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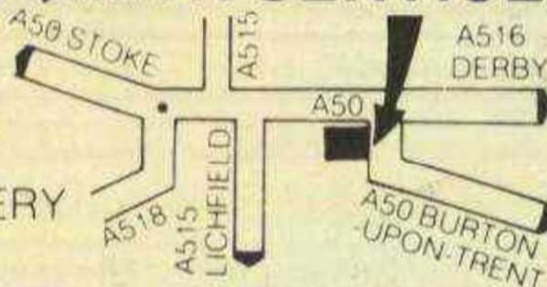
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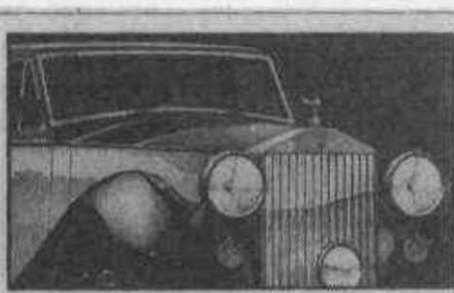
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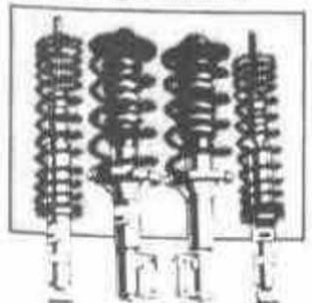


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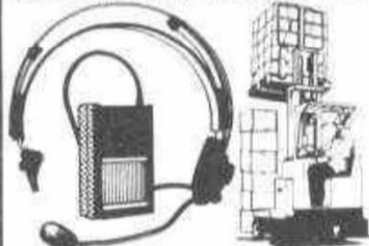


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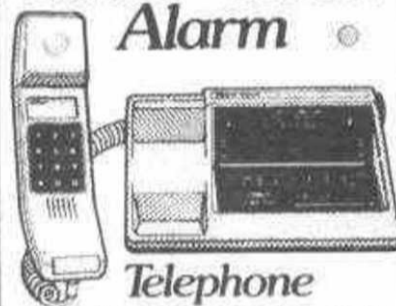
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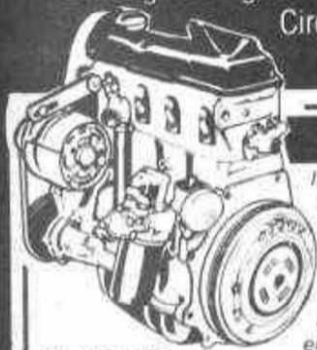
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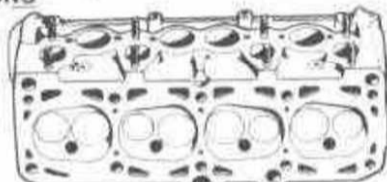
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Converts 1600cc to 1800cc - Golf/Scirocco/Jetta
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CYLINDER HEAD CONVERSIONS

RLR 1800 'Plus Pac' 135bhp for 1800 injection Golf/Scirocco.
RLR 2200 'Plus Pac' 160bhp for 2.2 injection Audi Coupe

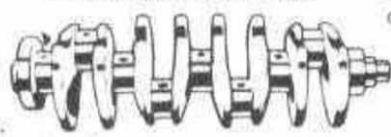


Cylinder Heads. Fully gas flowed, oversized valves, heavy duty springs & high-lift cam etc.



Cosworth Pistons. Forged, 81.0mm, 82.5mm. Also 79.5mm (trace)

Crankshafts. Forged steel with 86.4mm or 90.5mm stroke



Weber Carburettors. For most Volkswagen/Audi models, e.g. 34DMTR, 40DCOE etc. c/w inlet manifolds.

Also large **Throttle Valve** for Golf GTi

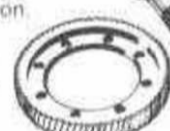


Clutches. H/duty 190mm, 200mm, for road (organic) & competition (sintered)



Limited Slip Differentials for most Volkswagen/Audi models.

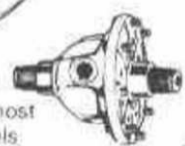
Final Drive Conversion for road or competition. 3:1 to 4.81:1 for 4 & 5-speed boxes.



Exhausts. 4-branch tubular manifold & free-flow large bore system/tailpipe for Golf/Scirocco GTi



Aluminium Sump. 1 or 2-piece, high capacity Golf/Scirocco



Camshafts. Various profiles for road or competition



Automatic Transmission Conversion for Golf/Scirocco GTi utilizing only V.A.G components

ACCESSORIES



Long Range Tank. 9 gallons. Fits in spare wheel well, complete with fitting kit.



Floor Mats. Tailored with woven nylon heel pad. For Golf/Scirocco/Jetta.



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GTi Image range of exclusive clothing. Sweaters, jackets and sweatshirts from 34" to 44", also GTi Engineering sweater, red or black.



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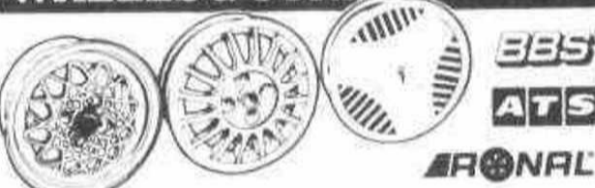
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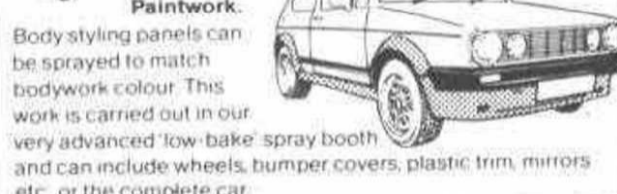
We are the official UK Importers of Zender, and distributors of BBS body styling products.



Body Styling Kits plus front and rear spoilers, wheel arches, sill panels, headlamp grilles etc. for Golf/Scirocco/Polo/Jetta/Audi Coupe/Passat Estate etc.



BBS Range of aerodynamic body components. Fully illustrated details on request.



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At last - Golf 2!

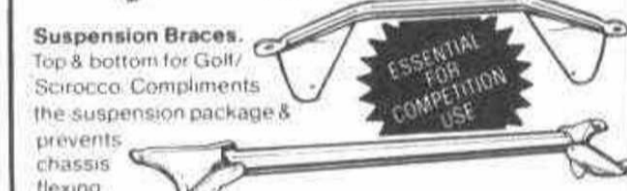
We've been busy working on a new range of conversions - Body Styling, Engine, Suspension, Interior etc. - for this exciting new car. So by the time you get your new Golf, we'll be ready!

SUSPENSION/BRAKES

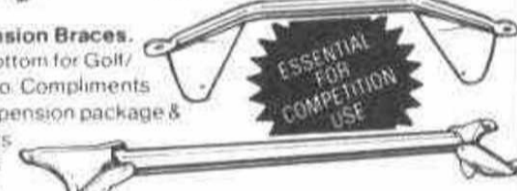


Bilstein Sportspack. The effect is astonishing! Holds your Golf or Scirocco to the road like a limpet. This is the widely acclaimed, factory-approved gas-filled suspension kit consisting of front strut assemblies, rear shock absorbers and matched road springs. We also stock suspension units for other models.

Sump & Fuel Tank Guards. Aluminium for Golf/Scirocco.



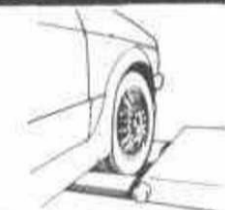
Suspension Braces. Top & bottom for Golf/Scirocco. Compliments the suspension package & prevents chassis flexing.



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A 'cheapie' for restoration:
356 SC in red with black leather interior. Some history. Current M.o.T. Drives nicely. No guarantee, so **£1,500**

TIP OF THE MONTH
 Mud on your eye? If your car has "all the toys", have you checked your headlight washers lately? If — like me! — this is virtually the only time you ever use them, it could be you'll find one of them not up to scratch, or even not functioning at all. If so, after making sure the reservoir's full, put your mac on and place your thumb firmly over the good nozzle while someone operates the switch. The nozzles occasionally block up with dirt from the reservoir, or soap if you've been really conscientious, and this should blow the offending nozzle clear.
 If it doesn't work, it means removing the whole bumper to get at the system, and usually replacing a valve, a separate assembly behind each nozzle. These go weak, and hence it's often the valve you need to replace to get both jets the same again! So check before refitting the bumper. On the 1974-79 911 "big nozzle" systems, valves are £1.84, each, nozzles £4.09. The 1980 model-on systems seem more reliable in this respect, though time might alter this!

WORKSHOP PROGRESS
 We reviewed what interesting machinery was in our workshops back in February (sorry about the tiny photos!), and thought an update might be equally instructive.



Left to Right:
 A 1967 911S we restored last year back for some final detailing.
 Oily Dwarf's mighty 3.5 911 "Weapon" in for a little fettling of the AP Racing calipers after the winter salt. Proper "Shopping Racers" never rest, you know.
 The styling exercise on a 935 front 3.3 Turbo is now complete, and hopefully we'll have some



1973 Carrera RS Lightweight. Chassis No. 9113601359. Bahia red. Good overall condition. History and price on application.

photos next month. We're doing the same conversion on this '78 3.3, which is also the one having the "Group B" engine mods, although currently it's got "stuck" in this corner while parts trickle through. Fingers crossed for the end of May.
 A 1974 Carrera Targa that we renovated and converted to "Turbo Look" last year, in for a little detailing.
 The 3.2 911 "Shopping Racer", now back on the road and track (just) and hopefully will be fully run in and raced by the time you read this.
Also around at the moment:
 Our 924 Turbo "Shopping Racer" is also back in action. At the moment, the restoration on '73 RS Touring 1340 is in the final details stage. The owner's still teetering on keeping or selling!
 The long-term restoration on '73 RS Lightweight 1101 is pottering along steadily. The other one, 1500, has gone back into storage whilst the Bank Manager takes a breather. Sadly, we're currently right out of the 3.0 RS Lightweights!
 Another '73 RS Lightweight, No. 1359, in for some mechanical sorting. One of our sales cars.
 A 1984 3.3 Turbo in for our 935 style front plus other cosmetic updates. Again hopefully finished by May 1st.
 A 1975 3.0 Turbo, one of the first, in for renovation and 'bare metal' respray.
 A 1975 3.0 Turbo, one of the first, in for renovation and 'bare metal' respray.
 A 1980 911 SC Sport, just arrived for a "Turbo Look" conversion.
 Last but not least, our 1964 "901", Chassis No. 300024. We've just fished it out of storage to dust off so we can join in the Production Porsche Racing, to add some variety behind all the Carreras!

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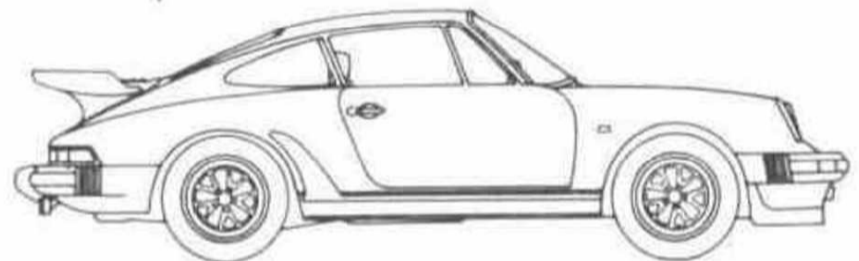
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924 LUX. Ocean green metallic, brown with beige pinstrip velour seating, pass. door mirror, factory sunroof, radio / cass. unit, regd. (X) 11.2.82. **£9,500**

924 COUPE. Mocha black, black & grey Berber tweed seating, nominal mileage, regd. (X) 1.6.82. **£10,250**

924 LUX. Ocean green metallic, brown & beige Berber tweed seating, pass. door mirror, Pioneer radio / cass. regd. (X) 1.1.82. **£10,250**

924 LUX. Claret metallic, brown & beige check velour seating, pass. door mirror, factory sunroof, coin / cass. holder, radio / cass. unit, regd. (X) 1.10.81. **£9,250**

944 RANGE

944 LUX. Pasadena Yellow, sports seats in black leather, ltd. slip diff. unit, pass. door mirror, factory sunroof, 7.1 x 16 wheels with 205-55 VR16 ultra low profile tyres, regd. (A) 23.2.84. **£18,700**

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911 SC TARGA. Grand Prix white, black & white pinstripe, velour trim, pass. door mirror, regd. (T) 1.10.79. **£10,750**

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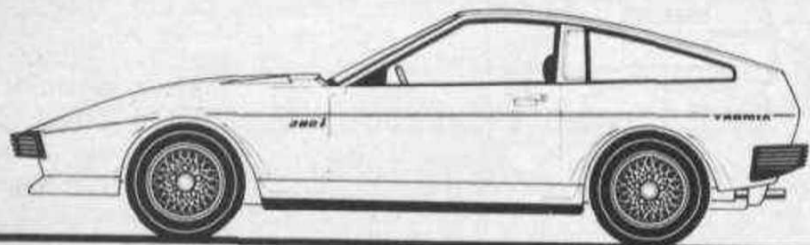
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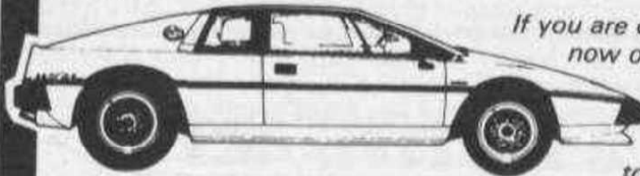
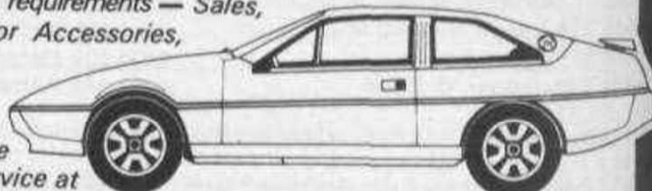


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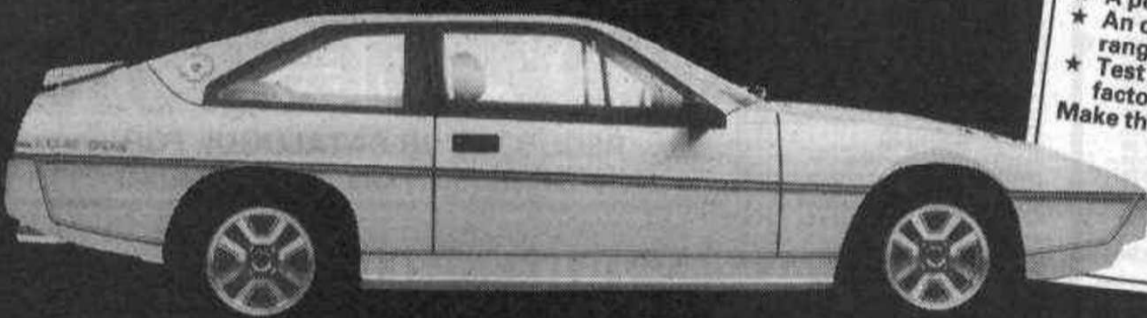
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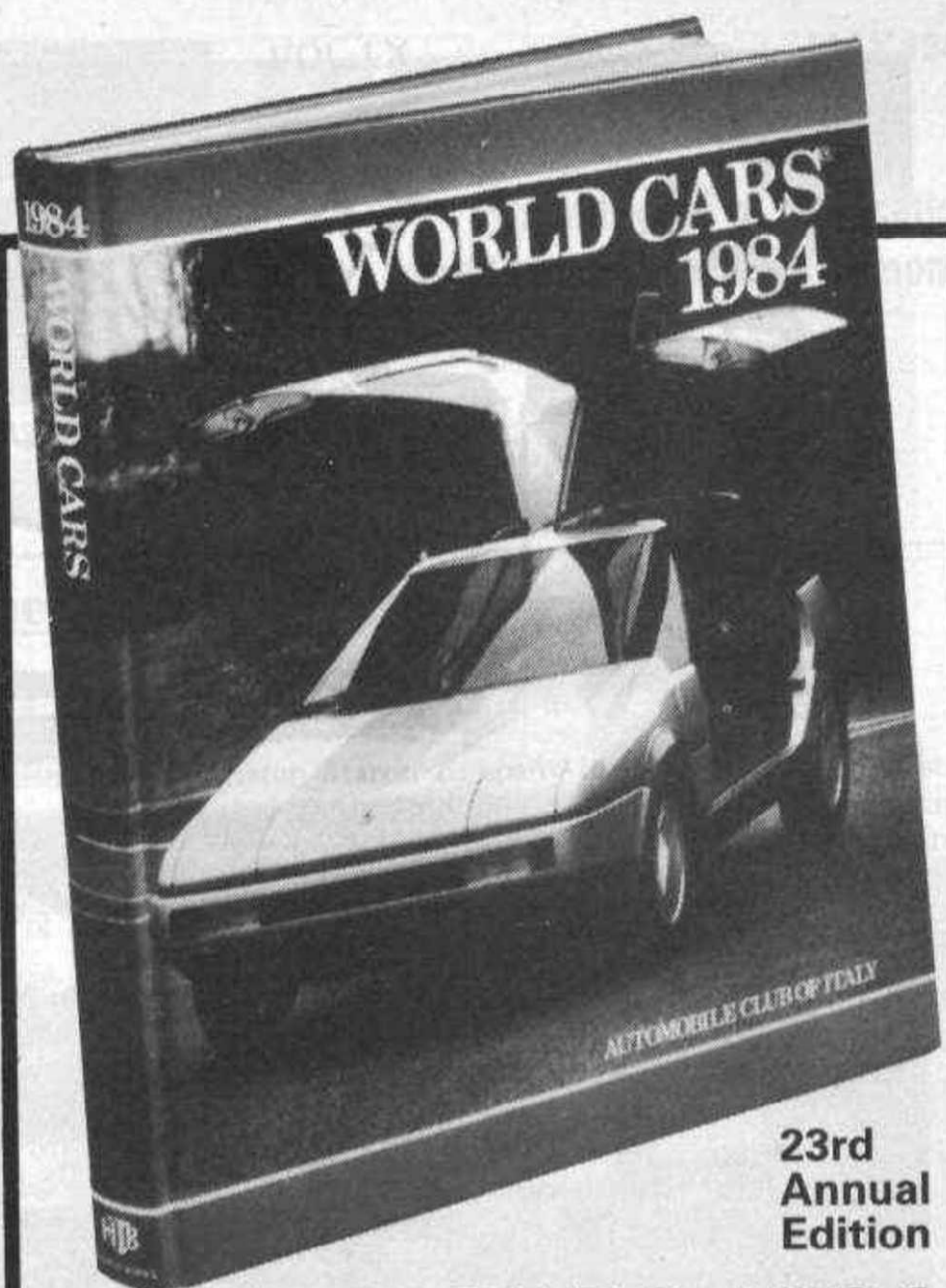
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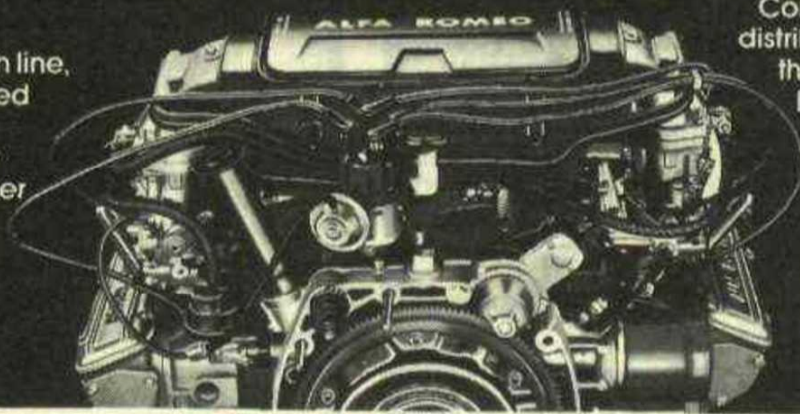
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FRONT COVER PICTURE: ALAIN PROST leads the 1984 World Championship for Drivers after the two opening rounds, his McLaren-Porsche winning the Brazilian Grand Prix and finishing second in the South African GP.

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Matters of Moment

Aston Martin milestone

THE recession nearly finished off the Aston Martin company in Newport Pagnell, just as various depressions and vicissitudes of the market have threatened its existence many times before. But this most British of companies has survived, thanks partly to finance from Greek-born Americans, to celebrate the production of its 10,000th car in April.

As chairman Victor Gauntlett points out, General Motors builds that many cars every five hours. Aston Martin took 65 years to reach this milestone and only four models have had a production run exceeding 1,000 cars — the DB4 (1958 to 1963), the DB5 (1963 to 1965), the DB6 (1965 to 1969) and the current V8. Every example therefore is comparatively rare, and currently the company is working flat-out to produce

a maximum of six cars per week, at which rate if sustained it would take AML only 34 years to produce the next 10,000!

John Martin, son of Lionel Martin who founded the company in 1919, visited Newport Pagnell for a ride in the 10,000th car, a V8, and joined Mr Gauntlett in the celebration. As optimism abounds, AML prepares for its biggest effort in many years at Le Mans next month, the 25th anniversary of its only victory there, MOTOR SPORT congratulates Aston Martin on its achievement, and wishes success to its racing programme. — M.L.C.



The Flagging Lion

THAT the Government could ever have contemplated, even for a moment, selling off Jaguar, perhaps to a foreign buyer, the make that has recovered its former prestige more convincingly than any other in the BL conglomerate, was incredible. So it is with great relief that we learn that this plan will not be proceeded with.

But now the Government is welcoming Nissan to Sunderland, with the promise of a substantial subsidy of taxpayers' money to assist the profitable Japanese giant to assemble its cars in Britain, from parts imported from Japan. The building of such a factory in this country will eventually provide several thousand jobs for British operatives (Nissan wants them under one union), so any criticism of the development might seem cadishly uncharitable.

However, if this venture is as successful as it is obviously expected to be, pure logic suggests that the sales of Nissan cars in Britain, free from import embargos, must erode those from car factories in other parts of the country, so that job gains will eventually equate with job losses. An expensive stalemate, it would appear, from which we will be incapable of retracting, and from which we may never recover. . . .

So we ask, what *has* become of the British lion? Let us hope it will soon revert to the proud spirit it showed before and during the war and roar loudly enough to strike fear into the hearts and minds of those who seek to undermine our once great and prosperous Motor Industry.

W.B.

Motor Sport Fixture List for May

★ Only clubs whose secretaries furnished the necessary information prior to the 14th of the preceding month are included in this list ★
C = Closed Event. CJ = Closed Invitation Event. R = Restricted Event. N = National. INT = International.

DATE	ORGANISER	VENUE	EVENT
May 1st	ASAC du Nivernais	Magny Cours, France	European Formula 3 Championship (INT)
May 4th-6th	ASAC de la Corse et du Tour de Corse Automobile	Ajaccio, Corsica	Corsican Rally (World Rally Championship Round) (INT)
May 6th	BRSCC	Brands Hatch Circuit, Fawkham, Dartford, Kent	Race Meeting (R)
May 6th	Federazione Auto Motoristica Sammarinese	Imola, Italy	San Marino Grand Prix (World Championship) (INT)
May 6th	VSCC	Curborough, Nr. Lichfield, Staffs.	Sprint Meeting (C)
May 7th	BARC	Thruxton Circuit, Nr. Andover, Hants.	British Formula 3 Championship (N/R)
May 7th	BARC	Oulton Park Circuit, Tarporley, Cheshire	Race Meeting (N/R)
May 7th	VSCC	Donington Park Circuit, Castle Donington, Derby	Race Meeting (R)
May 7th	BRDC	Silverstone Circuit, Towcester, Northants.	Race Meeting (N/R)
May 12th/13th	UAB Federation Bulgare du Sport Automobile et du Karting	Bulgaria	Zlatni Piassatsi Rally Championship (INT)
May 12th/13th	BRDC	Silverstone Circuit, Towcester, Northants.	World Endurance Championship for Makes 1,000 kms (INT)
May 13th	Vallelunga ACI Sport SpA	Vallelunga, Italy	European Formula 2 Championship (INT)
May 13th	Hotel de Ville de la Chatre	La Chatre, France	European Formula 3 Championship (INT)
May 13th	Ente Autodromo Pergusa	Pergusa, Italy	European Touring Car Championship (INT)
May 13th	750 MC	Snetterton Circuit, Norwich, Norfolk	Race Meeting (R)
May 17th/19th	AC Pavia	Italy	Rally 4 Regioni (European champ) (INT)
May 18th/19th	South Swedish Rally	Sweden	South Swedish Rally (European Rally Championship) (INT)
May 19th	AIM Srl	Mugello, Italy	European Formula 2 Championship (INT)
May 19th/20th	BARC	Harewood Hill, Stockton Far, Harewood	Hill Climb (R)
May 20th	BARC	Donington Park Circuit, Castle Donington, Derby	British Formula 3 Race day (N/R)
May 20th	VSCC	Wiscombe Park, Nr. Honiton, Devon	Hill Climb (R)
May 20th	AMOC	Brands Hatch Circuit, Fawkham, Dartford, Kent	Race Meeting (INT/R)
May 20th	ASA Dijon Prenois	Dijon, France	French Grand Prix (World Championship) (INT)
May 23rd/27th	Clube 100 a Hora	Portugal	Volta a Portugal Rally (European Rally Championship) (INT)
May 24th/27th	Gunaydin Newspaper	Istanbul	Gunaydin Rally (European Rally Championship) (INT)
May 26th/2nd June	Automobile et Touring Club de Grece (Elpa)	Athens, Greece	Acropolis Rally (World Rally Championship) (INT)
May 27th	STMSC-Sektion Knittelfeldes STAMK	Osterreiching, Austria	European Formula 3 Championship (INT)
May 27th	USAC	U.S.A.	Indianapolis 500 (INT)
May 27th	BARC	Snetterton Circuit, Attleborough, Norfolk	Race Meeting (N/R)
May 27th	BARC	Oulton Park Circuit, Tarporley, Cheshire	Race Meeting
May 28th	BRDC	Silverstone Circuit, Towcester, Northants.	Race Meeting
May 28th	BARC	Brands Hatch Circuit, Fawkham, Dartford, Kent	Race Meeting (INT/R)
June 3rd	Automobile Club de Monaco	Monaco, Monte Carlo	Monaco Grand Prix (World Championship) (INT)

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Club News

Riley Motor Club

THE General Secretary of the Riley Club, Arnold Farrar, is about to retire after what must be a record 45 years in this office. He will be succeeded at the AGM in July by J. S. Hall. The AGM itself coincides with National Riley Day 1984 at Stoneleigh Abbey, Warwickshire on Sunday July 15th.

The Club, which is the original Works-backed one, concerns itself with Rileys of all ages from the very first Tricars to the last Riley-badged BMC versions. Information (in exchange for an SAE) is available from the General Secretary, Treelands, 127 Penn Road, Wolverhampton WV3 0DU.

Jowett Car Club

CLAIMED to be the oldest one-make car club in the World, the JCC will be holding its National Rally and Concours over the bank holiday weekend of 26, 27 and 28th of May. Using the grounds of Leeds Castle, Kent, the weekend will start with a Scenic Run on Saturday, there will be a Dinner

Dance on Sunday night, and the Concours will cover Sunday and Monday. Further details from Nick Webster, telephone 0375 679902.

Morgan Three-Wheeler Club

WITH the 75th anniversary of Morgan coming up this summer, the annual 1/4-mile sprint of the Three-Wheeler Club should attract even more entries than usual, from classic motorcycle clubs as well as the car fraternity. It will take place at Long Marston on the 14th of July. Details from R. J. Garside, Competition Secretary, 6 Talbot Road, Newton, Hyde, Cheshire.

Interest and Nostalgia for Monte Carlo Rally

GERRY BURGESS, still UK President of the inactive, in this country, "Association Internationale des Pilotes du Rallye de Monte Carlo", has returned from the Rally with the wish to revive our interest in this wonderful rally — past, present and future.

A suggestion discussed by the International Committee is that a get together should be organised, possibly a dinner at a venue to be arranged in May, when Louis Davagnier, the Club's International President, has indicated he would wish to attend.

The first copy of a new Revue of the ACM covering the Rally and the Grand Prix, as well as their other promotions, is now

available. GB say they will be pleased to send a copy, gratis, to the first 100 who write or contact him reference the proposed get together — his address is: Anningsley Park, Ottershaw, Surrey. — W.B.

Addendum

IF IT had not caused so much interest, I would not have returned to the subject of Thomas v Arab valve-gear (April issue, pp 413/4). Confusion may have been caused by a slip which caused me to say the valve stems protruded through slots in the rocker extremities, when through the spring extremities was intended. Also, in saying the Arab engine had normal rockers, one for each valve, this was not meant to imply that Thomas used any other arrangement. Both engines had two rockers per cylinder but Railton, in his Arab engine-formation, used less elaborate rockers, not of girder-type, off-set to enable separate cams for inlet and exhaust valve to be used, and with pads in place of the roller cam-followers favoured by Parry Thomas. While on this subject, the Maudslay engine referred to as another engine with eccentric-oh-camshaft drive also had this at the back of the cylinder block and when I said I could not think of another car engine with this kind of silent camshaft drive I was back in the 1920s. In fact, in 1958 NSU used such a drive on the Prinz. — W.B.

Tyre War in Racing

THE F1 season which has now commenced will be a battle not only of engines, cars and drivers but of tyres, with Michelin, Goodyear and Pirelli equipping the teams.

Battle of the super-minis

A NEW high-performance small saloon, the Peugeot 205 GTi, and the revised VW Golf GTi reached the British market last month, priced at £6,295 and £7,867 respectively. Volkswagen virtually created the market back in 1979 when the GTi was announced, and since then they have sold 16,890 of them on the British market. During the past five years it has been regarded as the "cult car", and VAG will be hoping that Golf 2 GTi will continue to have the same sales appeal.

As the Golf GTi has become more expensive (its immediate predecessor was priced at £7,156) there appears to be room for a new cult car, and the Peugeot could be the one. The 205 model has been widely acclaimed, and is taking sales from the Renault 5 in many markets where, in past years, the 5 was itself a model with special appeal. Small wonder, then, that Peugeot should look to customers who are "dynamic, ambitious, and may not have previously considered buying a Peugeot." The French company estimates the British market for this type of car at 100,000 annually, or 5.5 per cent of all registrations, and is clearly hoping for a significant share of it.

The cheapest of the small saloons in this high performance bracket is the MG Metro Turbo at £6,025, the Lancia Delta 1600 GT at £6,250 (the Delta Turbo should be an interesting newcomer when available in the UK), the Peugeot 205 GTi, the Ford Escort XR3i at £6,777 and the Vauxhall Astra GT/E at £6,999, so by this yardstick the new Golf is way out on a limb and will have to be outstandingly good to continue to sell in high numbers.

On paper there is not a lot to choose between these super minis: the Peugeot 205 GTi, with a 1,580 cc engine, develops 105 bhp and has a claimed top speed of 118 mph, reaching 60 mph from rest in an estimated 9.2 seconds. The Golf GTi has a claimed top speed of 119 mph and should reach 60 mph in 8.7 seconds, that half-a-second advantage costing rather a lot in monetary terms!

The Peugeot, which is a size smaller than the Golf in terms of carrying area, is powered by the L-Jetronic injected engine

The first round in the latter war, in Brazil, went to Michelin, the rubber used by Prost's McLaren MP4. Grands Prix are now run exclusively on radial-ply tyres and Michelin proudly point to the fact that they pioneered this form of construction for racing back in 1977, at the British GP. With candid honesty, as emphasising the development work involved, Michelin recall that from no wins with their tyres during the 1977 season they won five GPs the following year, seven in 1979, three in 1980 and had a breakthrough in 1981, being on 13 winning cars that season when the withdrawal of Goodyear involved Michelin in equipping



PEUGEOT GTi above, German rival below.



used in the 305 GT model, and has a 5-speed gearbox. The addition of an air dam, which incorporates halogen driving lights, lowers the drag coefficient to 0.34, and the 205 GTi

has alloy wheels as standard equipment. The only extra that's listed is central locking and electrically operated windows, priced together at £340.

the majority of the runners, and since then have won eight out of 16 GPs in 1982 and nine out of 15 last year. — W.B.

Thanks a million!

NISSAN celebrated selling their millionth car in Britain, last month by introducing four new models, all of which will be on sale by mid-summer. The first, and most exciting of these, is the 300ZX sports coupé powered by a new aluminium-alloy V6 engine which develops 170 bhp in normally aspirated form, or 228 bhp in turbocharged form.

The 300ZX is sold in "Targa" form, and the Turbo version, which has a drag co-efficient of 0.30, is said to be capable of 150 mph. Those who felt that the "Zee" lost character when developed from the 240 to the 260, and latterly the 280, may find that Nissan's latest model recaptures the appeal of the original Japanese sports car; the British importer plans to market 2,500 300ZXs in the coming year.

Following the ZX in quick succession will come the all-new Bluebird saloon, the stylish Silvia Coupé (which has a 1.8-litre turbocharged engine) and the latest 3000C luxury model.

VSCC Silverstone Meeting (April 14th)

THE VINTAGE SCC has started its Jubilee Year well, in the racing sense, with what is thought to have been a record entry of 194 cars, although Edwardians were not supportive of this Hewgate 1908 GP Itala Meeting, the only one, Howard's 1914 GP Mercedes, being conspicuous by its absence. Clear skies with a cool breeze played their part, and there was a big spectator attendance. There were also rather too many non-starters, practice bringing its problems.

For instance, the Hon Patrick Lindsay, having flown into Gatwick that morning from Rio, taken the helicopter-shuttle to Heathrow, and driven to Silverstone, so as to keep faith with the VSCC, found he was allowed only restricted practice and was then made to start from the back of the grid in both his races, a harsh rendering of the RAC rules. He elected to use his ERA "Remus", because the pedal positions of the ERA-Delage, in which he had practised, are not yet to his liking. Martin Dean's Type 59 / 50 Bugatti hybrid wasn't ready, Guy Smith's Frazer Nash caught fire and was extinguished in more senses than one, but Felton, having had the inlet manifold of his 4CL Maserati burst, dispatched his girl-friend to London in a Range Rover, and was rebuilding the engine with new parts on the grid for the fourth race, in which he finished 18th. Tony Merrick, driving Margulies' ex-Whitney Straight 8CM Maserati, had a rod come out. "New" cars included Heimann's Type 51 Bugatti and Swedish Gunnar Elmgren's ex-Aitken Maserati 6C. The s/c Riley-engined Amilcar was out again and it was nice to see the son of the late J. H. T. Smith driving the single-seater K3 MG.

After the 40 min High Speed Trial with compulsory pit-stops, in which Llewellyn's Bentley, Baddiley's Bentley, F. Smith's Frazer Nash, Stapleton's Alvis, Nestor's Singer and Tebbett's Riley failed to qualify and A. P. Smith's Frazer Nash and the Newton / Kettel Frazer Nash retired, racing started with a five-lap handicap, led from lap two by Seber's neat Wolseley Hornet Special, which won from the Burrell V12 Bentley-Royce and Woodley's 4.3 Alvis Special. So to the Itala Trophy 10-lap Scratch Race. It proved a win for Nick Mason's Type 35B Bugatti, chased at an increasing gap by Horton's Bugatti of the same type. For three laps Howell's 16-cylinder Bugatti held third place but after it had retired Hine's 3/4 1/2 Bentley held that position to the end, emitting odd noises as it circulated. Nice to watch, but not very exciting. . . . Very commendable, however, was to see Bob Roberts recover quickly after spinning his Midland Motor Museum Type 43 Bugatti at Woodcote on lap seven, although this gave Mrs Pilkington her chance and she finished ahead of Bob in 1 3/4-litre Alfa Romeo (although Stretton's

tail-sliding Frazer Nash was very much in front of both of them).

A six-lap scratch race was included next, by way of an interlude, led all the way by Burroughs' Alvis Speed-20, which, lapping at 71.64 mph, won by over 10 sec from Wolseley and Nev Farquhar's long-tailed Riley 9, the last-named disposing of Bellanie's Riley and Malyan's 328 F-N / BMW a lap from the finish. That made it time for the Hewgate Pre-War All-Comers' 10-lap scratch race, in which David Black drove his ex-Charlie Martin 3.2 Alfa Romeo Tipo B *monoposto* with most commendable consistency, holding off the ERAs of Spollon, Mason and Sir Venables-Llewelyn, to take the chequered flag by a margin of 10.1 sec, after making fastest lap at 86.01 mph. Afterwards there was much rejoicing, as this is believed to be the first time an Alfa Romeo has beaten an ERA in a VSCC scratch race, and David was duly awarded the Crompton "Driver-of-the-Day" Award. Lindsay, as explained, left from the back of the grid but his ERA was 10th after a lap, seventh by lap two, when its gear lever handle came off and Pat retired. A repair with a box spanner by the "White Mouse" stable readied it for its next race, however. . . . At the end of the race there were only the leading three in it, with seven retirements and St John's Bugatti tailing the fourth placed ERA, followed by Margulies' 4CL Maserati, the ERAs of Marsh, Mann, and Stephens, and then the rest. The Giron-Alvis, now with a single blower, turned left instead of right at Woodcote when Jolley found its anchors anything but. . . . Russell's 8-litre Bentley won the vintage section at 75.25 mph, with a lap at 77.28 mph, from the Ford "dirt racer". Martin Morris was to have driven Marks' Type 51 Bugatti but it locked solid on the way to the start.

After Booty's Brooklands Riley 9 had beaten Heelis' aluminium-bodied Riley 9 in the next five-lap handicap, with Hancock's Fiat Balilla third, the fastest cars lined up for the 10-lap allcomers' scratch race. It was a not very inspiring race, except for the manner in which Simon Phillips ran away from the field of 13 in his 1959 Lotus 16. Lindsay was his usual very fast self, finishing second, from the back of the grid, in the ERA "Remus", Black this time in third place in the P3 Alfa Romeo, ahead of Alan Cottam's built-up-from-parts 250F Maserati, which was penalised 10 sec for a jumped start. There was really no-one else in it. Phillips lapped at 87.44 mph, and Lindsay at 86.14 mph to win the pre-war section, the ERA's lap speed equalled by Black. Sir Venables-Llewelyn was third in this pre-war class, Pilkington's GP Talbot-Lago third in the other one, but fifth "on the road". Non-starters included the Maseratis of Willie Green and Felton, and Mason retired.

Two five-lap handicaps concluded the meeting. Upson's 1 1/2-litre Riley took the

first from Hancock's Fiat on the run in with Baker's Riley 9/12 Special in third place, while the last race was won by St John's Bugatti, which overtook Heimann's similar Bugatti, and Frank Lockhart's venerable 2.6-litre Rover Special, which were second and third. Morley had the biggest engined car at the meeting, the 24-litre Bentley-Napier, which he had dusted down for the occasion, also changing four of its plugs. He came home seventh behind the Bentley-Royce, Attenborough Special and Cottam's Connaught, but ahead of President Threlfall's McDowell-Ford dirt-racer, which was all very much in the spirit of the VSCC. . . . It was nice to see Frank Wall out again, but his 35B Bugatti retired.

Other aspects of the afternoon had been Julian Majzub crashing his Bugatti into the catch-fencing on his warming-up lap, thus holding up the Itala Trophy Race for half-an-hour, so perpetuating an old motor-racing joke; but the thing wouldn't have happened if this silly rule were not in being — the corners are unlikely to change direction or otherwise alter their character so soon after the drivers have practised, so this extra lappery might well be left to the race organisers' discretion, and similarly, as he obviously knows the course, Lindsay need not then have been relegated to the back of the starting-grid. . . . — W.B.

RESULTS

GP Itala Trophy Race:

- 1, N. B. Mason (Bugatti), 77.05 mph;
- 2, J. R. Horton (Bugatti);
- 3, H. P. Hine (Bentley).

Pre-War Allcomers Race:

- 1, W. D. A. Black (Alfa Romeo), 84.68 mph;
- 2, B. Spollon (ERA);
- 3, N. B. Mason (ERA).

Allcomers' Race:

- 1, S. Phillips (Lotus), 85.01 mph;
- 2, The Hon. P. Lindsay (ERA);
- 3, W. D. A. Black (Alfa Romeo).

Six-lap Scratch Race:

G. P. Burrows (Alvis), 70.25 mph.

First 5-lap Handicap: T. Seber (Wolseley Hornet), 66.89 mph.

Second 5-lap Handicap: J. Booty (Riley), 63.68 mph.

Third 5-lap Handicap: R. N. Upston (Riley), 65.66 mph.

Fourth 5-lap Handicap: G. St John (Bugatti), 78.50 mph.

Fastest lap of the day: S. Phillips (Lotus 16), 87.44 mph.

"Driver of the Day": David Black (Alfa Romeo).

Positions to date in the MOTOR SPORT Brooklands Memorial

Trophy Contest: T. Seber (Wolseley Hornet), 31 points; N.

Mason (Bugatti and ERA) and David Black (Alfa Romeo), 26

points each; C. J. Hancock (Fiat), 21 points. Next round:

Donington Park on May 7th.

Apart from the racing, there was a display of Lagonda cars in the Paddock to commemorate the 50th anniversary of the Rapier Register, a parade of Rapiers preceded the racing, from a splendid entry of 56 of these 1933 to 1938 twin-cam Lagonda and post-Lagonda cars, including a 1951 Derrington special, and the course-car was a Le Mans 4 1/2-litre Lagonda. — W.B.

V12 Sunbeams

Anthony Heal asks us to correct an error that crept into his articles on the V12 aero-engined Sunbeam racing cars. The 350 hp Sunbeam had wooden, not steel artillery wheels as first run, as Brian Morgan points out. These were soon changed, as Heal said, for Rudge-Whitworth wire-spoked wheels; he makes the point that Coatalen having used Sankey steel artillery wheels for the 1912 and 1913 racing cars, it is odd that he allowed wooden wheels to be fitted to such a fast and large car as the V12 Sunbeam in 1920. — W.B.

Westune Alfa 33 —

Is the Blower back?

LAST YEAR when Lancia introduced their Volumex supercharged engine, they appeared as something of a lone voice in the face of the turbo onslaught. Yet the development of mechanically-driven blowers has continued steadily, particularly in the United States, and a Bolton company, Westune, who specialise in tuning Alfas, have now employed an American unit in a bolt-on kit to boost the power available from the latest Alfa, the 33.

With its flat-four configuration, the boxer engine is relatively complicated to tune beyond the already generous specifications that Alfa offer, and turbocharging would either involve long exhaust runs and consequent lack of response, or two turbos with the attendant costs. The neatness of the installed kit, therefore, is all the more impressive, especially within the rather empty engine compartment of the 33 1.3.

Alfa's latest baby, intended eventually to replace the much-loved 'Sud, is a thoroughly competent car, but being heavier than its predecessor is bound to seem a little less spirited using the same power-units. In addition, the fastest Ti version will not appear here until summer, and it is to fulfil an assumed demand for a rapid 33 that Westune have elected to offer an after-market kit.

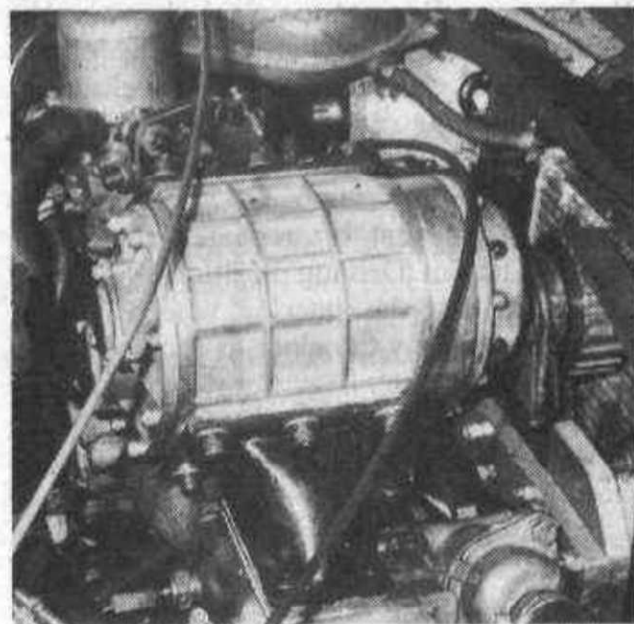
Development work in conjunction with the importers of the Magnusson supercharger, Auto Power Services of Daventry, has resulted in an installation which retains the standard intake manifold and places the small blower (it is about seven inches long) where the carburettor was. A toothed belt from a crankshaft pulley powers the constant-displacement blower, and a 1 $\frac{3}{4}$ " SU projects from the side. Neither exhaust modifications, wastegates, nor special lubrication is required with a system of this sort, which means it is relatively easy to fit, and Westune claim that at boost pressures of up to 5 lb/sq in no internal engine work is needed either.

Whatever the pros and cons of turbocharging, it has one big advantage over supercharging — noise. The constant whine of the Alfa's blower was reminiscent of driving a 2CV, while in town the sporty but aggressive rasping note of the (optional) non-standard exhaust acted as its own deterrent to an open throttle. Nevertheless, the increased power (estimated as just over 100 bhp at the wheels) is apparent right across the rev-range, the little car easily spinning its wheels in second gear on its way to a top speed in excess of 115 mph. Some rough and ready stop-watching proved that it would better 9.5s to 60 mph, an



improvement of a full 2.5s over standard. And remember this is a 1300!

It is not all good news, however. The test car arrived at Standard House on 185/60 Firestone tyres, and putting 100 bhp through front tyres of this width seemed to worry the 33. Straight-line acceleration was anything but, the car pulling to the left in gear and darting right during changes, while generally the car seemed to sniff out potholes as a dog does lamp-posts. Also, the slight hesitancy that the standard 33 exhibits about turning-in was amplified to the point where it was necessary to turn the wheel ahead of where the car should have changed direction. Once settled into a smooth corner, the car is nicely balanced and can be steered around ruts or made to change its line without drama, thanks to the improved wheel control of the front Koni struts which were fitted.



MOUNTED over the crankcase, the neat blower produces a whine which, though not unduly loud, is a little obtrusive.

Very fast gear-changes are possible with the comfortably placed lever, and indeed are needed to make the tachometer needle behave itself, but I wonder just how long a standard clutch will last. In fact, the only weak aspect of the installation was that it was reluctant to pull away from rest without slipping the clutch briefly to maintain 2,000 rpm.

I say the only weak aspect; when I first looked under the bonnet I wondered whether the engine would continue to run if the rubber drive belt to the blower should break. I found out the day after collecting the car that it will. The belt did not snap cleanly, but gradually shredded itself due to some forward movement, releasing awful thrashing noise and fear in its driver of complete intake strangulation. In fact, after nursing it home (luckily a short distance) it transpired that the remains of the belt had disappeared and that it was running quite happily on normal induction, the blower rotors turning over easily in the draught. Fitting the spare belt was not difficult, but the company say that production kits will have a lip on the pulley which will prevent a recurrence.

Fitting the kit to a 'Sud is of course no problem, and it may just fit under the bonnet of the delightful Sprint, a conversion I should be eager to try. Whether owners will consider the price of £1,420 to be a good investment is another matter: that would bring a new 33 1.3 up to £7,110. With standard width tyres, it would undoubtedly give the 33 that edge it so far lacks, and is inherently more controllable than any turbo; but it consumes more fuel and it does make that noise. Of course, if you are on your way to Brands, you'll have your ear-plugs anyway. . . . — G.C.



Long-term Report:

Alfa Romeo GTV6

WHEN I took over ULD 274X from another employee of Standard House it was as a replacement for another Alfa, a Giulietta 2.0. I had been very pleased with the latter in spite of its understeer and odd ergonomics, for that famous four-cylinder twin-cam remains one of the most exciting engines to drive behind. The only problems I had had were the high consumption of brake pads and on one occasion the breakage of the throttle linkage, something which early Giuliettas were prone to. That, however, was a simple repair, and overall I would have been sorry to see it go had its successor not been a more sporting Alfa.

The Alfetta GT has been with us since 1974 and has been equipped with several differing capacities of the four-cylinder engine, starting with the 1750 and including 1600 and 2000 cc. With these different engine sizes went a confusing variety of designations: all were Alfetta GTs, as distinct from the Alfetta saloon, but only the top models were called GTVs. It was undoubtedly underpowered with the small engine (just as the current Giulietta returns better fuel consumption with the 2.0 than with the 1.6) but the 2.0 became a favourite sporting car, especially in its home country. There were detail changes, particularly with regard to the controversial instrumentation, but in the meantime Alfa had developed a new large luxury saloon, the Six, powered by a new all alloy V6 of 2.5-litres. Though this was intended as a flexible, torquey unit for the heavy saloon, it was quickly decided that the GTV should also be equipped with it.

What was surprising when the GTV6 was announced towards the end of 1980 was that it was equipped with Bosch fuel injection;

the Six saloon had breathed through six single carburettors and continued to do so up until the beginning of 1984. Installing the wide but compact block in the GTV meant some engineering changes underneath, but the more obvious change is the prominent bonnet bulge necessary to clear the intake manifold sited in between the two cylinder banks. Otherwise there is only a badge to distinguish the V6 from its 2-litre brother, both models having been updated with new bumpers, front spoiler, and exterior plastic trim replacing all brightwork. In some ways this is a pity: the latest version certainly looks fashionable, but as with so many cars the original was the most beautiful.

The factory-backed Autodelta rally team were the first to use the V6 engine in competition, with notable success, and since 1980 the GTV6 has become successful in Production Racing particularly on the continent. But oddly enough, one of the fastest Alfa men, Dany Snobek, was using six single carburettors on his car last year. . . .

My first impression on climbing into ULD was of that oft repeated myth, the Typical Italian Driving Position. The crux of this is that the steering wheel and the pedals are simply too close to each other, so that when the legs are comfortably extended, the wheel is out of reach. Move closer, and splayed knees are necessary to clear the wheel. It took a long time to achieve a usable compromise, and in the end I had to ask the service agents, Hexagon of Highgate, to make a couple of modifications which improved things. These were firstly to insert spacers under the front of the seat to help support the thighs, and secondly to

EXTENDED ROOFLINE means reasonable headroom over rear seats; large hatch gives access to disappointingly small boot with very high sill. Paintwork, rust-free after three years, has been protected from several London knocks by the heavy bumpers.

bend the gear lever back somewhat to bring it within my reach. Previously first had been so far away that my seat-belt would lock when I reached for it.

However, I was pleased to learn, while recently driving a new GTV 2.0, that new seats now give very good support indeed. Another improvement to recent models is a much improved dash. Mine is one of the earliest V6s, and is fitted with the original two-part dashboard in which the speedometer sits by itself in front of the driver, and all other instruments are in a binnacle on the centreline of the car. Since 1980 there have been two revisions in this area and the current layout is much more legible.

Accommodation is actually very generous for a 2+2 — the rear seats are almost full-size, unlike most cars in this category, and it is quite possible to carry five people for a short distance. What the car does lack is luggage space: whereas the 2.0 has an underfloor 11.9 gallon fuel tank and a good boot, the 2.5's larger spare tyre and boot-mounted battery mean that the huge 16.7 gallon tank has to go behind the rear seat, leaving a short and shallow boot. Nevertheless, there is enough luggage space for touring two-up if one includes the rear seat.

The heart of the car is undoubtedly the engine. It fires up immediately every morning, and produces usable torque even at idling speeds, which helps on its daily trip across central London. It is not a quiet engine, but the noise it produces when hard at work is delightful, a sort of hard wail which announces its pedigree to all around. With a single camshaft per bank plus short horizontal push-rods and rocker arms it is not a high revver — 4,000 rpm sees maximum torque, 6,000 gives the peak power of 160 bhp, while at 6,200 rpm a very alarming rev-limiter shuts everything down. If a sharp eye is kept on the tachometer, 60 mph comes up in just over 8 sec, and Alfa claim a top speed of 128 mph, though I have never caused the limiter to operate in fifth.

What gets in the way of this lovely engine is the gear linkage. Because all Alfettas have a transaxle gearbox unit, a remote linkage is attached to the basically excellent Alfa five-speed 'box, and on ULD the change is both heavy and vague. A new gear lever has helped a little, but the amount of play is still far too high. Added to this, synchromesh has long since disappeared from first and second, which means double-declutching all the time. Luckily, in true Italian style, the pedals are ideal for heeling-and-toeing.

Once the change has been mastered, the tremendous dynamic qualities of the car show themselves. The supple ride swallows

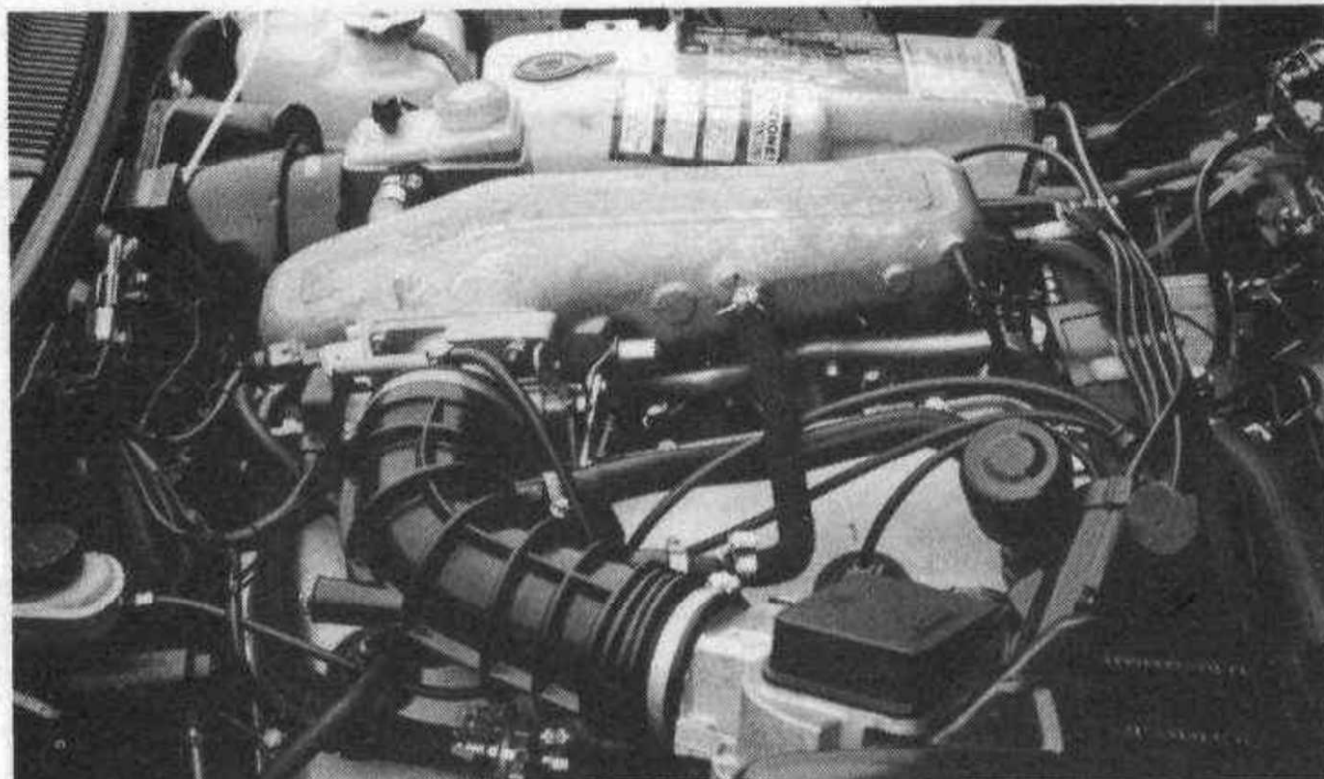
road blemishes without disturbing the driver, and the grip from the 195/60 Pirelli P6 tyres on 15 in magnesium alloy wheels is terrific. It is hard work making use of this cornering ability, though, because the chassis is a strong understeerer, aided by the superlative traction that the De Dion axle gives. The limited slip diff. tends to drive the car straight under power, so fast corners have to be entered with a lot of lock on, which is unwound as the throttle is opened.

The standard wooden steering wheel is rather large for all the twiddling required, and has such a slippery finish that I quickly replaced it with a smaller leather Momo, which has made driving a lot easier without appearing to add to parking effort. Reversing is tricky because of the high tail, but rear three-quarter visibility is excellent for a coupé.

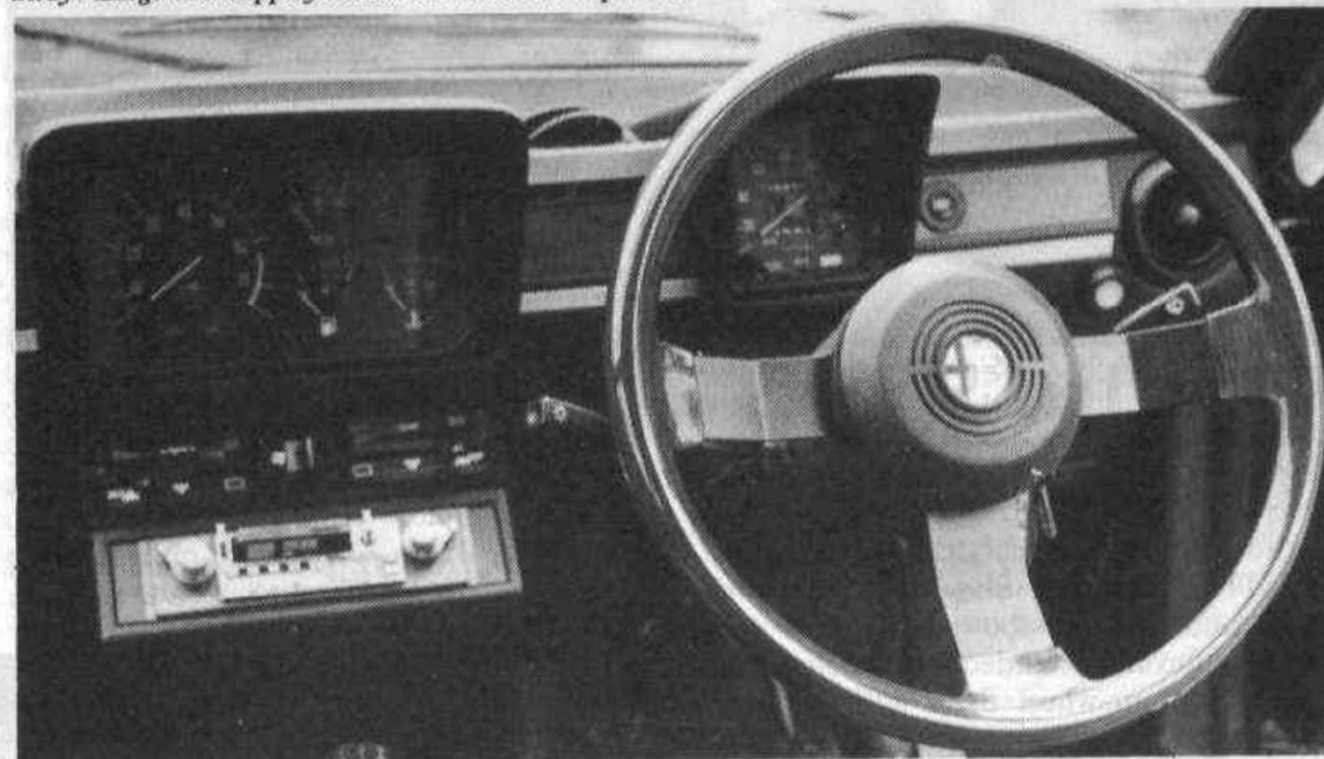
Overall, the pleasure of driving the GTV6 on fast roads outweighs the effort of coping with the heavy clutch and laborious gearshift in town, but sadly this particular example, now approaching three years and 46,000 miles, has been let down by a number of mechanical problems, mostly of an irritating rather than disastrous nature, but all of them expensive to rectify. The most difficult to deal with was a mysterious oil leak which covered the engine in a fine spray of oil. First the rocker cover gaskets were replaced, but when oil smoke continued to rise from under the bonnet, the entire engine was removed and a crankshaft seal replaced. That stopped the leak, but the oil had by this time rotted the rubber hoses, one of which burst leaving the car stranded, wreathed in steam, at Silverstone. Installing new hoses cost £320.

Since this time the car has continued to lose water at the rate of about a pint a week, something which has puzzled two different Alfa agents and Alfa's own workshop, despite pressure tests and a new radiator (£119) at 34,000 miles.

Brake pad consumption is an eternal feature of driving an Alfa Romeo (partly due to the type of driver who choose an Alfa?) and the heavy GTV6 has large ventilated discs up front to cope with the heat. Nevertheless, I have not yet managed to make a set last for the suggested 6,000 miles, and as there is no pad wear warning light, it is easy to be caught out. On a continental tour, despite having had the car serviced just beforehand, the rear pads (inboard and uncheckable without a service ramp) wore right through and damaged a disc (£61 a pair). Mintex have now provided a set of their M171 pads, claimed to offer better wear. On the same trip the car went on to five cylinders approaching the *Moulin du Roc*, the famous restaurant near Brantôme in France. As usual it was a small problem — a connector had pulled out of the long extension piece leading to one of the recessed spark-plugs — but it took a lot of time and fiddling to replace. "*Je regrette, Monsieur, que le restaurant est complet. . .*"



PIPES AND HOSES hide the plain alloy rocker covers from view, while the prominent alloy intake manifold requires a bonnet-hump to clear it. Two separate instrument nacelles (below) place rev-counter uncomfortably far away. Large and slippery wheel has now been replaced.



The day after returning from France a seal in the clutch slave cylinder went (Sorry, we have to replace the whole cylinder — £29.50). That was at 39,000 miles; 1,000 miles later the master cylinder went too. Then, after a night in a Heathrow car park, the huge 66 A/hr battery proved to be completely flat; the brake light switch had stuck on and drained it.

Only two sections of the exhaust have so far required to be replaced (£66 for the rear, £92 for the centre box) but the clutch will need to be renewed soon and being a twin-plate unit will not be cheap.

A lot of the expenditure has been simple wear and tear (exhaust, hydraulics, brakes), but other costs are commensurate: tyres are about £75 each while fuel disappears at about 19 mpg in town and perhaps 26 mpg on a long run. But to be quite fair to Alfa Romeo (GB) Ltd., ULD, one of the earliest V6s to come to Britain, seems not to be typical of other GTV6s as regards reliability. Certainly, the other example on the strength at Standard House (a 1982 model) has never missed a beat.

So, having accepted that mine is a "Friday car", my criticisms centre around the sloppy and difficult gearchange, and the driving position. A study of ergonomic tables will show that members of Latin races actually *do* have shorter legs and longer arms than the average Briton, so it is a disadvantage that the steering column, already adjustable for height, cannot be altered for reach. That of course would not bring other controls any closer — just for interest I measured the gap between the radio controls and the clutch pedal: 9 inches! It is to be hoped that the new Alfetta, due late 1985, benefits ergonomically from being a joint project with Peugeot and Saab.

Yet there is something about Italian cars that seems to exude driving excitement. With its smooth ride, powerful brakes, high road adhesion and that lovely engine, I can forgive its shortcomings, and at £10,950 it compares well with its rivals. What might replace it? The RX7, Celica Supra, even the Porsche 924 match it on price and are all admirable coupés. Well, thanks very much, but I'd like another GTV6. — G.C.



Quattro Sport, for short

AT THE Frankfurt Show last September Audi and Porsche showed off their new competition cars intended for homologation. Both had four-wheel drive and both had four valves per cylinder, but since the Audi is an evolution of the rally Quattro it's no surprise that the Ingolstadt contender is ready first, and will make its international debut on the Tour de Corse in a few days time.

During April Audi lined up 200 production Quattro Sports and 20 evolution models for inspection by FISA representatives, and the necessary homologation should be available on May 1st. The production cars, with luxury equipment and producing 300 horsepower, are now on sale at a German tax-paid price of DM 195,000, and 20 examples already have British customers queuing up to write cheques for close on £60,000.

Four minutes in a Quattro Sport is hardly long enough to appraise the machine. Harald Demuth, one of Audi's driver team, drove us on a lap of a rectangular circuit on an airfield near the factory, and we then drove him around for one lap. The turbocharged Quattro Sport is sensationally fast, but quiet and civilised too, on first impression. By lopping 12.6 inches from the wheelbase and by using a number of

lightweight materials, such as Kevlar, the kerb weight of the Sport has been reduced to 990 kg compared with the Quattro's 1,300 kg in road trim. Power that by a very

REVISED ENGINE now boasts an alloy block and a 20-valve crossflow head, with a maximum boost pressure of 31 lb.



sophisticated engine which has its horsepower rating increased by 50% and the claimed top speed of 250 kph (155 mph) is entirely credible, as is the 100 kph (62 mph) acceleration time of 5.1 seconds.

The smell of leather from the heavy, luxurious Recaro seats exudes from the interior when you open the doors which are, curiously enough, made of steel in the production models, so as to meet the side-impact safety standards. The bare bodysells are sent to the Baur coachworks where a section is literally cut out, the roof, wheel arches, and front and rear lids being replaced by Kevlar panels.

Rear seats are still to be seen, but for no practical purpose since the front seats are practically touching the cushions. Suede material is used for the roof-lining, and the cabin is very well furnished with a full complement of gauges, even a stereo system, though the windows are manually operated. So, just as the Porsche Turbo was launched as a luxury car nine years ago, the Quattro Sport is designed to appeal to very wealthy customers, the majority of whom will go nowhere near a rally stage in their lives.

The engine block is now made of aluminium rather than iron, and the new 20-valve cylinder head is a crossflow design which was not the case before. The power unit itself is 23 kg lighter than the normal Quattro's, Kevlar also being used for such purposes as cowling the inboard radiator to make sure it receives its quota of cold air which has already passed through the Laengerer & Reich intercooler. The size of the KKK turbocharger has been increased, and the waste gate setting has been adjusted to a maximum of 2.2 bar (ca. 31 pounds) which is extremely high for a road car.



Bosch LH-Jetronic injection feeds the intake manifold, and the compression ratio is 8.0:1. Full rally-size ventilated disc brakes are fitted all round, and the system includes ABS anti-skid which can be switched off at will, if for instance the driver wants to slide the car to set it up for a corner or, more likely, he is driving on fresh snow, or gravel, where the build-up under the tyres helps retardation.

Power assisted rack and pinion steering is employed on the road cars, and power goes to the road through 225 / 50 dimension Michelin X tarmac rally tyres on alloy 9J x 15 inch wheels.

To look at, the Quattro Sport is short and mean. The wheelbase of 86.7 inches, shorter even than an Austin Metro's, makes it seemingly impossible to get 300 horsepower, let alone the rally version's 530 horsepower, onto the surface in a way that any driver could control. But four-wheel drive makes all the difference, and Harald Demuth assured us that the Sport version is no more

difficult to drive than the existing rally car.

Blasting off along the short straight of the airfield rectangle, the engine gave a loud sneeze when Demuth declutched to take second gear. "That's the wastegate" the German assured us as we looked behind to see if mangled con-rods were lying in the road. Through the first ninety left and onto the mile-long straight, which seemed uncomfortably narrow as the speedometer climbed towards 220 kph. The real surprise was how very quiet the Quattro Sport was, conversation in normal tones being quite possible. Demuth used the brakes to reduce speed at the end of the straight, not selecting second gear until he was ready to turn into the next ninety left, and after a ten day programme of taking journalists round the circuit there was a little vibration coming through from the discs.

Our own lap at the wheel did not prove very much, except to repeat the experience of scorching acceleration, nimble turn-in to the tight corners, and to note that the

suspension felt well-damped as we took a minor intersection at around 130 mph. Those customers who don't have to worry about the cost of the car, all 20 of them in Britain, are probably going to be exceedingly pleased with their choice.

Part of the exercise was to underline the advantages of four-wheel drive, a long technical session being organised to emphasise the handling advantages not only on snow, where traction can be double that of a conventionally driven car, but on wet roads, and even to a marginal extent on dry tarmac too. A slalom test with three Audi 80 Quattros — one with front-drive only, one with a centre differential lock, and one with permanent four-wheel drive, proved this point, the 4wd machines being marginally quicker through the slalom (which was wet) and feeling more taut and easier to handle than the front-drive version.

We were convinced, but there is obviously a softening-up exercise going on in preparation for the day when all Audis have 4wd as standard, or as an option, sometime towards the end of this year, the price premium being about DM 4,000, or slightly more than £1,000. Within two years all the Volkswagens, too, will have the Tetra system as standard or as an option, though in the case of the Golf it will be a new system under development by Steyr-Puch involving pneumatically operated front and rear differentials which lock up the wheels as soon as they begin to slip, not before. The more expensive Audis can stand the price margin, but it remains to be seen whether a 4wd system would prove popular in the Golf market. To the engineers, who are positive that 4wd is as great a step forward as all-wheel braking was half a century ago, the logic is compelling . . . but they don't have to pay for it. — M.L.C.

VSCC LIGHT CAR WELSH WEEK-END

TRUE TO tradition, the VSCC lightcarists, joined by a number of Edwardian brethren and the Collings' veteran Mercedes and Darracq, journeyed to Mid-Wales on April 7th / 8th for their DTs, trial and annual dinner. Out of a full entry of 50 drivers and half-a-dozen reserves, eight were using b.e. tyres, 24 scorned the new-fangled FWB, and 19 placed their faith in Austin 7s, of which one saved weight by dispensing with upholstery and another had hydraulically-applied anchors. There were some non-starters, both the junior Diffeys running big-ends on their 9/20 Humbers *en route*, and when the junior Blake's A7 broke down at Oxford the family Lancia Theta, giving it 12 summers, towed it home rather than continuing to Llanwrtyd Wells.

It was good to see three GNs present and Alec Stevens, son of one of the Directors of AJS, keeping Keith Hill's two-seater of that make company with his 1930 saloon. Ivor

Phillips had his well-known Jowett in its original grey paint. Bryon had changed his Riley for a rakish two-seater 1916 Model-T Ford with 1919 engine, the smartest car present was Carlisle's 9/15 Renault, and Georgina Whiting was persevering with her 1921 7.5 Citroën.

DTs are not for reporting in detail, but one noticed Jackie Lock doing great things for Woman's Lib in her A7, Mandy Collings driving the 1904 Darracq with great competence, and Thorpe even trying for tail-slide turns in his long 1930 Swift Ten tourer, from which the wheel nave-plates had been sensibly removed. The Threlfall's BSA seemed a trifle put out by its tendency to understeer, and its front wheels adopted some horrifying angles, Cartwright's Riley 9 tourer was spitting back and was too long for a clean run through Test I, and even Jenny John's A7 needed to reverse, and like Batchelor's Cowley, quenched its motive power. Pipkin got his A7 so wound up that he had to give it a touch of the brakes. Five tests were disposed of in the Abernant Lake Hotel grounds, but rowing, a feature of last

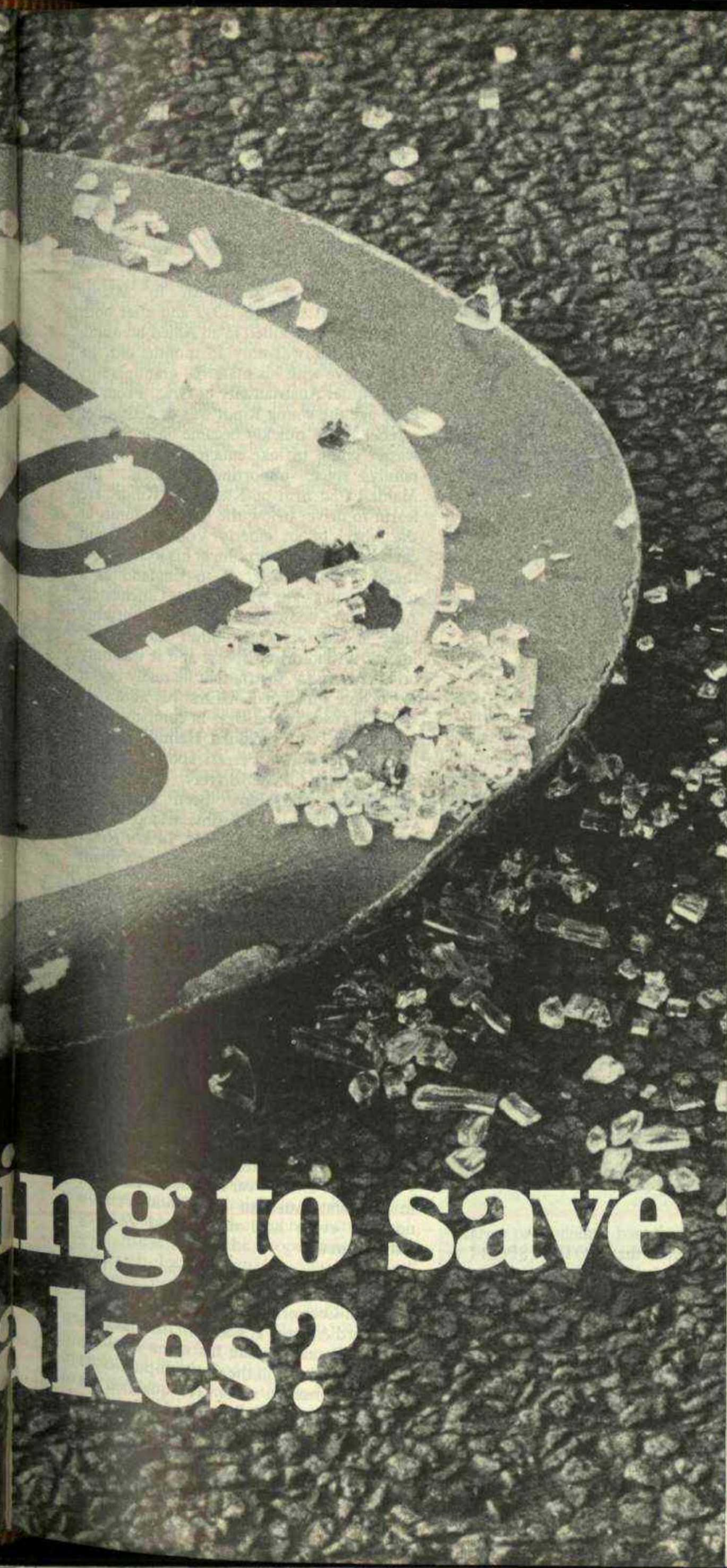
year's frolics, was mercifully dispensed with. Best performance in the tests was made by Seymour Price's 1929 A7 Chummy.

Guest speaker at the Dinner was Owen Wyn-Owen, who spoke of "Babs" and told some splendid, if unprintable, Welsh jokes, after Winifred Boddy had presented the 1983 prizes.

Dry weather made the Sunday trials hills easy for most. Paul Bullett overturned his A7 without damage to driver or car on Section 1, Peacop had his Morris Minor well wound up, and Annabel Jones was making very effective use of her 1927 replica GE Cup Model A7 that was on its first appearance, the same type of car that Tony's father began his motoring with. It was bad luck that Moores' Jowett failed near the very top of the second of the Llwynbarried sections but very nice that Pam Arnold-Foster did best in the Trial, with her 1921 GN. The Llwynbarried Trophy for best overall performance went to Roger Thorpe with the Swift, his first ever award, deservedly won. — W.B.



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Looking back on Jochen Rindt

FEW drivers of the post-War Grand Prix era have prompted such debate over their talents as Karl Jochen Rindt, the arrogant, self-confident Austrian who claimed the sad distinction of becoming the sport's first, and so far only, posthumous World Champion. It is 14 years ago this coming September since the 28-year-old Rindt crashed fatally under braking at Parabolica during final practice for the 1970 Italian Grand Prix at Monza, ending a spectacular, varied and inconsistent career which had started less than a decade before. This was the driver

whose promise seemed somehow so certain never to be realised that MOTOR SPORT's D.S.J. was prompted into betting his beard against Rindt ever winning a Grand Prix: when the Austrian's Lotus 49 came home triumphant in the 1969 United States Grand Prix at Watkins Glen, our hirsute colleague willingly shaved himself.

On a more personal note, Jochen Rindt was one of racing's personalities who helped form the writer's early impressions of the sport. It took a lot of cajoling for my father to be persuaded to drive himself and a

friend, a few weeks prior to my long-awaited 17th birthday, to Crystal Palace for the Formula 2 London Trophy meeting at Whitsun, 1964. This was the event at which the little-known Austrian driver took his black Brabham-Cosworth SCA to a splendid victory over a host of established rivals including Jim Clark and Graham Hill. From that moment onwards, Rindt's future seemed secure — certainly in my youthful eyes, at least!

Jochen Rindt was born in Mainz, Germany, on April 18, 1942 and after both his parents were killed in an Allied bombing raid when he was only 15 months old, he went to live with his maternal grandparents in the quiet Austrian city of Graz. From an early age the young Rindt was something of a rebel and it quickly became clear that he wasn't going to take much interest in the family spice importing business, the Mainz-based firm of Klein and Rindt. He learnt to drive, below the legal age limit, at the wheel of an elderly Volkswagen and caused so much disruption at his local school that he was packed off to England as a teenager to learn English in Chichester. Although Goodwood was uncomfortably close at hand, Jochen didn't show much interest in motorised sports and it was only on his return to Austria that he really began to become interested in cars: his antics on the local roads round Graz in company with his friends (who included Helmut Marko, later to become a Ferrari sports car and BRM Grand Prix driver) were quite hair-raising and have been splendidly chronicled by his long time friend Heinz Pruller in his splendid book, *Jochen Rindt — The Story of a World Champion* (William Kimber, 1970).

Rindt first came to prominence in 1963 when he decided to take the plunge into the cut and thrust of Formula Junior, acquiring an old Cooper and teaming up with fellow Austrian coming man Kurt Bardi-Barry. From the outset of his single-seater career Rindt was to demonstrate a distinctive brand of unrestrained, extrovert enthusiasm behind the wheel. He was obviously tremendously quick, and although he seemed to be in control, he was incredibly wild. He won his second-ever Formula Junior race with the Cooper, at Cesenatico in Italy, and later fitted a push-rod 1,500 cc Ford engine into the car in order to take part in the first Austrian F1 Grand Prix, a non-title event held on the old Zeltweg airfield circuit.

For the 1964 season he graduated into Formula 2, buying a brand new Brabham-Cosworth SCA with some support from Ford Austria. It was with this machine that Rindt really made his name over the Whitsun weekend in the two well-publicised British Formula 2 races. He qualified on pole position at Mallory Park, finishing third in the race behind the works Lotuses of Jim Clark and Peter Arundell, but at Crystal Palace he astounded everybody by

winning in brilliant style. One of the national daily papers reported him as being an *Australian*, presumably on the assumption that only the British Commonwealth could produce drivers of such apparently instant brilliance!

This success put Rindt firmly in the mainstream of international motor racing attention and it's fair to say from this point onwards he never looked back. His first ride in a pukka Grand Prix car came in the '64 Austrian Grand Prix where he handled Rob Walker's Brabham-BRM V8. He failed to finish, but was clearly not daunted by racing's senior category. For 1965 he was signed up to partner Bruce McLaren in the works Cooper team, but by this time the 1½-litre machines from this marque were totally uncompetitive and Jochen salvaged only a fourth place at Nürburgring and a sixth at Watkins Glen for his efforts. There was success in other categories, however, most notably at Le Mans where he and Masten Gregory drove an obsolete NART Ferrari 250LM to a memorable victory. And, of course, he kept his hand in amongst his Formula 2 rivals, which at that time included most of the contemporary Grand Prix stars. Right up until the end of 1968 Rindt was to drive for the famous Winkelmann Racing F2 equipe, managed by his friend, the taciturn Alan Rees who is now a director of the Arrows Grand Prix team. The pint-sized Rees also drove with Rindt, frequently matching the Austrian in terms of speed, and occasionally beating him. When his Formula 1 fortunes were down, which was often, Rindt managed to keep his reputation alive by what amounted to near-total domination of Formula 2 for the best part of four seasons.

At the start of the three-litre Formula 1 in 1966 Rindt found himself armed with the ungainly looking Cooper-Maserati V12, a machine which generally performed rather better than its appearance might suggest. It was at the wheel of this device that Rindt began to lay the foundations of his briefly successful Grand Prix career, his most notable achievement probably being his performance in the rain-soaked Belgian Grand Prix at Spa where he led John Surtees' winning Ferrari 312 for many laps, eventually finishing second. Rindt's "nerves of steel" were also emphasised when he spun wildly on the Masta straight in the height of the rain storm without so much as batting an eye-lid. Miraculously the Cooper didn't hit a thing and Jochen simply continued at unabated speed!

Throughout 1966 and '67 Rindt never quite managed to grasp a Grand Prix victory, despite the fact that team-mates John Surtees and Pedro Rodriguez both made it to the winner's circle. By the end of the '67 programme Rindt was clearly looking for something more competitive with which finally to break out of this disappointing rut and, on the basis of its Championship-winning performances in the



AT the wheel of the bulky Cooper-Maserati in 1966: no wins came Jochen's way, despite some determined performances.

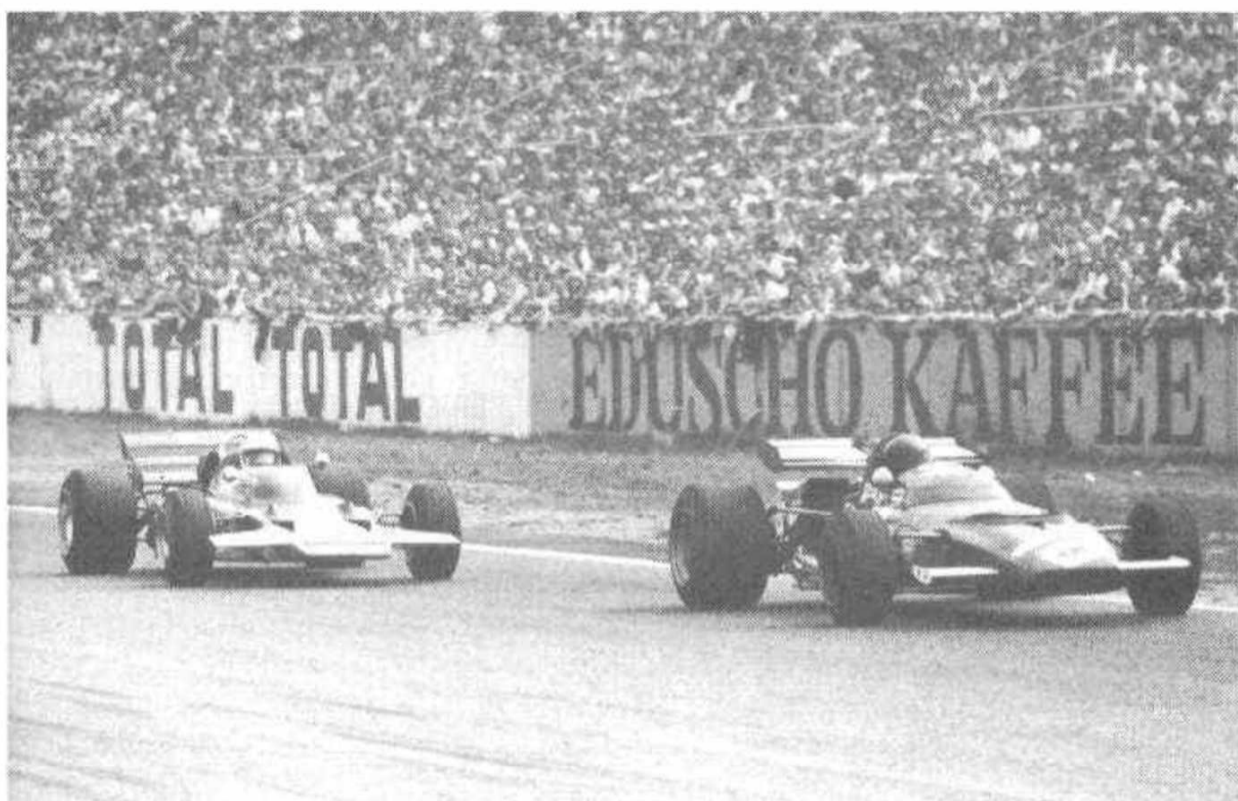
first two seasons of the new three-litre formula, there seemed few more promising berths than a place in the Brabham team. Thus Rindt signed to drive alongside "Black Jack" for the 1968 season, the two men quickly forging a warm and easy-going partnership based on mutual respect. Rindt was clever enough to appreciate Brabham's shrewd ability when it came to organising the team while the Australian obviously rated Jochen's talent behind the wheel. It should have been a successful combination.

Unfortunately, the whole year turned out to be an unmitigated disaster largely thanks to the unreliability of the newly developed

four-cam Repco V8 with which the Brabham team hoped to match the sensational Cosworth DFV. Rindt used a '67-specification twin-cam Repco V8 to finish third in the opening race at Kyalami behind the Lotus 49s of Jim Clark and Graham Hill, but from that point onwards there was little to alleviate the all pervading gloom. There were brief flickers of Rindt's tremendous talent: pole position by a huge margin at Rouen and third place at the rain-soaked Nürburgring, but otherwise the season was terrible. For 1969, despite offers from Brabham who was now determined to obtain Cosworth power for his cars, Jochen



RINDT at the wheel of his push-rod 1,500 cc Cooper-Ford keeping out of the way of Chris Amon's Parnell Lola-Climax during the non-Championship 1963 Austrian Grand Prix at Zeltweg.



NICE TIMING: Rindt moves his Lotus 72 out of the slipstream of Jacky Ickx's Ferrari 312B1 as they sprint down Hockenheim's pit straight during the 1970 German Grand Prix.

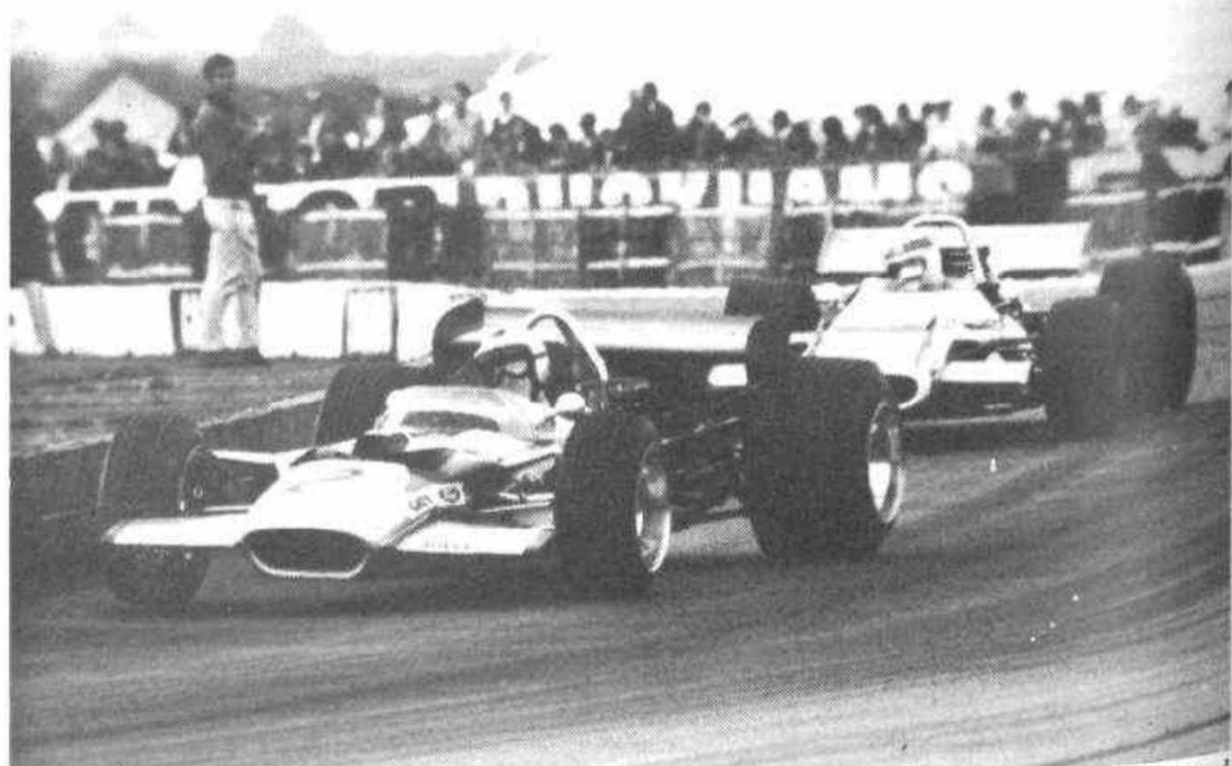
Rindt took the decision to sign for Colin Chapman's Team Lotus.

The combination of the hard-bitten Rindt and mercurial Lotus boss Colin Chapman amounted to the proverbial irresistible force meeting the immovable object. Chapman's career in Formula 1 had gone hand-in-hand with the great Jim Clark's rise to stardom: the two men had enjoyed a precious, closely sympathetic relationship and Clark had been dead for less than a year when the English team boss turned to Rindt. In Chapman's mind, Jochen was quite simply the fastest man left in the business, but he was poles apart from Clark in terms of personality. Whereas Clark had been content simply to drive, Chapman suddenly found his new driver offering unwanted technical comments and criticisms. What's more, Rindt being Rindt, these remarks were not wrapped up in any tactful dressing: the Austrian was blunt to the point of being downright offensive and it's clear that Chapman, briefly, found himself virtually at war with his new recruit. The 1969 season was stormy and turbulent for the Lotus team, a succession of mechanical failures seemingly destined permanently to deprive Rindt from "breaking his duck" and winning that first, elusive Grand Prix triumph.

Rindt should have won the 1969 British Grand Prix at Silverstone quite easily, all things being equal. His pole position Lotus 49B more than had the legs of Jackie Stewart's Tyrrell Matra and the two cars quickly became embroiled in a frantic scrap for the lead. Rindt was clearly asserting himself when a rear aerofoil side plate worked loose and began dangling precariously close to one of the Lotus's rear tyres. He made a quick stop for the offending side plate to be ripped away, but by the time he was back in the race Stewart was long gone: Rindt eventually finished

fourth after another pit stop to top up with fuel. It was the lowest point of his relationship with Chapman who by that stage was so committed to the Lotus 63 4WD project that he'd actually sold the works 49Bs. Rindt demanded that he be given one of the old cars for Silverstone, so Chapman had to borrow one back from Jo Bonnier. "It's like Barnum and Bailey's circus in four separate rings!" remarked Jochen rather acidly to a colleague amidst Lotus's British Grand Prix chaos. Later he warmed slightly to the Lotus 63 and agreed to drive it in the non-Championship Oulton Park race later in the season. He finished second to Jacky Ickx's Brabham.

At the end of the season, at long last, Jochen Rindt won his first Grand Prix.



EPIC BATTLE: Jochen keeps his works Lotus 49C ahead of Jackie Stewart's Matra as they hurtle round Silverstone during the 1969 British Grand Prix.

What's more, in those days before Formula 1 prize funds were standardised, Rindt scooped the biggest prize in the business for his triumph in the United States Grand Prix at Watkins Glen. At last some of the dread luck that had run against him for so many seasons had turned in his favour. D.S. took out his rarely-used razor . . .

Notwithstanding Rindt's success in that race, his personal relationship with Chapman was still pretty tempestuous and he seriously examined the possibility of returning to the more placid surroundings of the Brabham team for 1970. Black Jack made it quite public that he would consider retiring if Jochen returned to the fold, but at the end of the day there was no way in which Chapman was going to lose the quickest man in the business. The two individuals patched up their differences and did another deal for 1970, a deal helpfully massaged by Jochen's astute friend and business manager Bernie Ecclestone, at that time on the fringes of motor racing once more after a decade away from the sport building up his other considerable business interests.

For 1970, Colin Chapman had a demon new weapon up his sleeve, the superb torsion-bar sprung Lotus 72 which was destined to re-write the parameters of contemporary Grand Prix car performance in a manner so typical of the Lotus marque. Typically, Rindt was suspicious of its rather "fragile" appearance and told Chapman, initially at least, that he'd prefer to stick with the latest 49 development. Jochen started the European season with an archetypal Rindt race: mooning round for the first half of the Monaco Grand Prix in the middle of the field, the Austrian suddenly scented a chance of victory. From that moment onwards he went like the wind, shattering the lap record on his final tour

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VICTORIOUS: Rindt on the victory rostrum at Monaco (above) with Princess Grace and Prince Rainier after winning the event in 1970. Below, looking relaxed and contented, after winning at Hockenheim, a month before his death that summer.

and flustering dear old Jack Brabham into a last corner slide into the straw bales. It was an epic performance, by any standards.

Eventually, Rindt and Chapman began to work together profitably on the Lotus 72 and the victories began to tumble into their lap. Zandvoort, Clermont-Ferrand, Brands Hatch and, lastly, Hockenheim. Battling all the way with Jacky Ickx's new flat-12 Ferrari 312B, Rindt never had any doubt that his Lotus was sufficiently superior to pass the Belgian any time he wanted to. And so it proved — Rindt breezed by on the last lap and, in a rare tribute to Chapman, remarked "a monkey could have won with this car today, it's that good!"

Engine failure claimed Rindt's Lotus 72 in his "adopted home" Grand Prix at the Osterreichring and then, suddenly, came the tragedy at Monza. During final practice Jochen's car crashed heavily under braking for Parabolica, almost certainly not through the fault of the driver. Terribly injured, the man who had the 1970 World Championship in his pocket, died on his way to hospital in the ambulance.

It is a matter of some personal regret that I never met Jochen Rindt, being only a junior reporter on our weekly newspaper *Motoring News* at the time of his death, so my impressions of the man have been shaped by some not altogether impartial judgements — as well as some overtly biased in his favour. Obviously he was a wild one: his relationship with his lovely wife Nina, daughter of wealthy Finnish amateur racing driver Curt Lincoln, was no less stormy than his professional partnership with Colin Chapman. He was arrogant, supremely confident, yet very warm and loyal towards his close circle of friends: in that respect, I detect some firm similarities with his successor Niki Lauda, although their backgrounds are distinctively different.

Dismayed by the deaths of his close friends Bruce McLaren and Piers Courage, Rindt had virtually decided to retire from motor racing at the end of 1970 and concentrate on his many business interests. If he'd survived, he would now be a tousle-haired 42-year old, probably still ribbing his contemporary and Swiss-based neighbour Jackie Stewart in the same manner as he did when they were racing together in the sixties. "You know, Jochen may have had the outward appearance of a rough diamond, but beneath it all he was a very warm-hearted sort of guy," explained Heinz Pruller to the writer at the recent Brazilian Grand Prix meeting. I'm sure, like me, there are a lot of readers who identify with Jochen Rindt in a strange, distant way; who admire the Austrian driver who only latterly achieved the hard results to back up the exciting, dramatic driving style which endeared him to the paying spectators way back at Crystal Palace, on Whit Monday, twenty years ago exactly. — A.H.



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BRABHAM designer Gordon Murray squats down next to the World Champion's BT53: it started the race from a comfortable pole position.

South African Grand Prix

Kyalami, Johannesburg, March 7th
EARLY season Formula One form can frequently be misleading, but be that as it may the McLaren International team caught all its rivals off guard in the first two events of the 1984 Championship calendar. Two weeks after Alain Prost opened the year with victory in the Brazilian Grand Prix at Rio de Janeiro, the Porsche-built, TAG-engined McLaren MP4/2s enacted an even more convincing demonstration, but this time it was Niki Lauda who returned to the winner's circle for the first time since the 1982 British Grand Prix at Brands Hatch. There were a couple of question marks hanging over the McLaren-Porsche performance in Rio, not least their ability to shape up in a straight fight against Formula One's established pacemaker, the Brabham-BMW team. In the Brazilian race reigning World Champion Nelson Piquet

had a troubled time in qualifying at the wheel of his revised BT53, an evolutionary design developed from the very successful 1982 BT52, but at Kyalami the Brazilian ace was bang on his customary scintillating form and qualified convincingly for pole position.

Piquet demolished Patrick Tambay's previous pole position time with a stupendous lap in 1 min 04.871 sec, beating the Frenchman's best time on his last outing at the wheel of a Ferrari 126C3 last October by almost two seconds. If this had reflected technical progress over a complete season it would have been quite remarkable, but the fact that the Formula One fraternity's last appearance at Kyalami was for the final race of the 1983 season and they were now back at the South African circuit barely six months later, was astounding. Piquet, of course, wasn't in the least surprised. He made the very valid point that most people

seemed to have unrealistically high expectations from the team in Rio: after all in 1983 they'd won the race with an untested BT52 on its race debut, and bearing in mind the pace of Formula One technical development it was a little much to anticipate a repeat performance with the BT53. Also, one should remember that the latest Brabham hadn't made an appearance at the week-long Rio test session in January so it was to be expected that it would take a short time to get in "the groove".

With a recorded top speed of over 190 mph on the long Kyalami straight, Piquet's Brabham BT53 was visibly quicker than its opposition, particularly on that stunning fastest lap when the Brazilian went through the downhill right-hander at Barbecue and into the Jukskei kink in a manner which made most observers close to the track side step discreetly back a yard or two. It was really only a question of seeing who could get closest to the Brabham and at the end of the day the man who managed that was Williams-Honda team leader Keke Rosberg. The Finn had complained about excessive understeer at Rio and although the two race FW09s for himself and team-mate Jacques Laffite had been fitted with new differentials (with less "locking" effect, intended to allow the rear end to slide a bit more) Rosberg still felt the car wasn't quite to his taste. The 1982 World Champion freely admits that he can't handle understeer, his whole driving style being attuned to tail-happy, oversteering machines. Team-mate Laffite, on the other hand, is content with a reassuring touch of understeer. At the end of qualifying, however, Rosberg hurtled round in 1 min 05.058 sec, which was easily second quickest and fastest of the Goodyear radial users. Laffite found himself left to use the team's spare car during first qualifying, but found himself unable to break the 1 min 7 sec barrier as this FW09 wasn't geared correctly. The following day he was back in his regular machine and managed 1 min 06.672 sec to secure 11th position on the grid.

ENTRY AND PRACTICE												
No	Driver	Nat	Team	Car Type	Engine	Tyres	Sponsors	Colours	Thursday Practice	Friday Practice	Remarks	No
1	Nelson Piquet	BR	Brabham	BT53	BMW 4-cyl t/c	Michelin	Parmalat Foods	Blue/White	1.05.280	1.04.871	Pole position	1
2	Teo Fabi	ITAL	Brabham	BT53	BMW 4-cyl t/c	Michelin	Parmalat Foods	Blue/White	1.05.923	1.07.236		2
3	Martin Brundle	GB	Tyrrell	012	Cosworth V8	Goodyear	—	Blue	1.12.233	1.12.453		3
4	Stefan Bellof	D	Tyrrell	012	Cosworth V8	Goodyear	—	Blue	1.12.322	1.12.022		4
5	Jacques Laffite	FR	Williams	FW09	Honda V6 t/c	Goodyear	Denim/ICI/TAG	White/Green	1.07.142	1.06.762		5
6	Keke Rosberg	FIN	Williams	FW09	Honda V6 t/c	Goodyear	Denim/ICI/TAG	White/Green	1.05.127	1.05.058		6
7	Alain Prost	FR	McLaren	MP4.2	Porsche V6 t/c	Michelin	Marlboro TAG	Red/White	1.06.576	1.05.354	Winner Brazil 1984	7
8	Niki Lauda	AUT	McLaren	MP4.2	Porsche V6 t/c	Michelin	Marlboro TAG	Red/White	1.06.576	1.06.043		8
9	Phillipe Alliot	FR	RAM	RAM 02	Hart 4-cyl t/c	Pirelli	Skoal	White/Green	1.06.238	1.10.619		9
10	Jonathan Palmer	GB	RAM	RAM 01	Hart 4-cyl t/c	Pirelli	Skoal	White/Green		1.10.383		10
11	Elio de Angelis	ITAL	Lotus	95T	Renault V6 t/c	Goodyear	John Player/ELF	Black/Gold	1.06.305	1.05.953		11
12	Nigel Mansell	GB	Lotus	95T	Renault V6 t/c	Goodyear	John Player/ELF	Black/Gold	1.05.792	1.05.125		12
14	Manfred Winkelhock	D	ATS	D7	BMW 4-cyl t/c	Pirelli	ATS Wheels	Yellow/Black	1.06.974	1.07.417		14
15	Patrick Tambay	FR	Renault	RE50	Renault V6 t/c	Michelin	ELF	Yellow/White/Black	1.05.588	1.05.339		15
16	Derek Warwick	GB	Renault	RE50	Renault V6 t/c	Michelin	ELF	Yellow/White/Black	1.06.056	1.06.491		16
17	Marc Surer	CH	Arrows	A6	Cosworth V8	Goodyear	Barclay/Nordica	Cream/Brown	1.12.227	1.11.808		17
18	Thierry Boutsen	B	Arrows	A6	Cosworth V8	Goodyear	Barclay/Nordica	Cream/Brown	1.12.326	1.12.274	Did not qualify	18
19	Ayrton Senna	BR	Toleman	TG183B	Hart 4-cyl t/c	Pirelli	Magirus	Blue/Red/White	1.07.657	1.06.981		19
20	Johnny Cecotto	VEN	Toleman	TG183B	Hart 4-cyl t/c	Pirelli	Magirus	Blue/Red/White	1.09.892	1.08.298	Used T-car both times	20
21	Mauro Baldi	ITAL	Spirit	101B	Hart 4-cyl t/c	Pirelli	Topolino	Red	1.10.450	1.09.923		21
22	Riccardo Patrese	ITAL	Alfa Romeo	184T	Alfa Romeo V8 t/c	Goodyear	Benetton/AGIP	Green/Black	1.08.399	1.08.042		22
23	Eddie Cheever	USA	Alfa Romeo	184T	Alfa Romeo V8 t/c	Goodyear	Benetton/AGIP	Green/Black	1.07.704	1.07.993		23
24	Piercarlo Ghinzani	ITAL	Osella	FA1E/83	Alfa Romeo V8 t/c	Pirelli	Kelemata	Blue	1.10.829	1.09.609	Crashed race morning	24
25	Francois Hesnauld	FR	Ligier	JS23	Renault V6 t/c	Michelin	Gitanes/Anfar	Blue/White	1.09.909	1.07.787		25
26	Andrea de Cesaris	ITAL	Ligier	JS23	Renault V6 t/c	Michelin	Gitanes/Anfar	Blue/White	1.09.132	1.07.245		26
27	Michele Alboreto	ITAL	Ferrari	126 C4	Ferrari V6 t/c	Goodyear	Fiat/AGIP	Red	1.07.404	1.06.323		27
28	René Arnoux	FR	Ferrari	126C4	Ferrari V6 t/c	Goodyear	Fiat/AGIP	Red	1.07.514	1.07.345		28

Team Lotus started the weekend full of optimism, Nigel Mansell's Renault-engined 95T fitted with Garrett turbochargers on this occasion while it was Elio de Angelis's turn to use KKK units. The Englishman proved significantly quicker than his teammate from the word go, eventually lining up third after a fine lap in 1 min 05.125 sec. By the end of the first qualifying session de Angelis clearly wasn't very pleased about this disparity of performance and, as a result, his 95T was fitted with Garrett turbochargers in time for the second day's practice. The Italian improved his time by four-tenths to 1 min 05.953 sec to qualify seventh.

After his disappointment in the Brazilian Grand Prix, where the combination of a leaking fuel cell and a cracked turbocharger intercooler resulted in his RE50 grinding to a halt, apparently out of fuel, a few laps before the finish, Patrick Tambay was full of optimism at Kyalami. His car fitted with big Garrett turbochargers for qualifying purposes, the amiable Frenchman set third quickest time in the first session and felt he could have got the Renault onto the front row of the grid if he hadn't been inadvertently baulked at the very fast Jukskei kink in the final hour of qualifying. His 1 min 05.339 sec eventually earned him fourth place on the grid, five positions ahead of team-mate Derek Warwick.

After the English driver's late-race disappointment in Brazil, practice at Kyalami suggested he might be locked into a run of bad luck. Throughout qualifying he was in trouble with low turbo boost pressure and the car seemed to be reluctant to pull cleanly from low revs. He also found himself held up by other cars on both his runs on soft qualifying rubber, and on the second day he lost turbo boost pressure right at the end of the timed session with the result that he couldn't improve on 1 min 06.506 sec.

In the McLaren International camp there was a brand new spare car on hand for the first time. The crated spare monocoque which had been on hand in Brazil had been airfreighted back to Britain and built up into a complete spare car, numbered MP4/2-3. It was given its first warm-up in Prost's hands in the Thursday untimed session at Kyalami during which the gear linkage came adrift and the McLaren stopped out on the circuit, smouldering gently as a turbocharger heat-shield briefly caught alight. At the wheel of their two regular race cars during timed qualifying, both Prost and Lauda complained of intermittent misfires between 7,000 and 8,000 rpm, stemming from the difficulties involved in adapting the Bosch Motronic injection system to run cleanly at Kyalami's 5,300 ft altitude. Prost eventually wound up fifth on 1 min 05.354 sec, fractionally slower than the unobtrusive Teo Fabi's best at the wheel of the second Brabham BT53. He used the spare car to set this time, fitted with more responsive smaller turbochargers than his race



ENGLISH and French: Derek Warwick (left) tries to explain a point to Renault's Gerard Larrousse.

machine, and Lauda lagged behind slightly in eighth place on 1 min. 06.43 sec. Both drivers were extremely optimistic about the performance of their McLarens, feeling that they might not be potential challengers for pole position, but that the MP4/2s would be highly competitive propositions when it came to a race over 200 miles or so.

This confidence was in no way shared by the Ferrari team whose two drivers Michele Alboreto and René Arnoux spent most of the two timed qualifying sessions grappling with chassis that seemed tormented by unpredictable handling and lack of traction out of Kyalami's two tight corners. Screwing on additional downforce to enable the cars to generate reasonable traction out of Leeukop corner out onto the long start / finish straight simply left both drivers swamped by their rivals before they arrived at Crowthorne corner. If they "backed off" their aerofoils to develop any vestige of competitive straight line speed, the Ferraris slid round so alarmingly everywhere else on the circuit that they quickly blistered their Goodyear tyres. The best Ferrari qualifying time was Alboreto on 1 min 06.323 sec, earning tenth place on the grid (and only fractionally quicker than Tambay's 126C3 pole position at the previous Kyalami race) while Arnoux looked completely at sea and could only record 1 min 07.345 sec which was 15th quickest, way down amongst the also-rans.

Manfred Winkelhock handled his ATS D7 quite respectably to qualify as quickest of the Pirelli runners on 1 min 06.981 sec, the German relying on his new car throughout the weekend and retaining his older D6 only as a spare. Brazilian Formula 3 graduate Ayrton Senna was only fractionally slower on 1 min 06.981 sec, the South American newcomer displaying tremendous flair and determination throughout the two days of qualifying. Team-mate Johnny Cecotto was obliged to use the team's spare TG183B during the two

timed sessions after crashing his designated race car coming out of the fast Barbecue corner during Thursday's untimed practice session. Those qualifiers between the two Toleman drivers on the starting grid included Andrea de Cesaris's Ligier JS23, Arnoux, Eddie Cheever in the faster of the two Alfa Romeo 184Ts, François Hesnault in the second Ligier and Riccardo Patrese in the second Alfa which was bugged by a leaking turbocharger during the final session and misfired its way round for the entire hour.

Mauro Baldi in the neat "Ferrari lookalike" Spirit 101B was just pipped by Piercarlo Ghinzani's Osella-Alfa, while the last few rows were completed by the Hart 415-engined RAMs of Philippe Alliot and Jonathan Palmer, while Stefan Bellof's Tyrrell 012 and Marc Surer's Arrows A6 had the benefit of a "tow" from their friend Manfred Winkelhock which enabled them to slip into the race just ahead of Englishman Martin Brundle's Tyrrell 012. This left Thierry Boutsen's Arrows A6 as the only official non-qualifier, but when Ghinzani crashed his Osella spectacularly at the Jukskei kink mid-way through the race morning untimed session, Boutsen found himself promoted into the race. The Italian driver was extremely fortunate to escape from this spectacular accident, but although the Osella erupted into flames, the driver's cockpit was largely undistorted and Ghinzani was rescued very promptly thanks to the intervention of several brave marshals and some other drivers who stopped at the scene. Although he was taken to hospital, initial worries that he had broken his right arm proved premature and the good news was that, although he'd incurred some nasty burns to his neck and eyebrows, he had survived without any fractures. The car was totally wrecked.

As the 26 starters lined up on the dummy grid just prior to the start, there was something of a major panic surrounding

STARTING GRID		↑
1 N. Piquet (Brabham-BMW 4 t/c) 1 min 04.871 sec	6 K. Rosberg (Williams-Honda V6 t/c) 1 min 05.058 sec.	
12 N. Mansell (Lotus-Renault V6 t/c) 1 min 05.125 sec	15 P. Tambay (Renault V6 t/c) 1 min 05.339 sec	
7 A. Prost *(McLaren-Porsche V6 t/c) 1 min 05.354 sec	2 T. Fabi (Brabham-BMW 4 t/c) 1 min 05.923 sec	
11 E. de Angelis (Lotus-Renault V6 t/c) 1 min 05.953 sec	8 N. Lauda (McLaren-Porsche V6 t/c) 1 min 06.043 sec	
16 D. Warwick (Renault V6 t/c) 1 min 06.056 sec	27 M. Alboreto (Ferrari V6 t/c) 1 min 06.323 sec	
5 J. Laffite (Williams-Honda V6 t/c) 1 min 06.762 sec	14 M. Winkelhock (ATS-BMW 4 t/c) 1 min 06.974 sec	
19 A. Senna (Toleman-Hart 4 t/c) 1 min 06.981 sec	26 A. de Cesaris (Ligier-Renault V6 t/c) 1 min 07.245 sec	
28 R. Arnoux (Ferrari V6 t/c) 1 min 07.345 sec	23 E. Cheever (Alfa Romeo V8 t/c) 1 min 07.704 sec	
25 F. Hesnault (Ligier-Renault V6 t/c) 1 min 07.787 sec	22 R. Patrese (Alfa Romeo V8 t/c) 1 min 08.042 sec	
20 J. Cecotto (Toleman-Hart 4 t/c) 1 min 08.298 sec	21 M. Baldi (Spirit-Hart 4 t/c) 1 min 09.923 sec	
10 J. Palmer (RAM-Hart 4 t/c) 1 min 10.383 sec	9 P. Alliot (RAM-Hart 4 t/c) 1 min 10.619 sec	
17 M. Surer (Arrows-Cosworth V8) 1 min 11.808 sec	4 S. Bellof (Tyrrell-Cosworth V8) 1 min 12.022 sec	
3 M. Brundle (Tyrrell-Cosworth V8) 1 min 12.233 sec	18 T. Boutsen ** (Arrows-Cosworth V8) 1 min 12.274 sec	

* Started from pit-lane in spare car McLaren MP4.2.3
** Allowed to start after number 24 crashed in morning warm-up session.

Non-starter: 24 P. Ghinzani (Osella-Alfa Romeo V8 t/c)
1 min 09.609 sec

Prost's McLaren on the inside of the third row. The bodywork was taken off and mechanics were swarming all over the car, desperately trying to coax it into life. Eventually the whole project was abandoned, the race car pushed to the side of the circuit and Prost sprinted over to the pit lane where he was immediately strapped into the team spare. The problem seemed to be a reluctance on the part of the engine to run when the electric fuel pump was switched off: the speculation was that the pre-cooled fuel might have frozen in the fuel lines, but there was no time for a detailed and thorough diagnosis. Prost cruised down to the end of the pit lane while the remainder of the grid went off on its parade lap. The Formula One regulations state that any car failing to take its proper position on the dummy grid must start from the pit lane after the rest of the field has started. Unfortunately, a well-meaning official waved Prost onto the circuit and he chased round to join up the main grid proper:



NIGEL MANSELL explains a Lotus point to his engineer as team manager Peter Warr (left) looks thoughtful

seeing this, the official involved indicated that the start would be delayed as Prost was sent back into the pit lane once again and the whole "count down" began again.

When the green light was finally given, Piquet's pole position Brabham briefly went "off the boil" and for a few agonising seconds it seemed as though the World Champion was about to stall his car for the second successive race. Rosberg's Williams went charging away down the hill towards Crowthorne as Mansell's Lotus 95T zig-zagged through from the second row, briefly to snatch second place as the field went under the bridge beyond the pits. Mansell's machine suddenly hesitated, dropping back into the middle of the seething pack, while Piquet got his BMW engine "on cam" and simply rocketed back into second place, amazingly, by the time the field had arrived at the first corner.

Rosberg knew full-well that he'd been handed an unexpected bonus, but he couldn't have imagined the way in which Piquet's Brabham gobbled up his advantage as they sped round that opening lap. Up into Leeukop, the climbing right-hander which leads out onto the start / finish straight, the Brabham-BMW was crawling all over the Williams and Piquet pulled out and surged through into the lead as the two cars crested the rise just beyond the pit entrance as they completed their first tour.

On the second lap Teo Fabi's sister Brabham BT53 surged through into second place and Ecclestone's two sleek blue and white cars quickly pulled away from the

'remainder of the field, Rosberg holding up the remainder of the field in tight formation. Lauda's McLaren was a strong fourth at the end of the opening lap and only took until lap four before he streaked ahead of the Williams to begin chasing the two Brabhams at the head of the field.

By the end of lap 10 Lauda had closed in on Fabi's BT53, relieving the Italian of second place as they ran down towards Crowthorne: the speed of Fabi's car was such that he almost had sufficient impetus to nip back ahead of the Austrian as they rushed down to the first corner. But the eagle-eyed Austrian wasn't having that and gently eased over to the middle of the track in an effort to dislodge the second Brabham from his slipstream. Once he'd successfully arrived at the corner ahead, Lauda was so much quicker than his rival down the hill through Barbecue and Jukskei that he had no further trouble from the new Brabham recruit.

Both Brabhams had started on a marginal choice of Michelin rubber, bearing in mind the fact that they were both running with a full fuel load and setting a very fast pace in the race's opening stages. Initially it seemed as though Piquet might be able to sustain his advantage, but as Lauda got into his stride it quickly became clear that the Porsche-engined McLaren was every bit a match for the BMW-engined Brabham. Slowly but surely the 35-year old Austrian veteran eased his way up onto Piquet's tail and, as the World Champion realised that his tyres were finished, he pulled off into the pit



DE CESARIS scored Ligier's first Championship points since 1982, finishing fifth in the new JS23.

lane for fresh Michelins at the end of lap 21. From that point onwards Lauda was never challenged as Piquet lasted only another eight laps on fresh tyres before succumbing to a turbocharger malfunction.

For the remainder of the race there were two distinct aspects to consider. Firstly, the McLaren-Porsche performance, both in the hands of Niki Lauda and his team mate Alain Prost. Lauda's performance was a copy book demonstration of precisely why the Austrian has won so many races in his decade-long Grand Prix career: he was smooth, and predictable to the point of boredom, whilst at the same time tremendously quick. It's worth considering that while Prost started from the pit lane, some twenty seconds or so behind the main grid, at the end of the race he was more than a minute (and the best part of a lap) behind Lauda. Even allowing for the fact that Prost had to fight his way through the field, passing cars with smooth precision on every lap, one is bound to speculate that he would have had a hard time matching Lauda even if he'd been able to start from his original grid position on the third row.

Behind the two victorious McLaren-Porsches, the rest of the grid was left to scrap over the remaining positions. Rosberg's Williams was gradually worn down by the opposition and eventually retired with a failed driveshaft constant velocity joint, leaving Derek Warwick's Renault to run through to third place, despite one scheduled stop for tyres and a second when he had a punctured rear Michelin on that replacement set. Despite all these tribulations, he raced determinedly with Alboreto's Ferrari C4 (which was intent on running the race non-stop) and actually passed the Italian car twice (after each of his pit stops) under hard braking for Crowthorne corner. Towards the end of the race it seemed as though Alboreto might take a steady fourth, but with 70 laps

completed he coasted to a standstill with the same "fuel vapourisation" problems that had sidelined his team mate René Arnoux much earlier in the contest.

Behind Warwick the finishing order was very much a question of survival: Riccardo Patrese's Alfa Romeo 184T finally emerged fourth, but he was over five miles behind the winner (two laps down). Andrea de Cesaris lasted to finish fifth after an unimpressive showing in his Ligier JS23, while young Brazilian rising star Ayrton Senna kept his head down at the wheel of his Toleman TG183B and emerged sixth, despite losing part of his car's nose section in the heavy traffic on lap three.

Elio de Angelis's Lotus 95T was hanging on to the leading bunch in the early stages and briefly ran as high as second before making his scheduled pit stop, only to return to the pits with a deranged throttle linkage a lap after stopping for new tyres. The problem was eventually sorted out, but there was no way in which the Italian driver could regain his lost ground and he finally finished a very disappointed

seventh. Nigel Mansell's similar car never featured after his early loss of places on the opening lap and eventually retired when the carbon fibre plenum chamber cracked and his engine lost turbocharger boost pressure.

One of the biggest disappointments occurred when Jacques Laffite's Williams FW09 shed its right rear wheel as it negotiated the Esses on lap 61, the wheel securing nut coming off and leaving the Frenchman to slither to an undignified halt at the side of the circuit. At this juncture Laffite, another driver intending to run non-stop, had been well placed behind the McLarens and was displaying more flair than we've seen for some time.

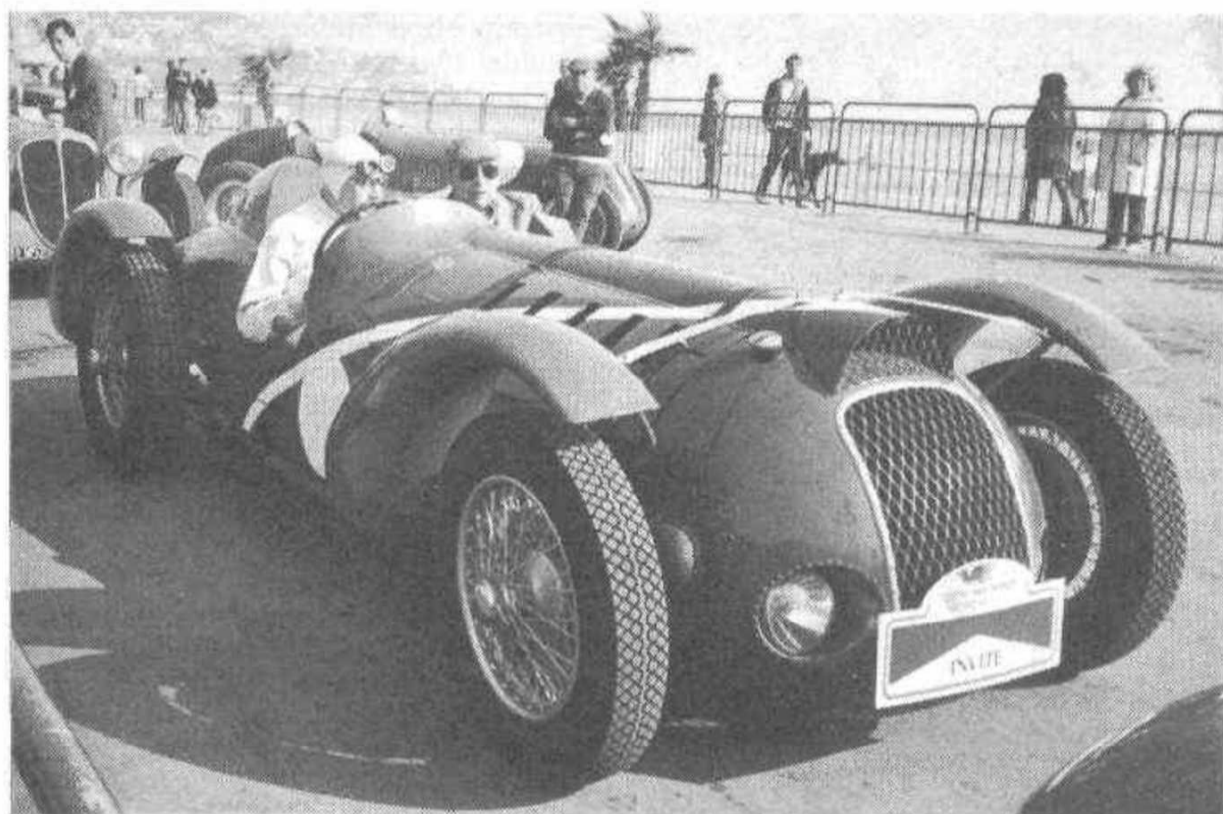
Behind de Angelis the only other cars running at the chequered flag were Mauro Baldi's Spirit-Hart, the Arrows A6s of Surer and Boutsen, Hesnault's Ligier JS23 and Martin Brundle's Tyrrell. Stefan Bellof's Tyrrell had skated off into the dirt at Crowthorne after encountering a braking problem, while Brundle had charged into the right rear wheel of Hesnault's Ligier at Leeukop as he tried to find a way past the obstructive Frenchman. The English novice lost a lot of time in the pits having a new nose section fitted, but at least he was still running at the finish. Small consolation, one might think, being four laps behind those impressive McLaren-Porsches. But on the other hand, at least he managed to keep running: something that Brabham, Williams and Ferrari singularly failed to do out of the leading teams, not to mention RAM and ATS. Patrick Tambay's Renault RE50 ground to a halt in the closing stages as well, the French driver apparently stricken with a repeat of his Brazilian frustration: this time, however, the problem proved to be a faulty fuel metering unit which was consuming his precious Elf petrol at a dramatic rate, preventing him from lasting the full 75 lap distance. He wasn't amused, but then neither were Piquet, Rosberg, Laffite or Fabi. At the other end of the scale, Niki Lauda and Alain Prost looked quietly content, their demeanour shared by their colleagues from McLaren, Porsche, Bosch and Michelin! — A.H.

SOUTH AFRICAN GRAND PRIX — Formula One — 75 laps — Kyalami — 4.104 Kilometres per lap — 307.783 kilometres — Hot

1st: Niki Lauda	(McLaren MP4 2-1)	1hr 29 min 23.430 sec — 206.587 kph
2nd: Alain Prost	(McLaren MP4 2-3) (T)	1 hr 30 min 29.380 sec
3rd: Derek Warwick	(Renault RE50.04)	1 lap behind
4th: Riccardo Patrese	(Alfa Romeo 184T.2)	2 laps behind
5th: Andrea de Cesaris	(Ligier JS23.03)	2 laps behind
6th: Ayrton Senna	(Toleman TG 183B.05)	3 laps behind
7th: Elio de Angelis	(Lotus 95T.3)	4 laps behind
8th: Mauro Baldi	(Spirit 101.1B)	4 laps behind
9th: Marc Surer	(Arrows A6.4)	4 laps behind
10th: Francois Hesnault	(Ligier JS23.02)	4 laps behind
11th: Martin Brundle	(Tyrrell 012.3)	4 laps behind
12th: Michele Alboreto	(Ferrari 126 C4 072)	5 laps behind — not running — fuel feed problems
13th: Thierry Boutsen	(Arrows A6.5)	5 laps behind
14th: Patrick Tambay	(Renault RE50.03)	retired on lap 67 — fuel feed problems
15th: Jacques Laffite	(Williams FW09.3)	retired on lap 61 — rear wheel came off
16th: Stefan Bellof	(Tyrrell 012.2)	retired on lap 61 — off the track
17th: Manfred Winkelhock	(ATS — D7.1)	retired on lap 54 — turbo failure
18th: Keijo Rosberg	(Williams FW09.4)	retired on lap 52 — drive shaft joint
19th: Nigel Mansell	(Lotus 95T)	retired on lap 52 — turbo trouble
20th: René Arnoux	(Ferrari 126 CH.073)	retired on lap 41 — fuel feed problems
21st: Nelson Piquet	(Brabham BT53.5)	retired on lap 30 — turbo failure
22nd: Johnny Cecotto	(Toleman TG 183B.03) (T)	retired on lap 27 — broken suspension
23rd: Philippe Alliot	(RAM 02.01)	retired on lap 25 — turbo failure
24th: Jonathan Palmer	(RAM 01.03)	retired on lap 23 — engine failure
25th: Ted Fabi	(Brabham BT53.2)	retired on lap 19 — turbo failure
26th: Eddie Cheever	(Alfa Romeo 184T.1)	retired on lap 5 — radiator leak

Fastest lap: Patrick Tambay (Renault RE50.03) on lap 65 in 1 min.08.877 sec — 214.492 kph

26 starters — 13 finishers



RENÉ DREYFUS at the wheel of an Ecurie Bleue V12 Type 145 Delahaye in full sports car trim, on the Promenade des Anglais during the recent Nice Grand Prix retrospective.

Grand Prix — History

THIS MONTH'S story was sparked off by a small but interesting happening in the recent Nice Grand Prix retrospective, when René Dreyfus appeared in a 4½-litre V12-cylinder sports / racing Delahaye. It prompted me to do some research into the subject of V12 Delahaye racing cars, and the first thing to do was to re-read the delightful book by René Dreyfus on his racing life (see MOTOR SPORT review, page 379, April 1984) and the book "Delahaye — Sport et Prestige" by Francois Jolly, published by Jacques Grancher, 98 rue de Vaugirard, Paris 75006 in 1981, a well illustrated book in French. These two books, together with my own archives and those of my chums Geoffrey Goddard and Cyril Posthumus, and with Anthony Blight's help with information from the book he is preparing on racing / sports cars of the late nineteen-thirties, enabled me to unravel the interesting story of the Delahayes in the Grand Prix scene in 1938 and 1939, one of which is said to be the car that made its reappearance at Nice recently. The German Mercedes-Benz and Auto Union cars swept the board during the two years under review but Delahaye struggled along at the back of the grid, and without them the Grand Prix scene would have been very sparse.

The Formula for Grand Prix racing that came into force in 1934 was planned to run for three seasons, with a new Formula to be announced for the years 1937, '38 and '39. However, as things turned out the 1934 Formula was extended for an extra year, into 1937 and the new Formula ran for the years 1938, '39 and '40. It specified a maximum capacity of 3 litres for

supercharged engines and 4½ litres for unsupercharged engines, with a sliding scale of minimum weights dependent on the engine size. In theory it was supposed to encourage engines of all capacities up to the maximum, but in fact those firms involved went straight for the maximum capacity, blown or unblown.

For many years the Delahaye firm had been producing very mundane cars and commercial vehicles, with no interest in racing, but as the clouds of the 1929/31 world depression began to disperse, Monsieur Charles Weiffenbach, the owner of the Delahaye firm, was encouraged to pursue a more sporting image for his French cars. Among those who encouraged him were Laury Schell and his wife Lucy O'Reilly-Schell, both of American nationality, he with French origins and she with Irish origins. They lived in France and to all intents and purposes were French.

After producing some cars of a distinctly sporting demeanour, Delahaye came out with a pure competition car in 1936. This was a two-seater sports / racing car with 3½-litre 6-cylinder push-rod overhead valve engine and as the French Federation were about to instigate an active programme of races for sports cars rather than Grand Prix cars, the Type 135 "competition" Delahaye was acclaimed on all sides and proved to be very popular and very successful. Almost at the same time a design project was started for an engine, and subsequently a chassis, for the new Grand Prix Formula. The designer was Jean Francois and he plumped for an unsupercharged 4½-litre power unit, laying out a 60-degree V12 with overhead valves operated by pushrods and rockers rather than the fashionable twin overhead camshafts. The engine made extensive use of light alloys, elektron and magnesium

figuring strongly, the seven bearing crankshaft was carried on roller bearing and lubrication was by a dry sump system.

The first V12 Delahaye appeared on test at Montlhéry at the end of June 1937 and was designated the Type 145. The V12 engine had been installed in a two-seater sports chassis basically similar to the Type 135 sports cars, and it appeared complete with mudguards, lights, wiring, starter dynamo and two seats, as a fully competitive sports car. A week later the Grand Prix de l'ACF was due to be run at Montlhéry, and as in 1936 it was a 500 kilometre race for sports cars. This decision had been taken by the French Federation to encourage French manufacturers, for 1935 had shown quite clearly that the German firms were forging ahead in Grand Prix racing, closely followed by the Italians, and the French were being left behind. While the Type 135 Delahaye had been an attractive car to look at the Type 145 was bizarre to say the least. The aluminium bodywork was sparse and was little more than a skin wrapped round the mechanical components, with little or no thought for aesthetics, while the mudguards were individual streamlined affairs mounted well clear of the wheels and giving the car the look of a particularly evil insect. It was driven in the race by René Dreyfus, but was too new to last more than a few laps.

The French sports car race era was not meant to be permanent, but merely a way of stopping Germany over-running French sport during the 750 kilogramme Formula. There was every intention that France would return to Grand Prix racing with the new Formula in 1938, apart, of course, from the 24 Hour Le Mans event. To encourage French manufacturers to take an active part in the new Grand Prix Formula the Automobile Club de France organised a prize of one million francs for the manufacturer whose car achieved the highest average speed over 16 laps of the Montlhéry road course. After some nail-biting moments, which Dreyfus describes so well in his book, Delahaye won the prize which they shared with Laury Schell. The Schells had formed the racing team Ecurie Bleue and took on the responsibility of the factory racing programme.

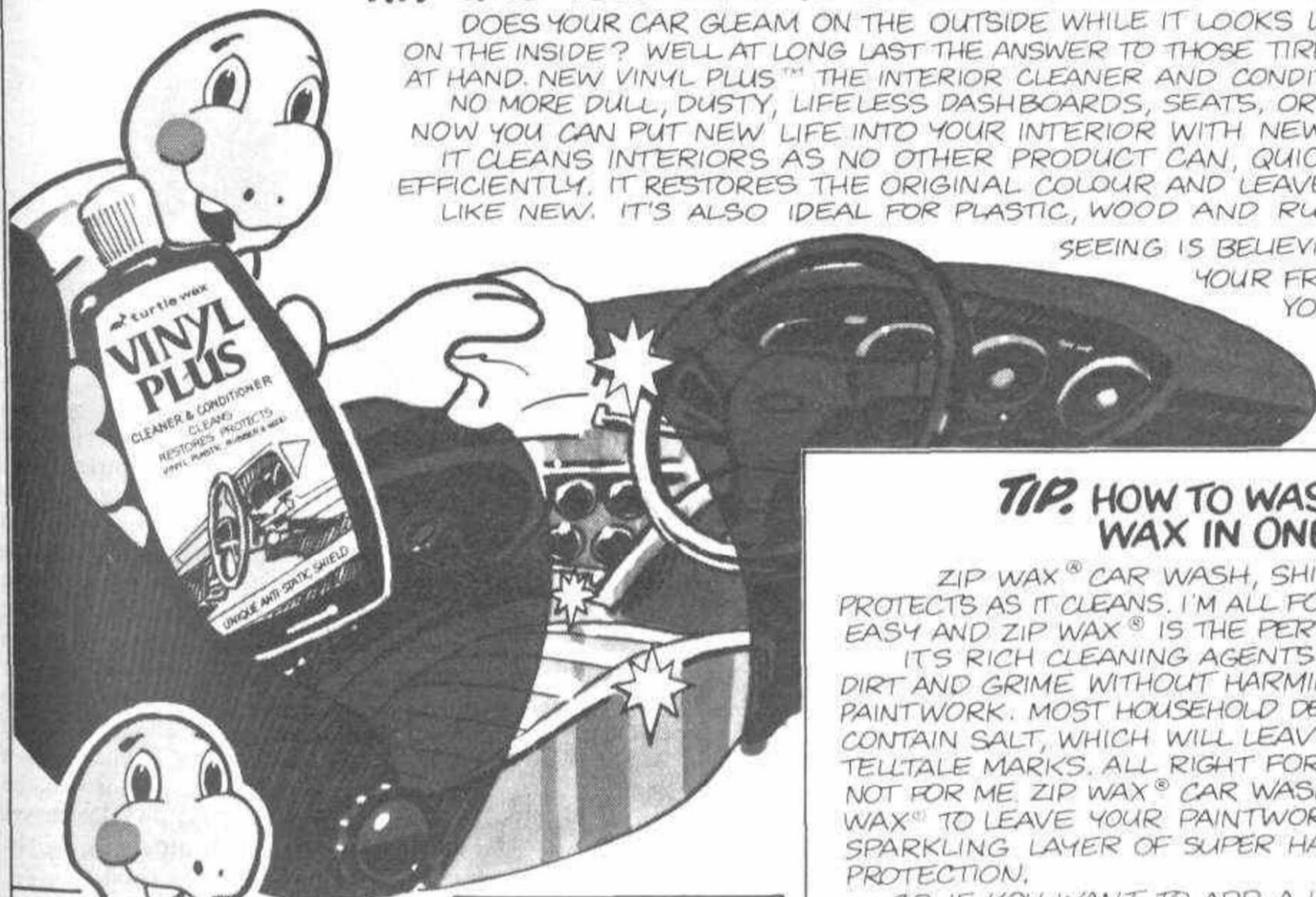
After the success of the new V12 in the "Million Franc" competition, Delahaye and the Ecurie Bleue were well set to start 1938 with the new Grand Prix Formula. The first race was at Pau, on the same circuit that is used for Formula 2 racing today, complete with its four tight hairpins. However, the week before this first Grand Prix event the Mille Miglia sports car race took place in Italy and two V12 Delahayes took part, running with full road-equipment, carrying works mechanics as passengers. Dreyfus drove one car and Gianfranco Comotti drove the other, the former finishing fourth overall, in spite of frequent stops to replenish the radiator with water following a

MORE TIPS FROM THE TURTLE

TIP. GIVE YOUR CAR'S INTERIOR THE KISS OF LIFE.

DOES YOUR CAR GLEAM ON THE OUTSIDE WHILE IT LOOKS LIKE A PIT ON THE INSIDE? WELL AT LONG LAST THE ANSWER TO THOSE TIRED INTERIORS IS AT HAND. NEW VINYL PLUS™ THE INTERIOR CLEANER AND CONDITIONER. NO MORE DULL, DUSTY, LIFELESS DASHBOARDS, SEATS, OR TRIM. BECAUSE NOW YOU CAN PUT NEW LIFE INTO YOUR INTERIOR WITH NEW VINYL PLUS. IT CLEANS INTERIORS AS NO OTHER PRODUCT CAN, QUICKLY AND EFFICIENTLY. IT RESTORES THE ORIGINAL COLOUR AND LEAVES A SHEEN LIKE NEW. IT'S ALSO IDEAL FOR PLASTIC, WOOD AND RUBBER.

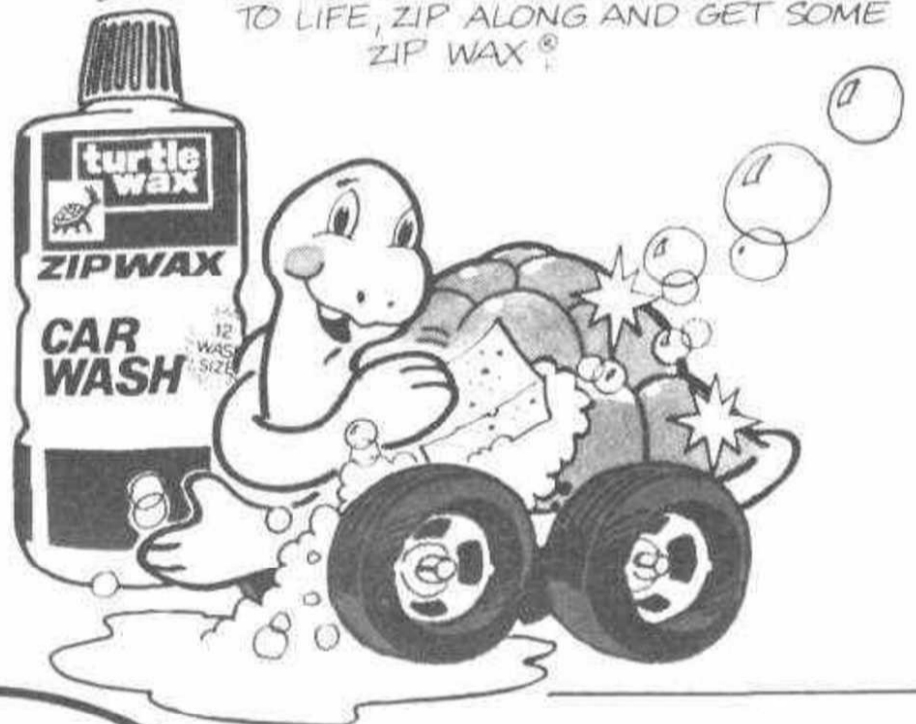
SEEING IS BELIEVING. WHO KNOWS YOUR FRIENDS MAY THINK YOU HAVE BOUGHT A NEW CAR.



TIP. HOW TO WASH AND WAX IN ONE!

ZIP WAX® CAR WASH, SHINES AND PROTECTS AS IT CLEANS. I'M ALL FOR MAKING LIFE EASY AND ZIP WAX® IS THE PERFECT ANSWER. ITS RICH CLEANING AGENTS FLOAT AWAY DIRT AND GRIME WITHOUT HARMING YOUR CAR'S PAINTWORK. MOST HOUSEHOLD DETERGENTS CONTAIN SALT, WHICH WILL LEAVE THOSE WHITE TELLTALE MARKS. ALL RIGHT FOR SOME, BUT NOT FOR ME. ZIP WAX® CAR WASH ADDS TURTLE WAX® TO LEAVE YOUR PAINTWORK WITH A SPARKLING LAYER OF SUPER HARD SHELL® PROTECTION.

SO IF YOU WANT TO ADD A LITTLE SPARKLE TO LIFE, ZIP ALONG AND GET SOME ZIP WAX®.



TIP. HOW TO GLOW IN THE DARK.

LOTS OF PEOPLE THINK THAT IT'S DIFFICULT TO CLEAN THE TRIM. WELL, I'VE GOT NEWS FOR THEM. MY NEW BLACK™ AND SILVER CHROME™ WILL NOT ONLY RESTORE ORIGINAL SURFACES TO THEIR FORMER BRILLIANCE AND COLOUR BUT WILL ALSO MAKE SHORT WORK OF IT.

BLACK CHROME BRINGS BACK THE COLOUR AND LUSTRE TO BLACK RUBBER, METALLISED BUMPERS AND TRIM. THE CLEANING COMPOUNDS REMOVE INGRAINED DIRT AND STAINS, WHILE THE RICH BLACK PIGMENT AND

PROTECTIVE SILICONES RECREATE THE ORIGINAL FINISH.

SILVER CHROME SAFELY AND EFFECTIVELY REMOVES RUST AND TARNISH.

IT ALSO GIVES A PROTECTIVE SILICONE LAYER THAT RESTORES THE SURFACE AND KEEPS THE TRIM BRIGHT FOR MONTHS

LEADING THE WORLD IN CAR CARE



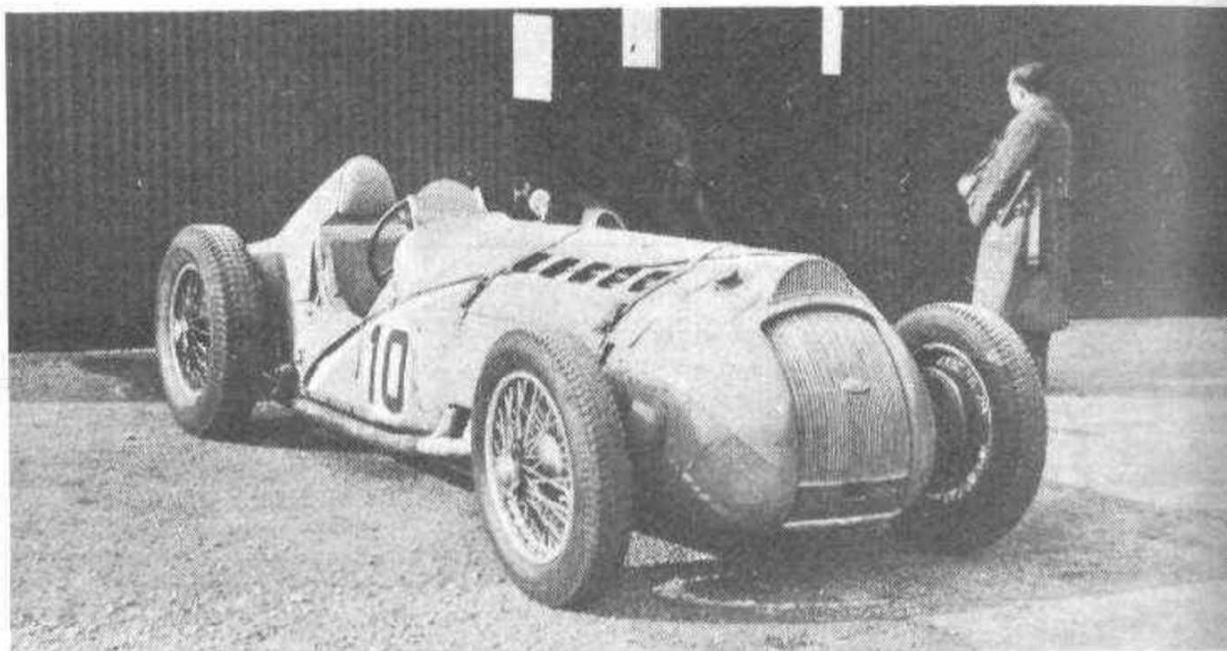
TIP. KEEP DRY ON THE INSIDE.

CHECK YOUR DOOR SEALS BY RUNNING YOUR FINGERS AROUND THE EDGES, IF THE DOOR SEALS HAVE STARTED TO HARDEN USE A RUBBER PRESERVATIVE TO KEEP THEM SOFT. IT STOPS THE WATER GETTING IN.

leak caused by a stone piercing the core. For the Pau race Dreyfus had the "Million Franc" car, stripped of all its sports car equipment, but still with two-seater body and sports car chassis, the driver sitting on the right of the propshaft with a cover over the passenger space. The flexible V12 engine was very suited to the slow twisty Pyrenean circuit and though it had only 250 bhp it was able to match the lap times of the Mercedes-Benz opposition that had over 400 bhp. On such a tight circuit the German drivers could not use the full potential of their engines, added to which the cars were brand new and nothing like perfect. There were two V12 Delahayes on the grid, Comotti with a similar car to Dreyfus, but with a totally different radiator cowling. Two Mercedes-Benz (supercharged 3-litre V12-cylinders) were to be driven by Rudolf Caracciola and Herrman Lang, but just before the start Lang's engine lost all its oil pressure and was withdrawn from the race. This left Caracciola alone to face the two Delahayes, though in practice Comotti had been no real threat.

Fuel consumption was to play a big part for the Mercedes-Benz was going to have to stop at least once to refuel, whereas the Delahaye was planned to run through non-stop. The Mercedes-Benz was running on a special fuel "brew" of methanol, nitro-benzine and acetone and gave off nauseating fumes from its exhaust, so that when Caracciola took the lead Dreyfus was unable to stay in his slipstream due to the fumes, and had to drop back. However, providing the V12 Delahaye ran reliably the outcome was almost foregone, for when the Mercedes-Benz stopped to refuel the French car sailed by into the lead and there was little hope of the German car making up the lost ground. Caracciola was totally dispirited and, feigning fatigue, handed the car over to Lang who did his utmost but it obviously was not going to be good enough. When he had to make a 1 min 20 sec pit stop to have the gear linkage repaired, all hope was lost. A radiant René Dreyfus drove smoothly to victory, Lang being a fighting second and Comotti was third with the second of the Ecurie Bleue cars.

On the face of things France had started off the new Formula on a high note, but anyone with any racing knowledge and sense could see it was a result of freak circumstances and that no way could a deficit of nearly 200 horsepower be overcome. Two weeks later the second race to the new Formula was held, this one being the Cork Grand Prix in the Irish Free State on the Carrigrohane circuit. The entry was abysmal, the only possible opposition to the two Ecurie Bleue cars being a lone Bugatti from the Molsheim factory that arrived late and did only three laps of practice, and was too new to pin much hope upon. The remaining five cars were three sports cars, a 1934 Maserati 8CM and a 1935 Alfa Romeo Tipo B, so Dreyfus had it all his own way.



ONE of the Ecurie Bleue V12 Type 145 Delahaye cars photographed at Donington Park in October 1938 on the occasion of the Grand Prix where it was driven by "Raph".

The Bugatti lasted for 21 laps and then blew up while third. Two Grand Prix races and two victories from the Type 145 Delahaye V12 sounded fantastic, but it was not reality. The next Grand Prix was reality and set the scene for the rest of the season. This was the Tripoli Grand Prix in North Africa, on the super-fast Mellaha circuit.

The Ecurie Bleue took their full complement of four cars to this event, two for each driver, and Comotti had one with a full fairing over the whole front of the car, in what Derek Gardner called "the bluff nose" when he re-introduced the idea on his Tyrrells in the nineteen-seventies. Being 200 horsepower behind in the power race was instantly translated into a similar disparity on sheer maximum speed and the French V12-cylinder cars were hopelessly outclassed. The best they could do was seventh place for Dreyfus.

The Type 145s took a rest from Grand Prix racing to take part in the Le Mans 24 Hour race, and two cars were entered for Dreyfus / Louis Chiron and Comotti / Albert Divo. The cars were fully equipped as two-seater sports cars and had additional headlamps mounted high up on the radiator cowling, making them look even more bizarre. When pressed hard the engines had a bad tendency to overheat and to develop internal water leaks, and the 24 hours had barely begun before Dreyfus was forced to retire with piston trouble caused by overheating. The second car did not last long either and retired with gearbox trouble. It was a total disaster for the works / Schell team and to add insult to injury the race was won by two amateur drivers with a 1936 Type 135 "competition" Delahaye.

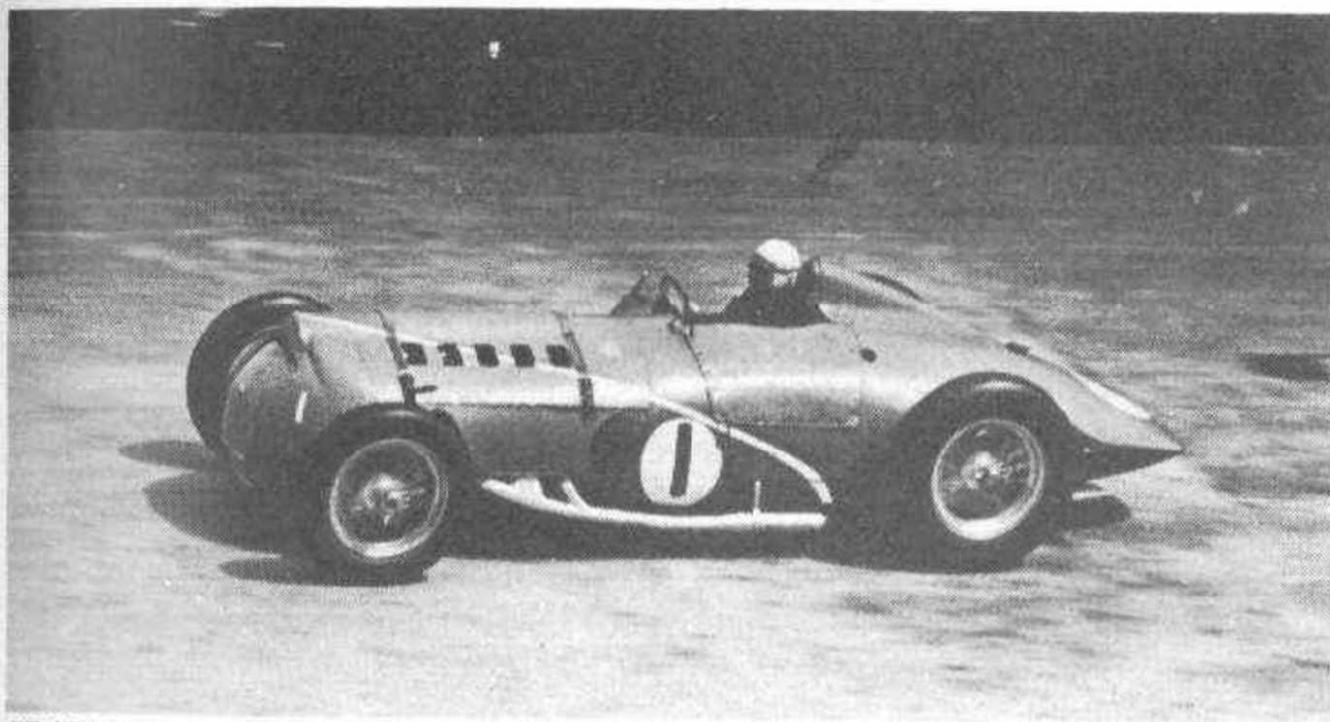
The team should have gone back to Grand Prix racing in the beginning of July, but prior to this the ACF and the committee who managed a national "fighting fund" for financial help to French manufacturers taking part in Grand Prix racing, decided to make a large monetary grant to the Talbot firm, and when Delahaye intimated that they expected to get the same grant they

were told there was nothing for them. "... and anyway, you had a million francs last year..." This incensed Lucy Schell who ran the management of Ecurie Bleue and Charles Weiffenbach and they went to no small pains to point out that they had WON the million, they had not received it as a grant. The upshot of all this was that Weiffenbach and the Schells agreed to boycott the French Grand Prix, due to run at Reims on July 3rd. As this was the first Grand Prix de France to Formula rules since 1935, it was a very forcible slight. The race turned out to be a bit of a farce and a walk-over for Mercedes-Benz, not that the entry of a couple of Type 145 Delahayes would have made much difference to the outcome, but it did not look good.

The dual-purpose Type 145 cars were really meant to be a stop-gap until a proper Grand Prix car was ready. This was to be the Type 155, a pure single-seater, using the same V12 power unit, but with much more sophisticated chassis, suspension and weight distribution. On paper it should have been a huge improvement over the two-seater cars but in fact it did not turn out that way and was something of a Grand Prix disaster. It appeared in practice for the German Grand Prix at the Nürburgring, but did not race and Dreyfus and Comotti had to flog on with the two-seater cars, totally outclassed but scraping into the winnings by reason of their reliability and economy, but the results were false in the overall picture. Dreyfus came home fifth in Germany.

In the first week in August he took a Type 145 in full sports car trim to La Turbie hill-climb just outside his home town of Nice, and went extremely well. His time was 3 min 40.6 sec, which won him the sports category, and also gave him second place overall, a bare ten seconds behind Hans Stuck with the winning Auto Union.

Following this the Ecurie Bleue set off on a Grand Tour of Grand Prix racing, with three races in three weekends. The first was the Coppa Ciano, at Livorno on the Mediterranean coast of Italy. The stripped



"RAPH" driving one of the Ecurie Bleue V12 Type 145 Delahayes on the Brooklands banking in September 1938 during a Campbell Circuit Road Handicap at the Dunlop Jubilee Meeting.

Type 145 cars were used throughout this tour and Dreyfus trailed home fifth in this first event, more due to retirements by faster cars than by speed. The next event was the Coppa Acerbo at Pescara, on the Adriatic coast of Italy, and here there was something of an internal fuss in the Ecurie Bleue. Comotti had been achieving little in the way of success, compared to Dreyfus, and probably felt that the Frenchman was getting all the attention. In the Acerbo Cup he got away ahead of his team-mate and then refused to let him go by. The normally cool and unruffled Dreyfus got a bit upset by this and in his frenzy to get by he wrecked his gearbox and had to retire, leaving Comotti to cruise on to a fourth place. As a result of this Lucy Schell "suspended" Comotti from the third race in this "tour", saying that it was because he had not driven fast enough at Pescara. A nice way of putting it.

The third and final race of the "tour" was the Swiss Grand Prix on the magnificent Bremgarten circuit on the edge of Berne. The French amateur driver Raphael Bethenod de las Casas was co-opted into the team for this event. Although he had done a fair bit of sports car racing he was new to Grand Prix racing, but was steady and sure if not excitingly fast. He raced under the pseudonym of "Raph". The Type 145 cars really were also-rans by this time, but they both kept going and Dreyfus was eighth and "Raph" was 11th. There was little point in going to the Italian Grand Prix at Monza, for both Mercedes-Benz and Auto Union were at full strength now, Alfa Romeo were fighting hard to keep pace and Maserati had produced a real rocket of a car, that could match the German cars for speed, but was desperately fragile. In consequence Ecurie Bleue took a Type 145 in sports car trim for Dreyfus / Divo to the Paris 12-Hour race at Montlhéry, but it failed to last the distance.

As a complete aside from their full and serious European racing programme the Schells entered two cars for the Dunlop Jubilee Meeting at the Brooklands Track, no doubt influenced by the fact that they

had been racing on Dunlop tyres all season! The meeting comprised numerous short-distance races on the banked outer concrete bowl and on the artificial road-circuit that ran across the middle of the area encircled by the banked track, and used one end of the banked circuit. Comotti's suspension had become permanent by now, and "Raph" was the full-time second member of the team, though the entry and programme had been made out for Comotti long before the rift. Cars and drivers were completely out of their depth in these typical British sprint races over 20 miles or so.

A final fling for the 1938 season was a more serious affair. It was the Donington Grand Prix, held on the Donington Park circuit, that Tom Wheatcroft has recently rebuilt and has now brought back to Grand Prix standards and length. There were full teams of Mercedes-Benz and Auto Union, which meant four cars apiece, as well as a lone works Maserati entry, so the underpowered Delahayes had little hope of success. Dreyfus actually drove the Type 155 "Monoplace" in this race, its only race, but it did not last long and retired with a terminal oil leak. From all accounts the engine had performed well in practice, but the roadholding left a lot to be desired and the whole "Monoplace" project was such an abject disaster that Dreyfus prefers to forget about it, and as far as he is concerned he never raced the car, though start photographs clearly show it leaving the line in the wake of the German cars. "Raph" drove a Type 145 two-seater but did not last as long as the "Monoplace", retiring with no oil pressure.

Behind the scenes all was not well in the relationship between the Schells and the Delahaye firm, and the cars were taken away from the Paris factory and based in Monaco, where the Schells resided. Disillusioned about the cost and the poor results, Lucy began negotiations with the Maserati firm for a pair of their supercharged 3-litre straight-eight cars. The Delahayes made only two appearances in 1939 and the name

of the team was changed to the Ecurie Lucy O'Reilly-Schell. At the French Grand Prix at Reims they "toured" around at the back of the race, Dreyfus finishing seventh and "Raph" ninth. In the German Grand Prix on the Nürburgring the "Monoplace" was tried again unsuccessfully in practice, and in the race Dreyfus was fourth in a two-seater Type 145 and "Raph" was fifth in a sister car. While fourth place looked quite good on paper, Dreyfus was actually *two laps* behind the winner, and two laps on the Nürburgring is a long, long way.

That was the end of the road for the Ecurie Bleue or Lucy O'Reilly-Schell V12 Delahayes in Grand Prix racing, for at the next race Dreyfus and "Raph" appeared with pale blue 8CTF Maseratis, and then the war started.

Following on the first appearance of the V12 Delahayes the firm set in motion the production of a road-going version for sale to the public. The V12 engine was basically the same, except that the materials were less exotic, normal aluminium replacing elektron and magnesium, the crankshaft ran on plain bearings, a wet sump lubrication system was used and a single carburettor instead of the three units on the racing engines. The first production V12, designated the Type 165, appeared at the Paris Salon in the Autumn of 1938, bodied by Figoni & Falaschi with a striking two-seater roadster body that was fully enveloping and even covered the front wheels completely. The wide windscreen could be wound down into the scuttle by a sort of rack-and-pinion mechanism. The V12 engine had the same bore and stroke of 75 X 84.7 mm as the racing cars, giving 4490 cc and it was undoubtedly the Star of the Show. A run of twelve cars was planned, but it seems that only four, or possibly five were actually completed during 1939 before the war put a stop to everything.

In 1946 there appeared a V12 Delahaye that was said to be one of the pre-war Type 145 cars that had been rebodied by the coachbuilders Franay. It was an open cabriolet type of body, typically French in its garishness and impracticability, and like so many one-off bodies in those days was really only suitable for Concours d'Elegance gatherings and to be put into a collection. After appearing in Concours with some success, it disappeared into a private collection and was later discovered to be the Pau Grand Prix winning car of 1938, so the story goes. In recent years the Franay body has been removed and fitted to a normal Type 135 six-cylinder Delahaye, and the V12 Type 145 had been rebodied with the stark two-seater bodywork and bizarre mudguards in the form in which the two sports cars ran in the 1938 Mille Miglia, with head fairings for both driver and passenger. It was in this form that it appeared at the Nice Retro, with 79 year old René Dreyfus, as sprightly and debonair as ever, at the wheel. —D.S.J.



Volvo 760 Turbo

In search of an identity?

VOLVO is but the latest company to join the turbo league, and judging by the performance of Thomas Lindström in the opening round of the European Touring Car Championship at Monza last month, is catching up swiftly on "the state of the art". Whilst the turbocharged 240-series saloon shows its heels to the BMW 635 CSi models on the tracks, the similar power unit installed in the 760 has a surprisingly good turn of speed for public consumption. A 60 mph acceleration time fractionally inside nine seconds, and a top speed of 120 mph puts the 760 Turbo into good company, though competition is becoming increasingly tough in this part of the market.

Since the Swedish company announced the 740 model at the Geneva Show (the 7-series with a normally aspirated 2.3-litre four-cylinder engine) we suppose that the 760 Turbo should really be the 740 Turbo, since the real 760 is powered by the 2.8-litre V6 engine shared by Renault and Peugeot. If that's a sign of an identity crisis, so too perhaps is the fact that the power unit is relatively unrefined, and hardly does justice to the comforts of the 7-series.

We know that the Swedes make comfortable, reliable cars which are sound choices for private buyers, but there is no danger that they will ever win any styling awards. The 7-series, announced in 1981, raised a few eyebrows for its awkward, angular looks, the stepped-up C-post trying without success to meet the high line of the boot lid and the abundance of brightwork being quite out of keeping with modern trends. Since the average life of a Volvo is 19.3 years (as the manufacturer is proud to point out), what does not look right from the outset stands little chance of passing the test of time!

Even so, we gather that the 7-series is intended to replace the 240 series eventually and the announcement of the 740 — which is not yet available in Britain — is the first stage of the overlap. The 760 V6 with automatic transmission and the 760 Turbo with a four-speed box and overdrive are priced identically on the UK market at £13,648 and between them picked up 3,100 British sales in 1983, a surprisingly large share of this select market. Sales are continuing to run at the same level in the first quarter of 1984, though the competition is hotting up now with similarly priced models from Mercedes (the 190E with a high specification), the revised Audi 200 injection and the new Saab 16S joining established rivals such as the Jaguar XJ6 3.4, the Opel Senator and the Peugeot 604

GTI.

Volvo has always been a leading Continental supporter of the British parts industry, a sticker on the back window reminding us that "Volvo buys British — £125 million" which probably means that it has a higher British content than some presumed British products from Vauxhall and Ford, which is food for thought. To mention only a couple of items, the 760 Turbo has its four-speed gearbox equipped with Laycock overdrive, only on top gear though, and its Garrett turbocharger is made in this country, as is the intercooler.

Apart from its performance, the Volvo 760 has a good deal of space and a high level of comfort to offer. Standard equipment includes soft leather upholstery, air conditioning, electrically operated windows and sunroof, a Volvo brand stereo radio / cassette, central locking, electrically heated front seats, the power steering you would expect, and a wash/wipe system for the headlamps.

The seats are beautifully contoured for comfort and the red leather in the test car contrasted nicely with the metallic black paintwork, but although leather makes the interior look and feel sumptuous, it does not give much grip and even the driver finds himself sliding down, and forward, on the cushions. In the instrument binnacle (the surface of which reflects strongly in the windscreen on a sunny day) are a 140 mph

speedometer, a tachometer red-lined at 6,000 rpm, even a boost gauge with yellow and red sectors, though try as we might we couldn't get the needle to reach the red sector. Just as well, we soon discovered, since the handbook tells the owner to take his car straight to a dealer if the needle did reach the red, as presumably the wastegate would be jammed! The handbook also warns the owner to let the engine idle before switching off, and not to race the engine from cold, in order to protect the turbocharger.

Contrasting with the very spacious interior, the boot area is fairly limited both by the high floor, accommodating the spare wheel underneath, and by the gargantuan 82-litre (18 gallon) fuel tank. There is, however, a door between the boot and the interior, normally concealed by the wide armrest, so that skis can be carried inside.

The latest in Bosch Motronic electronic injection systems keep control of the big four-cylinder engine, codenamed the B23ET unit. Long stroked at 96 mm, with an 80 mm bore, and with an unusually high compression ratio for a turbo of 9.0:1, the unit develops 173 bhp at 5,700 rpm, and 25.5 kpm of torque at 3,400 rpm. An alloy crossflow cylinder head is installed with a belt-driven single overhead camshaft, and the Garrett T03 turbocharger is adjusted to give useful assistance from 2,000 rpm upwards, with a maximum boost pressure of eight pounds.

Front suspension is the MacPherson strut design while the independent rear suspension uses conventional semi-trailing arms, and gas filled dampers are fitted, those at the rear being self-levelling. Disc brakes all round, ventilated at the front, and power assisted rack and pinion steering are part of the specification, the steering wheel being slightly smaller than in the 2.8 litre GLE.

On paper, then, the Volvo 760 Turbo has an advanced specification to justify its substantial price tag, and although it performs as well as any of its immediate rivals — and better than most — it lacks the refinement and the aerodynamic appeal of the new trendsetters. The drag coefficient is 0.39, and while that may be neither here nor there for the majority of customers it is an indication that the Swedes will remain in the traditional school for the rest of the Eighties, ignoring the challenge laid down by the Germans. Volvo customers are, however, intensely loyal to the make and value the dependable qualities far above appearance. The front air dam, incorporating foglamps, is a concession to aerodynamics, and the stylish alloy 10-spoke wheels with Pirelli P6 tyres do no harm to the overall appearance.

Unlike most turbo cars the Volvo 760's boost apparatus has a pronounced whistle which is very noticeable at low running speeds, though not offensive in any way, fading out at higher revs. In urban conditions the 760 is extremely impressive, rocketing away from the lights if required,



WIDE SEATS can be leather-covered if desired, though they become rather slippery. Straightforward instruments are easily seen, but fresh air is not available with the heater on.

though on damp roads the back wheels break adhesion rather sharply when the turbocharger is chiming in strongly, at 2,500 rpm. Restricted to 3,000 rpm there is no trace of the harshness coming from the engine further up the range, though on overrun some quite pronounced vibration comes back through the pedals.

Although the power unit is evidently a large "four" in the 3,000 to 5,500 rpm range, it settles down very nicely on motorways. With overdrive geared at 26 mph/1,000 rpm the legal cruising speed is reached at just 2,700 rpm, and even with the rev-counter creeping over 3,000 progress remains very serene. The overdrive unit can be engaged and disengaged smoothly if you judge the revs precisely, but a half depression on the clutch pedal makes sure of a clean change, remembering past experience with TR sports cars and the like . . . but they had overdrive on second, third and top gears, truly a ratio for every occasion. The Volvo does not need overdrive on second, but the availability on third during overtaking would have been appreciated.

The 762 Turbo has a surprisingly sporting demeanour, finding just the right compromise between that of a luxury saloon and an enthusiast's car. The ride is a little firmer

than that of the 760 GLE V6, deliberately so, but remains extremely acceptable. The trade-off is a car that handles well approaching its limit, initial body roll not developing into anything dramatic. The steering is quite precise and not too light (though the steering actually creaked when asked for full lock at parking speed) and the car responds to quick driving on non-motorway roads.

Our overall fuel consumption of 21.2 mpg (two tanks, both in the 21 mpg bracket) was rather disappointing, though it included several journeys across London, and we suspect that a much better figure would be returned if we had not commuted across the capital. The touring range, therefore, is little better than 360 miles despite the enormous tank, and the last two gallons take an age to trickle in.

The Volvo 760 GLE left us with rather mixed feelings, well short of the admiration that an Audi 200 arouses. What it lacks in styling and refinement it makes up in travel comfort, quality and retained value, and, like the Peugeot 505 GTI that we appraised last month, it has to be judged more as the model with which Volvo hope to retain customers with sporting instincts than as an outright contender in the high performance luxury car class. — M.L.C.

Extended testing

ROAD tests, usually, are a matter of cramming as many miles as possible into a seven-day loan period and hoping that all the virtues, faults and foibles will be uncovered. So it is possible to miss the fact that the heating system may not be much good if we test the car in the summertime, or that the ventilation is poor if the test is carried out in the depths of winter!

As we mentioned in our Golf 2 appraisal in March, Volkswagen loaned out no fewer than 100 cars for a period of two months, which gave us a much better opportunity to learn all about the car. After 3,000 miles in a 1.6 GL we remained very pleased with the Golf in almost every aspect, finding that it returned 32.52 mpg overall and used just half a litre of oil.

Fuel consumption has never been worse than 30.56 mpg or better than 33.92 mpg, which isn't bad since most of the mileage involves commuting from Oxfordshire to the City of London each day in the least possible time. The larger sized fuel tank, with 55-litre capacity, rarely takes more than 45 litres of two-star, by which time the fuel gauge is sinking into the red, but allows a range of 300 to 340 miles.

The speedometer is a full 10% fast, making an indicated 80 mph on motorways almost legal and certainly relaxing with the "overdrive" fifth gear, labelled as the Economy gear.

It was, perhaps, a little ambitious to use the word "flawless" to describe the Golf 2 though we remain convinced that the design has ironed out all the criticisms of the Golf 1. The direct-acting servo brakes are much more positive than before, the car is quieter and more comfortable, and carries its occupants and their luggage with greater ease.

Longer acquaintance has strengthened our dislike of the heating / ventilation



SAME mixture as before, but better. Though similar to its predecessor in appearance and specification, Golf 2 is usefully better in most respects, bar ventilation.

system, which warms the car extremely well but cannot ventilate at the same time! There is no option to having warm air (or no air at all) coming out of the fascia vents when the heater is on a warm setting, so you must either have cold feet or drive with a window open.

Tyre noise is fairly marked on all but the smoothest surfaces, and the dashboard now creaks loudly on bumpy roads, particularly in the first mile from cold when the automatic choke makes the engine "hunt" and sends tremors through the body, so there is some more work for VW's engineers to carry out during the life of Golf 2.

Our Audi Coupé Injection has recorded 10,000 miles in nine months (most of the last eight weeks dormant while we drove the Golf 2) and continues to be a very impressive GT car, better value for money perhaps at £9,800 than the Golf GL is at £6,700, relatively speaking. The 2.2-litre five-

cylinder engine has never given a moment's trouble, though after two weeks at rest last autumn the car suffered from a totally flat battery. . . even the clock stopped. This one-off occurrence was traced by Marshall's of Reading to the boot not being shut properly, allowing the lamp to remain on. It seems to be a common fault that the boot release catch in the offside doorpost must be pushed home firmly in order for the catch to work, having a weak return spring.

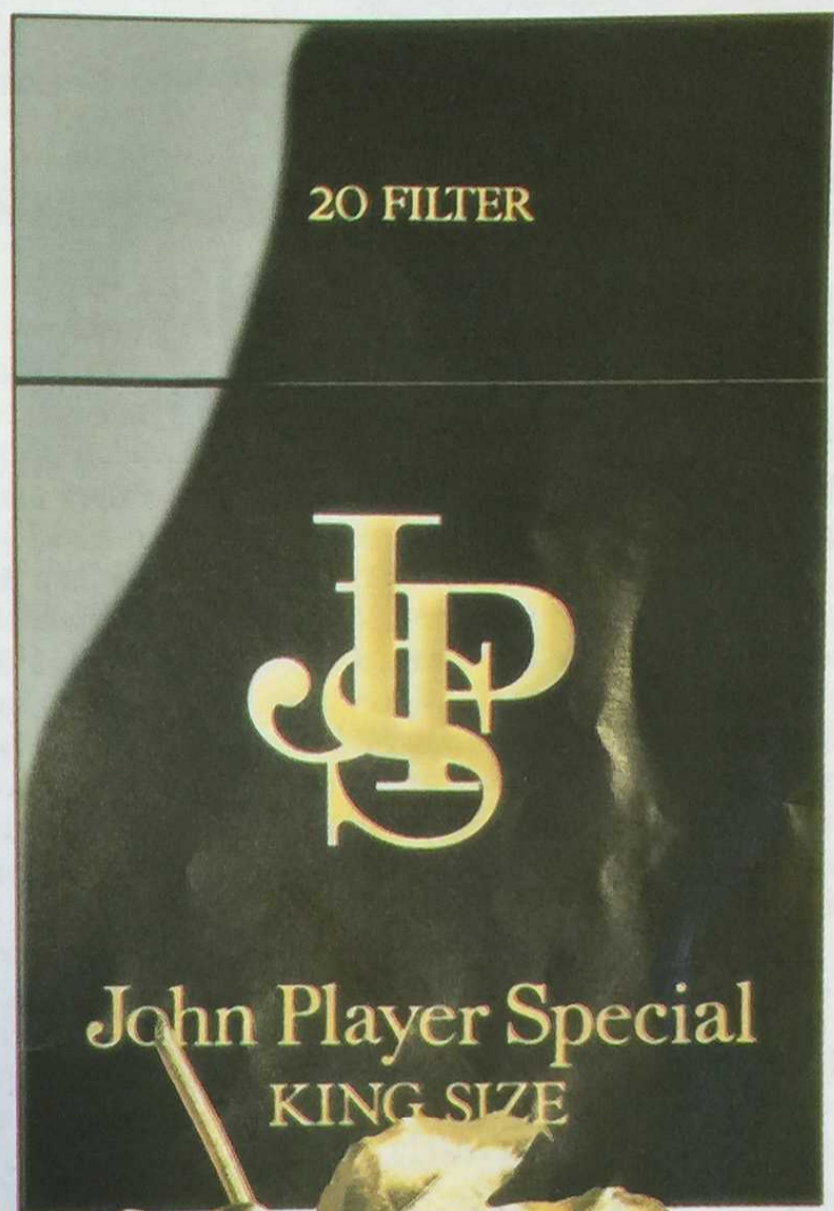
The Coupé, with a 130 bhp engine, is about 4 mpg thirstier than the Golf GL returning 26 to 30 mpg in similar conditions, though using a litre of oil per 2,000 miles. There were no notes for Marshall's at the 5,000 mile (first) service, though they found that a rear foglamp bulb had failed, and at 10,000 miles they adjusted the headlamp main beam downwards, tightened the alternator belt and adjusted the clutch, which has been rather fierce from new. The bill for that was £78.35, which seems reasonable for the first 10,000 miles in the life of a car.

Performance is good for this class of car with a 0-60 mph time of 8.6 seconds and a maximum speed of 122 mph, the smoothness of the five-cylinder engine being a prime virtue, and despite the apparent drawback of having this lump ahead of the front wheels the Audi Coupé does not understeer to a marked extent.

Despite its GT appearance the Coupé is not cramped for space, having as much room inside as the 80 saloon, both on the same 100-inch wheelbase floorpan, so an owner wouldn't need to sacrifice the comfort of his / her family for a bit of style. Ventilation in the Audi Coupé is good, the centre pair of vents always distributing cold air, and we'll just have to hope that this virtue isn't cancelled out when the model undergoes a Cx-cheating facelift this autumn. — M.L.C.



Black in the beginning



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MIDDLE TAR As defined by H. M. Government
DANGER: Government Health WARNING:
CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH



Mastering the rally art, with Culcheth

IF you believe that rally drivers are created rather than made then the thought of Rally Schools is probably a complete anathema. There isn't a rally driver in today's World Championship who owes his success to any form of schooling. The skills have been learnt the hard way, the years of experience fine-honing natural instincts of car control.

That is the simplistic way of looking at the phenomena of rally schools, there being at least four in the UK alone, each offering varying levels of competence and instruction. The idea of rally schools took off in the seventies when Ford ran its successful series of training days, which not only encompassed driving but such skills (ones which can be more effectively taught) as navigation, map reading, co-driving technique and car preparation. Even before Ford arrived on the scene, Rauno Aaltonen was holding regular driving seminars, and to our knowledge still does.

However, one of the leading instructors of the front running Silverstone-based Stage School views the concept of teaching rally drivers the basic skills from a completely different angle. "What other sport can you go into without any training?" asks former British Leyland works driver Brian Culcheth. It is a valid question, and during our visit to Stage School, 44-year-old Culcheth made it obvious that although he would be more than pleased to find a new star of British rallying (in fact he thinks he could have found one), he stresses that the whole *raison d'être* for the school is to teach not only newcomers basic skills, but to offer more advanced courses to those with competitive miles under their belt.

Prices start from £95 for the basic day course (£75 with your own car), and with more than 350 pupils having already visited the school since it opened its doors in October, 1982, it is fair to say that not all the students have been (or want to be) a budding Hannu Mikkola. Many just take the course to learn such basic skills as how to control a slide, and a surprising number turn up courtesy of their wives — a visit to the Stage School apparently a popular birthday present.

The week before our visit, Culcheth and another part-time instructor (former driver Andy Dawson) had been guiding 24 members of the Institute of Advanced Motorists through the mysteries of skid control, handbrake turns and powerslides. "They wanted to see how rallying compared with the very smooth style that the IAM encourages," explained Culcheth, "so we told them to forget all that. Rallying is hooliganism with a motorcar!"

The IAM day was arranged as a taster for what could be achieved, Culcheth never ceasing to be amazed as to how high a percentage of his pupils believe that once a car goes into a slide then the next thing it does is overturn. "It's a useful leader for people who want to improve their confidence," he says.

Expanding the school into teaching road driving skills is something for the future (Culcheth has already mapped out a road course), but the most immediate development is the ability to offer specialist four-wheel drive courses. With an ever-increasing number of rally cars built in four-wheel drive form the school now has

FORMER works British Leyland rally driver Brian Culcheth is now the leading instructor for the Silverstone based Stage School. He last drove competitively in 1978 for Opel when he was an easy winner of the Group 1 category in the British Championship. However, he did come out of retirement in 1982 to win the RAC Golden Fifty in a lovingly restored Mini Cooper S, the type of car which he first made his name.

the use of an Audi 80 Quattro in which pupils can be taught how to deal with the more advanced and specialist problems such as left-foot braking.

The administration of the school is looked after by former motoring journalist David Hardcastle who operates from one of Silverstone's purpose-built industrial units. The tuition is held at a disused airfield, literally within earshot of the race circuit but closer to Culcheth's home near Brackley. Pure rallying enthusiasts are not enamoured by the fact that the school is held on the wide open spaces of an airfield, feeling it has little relevance to driving through the confines of a forest, but Culcheth is adamant that it is important to have plenty of room in which to develop techniques. Apart from personal preservation (Culcheth rides with each pupil) he feels that having space in which to make mistakes helps confidence. With nothing to hit, people are more inclined to push themselves to their limit, and beyond. Also an airfield perimeter road is less likely to damage a car than a forest track.

The school has two Mk. 2 Escort RS2000s, and to use one of these on the standard course costs £95 (including tuition, plus a £50 deposit which is returned within ten working days providing no damage has been caused. For the beginner Culcheth feels it best if they use their own car as they are obviously more familiar with the lay-out, and their own car may react entirely differently to an RS2000.

After an hour's theory at the Silverstone offices, pupils drive to the airfield venue where Culcheth first advises on slide control with each pupil driving in turn with him alongside. The second driving session involves building-up technique and confidence by taking a high speed slalom course through a series of plastic cones. Braking and handbrake turns are also covered.

After a lunchbreak (the school has a double decker bus converted into a hospitality unit permanently at the airfield) comes instruction over a two mile special stage. This stage has fast and slow bends as well as three different surfaces, Culcheth first driving each pupil through. Pupils then drive the stage twice themselves, with or without the instructor. Three hours are put aside for the special stage, and afterwards there is a de-briefing and advice on future steps in the sport or road driving. Each pupil receives a certificate of merit, the diploma designed in such a way that the more sensitive can-tear off Culcheth's pithy comments at the bottom!

Culcheth does not belong to the aggressive school of instructors who feel that yelling and shouting is the best technique, instead preferring a firm but gentle approach. "There are ways of telling someone he's a wally without upsetting him" he says.

The next step is the Advanced Course which costs between £140 and £225 per day, depending on whether there are one or two pupils (the maximum is two per session), and if a school car is used. This course is specifically designed for a driver who has reasonable experience of loose surface driving, but wants to discover any faults in technique or work on a particular problem. Although the advanced course also begins with a discussion at Silverstone, the rest of the day at the airfield has no set formal programme, the flexibility enabling a pupil and the instructor to spend time on a specific problem area. Topics which are usually covered include braking, brake balance, and pace notes.

The most famous graduate of the school is former downhill ski star Konrad Bartelski, the catylist who got the school off the ground. Culcheth had for some time been mulling over the possibility of organising a rally school when he was approached by Rothmans. The cigarette giant had the idea of trying to see how well a sportsman from a different field would cope with rally driving. In many ways it was a pure publicity exercise, but Culcheth warmed to the idea. Although somewhat sceptical at the outset he soon came to respect Bartelski's competitive instinct, and his will to succeed.

"Of course, ski-ing does have a number of parallels with rallying," explains Culcheth. "You need quite a lot of courage and the ability to be able to start instantly. When you come out of that ski gate you can't have

three poles to warm up. You've got to be there straight away. It's the same with rallying. You don't get three corners to warm up. You've got to get in there and sock it to them!"

Culcheth found the skier a willing pupil, and before the scheme was finally put aside Bartelski had managed a seventh place on his first international rally as well as a class win on a British international. These results went a long way to silencing the sceptics, but Culcheth feels that the project was dropped at the wrong time:

"It's difficult to say how far he would have progressed. For someone who just stepped into the sport he really was good. Compared with others I've been taking for long periods he was just streets ahead. But whether there was that final bit is difficult to say. In the end he just didn't have enough competition experience. He needed a big company machine behind him."

In his typically methodical way Culcheth keeps a record of the type of cars which his pupils use on the road. Heading the list is the VW Golf followed by Ford Escorts, BMWs and Porsche, underlining the fact that all those who pass through his hands are sporting drivers. In his experience Culcheth found that it is the latter two groups of owners who leave with the most deflated egos!

"The most frustrating thing about the whole operation is the number of people already rallying who are completely up the wrong path with their technique. If only you could get them to come in the early days then I'm sure they'd progress," explains Brian.

The most common problem is setting up the car correctly for a bend, and then being able to balance it on the throttle through the corner. "They've read in all the books that

you have to drive round corners, but what the books don't tell you is that you've got to get into the corner in the first place. They think that as soon as you've finished braking then you bang on the throttle, and it will go round the corner quite happily. The other theory is that power will get them out of trouble. We've had guys go through the fence with the power still on. They just don't lift!"

However, the satisfaction of being able to pass on some of his considerable knowledge far outweighs the frustrations of the job. The last major successes for Culcheth came in 1978 when he won the Group 1 category on all seven rounds of the British Open Championship in an Opel Kadett. He started rallying in 1960, and achieved his first major international success in 1963 when he won his class on the Monte Carlo Rally in a Mini. Over the years he has driven some of the fastest Cooper S's, Triumph Dolomites and 2.5PIs (he was runner up to Hannu Mikkola on the epic 1970 World Cup Rally) as well as Marinas for British Leyland, so his experience in both front-wheel and rear-wheel drive cars is extensive. He's not afraid to admit that he has limited knowledge of four-wheel drive (although judging by the way he threw around an 80 Quattro during a demonstration of the school facilities he's learning fast), and brings in other drivers with more experience in this field to impart the specialist knowledge. Culcheth has always had an infectious enthusiasm for rallying, and although he doesn't approve of some of the more commercial influences in the sport today, he still has an urge to pass on his knowledge to newcomers. He makes an excellent tutor, and his involvement in Stage School is one of the major reasons for its continued success. — M.R.G.

4 wd Metro début

AUSTIN ROVER'S prospective Group B rally car, the four-wheel drive MG Metro 6R4, made its public competition début on the RAC National Championship York National Rally on the last Saturday in March. Driven by Tony Pond, the V6 Rover engined Metro (see April MOTOR SPORT) led comfortably after setting fastest time on the first eight stages of the one day, 11-stage rally, but retired after an alternator fire.

At this point Pond led by more than two minutes, but even if he'd finished all the stages he would not have been classified as a finisher. Pond's commitment to drive a GpA Rover Vitesse in the British Saloon Car Championship meant that arrangements had been made to helicopter him from the finish of the final stage to Silverstone. He at least had the consolation of winning this race.

Victory on the York National went to reigning British Champion Darryl Weidner who was debuting a turbocharged engined Audi 80 Quattro. The four-door saloon is fitted with a 320 bhp engine from a Quattro coupé.





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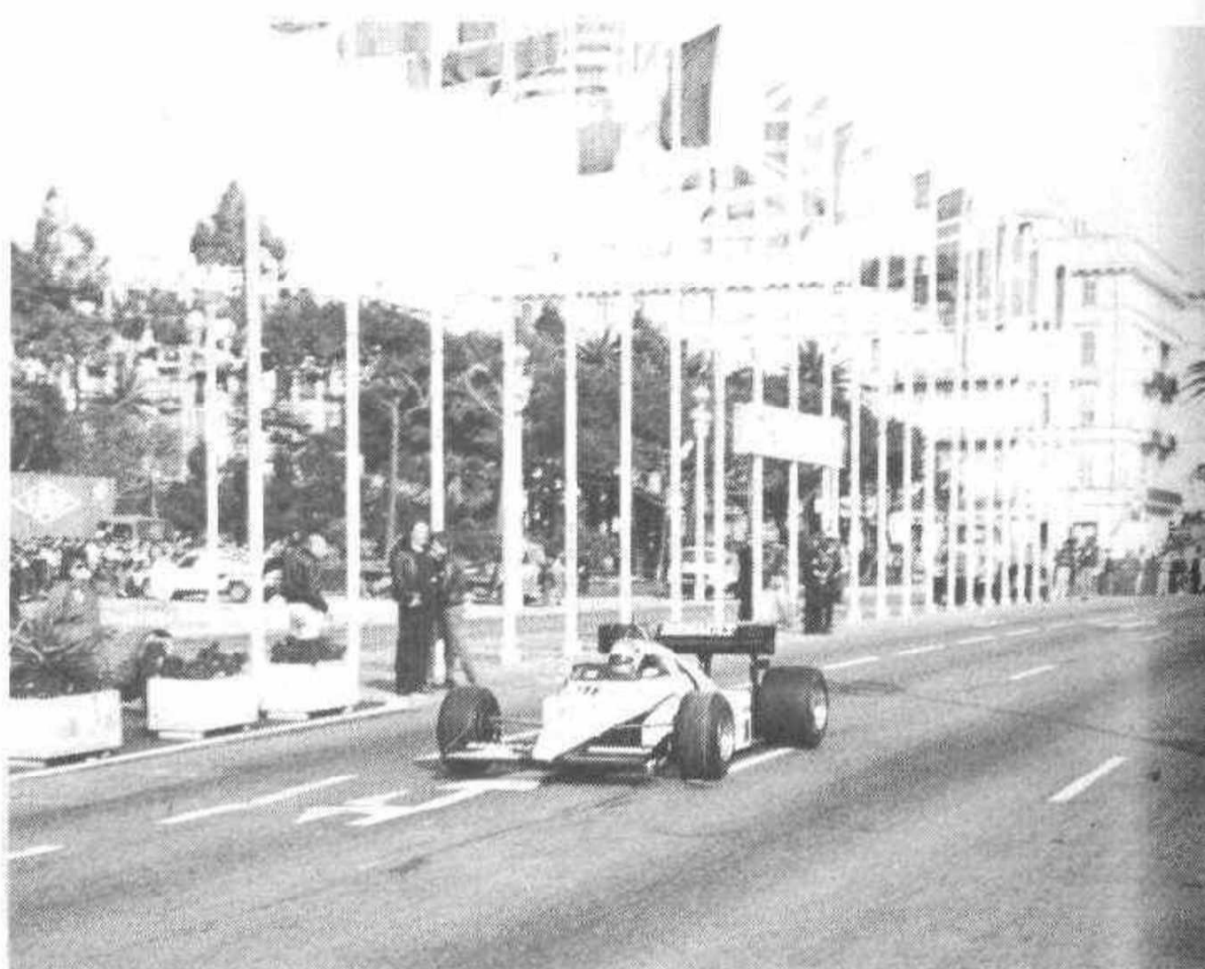
MINI
THAT STAYS IN GRADE



Retro Grand Prix de Nice

NICE RETRO was held in conjunction with the town's 100th anniversary of their annual carnival. The motor racing bit was to commemorate the Nice Grand Prix held in 1932, 1933, 1934, 1935 and again in 1946 and 1947. Nice was one of the earliest Grand Prix events *after the war*. Not *the* earliest, that honour went Paris, but it was *one of the* earliest. The circuit was T-shaped with the Promenade des Anglais dual carriageway forming the cross-bar of the T. The stalk went into the town and back again. As the French think that the motorcar was invented in 1884 they also used the occasion to celebrate the 100th year of the automobile. The rest of the world are celebrating the 100 years *next* year, 1985!

In reality this jolly — Nice Retro 84 — was a nice excuse for the collectors, the dealers and the "old boys" to have a re-union and play with their old Grand Prix cars. A nice bit of harmless fun for everyone. — D.S.J.



PATRICK TAMBAY "demonstrated" the RE50 Renault Formula 1 car, the 650 bhp projectile accelerating impressively along the sea-front. He also executed a neat spin at one of the hairpins!

BRM cars never competed in the Nice Grand Prix but that did not stop the organisers inviting Tom Wheatcroft to "demonstrate" his Mk. 2 BRM V16 from the Donington Collection. The sound from its 16 short exhaust stubs brought a new dimension to the Mediterranean sea-front.



ANOTHER famous old gentleman in the "demonstrations" was Luigi Villorosi who won the Nice Grand Prix in 1946 and 1947 with a Maserati. He is seen in the factory Alfa Romeo 159 which he drove for the first time in his life, having raced against the Alfa Romeo team in their heyday.

LM11 arrives, named Montego



AUSTIN-ROVER's management has been telling us for long enough that "LM11 is not just a stretched version of the Maestro", and now that the model range is announced, with the name Montego, we can see that the claim is true. An extra 2.3 inches on the wheelbase brings the measurement up to 101 in (most of it allocated to rear seat legroom), and the separate boot is some 80% larger than the Maestro's hatchback version. Revised power units, the most interesting being the MG version's two-litre rated at 117 bhp, take the Montego right out of the Maestro's class and gives the Austin Rover Group a strong contender in what the marketing men call the upper medium car sector which accounts for 27% of the British market, estimated at 483,000 registrations last year.

You have to cast your minds back two decades to the era of the Austin Cambridge and the Morris Oxford to recall when BMC, as it was then, had a major share of the medium capacity family car market. The Ford Cortina knocked those ageing models from the charts and they were never properly replaced, since the Morris Marina and the Austin Princess failed to sell in high volumes, and the Rover / Triumph saloons were too far upmarket to challenge the Cortina head-on.

The reshaped, competitive and commercially aggressive Austin Rover Group now presents a serious challenge to Ford's dominance, which is already looking a bit wobbly under pressure from Vauxhall. Harold Musgrove, the group's chief executive, and his team decided that the Montego should feature a proper boot, demand for the so-called "three box" design still being as strong as ever, and the end result is a family of models ranging from the

1.3-litre Montego to the two-litre, fuel injected MG. ARG's prediction is that the 1.6L will be the most popular version, the revised engine now developing 86 bhp at 5,600 rpm. Linkage to the VW five-speed gearbox is revised, and improved compared with the Maestro's system, and the two-litre models use new Honda five-speed transmissions which are outstandingly slick, the MG having a close-ratio version.

The A-series "base" engine has the familiar 1,275 cc capacity, but has been further improved with the development of electronic engine management, consisting of breakerless ignition and an electronic SU carburettor fuel system. This, dubbed the "thinking carburettor", is controlled by micro-processors which reduce the automatic choke application, control the idling speed and shut off the fuel on overrun, resulting in significant improvements in economy. The power unit gives 69 bhp, as it does in the Maestro.

The 1.6-litre engine is virtually a brand-new unit with thinwall castings, a five-bearing crankshaft, and a belt driven overhead camshaft. The cast-iron cylinder head features Weslake combustion chambers, and the main attributes claimed for the unit are good torque and economy. The 0-series two-litre engine is also revised, now having a single carburettor without any loss of power as compared with the twin-carburettor arrangement seen in the Rover. Both the 1.6 and the two-litre have knock sensors which are extremely sensitive, to the point of being able to retard the ignition on one cylinder. The MG version develops 117 bhp, compared with 104 bhp for the carburetted engine, aided by a new Lucas electronic engine management system which includes fuel injection.

Montego's suspension and brakes are much the same as Maestro's, and the new model needs servicing at 12,000 mile intervals. With 11.7 gallon fuel tanks a good touring range is assured, aided by the low rolling resistance Dunlop Denloc tyres which further improve the economy factor; the worst consumption figure seen on the comparative charts is 27 mpg in the urban cycle, for the MG, the best being 53.3 mpg for the 1.6L at a steady 56 mph, and while we cannot pass judgement on economy on the basis of a test run, we will assume that they do meet Austin's usual standards for economy.

Although 60% of the Montego's body pressings are the same as on the Maestro, and notably the scalloped doors which keep the distinctive family resemblance, much of the new model has a fresh look. The frontal styling is quite different, this being only the second European model, after Mercedes, to hide the windscreen wipers when they're parked. The roofline has been extended and the glass area increased with the addition of a sixth light, resulting in a minimal loss of view on account of pillars. Most of the eight versions in the range have a drag coefficient of 0.37 but the MG, with a deeper air dam and a spoiler across the boot, reduces this figure to 0.35.

ARG launched the Montego range to the European Press in southern France, the Alpes-Maritimes providing a route that tested the brakes and suspension quite thoroughly. Our favourites, at the end of the day, were the 1.6L and the MG, since the power steering on the 2.0 and Vanden Plas models was just too low-g geared for that sort of work. In England, on home ground, we might come to a different conclusion.

The 1.3 and 1.6 versions *ordinaire* have four-speed transmissions, which we did not try, but the 1.6L five-speed turned out to be a torquey and willing car with a claimed top speed of 102 mph. On the hills the new 1.6-litre had a fairly pronounced engine or exhaust boom when working hard, but it was satisfyingly fast, handled extremely well, and the disc / drum brake system was satisfactory.

The Vanden Plas two-litre we drove had a fairly pronounced camshaft whine and a low-pitched gearbox whine, which together made the example sound fussy, though this may not be typical of the model. The extra performance would have needed a stopwatch to confirm, and we felt that you'd need the MG version to enjoy the extra power. With a claimed 0-60 mph time of 8.9 sec the MG is a fairly rapid family car, competing with the Vauxhall 1.8 SRi quite strongly, though not up to the Sierra XR4i standards at the moment . . . maybe later, when a turbo version comes along.

Without pre-empting a full road test, we'd say that Austin Rover have come into this market sector with a really good family car range, which is likely to earn them a good share of the sales potential. — M.L.C.



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Road Impressions

THE VAUXHALL NOVA 1.3SR

THE Budget having encouraged more economical cars it was, I suppose, not inappropriate to replace our fuel-demanding Alfa 6 temporarily with a Vauxhall Nova, which, relating this to the MOTOR SPORT readership, Luton's efficient PR Department made the top-model 1.3SR model. First impressions, London to Wales, were that this was another reasonable substitute for many of the qualities one looks for in a large car and most certainly that General Motors' smallest felt more like the average small car than a super-mini.

It lacks little in speed under UK limits, has very good acceleration for a 1.3-litre car, and the comfort of the seats, the generous glass area, the pleasantness of the five-speed gearbox (except when it balked when bottom gear was needed) and road-holding and cornering above the norm, even for a FWD configuration, made the miles roll by more easily than in many previous small saloons. The Nova has the convenience of the hatchback in this three-door model, coupled to the now-expected 40/60 folding back seat facility, and the turning circle is notably small for a FWD car, in spite of the pedals not being offset. There is even room to park one's "off-duty" foot to the left of the clutch pedal.

Initial criticisms were confined to the inability of the rear suspension to absorb road shocks without a very noticeable thump, the impairment of driver vision at junctions due to thick screen pillars, and the irritation of an exposed steering-column joint that tried to push my left foot off the clutch pedal if this were being depressed on a right-turn. Later, my wife's eyebrows were raised by the blending of a red internal body finish with brown-and-beige check tweed seat upholstery, but that would be a matter of choice, as Vauxhall offer a wide range of colour combinations.

Although this is a three-door car, the very wide doors, with not quite adequate "keeps", make entry to the back seat easy. This is intended to be further facilitated by plated rails on which the bottom anchorages of the seat-belts slide but this was to some extent negated because the belts were reluctant to retract automatically into the pivoted arms that "offer" them to the front-seat occupants. They were also the most awkward and stiffest belts I, as a driver, have so far encountered, and if you have to belt-up, at least let it be easily accomplished. However, this is a lesser evil than the inconvenient headlamps dipping on the Fiat Uno 70S and, as you dip more often than you belt yourself in, the Nova is ahead here. I soon got used to the seat-belt but it was awkward always to have to use the key



to open the full-length hatchback.

Having said that, I have almost nothing but warm praise for this GM super-mini. It provides very good performance for its compact size, feels, as I have emphasised, larger than its dimensions, is extremely willing and jolly to handle, and runs quietly, only a little more obtrusive from engine roar on a Motorway, but even then quite "live-with-able". Wind noise is commendably low and at a cruising speed of 60 mph this must be about the most refined in its class. The highest ratio of the 5-speed gearbox is an extra speed rather than an overdrive gear, and can be used to reduce fuel consumption without any accompanying shortcomings. Reverse gear engages easily. Once on the move the manual steering is light, with good castor-return. The test car was well suited to its 155/70 R13 75S Michelin MX-L tyres. The heating, ventilation, and instrumentation are exemplary, the latter with very clear-to-see orange needles on black dials, for fuel, heat, oil-pressure, charge and with the same colour needles for speedometer and tachometer, and the hands on the quartz clock lower on the panel. There are two chunky stalk controls, with lamps and turn-indicators from the 1h one, wipers on the right. The engine needs the choke, rather awkwardly angled from the fascia, for cold starts; it can be run up safely to 6,600 rpm. This neat alloy cross-flow head ohc 75 x 73.4 mm (1,297 cc), 70 bhp transverse power-unit has the edge on performance over the recently tested Fiat Uno 70S of about one mph (to some 103 mph top pace) and about 1½ sec on the usual 0-60 mph assessment, but I would say the Fiat has more "character", being in the cheeky mould of the Turinese small-cars. But the Nova is great fun to drive and the SR is the sporting version, evidenced by the deep front skirt, making it look like a Victorian aunt afraid to show her knees, and the neat rear spoiler. The number plates are high set, to avoid the worst of the dirt. The SR's up-rated suspension can be felt on bad roads, causing some body rattle.

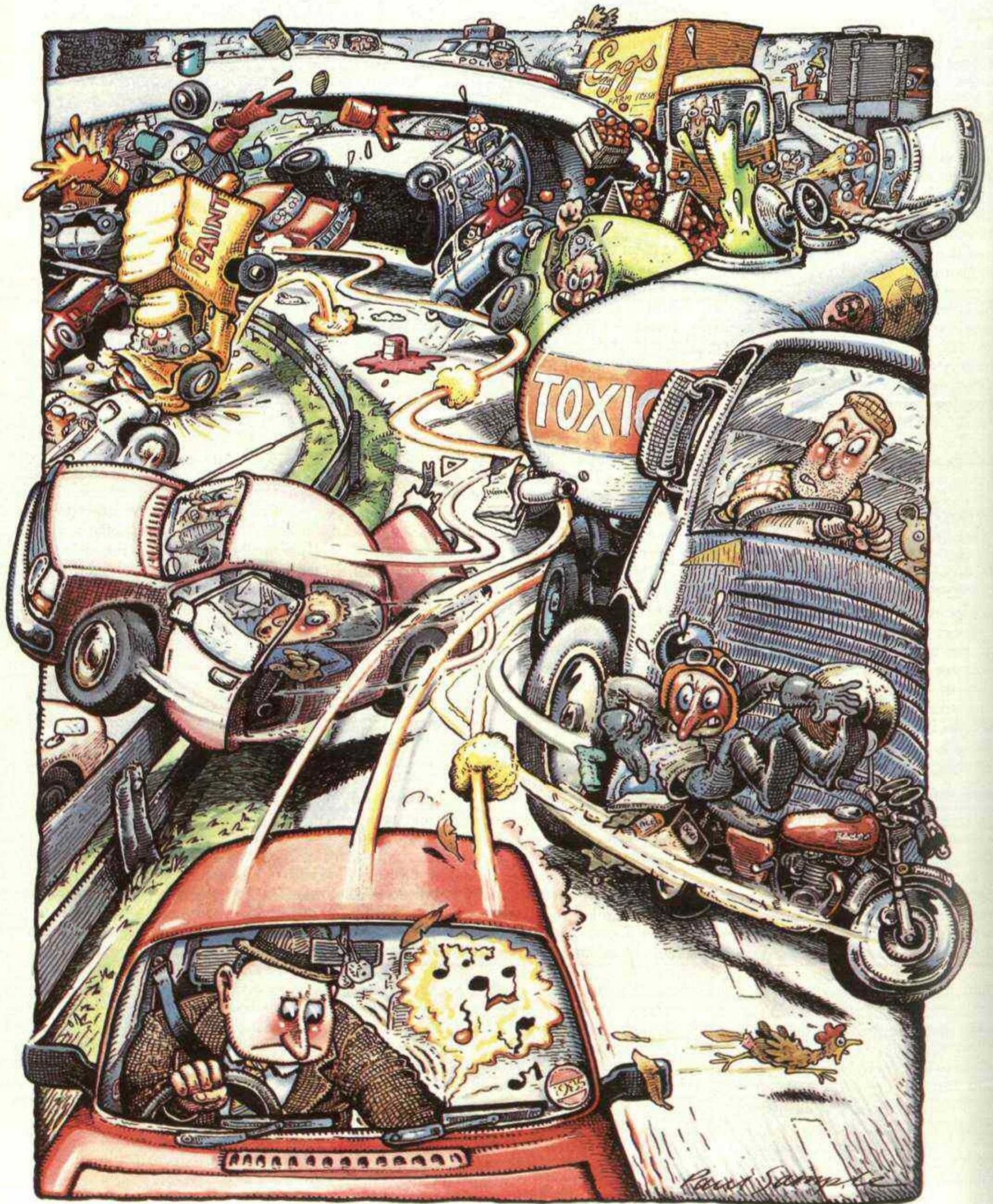
The SR's standard equipment includes an

internally adjustable exterior mirror one on the n/s is an extra), rally-type front seats, sports (steel) wheels, and tinted-band screen, etc. There is a locking fuel-cap for the 9.2-gallon fuel tank, front-door bins, a divided console bin, full-width under-fascia parcels shelf and a non-lockable but large cubby with an easily-opened lid with cup holders. The Hella quartz headlamps were effective, but the dip gave a bad black patch to the right. The test-car had a Philips' stereo-radio and rear-seat belts, the latter an extra, and there is, of course, rear wipe / wash with the expected efficient Vauxhall switch-gear, etc. The Griffin-badged horn-push is in the centre of the horizontally-spoked steering wheel. The rear-hinged bonnet is opened from a rh under-fascia lever and, propped up, reveals accessible fillers, dip-stick, and Delco "Freedom" battery. The distributor is driven directly off the n/s end of the Opel-style "upstairs" belt-driven camshaft.

Whether you regard this intended Polo / Fiesta swallower as an American car, because it's GM's baby, as a Spanish car because it is made there (the data-plate was inscribed "Espana S.A.-Opel Corsa"), as a German job because it is basically an Opel, or as British, for Vauxhall Motors sell it, the fact is that the Nova SR is in every way a very competent package, at the basic price of £5,404.43, with removable sunroof, alloy wheels, headlamp washers, and two-coat metallic paint available as extras. Economy being the super-minis' big point, I will conclude by reporting that this Nova SR gave me 33.9 overall mpg, largely under short-haul cold start conditions.

The claimed drag co-efficient of 0.35 no doubt aids the Nova in giving good performance figures. With the competence of the Nova and the Astra and equivalent Opel models I find it surprising and sad that the great General Motors Corporation of America is now enlisting the aid of a Japanese automobile manufacturer in its pursuit of a World small-car, especially as GM's experience in this field dates back to well before WW2 with the 40 mpg Vauxhall Ten and the Opel Kadett. — W.B.

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Scanning (finding the next strong signal) can be done by remote control but this is an optional extra.

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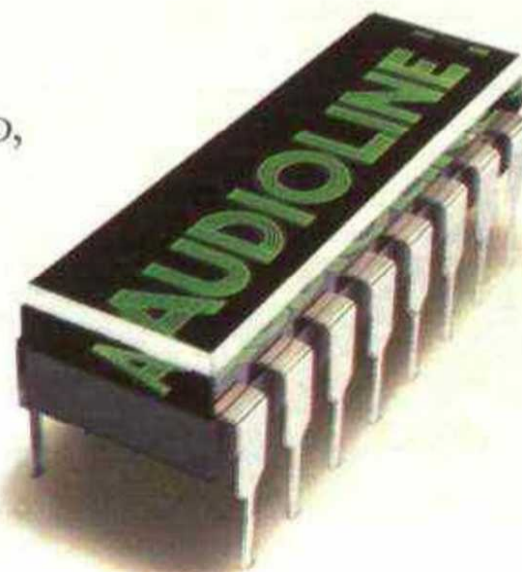
Because we're keen to keep you alive, you'll find that the tape reverses automatically and plays the other side without human interference. Which means you keep your hands on the wheel and your eyes on the road and your ears on the music.

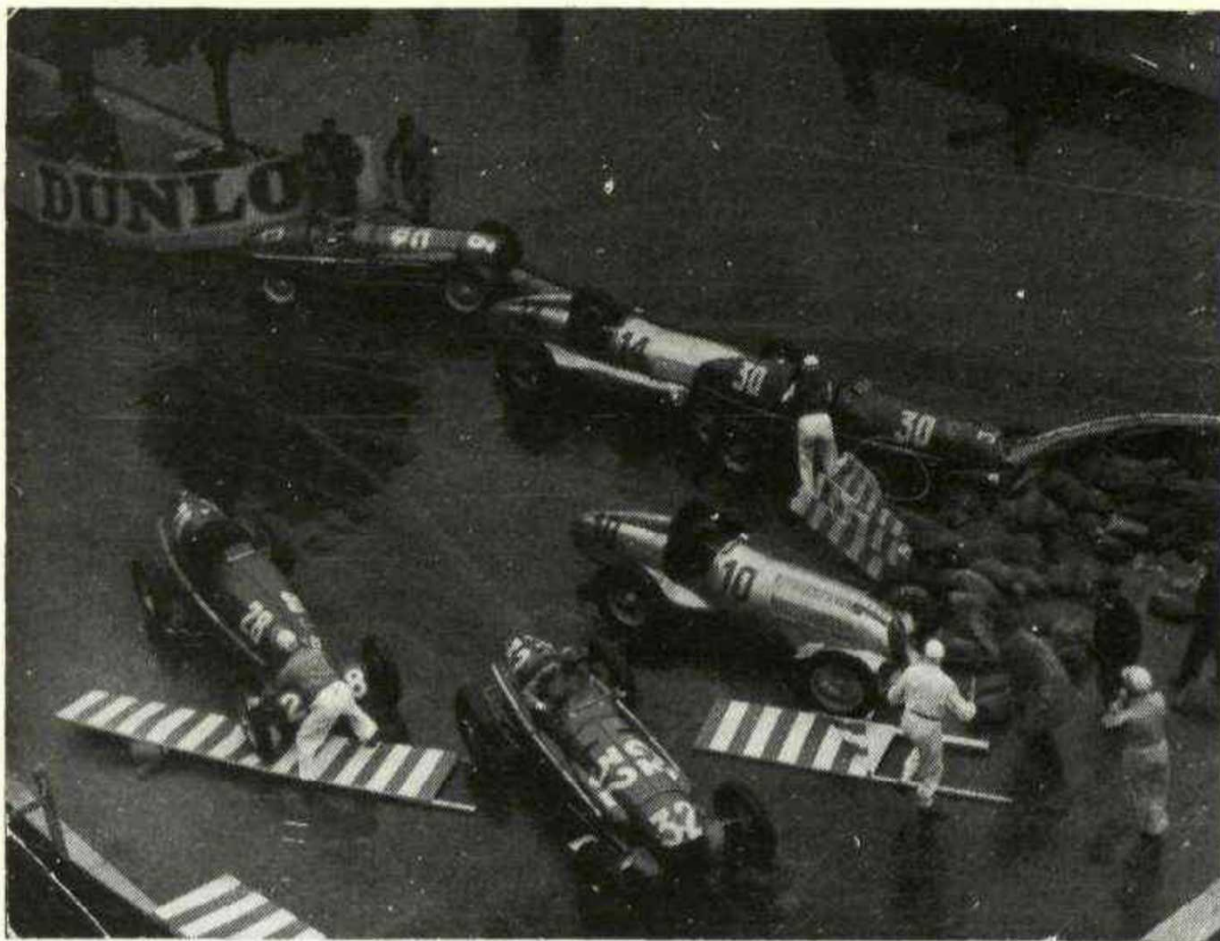
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MULTIPLE DISAPPOINTMENT at Montagu in 1936, in a pile-up at the harbour chicane that threw four cars out before they had completed their second lap.

Disappointments...

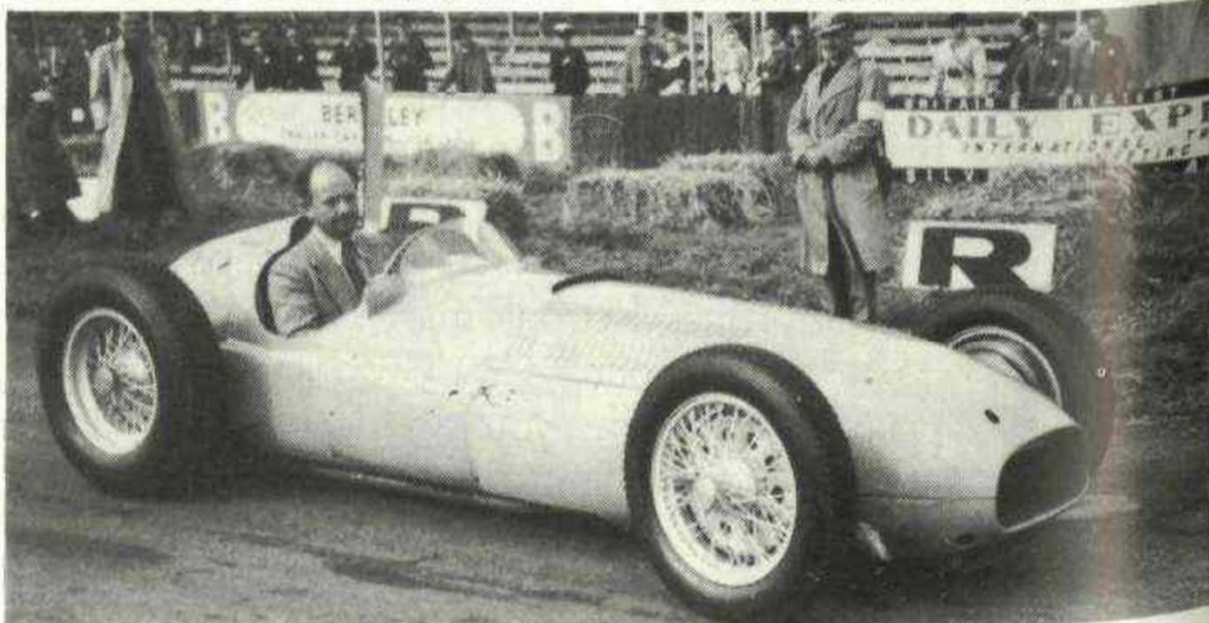
PERSONAL disappointment relates to not having been sufficiently industrious in youth, to have studied things like workshop practice and simple welding, etc, so that I could have worked on my cars and perhaps even built a special, and God not having endowed me with the qualities required for being a top-line racing driver... Thinking in terms of the many disappointments that have involved those who have engaged in active motor racing brings many memories. The list is almost unending but I present some of the more classic disappointments as I remember them, and if readers wish to recall others, so much the better.

I do not necessarily rate an excitingly close racing finish a disappointment for the loser; a driver may be disconcerted by not having won, but the compensation of an excitingly close fought battle must recompense, surely? So I have discounted in this article some of the breathtakingly exciting finishes I have observed at Brooklands and other circuits, although one recognises that in some of these there was reason for disappointment, for example in that tragic JCC International Trophy race in 1938 (tragic because of the early accident involving spectators) when Raymond Mays' ERA, in spite of the handicap chicanes which were an ingenious feature of these IT races, should have caught Maclure's non-supercharged Riley had the ERA not gone sick in the closing stages of the contest. Bitter disappointment, too, for Bira, and his entrant Prince Chula, when the Maserati,

SILVERSTONE 1950: Raymond Mays in the eagerly anticipated BRM V16. Sadly it snapped a drive-shaft leaving the start-line.

leading Mays by a small margin, refused to re-start after its re-fuelling stop...

Disappointments have characterised motor racing from the very beginning. They have pounced in many forms but the most bitter must surely be those of drivers well placed for victory, only to have it snatched from them by "cockpit-error", mechanical disasters or other intrusions. What of Count Elliott Zborowski, who would have won the prestigious Paris-Vienna race of 1902 had his 40 hp Mercedes not been penalised about half-an-hour for non-observance of some customs formalities? This must have been a bitter blow for the wealthy amateur, who had been presented with a laurel wreath almost as large as his Mercedes after he had arrived at the finish at the Prater just outside Vienna, where the relic of an old exhibition building provided cover and to which crowds of VIPs had arrived by special train



to see the outcome of this hard 615-mile four-day contest. After having been at the wheel for many hours over the dust-laden unguarded roads Zborowski and de Forest amateurs against the pick of the professionals, were leading, having overtaken even Henri Farman on his 70 hp Panhard-Levassor, which in spite of its powerful engine, weighed only 20 kg more than the Mercedes. Although Marcel Renault had been the first to arrive at the stadium, coming in the wrong way round the trotting track where the elite of the spectators were gathered, so that his 16 hp Renault lost some quarter-of-an-hour being sent out again to complete the event properly, when Zborowski from England appeared, clearly he was thought to have won the race outright, Marcel being in the Light Car class. Only the unimportant breach with customs denied the Polish Count victory, after his gallant drive lasting a total of nearly 16¼ hours on what was virtually touring Mercedes. He was finally accorded second place, his Mercedes the only car to break the Panhards that occupied every other place down to seventh.

To this early disappointment can be added that of Dario Resta, driving professionally on a Mercedes at the first Brooklands race meeting. The much publicised and discussed new Motor Course at Weybridge brought curious onlookers many in their horse-drawn carriages, to witness this new spectacle of speed and mechanised sport. On this occasion there was much prize money at stake, £15,000 in all. For the big race of this July afternoon the First Montagu Cup, the winner's prize was a cool £1,400 and a cup valued at £200. With the ladies, in their voluminous skirts and enormous decorated hats, and the men mostly in tight trousers and "boaters" gathered along the rails or on the Paddock stand opposite the finishing-line, eight cars were started in this exciting 11-lap 30½-mile race, for a total prize offering of 2,100 sovereigns. Cecil Edge's Napier was

the 2-to-1 favourite but it came to rest after only four laps. Warwick Wright's Darracq was passing car after car, going great guns, but its engine blew up in a big way with two laps to go. By then only four cars were in it, J. E. Hutton's Mercedes and Resta driving another huge Mercedes for F. R. Fry, and after the Napier and the Darracq had dropped out the race became a battle of the Mercedes. Resta forged ahead when Hutton's car went onto three cylinders and looked to be about to win by a mile or so. Alas, Brooklands was built like a traditional horse-race course and to complete a race you turned on the final lap into the finishing straight. Resta should have realised this, and anyway an official was stationed at the Fork, in charge of the semaphore, to signal to the competitors when they were due to move off the main circuit. Perhaps Resta was going too fast to see this signal; perhaps, as he implied, he was confused by colleague or official, or spectator, waving him on round the main track. He said he had kept count of the laps covered so his mistake was odd, and what was his riding mechanic, if he carried one, doing?

The public, new to motor-racing, had little idea of what had happened, so Hutton was greeted as the winner as he crossed the line on his sick Mercedes, as in fact he was, at some 83 mph. Resta had forfeited £1,400 (and the Montagu Cup donated by Lord Montagu of Beaulieu) and even failed to catch the Japanese amateur Okura, whose

giant Fiat had been well behind before Resta's error. Disappointment must have ensued, if not more acrimonious feelings . . . Brooklands spelled bad luck for Resta, who was killed there in 1924, during a Sunbeam record attempt.

There were many more disappointments to come in pre-1914 motor racing, epitomised when all that the great and legendary Georges Boillot and his previously unvanquished twin-cam Peugeot could do, failed to stem the onslaught of the three white Mercedes in that fateful French Grand Prix at Lyons on the eve of war, Georges weeping beside his broken-down blue racer as the Mercedes swept on to finish in the first three places. With even more fateful irony, Boillot, having joined the Air Force in order to fight again for his beloved France, was shot down in 1916 by a German pilot over the fighting-line. . . .

There were disappointments galore in the between-wars races. One I recall, was when Segrave outwitted K. Lee-Guinness when both were driving for the Talbot-Darracq team in the 1922 JCC 200-Mile Race at Brooklands. In the massed start and subsequently, Guinness was sure he had a lap lead over Segrave. But the latter, "controlled" with a handkerchief waved by his wife Doris on the Members' Hill, went ahead, then eased off before he lapped Guinness to run behind his team-mate but actually on the lap ahead of him. Guinness crossed the line at the end of a long and

arduous afternoon's driving convinced he had won and was surprised to see the officials and the acclamations surrounding Segrave. Louis Coatalen, the team-entrant, had promised Guinness he should win the "200", having been tricked out of victory in an earlier race by the wily René Thomas, so he must have been more than just disappointed at Segrave's strategy. Signalled to speed-up, the puzzled Guinness had come home 5.8 sec behind his adversary.

One might well include the dual retirement of the two thought-to-be-unbeatable supercharged Fiats of Salamano and Campbell in the 1923 200-Mile Race, in which Harvey's Alvis went on to a fine victory, establishing the greatness of the 12/50 as one of Britain's finest 1½-litre sports cars. It must have been bitterly disappointing, too, for Fiat, when Salamano's car ran out of *essence* during the 1923 French GP and the tank filler cap jammed on, allowing Segrave to win this race for Sunbeam, ironically with a car based on a Fiat design. . . .

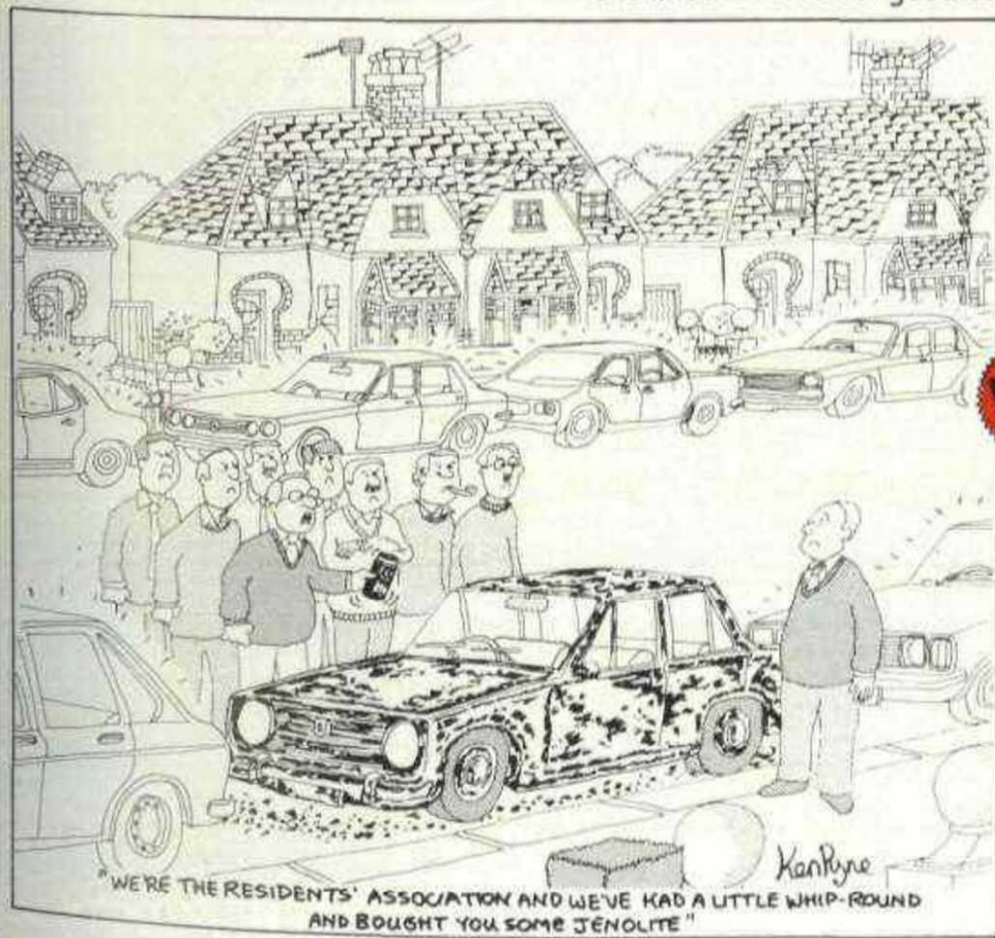
There was disappointment for the Brooklands crowd after it had been rumoured that the greatest driver of his era, Tazio Nuvolari, would drive Earl Howe's Type 51 Bugatti in the 1933 Mountain Championship Handicap at the October Motor Show-time meeting, as Howe wasn't fit enough to drive it himself. For, after practising, Nuvolari returned to Europe the day before the race, which had been

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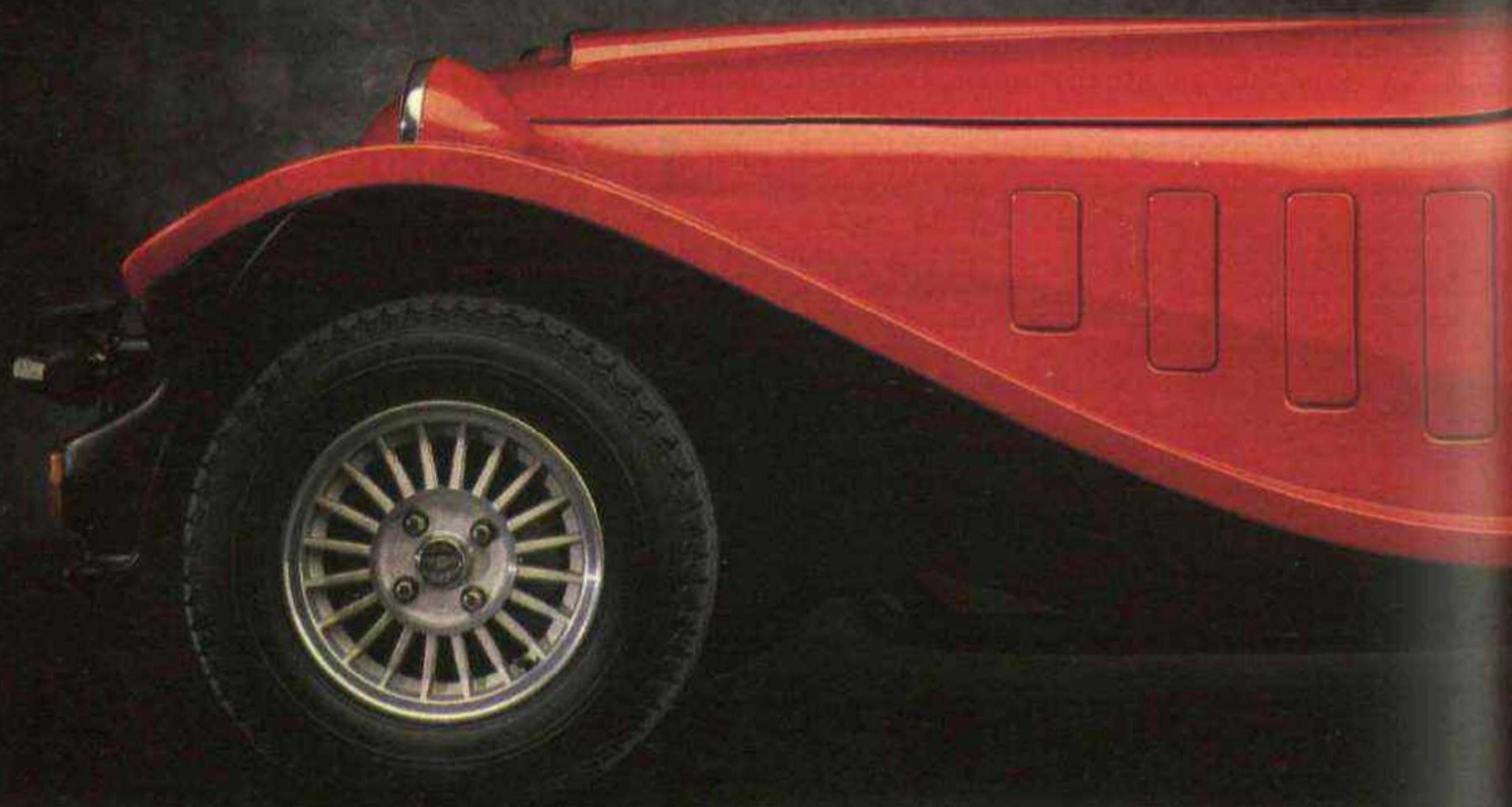
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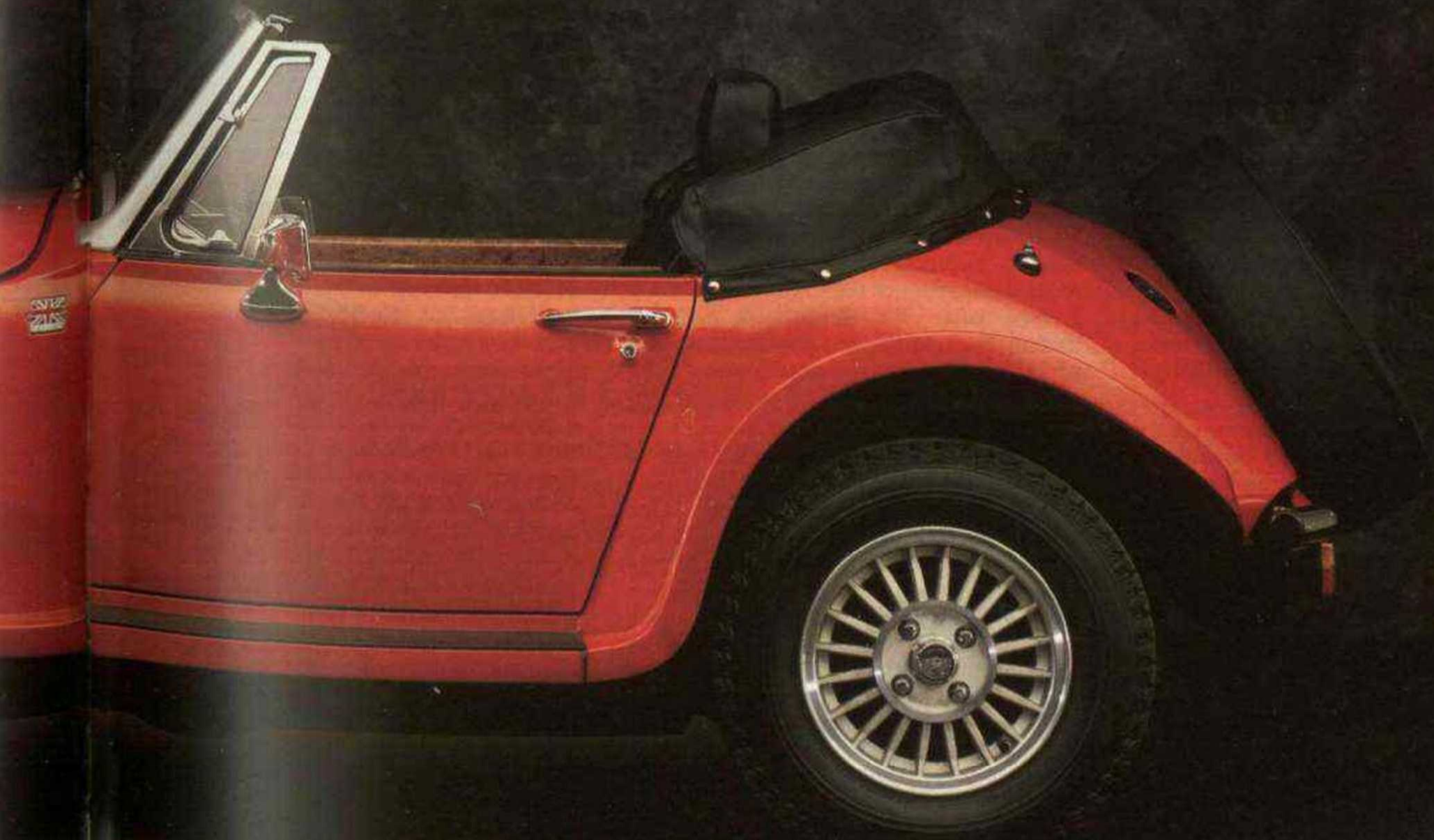
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postponed for a week due to rain anyway. Those insular English persons who had not gone to Ulster to see him win the TT so brilliantly for MG, as he had done for Alfa Romeo in 1930, had missed their chance, for Nuvolari never drove at Brooklands again and did not race at Donington until 1938, when of course he won the GP. In that same Brooklands race Piero Taruffi, who had also come from Italy for the Motor Show and agreed to drive Howe's Bugatti after Nuvolari had departed for Paris, must have felt disillusionment when, nicely in the lead for the Championship from the Hon Brian Lewis' Alfa Romeo and Raymond Mays in the white Riley Six, he was confused by flag-waving after Rose-Richards' Bugatti had skidded round at the banking turn and collided with Sir Malcolm Campbell's V12 4-litre Sunbeam, which became glued to the track with a locked back axle.

Arriving at high speed on the next lap, Taruffi found the course invaded by officials and many others, all trying to shift the heavy Sunbeam, blue flags waving wildly. Then some unauthorised person confronted Taruffi with both arms raised and the confused Italian driver eased off, probably expecting the race to be stopped, or to find more mayhem round the corner. Not only that, but as Whitney Straight in his Maserati and Mays in the Riley passed Taruffi, the Riley suddenly cut out and stopped in front of the Bugatti, causing it, too, to stop. Straight went on to win the Mountain Championship. Taruffi restarted and drove as hard as he could, coming within one-fifth-of-a-second of the course lap-record (77.43, mph which Straight equalled) but losing by 2.0 sec., with Lewis third. At the next BARC Committee Meeting there was a protest from Earl Howe, who no doubt thought the race should have been re-run. But it was October, with the light going early, oil to be cleared from the track, and four more races to run, so perhaps the officials had thought there wasn't time. . . .

History is full of disappointments on the race circuits. One can imagine, for instance, the disappointment of Chiron and von Brauchitsch driving for Mercedes-Benz, Farina (Alfa Romeo) and Siena (Maserati) at Monaco in 1936 when they all piled up at the harbour sandbag chicane due to oil dropped on the road from Tadini's Alfa Romeo. It was only the second lap and Brivio and Trossi, in Alfa Romeo and Maserati, were also involved but were able to continue. The oil caused Rosemeyer's Auto-Union to spin past the stationary Mercedes of Brauchitsch and the harbour wall. The officials tried to disperse the oil slick with petrol but only Nuvolari, as he was to do at Donington in 1938, drove quickly over it, so catching Caracciola's leading Mercedes-Benz, which, however, eventually won. There was a repetition in 1957, when Moss came too fast into the chicane in the Vanwall and hit the barriers, causing Collins' Ferrari to crash in

taking avoiding action. Brooks (Vanwall) slowed right down and ran over a dislodged pole, to be hit by Hawthorn's Ferrari. Brooks continued, but on this fourth lap Moss, Collins and Hawthorn were out . . . disappointed? Fangio, leading Brooks at the time of the incident, drove between Moss' crashed Vanwall, Collins' Ferrari and the odd poles, and went on to win from Brooks and Gregory in a Maserati.

A disappointment of a different kind overwhelmed the Jaguar team when new frontal cowling on the XK120Cs caused overheating and their mass retirement from the 1952 Le Mans 24-hour race during the second hour. However, Jaguar had won this race in 1951 and were to do so again in 1953, 1955, 1956 and 1957. And it was Le Mans that saw, in my opinion, one of the biggest disappointments in the whole of motor racing. Urged on by the patriotic French crowd, Pierre Levegh found his 4.5-litre Talbot leading from even the Mercedes-Benz 300SLs, in the 1952 race. At dawn on the Sunday the blue Talbot was still ahead, and tired as he was, the Frenchman refused to let his son take over, in case he made an error and robbed them of a seemingly certain win. Alas, bemused with fatigue, Levegh missed a gear change, a con-rod came out of the engine, and his gallant run ended a mere 1¼ hours or so from victory. Mercedes-Benz went on to a one, two finish . . . As a result of Levegh's brave showing, rather surprisingly, Stuttgart offered Levegh a drive in the 1955 Le Mans race in one of the new, very fast 300SLRS Mercedes-Benz, and it was while driving it, with cruel irony, that the French driver hit another car and flew into the crowd, killing himself and 81 onlookers. Hawthorn and Bueb went on to score a hollow victory for Jaguar . . . One remembers a film of the 1952 race, showing Levegh after his retirement, walking dazedly back to the pits, noticing no one, while sympathetic spectators, and near-hysterical French supporters, reach out to touch him. . . .

Disappointments are so much a part of any sport, of motor-racing no less than others, that they have been rife. One remembers Jack Brabham, so often robbed of victory in the closing stages of the Monaco GP, seeming to have this race in his grasp in 1970, only to go straight on at the hairpin on the final lap, due to a lapse of concentration, after a long race over this gruelling circuit. Jack (now Sir Jack) Brabham had tried unnecessarily to "shut the door" on Jochen Rindt and braking on a loose surface, went into the barriers, enabling the Lotus 49C to snatch a last minute victory from the Brabham BT33C, now with a battered nose. A similar thing had happened to Brabham at Monza in 1967, when John Surtees, leading the race in the V12 Honda, was about to be out-braked by Brabham into the very last corner. However, Surtees put Jack onto the marbles

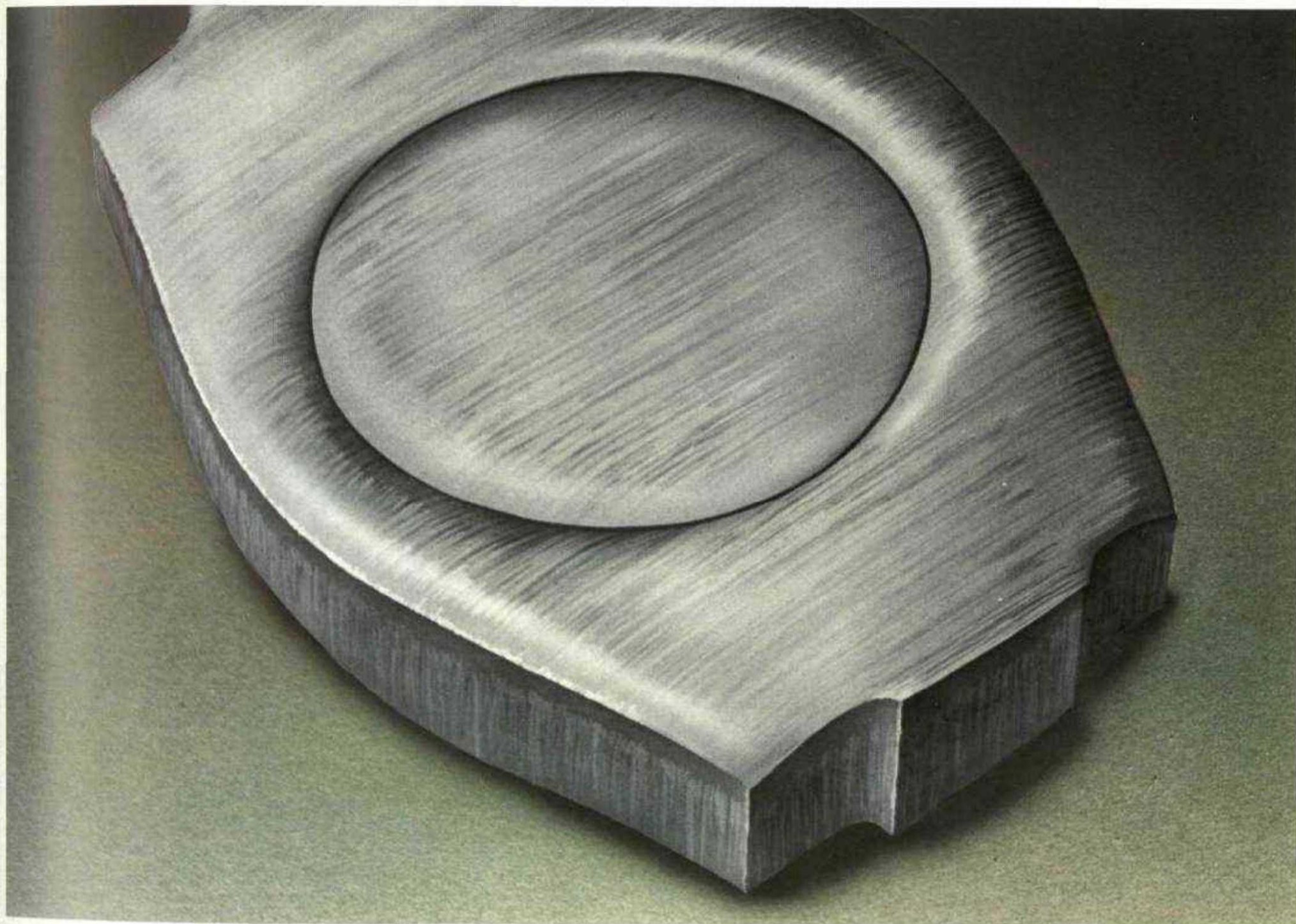
and this caused the Brabham-Repco to slip outwards, allowing Surtees to take the corner on the inside and accelerate away to victory. The respective margins by which Brabham lost these two races were 23.1 s and 2.0 sec.

After the Monaco disappointment D.S.J. wrote: "Old Jack Brabham is good, but not a god, and what is nice is he is human about it all, cursing himself quietly but chuckling about it really. He doesn't mind his own mistakes but he can't abide other people's errors causing him to lose". There was a similar episode last season, at Imola, when Riccardo Patrese was in the lead but went off in the Brabham-BMW with less than six laps to go in a truly spectacular fashion, giving the race to Tambay's Ferrari, to the consternation of Riccardo and his mechanics. . . .

Then there was Didier Pironi's Ferrari running out of petrol on the final lap of the 1982 Monaco GP when in the lead from Riccardo Patrese (Brabham), who had led his lead by spinning on the previous lap. The new F1 rules make it likely that the plight of Pironi on that occasion will happen again during 1984.

I remember, too, the anguish on the face of chain-smoking Raymond Mays, suffering disappointment from another cause, as he awaited anxiously the late arrival of the Austin van carrying one of the ill-fated V8 BRMs, to the start of the BRM International Trophy Race at Silverstone in 1950 — with a Police escort no less, from nearby Bicester aerodrome to which the much-publicised but non-starting Mays brainchild had been flown from Bourne. Alas, as Raymond Sommer let in the clutch on the starting-line his race was run in a year or less, a drive-shaft having sheared. The spell of disappointment not only for Mays but for those who had contributed some £150,000 as well as valuable mechanical components to Automobile Development Ltd, Mays' British Motor Racing Research Trust responsible for this BRM project. The spectators, too, must have been very disappointed not to see this advanced car with its two-stage Rolls-Royce superchargers contributing their quota to the ecstatic noise of the 1½-litre engine that ran up to some 12,000 rpm and was rumoured to develop around 450 bhp on the rare occasions when it was "on song". . . .

There have been so many disappointments, of one kind or another, in competition motoring (the Minis in the Monte Carlo Rally come to mind) and there are bound to be many more, to chill the hearts of drivers, entrants, team-managers and you, the spectators, in the future. Let us hope that those involved will take such set-backs in the same spirit as D.S.J. says Brabham did after his prang at Monaco — anyway, Jack had won there in Cooper-Climax in 1959. — W.B.
NB: The idea for this article came about before the 1984 Oxford / Cambridge Boat Race! — Ed.



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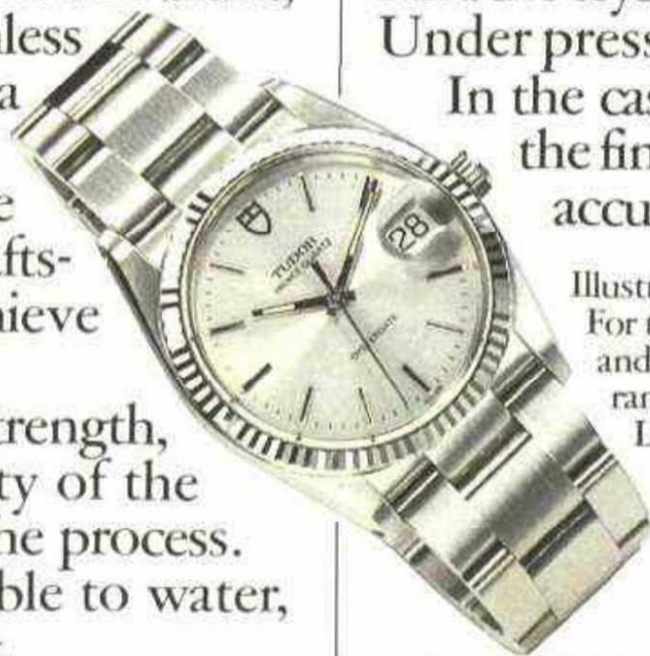
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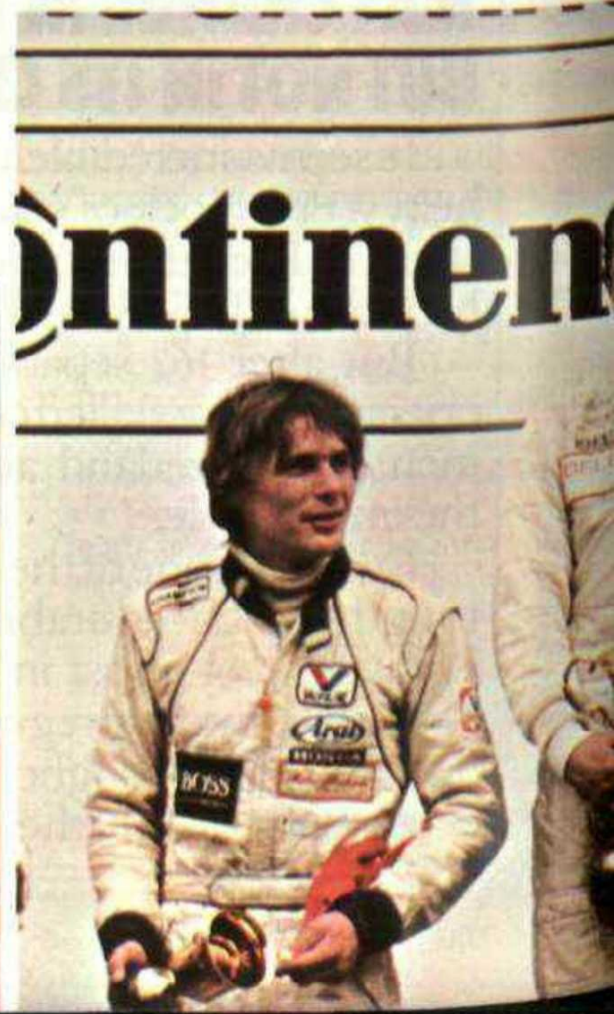


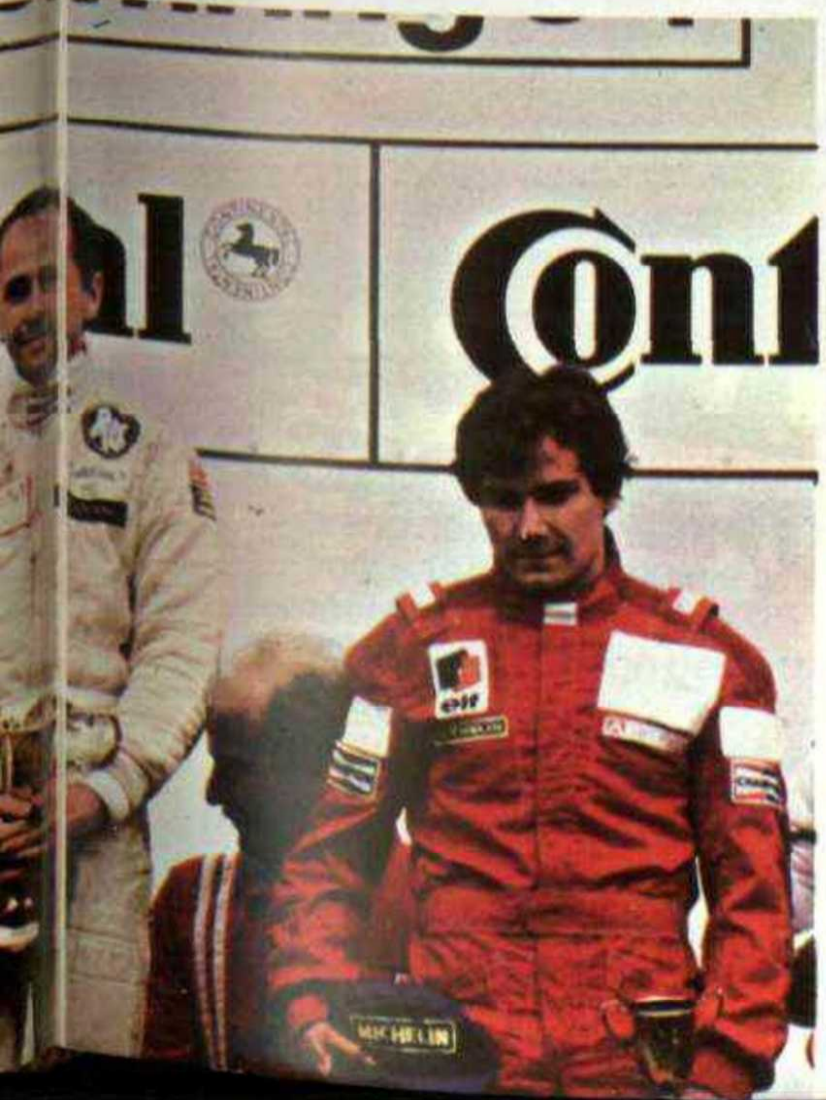
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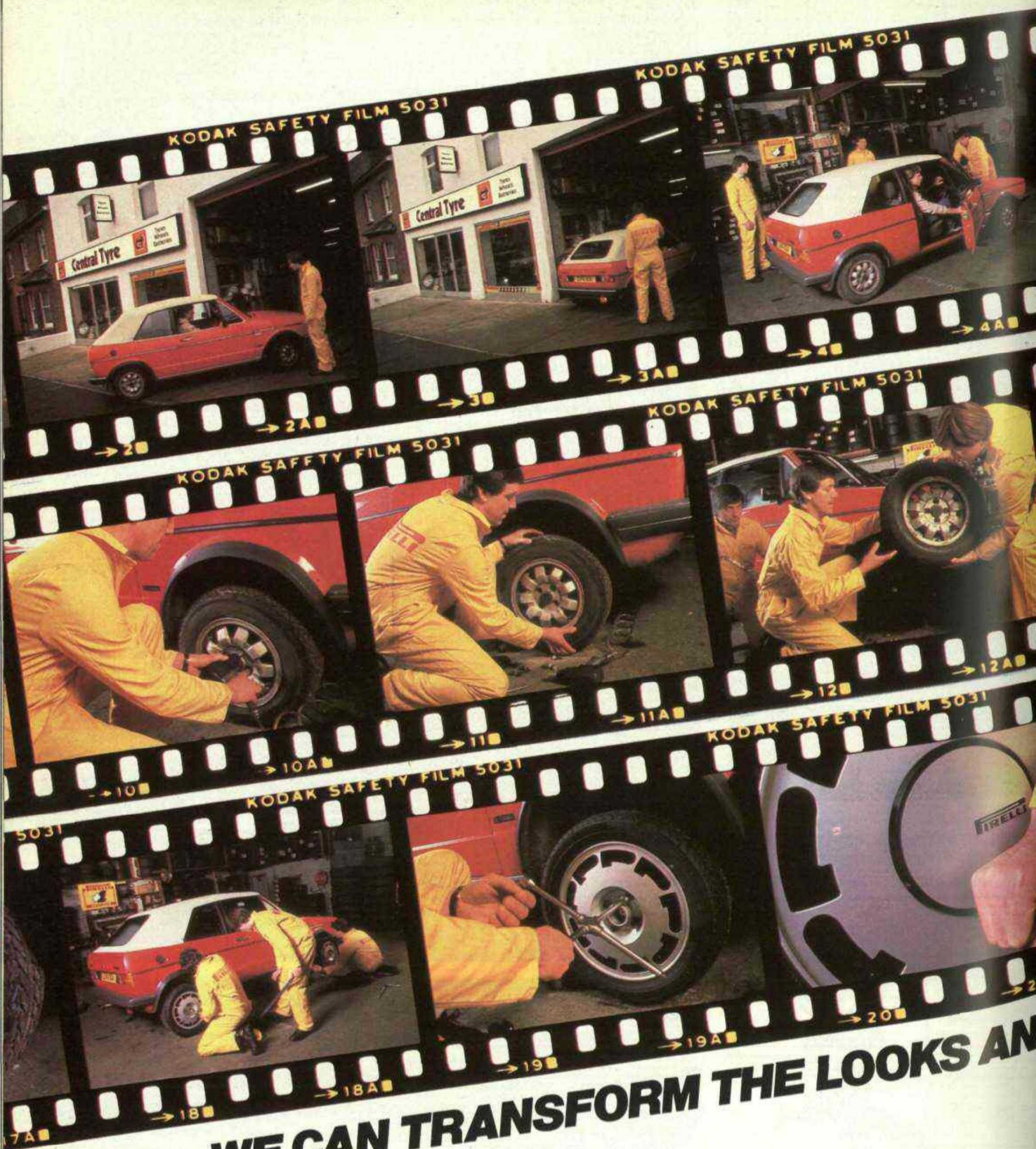
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FORMULA TWO KICKING off the European Championship at Silverstone on April 1st the works Ralt Hondas of Mike Thackwell and Roberto Moreno (above) were in a class of their own, with only Philippe Streiff's AGS (below) able to give chase. Thackwell won after a coming together with Moreno on the last lap. A week later at Hockenheim the Brazilian took the honours (centre) with Michel Ferté's Martini (bottom right) third behind Thackwell. Top right, Thierry Tassin is hounded by Didier Theys' Martini in the German race.

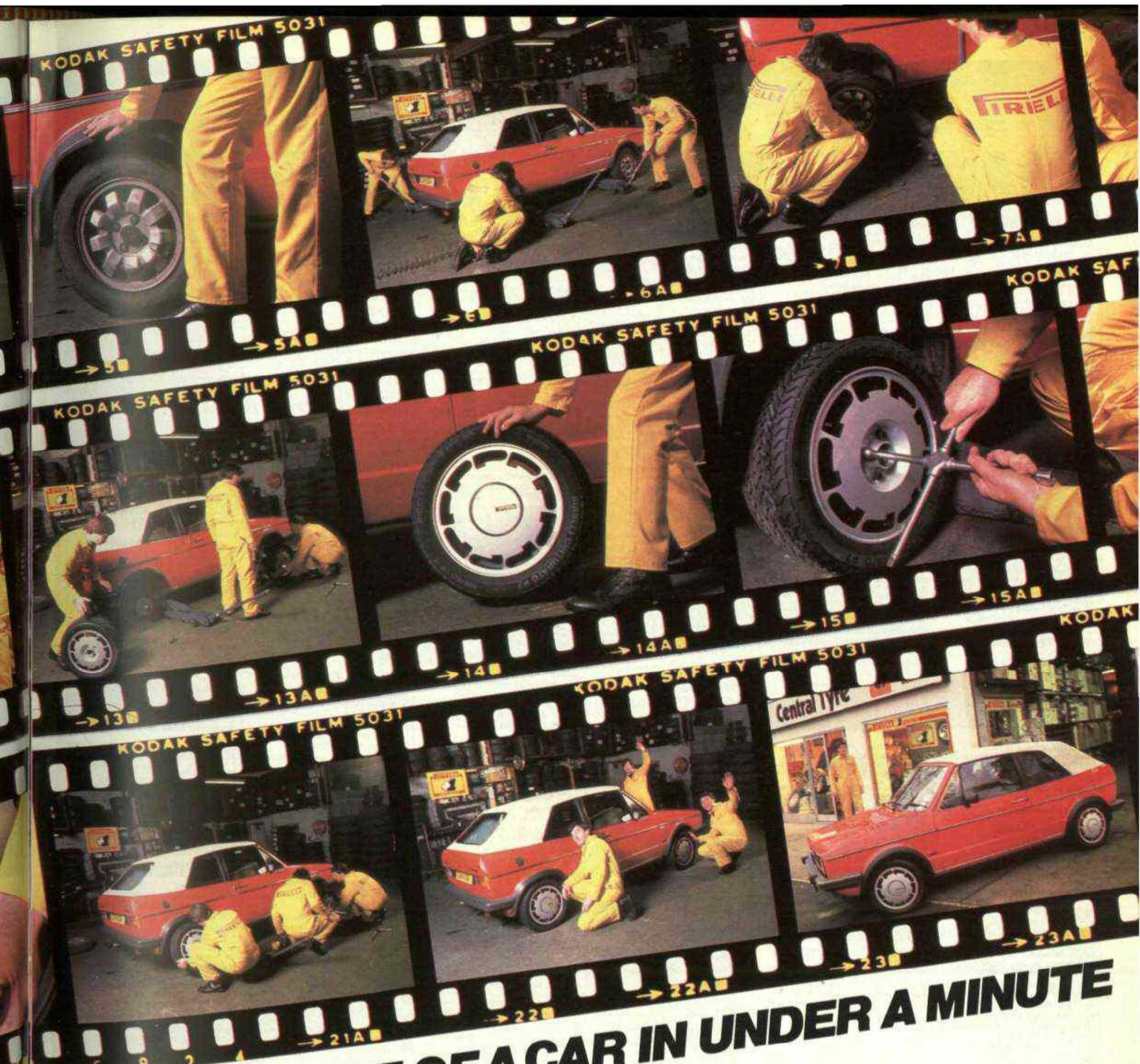






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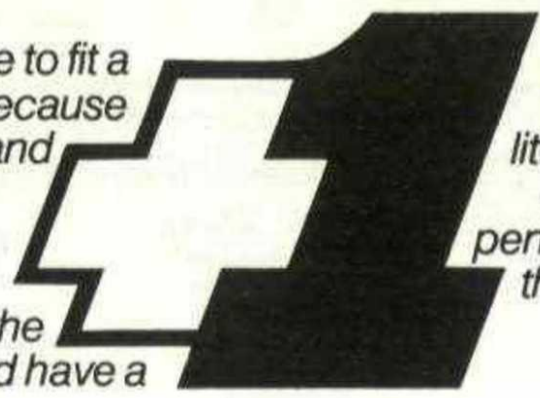
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Gwent
Chappell Tyre Services Ltd., Unit 9, Forge Hammer Ind. Estate, Cwmbran. 06333 67267

Mid Glamorgan
Celtic Tyre Services Bridgend Ltd., 3-6 off Western Avenue Ind. Estate, Bridgend. 0656 57424

SCOTLAND

Dumfries & Galloway
Motofit Auto Centre, Oakwell Road, Castle Douglas. 0556 2805

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RA Tyres, Halbeath Road, Dunfermline. 0383 23331

Highland
Motorway Tyres & Accessories Ltd., Largo Road, St. Andrews, Fife. 0334 73653
Tyre Services Northern, 46-50 Low Street, Buckie, Grampian. 0542 32465

Lothian
Smiley, 72 Stevenson Road, Edinburgh. 031 346 2628

Strathclyde
Cooper Bros., Overton Road, Newsmans, Wishaw. 06983 385477
George Moffat Ltd., Quarry Street, Coatbridge, Coatbridge. 0236 23338
McConechy's Tyre Service Ltd., 37-45 Peebles Street, Ayr. 0292 60222
Smiley, 4 Battle Place, Langside, Glasgow. 041 632 6213
Sprint Tyres, Old Coach Road Service Station, Old Coach Road, East Kilbride. 03552 43941

Tayside
Motorway Tyres & Accessories Ltd., 137a Broughty Ferry Road, Dundee, Angus. 0382 41768
RA Tyres, Dunkeld Road, Perth. 0736 26292

NORTHERN IRELAND
Olympic Tyre and Auto, 290 Antrim Road, Glengormley, Newtonabbey, County Antrim. 0231 35889

CHANNEL ISLANDS
Channel Islands Tyre Co. Ltd., Charroterie, St. Peter Port, Guernsey. 0481 122724
Channel Islands Tyre Co. Ltd., 27 Esplanade, St. Helier, Jersey. 0534 23251





THE REAL THING: Phil Hill grapples with his Cobra on the Targa Florio course in 1964, the first full season for the model. He retired with a rear suspension failure, but Dan Gurney / Gerry Grant finished eighth in a sister car. Below, the "evolution" AC Mark IV is new, and built at Brooklands



Autokraft AC MkIV —

A Cobra in all but name

TWENTY years ago endurance racing was in its heyday, and the Grand Touring category was graced by such machines as the Ferrari GTO (the ultimate in classics today), lightweight E-types and Porsche 904s. Onto this scene came a newcomer, Carroll Shelby's 4.7-litre AC Cobra, even then a somewhat crude machine which proved fearsomely fast. . . so fast, in fact, that it led the Daytona 2,000 kilometre GT race overall for seven hours, driven by Dave MacDonald and Bob Holbert, then succumbing to an overheated differential. The date, February 1964.

At the end of that year the Shelby Cobras were placed third overall in the World Sports Car Championship having been fourth overall at Daytona and fourth overall at Le Mans, where Dan Gurney and Bob Bondurant campaigned a coupé version, and these cars continued to give good account of themselves in the next couple of seasons, winning the GT category outright in 1965.

The Shelby Cobras were not merely scoring a lot of points, they were also marking a watershed in motor racing history, signalling out the era when drivers

raced in shirt-sleeves and could be seen, easily, hard at work on the Targa Florio circuit or at Goodwood. They did not handle awfully well on fast circuits like Spa, but they were great favourites with the crowds and they made a lot of noise . . . when the big V8 engines bellowed, you could *feel* for the driver as he wrestled to keep the car pointing in the right direction!

Not surprisingly there have been a great many imitators over the past 10 years or so, replicas abounding in America, for instance, and bearing a fair resemblance to the originals. But at Brooklands, inside the boundaries of the banked track, Autokraft are in business manufacturing the real thing, genuine AC badged sports cars that have everything except the Cobra name . . . that's the property of the Ford Motor Company, and they're keeping a tight hold on it.

The Autokraft AC MkIV could not be described as a replica since Brian Angliss has negotiated with AC for the right to produce the cars, and has all the original jigs and dies to do the job; he even has some of the original craftsmen on his production line, which is turning out two cars each week. They have aluminium bodies, just as the originals did, but have been carefully modified and improved in such a way as to meet present-day legislation.

The chassis is still made up of four-inch diameter steel tubes in ladder frame style, but the dimensions have been altered to add six inches to the length of the cockpit and four inches to the width, the windscreen having moved forward three inches, so that the interior is suitable for people . . . well,

Dan Gurney's size (heaven knows how he drove the original car). Each body, made of 16 gauge aluminium rather than the lighter 18 gauge of the original, takes around 200 hours to make, and the standard of trim and finish can only be described as concours. Wilton carpet and Connolly hide are used in the cockpit, leaving no doubt that this is a connoisseur's car.

To meet international construction and use regulations the bumper bars, which look very original, are mounted on telescopic struts in order to meet the 5 mph impact test. The steering column is collapsible, again to meet impact requirements, and a dual hydraulic system is used for the brakes, serving 11.63 in ventilated front discs and 10.75 in solid rear discs. The Mark IV, which Angliss describes as an evolution, "what the AC would be today, if it had remained in production", has such refinements as plastic mouldings inside the wheel arches to protect the aluminium, also lining the boot for the same reason, and a decent amount of heat and noise insulation material on the front bulkhead.

Angliss' Autokraft company has specialised for a number of years in supplying off-the-shelf parts for AC Cobras, even to the replica firms, and specialised increasingly in restoring and repairing these machines. It was only a small step, or so it seemed, for Autokraft to go into manufacturing, but the path was bumpier than it looked at first. Having negotiated the name with AC, Angliss then made a dozen cars early in 1982 and shipped these to Chicago, where the agent was willing . . . but lacked the all-important type approval.

It took protracted negotiations with Ford (helped by the fact that Walter Hayes is a friend and former neighbour of Angliss) to get the formal go-ahead, and since the Ford have been very helpful to the whole project. The American manufacturer ordered a series of cars which will be featured in dealers' showrooms, with a price tag of \$39,950 (about £30,000), and has given tangible assistance in engineering terms by developing the suspension, which is now fully adjustable with castor adjustment, Rose jointed on the top links and stiffened.

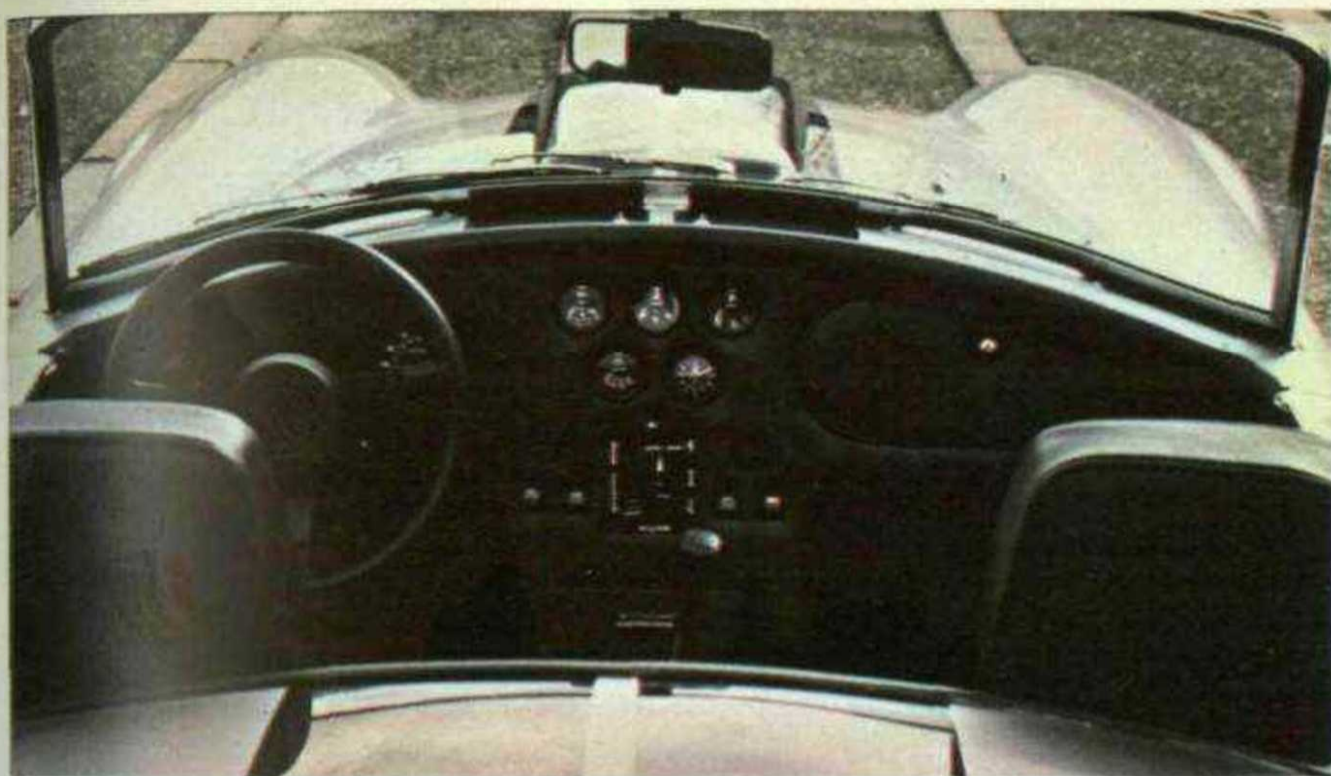
Most of the cars that leave the Weybridge factory will be rolling chassis, leaving the power unit to the customer's choice (so long as it's a Ford, naturally). The recommended unit is the Boss Ford, the 302 cubic inch (4,984 cc) V8 which can develop anything from 200 bhp in standard trim to 400 bhp for the road, more still for circuit use. Power is transmitted by a Borg Warner T5 5-speed gearbox and a Salisbury rear axle which has a limited slip differential, and the independent suspensions at the front and rear are by unequal length wishbones and concentric coil spring/damper units.

The Mk IV we took away for a day was bound for Johannesburg immediately afterwards, the customer having specified a 350 bhp version of the Ford engine. Brian Angliss was bemoaning the fact that it didn't have as much top-end power as it should, but the brute force of the acceleration from rest left little to the imagination.

The doors, very small and light, allow restricted access to the cockpit, and the first thing you realise is that the pedals are offset to the left (in a left-hand drive model), as dictated by the enormous bellhousing and

THE Autokraft AC Mk IV has a longer, wider cockpit but faithfully copies the original lines





LEATHER trim finishes the interior to a high standard. . . but weather protection is spartan

transmission cover. The pedal box has been extended in the course of updating, which seems just as well, since you have to shoe-horn yourself in.

The steering wheel is fully adjustable for height and reach, and we chose the full up-and-out position to gain thigh clearance.

To suit all the power, Angliss fitted the strongest clutch available and this turned out to be immensely heavy, feeling like the brake pedal. The throttle was rather stiff and heavy too, and we felt that all three pedals could really have done with servo assistance!

Modernised though it may be in a few respects, the Mk IV is still a brutal car. Huge, aluminised silencers are positioned underneath, below the doors, and they only slightly alleviate the rumble of the engine which turns heads hundreds of yards away as the AC accelerates up the High Street.

The wind howls in from all directions, weather protection consisting of nothing more than a tonneau and sidescreens, and on a cold day in March there were probably many better ways of getting from Brooklands to the Chobham test track, or any other A to B journey you can think of. The first four ratios are very closely spaced indeed, fourth being ideal for pottering along at 40 mph, and fifth is a much higher gear for the open road.

On a derestricted road, or more particularly on a track, the AC takes on a completely different identity. When you get the chance to keep the throttle pressed down for more than a couple of seconds the car rockets up the road in a blare of sound, leaving twin black lines on the tarmac. . . weaving lines, from left to right and back again, interrupted by the first gearchange, illustrating how much power there is to put through the massive Goodyear Eagle tyres. For the record, they are 215 section at the front and 255 section at the rear, mounted

on Hallibrand centre-lock 15 inch wheels, 7½ inches wide at the front and 9½ inches wide at the rear.

"You should have been able to get wheelspin in third gear as well", Angliss told us later. That wasn't really on, the way the car was set up, but it would have been of fairly academic interest because it would have called for unusual dexterity to keep the car pointing straight ahead at upwards of 70 mph. People like Sir John Whitmore and Richard Attwood were rather good at that, and they're welcome!

We had expected the steering to be rather more direct than it was, and this revealed that a lower geared rack is now fitted with 3¼ turns from lock to lock, rather than the original 2¾ turns. Even the new specification sounds all right, and the steering certainly isn't particularly heavy, yet our choice would still be the heavier and more direct ratio, for as the tail lashes under acceleration the driver has to work away pretty hard at the steering wheel to keep pace with events.

The brakes felt very strong indeed, though the pedal travel increased a little when they got really hot. The speedometer was disconnected so we had nothing to calibrate to bring you a set of searing acceleration figures, though an American magazine has recorded 4.3 sec to 60 mph with a 300 bhp engine, which is a full second quicker than a Porsche Turbo.

Within the limits of adhesion the AC felt safe enough on the test track, understeering a little with power applied, and to round the day off we took it onto the steering pad to see what vices could be found. . . and it was very reassuring. Understeer builds up gradually until the front wheels are sliding, and increasing the power progressively brings the tail round until the whole car is drifting in a nicely balanced fashion. You can apply too much power and spin the whole thing round, but it would take a very foolish driver to do this by mistake, a spin being the more likely outcome of lifting off too abruptly with a lot of cornering force applied.

Modern-day cars are a lot more sophisticated in terms of comfort, ride and handling and no amount of tinkering could make the AC anything but a period piece. The ride is very firm indeed, though there's no hint of bottoming on broken surfaces, and the whole car fits together as a superb throwback to the Sixties, the era of raw, rugged power and to hell with Nader!

If you wanted one today you'd have to join a long queue behind Americans, Germans, and a whole lot of other nationalities (there is even one being built for Japan), and as it lacks British Type Approval, getting it registered would be something for the customer to negotiate. To be honest, if we could afford a car like that, we'd ship it out to a nice warm climate and keep it there for holiday motoring. It is nice to know that one company is keeping the heritage of Brooklands alive, and helping Britain's balance of payments. — M.L.C.



SLEEK and sensual, the AC cleverly incorporates new safety features.



IT ALSO SHOWS THE OF OTHER LUX

You're sitting in the driving seat of the new Monza GSE.

In front of you, the LCD instrumentation presents all the data in graphic detail.

Alongside it you'll find a trip computer with 7 functions. (One of them even reports on the outside air temperature.)

But these are by no means the only indicators of this car's performance.

You'll notice the Recaro seats, which adjust to fit your thighs. And the tiltable, leather-bound steering wheel, complete with power steering.

Turn the ignition key and you un-

lock an impatient 3 litre, fuel-injected 180 bhp engine. Foot down, and 60 mph is just 8.2 seconds away.

But beware, the Monza will surge on to over 132 mph.

Swing it through some curves and you'll get instant feedback from the all-independent suspension with front MacPherson struts and gas-filled dampers.

Also the limited slip differential improves traction, particularly in poor conditions.

Indeed, 'Motor' magazine likened the effect to that of four-wheel drive.

MANUFACTURERS PERFORMANCE FIGURES RELATE TO MANUAL TRANSMISSION. AIR-CONDITIONING ILLUSTRATED IS AN OPTION.

132
mph
LCD ELECTRONICS
010016 miles 1000
km/h mph

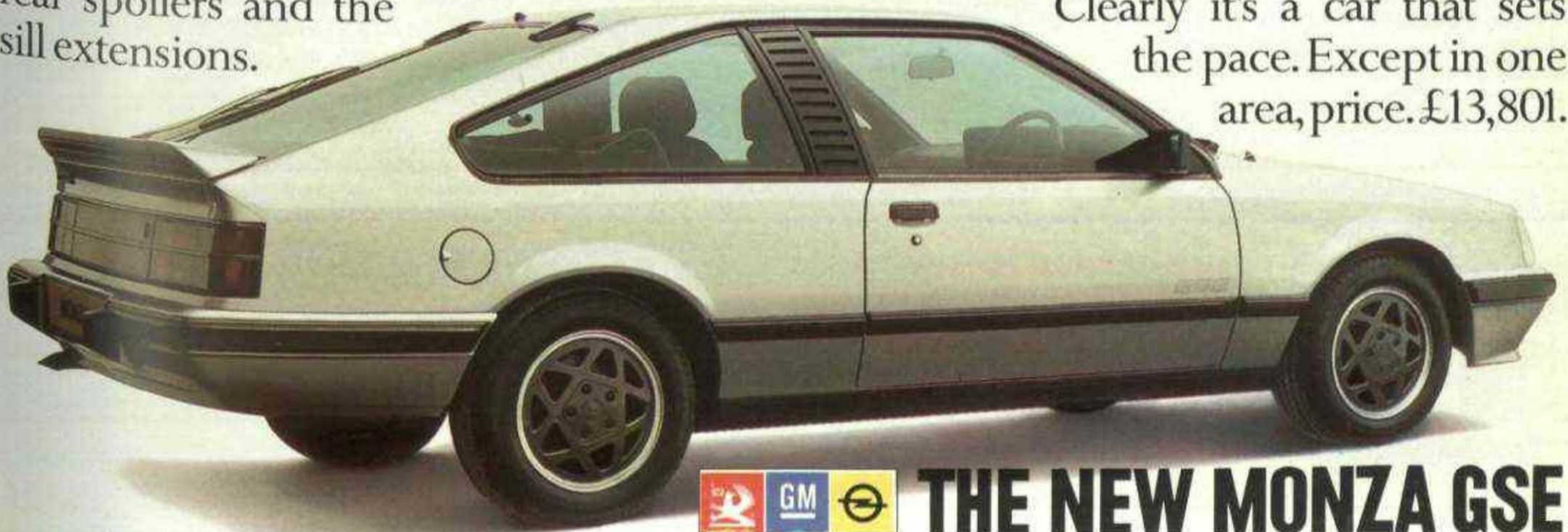


THE MONZA IS AHEAD LUXURY COUPÉS.

At speed, you'll soon appreciate the aerodynamic properties of the front and rear spoilers and the sill extensions.

And at rest, as you can see, they do nothing to hide the car's potential.

Clearly it's a car that sets the pace. Except in one area, price. £13,801.



THE NEW MONZA GSE
Better. By Design.

EXTRA PRICE, CORRECT AT TIME OF GOING TO PRESS, INCLUDES CAR TAX AND VAT. DELIVERY AND NUMBER PLATES EXTRA.



Above: At the first corner of the South African Grand Prix Rosberg had an impressive lead in his Williams-Honda V6, but the most remarkable effort was that of Nelson Piquet being in second place after nearly stalling his BMW engine when the green light came on. By the end of this opening lap Piquet was ready to take the lead. *Below left:* Although Piquet led the early stages, Lauda was soon on his tail and pressured the Brazilian into over-stressing his tyres, which caused his early pit stop and let the McLaren Porsche into the lead. *Below right:* New-boy Ayrton Senna in the Toleman-Hart once again qualified extremely well in mid-grid position and drove a competent race into sixth place. *Bottom:* Derek Warwick (Renault) who finished third, laps Riccardo Patrese's Alfa Romeo, as the Italian laps Martin Brundle's Tyrrell-Cosworth, providing this rare three-abreast photograph as they all pass the pits at Kyalami.





205 GTI. 118 MPH.
Two new numbers to be reckoned with.

Its top speed may make you yearn for an autobahn, but that alone doesn't make it a GTI.

What follows, does. Because the 205 GTI isn't merely a modified saloon. It's a purpose-built performance machine.

So, under the bonnet, you'll find a newly developed 1.6 litre, 105 bhp (PS-DIN) fuel injected power plant that urges you past 60 mph in a fraction over 9 seconds. It also sports a close ratio 5 speed gearbox that lets you pile on

near maximum torque from 2,700 rpm all the way up to 5,500 rpm, from first to fifth. So it's as smooth as it's swift.

Its low, taut suspension has been specially tuned. Combined with the latest Michelin MXV low profile tyres, it easily holds its own in tight corners.

What's stopping you? A totally new braking system with ventilated front discs, and strong servo assistance to boot.

Thirst for power, however, hasn't led to a powerfu



Peugeot Talbot. A new sensation on the road.

thirst. Better than any of its rivals, the 205 GTI can return over 50 mpg at a constant 56 mph.

Happily, running costs were the only economies we considered. Elsewhere, we've been positively lavish.

Alloy wheels. Twin halogen driving lamps in the front spoiler. Tinted glass. A radio/stereo cassette. Six dial instrument cluster, including oil temperature and pressure gauges.

Reclining front sport seats, with headrests.

Dividing seats in the rear. (It can turn into an estate car behind your back.) Black and red ribbed velour upholstery. Deep red carpets throughout. All standard. (Electric front windows, and central locking are an optional extra.)

Despite all of the above, the 205 GTI is a surprisingly modest car in one important respect.

It costs just £6,295.

No wonder we can't make them fast enough.



Brazilian Grand Prix



Rio de Janeiro, March 25th
IN sharp contrast to previous years, the Formula 1 "close season" has been very much longer this winter, stretching from Kyalami in mid-October 1983 until the Brazilian Grand Prix opened the 1984 season on March 25th. In the past many teams have spent time moaning that the break is far too short, giving them nowhere near sufficient time to complete development programmes and construct new cars. Now, for some, it seems that the gap is too long: many of those who complained on the previous count could now be heard grumbling that the off-season had been far too long! There are some contrary, forgetful people with short memories in this Grand Prix game.

To those watching with revived enthusiasm from the touchlines, the long winter break had borne worthwhile fruits. Instead of fumbling through the first few races relying on last year's machinery, the vast majority of the teams had brand new 1984 cars all ready to race and, moreover, extremely well tested. There were lots of interesting new faces strapped into familiar cockpits, but probably the main technical interest surrounded how easily the engine manufacturers were going to cope with the problem of running a full Grand Prix distance (up to 200 miles) on the regulation 220 litres (49.5 gallons) of fuel without encountering consumption problems. Pit stops for refuelling are now prohibited by the 1984 Formula 1 regulations, but there is nothing to stop people running on soft tyres for the first part of the race and stopping somewhere beyond half distance for a set of fresh rubber. The much-discussed and

debated question of the minimum weight limit came to the forefront of attention once again with plenty of rumour and speculation as to the way in which several teams would circumvent the spirit of the rules: water tanks for the injection system, or the brake cooling systems — or just water tanks for no real purpose apart from ballast — were regarded as the most popular choice.

First past the flag at the sun-scorched *Autodromo Riocentro* for the past couple of years has been Nelson Piquet at the wheel of a Gordon Murray-designed Brabham and, from the way in which he completed the '83 Championship season at Kyalami last October, it was really rather difficult envisaging a change in overall form. However, the new BMW-engined Brabham BT53 didn't take part in the recent week of testing at Rio, and although this factor didn't prevent the brand new BT52 from scoring a debut victory in last year's race, the tempo of Formula 1 competition ensured that this feat wasn't about to be repeated.

Visually similar to the BT52 from which it is developed, the Brabham BT53 is built round a totally new alloy monocoque with some carbon fibre composite panels, has a larger fuel cell than the BT52 and sports bigger side pods containing the turbocharger intercooler and water radiator. Aerodynamics and suspension geometry have been revised, although the inboard coil spring / dampers are still activated by push-rods. Piquet felt that the new car simply lacked test miles "but it really felt quite reasonable". On the first day of practice, Piquet candidly confessed that he

ran wide on one corner during what he otherwise felt would be his quickest lap, and his efforts were spoilt on the Saturday when his regular qualifying spare BT53 suffered engine failure as he started his quick run on the Brazilian being obliged to take over his race car to establish a 1 min 30.149 sec best to start the race from ninth position. The second Brabham seat will be shared this season by the two Fabi brothers, former European F2 Champion Corrado deputising for his brother Teodorico when CAR's racing obligations in North America make his first call on "Teo's" services. On this occasion it was T. Fabi at the wheel, hampered by throttle linkage and gearbox problems on the first day, he got his BT53 running well only to spin into the catch fence at the end of the back straight during the final timed session. That meant he wound up a lowly 15th with a best of 1 min 33.277 sec, an untypically poor starting position for any Brabham-BMW.

With the Brabhams out of contention so far as the battle for pole position was concerned, the contest turned out to be between Lotus, Ferrari, McLaren and Renault. The weather, although pleasantly hot, was by no means as swelteringly oppressive as it frequently can be in these tropical regions, so there were no cases of overt driver fatigue or dire engine overheating. In the Lotus camp, the team's French designer Gerard Ducarouge had produced another brand new design for the 1984 season, closely based round what he had learnt from the "interim" 94T which appeared in the middle of the '83 season. Powered by the latest Renault EF4 allo



TEO FABI, in his first race with Brabham, leads Alain Prost making his successful return to McLaren. Fabi's race ended with a turbo failure.

block V6, the Lotus 95T looked visually very similar to its immediate predecessor but was aerodynamically different, obviously featured a bigger fuel tank, sported pull-rod suspension and was shod with Goodyear tyres in preference to last season's Pirellis. The switch of rubber was an absolutely crucial factor which enabled both Nigel Mansell and Elio de Angelis to compete for the fastest times during qualifying, Mansell emerging at the top of the lists on Friday while his Italian team-mate beat him to pole position with a 1 min 28.932 sec.

De Angelis had changed the aerodynamic configuration of his car during the Friday untimed session, but Mansell didn't think it was worth changing his until the break before the final qualifying session when he found his engine running hotter than his team-mate's. His efforts to match de

Angelis' time came to an unexpected end as he spun wildly trying to find a way through between Alain Prost's McLaren MP4/2 and the Ligier JS23 of Andrea de Cesaris. Mansell was left to ruminate quietly over the fact that he'd earlier inadvertently held up Prost's McLaren when the Frenchman was going for a quick time — so he'd just been on the receiving end of a rather silly "tit-for-tat" response.

Mansell's 1 min 29.364 sec earned him fifth place on the starting grid, second place on the front row falling to the smooth, stylish Michele Alboreto at the wheel of a new Ferrari 126C4. Last season Alboreto's tidy driving earned him little in the way of dividends at the wheel of Ken Tyrrell's Cosworth DFY-engined also-rans: this year, equipped with the very latest in Formula 1 machinery, Alboreto's efforts translated into a fine 1 min 28.898 sec — second quickest.

There were three 126C4s on hand in Brazil for Alboreto and René Arnoux to choose from, the two race cars fitted with large water tanks within the cockpit seats for the purpose of ballasting up their water injection reservoirs during routine pit stops. Alboreto's C4 was fitted with the latest Weber Marelli electronic injection system while Arnoux's car featured the earlier Lucas system. Whilst the Italian driver enjoyed a relatively trouble-free run throughout qualifying, his French team-mate was bugged with minor problems. On Friday his engine cut out intermittently, due probably to a sticking valve somewhere deep in the fuel system, while he was badly baulked on Saturday and suffered a turbocharger failure for good measure in the final session. As a result, Arnoux wound up 10th on 1 min 30.695 sec.

Derek Warwick took full advantage of his highly competitive new Renault RE50 to qualify third in 1 min 29.025 sec, "although I went into the corner after the pits a bit too deep, spoiling my perfect line on my crucial quick lap", he admitted afterwards. The new Renaults hadn't looked an immediate threat for pole position from the start of practice, both Warwick and team-mate Patrick Tambay bugged by a feeling that the cars were "not quite right" and only improved during the final hour of qualifying, after the decision had been taken to change them back closer to the "high downforce" configuration which had been employed on the cars during the pre-race Rio tests. This change improved the RE50 track manners quite considerably and Warwick's 1 min 29.025 sec best was briefly good enough for pole position until de Angelis and Alboreto improved further. Tambay was left languishing in a rather disappointed eighth place on the grid,

FERRARI signing Michele Alboreto did all that was expected of him, leading the race for the opening 11 laps before an unusual brake failure halted his progress.





ALAIN PROST made the most of his new McLaren MP4/2, moving smoothly into the lead nine laps from the end when Warwick's Renault stopped. It was a first-time victory for the Porsche V6 engine which proved reliable, economical and sufficiently powerful.

having managed a 1 min 30.554 sec best. "I can't blame the car because it did a 1 min 29.3 sec in testing," admitted the Frenchman very openly, "so I'm afraid we'll have to put this one down to the driver!"

The McLaren International team rounded off the 1983 season with Niki Lauda producing a very encouraging performance at Kyalami, but most of his rivals had a clever explanation for this apparent "freak" outing. The team lagged behind slightly during off-season testing, the new John Barnard-designed MP4/2 only making its debut at Paul Ricard a few weeks prior to the first race of the season. Obviously owing

a lot to the prototype car which made its debut at Zandvoort last summer, the latest McLaren is visually similar but features a lot of redesigning round a totally new carbon fibre composite monocoque. Considerable progress has also been made by Porsche on development of the TAG-commissioned V6 turbocharged engine and, from the outset of Rio qualifying, it was quite obvious that this car / engine / tyre combination was not only supremely competitive but also outstandingly reliable.

The presence of Renault refugee Alain Prost in the team really made Niki Lauda rise to the occasion, his performance in the

race reminding us just what a fine driver is when fully motivated. But for Prost an unfortunate "moment" with Mansel Lotus, the Frenchman might have got the MP4/2 onto the front row; as it was, he qualified fourth on 1 min 29.330 sec with Lauda in sixth place, working hard to keep up, on 1 min 29.854 sec.

In contrast, the Williams team was having a largely disappointing time with its Honda V6-engined FW09. This machine had already made an impressive debut at Kyalami last season, "Keke" Rosberg coming home an encouraging fifth, but over the winter the FW09 had received a new rear end with ver-

ENTRY AND PRACTICE

No	Driver	Nat	Team	Car Type	Engine	Tyres	Sponsors	Colours	Friday Practice	Saturday Practice	Remarks
1	Nelson Piquet	BR	Brabham	BT53	BMW 4-cyl t/c	Michelin	Parmalat Food	Blue/White	1.31.068	1.30.149	Reigning World Champ
2	Teo Fabi	ITAL	Brabham	BT53	BMW 4-cyl t/c	Michelin	Parmalat Food	Blue/White	1.33.951	1.33.277	First race with Brabham
3	Martin Brundle	GB	Tyrrell	012	Cosworth V8	Goodyear	—	Blue	1.36.081	1.36.191	First F1 race
4	Stefan Bellof	D	Tyrrell	012	Cosworth V8	Goodyear	—	Blue	1.36.957	1.36.609	First F1 race
5	Jacques Laffite	FR	Williams	FW09	Honda V6 t/c	Goodyear	Denim/ICI/TAG	White/Green	1.32.032	1.31.548	
6	Keijo Rosberg	FIN	Williams	FW09	Honda V6 t/c	Goodyear	Denim/ICI/TAG	White/Green	1.31.778	1.30.611	
7	Alain Prost	FR	McLaren	MP4/2	Porsche V6 t/c	Michelin	Marlboro/TAG	Red/White	1.29.823	1.29.330	
8	Niki Lauda	AUT	McLaren	MP4/2	Porsche V6 t/c	Michelin	Marlboro/TAG	Red/White	1.29.951	1.29.854	
9	Phillipe Alliot	FR	RAM	RAM 02	Hart 4-cyl t/c	Pirelli	Skoal	White/Green	1.38.124	1.37.709	First F1 race
10	Jonathan Palmer	GB	RAM	RAM 02	Hart 4-cyl t/c	Pirelli	Skoal	White/Green	1.39.840	1.37.919	Did not qualify
11	Elio de Angelis	ITAL	Lotus	95T	Renault V6 t/c	Goodyear	John Player/ELF	Black/Gold	1.29.625	1.28.392	Pole position
12	Nigel Mansell	GB	Lotus	95T	Renault V6 t/c	Goodyear	John Player/ELF	Black/Gold	1.29.364	1.30.182	
14	Manfred Winkelhock	D	ATS	D6	BMW 4-cyl t/c	Pirelli	ATS Wheels	Yellow/Black	1.35.395	1.32.997	Disqualified
15	Patrick Tambay	FR	Renault	RE50	Renault V6 t/c	Michelin	ELF	Yellow/White/Black	1.30.719	1.30.554	First race with Renault
16	Derek Warwick	GB	Renault	RE50	Renault V6 t/c	Michelin	ELF	Yellow/White/Black	1.30.945	1.29.025	First race with Renault
17	Marc Surer	CH	Arrows	A6	Cosworth V8	Goodyear	Barclay/Nordica	Cream/Brown	1.37.204	1.37.348	Owner of car
18	Thierry Boutsen	B	Arrows	A6	Cosworth V8	Goodyear	Barclay/Nordica	Cream/Brown	1.36.737	1.36.312	
19	Ayrton Senna	BR	Toleman	TG183B	Hart 4-cyl t/c	Pirelli	Magirus	Blue/Red/White	1.36.867	1.33.525	First F1 race
20	Johnny Cecotto	VEN	Toleman	TG183B	Hart 4-cyl t/c	Pirelli	Magirus	Blue/Red/White	1.35.980	1.35.300	First race with Toleman
21	Mauro Baldi	ITAL	Spirit	101/B	Hart 4-cyl t/c	Pirelli	Topolino	Red	1.36.816	1.39.873	First race with Spirit
22	Riccardo Patrese	ITAL	Alfa Romeo	184T	Alfa Romeo V8 t/c	Goodyear	Benetton/AGIP	Green/Black	1.30.973	1.31.879	First race with Alfa
23	Eddie Cheever	USA	Alfa Romeo	184T	Alfa Romeo V8 t/c	Goodyear	Benetton/AGIP	Green/Black	1.33.115	1.31.282	First race with Alfa
24	Piercarlo Ghinzani	ITAL	Osella	FA1E83/02	Alfa Romeo V8 t/c	Pirelli	Kelemata	Blue	1.40.431	1.36.434	
25	Francois Hesnault	FR	Ligier	JS23	Renault V6 t/c	Michelin	Gitanes/Antar	Blue/White	1.36.257	1.36.238	First F1 race
26	Andrea de Cesaris	ITAL	Ligier	JS23	Renault V6 t/c	Michelin	Gitanes/Antar	Blue/White	1.34.622	1.32.895	First race with Ligier
27	Michele Alboreto	ITAL	Ferrari	126 C4	Ferrari V6 t/c	Goodyear	Fiat/AGIP	Red	1.29.950	1.28.898	First race with Ferrari
28	René Arnoux	FR	Ferrari	126C4	Ferrari V6 t/c	Goodyear	Fiat/AGIP	Red	1.30.832	1.30.695	



THOUGH troubled by understeer, Keijo Rosberg drove forcefully as usual to finish in second place, profiting from the high retirement rate among the other front-running teams.

effective pull-rod suspension — so effective that the front end of the car didn't give a corresponding level of grip. The result, according to Rosberg, was acute understeer just about everywhere round the Rio circuit, a factor which kept the former World Champion's best time down to 1 min 30.611 sec earning him ninth place on the grid between Tambay and Arnoux. Team-mate Jacques Laffite was hampered for much of practice by his race car's reluctance to rev cleanly with the result that he could only manage 13th on the grid.

The two new carbon fibre composite Alfa Romeo 184Ts, despite being short on pre-event testing, proved a well-matched duo in the hands of Riccardo Patrese and Eddie Cheever although, between them, they suffered the usual high level of engine and turbocharger failures during qualifying and practice in typical Alfa fashion. Now looking unfamiliar in green Benetton livery, these new Alfas run on Goodyear rubber since Michelin said that it couldn't continue to service so many teams this season. Patrese and Cheever were both impressed with the levels of grip afforded by their new cars.

Andrea de Cesaris, looking unfamiliar and not altogether at home at the wheel of his carbonfibre composite Ligier-Renault JS23 managed to squeeze in 14th on the grid ahead of Fabi, while Brazilian new boy Ayrton Senna, winner of last year's British Formula 3 Championship, held everybody's attention with some aggressively positive laps at the wheel of his Toleman TG183B. Senna replaces Derek Warwick as Toleman team leader and he quickly underlined that he has all the hallmarks of a future Champion. He knows only one way to drive — flat out — and his intolerance over the Toleman's also-ran status, as well as his

DEBUTANT Martin Brundle impressed by his fast, smooth driving in the Tyrrell-Cosworth, rewarded by fifth place overall.

dissatisfaction with Pirelli's very troubled tyre situation at Rio, means that he's going to be a bit of a handful for Alex Hawkridge and Peter Gethin to handle during his formative stage. The initial impression is one of a cocky youngster who could do with a clip round the ear — but watching him manhandle the Toleman round Rio left the writer suffused with enthusiasm.

Having said that, of course, we're bound to say that Britain's new hope Martin Brundle impressed us equally for totally different reasons. One has to accept that a taut, good-handling Goodyear-shod Tyrrell 012 is probably a nicer car to drive than a Pirelli-shod Toleman on which the tyres are delaminating almost before anybody looks at them, let alone tries to drive on them, but Brundle certainly took full advantage of his new-found situation. He was smooth, confident and unflustered from the outset,

STARTING GRID

27	M. Alboreto (Ferrari V6 t/c) 1 min 28.898 sec	11	E. de Angelis (Lotus-Renault V6 t/c) 1 min 28.392 sec
7	A. Prost (McLaren-Porsche V6 t/c) 1 min 29.330 sec	16	D. Warwick (Renault V6 t/c) 1 min 29.025 sec
8	N. Lauda (McLaren-Porsche V6 t/c) 1 min 29.854 sec	12	N. Mansell (Lotus-Renault V6 t/c) 1 min 29.364 sec
15	P. Tambay (Renault V6 t/c) 1 min 30.554 sec	1	N. Piquet (Brabham-BMW t/c) 1 min 30.149 sec
28	R. Arnoux (Ferrari V6 t/c) 1 min 30.695 sec	6	K. Rosberg (Williams-Honda V6 t/c) 1 min 30.611 sec
23	E. Cheever (Alfa Romeo V8 t/c) 1 min 31.282 sec	22	R. Patrese (Alfa Romeo V8 t/c) 1 min 30.973 sec
26	*A. de Cesaris (Ligier-Renault V6 t/c) 1 min 32.895 sec	5	J. Laffite (Williams-Honda V6 t/c) 1 min 31.548 sec
19	A. Senna (Toleman-Hart t/c) 1 min 33.525 sec	2	T. Fabi (Brabham-BMW t/c) 1 min 33.277 sec
3	M. Brundle (Tyrrell-Cosworth V8) 1 min 36.081 sec	20	J. Cecotto (Toleman-Hart t/c) 1 min 35.300 sec
18	T. Boutsen (Arrows-Cosworth V8) 1 min 36.312 sec	25	F. Hesnault (Ligier-Renault V6 t/c) 1 min 36.238 sec
4	S. Bellof (Tyrrell-Cosworth V8) 1 min 36.609 sec	24	P. Ghinzani (Osella-Alfa V8 t/c) 1 min 36.434 sec
17	M. Surer (Arrows-Cosworth V8) 1 min 37.204 sec	21	M. Baldi (Spirit-Hart t/c) 1 min 36.816 sec
10	**J. Palmer (RAM-Hart t/c) 1 min 37.919 sec	9	P. Alliot (RAM-Hart t/c) 1 min 37.709 sec

* Started from pit lane in spare car
 ** Allowed to start after disqualification of number 14
 14 M. Winkelhock (ATS-BMW t/c) 1 min. 32.997 sec — disqualified after team infringement of rules.



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UNLUCKY in his first race for Renault, Derek Warwick clearly established himself as a front-runner, and probable winner, until the left-front suspension broke.

qualifying his Tyrrell in 18th position whilst modestly remarking "I think it will take me two or three races to feel completely at home. My heart still misses a beat when I get it into a slide!" But at the end of qualifying, with Stefan Bellof also qualifying his Tyrrell comfortably in 22nd position, Ken Tyrrell's team was collectively grinning fit to burst.

The tail end of the grid had much the same look to it as in 1983, although the only team apart from Tyrrell still to rely on normally aspirated Cosworth power was Arrows — and it was only using its old A6 cars as a stop-gap measure until the BMW turbo-engined A7 is completed for the European programme. Mauro Baldi has now found a home in the little Spirit team, now employing Hart 415T engines, Piercarlo Ghinzani now has an Alfa Romeo V8 turbo in his Osella and Hart 415T engines powered both the John MacDonald RAM entries which made up the last row of the grid. Originally it looked as though 1983 European Formula 2 Champion Jonathan Palmer would be the unlucky "27th", the sole man not to qualify, but Manfred Winkelhock's ATS D6 found itself excluded from the meeting after a rule infringement during qualifying. The organisers' decision to threaten exclusion after ATS mechanics pushed the German car, against stewards' instructions, in the pit lane entrance was felt by many people to be carrying things a little far — but when team chief Gunther Schmid tossed his comments into the debate, the stewards hardened their resolve and the luckless Winkelhock found himself out of the race.

In the past one has always had to wait for the half-hour race morning "warm up" session to obtain an accurate barometer of true race form and, in the case of this year's Brazilian Grand Prix, nothing could have turned out to be closer to the truth. Lauda and Prost were comfortably quickest at the head of the field, a trend which was to be

continued strongly once the race got under way.

The start turned out to be a protracted, delayed affair. With the customary carnival atmosphere absorbing the enthusiastic Brazilian crowd, it was a bit of an anti-climax when de Cesaris found he couldn't select any sort of gear in his Ligier JS23 and began waving his arms frantically just before the green light was given. The "start delayed" signal was shown, so everybody switched off their engines and sat for the best part of another half hour in the blistering sun, filled-to-the-brim fuel tanks shaded by reflective asbestos sheeting in order that as little as possible of the 220-litre fuel load should be lost through vaporisation. Eventually everybody was given the signal to begin another parade lap, this being knocked off the total race distance which was now set at 61 laps.

This time 24 of the 26 runners got away cleanly, but the Brazilian crowd had no interest in the fact that Michele Alboreto's Ferrari C4 had got the jump on its rivals and led into the first right-hander. Above the engines all that could be heard was a sigh of disappointment as it was seen that World Champion Nelson Piquet had stalled his Brabham BT53 and been left behind along with Johnny Cecotto's Toleman. Both cars eventually got away, aided by push-starts, but by that time the sleek Ferrari number 27 was leading off down the long back straight chased hard by Warwick's Renault, the Lotus 95Ts of Mansell and de Angelis and a fast-starting Niki Lauda's McLaren.

Lauda nipped through into fourth place by the end of the opening lap, but the race leader quickly got into a smooth, reliable rhythm and gradually began to ease his Ferrari away from Warwick's Renault, the Englishman nonetheless feeling confident and content with his car's behaviour. Lauda began to eat into Warwick's advantage and outbraked the Renault going into the fast left-hander at the end of the back straight on

lap 10. It was an overtly aggressive manoeuvre by the normally placid Austrian and the McLaren's right rear wheel bump Warwick's left front in the process: "It may not have looked much, but it was quite a bang!" mused Warwick after the race.

Hardly had Lauda moved into second place than he found himself promoted in the lead of a World Championship Grand Prix for the first time since the summer of 1982 (Brands Hatch) when the leading Ferrari suddenly spun violently braking for the right-hander before the pits as Alboreto came up to complete his 12th lap. To the casual observer it simply looked as though the Italian driver made a straightforward error of judgement, but there was more to it than that as, after regaining the circuit in third place, Alboreto again spun wildly when he applied the brakes for the next corner. He cruised round to the pits where an initial inspection suggested that something might be wrong with the right front brake caliper: he resumed for another slow lap before retiring. Detailed examination revealed that one of the bolts holding the two parts of the caliper together had broken, and the caliper had lost its fluid.

Alboreto's misfortune left Niki Lauda in commanding lead, with Warwick comfortably second and Prost sizing up Mansell's Lotus for third, eventually moving ahead of the Englishman on lap 10. Arnoux, Tambay and de Angelis were near up, while early retirements had already included Ayrton Senna's Toleman-Haas (loss of turbocharger boost pressure), Stefan Bellof's Tyrrell (broken throttle cable) and Mauro Baldi's Spirit (distributor malfunction).

Timing of mid-race pit stops for fresh rubber was a crucial aspect of team strategy, so when Warwick stopped (along with Mansell) at the end of lap 29 and managed to resume without losing what was now third place (behind the two McLarens), the Hampshire driver was clearly sitting pretty. When both the TAG / Porsche-engined cars arrived in the pit lane at the end of lap 38 the best-placed Renault was thus able to surge confidently into the lead. It now didn't seem there was any way in which Warwick could fail to win his first Grand Prix at the wheel of a Renault, particularly as Prost's stop took almost half a minute as one of the wheel securing nuts proved reluctant to tighten correctly. As for Lauda, his arrival in the pit lane at the same time as his team-mate hadn't been the result of bad planning, simply bad luck. The Austrian was coming in to retire with what turned out to be a minor electrical plug failure between the wiring loom and the battery. A bitter disappointment after such a smooth confident performance which went a long way to re-establishing Lauda's partly forgotten reputation.

However, if Lauda's retirement was a large slice of bad luck for the McLaren

STARTING from pole position in the Lotus 95T, Elio de Angelis found that his engine wasn't pulling properly all through the race, and finished third.

International team, it was quickly to be followed by a large slice of good luck. Warwick was gradually becoming aware of a vibration from the front end of his Renault, the cause of which became dramatically apparent to him when the left upper wishbone broke as he braked for the slowest hairpin on the circuit with 10 laps to go. Derek spun gently to the outside of the corner and then limped back to the pits where he retired — Prost's McLaren boomed past into the lead in the process and from that point onwards the race was over. Almost certainly, the failure of the Renault was directly caused by Warwick's earlier brush with Lauda's McLaren, so the eventual outcome of the Brazilian Grand Prix was directly and ironically related to this incident.

Throughout all this drama at the front of the field, Williams team leader Keke Rosberg had been gritting his teeth and driving his Honda-engined FW09 as fast as he could all afternoon. In an effort to counter the inherent understeer, the front aerofoils had been set at quite a steep angle with the result that the FW09 now pivoted "nervously" round its front end. But the one thing that Rosberg clearly didn't have to worry about was the Honda engine's fuel consumption which was quite easily inside the 220-litre-per-race limit. For a short while it looked as though de Angelis might be able to counter-attack on behalf of Lotus, but the Italian driver complained that his Renault engine hadn't been pulling properly from the start so he had to be content with third at the chequered flag.

Eddie Cheever drove smoothly at the wheel of the new Alfa Romeo 184T to finish fourth, Patrese having retired much earlier with gearbox trouble. In the closing laps of the race the American driver paced himself with reference to the Tyrrell of Martin Brundle which was close behind, the young Englishman having driven a copybook race on his first Formula 1 outing. The top six was completed by the unfortunate Patrick Tambay whose Renault RE50 seemed destined for a strong third place until it spluttered to a halt with just over two laps left to run: either the fuel injection system wasn't picking up the last few pints in the tank or there was some similar consumption problem. Either way, it was a grim defeat for the Frenchman and a possible indication of more problems to come if one of these "fuel economy" Grands Prix should be closely contested right up until the final lap.

Behind Tambay, only the two Arrows A6 and Palmer's slow RAM-Hart were running at the finish, a list of exalted names featuring in the retirement list including Arnoux's Ferrari C4, Laffite's Williams FW09, Mansell's Lotus (which crashed), both the new Ligier JS23s (de Cesaris started his spare car from the pit lane after the grid had



finally been unleashed) and both the Brabham-BMWs. Nelson Piquet had hauled his way conscientiously through the field after stalling at the start, entertaining his compatriots in grand fashion but in fact doing no more than reasserting himself in

the position he should have occupied in the first place. He eventually succumbed to engine trouble on the same lap as his team-mate Fabi stopped with turbocharger failure: it was as bad a race for the marque as one could possibly have imagined. — A.H.

RESULTS

BRAZILIAN GRAND PRIX — Formula One — 61 laps — Rio de Janeiro — 5.031 kilometres per lap — 306.891 kilometres — hot

1st	: Alain Prost	(McLaren MP4/2-2)	1 hr 42 min 34.492 sec — 179.511 kph
2nd	: Keijo Rosberg	(Williams FW09/4)	1 hr 43 min 15.006 sec
3rd	: Elio de Angelis	(Lotus 95T/3)	1 hr 43 min 33.620 sec
4th	: Eddie Cheever	(Alfa Romeo 184T/1)	1 lap behind
5th	: Martin Brundle	(Tyrrell 012/3)	1 lap behind
6th	: Patrick Tambay	(Renault RE50/03)	2 laps behind — not running — out of petrol
7th	: Thierry Boutsen	(Arrows A6/5)	2 laps behind
8th	: Marc Surer	(Arrows A6/4)	2 laps behind
9th	: Jonathan Palmer	(RAM 01/03)	3 laps behind
10th	: Derek Warwick	(Renault RE50/04)	retired on lap 52 — broken front suspension
11th	: Andrea de Cesaris	(Ligier JS23/01) (T)	retired on lap 43 — gear selectors
12th	: Riccardo Patrese	(Alfa Romeo 184T/2)	retired on lap 42 — gearbox failure
13th	: Niki Lauda	(McLaren MP4/2-1)	retired on lap 39 — electrical trouble
14th	: Nigel Mansell	(Lotus 95T/2)	retired on lap 36 — accident
15th	: Nelson Piquet	(Brabham BT53/5)	retired on lap 33 — engine failure
16th	: Teo Fabi	(Brabham BT53/2)	retired on lap 33 — turbo failure
17th	: René Arnoux	(Ferrari 126C4/073)	retired on lap 31 — electrical trouble
18th	: Piercarlo Ghinzani	(Osella FA1E83/02)	retired on lap 29 — gearbox failure
19th	: Francois Hesnault	(Ligier JS23/02)	retired on lap 26 — engine failure
20th	: Philippe Alliot	(RAM 02/01)	retired on lap 25 — battery failure
21st	: Johnny Cecotto	(Toleman TG183B/04)	retired on lap 19 — loss of boost
22nd	: Jacques Laffite	(Williams FW09/3)	retired on lap 16 — electrical trouble
23rd	: Michele Alboreto	(Ferrari 126C4/072)	retired on lap 15 — front brake trouble
24th	: Mauro Baldi	(Spirit 101/1B)	retired on lap 13 — ignition trouble
25th	: Stefan Bellof	(Tyrrell 012/2)	retired on lap 12 — broken throttle cable
26th	: Ayrton Senna	(Toleman TG183B/05)	retired on lap 9 — loss of boost

Fastest lap: Alain Prost (McLaren MP4/2-2) on lap 42 in 1 min 36.499 sec — 187.686 kph

26 starters — nine finishers





EURO F3 AT ZOLDER: Russell Spence (above) driving his Glenn Waters run Ralt RT3, proved dominant throughout practice for the first-ever overseas round of the British Marlboro F3 Championship held at Zolder on April 15th. The Yorkshireman went on to score his debut win in F3 after early leader Cor Euser, driving a Magnum, dropped out with gear selection problems. Series leader Johnny Dumfries (right) had to be content with second place ahead of Canadian Allen Berg, who drove a fine race into third. Later in the day, Dumfries appeared again for the second round of the European F3 Championship. The Scotsman placed his Dave Price run Ralt RT3 on pole position from where he led initially from the similar car of Dane, John Nielsen. Handling problems slowed him at half distance and Nielsen sailed by to an easy victory. Italian Ivan Capelli eventually took third, after American Davy Jones's threat to the leaders in the early stages dwindled, as his tyres suffered a chronic lack of grip. Earlier in the week prior to a bout of Formula One testing, a memorial was unveiled (above right) to Gilles Villeneuve who was killed at the Belgian track during practice for the Belgian Grand Prix in May 1982.



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The Renault 11 TXE: The latest, sporty addition to the Renault 11 range. With a brand new, more powerful 1721 cc engine. Developing 88 bhp Din. Top speed: 106 mph (manufacturer's figure). 5 speed gearbox. Excellent fuel economy: 54.3 mpg at 56 mph, 42.2 mpg at 75 mph and 32.1 mpg on the urban cycle*. High performance 175/70 SR 13 tyres. High level of equipment includes front fog lamps and headlamp wash, electric front windows, rear wiper, central door locking with remote control, monotracer front seats, folding, split rear seats, alloy wheels and side bumper shields. There's also a choice of 1100 cc and 1400 cc models in the Renault 11 range. Prices start at £4,495

*Price (correct at time of going to press) includes 15% VAT, Car Tax and front seat belts. Number plates and delivery extra †Government Test Figures: Renault 11 TXE, constant 56 mph 54.3 mpg (5.2 L/100 km), constant 75 mph 42.2 mpg (6.7 L/100 km), simulated urban cycle 32.1 mpg (8.9 L/100 km). For a brochure write to Renault UK Ltd, P.O. Box 36, Southall, Middx. Ask your dealer about Renault Care mechanical breakdown cover. West End Showroom, 77 St. Martins Lane, London WC2. **RENAULT** recommend **elf** lubricants



PACE British Hillclimb Championship

THE FIRST ROUND of the 1984 series took place under grey skies at Wiscombe Park, Devon on Sunday April 9th. Roy Lane (top left) managed to break the 40 sec barrier in his 2.7-l Pilbeam, taking FTD with 39.46 sec. Jim Thomson (above, leaving the line) showed w beating son Tim who hit the bank, while Alan Payne's ex-F3 Anson (below left) provide change from Pilbeams in the large class. Paul Shires' Aston DB4 (below right) made impressive entry in the GT class.





Another entry in the GT class was Paul Channon's 289 Cobra (above), from which the wheel spats can be removed when not racing. Surprise of the day was Chris Dowson (below) who put his 1,600 cc Chevron into second place (40.24 sec), ahead of many larger-engined cars.

John Hunt (bottom left) shared the 3.6-litre Pilbeam with Alister Douglas-Osborn, but a high speed misfire prevented either making top times. They were more fortunate than Martin Bolsover however, whose new Sports Racing Pilbeam (bottom right), gave in to development problems and did not compete.





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TVR Tasmin 350i Convertible

WHEN the TVR Tasmin was introduced in 1980, it followed its predecessors, the 3000M and Taimar, in using a Ford V6 engine in its steel backbone chassis, though the unit was the 2.8i rather than the earlier 3-litre Essex block. This model was designated the 280i; when TVR decided to offer the 2-litre Ford ohc engine in a cheaper model, that was called the 200. To anyone who has cracked the code, therefore, the discreet "350i" badges on the Blackpool company's latest version of the angular Tasmin are an indication of yet more power, even without "V8" symbols to enlighten observers.

For it is the venerable Rover 3.5-litre V8 which has found its way into another small-production sports car. This all alloy unit, dropped by Buick when new manufacturing methods enabled them to build light-weight blocks in iron rather than costly alloy, has enjoyed a new lease of life in this country since being taken up by Rover, and has been developed continuously up to the current top-line specification for the Rover Vitesse. Like Morgan, another Rover customer, TVR have elected to buy the engine in Vitesse tune with Lucas electronic injection, but in their case the switch of engine was prompted by political attitudes in the Middle East.

While sales potential of Tasmin models in

the wealthy Gulf States was felt to be high, the importation of Ford products there is banned because of the American connection. It was therefore necessary to offer an "acceptable" package, hence the Rover engine. It is, however, an almost entirely beneficial change, increasing the available power from 160 bhp to 190 bhp and significantly improving the flexibility both through better torque and by including the Rover five-speed gearbox. There have been other changes too, but all are under the skin, hidden beneath that distinctive, angular GRP body, which was designed by Oliver Winterbottom, who also shaped the Lotus Elite and Eclat. Though spoiled by that uncomfortable angle over the front wheels, the car as a whole is attractive, in an aggressive way, and has been given better visual balance by the addition of the sills and valances front and rear. The front spoiler, however, makes parking difficult due to its low position and long overhang. The convertible also loses out in parking to its coupé brother which has a glazed rear panel giving excellent low-level vision; instead, the door line kicks up sharply to a high rear deck with a conventional boot-lid in it.

This means that the hood is very shallow, which has allowed TVR to design probably the simplest, most convenient, and most draughtproof hood any drop-head has ever boasted. It is in two parts — a solid GRP panel, covered in hood fabric and lined to match the interior trim, which fits over the occupants or can be stored in the boot, and a

rail to which the rear window and folding part of the hood are attached. This lies in a shallow well behind the seats when the top is down, and is simply pulled up to the vertical position to meet the top panel and locked in place by two simple stays which press the rubber seals firmly against top and window edges. Frameless windows mean that the car is truly "open" when required, yet becomes in less than a minute a snug and weather-proof coupé.

Of course, there is always compromise in car design, and the Tasmin convertible's weakness is luggage space. While the coupé has a useful load deck above the rear axle and the soft-top's bootlid opens, via a cable-release behind the driver's right shoulder, to reveal a capacious boot filled with a very large spare wheel. Any luggage has to be in soft bags to fit around the full-size 205/60x15 tyre. The cabin space behind the seats is useful for keeping things to hand, but allowed them to slide off under braking.

What makes it difficult to relocate the spare is the backbone chassis which for front and rear like that of the Elan to contain the engine and suspension, separating driver and passenger by a wide and high transmission tunnel which seems to accentuate the low level of the seats. The driving position is very natural, although the very short gear-stick is a little too far back and the main instruments, that speedometer, rev-counter, oil and water gauges, are quite visible through the small

WIDE TUNNEL is characteristic of TVRs. Comfortable seats and well detailed trim add to driving pleasure.

wheel, unlike the fuel-gauge and voltmeter which are hidden by the driver's hands. Trim quality is good, the round gauges fitted into walnut veneer panels and the carefully stitched leathercloth trim combining to give an impression of crafted luxury. Most of the controls are mounted in a secondary binnacle on the tunnel where they are not particularly easy to identify, but are at least within easy reach. BL is the source for the slide switches which operate the rapid electric pop-up light pods and for the two stalks controlling wipers and indicators, the latter unfortunately including that fiddly horn-push with which BL continues to saddle its cars, while door handles as well as the crude heater are borrowed from Ford.

The 280i coupé we tested last year suffered from a number of drawbacks on the ride and handling front, and particularly from unpleasant kick-back through the steering. The 350i convertible, on the other hand, exhibited exceptionally smooth ride qualities on good roads particularly at speed, and the steering is now more than acceptable, achieving a good blend of feedback and response. Having settled into the well-shaped seats and adjusted the twin electric door mirrors which come as standard, a single twist of the extremely inaccessibly-sited key fires up the big engine with that immediate response characteristic of injection engines. The resulting noise is probably one of the car's strongest selling points, a throaty snarl which turns heads before the car arrives and emphasises that the average TVR buyer is no shrinking violet. It is appreciably louder than on the Vitesse itself, due to the silencer system which leads to a single large-bore tail-pipe. The company had some difficulty in getting an appropriate exhaust system made up, and they have not yet fully solved this, because the ground clearance below the pipe where it



ducks round the rear drive-shaft is quite inadequate, grounding frequently with two up even at everyday speeds on anything but flat roads.

Alloy wheels shod with Goodyear NCT tyres provide the grip, and are easily made to squeal under the tremendous torque of acceleration, but combined with the firm but comfortable suspension offer terrific cornering ability. In fact the whole blend of handling, grip, and power makes this one of those cars in which the driver does not want to arrive at his destination, and takes long-cuts to prolong the fun. That push in the back after every gearshift, the solid feeling as it hunkers down under braking, and the lateral pull as it rockets towards the apex of bend after bend with little effort needed through the steering wheel are the sensations which lift the sports car above the level of mere transport and make the enthusiast commit large sums of money to its purchase.

For there is no denying that this is an expensive car at £14,800, almost on a par

with Porsche's 944, or the Lotus Excel, both models currently the ones to beat outside the supercar bracket. Does it compare? I would say yes — with reservations. Good as its steel tube chassis is, it inevitably gives away rigidity to a steel monocoque. This is presumably accentuated by the lack of a roof, and the result is that rough or potholed roads slow the Tasmin more than expected as the scuttle shudders and the dampers get a little behindhand in their job. Not that the car is going to spring any surprises — what makes the driver ease off is partly mechanical sympathy and partly that under-slung exhaust.

On the other hand, the traditional interior is much more appealing than the efficient but bland, even spartan, layout of the 944. The TVR feels like a luxury car to sit in, with electric windows (one of which failed on our test) giving a lavish touch to a convertible which they do not to a saloon.

That such an angular shape should make such a relaxed rag-top is surprising, but with the windows up and the top down, conversation is not difficult even at high motorway speeds, and there is none of the blast on the back of the neck that usually assails "topless" cars. This is presumably thanks to the steep rake on the long screen, which reaches fully half-way along the doors, and incidentally provides with its visors good protection from distracting overhead sun. Put up the roof and it is even quieter, the reverse of normal convertibles, although the window-lifts have trouble working against the effective rubber seals. Because of the proximity of the plastic rear window to the driver, visibility is good, even in the three-quarter area, the supporting struts keeping the flexible section taut.

Installing this sort of power in a small-production car often highlights any

Continued on page 579



PRETTY from most angles, the Tasmin could be improved by a neater front spoiler.



THE TASMINE'S deep screen and high rear deck mean that the hood is small and neat, as well as being exceptionally simple to erect. It is draught- and rattle-free and, if anything, adds to the visual appeal of the angular roadster.

Lancaster



**FERRARI
250GT
PININFARINA**

Chassis No.1169 GT

This car, manufactured in 1959, originally finished in metallic grey was owned in Belgium prior to being imported by its present owner in 1978.

Since that time it has been completely overhauled at Rosso's and resprayed to a very high standard in Rosso Chiaro. Since the overhaul, which included a total rebuild of chassis, engine, gear-box, back axle and suspension, the car has been virtually unused, and the recorded kilometrage of 52,000 is genuine. The interior of the car was also refurbished to original specification.

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The Type 10 Bugatti

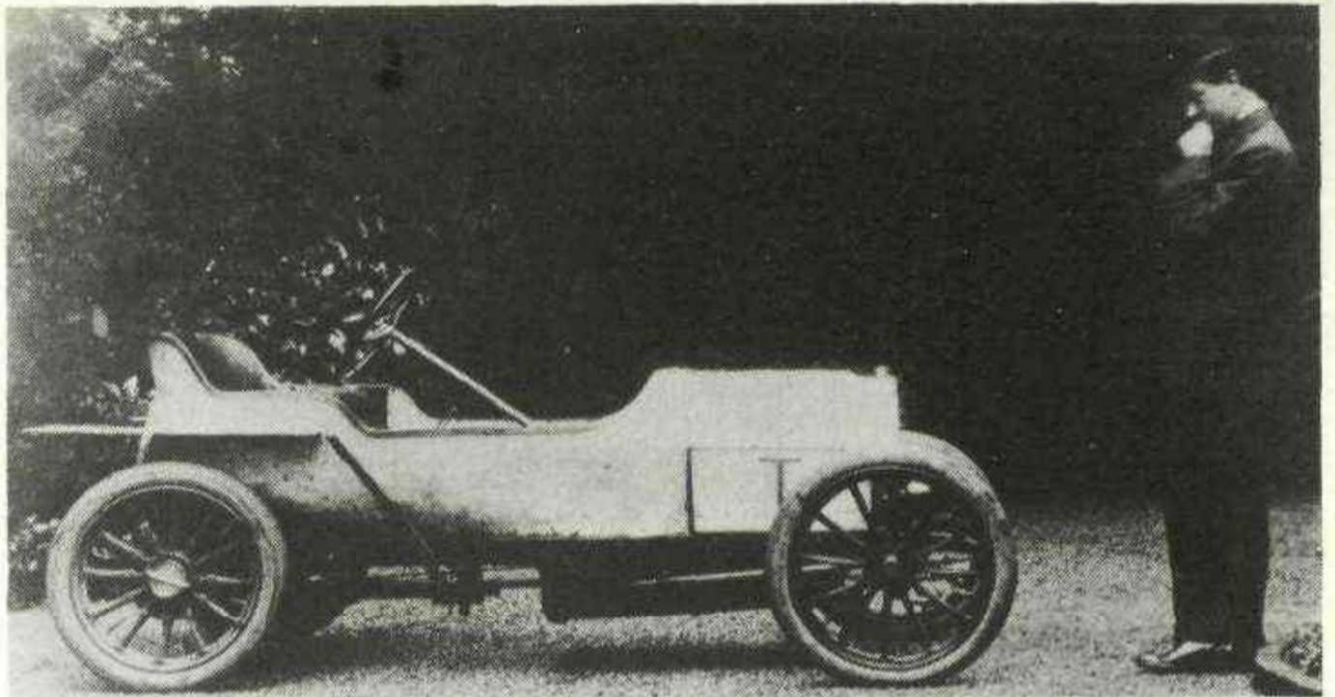
By E. K. H. Karslake

THE HISTORY of Bugatti has for long been so assiduously studied by erudite specialists that I have considered it a subject best avoided by amateurs like myself. If I am tempted now to make a foolish incursion into this perilous field, it is because there is one small detail of the story which I cannot remember having seen adequately discussed.

In 1908 Ettore Bugatti, who some years previously had been commissioned to design cars for the De Dietrich Company, built a car in his works at Cologne with a small overhead-camshaft 4-cylinder engine, which is usually known as the Type 10 and which so closely resembled the Isotta-Fraschinis which ran in the Grand Prix des Voiturettes earlier that year that many people, myself included, were tempted to suppose that Bugatti had also designed these Isotta-Fraschinis. Our erroneous conclusion was reinforced by the fact that in 1907 De Dietrich had acquired financial control of Isotta-Fraschini and it seemed probable enough that they had commissioned Bugatti to design a racing voiturette for their Italian associate. We know better now. We have learnt that the designer of the Isotta-Fraschinis was Cattaneo, who categorically declared that Bugatti had nothing to do with them.

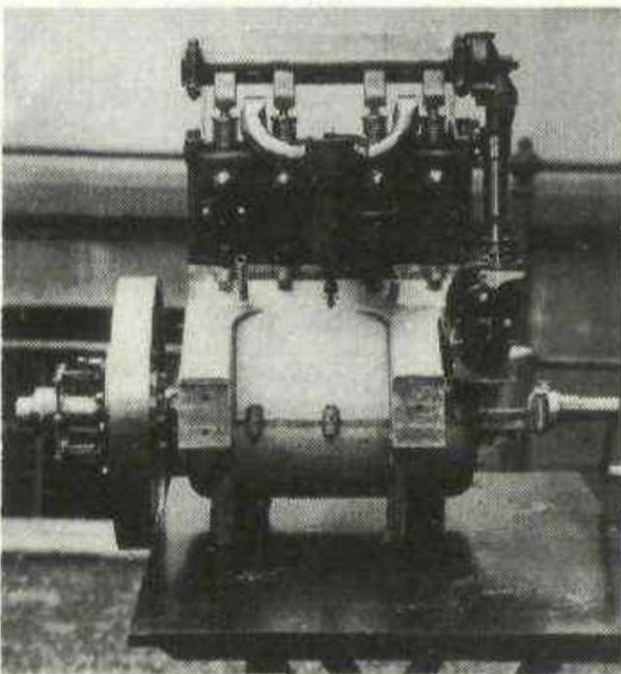
How then to explain the close similarity to them of the Type 10 Bugatti? It has stuck in the gullets of Bugatti enthusiasts to suppose that the great man was a copyist but they are happy to admit that he himself was the first to recognise the value of "observation". Accordingly, or so I believe, the orthodox view is that Bugatti, only admiring what he could see of the little Isotta-Fraschinis, resolved to go home and himself build something very like them, which finally materialised as the Type 10. I might be able to believe this were it not for the fact that its engine dimensions were 62×100 mm.

When the organiser of the Coupe de l'Auto decided to make provision for the use of 4-cylinder engines in their 1908 event, they fixed a bore limit for them of 65 mm. At this point, however, the ACF decided to get in on the act, with the organisation earlier in the year of a Grand Prix des Voiturettes, and for this, they decided, the bore limit for 4-cylinder engines should be not 65 mm but 62 mm. Why they reached this decision is obscure, since even a bore of 65 mm was generally regarded as so small as to present special engineering problems, and by contrast with present-day practice whereby cylinder dimensions are apt to wander off into several places of decimals, it was unusual in the Edwardian period (although there are exceptions which prove the rule) to adjust them by intervals of less than 5 mm unless designers were forced to do so by the formula governing race entries. (The dimensions, for instance, so popular a



ETTORE BUGATTI contemplating an example of the Type 10.

few years later, for a 3-litre 4-cylinder engine of 80×149 mm would almost certainly have been 80×150 mm had not this minimally longer stroke not taken the capacity just over the limit.) Anyhow, for better or worse, entrants for the Grand Prix des Voiturettes had to be content with a bore of 62 mm, and the dimensions of the Isotta-Fraschini engines designed for it were 62×100 mm. It can hardly be a coincidence, surely, that the Type 10 Bugatti also used this curious bore. Nor can this similarity be readily explained by "observation" in the ordinary sense! Even to the eye of a Bugatti, I imagine, an engine would look much the same from the outside if the bore were, say, 60 mm, 62 mm or 65 mm. Nor, again, is there any evidence that Bugatti had any personal penchant for a figure of 62 mm when, a couple of years later, his Type 13 appeared as a development of the Type 10, the stroke remained at 100 mm but the bore was tidied up to 65 mm. I am personally forced to the conclusion, therefore, that when he built the



A RARE PICTURE of the prototype Type 10 engine built by Bugatti while working as consulting designer for Deutz in Cologne, in 1908-9. This design was directly related to the larger four-cylinder engine then being produced for Deutz. The conceptual layout was to form the basis of all Bugatti's designs for some time, although the curved "banana" tappets were enclosed in a casing for production. (H. G. Conway)

Type 10, Bugatti was working from Cattaneo's drawings.

I do not think that, if this conclusion is accepted, Bugatti's admirers ought to be unduly put out by it. The Isotta-Fraschini racing voiturettes had not been a great success. One of them managed eighth place in the ACF race, the first of the four-cylinder cars to finish, but none of these could keep up with the powerful single-cylinder racers which dominated the event. In the circumstances of the time this was hardly surprising. The only advantage that the four-cylinder engines could have had was their ability, deriving from a shorter stroke and lighter moving parts, to attain relatively high crankshaft speeds. But as at the time no crankshaft could be trusted at more than say 2,400 rpm, which could be attained by the single-cylinder Sizaire-Naudin, the potential advantage in this respect of the multi-cylinder engine remained purely theoretical. In consequence Isotta-Fraschini were discouraged and gave up motor racing. This was a pity, because if they had persevered until 1910 they, rather than Hispano-Suiza, might have been the first to win the Coupe de l'Auto with a four-cylinder engine and in any case it would have been interesting to see how their overhead camshaft design compared with the T-head layout used by the Spanish constructors.

But if the Isotta-Fraschinis had failed as racing cars, there might be other applications for Cattaneo's concept. In 1908 the motor industry was in the throes of a depression. Customers seemed to be unable to find the money for a large car of conventional type and manufacturers were forced to the conclusion that their only chance of survival lay in the ability to offer them a much cheaper voiturette. Small cars with hefty single-cylinder engines like the Sizaire-Naudin, however, were not everybody's cup of tea. Starting these engines, for one thing, was something of a he-man's job. By contrast swinging a small four-cylinder unit fitted with a decent

Continued on p. 579

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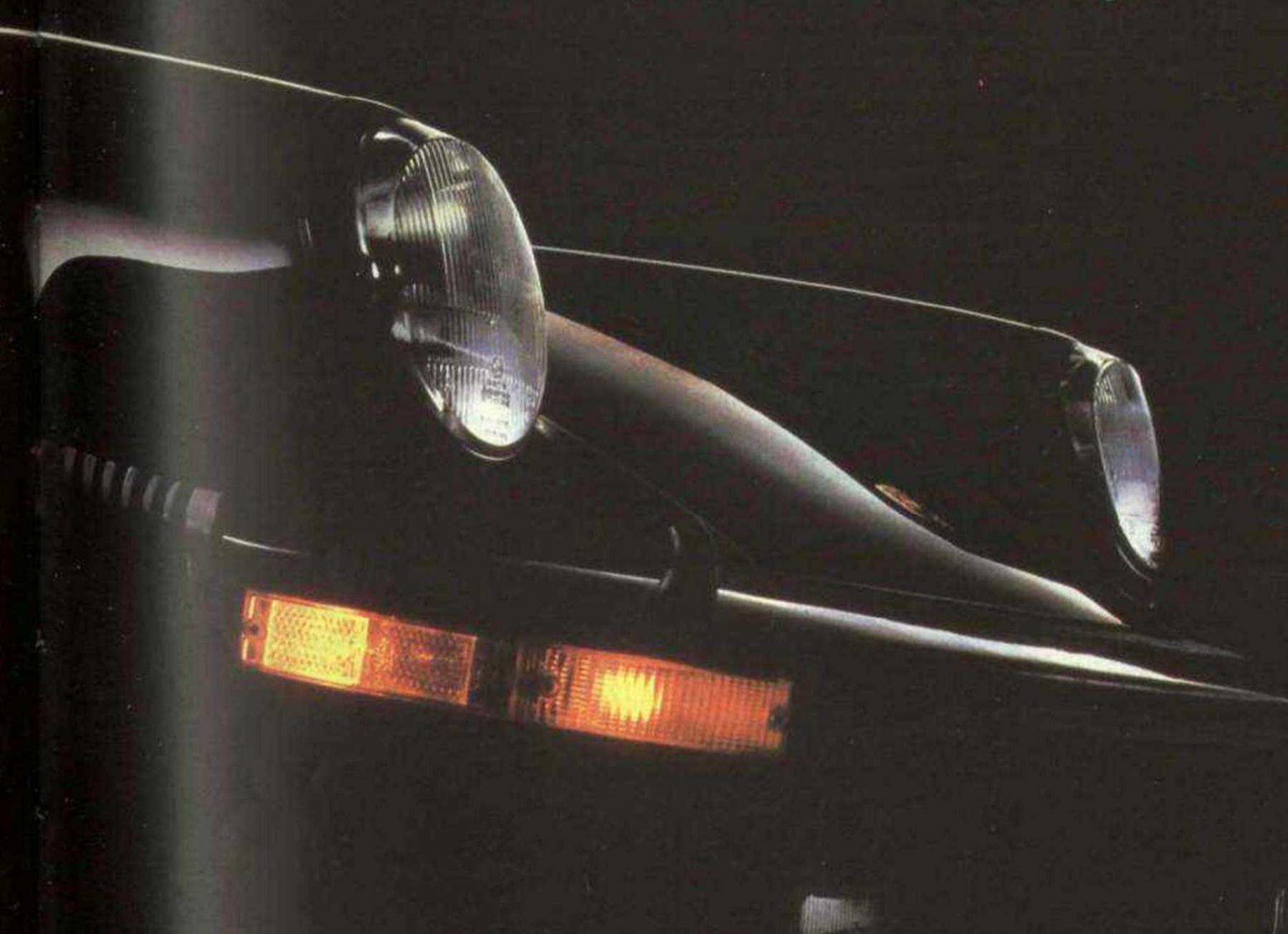
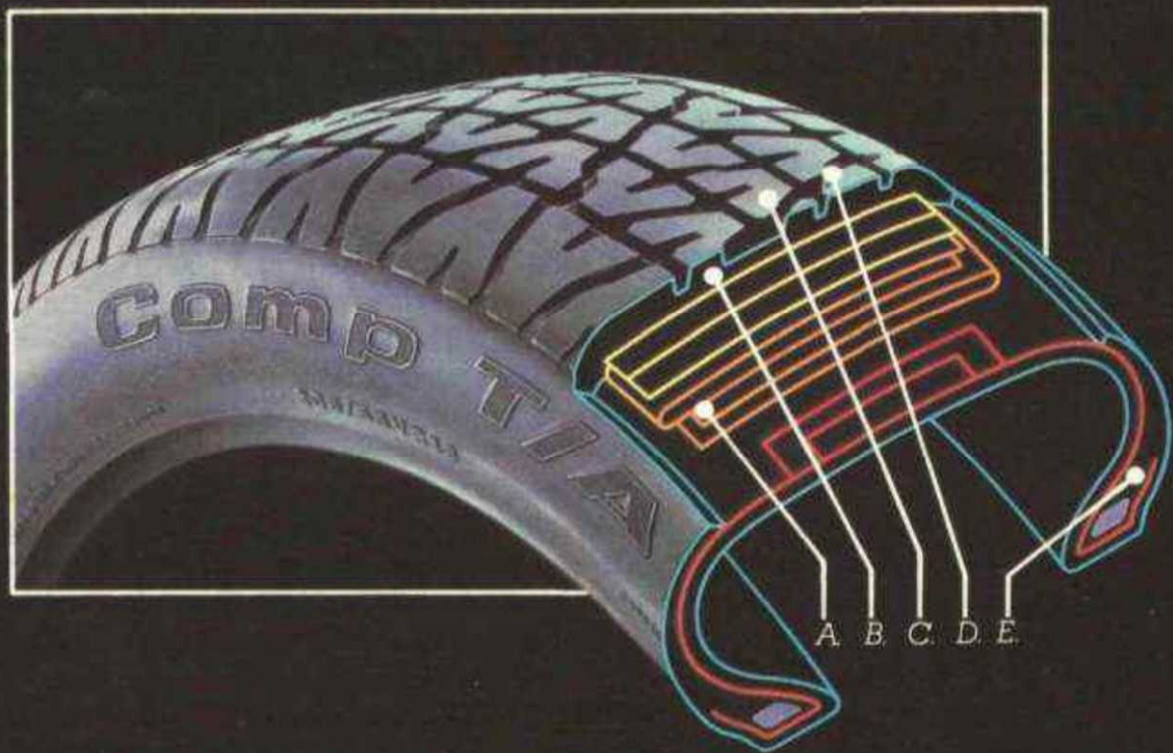
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BOOK REVIEWS

"The Automotive Art of Bertone" by Rod de la Rive Box & Richard Crump. 166 pp. 10¾ in × 8¼ in. (Haynes Publishing Group, Sparkford, Yeovil, Somerset, BA22 7JF. £14.95).

Those who follow the development of motor-car styling or who collect coachbuilder's histories will find this picture presentation of the work of the great Italian house of Bertone well worth adding to their bookcases. The Dutch and British authors have collected together fine black and white photographs of a wide range of Bertone bodywork, from which the trends of this Italian styling are apparent. In the course of studying this, some fascinating reminders of past great cars are unleashed.

The book starts with Bertone bodywork on Fiat 501, Ceirano, Lancia, later Fiat models, and on Lancias from Trikappa to Lambda, etc, with a reminder that Fiat went to Bertone for the sports two-seater bodies of their sports / racing 501S. The book then, after a 4¾-page Introduction to the Bertones, shows examples of their coachwork divided into the periods 1940s-1960s, the 1960s the 1970s, and the 1980s concluding with Bertone's more off-beat designs, like Lancia commercial vehicles, Fiat and Saviem vans, even an Innocenti Lui scooter of 1967 and a Bertone crash-helmet, while the final picture is of a Bertone-styled Lamborghini Espada alongside a 1970 Crestliner Clipper 37 motor-cruiser, from this same house.

The pages contain pictures of many delectable cars from the past, including a Bentley, captioned as a Mk. VII(!), a Dodge coupé, Fiat V8 Spider Corsa used by Nuccio Bertone himself, many other delectable bodies on Alfa Romeo and Lancia, the prototype BMW 2800 Spicup, the Iso Spider, the Jaguar XJS Ascot and so on. Incidentally, Haynes again waste much high-grade paper, and paper is an essential commodity that may well run out before fossil-fuels! — W.B.

"Tool Box On The Wing — My Life in the Air Force" by Geoffrey Ellis. 253 pp, 8½ in × 5½ in. (Airlife Publishing Ltd, 7 St John's Hill, Shrewsbury, SY1 1JE. £9.95).

This book brings a new dimension to reminiscences of life in the flying Services, because it is written by a person who was mainly concerned with aircraft maintenance, although later becoming an Air Gunner (never a pilot, although not for want of trying) and ending up with the rank of Wing Commander, serving in the New

Zealand Air Force.

There is perhaps less in the book about toolbox operations and aeroplane recovery than one might have expected, but some extremely rare maintenance items, crashes, forced landings and fraught moments in the air emerge. There are long accounts of life in the Air Force from the time when Ellis joined as an aircraft apprentice, posted to Cranwell, in 1923, to his very active years at Kenley, in 1926/27, Northolt, Worthydown and then in the Middle East and New Zealand, until he returned to this country, went to Australia, and then served for 14 years in Civil Aviation.

Such a wide range of Service aviation cannot fail to be of intense interest to aviation buffs. It was the earlier part of the book which especially interested me, with references to aeroplanes I liked to see and read about in my young days, although I am rather surprised to see the Gamecock (my favourite) quoted as made by the Gloucester, instead of the Gloster Company. There is a splendid account of the author as a boy being taken by his father on their Royal Enfield combination from Kilmington, Devon, to London to sit for his RAF entrance examination, he on the pillion, his mother in the sidecar, but otherwise, apart from a few references to racing motorcycles he occasionally worked on for his RAF superiors and the Model-A Ford used by a Wing-Commander in Juba when there was trouble with a Fairey III seaplane, cars are not referred to. But for descriptions of life as it was in the RAF along the years, but especially in the 1920s, this is a book not to be missed.

At Kenley the author was working on No. 24 Squadron's DH9As and Bristol Fighters, on the latter of which he was given his first flight, replaced later by Westland Wapitis, for Royal useage. The author's association with Royal flights, what happened to Air Commodore Dowding's hat Ellis was asked to look after during a flight, and how reading *The Aeroplane* had helped him to pass the exams, makes interesting reading. Later he describes flying and working on Vickers Virginias, etc.

I was particularly interested in the references to life at Kenley, which I remember as entirely unfenced in those days, with notices telling carters to be seated as they drove their vehicles along the road crossing or adjacent to the landing area — does anyone else recall this?

Another good one on Airlife's list, although the photographs only just do justice to the text. — W.B.

"Flying Displays" by David Ogilvy. 159 pp. 9¾ in × 7 in (Airlife Publishing Ltd, 7 St John's Hill, Shrewsbury, SY1 1JE. £10.95).

This is really an extremely important book for anyone who is likely to organise or take part in a flying display or air-show, written by someone who has had ample experience of the problems, pitfalls, and one may say also the rewards, of such activities. It should be essential reading for those folk. They will not find it in any way tough going, because David Ogilvy (who at one time wrote "Private Flying Notes" and conducted air-tests of light aeroplanes for MOTOR SPORT) takes the reader step by step through the procedures he recommends from the preliminary ground organisation to the early stages of display procedures, how to progress as the big day comes near, to what the day itself is likely to bring. There are plenty of safety tips of all kinds, and a chapter on actually flying in a display, of which, again, the author has had experience. He recalls the 125 cc BSA Bantam two-stroke motorcycle he owned when an RAF pilot in 1950, on which he rode about to various aerodromes, which led to offers of machines to test, race (first with a 1935 Miles Falcon) and fly in displays.

So this is a book to be disregarded at their peril by those involved in the very complex job of running air displays. But it is also likely to be welcomed by aviation historians for its useful survey of these activities from the very earliest times. Naturally, in this book Ogilvy has not been able to give a full history of such displays, but what he tells us is very interesting, and some of the photographs are superb, especially that depicting someone's box-kite flying very low, below roof-top height, along a road in an unidentified town, with masses of people looking on. . . . Of the SBAC Farnborough Shows Ogilvy recalls, as I do, the fly-past by the Brabazon, with ground-to-air commentary, and the sometimes pungent comments by C. G. Grey of *The Aeroplane* about lesser Air Shows. The Hospital Displays are included, but not the story of *The Aeroplane* earning itself a libel action, I believe, for remarking of one such that as the proposed field was likely to prove so dangerous the only good thing was that there would be a hospital close at hand! One also remembers the surprise of MOTOR SPORT's photographer when, in bad weather, although most of the aircraft appeared in the 1957 Farnborough Air Show, the all-weather Javelins were grounded!

Altogether a most timely book — or perhaps I should say a belated book, after studying the list of accidents at British air displays since 1970 given in one of the Appendices. All this reminds me that displays were held in Wales at a small field not far from where I am writing this review and that from here charter flights were advertised as late as 1933 in an Avro 504K at

1/- (5p) a mile, or 9d if there were two passengers, which the machine must have been converted to take, or for 1/3d a mile in a 275 hp R-R Falcon-engined Bristol, which must have been a Bristol Fighter surely, still in use as late as this. Universal Air Services operated these tours or charter flights from the 25-acre field with a take-off run of 550 yards, and joy-rides at 5/- (25p) a time. The field had a hangar that was hired out for 5/- per 24 hours, the landing fee being 2/6d (12½p). A photograph shows this field able to contain the *Daily Sketch* pa van during a display, and many aeroplanes, with a twin-engined Airspeed Ferry and a DH Moth (or Avian?) in the foreground.

* * *

Dr John Playford of The University of Adelaide has sent in a rather unusual reference to a racing driver, that appears in "Walking The Flinders Ranges" by C. Warren Bonython (Rigby of Adelaide, 1971). The driver this relates to is Kaye Don, and the story about him was told to the author by a walking companion who had emigrated from Britain, a schoolmaster, Ken Peake-Jones. He remembered being asked by his father to help Don down the steps of their office, as he had a crushed foot. The accident that caused the injury to Don is said to have happened when he was driving a Vauxhall 30/98 up the Great North Road when another 30/98 emerged from a side lane. Don slowed slightly to pass behind it, when he saw, too late, yet another 30/98 about to cross his path, so he accelerated hard, hoping to pass between these other two Vauxhalls. What he had not noticed was that one was towing the other, and the result was the three Vauxhalls slamming together, and Kaye Don's crushed foot.

In "The Scent of Roses" by Mary O'Hara (Michael Joseph, 1980), who after 12 years in a Benedictine monastery became a famous singer, there is a photograph of what I think is a Morris Eight saloon with her mother at the wheel, and in the TV programme "Songs of Praise" last March a Morris Eight van was shown, belonging to a Tewkesbury dairy company in the 1930s, both of which may well have caught the eagle eye of Harry Edwards, historian to the Morris Register.

While one would not expect to find a motoring reference in "Prisoners of Honour — The Dreyfus Affair" by David L. Lewis (Cassell, 1973) — incidentally, in his book "My Two Lives" racing driver Rene Dreyfus says there were family connections with the unfortunate Army Officer — it is recounted that in 1886 Mademoiselle Anne La Marquise de Nettancourt-Vaubecourt remarked of Venice that she disliked it "because one doesn't hear carriages". One understands what she means. . . .!

* * *

One of the most enjoyable forms of reading for motoring enthusiasts comes in the form of those specialist books, crammed

with pictures and information, on one or more models of a given make of car. Such as "The Lancia Fulvia And Flavia", by Wim H. H. Oude Weernink, which Motor Racing Publications Ltd, of 28, Devonshire Road, London, W4 2HD, have just issued in their "Collector's Guide" series. Those who, as I do, recall these two Lancia models with affection will find this 7¼ in × 9 in book of 144 pages, containing the unfolding story of the Fulvia and Flavia, followed by much tabulated data, informative and readable, although I confess to not knowing how John Blunsden finds his dedicated authors. The price is £8.95.

The "Yellow Book"

THE 1984 edition of that indispensable reference book to motor racing organisation and constitution, the well-known, indeed universally consulted, "Year Book of Automobile Sport" is now available from PSL Ltd, Barr Hill, Cambridge CB3 8EL, for £13.95 from bookshops, or by post for an additional £1.00. The 17th edition runs to 924 pages and is more informative than ever — which is saying much!!

* * *

Automobile Quarterly Publications, Princetown, New Jersey, USA have published a very handsome book on the 75th anniversary of the founding of General Motors, the biggest car-producing organisation in the World in terms of output. This book, "GM — The First 75 Years Of Transportation Products" helps to sort out the various GM divisions and covers the complexities of Oldsmobile, Buick, Cadillac, Oakland, GMC and Chevrolet in the formative years of the Corporation, and on, through two World Wars, to the present.

* * *

"Automobile Year" of Lausanne have produced their "Book of Models — 3" covering the new commercial car miniatures month by month as these were introduced from June 1982 to January 1983, and containing descriptions of famous collections and individual car models of all kinds. It is a veritable treat for modellers, especially as the expected art paper 12" × 9" format is used, with 250 fine colour and black and white pictures, in 128 pages of 12½" × 9¼", not including a list of model cars World-wide. The British distributors are PSL Ltd. of Cambridge; the book costs £18.95.

* * *

Anyone interested in the First World War will find "From Gallipoli to the Somme, the story of C. E. W. Bean" by Dudley McCarthy, a 400-page book published by Secker & Warburg in conjunction with Leo Cooper at £15.00, very good reading. A review copy has only recently reached us but

there are cars in this account of the Australian Forces in action, to which we intend to refer in detail next month.

* * *

Motor Racing Publications have just introduced a new "MRP Rally Library" of soft-cover standard-format books covering modern rally cars. We say "modern", but the heritage of such competition cars is included and the first two books, Nos 1 and 2 in the series naturally, are on the Audi Quattro and the Vauxhall Chevette HS and HSR. The story of the Quattro goes back to Auto-Union times, as a picture of a 1936 C-type rear-engined GP car reminds us. The author of both books is — guess who — Graham Robson. They sell for a modest £4.95 each, with colour covers and centre-spread. Rally results conclude each book, although, of course, this will be a continuing story.

* * *

The AA has issued its 157,000-print order colour-picture "The Touring Book Of Britain," which it describes as a comprehensive guide to the best the British Isles has to offer, contained in some 2,000 gazetteer entries from Abbot's Bromley to Zennor. For those who still believe that motoring is as important as the motor car there are over 40 round-trip tours, and special interest towns and cities are not overlooked. London, in fact, gets an exclusive 15-page section and the book of 320 11¼ in x 8 in pages is completed by a 30-page eight-miles-to-the-inch atlas. The price is £13.95 from AA centres or bookshops.

* * *

Brooklands Books, Holmerise, Seven Hills Road, Cobham, Surrey have just issued two new titles, "Road & Track on Maserati, 1937 / 83" and "Capri Muscle Cars, 1969 / 83" in its series of one-make books of reproduced magazine articles, the Capri book containing, for instance, MOTOR SPORT's report on the Broadspeed Bullit and the Ford Capri III 3000S, but in the review copy pages had been omitted, including the first of the reproductions from our pages. The books sell at £5.50 each, or £6.00 post-free from the above address.

* * *

The Transport Publishing Co, 128 Pikes Lane, Glossop, Derbyshire, continues its well-produced and illustrated magazine-size books about British 'bus history with "A Wind of Change — The 'Fifties" by Alan Townsin, a positive treat for 'bus fanatics, which will cost them £7.00 in soft cover or £8.50 in case-bound form. Much painstaking research was involved in their compiling, 195 photographs, clearly reproduced, were used, and a useful bibliography is included. — W.B.

According to Autocar, the 911 Turbo is the fastest ever production car to accelerate to 120mph. In 17.8 seconds.

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VETERAN EDWARDIAN VINTAGE

A SECTION DEVOTED TO
OLD CAR MATTERS



IN 1922 the then-new 8 hp Talbot, seen here in a quiet country setting, typical of motoring as it used to be, was the recipient of much praise.

MOTORING AS IT WAS — A Look Back to the Roads of the 1920s

LOOKING back at what motoring was like in the 1920s, through the eyes of motor-writer Owen John, we find him in the winter of 1922 expressing disgust at the heavy fines inflicted on motorists in Yorkshire, where one October morning 31 drivers were convicted of offences like not giving audible warning of approach, not having two independent brakes and not having their driving licences with them, the fines ranging from 10/- (50p) to £1.00. Compared to the fines inflicted in the 1980s for similar offences, inflation notwithstanding, it seems now that those motorists of 62 years ago had no real cause for much complaint. What particularly vexes me is that, in the present-day period of massive unemployment, no discrimination seems to be exercised by the Bench, so that intolerably savage fines have to be paid not only by the assumedly rich car-owners but by those who have transgressed mildly, like the chap who used a car for a few miles untaxed, after his own had refused to start, when trying for a job after months of continual unemployment, or the unemployed youth who had used the idle hours created by having no job to rebuild an

old motorcycle (so much better than loafing on street corners, with possible unhealthy temptations) and who could not resist trying it out for a mile or two on a country road. Surely, if we want co-operation with the Police from such unfortunates, warnings, not heavy fines, would be more sensible in such cases?

Getting back to 1922, O.J. made the point that cars were essential in Yorkshire, which he called a county of dreary cold and weary wilderness, with the towns and villages as remote almost as in America, and a car therefore more essential than in the South, in spite of Yorkshire's roads then being among the very worst. From criticism of Yorkshire, O.J. veered to praise for the new Trust House hotels, apart from the fact that "their stables and premises at the back" (note the period wording) were not always under the ownership of the hotels. Whether this is still the case with the "Green Dragon" in Hereford I know not, but I was somewhat surprised to be charged 50p for use of their admittedly covered garage for the Alfa the other day, before lunching in this comfortable, spacious and relaxing hotel, and to be told that, were I a resident, the car-parking charge would have been £1.00 per day. As I got the last available slot, presumably this is not generally objected to. But I would make the point that when I enjoyed an even better lunch at the "Red

Lion" in Shrewsbury, earlier this winter was conducted to their overflow (covered car-park and no charge whatsoever levied. . . .

This piece is supposed to be reflecting past, so let us now investigate what old O.J. was up to late in 1922. He had been to the Swift factory in Coventry, shortly after trying their 12 hp model, and Mr Lamb, works manager, showed him the new model although O.J. wasn't sure whether it was 8 hp or a 10 hp car! (it was, in fact, the new Swift Ten). O.J. thought it looked like "most excellent proposition", except being under-tyred. (It had 26 in x 3 in tyres when shown at Olympia that year, and the 12 hp Swift that O.J. had recently tried had tyres of the same dimensions, O.J. wonders what he was carping about.) O.J. made the point that he hoped to try this new 1,027 cc Swift in due course, and that although his tests were a little different from most of the other road-tests about which I read, what was really wanted was a sort of "Test by Neglect", using a car hard and letting its maker know who was conducting the investigation. In that O.J. was anticipating, by many years, the good work *Motoring Which?* has been doing for so considerable time, after buying its test-car itself, although I am not inferring that the Consumers' Association neglects normal servicing of the cars in the course of testing.

The 1922 Motor Show at Olympia and the White City had been a small-car occasion and O.J. took it upon himself to make out a case for the bigger cars. He remarked that he had never toured very far in a small car (apart from visiting all the small battlefields of the Franco-Prussian war on a Staff tour and going to the Pyrenees and back in a 12 hp Zedal) but for taking a full complement of passengers to such beautiful places as being able to disregard ugly dull flatlands and eating them up at 50 mph, he reckoned you needed a big car, one able to carry a decent amount of luggage, be comfortable to sit in and a joy to get out of, and able to ignore the burden. Writing this the day before the March Budget Day speech, I am amused to note that O.J. contemplated going on another Continental tour when not deprived of mild luxuries by the prevailing overall (25p) Income Tax. . . .

He emphasised that while a small car runabout, such as the 1922 Show model, had popularised, might give two people great fun in Britain or when working from some centre like Arles or Avignon or St Jean de Luz in the South of France, to sweep across the whole land, to see on one journey the full length of the mighty jumbled Pyrenees, one must have power and speed and brakes and reliability, such as could not be expected from the ordinary run of 1922 small cars. Whether this outburst of Owen John's against small cars gave S. C. P. Davis and / or the Editor of *The Autocar* the



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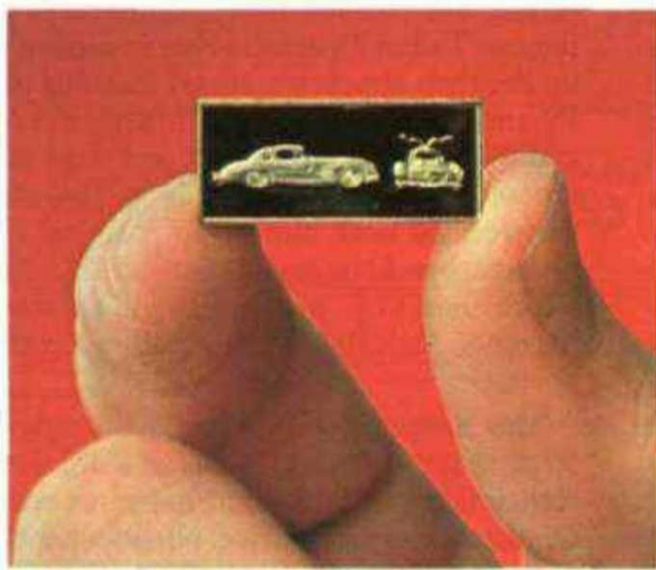
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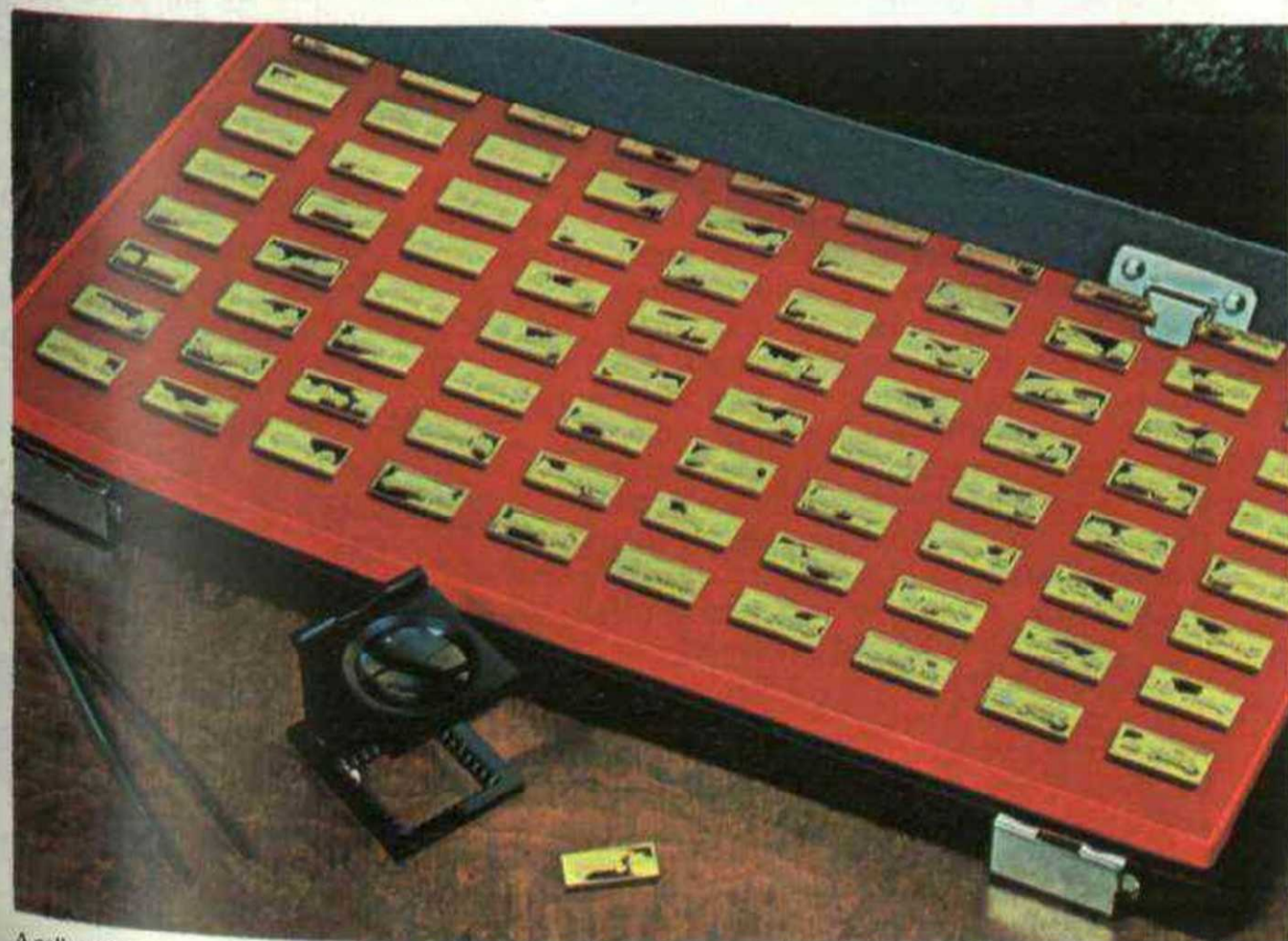
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idea, some years later, of letting Sammy and a companion take a winter trip from England to Monte Carlo in a Chummy Austin 7, to see how it compared on such a journey with costly limousines, I do not know. Indeed, O.J. himself may have had inside knowledge of the capabilities of the Baby Austin, which had made its debut at the 1922 Show, because he was crying out for an ideal runabout at the opposite extreme from the big cars he was also advocating. He saw the "untried Trojan" as possibly helping to bridge the gap between the "Morris-Oxford-Citroën type" and the sidecar-outfit, but he felt there was still a big need for a utility motor donkey-cart, much smaller than the cheap foreign cars (he was probably thinking of the Model-T Ford and the Chevrolet) but with more room than a sidecar combination possessed.

There were times, said O.J., when you did not want to insult your chaste two-seater by using it for mundane tasks, just as he felt he was treating with disrespect his new wheel-barrow, beautifully varnished and painted, with his initials picked out in white on its immaculate sides (!) every time he filled it with dirt or ashes. "It is as foolish to go touring in an under-powered and over-crowded car as it would be to take letters to the post every evening in a 40 hp Lanchester", said O.J. So I suppose I should have used the 0.85-litre Reliant Kitten for doing the three mile journey with this afternoon's mail to the pillar-box closest to my house, instead of going in 2.5-litres of very thirsty Alfa Romeo. . . O.J. was asking for a really little car, "a sort of motor push-cart", at a really moderate price, that would carry two or could be used as a luggage-cart or an outside porter, with no pneumatic tyres to go down, no paint or upholstery to spoil, and perhaps a foolproof transmission, like the friction-drive of the GWK (O. J. had been reminded of the latter as he had just attended a demonstration of the latest friction-drive Ner-a-Car two-wheeler, one of the earlier versions of which he used himself). His ideal small utility car need never be driven above the legal speed-limit, then 20 mph, he thought. It seems rather odd that O.J. did not refer to the sensational new Austin 7 at this juncture, unless he thought its initial price of £225 higher than he was contemplating, and that he saw the £175 solid-tyred Trojan only as an untried possible gap between motorcycle and sidecar / cyclecar and the new, enlarged small-cars. In horse-age terms, O.J. compared the original light cars with the pony-and-trap, and remarked that because the dog-cart usually went faster and one horse could pull one further, it did not knock out the landau. . .

As he had so recently extolled the disadvantages of the new breed of small cars, it was perhaps brave of Mr Warwick Wright, who had returned to the Motor Trade, to offer O.J. one of the new 8 hp Talbots to try. O.J. didn't remember

driving any other 8 hp car since his 8/11 Brush had expired in 1905. He now gave the Talbot a "pocket-Hercules test" of some 400 miles, in all weathers in all kinds of country, including "that most remarkable range of miniature mountains called the Malvern Hills" (where in July the VSCC will base its Golden Jubilee celebrations). Nothing, reported O.J., seemed to make any difference to the little Talbot, but he liked it best on its "singing second" gear, on which it purred its way up hills better than many much bigger cars. Testing this tiny Talbot reminded O.J. that he had owned two Talbots, and that they both made him proud. He recalled how, around 1907, the famous Talbot 25 used to roar in second gear up the then almost unknown foothills of the Pyrenees and the real mountains of Savoy, and that he even now sometimes went out in the old ex-Brooklands Talbot "Bluebird" that resided near him — so it seems I was wrong when I suggested that the "Bluebird" which took O.J. to his golf-course was the bigger Malcolm Campbell Lorraine-Dietrich.

The little 8 hp Talbot did 40 mpg and 50 mph for O.J. and its lack of a differential was noticed only on tight hairpin bends or on the wet gravel drive outside his front door. O.J. summed up the Talbot Eight as a "young miracle"; I only hope I shall feel the same when, later this month, I get my Talbot-Darracq version out after its three year hibernation and take it to the special STD Register T-D celebrations at the old Talbot factory in London. The one O.J. sampled in 1922, the same year as mine was born, was brand-new and suffered slight clutch slip on hills, and one of the headlamps, mounted on the front mudguards, turned round and stared him straight in the face. Because the whole of the VSCC and its friends is destined for Malvern in just over two months' time, I will add O.J.'s 1922 comments. He thought "Malvern and its vicinity ought to be regarded as a testing-house for small cars, only perhaps its quiet inhabitants would not quite appreciate the compliment". O.J. stayed at the Colwall Park Hotel and had nothing but praise for it. "Malvern's best", he said, are "the views all round from its wonderful roads, something like those around Simla, if only one could imagine that the bold jagged sky-line of the Welsh mountains to the west, or the long rolling line of the Cotswolds to the east, were the mighty sky-piercing, snow-clad Himalayas". . . So now you know! O.J. concluded by saying he was of the opinion that Malvern, to which he had gone in the little Talbot, was greatly neglected by motorists, although he noticed that the 1 in 2½ "Wych" hill was out-of-bounds to them. Neglected Malvern may have been in 1922, but it won't be long before cars of this and even earlier years, will be there, in some numbers. — W.B.

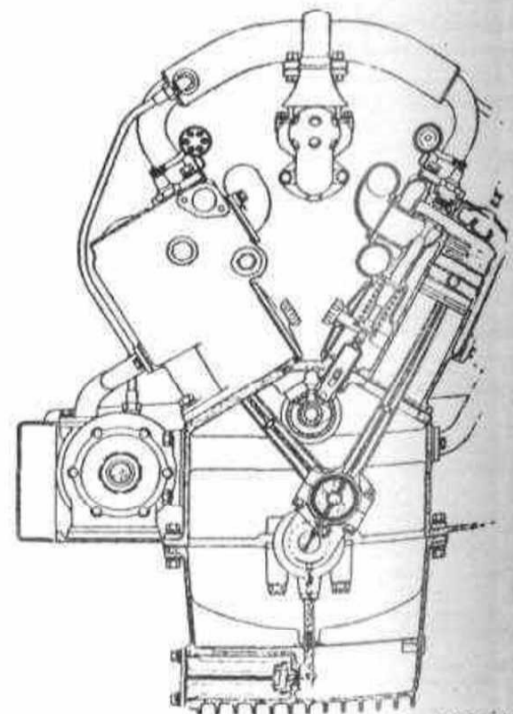
(To be continued as space permits)

Ulmann on V12s

IN SPITE of having been chastised by us for his cracks at British accomplishments, notably W. O. Bentley's engines, A. Ulmann of New York remains one of our staunchest readers. He says generously that he gets a lift from reading the gems of previously unknown pieces of historical information we print in MOTOR SPORT and that he has an obsession with "nothing new under the sun". This time it was Anthony Heal's article on the two big V12-engined racing Sunbeams that caused Alec to write to us.

As a prelude to his differences of opinion with Mr Heal, Mr Ulmann veers off into an account of his association with Igor Sikorski, whose giant four-engine aeroplane made its inaugural flight in 1911. It seems that among the engines used for this project were first the four-cylinder 100 hp Argus and then, when the outbreak of war made these German engines unavailable, Sikorski turned to various engine combinations, using 12-cylinder Renault, nine-pot water-cooled Salmson radials, six-in-line Russo-Baltiques which Alec says were copied from the successful 1913 Kaiserpreis Benz cars, Beardmore sixes made under Austro-Daimler licence and various Sunbeam aero-engines.

Mr Ulmann was told that Coatalen Sunbeam's was persuaded to embark on aero-engine manufacture by the Royal Navy, who wanted motors for their seaplanes. He gives the sequence as 150 hp vee-eight Crusader, the improved 155 hp Nubian not going into production. But for their project the Russians apparently got hold of some 160 hp vee-eight Sunbeam Zulu engines, shipped via Archangel when the sea wasn't frozen over. Alec says the first Crusaders and Zulus had one magneto each but that later two magnetos were used, and produces an illustration to prove this. Ulmann describes a Sunbeam Crusader

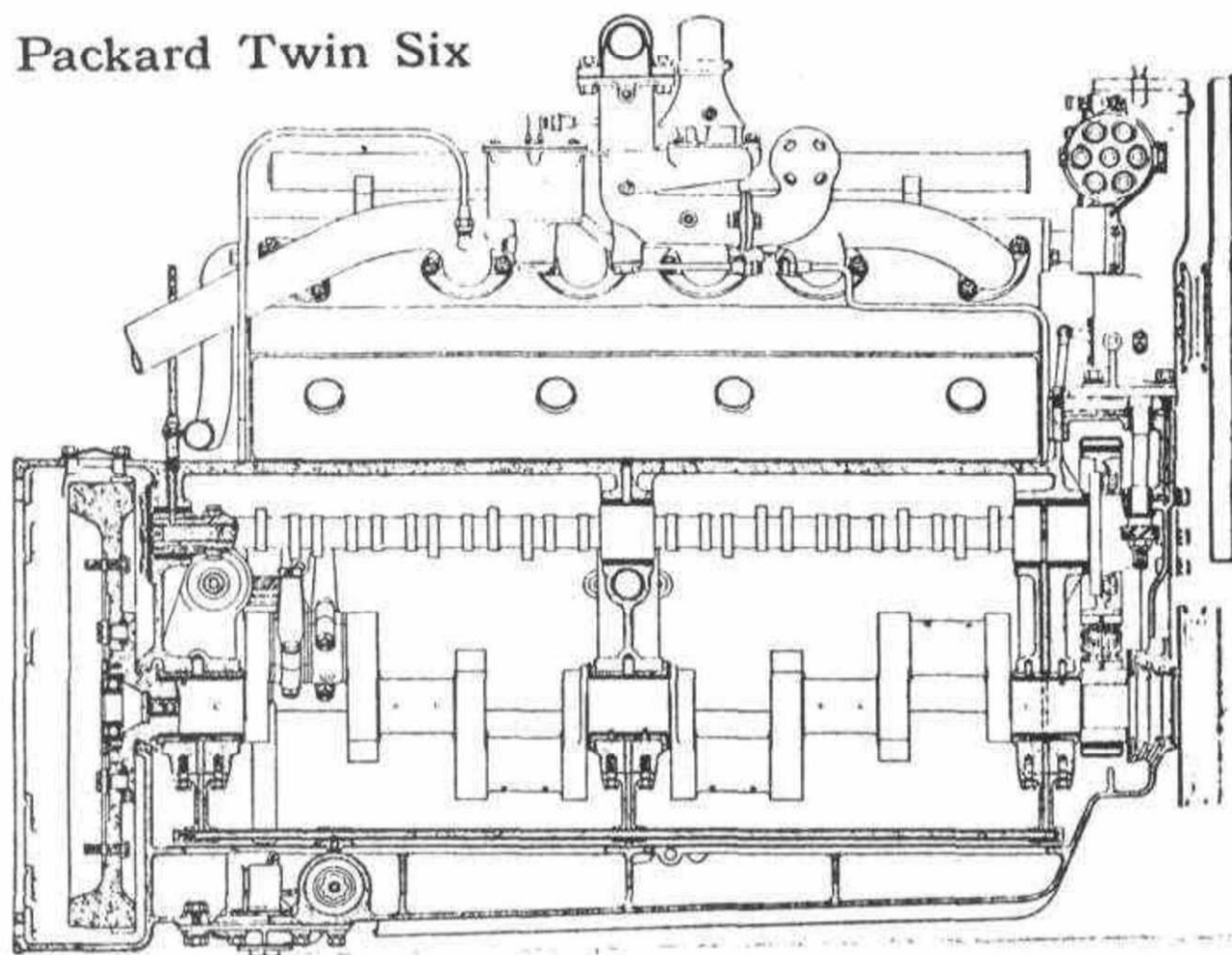


CROSS-SECTION of the Packard Twin-cylinder engine.

aero-engine as a 90-degree vee-eight side-valve with three main bearings and the con-rods side by side on the crankpins. Interesting as all this is, being about eight-cylinder engines I am not clear quite how it bears on Mr Ulmann's argument that Packard with their Twin-Six car, may not necessarily have been influenced by seeing the racing V12 Sunbeam "Toodles" on American tracks, as Mr Heal implies, this being the cornerstone of the Ulmann argument.

The engine in that racing car was a 225 hp Sunbeam Mohawk, which Alec says was contemporary with the Crusader, adding that no Mohawks were shipped to the Russians but he believes that crates containing new ohc Amazon 1 engines arrived there too late to be of any use to Sikorski for his giant bombers, as by then the Russian war effort had collapsed. So what has all this got to do with the pouring of cold water on the theory that the Packard Twin-Six motor car stemmed from Col Vincent's look at "Toodles" after that V12 Sunbeam had come to America? Not much, except that Ulmann is saying there were V12 engines about before 1915/16 when "Toodles" raced at Indianapolis and Sheepshead Bay. Based on something Ulmann wrote for the *Bulb Horn*, his argument goes that Col Jesse Vincent of Packard got to making the Twin-Six in order to go one better than McCall White, who had given Cadillac a vee-eight in 1914, copied from the De Dion Bouton vee-eight car of 1910/11. He points out that, unlike other American car companies, Packard's were working on V12 aero-engines by the beginning of 1915 or earlier, implying that Vincent knew of such designs before he saw the Sunbeam racing car. However, Alec weakens his argument by noting that although Vincent adopted a 60-degree cylinder angle for his production Packard Twin-Six as Coatalen had done for the Sunbeam Mohawk motor, he used only three main bearings, which Alec calls "a total absurdity". He also says the Twin-Six had a single venturi carburetter, compared to four carburetters on the racing Sunbeam, "not exactly a good breathing arrangement on a 12-cylinder configuration", although in 1915 one would hardly have expected multiple carbs on a touring car.

Packard Twin Six

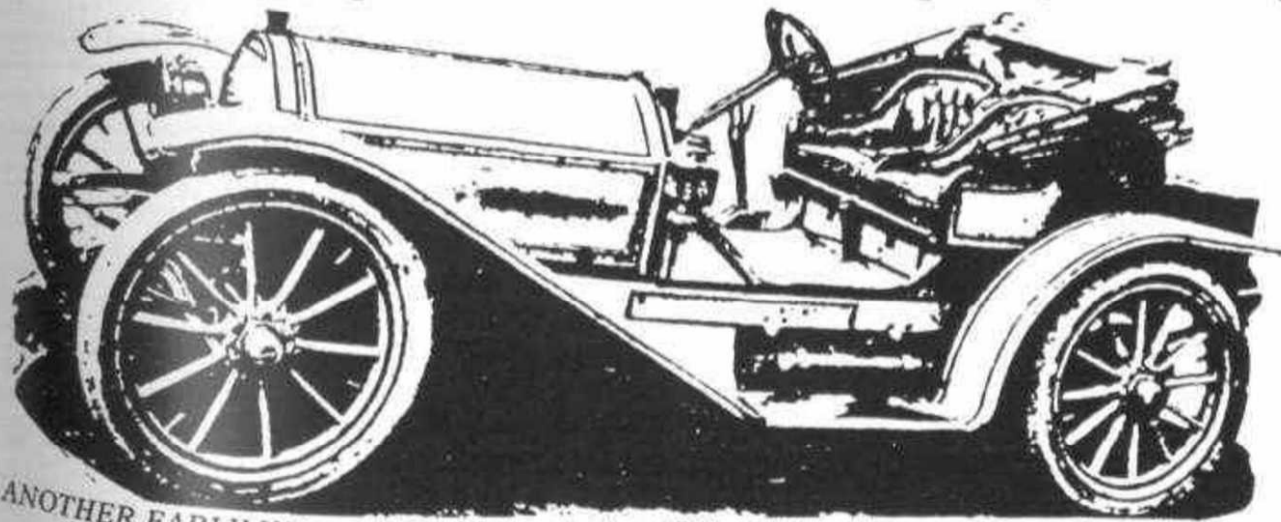


THE PACKARD twin-six in longitudinal section, showing the three crankshaft bearings and the side-by-side con-rods which necessitated off-set cylinder bores.

That is about the extent of Ulmann's counter to Heal's theory, but in pointing to the fact that more V12 cars than the Sunbeam were known by 1915 he produces one very interesting one. This was a car built, according to *Motor Age*, in 1908 for the use of George Schebler, of the well-known carburetter company. This had a 45-degree, V12-cylinder, push-rod and rocker ohv engine of 3 1/4 in x 5 in bore and stroke, ignition being by a six-cylinder Mea magneto converted to a 12-contact distributor. Whereas the vee-eight De Dion used forked con-rods and the aforesaid Sunbeam and Packard V12 engines side-by-side rods (necessitating off-set cylinder blocks), the V12 Schebler had auxiliary rods yoked to master rods. And, on the "nothing new" theme, this Schebler normally ran on only six cylinders, reserving all 12 for bad going, like pulling through mud or tackling a sand pit, a variation on recent experiments in cutting out some of an engine's cylinders for improved fuel economy. This was accomplished by using two Schebler carburetters and cutting one out when running on six, rather as Parry

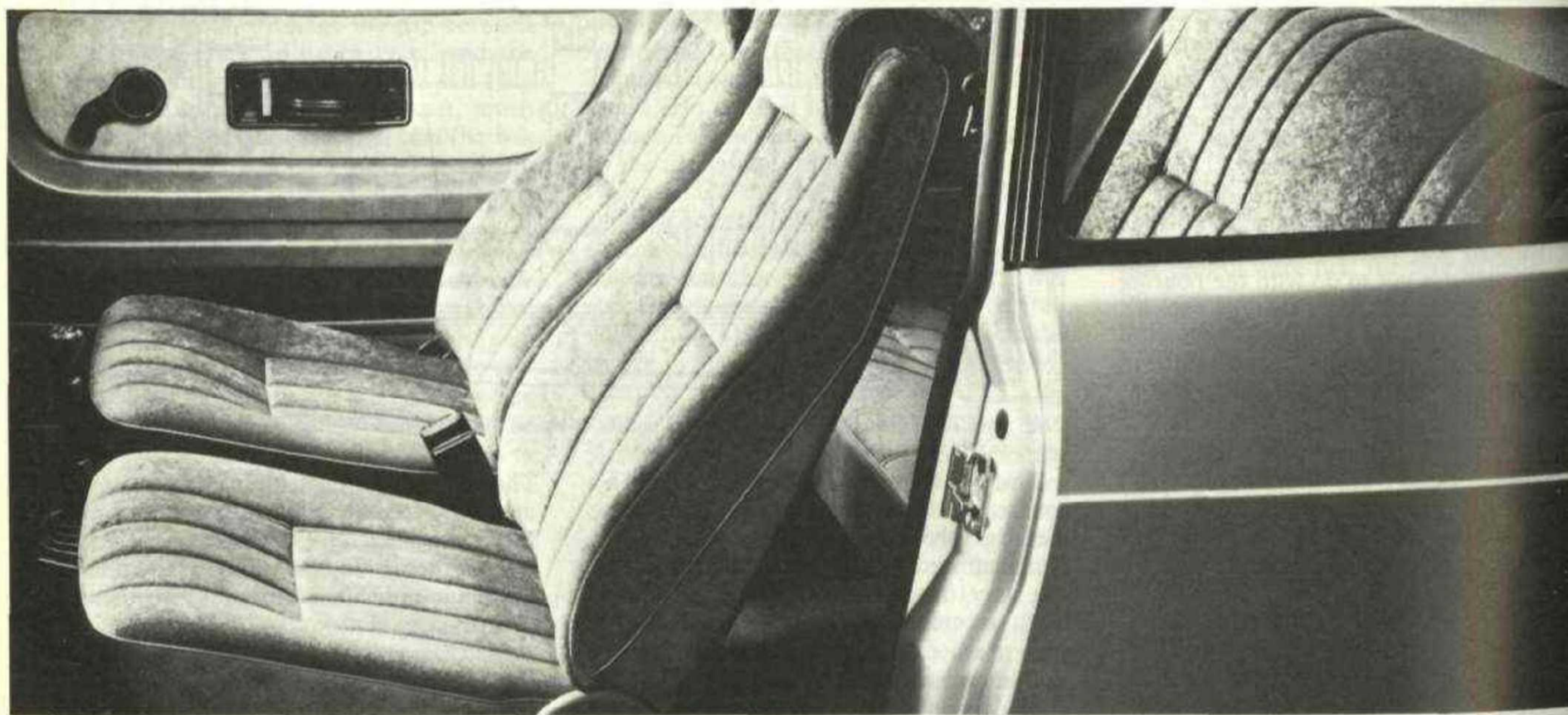
Thomas apparently later used a single or multiple carburetters at will, on one of his Leyland Eights. By 1915 this early V12 had covered some 30,000 miles over Indiana roads but of whether Vincent saw it there is no evidence. . . .

Mr Ulmann gives some interesting items about the Packard Twin-Six in his *Bulb Horn* discourse. He says that by July 1915 Packard ran an AAA-observed timed run with a standard Twin-Six tourer picked from the production-line and using the normal axle-ratio, at Chicago's board track. Driven by Ralph de Palma, it was clocked to do 72.7 mph. This was followed by a souped-up Twin-Six with racing body, which Vincent drove for a couple of laps of the Sheepshead Bay track in November 1915, getting a top speed of 102.26 mph, although we are not told who did the timing. But with the Twin-Six so well established by these dates, it does seem that if Col Vincent took his inspiration from the Sunbeam "Toodles" he must have worked very fast. . . . For good measure, Ulmann adds details of Packard's aero-engined racing cars, the first of which, with 45-degree ohc 905 cu in V12 engine, driven at Sheepshead by W. Rader in November 1917, is said to have done 130.43 mph, depriving the Blitzen Benz of the LSR. But as the FIA did not recognise USA records, this was unofficial. (I am quoting from Ulmann's article in *Bulb Horn*. He omits to say that in 1919 de Palma was timed at 149.875 mph over a one-way mile in the V12 Packard 905, said to have used a production Twin-Six chassis modified to accept the aero-type engine, which apparently had an electric starter. In the opinion of Cyril Posthumus, the LSR authority, this was undoubtedly the fastest car of its time, although not



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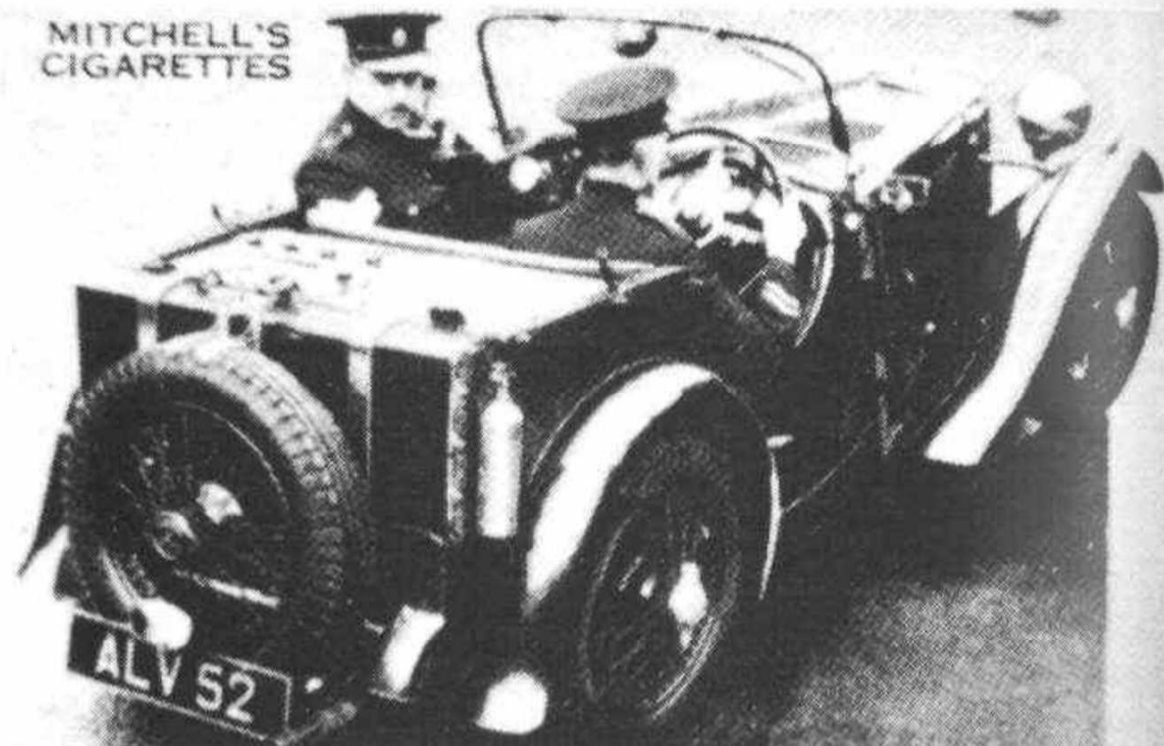
Ulmann says he believes de Palma tried to get Packard to build a racing car to the post-war 2-litre formula, without success. The engine used in the 130 mph Packard racing car was closely related to the V12 Liberty aero-engine, with one of which Parry Thomas left the LSR at 171.02 mph, using a much cruder chassis than that of the Packard record-breaker, using a Liberty engine similar to that in the Packard 905 but of 27 litres, against the 10 litres of the Packard, but in a far cruder chassis.

In 1917, when plans were being laid for the Leyland Eight luxury car, a V12 engine was intended, but Thomas decided instead on a straight-eight . . .

The real grumble Ulmann has with Heal is the statement that the war robbed the Sunbeam Motor Car Co of being the first in the world to market a V12 car and that after Packard had copied the record-breaking Sunbeam of 1913 it was compelled to more than double its factory, increased its capital two-fold, and paid a 50% dividend on that increased capital in 1916. Ulmann maintains that, innovative though it was, the Packard Twin-Six "was marginal and of little importance to the Packard balance sheet in the 1914-1918 period, the big profits and dividends coming from the sale of thousands of 3-ton and 5-ton Packard trucks to the Allied Military Forces and the US Army, and from the Liberty aero-engine programme."

However, Mr Heal cannot be taken to task, because he was only quoting what Louis Coatalen had said at Sunbeam's 1916 AGM. In that address Coatalen was certainly bitter about the fact that, but for the war, Sunbeam's would have manufactured a V12 car, based on their successful racing car, which he described as "something quite new in cars" and that after American study of that particular car "a motor manufacturing firm of perhaps the highest reputation in that continent" (he wouldn't actually name who) standardised such a car. Coatalen sounded genuine enough in these beliefs, whatever Mr Ulmann may say about Packard having other V12s to look at and their own aero-engines of this type in hand some two years after the debut of "Toodles V". Of course, Coatalen might have been using this argument to woo the hardheaded Sunbeam shareholders into continued racing after the war, in which case Alec has a point. — W.B.

V-E-V Odds & Ends. — A reader living in Weybridge owns a special bodied 1½-litre Singer Le Mans with the registration number ALV 53, which was one of the two, the other being ALV 52, that were used by the Liverpool City Police with much enthusiasm, equipped with two-way radio, fire-extinguishers, etc, from 1935 up to and during the war. What our reader hopes to discover is what became of ALV 52. Another reader hopes to trace the

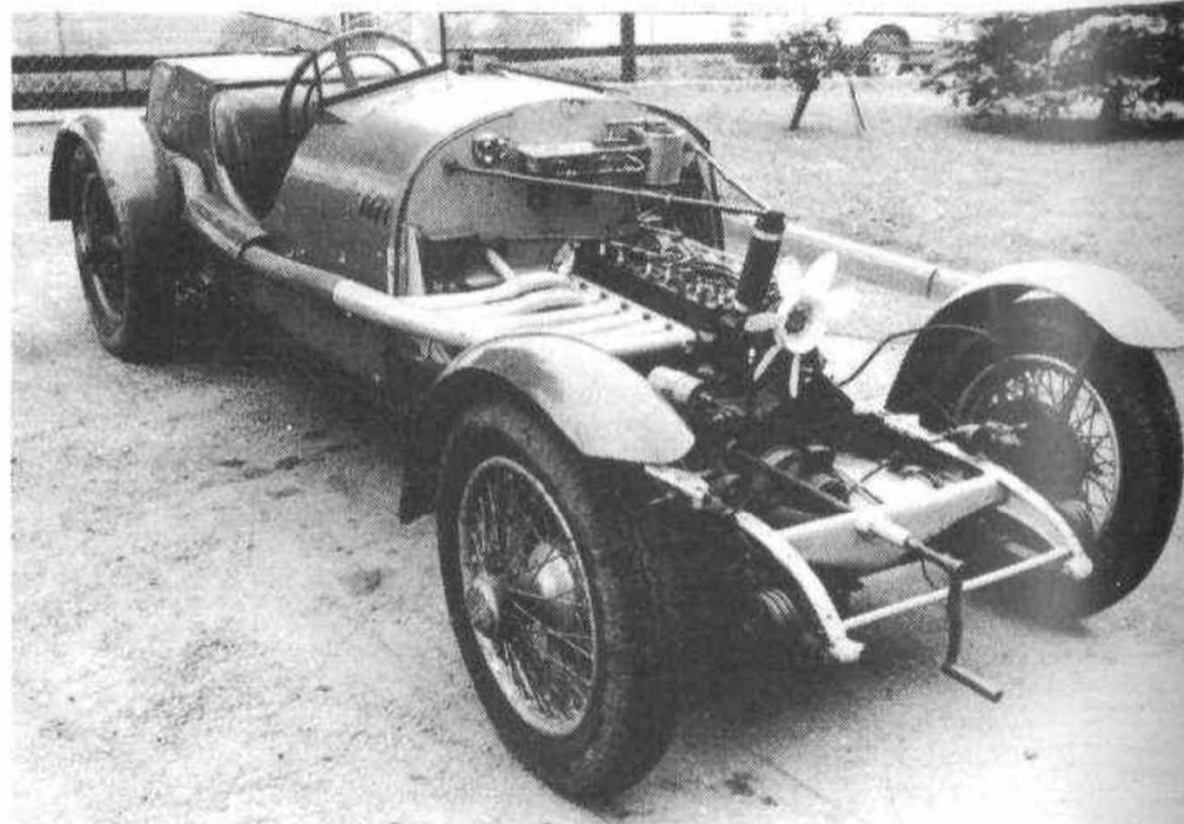


ONE of the two Singer Le Mans cars which were specially equipped and used by the Liverpool City Police before and during the war. The sister car to the one shown here survives, but so far the fate of ALV 52 is unknown.

whereabouts of the 1932 AM80 Hotchkiss saloon (GX7173) that belonged to her father who bought it in 1951 and sold it some ten years later to someone who said he was taking it to New Zealand. However, it appeared in a Pinewood Studios calendar for 1981, when it was said to have been found abandoned in a field and restored over the previous seven years. It is remembered as a magnificent car which would run quite happily at 70 mph but was not the easiest on which to learn to drive. Letters can be forwarded. John Howell takes us to task for saying his Hispano Suiza we noted at the VSCC Goodwood meeting was a "late type", it being, in fact, his repainted 1929 Van Vooren-bodied H6C coupé. But as the Hispano Suiza of this kind dates back to 1919, we rate a 1929 model as a late one!

We hear that a Seaton-Petter light car was seen by Sir Michael Samuelson, Bt, in 1941 at the back of a garage in Steyning where had been awaiting a purchaser since 1922. He ignored it at the time as a little horrible and because he had a Yeovil connection. At the time, in the form of his 1914 Peugeot with torpedo body by Hill & Boll. There has been a response to our own query "Motoring As It Was" as to whether the Ramsay Arms Hotel at Fettercairn still exists — it does and we now learn it is owned and run by a MOTOR SPORT reader who is campaigning a new racing car. . . .

Arising from a recent "Fragments of Forgotten Makes", we hear that a 1933 Imperia racing car has been recently restored in Luxembourg after having gone



THIS IMPERIA RACING CAR of 1933 has recently been restored after lying neglected in a garage for more than 30 years.

to ground in the back of a garage during the war until about 1978. The car's first owner was Michel Peiffer and it is thought to have been one of the works reserve racing cars. Brian Morgan, who used to drive his father's flat-radiator Morris-Cowley at the age of ten, up and down on the 20 yards of driveway outside the family garage, and who, hearing about clutchless gear changes, broke a half-shaft on their second Morris, points out how dangerous motoring used to be. From the then-current BBC statistics broadcast in the 1930s, he recalls that the figures ranged from about 100 killed on the roads in the winter to 130 in the summer, every week, and our correspondent says as these figures are identical today, in spite of the great increase in the numbers of vehicles in use and vastly increased annual mileages, can it be said that motoring is now 20 times as safe as it was 54 years ago?

Ian Hall has recently acquired a dismantled 1936 Riley Sprite, JB 88852, and he would like to trace the car's history prior to about 1964 when its owner was a Mr R. Sunderland. This is the 12th Sprite built, whereas Hall's black Sprite is the 20th. Both cars were first registered in the Oxon/Henley area, which interests their owner, because in those days an MG Midget could have been bought for less than half the cost of a Riley Sprite and, as he says, there must be a moral somewhere. . . . — W.B.

An Unexpected Concession

WE do not recollect anything encouraging in the recent Budget speech about motor taxation, only the unhappy fact that the Chancellor was raising both Vehicle Excise Duty and the tax on petrol. However, study of the Government's VI49 which sets out the overall rates of vehicle excise duty, while emphasising the unwelcome increase from £85 to £90 in annual car tax, contains a piece of good cheer for the owners of the older vehicles, namely, that for all cars first registered before 1947 the tax is now £60 per year, or £33 for six months.

The dividing line is rather an odd one, for while a few (usually rusty) early post-war models get in, the dateline mostly restricts this concession to pre-war cars, as not many cars built during the war years survive. However, let us not criticise a reduction in the cost of motoring that will be welcomed by all users of pre-war cars. It really looks as if the Chancellor has a soft spot for the old-car movement, because his tax reduction will mainly benefit those who run restored vehicles. The VCC and VSCC and other Clubs catering for pre-war cars should be delighted, especially as no special conditions, thank St Christopher, are attached to these lower-price licences. The saving of £25 against the cost of licensing for a year before the Budget may induce owners of vintage and classic cars to keep them on the road for longer periods (the licence duty

is refundable after one month, as previously) or to run more than one old car simultaneously. Incidentally, the concession on motorcycles of over 250 cc first registered before 1933 providing these weigh not more than 101.6 kg, is retained, these now paying £18 a year; but the VI49 makes no mention of the similar long-standing rebate on pre-war cars of up to 7.2 RAC hp.

In commending the Government for this recognition of the old-car movement, may we hope that four-day Post Office-issued licences, as once promised, are now in the Conservative pipeline? — W.B.

V-E-V Miscellany.— Old photographs continue to come to light. For instance, the *Cumberland & Westmorland Herald* was sent a picture showing the Graphic Motor Works, a garage in King Street, Penrith, which is now the site of the *Herald* office, probably taken before the First World War and showing a line-up of early cars outside, with owners and a chauffeur in attendance, one being a Lanchester landaulette, while an impressive touring car bears an Anglesey registration plate. Another early photograph which the same newspaper reproduced shows a chain-driven motor-bus on solid tyres, twins at the back, and equipped with a sprag, used in the Penrith area, and registered XB 306. Old cars are still to be found. Not long ago I discovered a 1932/33 Austin 7 Opal two-seater in the shed it had occupied for some 20 years, in the care of the lady who had learned to drive on it. The 7th Sandwell Historic Vehicle Parade and Transport Show will take place in Dartmouth Park, West Bromwich on May 13th, admission to the park being free.

The Austin Ten DC looks like having another active season. In two months it has enrolled 33 new members, with cars ranging from a 1931 Light 12/6 Harley to a 1939 Austin Ten saloon, in conditions ranging from "requires total restoration" or "rough . . . has been hidden under a tarpaulin and large amounts of rubbish for 17 years" to "original except for repaint . . . all original tools in car in leathercloth wallets . . . no rust or rot anywhere," and "very good, never been out in snow, and only in rain if caught out . . . from original owner to son, genuine 58,000 miles, original paintwork, no rust, inside immaculate . . . door pockets never used." Two of these new members are girls and if this encourages you to think in terms of these typically British cars the Club usually knows of several for sale; its Membership Secretary is David Woodend, 3, Estcourt Drive, Widmer End, Bucks, HP15 6AH (SAE requested).

The Ford Sidevalve Club's magazine carried a story recently, reproduced from the *Ford Times* of 1956, about a 1936 Model-Y Ford Eight bought second-hand in Jersey in 1938 for £80 as a son's 21st birthday present and used continually there until the German invasion. It was then greased thoroughly and hidden at a baker's, beneath piles of rabbit hutches. Rats and

mice licked off all the grease and the car's oil and petrol was syphoned off when these commodities were virtually unobtainable by civilians, leaving the car defenceless against external and internal corrosion. Five years after being hidden the engine started at once when the liberation arrived and the Ford was run for six more months before being abandoned in a barn. When the owner returned from RAF service in 1946 a local Jersey garage was called in to put it into good order, with new piston rings, etc, and for at least 14 years thereafter the car was used unmercifully for farm work, taking heavy loads to market, like 2 cwt barrels of potatoes on the back seat, until the front cross-member engine bearer broke, although the back-seat springs were still good and the upholstery not bad. When last heard of a search was on for a 1936 chassis, so that this game pre-war Model-Y could be rebuilt. The son's mother said she bought the Eight in the first place because she knew from experience of the Model-T how reliable Fords were. One wonders, with the Ford Sidevalve OC, whether Mrs Yandell's Ford still survives.

The South-Eastern Section of the VCC announces its Berkshire Borders Rally, a main event to take place on April 27th/29th, with classes for cars pre-1905 and those built between 1905 and 1918 in the rally and four classes, for pre-1902, 1901-1904, 1905-1910 and 1911-1918 cars on the event itself, which starts and finishes at the Crest Hotel, Basingstoke, on the Saturday, with mileages ranging from 25 to 57 on the rally and a total mileage of 97, according to class. Entries close on April 1st. The event is sponsored by Maxim's de Paris, who own the London restaurant of that name, based on Maxim's in Paris, famous from 1893 and recently restored by Pierre Cardin, having been declared a national monument by the French Government — which might now turn its attention to doing the same for the Montlhéry Autodrome! Old-car events merit sponsorship these days, the VSCC Silverstone Race Meeting, for instance, being sponsored by the Hewgate Construction Group.

Anthony Heal says he thinks the 225 hp Sunbeam aero-engine used by Harry Hawker in the 1919 Sunbeam-Mercedes hybrid we have been writing about latterly is more likely to have been a Mohawk than a Cossack. The annual Riley Coventry Rally takes place this year on June 23rd/24th, details from Brian or Ann Coles, on 0203-418136. It is nice to know that Rolls-Royce Motors put their 1907 all-silver Rolls-Royce Silver Ghost AX 201 to continued good use. It is now in Australia, having been on show at the Melbourne Golden Jubilee International Motor Show, in company with the Segrave Irving-Napier "Golden Arrow" LSR car from our National Motor Museum, and it then goes on tour to Brisbane, Sydney, Adelaide and Perth in the charge of Dennis Miller-Williams. — W.B.



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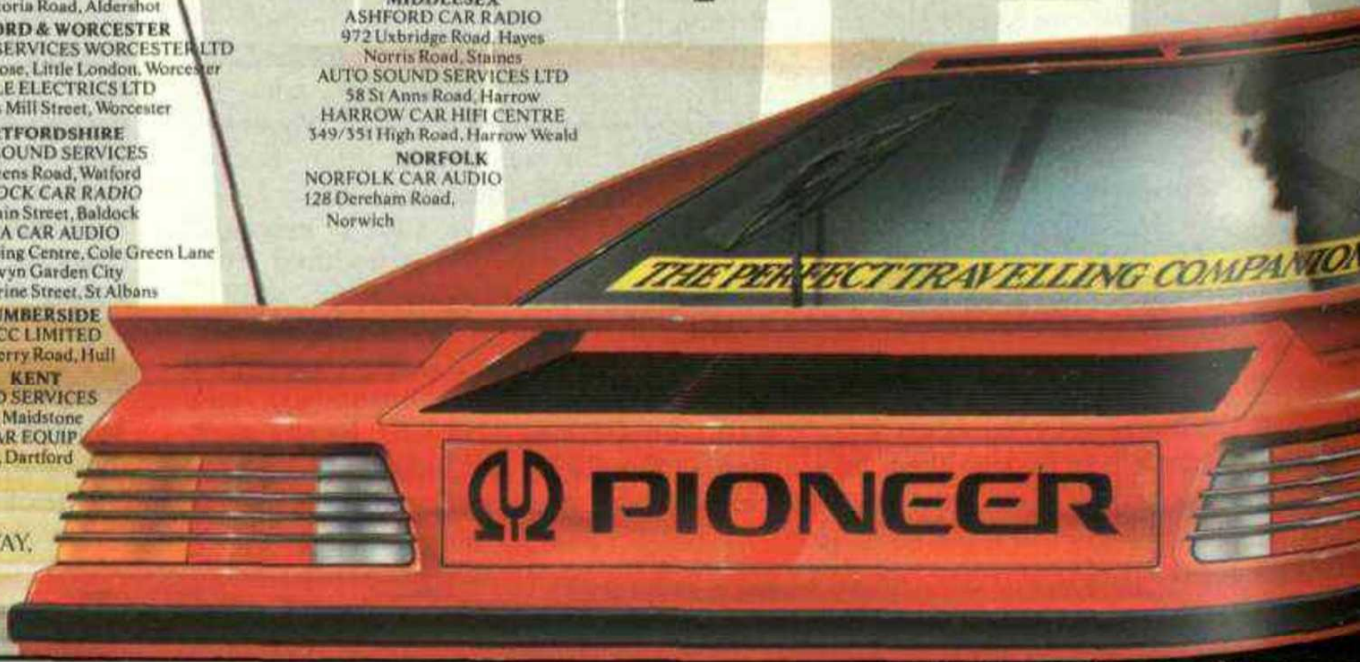
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VINTAGE POSTBAG

Making a stand

Sir,

There have been many editorials and letters recently about the DVLC at Swansea, the ending of the old style log books and the issuing of new numbers. As readers are no doubt aware, the powers that be at DVLC made these decisions on their own accord independently from any Parliamentary decision. They are not acting within the law, and of course have no right whatsoever to tell you or me whether we can, or cannot keep the original number on our old cars.

My advice to everyone who has an old car which is either subject to a current dispute with Swansea, or which has an old style log book which has not yet been sent in for conversion, is to ignore DVLC and refuse whatever they offer. Obtain an MoT certificate and tax the car on a form V10 at your Local Vehicle Licence Office. They cannot refuse to give you a road fund licence, and if they ask where the log book is you can say it is at Swansea. A few weeks later DVLC will write to you asking for more details of your vehicle. Answer the question correctly. If after a few weeks they tell you that another number is to be issued to your car, then write back and *refuse* and complain to your MP.

If everybody refuses to accept these reissue numbers and continues to use and tax their cars on the original number then eventually DVLC will have to give in, or grind to a halt.

Banbury

JOHN H. ATKINS

[This *modus operandi* has the blessing of The Classic Vehicles Clubs' Committee and is in their opinion perfectly legal. The Editor applied to retain original Reg Nos on three pre-war vehicles before November last year, but was unable to promise log books or old licence discs. He has been told that it may be possible for the original Reg Nos to be retained but has since heard nothing from the DVLC, which apparently has a backlog of at least six months. The above recommendations of Mr Atkins and the CVCC are to be commended. — Ed]

Nails

Sir,

The article in the March issue entitled "Motoring as it Was" referred to the difficulties motorists had with many punctures caused by the years of horseshoe and cart nails. The Department of Highways of the State of New Mexico had a novel way of dealing with the problem by utilising a Ford Model TTT "Nail Picker".

This unusual vehicle consisted of a Model TT Ford One Ton Truck chassis upon

which was mounted a further Model T engine and radiator driving a DC generator which in turn powered a huge electromagnet suspended behind the rear wheels of the contraption. The magnet collected nails and other pieces of steel from the highway and, during early tests, an average collection of 4.27 lb per mile was collected. The "Nail Picker" was put into production and later models were based on the Model AA Ford chassis. I wonder whether similar vehicles were used anywhere else in the world?

Cuddlington

R. P. LORCH

Chairman — Model T Ford
Register of Gt Britain

The Trail Grows Cold

Sir,

I found your splendid article on the great Hawker car, "The Trail Grows Cold", of very great interest. For the record there is one very small correction, if I may be allowed to make it. There is mention of Capt Broome. I think that this is, in fact, a reference to Capt C. Q. Brand.

On February 4th 1920 Col Pierre Van Rynveld set out from Brooklands in a Vickers Vimy with Capt Brand as co-pilot. They landed at Cairo and thence made the historic flight to the Cape. . . I know something of this, as Col Rynveld married a first cousin of mine, Enid Collard, daughter of Fred and Sybil Collard of Croydon. Fred was a fine surgeon who also served in the Great War as a Major in the RAMC. At Xmas 1920 the family had the usual Xmas Day party, we were 12 in all (avoiding the awful 13), and Van Rynveld was there with his pretty young future wife, and as a boy of 14, I was introduced to him. He was knighted for his epic flight, as was Capt Brand. He then returned to his native South Africa and I think became head of the South African Air Force. He received the DSO in the Great War.

Hope you do not mind my mentioning all this, I know how accurate you are in such matters and so rarely miss anything!

Box

R. CHAPMAN

[Capt Hunt's friend Capt F. C. Broome started from Brooklands in 1920 with Capt S. Cockerell to fly to the Cape in a Vickers Commercial, G-EAAV, but after many forced landings due to trouble with the Rolls-Royce engines and other causes, they abandoned the attempt near Tabora, some 1,800 miles short of the Cape. Nevertheless, *The Times*, which had sponsored the flight, held a celebration lunch in Printing House Square. An ex-RAF Vickers Vimy bomber "Silver Queen", G-VABA, sponsored by the S. African government, later flew from

Brooklands piloted by Lt-Col P. van Rynveld and Major C. J. Quintin Brand but crashed near Kurusku, 530 miles from Cairo, after a previous crash requiring the tail to be repaired with con-rods and springs from a Model-T Ford! This crew then left Heliopolis in another Vimy "Silver Queen II", but again trouble was experienced with the RR Eagle engines and the attempt ended near Bulawayo, the two pilots completing their flight to the Cape in a DH9. Another attempt on the Heliopolis-Cape flight by an RAF Vimy, flown by Major Welsh and Capt Halley, was abandoned after a crash near Kurushu. It was evident that flying in the African heat was far more of a test of the engines than flying the Atlantic, which a Rolls-Royce Vimy achieved in 1919. — Ed]

Harry Hawker

Sir,

I refer to the article in February MOTOR SPORT concerning Harry Hawker's Mercedes-Sunbeam. My father as a young man in Kingston-upon-Thames remembers the car as "monstrous" and Harry Hawker as "a small man". Hawker's local was the up-market Nuttalls restaurant and public house in Kingston Market Place — site of the present branch of British Home Stores. My father remembers the car when parked outside Nuttalls as taking up most of the frontage to the road! Apparently, Hawker also used a Model-T Ford which "he drove faster backwards than most folks drove forward!" Hawker was also involved with speed boats and my father remembers such a boat derelict after WWI, in the Thames at "The Swan", Thames Ditton.

Hawker's aircraft factory started in premises in Canbury Park Road behind the skating rink in Kingston (both buildings are still there, the factory being later used for the manufacture of the Ner-a-Car motorcycle, and the skating rink becoming the Regal cinema). Hawker's seaplanes were tested on the Thames off Canbury Park Gardens. Later, aircraft production transferred to Ham — now British Aerospace.

My father worked as a car body builder for various coachbuilding firms in the Kingston area in the 1920s; notably Newnes of Thames Ditton who built bodies on AC (then run by S. F. Edge) and Lagonda Rapier chassis. My father was seconded to Capt Macklin's Invicta works at the Fairmile, Cobham, which he remembers as having a curiously genteel atmosphere with the workshop having stags' head mounted on the walls! While at Invicta, he built the body for the Invicta car in which Violet Corderey took a record at Monthéry.

My father remembers coachbuilding in the 1920s as a very uncertain, precarious sort of business with regular bankruptcies, sackings, unsettled accounts, etc. To him it was simply a bl**dy hard way of making a living, and he thinks it odd, to say the least, that we enthusiasts should be interested

after all these years!

Stroud
GRAHAM W. DAVIS
[Besides being a very capable and successful aeroplane pilot and racing car driver, Hawker piloted *Maple Leaf V* in the 1920 International Trophy motor boat race at Cowes, the boat, which was entered by Sir E. Mackay Bt, having four V12 400 hp Sunbeam engines in its 39 ft-long Consuta wooden hull. Hawker sandwiched the race between the Air Ministry Competition with the Sopwith Antelope and racing the 350 hp Sunbeam at Brooklands. He flew between the various venues in the Sopwith Swallow monoplane. *Maple Leaf V* won the heat, had trouble in the first race when three of its engines cut out, but was third in the second race. — Ed.]

Atlantic City Track

Sir,

I read with interest your February article on pre-war American race tracks. Your mention of a track at Atlantic City made me sit up, because I have been living and working in that area for the last three years and have never heard a whisper about such a facility — particularly one with such high average speeds. So I started to dig. It must have been quite a place. . . .

There is a market town called Hammonton in New Jersey almost halfway between Atlantic City and Philadelphia on the Whitehorse Pike. The US Government, having also condescended (your words!) to help out with WWI, directed its Ordnance Dept to construct an ammunition factory four miles east of Hammonton in March 1918. Eight thousand acres of scrubland were bought and cleared and within a few weeks the plant started to produce shells for the slaughter in Europe. Following the armistice in November the factory was closed and the work force dispersed. To house the workers, a new town had been built called Amatol, after AMmonia & Tri-Nitro-TOLuene. Amatol now went to sleep for eight years.

In the early 1920s Atlantic City was in its heyday. You could not even set foot on the famous boardwalk unless you were properly attired. In order to add to the attractions in the area, a group of local businessmen decided to go motor racing. April 1926 saw a formal decision by them to construct a 1½-mile banked wooden track on the abandoned ammunition factory at Amatol. The fragile, faded newspaper cuttings of the time show that the track closely resembled the one at Laurel, Maryland. In fact, there was really only one constructor of board racing tracks in the whole of the United States (Jack Price Construction Co of Oakland, Calif) so it is likely that both tracks were built by that firm. The track was 50 feet wide, with space on the inside apron for a ¼-mile dirt track. Four and a half million feet of lumber were used and there was seating for 45,000 people, with space for many more on the infield. Crowd estimates

of 30,000 to 40,000 are probably fair for the early meets, though towards the end they dwindled to about 15,000.

The track was already partly built at the time of the April decision to go ahead. Even so it is incredible that it was ready for the inaugural meet on May 1st, 1926. Two further meets were planned for that year in July and October. What turned out to be the final big event was held on May 30th, 1928. In its time, the Atlantic City Speedway, as the track was officially called, attracted all the leading American drivers plus some from Europe. Three Englishmen who competed were Captain John Duff, driving an Elcar, W. D. Hawkes in an Eldridge and E. A. D. Eldridge in an unnamed car.

Harry Hartz won the first two 500-mile races. Bob McDonough set the inaugural qualifying speed at 143.6 mph, while Bennett Hill raised that later in the year to 147 mph. Timing was originally by electric tape, though at the September 1927 stock car race, five timers with hand-held stop watches were used indicating that possibly they had had problems with the electric tape. Ralph de Palma's car caught fire near the end of the inaugural race, so he pushed it, flaming, across the line to finish sixth! His nephew, Peter de Paolo used to tie his baby's booties to the front axle for luck. At the 1927 stock car race, won by Tom Rooney, a feature of the day's activities included an ambulance race. Two ambulances started together, picked up a "human form" on the way, placed it on a stretcher and raced for the finish. Each vehicle carried full equipment plus a Red Cross nurse, a surgeon and a hospital orderly!

A dramatic innovation for the 1927 stock car race was that, apart from the factory cars and drivers, none of the drivers knew which car they would drive until their names were picked out of a hat by officials of the AAA Contest Board right on the starting grid! Imagine FOCA going for that one! The stock car races were literally that; cars from stock. Well known makes such as Dodge, Chrysler, Ford and Studebaker were entered along with Star, Auburn, LaSalle and Whippet. The oldest entry in the September 1927 race was a 1900 Winton, but 90 cu in engines were used from July 1926 onwards; these apparently approximated to the then European limit of 1,500 cc.

In the latter part of 1928 the power behind the track, Mr Charles Schwab, moved on to other interests. Attendances declined and the track turned into a money losing proposition. The overall declining economy, leading to the 1929 Wall Street collapse, must also have affected the situation at Amatol. It was leased to auto companies as a testing ground for a while and then part of it was sold to the General Aero Corporation for flight training and aircraft refuelling purposes. Then, in 1933, the final blow fell when the sheriff sold the

track to satisfy a lien of the caretaker. The demolition boys moved in and began to tear down the once proud Atlantic City Speedway, which at its highest point stood 200 feet from the ground. The millions of feet of lumber in the grandstand, track and fencing were removed and sold. Everything else was carried away.

Today there is not one single piece of this gigantic circuit standing. Just pine trees and bush. Rough sandy tracks used by a local logging operation lead nowhere. There is however a sand road which traces the original track and you can see what remains of a man made banking, about head high, at either end of the old oval. Two 12 ft deep gouges in the ground, up and down, just wider than a car, cut across this sand road. These must be the old access tunnels, under the wooden boards, leading to the infield. The exact location of the old track can therefore be pinpointed here. It is eerily fascinating to stand in these "tunnels" in the now silent bush and to imagine those thundering monsters hurtling by overhead on the wood track at speeds approaching 150 mph. Sad, too.

Abescon, NJ

T. HENDLEY

Alfa Tipo B

Sir,

The piece on Patrick Lindsay's cars was delightful, though it is far better to watch him in action in them. But Jeremy Broad's letter apropos the Lindsay Monza prompted recollections of the Shuttleworth Tipo B, 50007 covered so well in Jenks' article last year.

I bought the car through Erwin Goldschmidt, one of our quickest sports drivers in the '50s, who also acted as agent in the States for Jack Bartlett. This was in 1959 and the car was at Pembridge Villas, where it must have sat a long time. I bought it sight unseen, but did have a friend vet the car for me and he commented that it was fit for a rather small driver. Fortunately I hadn't seen it, and bought it anyway. But I can assure Mr Broad that a tall man could, in fact, drive it without removing the petrol tank behind the seat, and so exciting was it to drive that accommodation hardly mattered.

Over the years I returned the car nearer and nearer to the original. Fortunately the lovely petrol tank which is its tail was still there under the sports car bodywork. Eventually I brought the car to England for an engine re-do, and there it has remained for racing, shared with Chris Mann.

After tangling my feet in the pedals at Donington a few years ago we restored it to proper Monoposto and the luxury of a cockpit far roomier than a Monza.

So I have to say that I am very glad Mr Broad bought the Monza and left the Tipo B for me. His loss was surely my gain?

Incidentally, I agree with Mr van Mesdag. Stick to mpg, mph and hp.

HENRY W. WESSELLS III
Paoli, Pennsylvania

TVR — continued from p559.

inadequacies in the chassis, but the related suspension copes comfortably (all independent, wishbones at the front, trailing arms and lateral links at the rear) and there was never any complaint from the all disc brakes. These are servo-assisted, and inboard at the rear because it is a Jaguar differential, but they are sensitive enough to tell the driver when the rear wheels are about to lock, something which happens easily. Making use of this tendency by "trail braking" into a corner will kill the mild basic understeer, and while it would be easy to slide out of a bend, a gentler application of throttle results in an even faster and almost neutral exit, seemingly propelled by the bark of the V8's exhaust. The Tasmin is at its exciting best on a tight B-road, but it is easy to handle in rush-hour traffic too, when the 220 lb/ft of torque and gentle clutch permit lazy gearchanges, and the driver has

BUGATTI TYPE 10 — continued from page 561

starting-handle carried in proper bearings, was, at least by comparison, not much more trouble than winding a clock. If Isotta-Fraschini had lost interest in racing voitures, De Dietrich may well have wondered whether Cattaneo's design might not be suitable for a handy little run-about. But the voiturette racers, like all proper racing cars, had presumably been built regardless of cost. What I believe Bugatti was doing when he built the Type 10 was seeing whether he could produce it at a price which would make it a commercial proposition.

Perhaps the results were not too encouraging, if only because the engine was unnecessarily complicated for a cheap little

time to reply to the questions of interested passers-by.

Although not fitted to our test car, loaned by Huntsworth Garages, TVR's London sales outlet, options such as air-conditioning, central locking and automatic transmission are all available, but seem a little irrelevant to this gutsy two-seater whose strength is in its dynamic qualities — unless of course it is "boulevard value" one is after. It has that too.

Until Porsche produce a 944 Cabriolet, it is difficult to see direct rival to the 350i; very few open cars can approach its 135 mph top speed and 0-60 time of 6.9s. It is rather wide in traffic, and lacks mass-production flourish in its minor controls and under the bonnet, but the external and internal finish are excellent, and above all it has rarity value. Most curious passers-by are surprised to hear that it is British, and walk away with a pleased smile. I did too. — G.C.

run-about! At any rate De Dietrich, even if they had ever had a mind to pursue the matter, seem to have decided against it. Bugatti, on the other hand, went ahead on his own, and by the time he had perfected the Type 13 had done something much more original than perhaps he had in mind when he started: he had invented the small sports car. At the same time the idea of the run-about evidently stayed in his mind and finally took shape in the much simpler design, with a side-valve engine, used for the pre-1914 Bébé Peugeot, which may be regarded as the prototype of the post-war Quadriletto, the Austin Seven, the 5 CV Citroën and a host of other small cars. If Bugatti copied Cattaneo in 1908, he himself was to find plenty of imitators in later years. — Kent Karlake

Vauxhall/Opel Items

AT the risk of bringing General Motors close to bankruptcy by drawing to the attention of catalogue collectors their excellent new booklet about their entire range of models, with rally and race successes appended, we feel obliged to comment on the quality of this publication, which is full of useful information for prospective buyers and nicely illustrated in colour, with plenty of beach-girls and other sports-persons showing off the various models, from Nova to Monza coupé. The only disturbing item is that these happy Opel and Vauxhall users are seen driving on Motorways and other roads devoid of number plates! Maybe this is why the man with the Carlton CD saloon is depicted in consultation with a barrister. . .!

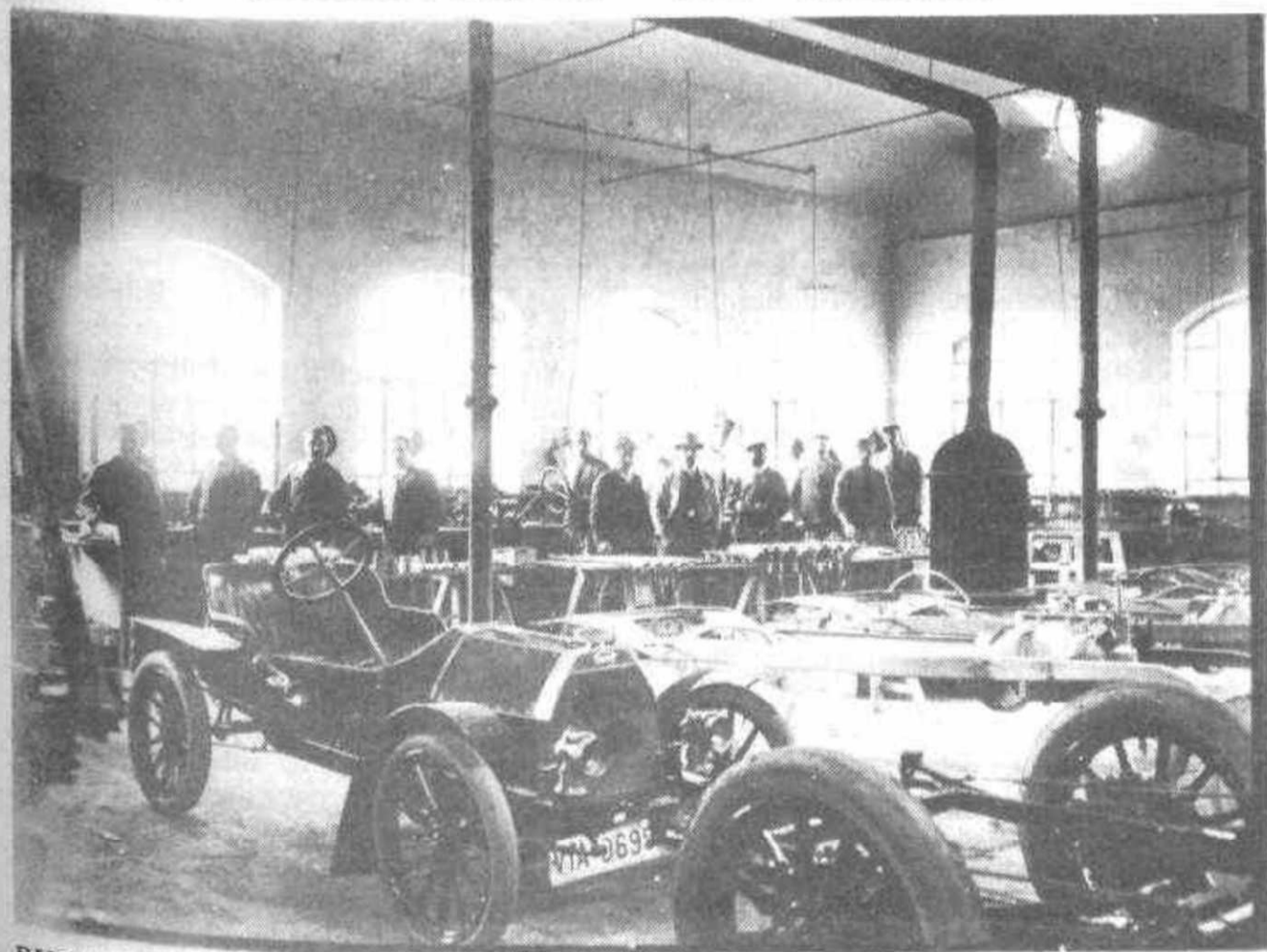
We would also commend Vauxhall Motors for not being slaves to the DoE fuel consumption figures. Although they quote these, as the Law demands if discussing petrol economy in advertising matter, the following qualification is made: "The results given relate to the particular car tested; inevitably there are differences between individual cars of the same model. In addition, some cars may incorporate particular modifications. Driving style, road and traffic conditions, vehicle mileage and standard of maintenance may also affect fuel consumption. Therefore the results do not express or imply any guarantee of the fuel consumption attainable". Which suggests that Vauxhall/Opel agree with our March Editorial on "Fatuous Figures". . .

Having said that, the aforesaid catalogue cannot resist referring to "the over 60 mpg at a steady 56 mph" attainable from the Nova L "on Government fuel-test figures". Splendidly economical as the excellent Vauxhall Nova is, we all know that for the average driver in average usage, this is optimistic; one independent test gives an overall mpg of 35.3 mpg and an estimated best of 47.9 mpg from the 933 cc Nova.

W.B.

VSCC at Donington

THE Vintage Sports Car Club is returning to Donington this year, for a race meeting on May 7th, starting at 1.30 pm, at which apart from two 10-lap events for pre-war and vintage racing cars, there is to be a race of this length for HSCC members driving F1 and F5000 racing cars. Pirelli are sponsoring the Meeting, at which their trophies, the Shuttleworth, Nuffield, ERA, Holland, Goddard and Brooklands Society trophies will be contested, and points will be awarded in the MOTOR SPORT Brooklands Memorial Contest. Around 310 historic racing cars may well be seen in action during the afternoon and spectators are welcome at the Midlands circuit at the prevailing entrance charges. Entries have closed. — W.B.



BUGATTI'S FACTORY at Molsheim in 1910-11. In the foreground can be seen the prototype Type 10.

READERS' LETTERS

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

Keeping cool

Sir,

Your March article on the new VW Golf 2 and its ventilation system prompts this letter.

The now universal use of complicated plumbing for air ventilation in cars is, for Australian conditions at least, an unwelcome development. In the good old days (pre Cortina Mark 1?) cars came with a man-sized lever in the middle of the dash which, when pulled, let in a flood of air into the area below the dash. That or an equivalent system could do a marvellous job dealing with hot Australian weather.

These days we are obliged to drive around in the equivalent of the greenhouse ventilated with a breathless bicycle pump. This probably explains the popularity of air-conditioning in Australian cars today whose basic designs are predominantly of European or Japanese origin. In this aspect of car design at least progress has been retrograde and, no doubt, we now pay more for under-dash spaghetti, and the resulting inefficiency, compared with the more primitive but far more effective systems of the past.

Queensland Dr DAVID ROYSTON

Just hot air

Sir,

I was most interested in reading the comments on the ventilation system in the test of the Golf 2 in the March issue. I agree wholeheartedly with your comment that it is essential to have fresh air coming in at face level to maintain alertness, and venture to suggest that the makers' excuse for not providing some is so much hot air coupled with poor design.

I have recently purchased a Vauxhall Nova, which I selected after driving many of the current super minis, and which has the ideal of fresh air and also heated air from the fascia vents, the ones at the extremities of the dash providing heated air to demist the side glass within the EEC Regulation quoted.

Perhaps the manufacturers brought to task by you on this point would care to comment on their inability to provide the ideal when General Motors achieve the "impossible" on a £4,500 car.

Clwyd IAN B. MASTERS

Dubious accolade

Sir,

Are we, I wonder, to believe our eyes when we read of a "Car of the Year" having been chosen in January or February of the

year in question? In sport, the "Man of the Match" is named after, rather than before, the game.

If "Car of the Year 1984" is not a recurring mis-print for 1983, it must be pretty tough on manufacturers who introduce new models during the remaining 11/12 or so of the year, who are disqualified from the accolade, of dubious value though it probably is.

All strength to MOTOR SPORT in the next 60 years.

London NW3 NICOLAS P. JOHNSON

Westfield 7 and 11

Sir,

It seems strange that Chris Smith should be "at pains to distance himself from the 'kit-car' image". Not only is he taking full advantage of the standard kit car procedure of utilising a donor vehicle and thus escaping construction and use regulations as well as tax, but he is producing replicas of two of the all-time great kit cars.

Perhaps you would do well to interview the shameless Jem Marsh of Marcos who is proud to produce a thoroughbred vehicle from the scrapyards and parts bins of Britain!

Painwick, Gloucs

RICHARD FALCONER

Unfair slur on TR

Sir,

Mr Haynes' assertion that TR7s are unreliable based on his own personal experience is shameful. A poor example of any marque can be found regardless of cost or nationality.

If Mr Haynes had been prepared to spend as much time and money on the Triumph as the Lancia perhaps it would not have given him such a poor track record. It would seem from his letter that the TR7 was more the victim of neglect than the Beta.

Exhausts do not rust through in four months. Deteriorating brakes are the result of poor maintenance not faulty design, and surely for the diff to seize an oil leak must have been obvious? Didn't Mr Haynes see the poor state of mechanical repair of the car when he bought it?

As for the fact the car needed two further head gaskets changed after an engine rebuild suggests that the repairs were not carried out in the first place.

It seems a pity that Mr Haynes has had to resort to snide comments about the TR7 to cover up his own shortcomings in buying a rogue car.

My own TR7 (1979 coupé) has covered 53,000 miles, and since I bought the car seven months ago has run faultlessly. The only reason I would change the car would be to buy a TR8!

Hedge End, Hants

MARK BISHOP

Memory Lane

Sir,

The profile of Chris Amon in the March issue brought back many wonderful memories. When I was running a company called Formula 1 Enterprises in New York in the late 1960s I had the pleasure of knowing Chris. He helped us with evaluations of some of the products we were importing, and we did our best to obtain sponsorship for his Can-Am efforts with Ferrari in 1969 and the March 707 in 1970.

One of my most memorable drives was in the 700-horsepower March at the end of the 1979 Can-Am season. Chris asked me if I would be coming out to Riverside for the race, and I said I would — if he let me drive his car after the race. Driving the car was one thing but riding in it with Chris at the wheel was quite another. It was a joy to watch him work at a time when he, Jack Stewart and Jochen Rindt were the world's three fastest road racing drivers. My impressions of the March were published appropriately enough, in the March 1979 issue of *Motor Trend*.

I appreciated A.H.'s reference to Fangio in the Amon story, because I was struck by the extraordinary physical resemblance between Chris and the young Fangio; this admirably illustrated by the photo of Fangio in Günther Molter's fine book on the Argentine driver.

Those of us lucky to know Chris well are overjoyed that he is happy in New Zealand today, are regretful of being deprived of his frequent company, and are comfortable in our sure knowledge that he is one of the most talented men ever to drive a racing car — as the Ferrari team manager said of him in those days, "Una Bomba".

London W1

K. E. LUDVIGSEN

Bill Bengry

Sir,

Your article on the great Bill Bengry gave me much enjoyment and reminded me of the one event Bill and I did together, the 1964, and last, real Liège. What a truly ridiculous / splendid rally that was, even to hard-bitten rally men. To nitpick a bit, our Rapier was actually one of the Alan Frazee cars, not a works car, and I was sort of loaned out to Bill by the works for that one event. The idea was to help Bill get his Gold Cup and I was very pleased for him when it was duly obtained as we understandably didn't exactly have the resources of Bohringer and Aaltonen behind us. I remember banking a cheque for the spoils afterwards — £20!

Rallying has changed a bit since then.
Great Coxwell

IAN HALL

DVLC in disarray

Sir,
During the last week in December 1983 I returned the licence disc for my Bristol to DVLC, requesting a refund of the two months unexpired tax. At the time of writing (20/2/84), almost eight weeks later, I am still waiting for a cheque.

Is that a record and does anyone know what is going on down in Swansea?

Perhaps when I apply to re-tax the car they will be quite happy to allow me a similar delay in which to pay the required duty!

Bentley

L. J. STOUT

Tougher Tests

Sir,
In your February issue there was a letter from Mr Trenerry containing a lot of very good points regarding motoring and road safety. However, I would like to comment as to his suggestion that far stiffer MoT tests are required.

Current statistics clearly indicate that, after taking into account the ratio of vehicle age groups, the highest proportion of accidents involve newer vehicles (generally less than four years old). That in the main accidents occur due to errors of judgement or through carelessness, particularly when overtaking. Mechanical failure accounts for a very small number of accidents.

Stiffer MoT tests will in general affect the less well-off who cannot afford new cars, and by definition this group use their vehicles less anyway, and if only by their absence contribute to fewer accidents.

Certainly there should be strictly enforced laws relating to tyre conditions (which affects newer as well as older vehicles). I also firmly believe that we should make it obligatory for all new vehicles to have bright "daylight running" lights (*dipped* headlights for existing vehicles). I am sure this would reduce the most common statement after an accident — "I didn't see anything coming".

Brecon

D. R. PERRYMAN

Motorway Driving

Sir,
There is a tremendous amount of good sense in the two letters written by your correspondents Messrs. Jones and Trenerry (February Readers' Letters) although I find it difficult to agree entirely with Mr Trenerry's statement that the general standard of driving in this country is good and courteous. It isn't. He may be talking about HGV drivers and I would then agree but the majority of private cars would appear to be guided by lunatics, hermetically sealed in their tin boxes lulled into a stupor by their "in-car entertainment".

It seems as if there is some social stigma to driving in the nearside lane as witness the cretin who, joining the motorway, sets his indicators going and drives straight across to the offside lane oblivious to all other traffic.

They are the people who cause accidents but are seldom involved in them.

On a three lane carriageway, can't the idiots who hog the centre lane realise that they are occupying two thirds of the road? They effectively cut down the capacity of such a road to that of a pre-war by-pass. And how many times have we seen the two outer lanes at a standstill while the nearside lane is empty for miles! One also sees this, of course, in cities where they have bus lanes for rush hour periods. Outside the specified hours, one would think they were reserved for lepers only.

One cannot help but wonder if there are any LAWS governing motorway driving (not counting speed limits) for one very seldom sees offenders pulled up for bad or dangerous driving which I would have thought caused more accidents than sheer speed. Let's face it, if everybody kept to the LEFT except when overtaking, there would be enough room to go at over 100 mph without any danger at all. As your correspondents say: More education and lane discipline needed and the latter should be enforced. You don't need any radar for that!

Newbury

R. O. WILSON-KITCHEN

Sir,

Please allow me to reply to K. A. Hall's letter, as it may mislead some of your readers for he has mis-interpreted my letter ("More Education Needed", February issue). Nowhere in my letter did I refer to motorways, only to single and two and three lane roads.

The Road Traffic Regulation Act 1967 (amended up to March 1983) gives these speed limits (mph) for roads not otherwise restricted: HGVs quoted are "normal" eg nothing special under the Act and PSVs, those with more than eight passenger seats.

	Single lane	2 & 3 lanes	Motorways
Cars	60	70	70
HGVs	40	40	60
PSVs	50	50	70

Consequently my remarks in my letter concerning PSVs and HGVs on roads were correct. The point of my letter being that a higher speed differential should be allowed by law between cars and all else. This in my view would contribute to safety. My letter also said I preferred no speed limits or very high ones.

Mr Hall may be interested to know that HGVs earn me my living. I can assure him that modern ones are well capable of 85-90 mph as are modern coaches according to their operators. If they were not, they would be unable to compete in overseas trade.

To test the validity of my remarks, Mr Hall need only study tachograph charts. These by law are calibrated for time and distance (thus speed). He would certainly be surprised by some speeds achieved and recorded.

Dovercourt

M. W. TRENERRY

Poetic licence

Sir,

T. A. S. O. Mathieson's tale about Jack Bartlett selling Rolls-Royce a GP Bugatti is undoubtedly wrong, no doubt due to poetic licence by Bartlett who had sold a Rolls Royce engineer, S. S. Tressilian such a car, YM 3412, now Hamish Moffat's. The story of how the crank for the car was indeed rerolled in the Derby Experimental shop in about 1935, for technical interest and a nominal fiver, was written up by Tressilian in Bugantics in 1962!

We do have some fascinating prewar Derby correspondence when Hives thought about buying a Bugatti to compare with his Phantom Sports car, and after some tests in Paris decided it was not to be compared!

And while writing may I agree that Bugatti's single exhaust valve has indeed a larger nominal area than his two inlets, as Mr Archdale points out.

London W2

HUGH CONWAY

Somerset Automobile Club

Sir,

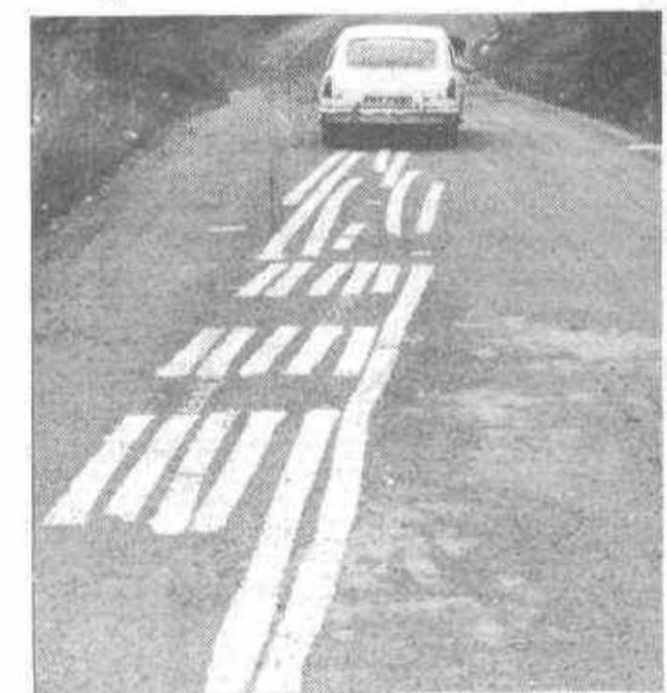
I was very interested to read your interesting notes on the Somerset Automobile Club which you have obviously gleaned from the notes I sent you early this year.

There are, however, a few errors which I feel must be rectified. My name is Rowland-Hosbons and not Hosbone and Graves-Knyfton is spelt thus, and not Greaves. I must also point out that I am not, and never have been, the Chairman of the Club. This position is held by Mr Mike Bracey, who drives among other things a Jaguar and a Morgan. The President is Major Max Dunscombe, and the Hon. Secretary is Mrs Esme Salter, widow of C. B. Salter, who was Competitions Secretary of the Bristol Motor Cycle and Light Car Club, and one of the pioneers of Motor Racing at Castle Combe.

Another lady member is Miss Dorothy Earp, a relative of Clifford Earp who raced Napiers before the 1914-18 War.

Uphill JOHN ROWLAND-HOSBONS

Tailpiece



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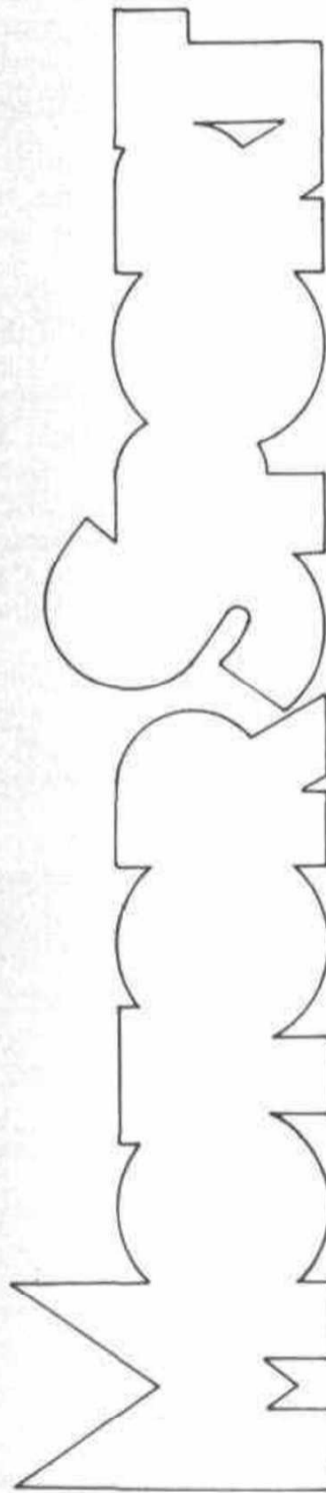
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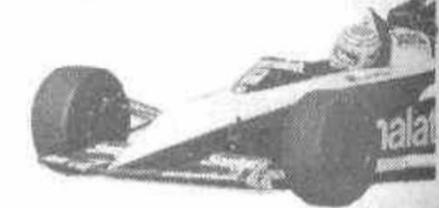
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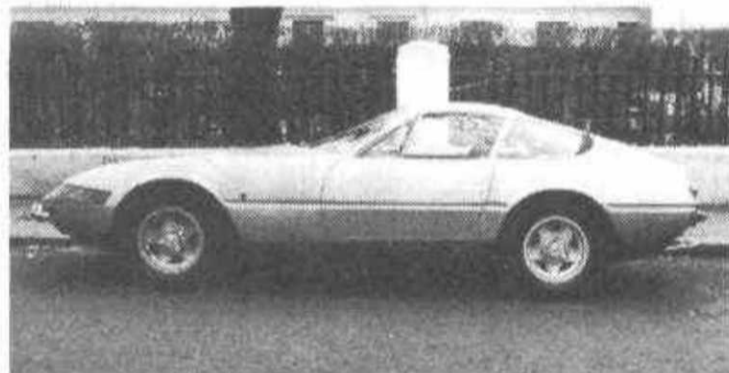
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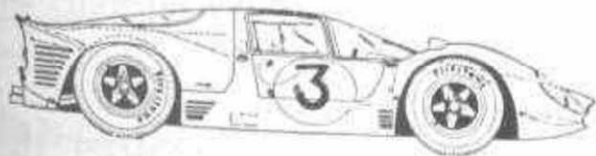


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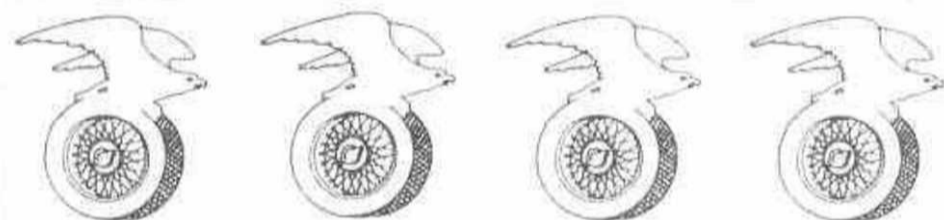
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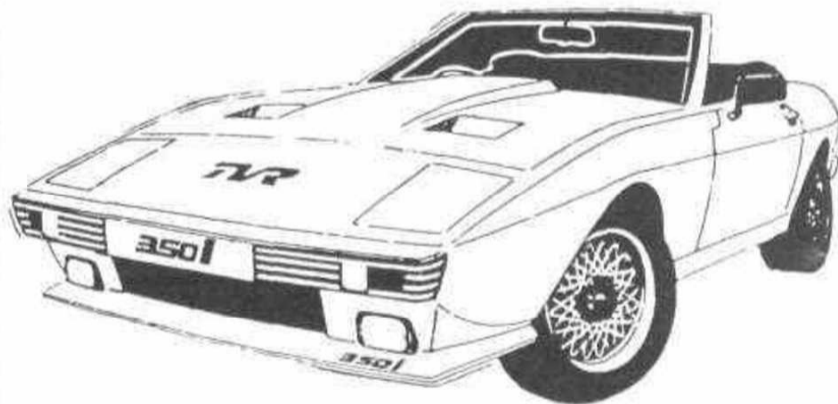
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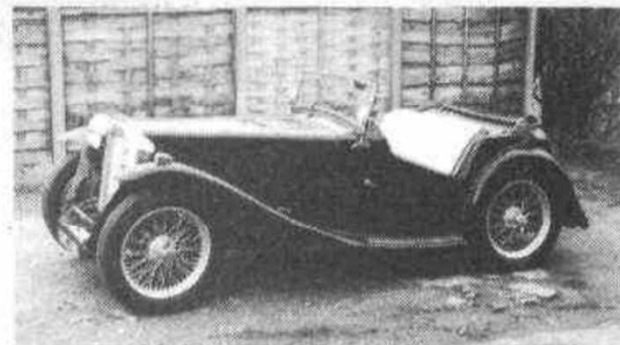


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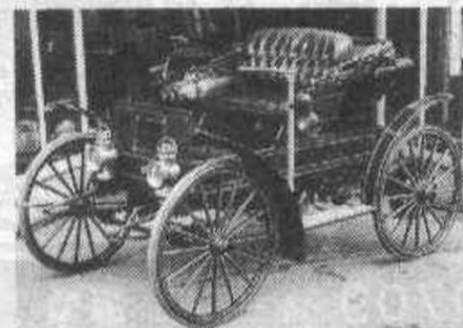
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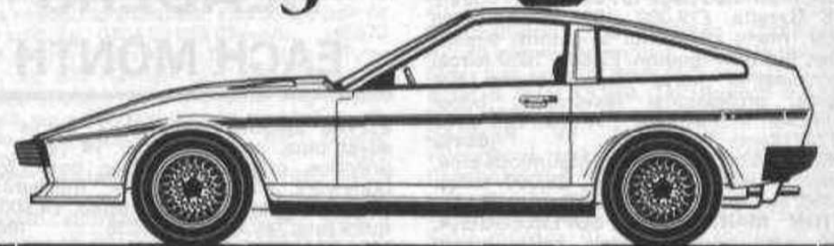
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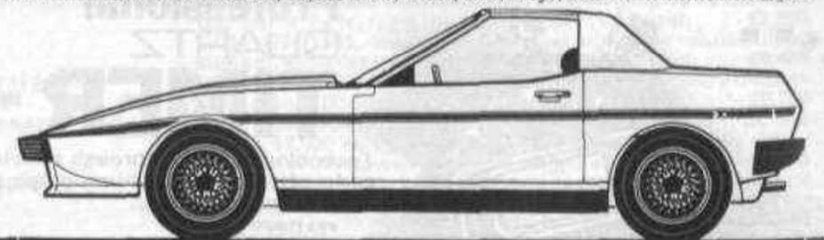


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 1983 A Regd. Morgan +8. Red, alloy, black leather, d/handles, b/strap, wheel cover, 1,500 miles, very expensive stereo radio / cassette system, vehicle supplied by ourselves.

4/4-2str
 1977 S Morgan 4/4-2str. Brown metallic, stone trim, w/wheels, chrome l/rack, one owner, 39,000 miles.
 1977 S Morgan 4/4-2str. Red, alloy, black leather, w/wheels, radio, 32,000 miles.
 1978 Morgan 4/4-2str. Red metallic, black leather, w/wheels, 24,000 miles.
 1978 Morgan 4/4-2str. White, alloy, black leather, chrome w/wheels, 6,000 miles.
 1979 Dec. Morgan 4/4-2str. Silver alloy, black, l/rack, 14,500 miles.
 1980 Morgan 4/4. Dark blue / light blue metallic, alloy, black leather, chrome w/wheels, chrome l/rack, 8,500 miles.
 1981 Morgan 4/4-2Str. Dark brown / black, wire wheels, d/handles, spotlights, 7,500 miles.
 1982 Y Nov. Morgan 4/4-2str. Red / black, XR3 engine, w/wheels, recl. seats, d/handles, bonnet strap, 14,000 miles.

4/4-4str
 1970 Morgan 4/4-4str. Black, red leather, l/rack, b/strap.
 1978 Morgan 4/4-4str. Red / black, w / wheels, recent re-spray, one owner.
 1979 Morgan 4/4-4str, ivory, alloy, black leather, w/wheels, 19,000 miles.
 1979 Morgan 4/4-4str. Ivory/brown leather, w/wheels, l/rack, 3,500 miles.

Other Sporting Cars
 1955 Jaguar XK140 FHC. White, subject of a complete rebuild, all invoices available.
 1980 Mercedes 350 SL, pale green metallic, 22,000 miles.
 1980 Porsche 911 SC Targa Sports 2+2. Guards red.
 1981 Porsche 924 Turbo. Green metallic, 23,000 miles, one owner, service history.
 1979 BMW 633 CSI A. Polaris silver, red leather, electric sunroof, Pioneer digital stereo, full service history.

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May, the month for buying your **MORGAN** and driving round the Maypole. Other mortals simply dance. Come and dance through the selection of **MORGANS** on offer this month. 1983 **MORGAN** 4/4 2-seater, Royal Ivory, wire wheels, black leather interior, 8,000 miles. Sitting on the grass is also a 1978 **MORGAN** plus 8 in green with tan leather interior, luggage rack, 42,000 miles, and bonnet strap. If this is too old then our 1982 **MORGAN** plus 8 may be the answer. This **MORGAN** is finished in signal red with stone leather interior, luggage rack, radio cassette, 3,000 miles and has had one owner from new. Dropping down the price scale we come to our 1976 **MORGAN** plus 8 in signal red with black leather interior. This **MORGAN** has recently had many loving hours spent on it for the benefit of the next owner, its shade of red is slightly different to our 1975 **MORGAN** plus 8 which was recently repainted at the factory. This **MORGAN** has 35,000 miles under its belt and has only had three owners from new. 1980 **MORGAN** 4/4 4-seater finished in green with tan interior. Two owners from new with a concours badge to boot. Alloy body and wings, wire wheels, leather interior, door handles, luggage rack, tonneau cover, tuned engine. Another 1980 **MORGAN** 4/4 4-seater in signal red with a sort of claret red interior, leather of course. Luggage rack, door handles,

tonneau cover, and again alloy body and wings. 1982 **MORGAN** 4/4 4-seater in BRG with stone leather interior, 8,500 miles, one owner, door handles and luggage rack. For those of you who want something slightly earlier we have in yellow a 1977 **MORGAN** 4/4 2-seater. It has no extras whatsoever except for wing mirrors and a luggage rack. But it is quite cheap. Another 1980 **MORGAN** 4/4 2-seater in blue, a sort of Bugatti blue, with stone leather interior, wire wheels, matching hood tonneau and sidescreens. For those of you who crave for a Coupé **MORGAN** we have one in black with red leather interior and biscuit coloured carpets. TR4 engine and Moss gearbox. This **MORGAN** was originally owned by a member of the Factory staff and is in very good order. We are still looking to buy any early +8 **MORGAN** which is not fit for a rebuild and any 4/4 **MORGAN** 2-seater. The vintage of the latter is immaterial. Yet another **MORGAN** 4/4 2-seater. This **MORGAN** was bought by its current owner in 1969 from us and he has now decided that the car has outlasted him and must be sold. The **MORGAN** is blue, has stone leather upholstery, bench seat and wire wheels, Brooklands steering wheel, tonneau cover and wooden dashboard. Come and have a **MORGAN** away-day.

morris stapleton

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FOR SALE — continued

MASERATI MERAK SS Harvest gold with champagne leather interior, two owners only, excellent mechanically, stereo / radio, late 77. £5,000. Tel: Petersfield 64957 / 61770. (65463)

LOTUS ELAN Sprint d/h gold leaf colours, complete chassis up rebuild, absolutely superb. £5,950. Tel: 0249 713255 (Wilts). (65464)

MGB SPORTS 1964, overdrive, oil cooler, etc, engine overhauled, new pistons, etc, crankshaft reground. New clutch, etc, bodywork rough. Restoration project abandoned. £350. Tel: Kidderminster 754828 anytime. (65465)

EDWARDIAN (HONORARY). 1920 Renault 40 cv rolling chassis. Restoration 90% complete including new tyres, £3,250 for full sale. Weybridge 43428. (65466)

JAGUAR DEE-TYPE Wingfield long-nose 1957 car, last one made, only 250 miles, almost indistinguishable from the original, offers over £20,000 for this sensational classic. For full details Tel: 04868 20039 day 0252 317635 evens. (65468)

ROLLS-ROYCE 20/25 1933, 6 light Barker D Back with sunshine roof and many nice features. 146,000 miles from new and superb condition after 8 year refurbishment inc Engine rebuild, rewiring, repainting etc. All ready for concour season. Full details Tel: 0283 790442. Serious offer invited for this really beautiful car. (65469)

VAUXHALL LM 14/40 (1926) Tourer, superbly restored, retaining original Vauxhall Princeton Body. BRG / black, black hide, full fawn weather equipment. C/w manuals, cover, recent professional check. Sale to reduce stable, plus disability. £8,450. Large SAE photographs, engineer's report, details. MFM Farrow, c/o NIAB, Huntingdon Road, Cambridge. (65471)

1939 MG WA 2.6-litre Tickford bodied D/H coupé, complete, part rebuilt and rare. 1935 MG N type, dismantled and less body parts together with many MG MMM parts including ENV and J type gearboxes. Offers invited, preferably with exchange deal for MG VA tourer in running order. Tel: 0509 880848. (65461)

ROVER JANSPEED Twin Turbo. 1979 auto, 3,500, white, genuinely excellent 25,000 miles, unmarked two owner car, Anti roll bar. £500. Pioneer 4 speaker stereo, Ian Garton. Tel: 01-257 4012. (65151)

FOR SALE — continued

1930 SINGLE SEAT Riley / Bugatti, historic and successful racing car, ready to race, with spares, offers. Tel: Petersfield 67666. (65108)

PORSCHE 924 Turbo, 1981, W-Reg, silver, black interior, 53,000 miles, superb condition, service history £8,950. Tel: Vivien 0432 272233. (65150)

RARE GTI 1981, Helios blue, factory sunroof, FSH, (all receipts) PDM, Stereo. £4,895. (0703) 35288 ext 137 (work) 860986 (home). (65199)

LOTUS ELAN SPRINT FHC, immaculate white bodywork, 6,000 miles on new engine, Lotus specialist maintained, superb throughout. £3,950. N. London. Tel: 01-204 9402. (65200)

MORGAN PLUS 8 November 1982Y. Metallic grey, House of Lords red leather and hood, rustproofed, Philips stereo, cassette. Lady owner, only 1,200 miles, immaculate £11,500. Tel: 099 382 2069 (Oxfordshire). (65201)

XK150 ROADSTER. Left-hand drive, imported from California in 1979 then garaged. 74,000 miles, major engine overhaul 1981, midnight blue with new red upholstery. £8,000 Tel: 01-836 7953, ref: 4. (65202)

AUSTIN HEALEY 3000, 1961, rebuilt £4,500 ono. Also spares plus spares for MGA. Tel: Tenbury Wells 810136. (65203)

MERCEDES 220 SE Coupe, 1965, superb original condition, BRG, tan leather interior, chrome arches, new tyres, exhaust. £4,250 ono. Tel: 01-736 0831. (65206)

MASERATI MERAK SS April 1980, black, red leather upholstery, 18,000 miles, new tyres, air conditioning, stereo radio / cassette, excellent condition, Cherished number. £10,950. Tel: 0248 73 224. (65207)

1935 RILEY Kestrel 12/4 complete rolling chassis with bulkhead, bonnet, instruments, lamps, regd, DVLC. £495. 1965 Austin Healey 3000, Mk 3, needs complete rebuild. £1,295. Tel: 0639 50763 evenings. (65209)

JAGUAR 1950 XK120, lhd roadster, ex California car, one of the world's best. \$38,500. Canadian OBO. Must sell. 3425 West 34th Ave., Vancouver, B.C. V6N 2K5 Canada. M. Maskell. (65211)

BRISTOL 411 Mk. II. 1972. Regency red, beige hide, new MoT, 41,000 miles. Used summer only. Recent bills for £3,000. Cherished registration no. 677 WAR. £6,550. Tel: 01-868 1880. (65238)

FOR SALE — continued

LANCIA MONTE CARLO, 1977, 5,300 miles, white, good condition, 9 months, MoT. £2,600 ono. Tel: 0527 31525. (65208)

BOTH LH DRIVE. Export prices (UK use 26%). Porsche 767-924. Alloy wheels, radio cassette. Minor. £1,990. Mustang Mk. 2. 1974. £675. Tel: 01-385 6342 (London). (64978)

ASTON MARTIN DBS V8 Auto. 1973. Carburettor model, blue metallic, blue hide, recent top end overhaul, new timing chains and gearbox overhaul by specialists. Stainless steel exhaust, new MoT. Cherished registration no. 11 CVN. £5,850. Tel: 01-868 1880. (65238)

ALFA ROMEO Spyder Veloce 2,000 cc. White, genuine 37,000 miles. £3,500. Tel: Coombe Hill 270, Bredon 72429. (65240)

AC 3000 ME. Taxed & MoT 12 months. Silver paintwork, black interior, Waxoiled. Hundreds spent bringing this car to the highest specification maintained by AC factory. 40,000 miles. £9,500 ono. Tel: Esher 68452 (daytime). (65241)

MASERATI MERAK. 1976. Superb example French blue and low mileage. Personal number. £6,500. Tel: Godalming 21644. (65242)

GORDON KEEBLE. Electric blue, mechanically superb, paintwork perfect, chassis rustproofed, rechromed. £6,000. Tel: Mr. Punch (0604) 585793 (office) for full details. (65244)

ASTON MARTIN DB56. 1971. Auto., BRG, beige trim, 51,000 miles, good condition. P/Ex. cheaper car or £3,500. Tel: 0623 870687. (65246)

JENSEN FF Mk. VIII/III. This unique car was Jensen's experimental car (chassis no. JM/EXP/118). Built 1969 as Mk. I then modified before launching new Mk. Purchased by me at time of "crash" 1973. Yellow / black top with s/roof. Excellent condition. £6,000. Tel: Evesham (0386) 47277 or 852332 (home). (65247)

AUSTIN 14 Goodwood Saloon. 1937. Finished in black with original brown leather upholstery, window blinds, original tool kit, sliding roof. This motor car is in original and superb condition. £2,850. Tel: Mr W. A. Jones, Andover 51608. (65298)

TRIUMPH TR6. "P"-Reg. Hard top, overdrive. Complete refurbishing including many new panels, tuned engine. Excellent condition bodily and mechanically. £2,895. Tel: Maidstone 813080. (65303)

FOR SALE — continued

ASTON MARTIN DB2/4 Mk. II. 1957. Body fair, mechanics good, engine first class. £5,000 ono. Tel: Whitehouse, 01-946 7127. (65299)

MG. 1930. M-Type with desirable reg. no. YJ42. £6,000. Tel: (0231) 62964 (after 6 pm). (65300)

ROESCH TALBOT 95 (Registered). 1934. Rolling chassis complete with radiator, bonnet & bulkhead, plus parts James Young aluminium drop-head body. All restorable — good special basis. £2,000 ovno. Tel: R. J. Emery 07073 (Hertfordshire) 24720. (65301)

MORGAN 4/4. White with black interior, 27,000 miles, full history. 1977. £4,950. Tel: Ottershaw: 3739. (65305)

JAGUAR 420. 1967 (S-Type). Virtually Concours. One owner, 47,000 miles only. Opalescent grey body rustfree, cherry red leather and original carpets unmarked, wood veneers like new. Original toilet, handbook. Automatic, pas, MoT, taxed. A gem! £1,650. Tel: 01-736 7276 / 01-603 0272. (65456)

BMW 2002. "M"-Reg. In excellent condition, carefully maintained, service history, low mileage. New wheels / tyres, MoT, taxed. Sporty and distinctive, as new inside and out. Reluctant sale. £1,350. Tel: 01-736 7276 / 01-603 0271. Interesting exchange possible either car. (65458)

MINI MOKE. New MoT. Red. Reliable economy fun car. £1,050 ono. Tel: 01-546 4523. (65458)

ALFA ROMEO 1600 GT Junior. 1976. "R"-Reg. One owner 32,000 miles only, recently taken out of store, rustproofed. Red / black trim. Excellent order — only slight attention to bring to Concours standard. £2,650. Tel: 01-628 0029 or P. Risborough 7692. (65459)

BENTLEY S3. 1964. One retired owner last 12 years and serviced regularly by Bentley Agents. Two-tone grey, blue hide, pas, elec. windows etc. Handbook, orig. log. Tools, MoT Feb. '85. Hazard lights, passenger seat belt (although not legally necessary). Reg. MUD 95E. £7,750. Tel: 0703 (Southampton) 812227 after 6 pm. (65523)

INTERCEPTOR 74N. Superb history, 39,000 miles, one owner, blue / beige int. 1 year MoT, 6 months tax. £5,950. Tel: 01-352 0041 ext. 41. (65525)

ELAN SPRINT DHC. '73. As new. Sensible offers. £6,200. Spyder. Exceptionally low mileage. Tel: 0277 255755 (office). (65535)

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TVR

A prehistoric man named Neil
Invented the first stone age wheel
The only flaw was
His uncertainty, because
It had corners that were hard to conceal

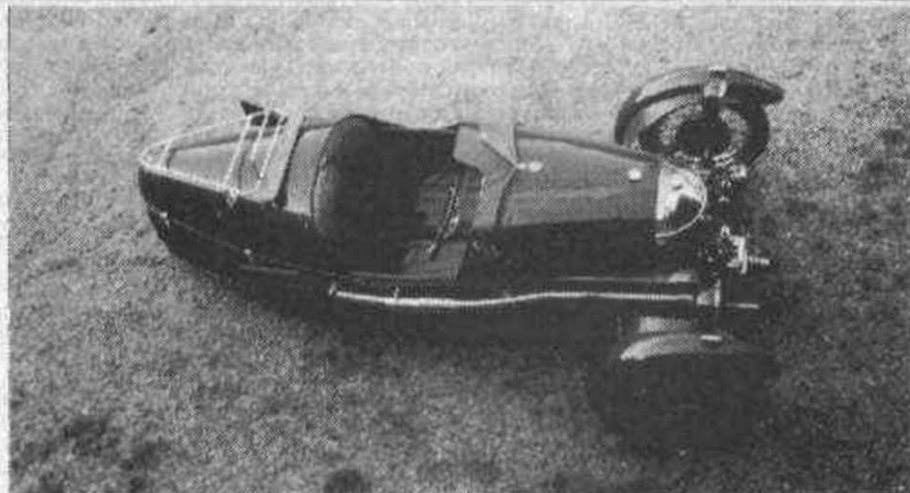
Obviously this man Neil was not one of the designers at **Blackpool** or **Malvern** — well, I don't know though!!! Joking apart, the products of these two vastly different towns although unlike have the same driving appeal. Both bring the fun back into motoring — **Morgan** in a somewhat more basic manner, but very enjoyable nevertheless, having had 75 years perfecting the breed, this being their Anniversary Year. If **Morgans** (Heaven's forbid) chose to build a more modern car, we like to think it would turn out to be a **TVR**. So pop into **North London's spiritual home of Britain's best sports cars** and choose from the following little gems: Starting off this month, for a change, with the **Morgans**, the newest jewel in our crown is a **1983 Morgan 4/4 2-seater, metallic maroon, red leather, wooden dashboard, sparkling chrome wire wheels, fitted with the Fiat twin cam engine, not at a Prince's ransom! 1983 Morgan 4/4**



2-seater, charcoal and silver, wire wheels, grey leather interior, 8,000 miles, one owner, a local car, supplied and serviced by our good selves. 1980W Morgan 4/4 2-seater, nut brown, precious stone leather interior, wire wheels, would look splendid in Tiffany's window! 1976 Morgan 4/4 2-seater, ruby red, black interior, a good basic car. 1969 Morgan 4/4 2-seater, beige, brown leather interior, wooden dashboard, easyclean wheels, a really nice old soul. 1980W Morgan 4/4 4-seater, shimmering signal red, wire wheels, reclining seats, 21,000 miles, a nice piece. 1976 Morgan 4/4 4-seater, Imperial Crimson, wire wheels, nicely



maintained in a good setting. 1981 Morgan +8, Pearly white, black leather trim, very hunky looking. Our final Morgan this month is a 1934 Morgan Trike, V twin Matchless, air cooled engine, red and black, as rare as the Koh-i-Noor diamond. That's it from the Morgan side of our Emporium, over on the TVR scene things are really humming, with cars "a-coming and



a-going" (like Brer Rabbit being chased by Brer Bear and Brer Wolf), we can hardly keep pace; in stock at present we find new TVR 350i fixed head coupé in Ice Blue, blue leather seats, very eye catching, £16,400. New TVR 280i, fixed head coupé, Ferrari Red, fascinating, £14,700. New TVR 280i Convertible, bright white, blue interior, utterly charming, £13,500. 1983 TVR 350i, Convertible, Moonraker blue, red interior, new hood, 19,000 miles, ex-TV demonstrator, £11,950. 1982Y, Tasmin Series II, Crystal Green, oatmeal interior, one of the last of the four speed models, dazzling, £9,850. 1981X TVR Tasmin 2.8 Convertible, charcoal, power assisted steering, Mo-Mo wheels, one owner well



head, bright yellow, sunroof, golden example, £5,950. 1981 TVR 3000S, Convertible, platinum, radio cassette, Wolftrace wheels, 21,000 miles black cloth interior, a very good example of this very rare jewel, £6,950. 1980 TVR Taimar, black, silver modelband, sunroof, radio cassette, 39,000 miles, right one, £5,850. 1979 TVR 3000S, jet black, oatmeal interior, 35,000 miles, worth an Oscar, £5,950. 1979 TVR 3000S, British Racing Green, oatmeal trim, radio cassette, truly an emerald, £5,250. 1976 TVR Taimar, black, oatmeal leather interior, radio cassette, 40,000 miles, Wolftrace wheels, 22 carat, £4,750. 1977 TVR Taimar, silver, Wolftrace wheels, 22 carat, £4,750. 1977 TVR Taimar, silver,

Wolftrace wheels, sunroof, electric windows, one owner, of good quality, £4,850. 1977 TVR Taimar, red, black modelband and vinyl roof, radio cassette, sunroof, the heart's delight, £4,950. On the D.I.Y. counter can be found the ingredients to reprocess that tired, stale, worn out, mangled Midget, into a much admired Arkley, for the princely sum of £360 plus VAT, resolvers your tarnished motoring aspirations, and a mere 60p purchases you the ever informative Arkley brochure. In the trivia department we have the following uncut stones! 1980W, Porsche 924 lux, silver, radio cassette, sunroof, 47,000 miles, £6,950. 1979 MG Midget, orange, one



owner, £1,995. 1972 Arkley SS, blue, Wolftrace wheels, blue velour interior, 1275 GT engine, £2,150. 1961 Arkley SS, brown, Wolftrace wheels, 1100 cc engine, £995. And that's about it! If you feel like getting away from it all we have an Eagle Microlite, 250 cc motor bike engine, one owner from new, only 25 hours (the aeronautical term for mileage), ready to go, £2,750. The John Britten Racing Team Lotus 23 can be seen at Brands Hatch on May 20th — its first outing of the year, and we wish our man Alford good luck. That's it for this month, in closing we would like to remind you that if you give up over-indulging in good food, good wine and good sex you may or may not live longer, but it will definitely feel longer!

FOR SALE — continued

BMW 316 1982X 19,000 miles, baltic blue metallic, m.s.r., 5-speed, stereo / radio cassette, four headlamps, foglamps, many extras, cost new £7,800, reluctant sale £5,900. Tel: Linstead 337 (Suffolk). (64446)

MORGAN PLUS FOUR, 1966. Specialist rebuilt TR4A engine, Running in. Rebuilt 4-seat body, BRG, leather trim, new hood, fold flat screen, Aeroscreens, New battery. Splendid Morgan, £8,500. Tel: Windsor 69468. (66081)

CHANCE OF A LIFETIME, 1972 Porsche 911S 2.4 Coupé as new throughout, £5,995. Not the cheapest but the best never is. Tel: 01-286 1865. (66084)

FIAT X1/9 1982 (X-Reg), this car has only covered 15,000 miles in the hands of one owner, it is immaculately finished in red and has an anti-corrosion warranty. Tremendous value at £4,795. Trimoco Cars Ltd. Tel: Hertford 551031 (Mr. Edwardes). (64436)

CATERHAM SEVEN, Winner of the 1983 Uniroyal Production Sports Car Championship, road registered, immaculate. Tel: 01-458 3506. (64526)

GILBERN INVADER MK3, 1974, automatic, 52,000 miles, excellent condition, sunroof, stainless exhaust. £1,950. Tel: Rogate 320. (64527)

911SC TARGA, 1982 model, 204 bhp, lhd, X-Reg, white / black interior, 25,000 miles, P7's, alarm, expensive Pioneer stereo, serviced by Porsche, £1,200 recently spent. £12,995. Tel: 01-741 0157. (64522)

E-TYPE COUPÉ 3.8, 1963, 39,000 miles, white, original red trim, cww, R55's, restored to as new condition and specification. Concours prepared engine bay and suspension, etc., taxed, MoT'd £10,500 to recover some of costs. Tel: 01-262 7355. (64523)

MINOR, 1969 G-Reg., one owner, two-door, Traff blue / white top, 37,000 miles, recent extremely thorough MoT, £1,000 firm, road delivery anywhere, Europe extra. Wanted: Morgan-JAP two-seater or similar. Maserati Spider No. 2432 / 250 / SI, staggering 168 mph / 235 bhp (almost 400 ton!) documented Crumps "new" book, highly valued, possibly exchange historical grand prix. Pinfield Lodge, Barnetgreen, . Tel: 021 445 / 2551. (64529)

AUSTIN LIGHT 12/4 "Ascot" Saloon, 1934. Excellent condition, dry stored since 1979. Full history known. Merely requires engine refitting and minor cosmetic attention. A genuine car. House purchase forces sale. Further details Tel: Cirencester 860333. (65575)

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FOR SALE — continued

TNJ1 ASTON Martin DB5 convertible, British racing green, engine just rebuilt by RS Williams, one fastidious owner since 1970. £15,000 no offers. Tel: 0372 377273. (65983)

BMW 520 Auto 1979, metallic grey, sunroof, stereo radio cassette, central locking, electric mirrors. BMW serviced. Excellent condition. £2,700. Tel: Hanley Swan (0684) 310298. (65984)

AUSTIN-HEALEY 3000 Mk 3, 1966, rebuilt to virtually new condition by Keith Boyer. Arguably the best 3000 to become available for sale. For full history photos. Box 6857. (65986)

1929 AUSTIN 16/6 saloon restored 3 years. £5,500. 1936 British Salmson PVT saloon £3,300. Numerous spares. Tel: Doncaster 743636. (65987)

PORSCHE 912. 1970, rare early specimen, expertly restored, seen at Chesterfield (0246) 77821 after 5 pm. (65989)

BMW 633i coupe, 1979V gold, white leather interior, 60,000 miles, sunroof, one owner, service history, music, superb, bargain. £6,300 ono. Tel: Stamford Lincs 0780 64312. (65991)

MGB GT 1977 'S', blue, O-drive, 45,000 miles, exceptional condition throughout, bargain. £2,350 ono. Tel: Stamford Lincs. 0780 64312. (65991)

DELAHAYE TYPE 109 Tourer, 1928, completely restored, need space for new project. Must be seen. £3,900. Tel: 01-977 8948 (days) 01-979 5695 (eves). (65992)

TVR GRIFFITH. Fully race-prepared, with Mathwall 400 bhp '289' V8. MoT, HSCC registered, ready to race with proven history, very fast. £8,995. There are lots of spares extra by negotiation. Tel: 0420-84346 eves — 025672 3553 day. (65993)

AUSTIN HEALEY 3000 Mk III, 1967, light blue with dark blue interior and hood, wire wheels, overdrive, new tyres and battery, excellent condition. £6,250. Tel: Gainsborough 880465. (65635)

ALVIS HARE Mascot, sensible offers only. Tel: York 0904 708166. (65636)

TRIUMPH STAG. Rover engine, professional conversion, exhilarating performance with reliability, hard / soft tops, auto, excellent mechanically and bodily, long MoT. £1,900. Hodgson. Tel: Tiverton 860244. (65639)

MGB GT LE. 1982 Y, pewter, one lady driver, 5,000 miles, excellent. £6,500 firm. Tel: 0323 870691 (Eastbourne). (66057)

FOR SALE — continued

280ZX DATSUN 1981, X-Reg, sports, metallic silver, manual 5-speed, radio cassette, electric windows / aerial, 17,000 miles, as new. £4,000. 14 Church Close, Bubwith nr Selby Tel: (075785) 395. (65641)

THE UNIQUE England's Glory Austin Seven Matchbox van built on a 1932 chassis, restored, new MoT. £4,750 plus VAT. Tel: Wendover 623165 (Bucks). (65643)

NEW MORGAN 4/4, 2-seater, royal ivory, XR3 engine, alloy body, wire wheels, reclining seats, undersealed and waxoiled. £9,850. Tel: Dane End 777 (Herts). (65644)

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TVR TAIMAR. V-Reg, 16,000 miles, silver / black, stainless exhaust, radio / cassette, glass sunroof, immaculate. £5,950. Tel: Bradford (0274) 684508. (66051)

LANCIA AUGUSTA CABRIOLET. 1935, V4 ohc, independent suspension, hydraulic brakes, twin sparks, etc., good original condition and running order. £4,500. Tel: 04427 3758. (66053)

F2 COOPER CLIMAX. 1957, 1,250 cc, ex-George Wicken, rebuilt to pristine and original condition by Eric Priestley and Crossthwaite & Gardner. £17,000. Tel: 01-390 0964. (66054)

SUNBEAM LOTUS. W-Reg., 14,000 miles, immaculate condition, extras. £4,995, part exchange considered. Tel: Shrewsbury 242761 or 62791 (evenings). (66058)

FOR SALE — continued

DAIMLER SOVEREIGN 4.2. 1972, only 67,000 miles, unique, royal blue, red leather interior, electric windows, minimal mileage since major rebuild, garaged, in regular use. £950 ono. Tel: Wilmslow 531475. (66055)

BMW 3.0 CSL. 1972, lightweight coupé, pristine condition throughout. Excellent engine, gearbox and breaks, low mileage, one year's MoT, gleaming white coachwork, rustfree, original panels. £3,650. Tel: Frensham 3725. (66056)

FERRARI 308 GTB. Dark blue, magnolia leather, deep spoiler, air conditioning, 33,000 miles. £9,750. Tel: 0903 205334 (Worthing). (66059)

CAVALIER SRI. A-Reg. August 1983, carmine red, beautiful car, very genuine sale. £6,000. Tel: 02602 6263 (Congleton) evenings / weekends. (66060)

MG METRO. 1983 (A-Reg), 2,500 miles, six months warranty, silver leaf, genuine reason for sale. £4,600 ono. Tel: Combe Down 837858 (Bath). (66061)

ELAN PLUS 2. Late 1969, big valve, £2,600 spent, excellent condition, long tax and MoT. £2,100. Tel: Colleshill 63472. (66062)

MG TF 1250. Wires, heater, resprayed red, very good condition throughout. £7,500. Tel: 0705 63418. (66063)

JAGUAR V12 E-TYPE. 1972, yellow 2+2 manual, present lady owner for 10 years, rebuilt and immaculate, 51,000 miles, rarely used. £8,500. Tel: Lapworth 2322. (AR&R)

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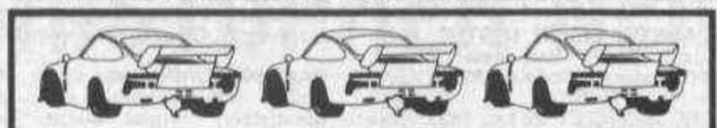
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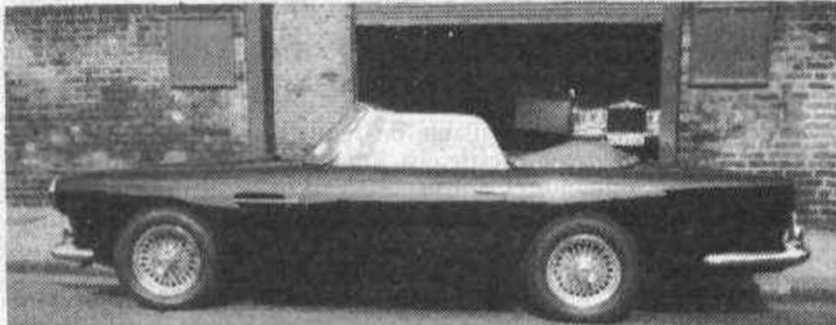
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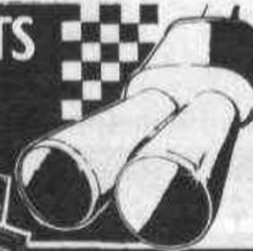
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WANTED — continued

MG J2 or P TYPE. Preferably running order, details to Box 6853. (64262)
WANTED. Set cycle wings for special, also oil pump for Derby Bentley 4 1/4. Tel: 03745 4174 (64407)
WANTED. Alvis 12/50 open tourer, two or four seater. Restored or requiring some work. Tel: 061 427 1876. (64441)
WANTED. Racing books, marque histories, pre & post war (up to 1970) car brochures, pre 1950 MOTOR SPORT, Speed, Sports Car (MG) B.D.C. Review (pre 1960), Bugantics, tinplate models, paintings, badges, mascots, etc. Anything related to racing, fast cars & Quality vintage & sports cars, top prices paid, collections purchased. Les Wilson, Woodvine Cottage, 52 Manchester Rd. Astley, Manchester M29 7EJ Tel: (0942) 893632. (64427)
WANTED: Shell Make Money tickets right hand £10,000 left hand £1,000 Tel: Paul, Rotherham (0709) 66766. (64549)
ALVIS 12/50 or 16/95 Beetleback in restored and original condition Tel: Frensham (Surrey) 3447. (64537)

WANTED — continued

WANTED. 2 cars. Jaguar XJS manual and Triumph 2500 estate. Only rust free low mileage outstanding examples please. UK inspection and settlement, full details to: L Cousin 4 Rentoul Ave, Netherby, South Australia. (63093)
ANY interesting sports, sports-racing, racing or special from the 50's or 60's Tel: 021-745 5534. (63635)
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WANTED — continued

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MG RADIATORS REQUIRED for MGC and MGA. Any condition considered. Tel: 01-892 4372 (office hours) (64040)

GENUINE NZ enthusiast wishes to purchase 3-litre W. O. Bentley or Lagonda tourer any condition. Arriving UK May 24th. Kindly write Mr A. R. Sutton 133 Albert St, Invercargill, NZ. Cash buyer. All replies gratefully answered. (64162)

911 PORSCHE TARGA 1977 to 80, must be absolutely superb condition throughout with service history, sensibly priced to private buyer. Colour preference red. Mr Weeks, 4 Sunningwell Village, Abingdon. Tel: Oxford 730659. (64144)

WANTED. Chain drive Frazer Nash — Prefer pre 1934 Meadows or Anzani engined car but anything considered in running order or needing a rebuild. Tel: 061-483 2982. (64142)

WANTED. Set of 14" Alfin brake drums to fit SS 100, also pair of 12", have set of 9" to swap. 57 West Street, Lilley, Nr Luton, Bedfordshire. Tel: 046276 532 (64261)

20 HP ROLLS ROYCE. By retired engineer, anything considered but would prefer open model, please ring (0642) 760473. (64264)

WANTED: Lotus Europa Special by private enthusiast. One owner, low mileage, will travel. Tel: 0253 711566. (66091)

GORDON FRASER greetings cards sets or individuals of Alfa, Bentley, Bugatti, Mercedes. Offers to: 25 Madeira Grove, Woodford Green, Essex. (66092)

JAGUAR E-TYPE ROADSTER, or spares, wanted. Including damaged or any other Jaguar model, any condition considered. Tel: 0203 404600. (66106)

MG MAGNET N-TYPE ENGINE. Complete or in bits. Please give full description in reply, air freight arranged. Gary Schornwald, 230 Park Avenue, RM 416, New York, New York 10469. Tel: 212 490 8080. (66130)

AUSTIN 7 SHORT SCUTTLE. 1930, two or four-seater tourer, good to excellent condition, consider part exchange with genuine Ulster. Tel: Lincoln 750870. (66076)

BENTLEY, ROLLS-ROYCE wanted, urgently, any age, or condition, any model, collection arranged, cash payments. Tel: 01-761 1155 (after hours answerphone). (61763)

WANTED — continued

WANTED! WANTED! USA purchaser requires any old or interesting Rolls, Bentley, Ferrari, sports and racing car. Any condition! Anywhere! Best payment! Tel: 01-385 1805 (West London). (60273)

ALFA ROMEO Giulia models (1964-78). Particularly 2000 GTV and Spider. Required by Richard Banks. Tel: 0440 820291. (ACC)

ALVIS WANTED: Pre-war tourer or drophead preferred but any model considered, immediate decision and cash. Tel: Luton 56036. (60395)

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JAGUAR E-TYPE Series One bodysell wanted, also Lynx D-Type replica kit. GPO Box 234, Brisbane, Queensland, 4001, Australia. (64780)

AUTOCOURSE 1966 REQUIRED. Top price paid, send details and address to B. Hobkirk, 14972-99A, Avenue, Surrey, B.C. V3R 7N1 Canada. (64783)

WANTED — continued

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MG T-TYPE WANTED. Privately for restoration, also Austin 7 or Minor van for bakery advertisement. Tel: 0493 728557. (65107)

HEALEY SILVERSTONE REQUIRED. Must be in excellent original condition, good price paid for right car. Tel: 0734 51408. (65204)

MORGAN +8 (Moss-boxed) wanted by genuine enthusiast, loving home assured. Tel: "collect" 215-253-5327 USA. (65455)

TRIALS CAR suitable for VSCC events (Lakeland, etc.), anything considered. Tel: Firth 061 303 9127. (65457)

WANTED: 1949/51 Riley 2 1/2 Drophead, excellent original condition, genuine mileage, MoT. Cash. Box No. 6838. (65539)

WANTED: sports, sportscoring, racing or special from the 50s or 60s. Tel: 021 745 5534. (65652)

GENUINE ENTHUSIAST seeks Morgan Barrelback "V" Twin three-wheeler. Not for resale. Any condition considered. Could exchange 1925 Austin 12 Windsor. Tel: Wheatley 2721 (Oxon). (65629)

BROOKLANDS BADGES wanted by BS member, guests, members, BARC, Aero. Tel: 07983 3432 (evenings please). (65720)

ACECA, AC wanted by AC enthusiast, any condition. Tel: 07983 3432 (evenings). (65721)

WANTED: TR, big Healey, MGA, etc, running preferred, although anything anywhere considered. Tel: 0844 291592 (Buckinghamshire). (65982)

ROLLS-ROYCE and Bentley's very urgently wanted. Any year, any model, any condition, lhd or rhd, we pay cash, collect instantly, we travel anywhere. Tel: 0322 69081 (24 hours). (230567)

MERCEDES BENZ urgently wanted. Especially sports or convertibles, collect instantly, any model, any condition, any year. Tel: 0322 69081 (24 hours). (230567)

JAGUAR E-TYPE V12. 2+2 or convertible, any year, any condition, urgently needed, collect immediately for cash. Tel: 0322 69081 (24 hours). (230567)

MISCELLANEOUS

COLLECTORS ITEM! 1984 Pirelli calendar, still in sealed black box. Offers! Tel: 0509 232801 before 10 am or after 5.30 pm. (65971)

MORGAN 3-WHEELER BITS. Gearbox, steering box, swinging arms and others. JAP engine parts sold as job lot. Offers. Tel: 0492 83525. (65978)

ENTHUSIASTS: 10 years of Motoring News! Any offers. Tel: 0942 725460 (Lancs). (65981)

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1937 Ford 8Y Tudor Saloon. Excellent example. £1,995

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1950 Bentley Mk. 6 Standard Steel. Good body, needs tidying. £1,995
1957 MG MGA Chassis. Fully restored. £695
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1965 Alfa Romeo Giulietta 1600 Spyder. Part restored. Another car for spares or restoration. The pair. £950
1966 Spartan 2000 Vitesse. With wire wheels. £695

1963 Vauxhall PB Cresta. Good original car. £495
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MISCELLANEOUS — cont.

ROTORAY CLUB of Beaconsfield, car spares auction. 19th May at Burnham Hall, Beaconsfield, Bucks. Viewing from 8.30 am, commence 11 am. Catalogues from A. C. Frost. Tel: 04946-5555 from 19th April onwards. (66083)

TONS OF SPARES for most makes of vehicles at Doncaster Racecourse Autojumble and Collectors Car Mart. Saturday 14th July. Tel: Doncaster 854161 for details. (66128)

AUSTIN 7 headlights, rearlights, sidelights, MG headlights, sidelights, wiper motor, Oval windscreen mirror, 1130 sidelamps, Bosch S type horn. Lucas No. 630 oil tail lamp. P&H oil sidelamps, Lucas spare bulb carrier, RR cut glass ashtrays, RR 0-30 oil gauge. Smith's angled mounted dashboard clock. Rolls Royce bulb horn. 12" Grebel, 10" Carl Zeiss, 10" Marchal, QK596, R100, P100R, P100L, Spotlamps Lucas 1930s all types. CAV bell side lamp, D type rearlamps. Desmo scuttle mounted bulb horn. Pair rare Lucas Grab handle spotlamps. Mascot Collection:- Farman Icarus, Peugeot Lion, Albert, Alvis Eagle, Stag, Armstrong Sphinx, Triumph winged torch, Vauxhall Griffin, Riley Kestrel, Humber Snipe, Michelin type man, Jewlett Winged J, Wills Sainte Claire Goose, Rover Viking Head, Rover standing, Bugatti temperature gauge, Calometers:- Austin, MG, Morris. RAC members, AA skeleton types. SAE list 32 High Street, Lakenheath, Suffolk. Tel: 0842 860708. (66084)

FOUR LOTUS ELAN WHEELS. 5 1/2 x 13 knock-on, good condition. £30. Tel: Wolverhampton 764718. (65524)

195 MOTOR SPORT magazines from January 1965 to December 1983. Tel: 0753 889138 or Marlow 3474. (65574)

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PRE-WAR MORRIS MINOR SPARES. Large range of new spares and bodywork, including new two-seater bodies. Catalogue £1 from Cars of Grace Ltd, 43 Gillmans Park, St Leonards-on-Sea, Sussex, TN38 0SN. (65638)

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MISCELLANEOUS — cont.

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1976 1.3 Fulvia Coupé, silver, 29,000 miles only, excellent overall. Two spare wheels & tyres. Offers. Broad Chalke 370. (64980)

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MISCELLANEOUS — cont.

A GENUINE hand painted oil on canvas of your treasured possession from a favourite photograph. Prices from £95.00. For details send SAE to Grenville Gallery, PO Box 32, Woking, Surrey GU21 4PU. (64854)

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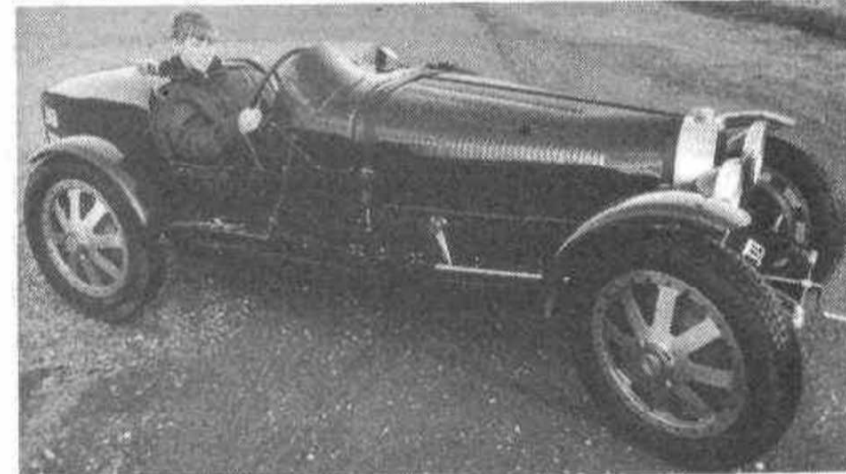
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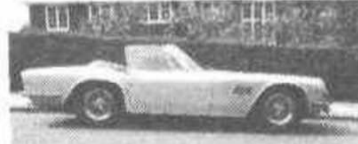
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Regular readers of my ads may have noticed a continuous, changing selection of '427' (7 litre) COBRAS being offered over the past few months. Unfortunately, all are now being sold, but before they depart to various overseas addresses, I can show you a unique moment in UK Cobra-lore when no less than 5 '427's assembled in my drive (see below). Shortly after 3 of them were driven in convoy to Silverstone for the Jaguar DC Historic Meeting on April 7th, and I think it will be many years before anything similar will be seen again, if ever. It was indeed a glorious moment. Finally, thanks to all of you who wrote in agreement with my comments concerning the L. J. K. Setright article(s) on Cobras. It seems my predictions as to his most recent effort were accurate, and despite re-reading it several times to try and find a degree of merit in the essay itself, I am unable finally to award it more than a single four-letter word. Name your own!

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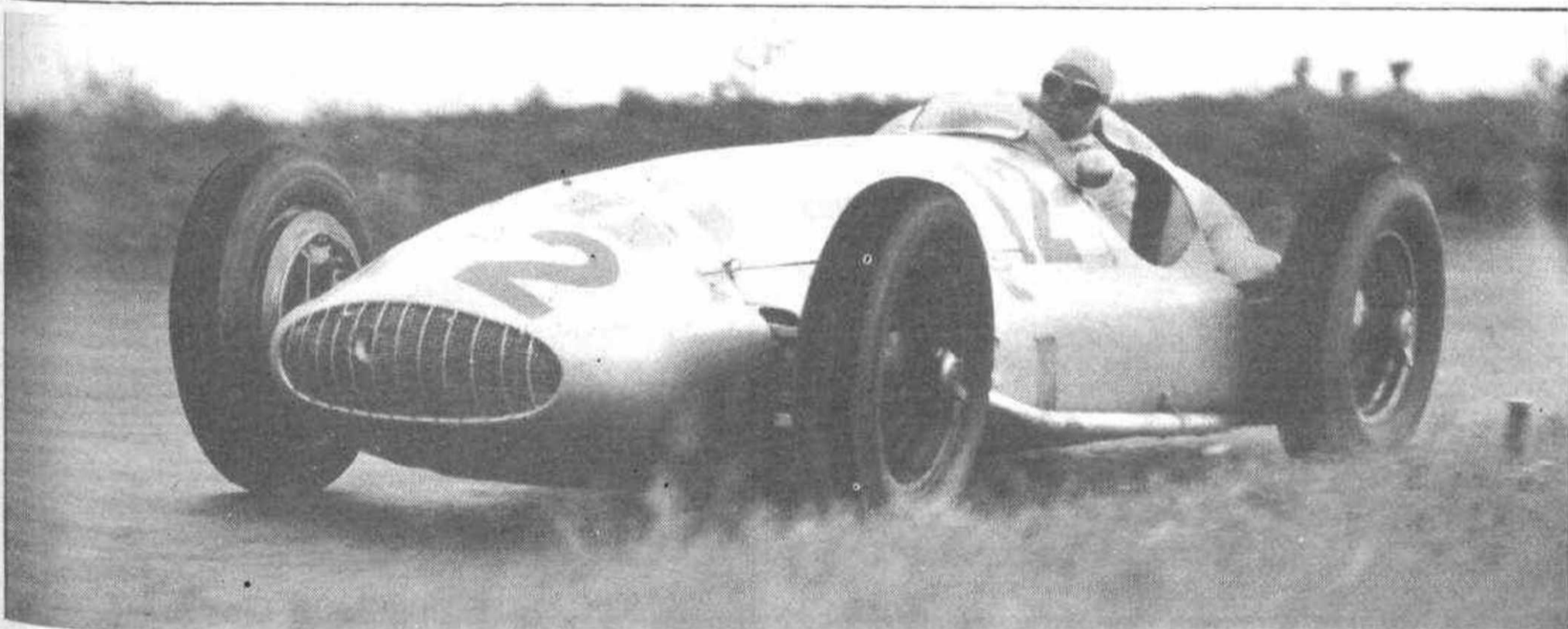
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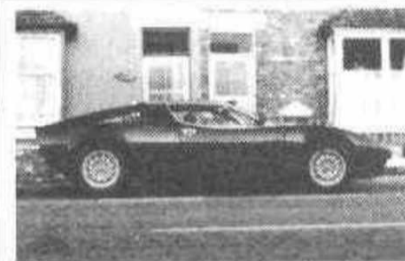
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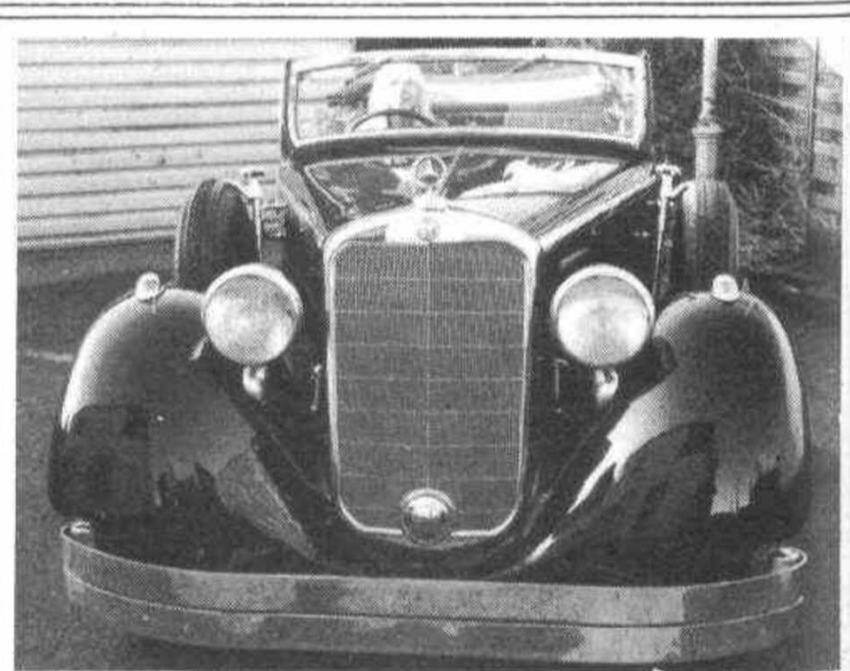
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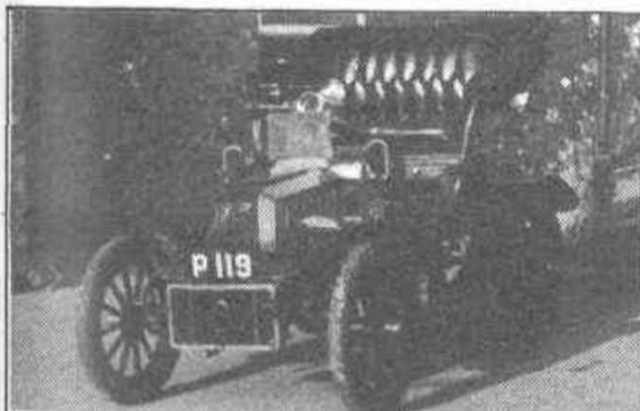
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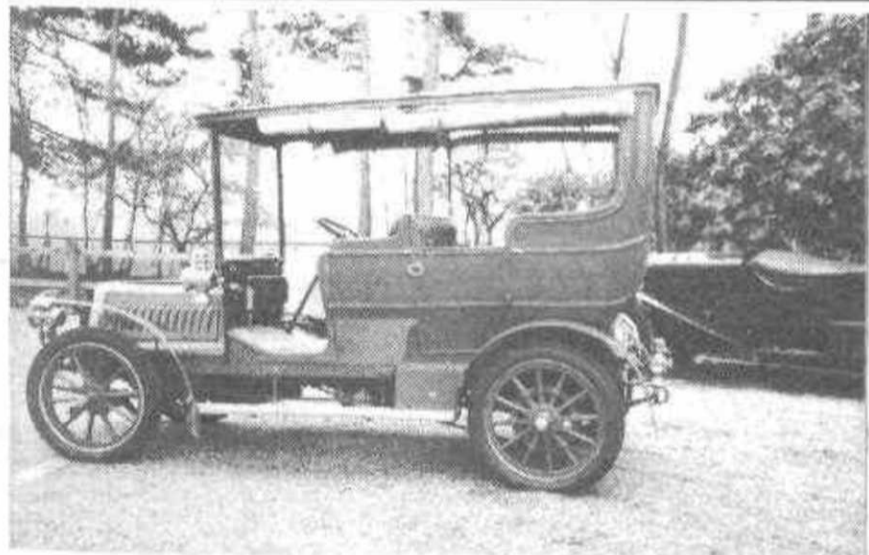
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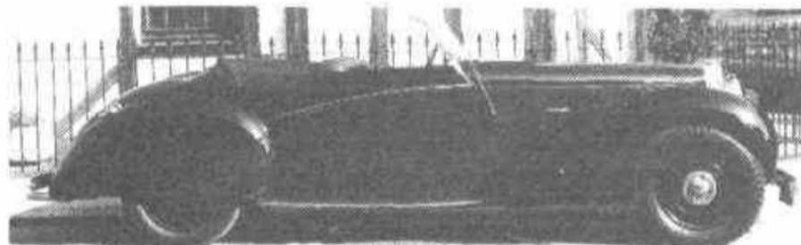
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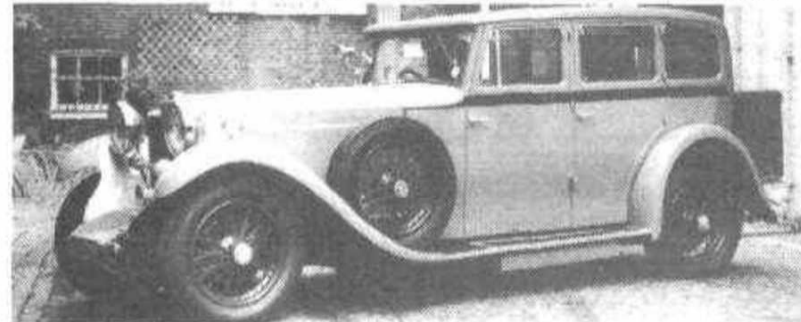
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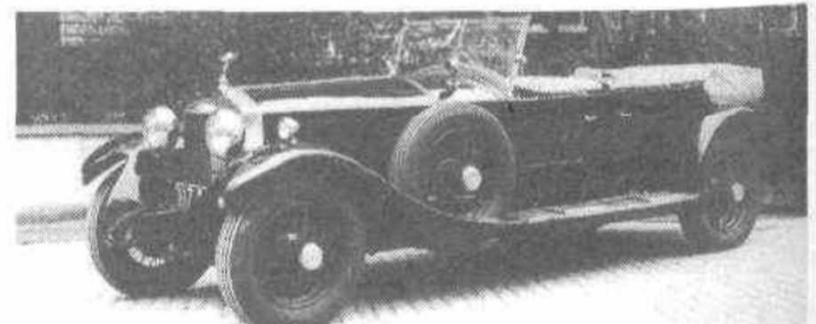
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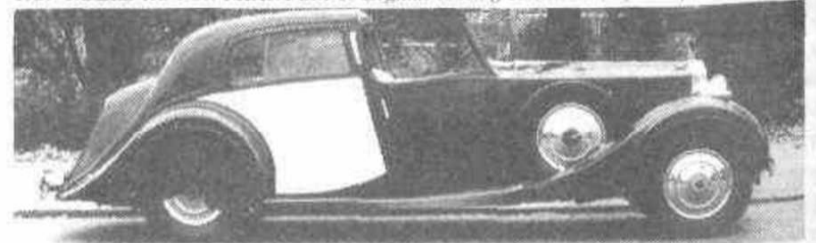
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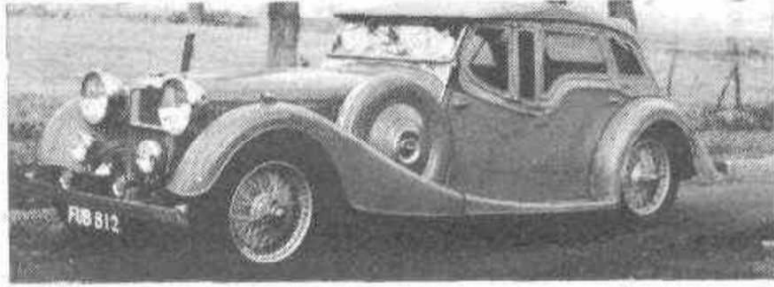
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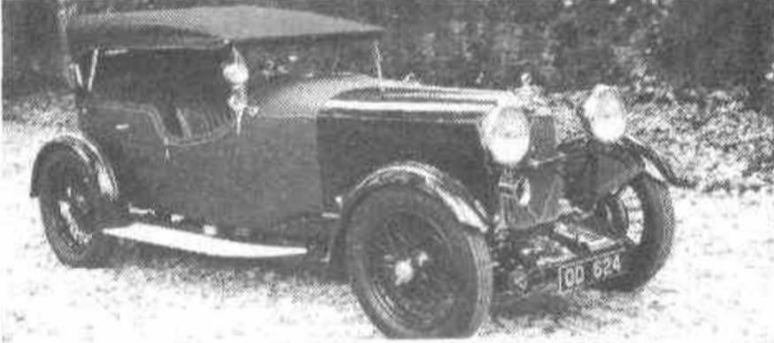
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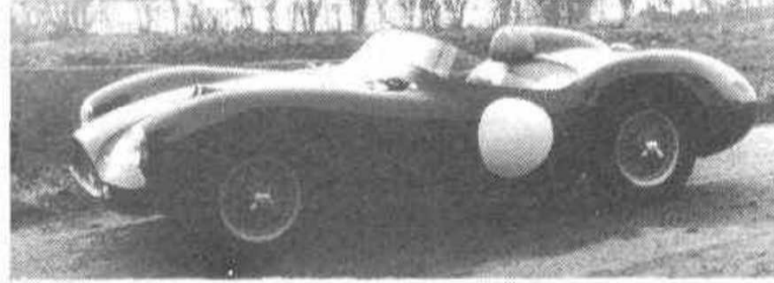
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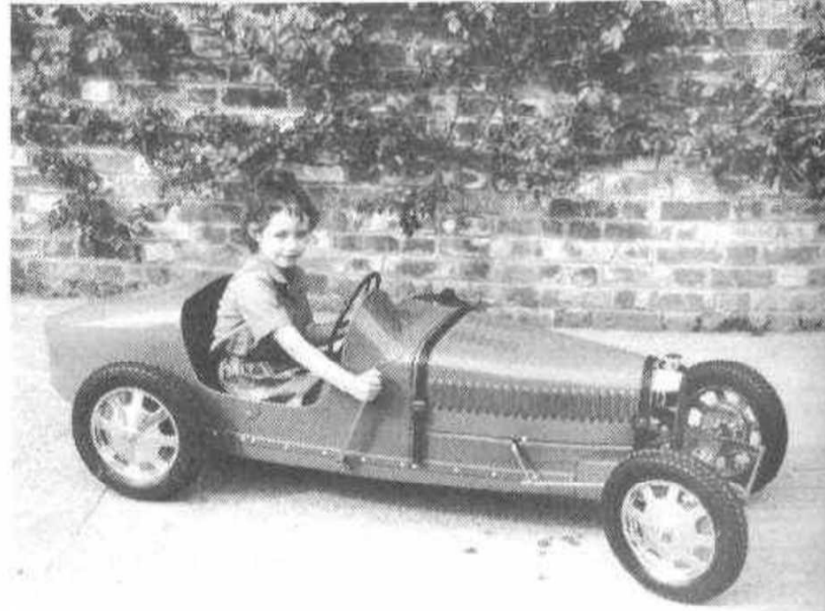
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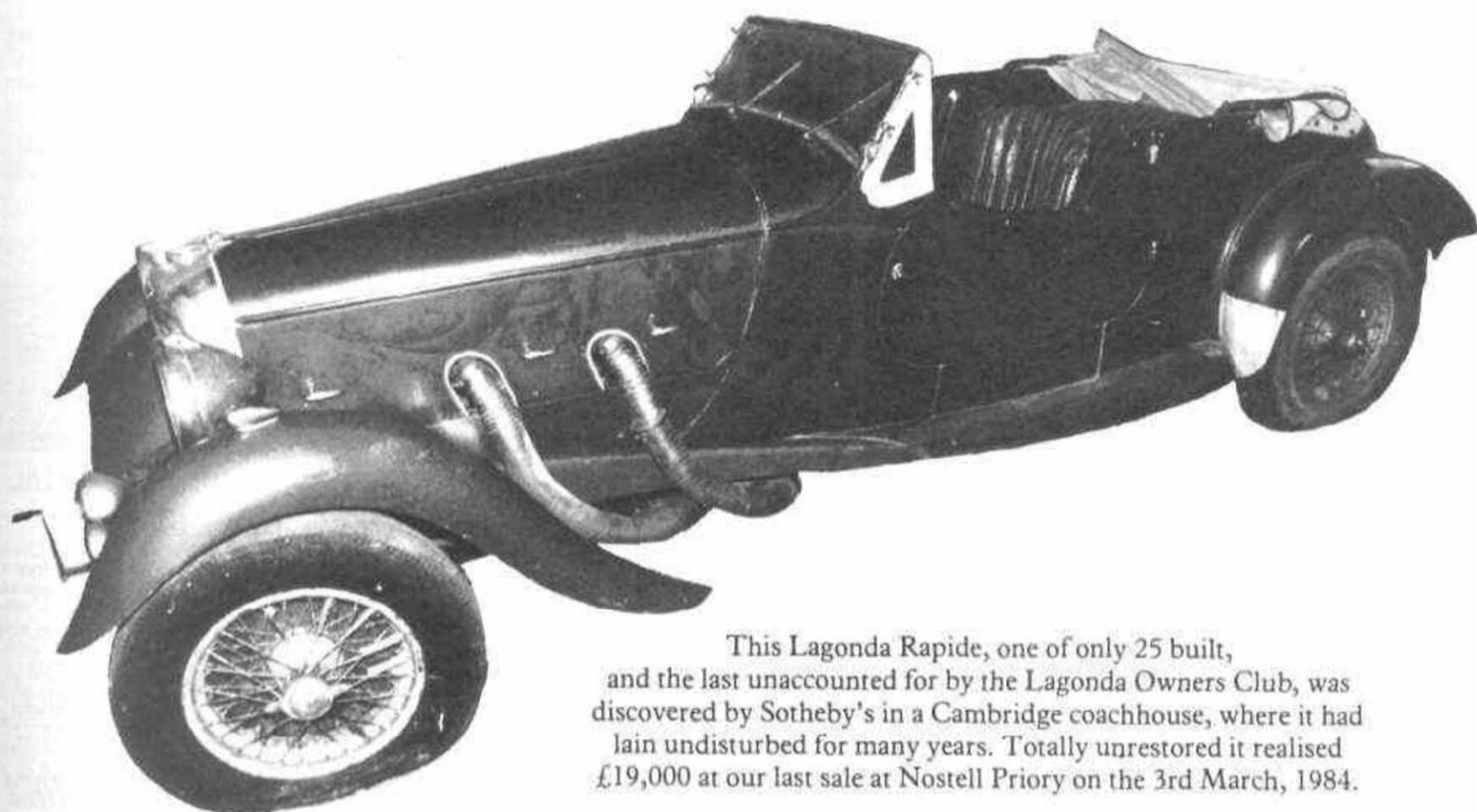
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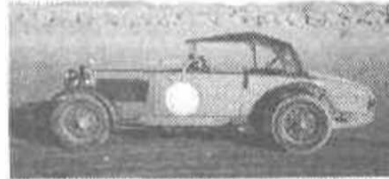
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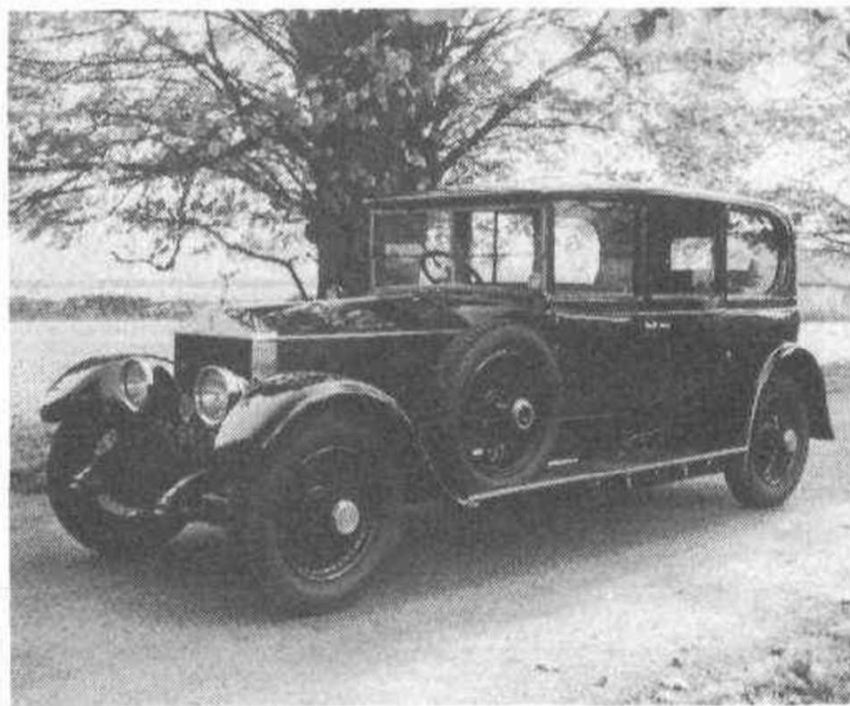
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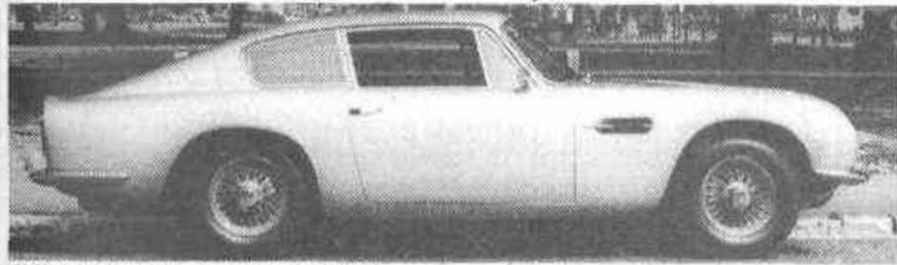
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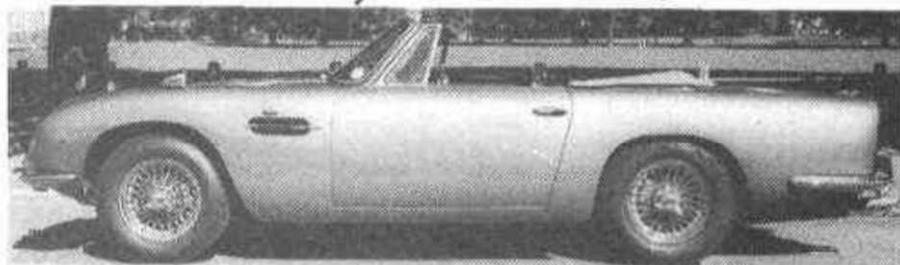
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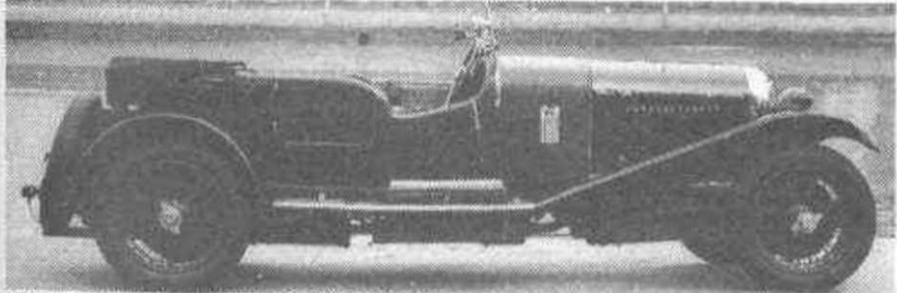
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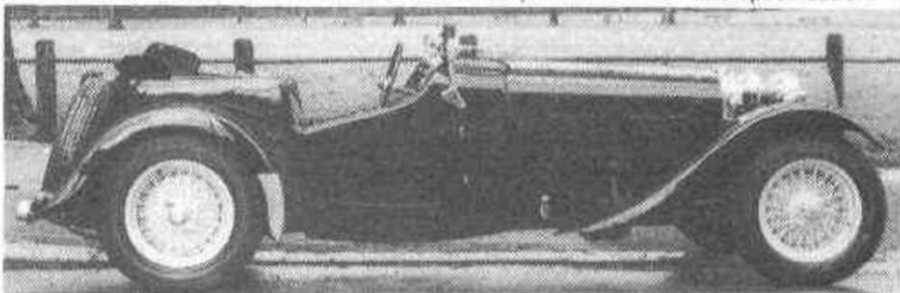
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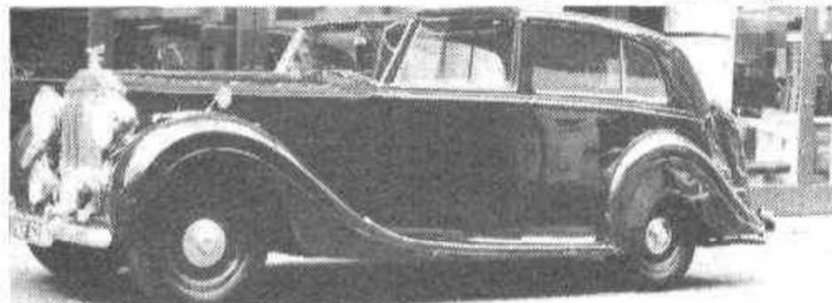
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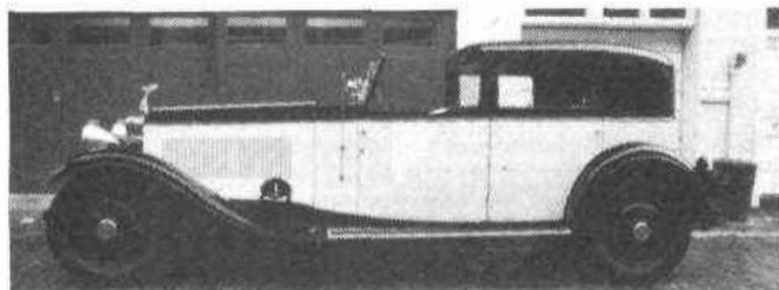
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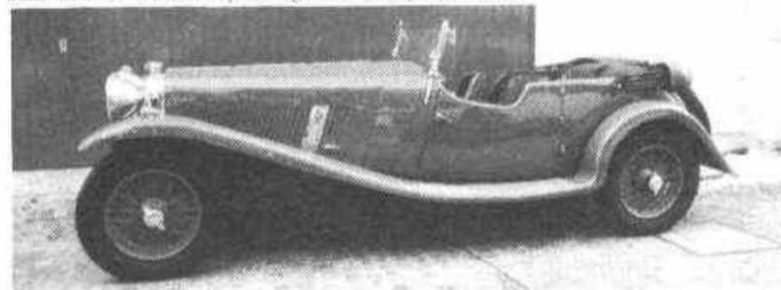
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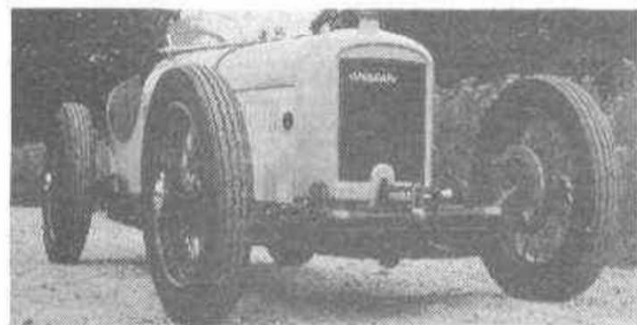
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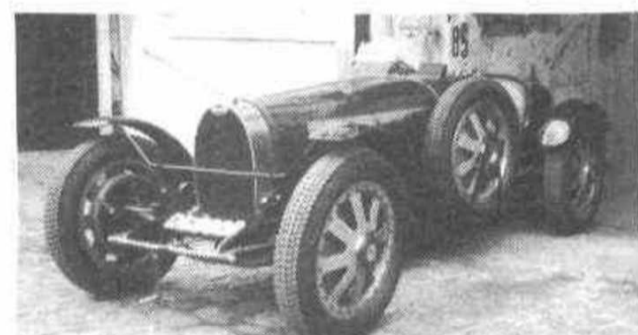
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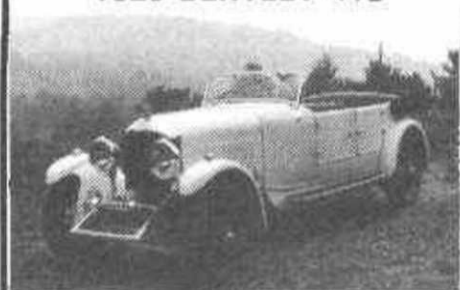
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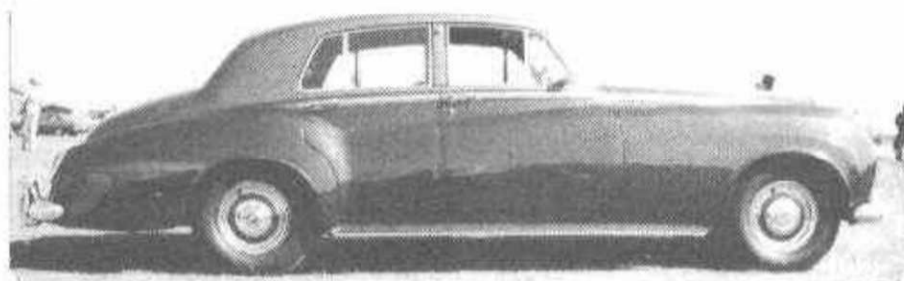


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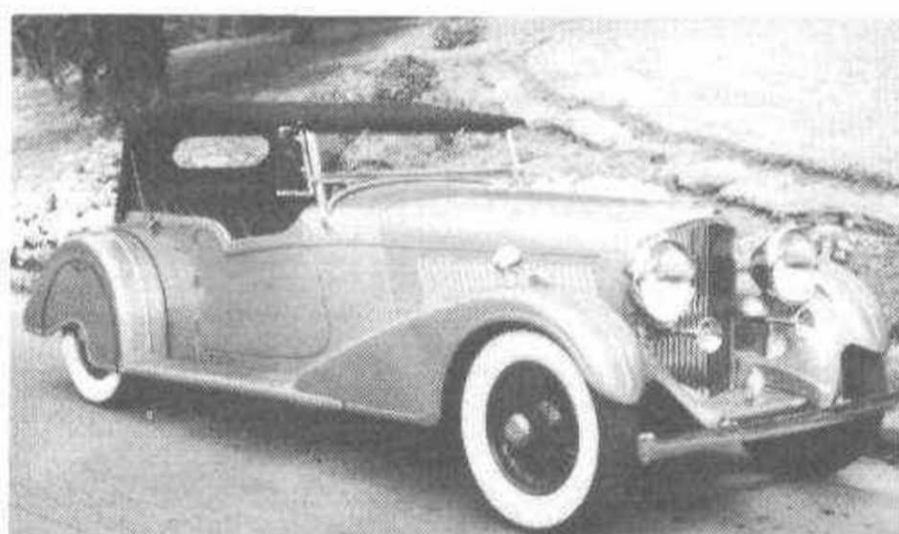
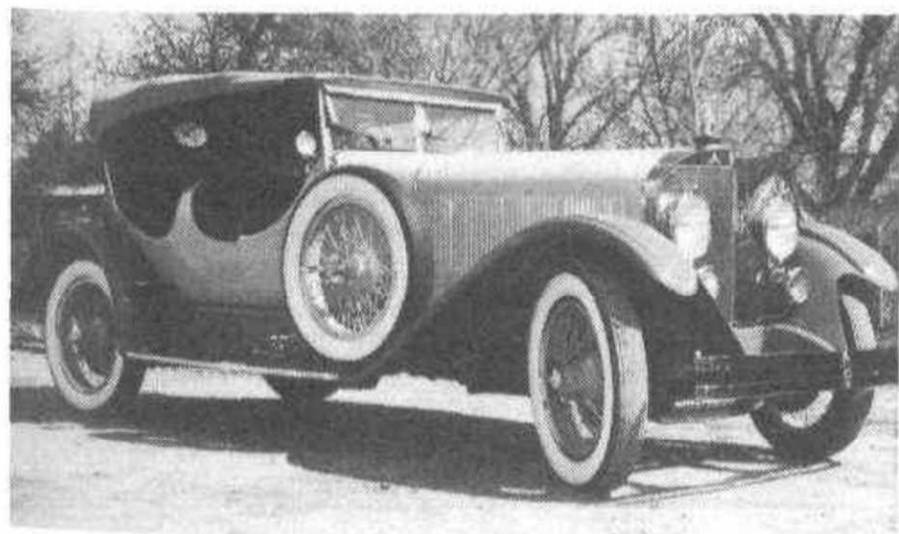
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June 1st, 2nd & 3rd — IPE Building, Tulsa, Oklahoma, USA



SEVERAL HUNDRED CARS BEING OFFERED INCLUDING:

- 1927 Mercedes Benz 'Toast-rack' touring car.
- 1939 4¼-litre Bentley overdrive touring car.
- 1935 3½-litre Bentley Windover convertible.

- 1935 Mercedes Benz 500K Cabriolet 'A'.
- 1955 Mercedes Benz 300SL 'Gullwing' coupé.
- 1981 BMW M1 competition coupé.
- 1928 Isotta Fraschini boat-tail roadster.

- 1955 Mercedes Benz 300s coupé.
- 1910 Rolls-Royce 'Silver Ghost' limousine.
- 1923 Rolls-Royce 'Silver Ghost' tourer.
- 1927 Rolls-Royce 'Pall Mall' tourer.

Colour brochures as soon as available from:

Leonard Potter, Radley House, The Goodings, Woodlands St. Mary, Newbury, Berkshire.
RG16 7BD. Telephone 0488 39 448

TELEPHONE:
01-385 9724/5/6/7

FRANK DALE & STEPSONS

TELEX: 885983
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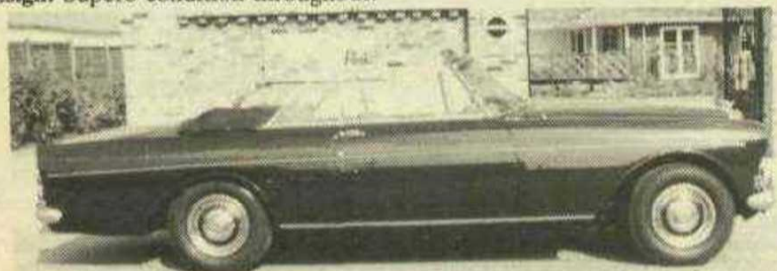
(Member of the Frank Dale Group)



1962 Rolls-Royce Silver Cloud II LWB with division by James Young SCT 100 design. Superb condition throughout.



1966 Rolls-Royce Silver Shadow 2-door Coupé by Mulliner Park Ward. Carefully restored by ourselves.



1965 Bentley S3 Continental Convertible by Mulliner Park Ward. Outstanding condition.



1976 Rolls-Royce Corniche 1A Convertible by Mulliner Park Ward. One owner, low mileage, full service history.

Above is a selection of our 40 Rolls-Royce and Bentley motorcars in stock. Please send for our illustrated stocklist.

We have a 24 hour message recording service. Opening hours: Monday to Friday 9 am - 6 pm
Please send for our illustrated stocklist. Saturday - until midday.

101 FARM LANE, FULHAM, LONDON SW6 1QH E. & O.E.

Customers met at Peterborough Station. London-Kings Cross 45 minutes.

ROLAND DUCE

International Car Sales

OPEN: 9.00 am to 5.30 pm
Monday to Saturday.

During building alterations please phone to view.



1938 Alvis 4.3 body by Offord



1963 Austin Healey 3000 Mk IIA

1949 Alvis TB 14.	£4,250
1907 Aries Roi de Belges Touring Car.	£34,000
1913 Belsize Open Drive / Chain Drive Bus.	£12,500
1951 Bentley Mk VI.	£1,250
1959 Bentley S1 l.w.b. by Hooper. One owner.	£9,250
1956 Bentley S1 Continental 2-door.	£20,000
1954 Bentley R type Continental fastback.	Choice of 2 from
1954 Bentley R type automatic — superb original.	£17,500
1949 Bristol 400. (Superb).	£4,950
1980 BMW 728 I.	—
1950 Healey Silverstone sports racing car.	£8,750
1953 Healey Abbot drophead.	£3,850
1963 Jaguar E-Type — red.	£8,750
1969 Jaguar E-Type roadster — black.	£9,750
1961 Mercedes 190 SL Roadster.	£4,950

We have a selection of left hand drive cars for export — Mercedes, Porsche, BMW and Jaguar.



1936 Fiat Ballila

Wanted — single-seater racing cars. Cars with history preferred. Any condition considered.

ROLAND DUCE CAR SALES LTD

Market Overton. Leicestershire

Tel: 0572-83-232/261/262

Telex: 341652



1950 Frazer Nash Mille Miglia



1958 Aston Martin D/B 2/4 D/H

Restoration and Coach trimming undertaken. Continental & UK car transport. Export papers arranged.

Finance over £5,000 arranged.
All exchanges considered.

William Loughran Ltd.



1980 Rolls-Royce Camargue. Larkspur with beige hide, very low mileage, only 11,000 miles, with full history. Today's list price is over £83,00. Terrific value at **£44,950**

1978 Rolls-Royce Phantom VI Limousine. Finished in black over Exeter blue. Blue velour to rear, blue hide in chauffeur's compartment. Fully equipped with colour TV, cocktail cabinets, 55 channel telephone, picnic tables, etc. Recessed back lights and chrome mouldings to sills and wheel arches. This unique limousine has covered only 4,000 miles from new and must surely be the best available. **P.O.A.**

1981 Rolls-Royce Corniche Convertible. Finished in Le Mans blue with blue hood and blue hide. The latest 5 series model, only 21,000 miles. Full service history. **£49,950**



Jaguar XK150 Sports 3.4. Just had complete documented rebuild. Superb example. **£9,950**



1966 Ford GT40. Bright red, just had complete rebuild by well known GT40 enthusiast, full road car. This is the actual car in the Supercar and Classic Road Test last month. Only 2,500 miles. A true investment. **P.O.A.**



1973 Ferrari Dino 246 GT. Metallic red with tan interior. Factory fitted flared wheel arches & wide wheels. This unique car has been owned from almost new by a collector and has been cherished over its amazingly low mileage of only 7,000. Must be the best example available. **£20,950**

OTHER CARS AVAILABLE

- 1981 Rolls-Royce Camargue.** Mistletoe. Stone hide, 24,000 miles. **£49,950**
- 1981 Rolls-Royce Camargue.** Left-hand drive, ivory, 12,000 kms, gold pated. **£59,950**
- 1979 (V) Rolls-Royce Corniche Convertible.** Willow gold, green drayton, 13,00 miles, 5-Series. **£43,950**
- 1983 Bentley Mulsanne Turbo.** Deep ocean blue, 28,000 miles. **£47,950**
- 1983 (A) Bristol Brigand Turbo.** Gold, 5,000 miles. **£39,950**
- 1983 (A) Mercedes 500 SEC.** Silver, grey hide, 8,000 miles. **£29,950**
- 1982 (Y) Mercedes 280SE.** Thistle green, 15,000 miles, good specification. **£15,950**
- 1982 (Y) Mercedes 280E.** Silver, full A.M.G. specification, 26,000 miles. **£11,950**
- 1982 Porsche 911SC Sport Targa.** Guards red, 28,000 miles. **£18,950**
- 1980 Grosvenor Limousine.** Black, red velour, 12,000 miles. **£12,950**
- 1981 (X) Ferrari Mondial.** Bright red, one owner, 25,000 miles. **£17,500**
- 1980 Ferrari 400i.** Bright red, magnolia hide, 19,000 miles. **£19,950**



1962 Bentley Convertible by Park Ward. Just had a complete rebuild and retrim and now must be one of the best examples available. Finished in dark blue with white hood and light grey hide, good investment at **£27,950**



1981 Rolls-Royce Silver Spur. Finished in black with black Everflex roof and brown hide. Full service history and only 15,000 miles. **£36,950**

STOP PRESS: New and unregistered Jaguar XJ12 E-Type Roadster, arrived too late to photograph. Must be unique, professionally stored and totally brand new. Unique opportunity. **£29,950**

Always a good selection of Ferrari, Porsche, Mercedes and Rolls-Royce in stock. Part exchange welcome. Finance and leasing facilities available.

FOR OVERSEAS ENQUIRIES WE HAVE A 24 HOUR ANSWERING SERVICE TELEX 67294

The Hawthorns, Gill Lane, Walmer Bridge, Nr. Preston, Lancs. Tel: 0772 613213 or 613114



SF152

MIDDLE TAR As defined by H.M. Government
DANGER: Government Health WARNING:
CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH