible to convey to those who did not live through that time what it meant to British motor racing and the ordinary enthusiast. A green car had won at last. It had beaten the aces of a crack Continental team. It was not impossible after all. You began to glimpse what the Israelites must have felt at the outcome of the David/Goliath contest.

True, it was neither a World Championship event and nor did it attract a full GP field, but it was over 240 miles and Maserati sent cars for Musso, Schell and Villoresi.

Brooks' single-seater experience was limited, confined to a couple of short races in John Risely-Pritchard's F2 Type A Connaught. To preserve his car, he turned in only 15 practice laps and largely learned the circuit on a hired scooter. Still, his best time was good enough for third place on the grid which, in itself, caused a sensation. Though Connaught had been racing single-seaters for five years, they were not at all well-known in Europe.

In the race Brooks first battled with Musso then stroked away to win by over 50 seconds, setting fastest lap in the process. Since all the works Maseratis ran trouble-free, the victory was no fluke.

When the team finally returned to base, a party was thrown to celebrate. On the workshop walls were telegrams and cards from all over, including large firms wishing to be associated with the win. Rodney Clarke, Connaught's founder, looked around at the walls and said words to the effect that it was marvellous how the congratulations came pouring in when they were successful but not one of the well-wishers was prepared to offer practical help.

A little over eighteen months later, those same workshops were the scene of a sad auction as the effects of Connaught Engineering were sold off. Clarke and his associates had finally decided to call it a day. By a bitter irony, the first successful post-War British F1 team folded just two months before Moss and Brooks took their Vanwall to victory in the Grand Prix d'Europe at Aintree, the win which heralded Britain's domination of F1.

The writing had been on the wall for a long time, indeed, in December 1953 John Bolster had written in 'Autosport' that the firm's future seemed doubtful and what a tragedy it would be if the company was allowed to fold. It was, he wrote, a potential research and development facility which could be of benefit to the whole British motor industry. The industry, possibly soured by its experience with BRM, didn't want to know though Clarke tried hard to interest it.

At a time when most British racing car constructors were special builders working from rough sketches, Connaught maintained a full drawing office which employed up to eight people. There are current F1 teams with a smaller design staff.

At a time of make and mend, Connaught did things properly, engineering cars to the highest standards, which is why those in Historic racing are still running on their original magnesium wheels while Cooper-Bristols tend to run on Minilites.

The team had its own engine development shop complete with dynamometers. It experimented with its own wind tunnel long before most constructors even considered using one. Clarke's level of thinking was extraordinary, way ahead of his time.

Connaught chassis design set new standards of roadholding but the cars were always let down in two areas, lack of money and lack of an engine to match the excellence of the chassis.

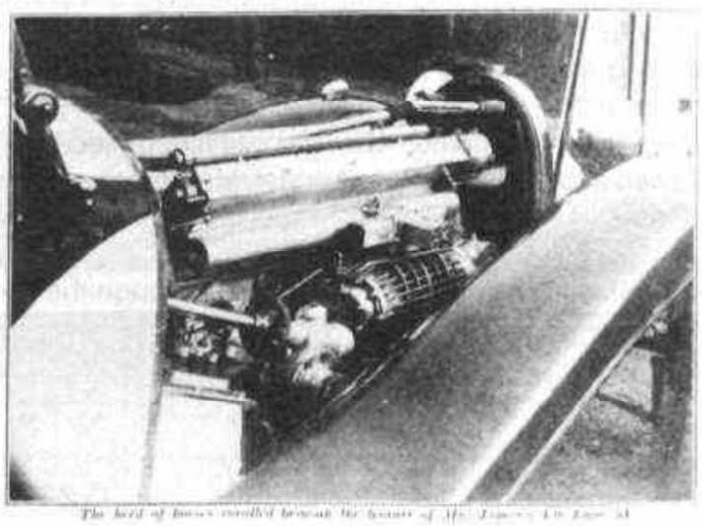
Connaught F2 cars used developed Lea Francis engines while the F1 cars had modified Alta units. The firm investigated other power sources and at one time did some development work on a single cylinder unit intended to explore the feasibility of a rotary valve, air-cooled, V8 designed by Laurie Bond. Stuart Tresilian offered Connaught the design of a four cylinder dohc F2 engine but the money was not there to build it and later a modified version of Tresilian's design appeared in the BRM P25. The Coventry Climax 'Godiva' engine appeared for a while to be a possibility but it was never released to customers and so the advanced Type J, which would have been a rear-engined monococque F1 car (in 1953!), was still-born.

Rodney Clarke was born in 1916 and, leaving school aged 16, enrolled on a three-year Automobile Engineering course at the Chelsea College of Automobile and Aircraft Engineering where John Heath, later of HWM, was a contemporary. When he completed his training he was unable to find a job in the motor industry and had to settle for becoming a trainee with a firm making radios. This didn't last and in 1935 he joined the RAF as a pilot on a short service commission. When war broke out he was a Flying Officer on bombers but severe sinus trouble saw him invalided out in 1940.

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CENTRAL GARAGE—CHOBHAM

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He then ran in turn a hotel in Cornwall, a cinema in Exeter and a pub in Hampshire before being able to return for a while to flying, as a ferry pilot.

In 1943 he set up Continental Cars Ltd with Leonard Potter. The two directors were joined by Robert Cowell and Pat Whittet in 1945 but they left within months and set up a rival business near Bagshot.

Continental Cars Ltd. bought, sold, and prepared cars, particularly Bugattis and hoped to be appointed an agent for Bugatti when production resumed post-War, Clarke himself competed in club events with a Bugatti T 59 which was converted to road trim with additional styling by Denis Jenkinson. Towards the end of 1946, the business transfered to premises on the Portsmouth Road at Send, near Guildford.

Among Clarke's customers was Mike Oliver, another ex-RAF flier with a love of fast cars. Mike has continued that love affair, currently with a Porsche 911 Turbo but just after the war it was a Bugatti T 35B, bought from Clarke, with which he competed in the few events there were. Mike was at something of a loose end when Clarke suggested that he joined him in Continental Cars. He joined as Service Manager but soon became a major force in the company while Leonard Potter faded into the background.



MIKE OLIVER pictured recently at his home in Devon.

Although he has no formal training, Oliver is a natural engineer with a particular sympathy for engines. He was eventually to oversee Connaught's engine development shop but in the early days worked with Clarke on customer's cars.

One such customer was Kenneth McAlpine who entrusted the preparation of his ex-Whitney Straight Maserati 8CM to Continental Cars. While much which passed for 'preparation' at the time was little more than routine service work, Clarke and Oliver developed the Maserati. While Oliver concentrated on the engine, Clarke experimented with damper settings, steering geometry and weight distribution and as he honed the car he learned the basics of what makes one really perform.

The hoped-for Bugatti agency did not materialise since the company never resumed full production. New cars of any description were scarce and most were ear-marked for export, but it was possible to obtain certain types of complete chassis, so Clarke decided to go into the car construction business.

The car was to be a sports model based on the short 14 hp Lea Francis chassis with a body of aluminium panels on a tubular steel frame built by Leacroft of Egham. The entire body was detachable in less than fifteen minutes while the front section was made in one piece and hinged. The style itself was determined by necessity. Clarke wanted an all-enveloping body but one with compound curves would have been too expensive to make so he came up with a line which used only single curvature panels.

The result was the Connaught L series. "Connaught" derives from CONtinental AUTomobile and the 'L' was for Lea Francis. It is possible that the idea of building such a car was inspired by a Lea Francis-based sports car produced, and offered for sale, by Robert Cowell and Gordon Watson in 1947. It was based on a LeaF 14 hp chassis, shortened and lightened, and had a body designed by Denis Jenkinson. Cowell and Watson had ambitious plans, which included a 1½-litre GP car, but these came to nothing and only the one sports model was made.

The chassis of the Connaught L series was near-standard Lea Francis, with just minor adjustments to the damping and steering. It was in the engine department that the big changes were made. Taking the long stroke, four cylinder, 1767cc LeaF unit and working in conjunction with Peter Monkhouse and A. N. L. Mclachlan of Monaco Engineering, Mike Oliver produced new high-lift camshafts, substituted four Amal 10TTs for the original twin SU H4 carburettors, and converted the engine to dry sump lubrication. There was a four-branch exhaust manifold and optional hc pistons which everyone seems to have specified.

Two models, the L1 and L2, were listed but no L1 was ever built. Described as a "Sportsman's Roadster", it would have been externally identical to the other cars but would have retained SU carburettors and wet sump lubrication in an engine which gave 98 bhp to the 102 bhp of the L2's "Competition" specification.

Notional L1s would have used standard LeaF gearbox ratios and not had the front brake cooling scoops and competition Ferodo linings of the L2. Since the only other difference between the L1 and L2 amounted to trim and all the other options, like high compression pistons, alternative final drive ratios and magneto in lieu of coil ignition, were available on both models and they were expensive to start with, it's hardly surprising that customers ordered the L2.

With a dry weight of 2130 lbs, the L2 would do a genuine 104 mph and accelerate 0-60 mph in 11.9 seconds. In March 1951, MOTOR SPORT tested Mike Oliver's personal car (MPH 995) which was then running with twin SUs and softer valve springs but was still giving 107 bhp (122 bhp was eventually seen by some engines running on petrol). In his report, Bill Boddy was lost for superlatives when it came to performance, road holding and the stopping power from the Girling hydro-mechanical brakes, though he did concede that the body flapped and rattled and the doors didn't like staying shut. He concluded with, "the Connaught is one of the nicest, fastest, safest, point-to-point cars I have driven."

On its introduction, the L2 cost £1,275 including tax, but within eighteen months, partly due to Lea Francis price increases, that had risen to £1,610. To put it into perspective, that was the cost of two Jowett Javelin saloons. The cars were too expensive to attract many customers.

The first L2 (MPH 329) was registered in October 1948 by Connaught's first customer, Kenneth McAlpine, and made its competition debut the folowing June at Prescott where it won the 1,501-3,000 unsupercharged sports car class. The following Saturday at the BOC Silverstone meeting McAlpine took fourth in a ten lapper for "Miscellaneous Cars". A fortnight later he finished a creditable second at Silverstone in a five lap scratch race and two months later, at Goodwood, Clarke (in MPH 996) won a five lap handicap from McAlpine who also finished second in another handicap. Then at Blandford in late August, McAlpine led home Clarke to score a Connaught 1-2 in the Two Litre sports car race. It was a promising beginning.

By April 1950, six L2s had been completed though the sixth, for Ken



KENNETH McALPINE at Prescott in 1949, giving the very first Connaught a successful competition debut.

Downing (OPC 3) had a stroked 1,480cc (114 bhp) engine. Downing also took advantage of the easily-removed body to have an alternative shell for racing, a cycle-winged affair along the lines of a Frazer-Nash Le Mans Replica.

During 1950 Lea Francis changed to wishbone and torsion bar independent front suspension and Connaught had to do the same — under protest. Clarke was unhappy with a marked deterioration in his cars' handling and he tried to persuade Lea Francis to continue supplying beam-axled chassis. Since Connaught had built only six L2s, after eighteen months of production, Clarke was not in the strongest position to make demands.

Any car built on the ifs chassis was designated 'L3', but they were few — and undistinguished in competition. The L2s had a mixed 1950 season, enjoying some success at club level but finding more serious competition a little stiff.

McAlpine, Clarke and Oliver disposed of their cars during the following year and responsibility for the marque's reputation fell to customers. Ken Downing, won 15 races and sprints in OPC 3 during 1951. Other owners achieved virtually nothing in the way of results.

Downing's car seems to have been the inspiration for the L3/SR (sports racing) which had an aluminium and ash body built by Abbotts of Farnham. Despite favourable publicity only eight Connaughts had been built by early 1951 and the L3/SR was intended to offer a sportier line, better value and, being 225 lbs lighter, better performance.

Interest from America suggested that an initial batch of 12 cars might be sold there. The first L3/SR was completed in July 1951 and shipped out for Harry Gray to drive in the Watkins Glen Grand Prix. Though it won its class, it did not impress the Americans with either its finish or price and no orders came. Total production of the L3/SR was three cars, the last one being completed in October 1953. None had a remarkable competition career.

Duncan Rebagliati, the current owner of MPH 996, has established that 14 Connaught L series cars were made. There were six L2s, two Leacroft-bodied L3s, the three L3/SRs and three other chassis.

A firm in Stoke-on-trent produced one body which, though beautifully made, was to the wrong dimensions which resulted in a bloated look. It was exported to Kenya, had a chequered career, was discarded on a farm without instruments or engine but has now been brought back to the UK.

The reason for finding another coachbuilder was that Clarke had been disgusted by Leacroft whose works were untidy and who stored the body frames outside with the result that they were supplied already rusty.

With their aviation backgrounds, Clarke and Oliver insisted on the highest standards. Connaught's workshops may have been modest, a far cry from today's purpose-built factory units, but they were spotlessly clean. Connaught's mechanics, too, had to be well turned out and the company even employed a professional car cleaner to keep every item spotless.

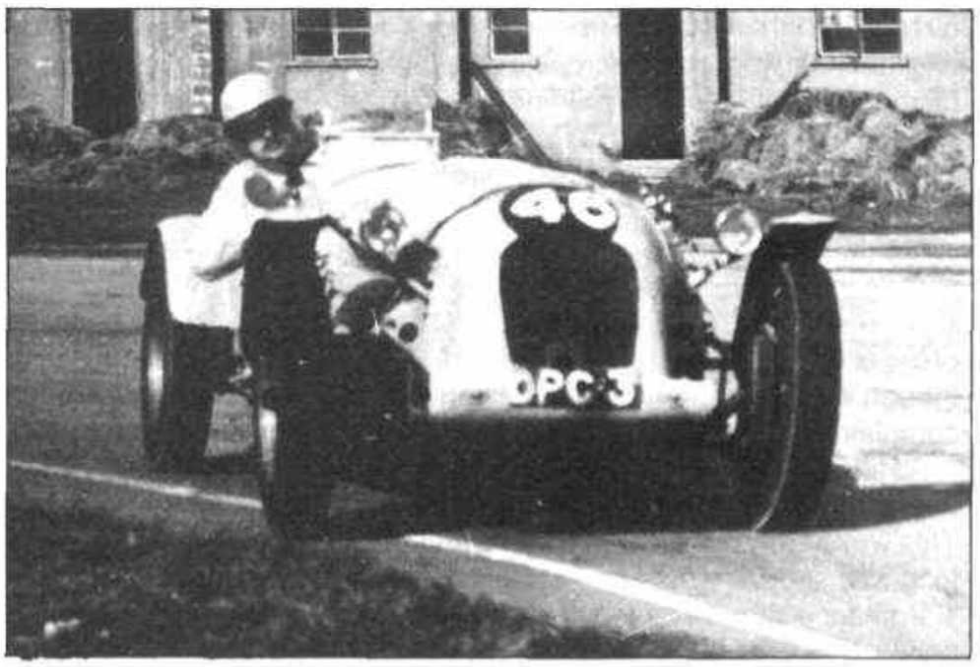
When L series production formally ended in 1954, there were two spare chassis. They were sold to Leonard Potter who passed them on. One (TPB 915) was finished with a tank-like body by the firm in Stoke while the other was sold un-bodied and remains so to this day though along the way the original chassis has been replaced with a tubular frame.

Of the 14 L-series cars, only one, an L2 (MPH 998) is not accounted for. By the early Sixties it had been brought up to scratch and sold in California but there the trail goes cold.

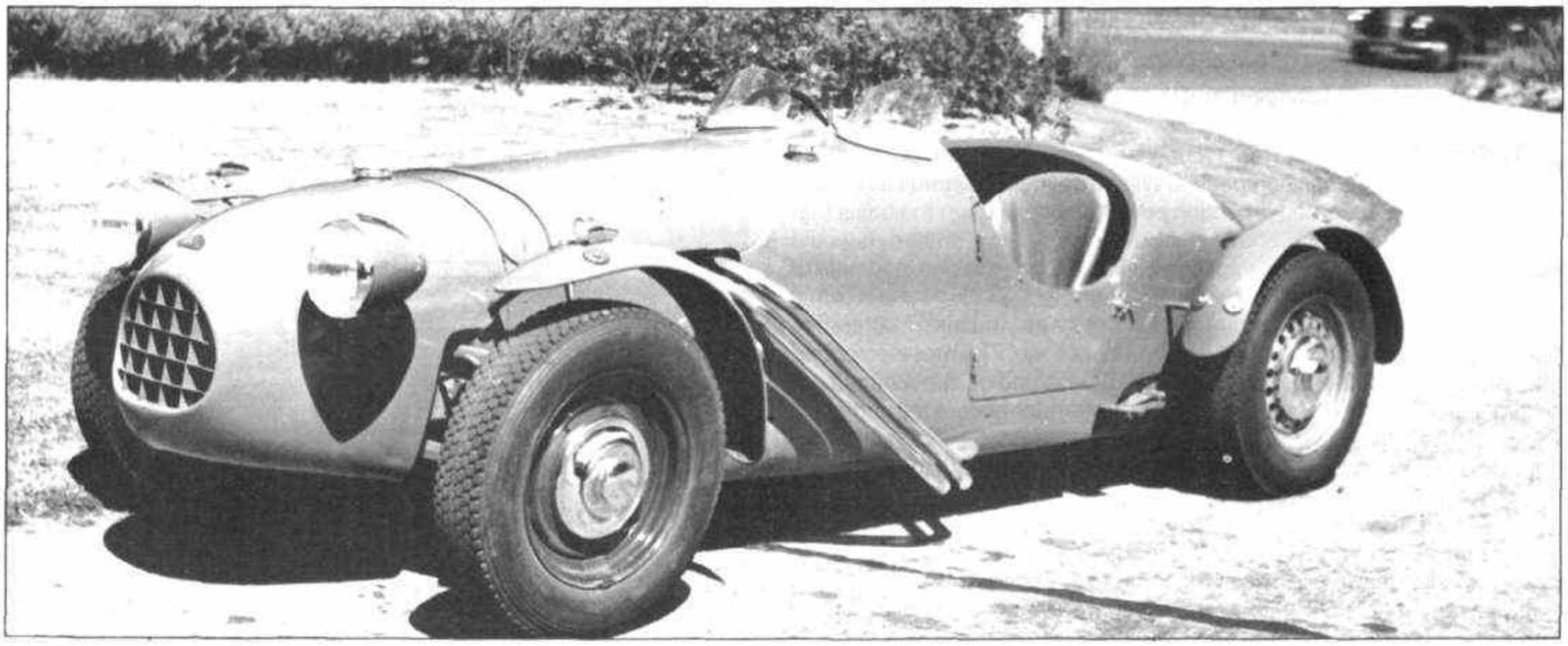
Even before the first L2 was finished, McAlpine had begun to develop a close interest in the project and in the potential of the talent at Send. Like Clarke and Oliver, McAlpine was an ex-flier. Impressed by their results and feeling a need to put his motor racing on a more professional level, McAlpine formed Connaught Engineering on 1st January, 1949, the company was effectively Kenneth McAlpine trading under that name, to create a Formula Two car for his own use and for sale to like-minded customers. Gradually Connaught Engineering took over the facilities of Continental Cars Ltd until, by mid-1951 Continental Cars had ceased to exist except as the freeholder of the premises occupied by Connaught Engineering.

A draughtsman, Gordon Rymer, was engaged and in May 1949, C. E. 'Johnny' Johnson was appointed his assistant. Rymer left shortly afterwards and Johnson became chief draughtsman.

Clarke was a great ideas man but could not draw while Johnson was a quick and accurate draughtsman who admits to having had little idea about actual design. "All I knew when I joined the firm straight from my



(Top). KEN DOWNING, the most successful Connaught privateer of the early years, rounds Woodcote corner at Goodwood in his L2 fitted with its alternative competition body. (Below) One of the three L3/SRs.



training course was that when you drew a pencil across a sheet of paper, it left a black line." Johnson therefore became a sort of engineering amanuensis to Clarke and learned his craft rapidly.

Johnson stayed with Connaught for just over six years and has written a fascinating manuscript about his years at Send. From it we can take two examples from 1950 of the sort of ideas Clarke was generating.

The first was a four wheel drive sprint car for McAlpine using the straight eight supercharged 2.9-litre engine from his Maserati. The engine was to be centrally mounted on one side of the driver and there was to be a free wheel between the two differentials. Lay-out drawings were made but the size of the engine meant that the car would have been too wide and long to be effective.

Then there was an idea for a mid-engined coupe, with the engine mounted transversely, intended for the American market. Had it been built it would have been years ahead of its time but when possible engine suppliers were approached, none could come up with the right unit at the right price so the idea was quietly dropped.

Mike Oliver is of the opinion that neither were serious projects, both being beyond the company's resources. He says, "Rodney had many very avant garde ideas, and I am afraid I sometimes became rather impatient with him because I was probably too conservative. In practice, I think it was probably quite a healthy combination."

When Johnson joined Connaught in May, 1949, the first two Type A F2 chassis had already been laid down. Then came a decision to lengthen the wheelbase by an inch so the frame of A2 was redundent but A1 was built up as the prototype/test machine.

The chassis appeared fairly conventional, a simple ladder frame with two large (3¾ in) diameter tubes, but it was extremely light and carefully detailed. As an example, the front cross-member doubled as a 3½ gallon oil tank. Where it differed from contemporary ladder chassis built along similar lines was in the scrupulous attention given to optimum weight distribution, all those experiments with McAlpine's Maserati being applied.

Fuel was stored in two tanks along the sides of the car so its balance remained constant as the fuel load lightened. Clarke's aim was to build a single seater complying with F2 regulations for the capable amateur driver to race in British club and National events. Since these were generally short affairs, initially only 19 gallons of fuel was catered for. Given the type of driver he had in mind, Clarke aimed to produce a neutrally handling car though when later some more able drivers got hold of Connaughts they complained of excessive understeer which had then to be dialled out.

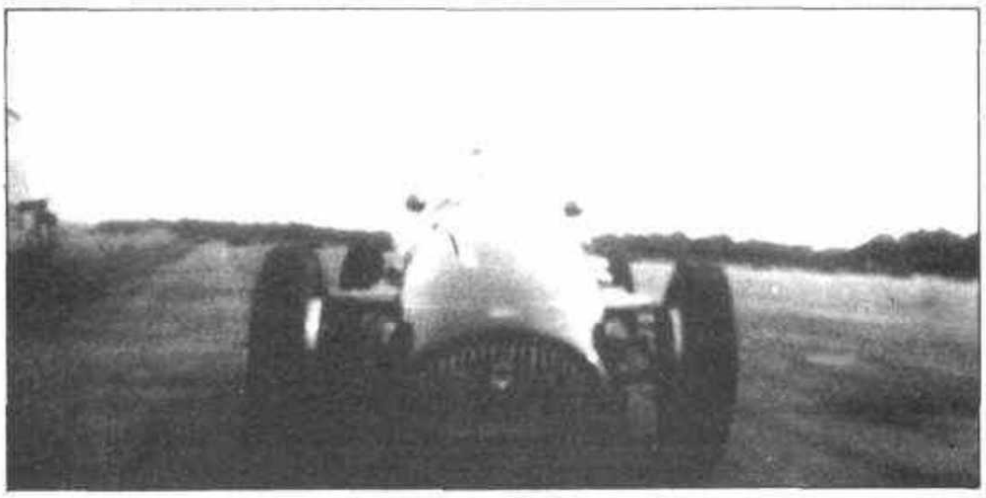
As fitted to A1, the engine retained the LeaF internal dimensions (75mm × 100mm, 1,767cc) and it gave 130 bhp at 6,000 rpm running on alcohol. This was nearly double the output of the standard LeaF engine but still a long way short of what Ferrari or Maserati had.

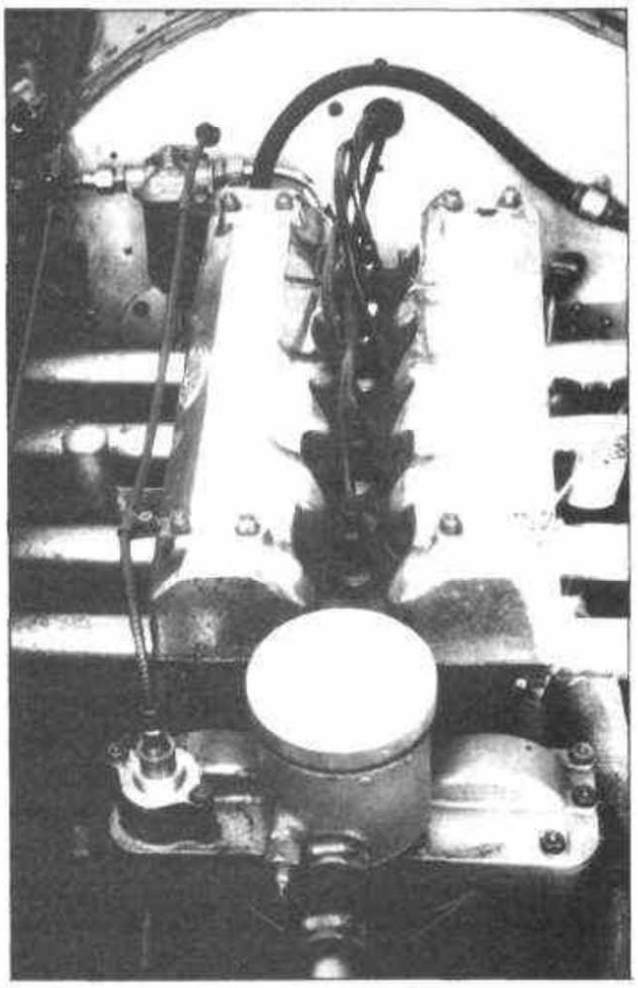
If finance and expediency gave Connaught a handicap in terms of power, the company went some way to redeeming the disadvantage in its chassis. There was no better handling car of the time and it was the one area where Clarke always led his contemporaries. Front suspension on all cars was by double wishbones and torsion bars but A1 alone had independent rear suspension, again by double wishbones and torsion bars.

The specified gearbox was a four speed preselector unit designed by the Self Changing Gear Company to Wilson patents. Common lore had it that such a unit absorbed too much power but working on the basis that energy is indestructable and that if power was being wasted, it would convert into heat, Oliver was not convinced for there was no evidence of excessive heat. Typically, he tested both types of gearbox on a dynamometer which demonstrated that there was virtually no difference between a preselector 'box and a conventional one. The preselector had the advantage, though, of near ideal gear ratios and quicker change.

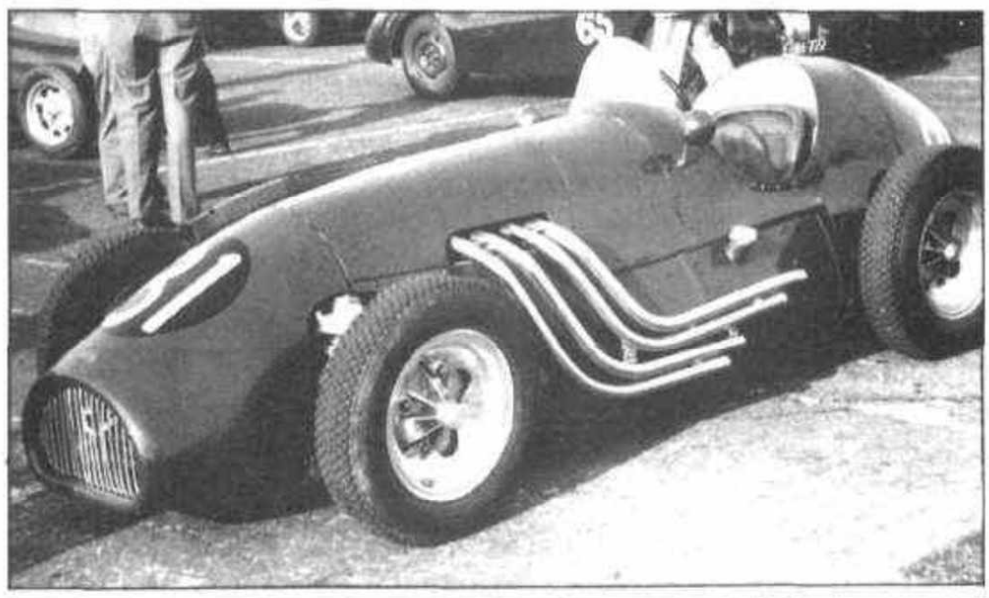
Specialised metals such as nickel and nickel steels were the subject of severe government restrictions, being reserved for the airicraft industry, but Connaught's works foreman, Fred Bowes, was a gentleman of great resource and many contacts . . . .

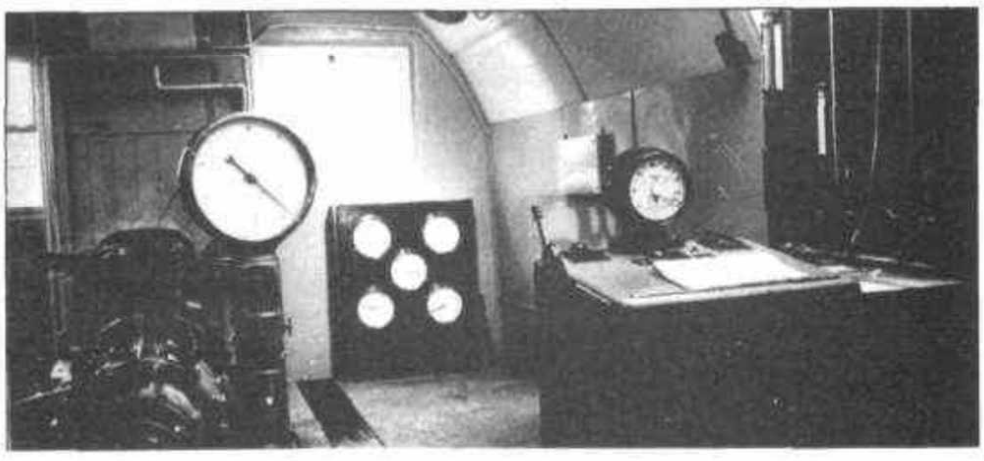
There was no separate frame to hold car's alloy body which was supported by its own strength and it was typicial of Clarke that he went to enormous lengths to find a paint which could be applied to the bare panels without primer (to save weight) and which would not streak or stain if the





(From the top) FRANK MOORE, Connaught's chief engine fitter, at the wheel of A1 during the initial Silverstone test. The much modified Lea Francis engine. A1 in the Silverstone paddock, June, 1951. Note the four-branch exhaust and the plenum chamber enclosing the 10in ram pipes feeding the four Amal carburettors. The chamber was known by the team as the "MacGuffin". Mike Oliver's domain, the engine test shop.





alcohol-mix fuel was splashed on it.

Lea Francis had been exploring the idea of selling 1.5 litre engines to the American midget car racing fraternity and had made an engine based on the 1.7-litre unit but with the block cast in aluminium and the chain valve drive replaced by gears. The American scheme petered out but the company made the engine available to Connaught. As supplied, the block was a flimsy shell and though the LeaF valve gear arrangement of short pushrods mounted high in the block was retained, the final engine owed more to Connaught than its originator.

Oliver specified a new crankshaft and new valves, valve springs, camshafts, pistons and rocker covers. The few LeaF components were machined by Connaught Engineering, the units converted to dry sump lubrication, and the compression ratio raised to 10:1 since they were to be run on an alcohol based fuel.

To judge by the fact that an entry was filed for a race at Goodwood in May but later scratched, work on the prototype proceeded more slowly than expected but on August 7th, 1950, A1 was loaded onto the team's painfully slow Austin coach and taken up to Silverstone.

Testing started the next day with Clarke at the wheel. Mike Oliver recalls Clarke as a very good driver but one who frequently preferred to leave the *driving to others. His driving on that first day was anyway limited for the car* achieved only a single lap. The rev counter drive broke, the rear suspension was found to be too hard and the seat, sagging under the driver's weight, rubbed onto the prop shaft and melted.

The next day problems set in with the Wipac magneto and even a trip to the factory during which magnetoes were carefully assembled and tested failed to remedy matters. They simply failed after a couple of laps.

Then Clarke recalled that the Wipac unit was a direct copy of a Scintilla Vertex and managed to track one down on a laid-up Riley. The ignition problems were solved.

On August 11th everything was going well when McAlpine turned up to watch progress. The circuit was about to close for lunch but the man in charge allowed him out for a single lap with a warning to beware of hay wagons at Stowe. McAlpine did one quick lap but enthusiasm got the better of him and he set off for a second. At Stowe he found the track blocked by a hay wagon and he left the circuit.

To his credit he refused to allow the dented bodywork and ripped seat to be repaired and so it remained, a reminder to take heed of sensible warnings.

The rest of the damage was repaired and in October McAlpine debuted the car at Castle Combe, finishing second to Stirling Moss' HWM.

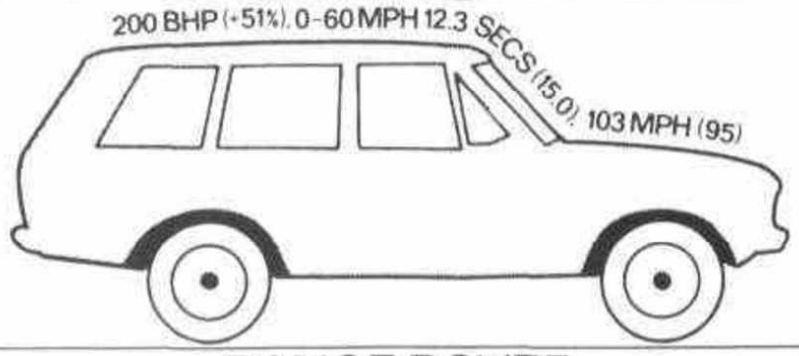
Writing in 1958, Clarke said he had conceived the car to have alternative rear suspension set-ups, the idea being to have the choice of the original irs or a de Dion axle depending on the circuit. During the winter of 1950/51 it was soon discovered that the de Dion arrangement, which he felt to be theoretically superior, was difficult to fit. Finally the tube was located in a near-vertical position but it took some time before the suspension was properly sorted. When it was, the results were such that the original irs system was shelved.

1951 was a learning year and the car raced on just nine occasions, all of *them in short British races. Brian Shawe-Taylor brought it home second in* a five lap handicap at Goodwood on Easter Monday and McAlpine took fourth in a scratch race on the same day. He also took second places at two Boreham meetings and a first and a second at Ibsley in August and Oliver drove it once at Gamston. From its nine starts it retired only twice, both times with a broken throttle linkage for the four springs needed to operate the Amals put some strain on the system.

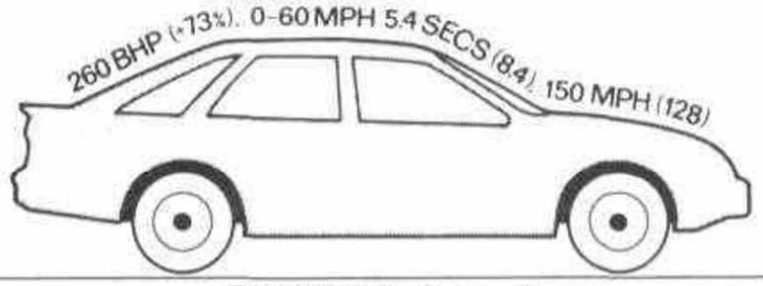
All in all it performed well enough to make an impression and several orders were placed for cars to race in 1952. Connaught was on its way. — M.L.

(To be continued)

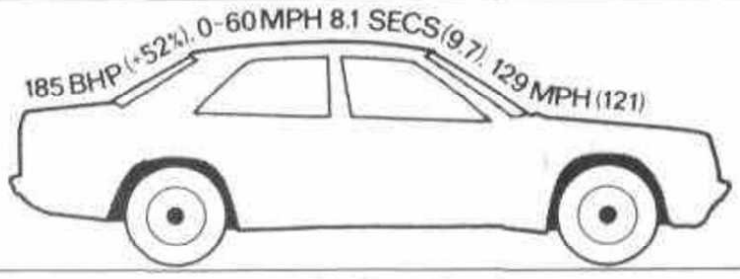
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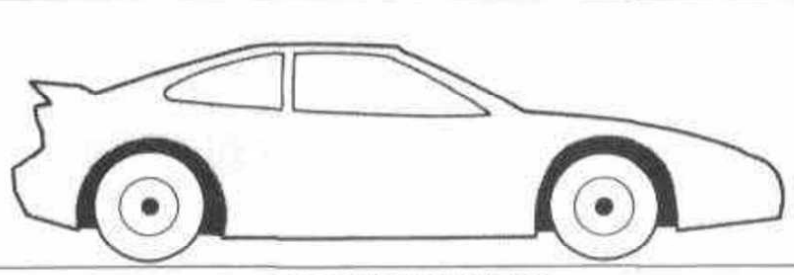
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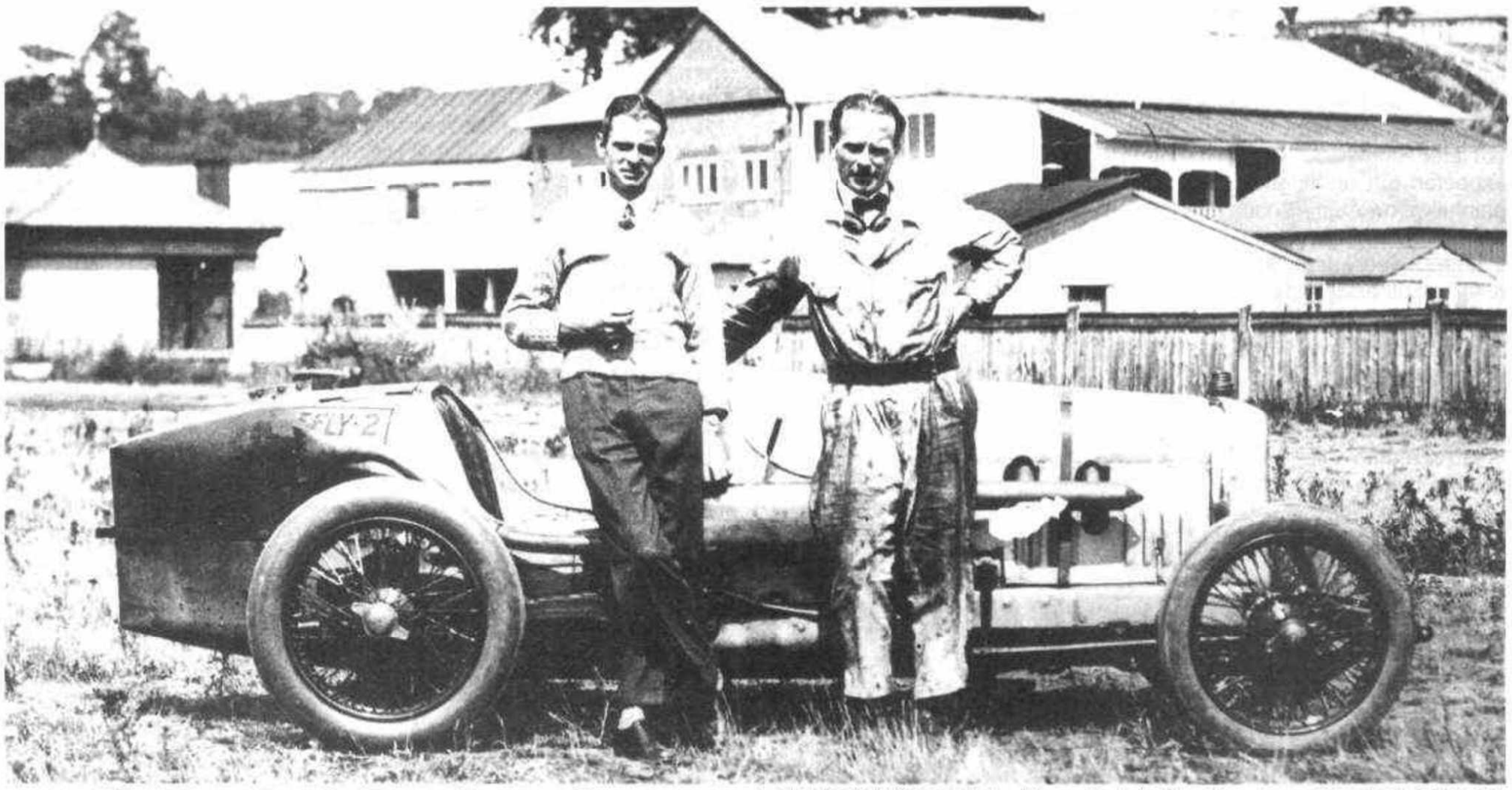
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Veteran to Classic



NORMAN FREEMAN with, on his left, Paul Dutoit, and Dunlop's 200-Mile Race Alvis "Firefly 2".

"I Tested Racing-Car Tyres"

I had an interesting meeting with Mr J. F. Andrews, who used to test racing-car tyres for the Dunlop Rubber Company Ltd. We met at that convenient centre, the Midland Motor Museum in Bridgnorth, the route thereto taking me over one of my favourite roads, that from Knighton *via* Brampton Bryan, Diddlebury, and Morville, which the Ford Sierra XR 4x4 took in its usual capable style. Before working for Dunlop Mr Andrews, now 83, was with the Bentley Motor Company at Oxgate Lane, as the BDC well knows, when the only car made was the famous 3-litre. He started there in 1923 and worked on such cars as Dr Benjafield's Brooklands two-seater, etc. Before that he was with the Golders Green Motor Co., where the first car he ever worked-on was one of the ex-war-surplus sleeve-valve Daimlers, from the Slough disposal dump, in for overhaul before taking up civilian duties again.

It was in 1923 that Mr Andrews started his tyre testing for Dunlop, at Brooklands Track. The staff were actually at the Albany Street Depot in London and used to be taken down to the Track almost daily, in a large old Sunbeam tourer, *see* accompanying photograph. Norman Freeman was the Technical Expert on the racing side and the two fitters, "Dunlop Mac" and his elder brother "Big Mac" are well-remembered by the motor-racing fraternity. Mac joined the Brooklands' staff in 1921 and eventually he and his brother were given a Triumph box-sidecar, later replaced by a van.

In 1924 a proper racing research and experimental department was formed, and two racing cars were acquired for test purposes, one of the 1924 200 Mile Race Alvis cars and the ex-Capt Malcolm Campbell 4.9-litre Indianapolis Sunbeam. The former was painted yellow, the latter was still in Campbell's colours and was bought from the Sunbeam Motor Car Company Ltd, being driven on the road from Wolverhampton to Fort Dunlop in Birmingham and then on to London. The Belgian ex-racing driver, Paul Dutoit, who had been Segrave's riding-mechanic, was appointed to drive both racing cars for Dunlop and he named them, respectively, "Firefly 1" and "Firefly 2". The Alvis is the car which in comparatively recent times has been so beautifully restored by E. J. Benfield and raced frequently by him in appropriate races. Incidentally, when the Sunbeam was being driven in London and the Police objected to the noise, Mr Andrews was able successfully to convince them that Dutoit, who was at the wheel, was a Frenchman, unable to speak any English, which he wasn't and could, and that the piece of paper he was waving at them was his Continental driving permit, which again it wasn't!

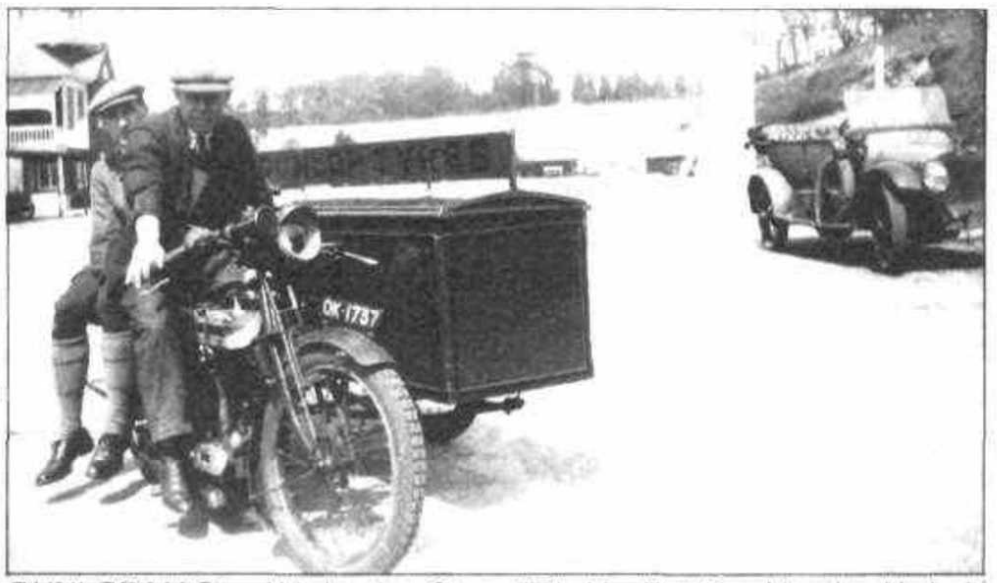
The Alvis used to be started on soft Champion plugs and run on hard KLGs, a racing type that cost one guinea, at a time when ordinary sparking-plugs sold for 5/- (25p). It had a habit of jumping out of top gear, so for the 200-mile race C.M. Harvey had a chain fitted to go over the gear lever and hold it in place. The Sunbeam used to give Andrews a very rough ride so he had a strap fitted to the cockpit floor to which to cling, instead of placing his right arm through the hole provided for the purpose behind the driver's seat. With these two cars they used to carry out innumerable tyre tests, of perhaps up to 200-miles duration at a time. J. G. Parry Thomas also used to help out with the big Leyland-Thomas; he would ask where they would like a tread removed and discard this at any part of the Track, but how he accomplished this remained his secret, whether by sliding the car slightly or lifting-off suddenly on the accelerator, or whatever, never being disclosed. . . .

Mr Andrews spent two very happy years at Brooklands, among the loveable and often wild characters there, and missed it greatly when he

was moved to Fort Dunlop. He recalls the many pranks that enlivened the days there and the general good fellowship. The test department at the Track was formed in 1924 and the Dunlop pagoda built in the Paddock, opposite Pratts' petrol station. Even in the winter there would be testing to do, often on the otherwise deserted concrete, or the racing-cars to be worked on, although these never required stripping down completely, and were generally reliable, although the Sunbeam's Scintilla magneto tended to "cease-fire" without warning. Mr Andrews remembers how hard it was to push-start the Sunbeam for Dutoit, when this charming but somewhat temperamental man became impatient, however.

After joining Dunlop's test department in Birmingham, Mr Andrews was given a brand-new side-valve 12/40 Alvis, purchased at the Motor Show. It was used for tyre testing but did not like flat-out runs on the Track, until a hardened crankshaft and different rods had been fitted. Dunlop kept a large fleet of tyre-testing vehicles, which we illustrated in MOTOR SPORT many years ago. Bull-nosed Morris tourers predominated but around 1927/28 the fleet included a flat-nose Morris-Cowley, a Hillman 14, a Sunbeam for Mr Paul the Manager, and other cars, even a Pierce-Arrow two-seater, apart from pedal-cycles, motorcycles, including a Brough-Superior sidecar outfit, and several commercial vehicles, among them a Guy truck. There were some splendidly-equipped vans for tyre-changing away from base, as on long-distance bicycle road-racing record bids, etc., and Mr Andrews remembers having to drive a taxi chassis round and round London, stopping and restarting frequently, to assess the effect on its tyres.

Even Dunlop sometimes slipped up and in the early nineteen-twenties the Magnum tyre gave continual trouble due to a casing defect, the London "cabbies" queuing-up with their taxis for replacements. Another amusing episode was when the inventor of spiked-mats got the Police Forces interested in laying these down at road-blocks, as a means of puncturing the tyres of get-away cars. A demonstration was arranged in 1928, using a 12/50 Alvis Beetleback. Mr Andrews drove over the mats at speed and disappeared into the distance, as even when the tyres punctured, they



DUNLOP MAC and his brother Steve ("Big Mac") at Brooklands with their Triumph box sidecar outfit. The car on the right is the Sunbeam used to take racing tyre fitters from Dunlop's London depot to the Track.

stayed on the rims. He used to go over to the IoM TT motorcycle races, where Dunlop's used a 23/60 Vauxhall tourer. He remembers very well the shed erected specially for testing LSR tyres, the building made of steel to restrain tyres that burst or flung treads, and of how the wheels became oval at high speed on the test-rig, and of how loose the spokes would be after a short run. That was at a time when Dunlop supplied successfully the very special tyres for the 150 mph, 180 mph, 200 mph and 300 mph Land Speed Records by Campbell, Segrave and Parry Thomas. Around that time the Dunlop Company had ideas of installing a bungalow at Montlhéry Track in France and supplying tyres for the World Championship Delage GP cars, but nothing came of this, although in the British Grands Prix at Brooklands in 1926 and 1927 the victorious Delage teams ran on Dunlop covers. A most interesting talk; incidentally, Mr Andrews now drives a faithful Hillman Avenger. — W. B.

DUNLOP'S Sunbeam and Alvis racing cars in front of the Dunlop Pagoda in the Brooklands paddock. The personnel (l to r) are: R.M. Hanlon, David MacDonald ("Dunlop Mac", the famous tyre fitter who began as a "pump-boy" at Brooklands in 1913), Paul Dutoit, Ted Jarrott, J.F. Andrews, Norman Freeman and Mr Rutter.



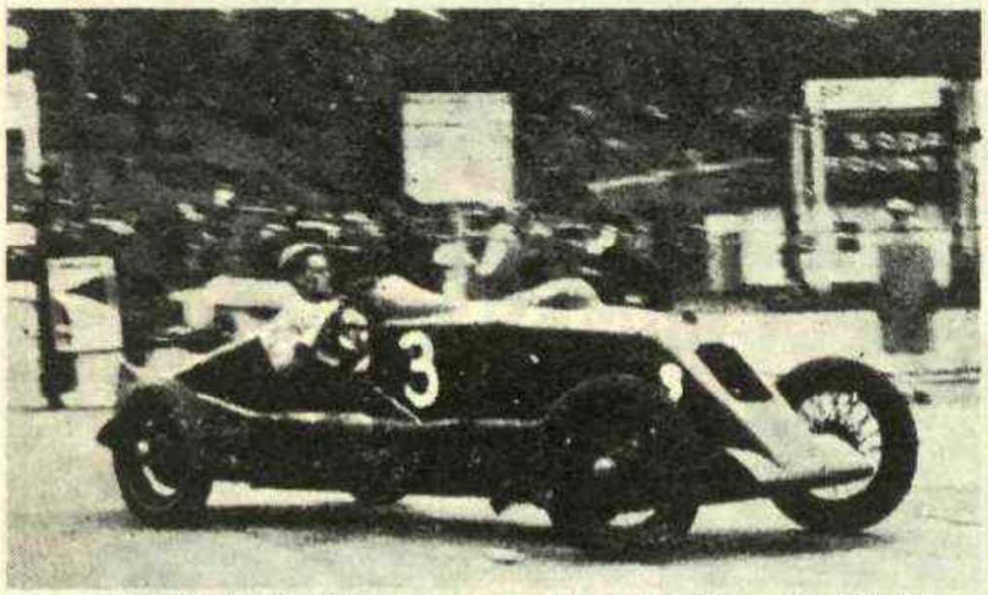
Veteran-to-Classic Miscellany. — It was with the deepest regret that we learned of the death of Ted Inman-Hunter, after a long illness. Ted was apprenticed to the Aston Martin Company at Feltham in the Bertelli days and ever after remained a 100% AM enthusiast. He joined the AMOC as its 40th member, in 1948, and was the Club's first Registrar, of the 2-litre and Bertelli models. While in Australia on film work Ted had an early Aston-Martin and he later restored his prized LM7 and drove this 1931 team-car with the greatest enthusiasm. With F.E. Ellis he contributed Book One to the late Dudley Coram's Aston Martin history that appeared in 1957 and later, in 1976, Ted wrote his own book, about the Aston Martins of 1914 to 1940. To his wife Joan and their daughter, our heartfelt sympathy.

Ted would have been glad to know that the AMOC now has a membership of over 2,700. The Morgan Three-Wheeler Club has its AGM at the Abbey Hotel, Malvern, on September 28th, following its annual dinner, and is planning another night trial on October 18th/19th. — W.B.

The Roads of the 1920s

Just to serve as a reminder of how far we have come in sixty years, yet how little has really changed, Owen John was on in 1925 about the AA and RAC still being separate organisations, as they are to this day: but then many of their road-scouts had taken over from the Police the task of traffic control at road junctions and crossroads, which today is almost unnecessary, because of the efficiency and prolification of electric traffic-signals. O.J. did not see how the growing traffic of the 1920s would have progressed without this AA and RAC non-Police traffic duty, even if this implied that some drivers were getting the benefit for services to which they did not contribute. He was of the opinion that the two great motoring organisations would benefit by merging, which over 60 years later they have not done.

O.J. was also on about drivers having to pass examinations in motor driving, and when he went on to observe that he did not see, however, how it could be done, he was overlooking Governmental determination! When he expressed the view that he hoped if this did come about it would embrace horse-drivers, it does make 1925 seem rather a long time ago . . . At that time O.J. was still running his faithful Crossley, but it gave him a shock one day, when he had left it at the usual garage to be oiled and greased all round, while he went on to London. On his return he was told that the near-side back-axle casing was cracked all round its circumference and that he should not drive the car. Taking his courage in both hands he proceeded cautiously to Reading, where he asked Vincent's to repair the trouble. A telephone call to Crossley's brought a new axle-casing in two hours but meanwhile Vincent's had dismantled the thing, only to find that the axle had not broken at all, simply having a loose internal bolt! One wonders what the Manchester manufacturer thought of it, and whether O.J. ever went back to the original garage?



". . . never mind what the orange single-seater Rover "Odin" did on Brooklands Track!"

He had had happier experiences with some of the accessories he used. He rode in comfort on Moseley "Float-on-Air" seat cushions and noticed how effective Houdaille hydraulic shock-absorbers were when a bolt broke and detached one of them. The Rapson tyres on the Crossley had lasted from 1923 and looked like being in use until 1927, astonishingly good going in 1925, tube trouble having caused O.J. to put on his spare a year earlier, in 1924. The "wireless" habit being by then in vogue, O.J. remarked that it taught a lot about accumulators that one didn't understand before, and he was well-satisfied with the two-volt Exide and six-volt Oldham that kept his set going. As for his Crossley's accumulator, he had to take a look to discover its make, so dependable had it been — it turned out to be a Rotax . . .

O.J. ended that discourse by saying that the car had become part of the World's furniture and that it should now try to become beautiful, this involving, in his opinion, getting rid of the spare petrol-can that rode externally on the running-board, as big cars with Autovacs had no need of it and a two-way tap was all that was required with gravity fuel feed to remind one it was soon time to re-fuel — well, now it is the running boards that have gone, as well! One thing that O.J. wanted to see diminish was six-course hotel meals, which many of the newer motorists couldn't afford and which remained an absurd throwback, he felt, to the order of public dinners, the speciality of hotel *tables d'hote* and banquets. By 1925 it was unusual to have more than five courses at a private-house dinner-party and the custom of offering soup and fish had become almost extinct. Yet hotels insisted on providing a cuirass of knives and forks and at least three different kinds and colours of wine-glass, whenso many travellers just wanted a quick, simple meal. Perhaps we should say thank you for today's restaurants intended for motorists, of which the growing number of "Little Chefs" serve so many with what they want.

After which, it was back on road-test, with a new 14/45 hp Rover, which he took on a 400-mile run to Lincolnshire and back. It started from Coventry, the Motor City, which then had some of the worst tramways that O.J. knew. He also found the road from Coventry to Nuneaton one of the worst, but that from there through Hinckley and Loughborough (where they built carrillons for all the World) very good, although Leicester in 1925, in spite of wider ways, was about as tram-infested as Coventry, its traffic controlled by white-robed policemen standing on white boxes. In Nottingham our diarist was innocently eating sandwiches out of a paper bag in a deserted square on early-closing day when a policeman told him he couldn't, as only 'buses were allowed to stop there. So it was onto the Fosse Way and at a good but safe speed for the new Rover, up to Lincoln, which made O.J. venture to think that the fine Cathedral there was better worth repairing than even St. Paul's. Last month, no doubt, many VSCC members passed it on their way to Cadwell Park and may have been glad that, after repair work that was going on as the 14/45 hp Rover went by in 1925, the Cathedral is still standing in 1986 . . .

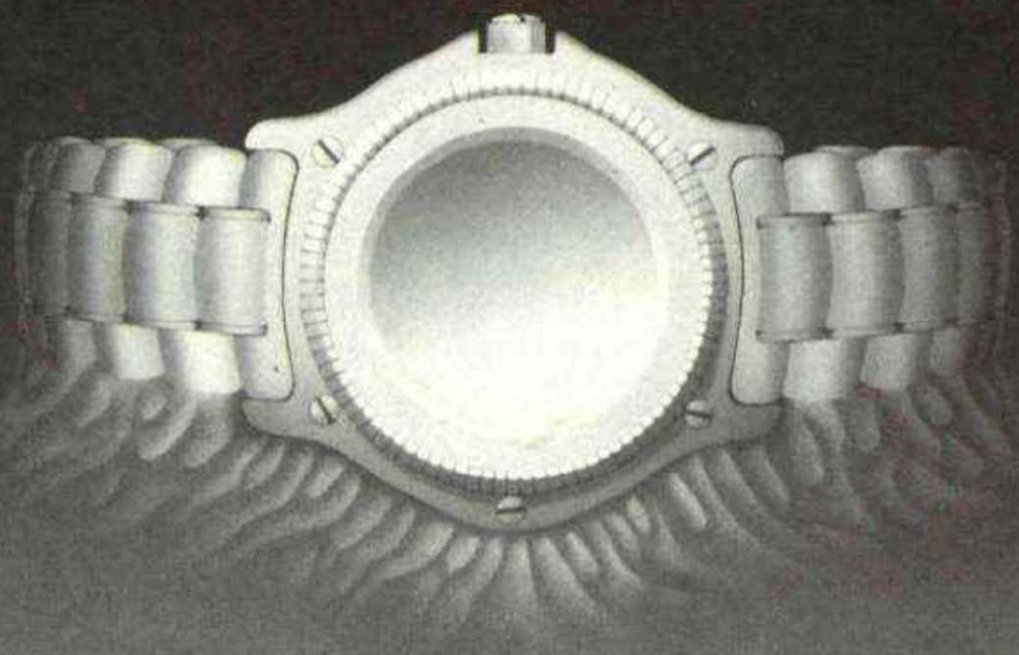
Then it was on along the Roman road leading to Brigg, then almost deserted on that August day, and perhaps the safest and fastest in all England; O.J. said he might not be believed if he told of the speed the Rover attained along it. The night was spent, alone, for tourists in motor coaches merely passed through on their way to the coastal resorts, at the "Angel Inn" at Brigg, where chops and ale were served at pre-war prices by "mine host", who dressed and lived up to that name; and how many come like that, in this sophisticated age? The char-a-bancs were encountered next day, on the way to Grimsby, where the Rover turned south-west and ran through Caistor to Gainsborough, some 40 miles on another deserted and splendid road, on which the Rover was fully extended — but could you do that in a modern Rovonda on a summer's day in 1986? Years before, O.J. had gone to Gainsborough to see the three-cylinder National and wondered what had become of engines with that number of cylinders? — he was writing well before the days of "three-pot" DKWs and today would find the Suzuki Alto entirely acceptable; I confess I was all agog to sample the new twin-cam three-cylinder twelve-valve 550cc Suzuki Alto small car, but now learn that it will not be available in the UK or even in Europe.

Back to 1925, O.J. was very angry at having to pay a 1/8d. (8.3p.) toll to cross the Trent Bridge, when the Keadby bridge lower down the river was free, and he called upon the then-new MoT to do something about it. From Retford, once the most anti-motoring of towns, judged by its hotel, but where in 1925 they were waxing fat on catering for car-loads of all kinds, the Rover returned by way of the Great North Road — and what a nightmare you would have considered that, much less than 60 years ago — amid streams of other cars, to Barnby Moor, Worksop, on through the dull Dunkeries, and among colleries by way of Ilkeston to Derby, to rest the night. Burton, Ashby, and Watling Street brought it home next day.

O.J. did not profess to be a professional automobile critic but in his opinion the new 14/45 hp Rover, in respect of sweetness of running and swiftness of handling on top gear, stood no whit behind any existing car, no matter what its hp or mpg might be. It was a car that added glory even to the City of Coventry, and he recommended you to try it (O.J. himself was to replace his Crossley with one). Yet perhaps he was more discerning than it seems, because he observed that although Mr. Poppe, who had been given a free hand by the Rover Company, seemed to have found out something new, not until he had incorporated in its details a few very minor alterations that would be entirely subsidiary to its main endeavour, would the car achieve a success that could not but make almost every other designer pause and think . . . Well, this new Rover engine, with oh-camshaft and cross-push-rods, *was* very complicated, and it didn't really go until given a larger capacity engine, never mind what the orange single-seater Rover "Odin" achieved on Brooklands Track! — W.B.

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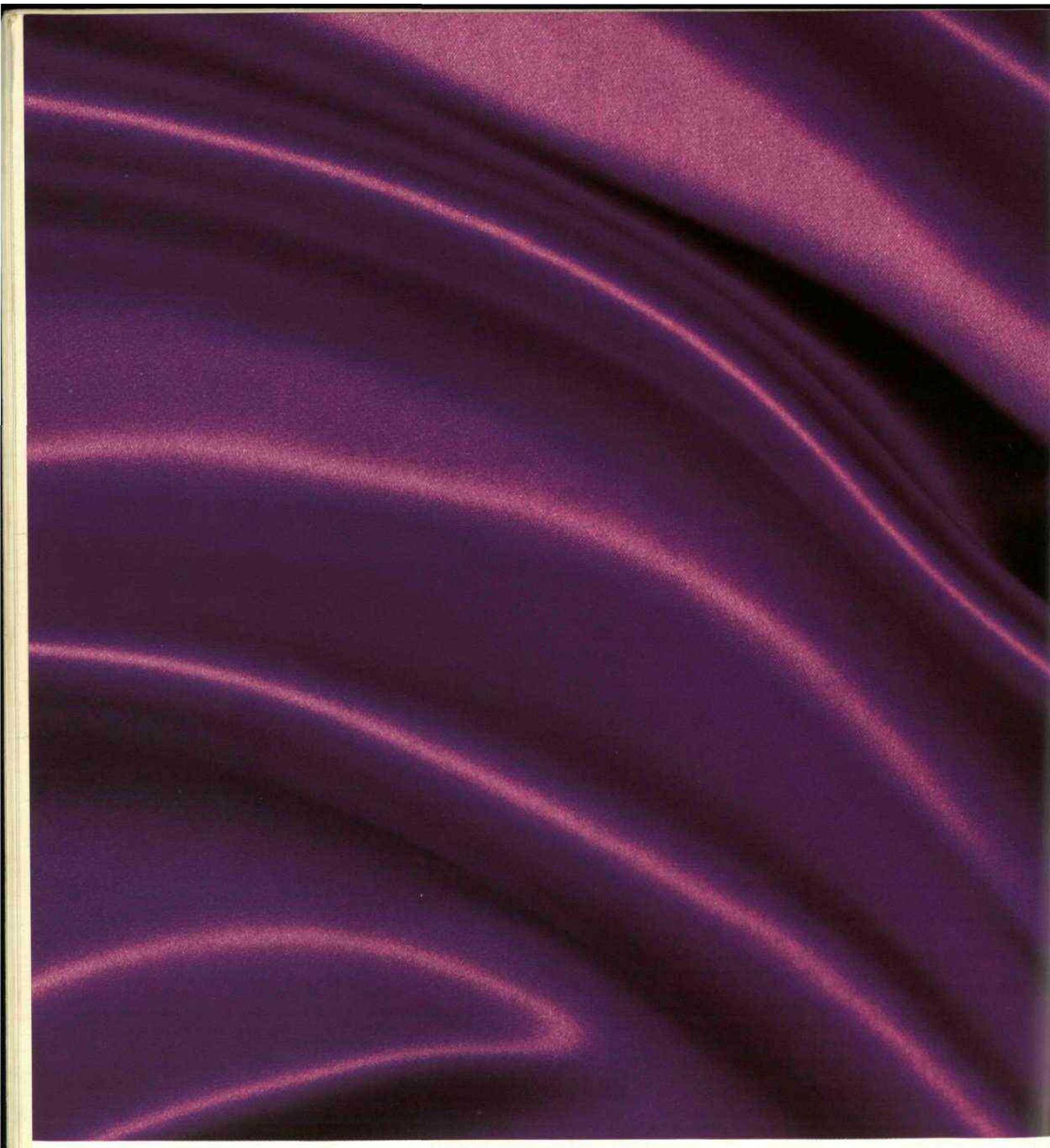
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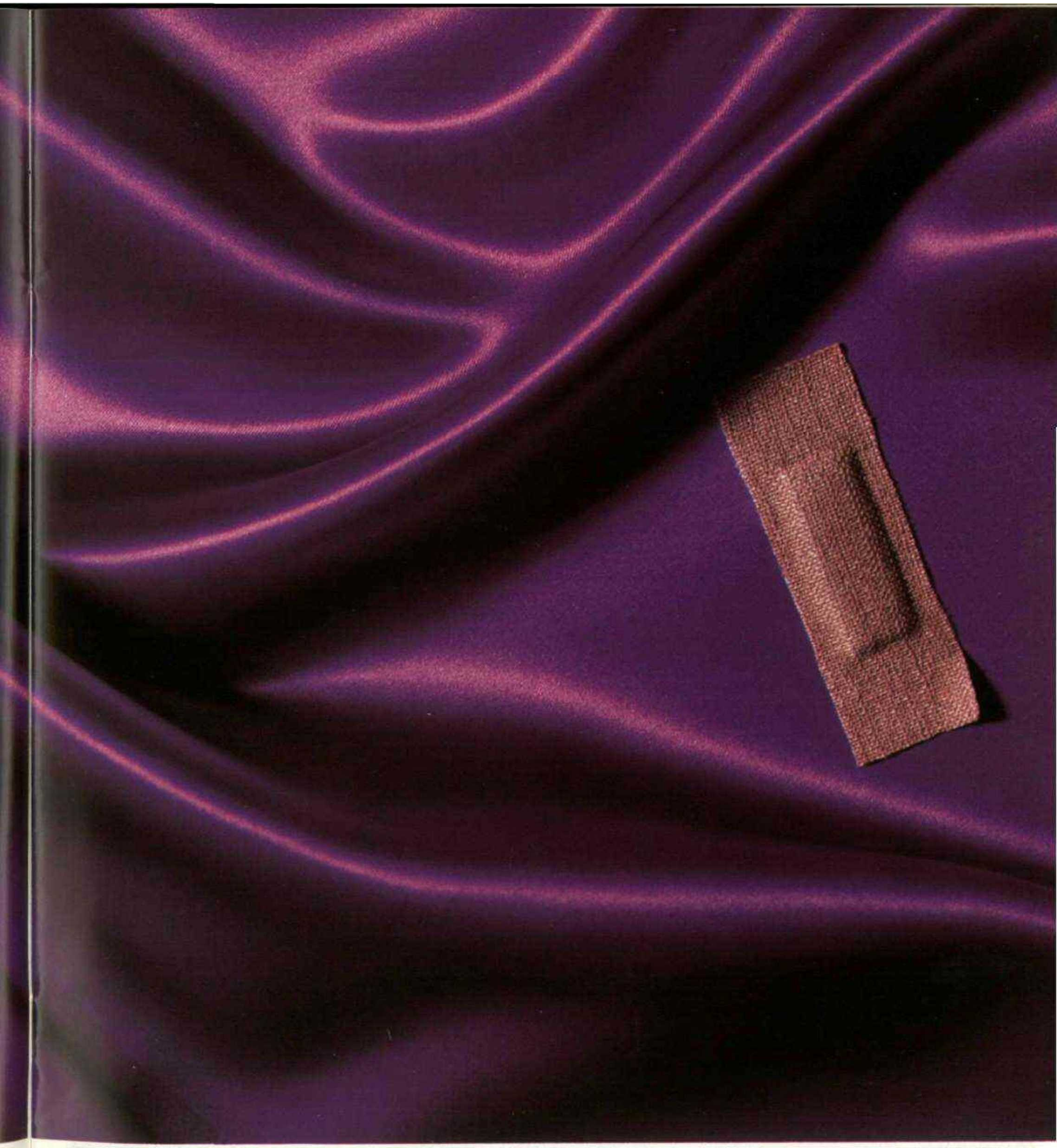
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Ford Sierra RS Cosworth

When Ford invited motoring writers to drive the Sierra RS Cosworth in Spain last December, the occasion immediately passed into lore. Nobody was prepared for so much excitement and for months afterwards when two or three journalists were gathered together in one place, conversation soon got round to the subject of the Sierra.

Driving a car on a company's selected route is one thing, using it as everyday transport and coping with rush-hour traffic can be quite another, especially since Ford's intention is clearly stated: to build 5,000 examples for sale to the general public in order to be able to race and rally a handful. A car primarily designed for the track may have draw-backs on the road. We have yet to see the car in competition, for it is not yet homologated, but as a road car it is sensational.

Using the cast iron 1993 cc four cylinder T88 block as a base, Cosworth Engineering has created a dohc, belt driven, four valves per cylinder, turbocharged engine (with a Garrett AiResearch T3 unit) which produces 201bhp at 6,000 rpm and 205 lb ft torque at 4,500 rpm. Over 80% of the maximum torque is available between 2,300 and 6,500 rpm, so the result is a remarkably flexible engine in almost any driving conditions.

The cylinder heads are made by Cosworth Castings at Worcester, using the patented Cosworth method, and are created alongside heads for the Mercedes-Benz 190 2.3-16. Inlet valves are 35mm in diameter while the sodium-filled exhaust valves are 31mm. Apart from the block, auxiliary drive shaft and water pump, it shares no major components with the standard engine.

Although Ford is adamant that only 5,000 Sierra RS Cosworths will be built, it seems inconceivable that the unit will not find other applications. The head can be adapted to a range of engines and, of course, it need not be used in conjunction with a turbocharger. Ford's own press pack says it is "one of a *number* of new power units currently under development by Cosworth and Ford" (our italics). As it stands, over 50% more power is readily available by increasing turbo boost from the standard 8psi (0.55 bar) and inserting a different chip in the Weber/Marelli engine management system. *Cosworth expects to see up to 375 bhp from* competition versions.

The power is transmitted via a five-speed Borg-Warner gearbox, than which you will find none sweeter. It's a beautifully weighted, short-throw unit, crisp and precise. Between the gearbox and the viscous-coupling limited slip differential (ex-Granada) is a two-piece propeller shaft incorporating a double-tube rubber damper designed to reduce harshness from the engine.

Over 4,500 rpm the engine does get a little harsh but in top gear that's potentially "lose your licence" time. It's a very good turbo marriage but has the drawbacks of any turbo installation. Unless you keep the revs up, the engine may bog when taking off, and though turbo boost is progressive from around 2,000 rpm, there is still slight lag. As one who is not overly enthusiastic about turbo engines as a group, I found this unit the one most likely to win me over. In heavy traffic, it is docile and untemperamental, yet still quick to respond when gaps appear.

Externally, there are 92 detail alterations to the standard Sierra body but the most noticeable differences are the three door body shell (the large rear side windows giving a much sharper line than the usual five door

THOUGH THERE is no mistaking that the RS Cosworth is a Sierra, Ford has made no fewer than 92 detail changes to the body.



shell), wider wheel arches, a front air dam which gives "negative lift", and a large rear wing which generates up to 45lbs downforce.

Many people who stopped to admire the car expressed the view that the first thing they would do is to remove the rear wing. It certainly obscures rear vision, though the large door mirrors compensate, but, worse, it's indiscreet and a bit too "boy racer". It's there, of course, for homologation purposes and in competition trim is no doubt desirable. We are told by Ford engineers, though, that substituting the XR4x4's boot spoiler would supply adequate stability for all save for extreme circumstances.

The other main external difference is the set of spoked 15x7 alloy wheels made by ATS and shod with Dunlop Sport D.40 205/50 VR15 tyres.

When you seat yourself in the car, the first reaction is one of familiarity for the interior is pure Sierra, at Ghia level of trim, with the exception of Recaro front seats, into which you feel you've been poured, the leather-trimmed steering wheel and the small turbo boost gauge set into the main instrument layout. The buyer receives central locking, electric windows and mirrors and a glass tilt/slide sun roof. This last item is a "mandatory option". That sounds Irish, but base (competition) models have a solid steel roof with the sun roof listed as an option, but you can only buy the road car in one level of equipment, the only area of choice being the three listed colours: black, white and Moonstone (a metallic blue).

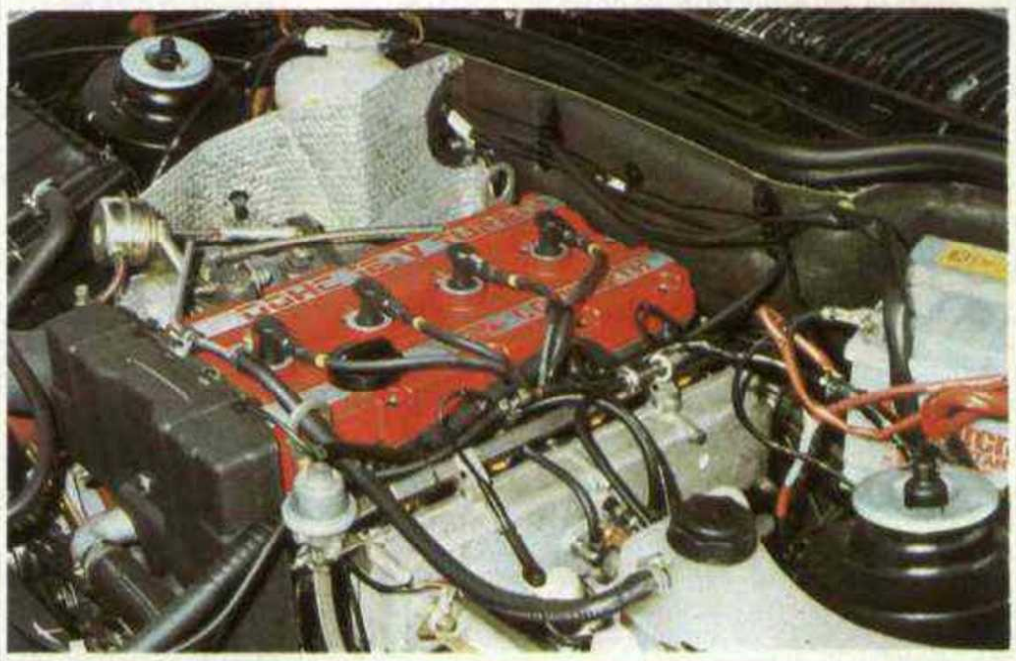
Turn the key and the engine starts smoothly, very quiet at low revs. As you drive away, the first pleasurable sensation is the power assisted steering—it's light, progressive and full of feel. Together with the gearbox, it is the car's greatest asset, you cannot buy better at any price, let alone the reasonable £15,950 which Ford asks for its supercar.

As you get into your stride, there are three other overwhelming sensations. The first is a sense of harmony among all the components, the second is the amount of information they feed to the driver, at any speed, and the third is a sense of "user friendliness". It seems to say, "You want to have fun? Fine, let's have fun *together*."

A fourth sensation gradually dawns on one with increased familiarity, and that is that here is a motor car which will match *anything* regardless of class in real, A to B, driving conditions and yet has all the room, luggage space and practicality of any "reps' delight" Sierra 1.6L. You can take four passengers and their luggage or you can fold down the 60/40 split rear seats. Behind the performance, and behind that indefinable *frisson*, there lurks the sturdy yeoman qualities defined by the marketing men, rather than the competition arm of Ford.

The first time you apply the brakes, from any speed, you are aware of something special. At the front there are 11in ventilated discs with 10.7in solid discs at the rear. They are operated by the Ford/Teves electronic ABS system and, when working perfectly, are excellent. There seemed to be a bug in the system on the test car for, at first, there was a tendancy, for the front nearside wheel to snatch under heavy breaking. That cleared itself, but then even light applications caused snatching. In turn, that cleared, only to be replaced by the familiar thumping of ABS in action at pressures where ABS could not possibly be coming into play.







THE COSWORTH's cabin is virtually standard Sierra, albeit Ghia level (top), although lifting the bonnet (centre) reveals the red cam-cover of the sensational power-unit. Accommodation for people and luggage (bottom) is unaffected, however, making this a family supercar.

Model: Ford Sierra RS Cosworth 2.0
Maker: Ford Motor Company, Eagle Way, Warley, Brentwood, Essex CM13 3BW.
Type: Three door, five seat, sporting hatchback.
Engine: In line four cylinder, 1993cc (90.82x76.95), cr 8.0:1, iron block by Ford with Cosworth aluminium alloy dohc, four valves per cylinder head. Garrett AiResearch T3 turbocharger. 201 bhp at 6,000 rpm, 204 lb ft torque at 4,500 rpm. Weber/Marelli multi-point fuel injection/ignition.
Transmission: RWD, 5-speed Borg Warner manual gearbox, viscous coupling limited slip differential.
Suspension: (front) MacPherson struts, coil springs, twin-tube dampers, anti-roll bar; (rear) independent, semi-trailing arms, coil springs, telescopic dampers, anti-roll bar.
Brakes: Ford/Teves electronic ABS, 11in ventilated discs, front, 10.7in solid discs (rear).
Steering: Variable ratio rack and pinion, hydraulically assisted.
Wheels and tyres: alloy 15in rims, Dunlop D40 205/50 VR15 tyres.
Performance: 0-60mph, 6.2 sec; 50-70 mph, 3.7 sec, 70-90 mph, 4.5 sec; claimed maximum speed, 150 mph.
Economy: Overall, 20 mpg; estimated 25 mpg (touring).
Price: £15,950.
Summary: Astonishing performance, particularly when price is taken into consideration, backed up by a high level of competence in every department, especially ride, brakes and steering. Combines "supercar" performance with workday practicality. A purchaser may consider replacing the rear aerofoil with a more discreet spoiler and fitting additional spot lights.

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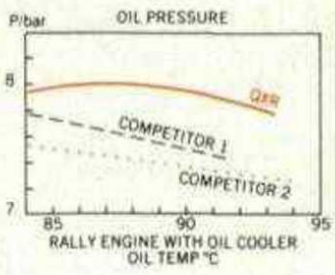
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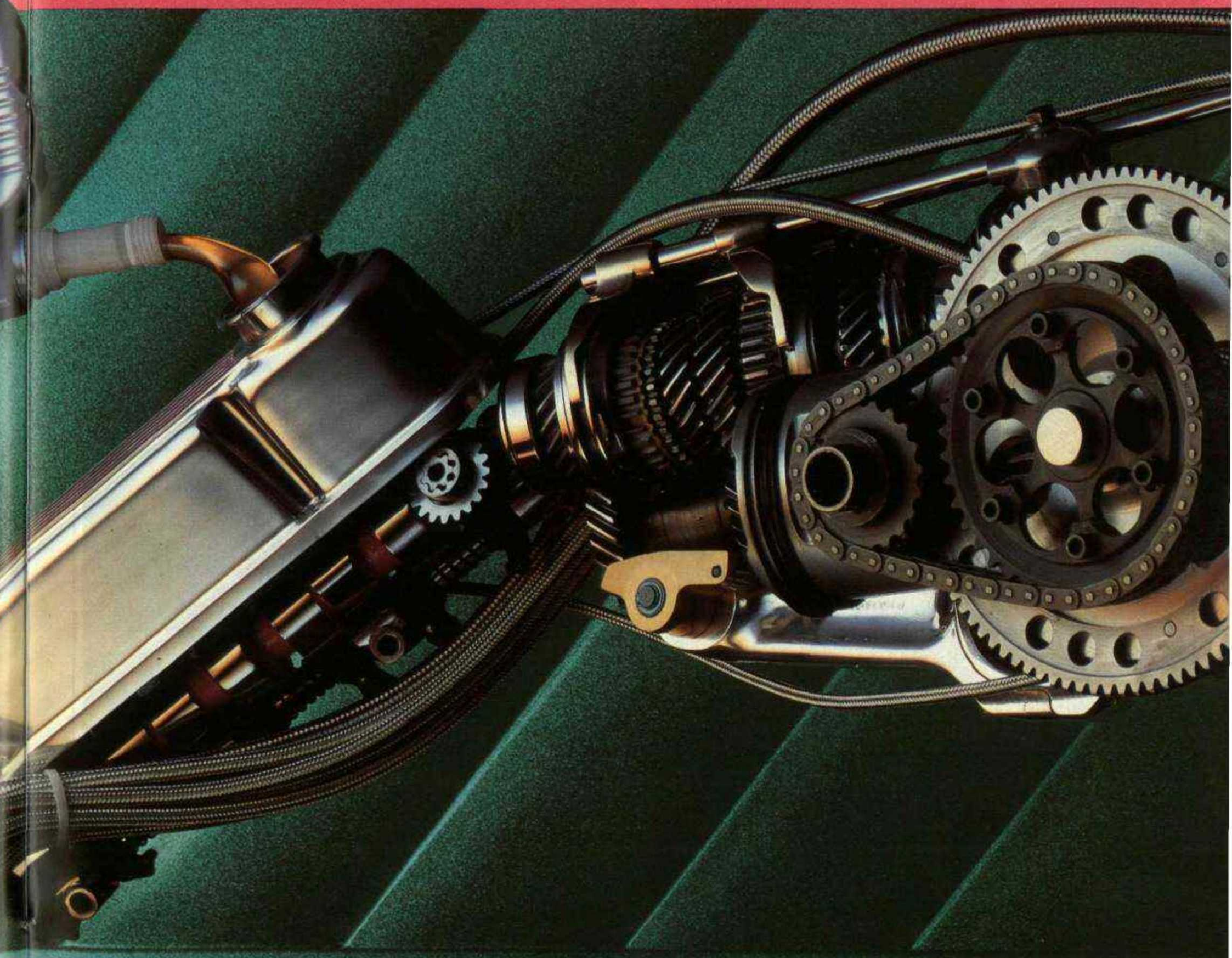
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In turn, that too cured itself. It was no more than an annoying, and puzzling, sequence and something which has not been encountered over thousands of miles in several different cars fitted with the same system. When the brakes were applied in earnest, the car stopped.

The next thing you discover, when a stretch of open road presents itself, is the ride. On the launch in Spain, the car twitched at speed on uneven surfaces (high speed, dreadful surfaces) but damper travel has been increased since then giving a near-ideal ride, firm yet comfortable. When traffic looms, short straights which in even "hot hatches", would be chancey suddenly become vistas of overtaking opportunity. You squeeze the throttle, fly past and come back into line again. The only constraint is the realisation that the man in who mirrors you are, may not recognise that it's possible. He wouldn't be surprised by a Porsche or Ferrari, but a Sierra is another matter for it does not advertise its muscle, a real wolf in sheep's clothing. You have to exercise psychological judgement as well as the loud pedal when passing.

When bends appear, you begin to re-define old cliches such as "the back end sticks like glue to the road". Actually, the car is set up to give mild understeer, but this can be converted to oversteer by booting the throttle in corners. You actually have to drive *very* hard to get the tail to break away but when it does, a quick flick of the highly geared (2.6 turns, lock to lock) steering and appropriate throttle adjustment brings everything back into kilter.

The suspension is, on paper, basic Sierra with MacPherson struts, coil springs, dampers, and anti-roll bar at the front, and semi-trailing arms, coil springs, dampers, and anti-roll bar at the rear, but Rod Mansfield and his team at Ford's Special Vehicle Engineering division have adjusted and refined it beyond recognition.

One of the pleasant things about the Sierra shape is the low level of wind noise. Driving in Spain, we discovered that road, wind and engine noise only became obtrusive at over an indicated 140 mph. A comfortable cruising gait was an indicated 135 mph (one looked for a sixth gear at 130!)

Ford claims a top speed of 150 mph and, computed from the rev counter, we exceeded this in Spain. A colleague managed to hit the rev limiter in fifth, which is 161 mph, but here we are talking about a one-way run.

Zero to 60 mph comes up in 6.2 seconds (about the same as a Ferrari Berlinetta Boxer) but such times are never flattering to a turbo car. It's the intermediate stages, like 60-80 mph in 3.9 seconds in third gear, or the same increment in five seconds in fourth, or seven seconds in fifth, which are so impressive. You can drive for a week and not come across a car which will match it.

Some have discovered a certain degree of instability in cross winds and, given the history of the Sierra, this seems reasonable, though during our test the air was relatively still and nothing at all affected our enjoyment — by day. At night, we weren't so sure; the lights on dip certainly limited one's pace to that of any ordinary car and, on full beam, cried out for additional wattage.



THE REAR of the car is dominated by the aerofoil fitted for homologation purposes. While handy for picnics, it obscures rearward vision and could be replaced by the XR4x4i's more discreet boot spoiler with no disadvantage save in the most extreme conditions.

This car remains a Jekyll and Hyde vehicle. It's a family car, at home in every condition. It's also a sports car, more so than quite a number which pretend to be. It's the sort of car in which you volunteer to go to the shops, for the sheer pleasure of driving, and find an interesting route via Inverness. Even in stop-start city traffic, you enjoy a sense of well-being and the overall economy of a shade better than 20 mpg seems remarkable given the performance and pleasure.

How good is it against the opposition? This is a problem, for one first has to define the opposition. The obvious rival is the Mercedes-Benz 190 2.3-16 which, though more competent in the handling department, loses in every other main area, notably flexibility, gear change, steering, practicality and price. Besides, its right-hand-drive conversion is not good.

On our crowded roads, away from the test track, this car is simply in a class of its own. For the price there is nothing else available which combines so much performance and driving appeal while being sufficiently practical to use as a family's main vehicle—M.L.



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(Including a free Audi 200 Quattro.)



DUNLOP D60J, £10,200.
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DUNLOP D7, £9,500.
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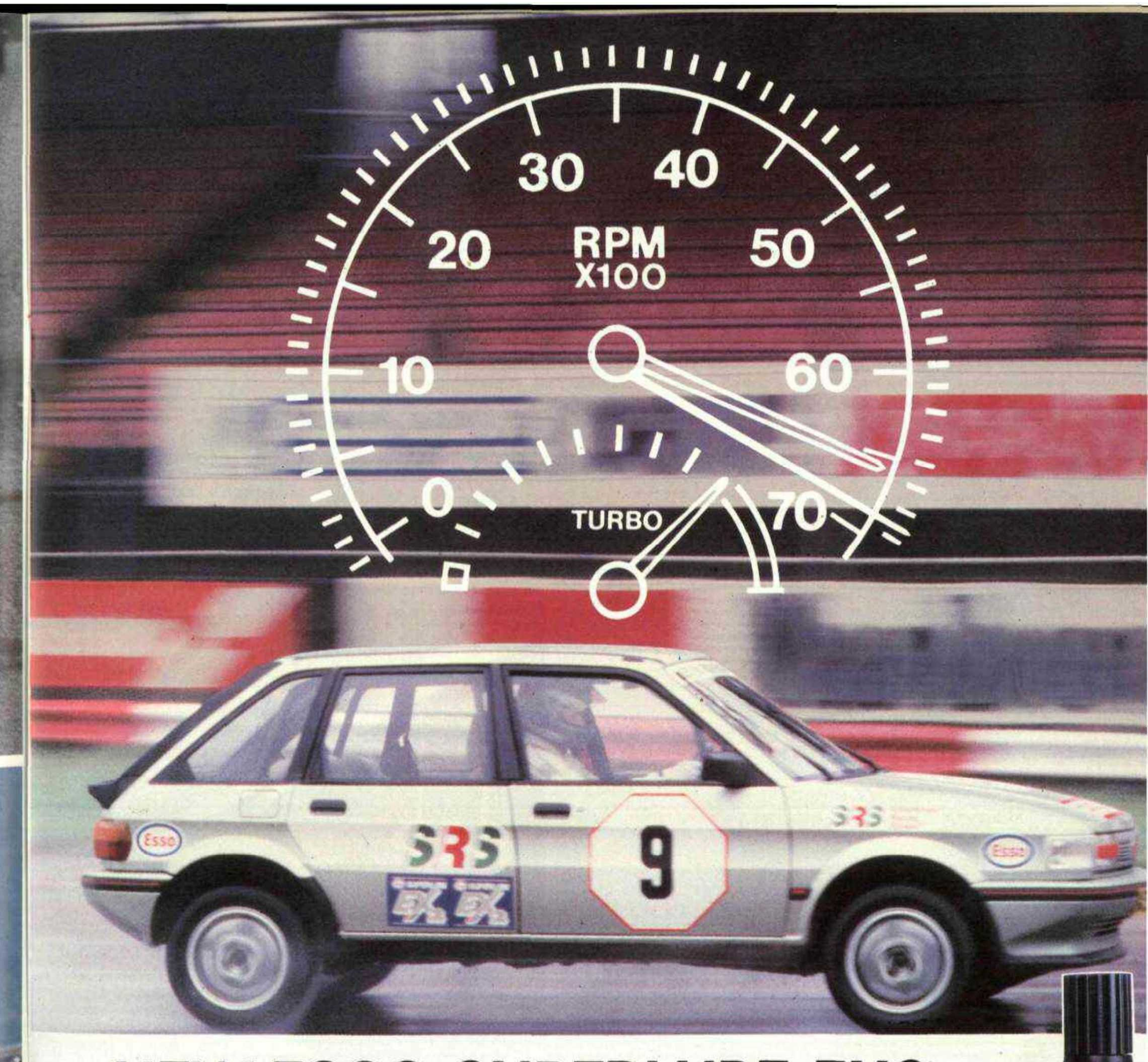
DUNLOP TYRES

AUSTRIAN GRAND PRIX

THE TWO BENETTON-BMWS of Gerhard Berger and Teo Fabi (above) pull strongly off the line into a lead which they held commandingly until both cars hit problems. Behind comes Alain Prost, the eventual winner whose tally of GP victories is now 24, Keke Rosberg, Nigel Mansell, Nelson Piquet and Ayrton Senna, none of whom finished in the points. (Right) Alan Jones brought his Lola-Ford home in fourth place just ahead of his team mate, Patrick Tambay. They were the first finishes in the championship points for the team. (Below left) "Can I have 'Space Invaders' next, Bernie?" Riccardo Patrese and Bernie Ecclestone consult one of the Brabham team's computers during practice.







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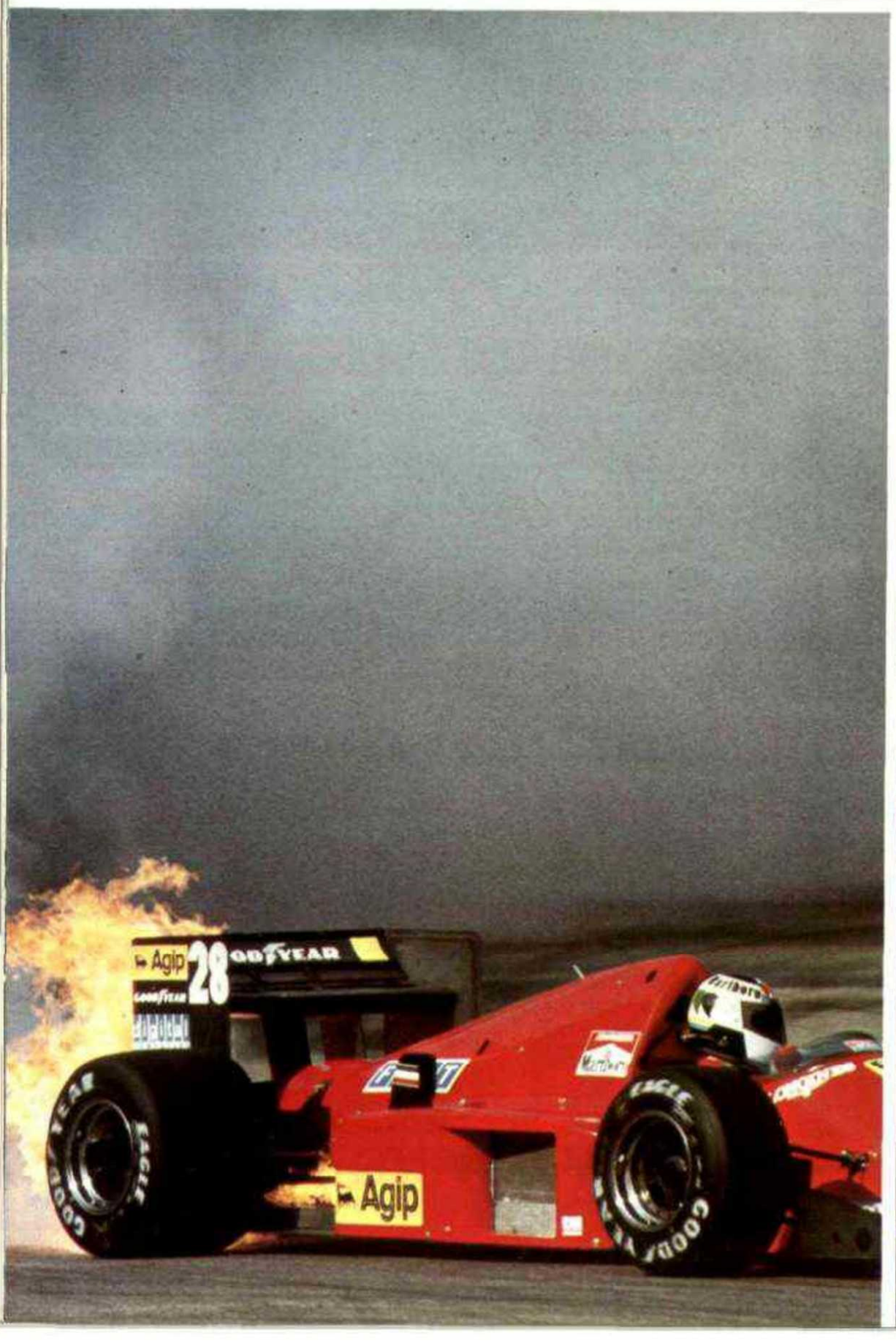
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ITALIAN GRAND PRIX

The Williams-Honda FW11s of Nelson Piquet and Nigel Mansell dominated the Italian Grand Prix at Monza on September 7th, Piquet heading his English team-mate across the line to score the marque's eighth win out of 13 races run so far this season. Meticulous preparation and attention to detail have been the cornerstones of the team's spectacular success; below, mechanics can be seen checking over the two cars prior to the start. The madly enthusiastic tifosi will scale the highest tree to obtain the best Monza vantage point (far right), but local hero Ivan Capelli (centre right) had a disappointing maiden outing in the new AGS. Left, Alessandro Nannini succumbed to engine trouble in his Minardi, although less spectacularly than Johansson's major practice flame-out with the Ferrari F186 (below).





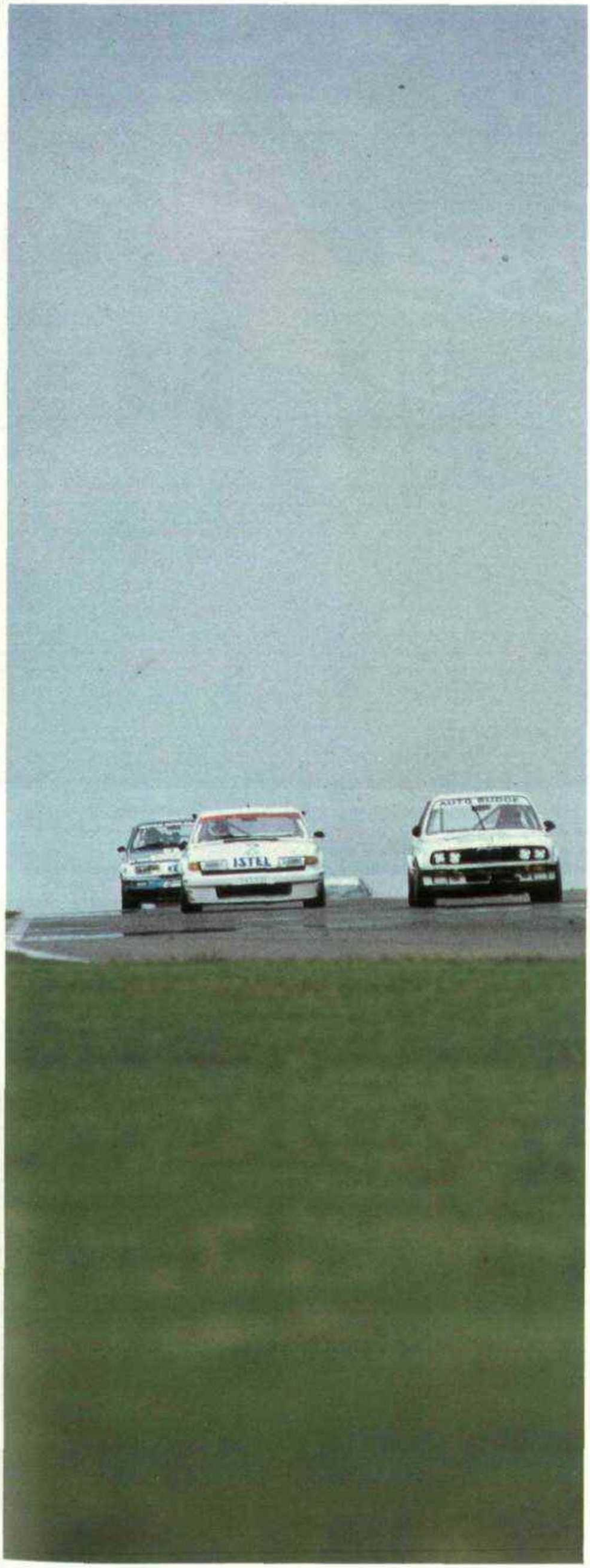

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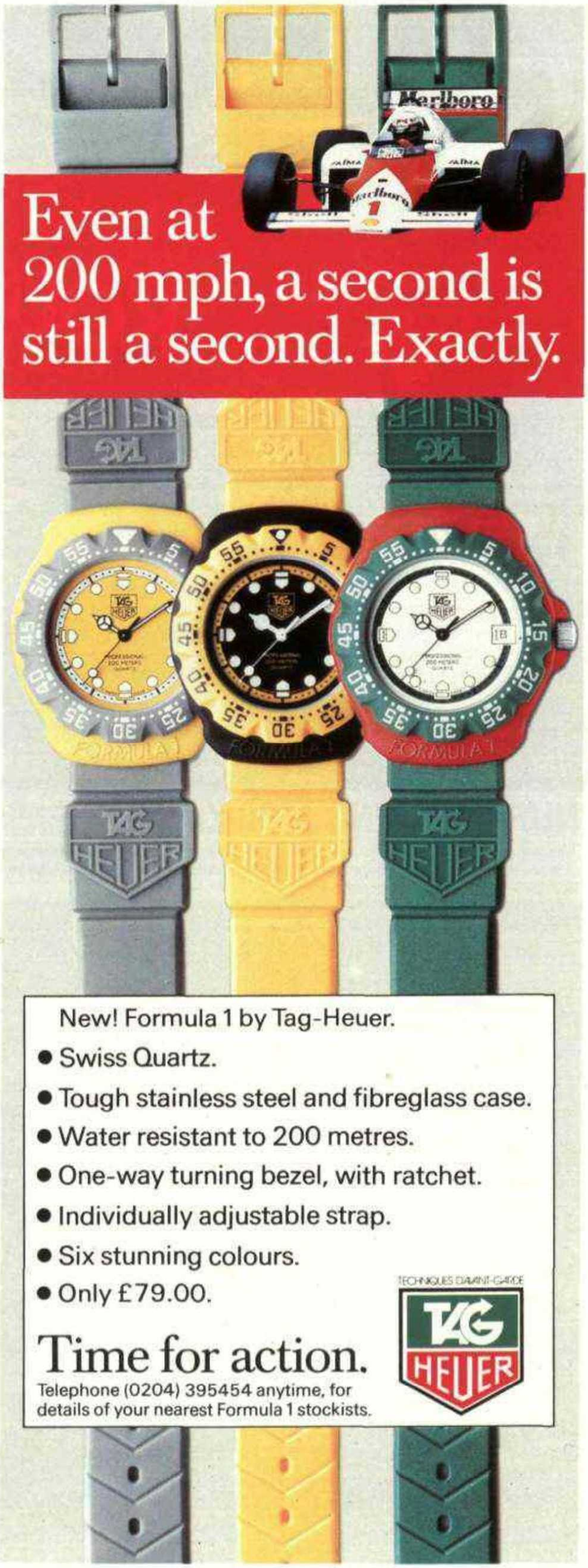



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TOURIST TROPHY

(Above) BY FAR the most popular car in TCC Division One (up to 1,600cc) is the Toyota Corolla and this example driven by Chris Hodgetts and Alex Moss won its class. (Right) The TWR Rovers of Armin Hahne and Tom Walkinshaw lead the field on the first lap. (Below) Last year the Richard Longman/Alan Curnow Ford Escort RS Turbo led its class in the early stages of the race, this year, though quick in qualifying, it was out-paced in the race by the BMW 325is and Mercedes-Benz 190 2.3-16s which have entered Group A. It expired at Stowe not long into the second hour. (Opposite page) The winning Rover of Jeff Allam/Denny Hulme laps the BMW 325i of Alex and Jochen Felder with, behind, the Ford Sierra XR4Ti of Andy Rouse/David Sears which had a lengthy pit stop early in the race when lying fourth.




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NURBURGRING 1000 Kms. EVEN HAD NOT some of its leading rivals met with misfortune, it is still likely that the race would have gone to the Sauber-Mercedes-Benz C8-02 driven by Mike Thackwell and Henri Pescarolo. The win was the first for Mercedes-Benz at this level of racing since Stirling Moss and Peter Collins won the Targa Florio in 1955.

Another Group C2 win went to the Ecosse-Rover C286 driven by Ray Mallock and Marc Duez. Here it is stalked by the Porsche 956 of Mauro Baldi and Klaus Niedzwiedz which finished second.

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"From Renault to Rover-

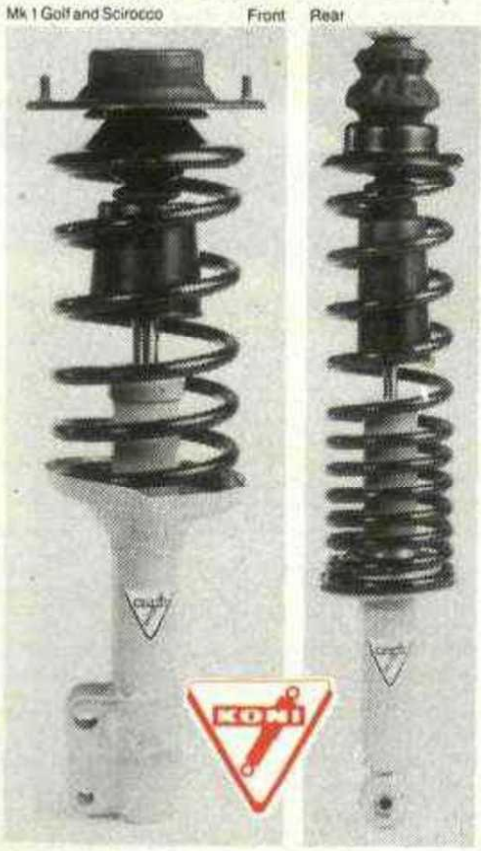
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VW Golf Mk1 & 11, GTi Mk 1 & 11, Scirocco **295.00**

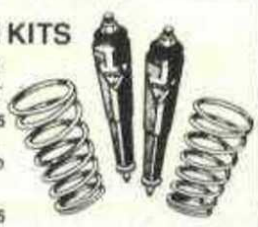
If your vehicle is not listed please contact us for advice for suitable shock absorbers and springs. "Make your car handle", we have the experience to recommend the correct suspension parts for your needs. Demon Tweeks are the Trimoco British Saloon Car Champions 1983/84 contested in a VW Golf driven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

Mk 1 Golf and Scirocco — Front — Rear



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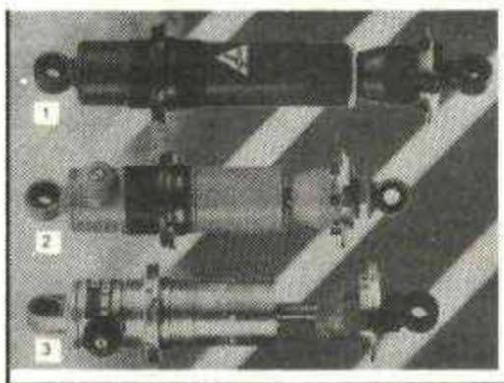


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Guilietta 2000 GT, GTV	38.50	35.70
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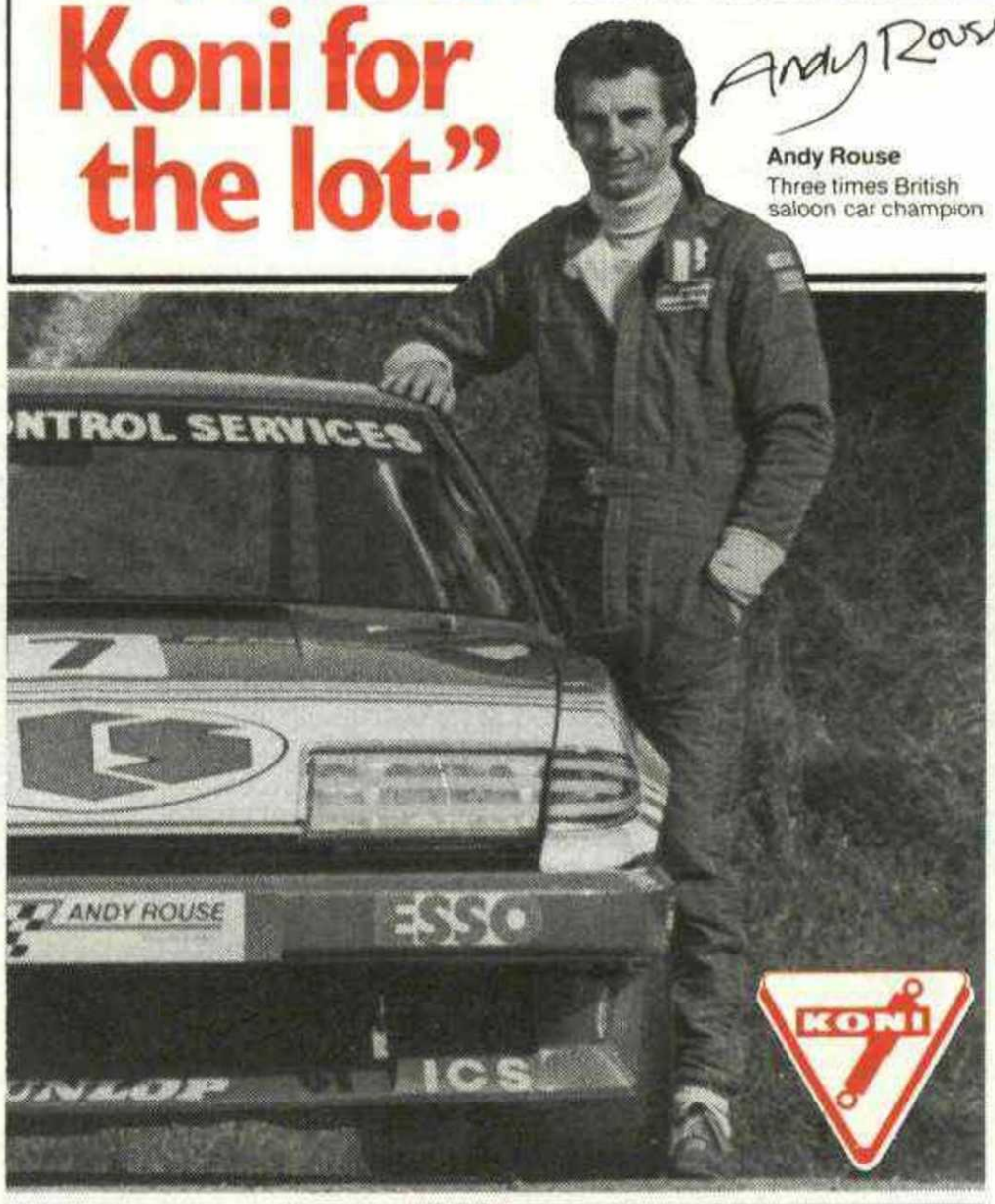
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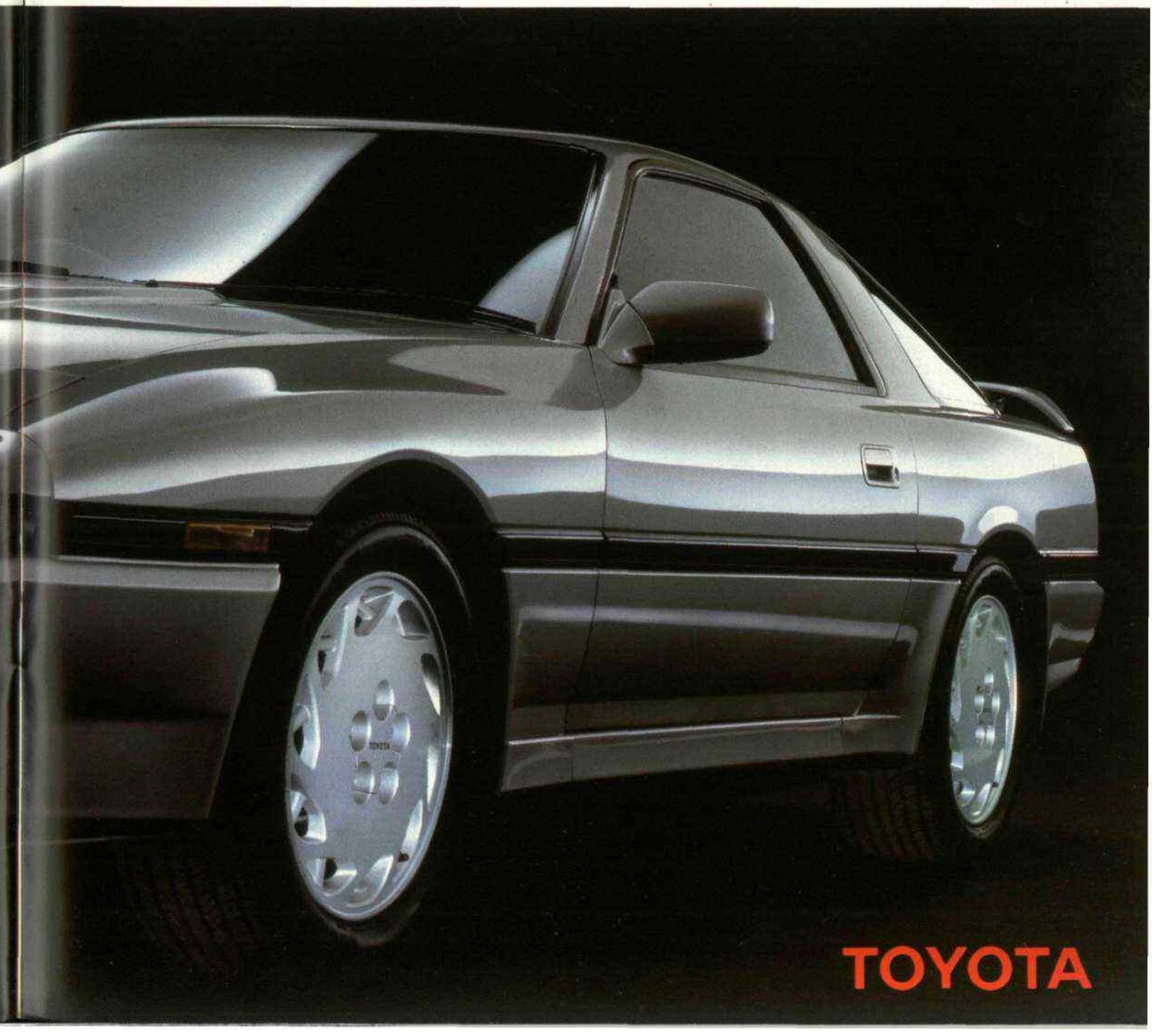
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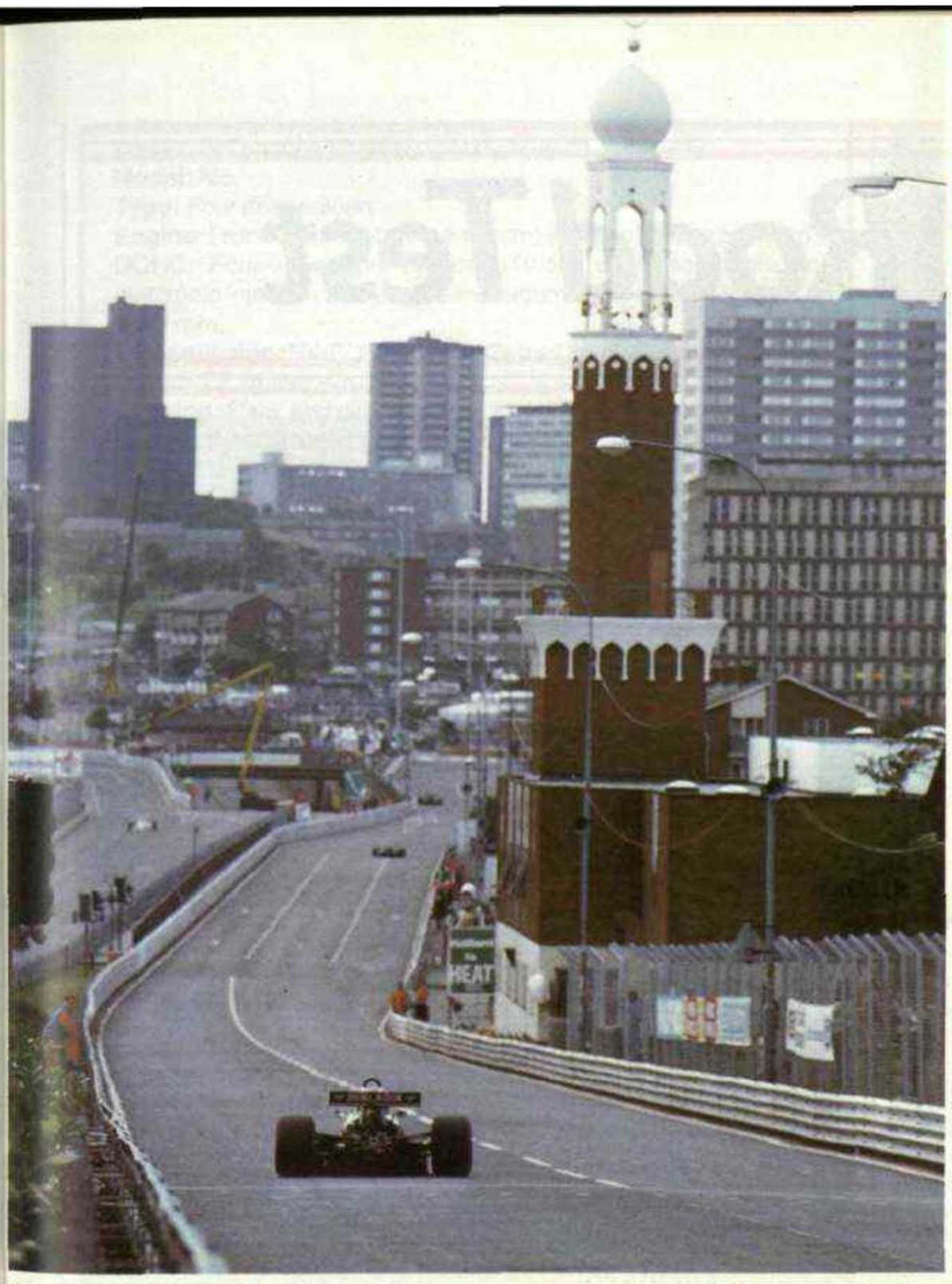


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HALFORDS BIRMINGHAM F3000 SUPER PRIX

(Below) JUST AFTER the start, Pierluigi Martini's Ralt RT20 holds the lead briefly from team mate and eventual winner, Luis Sala, with Andrew Gilbert-Scott's Lola T86/50 in third place and the rest of the field obscured by spray. The rain ruined years of hard work for a great many people but the shot on the left, taken during practice, gives a better idea of the circuit and shows how much potential it has, weather permitting. (Above) The people of Birmingham made a whole-hearted attempt to bring a touch of carnival to the event and everywhere one looked there were bands and street entertainers like these youngsters. It was most un-British and most enjoyable.



Road Test

BMW M5

THE THING I LIKE MOST about the current range of high performance — sorry, very high performance — BMWs is their relative lack of extrovert styling. There was a time, when the CSL "batmobile" reigned supreme as the top performer in the Marque's line-up, that BMW's best proclaimed its arrival with all the subtlety of the Daily Herald brass band competition. During the latter part of the 1970s, the marque's visual image softened considerably. The performance aspect became more understated, although, happily, this did not portend any dilution of the company's commitment to the sporting motorist.

Perhaps one of the saddest BMW developments in recent years was the killing off of the magnificent M1 coupé. Even now, five years since the last of these central engined coupés rolled off the production line, BMW's most recent pure sports car stands worthwhile comparison with any of today's super cars. Happily, the four-valves per-cylinder 3.5-litre engine has continued to find a home beneath the bonnet of the fastest remaining BMW saloons and coupés. The most recent concoction to come our way was the shattering M5 — the fastest of all 5-series cars with a level of usable performance calculated to render the two-valves per-cylinder M535i a bit of a slouch!

With BMW Motorsport planning to produce a mere 250 of these specially constructed machines each year, would-be purchasers are guaranteed a high level of exclusivity. However, this rarity value has to be paid for and only those capable of producing over £31,000 should contemplate getting in the queue outside BMW GB's headquarters or their local dealer!

Outwardly, the M5 looks like "just another 5-series BeEmm". Square-cut, perhaps getting ever-so-slightly dated in a nicely conservative manner. A well-balanced four-door saloon that we've all come to take for granted on our roads. Trim and neat, but nothing out of the ordinary. Don't be fooled . . .

Beneath the bonnet lurks the heart of the beast in the form of the superb straight six Munich motor, its cast iron cyclinder block topped by a light alloy, DOHC 24-valve head. Using the ultra-efficient Bosch Motronic injection and engine management system, the M5 kicks out a healthy 286 bhp at 6500 rpm, not only endowing the car with a genuine 150 mph performance capability, but, more importantly, simply shattering performance all the way up the range.

Our test was carried out using a pre-UK production, LHD machine which was short of a host of extra equipment which subsequently became available when the RHD cars went on sale in Britain during July. In other words, we had to "suffer" without the electric sunroof, although we did have central locking and air conditioning, the latter proving an absolute boon during the brief tropical stint we enjoyed towards the end of June.

This machine also had slightly different gear ratios which were not quite standard, but that in no way compromised the lusty performance. This five-speed Getrag unit transmits the power through a ZF limited slip differential to Michelin 220/55 V390 TRX tyres fitting snugly, yet tightly, under their non-flared wheel arches.

At first acquaintance, the M5 seems a little lumpy as you warm it up, but once on the move performs like a turbine, only a shrill — almost metallic — hum betraying the rise in rpm. The clutch engages very near the top of its travel and the gearchange proved lumpy at the best of times, but the performance is, quite simply, beyond reproach.

If you are not very careful getting the M5 off the line energetically, it's possible to induce quite severe axle tramp, so a little bit of finesse is required to coax the best out of this BMW under harsh acceleration. Those



WIDE TRX tyres just fit within the standard wheelarches and provide tremendous grip. Tiny coloured M-badge denotes Q-car abilities.

Michelins give quite remarkable grip, so if you let the revs drop, at the other end of the scale, you'll find yourself bogged down and off-cam. Using around 3500/4000 rpm you can make really storming starts, and, assuming you don't fumble any of the gear changes, this four door saloon sustains an eye-popping surge all the way to around 110 mph before it shows any signs of tailing off.

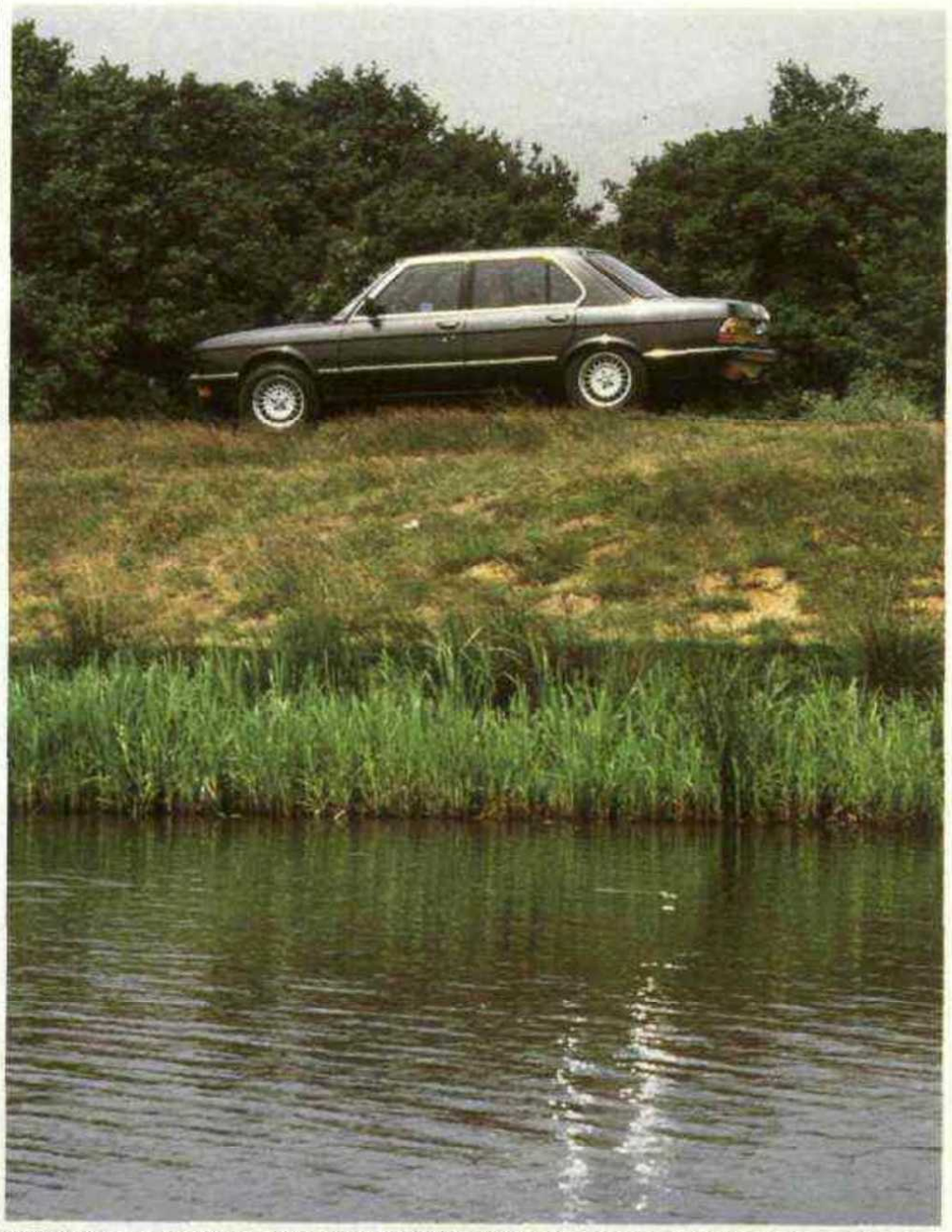
The M5 sprints to 60 mph in 6.3 sec., reaches 80 mph in only 10.5 sec. and tops 100 mph a mere 17.1 sec. after dropping the clutch. Even more impressive was its mid-range acceleration in fourth gear. From 60 to 80 mph occupied a mere 6.3 sec. and 80 to 100 mph barely any longer. Using 6500 rpm, it was possible just to top 40 mph in first, 69 mph in second, 101 mph in third and 135 mph in fourth.

To cope with this performance, BMW Motorsport has come up with a stiffer spring set-up than that employed on the M535i, along with much firmer gas filled dampers. Handling is splendidly balanced and the ride, though extremely firm, could not be termed unpleasant. Well-damped, unquestionably, but by no means coarse.

Even in streaming wet conditions, the low profile Michelins offered high

Maker: Bayerische Motoren Werke, Munich, Germany.
Model: M5
Type: Four door saloon.
Engine: Front, 3453cc (93.4 × 84.0mm) cast iron block/alloy head. DOHC. Four-valves per-cylinder. 10.5:1 cr. Bosch Motronic electronic injection and engine management system. 286 bhp at 6500 rpm.
Transmission: RWD. Five-speed Getrag manual gearbox driving through ZF limited slip differential.
Steering: Rack and pinion, power assisted. 33 ft turning circle.
Suspension: Front by MacPherson struts, double links, coil springs and gas filled dampers. Anti-roll bar fitted. Rear by semi-trailing arms, coil springs and gas filled dampers. Anti-roll bar fitted.
Brakes: Ventilated discs on all four wheels, 11.8 in. at front (with four pot calipers) and 10.7 in. at rear. Servo assistance.
Wheels and Tyres: 165 TR390 alloy rims shod with 220/55V 390 Michelin radials.
Performance: 0-60 mph, 6.3 sec; 30-50 mph, 6.7 sec; 50-70 mph, 6.8 sec; 70-90 mph, 6.6 sec; maximum speed, 151 mph.
Dimensions: Length, 181.9 in; Wheelbase, 103.3 in; Width, 66.9 in; Height, 55.1 in; Kerb weight, 3153 lbs.
Price; £31,295 inclusive of car tax and VAT.
Summary: Shattering performance from a fine-handling and thoroughly tractable high-speed, four-door executive express. Firm ride, modest looks.

levels of grip and, although their tread width made them prone to deviate over white lines or cats eyes, the directional stability was of a high order. In normal usage it is virtually impossible to induce the M5 to do anything untoward as far as braking adhesion is concerned, its whole handling character seemingly locked into a "neutral mode". Lifting off mid-way through a tight turn provokes a shade of tuck-in oversteer, but you would have to be mad or bad (or both) to get it to understeer, even in the rain. If you did, of course, you probably would be lucky to get out of the wreckage in one piece . . .



WITH the exception of the M1, BMW styling is never adventurous, and even this £31,000 supercar has little to distinguish it from other models.





ONLY a lack of storage detracts from the efficiency of the M5's interior. M-status is endorsed by tiny coloured strip in centre spoke of wheel, so discreet as to be barely visible.

All this potential performance is kept well in check thanks to large ventilated disc brakes on all four wheels, servo assistance and ABS anti-lock facility. You can stand this medium-sized saloon "on its nose" time after exhilerating time with no appreciable diminution of the braking performance. That aspect of the car was both comforting and reassuring.

As far as internal trim is concerned, the M5 provides roomy accommodation for four — just the job for the wealthy executive who wants to have a sports car, yet still finds the kids hampering the realisation of that ambition! The test car came equipped with tasteful leather trim, in my view enhancing the comfort of the individual front seats (BMW's own, although Recaros are also available at additional cost). I found the cockpit just roomy enough (I'm six foot two) and could have done with the three-spoked leather rimmed wheel being a little higher. It is adjustable for reach, but not for rake.

WHEN the M1 appeared with this four-valve twin-cam engine, no-one expected that it would later find a home in a four-seater saloon.



The rear seats are carefully moulded to provide maximum comfort for two occupants, and there is more than adequate rear legroom to qualify this saloon as a genuine four seater. Inertia reel belts were installed as standard equipment all round and the only real — albeit minor — criticism that can be levelled at the interior trim is the distinct lack of storage space for odds and ends.

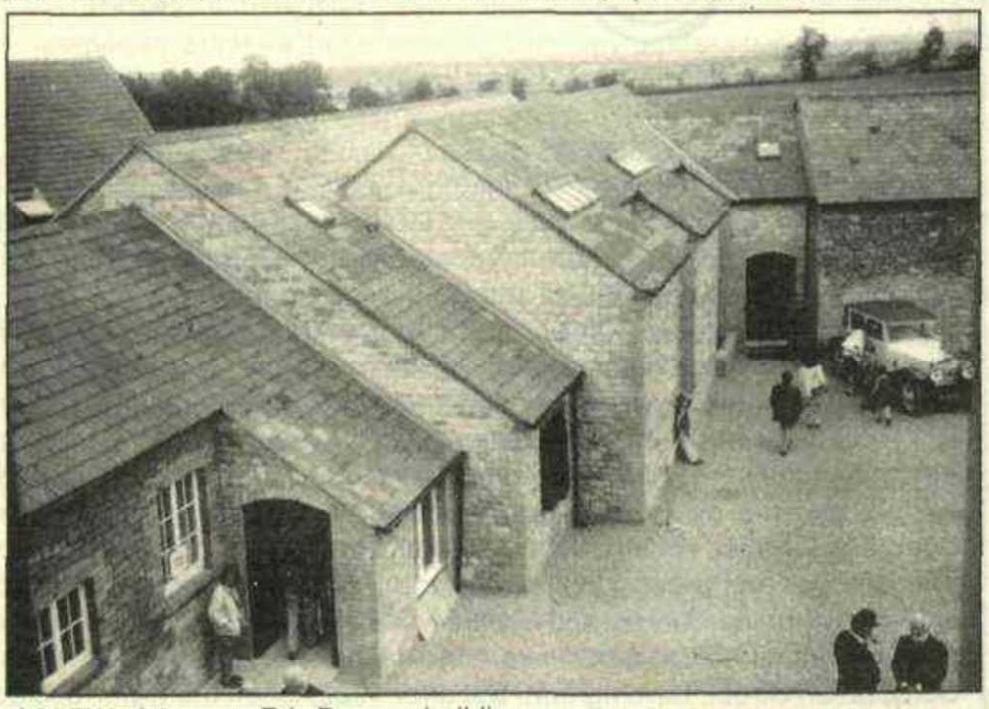
Instrumentation is typical BMW, the driver faced by matching black-on-white 160 mph speedometer and 8000 rpm rev. counter, the solid red line on which begins at 6900 rpm. Also included on this main panel are the gauges for fuel contents and water temperature, plus an LED read-out to remind you when servicing becomes necessary.

During the time in our custody, the M5 returned an average fuel consumption of 19.7 mpg which we judged extremely reasonable, bearing in mind the energetic treatment meted out to the machine. You may blanche at the basic price tag, but if you feel you can't be seen behind the wheel of a Ford and therefore don't want to take the opportunity to own a Sierra RS Cosworth, then this meticulously manufactured machine from Munich might be right up your Strasse. Remember, though, it does cost virtually twice the price of the Ford. That makes it very pricey indeed in terms of perceived value for money, but as the ultimate upper-crust 'Q car', the BMW M5 probably has no peers. A.H.

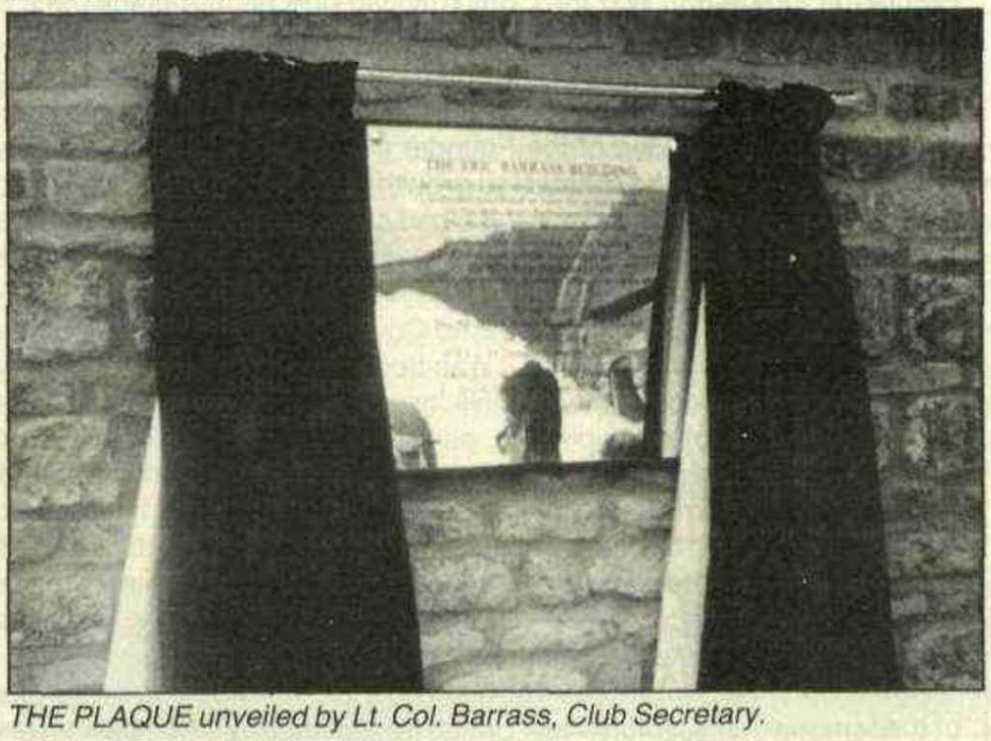
A Rolls-Royce EC Occasion

On September 6th the R-REC fulfilled, with the Sir Henry Royce Memorial Foundation, a long-held ambition, that of opening the Eric Barrass Archive Building at their headquarters at the Hunt House, Paulerspury, not far from where the TT competitors were practicing at Silverstone. The Hunt House was converted into a place of supreme importance to Rolls-Royce and Derby-Bentley car owners some years ago and the new archive building is an extension of the other premises in this tasteful courtyard, in the same Cotswold stone. It will house the growing number of historically invaluable and interesting records of everything that can be acquired pertaining to the work of Sir Henry Royce and his engineers, as the other buildings at The Hunt House, formerly the meeting place of a famous hunt, house Sir Henry's personal belongings, correspondence, portraits, etc. in the Sir Henry Royce Room, photographs of R-R exploits on land and in the air in the Photographic Exhibition, the present Library the publications, chassis cards, instruction manuals and other published works, and the Workshop, where the seminars take place, many more substantial exhibits, including name plates from Royce electric cranes and a Wraith and Silver Shadow chassis, etc. Couple these with a lecture room and a shop and it is apparent that the R-REC has a formidable and significant headquarters.

The official openings of the new archive building, named after Lt.-Col. Eric Barrass, OBE, the indefatigable Club Secretary, was declared open by Eric who, in a speech lasting nearly half-an-hour, told of all that is great about Sir Henry, the Rolls-Royce products and the Club, after which Gordon Connelly, the Club's Chairman, handed the new building over to Frank Shaw, Chairman of the Royce Memorial Foundation. Before this a very large congregation of guests, among whom was Lord Montagu of Beaulieu, whose father had such close associations with Rolls-Royce of Derby, had sat down to lunch in a cheerful marque decorated in striped yellow and white muslin. — W.B.



A VIEW of the new Eric Barrass building.



THE PLAQUE unveiled by Lt. Col. Barrass, Club Secretary.

A Welsh Museum

Many years ago we looked at the Pembroke Motor Museum and the other day, when needing parts for two A7s, we obtained these from the shop at the Llangollen Museum, in the Welsh town where canal, narrow-gauge steam railway, and this display of the older cars combine to form a tourist attraction. The Museum dates back to 1980, when the Broadhurst family engineering company took over the Sun Garage, itself dating back to the 1920s, where repair work continued under the son of the Edwards who had founded this business.

The garage then closed down and last year the Museum exhibits were transferred to a shed by the canal bridge at Pentrefelin, just off the A542 road leading to the Horseshoe Pass. This building was apparently a fountain-pen factory in 1912 and was later used as a crushing-plant for the local silica quarries, until these were worked out, after which it became an engineering works. Now, in this town where the A5, A539 and A542 roads meet, the Museum, with its workshop and stores supplying parts for older as well as new cars, occupies the site, approached by an "interesting" sweep of road down to the river Dee. It is open seven days a week in summer, five days a week in the winter, at an admission charge of 75p.

The exhibits are in the nature of those which would have been used by ordinary car owners some time back, rather than exotic sports-cars or historic veterans. Indeed, the oldest is a 1926 10/26 hp Singer tourer, which has been used on the Continent. In fact, we were assured that all the cars are runners, five of them being taxed at the time of our visit. The venture began when Ted Broadhurst tired of the Motor Trade and yet could not bear to sever all connections with cars. He acquired a 1935 Riley Nine Monaco saloon, to restore and use. He then set about doing the same with other cars, those which now constitute the Museum exhibits. Rather like a breakers' yard in which all the cars have been made presentable, and which run, someone said, except that no longer do such yards exist... Running over the cars lined up along both sides of the shed, one saw Ted Broadhurst's own Mk. VI Bentley and beside it another in process of reconstitution, a 1949 Land Rover with the original gearbox (a spare power unit is held for this because, as Ted philosophically observes, if you don't have spares something breaks the first time you take a vehicle out!), a 1936 Wolseley 14 saloon with the six-cylinder ohv engine, a Daimler Conquest Century, with another outside the building, a 1930 Jowett Grey Knight flat-twin saloon, with a later long-wheelbase Jowett saloon having repairs done to a split water jacket surrounding its long inlet-tract, a 1938 Sunbeam-Talbot Ten with the rare dh coupé body, a 1938 Hillman Minx saloon, a 1931 Standard Big-Nine saloon used up to 1983 and regarded as the most comfortable car in the collection, this one kept company by a 1937 side-valve 1,608cc Standard Flying-Twelve, and a 10/4 Austin saloon.

Then there was a Berkeley three-wheeler with the 328 cc Excelsior Talisman engine, which may be sold, and a number of motorcycles, including a Vincent Comet, a 1947 Douglas and a 1930 350 cc Royal Enfield, some models, and the usual contemporary advertising plaques decorating the walls, the models embracing one of those racing Austins childrens' pedal cars made by disabled Servicemen after the war and a similar-sized Rolls-Royce intended for electric propulsion. The Llangollen Motor Museum has about 2,000 visitors a year and its helpful attitude to those requiring spares, etc., was emphasised by the attempts being made to get roadworthy a very smart 1952 lhd Mercedes-Benz saloon owned by a Dutch visitor, which had broken its crown-wheel and pinion during a rally the Museum had organised the previous weekend. I was told it specialises in supplying sparkling plugs, from which I can't get away! — W.B.

FRAGMENTS ON FORGOTTEN MAKES. No. 71:

The New British

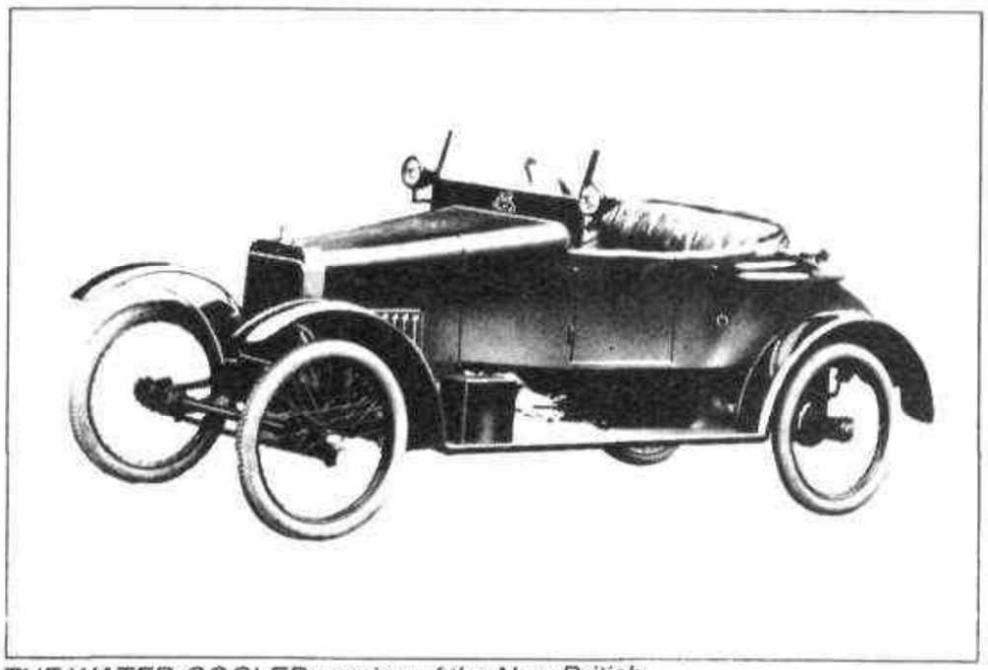
Readers of MOTOR SPORT are very co-operative in keeping me in touch with odd items of motoring history which appear from time to time in unexpected places. Thus we were recently sent a cutting from a paper with the splendid title of the *Black Country Bugle* dealing with the short-lived New British light-car. The paper had devoted nearly a page to this forgotten car but its Editor generously gave me permission to use this material and disclosed the source of his information, Frank Furnell of Halesowen, who he thought might have further information to impart. I am indebted to both these gentlemen for their help, which has allowed me to cover yet another forgotten make.

The idea was that of the great manufacturer of chain and lifting-gear, including steam-cranes, jacks and suchlike, Charles Willetts Ltd., of Colonial Works, Cradley Heath, near Birmingham, but in Staffordshire. Before the First World War the Company had built an aeroplane but it is thought never to have left the ground; dismantled parts of it were still in the works in the 1920s. The Company prospered with its lifting-tackle during the war and when the Board was looking for new fields after the Armistice it was receptive to the idea of the Founder's son, Cyril Willetts, that they should have a pick at the forecasted growth in motoring. Incidentally, the straight-backed Charles Willetts, who had started the Company, drove a Model-T Ford and is believed to have used nothing else up to at least 1925.

A prototype was built, using a 12 hp Coventry-Simplex engine and a four-seater body, but in the end it was decided that something simpler would sell better. The son, then in his 'twenties and a draughtsman, set about the design of a simple car, assisted by Wesley Ashman. Tom Griffiths, the foreman, had a hand in it, with his son Bill working on the lathes, another son Albert helping with assembly, and a fitter called Matthews also being on hand, while my informant Mr. Furnell, drilled holes with a brest-drill in the various brackets, etc. The firm's blacksmith made the necessary forgings and final fitting and assembly was the responsibility of Charles Willetts' chauffeur.

As the Company's premises had been built in Overend Road on the site of the famous 19th-century New British Iron Company's complex it was decided to call the new car the New British. The project went ahead in some secrecy, in the corrugated-iron metal-shearing shop.

The simple chassis of ash frame, metal reinforced, with a 7' 8"-wheelbase, was sprung on specially-mounted long ¼-elliptic springs. A 1,097 cc Blackburne vee-twin engine was mounted transversely at the front, transmission being by friction discs, of which the driven-disc was withdrawn while changes of ratio were being made with the r.h. lever, final-drive being by a roller chain. One motoring journalist who had a short run in a New British light-car said the springing was good, but I gather the chain made a terrible noise! There was no differential, in keeping with the simple concept of the car, and the radiator was a simple square-outlined affair, with a square-shape gravity-feed petrol tank under the bonnet. The body was a two-seater with a spacious boot, access to the latter being by lifting up the seat squab, which was described as providing a secret



THE WATER-COOLED version of the New British.

stowage place for the spare wheel and tools, etc.! The wire wheels were shod with 26" × 2½" tyres and many components were bought out, like the Tredeleck dynamo and the Vici and Capac carburettors.

A New British chasses with an air-cooled Blackburne engine and a dark blue two-seater with a water-cooled Blackburne engine were presented at the 1921 Olympia Show, to be priced, respectively, as complete cars, at £231 and £243 12/- — someone seems to have done some nice costing! Small changes were made to the minor controls before the final layout was settled, and the oil lamps were replaced by electric lighting. A new Company, Charles Willetts, Junr., Ltd, was formed, to handle production. The little car had a hood that projected well over the windscreen and full-length running-boards, and a spare wheel was fitted, inflating the price from the intended £195. Offices were taken in Warwick Chambers, Corporation Street, Birmingham. But after 1922, when the water-cooled job was offered at £170, no more was heard of the ambitious New British small-car.

Some say that many orders were taken but that the success of the Rover Eight and the advent of the Austin 7 killed the venture, others that an unfortunate disruption at the parent Company stopped car production when only the two had been built, one of which was apparently registered E-556, should there be any trace of it. Incidentally, a near-by bucket-factory had been contracted to make the simple bodywork, it is said; the Willetts' factory became an Industrial site after the next war. As for my informant, Mr. Furnell had a flat-twin Douglas motorcycle in 1922, changed for a round-tank BSA by 1926, by which time he was working at the Austin Motor Co. Another BSA followed in 1927 and when he got married, before the war, he got hold of a Royal-Enfield and fitted a sidecar to it. This was followed by a Ford 8 and a Ford Cortina. He still has cups won in boxing bouts at Austin's. — W.B

V to C Miscellany.

To give credit where due, it should be noted that at the last VSCC Shelsley Walsh hill-climb, in accordance with the rules pertaining at that venue, only one main award was given to each competitor, so that although FTD was made by Bruce Spollon in ERA R8C, in 35.47 sec, he was not shown as having won his class. Spollon's time was just 0.01 sec quicker than Felton's class win in his Alfa Romeo. The Riley Register has already booked the same venue as used this year for its 1987 Coventry Weekend. The class winners in this year's event were R. S. Harris' 1930 dhc, A. M. Kirby's 1937 Big-Four Kestrel Sprite, C. E. Wiles' 1938 Lynx, P. Nunn's 1930 Mk. IV tourer replica and the Gillow Special in the *Concours d'Elegance*, the overall winner of which was Kirby's Kestrel Sprite. The winners of the trophies were Kirby, Leigh with his most original 1930 Monaco, Harris as best novice in a 1930 dhc, McCarthy in the best Monaco not entered for the beauty show, and Rowe's 1930 tourer that was liked most of all by the Guest of Honour. In the driving-tests Ryder's 1932 March Special won the open-car class, Beedham's 1933 Kestrel the closed-car section, and Mrs Buckoke's 1935 Lynx led the ladies. The Register's AGM takes place at "The Parlors Hall Hotel", Bridgnorth, on October 4th.

The MCC will run its 64th Edinburgh Trial on October 4th, open of course to cars and motorcycles of all ages, the Observed Sections including Millstone Edge, Bamford Clough, Litton Slack, etc, the first-named being tackled by the first competitor at about 11.15 am. Entries have closed but marshals may still be required. It is good to see a Government Department taking an interest in history. The Ministry of Defence announces that, to further the study of RAF history, the Royal Air Force Historical Society is being formed. We know that many of our readers are interested in early aeroplanes and this Society will be open to

all who have sympathy with the Society's objects. The opening meeting is at the RAF Club on October 20 at 6 pm, and the Hon. Secretary is Grp. Capt. H. Neubroch, OBE, FBIM, of 19, Ivinghoe Road, Bushey Heath, Watford, WD2 3SW. CRIBARTA, the organisation which is trying to save historic buildings associated with the Motor Industry, announces that a survey of the Swallow, SS and Jaguar plant at Coventry has been carried out and that it is checking on Wappenbury Hall, home of the late Sir William and Lady Lyons, which Sir William bought in 1936, as a place related to social history. Lord Montagu has drawn attention to the projects to the IIE, which has commissioned the Ironbridge Trust/Birmingham University to survey motor-car plants, those in Coventry having been surveyed last April. The *AM Magazine*, official organ of the Aston Martin OC, is a very high-class publication, with masses of fine photographs of recent events but a good deal of history also, the Summer issue containing the first part of an account of the early days of Lionel Martin, the Aston-Martin initiator, who raced Singers before WW1, a recall of the 1922 Spanish GP (run in November!), in which Count Zborowski's twin-cam Aston-Martin finished second to the winning Talbot-Darracq driven by K. Lee Guinness, and a discourse on the subtle differences in the camshafts of the Feltham cars.

The Crossley Register used some interesting pictures in its current *Newsletter*, such as those showing Crossley tenders towing dismantled fighter 'planes through London at a post-WW1 demonstration, perhaps in the Lord Mayor's Show, Crossleys used by Royalty during their visit to Manchester in 1917, and six early Crossleys lined up outside the factory. There are also large pictures of the four different body-styles that were available on the 25/30 hp RFC chassis in 1922, namely the "Chester" limousine-landaulette, the "Buxton" saloon-limousine, the "London" two-door coupe, and the "Manchester" tourer. Not only that, but road-test reports on the 1931 Ten and 1935 1½-litre Crossley saloons are reproduced, the latter from the pages of MOTOR SPORT, there are hints on maintaining the Regis models, and much more besides. The Register's oldest car is a 1909 40 hp limousine once owned by Marie Lloyd and there are 19 other pre-1920 models on its books. Which reminds us that at this year's very wet VSCC Prescott, Weld ran his 2-litre Crossley, beating a 12/50 Alvis and a 2-litre Lagonda, with a climb in 72.33 sec.

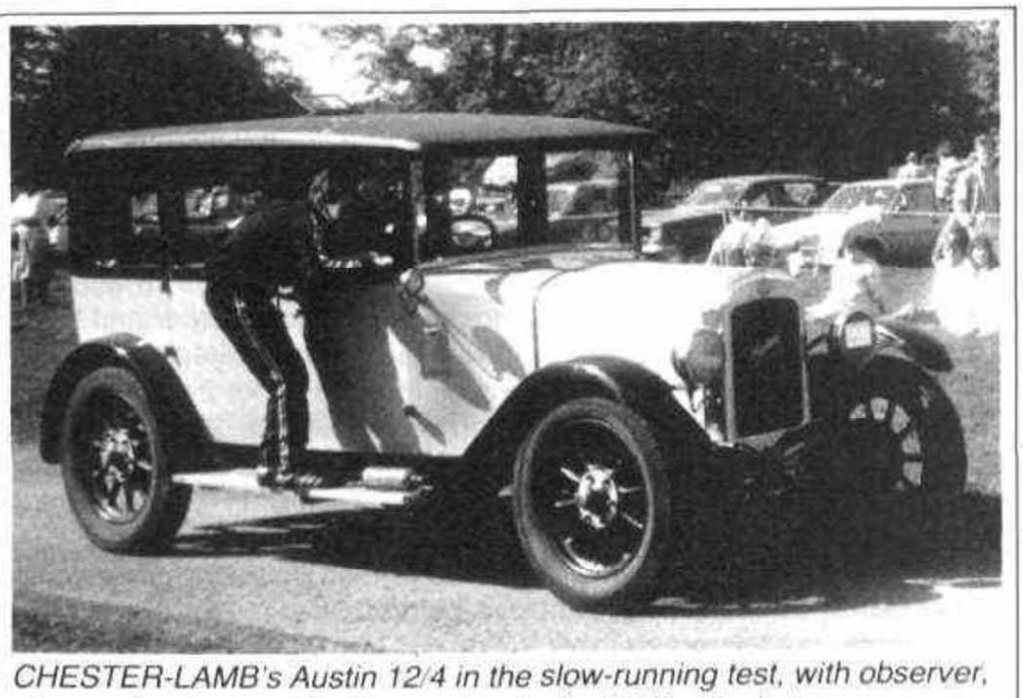
A book is apparently pending about the life of Prince "Bira", to complete the story so ably covered by his cousin Prince Chula in 1947 and the author seeks contact with anyone who worked for "Bira" between 1948 and 1955 and wonders what became of Reg. Williams who worked on Maserati 250F No. 2504 and who was said to have gone to the Argentine with the Owen Maserati early in 1956. Letters can be forwarded.

At the Bentley DC's *Concours d'Elegance* at the prestigious venue of Kensington Gardens the best vintage Bentley was judged to be the 3-litre entered by Karl Astrom and the best Derby car the 3½-litre owned by Roger Slater. In a repeat of a TV interview with the late Lord Boothby, MP, he referred with obvious pride to the 6½-litre Bentley he had once owned and to which he returned on one occasion to find that a scruffy RAF Air-Mechanic had opened the bonnet and was gazing at the engine — it was T. E. Lawrence, of course, whose life Boothby had no hesitation in debunking. *Steaming*, the magazine of the National Traction Engine Club, which Club all steam-enthusiasts would be well-advised to join (address: 14, Charles Street, Market Harborough, Leics.) had the expected very interesting content in its Summer number. One article was about some of the vehicles used by the Box Family, of heavy-haulage fame. These included the 100-tonner solid-tyred Scammell low-loader of 1928, and they also had a Model-T Ford van and, which should interest the Bean CC, a Vulcan car.

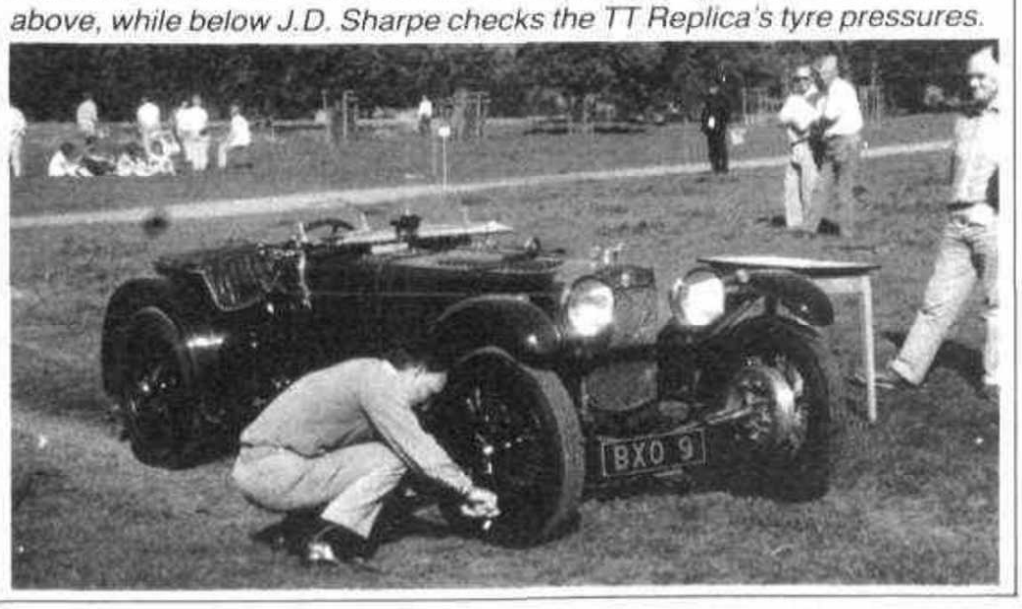
At the MAC National Meeting at Shelsley Walsh Julian Ghosh achieved a personal ambition by getting Tony Brooke's Vauxhall-Villiers up the hill in under 40 sec, his ascent, in fact, taking 39.41 sec. The old car was in the same form as when Raymond Mays raced it in 1928, before it had the reinforced chassis frame; Mars' time with the car in 1928 was 48.0 sec. Incidentally, while on the subject of Shelsley Walsh, when Neil Corner brought his 1939 V12 Auto Union to the famous hill earlier this year it was for a series of demonstration runs to recall the appearance there of Hans von Stuck and a V16 Auto Union in 1936, and no times were credited to him, but it can now be revealed that his best ascent, up a course he had never driven before, was in a time of 38.0 sec. — W.B.

VSCC Madresfield

For a relaxing day when pre-war cars tackle, not too seriously, a series of driving tests, Madresfield would be hard to beat, and in this year's September sunshine it was an ideal venue for social meetings and study of the older automotive form. It all commenced with a slow run into an accelerative sprint, in which no-one actually stopped in the pedestrian bit (slipping the clutch or braking not permitted), although a Lambda nearly did and Mitchell's Rolls-Royce 20 woodie was probably the slowest of 'em all, although the Harcourt-Smiths' 12/50 Alvis knew how to hang about to order — Mrs. H-S elected to stop at the wrong time after accelerating, but perhaps she felt it would be imprudent, as the Secretary's wife, to do too well. This time two 30/98s had two 3-litre Bentleys to contend with, Pack's four-seater and Harper's nicely styled two-seater. David Marsh and his son shared the Brescia Bugatti, Shaw's Marendaz Special was there, he electing to run round it twice in the test in which the pressure in a front tyre had to be checked, Boyd's Light-15 FWD Citroen was in Concours d'Elegance pristine condition, and Franklin had the sunroof open on his 1929 10/25 Rover. Erskine'Erskine 50 saloon rather galloped in the slow run bit, but Mrs. Brester's A7 Nippy was *very* good here, as were the 12/50 Alvises of Harcourt-Smith and Jane Arnold-Forster. Tebbett had the windscreen flat on his Riley Gamecock — perhaps he thought the drag of its mudflaps to be a bit unfair and was compensating for them. Sharpe's very smart TT Replica Frazer Nash behaved well, Hennequin's nice 1922 11hp Riley whined to itself, Ron Barker had time to rise in his seat in the monumental Renault 45 and Bullett, clad in shorts, got the 1920 GN to reign-in well. Britnell's 1931 Sunbeam 20 motor-carriage was notably brisk, Ferguson's 1928 Amilcar went slowly when told to do so, and Mike Garfitt sensibly adjusted the engine tick-over to suit the test in hand, his Frazer-Nash BMW having returned from beating modern BMWs at a BMW Club event. Collings' Mercedes and Harrison's Renault represented the pre-1914 section and Walker in the GN Special had no trouble with chains, at all events in the first test, and Conway, Jnr. was in charge of the Type 44 Bugatti, Bell in the blue Aston Martin Ulster, and of the many A7s, Miss Grey's has clearly not given up smoking! — W.B.



CHESTER-LAMB's Austin 12/4 in the slow-running test, with observer, above, while below J.D. Sharpe checks the TT Replica's tyre pressures.



VSCC Cadwell Park Meeting

A lasting memory of the 1986 VSCC Cadwell meeting on August 24th was an incident which took place just after the Williams Trophy race when the winner, Martin Morris in John Marks's Type 51 Bugatti, invited pre-war Bugatti driver "Taso" Mathieson to accompany him on his lap of honour. "Taso", who will be 80 next year, got in and then turned his cap back-to-front just as the old photographs show he had done in 1932 at the age of 25 when he first raced a Bugatti at Brooklands. He now lives in France, at Vichy, and as he is medically unfit to drive, had travelled to Cadwell by aeroplane and trains. That must be enthusiasm!

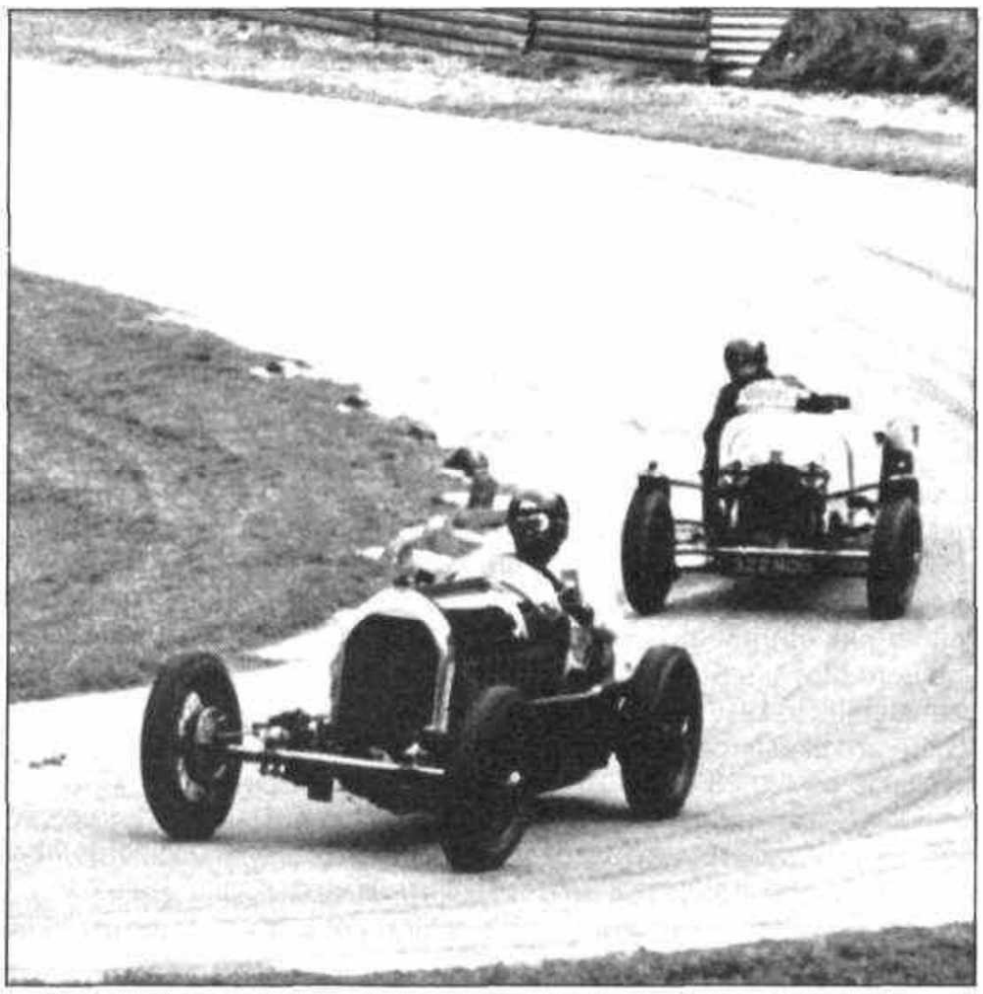
The first race of the day, the Spero and Voiturette Trophies for cars up to 1100 cc, was initially led by Richard Campbell in his vintage single-seater Austin with later 1089 cc Ballila Fiat engine, from Nev Farquhar's ex-Dixon Riley and John Giles's G. N. Morgan. However, David Fletcher-Jones came up from the back of the grid in his Lagonda Rapier to show that Tim Ashworth's twin ohc design can hold a candle to Percy Riley's earlier brilliance, and, in an excellent drive, he won the race from Campbell and Farquhar, the latter's engine sounding a bit flat towards the end so that he lost the second place he had been holding. Peter Hornby's very fast Austin 7 won the Voiturette class, an MG getting a look-in on the traditional Austin dominance for a change, as Barry Foster finished second in his crisp sounding unblown Montlhery Midget.

For once the Frazer Nash Section could not provide a full field for their annual handicap race, so the grid was made up with other makes. Fortunately, honour was satisfied with chain-drive cars filling the first three places, the winner being Freddie Giles in his AC-engined GN "Beetle", with very smart monoposto bodywork, from Mark Walker's Model A Ford engine GN two seater. These were both Specials, and the first "propper" Frazer Nash to finish was Philip Selwyn-Smith's Meadows engined Interceptor in third place, with Drewitt's Riley Special fourth.

The 8 lap Vintage Scratch Race promised to be a duel between Tim Llewellyn's 8 litre-engined Bentley 3 litre and Ron Footitt's AC-engined GN, the Cognac Special. Tim made a slow start ("The car won't perform at all below 2,000 rpm today" he complained), and Ron went into the lead. However, he was eventually passed by Tim and then, just before the halfway stage of the race, did not reappear after entering the wooded section of the circuit between the paddock and the start due to breaking his gear lever. Ron is obviously getting much too strong for the Cognac Special, and ought to invest in a Bentley instead, as they are provided with levers like those seen in railway signal boxes. Stuart Harper had been doing wonders holding second place in his Morgan 3-wheeler, the only competitor besides Llewellyn and Footitt to lap in under 2 minutes, but, alas, he disappeared from the scene on his very last lap, leaving another Bentley to take second place, the wooden bodied 3/4½ of Randal Stewart. Tom Threlfall's Ford engined American McDowell Dirt Racer was third from John Howell's blown 3-litre Sunbeam.

Lou Wickham's smart beetleback 12/50 Alvis on limit held the lead for at least half of the next 5 lap handicap before being overwhelmed. The handicappers were much kinder to Fox and his Delahaye which won by over half a minute from Brownridge's Wolseley Hornet, and 4 secs behind came Walder's 12/50 Alvis and Graham Harper in Peter Graham's handsome Riley 16 Special, also known as "The Atblo" as it was made from All The Bits Left Over after a clearout of Riley spares. These cars went over the line almost together, with the Alvis just in front. Rathbone's Talbot 105 went noticeably well in this race, though it was not "in the money".

There was a somewhat depleted field for the ever popular Williams Monaco Trophy race for two seater GP cars, Lord Raglan's Type 51 Bugatti having rear axle bothers and Chris Mann's Monza Alfa still had not fully recovered from a broken crankshaft in the Mille Miglia. The race had to be stopped on the first lap, with Richard Pilkington's Lago Talbot in the lead, due to Alain de Cadenet hitting a kerb and overturning his Type 51, blocking the course in the process. Alain was slightly hurt, but did not have to go to hospital. In the re-run, Martin Morris in the Marks Type 51 made a much better start and was soon leading the race from Rodney Felton's Monza Alfa Romeo and Pilkington's Talbot. The Talbot then passed the



CHAIN-DRIVEN SPECIALS: Wigglesworth (Bolster Spl) ahead of Walker (GN-Ford).

Alfa, but could not overhaul the Bugatti, holding its second place until the flag, despite going on to five cylinders. Fourth was Dutton in Heimann's T.51, with Cardy fifth in the ex-Ian Preston T.35B.

The 5 lap handicap which followed saw Duncan Ricketts excelling himself in his Riley 12/4 Special and winning from Scratch. Paul Jaye, in the Aston Martin engined Attenborough Special, also went well and managed fourth place. Second was Seber in The Fastest Wolseley Hornet in the World, and John Harris in his big 4½ Lagonda once more performed miracles on the twisty circuit and finished third.

The 10 lap Pre-war Historic race saw Martin Morris score his second big race win of the day, this time in his 2-litre ERA R11B, which he has been racing continuously for 25 years, virtually always with success. Second, some 5 secs behind was Rodney Felton's P3 Alfa, and Bill Morris was a splendid third in his 1½-litre ERA R12B, with Brian Classic a close fourth in his Tecnauto-suspended 1½-litre ERA R2A.

Peter Hornby's Austin 7 had no trouble winning the penultimate handicap from Lees's 1½-litre Riley Spl by some 17 secs, with Johnson's Colmore 'Nash third. In the last race of the day, held in rain, David Morris, Martin's son, drove R11B magnificently to win from the scratch mark, being accompanied by Paul Jaye till the latter retired after 3 laps. Black's Aston Martin/Riley was second from Harper on the Riley and Harris on the Lagonda.

A great day for the Morrises! — P.M.A.H.

Results

Spero & Voiturette Trophies — 8 Laps Scratch: 1. D. Fletcher-Jones (Lagonda Rapier), 65.43 mph. 2. R.J. Campbell (Austin Fiat). 3. A.N. Farquhar (Riley Brooklands).
5 Lap Handicap: 1. F.G. Giles (G.,N./A.C. Beetle), 62.55 mph. 2. M. Walker (G.N./Ford). 3. P. Selwyn-Smith (Frazer Nash Interceptor).
Vintage Scratch Race — 8 Laps: 1. T.C. Llewellyn (Bentley 3/8), 69.59 mph. 2. R.M. de C. Stewart (Bentley 3/4½). 3. T.J. Threlfall (McDowell Dirt Racer).
5 Lap Handicap: 1. W.D. Fox (Delahaye 135), 58.50 mph. 2. J.N. Brownridge (Wolseley Hornet Special). 3. N.T. Walder (Alvis 12/50).
Williams Monaco Trophy — 10 Laps Scratch: 1. J.G. Marks (M. Morris) (Bugatti T.51), 68.16 mph. 2. R.A. Pilkington (Talbot Lago T26 SS). 3. R. Felton (Alfa Romeo 8C Monza).
5 Lap Handicap: 1. D. Ricketts (Riley 12/4 Spl), 63.81 mph. 2. J.A. Seber (Wolseley Hornet Spl). 3. J.F. Harris (Lagonda Rapide Spl).
10 Lap Scratch Race for Pre-war Racing Cars: 1. M.H. Morris (ERA R11B), 71.55 mph. 2. R. Felton (Alfa Romeo P3). 3. W.R.G. Morris (ERA R12B).
5 Lap Handicap: 1. P.C. Hornby (Austin 7 Ulster), 63.43 mph. 2. N.H.S. Lees (F. Cockman) (Riley Spl). 3. D. Johnson (Frazer Nash Colmore).
5 Lap Handicap: 1. M.H. Morris (D.R.O. Morris) (ERA R11B), 68.76 mph. 2. R. Black (Aston Martin Riley). 3. A.G. Harper (Riley 16).
"MOTOR SPORT" Brooklands Memorial Trophy Contest (5th Round): N. Mason 65 points, D. Ricketts 62 points, M.H. Morris 54 points.

Letters

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

Formula One Regulations

Sir,

The rule makers in international motor racing have long been concerned about speed and costs. Their attempts at containment have, at best, met with partial, transitory success and the result of successive layers of rules is a lack of logic. The current outstanding example is that which limits both total fuel and the size of engines. I suspect that the engine size limitation must stay in a vain attempt to restrain qualifying performance. This one illogicality is compounded by another. If a sensible alternative to qualifying were to be applied designers would feel free to discard the turbocharger. The sound way to restrain performance is to limit the quantity of fuel — or better "energy" available. Using this simple restriction and released from the requirement to produce qualification specials, designers would be encouraged to use whatever size and type of power unit satisfied their performance requirements. Attempts to restrain costs have always failed and in an activity which demands the use of advanced technology such attempts are irrelevant.

Before making changes the rule makers should, perhaps, explain their objectives, lay out the academic support for their case and show precedents.

Tunbridge, Wells G.D. MASON

Timekeeping

Sir,

I recently came across an interesting article by Denis Jenkinson which appeared in your November 1973 issue, entitled "On Timekeeping".

He was referring to the practice at the British GP of quoting lap times to one tenth of a second. The reason for this apparent "primitive" practice was that timing beams were in use at the time and it was not possible to "split the seconds" on a totally scientific basis when two cars crossed the finish line side by side. Nowadays of course Longines employs some pretty sophisticated machinery which can deal with situations where two cars are so close together that a timing beam would not be able to give two individual times.

In 1982 at the Austrian GP, you will remember that de Angelis just held off Rosberg to win his first GP. Apparently the magnetic strip on the finish line could not distinguish between the two radio frequencies of the transmitters on board their cars. Longines had to resort to using the photo-finish video tape which runs at 100 frames per second in order to determine the approximate time lapse between the Lotus and the Williams.

Nowadays we readily accept as gospel times issued by Longines, but are they always 100% correct? In particular, how do they deal with the situation where two cars cross the finish line simultaneously? Do they, as George Hall suggested in 1973, just ignore those lap times? Why do lap charts still suffer from inaccuracies such as at the 1984 South African GP where Boutsen "lost a lap"?

It would be nice if Jenks could do a similar story today, 13 years on, for a lot of problems then apply today, albeit in a more sophisticated way. A. J. McCLARTY

Plumstead, Cape Town.

Horticultural Hints

Sir,

I realise that your hallowed pages are not a sounding board for horticultural hints, but as we are in the midst of our so called British summer, I feel that the following suggestion might be of interest to your readers.

Like most of you, I would much prefer to spend my leisure hours tinkering around with old cars or watching others having fun amusing themselves in theirs. Unfortunately, around our house there is a green thing which my neighbours accuse me of having the temerity to call a lawn. This has to be attended to with monotonous regularity and to make the task a little less burdensome have taken the following step. To every gallon of petrol I add two egg cups full of Castrol R30. The Briggs and Stratton seems to suffer no ill effects, the lawn could not care less and I'm at VSCC Prescott every weekend!

I have thought about running the thing on "Faust Gemisch" but I get comments of "Got tired of the wife then, eh?" when I try and buy ether from my local chemist!

M. N. RUSHTON

Little Budworth, Cheshire.

Smog and Steam

Sir,

I found your June article on the Pellandine steam car fascinating but boggled at the contention that Adelaide in South Australia "has a smog problem similar to Los Angeles".

In case the time elapsed since I was in either city had affected my memory, I have just asked my 23-year-old son about the smog in Adelaide during his 4-day visit there this week. His reply of "what smog?" confirms my view that at best (or worst) Adelaide might be seen to have a *future* smog problem if nothing is done to reduce the hazard — which is common to many cities, and does not justify giving a *very* false impression to many of you readers by comparing Los Angeles.

The description of the Pellandine steamer as using (naturally) no gearbox but a "modified Mini differential" to cope with 95 calculated BHP and 1200 lb/ft torque is interesting and merits further explanation. I note that a standard Cooper 'S' 1275 can put about 253 lb/ft maximum steady torque *into* the differential (as opposed to what happens when the clutch is "dropped" at high revs) and obviously racing "S" differentials take more — but with such a low steam engine rotational speed as implied by the quoted power and torque figures, where does any reasonable car speed come from?

ALAN BUTTOLPH

Mount Macedon, Victoria.

Segrave's 3-litre Sunbeam

Sir,

Your account of the Birthday Party for 3-litre Sunbeams in your September issue brought on an acute attack of nostalgia. In 1928 or 1929 I worked on the Weymann stand at the Olympia Motor Show and one of our exhibits was a beautiful sports saloon on a 3-litre chassis.

It was used as a demonstrator and personal transport by Sir Henry Segrave who had connections with the Weymann Company at that time. The car was finished in light blue pebble-grain fabric (Zapon) with the characteristic cycle-type mudguards turning with the wheels.

Very, very few original Weymanns have survived, but as this one was rather special, I wonder if any of your readers ever came across it? It was a beautiful car and its performance gave the 3-litre Bentley of the period quite a lot to think about.

Moseley, Birmingham O.HEIM

Our Morgan Plus 4

Sir,

I thought you would be interested in the enclosed photographs, because I understand at one time, this was your car.

You will be pleased to know it is now in very good hands and is treated with loving care, and last week won its class at the Bugatti Owners Club Members Day.

The owner is Mr C.W.B. Nash, of Guildford.

Poole, Dorset D.J.C. BOWLES

[Yes, it was once my editorial fast transport. How nice to know it has survived — Ed]

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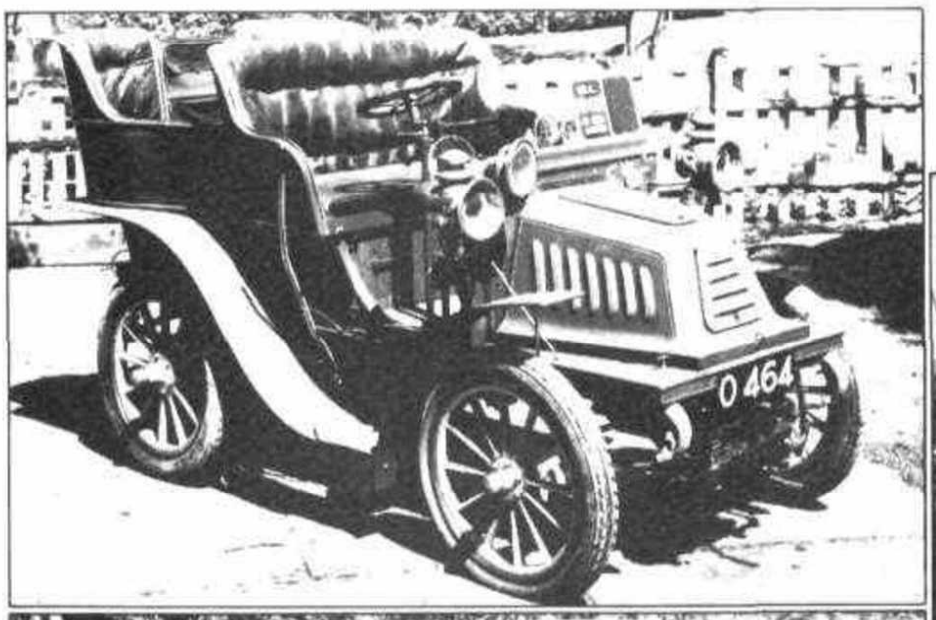
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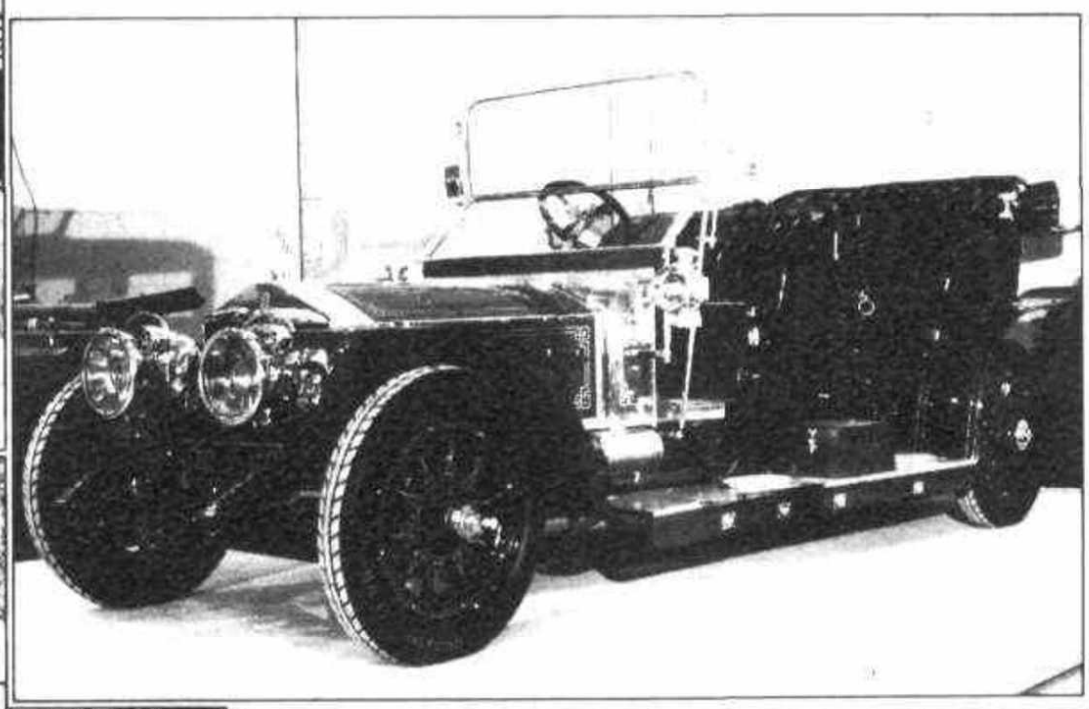
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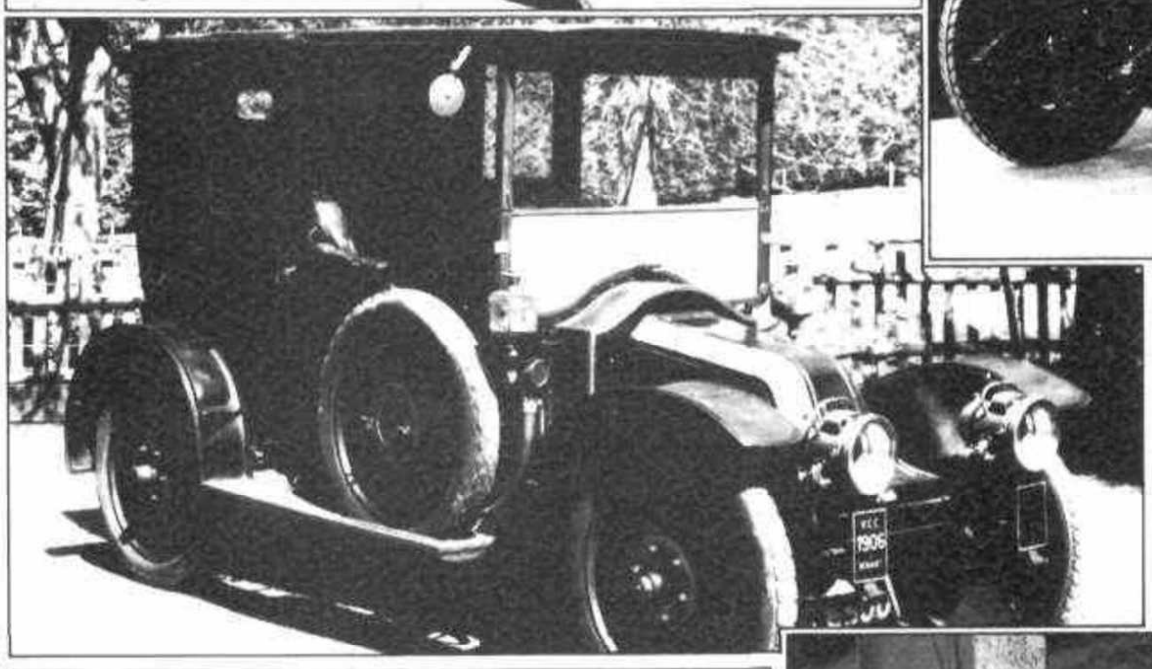
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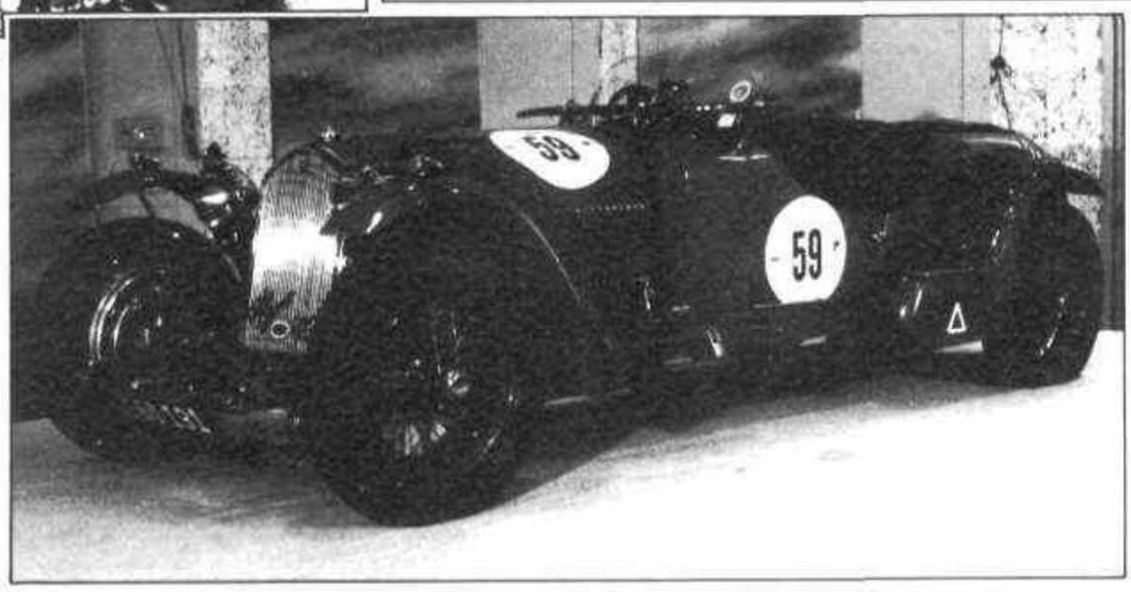
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Top left: 1902 De Dion, Type 0, 8 hp Rear Entrance Tonneau. Sold Ludlow, Shropshire, on 5th July 1986 for £21,010.

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

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

Bottom right: 1933 Alfa Romeo 8C 2300 Supercharged Le Mans Sports Tourer (uprated to 2.6 litres). Sold in Monaco 25th May 1986 for 2,386,500 FF.

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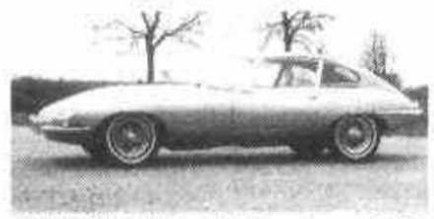
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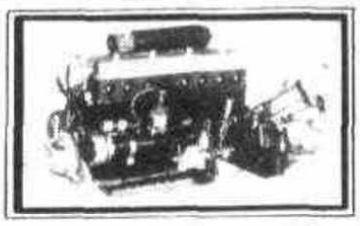
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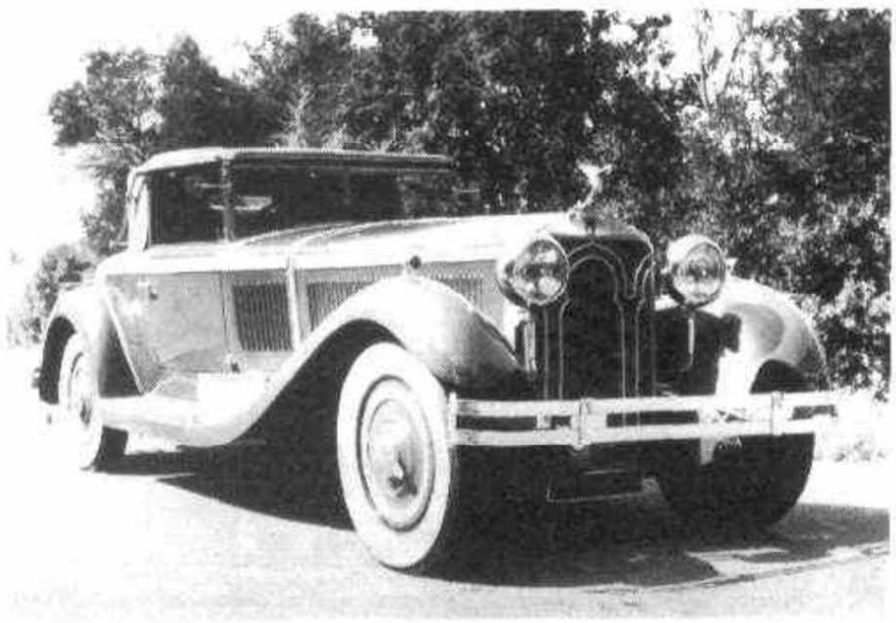
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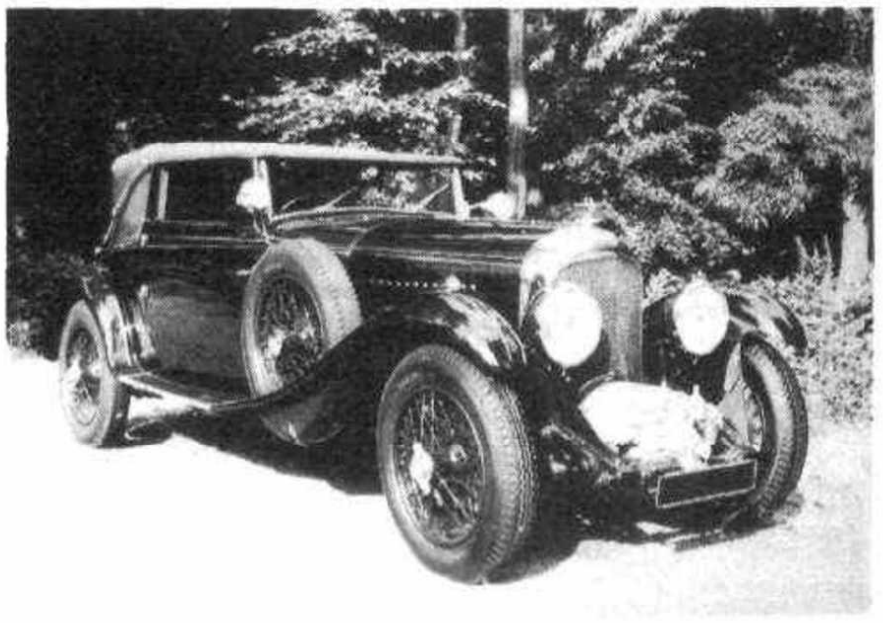
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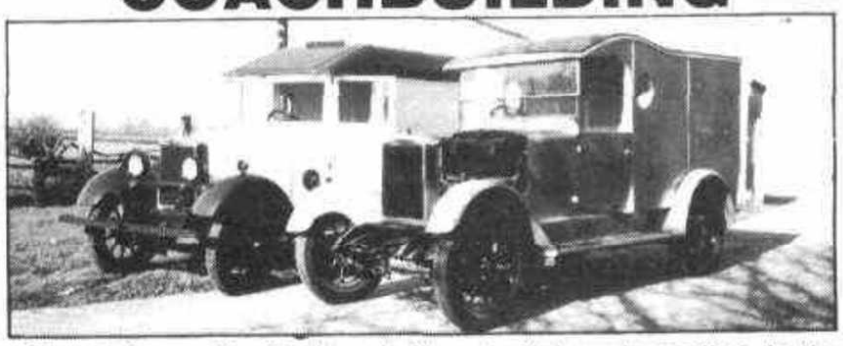
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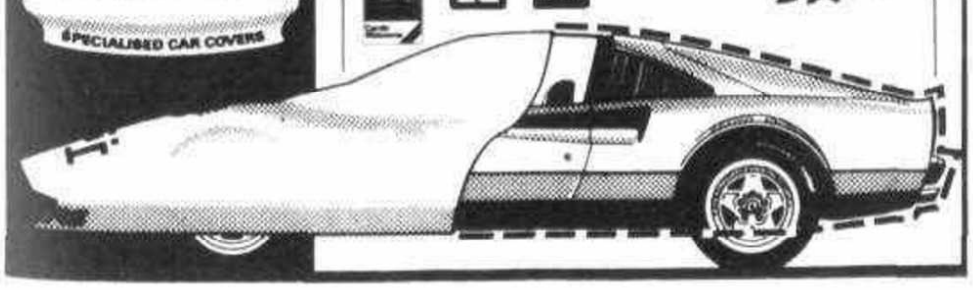
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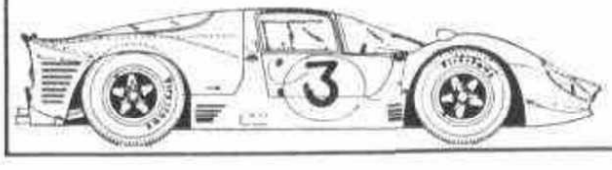


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SILVER CLOUD III 1965. Finished in Embassy Black with Cherry Red hide interior, usual extras, whiteside tyres.

OTHER ROLLS ROYCE MODELS

CAMARGUE 1974/5. Left Drive, history, finished in Ivory with Olive hide interior, equipped with every extra. The most expensive Rolls Royce when new and the ultimate in Rolls Royce motoring meets US DOT.
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ROLLS ROYCE CORNICHE CONVERTIBLES AND MPW

CORNICHE Convertible 1971. Left Drive, finished in Porcelain White with excellent hide interior and power top, usual extras, low mileage, whiteside tyres, conforms to US DOT.
CORNICHE Convertible 1972. Left Drive, finished in Regency Bronze with Magnolia hide interior and matching power top, every extra, service history, meets US DOT.
CORNICHE Convertible 1971. Left Drive, finished in Le Mans Blue with excellent hide interior and matching power top, equipped with all extras, service history, meets US DOT.

LONDON



JAGUAR XKE 1973 Convertible. Left Drive, finished in Signal Red with all usual extras including whiteside tyres, meets US DOT.
JAGUAR XKE 1973. Navy Blue. Auto, chrome wire wheels.

PORSCHE

911SC SPORT 1977 Model. Guards Red with Black interior, usual extras, sunroof, front and rear spoilers, conforms to US DOT, low mileage. Left Drive.

MERCEDES BENZ

350SL SPORTS. Left Drive, 1973, finished in Ocean Blue with Cream hide interior, h/s tops, auto, alloy wheels, tinted glass, stereo radio, meets US DOT.
230SL SPORTS 1964. H/S tops. Left Drive, Metallic Blue with matching interior, pas, standard transmission.
190SL SPORTS Convertible. Masons Black with Cherry Red interior, standard transmission.
230SL SPORTS 1964. Left Drive, finished in Signal Red with superb interior, pas, h/s tops, whiteside tyres, low mileage, history.



230SL SPORTS 1965. RHD. Silver with hard top.

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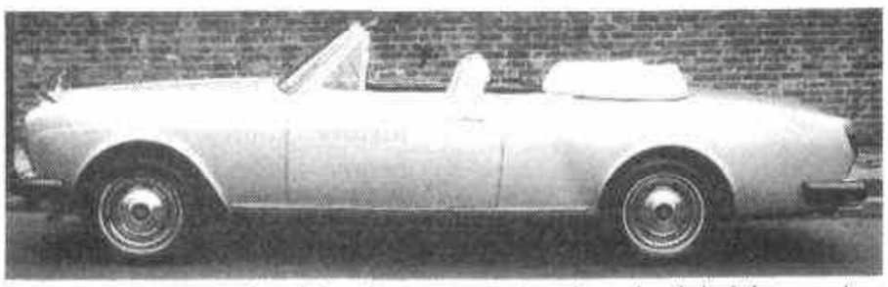
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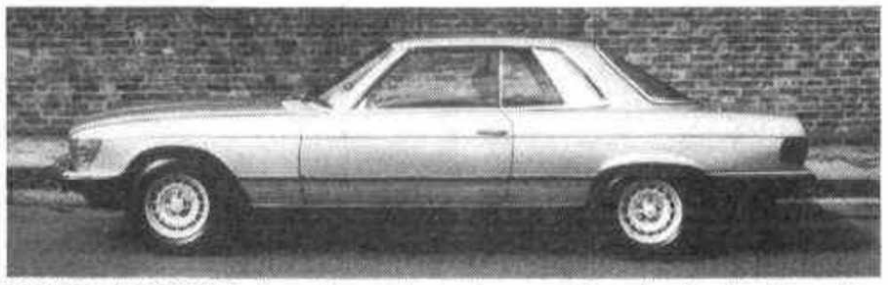
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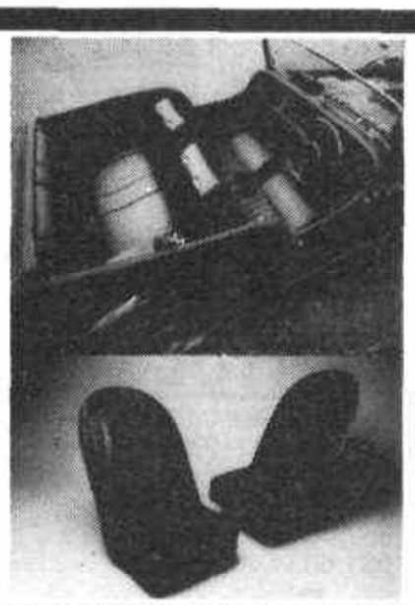
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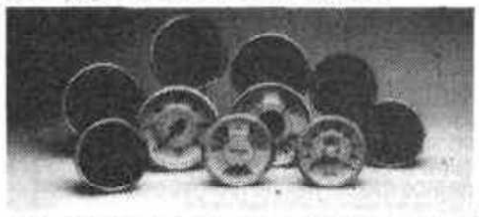
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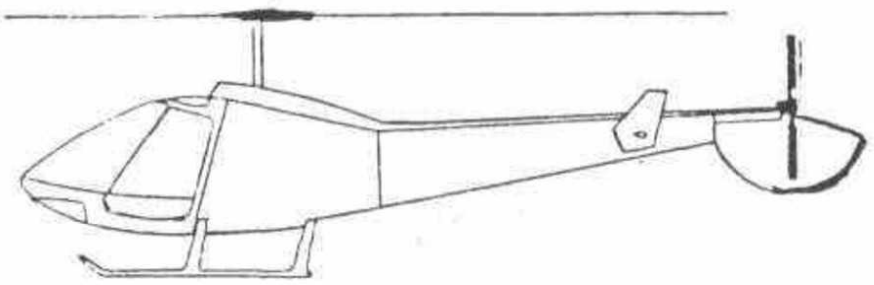
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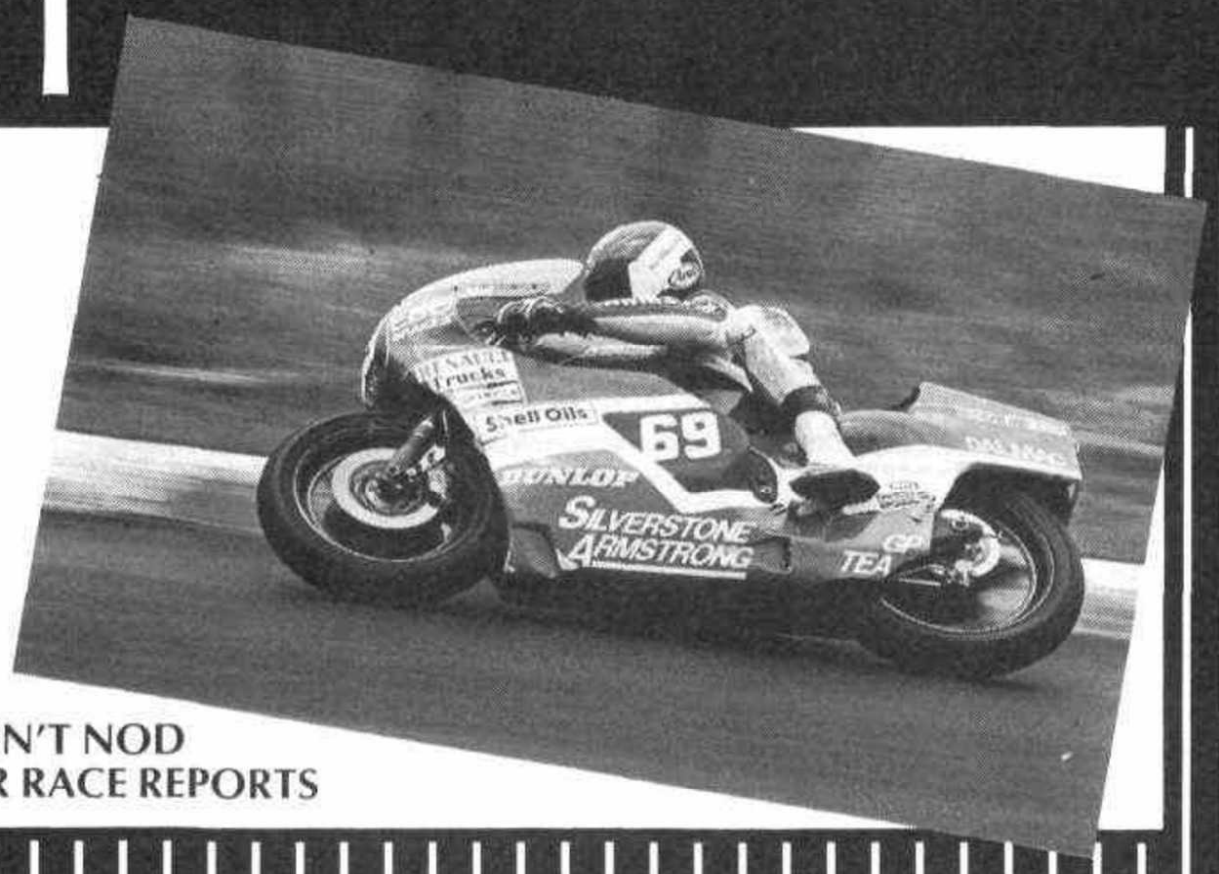
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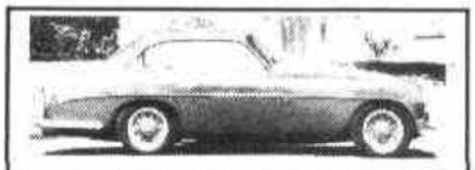
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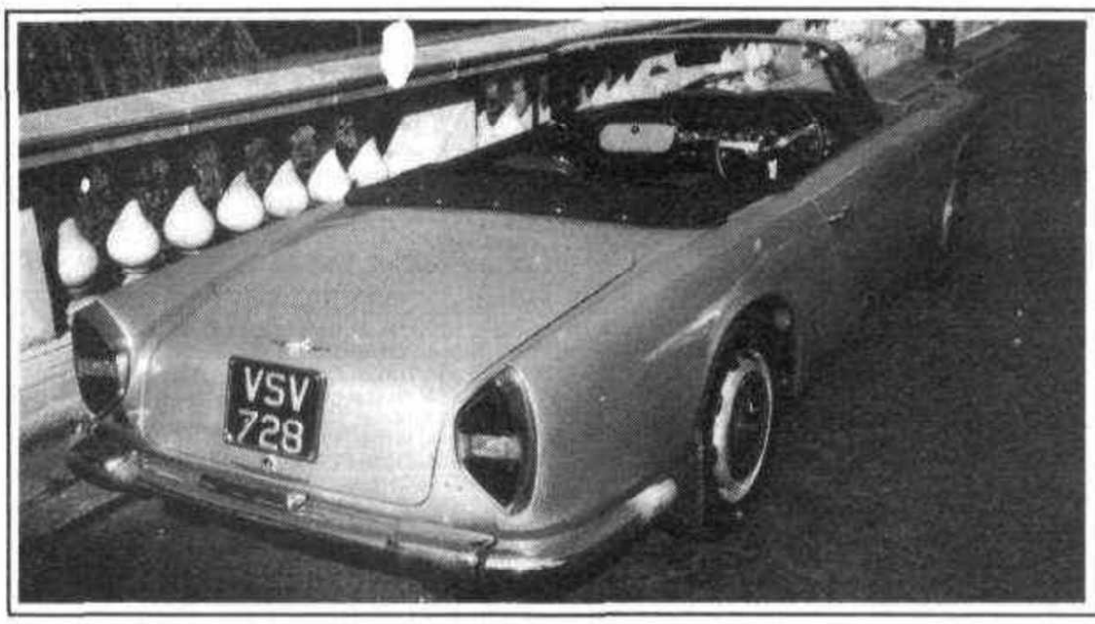


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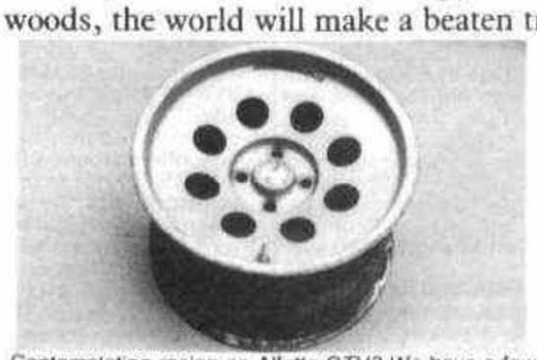
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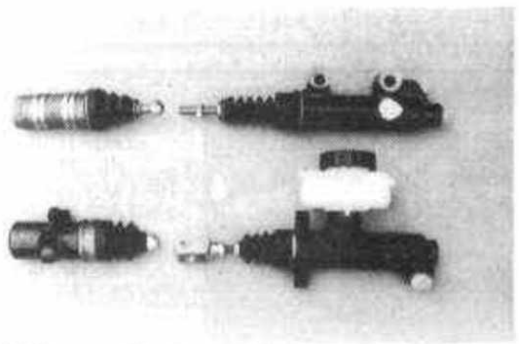
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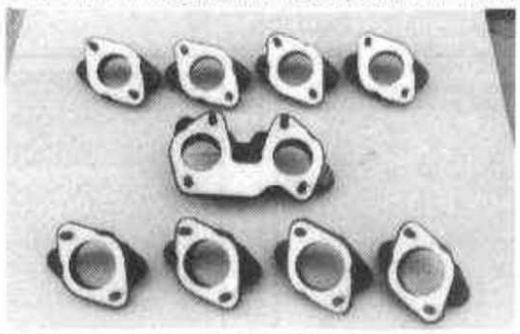
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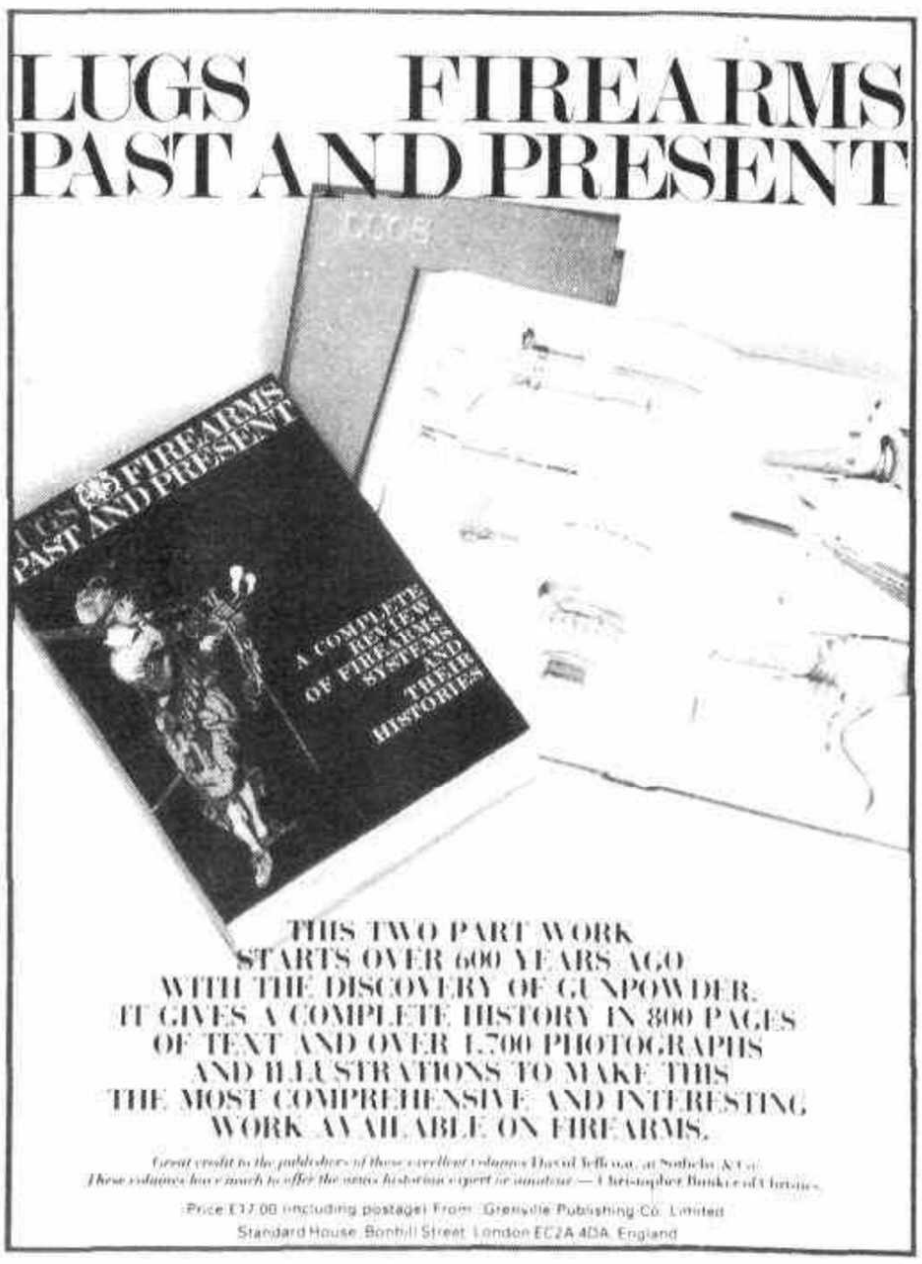
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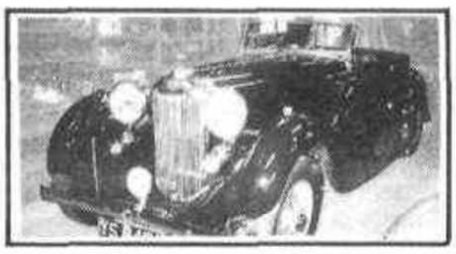
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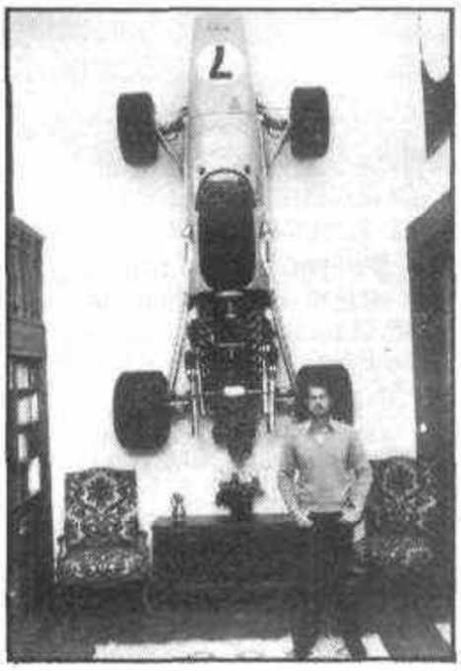
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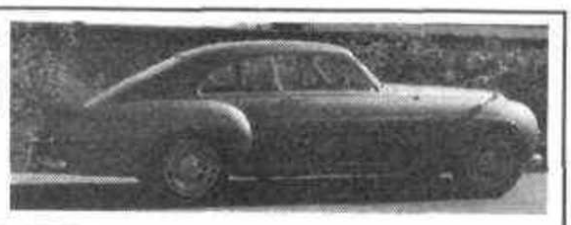
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1933 ROLLS-ROYCE P11 by H.J. Mulliner. Louvred scuttle, low screen etc. Adjustable shock absorbers. A very handsome sports saloon in original condition.





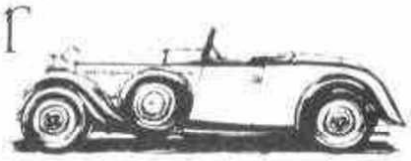
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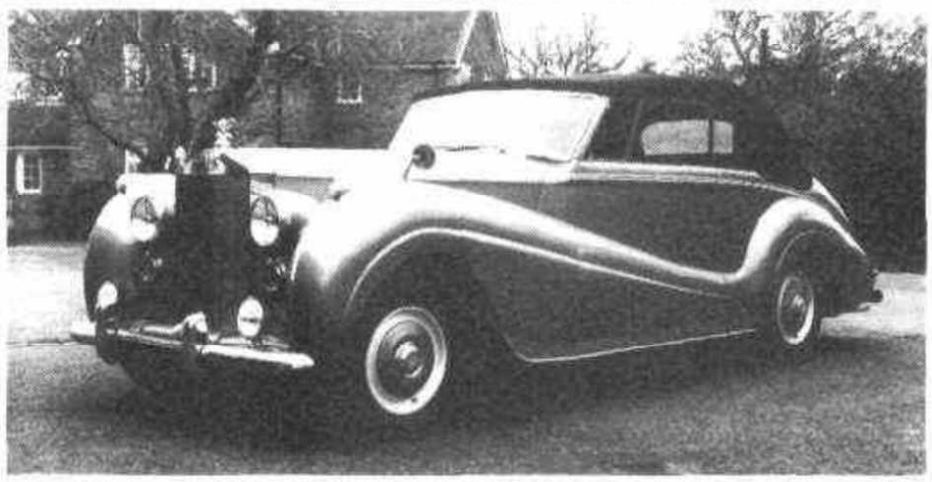
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1959 R.R. Cloud I. Shell over Black with Blue hide upholstery. Very low mileage.



1953 Bentley R Type Continental Fastback. By H.J. Mulliner. Manual, lightweight seats, new paint in Scots Pine.



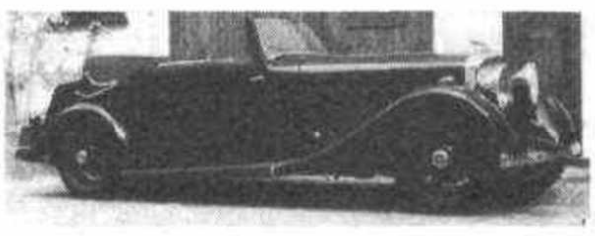
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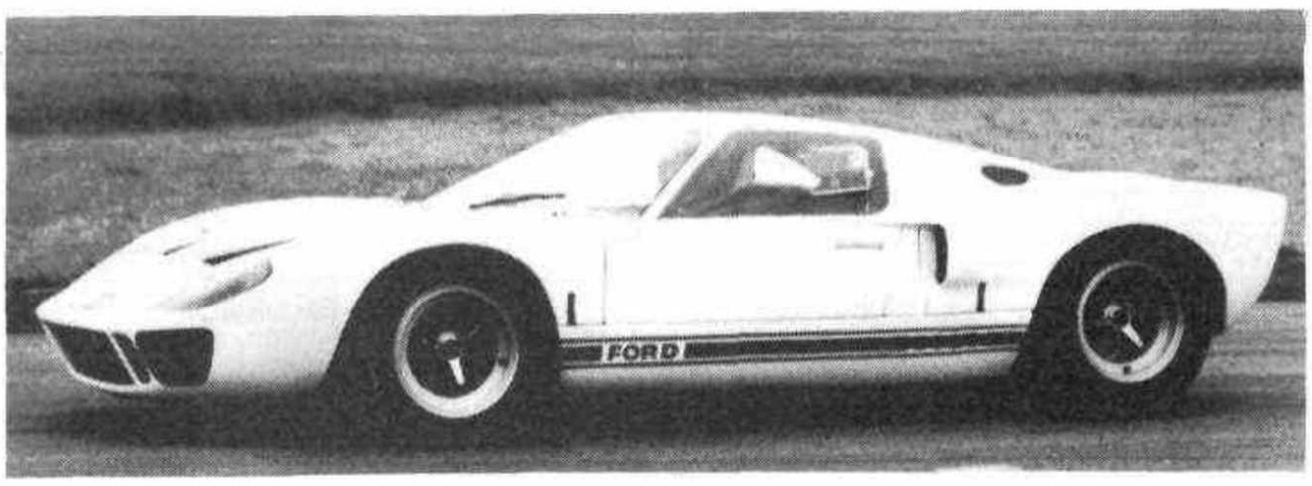
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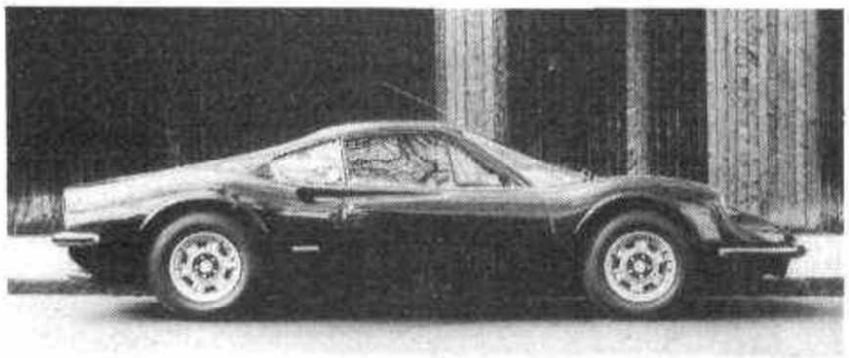
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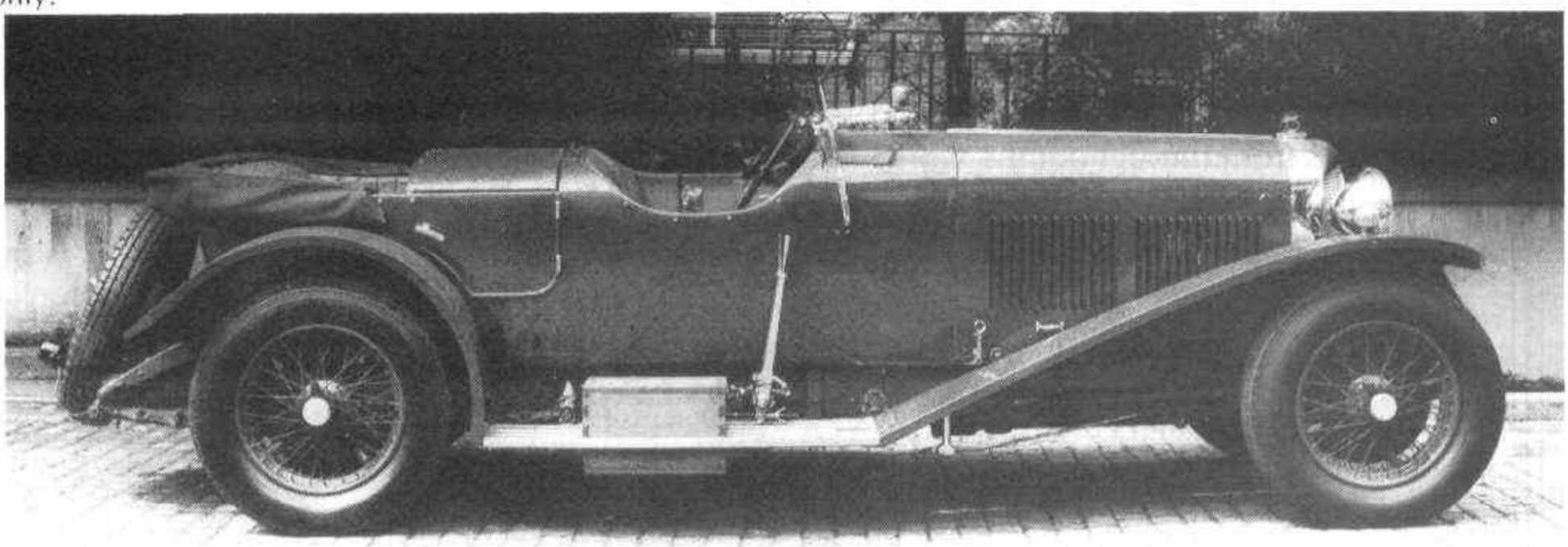
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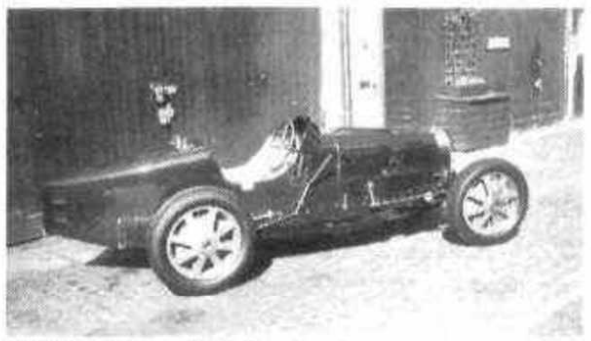
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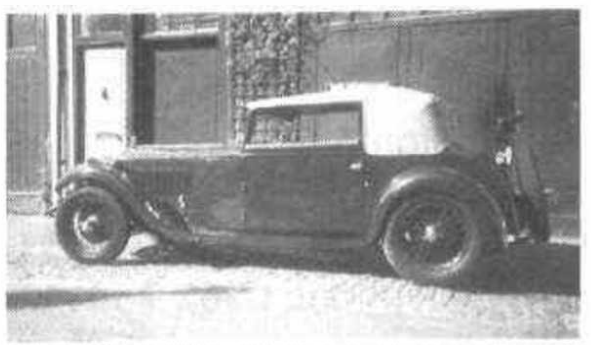
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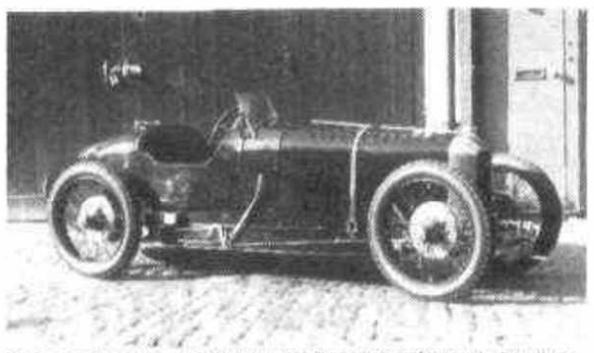
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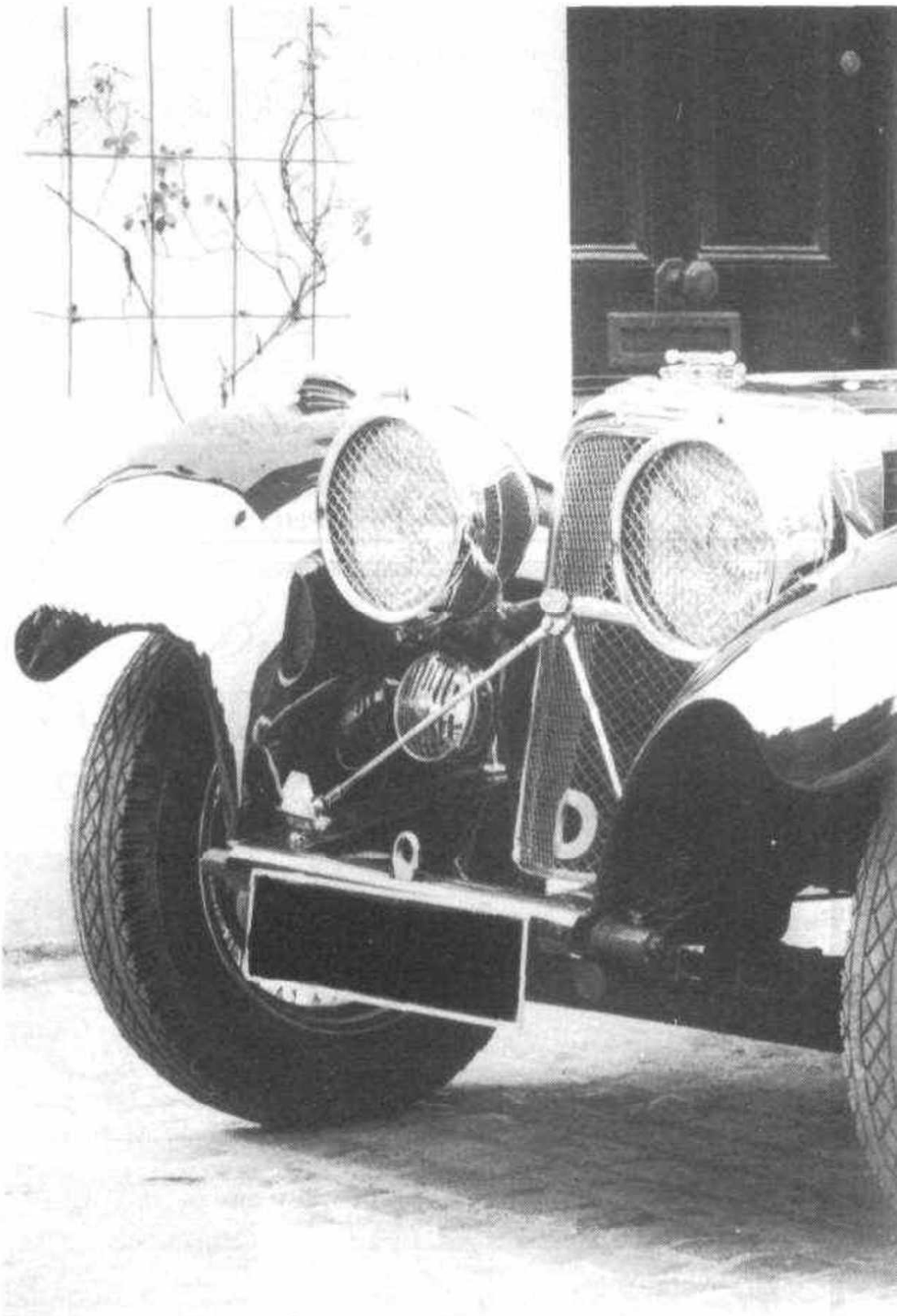
Bugatti Type 35, early original but incomplete. *Also available* incomplete **Type 35B.**

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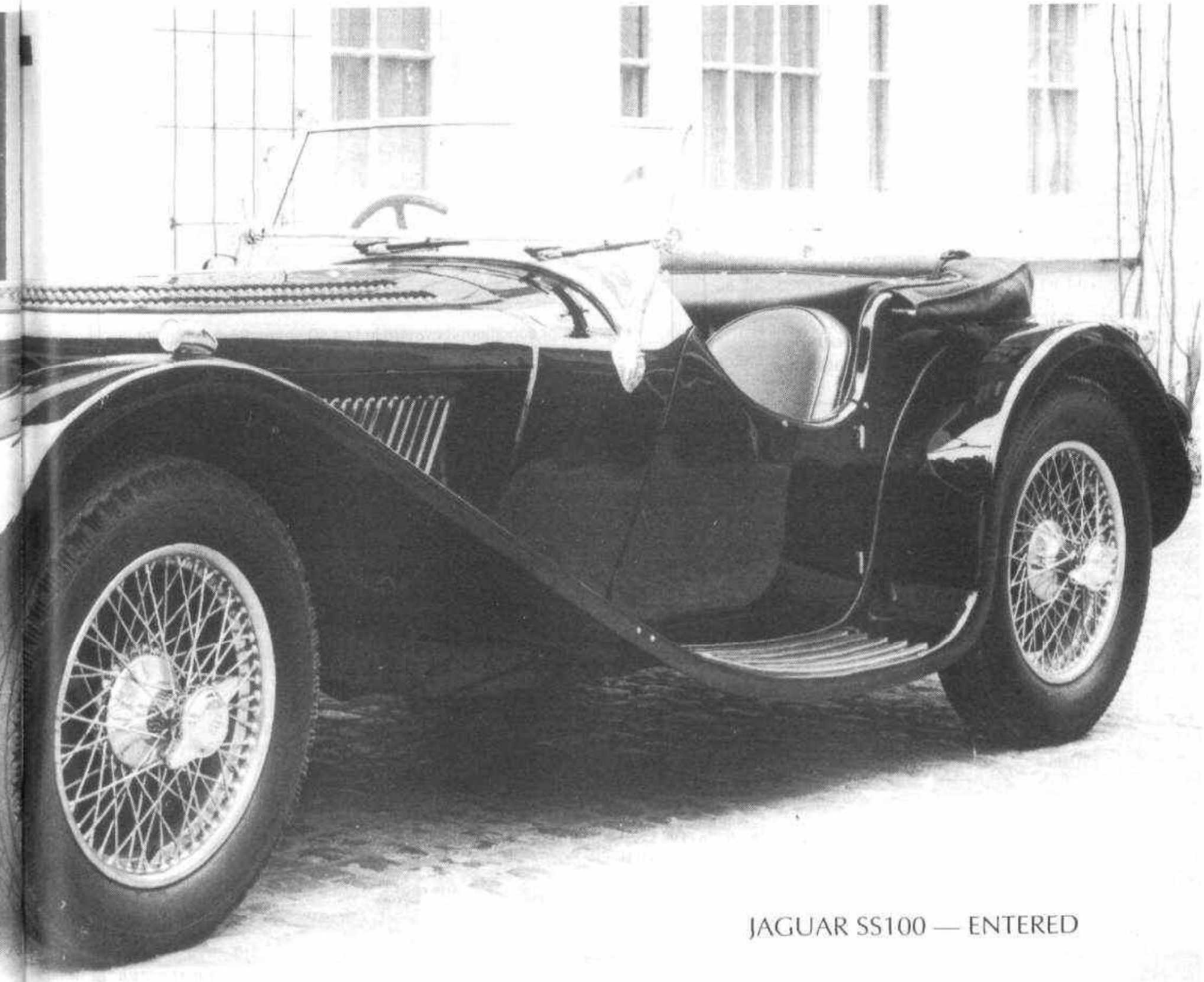
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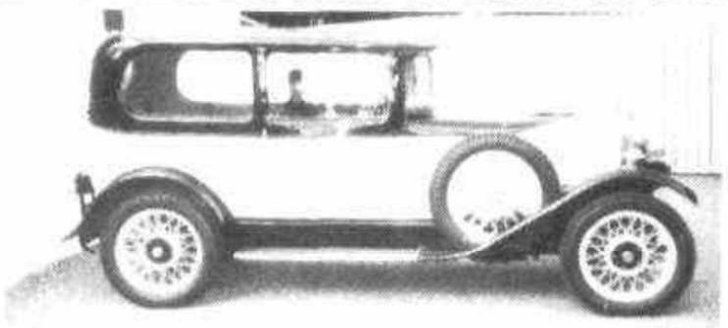
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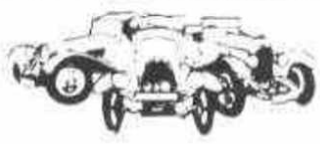
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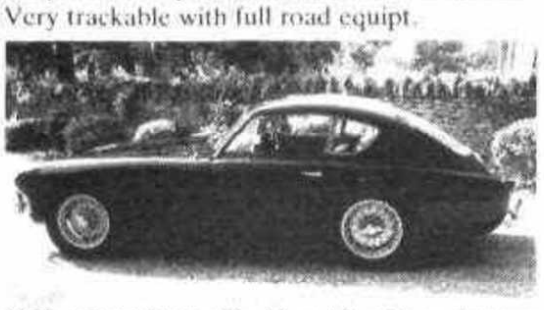
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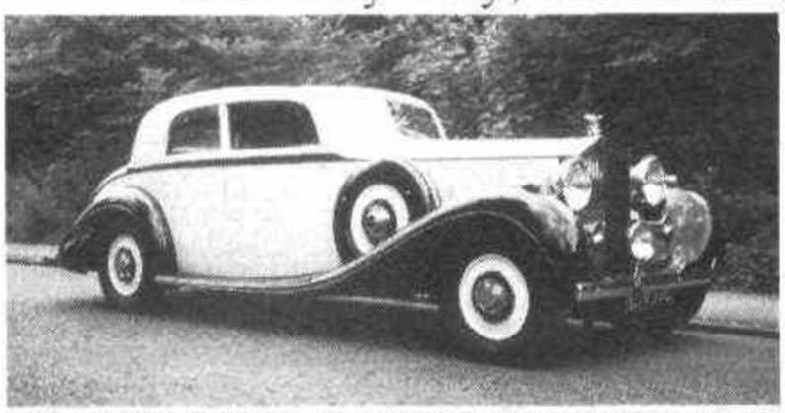
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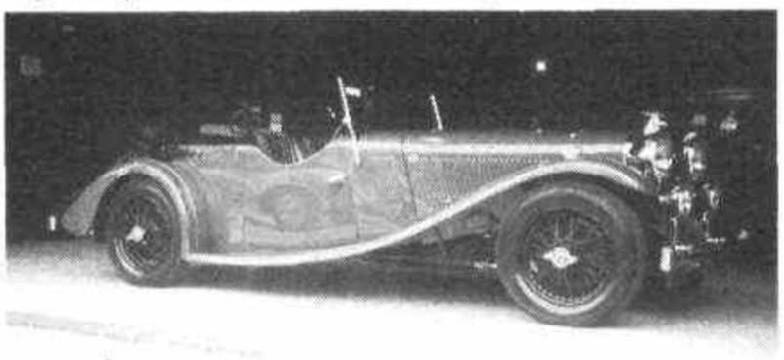
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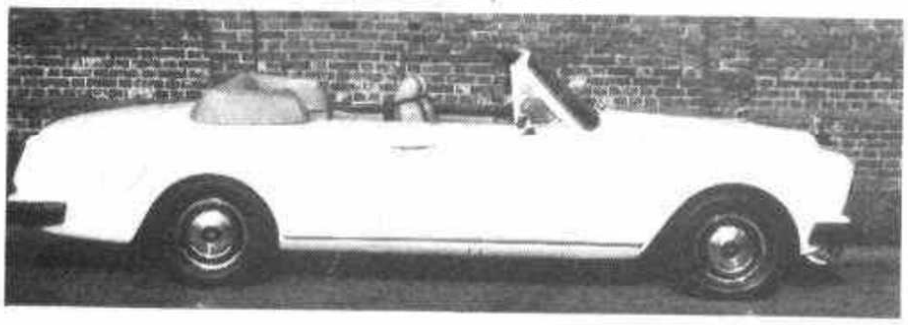
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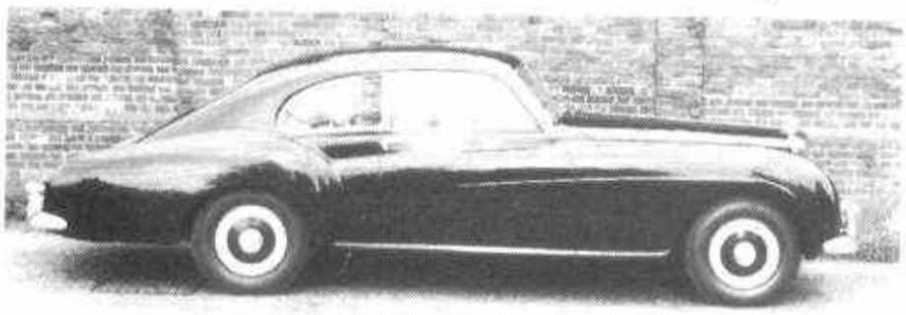
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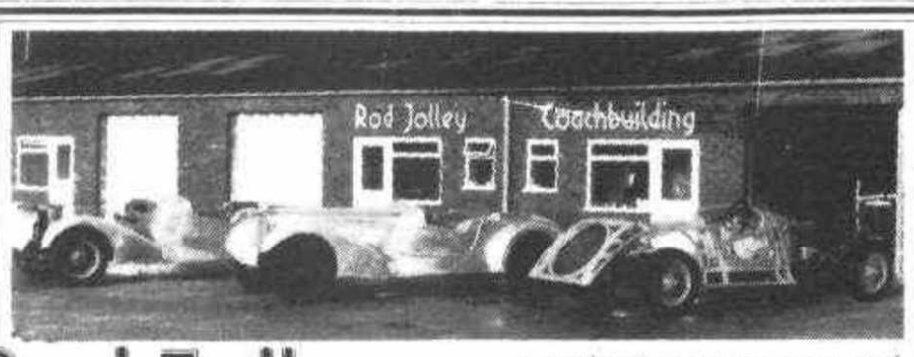


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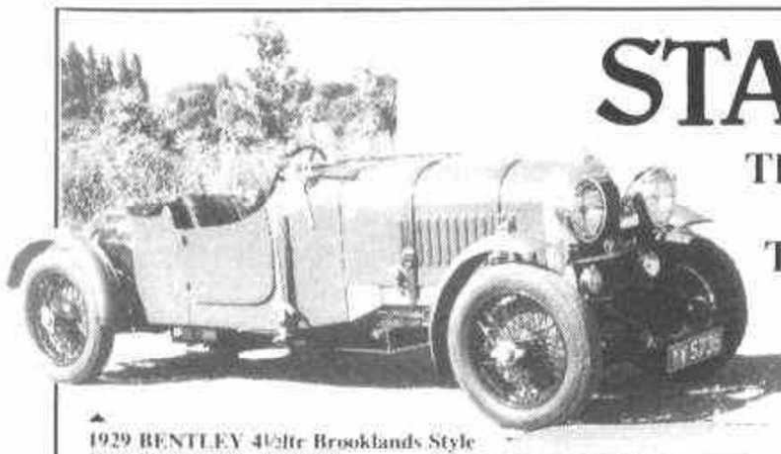
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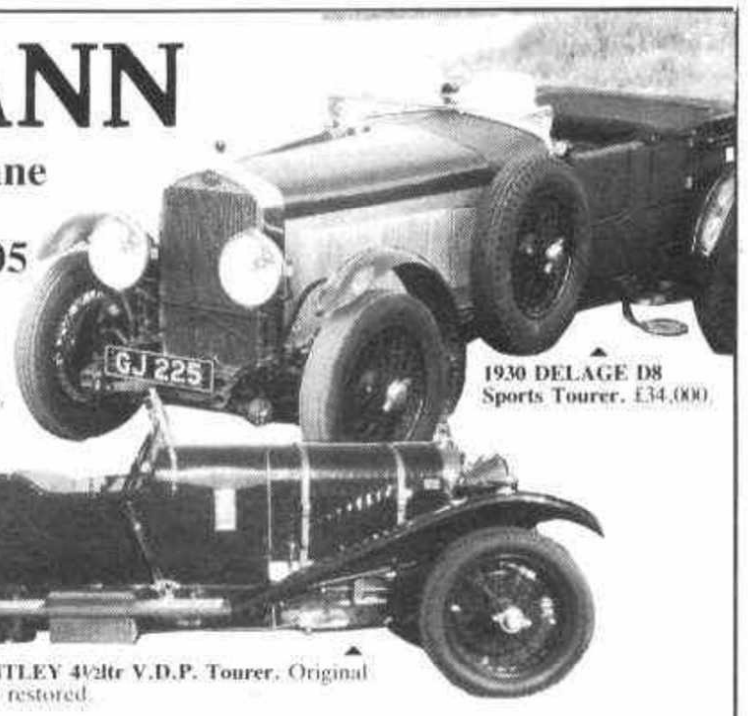
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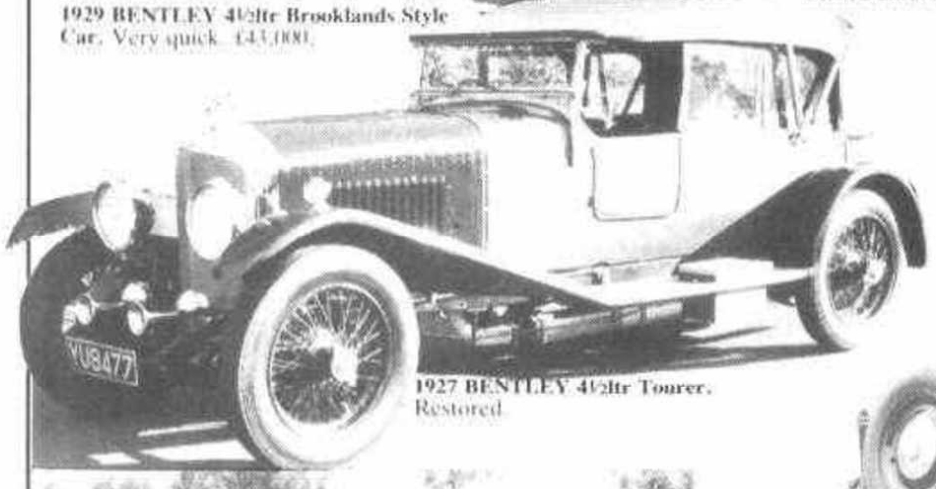
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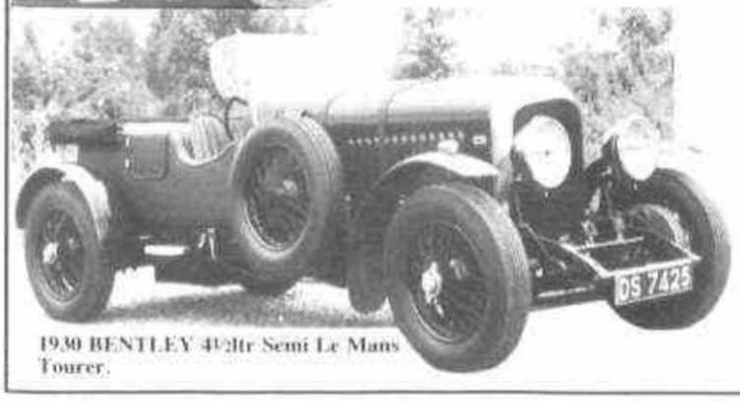


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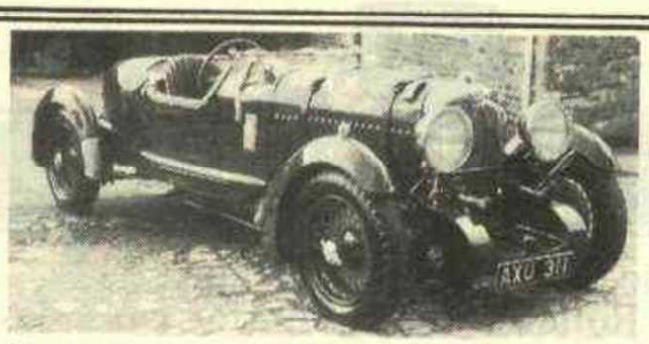


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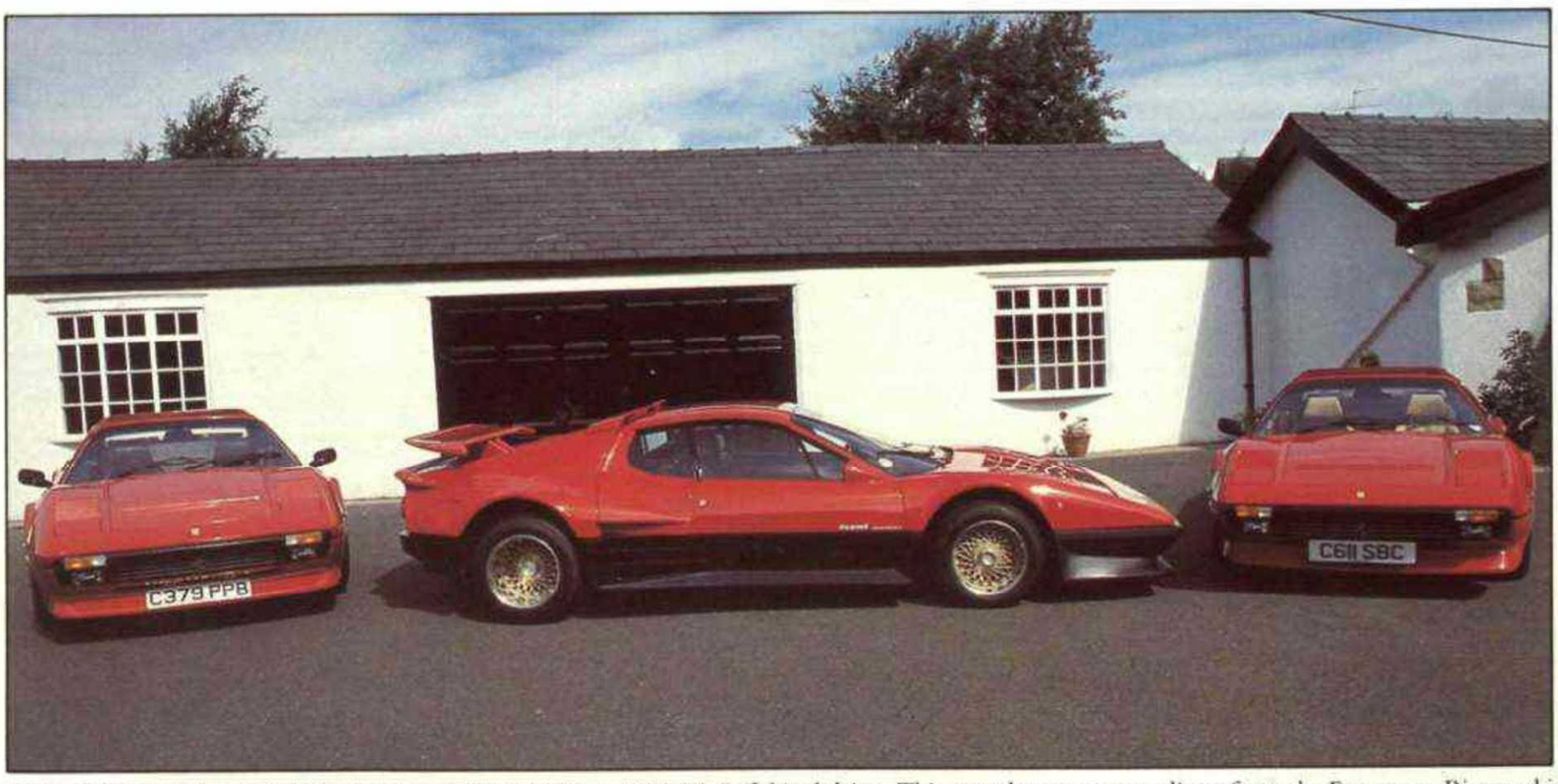
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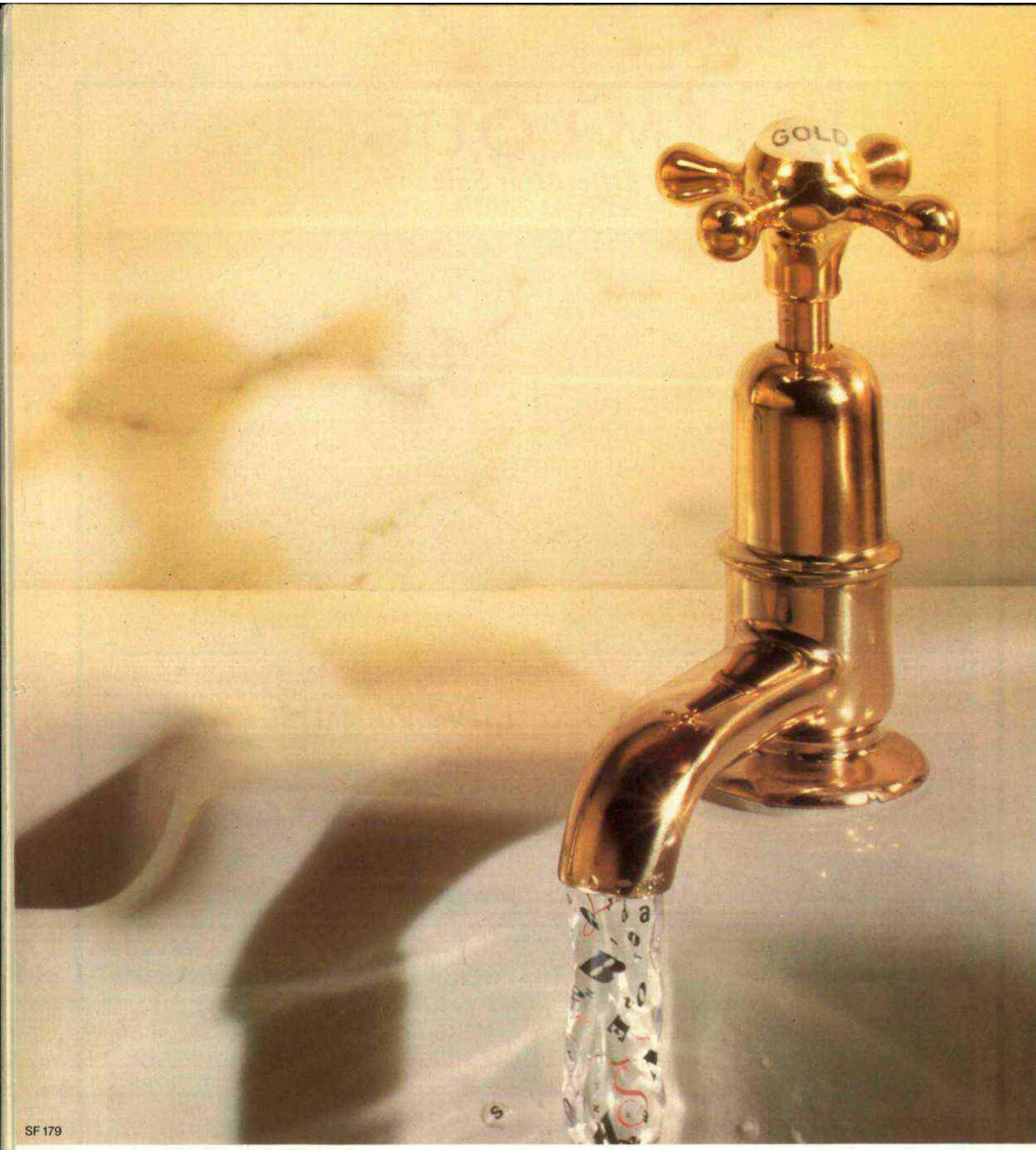
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