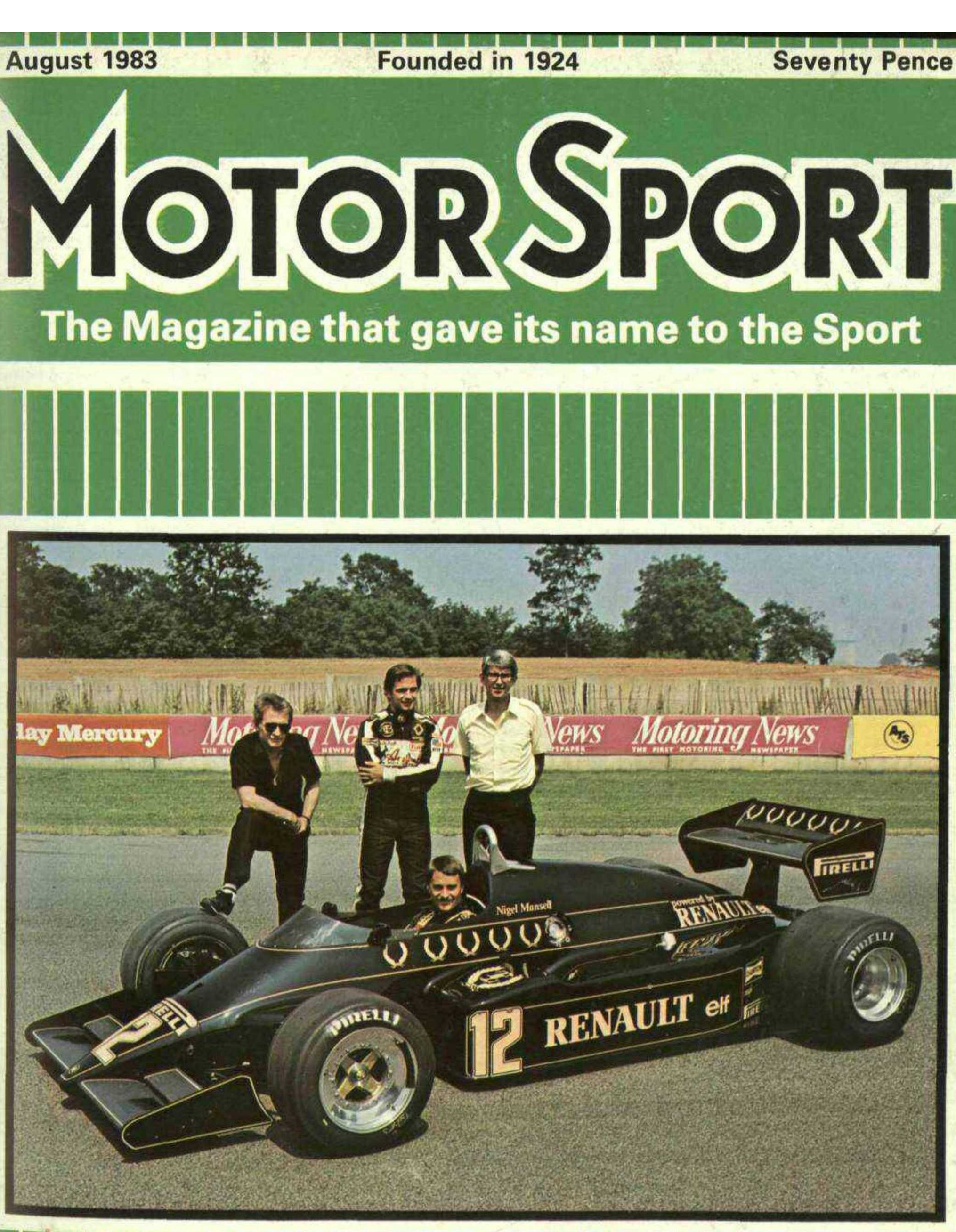
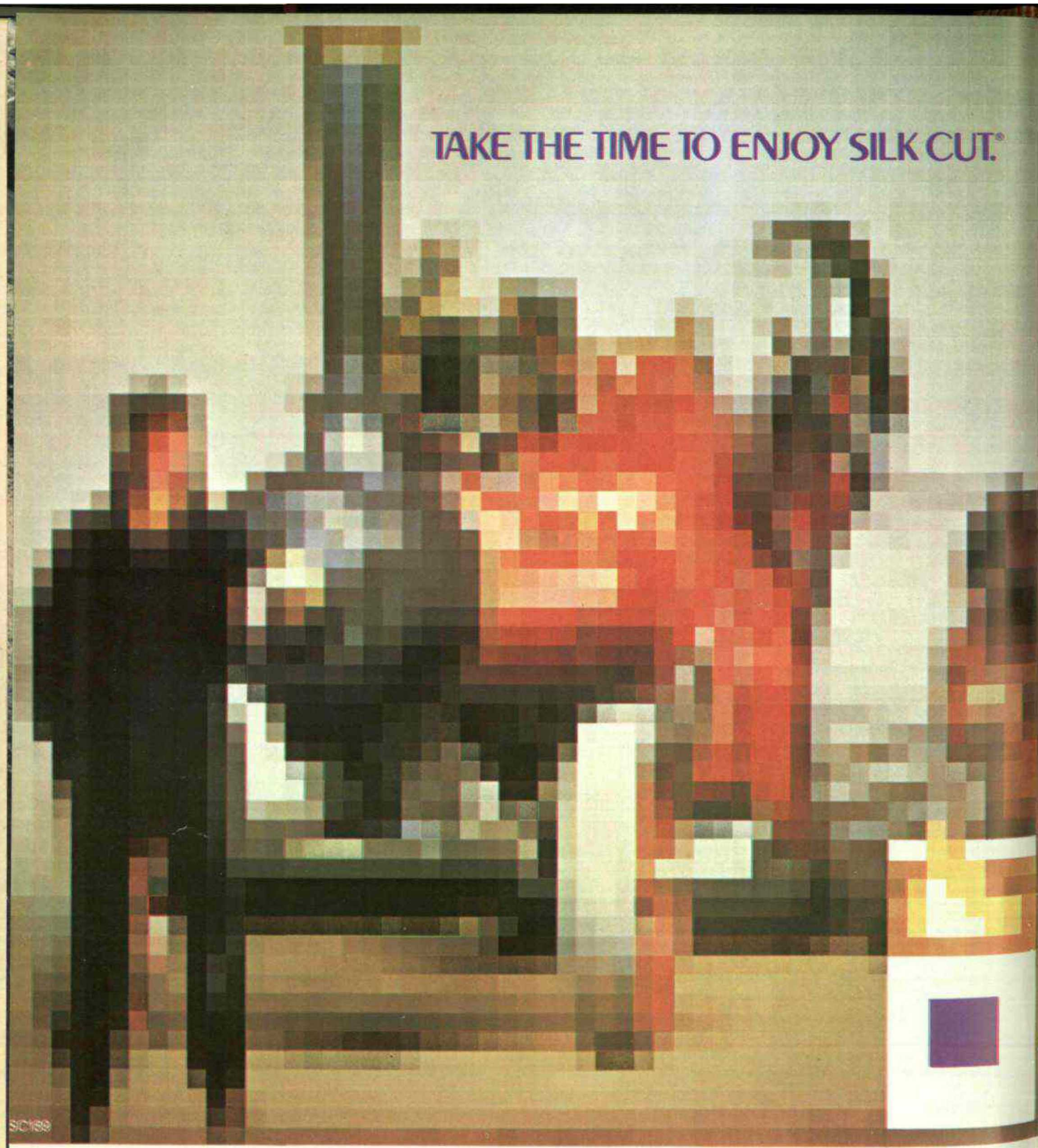
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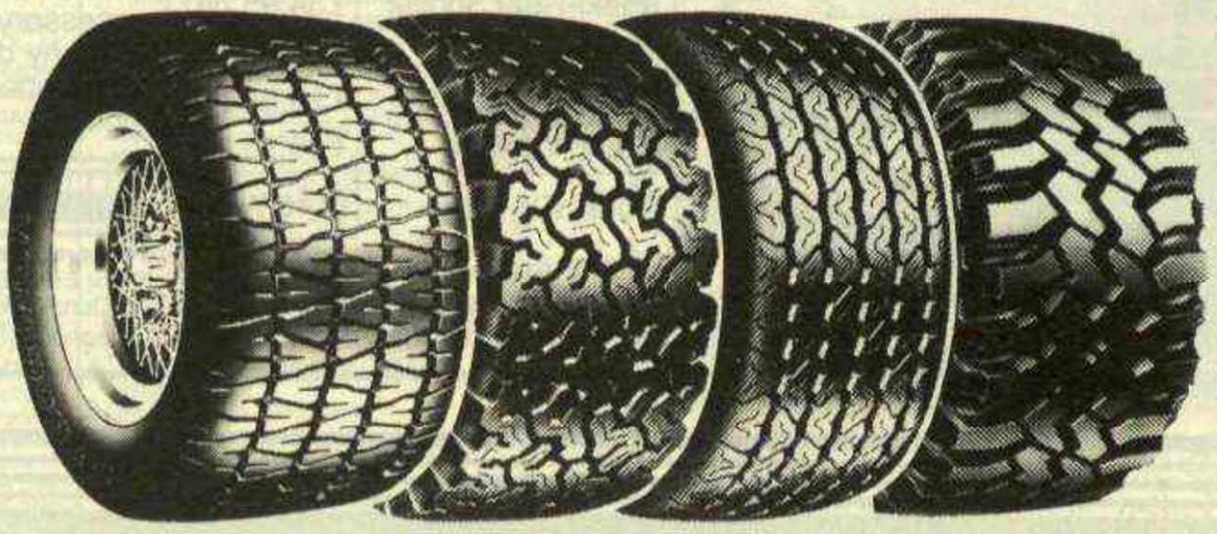
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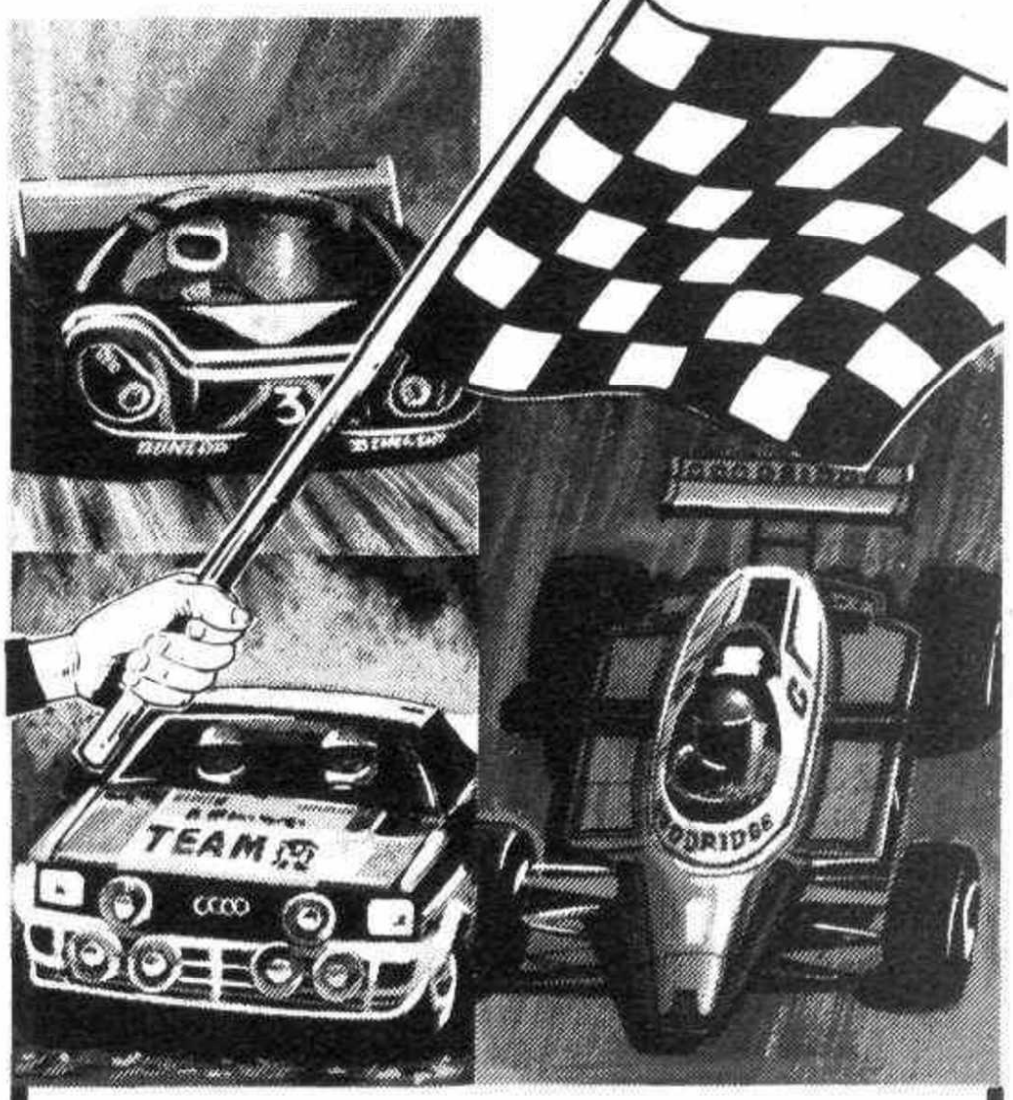
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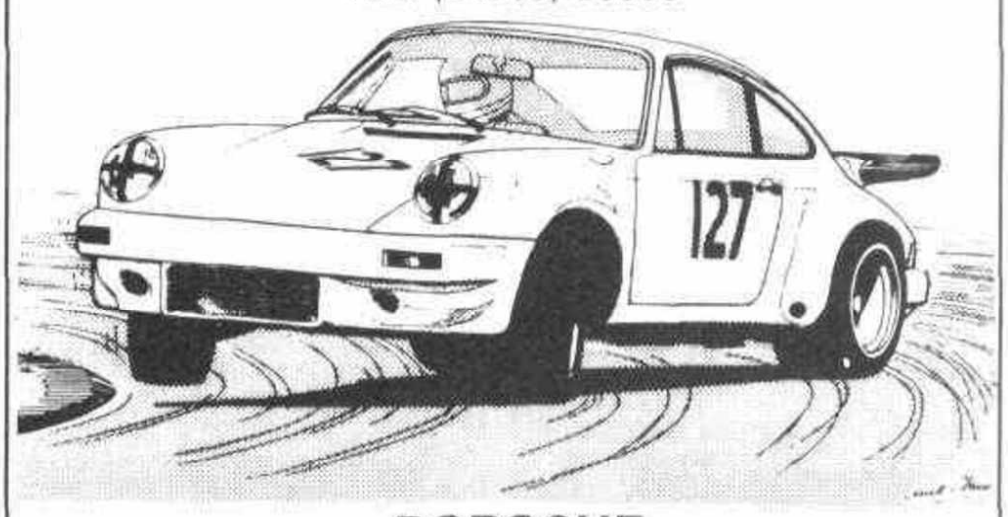
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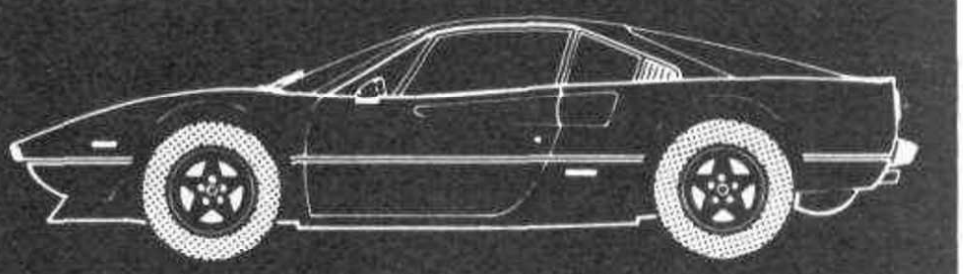
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1982 Y PORSCHE 928S AUTOMATIC. Finished in Guards Red with Brown and full Champagne leather trim and equipped with an electric sunroof. Quite the most sophisticated Super-Grand-Touring car on the market. Probably the best car in the world — a sort of modern Ferrari Daytona. This one has only covered 4,000 miles, so is quite as new and offered at a substantial saving on list at **£27,950.**

1983 Y PORSCHE 911SC CABRIOLET. Finished in Grand Prix White with Dark Blue and Pearl White leather trim and equipped with White painted sport alloy wheels. We have all been guilty of underselling the Cabriolet version of the 911. The point-to-point performance is DEVASTATING — seemingly quicker than any other non-Turbo / Racing 911 with Motor giving it a 0-100 of 14.2 seconds. Our demonstrator is 3,000 miles old and for sale at **£22,950;** again a big saving on today's list.

1981 PORSCHE 924 TURBO CARRERA GT. An absolute flyer of an homologation special. Very bright 210 b.h.p. performance with just enough comfort to make habitable. This example is finished in Guards Red with the standard Black with Red pinstripe velour trim, equipped with p.d.m., sunroof and red painted alloys / P7. Sold by us new to one owner who's covered 13,000 miles **£16,950.**

1983 Y PORSCHE 944. Stunning in Metallic Zermatt Silver with Black Berber and Silver carpets. Equipped with sunroof, p.d.m., c.c.h., front fogs, 215 section tyres and sports seats. So QUIET, efficiently quick, and inexpensive to run. We'd be surprised if the car is still available from this ad. However, **£16,500** will buy it if it is.

1982 PORSCHE 944. Guards Red with Black Berber trim equipped with sunroof, p.d.m. and (essential) sports seats. Only 13,000 miles and quite as when we sold it new. **£15,950.**

By coincidence we have both the first and the second **PORSCHE 928 Automatics** we delivered to customers. Both have been right through our workshops — any jobs that were needed have been done. In view of the mileage and age they have been realistically priced at **£11,950** and **£10,950 each,** and we've got our dealing boots on and again offer fantastic value for money. these are as follows

1978-'79 MODEL PORSCHE 928 AUTO. In Metallic Petrol Blue with Beige leather with Black trim the second is finished in Metallic Tobacco Brown. Don't forget, they are both fully guaranteed for a year.

1979 T PORSCHE 911SC SPORT COUPE. With 38,000 miles completed we sold this 911 when new and it has since had two owners. It is finished in Metallic Silver with Black and Blue Green Tartan trim and is equipped with the usual list of features. Really very clean and quick at **£13,450.**

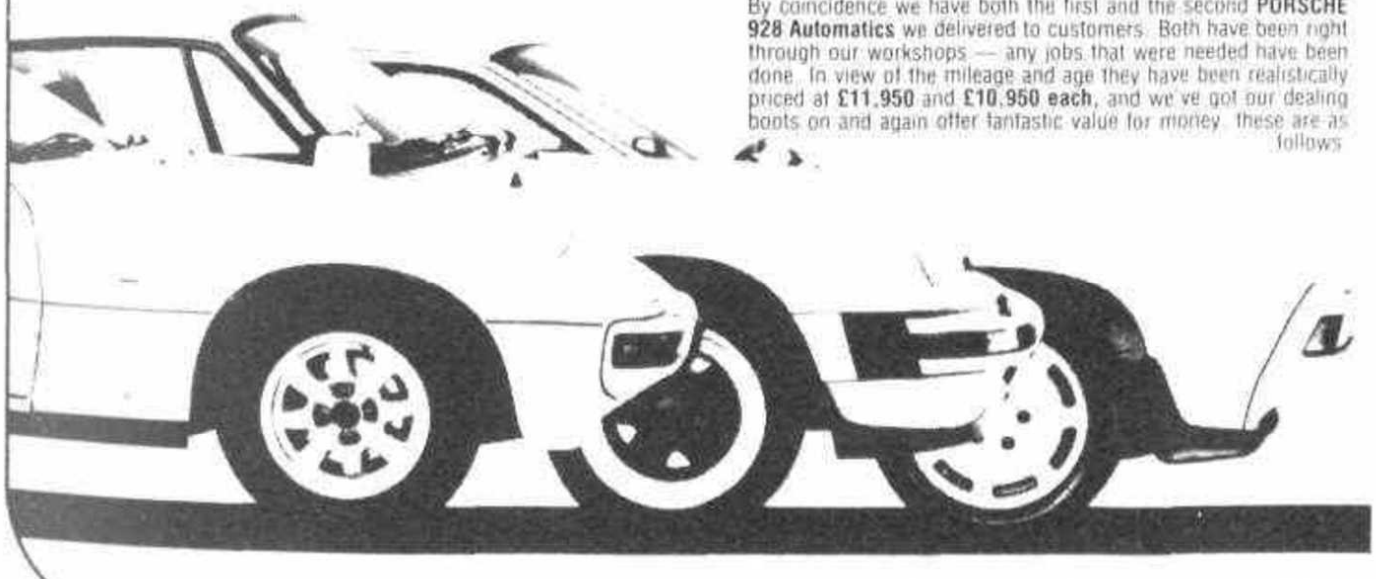
1979 PORSCHE 911SC COUPE. We've had the heads and timing gear on this one freshened up. Finished in Metallic Minerva Blue with Beige Tartan trim and really as it should be for 25,000 miles. All serviced up to date, with all the 911 features. Lovely car at **£12,250.**

1982 Y PORSCHE 924 LUX. At long last we have a few of these delightful and affordable Porsches, which by way of the performance and running costs, now have their own following of loyal satisfied owners. The first is finished in Guards Red and equipped with sunroof and p.d.m. and has a Black Berber interior. At 14,000 miles we are asking **£10,950.**

1981 W PORSCHE 924 LUX. Finished in Mocha Brown with Brown chick interior. Radio / cassette and p.d.m., 29,000 miles covered, and again, **£9,150.**

1978 S PORSCHE 924. Metallic Silver with Black Herringbone and equipped with sunroof and radio / cassette and alarm. Looks more like an '81 with 57,000 miles covered. So only **£6,150.**

Each of the above cars will be fully serviced up to date with the all pre-guarantee work completed — the theory being (and practice proving it correct) that the only cost you will bear for the first year's ownership is your own running and service items.



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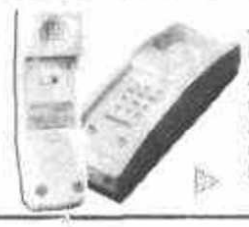
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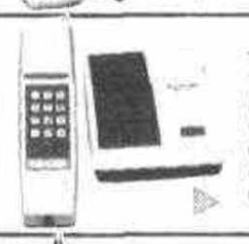
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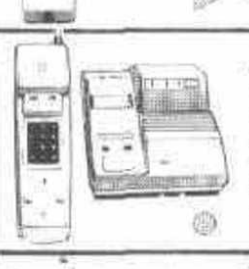
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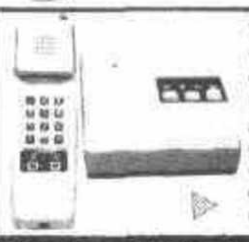
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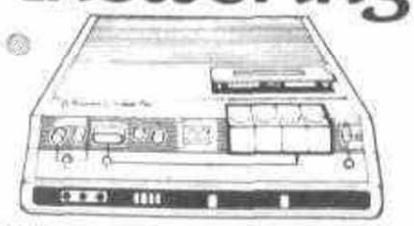
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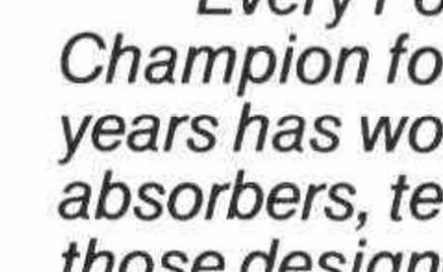
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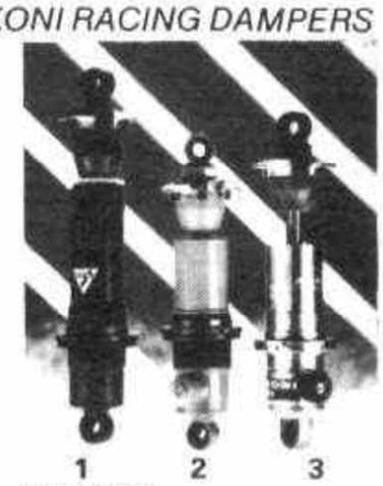
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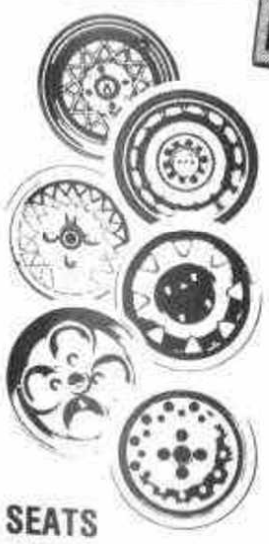
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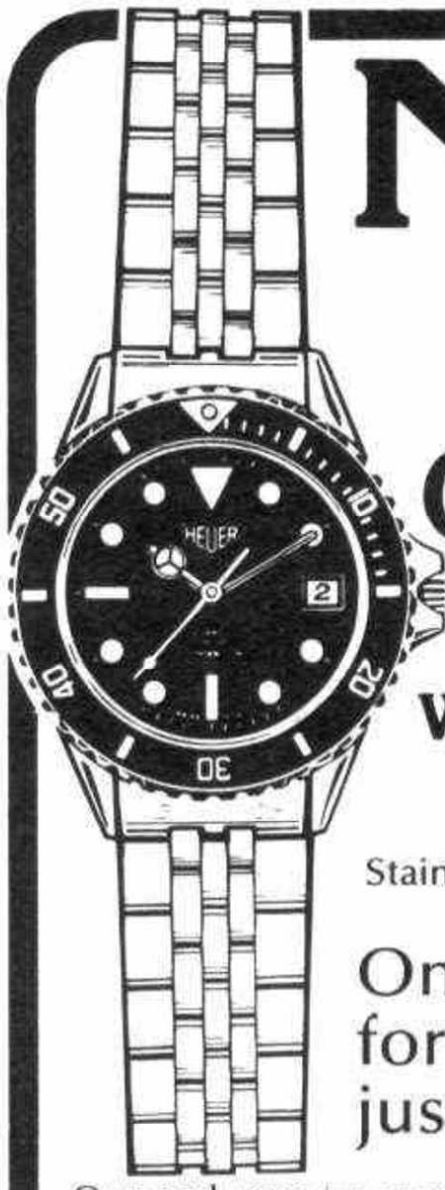
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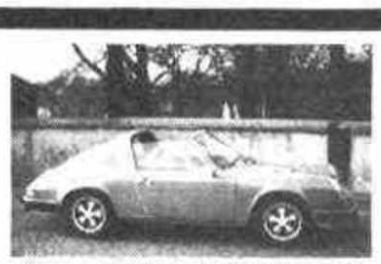
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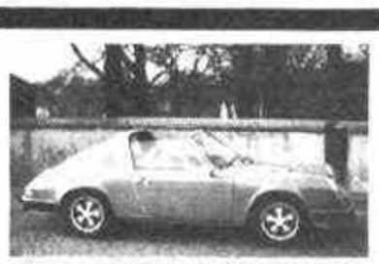
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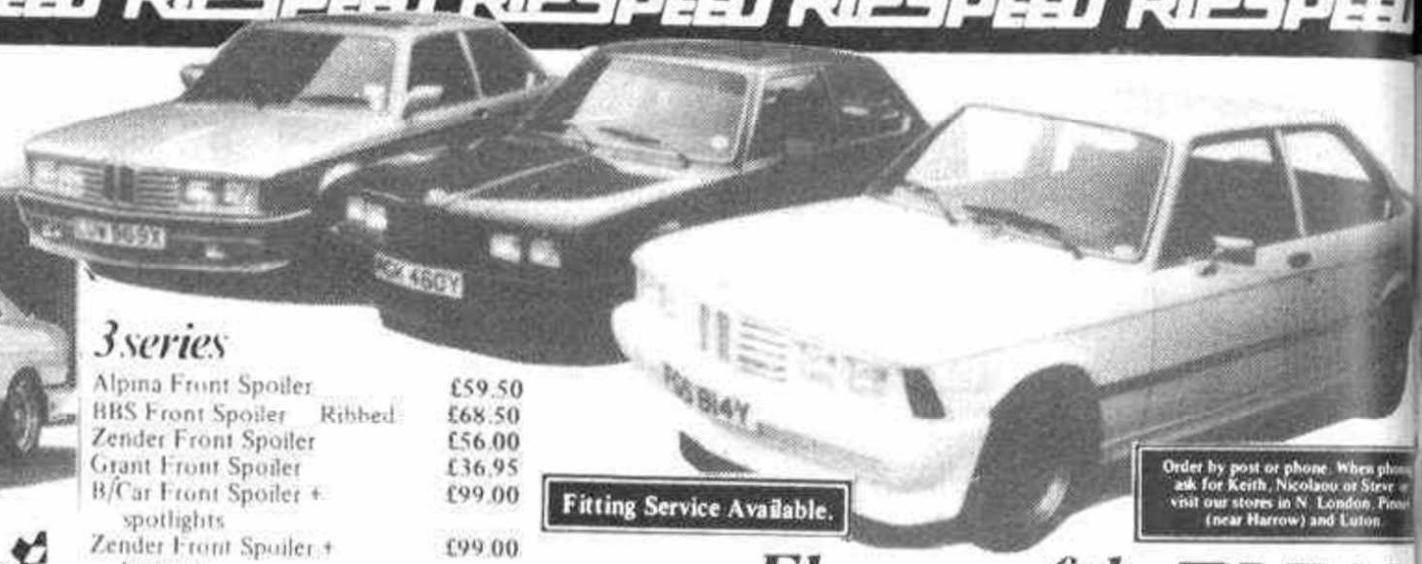
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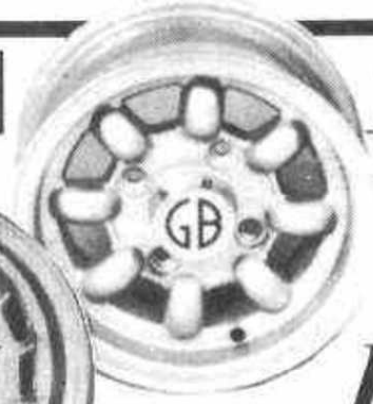
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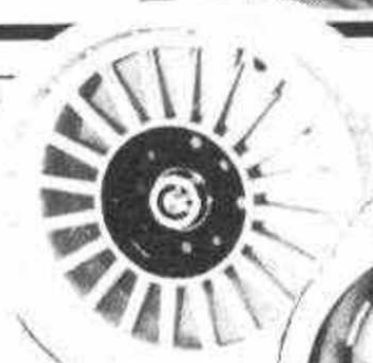
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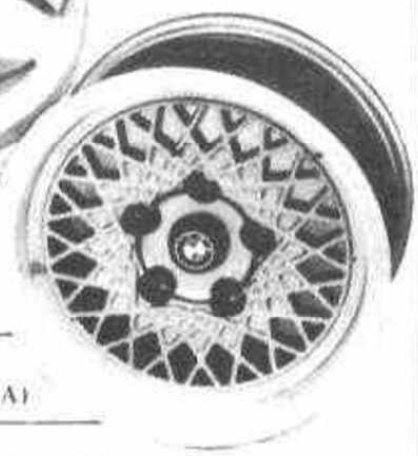
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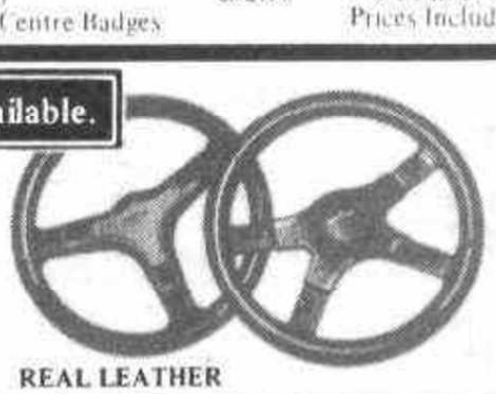
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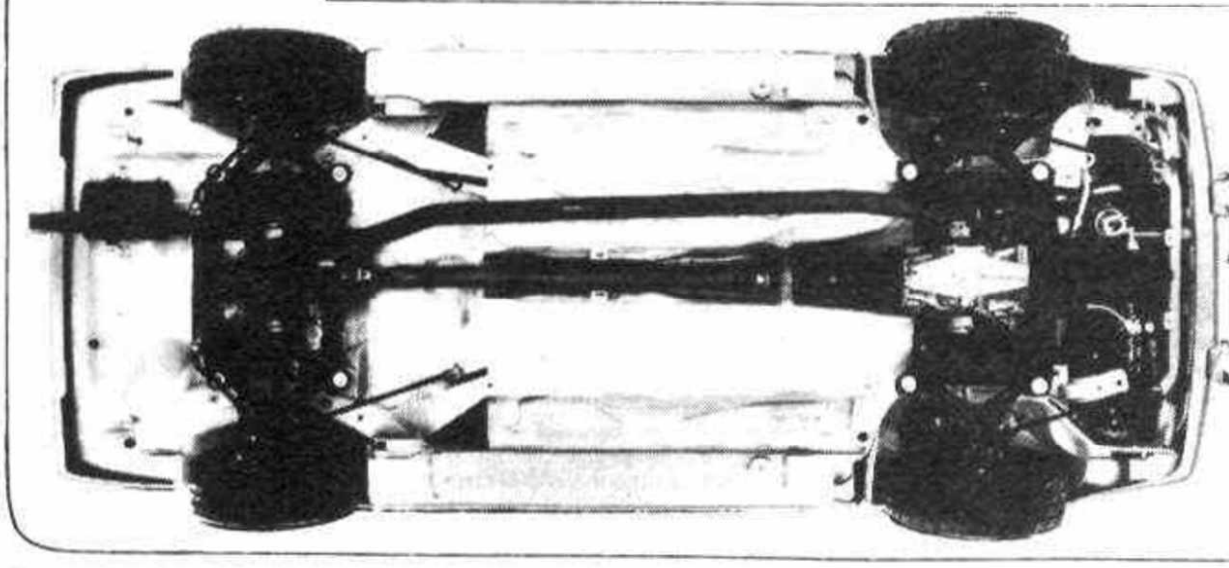
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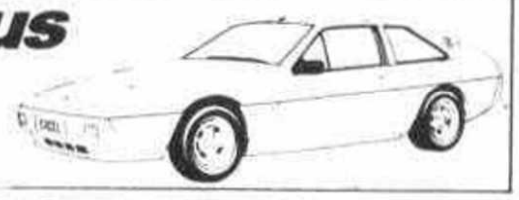
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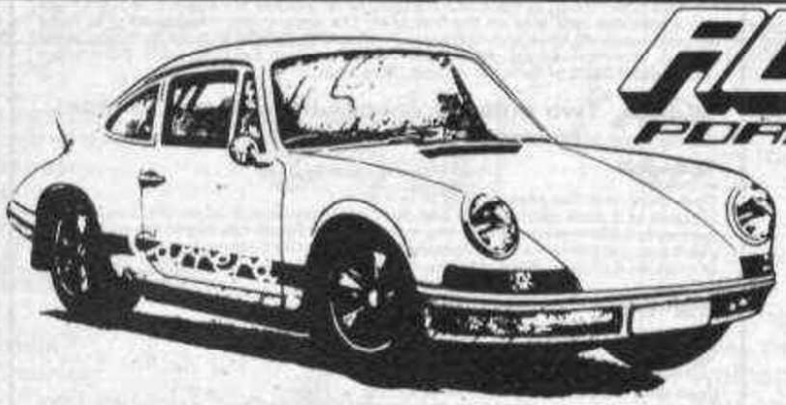
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FRONT COVER PICTURE: THE spirit of the late Colin Chapman and his capacity for hard work and endeavour are encapsulated in the effort behind the construction of the car on this month's front cover, the Lotus 94T-Renault. This heavily revised and re-designed machine was produced in a splendid five week burst of intensive effort by the Team Lotus personnel, presided over by former Alfa Romeo designer Gerard Ducarouge *(far left)* and team manager Peter Warr *(far right)*. Two new cars were available at the recent British Grand Prix at Silverstone for Elio de Angelis *(centre)* and Nigel Mansell (in car), and although the Italian's machine retired early in the race, Mansell sped through from 20th place on the grid to keep the Lotus flame burning brightly with an eventual fourth at the chequered flag.

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Matters of Moment

A splendid garden party!

THOSE who worry about the health of Grand Prix racing should be reassured by the success of the British Grand Prix at Silverstone. At midnight on Friday many thousands of enthusiasts were having the time of their lives within the Silverstone area: two discos (one, in the paddock, run by race sponsors Marlboro), barbecues, eats and drinks stalls were all doing roaring business. The caravan park was full, and the 36,000 people who attended practice was more than any other car meeting of the year would attract.

The Mediterranean weather helped to make the 1983 British GP a truly memorable event which now ranks with Wimbledon, Henley and the Derby as a major British sporting fixture. A total of 84,000 spectators on race day was not a record, and a few grandstand seats remained unsold, but with the British economy still suffering with three million unemployed it is hardly surprising that some were deterred by the £10 entrance fee, and upwards of £20 for a grandstand seat. The costs are not outrageous by Continental standards, but still formidable for a family outing.

Festivities continued well into Saturday evening as well, many race-goers making a full weekend of the meeting and helping to alleviate the inevitable traffic jams. Camping, caravanning and motor-homing is now a norm for the British GP, the spectators no more deterred by recent wranglings between FISA and FOCA than Wimbledon tennis fans are by the antics of John McEnroe.

Nor were the spectators disappointed by what they saw. The latest Ferraris, Renaults and Brabhams were finely matched for pole position, joined now by the latest John Player Lotuses. Nigel Mansell, in a 94T still less than a week old, drove the best race of his Formula 1 career to finish a fighting fourth, in touch with Patrick Tambay's Ferrari at the finish. Derek Warwick went well in the Toleman-Hart, trailing smoke from the engine compartment for lap after lap until the car retired with gearbox failure, and Stefan Johansson gave the Honda-Spirit an excellent, though brief, GP début until sidelined by trivial fuel pump failure. With the Japanese engine due to be tested in the Williams chassis soon, we can hope to see Keke Rosberg in his rightful place at the head of the field by the end of the year.

With the first three finishers placed in World Championship order, Alain Prost and Renault have now comfortably extended their lead to six points, Renault also now leading the Constructors' Championship. It's six years, almost to the day, since Renault gave their 1½-litre turbocharged racing car its Formula 1 début at Silverstone, earning the ridicule of the Grand Prix establishment. No-one in his right mind thought that the car could ever be competitive, the 50% equivalency factor weighing too heavily against forced induction engines.

On Thursday Prost recorded the first-ever 150 mph lap at Silverstone, and by Friday afternoon the top 12 cars on the grid all had turbocharged engines. Thirteen turbos taking part comprised exactly half the field, and with the Williams, McLaren and Ligier teams due to have turbo power before the start of next season it really does look as though the Cosworth V8 has finally met its Waterloo.

Of the manufacturers, there is turbo representation from Ferrari (Fiat), Renault, BMW, Alfa Romeo, and Honda, and the TAG-Porsche engine is nearing readiness for its début. Can Ford possibly stay out of the front rank much longer? With the regulations up for revision in 1985 it may be tempting to wait a little longer to make a decision, but the evidence is that the manufacturers and entrants will vote overwhelmingly to leave the engine rules alone, prolonging the formula which began as long ago as 1966.

Even Frank Williams admits that he could not afford to buy and maintain a dozen or 15 turbo engines, the bill probably being double that for the ubiquitous Ford-Cosworth V8s, so it is almost imperative to be supported by the engine manufacturer or, as the McLaren team will be, by the TAG Arabian consortium. This will give little cheer to Ken Tyrrell who opposes the turbo teams tooth and nail, nor to the Arrows, Osella, March and Theodore teams who have yet

Continued overleaf

Motor Sport Fixture List for August

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

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

DATE	ORGANISER	VENUE	EVENT	TIME
1st-6th August	**Automovil Club Argentino**	**Argentina**	**Argentine Rally (World Rally Championship round) (INT)**	—
5th-7th August	**Clube Sports da Madeira**	**Madeira, Portugal**	**Tour of Madeira (European Rally Championship round) (INT)**	—
7th August	**Automobilclub von Deutschland**	**Hockenheim, Germany**	**German Grand Prix (World Championship Round) (INT)**	—
7th August	**BARC**	**Snetterton Circuit, Nr. Attleborough, Norfolk**	**Race Meeting (INT/R)**	**14.00**
7th August	BARC	Lydden Hill Circuit, Nr. Dover, Kent	Race Meeting (R)	14.45
7th August	BARC	Brands Hatch Circuit, Fawkham, Dartford, Kent	Race Meeting (R)	14.30
7th August	VSCC	Prescott, Nr. Cheltenham, Glos.	Hillclimb (C)	11.45
7th August	BRSCC	Donington Park Circuit, Derby	Race Meeting (N)	—
7th August	**Hyllinge MS**	**Knutstorp Park, Sweden**	**European Formula 3 Championship round (INT)**	—
13/14th August	Kirkby Lonsdale MC	Woolpack Hotel, Kendal, 97/514½2925	Devils Own Rally (R) (Motoring News Rally Championship Round)	22.31
13th/14th August	**DRC**	**Donington Park Circuit, Derby**	**Race Meeting (INT/R)**	—
14th August	**BRSCC**	**Brands Hatch Circuit, Fawkham, Darford, Kent**	**Race Meeting (INT)**	—
14th August	HDLCC	Market Street Car Park, Bromsgrove, Worcs.	Autotest Championship	10.30
14th August	**STMSC/STAMK**	**Oesterreichring, Austria**	**Austrian Grand Prix (World Championship Round) (INT)**	—
20th August	BARC	Oulton Park Circuit, Tarporley, Cheshire	Race Meeting (R)	14.00
21st August	HDLCC	Loton Park, Alberbury, Nr. Shrewsbury	Speed Hill Climb (N)	12.15
21st August	**AC Bologna Sagio**	**Imola, Italy**	**European Endurance Championship (INT)**	—
21st August	—	**Zolder, Belgium**	**European Formula 2 Championship (INT)**	—
22nd-25th August	**Autumobile et Touring Club de Grece**	**Greece**	**Halkidikis Rally (European Rally Championship Round) (INT)**	—
24th-28th August	**Rally of the 1000 Lakes**	**Finland**	**1000 Lakes Rally (World Rally Championship round) (INT)**	—
27th-28th August	BARC	Gurston Down, Broadchalke, Salisbury, Wilts.	Hillclimb Championship (N)	12.30
28th August	**Koninklijke Nederlansche Automobile Club**	**Zandvoort, Holland**	**Dutch Grand Prix (World Championship Round) (INT)**	—
28th August	—	**Mantorp Park, Sweden**	**European Touring Car Championship (INT)**	—
28th August	BARC	Snetterton Circuit, Nr. Attleborough, Norfolk	Race Meeting (R)	14.00
28th August	VSCC	Cadwell Park Circuit, Nr. Louth, Lincs.	Race Meeting (C)	13.30
28th/29th August	BRSCC	Brands Hatch Circuit, Fawkham, Dartford, Kent	Race Meeting (INT)	—
29th August	BARC	Thruxton Circuit, Andover, Hants.	Race Meeting (N/R)	14.00
29th August	BRDC	Silverstone Circuit, Towcester, Northants.	Race Meeting (N/R)	—
29th August	BRSCC	Castle Combe Circuit, Chippenham, Wilts.	Race Meeting (N)	—
2nd/4th September	**Motor Union Charleroi**	**Belgium**	**Bianchi Rally (European Rally Championship Round) (INT)**	—
3rd/4th September	—	**Bulgaria**	**Hebros Rally (European Rally Championship) (INT)**	—
4th September	**AIM Sri**	**Mugello, Italy**	**European Formula 2 (INT)**	—
4th September	**Union Mecanisee Spa SPRL**	**Spa Francorchamps, Belgium**	**World Endurance Championship Round (INT)**	**12.00**

MATTERS OF MOMENT

Continued from previous page

to make, or announce, any arrangements for next year. Their only hope is that the reduction in tankage and banning of pit stops next year will slow the top drivers down a little, keeping them within sight.

We will remember this year's British Grand Prix as a wonderful garden party. The 150 mph practice laps achieved by Prost and Tambay do not go into the record books, but a car which did set a longstanding record was there too: the Vandervell Ferrari Thinwall Special in which Giuseppe Farina set a new lap record of 100.16 mph on July 18, 1953. It oiled its plugs and spluttered round, which was a pity since few of the spectators would have seen it in action before. It does make one wonder whether speeds will approach the 200 mph average 30 years from now! — M.L.C.

Club News

Brighton Speed Trials

THIS famous event is the only motorsporting meeting to be held on closed public roads on the British mainland, albeit a mere half-mile of Brighton's sea-front. Changes for this year include the introduction of a class for Vintage and Historic racing cars, which Brighton and Hove Motor Club hope will tempt back some of the cars which made an impact here in past years, and for the first time a car may be driven by more than one driver. The Trials will take place on Saturday September 10th, and closing date for entries is August 27th.

Yeovil Festival of Transport

WHILE the bulk of the "transport" on show at Barwick Park, Yeovil, will be cars, the 900-plus entries also cover military, agricultural, emergency and two-wheeled vehicles. These will be competing in concours classes, and there is also a range of entertainments such as a helicopter display, hot air balloon races, and aerobatic displays from the Marlboro team and Richard Goode. Autojumbles and trade exhibition round out a busy weekend, August 14th/15th, and daily entry is £2 for adults, £1 for OAPs, and 50p for children.

R-R EC

THE Rolls-Royce EC held its annual Rally and Beauty Show at Yarnton under garden-party conditions, during the heat wave of July 3rd, in the big field at Paternoster Farm, which must be about the only one large enough to accommodate some 800 Rolls-Royce and Bentley cars with the accompanying sideshows, band, luncheon marquees, etc. The sight of all these best-cars was quite overwhelming, and shows the continued esteem in which Royce products are held. There must have been some £40,000,000-worth of motor cars there, at a conservative estimate! They ranged from 1904 onwards but space does not permit a list of all the class-winners who paraded in the Judges' ring, apart from which we were not provided with a programme. But it was a very impressive and enjoyable occasion, to which, not having a Rolls-Royce, we went in the excellent Ford Sierra XR4i, slinking away unnoticed before the enormous supply of fine silverware was presented. — W.B.

Zandvoort Anniversary

THE 7th of this month marks the 35th anniversary of the first race at the Dutch circuit, which was organised by the BRDC in 1948. To celebrate, four of the drivers in that first event, Prince Bira, Tony Rolt, Roy Salvadori and John Bolster, were invited to a press conference and dinner at the end of last month in Zandvoort, which was followed the next day by various races and historic car demonstrations on the circuit.

Lotus Seven Club

LOTUS owners seem to be spoilt for choice as to which club they join. Recently relaunched after a moribund eight years is a group specifically for Seven owners which aims to provide the information, spares, and social service which enthusiasts want. Further details are available from the Secretary, David Mirylees, 5 Bamber House, Plantation Drive, Croesyceiliog, Cwmbran, Gwent, NP44 2AR.

New video

MOVING with the times, readers of MOTOR SPORT will be able to purchase a motoring maazine video tape early in September, compiled by members of our staff and those on our weekly sister publication *Motoring News* and hosted by Raymond Baxter. The first tape includes a road test of the Ford Sierra XR4i, a profile on Stig Blomqvist, an interview with Derek Warwick and a feature on a rallying Austin Healey 3000. Watch MOTOR SPORT next month for further details and prices.



A HEALTHY GRID of pre-war cars was started by the traditional Union flag.

50 Years of Donington

WHEN on Sunday June 26th more than 30 pre-war racing cars assembled on the grid at Donington circuit in Derbyshire, they were not merely competing for a trophy. They were celebrating the 50th anniversary of racing on the first artificial road circuit in Britain.

Between the wars, and despite an enormous increase in motorsporting interest, closed circuit racing had only one home within these shores — Brooklands, steeply banked, extremely fast and very punishing on cars and drivers. There were the Tourist Trophy events on closed public roads which made the Isle of Man a sporting Mecca, and later the Ards course near Belfast, but more widespread were Speed Trials, usually held over the roads in private estates such as Branches or Syston Park. Such tracks were too narrow to allow more than one car at a time, but often were used for motorcycle racing, and it was the success of just such meetings in the grounds of Donington Hall which prompted Derby and District Motor Club to suggest in 1931 that a permanent track should be laid down for cars as well as 'bikes.

With the approval of the owner of the estate, J. G. Shields, the work went ahead in the following year and by early 1933 the new circuit was ready. Its origins were only lightly disguised: intended to serve the estate, part of it led through Coppice Farm, where in deference to safety passing was not allowed between the buildings, while that section which had been the drive to the Hall ran in true picturesque fashion under an arched stone bridge.

The opening event was held on March 23rd, a minor club meeting at which a Le Mans-type start was tried. This was not very successful, and at the second meeting, on an altogether larger scale with an estimated 10,000 spectators, a grid system was used with cars drawn up in rows of three or four.

It was in 1935 that the first Donington Grand Prix was held, at which GP cars such as Richard Shuttleworth's Monoposto Alfa Romeo and A. H. L. Eccles' 3.3 Bugatti provided spectacular entertainment. Soon after, Donington was chosen was to hold the first TT race on the mainland. French Darracqs were first and second in the 1937 event, presaging Continental domination of the first international Donington GP in October of the same year, at which the stars were the Mercedes and Auto-Union teams. This was the Derbyshire circuit's heyday — the greatest drivers and cars in the world battling on British soil, Auto-Union winning from Mercedes in both 1937 and 1938.

The war ended racing at Donington, and until 1956 it provided a transport base for the Army. It lay derelict until 1971 when Leicester builder Tom Wheatcroft bought it as a site for a museum for his expanding collection of historic racing cars. Although the idea of re-opening the circuit had been in Wheatcroft's mind from the beginning of the project, there proved to be many problems apart from the actual reconstruction to present-day safety standards. The proximity of the East Midlands Airport was cited by objectors as a hazard, and a preservation order on the Stone Bridge meant planning a realignment to avoid it, which the local authority were reluctant to permit. It took a public enquiry to clear the way, but by 1977 the oldest road circuit was ready to re-open, using most of the original layout but with a detour past the Bridge and a new straight cutting out the farm buildings. Part of the scheme has always been a proposal for a loop to bring the track up to GP length, and with the recent announcement by the RAC MSA that, given the necessary certification by 1986, Donington may host the 1988 British Grand Prix, it seems ever more likely that we may once again see top-level international racing in Derbyshire.

As a reminder of those pre-war events and a foretaste of their modern equivalent, winner of the Anniversary Race Willie Green took his lap of honour in a car towing a trailer with the Mercedes W196, which it had been hoped to run, but which proved impossible. Green received his Trophy from Tom Weatcroft, and in thanking the latter for his efforts in restoring the circuit commented that it was appropriate that he should have won in a 1936 ERA, as it was just such a car that his father raced when he was involved in the instigation of the original circuit in the thirties.

With its excellent surface, good facilities, and accessible siting, the new / old Donington circuit has become a favourite with drivers and spectators alike, many of whom really did not expect the project to succeed. But if race-track success means hosting a Grand Prix, then Tom Wheatcroft is within sight of his goal. — G.C.

OBITUARY

Alf Francis

IT is with regret that we have to record that Alf Francis died last month after a short illness. Alf appeared on the racing scene immediately after the war as mechanic to the rising star Stirling Moss and he looked after the HWM team in the days when John Heath and George Abecassis were forging a lonely path into European motor racing with their British team. Alf then rejoined Moss for his Maserati days in the mid-fifties and then ran Rob Walker's successful little team from the Dorking premises. After a spell in Italy with Valerio Colotti on gearbox design Alf tried to resurrect the Italian ATS marque, but time was catching up and he eventually went to America where he worked with various classic car restorers and collectors. He died in Oklohoma, it was said at the age of 65, but those of us who know Alf from his early days would put him at nearer 70.

Born in Poland, Alphons Frantisek Kowalski, he escaped from occupied Poland in the early part of the war and crossed Europe to Portugal where he got a boat to what he thought was America. By his own admission he escaped capture all the way across Europe ". . . thanks to womens skirts . . ." The boat he took landed him at Liverpool! He could not believe he was in England with a war in progress, for no-one there seemed to realise what war meant. This happy carefree outlook really struck home and he took out British nationality as soon as he could and became so pro-British it was hard to believe he came from Poland, until he spoke, for he never lost his heavy mid-European accent.

Alf was a "fettler" of the first order and could conjure things up in the fields using fencing wire and a welding plant, where others would admit defeat. His book "Racing Mechanic" which Peter Lewis wrote for him in 1957 is a classic for all time, telling as it does of the life of a mechanic in the post-war years when Europe was still recovering from near annihilation and Motor racing was primitive by comparison with today. — D.S.J.

The British Grand Prix

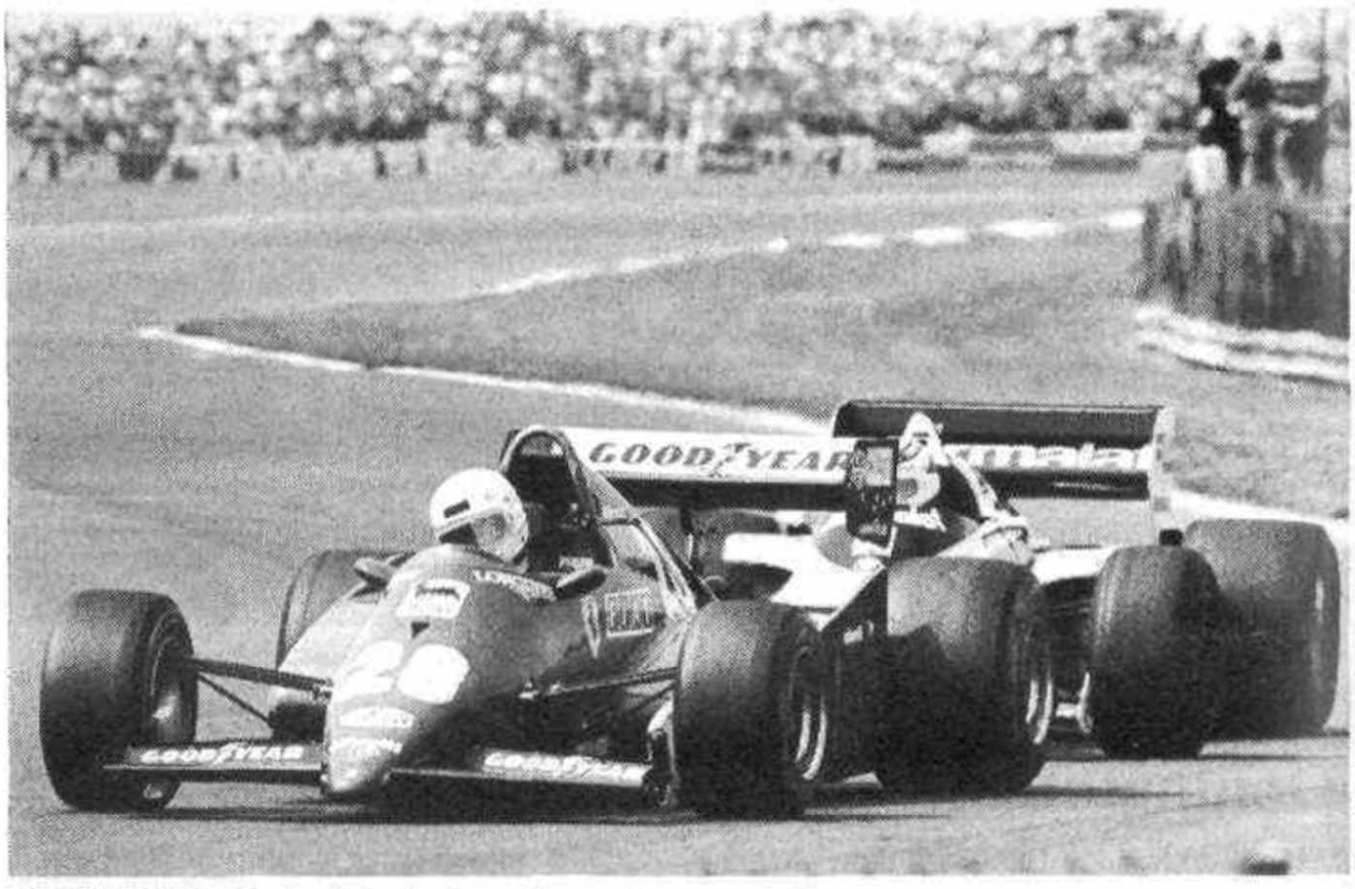
Rather dull

Silverstone, July 16th

THE LAST Formula One race was on June 12th, a gap of five weeks in mid-season being an eternity for the enthusiast to wait, but for the teams it was a welcome break to get stuck in and catch up on the build and design programmes. Apart from continual tyre-testing sessions, new cars were built, new cars designed and the new McLaren-Porsche project saw the first experimental car doing some trials on the Porsche research test-track. When practice for the British Grand Prix began on Thursday morning there were new cars from Brabham, ATS, Lotus, Renault, Ferrari, Arrows, Osella and Toleman, while the Spirit-Honda was making its first appearance in a Grand Prix, after its tentative run in the Race of Champions.

The July heat-wave was still at its height and while it was splendid for the spectators and the party-goers, it was hell for the team personnel, the drivers and the mechanics and worse still for tyres, engines, turbo-chargers, oil and water systems. On a racing car everything runs very hot anyway, for horsepower is work and work develops heat, and on a high-speed track like Silverstone horsepower is the name of the game. During the first hour and a half, which is for test and practice purposes in readiness for the hour of qualification timing in the afternoon, there were all the usual troubles of engine electrics failing (Tambay-Ferrari), turbo-chargers failing (Winkelhock-ATS), constant misfiring due to a fault somewhere in the electrical system (Mansell-Lotus-Renault), engine failure (Giacomelli-Toleman-Hart), and (Watson-McLaren), a petrol fire in the engine compartment (Alboreto-Tyrrell), while others went through all the fiddling-about processes involving changing springs, anti-roll bars, brake pads, aerofoils, damper settings and so on as well as continual juggling with tyres, whether they be Goodyear, Michelin or Pirelli. When all the "testing" was done there was a new name at the top of the list. E. de Angelis (Lotus-Renault V6 t/c), for the new 94T Lotus was proving very successful, easy and light to drive and more adaptable to the Pirelli tyres than the 93T had been. At the front with the Lotus were the Ferraris, the Renaults and the Brabham-BMWs, the Alfa Romeos and Warwick's Toleman-Hart. It was a good start to proceedings but it was only a test-session so it was not important, though it could be significant. It was the hour between 1 pm and 2 pm that was going to count.

Having made their choice as to tyres, each driver had two sets marked with his number and we were off into the lap times that



RENÉ ARNOUX, who claimed pole position again, overcooked his tyres early in the race and is seen here being harried by Nelson Piquet's Brabham for third place.

counted for the grid. Not only for the kudos of being on pole-position but also for the large sums of money that FOCA pay out from their £450,000 they get from the race organisers, for the higher up the grid you are the more qualifying money you get. With 29 drivers entered the last three were going to be unlucky as only 26 are allowed to start the race. The results of the qualifying hour did not provide anything startling, apart from de Angelis and the new Lotus still being up near the top, in third place, which was heartening for Team Lotus followers. While everyone was messing about during the morning a time of 1 min 11 sec was considered good, but in the afternoon when things got serious you had to be under 1 min 11 sec to be in the running. The first four were Prost (Renault), Arnoux (Ferrari), de Angelis (Lotus-Renault) and Tambay (Ferrari) all in the 1 min 10 sec bracket with Prost fastest in 1 min 10.170 sec. This was a staggering *average* of 150.423 mph. While the Brits all fell about in disbelief at an *average* of 150 mph round the Silverstone airfield the Europeans looked on slightly bemused for in their book the average was 242.082 kph which was no sort of historic landmark!

Noteworthy among the Thursday afternoon times were those of Warwick with the new Toleman in eighth place and Rosberg in eleventh place with the first of the obsolete Cosworth-engined cars. The Spirit-Honda qualified quietly in 23rd position, while Mansell was lucky to scrape in with his misfiring new Lotus-Renault t/c. When it was all over Jarier's times were scrubbed as he had failed to obey the red light on entering the pit-road, which requests that his car should be checked for weight.

On Friday morning the action started up again with all the usual problems and while de Angelis was right up at the front with the new Lotus his team-mate Mansell was in despair as the misfire was still there in his Renault turbocharged engine and although he kept going out to try it he never managed a full flying lap so he never recorded a lap time. While there was elation in the garage of car number 11, there was gloom in that of number 12. It was indeed testing-time. The Renault team were quietly confident, the Ferrari team were more than happy with their new cars but the Brabham team were not as fast as they felt they should be. In amongst all these big teams was the singleton ATS-BMW of Manfred Winkelhock, so Gunther Schmidt's little team was more than happy, while Warwick's Toleman was at the tail end of all these turbo-powered teams, so Brian Hart wasn't too depressed with the way his twin-plug 4-cylinder engine was going. On a circuit with a 150 mph average lap speed potential there was little hope for anyone using a 3-litre Cosworth V8 engine to do more than collect some mid-field starting money and even then they needed the smoothness of a Niki Lauda or the flair of a Rosberg. The Longines timing people issued some interesting figures from a speed trap situated at the start / finish line which is not far from the exit of the Woodcote *chicane*, in fact, about at the point where the drivers have everything straight and lined up for the burst of acceleration past the pits. The speeds of the turbocharged cars varied from Patrese's Brabham at 146 mph to Warwick's Toleman at 142 mph, with the Renaults, Ferraris, ATS and Alfa Romeos in between. Fastest Cosworth user was Lauda at 139 mph with Laffite and Alboreto down at 133 mph. While this in itself was significant enough, the important thing was the acceleration from that point onwards. Leaving the *chicane* at 145 mph would mean passing under the MOTOR bridge at something like 165 mph and nudging 170

mph before standing on the brakes for Copse corner. Watching the cars leaving the *chicane* with my colleague Alan Henry (AH) he remarked "Ronnie Peterson wasn't as quick as that through Woodcote in a Lotus 72 when there was no *chicane*, and we were very impressed then." To which I replied "Right, and I'm more impressed now." In a quiet contemplative mood AH and DSJ tried to visualise Woodcote Corner in 1983 without the *chicane*. It was difficult.

The heat of the day was fantastic, almost reminiscent of those races at Reims, Albi, Avignon and Angouleme in the 1950s when summers used to be really hot. But the heat of the day faded fast when the big boys turned on the heat (bhp) for the final qualifying hour. The target was 1 min. 10.170 sec set by Prost the previous day. It was not a question of the big bag of money you got for being on pole-position, nor was it a question of pole-position being vital as at Monte Carlo, it was a question of national pride; it was Italian engineering against French engineering against German engineering from Munich. At the far end of the pits the Japanese were watching closely, and more than one German engineer from Stuttgart was paying close attention, for in a one-lap sprint such as was about to happen you could put everything you had on the line, nobody was going to hold back. In a 67 lap race there were all sorts of variables that could upset things which were out of your control.



THE Honda-powered Spirit made its second appearance, and its GP début, driven by Stefan Johansson. It ran as high as 10th in the early laps before retiring with a fuel pump failure.

Notes on the cars at Silverstone

Williams: The usual trio of FW08C cars. An experimental front aerofoil was tried in practice featuring deflectors in front of the tyres. It is common knowledge that the team is in line for the turbocharged Honda engine, but there is speculation as to which Honda engine. The present V6 is rather "obsolete" by Honda Research and Development standards.

Tyrrell: The usual trio of 011 cars. An impressive display of Cosworth V8 engines on stands in the paddock. When I suggested it looked like a museum Dr. Harvey Postlethwaite smiled and said "more like industrial archeology".

Brabham: Two new cars to B-Specification. These are BT52 designs incorporating all the improvements made in the first half of the season. Colour scheme of blue and white has been reversed to white and blue! BT52/3 as the spare car and two T½ assemblies comprising the entire rear half of the car, complete with engine, transmission, suspension, hubs, radiators, intercoolers, mounting plates all ready to bolt on to the monocoque. A complete spare half for each driver.

McLaren: The usual trio of MP4/IC cars: New rear uprights, Y-form fillers on top of the fuel cell for pit stop refuelling for the first time. With the first Porsche V6 turbocharged engine on test in an old MP4 chassis, the days of the present cars are numbered.

ATS: A new D6, number 3, to the same layout as the modified D6/02, with short side-pods and with the turbocharger tucked in neatly alongside the BMW engine. D6/02 as the spare.

Lotus: Not a Cosworth engine in sight. Two brand new, lighter, smaller and better balanced c s built around the 91/92 Carbon-fibre Kevlar composite monocoques. Rocker arm front suspension and pull-rod rear suspension, like a 93T in reverse. The latest available Renault engines with downswept exhaust systems running under the car. Designated 94T/1 and 94T/2. The two old 93T cars previously used by de Angelis were available as spare cars, each driver having one new car and one old car.

Renault: Two new examples of the well-proven RE40, numbers 5 and 6, with RE40/03 as the spare. Reverted to side-exhausts pointing upwards.

Ram March: The John MacDonald team rented their car to Kenny Acheson.

Alfa Romeo: Two new cars which could be called B-spec if you felt so inclined. Smaller carbon-fibre composite monocoques have reduced fuel tank capacity so that the cars are committed to pit stops. The original 183T cars are kept in reserve in case any circuit bans refuelling, as Monaco did.

Ligier: The usual trio of JS21 cars. Planning ahead to use Renault V6 turbocharged engines in 1984 with the backing of the Antar petrol company, a partner company in the ELF group.

Ferrari: Two new cars with carbon-fibre composite monocoques in place of the previous aluminium honeycomb ones. Designated the 126C3 these new cars use all the mechanical components from the 126C2. There is no longer a glass-fibre bodywork over the monocoque, the "tub" forms the actual shape of the car. Chassis numbering continues the 126 sequence, with 066 for Arnoux and 067 for Tambay.

Arrows: A new A6 car for Boutsen. Number 5. Some day-by-day advertising on the cars makes them difficult to recognise and leaves little room for the numbers.

Osella: Another team without a Cosworth V8 engine in sight. Two new cars designed by Tony Southgate use Alfa Romeo V12 engines, transmission and rear suspension. New Southgate front suspension features the coil spring units high up in the middle over the driver's knees. The old original V12 Alfa-engined car as spare.

Theodore: The usual trio of Ensign inspired cars. Financial limitations prevent innovation, and now even prevents any serious test work.

Toleman-Hart: A new 183B for Warwick, number 4. Both drivers had twin-plug Hart 4-cylinder engines available. Giacomelli in car number 3, with number 2 as the spare. Car number 1 is used as a test-vehicle.

Spirit-Honda: A new car 201/C powered by the turbocharged Honda V6 engine. Still based on the Formula 2 Spirit-Honda chassis but lighter and tidier. The old hack-car as spare. An engine fault on race morning forced the team to race the old test-car.

We await with interest: The first sighting of a Honda-powered Williams car, the new Tyrrell 012, the signs that BMW might build a no-holds-barred racing engine, the Porsche V6 turbocharged engine in the McLaren, a Ligier powered by Renault, the next Ferrari engine, somebody financing an engine development programme at Brian Hart Engines Ltd, and the lap speeds at the Osterreichring. — D.S.J.

Renault had set the scene with 1 min 10.170 sec. Any lap worth considering had to be well under 1 min 11 sec. As the average lap among the also-rans was around 1 min 14 sec you can see how serious it is up at the front. Cheever had a go but could not break 1 min 11 sec, Patrese had a go and scored 1 min 10.881 sec., Piquet could *only* do 1 min 10.933 sec. Tambay went out and did 1 min 10.588 sec, fastest so far, but not fast enough, Prost went out and did 1 min 10.808 sec and the feeling was that the track was slower than yesterday. Then Tambay went out on his second set of marked tyres and did 1 min 10.145 sec and there was joy in the Ferrari pit, they were on pole position. Prost went out again, but didn't break 1 min 11 sec. It was all over. Or was it? Tambay was back in the pits and the Ferrari team took the tyres off the left side and replaced them with those from the right side used on the first run, so were craftily going to get three runs out of two sets of Goodyears. Cold air was blown through the intercoolers, water was poured over the aluminium radiators, and over the tyres and everything else that looked hot so that you began to think we had just had a rainstorm! Out went Tambay again, with enough rubber left for one flying lap, and he flew — 1 min 10.104 sec. We all fell about gasping and the debonair Frenchman was applauded loudly when he came back into the pits. But Arnoux, we'd forgotten about Arnoux. He had gone out early and done a leisurely 1 min 12 sec and then Mauro Forghieri had hidden him away in the shadows of one of the garages. We were all smiling contentedly at Tambay's performance when we became aware of another red car being wheeled out onto the pit apron with little René Arnoux sitting in the cockpit quite unmoved. There were eight minutes of qualifying time left to run as he set off down the pit lane. Round he went on his warm-up lap and then he gave it his all, not smooth and elegant like Tambay or Lauda, but "harry flatters and devil take the hindmost." He crossed the line at 147 mph on his exit from the *chicane* and the Longines timer recorded 1m 09.462 sec an average of 151.956 mph. We all fell about in paroxysms of joy, despair, amazement, bewilderment, or disbelief depending on whose side you were on, and little René climbed out of the new Ferrari 126C3 grinning from ear-to-ear and looking almost embarassed about the whole affair. The Regie Renault people had a pretty steely look in their eyes, the Munich men were looking on coldly, the Japanese were inscrutable, Brian Hart was looking on in admiration, and the Porsche people . . . Those people who are not engineers or who are stuck with old Cosworth engines smiled indulgently and talked about "screw driver tuning" and "any w----r could do that by just turning up the boost" to which I can only reply "Oh, really!"

After that anything else was going to be an anti-climax and so it proved to be.

We should record that Acheson (March), Fabi (Osella-Alfa Romeo V12) and Cecotto (Theodore) failed to qualify. Ghinzani scraped his Osella-Alfa V12 onto the back of the grid with 1 min 17.162 sec, seven and a half seconds slower than the Ferrari, while Rosberg's Williams was the fastest Cosworth powered car with 1 min 13.755 sec nearly four and half seconds down on the Ferrari *on one lap*, and he had been really trying. In passing it must be mentioned that Frank Williams had withdrawn Rosberg from the official timing in this final session, in order to carry out some Goodyear testing with unmarked tyres. He was quite content with his Thursday time which gave him fastest Cosworth time, for what it was worth, and while the big guns were firing off their one-lap specials, Rosberg put in 19 flying laps with a best in the region of 1 min 12 sec unofficially.

All that was left now was to run the 67 lap British Grand Prix, one lap shorter than the last one held at Silverstone, but it wasn't as simple as that. There were races for Formula 3 cars, Saloon cars, Historic cars, MG Metros, and flying displays, circuit rides, parades of old cars and new cars, tributes to Colin Chapman, tributes to Tony Vandervell and his cars, parades of flags, music and chat over the loud-speakers, Royal visits to the pits, helicopters, and all the fun of the fair and Hampstead Heath. It wasn't until 2 pm on Saturday afternoon that signs of the British Grand Prix became apparent, though there had been a 30 minute warm up session at 11.30 am which caused quite a bit of havoc. Between 12 noon and 2 pm Ferrari changed the engine in Tambay's 126C3, its brand new one fitted overnight having shown signs of failing. Williams changed the Cosworth V8 in Laffite's car and Brabham changed the BMW engine in Patrese's car, none of which was on schedule. Overnight Lotus had fitted a complete new wiring loom to Mansell's Lotus 94T and the misfire disappeared instantly and the amount of work being done in the two hours before the track was due to open was enough to keep a small factory running for a month.

At 2 pm the timekeepers gave a prolonged blast on the Lucas horns, which must produce the most vulgar and nauseating noise in motor racing, to indicate that all was ready for the count-down to the 2.30 pm start. This vast multi-million pound extravaganza was at last about to begin, to run for every bit of one hour and 25 minutes. Only 25 cars assembled on the grid

Continued on page 902

PRACTICE TIMES (Longines Timing)

No.	Driver	Thursday pm	Friday pm
1	K. Rosberg	1.13.755	withdrawn
2	J. Laffite	1.15.234	1.16.762
3	M. Alboreto	1.14.651	1.14.970
4	D. Sullivan	1.15.449	1.16.347
5	N. Piquet	1.11.098	1.10.933
6	R. Patrese	1.11.246	1.10.881
7	J. Watson	1.15.609	1.16.091(T)
8	N. Lauda	1.14.267	1.15.118
9	M. Winkelhock	1.13.493	1.11.687
11	E. de Angelis	1.10.771	1.11.114
12	N. Mansell	1.16.377	1.15.133(T)
15	A. Prost	**1.10.170**	1.10.808
16	E. Cheever	1.11.055	1.11.520
17	K. Acheson	1.19.267	1.18.103
22	A. de Cesaris	1.13.163	1.12.150
23	M. Baldi	1.14.006	1.12.860
25	J-P. Jarier	disallowed	1.15.767
26	R. Boesel	1.15.386	1.16.134
27	P. Tambay	1.10.874	1.10.104
28	R. Arnoux	1.10.436	**1.09.462**
29	M. Surer	1.15.135	1.15.350
30	T. Boutsen	1.14.964	1.15.686
31	C. Fabi	1.20.400	1.17.594
32	P. Ghinzani	1.17.162	1.16.544
33	R. Guerrero	1.15.441	1.15.317
34	J. Cecotto	1.16.714	1.16.786
35	D. Warwick	1.12.528	1.12.541
36	B. Giacomelli	1.13.792	1.13.422
40	S. Johansson	1.15.535	1.13.962

(T) denotes use of spare car.

STARTING GRID

28
R. Arnoux
(Ferrari V6 t c)
1 min 09.462 sec
7 (1 min 15.214 sec)

27
P. Tambay
(Ferrari V6 t c)
1 min 10.104 sec
62 (1 min 14.805 sec)

15
A. Prost
(Renault V6 t c)
1 min 10.170 sec
32 (1 min 14.212 sec)

11
E. De Angelis
(Lotus-Renault V6 t c)
1 min 10.771 sec
1 (1 min 23.401 sec)

6
R. Patrese
(Brabham-BMW t c)
1 min 10.881 sec
4 (1 min 14.857 sec)

5
N. Piquet
(Brabham-BMW t c)
1 min 10.933 sec
36 (1 min 14.327 sec)

16
E. Cheever
(Renault V6 t c)
1 min 11.055 sec
2 (1 min 16.261 sec)

9
M. Winkelhock
(ATS-BMW t c)
1 min 11.687 sec
28 (1 min 15.144 sec)

22
A. de Cesaris
(Alfa Romeo V8 t c)
1 min 12.150 sec
64 (1 min 15.032 sec)

35
D. Warwick
(Toleman-Hart t c)
1 min 12.528 sec
24 (1 min 15.856 sec)

23
M. Baldi
(Alfa Romeo V8 t c)
1 min 12.860 sec
65 (1 min 15.207 sec)

36
B. Giacomelli
(Toleman-Hart t c)
1 min 13.422 sec
1 (1 min 29.957 sec)

1
K. Rosberg
(Williams-Cosworth V8)
1 min 13.755 sec
52 (1 min 16.887 sec)

40
S. Johansson
(Spirit-Honda V6 t c) (T)
1 min 13.962 sec
3 (1 min 17.934 sec)

8
N. Lauda
(McLaren-Cosworth V8)
1 min 14.267 sec
60 (1 min 15.923 sec)

3
M. Alboreto
(Tyrrell-Cosworth V8)
1 min 14.651 sec
55 (1 min 17.456 sec)

30
T. Boutsen
(Arrows-Cosworth V8)
1 min 14.964 sec
59 (1 min 17.913 sec)

12
N. Mansell
(Lotus-Renault V6 t c)
1 min 15.133 sec
49 (1 min 14.434 sec)

29
M. Surer
(Arrows-Cosworth V8)
1 min 15.135 sec
63 (1 min 18.552 sec)

2
J. Laffite
(Williams-Cosworth V8)
1 min 15.234 sec
36 (1 min 16.228 sec)

33
R. Guerrero
(Theodore-Cosworth V8)
1 min 15.317 sec
56 (1 min 18.351 sec)

26
R. Boesel
(Ligier-Cosworth V8)
1 min 15.386 sec
47 (1 min 17.659 sec)

4
D. Sullivan
(Tyrrell-Cosworth V8)
1 min 15.449 sec
60 (1 min 17.858 sec)

7
J. Watson MBE
(McLaren-Cosworth V8)
1 min 15.609 sec
14 (1 min 16.090 sec)

25
J-P. Jarier
(Ligier-Cosworth V8)
1 min 15.767 sec
53 (1 min 16.477 sec)

32
P. Ghinzani
(Osella-Alfa Romeo V12)
1 min 16.544 sec
37 (1 min 19.920 sec)

Did not qualify:
34 J. Cecotto (Theodore-Cosworth V8) 1 min 16.714 sec
31 C. Fabi (Osella-Alfa Romeo V12) 1 min 17.594 sec
17 K. Acheson (March-Cosworth V8) 1 min 18.103 sec

(T) by time indicates spare car used to record time.
N.B. Times in brackets on grid are best laps in race.
Number in bold is lap on which achieved

Michelin wins again.

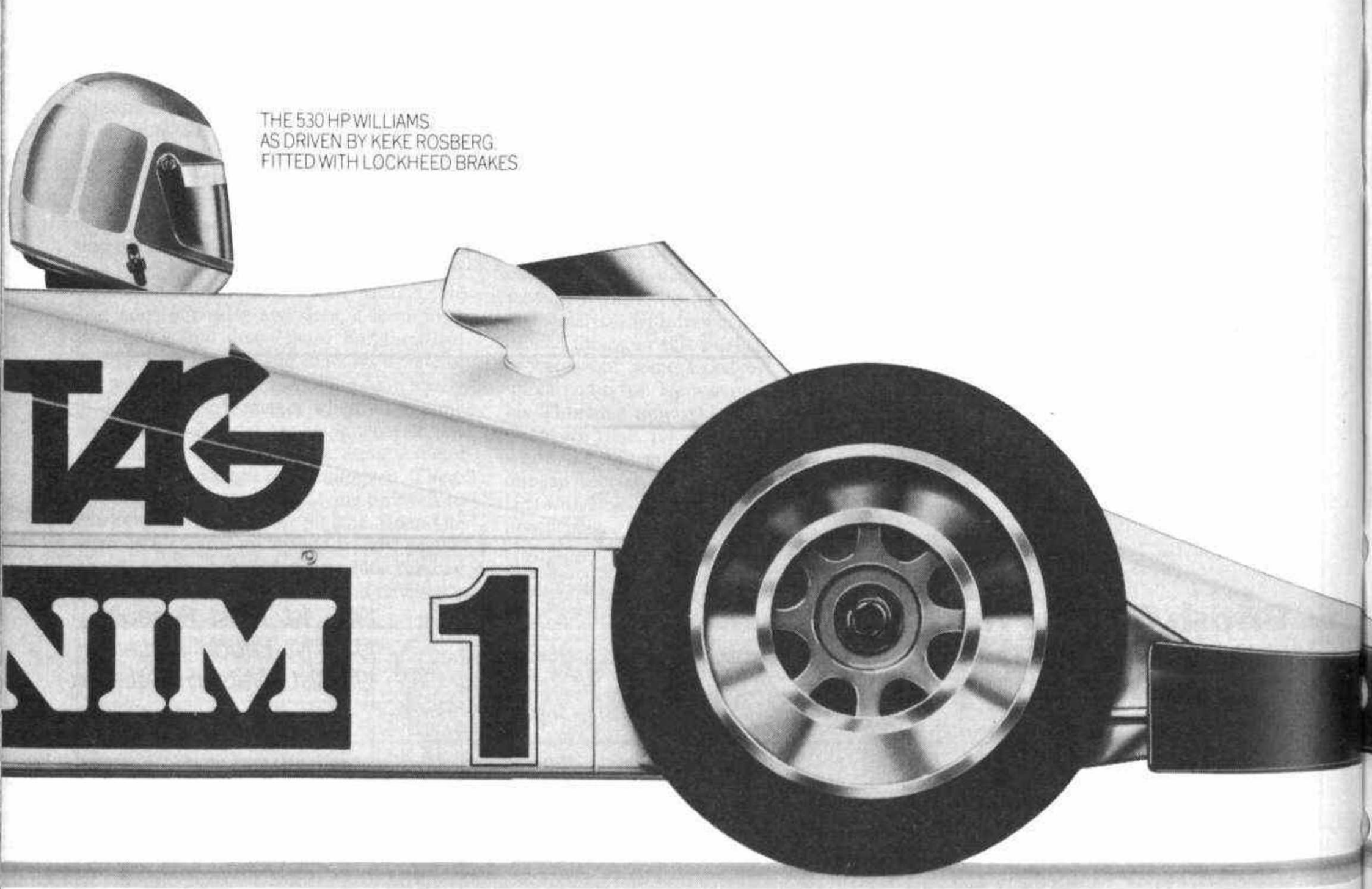


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1983 1st Prost Renault
1982 1st Lauda McLaren
1981 1st Watson McLaren

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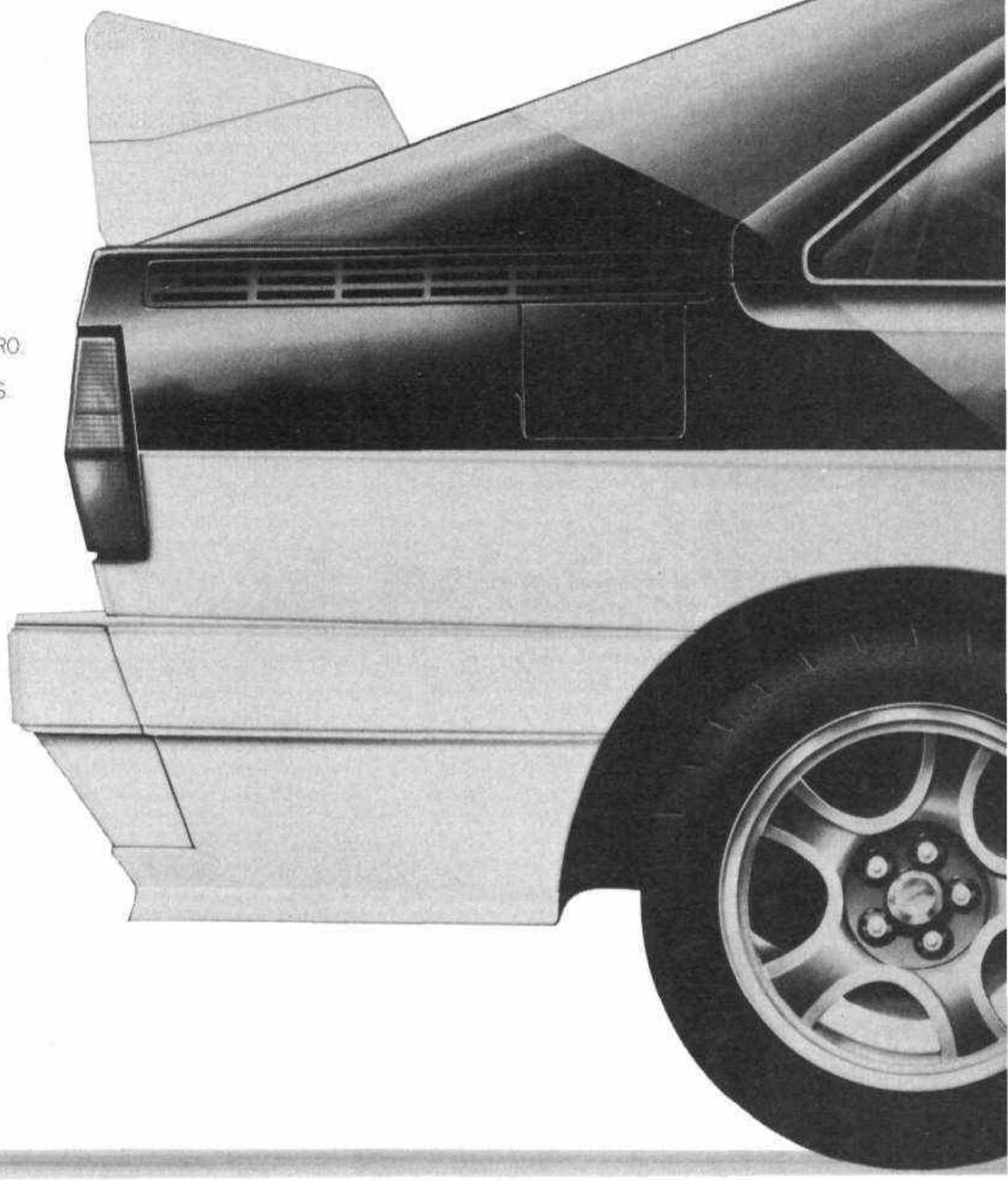
However, being Finnish and an ability to finish first aren't all they share.

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continued from page 898

as Ghinzani's Alfa Romeo V12 engine died on him on the warm-up lap and he had to take the start from the pit lane. The two red Ferraris led the field round on the parade-lap, they all paused back on the grid and then they were off, scrabbling into Copse Corner in what looked like a multiple pile-up from behind, but which proved to be clean and concise and away they streamed on the opening lap led by Tambay's Ferrari. It was Ferrari all the way, or so it seemed, with Tambay comfortably ahead of Arnoux, followed by Prost, Patrese, Cheever, de Angelis, Piquet, de Cesaris, Winkelhock, Warwick, Johansson, Mansell and Baldi, all turbo powered, with Lauda leading the Cosworth brigade in 14th place, hotly pursued by Rosberg. That was lap 1. On lap 2 de Angelis stopped in a cloud of smoke as his Renault power unit expired, and Giacomelli was into the pits with turbo trouble and one more lap and Cheever was into the pits with his Renault engine failing fast. The Honda quietly disappeared on lap 5 and on lap 9 Patrese came into the pits with enough white smoke coming out of the exhaust to proclaim *finis*.

Those two red Ferraris were beginning to look majestic out in front but by 12 laps it was obvious that Arnoux was slowing, and in doing so he was holding up Prost who was in third place. In any activity but Formula One this could have been seen as "team-tactics" allowing Tambay to get away to a commanding lead, but Formula One isn't like that. Arnoux was in tyre trouble, and Prost wore him down and took second place on lap 14 and began closing on Tambay. At the same time Piquet in fourth place began to close up on Arnoux and as the Renault (Prost) and the Brabham (Piquet) were on Michelin tyres and the Ferraris were on Goodyears, it was pretty obvious that the French tyres were adapting to the conditions better than the American ones. These four cars were out on their own, with de Cesaris leading the mid-field pack which comprised Winkelhock, Mansell, Warwick, Lauda, Baldi, Watson, Rosberg and Jarier, with Laffite leading the tail-enders.

One thing that Tambay can do, that Arnoux cannot do, is to adapt his driving to the conditions prevailing, so when he found that the Michelin-shod cars were getting better traction than the Goodyear ones, he didn't panic, but played it cool. Arnoux is much less sensitive to such race subtleties and tends to make a bad situation worse, rather than nursing it so while Tambay bowed to the inevitable and relinquished his place first to Prost and then to Piquet, he hung on in third, while Arnoux fell right away. Everyone of importance was planning on making a pit stop for new tyres and another half a tank of fuel, even the McLaren team joining in. When Warwick appeared in the pit lane after 27 laps it was assumed he was stopping early from his



THE brand new Lotus 94T driven by Mansell ran faultlessly to fourth place.

eighth place, but not so, his stop was terminal with gearbox trouble. Winkelhock started the refuelling stops, followed by Watson who lost time through being in neutral instead of first gear when they dropped him off the jacks, and then the leaders began to come in. Arnoux was in and out, quickly, as were Prost and Tambay, the Renault pit work being very good, though naturally Piquet had gone by into the lead until it was his turn to stop. Alfa Romeo lost a lot of time for de Cesaris, and on lap 41 Piquet was into the pits. The Brabham team were superb and had the wheels changed and the air jacks up in 10 sec, while 2¼ more were needed to complete the refuelling. Piquet was stationary for 12.26 sec according to Longines and the Brabham lads received a well-deserved round of applause, but what a pity that none of the 85,000 paying customers could see it happen, for the pits are holy ground now. Two laps later the Lotus team did a superb job on Mansell, refuelling and changing wheels in 13 sec exactly and then we were all back to square one, apart from de Cesaris.

Before the stops the order had been Prost (Renault), Piquet (Brabham), Tambay (Ferrari), Arnoux (Ferrari), de Cesaris (Alfa Romeo), Winkelhock (ATS), Mansell (Lotus), Lauda (McLaren) and now it was Prost, Piquet, Tambay, Arnoux, Mansell, Winkelhock, Lauda. Apart from Mansell passing the dispirited Arnoux, much to the joy of the partisan crowd who overlooked the French engine in the British Lotus driven by the British driver, nothing changed through to the end of the 67 laps. The quiet, shy Alain Prost cruised round in his usual unimpressive fashion, his Renault never missing a beat, followed by the sleek BMW-powered Brabham of Piquet and the red Ferrari of Tambay. From his starting position in 18th place Nigel Mansell had made full use of his new Renault-powered Lotus 94T to come steadily up to a well-deserved fourth place. As he said last year, when he was struggling along with a Cosworth-powered Lotus, and before Colin Chapman had done the deal with Renault. "It's not fair, we (the Cosworth brigade) drive our hearts out and all they (the turbo-powered brigade) do is swan around and just turn up the boost". He obviously found the right knob in the Lotus cockpit this time.

It had not been an exciting race, or even an enthralling one, and I'm not sure it was worth spending three days on the Silverstone airfield as far as the British Grand Prix was concerned. The pleasant grass and garden party atmosphere has gone from Silverstone, to be replaced by a mixture of industrial estate, housing estate and prison camp, not unlike Brands Hatch. I would not have missed the qualifying hour on Friday for anything.

The whole thing was completely spoilt by that British sportsman Ken Tyrrell lodging an official protest about the petrol being used by the Renault and the two Ferraris, in respect of the water-injection on their engines. Strangely, the Lotus was not protested, even though it has the same water-injection system as the works Renault and runs on the same ELF petrol. Tyrrell would appear to be challenging the mighty Agip concern of Italy and the ELF concern of France, which seems a very brave thing for a Surrey ex-timber-merchant to do. The Stewards had to deliberate over Tyrrell's protest, and finally they threw the protest out and pocketed his fee and we all went home. — D.S.J.

RESULTS

THE BRITISH GRAND PRIX — Formula One — 67 laps — Silverstone — 4.719 kilometres per lap — 316.173 kilometres — heat wave

1st	Alain Prost	(Renault RE40/05)	1 hr 24 min 39.780 sec — 224.049 kph (139.218 mph)
2nd	Nelson Piquet	(Brabham BT52B/5)	1 hr 24 min 58.941 sec.
3rd	Patrick Tambay	(Ferrari 126C3/067)	1 hr 25 min 06.026 sec.
4th	Nigel Mansell	(Lotus 94T/2)	1 hr 25 min 18.732 sec.
5th	René Arnoux	(Ferrari 126 C3/066)	1 hr 25 min 38.654 sec.
6th	Niki Lauda	(McLaren MP4/1C/7)	1 hr 24 min 13.450 sec. — 1 lap behind
7th	Mauro Baldi	(Alfa Romeo 183T/06)	1 hr 25 min 19.074 sec. — 1 lap behind
8th	Andrea de Cesaris	(Alfa Romeo 183T/05)	1 hr 25 min 19.321 sec. — 1 lap behind
9th	John Watson MBE	(McLaren MP4/1C/8)	1 hr 25 min 52.687 sec. — 1 lap behind
10th	Jean-Pierre Jarier	(Ligier JS21/04)	1 hr 25 min 44.366 sec. — 2 laps behind
11th	Keijo Rosberg	(Williams FW08C/07)	1 hr 25 min 02.154 sec. — 2 laps behind
12th	Jacques Laffite	(Williams FW08C/08)	1 hr 25 min 30.009 sec. — 2 laps behind
13th	Michele Alboreto	(Tyrrell 011/4)	1 hr 25 min 30.987 sec. — 2 laps behind
14th	Danny Sullivan	(Tyrrell 011/6)	1 hr 25 min 55.497 sec. — 2 laps behind
15th	Thierry Boutsen	(Arrows A6/5)	1 hr 25 min 57.145 sec. — 2 laps behind
16th	Roberto Guerrero	(Theodore MN16)	1 hr 25 min 18.185 sec. — 3 laps behind
17th	Marc Surer	(Arrows A6/4)	1 hr 25 min 50.167 sec. — 3 laps behind
18th	Manfred Winkelhock	(ATS-D6/02)	retired on lap 50 — exhaust pipe trouble
19th	Raul Boesel	(Ligier JS21/03)	retired on lap 49 — hydraulic trouble
20th	Piercarlo Ghinzani	(Osella FA1E/3)	retired on lap 47 — fuel system trouble
21st	Derek Warwick	(Toleman TG183B/04)	retired on lap 28 — gearbox trouble
22nd	Riccardo Patrese	(Brabham BT52B/6)	retired on lap 10 — turbo failure
23rd	Stefan Johansson	(Spirit 201/4)	retired on lap 6 — engine trouble
24th	Eddie Cheever	(Renault RE40/04)	retired on lap 4 — engine trouble
25th	Bruno Giacomelli	(Toleman TG183B/03)	retired on lap 4 — turbo trouble
26th	Elio de Angelis	(Lotus 94T/1)	retired on lap 2 — turbo failure

Fastest lap: Alain Prost (Renault RE40/05) on lap 32 in 1 min 14.212 sec — 228.897 kph (142.230 mph)

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Formula One Profile:

Patrick Tambay



TAMBAY at the wheel of the latest Ferrari, testing for the British GP.

THERE can be few Grand Prix drivers whose careers have been subject to such violent fluctuations as that of the genial Frenchman Patrick Tambay, for the 34-year-old from Cannes has faced two occasions on which his Formula One career seemed to have come to a complete stop. Yet, in 1983 he is an envied member of the Scuderia Ferrari's driving team, a fact that is a testimony to his quiet confidence and considerable good fortune over the years. Some drivers enter Formula One and sustain an impressive curve of achievement, right to the very top of the sport, from the day they first handle a Grand Prix car. But for Tambay things have been very different: at two crucial points in his career he has been the right man, available in the right place at the right time.

Born in Paris on June 25th, 1949, Tambay was the son of a building developer who moved to the *Côte d'Azur* when Patrick was still very young. While at school the young Tambay became highly accomplished at skiing, actually gaining a place in the French national team, winning the national junior downhill title at the age of eighteen. In 1970 his love of the sport earned him a skiing scholarship at the University of Colorado, and the fact that he still has a slight American "twang" to his accent betrays the two years he spent there pursuing a course in business administration.

It wasn't until 1971, at the relatively late age of 23 years, that he set his sights on motor racing, and then only after he'd been tempted into taking part in a racing school programme at Paul Ricard while he was holidaying nearby. By the end of the course Tambay had made such a good impression on the chief instructor, former F3 ace Phillipe Vidal, that it was suggested that he return to Ricard for the finals of the school's competition the following October. He managed to get ten days off from University and jetted back for this important "club" race, which he won by three seconds over ten laps. The judging panel, which included Ken Tyrrell and François Cevert, had no hesitation in awarding him the top prize — a year's racing in the national Formule Renault category the following season!

From that moment onwards, Patrick Tambay was locked into the well-organised and sensibly structured system, largely sponsored by Elf and Renault in a variety of ways, which is responsible for the healthy number of French drivers currently participating on the 1983 F1 scene. His progress was secure, not that he didn't show an abundance of promise, however. Although Jacques Laffite was the man who won the 1972 Formule Renault title, Elf continued to support Tambay's career into the 1973 season. At the wheel of an Alpine, he battled throughout the year with one of his contemporaries for the title, eventually losing out to this rival by a single point at the end of the season: and that man was, by a curious twist of fortune, to be his Ferrari team-mate from the start of 1983, René Arnoux!

Tambay's progression to Formula One followed via a series of Elf-financed F2 teams: the Elf 2 organisation, the March-BMW squad and the Renault V6-engined Martinis. He eventually put together a deal with Teddy Yip to drive one of the promising Ensign N177s and it was the intention that the car should make its début in the 1977 French Grand Prix at Dijon. Unfortunately, although Tambay turned up in hopeful anticipation, the Ensign wasn't quite ready and he would have been obliged to sit out both qualifying sessions had it not been for the generous intervention of John Surtees. The English team chief asked Patrick whether he would like to try his hand at the wheel of the second works TS16, so the Frenchman happily accepted. Unfortunately, Tambay's first official practice session in an F1 machine ended with the Surtees off the road, enmeshed in the catch fencing, but it's typical of his character that he doesn't blame anybody but himself — even though it's pretty clear that he inwardly considers himself *not* to be responsible for the excursion. "I'm pretty certain I know what happened, and that's all that matters," he reflects quietly, "there's no point in casting round any blame . . . let's just say that I'm quite satisfied why, and I don't wish to cast any blame on anybody so long after the event. . ."

By the end of the 1977 season, Tambay had forged a reputation as a promising rising F1 star, but it was still a trifle surprising when the McLaren team selected him to succeed Jochen Mass as James Hunt's number two for 1978. Surprising because Gilles Villeneuve had been recruited to drive a third works McLaren in the 1977 British Grand Prix at Silverstone, and the French Canadian's sparkling form in this race had marked him out as an outstanding talent. Teddy Mayer's decision to opt for Tambay rather than Villeneuve has been a matter for speculation ever since, but lest the decision cast an adverse cloud over Tambay's ability, it should be recalled that Patrick was second in pre-qualifying behind Villeneuve at Silverstone and it was with some satisfaction that the Frenchman brought his McLaren M26 home in sixth place at Buenos Aires at the start of the following year. That was one place ahead of Gilles' Ferrari T3!

Tambay's mild-mannered and somewhat deferential approach to the Formula One business didn't really stand him in good stead during his two seasons with McLaren. Although he wouldn't admit it, he certainly wasn't forceful enough in his dealings with the management and, while James Hunt continued to monopolise everybody's attention, the Frenchman got pushed into the background. One might rightly say that Hunt, as 1976 World Champion, fully deserved the lion's share of attention, but by 1978 the team had been well and truly left behind in the ground effect race and even Hunt seldom managed to run near the front.

"Not only did I feel as if I was nothing more than a hired hand," Tambay remembers, "but that M26 was an incredibly heavy car to handle. In fact, I

think I can honestly say that it was the heaviest car I've ever driven; and that includes cars from the ground effect era as well. . ." Whether Hunt and Mass, who were both tremendously strong drivers, had simply shrugged this feature of the car aside during the previous season isn't clear, but Patrick insists "that you could only drive it for about ten laps before your arms felt as though they were going to fall off. . . I just used to hang on and wait for the race to end!"

At the end of the 1978 season Hunt left McLaren and moved off to take up a brief stint with the Wolf team before abruptly retiring mid-way through the following season. Tambay, however, stayed on with the McLaren squad where he was now partnered by John Watson, the Ulsterman moving across from Bernie Ecclestone's Brabham-Alfa outfit. Gordon Coppuck had pencilled a brand new car, the ground effect M28, but this proved to be a total disaster: by the end of the season acrimony was rife within the team's management hierarchy and Tambay became one of the casualties of a "clear out" which very nearly finished Watson's reputation and effectively scuppered Coppuck's future with the team.

Patrick remained philosophical over his treatment by McLaren, but there was no hiding his acute sense of disappointment. Looking at the situation objectively, he'd been allowed a good crack of the whip. Two years with an ostensibly top line team had left his reputation almost in a worse state than it was before he'd started. Outsiders tended to write him off, even though a close examination of his form during those two seasons indicated that his practice times had always been comparable with his more experienced team leaders.

His 1980 season provided him with a morale-boost win in the North American Can-Am Championship at the wheel of a V8 Chevrolet-engined Lola sports racing car, but beyond this it didn't seem clear where



TAMBAY's first race in the McLaren M26 netted a single Championship point, but in South Africa (photo) he spun off the track.

his career would lead. Ironically, the man who'd given him his first F1 chance, Teddy Yip, was the man who beckoned him back onto the Grand Prix stage. Yip was regrouping his F1 team at the start of 1981 with a modest little Cosworth V8-engined chassis designed by Tony Southgate and, rather than stay out of the F1 firmament, Patrick agreed to drive it.

Tambay's next major stroke of luck came at Jean-Pierre Jabouille's expense a few months later. Badly injured in a crash during the previous year's Canadian Grand Prix at Montreal, Jabouille had clawed his way back to some semblance of fitness in order to take his place alongside his brother-in-law Jacques Laffite in the Talbot-Matra team. Unfortunately, Jean-Pierre's legs hadn't healed properly and it quickly became clear that he wasn't going to be able to drive the machine effectively. After a particularly poor showing at Jarama in the Spanish GP, he was quietly retired and Tambay was recruited to take his place.

Patrick's easy-going nature made it easy for him to work with Ligier's organisation, an organisation which, by that time, was totally built round Laffite's priorities and requirements. Jacques had been with the team ever since it started in 1976 and anybody coming in as his team-mate was clearly going to be faced with a pretty difficult situation. If there was any new, special equipment going, then Laffite would have it. Tambay didn't bitch and bind about this situation, but simply concentrated on getting on with his job as number two. Even when he had to start the 1981 British Grand Prix in the knowledge that defective gearbox bearings would certainly lead to his car's retirement within 20 laps, he wasn't unduly irritated. And at the end of the day he was one of the few drivers to congratulate John Watson on his tremendous success in winning his home Grand Prix. "After all his problems, I'm happy for John," he said reflectively, "I know what he's been through." He certainly did, having shared that nightmare 1979 season at McLaren with the Ulsterman!

By the end of 1981, Tambay found himself unceremoniously dropped by Ligier and, in the absence of any other firm offers, decided to concentrate on a North American racing programme. It looked as though he might have a brief return at the wheel of an Arrows for the South African GP, after Surer broke his ankles in testing, but he found himself disillusioned at the prospect of the drivers battling with FISA over the terms of their licences and cried off shortly after arriving at Kyalami.

"My business is racing, and racing alone,"



WITH the Ferrari 126C2B on the way to victory in the 1983 San Marino GP.



FIRST race for Ferrari — Tambay on his way to seventh place in the 1982 Dutch GP at Zandvoort.

he says forcefully, "I don't care for the political side of this business and it's something which I consider is not my affair. The politicians should sort the rules and regulations out before we ever get to a race circuit." It honestly didn't look, at this stage, as if Tambay would make a third appearance on the F1 stage.

What followed next was interesting from two points of view. Firstly, it was obvious that Patrick's F1 aspirations were by no means exhausted, and secondly it was eventually to underline just how a driver's ability can come to flower under circumstances where a great deal of pressure and responsibility is placed upon his shoulders.

With Gilles Villeneuve dying after an accident during practice for the 1982 Belgian Grand Prix, there was suddenly a vacancy in the Ferrari F1 line-up. Patrick Tambay had no second thoughts and accepted an offer from Maranello as soon as it was made, joining the team to play the role as Didier Pironi's number two as from the Dutch Grand Prix. Then came Pironi's dreadful practice accident at Hockenheim and, within six weeks of joining the team, Tambay suddenly found himself with the pressure and responsibility of leading the team.

To his great credit, he managed to win a significant victory in the German Grand Prix: significant not so much because of the fact it was his first F1 triumph, but because of its timing. The Ferrari team was in the depths of despair after Saturday qualifying; it had started the season with the strongest driving team in the business and now it was reduced to relying on a relative newcomer with little experience at the wheel of the turbocharged 126C2. But one only had to see the reaction on the Ferrari mechanics' faces on the Sunday afternoon to realise that Tambay had secured a very special place in their hearts. Psychologically, the benefit which accrued to him from that win has given him an impetus from which he is still benefiting a year later.

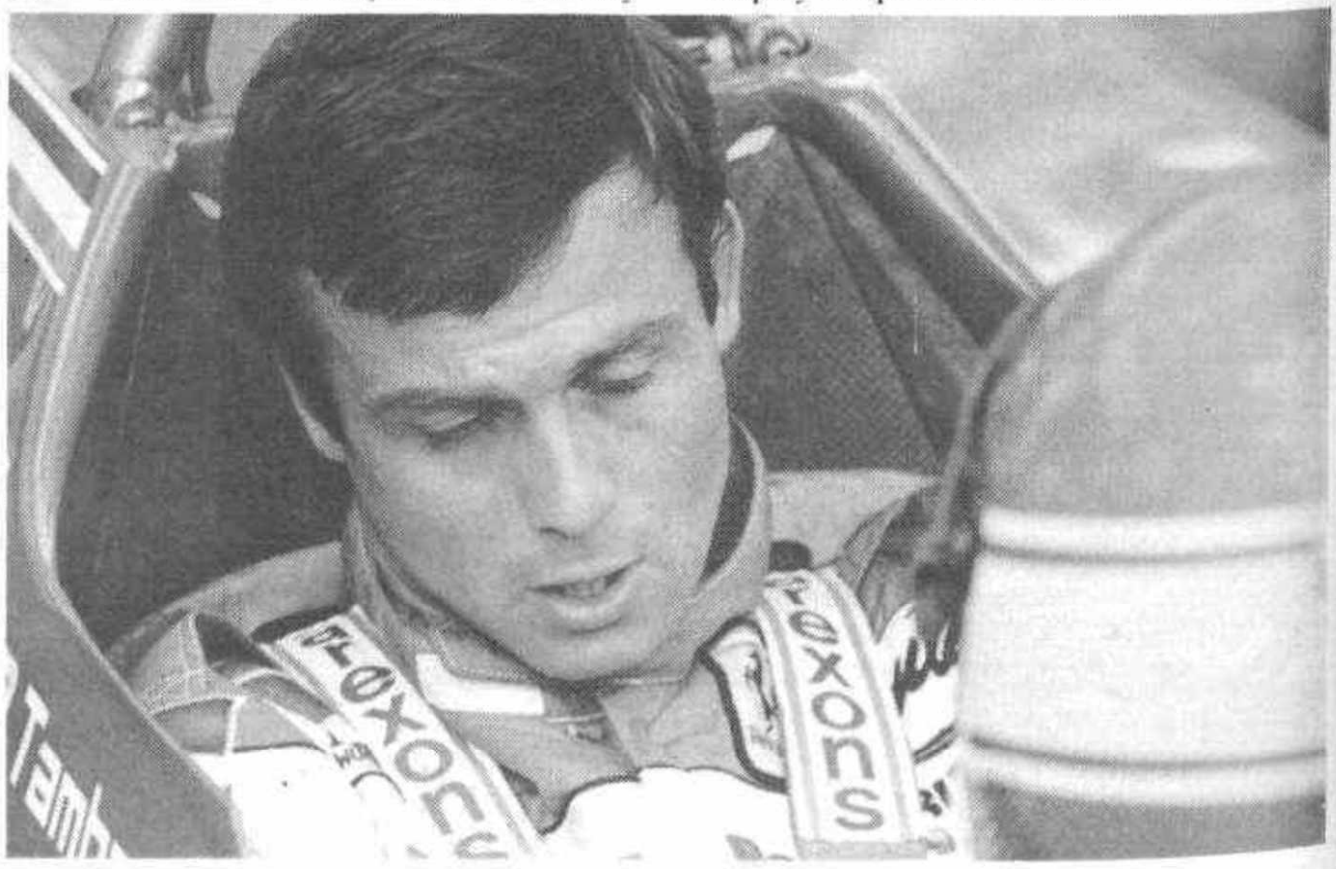
This year Tambay's position has changed significantly. From being the man who "held the act together" so heroically, he's now pitched in as equal number one with the uncompromising René Arnoux, a man who's gained a reputation as one who drives a pretty hard bargain, both on the track and off. Many people felt that René would easily outclass his former F/Renault rival and Teddy Mayer, whose path crossed with Tambay's in the McLaren days, was moved to remark: "I think Arnoux will eat Tambay for lunch . . ." But because Arnoux has turned out to be a disappointment as a test and development driver, Tambay has made him look foolish on more than one occasion.

There's an air of steely, controlled confidence about Patrick Tambay in 1983. The charm is still there, but he is clearly taking Formula One more seriously than ever, relishing the amount of time spent by the Ferrari team analysing every aspect of its cars' performance in every test session, practice and race they carry out.

"After a race, we talk, talk, talk," he says with great relish, "I then go home and have a long think about my car's performance before composing a telex to the factory in which I itemise every detail about the engine's performance, the chassis behaviour through the corners — on entry, apex, exit — its revs on the straight, its oil pressure, its water temperature. . . This, for me, is what's been missing in my relationship with teams in the past. At McLarens I never heard from anybody between races; but now hardly a day goes by without me speaking to Mauro Forghieri on the 'phone . . ."

Twelve months ago, Tambay was content in his role as a Ferrari driver. Naturally, his vision has now widened to encompass the possibility of winning the World Championship. But he refuses to make it an obsession. "I can only go out and do the best possible job I'm capable of in each race. I can't control what other people do, so I may end up with the Championship, and I may not. Obviously I think it's possible. If not this year, then perhaps next."

All Grand Prix drivers have egos, but Tambay's unhappy experiences on the way to his current position of prominence have ensured that his is rather more under control than many of his rivals'. He admits that his family and his racing are his two main preoccupations in life, interestingly in that order. Critics may suggest that he lacks the total commitment that makes a real Champion, but many more might suggest that he simply retains a sense of perspective lacking in many of his colleagues. Either way, Champion or not, Patrick Tambay is acknowledged as one of the most pleasant and accommodating individuals in a world which is not always characterised by displays of personal charm. — A.H.



Formula 2 review:

Palmer closes on Gabbiani

AFTER the first five rounds of this year's European Championship for Formula Two, it looked as if one man was going to walk away with the title. Beppe Gabbiani won at Silverstone, Thruxton, Nürburgring and Vallelunga and although he retired at Hockenheim, he was clearly the class of the field. "No one who has won four out of the first five races, has ever lost the championship" quoth the sages, and they could still be proved right; but at Pau, precisely halfway through the season, the chain was broken, and for the first time this year it looked as if the championship was not going to be a foregone conclusion after all.

When Gabbiani scored that first win at a slippery Silverstone, the racing world was highly sceptical. Gabbiani's reputation, forged from three and a half seasons of F2 and a disastrous F1 début with Osella, was enough for people to suggest that if he could run away with the championship so easily, then it must be a pretty poor crop of drivers he had for competition. Gabbiani himself would be the first to agree that his first two seasons of F2 were wild, but his ability is nowhere near as bad as that fragile, ponderous Osella F1 car made it look.

March Engineering and Onyx Race Engineering (Mike Earle's Bognor Regis-based team contracted to run the works cars), found Gabbiani a better driver than they'd ever hoped for, but Earle surely pulled a master-stroke when he hired his old friend and former Grand Prix driver, Peter Gethin, as Beppe's crew chief. Experienced but also light-hearted and amusing, Gethin has been the perfect foil to Gabbiani's slightly volatile Latin character. Beppe is not particularly technically minded and he's no great lover of testing, but Gethin has been able to interpret his feelings of how the car is handling, and turn the Gabbiani-March combination into a race-winner.

The Gabbiani of old has been a comparatively rare sight this season, Beppe driving smoothly and cleanly without many errors. "Drive like an Italian, but think like an Englishman" Gethin tells him, and the fact that his Michelin tyres are invariably in better shape after a race than any other's, shows that Beppe is heeding the advice.

The fact that Gabbiani's once impressive championship lead has been whittled away, cannot be entirely laid at his door. He's made only one driving error this year, at Hockenheim where he spun off in frustration having tried to make up for his car's sloth down the straights by taking chances in the corners. But at Pau a drive-shaft broke and at Jarama a combination of tyre, brake and engine problems kept him off the pace. Several times he has overcome an indifferent grid position which has been no fault of his own and he has also shown that he can withstand pressure; such as when Alessandro Nannini chased him all the way at the 'Ring, and a dominant victory in front of a home crowd at Vallelunga, two equally highly impressive wins.

That March is at the top of the championship table after Donington, is all down to Gabbiani; now Earle's team must get itself together again after a spate of uncompetitiveness to allow Gabbiani to make the ultimate delivery.

Apart from the Gabbiani renaissance, the other major topic of conversation in F2 this year has been the cheating of the 4 cm ground clearance rule. Any device with the intention of lowering the car's bodywork below the 4 cm minimum to achieve ground effect, was banned at the end of the 1982 season; but when certain cars, notably the Ralt-Hondas of Jonathan Palmer and Mike Thackwell, appeared at Thruxton with dual spring suspension, those who had stuck to the spirit of the regulations began to mumble about cheating.

At Pau, Ralt designer Ron Tauranac was pressured into taking off the dual springs but when the cars reappeared with the system at Jarama in Spain, the protests from the Onyx and Gresham works March teams were finally filed. In addition Philippe Streiff's AGS and the Maurers of Stefan Bellof and Alain Ferté were also protested, all five cars adjudged to be touching the ground with their side-pod rubbing strips so much, that they were enjoying the illegal benefit of ground effect.

Following the protests, a FISA Technical Commission clarified the regulations adding that in addition to checking cars were in accordance with the 4 cm rule while stationary in the pit lane, other objective methods could be employed when the cars were circulating on the track. This means that if a car is observed to touch the ground with its bodywork when it is moving, it can be adjudged to be breaking the ground clearance rule and therefore penalised. This is precisely what happened to the Ralts and the AGS, and they were excluded from the Jarama results on the eve of the eighth round of the European Championship at Donington Park. Ralt immediately appealed but removed its controversial dual springs from both cars before the start of the race where, in front of a TV audience, the Casio-backed, Honda powered machines scored a dominant one-two victory. It makes you wonder why Ralt ever bothered with dual springs in the first place, for instead of lying five points behind Gabbiani in the championship, Palmer could be two points in front.

People in the sport are constantly asking: "How good is Jonathan Palmer?", as if they expect his apparent ability and results to be explained away by his having the best car, the best engine, whatever. Why can't people simply accept that he is a naturally talented racing driver? It's probably because they find his character slightly irksome. Apart from his ability behind the wheel, J.P. is also intelligent enough to appreciate the importance of his appearance, what he says in public and what sort of image he creates for his team and his sponsors. In short he is probably the most complete racing driver we have in this country; talented, bright and single-minded about race driving to the exclusion of everything else. He therefore comes across as very confident and perhaps overly full of himself; even World Champion Keke Rosberg refers to him as the "Young Academic", and there's a man who should know all about egos.

In an interview with *Motoring News* a couple of years ago, Jonathan admitted that he was so intent on becoming World Champion that he could be described as boring. His critics would not hesitate to agree but in the absence of a real bench mark in F2, we can judge Palmer's ability from a 1 min 10.00 sec lap at Silverstone during testing with a Williams FW08C. You need considerably more than a silver tongue to do that.

Palmer has certainly been the most consistent driver this year since retiring from the first round at Silverstone with a fuel pump problem. Since then he's scored two wins (at Hockenheim and Donington) and finished every other race in the points, if you include Jarama. He would have "won" there as well, were it not for another fuel pick up problem which cost him the lead 10 laps from the end.

As the F2 season sets off on its final stage, the pendulum has well and truly swung in Ralt's favour, the car not exactly out-classed by the March earlier in the season, but at least not able to offer its drivers the chance to stay with Gabbiani. Ralt, using Michelin tyres for the first time this year, does not yet enjoy the same relationship with the French company as March, while sometimes one wonders whether Ron himself isn't trying to do too much. He's got a thriving retail market, he's the designer of the cars and there's all the administrative work; maybe he finds the business of team manager at weekends, relaxing!

Ralt's other driver is 22-year-old New Zealander Mike Thackwell. This is Thackwell's second turn at the wheel of a Ralt-Honda, having originally driven for the team in 1981 when he survived a truly massive testing shunt at Thruxton, early in the season. Although only his ankles were broken, the effects of stopping from 140 mph in about two feet have never been determined and Thackwell's personality remains an enigma. His mood can change abruptly in hours: chatty, helpful and open one day, monosyllabic and withdrawn the next; but whatever one's personal feelings about Thackwell, there can be no denying

Continued on page 920



Audi 200

IT IS less than a year since the new Audi 100 was launched, and yet already the German company has backed it up with their top-line luxury development of it, the turbocharged 200. The previous version suffered by being a long time behind its base model, and also from certain developmental shortcomings in the turbo system. Generally speaking, however, it was well received, particularly the automatic version which tended to disguise the turbo lag, and as a target to surpass it cannot have been easy.

With economy one of the main objectives, the very slippery body of the 100 has been substantially unaltered, with the exception of a new chin spoiler and flatter headlamp units, while the rear lamps now spread right across the tail. 180 bhp is developed by the "second generation" five-cylinder inter-cooled turbo engine, while a non-turbo 135 bhp car will also be offered. The turbo engine has been greatly developed and with its high 8.8:1 compression ratio pulls extremely strongly from low speeds, with the boost coming in very smoothly indeed.

Using this relentless surge is made easy by the well spaced "sports" five-speed gearbox which can be left in top for virtually all motorway running, such is the power available at high speed. Keep the throttle open and 143 mph should be possible, but cruising at 120-130 mph is such an effortless, silent and absolutely stable experience that this four-door five-seater must merit the title Grand Tourer. Behaviour on more demanding roads is impressive, the informative power steering enabling the driver to place the car with great accuracy, and the wider track and extra roll resistance at the rear making the modest understeer of no consequence, easily counteracted with the throttle.

SPOILER inlets help cool the front discs on Audi's 200 Turbo.

Anti-lock brakes are part of the package for the Turbo, and are an option for the 200E, together with larger discs in 15 in alloy wheels of smooth profile. The ride is relaxing at all speeds, the seats giving good support although a "sport" package of grippier seats, leather wheels and other trim is also available.

For the British market, the standard model will enjoy all the luxury appointments conceivable including air conditioning, central locking, cruise control and power windows, mirrors, sunroof and seats, which include a four position memory.

What VAG UK call "the likely prices" are £13,500 for the 200E and £17,000 for the turbocharged 200T. — G.C.

MOTOR SPORT's test 80 Quattro was on Manx plates, as UK type approval had not yet been obtained.

Audi 80 Quattro

FOR those who relish Audi's proven four-wheel-drive system, but can't run to the near-£18,000 price tag demanded for the turbocharged two-door Quattro coupé, the advent of the 80 Quattro four-door saloon will be greeted with particular pleasure. This latest Audi is scheduled to go on sale in the United Kingdom on August 1st, and is offered at £11,268.56 tax paid, powered by a fuel-injected, five-cylinder, 2,144 cc engine developing 136 bhp at 5,900 rpm.

The basic Audi 80 is a compact package which will be just the right size for a large number of buyers in the medium sized saloon market. The tremendous feeling of security engendered by the 4WD system, allied to a revised mechanical configuration which incorporates relocated steering rods for zero castor, improved rear wheel location and engine-driven hydraulic power assisted steering, helps make the most of this car's very respectable 120 mph performance. Speed in gears were 34 mph (first), 55 mph (second), 76 mph (third), 106 (fourth) and just over 120 mph (fifth), all these achieved with a 6,500 rpm rev limit. Fourth feels a particularly low gear, even though the figures suggest otherwise, and although fifth proves extremely flexible, our initial impressions were that we would like the gap to be slightly less between the two ratios.

With four-wheel disc brakes and Goodyear's latest all-weather rubber, the Audi 80 Quattro is a true child of its more exalted, rally-proven stablemate. The interior may seem a trifle bland to some potential buyers, but the cloth trimmed seats are notably comfortable and supportive, and the whole aura exuded by the 80 Quattro is one of typical Germanic efficiency. We'll be bringing our readers a more detailed appreciation of the Audi 80 Quattro in next month's issue, and hope later to have some more details as to when a turbocharged version of this attractive saloon will be ready for the British market.

A.H.



Ford Thunderbird turbo, and 5-litre V8



MANY readers might find it a little strange to see an item about a product of the American Ford empire within the pages of MOTOR SPORT, for although the 5-litre V8 Thunderbird has formed the basis of a successful NASCAR "stock racer" on the other side of the Atlantic, few people would expect the basic production car to appeal to European tastes. So when Ford's PR spokesman Jackie Stewart invited us to sample the latest Thunderbird at the Company's Dearborn test track near Detroit, we were intrigued to take up this opportunity. Over the years we have been assured on many occasions that American road cars were gradually developing a European appeal, but up until now we've seldom found that to be the case.

Well, we're pleased to report that the situation has changed, at least so far as Ford's '83 Thunderbird models are concerned. We were given the opportunity of trying both the 5-litre V8 engined Thunderbird and the 2.3-litre, four-cylinder turbocharged model, fitted with a manual five-speed gearbox. Despite the fact that it was pouring with rain throughout the duration of our informal test run, the sure-footed quality of this aerodynamically attractive two-door coupé was particularly impressive.

The power steering was somewhat on the light side, but one never got the feeling that the front wheels were liable to lose all adhesion with the road surface — an impression all too firmly gained at the wheel of most American cars we've driven recently. With a low drag coefficient of 0.35, the Thunderbird underlines just how seriously Ford is approaching aerodynamics these days. Suspension is impressively taut and, although the turbocharged version emits a quite audible whine when the car is revving hard, it's by no means obtrusive. The five speed manual gearchange is notchy, but pretty precise, even by established European standards.

With its two '83 Thunderbird models, Ford is aiming firmly at the the market now occupied by some of the more exotic European coupés from manufacturers such as BMW, Porsches and Mercedes. With a price tag of just 11,790 dollars for the T-Bird turbo coupé, it is clearly going to undercut its foreign rivals quite considerably, even though it can hardly be deemed to be in the same class when it comes to refinement. However, this Thunderbird is a very definite step in the right direction, although it may well be too good for the somewhat staid tastes that prevail in the USA.

I'm reliably informed that retired New England lawyers will hold their hands up in horror when presented with the Thunderbird's aerodynamic profile: it concerns Ford that it might be too European for their taste. In which case, we feel, the Ford Thunderbird forms part of a long overdue education process for the American motoring public, proving that they don't have to drive round in mushy, sloppily suspended, lounges on wheels if they don't want to. —A.H.

Ford's new Orion

ONE of the best kept secrets of the motor industry was unwrapped in July when Ford announced the Orion family car to plug the small but significant gap between the Escort and the Sierra. The Orion will go on sale at the end of September, at prices yet to be announced, and will be British made, at Halewood, while the petrol engines will come from Bridgend and the Diesel units from Dagenham.

"We are anxious that this should not be thought of as an Escort with a boot" comments Ford's managing director Sam Toy. Though based on the Escort's floor-pan and having front-wheel drive, of course, the Orion has significantly more space on the back and a much larger, 13.5 cubic foot boot, as well as having a larger fuel tank at 10.5 gallons. It looks for all the world like a slightly scaled down, smartened-up version of the Mk IV Cortina, Ford's best-selling model for many years.

Ford offer a number of permutations with GL or Ghia specifications, power units being 1,296 cc (69 bhp), 1,597 cc carburated (79 bhp), 1,597 cc Injection (105 bhp) and 1,598 cc Diesel rated at 54 bhp. Ford have made a tremendous investment on the Diesel unit, working with the German KHD Diesel company to adapt the CVH petrol unit. With figures of 72.4 mpg at a steady 56 mph and 51.4 mph in the Urban Cycle the Diesel is bound to boost this rapidly increasing market sector, its popularity depending as much as anything on initial pricing.



Transmissions are four-speed for the 1.3 and five-speed or automatic for the 1.6-litre versions, and the rest of the technical specification will be familiar to Escort owners. The 1.3-litre models have 240 mm solid discs at the front, the 1.6-litre models having ventilated discs, all having drums at the rear.

The 1.6-litre version with Bosch K-Jetronic injection will be of particular interest to XR3 owners who might need the extra space. The 1.6 Injection is about 90 pounds heavier, the car being 11 inches longer overall, so a penalty is inevitable. A claimed maximum speed of 115 mph, with standstill to 62 mph in 9.6 seconds is very respectable for this class of car, while the fuel consumption would be comparable ranging from 36.7 mpg at a steady 75 mph to 27.7 mpg in the urban cycle. —M.L.C.

Opel Manta GTE



THE ONLY real complaint levelled at the Opel Manta range up till now has been — where is the big-engined version? That obvious slot has now been filled with the GTE, a 120 m.p.h. 2-litre fuel injection model which tops the spread of GM's mid-range sports coupés, derived from the original Cavalier / Ascona. While the saloon has now evolved into the FWD J-car, the Manta (there is no Vauxhall designation) has matured into an excellent bargain for the sporting driver.

The 2-litre block is not a bored-out version of the 1800; instead, GM have borrowed an sohc unit previously seen in Rekords in Germany, which with Bosch LE injection produces 110 bhp and 119 lb / ft of torque. While the extra power is welcome, it has to be said that this is not a sporting unit, sounding flat and a little harsh at high revs.

But this is not just an engine transplant: stiffer springs, Bilstein gas-shocks, and a stronger rear anti-roll bar make the car sharp and responsive without being uncomfortable in town, and once on a winding road it becomes a delight. We drove the car over the Irish mountain pass known as Molls Gap, and as corner succeeded corner, the eager turn-in and confident grip conspired to make us almost suspect the speedometer of over-reading.

Overall balance is one of the GTE's strong points — it understeers by a sensible amount, but can be poised for the exit of a bend by prolonging the braking deep into the corner, thus tightening the line. Against the rules perhaps, but with the new higher ratio steering the driver can really play with this chassis on its 195/60 tyres.

Criticisms can be made in two areas: firstly it is impossible to heel-and-toe, which highlighted the obstructive second gear in one car that we tried, although the other showed no problems, and secondly overall gearing. The standard five-speed box has an acceptable change, but the final drive ratio has been raised from 3.67 to 3.44 to one, making top an overdrive. This means resorting to second more frequently than would be comfortable, since the revs need to be kept up to maintain the performance, and makes one wish for the older ratio, which would improve the respectable enough acceleration (0-62 mph in 10.0 sec).

Already attractive, the Manta GTE is made to look more purposeful by wide alloy wheels and flared sill panels, while Recaro seats are standard. The interior is well-equipped and functional, rather than luxurious, but then this is a car to be driven fast rather than one to luxuriate in.

Opel call their pricing "competitive", but the Manta will have few direct rivals in the sports coupé market at £6,645 for the Hatchback and £6,444 for the Coupé.

G.C.

ROAD IMPRESSIONS

Daimler Vanden Plas 4.2

JAGUAR's extraordinary postwar success has been due, in no small part, to the legendary XK engine revealed in October 1948 and now, therefore, approaching its 35th birthday. It is no particular secret that a totally new six-cylinder engine is not far away, but we gather that it is not intended for XJ saloons, and that means that the XK will be around for a while yet.

Tremendous strides have been made at Browns Lane, not only in improved quality control but in sheer output. In 1980 a workforce of 10,500 made 14,105 cars, while last year a workforce of 7,400 made 22,046 cars, more than doubling the output per man. Fighting their way out of the recession, Jaguar / Daimler's sales last year improved by 40% worldwide, topping 10,000 units in the States. In May, the company's US sales broke previous records for the 30th consecutive month.

It's good to report a real British success, and we jumped at the chance to drive an XK-powered saloon again. Not the 12-cylinder, not even a Jaguar, but by way of a change the Daimler Vanden Plas 4.2.

At £22,945 this offers exceptional value for money when compared with the products of Crewe, Stuttgart or Munich. A revised fascia groups the instruments more ergonomically without losing the walnut burr quality nor the impressiveness of Jaguar's instrument styling. The steering wheel is the same diameter as before, but with thicker padding and leather trim. We would only comment here that the new horn arrangement, in the padded crossbar, needs a very firm push with the palm of the hand and isn't suited for an emergency "toot".

New seat padding, courtesy of Pirelli, makes the Connolly leather seats more supportive, and we didn't slide around under cornering in the way we remembered. Come to that, the steering felt more weighty than hitherto. Has the steering effort been increased just a little, or have we become accustomed to lightweight power steering systems?

The Vanden Plas is a very highly equipped car with air conditioning, all electric window lifts, electric sunshine roof, stereo radio / cassette, and much more besides, eventually tipping the scales at 35 cwt. This is much more than was ever intended for the XK engine 35 years ago and, coupled to the excellent GM400 three-speed automatic transmission, it does not give the Daimler a very high level of performance. With 205 bhp available, the luxury car will reach 60 mph in around 11 sec, and a maximum speed of 125 mph.

That turn of performance is very adequate for ferrying the company chairman to his office each day, and he could have a 12-cylinder version with much higher performance for an extra £4,000. The famous double overhead camshaft engine is still marvellously quiet and free of vibration, though it clearly has a lot of work to do and reflects this in the fuel consumption.

The Vanden Plas has, as standard, a remarkably accurate, and easy to operate, trip computer which reads out the distance covered, fuel used, journey fuel consumption, and instant fuel consumption as well as the time of day.

Commuting in central London, we didn't care to be reminded that the Daimler was averaging 9.5 miles to the gallon. On a long motorway journey, with the speed control set at 80 mph, the average consumption reading was 19.6 mpg, though somehow we never reached 20 mpg in normal use. In this respect the XK engine is below the class average, despite the adoption of the Lucas / Bosch L-Jetronic injection system which ought to be the last word in economy.

With ample head- and leg-room, superb comfort and distinguished styling, the Daimler Vanden Plas makes it easier to understand where Rolls-Royce's customers went during the recession. In particular, the ride quality and exceptionally low noise levels inside the car set standards that few rivals can even approach, and none surpass.

M.L.C.

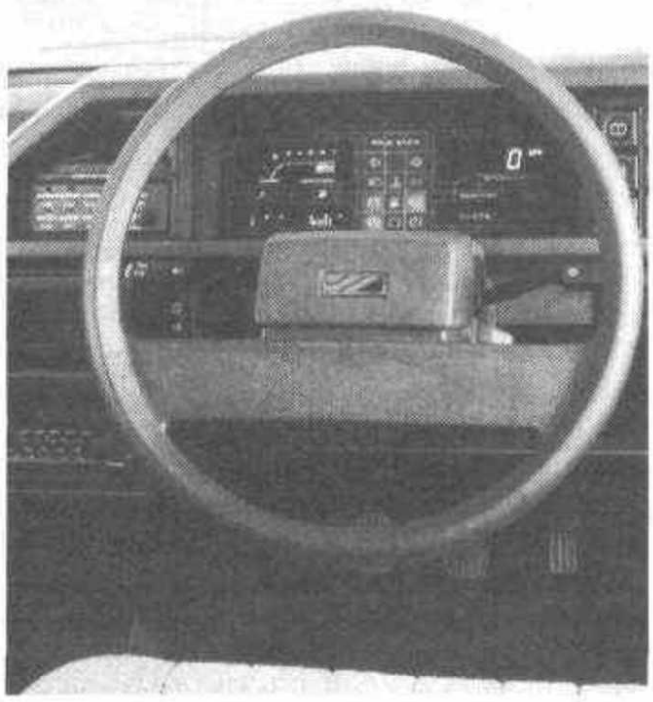
The MG Maestro 1600

IMMEDIATELY after trying the MG Metro Turbo I was able to sample that much-discussed L/O 8′ 2¾″-wheelbase, 2,127 lb. Austin Maestro, in MG guise. So much has been written and is being talked about British Leyland's latest car that there is no need to be verbose, even supposing the space were available. So let me say that BL seem to have got this car, which is so important to them, just about right in all those areas that customers for a spacious, medium-sized five-seat hatchback are likely to regard as important.

The Maestro is very spacious, its load-carrying assisted by the divided, drop back-seat and the self-lift tailgate with low cill. There is a generous area of Triplex glass, in a body that would have once been called a four-light saloon (or hatchback). The seats are likewise of generous size, and comfortable. The Metro amenities of plenty of stowage space, well-placed switches, two stalk controls and a chunky shape are there — the Maestro could be termed a grown-up Metro. The switches for the electric window-lifts for the front doors are on the leading-edge of the door-bins (the rear door windows are handle-controlled), and the five-speed gearbox of those models with the R-series overhead-camshaft 1.6-litre engine has a gate with reverse (very easily engaged by depressing the lever) dog-legged to the left, fifth speed out to the right. The gearbox is by Volkswagen and is only average, with a baulky bottom gear.

The Maestro differs from the Metro in having coil-spring instead of Hydragas suspension, independent all round, but retains rack-and-pinion steering, geared four turns, lock-to-lock, which was a bit vague but adequate, with good castor-return. The MG Maestro has those "hot-cross-bun" cast-alloy wheels, shod with the excellent Pirelli P8 tyres (175 / 65 × 14). Its engine, transversely mounted to drive the front wheels, although in normal usage no f.w.d. influences intrude, has two dual-choke 29 mm. Weber carburetters and electronic ignition and develops 103 (DIN) b.h.p. at 6,000 r.p.m. from its 1,598 c.c., 76.2 × 87.6 mm. power unit. The close ratio gearbox and spoilers also characterise this MG and acceleration of 0-60 m.p.h. in 9.6 sec., with a top speed of 111 m.p.h., give this version long legs, performance indeed in keeping with the honourable badges. A comfortable ride, effective servo, dual-circuit, disc / drum brakes, and a roomy if "plasticky" interior, make this an easy car to come to terms with, and good value at £6,245, especially remembering that those alloy wheels (the appearance of which personally I do not care for), head-restraints, rear-window wash-wipe, radio, and a rear parcels-shelf are standard equipment.

There remains the Smiths digital instrument panel, computer and voice synthesis. The computer was easier to use than others I have been confronted with; if you dislike the persuasive aural instructions the girl's voice can be switched off, and I suppose the with-it instrumentation need be not more off-putting to modern MG drivers than were the gold-hued instruments of the pre-war 2-litre and 2.6-litre MG saloons, one of which, a 2-litre Tickford d.h. coupé — AMO 604 — was chosen as his company car by Laurence Pomeroy when, in 1937, he left the Motor Industry to join *The Motor* as its Technical Editor. But the inch-high digits of the MG Maestro's speedometer can be distracting but certainly no driver of one of these cars will have any excuse for not knowing his speed! The m.p.h. readings can be converted to k.p.h. ones at the press of a button, and, from 5 m.p.h., change for every one m.p.h. of speed variation. Trip mileages are left to the computer, the speedometer having just a six-figure total mileage reading. The "round-the-corner" bar-graph tachometer and similar heat and fuel gauge are in keeping with the modern image the Maestro is so anxious to foster and I had no special objection to them, apart from having to rely on the half-full mark on the fuel gauge until I had learned how many "bars" represented what. The tachometer has warning marks from 5,400 r.p.m. to 6,000 r.p.m. The heater is worked by three vertical slides with another for the three-speed fan. Panel-lighting can be dimmed only with the car's lamps in use and is too bright in daylight, especially those huge ever-changing speed indications! The

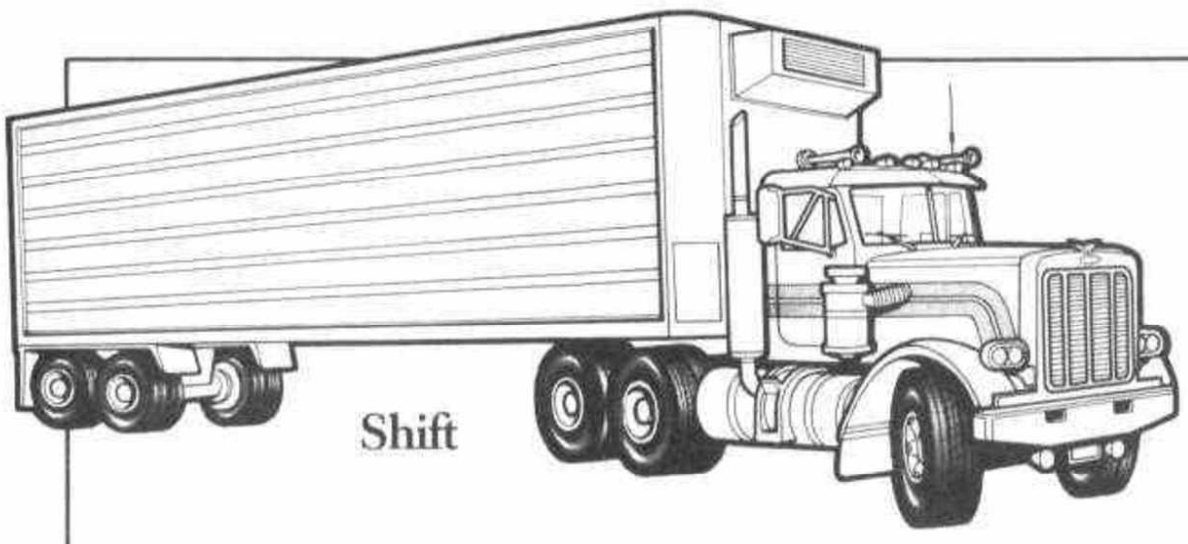


THE MG Maestro's electronic instrumentation display, with digital speed readout.

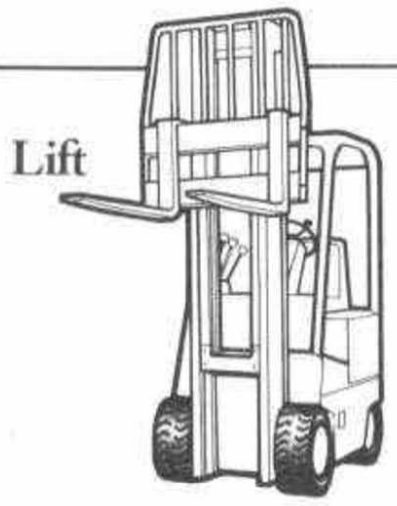
Lucas Unipart headlamps are reassuringly powerful. The centre part of the instrument cluster is occupied by the warning and cautionary lights and, surprisingly for such a computerised car, there is a manual choke, with the warning light as part of its control-knob. The floor being deep, I would have liked a rest for my left foot. The dip stick is behind the engine and the oil filler masked by the big MG-badged air-cleaner.

The test-car had the sun-roof and central door-locking that are normally extras costing £259 and £180, respectively. The MG would have benefited from mud-flaps behind its front wheels and there were minor rattles and thumps at times from the region of fascia and driver's door. The fuel tank holds 11.75 gallons and checked on a 350-mile run from Wales into Somerset, Devon and back, taking in the M4 and M5, petrol consumption was 30.6 m.p.g., improving overall to 32.3 m.p.g. In conclusion, I rate the MG Maestro as competent but without much "character". But I hope its computerised "gimmickry" will not be held against it, because on the whole I enjoyed trying it. — W.B.





Shift



Lift



Land



Kart

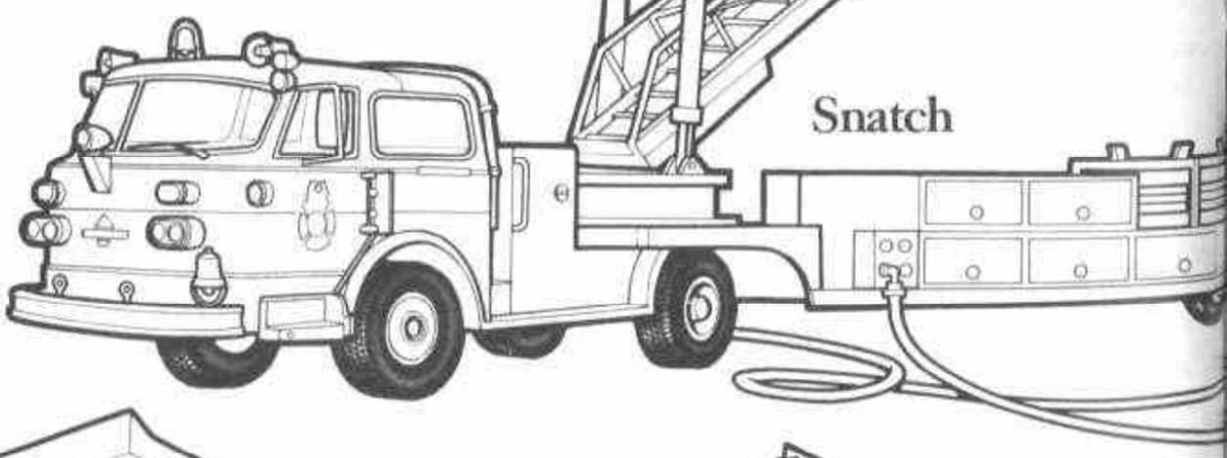


Carry

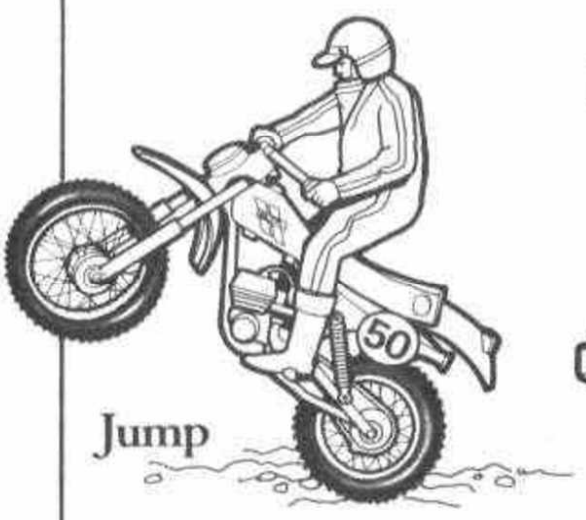
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Catch



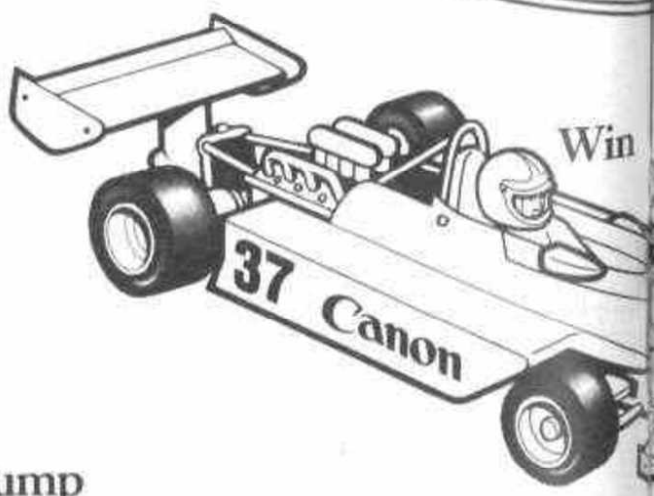
Snatch



Jump



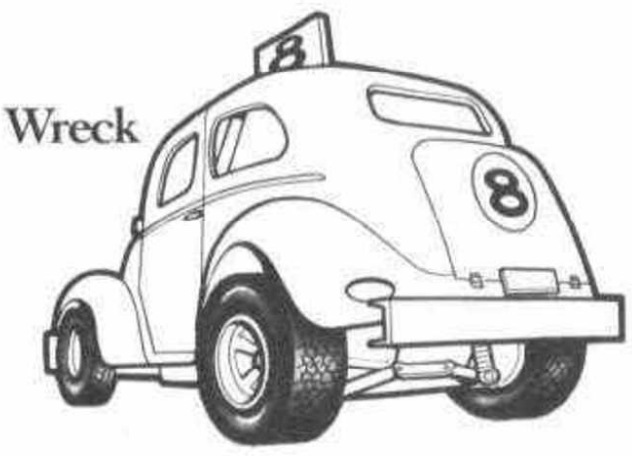
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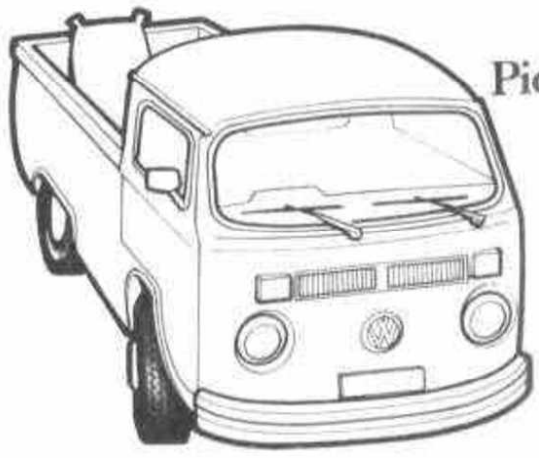
Win



Trek



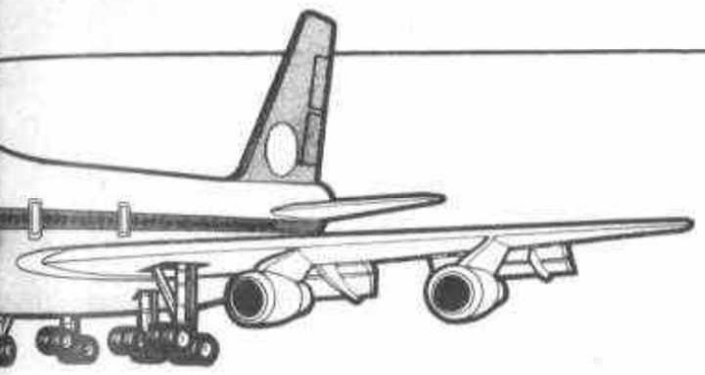
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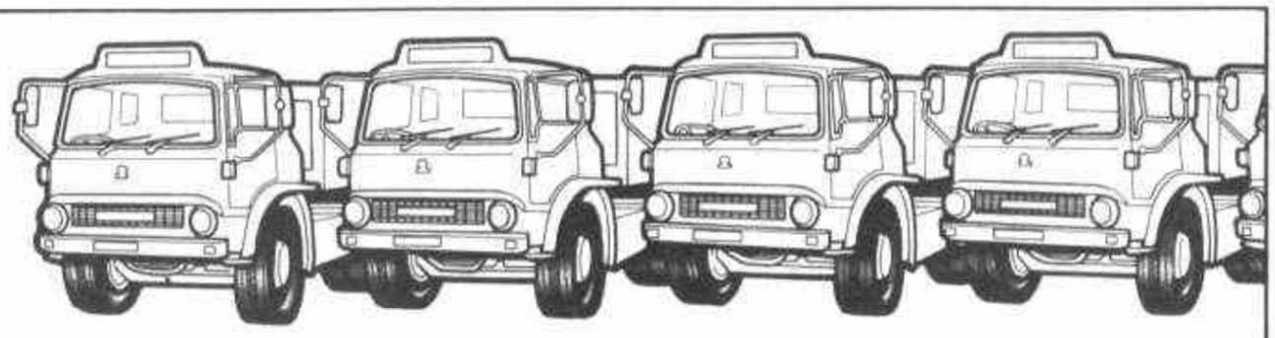


Pick-up

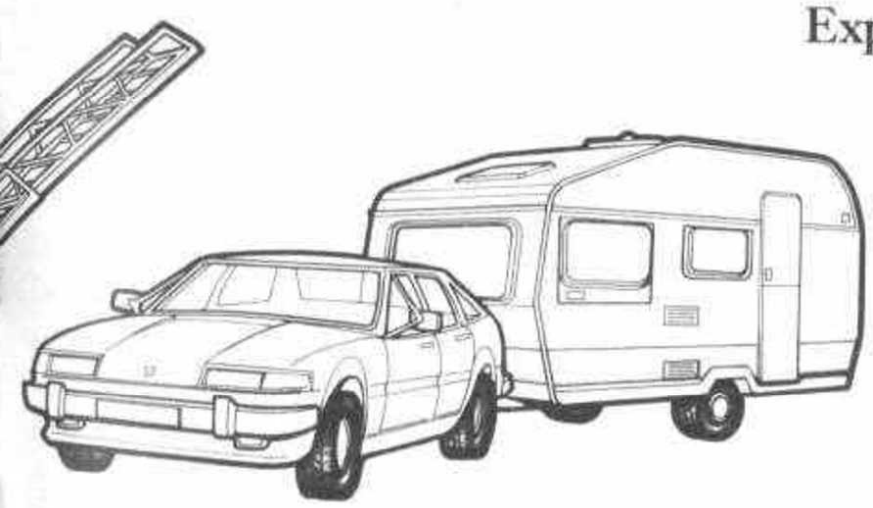
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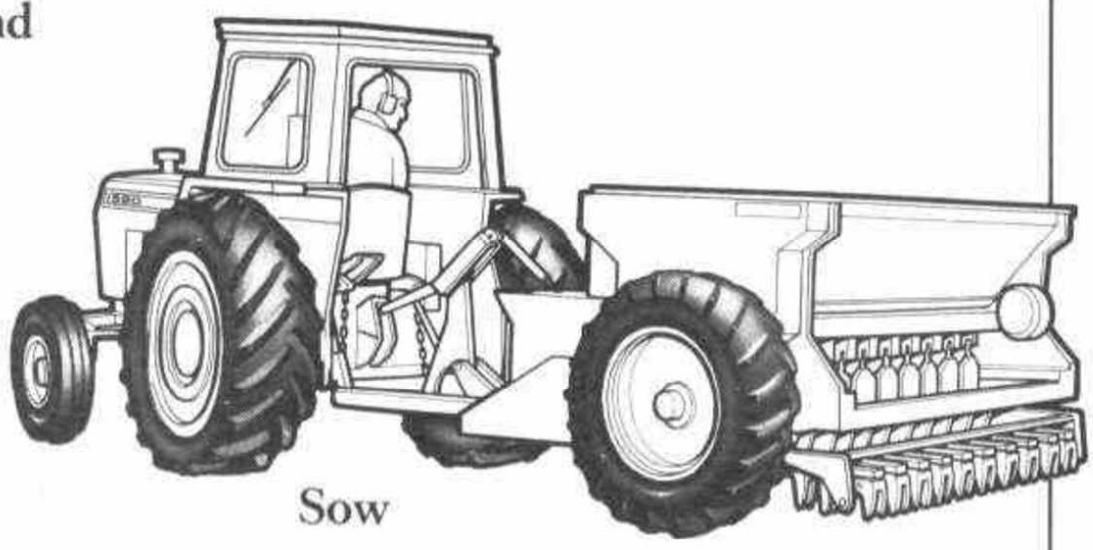




Expand



Tow



Sow



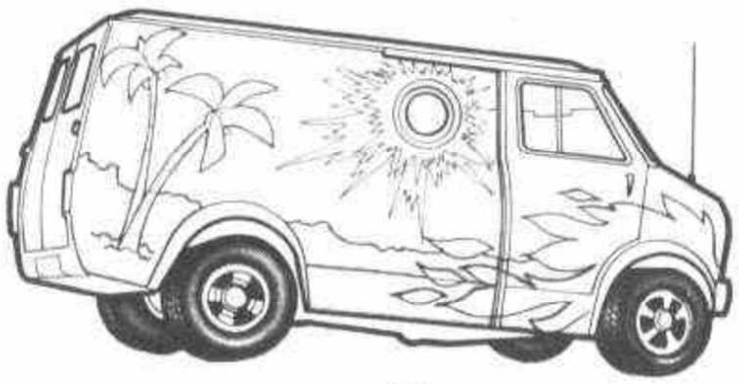


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Sanyo Rally of New Zealand

Lucky For Some

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Whereas Audi stagger from crisis to crisis, Lancia seem to go from strength to strength, but one mustn't lose sight of the fact that in New Zealand at least the Quattro was the quickest car. Michèle Mouton was uncatchable until a rare engine failure cost her her first championship win of the season, handing current champion Walter Röhrl his third victory of the year. Now he has 22 points over Mikkola, but with five drivers rounds remaining it is not as cut and dried as it may seem as Röhrl is determined that he will compete on only one more event, October's Sanremo, whereas Mikkola will drive on all of them, or as many as necessary to earn him his first world title.

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For its part Lancia is not going to give Audi a chance to relax. That became very obvious in New Zealand. The Italians hounded the Germans at every turn, the bone of contention being the late entry of a third car for Stig Blomqvist. After their defeat in Greece, Audi Sport's Roland Gumpert decided that he must try and increase his odds for New Zealand. With the entry list officially closed he asked if it would be possible to field a third Quattro. Fourteen days after the closing date he received a telex from the organisers saying this would be acceptable. Blomqvist would be welcome.

Lancia were none too pleased when they heard the news; particularly as they'd withdrawn a third car when they couldn't nominate a crew by the closing date. Under the circumstances they had then been happy enough to pit the two 037s of Röhrl and Attilio Bettega against the Quattros of Mikkola and Mouton. Blomqvist's late call-up added another dimension.

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By now however Gumpert had set the wheels in motion. The car had already been air freighted around the world, and Blomqvist was flying in from Sweden. Blomqvist and co-driver Björn Cederberg arrived in Auckland three days before the start (they couldn't arrive earlier due to prior commitments), and despite the not inconsiderable jet lag set off on a very brief practice session. In a growing storm they had time to look at just eight of the rally's 33 special stages. For the most part they were going to have to rely on borrowed pace notes from team-mates Hannu Mikkola / Arne Hertz, but these would have to be translated from English into Swedish as they went along.

Although everyone had a good idea who had stirred FISA into action, the Blomqvist issue didn't finally come to a head until scrutineering. Gumpert appealed to the highest motor sporting judicial body in New Zealand, the National Court of Appeal deciding that car number four should be allowed to start, subject to Appeal. This wouldn't be heard until the day after the finish of the four-day 1,632 mile rally. It seemed a sensible course of action, and one which wouldn't prejudice any decisions by the Court. At least this way Blomqvist would get a run, and if it was decided that his entry was invalid then he could be disqualified from the results, if he finished. Certainly the rally couldn't be run again if he was barred from starting and the National Court subsequently decided that he should have been allowed to take part. This way justice would be seen to be done, but unfortunately Lancia didn't see it that way.

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Röhrl suffered no such dramas, his car again the epitome of reliability, but he was far from happy with the handling. He blamed the tyres which were too wide to give grip over the small stones which littered the generally smooth-surfaced stages. Once on these "marbles" the Lancia would swing dramatically from understeer to oversteer and back again. Röhrl had two spins (one which resulted in a small amount of body damage) during the event, and not unnaturally was not prepared to take too many chances with such unpredictable handling.

Röhrl reinforced his argument by pointing out that at times he was being harried, and occasionally beaten by Timo Salonen in his Nissan 240RS. It was a bit harsh as Salonen was driving better than he has done all year in a car which for the first time on a special stage rally showed some potential. A past winner in New Zealand, Salonen undoubtedly likes the smooth, flowing stages which in surface at least remind him of his native Finland. Happier with the handling of the Nissan for the first time, Salonen's reward was a worthy second place, albeit nearly 15 min behind Röhrl. It was Salonen's best result so far, but although the Japanese personnel were delighted (the team was a well run combination of staff from Nissan in Tokyo and New Zealand mechanics from the local importer) they still have to come to terms with the gearbox problems which have dogged the 240RS whenever it has appeared.

Mehta again completed his supporting role by finishing a steady and drama-free fourth, whilst New Zealander Cook had looked forward to being top Kiwi on his début with the 240RS. Unfortunately he went off the road for 17 minutes when the windscreen wipers stopped during the heavy rains of the final leg, dropping him down to seventh and leaving Jim Donald to take this honour. Driving the Nissan Bluebird Turbo normally used by Cook, Donald managed fifth place despite his total lack of experience with the car.

Although a somewhat hollow victory, it was nevertheless a significant one for Lancia. However, the rumpus they caused in New Zealand is bound to reflect on the organisers. Undoubtedly they had the best intentions in accepting Blomqvist's late entry, but obviously didn't consider to what lengths visiting teams find it necessary to go in order to achieve their goal. Twice before when Italian teams have visited New Zealand, this delightful country has found itself without a World Championship round the following year. Coincidence perhaps? Only next year's World Rally Championship calendar will tell. Politics apart, the Sanyo Rally of New Zealand was exceptionally well organised, competitors from Europe being impressed not only with the challenge of the stages (completely different from last year), but the efficiency and friendliness of the marshals. Undoubtedly the inclusion of regular New Zealand competitor Kevin Lancaster in the organising team contributed greatly. New Zealand should be judged on its worth as a highly competitive and well organised rally, not on pre-event politics which centered around a simple desire to please. — M.R.G.

Results

1st	W. Röhrl / C. Geistdorfer (Lancia Rally GpB)	12 hr 10 min 13 sec
2nd	T. Salonen / S. Harjanne (Nissan 240RS GpB)	12 hr 26 min 11 sec
3rd	A. Bettega / M. Perissinot (Lancia Rally GpB)	12 hr 41 min 42 sec
4th	S. Mehta / Y. Mehta (Nissan 240RS GpB)	13 hr 10 min 35 sec
5th	J. Donald / C. Porter (Nissan Bluebird Turbo Gp2)	13 hr 20 min 50 sec
6th	M. Stewart / D. Parkhill (Ford Escort RS1800 Gp4)	13 hr 30 min 58 sec
7th	R. Cook / W. Jones (Nissan 240RS GpB)	13 hr 35 min 15 sec
8th	P. Adams / J. Scott (Toyota Starlet Gp2)	13 hr 52 min 55 sec
9th	M. Chandler / D. Campbell (Mitsubishi Lancer EX Gp4)	14 hr 05 min 45 sec
10th	K. Smith / N. Tulitt (Toyota Corolla Gp2)	14 hr 13 min 35 sec

59 starters, 33 finishers.

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Röhrl reinforced his argument by pointing out that at times he was being harried, and occasionally beaten by Timo Salonen in his Nissan 240RS. It was a bit harsh as Salonen was driving better than he has done all year in a car which for the first time on a special stage rally showed some potential. A past winner in New Zealand, Salonen undoubtedly likes the smooth, flowing stages which in surface at least remind him of his native Finland. Happier with the handling of the Nissan for the first time, Salonen's reward was a worthy second place, albeit nearly 15 min behind Röhrl. It was Salonen's best result so far, but although the Japanese personnel were delighted (the team was a well run combination of staff from Nissan in Tokyo and New Zealand mechanics from the local importer) they still have to come to terms with the gearbox problems which have dogged the 240RS whenever it has appeared.

Mehta again completed his supporting role by finishing a steady and drama-free fourth, whilst New Zealander Cook had looked forward to being top Kiwi on his début with the 240RS. Unfortunately he went off the road for 17 minutes when the windscreen wipers stopped during the heavy rains of the final leg, dropping him down to seventh and leaving Jim Donald to take this honour. Driving the Nissan Bluebird Turbo normally used by Cook, Donald managed fifth place despite his total lack of experience with the car.

Although a somewhat hollow victory, it was nevertheless a significant one for Lancia. However, the rumpus they caused in New Zealand is bound to reflect on the organisers. Undoubtedly they had the best intentions in accepting Blomqvist's late entry, but obviously didn't consider to what lengths visiting teams find it necessary to go in order to achieve their goal. Twice before when Italian teams have visited New Zealand, this delightful country has found itself without a World Championship round the following year. Coincidence perhaps? Only next year's World Rally Championship calendar will tell. Politics apart, the Sanyo Rally of New Zealand was exceptionally well organised, competitors from Europe being impressed not only with the challenge of the stages (completely different from last year), but the efficiency and friendliness of the marshals. Undoubtedly the inclusion of regular New Zealand competitor Kevin Lancaster in the organising team contributed greatly. New Zealand should be judged on its worth as a highly competitive and well organised rally, not on pre-event politics which centered around a simple desire to please. — M.R.G.

Results

1st	W. Röhrl / C. Geistdorfer (Lancia Rally GpB)	12 hr 10 min 13 sec
2nd	T. Salonen / S. Harjanne (Nissan 240RS GpB)	12 hr 26 min 11 sec
3rd	A. Bettega / M. Perissinot (Lancia Rally GpB)	12 hr 41 min 42 sec
4th	S. Mehta / Y. Mehta (Nissan 240RS GpB)	13 hr 10 min 35 sec
5th	J. Donald / C. Porter (Nissan Bluebird Turbo Gp2)	13 hr 20 min 50 sec
6th	M. Stewart / D. Parkhill (Ford Escort RS1800 Gp4)	13 hr 30 min 58 sec
7th	R. Cook / W. Jones (Nissan 240RS GpB)	13 hr 35 min 15 sec
8th	P. Adams / J. Scott (Toyota Starlet Gp2)	13 hr 52 min 55 sec
9th	M. Chandler / D. Campbell (Mitsubishi Lancer EX Gp4)	14 hr 05 min 45 sec
10th	K. Smith / N. Tulitt (Toyota Corolla Gp2)	14 hr 13 min 35 sec

59 starters, 33 finishers.

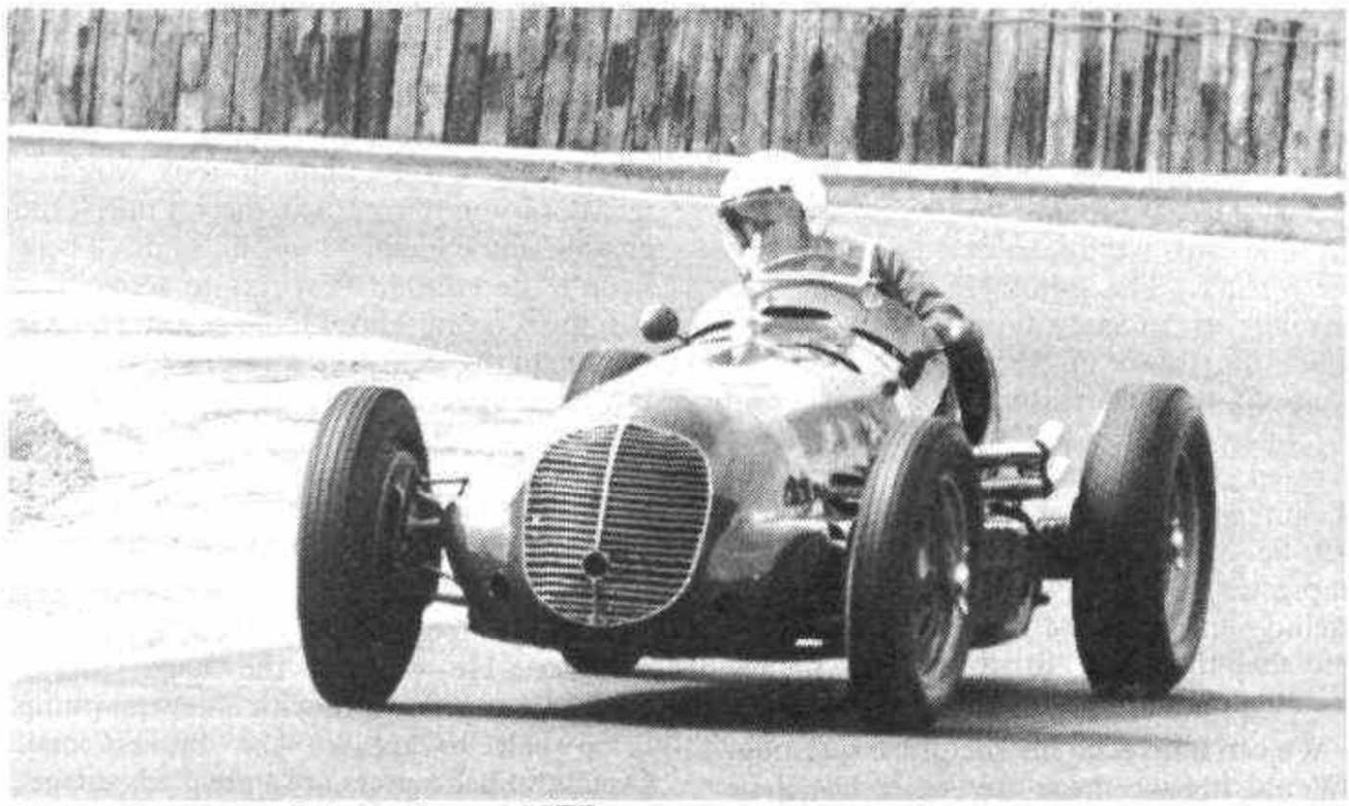
VSCC Silverstone

RUN earlier this year, because of the British GP, the Vintage SCC's second Silverstone Meeting of 1982, on July 2nd, enjoyed hot sunshine and some good racing, but the attendance (perhaps depleted by the Henley Regatta and Wimbledon tennis, just as the 1926 Summer Meeting at Brooklands had been affected by these counter-attractions and the Hendon Air Display) if smaller than expected, was described as satisfactory. Moreover, the VSCC had put on a very full programme for this Mike Hawthorn Memorial Trophy Meeting.

As Mike was the first British driver to win the World Championship, 25 years ago, a grand party was put on — just as Mike would have wished — to commemorate this, the hospitality to his old mechanics, fellow drivers, and associates going on all day, and during the afternoon a parade of appropriate cars carried the memories to the spectators. The highlight was a fast demonstration lap by the Ferrari Thinwall Special, brought by GKN Vandervell Ltd, (themselves with a 50th anniversary to celebrate), a car that made the first full Silverstone circuit lap at over 100 mph in 1953. It was driven quickly enough for one to wish that GKN would allow it to be raced at VSCC events. In addition GKN had a Vanwall on show in the Paddock, and the parade included Ferrari, Maserati, Cooper-Bristol, Jaguar, Connaught and Riley, to keep happy memories of the "Farnham Flier" flowing.

Besides this the VSCC had remembered that in 1923 Segrave's Sunbeam had been the first British car (with Fiat overtones) to win the French GP, so another Parade was staged to commemorate that, consisting of Corner's 1914 TT car, with his wife riding with him, Shoosmith's straight-eight 3-litre Sunbeam with which Segrave made fastest lap in the 1922 IoM TT before the magneto packed up, and Geer's seldom-seen 1922 GP Sunbeam, recalling the articles about these controversial Sunbeams that appeared in MOTOR SPORT in 1979 / 80. Nor was this all, because to recall the first British win in an International race (Edge in a Napier in the 1902 Gordon Bennett) Bob Chamberlain showed off his reconstituted 1904 15-litre Napier "Samson", along with Ron Barker's genuine 1908 Napier Sixty which had the charming Judy Collings as passenger. S.F. Edge's daughter was also present.

Coming to the mere racing, this opened with a six-lap Scratch Race, in which Summerfield's Avon-Bentley had a fine duel with Schellenberg's 3 / 4½-litre Bentley four-seater, the weight of which is down to 19¼ cwt, 1.2 sec separating them at the finish, with Schellenberg lapping 0.2 sec quicker than his supercharged rival. Woodley's Alvis Firefly, into which he had inserted a 4.3-litre Alvis engine, hung on for third place, emitting plenty of exhaust noise. The presence of these Alvis Specials draws attention to the fact that more of the



CAMERON MILLAR in his Maserati 8CTF.

4.3-litre breed must have been about before the war than is sometimes recognised. . . . The Bill Phillips Trophy was won by Taylor's Le Mans Aston Martin.

A five-lap Handicap came next, Walker's Alvis Speed-20 looking to have plenty in hand but being out-classed after three laps by Dods' AC Special, a car with a long VSCC record of success. The AC was comfortably ahead of Gunn's Q-Type MG Midget replica as the chequered flag came out, third place going to Ricket's Riley 12 / 4, with Dunn's Riley 12 / 4 fourth. The scratch man had been Heimann in Martin Dean's Type 51 Bugatti and of fresh specials there was Slack's Lancia with 1½-litres of Salmson power, presumably from a British Salmson. This led on to the first big race, the 10-lap Boulogne Trophy Scratch Race for vintage racing cars. Inevitably the indomitable Ron Footitt took it, and comfortably, in his AC / GN, pursued by the Bentley-Napier in which a new clutch had had to be installed overnight, so that Morley had to make clutchless gear shifts because the thrust race was suspect, although with 24-litres he does not make that many. Russell's neat 8-litre Bentley was third, with Schellenberg's Bentley next, ahead of the Howell 16-cylinder, bi-block, twin-blower Bugatti Special, which held off the Presidential McDowell-Ford device. The Bentley-Napier lapped at 79.41 mph, to the AC / GN's 79.85 mph, and the class winners were Footitt, Morley, Goodman's Brookland-Riley and Odell in the Sandracer side-valve Riley. Tim Llewellyn, who has won the Boulogne Trophy for the past two years, never got the 4½-litre Bentley wound up, being outdone by Majzub in his Type 35B Bugatti.

We were then allowed to cool off, by watching a five-lap Handicap, in which the vintage light-cars made their sedate performances. Mrs Firth earned applause for electing to circulate very sedately indeed, in her husband's interesting flat-twin MV2 Sima-Violet cyclecar, but, alas, it only lasted for three of its required four laps. It was in company with Mrs Park's C4 Amilcar, Sant's Clyno Royal and an Austin 7, which also retired. The credit laps made lazy lap scorers like W.B. confused, but in the end it transpired that Barker had scored a popular victory, crouched over the wheel of his mighty (and very original) 60 hp Napier, which lapped at 62.31 mph, winning from Walker's Austin 7, and Emmerson's blown F-type MG, which had circulated on its best lap only 1.44 mph faster than the Napier which, of course, took the Edwardian Trophy. The Light Car Award was won by Mrs Livesey in *her* C4 Amilcar, which involved lapping at 42.56 mph. Collings' 1903 60 hp Mercedes, with a credit lap, was fourth.

As being in keeping with this Mike Hawthorn day and to provide a race for the somewhat neglected sports cars made after the war but pre-1961, 10-lap Scratch contest for them was the next item on the programme. We tipped Martin Morris to pull it off in his D-type Jaguar, only to learn that it had apparently been run inadvertently on the wrong fuel and had tried to consume a piston. That left the D-types of Duffy, Drake and Pearson and the C-type of Grist to do battle before many celebrities from Hawthorn's great Jaguar days, such as Lofty England, Duncan Hamilton, Innes Ireland, John Bolster, etc. Although the event was a walk-over for the three D-types, in the order Drake, who lapped at 84.38 mph, Duffy and Pearson, it was a fine sight to see these 1955 / 56 Jaguars storm through "the traffic" on their way to a 1-2-3 victory. Behind, Richard Pilkington made a good job of hanging on to them in his Talbot-Lago, which was giving away years, if not engine capacity, to the Coventry opposition, while Keen had his Morgan Plus-4, with high roll-over cage, well and truly wound-up, to net fifth place ahead of AC Ace and Lister Bristol. If processional, it was all very nice to see, especially Duffy's

Continued on page 957



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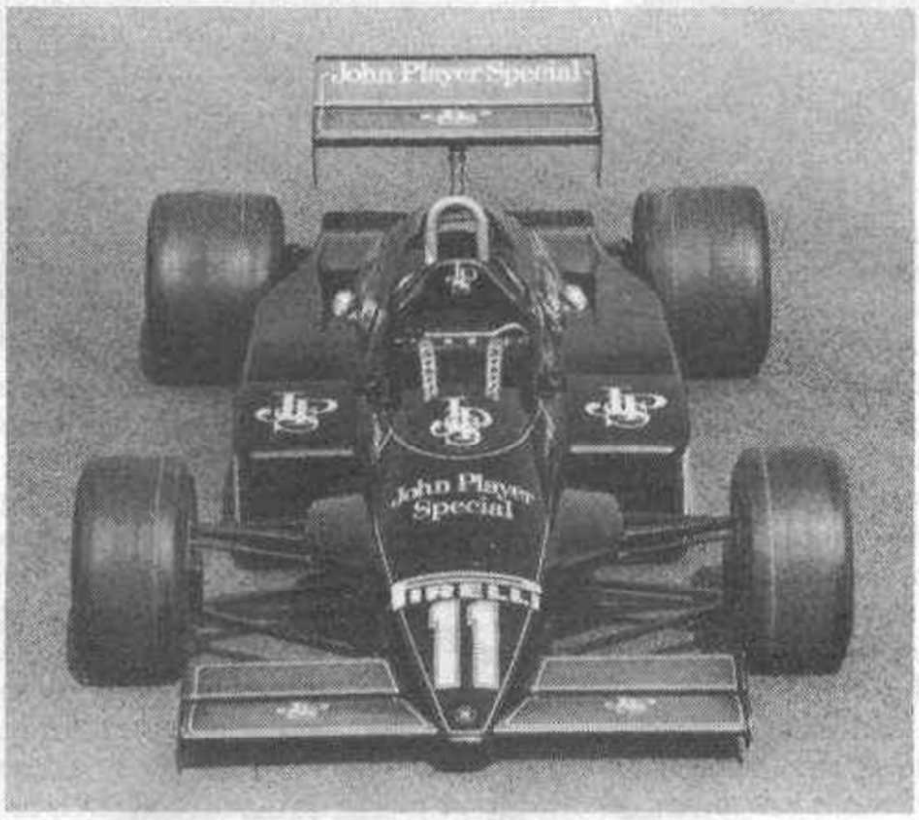
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BOOK REVIEWS

"Rolls-Royce — The History of the Car" by Martin Bennett. 184 pp. 11½ in × 8¾ in (*Haynes Publishing Group, Sparkford, Yeovil, Somerset, BA22 7JJ.* £8.95)

The past month has seen the release of books on one-make subjects which at first sight seem unnecessary because they repeat formerly available information, representing subjects very fully covered in the past. However, one has to remember that the reason publishers resort to this ploy is to fill gaps in their individual lists or to hope to catch the market for less expensive books in a well-served field. This must be the excuse for yet another Rolls-Royce title, this make having been, one might be excused for thinking, very adequately dealt with previously.

What Haynes and Bennett have set out here is a large-page, well-illustrated story of this famous car with most emphasis on the later models but sufficient information about the origins, mascots, methods and the rest of it to instruct anyone ignorant, if that is possible, of what R-R is all about. There are photographs and drawings of engines, interior factory scenes, and many pictures of fine Royces, including the Bentley Silent Sports Cars and the latest models. I was even startled by coming upon opinions I expressed about the Rolls-Royce automatic gearbox and the Silver Cloud III in MOTOR SPORT many years ago. A bit of a hotch-potch, but acceptable at the price. — W.B.

"Porsche — The Complete Story" by Chris Harvey. 147 pp. 9½ in × 6¾ in (*Haynes Publishing Group, Sparkford, Yeovil, Somerset BA22 7JJ.* £5.95).

This is another book which at first seems rather unrequired, as we have had Ludvigsen's enormous history of these cars, Paul Frère's book on the racing side of Porsche, others about individual Porsche models, like Michael Cotton's look at the 911 Turbo and all the 911 range, for Osprey and MRP, Denis Jenkinson's Porsche memories and his book on the Porsche 356s, one on the Porsche family, and many more besides. But it has to be remembered that Haynes' has its "Foulis Mini Marque History Series", as Osprey has its AutoHistories, MRP its "Collector's Guides" and Octopus it's "Great Marques".

This is the Haynes' Porsche offering, and for those who want a compact history at a sensible price there is much going for it, especially as the competition side is included. — W.B.

"World Cars 1983" Automobile Club of Italy, 440pp. (*Herald Books, 109 Great Russell Street, London WC1B 3ND.* £21.00).

Despite, or because of, the enormous number of specialist motoring books now available, it is a blessing to be able to turn to one volume which will answer all those questions of specification which constantly arise. The annual edition of "World Cars" has established an enviable reputation as *the* sourcebook, covering virtually all models in current production anywhere in the world.

This big hardback book is split into five main sections, one for each of the Continents, and starting with Europe (which is understandable, whereas there is a French paperback equivalent arranged alphabetically, starting with France!). Since there is no cross-referencing, however, the reader has to be aware that, for instance, the Volvo 360 is built in Holland, because he will find no reference to it under Sweden.

Technical information is very comprehensive, although I have my doubts about the worth of including some of the "Practical Instructions" such as the grade of oil in the final drive, and there is a photo for every model, plus three indices of make, model and maximum speed.

An electric vehicle section and a (rather fuzzy) colour spread on special bodies rounds off the factual presentation, and there are articles on the industry in major countries, together with a 1982 F1 season resumé. This is a book which quickly becomes indispensable; if it had to be improved, I think my only suggestion would be to include a brief description of each vehicle in place of the "Practical Instructions". — G.C.

"Bébé Auto" by Edoardo Massucci. 126 pp. 10 in × 10¼ in. (*Albion Scott Ltd, Barcourt House, York Road, Brentford, Middlesex TW8 0QP*. £17.95)

Here is another very entertaining and historical work, about the miniature pedal-propelled and power-driven cars for children, to set beside the many excellent books on much smaller plastic, tin-plate and die-cast toy and model cars. The text is in four languages, so is not extensive, but it does outline the story of many of those cars in which lucky kids have deported themselves along the years; but it is really a picture book, which aspect of it comes off very well indeed.

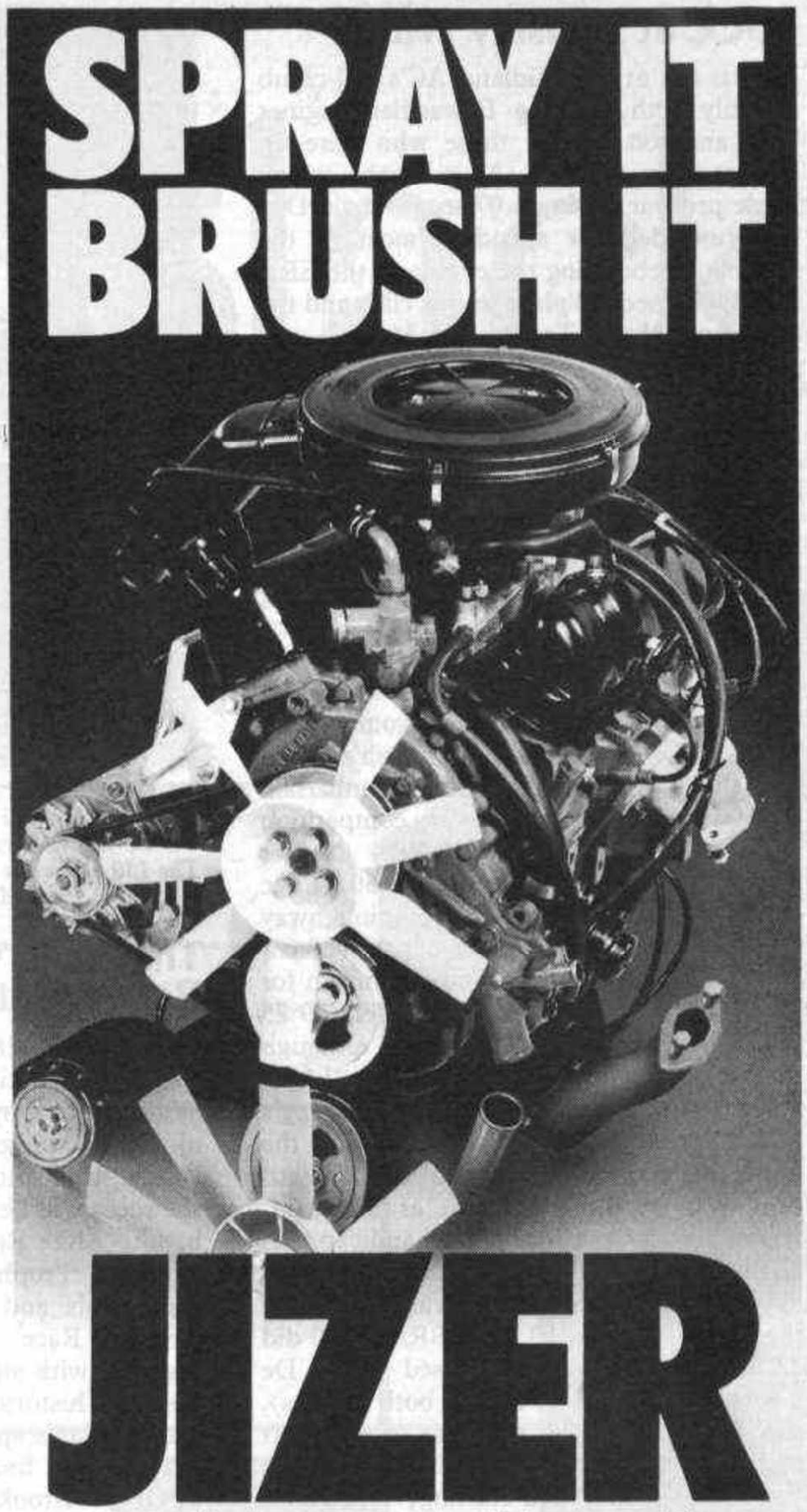
I am pleased to note that three of the truly outstanding children's cars, namely Ettore Bugatti's Type 52 electric GP Bugatti, the fine Citroën models, and those Renaults made by Welham's, the Surbiton Renault agents, are well covered. The little Bugatti gets perhaps the best coverage and kids are seen racing them, at various venues, about which I am sure Hugh Conway knows, although if the picture of 11 of these Type 52s at the Buffalo Stadium in Paris is really of the *finishing*-line the handicapper is to be congratulated! It must be the *start*-line, surely? Commercially-available pedal cars along the ages are well depicted, from which I see that the war-time coal-scuttle-bonneted monstrosity that I used to pedal on South London pavements in the early 1920s (and lose control of downhill, when its chain broke) could have been a Triang "Napier".

The book includes many of the finer examples of Bébé cars, such as the Panhard presented to the son of the Sultan of Morocco and the electric Cadillac for the King of Siam (I thought there was a pair of the latter?) and the Triang Rolls-Royce and Vauxhall are there, but not the Triang version of 4-litre LSR Sunbeam.

The jacket picture, in colour, is of Lord Montagu in the NMM 1914 Prince Henry Vauxhall with his son Ralph in the pedal-version of one of these cars, made for L. H. Pomeroy's son in 1915. The Prince of Piedmont is seen flagging-off a motley line-up of kids' cars for a 1928 race, which I expect the lone Type 52 Bugatti won, there is an Amilcar of the kind which I seem to recall could be driven on a banked track at a seaside resort here before the war, and our last month's picture of a model Napier on the road is nicely matched by a child in a similar seemingly-precarious place, but in France, in a scale-model GAR that was shown at the 1929 Paris Salon. It is dwarfed by the real cars around it, all Citroëns, except that beside it is a car badged as "Inversable", which may be a full-size GAR?

Those J40 Austins made by the disabled from 1949 to 1951 get in twice (it is said some 32,000 were made) and the more recent commercial toys, like blower-Bentley, Citroën, Bugatti, 328 BMW FI Lancia and Matra, etc., which we have dealt with in MOTOR SPORT, are included, but the fine model of the GP Sunbeam Cub, presented by Lord Montagu to the son of HRH The Duke of Kent, is not.

In a way that is the pity, namely that no publisher is likely to do a similar book for a long time, so omissions are to be regretted. As this book was done on the Continent one cannot expect British models to figure more prominently than they do. But I missed such things as Leslie Wilson's (of Shelsley Walsh fame) pedal 200 Mile Race Alvises, the pedal Packard Parry Thomas presented to a little girl, which was photographed with his racing Leyland-Thomas at Brooklands, the fine kid's "Chain Gang" Frazer Nash done by avid modeller D. M. Dent, Gordon Crosby's son's petrol-car of the early 1920s, rediscovered and restored much later, a similar tiny petrol-engined racer made in America at around that time, the pedal-powered Rover 8 and 11.4 Standard made for sons by father executives, the famous two-stroke model of Barnato's racing 3-litre Bentley, and so on. However, "Bébé Auto" is excellent in the way it captures the spirit of owning such tiny cars — Christmas nostalgia is recalled by the kid gazing at pedal-Triangs in a shop window — and a copy should be in every museum and library. The Rytecraft was perhaps too big to justify inclusion, and surely the little Riley shown with a racing Riley on page 82 depicts, not "Freddie Dixon's car and Mrs. and Miss Riley", but Percy Maclure with a works car and the little two-stroke Riley in which his small son used to open certain sprint courses in the mid-1930s? Nevertheless, an irresistible book. — W. B.



VSCC at Shelsley Walsh

IT was hot at the Midland AC's hill-climb on July 10th, making Edwardian engines boil, and too hot for those who were up against Guy Smith's Alvis-'Nash, which made pre-war ftd in 36.07 sec. Donald Day was rewarded for spending most of the afternoon rebuilding the engine of the ERA R14B with second place in this class and the Raymond Mays' Trophy (36.34 sec), and Lord Raglan's Type 51 Bugatti was third (37.09 sec). Surprisingly, the Cognac only managed 37.41 sec, but took the vintage section. Smith's Frazer Nash set a new class-record of 41.47 sec in winning the 1½-litre sports-car class, with M. J. Stretton's 'Nash taking the vintage honours, and B. Spollen (4¼ Bentley) took the big sports car class in 40.32 sec, with Rogers' 'Nash first vintage.

The 1½-litre racing-car class was won by Grey in the Hardy (38.20 sec), from a much slower Giles in Salome, L. Stretton's 'Nash being best vintage (45.06 sec). Chamberlain made his first appearance in competition with the mighty 15-litre 1904 Napier "Samson" reconstruction, doing 50.44 sec on his only ascent, wheel-spinning away from the start. This disposed of the 1908 GP Panhard's 12.8-litres, but was no match for Threlfall's 1913 5½-litre Schneider (49.25 sec), which was fastest Edwardian, although the crackling BHD, driven by James Parker, took the class, in 46.14 sec. Long's Riley Sprite seized up after crossing the finish line and the Becke spun. Best Bugatti time was by Lord Raglan, as aforesaid, while David Sewell won on handicap, his Type 13 having a "middling" camshaft and low axle ratio to help it upwards. Outside the vintage area an F1 1972 BRM P180 did 33.97 sec but was outclassed by a De Tomaso Pantera (34.4 sec, on both its runs), this being ftd in the post-war category. It was Anthony Brooke's 71st birthday but the Vauxhall-Villiers, non-starting, refused to give him a present. The Meeting was sponsored by Newton Oils and presumably in appreciation all the competitors were using it? The next VSCC hillclimb is at Prescott on August 7th. — W.B.



FIAT have joined other major European manufacturers in the super-saloon class, announcing the Ritmo Abarth 130 TC which will go on sale in the UK in September. Developed from the Group 2 race / rally car, the 130 TC has a 2-litre twin-cam engine developing 130 bhp, drive to the front wheels being via a special ZF 5-speed box. The 130 TC has a claimed top speed of 118 mph and standstill to 62 mph acceleration in eight seconds, which should put the model on a par with the Golf GTi.

The Next VSCC Race Meeting

ON August 28th the VSCC moves to Cadwell Park circuit, near Lincoln, for its Williams Trophy Meeting, with an eight to nine race programme on this road-type course, well suited to pre-war cars. Four of the races will be over 10 laps. Will Bugattis break Alfa Romeo domination of the Williams Trophy Race for two-seater GP cars? This and the 10-lap John Holland Trophy Race for vintage racing cars, together with similar races for pre-war and post-war historic racing cars, should ensure a lively day's sport, commencing at 13.30. This is the final round of the MOTOR SPORT Brooklands Memorial Trophy Contest (positions to date on page 958). For those who missed this Club's Silverstone and Oulton Park events, this is the last chance this year to see VSCC old-time racing. — W.B.

MINIATURES NEWS

CAR MINIATURES continue to issue from Grand Prix Models of 173-175, Watling Street, Radlett, some of their more recent offerings embracing a nostalgic MkII Jaguar saloon, a 1:43-scale metal kit of the well-liked Ford C100 Group C sports-racer in the form in which it ran at Le Mans in 1982, said to be easy to put together as a plastic kit thanks to new castings (£9.95) and another kit of a Group C car, the "Martini" Ferrari / Lancia. — W.B.

Emergency Scissors

NOW that we are all safely belted into our modern cars it is as well to remember that safety-belts can sometimes be dangerous. For releasing those trapped by them, apart from the knives mentioned previously, Tuskcourt Ltd., 3 Knights Hill Square, London SE27 0HP, supply scissors for the door or dashboard, for £1.99 (two for £3.50). — W.B.

F2 REVIEW

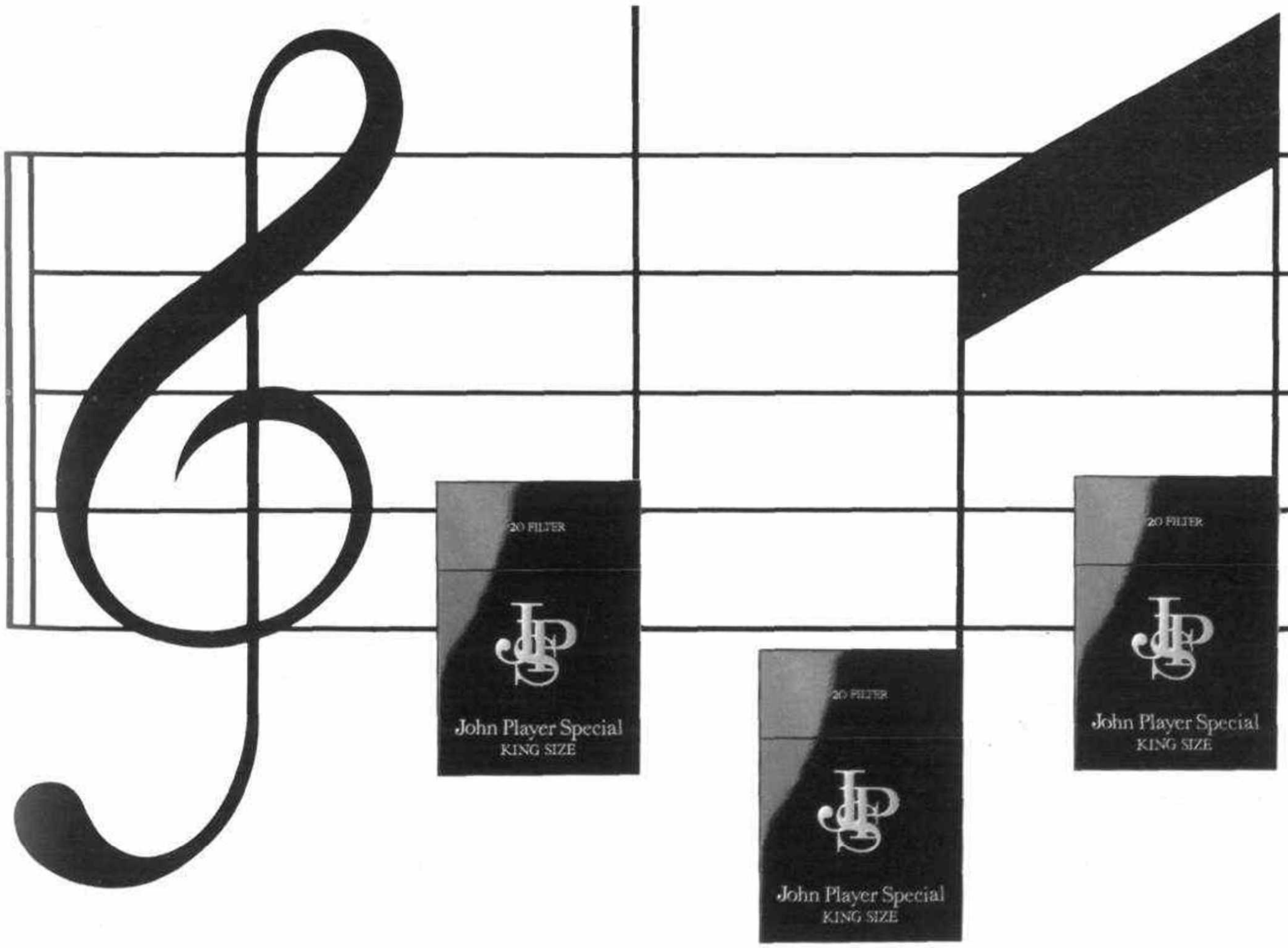
Continued from page 907

that he's hauled himself back from the edge of oblivion with a fast, aggressive driving style that has few inhibitions. On the negative side, he has a limited technical knowledge and sometimes goes too hard for his tyres to last beyond the first third of a race. At the time of writing, it was possible that he would try and qualify the March RAM 01 for its first Grand Prix at Silverstone, which doesn't seem an especially wise move. On target for the Euro F2 crown, Thackwell will only undermine any benefits that might bring if he doesn't qualify the March RAM.

So far, the 1982 European Championship really has been a three-horse race. German Stefan Bellof would be closer to the top if he wasn't driving for the Maurer team, whose cars, while beautiful to look at, have not been reliable enough. Team owner Willy Maurer looks like another Gunther Schmidt in the making while Bellof, though blindingly quick, would benefit from the guiding hand of a good team manager. Bellof's poor season has been flattered with the award of the Jarama "win", which is particularly ironical in that the Maurers themselves have been the subject of much doubt regarding legality.

At the end of the season, all these drivers will face quite a problem. Disregarding the eventual destination of the title, Gabbiani, Palmer, Thackwell and Bellof will all deserve an F1 drive; but who with? None of them, especially Gabbiani, can afford to stay in F2 any longer and the decent F1 seats will probably be filled by drivers from within the F1 fraternity. That leaves the little teams like Osella, Theodore and RAM. A similar choice faced last year's Euro F2 Champion Corrado Fabi and the runner-up, former motorcycle ace Johnny Cecotto; and in a stark reversal of fortunes, Fabi struggles with Osella while Cecotto attracts healthy praise at Theodore. Will this year's crop fare any better? — A.C.M.

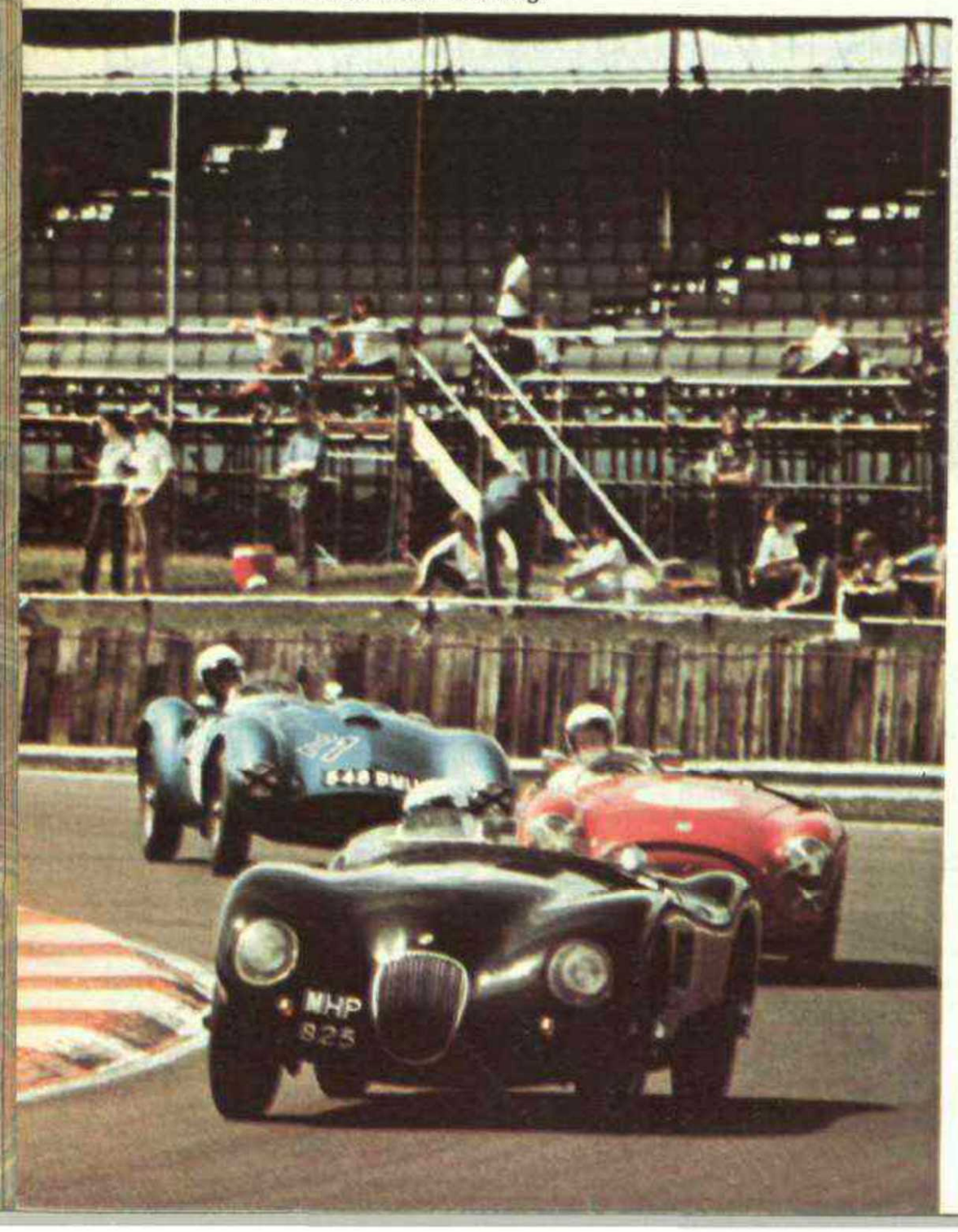
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VSCC SILVERSTONE IN THE Shuttleworth and Nuffield Trophies race (above), Willie Green and Patrick Lindsay battled furiously in their ERAs, Green (11) finally taking the honours with Black's Alfa Tipo B third. Although Jaguar D-types ran away with the sportscar race, there was a good variety in the field: here Grist's C-type holds off an AC Ace and a Frazer Nash Sebring.





RON FOOTITT carried off the Boulogne Trophy with the AC/GN (above) while Mike Hawthorn's memory was celebrated in the main Trophy race. After a slow start, Neil Corner took command in his Ferrari Dino (below) and drove to a repeat of last year's win.



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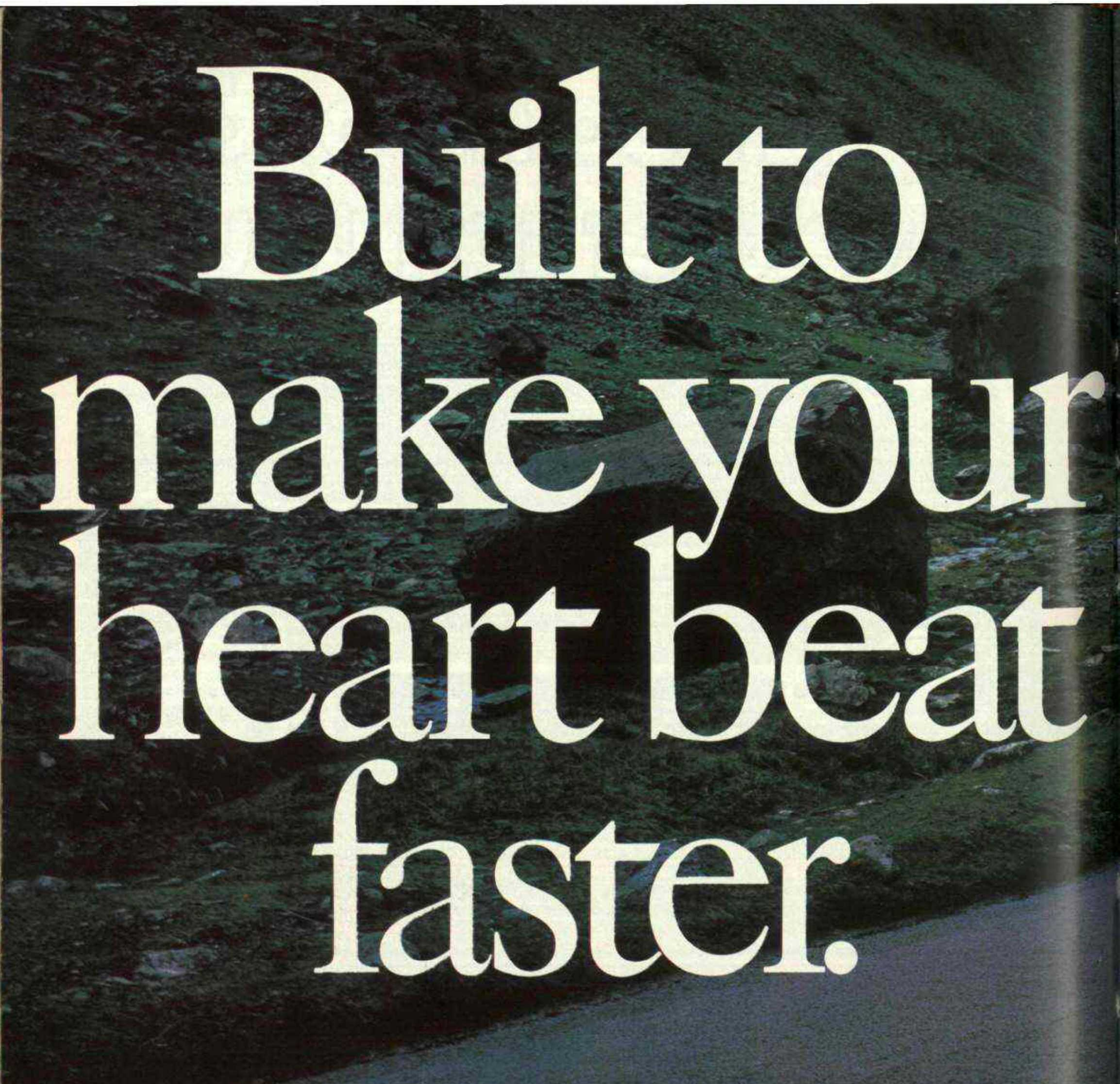
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In 8.5 seconds* you're past 60 mph. The 1.8 litre Bosch fuel injected engine, with 115 potent horse power flexing its muscles as you brake for the first corner.

The big vented front discs bite hard. Gas filled shock absorbers and uprated springs minimise body roll whilst soaking up the roadmakers bumps.

You're through the left and smoothly back on the power for the short burst to the next corner.

Into the right. The road surface gripped by 5½" wide alloy wheels and ultra low profile 185/60 HR tyres.

Out onto the straight, as you snick up into fifth,

*PERFORMANCE FIGURES FROM 'MOTOR' MAGAZINE. ASTRA GTE 1800i; 3 DOOR £6412. PRICE INCLUDES CAR TAX AND VAT, BUT NOT DELIVERY OR NUMBER PLATES.



you've time to appreciate the feel of a car born to run.

The driving position, with essentials placed for optimum control.

The creature comforts; like full carpeting, 4 speakers for all around sound, and tinted glass.

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Rover Vitesse

THE homologation of a suitably equipped competition version of the 3.5-litre V8-engined Rover into the GpA racing category was one of the prime reasons behind BL's decision to offer a high performance version of this big saloon at the end of 1982. You won't have had to look far to note that Rover is currently enjoying considerable success in the national British RAC touring car championship and it was initially planned that the Rover Vitesse, as this fastest production saloon carrying the marque's name is known, would be available only to special order and in somewhat limited numbers.

It was subsequently decided that the Rover Vitesse would be made available in rather larger numbers than originally anticipated and, potential buyers may find, there may even be some dealers who actually have one in stock just waiting for a purchaser. Up until this point in time the only performance versions of the aerodynamically attractive Rover V8 have been available from outside tuning establishments, but the Vitesse is the first proper performance version to have been developed within the BL empire.

The 3,528 cc aluminium V8 has gained a reputation as a notably smooth, free-revving power unit and, in its latest form, now produces 190 bhp at 5,280 rpm as opposed to the 150 bhp offered by the standard model, thanks to modifications which include the incorporation of Lucas L electronic fuel injection, higher compression ratio and re-profiled inlet ports to improve the gas flow.

The result of this development work has been to unleash the V8's potential and, with a 0-60 mph time of fractionally under eight seconds and the ability to sprint from 0-100 mph in less than 21 sec, the Vitesse unquestionably slots into the upper echelons occupied by the very fast luxury saloons from Jaguar, Mercedes-Benz and BMW. Utilising the indicated 5,500 rpm red line on the Vitesse's quartic rev counter, it will pull 33 mph in first gear, 65 mph in second, 94 mph in third and 126 mph in fourth. The overdrive fifth ratio is claimed to be capable of pulling the Vitesse to over the magical 130 mph mark, something we were unable positively to verify during the course of our test, but a figure which we have little reason to doubt, bearing in mind this Rover's smooth, willing performance throughout the rest of its acceleration curve.



Visually, the Vitesse is distinguished from its lesser stablemates by the incorporation of a hefty rear spoiler, multi-spoke alloy wheels shod with Pirelli P6 rubber and sporting the appropriate badges. Under the skin, apart from the engine modifications, spring rates have been stiffened significantly, the transmission has been uprated to deal with the extra power by means of stronger gearbox bearings and ventilated disc brakes with four pot calipers are fitted on the front wheels — although drum brakes are still used to take care of the rear wheels.

With a price tag of £14,950, the Vitesse clearly offers tremendous performance for the money and undercuts several of its significant European rivals by a healthy amount. But how does this high speed version of a seven-year-old design stand up in terms of ride, comfort and refinement against its competitors.

The answer to the first couple of aspects is

"pretty reasonable", but in terms of refinement, the Rover Vitesse doesn't score as highly as, say, the Opel Senator CD, the six-cylinder Jaguar XJ6 or the 380SE Mercedes-Benz. The ride is firmer than on the other big luxury cars, and while it is quite sensitive to minor undulations in the road surface, the other side of the coin is an impressive feeling of solid stability at higher speeds. In fact, the harder one drives the Vitesse, the more "complete" one finds the ride and handling characteristics. It feels pretty neutral at medium speeds, but reassuring understeer builds up progressively the faster one goes.

The power assisted steering has slightly higher gearing than its regular Rover V8 counterparts and, although I would dearly like BL to get rid of that frightful "quartic" steering wheel once and for all, the steering feels sensitive without totally depriving the driver of his awareness of what the front wheels are doing. At high speed, in particular, it feels nicely weighted and imparts every bit as much confidence as similar systems from BMW and GM. The large rear spoiler clearly makes a significant improvement to the Vitesse's overall stability and the whole car has a pleasantly taut, agile feeling about it.

Our test car was fitted with low profile Pirelli P6 rubber (205 / 60 VR-15), endowing the Vitesse with familiarly high levels of adhesion on dry roads. In the wet, however, the P6s have an established reputation for rather lower, if predictable, levels of adhesion than some of their rival high speed tyres, but even when a sudden rain shower doused our local lanes, the Vitesse could be rushed along with an eye-opening degree of confidence, a touch of opposite lock checking any wayward progress from the rear end without a moment's hesitation or doubt. Although one might legitimately take the view that a car endowed with such considerable performance could be better served with an all-disc brake configuration, we can report that the front ventilated disc / rear drum arrangement proved more than adequate on this Rover, pulling it up quickly from around the 100 mph mark on several occasions without any significant fading.

Another aspect of the Rover Vitesse's appeal is its flexibility in high gears, for although the muted throb of that pushrod ohv V8 can be wound up impressively on the motorway, it also produces 220 lb / ft of torque at 4,000 rpm which enables it to trickle along in fourth gear from just over 10 mph. The on-board computer gives an "instant" fuel consumption reading of about 48 mpg under these conditions, but when you flatten the throttle, it drops dramatically towards single figures as the revs rise. However, the legal 70 mph limit is achieved at a very restful 2,200 rpm in fifth gear, at which point it's possible to back right off the throttle without losing any momentum and still return around 31 mpg. The overall average for the period of the Vitesse's road test was 22.5 mpg which, by any standards, is extremely acceptable for a car with this sort of performance.

Although this Rover saloon is quite a big car externally, I've never considered that it has offered adequate room inside. In fact, behind the wheel a tall driver is very conscious of its lack of space, and while the seats are moderately comfortable, they don't provide a great deal of lateral support and anybody over six feet tall will feel rather hemmed in. Even with the front seat pushed as far back as possible, there is a confined feeling behind the wheel and, under those conditions, the rear seat legroom is quite laughable.

Ever since the Rover SD1 was introduced its fascia layout prompted mixed reactions and I'm afraid I feel that the Vitesse's instrument panel still looks like a boxy afterthought stacked atop a shelf. It is a source of continuing amazement to me why the quiet good taste of BMW, Mercedes-Benz and Jaguar in this area cannot be duplicated by most of their rivals. Surely in this day and age it is not too much to ask for? As it is, the Rover's quartic rev counter (red lined at 5,500 rpm) and speedometer (calibrated from 0-130 mph) face the driver through the upper segment of that unsightly, aforementioned quartic steering wheel. To the left of the driver stretches a selection of secondary gauges, comprising contents gauge for the 14.5



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gallon fuel tank, water temperature and oil pressure gauges. Below the radio / stereo unit and the controls for the heater / demister is the control panel for the computer, unfortunately masked by the gear lever when the car is in fifth.

The Vitesse's ventilation system is extremely efficient, with adjustable vents in the centre of the fascia and also in the top of the doors for ducting air to the side windows. Electrically operated windows come as standard equipment, there is lots of padding on the fascia and around the inside of the doors, although it will be a matter for individual taste as to whether one approves of the simulated grained veneer cappings along the doors and across the centre line of the fascia!

The relationship between the clutch, brake and accelerator pedal is fine, with plenty of room within the footwell, but the gearchange is rather notchy and I always had a slight suspicion that second gear was reluctant to engage. In fact it never failed to go in, but there was a peculiar feel about the change, noticed by more than one colleague, which prompted the driver to give it a reassuring tug, even when it was securely in second. In general terms, the Rover's gearchange has longer movements than one would ideally like and doesn't really encourage really quick shifts.

As has always been the case with the big Rover saloons, the Vitesse has considerable luggage carrying capacity, its large rear hatchback revealing an enormous boot into which luggage has to be lifted over a very high sill. The rear parcel shelf lifts up with the tailgate, but we nearly had a nasty accident when one of the supporting hydraulic struts became detached at its upper extremity, causing the tailgate to drop alarmingly on its one good strut. We fortunately managed to repair this little problem before the weight of the tailgate distorted its hinges, but it could have been a nasty moment if the other strut had given way under double its intended capacity.

Although there are no door pockets, the drop down glove compartments on either side of the fascia are quite deep and accommodating as is the shelf immediately ahead of the front seat passenger. The bonnet release is to the right of the driver within the glove compartment and the spare wheel is mounted within an underflow compartment in the boot. Central door locking comes as standard equipment and our test car was fitted with a welcome sunroof. The halogen headlights are fitted with washers mounted in the front over-riders and twin halogen foglights are also incorporated in the Vitesse's generous specification.

Unquestionably, the Vitesse is one of the quickest cars in its class, but it has to be said that the big Rover V8 saloon, for all its on-paper excellence, has never managed to assume the quality cachet associated with its rivals, even those carrying the Opel badge. If performance is the buyer's main criterium, then this English four-door saloon stands up to its market opposition very well indeed. But if you feel that the investment of £14,950 is too much to pay for a car which, visually, is little different from its considerably more modest stablemates, then the Rover Vitesse will not be for you. Above all, although some people will relish its rugged character, it is competing in a market sector where buyers expect just a little more style, refinement and general "pizzaz" than the Rover Vitesse can really offer. — A.H.

SPECIFICATION

Body
Four-door, five-seat saloon. Length, 16 ft 3 in; width, 5 ft 9 in; height, 4 ft 6½ in; wheelbase, 9 ft 2 in; fuel tank, 66 litres (14.5 gal); weight, 1,593 kg (31.3 cwt).

Power train
V8 water-cooled engine mounted at front. Bore × stroke, 88.9 × 71.1 mm; capacity, 3,528 cc. Power output, 190 bhp (DIN) at 5,280 rpm. Lucas L electronic fuel injection. Gearbox, 5-speed manual; clutch, single dry plate final drive, hypoid bevel, ratio 3.08:1.

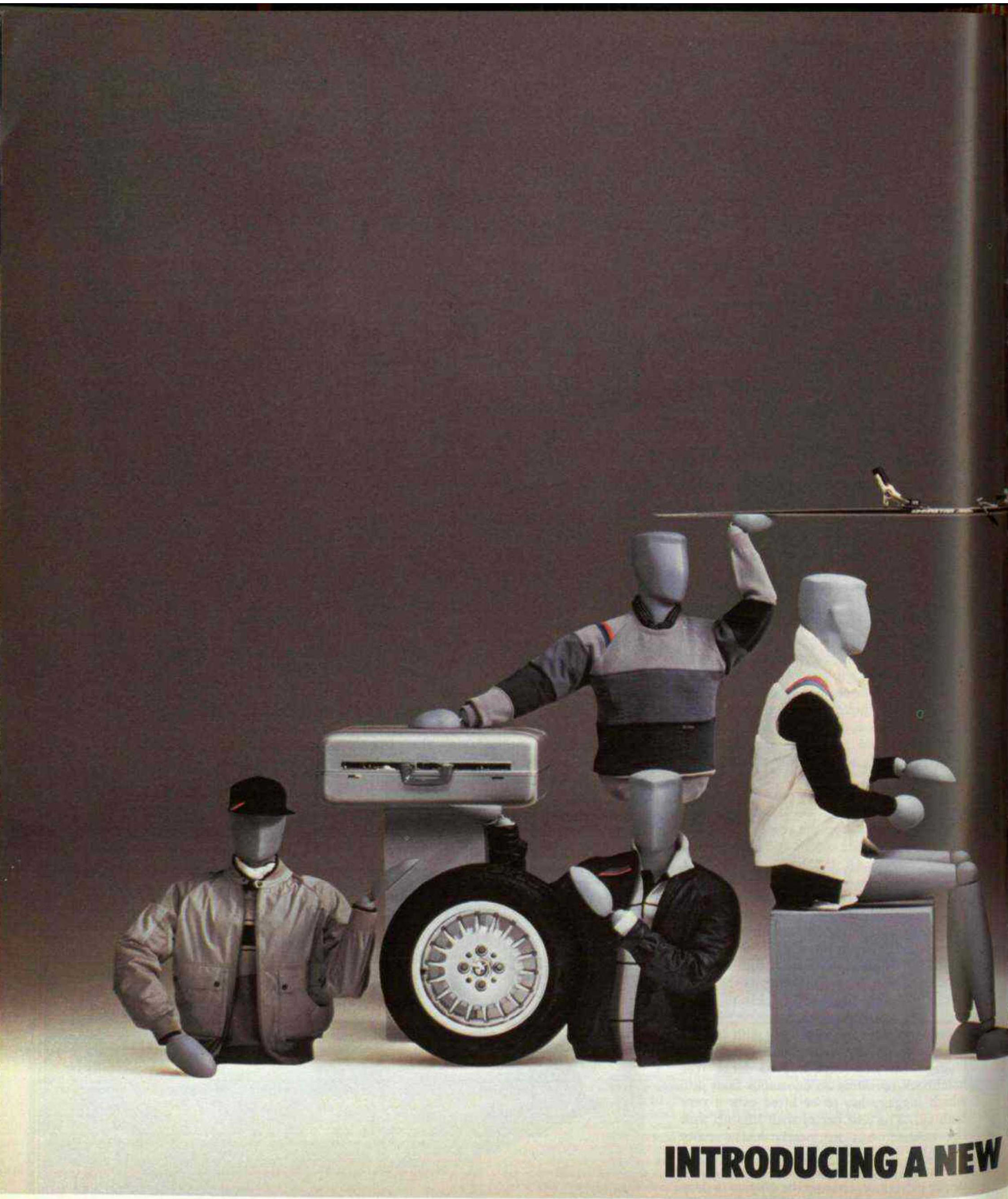
Suspension
Front, Macpherson strut, coil springs and telescopic shock-absorbers with anti-roll bar. Rear, live axle, torque tube, trailing arm and Watts linkage with coil springs and telescopic shock-absorbers. No anti-roll bar.

Brakes
Front 10.1 in ventilated disc with four pot calipers. Rear, 9.0 in diameter drums. Vaccuum servo.

Performance
Acceleration: 0-30 mph: 2.8 sec.
0-60 mph: 7.8 sec.
0-100 mph: 21.2 sec.
Maximum speed: 133 mph.
Fuel consumption: 22.5 mpg overall.

Price
£14,950 inc car tax and VAT.





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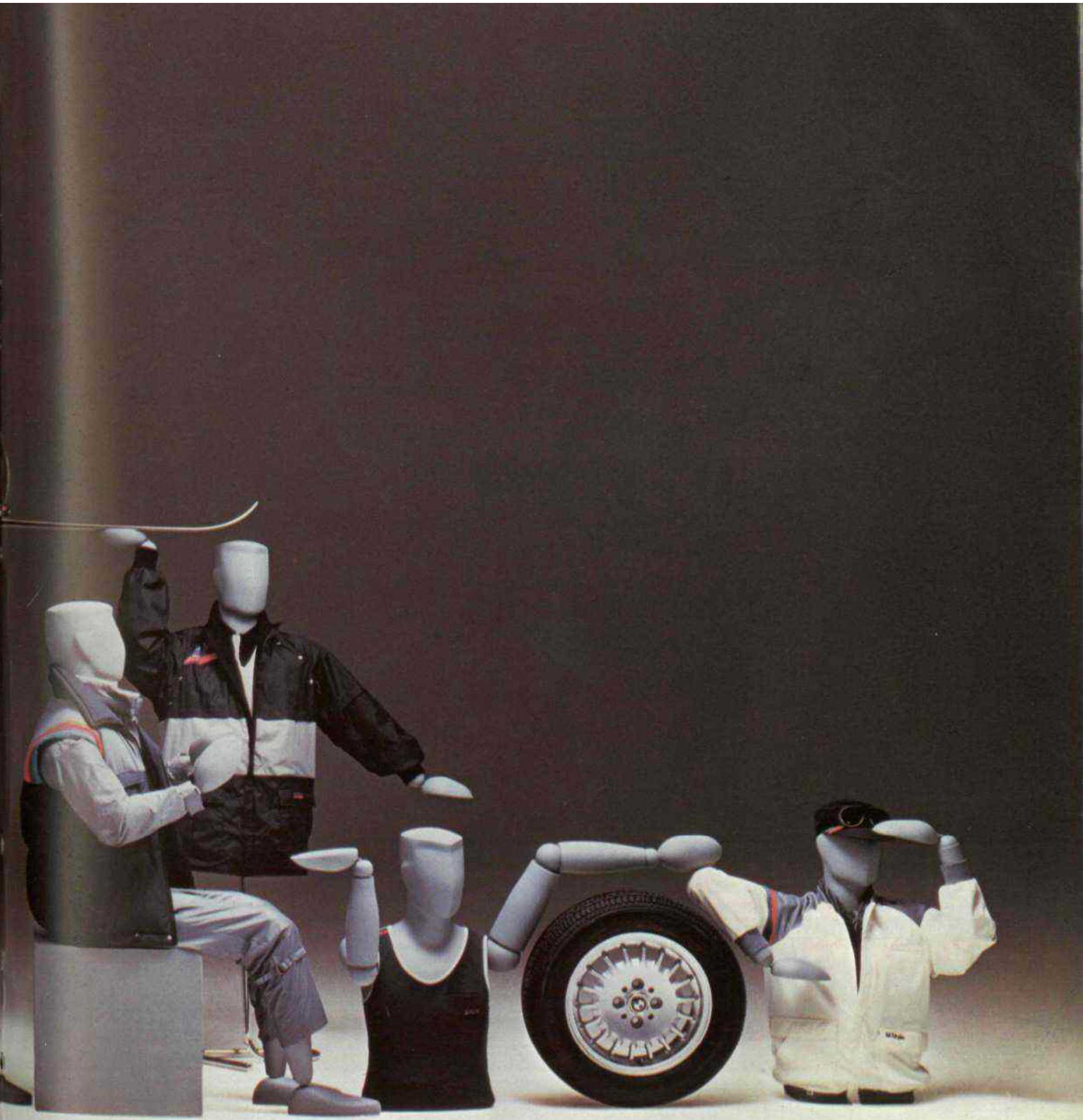
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WIN PERCY's new Toyota Supra arrives at the chicane on the first lap of the Touring car race in close company with the BMWs of Hans Stuck and Frank Sytner. Next time round Sytner gouged the side of the Toyota and set off to catch, and pass Stuck.

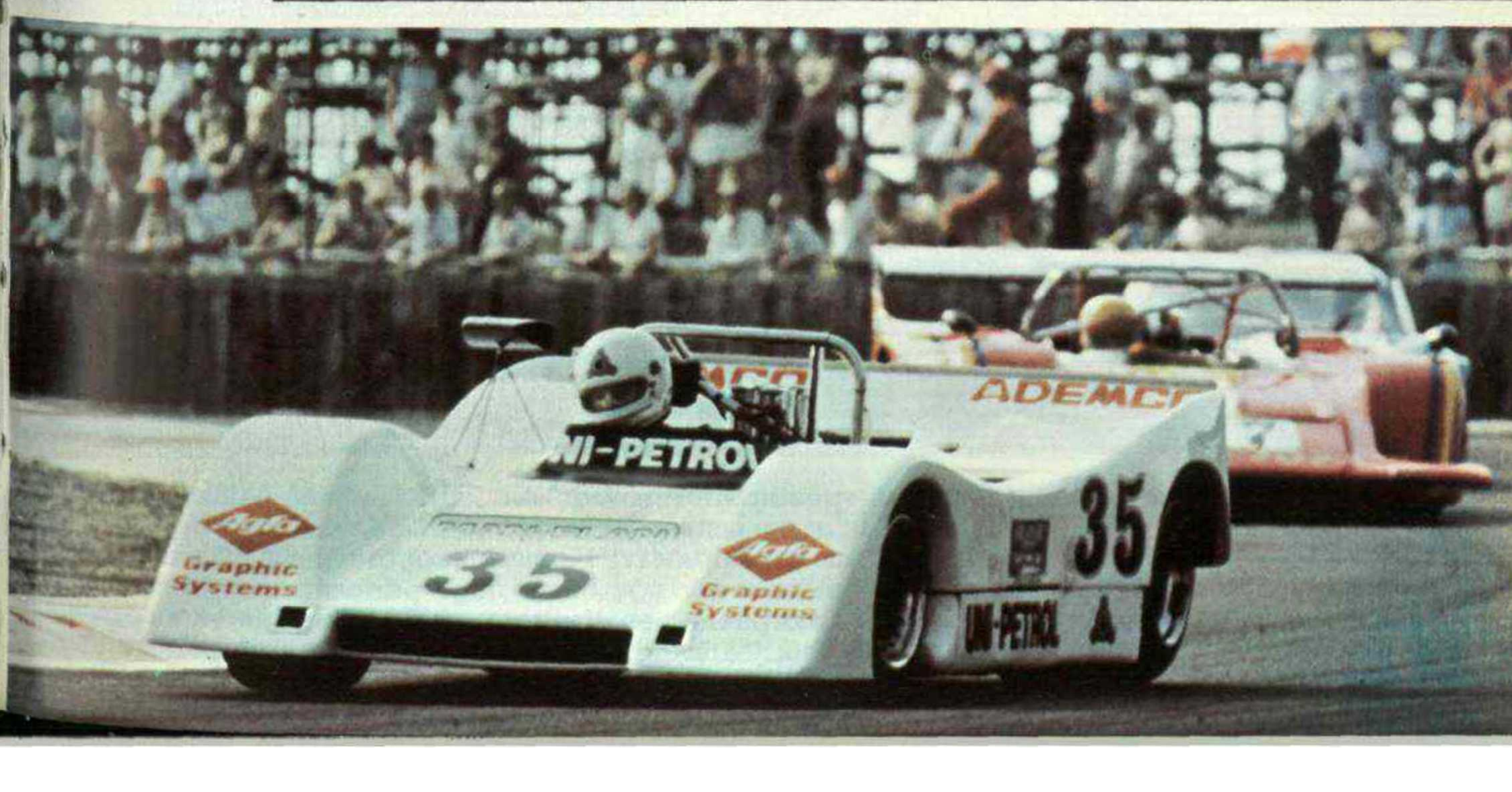
HISTORIC racing car winner Neil Corner (Ferrari Dino) made a tardy start behind Willie Green's Lotus 16 and is caught by Alain de Cadenet's Aston Martin DBR4 and Albert Obrist's Ferrari Dino. Right, Mike Wheatley's BRM P154 which won the Historic GT race after a struggle with Ted Williams's March 707, following. Williams spun out of the chicane on the final lap but recovered to keep his second place.

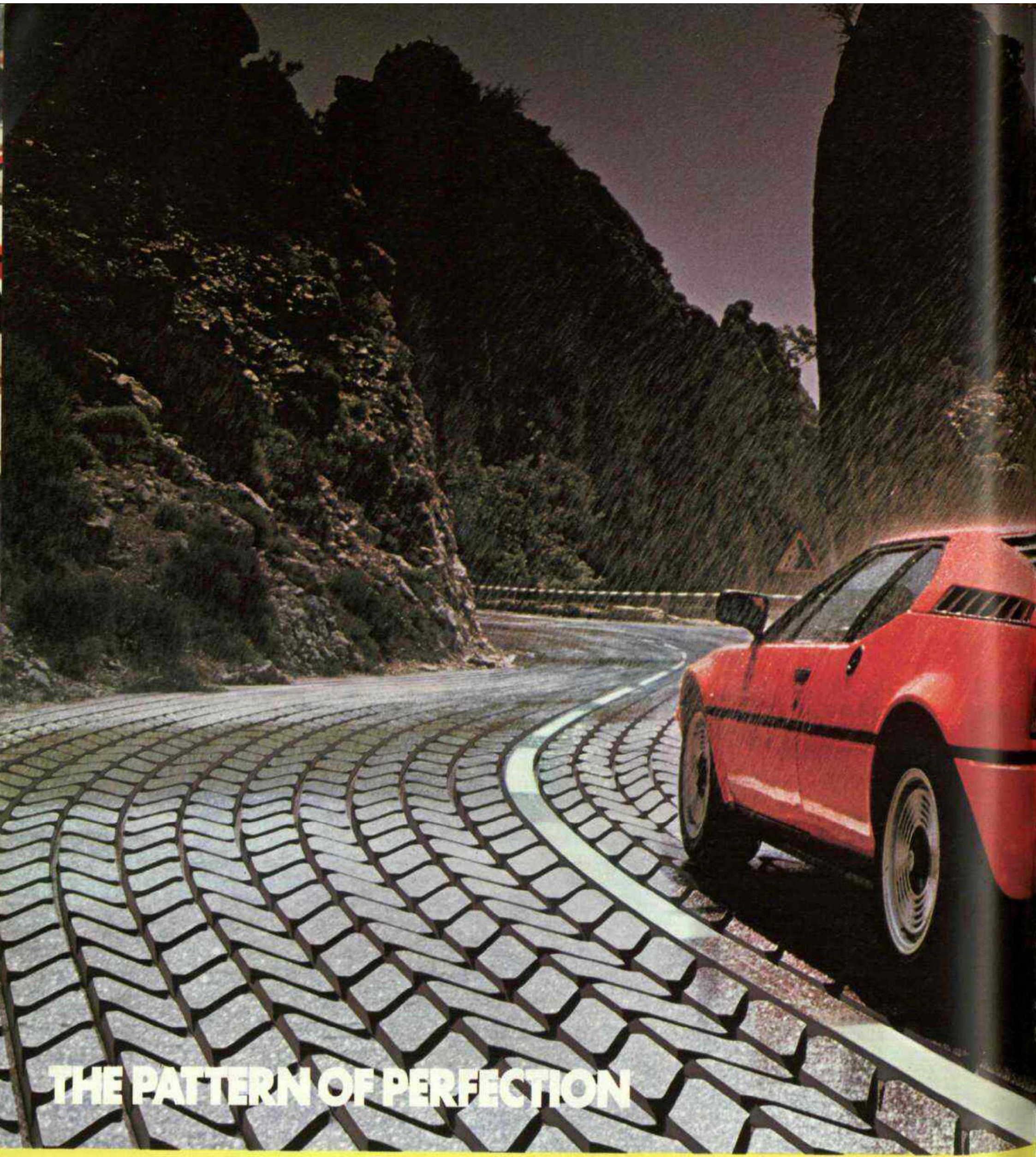


GRAND PRIX SUPPORTING EVENTS

TWR prepared Rover 3500s dominated the GpA race, Steve Soper leading Peter Lovett and Jeff Allam at the finish. Jeff Allam finished third ahead of the two BMWs and the Toyota, class winners being Jon Dooley (Alfa Romeo GTV6) and Richard Longman (Ford Escort RS1600i). Right, Ayrton Senna returned to winning form in the Dick Bennetts Racing Ralt-Toyota in the Formula 3 race, narrowly beating Martin Brundle's Eddie Jordan entered Ralt-Toyota. Calvin Fish was third in the BP sponsored, VW powered Ralt.







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BRITISH GRAND PRIX ALAIN PROST drove a textbook race to record his third victory of the season, extending his and Renault's World Championship leads on the sixth anniversary of Renault's début with the turbocharged Formula One car. A débutant this year was the Honda powered Spirit driven by Stefan Johansson which ran well in the opening laps. Below, Niki Lauda led the Cosworth runners, rewarded by sixth place.







NIGEL MANSELL, dogged by problems throughout practice, drove a marvellous race in the brand-new Lotus 94T to finish fourth, well in contention. Patrick Tambay (below) was hampered by lack of grip after leading the opening laps, ahead of team-mate René Arnoux and eventual winner Prost. Tambay was placed third, Arnoux fifth.



VSCC SHELSLEY WALSH

FASTEST Edwardian on the hill was Tom Threlfall's 1913 Schneider (left). Christian's Alvis 12/50 Special attacks the Esses (above) while the BMW-engined Frazer Nash of G.M. Hare (below) sprints clear of Crossing Bend.





VINTAGE honours in the 1½-litre class went to M.J. Stretton's 'Nash (above), only one-tenth the capacity of the Napier "Samson" recreation, driven by its constructor Bob Chamberlain.



Aston Martin's renaissance

THE look of pleasure on the faces of the Aston Martin personnel at Le Mans was good to behold. Final practice times issued on Thursday night confirmed that the Nimrod was 16th fastest overall, and quickest of all the normally aspirated cars on the track. The ground effect Rondeaus were too slow on the straight to match Ray Mallock's best lap of 3 min 35.78 sec, and the Ford-Cosworth DFL and DFV engines were eclipsed.

"I'll tell you something . . . we'll finish third in the race," predicted Aston Martin Lagonda's Executive Chairman Victor Gauntlett. Fate did not agree, the Nimrod retiring in the 18th hour, having been as high as 12th overall, with an engine failure tracing directly back to the alternator problems the Viscount Downe / Bovis / Pace team had been experiencing since the start.

Making up for this disappointment, the Michael Cane-managed Emka finished in 17th place having spent more than two hours in the pits with radiator and suspension problems that ruled out a possible 10th place. The 570 horsepower Tickford-prepared Aston Martin 5.3-litre V8 engine hadn't missed a beat throughout the race.

Porsche's 956 models dominated the race, no question, but what about next year? The fuel consumption, already critical for the turbo cars, will have to be reduced by 15% as the tank size is reduced from 100 litres to 85 litres, with no increase in the number of fuel stops allowed (five in a 1,000 km race, 25 at Le Mans).

The significance of this is that the Aston Martin Tickford powered cars are *already* running at next year's fuel consumption, which will work out at 5.54 miles per gallon. In fact, the Nimrod — still grossly overweight despite the work of Ray Mallock and the team managed by Richard Williams, was averaging 6.7 miles per gallon at Le Mans. It was by far the heaviest Group C car to be weighed on the official scales, at 985 kg compared with 895 kg for the Emka and around 840 kg for the Porsches.

Losing 150 kg by next season would undoubtedly make the Nimrod, or any other Aston Martin powered Group C car, extremely competitive for next year's series. Lap times of 3 min 35 sec could become a routine at Le Mans, just as the works Porsches were running this year in the 3 min 30 sec to 3 min 35 sec bracket. Next year they will have to slow down a bit. . . .



THE restyled MG Metro is the car that Tickford used to launch their separate identity, and is selling well. Steve Rawlinson, the 29-year-old Tickford managing director, poses with the Tickford MG outside the Milton Keynes headquarters.

Aston Martin Tickford

Minds filled with the thoughts of a possible Aston Martin victory at Le Mans next year — the 25th anniversary of the company's only outright success there — we headed for Newport Pagnell to talk to the men who could make it happen. First though to the Tickford operation at Milton Keynes, the sprawling industrial area on the western side of the M1 some five miles from AML's headquarters.

Why Tickford? What has this well-known coachbuilding company's name got to do with racing engines? We have to go back to 1980 for the answer. Five years before that the company had gone bankrupt for the seventh time in its history, to be rescued by Peter Sprague and Alan Curtis. In December 1980, when the company needed further reorganisation, control was taken by Victor Gauntlett, the man who built up the successful Pace Petroleum company, and by CH Industrials (CHI), formerly Coventry Hoods and Sidescreens and as such suppliers of folding hoods to the Midlands based British motor industry for many years.

Picking up the pieces, Gauntlett and Tim Hearley of CHI, the joint chairman, reconstituted the company later making Aston Martin Lagonda (AML) sales and service separate companies. Most significant was using the Tickford name for a new company which would sell design, engineering and related services, as well as the coachbuilding expertise which the name implies.

So Tickford, now occupying three office and workshop units at Milton Keynes and soon to expand into a £1 million purpose-built premises, took over AML's design staff and engineers, leaving AML to concentrate solely on the production of exclusive motor cars.

The first visible signs of Tickford's new existence were in the forms of the Tickford MG Metro which was first seen in October 1981, followed by the Tickford Capri which made its début at last year's motor show. Both cars are intended to tap the huge market for upmarket cars which appeal to wealthy and discriminating customers.

The Capri, with a turbocharged 2.8-litre V6 powering the much-altered bodyshell to 140 mph if required, is due to go on sale from October (at the Motorfair) at a projected price of around £15,000. This will include the turbocharger which lifts the power to 205 bhp, modifications to the five-speed gearbox, suspension modifications, the fitting of disc brakes at the rear, the flared wheel arches and other cosmetics, and a de luxe interior; in other words, a complete package.

"We plan to make 250 Tickford Capris within 18 months and judging by public reaction at last year's Motor Show, and at the Geneva Show in March, we won't have any difficulty selling them," says Tickford's 29-year-old managing director Steve Rawlinson.

The project started with a conversation between Gauntlett and Bob Lutz, former president of Ford of Europe, and everything was going ahead smoothly for the launch last autumn. But then the personnel changed at

Ford, all programmes — including the Tickford Capri — were reassessed, "and it took Ford six months to decide not to take this one on". As a result Tickford had to put the revised Capri through Type Approval (David Orchard is the manager of homologation and type approval for Tickford, this being one of the services the company offers), and order the parts from Ford.

"What this meant was that we had to carry the project ourselves, rather than having Ford as a client," says Rawlinson. "It's an expensive way of doing things for a small company, but we believed in this project and decided to go on with it. In future, we would look to have the manufacturer as a client, carrying out work like this on its behalf." That statement rules out our next thought, that Tickford might turn their attentions next to the Sierra, for the time being at least. It is still possible, though, that individual Ford dealers could order and retail the Tickford Capris, and if a fifth of them did so the entire run of specialised cars would soon be accounted for.

The Tickford MG Metro is a simpler project, leaving the mechanical elements alone and concentrating on revised body panels and a special interior which includes a new leather-clad wrap-round dashboard. Including a stereo radio / cassette unit as standard, the Tickford conversion adds £2,500 to the price of the MG Metro or Turbo, which many people would consider excellent value.

Other work going on at Milton Keynes includes cutting Mercedes in half and adding three foot to the length, turning them into limousines. TV sets, cocktail cabinets, walnut cappings, and all the usual jet-set accoutrements appeal to the Middle East market particularly, this side of Tickford's business being for Bob Jankel's Le Marquis company.

All this, however, will be overshadowed in the autumn by a new and exciting project for Jaguar. Tickford are now finishing a factory at Bedworth, "not a million miles from Browns Lane" to assemble and trim the XJ-S Convertible which is due to be launched around Motorfair time. Since Jaguar is the client Tickford cannot discuss the arrangement, but it's on record that after Tickford made various proposals about the design and structure of the new Jaguar, they were invited to join the venture. The arrangement will suit Jaguar well as Tickford's new factory will provide the necessary extension of working space; for Tickford themselves, it will mean taking on 20 new employees and increasing their payroll to around 100, and they will also be running the Tickford Capris down parallel lines.

One of the appointments likely to be made soon is of a marketing and sales manager who will exploit all the skills that Tickford can offer. Steve Rawlinson believes that there is a limit to the amount of coachbuilding that the company can undertake, "perhaps five or six projects at a time". Taking the new Jaguar XJ-S Convertible, the Capri, the MG Metro and the Mercedes limousines as four, that leaves one or two more openings.

Tickford intend the new headquarters, only 200 yards away from the present suite of buildings and due to open at the end of March next year, to be their showpiece. It will house engineers, stylists, even underground test beds that can run 24 hours a day without upsetting the neighbours. Like Porsche and more recently Lotus, the idea is to offer a full range of consultancy skills such as styling, feasibility studies, prototype building, homologation, assembly, competitions projects (race and rally cars) and so on.

Turning to the Group C engine, we see that the Aston Martin Tickford V8 is already at the stage that rivals would like to be at the start of next season. For Steve O'Rourke's Emka the V8 was shortened by five inches through repositioning the distributor, water and oil pumps, lightened by such means as casting the camshaft covers in magnesium, and strengthened to



VICTOR GAUNTLETT, at 41, controls Pace Petroleum and is executive chairman of Aston Martin Lagonda. His enthusiasm to fly the AML/Tickford flag at Le Mans next year is tempered by financial constraints.

be used as a stressed member, thus enabling the chassis to be lighter. In Emka trim (and Emka designer Len Bailey was full of praise for all the modifications carried out by Tickford) the V8 weighs 485 pounds complete with starter motor, develops 570 bhp at 6,950 rpm and 450 lb ft of torque at 5,000 rpm.

"It seemed clear this year that the Cosworth engine is not up to the job for Le Mans, and we see our engine as being the alternative to Porsche — and at half the price", says Rawlinson. Tickford will quote £25,000 for a power unit ready for racing, complete with Lucas mechanical fuel injection. The big debate is whether to freeze the design in its present, and proven form, or whether to press on in the search for more power, which the V8 could surely give without overstretching the economy requirements.

"If we developed the engine with the Lucas / Bosch L-Jetronic engine management system we would expect to see a 5½% improvement in fuel economy", says chief development engineer David Morgan. Four-valve cylinder heads are also under consideration, but whether these refinements will be needed for next year is another matter. The engine certainly doesn't need to be more economical, and may not need to be any more powerful, while an expensive programme of development would have to be reflected in the price tag on the engines. So in probability these refinements will be introduced as and when the need arises.

"We certainly can't afford to give these engines away with cornflake packets", says Rawlinson. "It's easy to get swept away with big ideas, and we'd love to have a full Aston Martin team at Le Mans next year, but I can't see that happening unless a big sponsor comes along. We'd be content to build a series of engines, a dozen perhaps, and supply them to customers with a full service, back-up, rebuilding, and so on. We have to set our objectives, cost them, and then really go for them!"



We didn't pick the best of days to call on Victor Gauntlett at Newport Pagnell, greeted by pickets outside the factory. Rating a few lines in a couple of national newspapers, the dispute over panel-beater's money, and differentials, was a sad re-run of the sort of problems that beset BL not so long ago. Mr Gauntlett broke off from his discussions with the workforce to attend the interview, giving a frank rundown on the situation.

"We've got to solve this problem, and quickly, to survive. It's about productivity, of course, and until that improves we can't afford to give them all that they would hope for."

Going back only five years, Aston Martin-Lagonda sold 200 cars on the home market in 1978, falling to 170 in 1979, 115 in 1980, 35 in 1981 and 40 last year. What has been dramatic is the rise in exports, particularly of the Lagonda model, so that the current output of four cars per week, 200 per annum, is not quite sufficient to meet targets or to make real profits. Another

car each week, so that the annual production rate would reach 250 units, would make a substantial difference to the company's balance sheet.

"The Lagonda is for an ebullient economy," says Gauntlett enthusiastically. "It's perfect for the Middle East and for America, and we're making about 150 a year, along with about 50 Saloons, Volantes (convertibles) and Vantages. You know, I find it amazing that this little company with 300 employees can turn out a car like the Vantage which can hold its head up in any company!"

In the UK the dealer network has shrunk to half a dozen ("all keen, individual operations"), though Mr Gauntlett's policy of strengthening the exports markets can fairly be said to have kept the company afloat. Through several distributors in the Middle East, and through Aston Martin-Lagonda North America, 75% of all the cars made at Newport Pagnell are exported, allowing for a handful for other world markets.

perhaps 100 the following year as the economy picks up. But we must not become dependent on America; I would be happy to see the States as up to 50% of our market.

"The UK market is picking up now, I reckon we could sell another three dozen V8s tomorrow if we could pluck them off the production line. In this country the turnround is Aston Martin led, not Lagonda, and I can see the potential for around 60 or 70 cars next year."

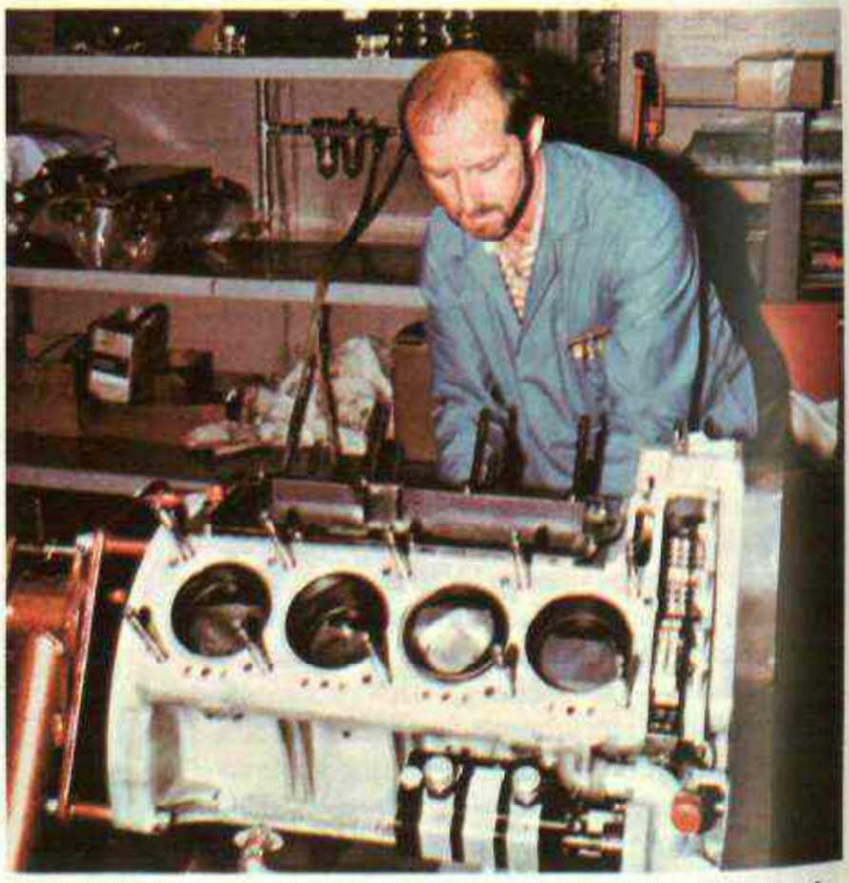
That AML should be making three Lagondas, priced at £59,500 in the UK and at 150,000 dollars in the States, for every Aston Martin off the production line is quite extraordinary, but it does not seem to have deflected AML's future plans to produce a more affordable Aston Martin. An educated guess at the future would suggest that in about two year's time we'll see a smaller, lighter Aston Martin, little more than a two-seater and powered by a five-litre (sleeved) development of the current V8. Replacing the Weber carburetters by an electronic ignition / injection system could

three-car works team, however nice the idea may sound. But for a modest sum we could support a team that would show well. You know, 12 months of searching for a sponsor makes us realise what a pushover we (Pace Petroleum) were! We got into the Nimrod project with no intention of being the main sponsor, but that's how it was until Bovis came along.

"The biggest frustration this year was seeing all that potential unfulfilled. The Nimrod was far more competitive, and the Emka was amazingly good for such a new design." For the record, the Nimrod's retirement was caused by one alternator overcharging (they didn't have a spare). Eventually this led to the wiring overheating and burning through the oil and fuel pipes leading to the fascia gauges, leaving poor Mike Salmon with a lap full of oil and petrol! By the time the Nimrod reached the pits a lot of oil had pumped out, and the car had to run like that for another 90 minutes before the regulations allowed the team to refill the oil container. By that time the



CUTTING a Mercedes in half and adding 36 inches to the length is easier said than done. The Tickford coachbuilding conversion work is carried out mainly for Arab customers on behalf of Bob Jankel's Le Marquis company.



THE Tickford prepared Aston Martin V8 engine performed well at Le Mans, and the 1985 development unit seen here is already near completion.

Managing director of the American operation is Peter Gaydon, former racing driver, former Donington circuit director, and former Hesketh motorcycles sales director. Gaydon has a three-year contract with the US company, which is now controlled by American shareholders, and reports that the prospects are very good.

"The UK market was slaughtered in 1980 / '81 and it became quite clear that we would have to export more to survive," says Gauntlett. "After the States, Saudi Arabia is still our best market, with Kuwait close behind. But the white hope for the future has to be the United States. Peter Gaydon is doing a first-class job over there, the operation has a nice zing about it. Our target is 60 cars this year, 80 next year, and bring the unit right up to date, and the car might sell for around £30,000 at today's values. Still not cheap by any means, but certainly the car would have wider appeal.

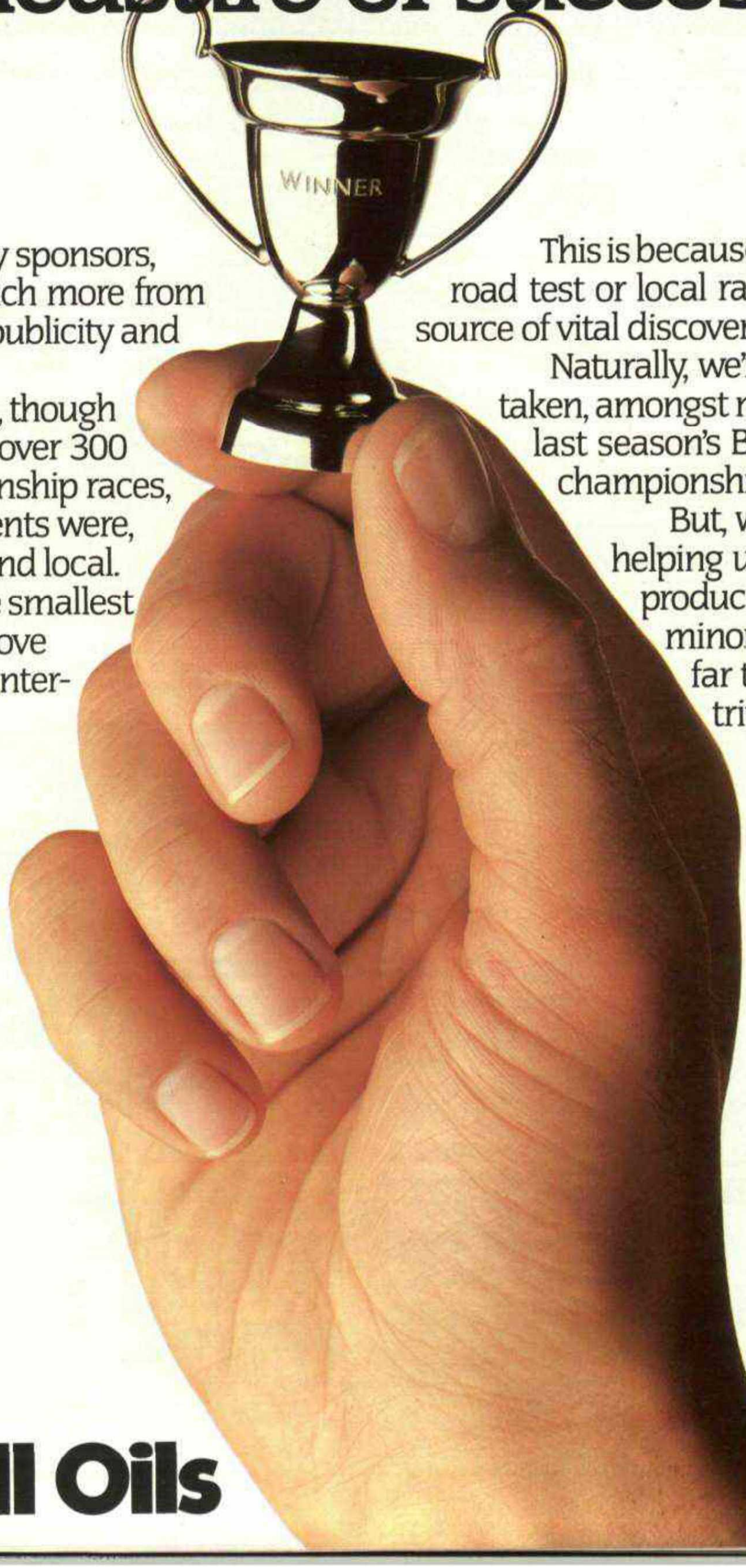
The V8 was designed by Tadek Marek in the mid-1960s, so by the yardstick of Jaguar's XK engine it's still in its infancy with a lot of development left in it. AML and Tickford are immensely proud of their power unit, which is central to almost any discussion you have with them.

After a briefing on the company's temporary labour difficulties, thankfully resolved by the time this article went to press, it hardly seemed appropriate to turn the conversation to Le Mans, but Mr Gauntlett was as forthcoming as ever. "We cannot hope to go there next year with a damage was done, a post-mortem on the engine revealing the blueing of the big-ends. The Emka engine was overheated too when a stone pierced the water radiator, but that kept going to the finish.

"Oh, if only we had some more money" Gauntlett exclaims. "We're going to do all we can next year, and I'm convinced that in a competitive chassis we'll stand a good chance of celebrating the 25th anniversary of Aston Martin's win at Le Mans. But I hope we'll be forgiven for not having the sharp edge of professionalism that Jaguar, for instance, would need to have if they're going to make a big return. We have been building up steadily over the past couple of years, setting a course that could bring us success."

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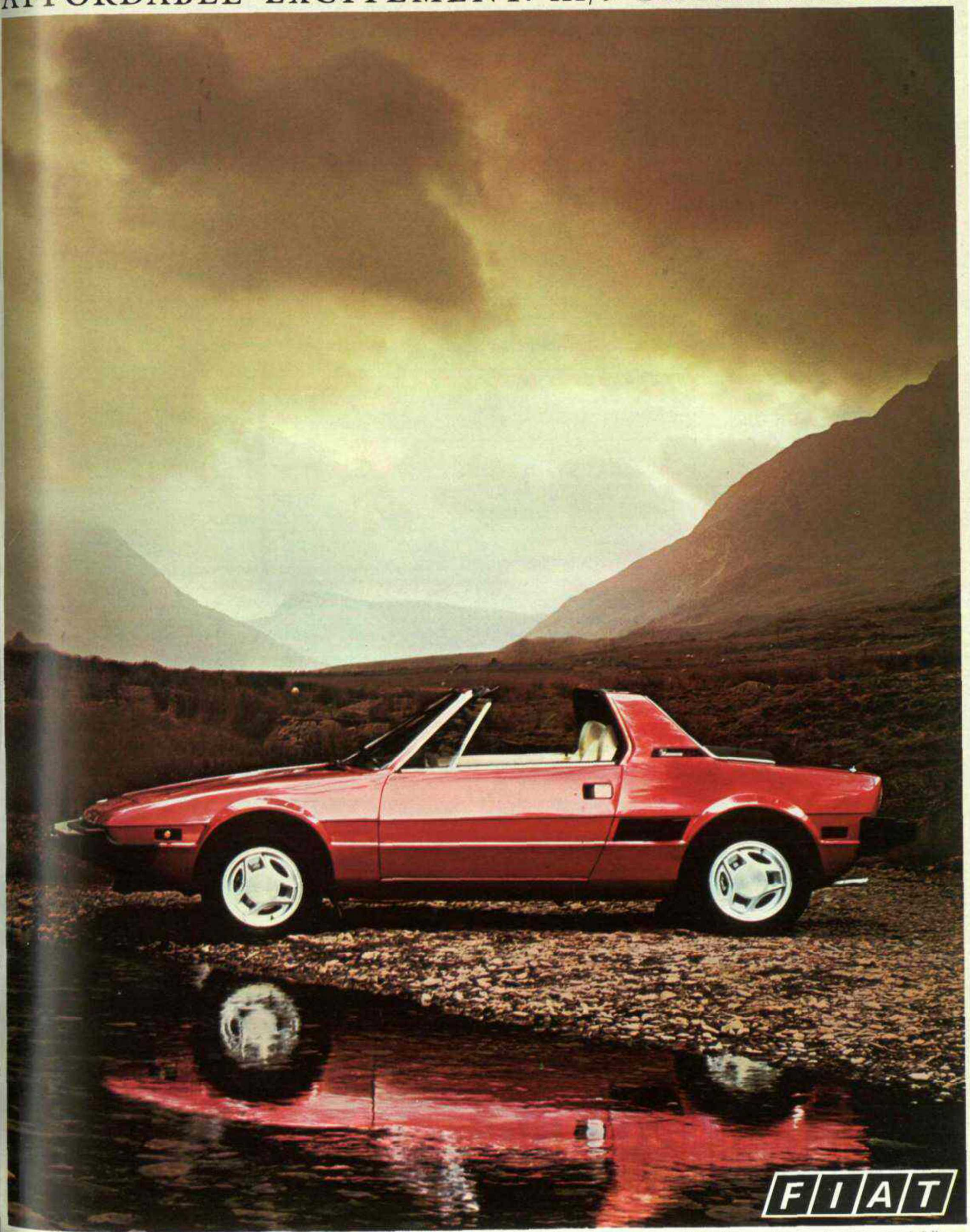
Naturally, we're proud to have taken, amongst many others, last season's British Formula 3 championship.

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Shell Oils

YPRES RALLY YOUNG Italian Massimo Biasion led the Ypres Rally almost from start to finish. His only problem came on the sixth stage when Jean-Claude Andruet snatched the lead, but Biasion was quick to re-establish himself and won by a convincing margin in his Lancia Rally. Top Briton was Jimmy McRae (below) in his Boleyn-Cattini Motorsport-run Opel Manta. McRae finished fifth, having been deposed from fourth by Belgian Marc Duez in the Belga Audi Quattro.

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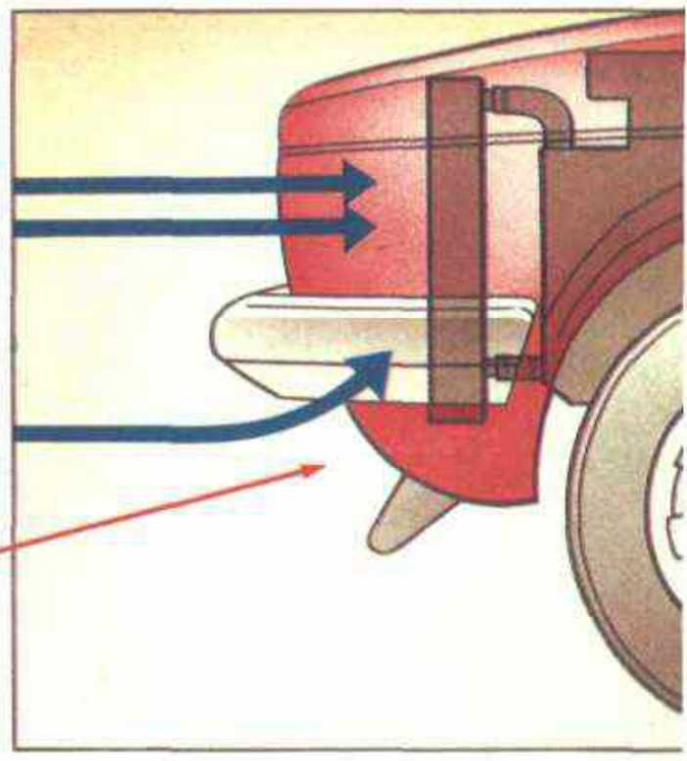
Because a stiff breeze can cause a stiff neck.

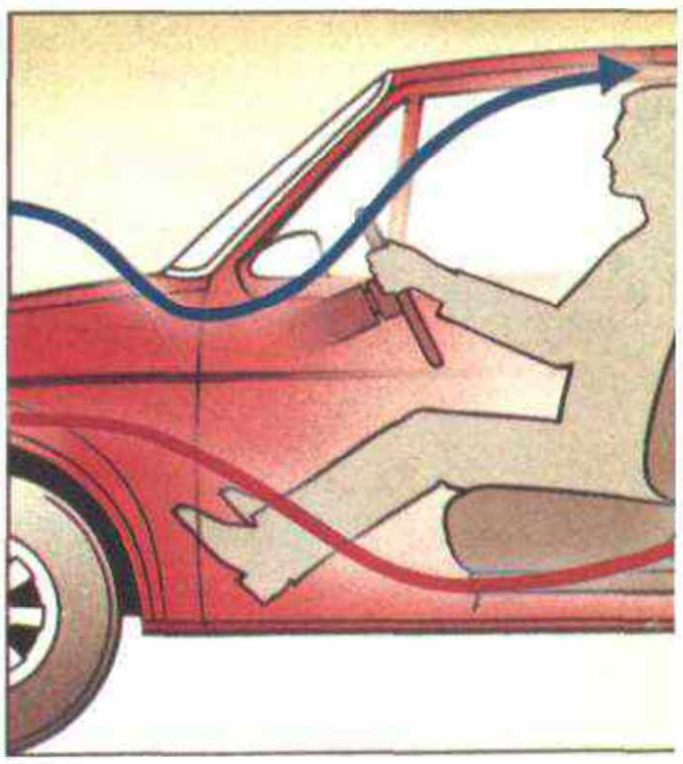
And it is essential that heated air should circulate round your feet, not your head.

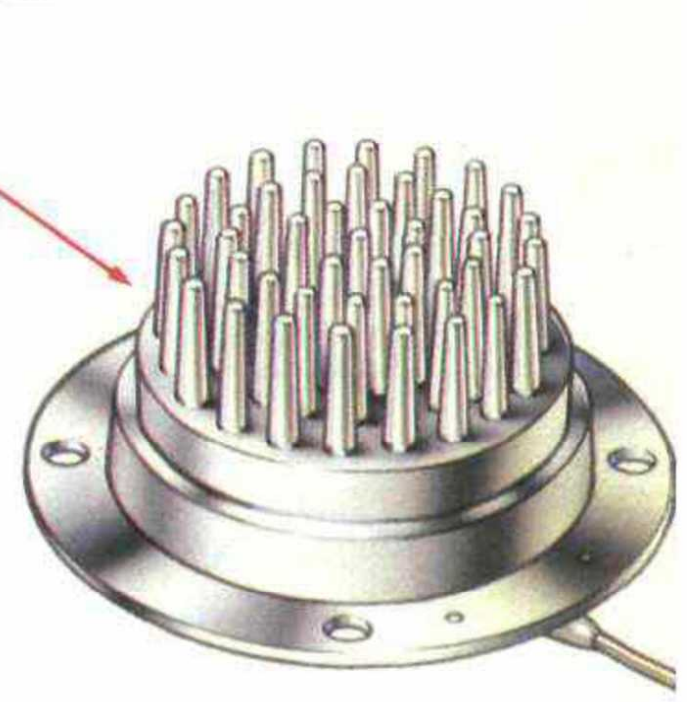
Because, again, if you feel lively, then you're more alive to the dangers on the road.

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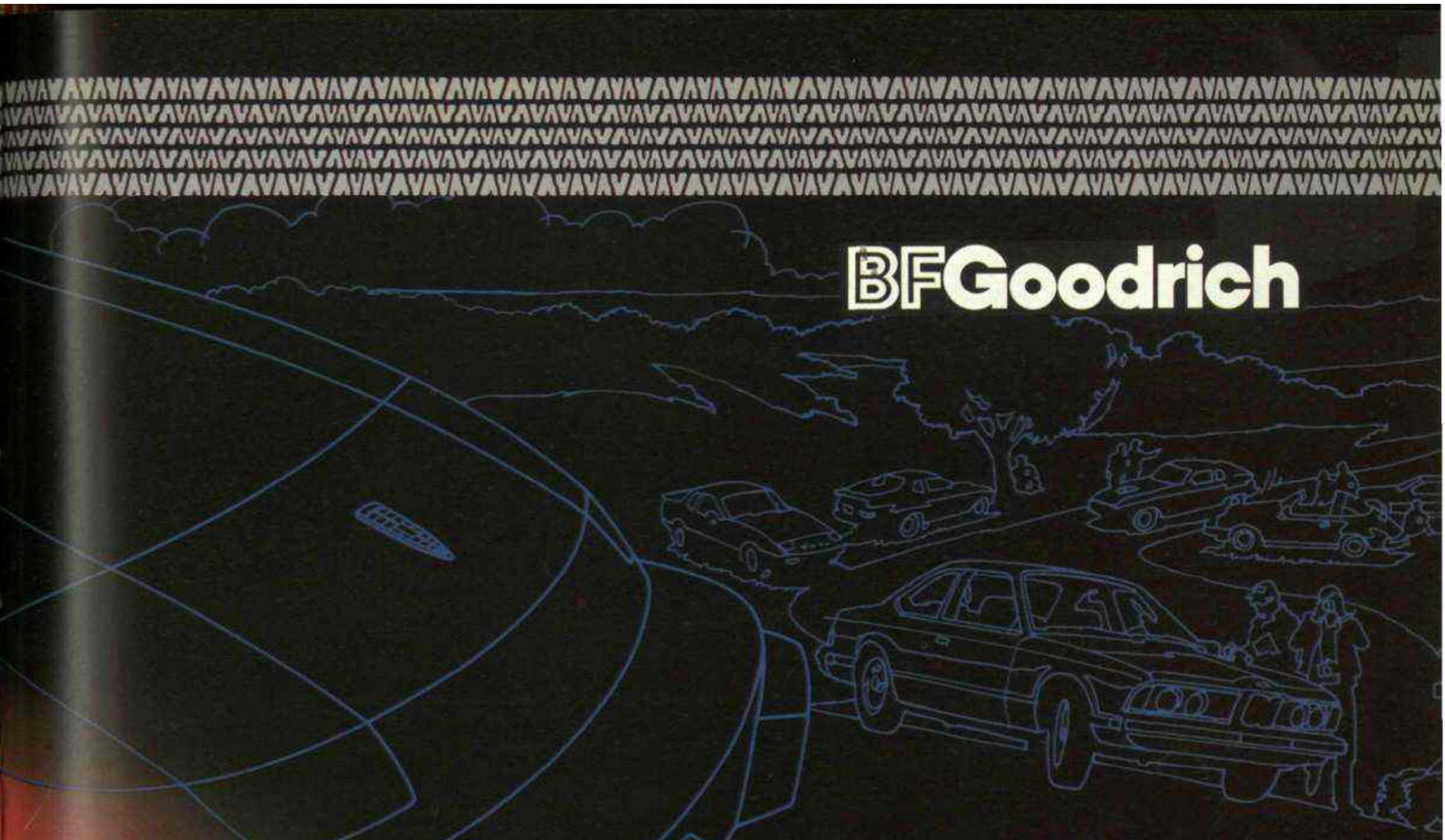
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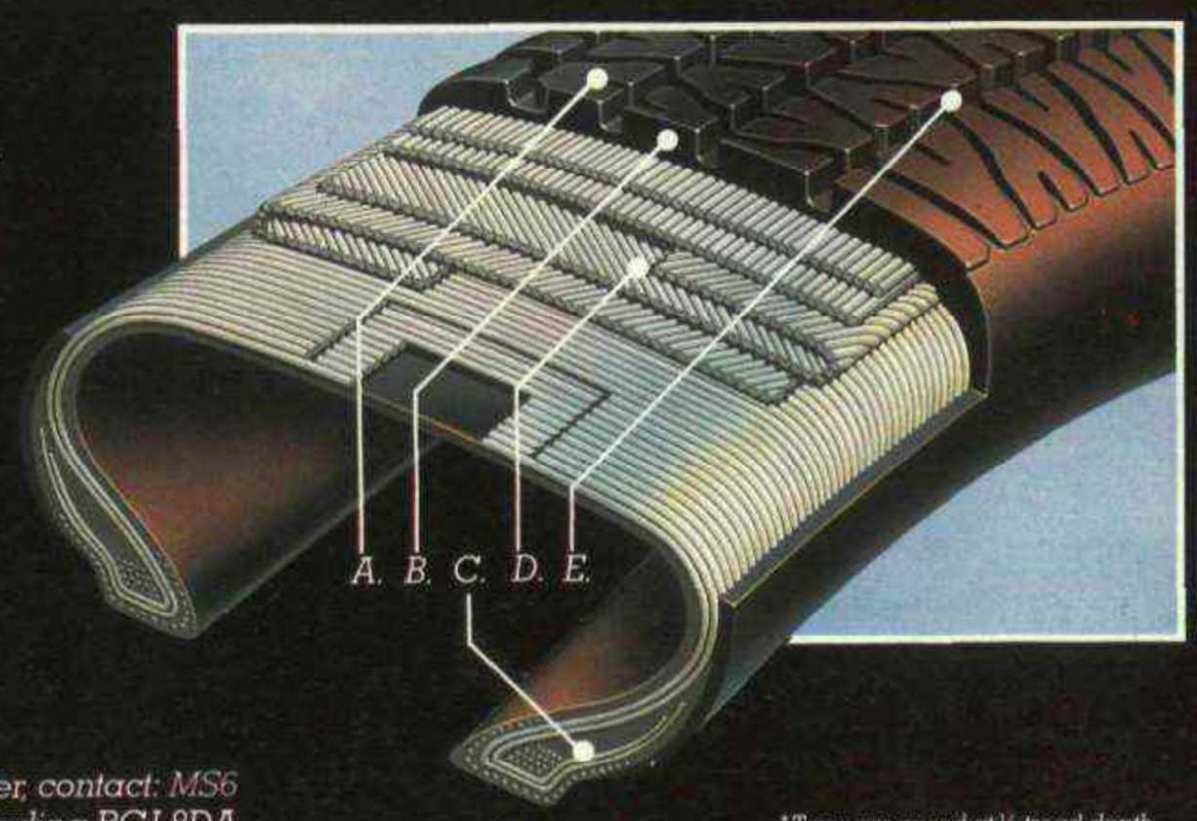
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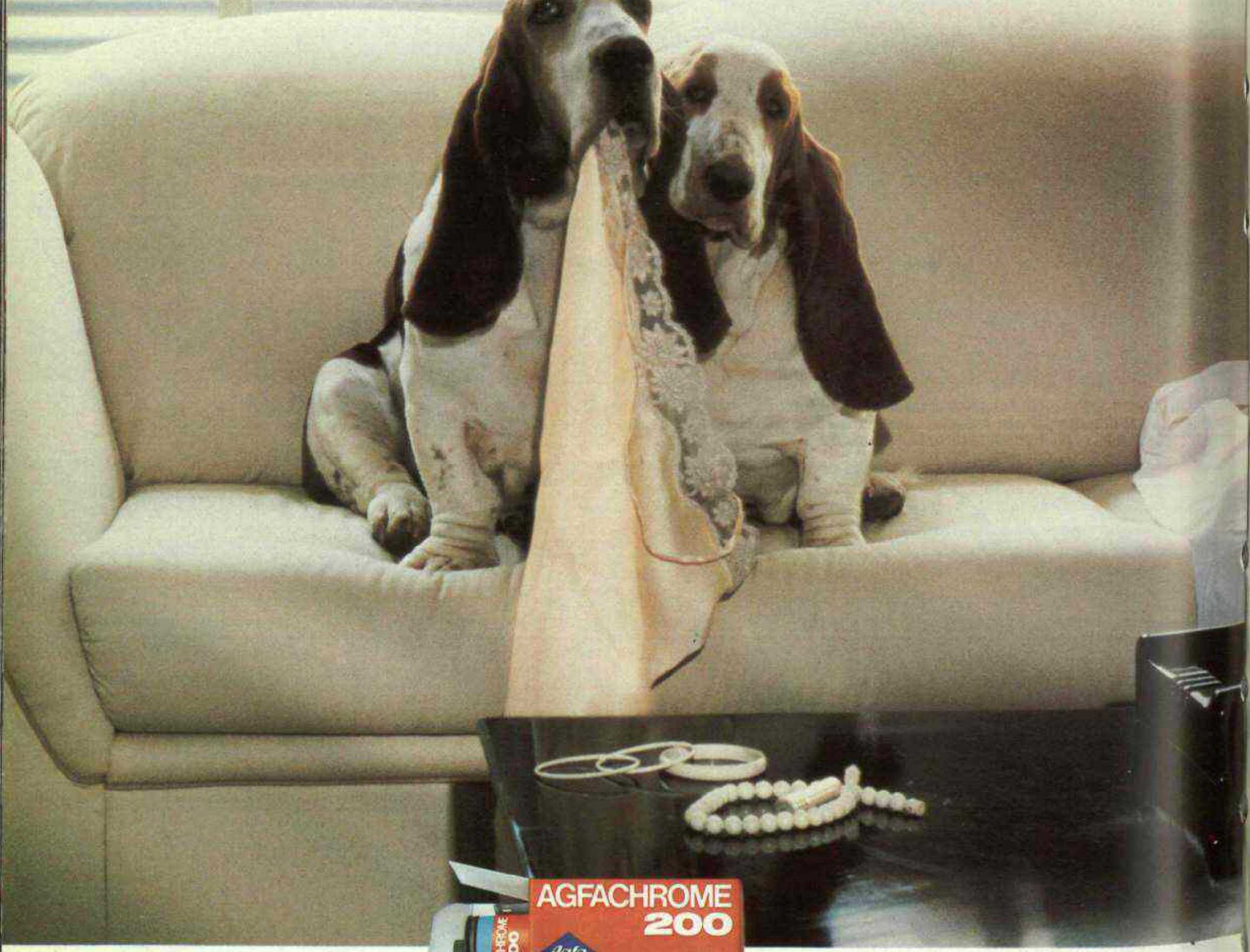
DONINGTON FORMULA TWO

DR JONATHAN PALMER drove a sensible race in the third British round of the European Formula 2 Championship, conserving his tyres in the early stages then sweeping ahead of his team-mate, Mike Thackwell, to record a 1-2 win for the Ralt-Honda combination. Palmer has now closed right up on series leader Beppe Gabbiani, whose March retired. Left, David Scott is seen overtaking Kenny Acheson whose Maurer was handicapped by a bent rear wing and locking rear brakes; Scott finished in sixth place, Acheson eighth. Philippe Streiff (leading, below) secured third place in his BMW-powered AGS, just ahead of Kazuyoshi Hoshino and Christian Danner. The Japanese driver suffered a crushed vertebra during the race, and had to be taken straight to hospital after finishing eighth.



RENAULT 5 racing, European style, was seen at Donington in support of the Formula 2 race. Massimo Sigala, who won in his turbocharged car, is seen leading Wolfgang Schutz. A packed grid for the Formula Ford 2000 race gets away to a clean start (below) with Russell Spence (23), Victor Rosso (15) and Gary Evans (66). At the flag Spence led Evans and Rosso.

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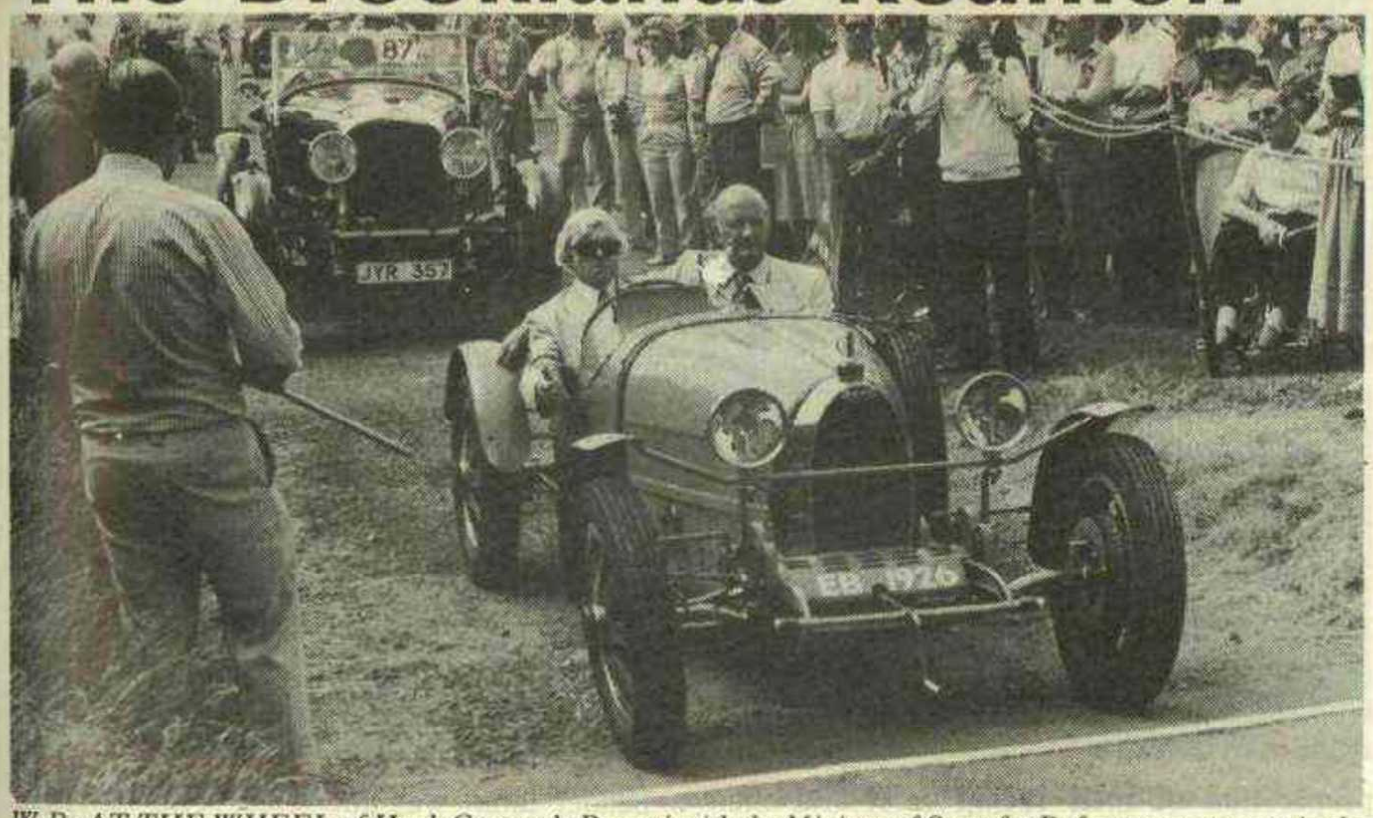
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The Brooklands Reunion



W.B. AT THE WHEEL of Hugh Conway's Bugatti with the Minister of State for Defence procurement in the passenger seat.

A VERY warm day helped to ensure the complete success of another Brooklands Society reunion at the old Track on June 26th. That the Brooklands magic has far from evaporated was evident in the big attendance, spectators' cars parked three abreast for the length of the long runway, untimed runs up the old Test Hill and short gallops on the cleared part of the Byfleet banking being sufficient to entertain this enormous concourse of visitors. The organisation was excellent, the VIPs were lunched and made very welcome, the commentaries by John Willis and Gordon Robinson were first-class, and the reconstructed 15-litre 1904 racing Napier "Samson", the original notable Brooklands performer in its day, made its first public appearance in this country, Bob Chamberlain, who had shipped it from Australia, being the Society's Guest-of-Honour.

This time there were fewer true Brooklands racing cars in the Paddock. Apart from the two 200-Mile Race GNs of Stafford-East and Craddock, "Mavro's" 1914 GP Opel, driven up from Lymington, the 1911 Coupe de *L'Auto* Delage, Cameron Millar's ex-Birkin 2.9 Maserati, which he had motored to the Track from Hertfordshire, Mrs Hewitt's ex-Joyce AC single-seater (which was a static exhibit), Tom Delanay's TT Lea-Francis, and ERA R7B which failed to give voice, that was about it.

The de Cadenet 8C Maserati had got in, although it never ran at Weybridge, as had a 1935 Le Mans Singer, etc. The flying side was supported merely by two Tiger Moths that had landed on the grass strip beside the runway, but the usual interesting display of photographs and memorabilia was on show in the Clubhouse. The impressive support, with spectators lining both sides of the Test Hill and standing deep along the banking area to watch the cars performing, must have added much useful finance towards the reconstitution of the 35 acres, presented by Gallahers Ltd to the Society. President T. A. S. O. Mathieson, Kenneth Day and Peter Roddis, among the many who have worked so hard to this end, must indeed have been happy men. . . .

The Midlands Motor Museum had again offered me a suitable car for the occasion, in the form of a 1939 328 BMW, but last-minute insurance problems made it a non-starter. However, Hugh Conway allowed me to drive his ex-Kay Petre Bugatti, now in Type 35T form, up the Test Hill, with the Minister of State for Defence Procurement as passenger, and later I rode on the banking in Cameron Millar's magnificent Maserati, so it was by no means a disappointing day. Moreover, Bob Roberts' Type 43 Bugatti from the MMM was busy taking celebrities like Charlie Dodson, Alan Hess, Charles Mortimer and other Brooklands personalities up the Test Hill, Rivers Fletcher's Alvis Speed 25 likewise, one of *his* passengers being 91-year-old Ian Macdonald, the 12/20 Calthorpe and 12/50 Alvis driver, while the two 4½-litre (one a blower-4½) Bentleys from Sweden did a like service for Bentley-mechanic Billie Rockall, racing drivers Reggie Tongue and Clive Windsor-Richards, and racing motorcyclists Gordon Cobbold and E. J. Tubb, the latter later demonstrating his immaculate methanol-burning Grindlay-Peerless.

To list all the old-timers and VIPs present, from the Mayor of Elmbridge onwards, would be to court disaster, by omitting important names. So let me just say that, at lunch, my wife and I shared a table with Mr and Mrs George Monkhouse, Mrs Norris and her son (whose first husband drove Morgans and Lea-Francis) and Rivers Fletcher, that Wilkie Wilkinson was presiding over a table occupied by many of his contemporaries, and that Vice-Presidents Hess, Evans and Holmes were in good form, with Dudley Gahagan deep as ever into the organisation. Wyn-Owen was there, although he had left "Babs" behind in Wales. . . .

Watching the Test Hill ascents in the hot sunshine, I noted C. E. Allen, VMCC Founder, with a Super Sports JAP-Morgan, Lightfoot's 1904 75 hp Mercedes vanish in a smoke-screen, Monica Whincop take Harold Powell in her smart blue HRG, another Amilcar display a fierce clutch, several J2 MGs make it look easy, Burge's Austin 10/4 "get to the top", as an advertisement on its windscreen exorted it to do, and a small boy enjoy a ride in Elliott's 2-litre Lagonda, as three youngsters did later in the back of a vintage Bentley. The variety in cars was splendid — L-type MG Magna two-seater, Firefly Alvis with modified body, Silver Eagle Alvis Special, Booth's replica R. R. Jackson Morgan three-wheeler, at first held back by wheelspin, an L-type Magna four-seater, Leslie Ballamy in Parker's great R-R P3-engined Bentley, said to poke-out 400 bhp, Savill's nice, quiet MG PB, Haynes' smoky 3-litre Lagonda, various kinds of Morgan "trikes", the Wortley Special Morris, Gurney's 1924 3-litre Bentley, Gunton's very smart Singer Porlock, hood up, that failed high up, refusing to emulalate its showing on the Somerset hill from which it gets its type-name, Skerman's low-chassis 4½-litre Invicta Wendover coupé, the Denmark Special with Morris chassis and Ford Ten engine, Easdale's Zagato Alfa Romeo that stalled its engine momentarily, Prove's long-tailed alloy Austin 7, Williams' "Cream Cracker" trials PA MG, Sparrowhawk's 12/70 Alvis Special, a fabric-bodied M-type MG, the ex-Melville / Bolster 30/98 Vauxhall, Sheppard's rare Rover 12 tourer, the MG with which Dodson won the TT, that replica Le Mans V12 Lagonda, Chester's Ulster-bodied Austin 7. . . Variety indeed, that held the onlookers' interest to lunch-time. In spite of a re-start at the bottom of the historic hill most made it easily, but Craddock's GN, its T-drive ohc engine smoking, didn't.

In the afternoon it was the banking runs, with "Samson" allowed to do three circuits of the Byfleet and the old aerodrome road, the big Napier impressively docile for its size and power. Robbie Hewitt was driving her Le Mans Lagonda as compensation for the absence of her AC. Racing cars were paired with things like a Vauxhall DX14 drop-head, vintage motorcycles recalled the old days, sights and sound that revived the Brooklands nostalgia for the well-behaved crowd. Then it was all over for another year (when I hope there may be rather more ex-Brooklands racing cars present), a Ford Sierra XR4i wafting us very easily back to Wales in under 3½ hours. — W.B.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD CAR MATTERS

Another Facet of Vauxhall History — The Ill-Fated 1914 TT / GP Cars

UNDER Laurence H. Pomeroy, their Chief Engineer, Vauxhall's produced several road racers, starting with a side-valve 3-litre for the 1911 *Coupe des Voiturettes Legères*. It was driven by A. J. Hancock (who graduated from Vauxhall's running-shed to become their leading racing driver and eventually the Works Manager) but retired with a broken con-rod. A team of similar 3-litres was used for the 1912 Coupe de *L'Auto*, and presented a real challenge to the all-conquering Sunbeams (and another page in the short-stroke-v-long-stroke battle), until Watson's broke a big-end bolt, Hancock's, when set to win, a piston, and Lambert's Vauxhall also expired, with big-end failure.

Two of the same cars, with revised gear-ratios, were run in the 1913 Coupe de *L'Auto*, but Watson's back-axle broke on the last lap and Hancock, although fourth, behind a Sunbeam but ahead of Rigel, was no match for the other two twin-cam Peugeots, driven by Boillot and Goux. So for 1914, when Vauxhall's decided to concentrate on the TT and GP races for bigger-engined cars, something had to be done. Peugeot had pointed the way by pioneering the twin-cam multi-valve engine and Vauxhall now cautiously adopted it, but with only slightly-inclined valves and with rockers imposed between them and the camshafts, which were driven by a vertical shaft at the front of the 90 × 130 mm (3,308 cc) engine. The chassis was quite advanced, with springs passing through the front axle. But cantilever back springs were used. Kent Karslake has remarked that the carburation problems that robbed the Vauxhalls of any chance to show their paces in the 1914 GP "may not have been an unmixed evil, as their cantilever rear suspension was afterwards recognised to be unsatisfactory. . . ." Quite why this springing was adopted, apart from a desire to reduce unsprung weight slightly and achieve a long springbase, I do not comprehend; but it will be recalled that it figured on an experimental 30/98 in 1915, so presumably L. H. Pomeroy had an obsession with it. . . .

Vauxhall's were notorious for late preparation of their racing cars, and the 1914 TT was no exception. So it was hardly surprising that Watson's crankshaft broke in the first four miles of this two-day 600-mile race. Higginson's (the Autovac manufacturer whose demand for a faster car than his course-record La Buire at Shelsley Walsh had resulted in the birth of the 30/98) shed one of its bolted-on balance-weights from its crankshaft in the last practice period and was only readied just in time to start, and to no effect, while Hancock's, underweight at the weigh-in, was delayed by carburation troubles and a broken water-pipe, and it crashed later, going through a wall and rolling over; Hancock being injured. A twin-cam Sunbeam led home the sleeve-valve Minervas. . . .

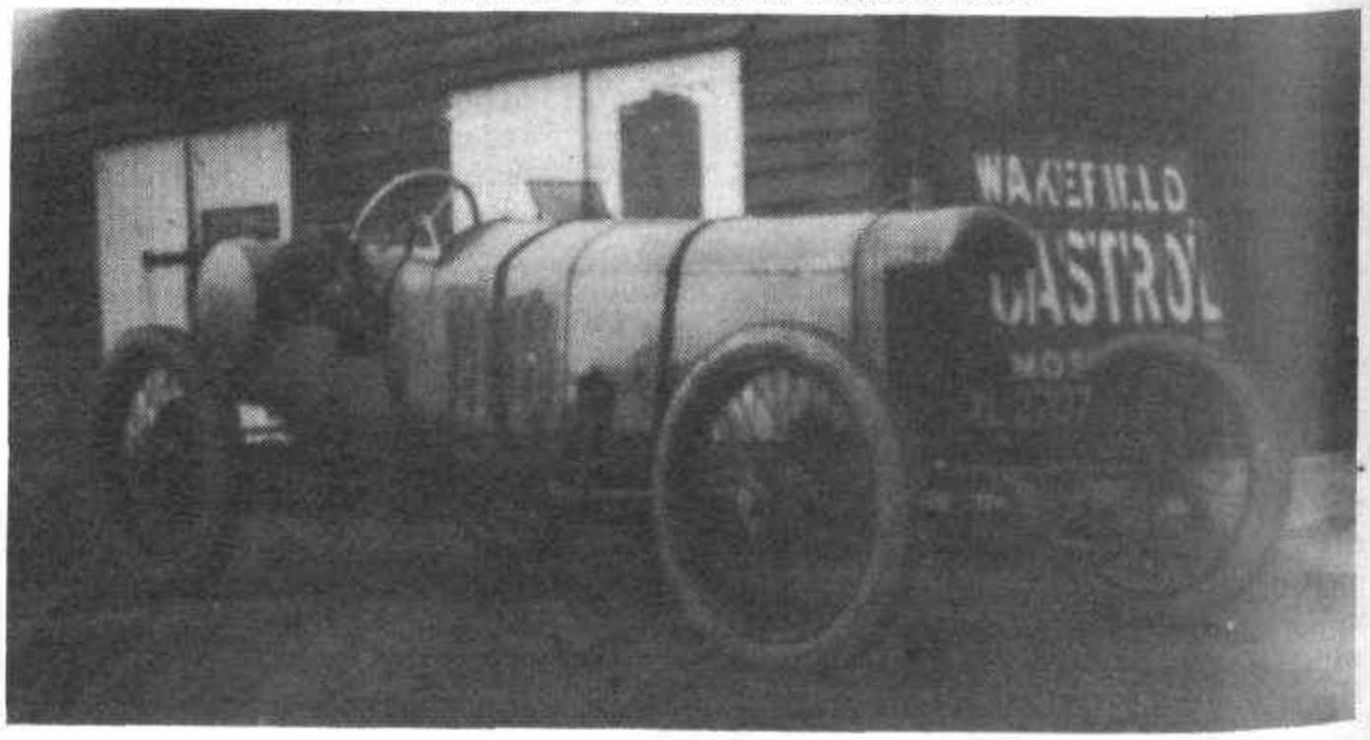
According to Pomeroy, Junr, literally the same chassis were used for the GP, with new 101 × 140 mm (4,487 cc) engines to meet the different capacity limit, 3½ weeks later. If this is so, only three of these TT / GP Vauxhalls was built, presumably. For the GP the crankcase-breathers protruding through the bonnet top were abandoned and the radiator, with unusual forward-extended header tank, was uncowled. The six-spoke steering wheel was of nautical style, Pomeroy having apparently been impressed by the one he saw on the steamer which brought him back from the 1912 Coupe de *L'Auto* race!

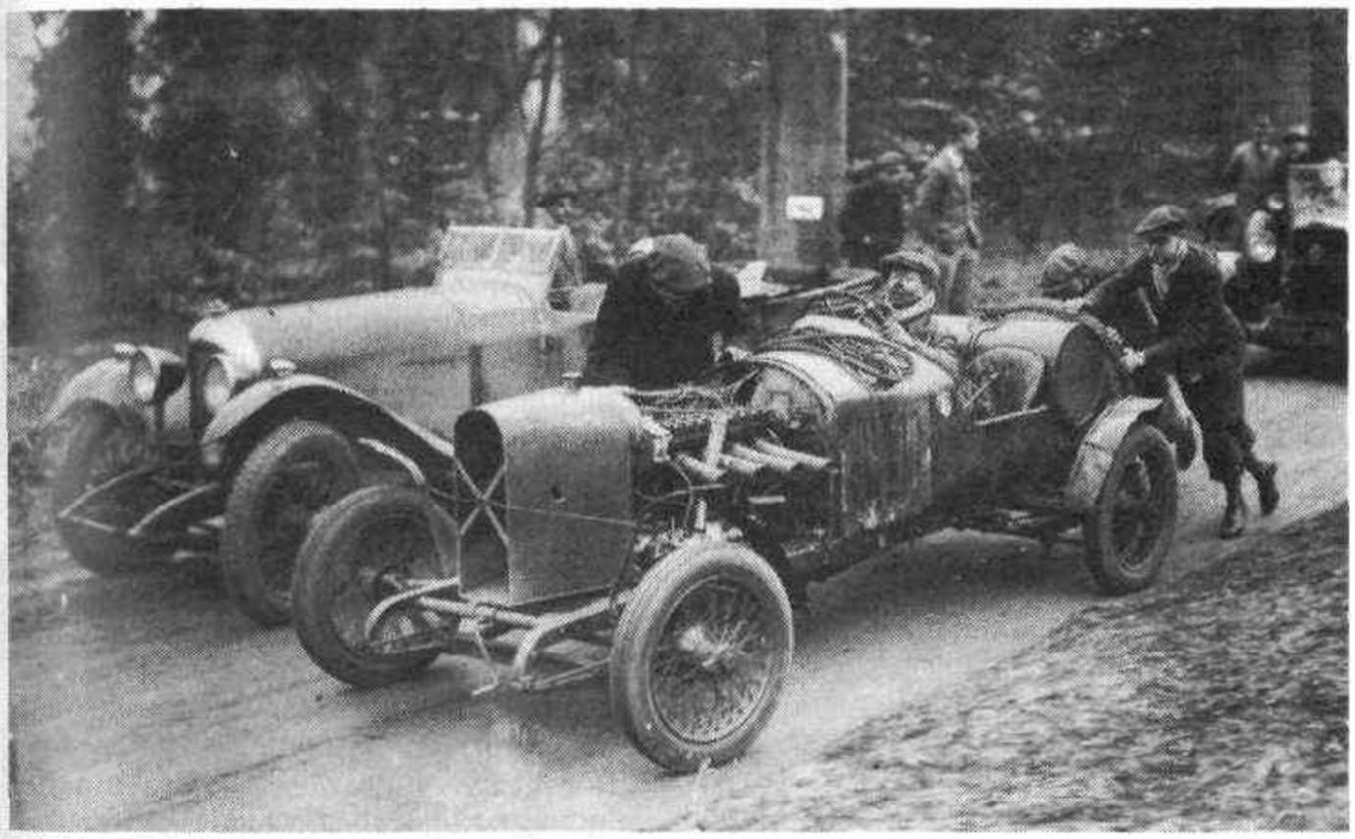
In the TT, Vauxhall No I had been given to works-driver A. J. Hancock, No II to Vauxhall-agent Willie Watson, No III to private-owner Higginson. For the even more prestigious GP, run weeks later, Hancock had No I, but the American champion Ralph de Palma, seeking his fortune in Europe, was allocated No II (he had driven a Fiat in the 1912 GP), Watson being relegated to No III. Again, it was to no avail. Watson had carburation trouble, de Palma broke his gearbox, and a piston broke in Hancock's engine on the first lap. However, there is a poignant little twist to this. Hancock, who rose to a very high position at Vauxhall's, was elected President of the IAE in 1935/36 and in his Presidential address he said: "I can recall a great satisfaction in my life, many years ago, when Mr Pomeroy (his close friend) and I were sitting with hanging heads on two upturned buckets somewhere in France at Grand Prix



A. J. HANCOCK'S 3.3-litre twin-overhead-camshaft Vauxhall in the 1914 IoM. TT.

ONE OF the 1914 4½-litre GP Vauxhalls in the Brooklands' Paddock in 1921.





LAST APPEARANCE of one of these Vauxhalls — Andrew Baynes with the one he appeared with at the 1931 Branches Park speed-trials.

time, tired out and beaten men. Everything had bust up or broken down, in all three cars we were running. Every effort I had made seemed to have brought to nought the months of brilliant engineering Mr Pomeroy had lavished on these three cars, now humiliated wrecks scattered around us. We slowly looked up at each other and Mr Pomeroy's infectious smile broadened until we were both roaring with laughter and contemplating the 'next time'. The war, however, came too soon."

After the war, as with the unsuccessful 1922 TT cars (MOTOR SPORT, December 1982, February 1983). Vauxhall's made good use of the ill-fated 1914 GP cars at Brooklands. They had the sense to change to half-elliptic back springs and the worm gear driving the overhead camshafts (perhaps worn out after the GP) was replaced by a bevel gear. In 1920 they were too busy at Luton clearing up after production of shell fuses and military chassis to think of racing but at the 1921 Brooklands' Whit-Monday Meeting, when the public had begun to flock to the Track, Vauxhall No II, green-hued as at the GP, was running, driven by M. C. Park, in charge of finished cars at the factory.

It lapped slower, if accelerating far better, than Cook's 30/98 in its first race but was second to Chitty-Bang-Bang in a later one and was second again, on its fourth appearance, this time behind Duff's even older Fiat, before the afternoon was over. This must have pleased Vauxhall's MD Percy Kidner, because Vauxhall III joined its sister at the Summer Meeting, entrusted to Swain, foreman of the running-shed at Luton. From then on his car was almost always the faster, eventually lapping at 108.74 mph to Park's 102.69 mph. In spite of this the two Vauxhalls were paired on the same mark, unless Swain had been re-handicapped, which must have irritated Park. During 1921 Park was not placed again but Swain won a Lightning Short Handicap from Chitty and a "100 Long", as well as netting two second places and one third place. Kidner had it back in the preferred red livery by September, whereas Park's car remained in GP green.

The following season Kidner entrusted one of the 1922 TT Vauxhalls to Park, and the 1914 cars becoming available to bidders. The Hon G. A. Egerton, who also raced a Bentley, took over Park's 1914 GP car but had no joy with it, and I believe passed it on to G. E. T. Eyston. By this time H. F. Clay was using another in sprint events in the North of England and that this must have been the ex-Watson Swain car, perhaps supplied to Clay by Watson, who drove it in the GP and was, I think, Vauxhall's Liverpool agent. The ex-Hancock number 1 GP car was obtained by H. V. Barlow (flamboyant driver of a 21½-litre Benz) which had blown-up in the GP and had probably lain at Luton ever since. It had a different radiator perhaps the distinctive 1914 one was best during the war, and retained those cantilever back springs. At Whitsun 1922, it lapped at nearly 89 mph. When the Benz became available Barlow passed on to the keen newcomer, D. J. Gibson a few days before the August racing.

In Gibson's first race it fizzled out, with a faulty ignition-switch. Later on that 1922 Bank Holiday afternoon Gibson went out for the "90 Long", Park on scratch 14 seconds behind him with a 1922 TT Vauxhall, but Holder's Vauxhall with bored-out 30/98 engine and Clement's Bentley leaving seven seconds before Gibson, who had his cousin as passenger. From Pond start to the Fork he did 88.27 mph, with which Swain would have been satisfied. On the next lap, travelling too high on the Byfleet banking and getting into trouble at the reverse curve, Gibson then tried to pass the car ahead on the outside. The Vauxhall collided with the fence, rebounded back onto the Track, and rolled over and over. Gibson was killed and his cousin badly injured. The latter, in delirium called out "Get back over the line", which endorses the view that the car had been wrongly placed before the accident.

That was almost the end of these unhappy cars, until Andrew Baynes entered one for the 1931 Branches Park speed-trials, running it again at Hexton Hall in 1932. By then virtually forgotten, MOTOR SPORT called it "a really delightful TT Vauxhall", and certainly it wore a radiator cowl, as the 1914 cars had in the TT although probably not the original one. Assuming the Gibson car to have been too badly damaged to be rebuilt, this must have been either the Clay or Eyston Vauxhall, probably the latter. This car, too, was later involved in a fatal accident, this time on the road, after which it was scrapped. These particular Vauxhalls were certainly ill-fated! — W.B.

"The Ton"

LOOKING at *Autocar's* list of performance data for cars of 1975 to 1983, in which 254 out of 415 have been timed at over 100 mph, a speed which in vintage times used to be known as "doing the ton", I thought how illogical it is that whereas nowadays it is illegal to do anything like this speed (except on certain German motorways), when there were no restrictions (apart from a 30 mph limit in built-up areas) very few cars would struggle up to the magic "ton".

Quite small-engined family-saloons are now capable of exceeding 100 mph but before the war, and especially during the vintage years, a car that would do a genuine 100 mph was rare indeed. Today, when it is safe to do such speeds, it is forbidden. In the vintage era, on the then-narrow, cambered roads, with crossings from which other cars might pop out, it was regarded as something of an adventure to achieve or exceed "the ton" and even hardened motoring writers were apt to tell of how they first did it. I was first driven on the road at 100 mph, or maybe at a whisker below this, as a schoolboy, in a 36/220 hp Mercedes-Benz, along the Barnet by-pass. Some years elapsed before Forrest Lycett made this a pretty commonplace experience when I was riding with him in his special 8-litre Bentley, in which I have exceeded 110 mph on the road, and more on Brooklands Track.

This was exceptional, because very few cars would reach "the ton" before the war. Looking again at those reliable statistics presented by *The Autocar*, one finds that in 1929, the first time in which an analysis of all the year's road-test figures was compiled, no production car had attained the magic 100 mph. Even in 1930 "the ton" was not attained, the fastest car tested being a blower-4½-litre open four-seater Bentley, which went over the Brooklands ¼-mile at a timed 97.82 mph, its speedometer showing 101 mph, the excuse for it not making the

century being made that it was "all but brand-new". How comparatively pedestrian were the cars in this last year of the vintage period can be gauged by an average top speed of 63.4 mph from a mixed bag of 42 British cars, 64.62 mph as an average from 11 Continental cars, and 68.82 mph from 20 American automobiles. Yet it is not as if the journal concerned had concentrated too much on inexpensive cars — the average price of all those tested came out at £556, at a time when the previously mentioned blower-4½ Bentley sold for £1,720, but then you could buy a 7 hp Jowett saloon, least expensive of all the cars tested, for £177.

In 1931 the first "over-the-ton" speed was clocked, significantly by a luxurious closed car, in the form of an 8-litre Bentley Saloon, which did 101.12 mph. I believe I am correct in saying that not for a long time after that was 100 mph exceeded by *The Autocar's* testers, with one notable exception. Certainly in 1931 nothing had approached the pace of that magnificent closed Bentley, the quickest open car speed having been 82.95 mph by a 3-litre Lagonda Special tourer, although a 5-litre Bugatti saloon recorded 88.23 mph. The notable exception in these unsuccessful bids for "the ton" came in 1932, when a very covetable supercharged 2.3-litre Alfa Romeo two-seater did 106.8 mph. That was, indeed, a road-tester's highlight before the war, for the best *The Autocar* got in 1933 was 92.31 mph, from a Rolls-Royce Phantom II Continental saloon. Fastest in 1934 was by a 54/220 hp V12 Hispano Suiza coupé, which did the level "ton", i.e. 100 mph *sans* any decimal points, putting to shame a 4½-litre Lagonda tourer which clocked 95.74 mph. In 1935 there was a tie between a Railton sports-tourer and a 4½-litre Lagonda Rapide tourer, both of which did 100.58 mph.

By this time *mean* as well as best *timed* speeds were quoted, usually over the ¼-mile, but occasionally the ½-mile or a kilometre would be used. I confess that this puzzled me, because although Brooklands could be booked for attacks on short-distance records, which involved two-way runs necessitating closing the Track to other vehicles, this was covered by the Time-keepers' fees, and I could not envisage mere journalists being afforded the same facility — in fact, one of the cardinal sins at Brooklands was to be found *driving the wrong way*, or clockwise! It then dawned on me that road-test "mean speed" meant simply the best of several flat-out runs, perhaps timed at different parts of the Track. (That Railton's mean speed was, incidentally, 0.54 mph better than that of the Lagonda's.)

Even the new 4¼-litre Bentley saloon didn't do better than 94.74 mph in 1936 and its mean speed was under 91 mph. It was left to the blown Mercedes-Benz 500K to exceed "the ton" — 100.56 mph or a mean of 96.26 mph, while among open cars, the latest 4½-litre Lagonda was down to a best of only 96.77 mph. This was retrieved in 1937, when a six-cylinder Lagonda Rapide tourer did 103.45 mph, in which year a supercharged Cord FWD saloon managed 102.27 mph, although its mean effort was way behind that of the British car (in 1938 a V12 Lagonda saloon also did 103.45 mph on Brooklands).

Nor did *The Motor* do much better. Even the "100 mile low-chassis 4½-litre Invicta did not do more than 90 mph over the Brooklands' ¼-mile when tested in 1931, although that year an open 38/250 hp Mercedes-Benz had been timed at 103.2 mph (incidentally, *The Motor* had set out its own timing-markers at quarter-mile intervals round the Track the previous year) and in 1934 a 54/220 hp V12 Hispano Suiza Vanvooran coupé had done 103 mph, in 1935 a Light Sports Railton had done 107.14 mph and a 500K Mercedes-Benz coupé 102 mph with blower and overdrive (*The Autocar* got 100.56 mph).

So, with comparatively few pre-war cars being able to exceed 100 mph even when in tip-top condition and on Brooklands, to reach "the ton" on a public road was indeed rare, especially in the vintage days. When it was achieved it bordered on high adventure, as the speedometer needle crept upwards, to be held for a brief period at three-figures, with the ever-present thought that a little car ahead, its driver unaccustomed to such speed, might pull out into one's path, or something emerge from an unguarded side-turning or crossroads — for had not the great Paul Zuccarelli died after a farm-cart had come from a side turning on the long straight near Nonancourt while he was testing a Coupe de *L'Auto* Peugeot in 1913? To experience just for a brief spell 100 mph come up on the road was once a thrill, one that belongs to pre-war days; a thrill that has gone forever, with the passage of time. — W.B.

V-E-V Miscellany. — The article about the late Oliver Bertram's motor racing in the June issue aroused a lot of interest, judging by correspondence received, and led to R. J. Burrell reminding us that Oliver's BRDC badge, on which his name is engraved, now graces the Bentley-Royce, a car well-known to spectators at VSCC races. The *Yorkshire Evening Post* having carried a story about the Jowett CC, one of its readers was reminded that in the late 1920s the recently introduced Jowett Long saloon was sent on a publicity tour to the Middle East, where it was photographed beside the Golden Gate in Jerusalem, the resultant advertising picture being captioned: "Ancient & Modern: Ride on, ride on in Majesty" which caused a clergyman to comment that this hymn went on, "In lowly pomp ride on to die" . . .

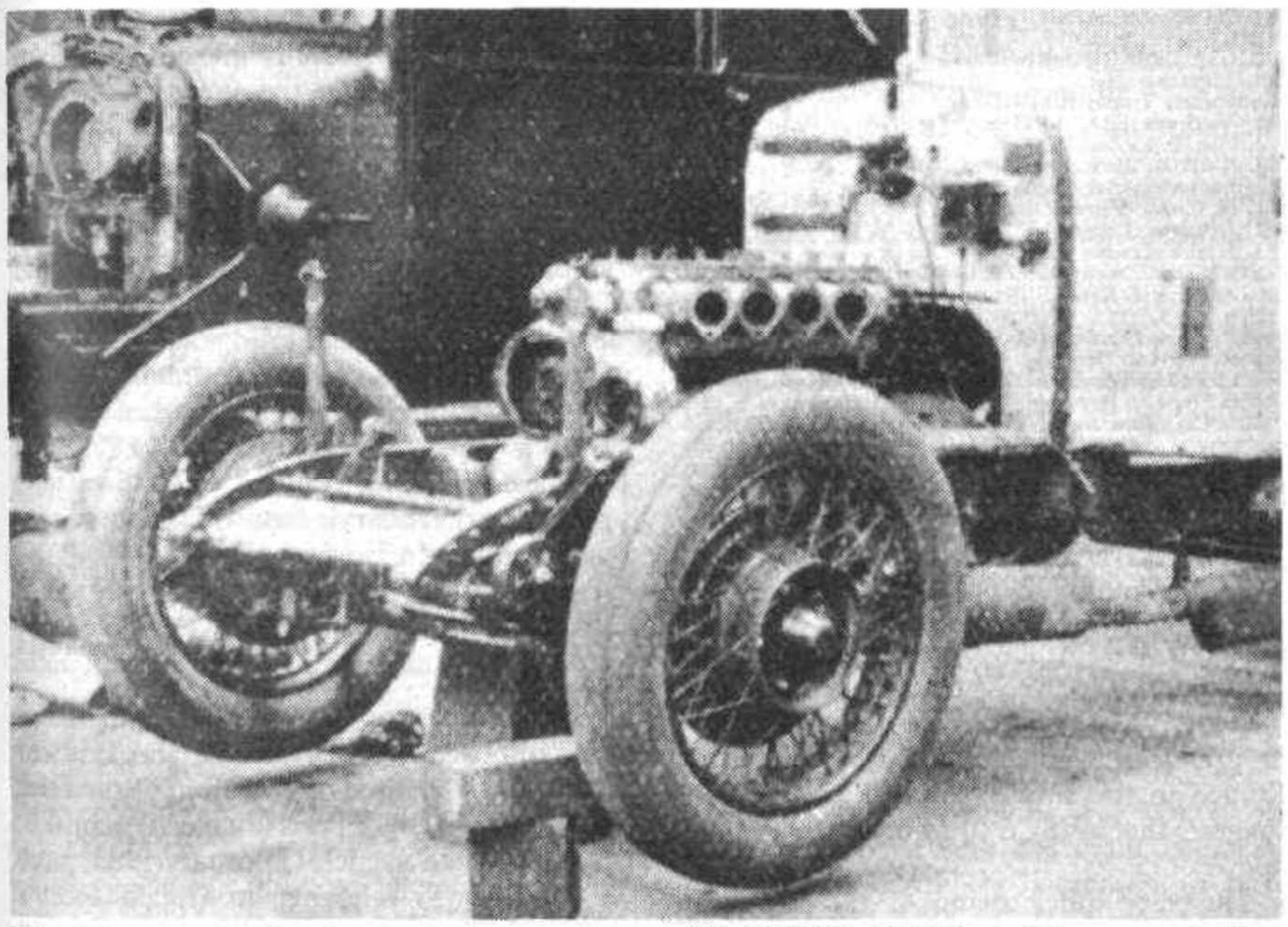
As we mentioned last year, the Fairbourne Railway, over which the scale-model locomotive built to the order of racing driver Count Louis Zborowski sometimes works, is being formed as a Charitable Trust and to save this interesting miniature line those interested are being asked how much they would be prepared to subscribe; details from L. N. Harban, FRPA, 2, Tremorfa Close, Fairbourne, Gwynedd. The HVVS has its Southern Area 12th Bournemouth-Bath Run scheduled for September 4th, if you want to see the older commercial vehicles on the road. Its current magazine includes an article on horse-drawn brewery vehicles, a reminder that this Society has wide interests.

The School of Electrical and Mechanical Engineering Regiment's A-Company has a rally for historic and classic vehicles at Bordon, on September 17th. Last year this attracted 150 entries and it includes a charity fete and autojumble. Details from: ASM Pratt, SEME Regiment, Bordon, Hampshire. Somewhat outside this column's normal range, which is pre-1940, a reader who owns the only Morgan Plus-4 coupé built to private order by Cooper Motor Bodies of Putney is rebuilding this 1952 car and seeks information about it. He hopes to contact Mr Teasdale who worked on the car at Cooper's (it was built for a Mr Norman Clarke) or others from that Company who remember it and in particular to find out the type of radio and sliding roof originally fitted, as the intention is to do a total restoration to original specification. Letters can be forwarded.

The motor car has been blamed for many things, one of the oddest being that around 1907 it caused the sale of ostrich feathers to decline in Kenya, because as ornament in ladies' hats they were blown away by the boom in fast open cars. According to *The Times*, more than 60 old cars, from the 1920s, have been discovered in nissen huts on a Norfolk farm, including a couple of 1934 Mercedes d/h coupés.

A reader is working on a study of Salisbury's, the lamp manufacturers, of Long Acre, who pioneered the hub lamp for ordinary bicycles, parallel spring bracket and wind-up burners, before going on to produce such motor lamps as the large Salisbury Florios and Salisbury-Bleriot self-contained acetylene lamps in the early 1900s. Any information about the Company, however small, would be appreciated. A big historic vehicles rally is to be staged at Holker Hall, Grange Over Sands, Cumbria on August 14th, the home of the Lakeland Museum. Details from: C. Johnson, Holker Hall, Cark in Cartmel, Cumbria (Tel. Flookburgh 044-853 328).

The 50th anniversary of the death of Sir Henry "Tim" Birkin was commemorated at the Blakeney village church in Norfolk in June. Forty-five Bentleys converged on the church at which Birkin is buried, and an address at the graveside was heard by many associates of the "Bentley boys" including Guilio Ramponi, Wilkie Wilkinson, Amherst Villiers, Bill Rockell and Harold Whitlock. — W.B.



AN ARROL-ASTER, *radiator removed, being readied for the 1931 TT by Birkin and Couper Ltd, of Welwyn.*

TT Arrol-Asters

THE OTHER day I came across a throw-back of motor-sporting history that, in an infinitessimal degree if you like, proved the old adage that if at first you don't succeed, try, try, try again. It centres around a team of 2,356 cc six-cylinder Arrol-Aster competition cars. According to Kevin Desmond, writing in his book about Richard Shuttleworth, their single-sleeve-valve engines revved at under 3,400 rpm, and they must have been about the only sleeve-valve car engines that anyone had dared to supercharge, apart from the earlier Guyot Special that had the same sort of Burt McCollum engine. This did not prevent that very good racing driver, "Eddie" Hall, from running one of these Arrol-Asters in the 1929 Ulster TT. Another was driven by Norman Garrad, the cars being entered by a Mr C. Clench, about whom I know nothing — he could have been a clerk at the Tim Birkin "tunery" or an employee of the Scottish manufacturer of these improbable competition cars. Perhaps their road-holding was as suspect as their power units, because both were eliminated from that 1929 TT due to accidents. . . .

It seems that a friend of Dick Shuttleworth's, 2nd-Lt Hope-Johnson, had bought one of these Arrol-Aster sports cars, perhaps because he had been posted with his Regiment to Edinburgh, not far from the Arrol-Johnston factory. He had, according to Kevin Desmond, taken this to Birkin & Couper Ltd., of Welwyn Garden City, to have it prepared for the 1931 Le Mans race but their bill of some £800 had alarmed him and he had asked Dick Shuttleworth to join the scheme. Having commenced racing with a blown Ulster Austin, Shuttleworth was enthusiastic and, buying another Arrol-Aster in London for £142, this was likewise given to Birkin & Couper Ltd with instructions to spare no expense in getting both cars ready for Le Mans.

The Le Mans venture was not a success. Hope Johnson, entered as "Lockwood", presumably for parental or trustee reasons, paired with Bartlett, but their car retired. It was entered for the 1931 TT, partnered by Shuttleworth's Arrol-Aster, Dick disguised as "T. Ormonde", and his friend again as "W. P. Lockwood." The faster of the two cars broke its crownwheel in practice, but Shuttleworth sportingly withdrew from the race so that the one from his car could be substituted. (A third car, entrusted to Garrad, was also a non-starter.) It was of no avail, because after only two laps the engine began to overheat and, on restarting, the Arrol-Aster crashed at Comber, bending its back axle.

At Brooklands in 1931 Shuttleworth and his friend had had no better success with their Arrol-Asters, although Dick's had lapped officially at 88.15 mph and "gone round the Mountain" at 56.77 mph.

However, glancing at some speed-trial results, I chanced on a happier situation. At the CUAC Kimbolton event in October 1931 an Arrol-Aster won the unlimited sports-car class, being a second faster than George Hartwell's 1½-litre Aston Martin and 1.7 seconds quicker than third-place car Cholmondley-Tapper's 1½-litre GP Bugatti, in a class of 14 runners, in which, incidentally, Oliver Bertam's 30/98 Vauxhall tied with a blown 2-litre Lagonda. If at first you don't succeed. . . .

Sequel:- Jack Bartlett sold one of the Shuttleworth Arrol-Asters (registration number: SM 7835) to someone in Pinner in 1934 for £125; by 1935 it was back in the Motor Trade, valued at £35. — W.B.

VSCC SILVERSTONE

continued from page 916

nicely-calculated wheel-spinning start, before Drake gobbled him up, to finish 2.1 sec ahead, with Pearson a mere 0.3 sec behind Duffy. One can see the VSCC considering putting on such a race, once a year maybe, as it does for another lost cause, the single-barrel 500 cc racers. An interesting runner was Jones' 2½-litre Alfa-Romeo-engined 1947 / 39 Nardi-Danese which, however, retired after six laps.

So to the Shuttleworth and Nuffield Trophies scratch 10-lapper. For a while it was a great dice between the Hon Patrick Lindsay in ERA R5B "Remus" and Willie Green in Anthony Bamford's ex-Mays' ERA R4D. Willie led lap one, then at Woodcote on the next lap Patrick took him on the inside, to lead lap three. Lap four saw them again side-by-side at Woodcote, Willie just ahead but Patrick out-accelerating him. It was obvious that the course was slippery, so the sliding was exciting to behold, as Lindsay stayed just in the lead for the next two laps and Donald Day spun and slid off in ERA R14B on lap two, followed by Bill Morris in ERA R12B on lap four. By lap seven Green had got the race in hand and he won by 0.3 sec from Lindsay, at 83.89 mph, in spite of the ERA's differential lock being out of action. Lindsay had lapped fastest, at 86.79 mph. Amid all the skidding and waving of oil-flags, David Black had cornered his Tipo B Alfa Romeo as if on rails, to a well-deserved third place, 2.8 sec behind "Remus". By coming home fourth, Nick Mason took the Nuffield Trophy for 1½-litre cars, at 78.25 mph, in ERA R10B, after a best lap of exactly 82 mph. Mann in R9B and Wildbolz in R1A had stalled at the off, after which Mann retired but the other ERA came home 10th behind Margulies' Maserati 4CL, Smith's Alvis-'Nash, St John's Type 51 Bugatti, Bill Norris, who recovered from his spin whereas Day gave up, and Millar's 8CTF Maserati, a fine cross-section of VSCC racing. Unfortunately, Griswold's rare V8 R1 Maserati non-started.

Reece's 1929 Riley 9 then won a five-lap Handicap from Poynter's Ulster Lea-Francis that elects to race with its screen up, and Bailey's AC Ace. Barry Clarke's son was having a go, like many other sons of VSCC fathers, in the Austin 7 but he retired, along with Zeuner whose Bugatti lost its sparks when the battery went flat.

The Hawthorn 15-lap Scratch Race for historic racing cars promised excitement, nor were we disappointed. It seemed to lie between the Dino Ferraris of Neil Corner and Willie Green, and it was Green who led for the first two laps, before Corner got past Lindsay in "Remus" and swept to the front, driving beautifully. He drew well away, with Halford's Lotus 16 second and Harper in the all-enveloping, Jaguar-powered B-type Connaught third. That is, until Halford

retired on lap 11, leaving Lindsay (who can almost always be guaranteed to get a place) third, the 1936 ERA having outpaced the Maserati 250Fs of Cottam and Mason, and at least seven other post-war cars, with Day 10th in ERA R14B. Corner should be well pleased with his performance — winner by 3.2 sec at 88.61 mph, after a lap at 92.92 mph, best of the day. This genuine Tasman car had magneto trouble on the Friday, so Crossthwaite and Gardner converted it to coil ignition and it has never gone better. In contrast, Harper's best lap was 88.38 mph. And where was Willie Green? After dropping to third place on lap three and to fourth place on lap five, he retired because the Dino was pumping oil into all the wrong places, including onto the rear tyres, which is not conducive to the way Willie likes to go about his motor racing . . . Williams' Lotus 16, Margulies' Maserati and Clifford's Cooper-Bristol also failed to finish.

Next on the agenda on this packed afternoon was the eight-lap Fox & Nicholl Trophy Race for the larger, road-equipped pre-war sports cars. In recent times those with genuine cars of this kind have, in some cases, been reluctant to compete, on finding that Specials had crept in, as was the case this year, with entries of the blown Bentley-engined Avon Standard, the prototype SI Lancia, the Bentley-Royce and the V8 Riley Clifford, etc. Quartermaine's old 30/98 Vauxhall led the big field away, the order again confusing because of credit laps. It was a kind of poetic justice that Davies's 1931 Talbot 90 came through to win, except that it doesn't qualify as an F&N car. Fack's Railton Light Sports, which does, was second, the flying Bentley-Royce third, keeping Di Threlfall's Lancia at bay. So the Felton Alfa Romeo failed to emulate its win of 1981 / 82, in spite of fastest race-lap at 74.89 mph. Middleton retired after checking the king-pins of his 1929 4½-litre Bentley on the grid. It was good to see Cameron Millar driving his road-equipped Maserati 8C, even if it only made 13th place. The Trophy? It went to the Railton.

The day closed with a five-lap Handicap in which, however, Day's ERA was asked to do six laps, so that the winner was Colin Gunn's replica of a Q-type MG, which cornered very fast at Woodcote to outdo Rickett's Riley 12/4, Sankey's Maserati 250F being third after a lap at 82.46 mph. Guy Smith failed to get his 3½-litre 'Nash round for a lap and the Clarke A7 again retired, while 14 non-starters suggested that the pace and / or the heat was beginning to take its toll. Oliver Bertram's widow and her son were present, and Keith Schellenberg presented Jane with a con-rod from the Bentley Hassan which Oliver raced at Brooklands, which will, suitably mounted, become a VSCC trophy.

Boulogne Trophy Race
1. G. R. Footitt (AC / GN), 79.85 mph.
2. F. P. Morley (Bentley-Napier).
3. G. J. Russell (Bentley).

Pre-1961 Sports Car Race
1. C. Drake (Jaguar), 82.51 mph.
2. G. J. Duffy (Jaguar).
3. J. Pearson (Jaguar).

Shuttleworth Trophy Race
1. W. Green (ERA), 83.89 mph
2. Hon. P. Lindsay (ERA).
3. W. D. A. Black (Alfa Romeo).

Hawthorn Memorial Trophy Race
1. N. Corner (Ferrari), 88.61 mph.
2. J. Harper (Connaught).
3. Hon. P. Lindsay (ERA).

Fox & Nicholl Trophy Race: P. G. Davies (Talbot), 56.64 mph.
Six-Lap Scratch Race: B. Summerfield (Avon-Bentley), 73.96 mph.
First Five-Lap Handicap: M. H. Dods (AC Special), 71.34 mph.
Second Five-Lap Handicap: R. Barker (Napier), 60.36 mph.
Third Five-Lap Handicap: D. P. Reece (Riley), 61.86 mph.
Fourth Five-Lap Handicap: C. Gunn (MG), 69.41 mph.
Fastest Lap of the Day: N. Corner (Ferrari Dino), 92.92 mph.
Positions to date in the 1983 MOTOR SPORT Brooklands Memorial Trophy Contest (Final round, Cadwell Park, August 28th): 1, G. R. Footitt 49; 2, Hon. P. Lindsay 42; 3, C. Gunn 39; 4, B. Summerfield 36; 5, N. Mason / = K. White / = W. Green 31.

Silverstone sunspots:- Rodney Felton's rebuilt ex-Reggie Tongue single-blower Maserati 4CL which beat all the ERAs at Donington the week before should have made its VSCC debut but it ran its bearings in practice. Rodney's son drove his Alfa Romeo in the Fox & Nicholl race, which suggests that a VSCC "Juniors Race" is now due. . . .

The very quick demo of the Thinwall Ferrari was done by Tony Merrick, who looks after it for GKN. He later did an unofficial run in Vanwall VW10, to make sure it was right for Moss to demonstrate at the British GP.

The three D-type Jaguars "made" the pre-'61 Sports Car Race, but how original are they? The four Frazer Nashes and the Spa HRG were authentic though. Sir Venables-Llewelyn only got his ERA R4A round for one lap in race 6 before a half-shaft broke.

Julian Ghosh conducted his own brand of light-hearted commentary, describing an imaginary GP between Mercs and Auto-Unions during one dull handicap — not every one was amused!

* * *

Of the many guests at the Hawthorn Memorial luncheon, largely brought together by his old racing mechanic Brit Pearce, "Lofty" England, Pearce himself, John Bolster and Mrs Bette Hill later gave race-winners their laurel-wreaths and Duncan Hamilton's Jaguar D-type took part in the Parade.

A local Stamford paper recently published a picture of a 12/16 h.p. Pick two-seater on which a local retired farmer learned to drive in 1913, his father being a friend of the manufacturer, Jack Pick of Stamford. The car was converted into a four-seater and a 16 h.p. racing-model Pick was later acquired, which was used for holidays as far afield as Cheltenham, and was reputed to be able to cover the 20 miles between Grantham and Stamford in 20 minutes. Recently a New Pick name-plate was discovered, from a 1910 chassis which is still in use as a farm trailer. The father of the reader who sent us the cutting used to own a variety of vehicles while up at Cambridge and later had a 16/60 Lagonda, an open Speed-20 Alvis and a Riley Lynx.

A reader wants to know what has become of the Bugatti chassis in which he installed a 1925 blown 1½-litre twin-cam Sunbeam motor-boat engine in the 1930s and which went to Australia during the war. The Yorkshire HCC announces its Hebden Bridge Rally of August 21st, open to all vehicles made before 1955, entry and admission free; details from Mrs. M. Rushworth, 78, Windmill Drive, Northowram, Halifax, W. Yorks. Lambrook Tyres can now supply 4.50 in × 19 in Firestone tyres, among other vintage sizes. The ex-Hamilton 1914 racing Sunbeam is being restored in time to take part in next January's round-the-houses race at the Dunedin Festival. — W.B.

VINTAGE POSTBAG

The Paris-Vienna Renaults

Sir,

How interesting has been the exchange of views between Kent Karslake and Edward Eves on the method of operation of the inlet valves on the 1902 Paris-Vienna Renault.

In Karslake's article (February 1983; page 157) he says, referring to Gerald Rose's classic "A Record of Motor Racing 1894-1908", "For many years, motor racing historians . . . have been puzzled by an obvious anomaly . . . with regard to the Renault racing *voiture légère* of 1902". He goes on to explain that Gerald Rose says in his text that it had mechanically-operated inlet valves whereas, in his Appendix it says they were automatic, or atmospheric.

Yet Eves, writing in your June 1983 issue, on page 650, in reply to Karslake's February article, makes the curious claim: "At the time [in February, presumably] I was able to point out to him [Karslake] something he had not spotted, namely the discrepancy between the appendix and the text in Rose's 'Record of Motor Racing'." How, may one enquire, could Eves have pointed out what Karslake said he had been puzzled by for many years? Incidentally, it is not only with regard to the inlet valves that Gerald Rose's text differs from the Appendix. In the text, the bore is given as 100 mm; in the Appendix it is 120.

In any case, who are we to doubt the figures in Rose's so-called Appendix (in fact, it is headed Chapter XVII) when Rose himself expresses absolute confidence in them? In his introduction to the chapter he says "The following list has been made up only from figures supplied by the makers themselves, in order to obtain the greatest possible accuracy." And, after acknowledging the help provided by each of the manufacturers, he says of them ". . . firms, who have been good enough to accede to this [the author's] request for authentic and accurate figures".

More important, though, is Eves' later reference to *Hugh* Rose, of whom he says he was ". . . an engineer, a very observant one . . ." This, one assumes, is another authority, unknown — I have to confess — to me. It may be that he has something useful to add.

I rather doubt it, though — for, surely, as Karslake rather diffidently suggests, the entire chassis of the so-called Paris-Vienna car is not in fact original, but came (some 20 years ago? — I forget) from a 4-cylinder commercial vehicle of the same date? Though I have not seen the car in the Renault Museum, I am told that this is confirmed by the absence of provision for the several *plombeur's* seals required by the Paris-Vienna regulations — provision that is very clear on other, certified, 1902 Paris-Vienna cars.

Clacton E. A. BRUCE

[Gerald Rose was the young historian. Hugh Rose designed engines for Calthorpe, Belsize, Crossley, Riley, Sunbeam, Lea-Francis, etc., and was responsible for the LSR car "Silver Bullet" and some Guy lorries. — Ed.]

The Paris-Vienna Renault

Sir,

I hope that if Mr Edward Eves has occasion to write to you again about motoring historians he will spare my blushes. I am not really as good as all that, as is exemplified by the fact that, until I read his letter in your June issue, I had no idea that French manufacturers were obliged to supply details of all new models, including racing cars, to the *Bureau des Mines*. Yet I think that this piece of evidence may provide an important clue to the solution of the mystery surrounding the engine of the Renault *voiture légère* which was victorious in the Paris-Vienna race of 1902.

All Mr Eves' patient researches seem to indicate that this engine had automatic inlet valves. It is thus shown in the makers' deposition to the *Bureau des Mines;* it is thus described in the appendix to Gerald Rose's book, "made up from figures supplied by the makers themselves"; and, most important of all, Mr Eves has been able to check this detail himself on what is at least claimed to be the Paris-Vienna car in the Renault museum. Nevertheless both he and I are, I think, disposed to accept Gerald Rose's statement that the engine of the winning car had mechanically operated inlet valves.

What seems inescapable is the fact that the 4-cylinder Renault engine of 1902, as originally conceived and built, had automatic inlet valves. If, therefore, mechanically operated inlet valves were used in the Paris-Vienna engine, this must have been a revised edition of the original concept. Suppose it was completed only just in time for the race, too late for the revised design to be submitted to the *Bureau des Mines*, the makers may have decided to use it all the same. The matter was of no concern to ACF, which only required that *voitures légères* should weigh no more than 650 kg. But from the point of view of the French authorities, the car was, presumably, an illegal vehicle. There was every reason in this case for Renault Frères to keep very quiet about it. This might well explain the absence of any reference to the revised engine in the Renault archives. The cover-up may still have been in force when the makers replied to Rose's questionnaire some years later, with the result that particulars were given of the original automatic inlet valve engine as submitted to the *Bureau des Mines*. Finally, if the car now in the Renault museum really is the Paris-Vienna racer, it seems possible that the "illegal" engine may have been removed from it when it got back to the works, and the original AIV engine installed in its place. I sincerely hope that Mr Eves succeeds in his search for a photograph of the engine with side-by-side valves. But I am afraid I am not very sanguine. If my suspicions of a cover-up are well founded, one must assume that the bonnet was kept vigorously shut when photographers were about.

Even if all this is accepted, it remains to be explained how Gerald Rose discovered the truth about the engine. He was, as Mr Eves remarks, a very observant engineer, but he can hardly be supposed to have applied his talents in this respect to an inspection of the engine if he saw it in 1902 as he was, I think, only about 21 when his magnum opus was published in 1909. I think he must somewhere have come across a proper description of the engine with mechanically operated inlet valves; and it is this piece of evidence that I still hope will fall to Mr Eves' patient researches.

Contemporary accounts in general, of course, quite failed to notice that Paris-Vienna had sounded the death-knell of the automatic inlet valve. On the first day, from Paris to Belfort, while the cars crossed the great plain of Eastern France, where engines could be allowed to run all-out most of the time on the straight French roads, the Panhard et Levassor, with an engine of 13,672 cc with AIV could easily outstrip the 6,786 cc Mercedes with mechanically operated inlet valves. But once they got among the Austrian mountains, and the benefits of a flexible engine began to pay dividends, the Mercedes inexorably overhauled the Panhard et Levassor. The same thing seems to have happened in the light car class, where the Darracq with 5,881 cc was fastest in France but succumbed to the Renault with only 3,770 cc in Austria. In the absence of any other evidence one would be almost bound to surmise that the latter used mechanically operated inlet valves. At least the designers of racing cars seem to have concluded that they offered the key to success. In 1903 not only Panhard et Levassor and Darracq but also Mors, CGV and Fiat abandoned automatic inlet valves in favour of mechanical operation.

Something equally seminal seems to be happening at the present time in Formula One racing, where engines with induction under atmospheric pressure seem to be making their last stand against turbocharged engines of half the size. But I think that motoring historians of the future are going to be very critical of the paucity of the information supplied to them on the subject. I read of a new short-stroke Cosworth engine, but seem to search in vain for details as to how its dimensions compare with those of its predecessors. I seem to wait in vain, too, for dimensions, crankshaft speeds, boost pressure, etc, in the case of the turbocharged engines made by Renault, Ferrari, Alfa-Romeo, BMW, Hart, etc. I am told that these develop "much more" power than the Cosworth engine, but not how much more. If, as seems possible, present developments in racing engines result in the general adoption of turbocharging for run-of-the-mill touring cars, there is something more important to report than who won the Drivers' Championship. Since MOTOR SPORT seems to be almost alone in realising this, might I ask, Sir, that at least by the end of the season we be given a thorough technical analysis of what is happening to Formula One engines in 1983?

George Nympton KENT KARSLAKE

[I can only say, over to our Grand Prix correspondent, who will undoubtedly read this letter from someone who reported motor racing of another era. I suppose a boy of 14 (Gerald Rose) might just have noticed the fact that the Paris-Vienna car, an exciting vehicle, surely, had no valves in its cylinder head, had he seen beneath its bonnet? This assumes that if AIV were used, they must have been "up stairs"

Ed.]

Oliver Bertram

Sir,

I have read your interesting article on Oliver Bertram's Motor Racing with much pleasure. He was indeed quite a man. In the days when I was much involved with the promotion of motor racing in Singapore and Malaya (1949-1951), Oliver Bertram was Deputy Judge Advocate-General (RAF) in Singapore, and we lost no time in persuading him to take on the office of what in this country would be the RAC Steward at the series of circuit races we held on a town course in Johore Bahru in those three years. His advice, encouragement and general experience were invaluable.

For the 1951 Meeting I was able to find someone to take over from me the Clerk of the Course's duties, and let me have a drive in my 4½-litre Bentley. On the night before the race we were having a drink in the Tanglin Club, I mentioned the habit of the Bentley's cone clutch to stick under hard driving. "Do a clutchless change" said Oliver. "Boy, give the Tuan another stength (whisky)" and turning to me, "Drink up and go out and try". I did, and in the race the clutch duly stuck on the first lap, and I drove the rest of the 25 laps doing a clutchless change six times per lap. And the gearbox is still in use! I remember Oliver Bertram with affection.

Long Crendon GIBBS PANCHERI
Executive Director,
Bentley DC

Letters from Readers

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

Real Racing Circuits

Sir,

I should like to endorse enthusiastically Denis Jenkinson's remarks concerning "real" racing circuits contained in his article "Reflections on a Grand Prix" (p.784 July issue).

From the other end of the competitive continuum, as a club racing competitor in the increasingly popular MG Car Club and BARC / MGOC championship series, I and many of my friends feel like yelling "Yippee" when — for example — after several events at Snetterton, Thruxton, Silverstone or Brands we can *revel* in a circuit like Cadwell Park.

Indeed, walking around the unused part of Oulton Park two weeks ago, remembering the sights and sounds of many races seen as an enthusiastic teenage marshal, made me realise just how much enjoyment we are missing in today's sport.

Perhaps we should follow the example of "Real Ale" boys and form a "Campaign for Real Racing Circuits", beginning perhaps with a request to Oulton's owners that they re-commission *all* of the *real* circuit as soon as possible.

Twyford DAVID T. PRICE, MBA

Antipodean Compulsion

Sir,

After having read for some months, letters from people (including editorials) decrying the compulsory seat belt legislation, I feel I must make a comment as one who has seen the effect of compulsory seat belt legislation here in Australia.

Seat belt wearing in Australia has been compulsory since 1972 and a few facts should be noted:

— Most fatal accidents occur within 10 miles of the driver's residence;
— Most fatal accidents occur at 30-40 mph;
— Most fatalities are caused by head injuries suffered by the driver or passenger going through the windshield;
— Only a minority of lives are saved by people being thrown from the car.

It must be remembered that seat-belts are there as a restraint to prevent injury under head-on or side impact collision at reasonable speeds.

A head-on collision at speeds in excess of 60 mph, whether the driver is wearing a seat belt or not, is usually fatal.

Some of the letters that I see in your editorials seem to have lost sight of the lessons learnt in other countries with compulsory seat belt legislation, ie, that although car registration and use has gone up, the road toll is remaining static or in some cases falling, due to the use of seat restraints.

Queensland TOM COWBURN

Increasing the Octane

Sir,

In your June 1983 issue "It Concerns You" section (pages 630/631), you express considerable worry over reducing lead levels in petrol and the consequent detrimental effect on octane. There are a number of ways of increasing octane levels of commercially available fuel by the use of pure chemical streams and although these are comparatively expensive once hydro-carbon oil duty and VAT have been paid, at least they will enable the owners of older classic cars to use their cars both on the road and track.

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Croydon, Surrey.

Donington Appreciation

Sir,

As an ex-German PoW (now naturalized) having lived in England since September 1944, I was eagerly looking foward to seeing the Mercedes and Auto-Unions again at the 50th Anniversary meeting at Donington, having seen and heard them on three occasions when I was a boy in Germany.

Imagine my feelings and excitement when I saw the two silver cars lined up in the display area together with the other beautifully prepared Maseratis, Alfa-Romeos, Bugattis and the V16 BRM.

With the permission of the security guard, my friends took several photos of me standing between the Merc and A-U. I felt great. However, later on in the afternoon I felt better. After plucking up enough courage, I asked Mr Neil Corner — the owner of the A-U — "may I sit in your car please, and would you take a photo of me?

To my great delight Mr Corner obliged.

This was the highlight of my visit to Donington. The disappointment for all — the two cars did not run. Perhaps another time.

My I through the pages of MOTOR SPORT thank everyone at the Donington 50th Anniversary meeting who spared their valuable time talking to me, especially Mr Neil Corner, the Hon. Patrick Lindsay, Mr Tom Wheatcroft, Mr Robert Fearnall and the mechanics. Everyone was very helpful in answering all the questions put to them.

Uttoxeter
KARL-HEINZ (Harry) METZNER

Austin's 4wd

Sir,

With regard to your remarks about the four-wheel-drive Aprilia transverse engine, although you are technically correct when you say that it is the first road car of this design, I have a 1969 Austin with a 1,275 cc slant east-west engine four-wheel drive (at will) and a Hi-Low range gearbox. I understand, by courtesy of Mr Clausager of BL Heritage and also Mr Freddie Henry of Austin Apprenticeship fame, that this model is few and far between, but nevertheless it is a delight to drive on and off the road and the roadability is superb. It is a very well thought out design and instead of the Land Rover alloy panels, has very strong heavy gauge galvanised bodywork. It is a great pity that apparently there was no market at the time for the ADO 19 or Ant.

My vehicle was evidently brought out to New Zealand for evaluation, but was "snapped up" by a manager of an Austin franchise holder in the South Island. When one notes some of the ridiculously under-powered Japanese four-wheel-drive vehicles, I believe that the ADO 19 would have a very large following. How about it BL? The complete design is up to present standards and even an alternator is fitted apparently as standard equipment. The mileage to date is just over 17,000 miles.

We have reached the stage in our little country that one cannot procure small BL cars, the nearest relatively reasonably priced being the Rover. Ask for a Metro for instance and sales persons will attempt to fob you off with a Japanese make, and of course not everyone has forgotten the Japanese of a very few years ago. The Metros are simply not imported and I believe that the Austin Princess is in the same category. I cannot find who is responsible for this state of affairs, but it "stinks" to my way of thinking.

Changing the subject, I wonder if any of your readers have a La Ponette car? I had previous to the last war a mint coupé by Charlesworth. It had a 10 horsepower Ballot engine and the usual overgeared rear axle (for our country). It was very pleasant to drive and had no electrics, but twin side mounted wire spare wheels. It was imported for an old lady who could not crank it and was stored unused for very many years. Unfortunately it disappeared during the war and I have no photograph of it. The Montagu museum forwarded me a photograph of a La Ponette, but it must have been an earlier version as it had a "coal-scuttle" bonnet, whereas mine had a more rounded version. If any of your readers has or knows of a similar car, I would like to correspond with them. I was very attached to this little car and the only small bother I had was when a bolt fell off one of the universals (steel) between the engine and gearbox and the floorboards just about landed in my lap.

Dunedin, NZ E. L. NYE

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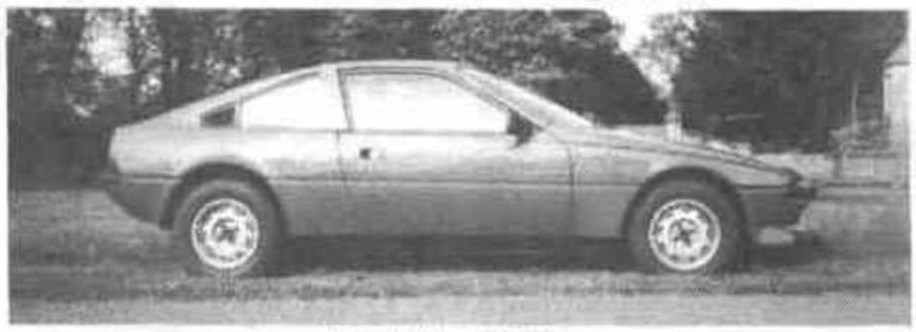
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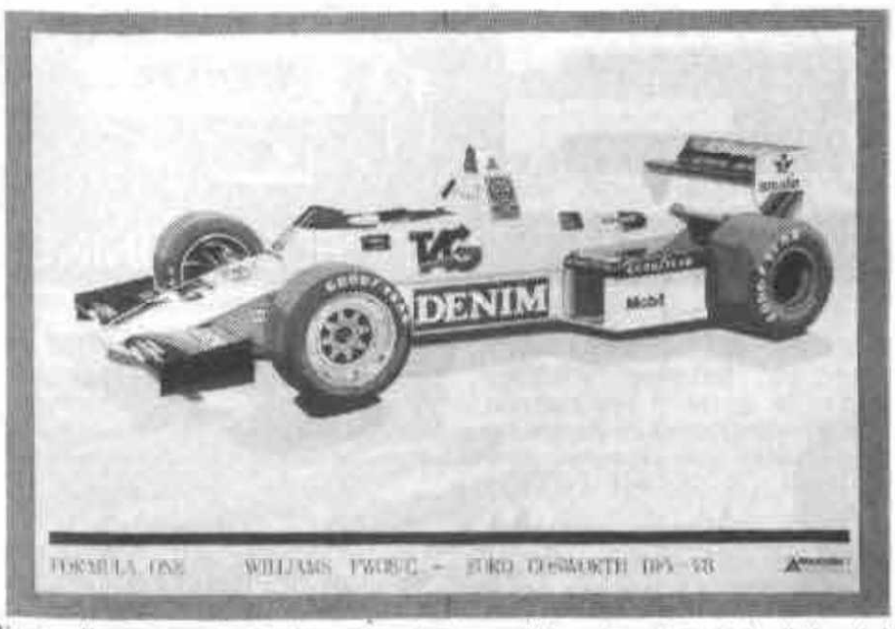
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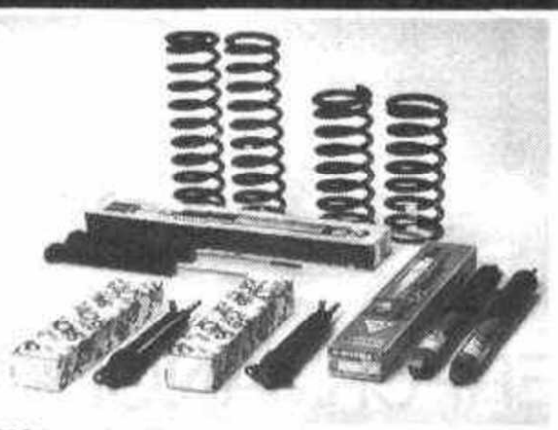
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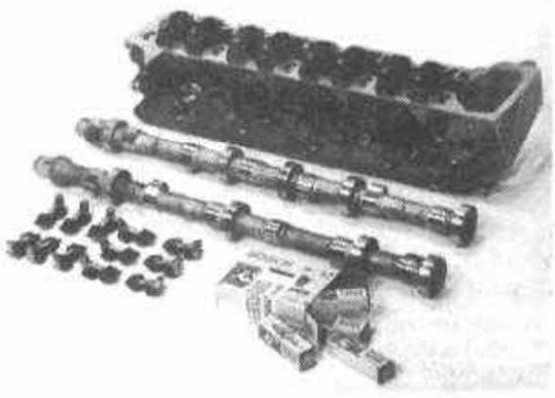
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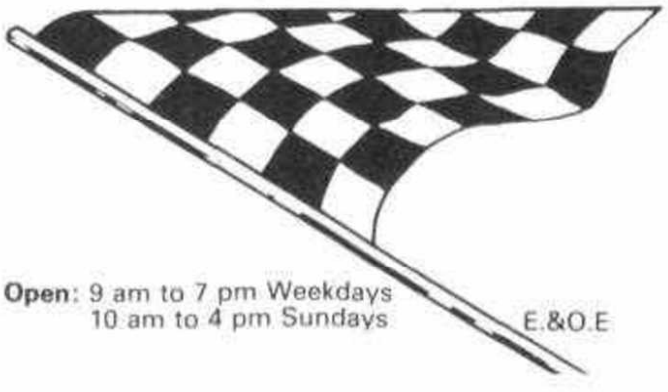
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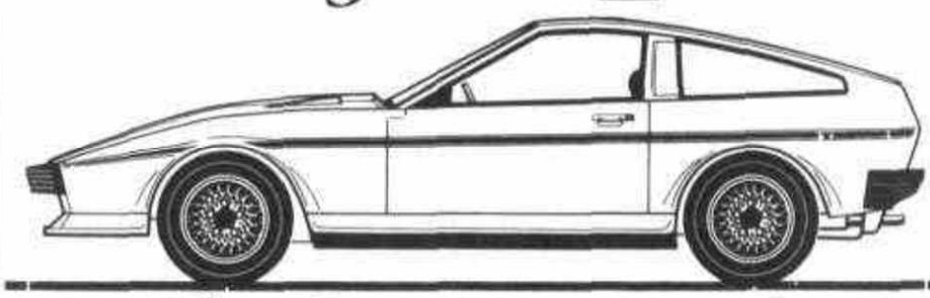
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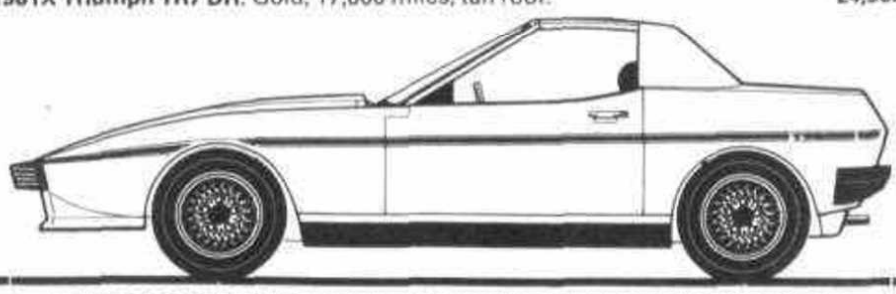
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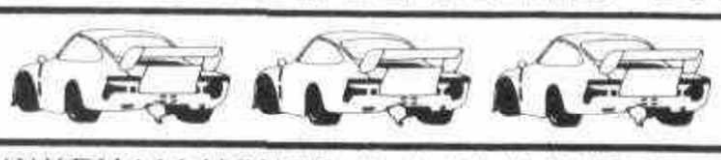
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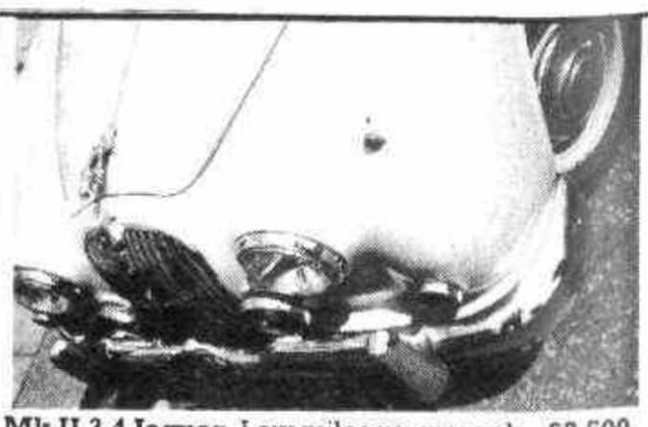
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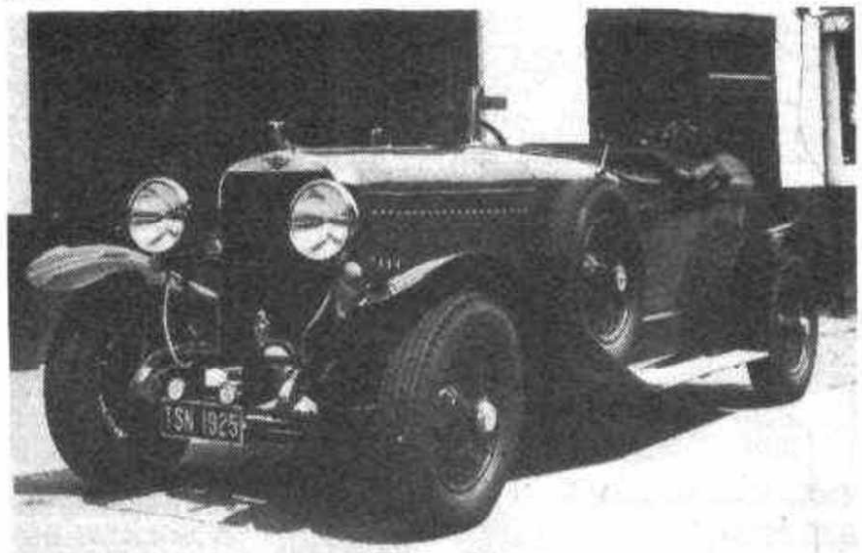
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FOR FULL INFORMATION ON OUR SUPERB MORGANS:

038-43 5186

PACKER-DUNCAN LTD
WATERLOO GARAGE, HAGLEY ROAD, STOURBRIDGE
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The London Morgan Distributors

Are you thinking of buying a **Morgan**, and if not why not? Jump into your modern Batmobile with, no doubt, "Turbo" written all over it, and kangaroo your way down to the Mews to see some real motor cars. Gleaming Black is our ex-racing **Morgan** Plus 8. Lots of amazing goodies on this **Morgan** including rack and pinion steering, rear disc brakes etc. Fast and Furious. Another **Morgan** Plus 8, built in 1977 and finished in Nut Brown with Tan interior. Before you yawn, this **Morgan** has only done 2,000 miles, has had one owner from new, and obviously looks like new. A 1978 **Morgan** Plus 8 is finished in the same colour, but with cream interior. O.K., you can yawn at that one. Black as Black is our 1982 **Morgan** 4/4 2-seater. Chrome luggage rack and wire wheels, has only travelled 4,000 miles with its one owner. A 1967 **Morgan** Plus 4 Super Sports is here for some repairs. Small prize if you guess the owner's name for it, but please bear in mind that our secretary blushes easily. 1980 **Morgan** 4/4 4-seater in Signal Red with Red leather interior. Ally body, 7,000 miles, one owner, kept in the drawing room all its life. Another 4-seater **Morgan** is vintage 1976, one owner, 25,000 miles. Maroon Red with Black interior, wire wheels, and luggage rack. Earlier **Morgans** are represented by: 1970 **Morgan** 4/4 4-seater in Orange with an aluminium body, reconditioned engine. 1974 **Morgan** 4/4 2-seater in Blue with chrome luggage rack, wire wheels, Black leather bench seat still with its "blow up" base. New tubes can be supplied! 1978 **Morgan** 4/4 in Green with Stone leather interior, wire wheels, luggage rack. Another 1978 **Morgan** 4/4 2-seater is in Signal Red with Black interior, tonneau cover and luggage rack. In a whisper, we also have an MG Midget based Arkley with big fat tyres, finished in Blue with White lines. As we seem to be finishing on a non-**Morgan** note, we still seem to have our Jeep — as the 'photo, so get your glasses out. This Jeep has only done 2,000 miles and has had one owner from new. Bent motor of the month goes to our TR7 convertible which was finished in Green. Completely banana shaped and impossible to drive, with that "I've been everywhere" look. Extras include smacked doors that self-open because they won't close anymore, instant debris dashboard. Come and crane away for very little. **Morgan** spare of the month is a 1966 Plus 4 back panel.

morris stapleton

Reece Mews, London SW7 01-589 6894

FOR SALE — continued

ASTON MARTIN Mk1 1969 DB6, manual, one of last five built, complete mechanical overhaul, engine, gearbox, transmission, suspension, brakes, new paint etc, bills exceed £6,500, will accept £6,000, no offers or timewasters please. Tel.: 0473 214138 anytime. (51809

AUSTIN SEVENS, two saloons, '33-'34, complete, one restorable, one spares, £400 pair. Tel.: Mary Tavy 280 (West Devon). (51810

TRIUMPH TR6 M-Reg, 51,000 miles, white, overdrive, long M.o.T., stereo, p/x possible, £2,395. Tel.: Brighton 0273 692610. (51814

1956 BENTLEY S1, 2-tone grey, 3 new wings, new sills, tyres etc, £3,000. Tel.: Southwaite 452. (51814

STAG, AUTOMATIC, N-Reg, 11 months, M.o.T., hard/soft tops, well maintained engine, bodywork good, £2,295 o.n.o. For further details. Tel.: 072276 328 (Wiltshire). (51815

BENTLEY 1929 4½ short chassis two seater Cooper body, black paint, brown leather, mint, offers. Tel.: Tabbenor, Cannock 3257. (51816

ALFA ROMEO by Ghia, 1955, very *rare* example in good condition. Morris Isis, 1932, one of very few survivors in very nice condition. Photos on request. Tel.: 40-118900 (Holland). (51473

RILEY 9HP Merlin saloon, 1936, rare model, running order, M.o.T., taxed, £795. Tel.: Leamington Spa 28867. (51470

ALLARD PALM BEACH 1954, completely renovated but requires carpets, offers after inspection. Box No. 6789. (51468

MGA 1600 1959, LHD, professionally restored to original condition and specification in UK by world's No. 1 MGA specialist, finished in original factory red, with knock-on wire wheels, leather seats and chrome bootrack, this car is perfect in every way, only 5,000 miles since restoration and reliable as new car, now collector's item and promising investment, car at present garaged in UK awaiting immediate sale, must be seen, serious offers over US $10,000. Tel.: 09326 2806 or Franklin, PO Box 5166, Jeddah, S. Arabia. (51466

ASTON MARTIN V8 1977, manual, 45,000 miles, red, black interior, excellent condition, £8,750. Tel.: 01-278 1178 office. (51464

MINI COOPER 1275S, original condition, 12 months M.o.T., £875 o.n.o. Tel.: Leamington Spa 22476. (51463

1966 JULY Jaguar E-Type 4.2 fixed head 2+2 coupe, red / red leather, one elderly owner (now deceased), 14 consecutive M.o.T.'s confirm the total mileage of 39,600, wire wheels and manual transmission, the car is completely original and interior unspoiled, full service history, coachwork requires some attention, offers over £4,000. Tel.: 051-648 2894 (anytime). (51461

COOPER S 1275 Mk. 2, taxed, M.o.T., excellent condition, sensible offers, or part exchange for pre 1960 MG sports or similar needing restoration. Tel.: Desford (04557) 2008. (51462

UNIQUE OPPORTUNITY Y-Reg, MG Midget 1982, Brooklands green, special equipment, Motorola, undersealed, nicely run in, concours, £3,895 o.n.o. Tel.: 0704 892996 Lancs. (51569

ALFA ROMEO Alfetta 2000GTV 1979, 29,000 miles, red, rustproofed, stereo, sunroof, house purchase forces sale, £2,950. Tel.: Stafford 760088. (51568

FOR SALE — continued

MG TC 95% restored chassis and mechanicals, 75% restored body, to high standard, all new / restored parts ready to fit including hide for seats and trim, substantial amount spent, £3,500. Details Taylor. Tel.: Selby 638310 until August 5th. (51574

COLLECTORS CAR R-Reg Daimler Sovereign 4.2 2-door coupe, short wheelbase, 2-tone, almond and carriage brown, full length sunshine roof, central locking and all Daimler refinements, low mileage, good tax and long M.o.T., not run during last three winters, £3,400 o.n.o. Tel.: Doncaster (0302) 745377. (51588

AC ACE-BRISTOL 1957, 4,000 miles since major work including re-spray, re-trim, suspension, brakes, many useful spares, really beautiful car, £8,500. Tel.: 0444 451333. (51573

HRG 1500 1947, one owner last 16 years, good runner, some useful spares included, £8,500. Tel.: 0444 451333. (51573

COOPER 1275S 1971 Mk.III, v/good original example, blaze / black roof, tax, spares, £1,650. Tel.: 061-320 4896 (home). (51571

LOTUS EUROPA twin cam, 33,000 miles, stunning looking car in chrome yellow, gold Minilites, sunroof, stereo, much money recently spent, £3,250 o.v.n.o. Office High Wycombe 25252 x38, home Marlow 5699. (51570

1933 ROLLS ROYCE short limousine. 1935 Rolls Royce Alloy Saloon. Just purchased from titled Gentleman, ideal for restoration, all complete, best offers over £30,000 the pair. Tel.: 0666 52312. (51567

PORSCHE 911 Carrera specification 1973, T-Reg, black tinted windows, over £2,000 spent on mechanics in last 12 months, now in excellent condition and no rust or filler! LHD, £3,950 o.n.o. for quick sale. Tel.: Reading (0734) 667128. (51565

AUSTIN HEALEY 3000, 1959, one of first ever produced, one owner, recent M.o.T., very good condition, many extras, hard and soft tops, always enthusiastically maintained, £4,850. Tel.: (08047) 3608 Kingskerswell. (51564

JAGUAR 3.4 S-TYPE, 1966, present owner purchased 14 years ago has kept garaged and only used as summertime weekend car, 72,000 miles still on original clutch, body unmarked and excellent throughout, leather upholstery etc, chrome wires, overdrive, HRW, radio, genuine reason for regretted sale. £3,200 o.n.o. Tel.: Bedford 781994. (51563

ASTON MARTIN DB5, 1964, manual, white, blue trim, good condition. £3,500 o.n.o. Tel.: Tamworth-in-Arden (Warks) 2271. (51579

TRIUMPH TOURER. 1932, collector's car, fully restored, concours condition, believed to be one of only nine left. Offers over £13,000 or possible part exchange for car in need of restoring. Also: Austin Healey BN1, concours condition. Offers over £10,000. Tel.: 0953 883700. (51580

STUTZ 8 SERIES M. 1929, almost completely rebuilt engine and chassis, requires rebodying, lamps, mascot, twin spares, wings, plus sad remains of original body. Sell £15,000, exchange 3·4½ Bentley Lambda, part exchange small vintage tourer. Box No. 6790. (51582

RILEY LYNX. 1933, black with red leather interior, immaculate throughout with long history of Riley Register, dedicated ownership, photos. £6,700. Tel.: 0984 23840. (51590

FOR SALE — continued

BRISTOL 400. 1949, the first and prettiest model made, this car is in first class condition after much recent work including back to bare metal respray, everything is correct, even the original tools. £5,850. Also, Bristol 405, the only four door model Bristol ever made. Fitted with 100D2 engine, a thoroughly reliable motor car. £3,650. For further information on this lovely pair of Bristols telephone 0934-732295. (51583

BRISTOL 411. 1971 SI, superb, original condition, some history, very well maintained. £5,300 o.n.o. Tel.: Hitchin 700272 evenings. (51585

MG MIDGET. 1972, needs attention. £300 o.n.o. Tel.: Stoke-on-Trent 623815. (51586

FERRARI 365 GT 2+2. 1970, lamented sale of prized possession, classic Pininfarina shape, dark blue, beige upholstery, excellent mechanically, 54,000 miles, renewals include bumper, tail pipes. £8,500. Tel.: Cocks on Peterborough (0733) 252791. (51587

TVR 3000M. Silver, 16,500 miles, one owner, immaculate, factory maintained. £6,100 o.n.o. Tel.: 021-779 2743 after 6 p.m. (51591

MGB ROADSTER. V-Reg., 25,000 miles, white, black / grey seats, M.o.T. / tax. £4,000. Tel.: 01-229 3524 / 01-606 4033 ext. 257 (51593

MG TC. 1946, taxed and M.o.T., resprayed red, new upholstery, wiring, wings, running boards, rebuilt engine. £5,250 o.n.o. Tel.: 0903 813355. (51596

ALVIS TD21 DROPHEAD AUTO. Much work done, many spares, send s.a.e. for details. £3,000 o.n.o. Smith, 1 Campsall Drive, Sheffield S10 5FZ. (51597

MG MODEL M. 1932, for restoration, requires bodywork, otherwise intact. £2,000 o.n.o. Tel.: Berkhamsted (04427) 4536. (51601

RILEY FALCON MK.1 12/4. 1934, exceptional aluminium bodywork. £4,750. Banaster, 4 Carew Close, St. Day, Cornwall TR16 5LA. (51598

VINTAGE RILEY 9. 1929, four-seater tourer, four-door model, Mk.IV, nice condition, very little used last two years, taxed, tested 1984, a good home wanted UK or overseas. £6,450. Tel.: 021 449 8062. (51863

LLOYD LP 400. 1956, M.o.T., restored, very unusual and practical little car, lack of space forces sale, hence only £600. Tel.: Wroxham (06053) 2231. (51865

TORNADO TALISMAN. Modified rear drive, re-conditioned engine, one owner. £750. Tel.: 0452812114 (Gloucester). (51860

ALFA ROMEO 1.3 GT JUNIOR. 1971, blue, good condition, rebuilt engine, M.o.T., manual, 1984. £490. Tel.: 021 353 0060 daytime. Walsall 611882 evenings. (51858

MGA 1600 COUPÉ. 1960, very nice condition, very reliable, new M.o.T. £2,500. Tel.: Horley (02934) 3557. (51859

LOTUS ELITE Series II Climax, 1962, running, sound and complete, requires restoration, original log book. £3,000. Tel.: 0376-21811. (51861

ROVER 3.5-LITRE SALOON. 1972, navy blue, 51,000 miles only, full records. £500. Tel.: Leicester 863897. (51862

PORSCHE 928S. 1981, silver, electric roof and seats, cruise control, air conditioning, 18,000 miles, balance of warranty, see Reading / London. £19,750. Tel.: 0734 783817. (51837

£4,250! SNIP! Renault Alpine 1300 Berlinette, original and immaculate! A rare opportunity to acquire one of these superb collectors cars. Tel.: 01-385 1805. (51838

FOR SALE — continued

MORGAN +8. 1981, Caribbean blue, white hood, cream leather upholstery, reclining seats, aluminium wings and body, undersealed, etc., immaculate, low mileage. £8,950 o.n.o. Tel.: 01-831 6671 or Salisbury 21777. (51851

JAGUAR 4.2C. 1978, bronze, brown leather trim, taxed, M.o.T., this very desirable collector's car, in superb condition. £3,950. Tel.: 01-969 1000 ext. 7. (51854

JAGUAR 5.3C. 1978, 47,000 miles, probably the best of the last. £4,495. Tel.: 01-969 1000 ext. 7. (51854

MG M-TYPE. 1929, earliest car known, available as rolling chassis or with new body. Also 1931 MG M-Type, dismantled and incomplete, good start for cheap rebuild. Tel.: 084421 3863 (51858

300S MASERATI. 1956, completely restored rolling chassis with rebuilt transaxle, but no engine, new body just completed by Williams and Pritchard, totally genuine car with history, value in completed form generally considered in the region of £60,000. For immediate sale £25,000. Information file on engines available throughout the world given to purchaser. Tel.: John Pearson on Silverstone 0327 857000 or Milton Keynes 0908 510394. (51848

A70 HAMPSHIRE HED 161, 1.1.5.1. Rare, original, three owners, 51,068 miles, engine requires reassembly for M.o.T., original logbook and petrol coupons. Offers. Tel.: Lymm (092576) 2271. (51850

FERRARI 365GT 2+2. 1970, superfast derivative in light gold with tan interior, 50,000 miles. £8,500. Tel.: 0676 23140 evenings. (51853

RILEY LYNX SPRITE. 1936, stripped to rolling chassis complete, mechanically sound. Offers £2,250. Tel.: Leeds 0532 892309. (51841

SS JAGUAR DHC 2½-LITRE. 1938, very rare, superbly restored, as original, including fabric hood and leather upholstery, M.o.T., taxed. Offers. Tel.: 063 523 600. (51843

MARCOS 3-LITRE. 1969, Bahama yellow, overdrive all gears, sunroof, mag. wheels, 43,000 miles, genuine, taxed, M.o.T. £2,700 o.n.o. Tel.: 0772 617058. (51844

MGB GT. T-Reg., overdrive, radio, undersealed, 18,000 miles, taxed, M.o.T. May 1984, one lady owner. £3,750. Tel.: Sheffield 0742 589749. (51847

BENTLEY MK.VI. 1950, 4¼ aluminium-bodied James Young 2-door saloon, black and silver, long M.o.T., taxed, 18 years one owner, very attractive car, photograph available. Tel.: 0326 270272. (51849

BENTLEY S3 SALOON. 1963, sable, electric windows, excellent interior and mechanics, recent major service. £4,750 o.n.o. Tel.: 01-402 3214. (51838

BENTLEY CONTINENTAL S1 FASTBACK. 1957, automatic, power steering, superb investment. £12,750. Tel.: 01-402 3214 (London W2). (51838

LOTUS 7 S2. 1963, 1,500cc twin Webers, black / red, good condition, tax M.o.T. £3,250. Tel.: 061 427 1876. (51847

SCIMITAR GTC automatic, hard and soft tops, low mileage, superb car in every respect. £6,250 no offers. Tel.: Southport 27231. (51819

SWIFT 10 TOURER. 1926, excellent condition, taxed, M.o.T. £4,450 o.n.o. Tel.: Mark Moor (027864) 316 (Somerset). (51820

LOTUS ESPRIT S2 Commemorative edition, 1979, black and gold, full history, leather trim, 36,000 miles, immaculate condition. £7,350. Tel.: Halifax 0422 884274 evenings. (51821

Hire a Sports Car

Morgan 4/4 2 & 4 str's & +8's, MGB Convertibles, Triumph TR7 Convertibles and Golf GTi, Jeep Renegade.

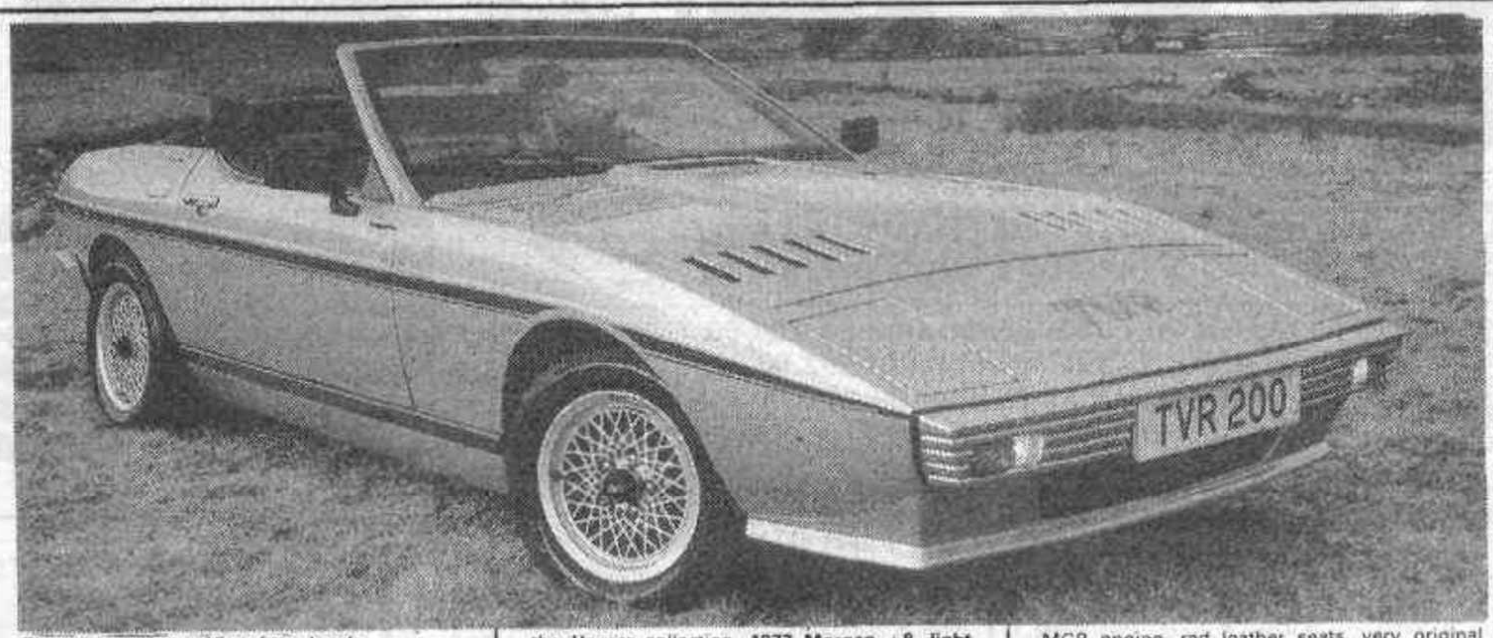


sportshire

Reece Mews, London SW7 01-589 6894 01-589 8309

John Britten

Morgan TVR



There was a young Vicar from Leeds
Who achieved some incredible speeds
To his 'flock's' complete awe
In his Morgan he'd roar
Round the town doing all his good deeds.

August is the month of the new registration letter **"A prefix"** and at the time of writing this advertisement everybody here is going berserk trying to get ready the **eight new TVR Tasmins** that will be going to their impatient new owners at Midnight on 31st July. Given the modest size and nature of **"the firm"** this just proves what a fantastic product **TVRs** now have, with its **2.8-litre fuel injected V6 engine** and superb handling, ride and comfort, stunning looks, excellent performance — and it's all **British**. With prices starting at **£9,885** they are also good value (which explains why we are selling so many of them). As always, being **TVR's first and foremost dealers,** we have an excellent stock of cars ready for immediate delivery, all subject to



the **"Best of Britten deals on wheels"**. So telephone for more details and book your test drive. You will be pleasantly surprised and we will be delighted to see you. **Having gone on at some length about how wonderful the TVR is in its present form, could they possibly improve it. The answer will be revealed here in next month's rendering of the "Britten Ramblings". Watch this space! NEW MORGANS.** It would be nice to say we have **eight new Morgans** going out on **August 1st**, but this would be less than honest, since we consider ourselves fortunate to have one — lucky **Mr. Hammond**. What foresight, ordering the car seven years ago



knowing that his would be one of the first **Morgans with an A Registration!!** Moving along to our ever so cherished, carefully owned, well maintained, hand picked, pedigree, secondhand (Oh Dear, he does go on) stock. Our selection of **magnificent Morgans** begins with a **1982 Morgan +8 indigo blue,** red leather interior, all alloy body, galvanised chassis, blue mohair hood and tonneau cover, 9,400 miles, as immaculate as one could possibly get, and better than new. **1981W Morgan +8, rosso red,** black leather, luggage rack, door handles, one owner, also immaculate inside and out, part of the **Harper** collection. **1977 Morgan +8, light metallic blue,** stone leather, new hood, 25,000 miles, reclining seats, recently loaned to **C****** C** M******* and thoroughly recommended by them. **1976 Morgan +8, racing green,** brown leather, ex-property of long time customer of ours and one of the last of the 4 speed, 15 inch wheeled vintage type +8. **1982Y Morgan 4/4 2 seater, Royal Ivory,** wire wheels, red leather trim, our first **Fiat engined 4/4** surprisingly enough, as new condition and not unreasonably priced over list. **1980W Morgan 4/4 2 seater, nut brown,** stone leather trim, wire wheels, exceptional condition, very eye-catching. **1979 Morgan 4/4 2 seater, metallic silver,** wire wheels, red leather interior, shiny example, now returned to its ancestral home. **1977S Morgan 4/4 2 seater, signal red,** wire wheels, bucket seats, good little mover. **1980W, Morgan 4/4 4 seater, signal red,** wire wheels, reclining seats, 21,000 miles, excellent example of this family **Morgan. 1977S Morgan 4/4 4 seater, silver,** wire wheels, reclining seats, alloy body, the Good Doctor's Car (see last month's ad). **1977 Morgan 4/4 4 seater, signal red,** wire wheels, reclining seats, 40,000 miles, supplied new and serviced by our good selves, and bringing an end to our collection of **Morgans. Terrific TVR's** awaiting their discerning new owners include **1983 TVR Tasmin Convertible, Ferrari Red,** 5 speed box, 17,000 miles, ex-factory demonstration car, as new condition, **£9,500. 1982 TVR Tasmin Convertible, British Racing Green,** new brown hood, colour coded bumpers, 13,000 miles, also given rave reviews in aforementioned **C****** C** Magazine, £8,500. 1981 TVR Tasmin Convertible, bright red,** one owner from new, colour coded bumpers, ex-property of **TVR's** photographer and as such no expense spared on servicing. **1980W TVR Tasmin Convertible, metallic blue,** compomotive wheels, Pirelli P7 tyres, featured on front cover of **TVR Collector's Book,** must be the **cheapest Tasmin Convertible** currently for sale at **£6,750. 1980 TVR Tasmin Series I fixed head, bright red,** 40,000 miles, very good condition, "a lot of car for the money", **£5,950. 1980 TVR 3000S convertible, yellow,** big valve engine, roll over bar, exceptionally bright,



£6,500. 1979 TVR Taimar, charcoal, silver modelband, sunroof, radio cassette, two owners, 21,000 miles, serviced by us and taken in part exchange for a new Tasmin, excellent value **£4,950. 1978 TVR Taimar British Racing Green,** neutral modelband, oatmeal interior, sunroof, radio cassette, 42,000 miles, very well known at **Arkley, £4,850. 1977S TVR Taimar, silver,** red modelband, sunroof, radio cassette, excellent paintwork, another old faithful at **Arkley, £4,750.** From the sublime to the ridiculous — **1962 TVR Grantura, aerosol white,** MGB engine, red leather seats, very original condition, ideal collector's car (you know, one of those cars where you drive down the road and then go back and collect all the bits) **£695.** We are very pleased to announce that as from **1st August,** we will have a **Westfield demonstrator** on our premises and take pleasure in inviting all prospective purchasers to come and view this amazing little car. Prices for the **kit** start at **£1,550 plus VAT** and in our opinion this is **the best kit car** available in Britain. Come and see it and I am sure you will agree. Our own home brew, the **adorable Arkley,** continues to turn heads and our stock of kits is steadily diminishing, so order now for your winter rebuild project. Transform your **miserable Midget** into an **angelic Arkley. Kit price is £360 plus VAT** and you can send **50p and an s.a.e.** for more details. Whilst on the subject of kit cars will somebody please come and buy our **Midas** as the nightmare is turning into reality. Perhaps some enterprising person would like to turn it back into a Metro! At **£4,950** it is **£2,000** cheaper than a **new Midas kit** and its **50 mpg** fuel consumption must surely attract



somebody. Our good friends across the page still have the **gov'nors Jeep Scrambler** which would make an ideal Kings Road Cruiser, price on application. Our others department this month consists of **unregistered export AC 3000 ME, silver,** l.h.d., sunroof, 5 speed gearbox, 2,000 kilometers, **£7,950** excluding tax. **1978 Lancia Monte Carlo Spyder, silver,** radio cassette, 2 owners, 23,000 miles, **£3,250. 1975 TR6 yellow, overdrive,** 45,000 miles, excellent condition, **£3,500. 1966 Mercedes 230 SL white,** hard and soft tops, superb grand touring car, **£4,950. JOHN BRITTEN ALL BRITISH RACING TEAM NEWS.** The **Lotus 23** continues to give **Chris** endless hours of fun and amusement, plus a certain amount of aggravation and headbreak — you might have seen the car in the tribute to **Colin Chapman** parade at the **British Grand Prix** and if you did I am sure you will have been impressed with the standard of **Cedric Selzer's** restoration (unfortunately he couldn't do the same with **Chris**). In passing we could mention that **Chris** has had three wins in the car and set up a new lap record at Castle Coombe. **Chris** has been suffering from ear ache recently and the doctor has given him some pills to take, but they don't seem to be doing him any good, no matter how many he stuffs in his ears! **In closing we would just like to say that "you can lead a horse to water but you can't necessarily make it roll over and play dead".**





JOHN BRITTEN GARAGES, BARNET ROAD, ARKLEY, BARNET, HERTS. 01-449 1144

FOR SALE—continued

LOTUS ELAN Sprint, FHC, 1971, yellow white, very comprehensive overhaul, sound and attractive, £4,250. Tel.: 025 94 2934. (51822

1936 FORD Barrel Model C, sunshine saloon, taxed, tested, fully restored, for sale or exchange Austin Seven, chrome rad, Opal 2-seater. Tel.: 0329 231073. (51823

1937 AUTOVIA Sports saloon for restoration, complete except one spare wheel cover. £1,000. Tel.: St. Albans 69949. (51880

1961 AC GREYHOUND good condition, tax, M.o.T., owned 12 years, £3,500 or p x PVT Vintage AC. Tel.: Aston Abbotts 341. (51825

LAMBORGHINI 350GT, Chassis No. 0262, complete history, immaculate throughout, metallic silver with new blue hide interior, LHD, taxed, UK and Switzerland, £15,000. Tel.: 028582 331 or Geneva 51.23.46. (51825

STAG M-REG, h s tops, p.a.s., e.w., overdrive, new Rover V8, Holley carburettors, new tyres, taxed, M.o.T. May £2,450. Tel.: Chaddleworth 405. (51826

IDEAL PAIR. Sleek shapely TVR Taimar, V-Reg, British Racing Green. Cream, pampered, fully documented history, many extras, new Michelins, 29,783 miles, superb, £5,750. BMW 733iA silver blue, all extras, history, new Michelins, exhaust, good condition, 79,000 miles, £4,795, both taxed, M.o.T. Tel.: Epsom 23574. (51827

PORSCHE 911E TARGA, 1971, LHD, superb condition, low mileage, extras, Y-Reg, £3,495 o.n.o. Tel.: 01-977 7420. (51866

BRISTOL 405 Convertible, 1957, totally immaculate, 59,000 miles, from new, £6,950. Tel.: 01-894 3236 for details. (51866

GORDON KEEBLE fast, appreciating car, blue, long M.o.T., 5.3 V8, good all round condition, £4,750 o.n.o. Tel.: High Wycombe 29289. (51867

GOLF GTi, 1982, silver, overdrive gearbox (factory fitted), twin headlights, Blaupunkt stereo, 18,000 miles, one owner, £5,200. Tel.: Marlborough (0672) 53182. (51868

MG TC 1947, BRG, M.o.T., rebuild, offers over £5,000. Tel.: 0579 46441 office, 0579 42711 home. (51869

GOLF GTI 1981 (X), red, sunroof, stereo, VAG serviced, excellent condition, 29,000 miles, £4,950. Tel.: Bristol 427439. (51870

AUSTIN HEALEY 3000 Mk III, 1965, red, overdrive, mechanically and bodily very sound, recent M.o.T., tax, exhaust, new tyres, undersealed, stereo, £3,700. Second car and for sale due to change in job circumstances. Tel.: Plymouth (0752) 823091 or South Brent (03647) 3522. (51871

FAIRTHORPE ELECTRON MINOR, needs rebuilt £300. Motor Sport 1957 to 1976 complete and inc. best offer. Panter, Belton, Loughborough, Leicestershire. Tel.: Coalville 222486 (eves). (51856

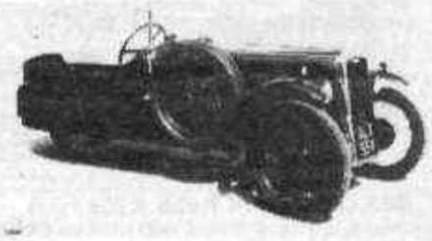
1933 LAGONDA 3-litre, type ZM, 4-seater, 3-door steel bodied open tourer, excellent all round condition, £12,000 o.n.o. Tel.: Rugby 2709. (51872

LOTUS SEVEN Series III, twin cam, Minilites, nice condition, low mileage, owned twelve years, part exchange, £3,750 o.n.o. Tel.: Nottingham 234762. (51873

LOTUS 7 choice of 4 from £1,995 to £4,250. Tel.: 0695 421405. (51878

LOTUS ELAN S2 SE drophead, 1966, good condition, very original, £2,250. Tel.: 0695 421405. (51878

Regency Classic Cars



1932 BSA 3-wheeler. Twin, fully restored. **£2,950**
1932 Standard Little 9 Saloon. Totally original, for restoration. **£595**
1932 Morris Cowley Fixed Head Coupé. Very original, for restoration. **£1,250**
1933 Rolls-Royce 20/25. Rolling chassis and body. **£1,500**
1934 Sunbeam Dawn Sport Saloon. Part restored. **£1,895**
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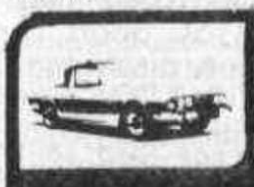
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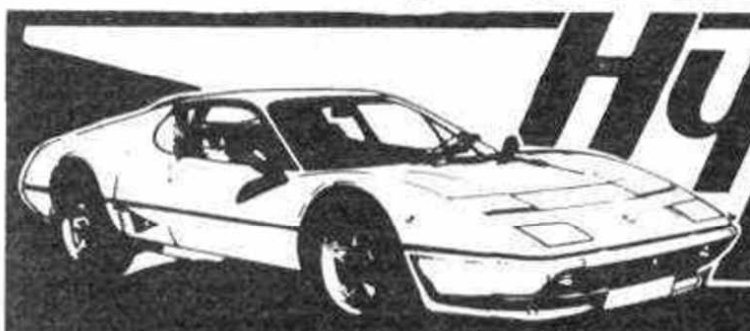
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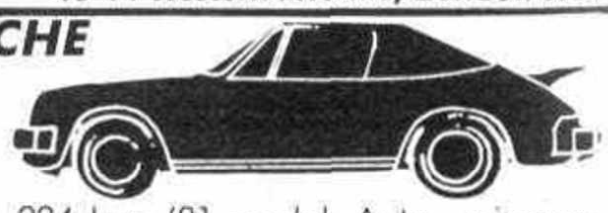
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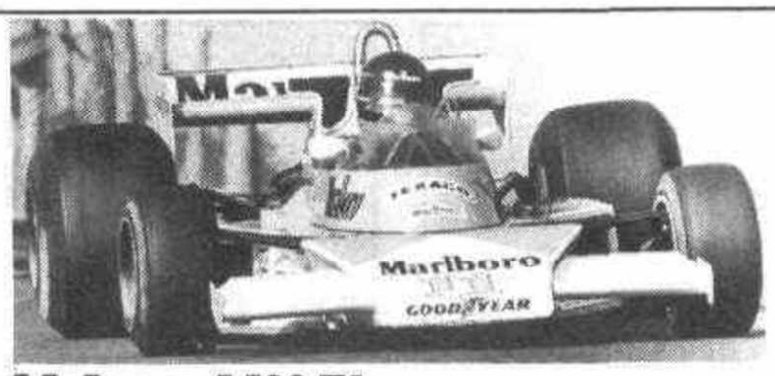
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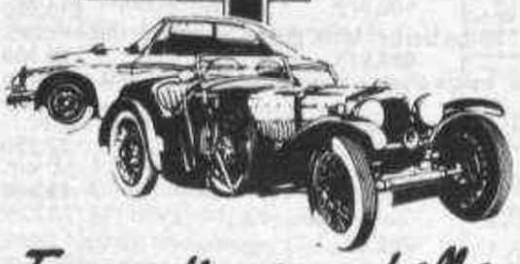
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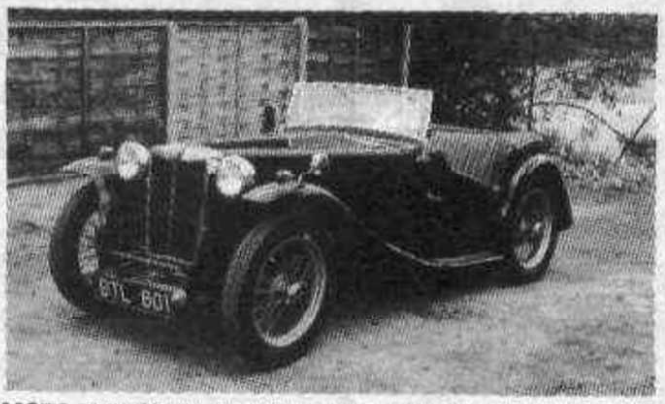
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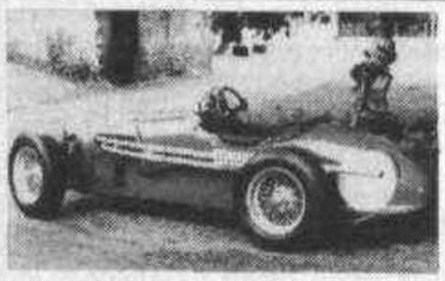


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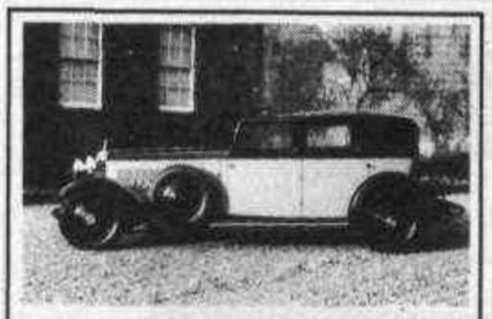
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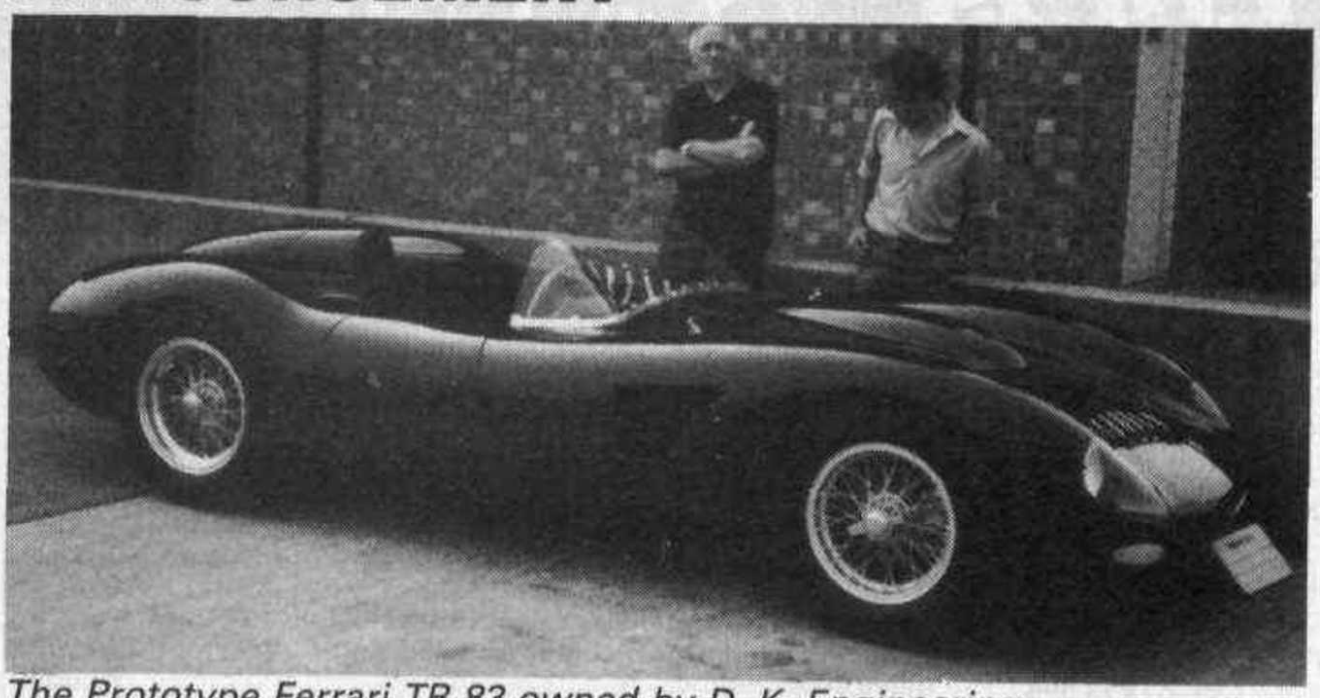
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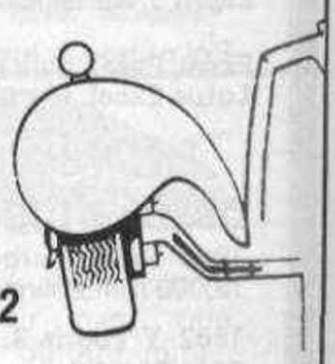
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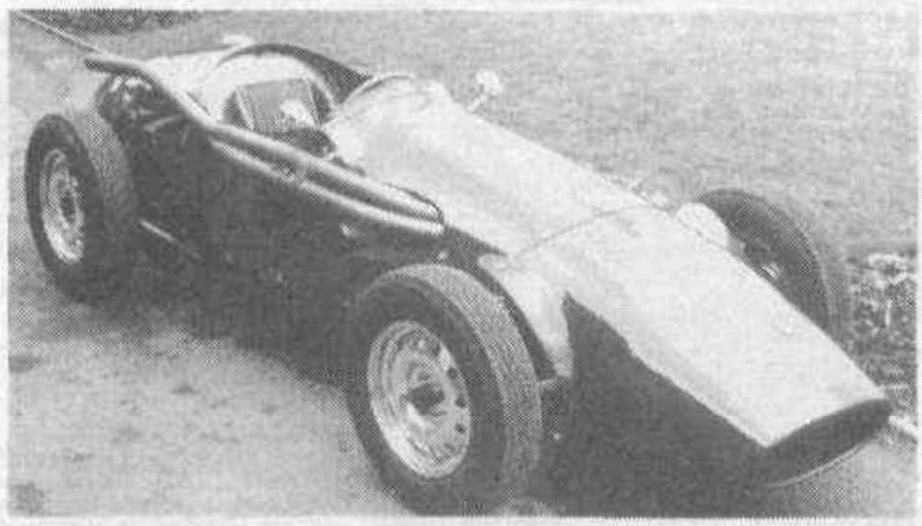
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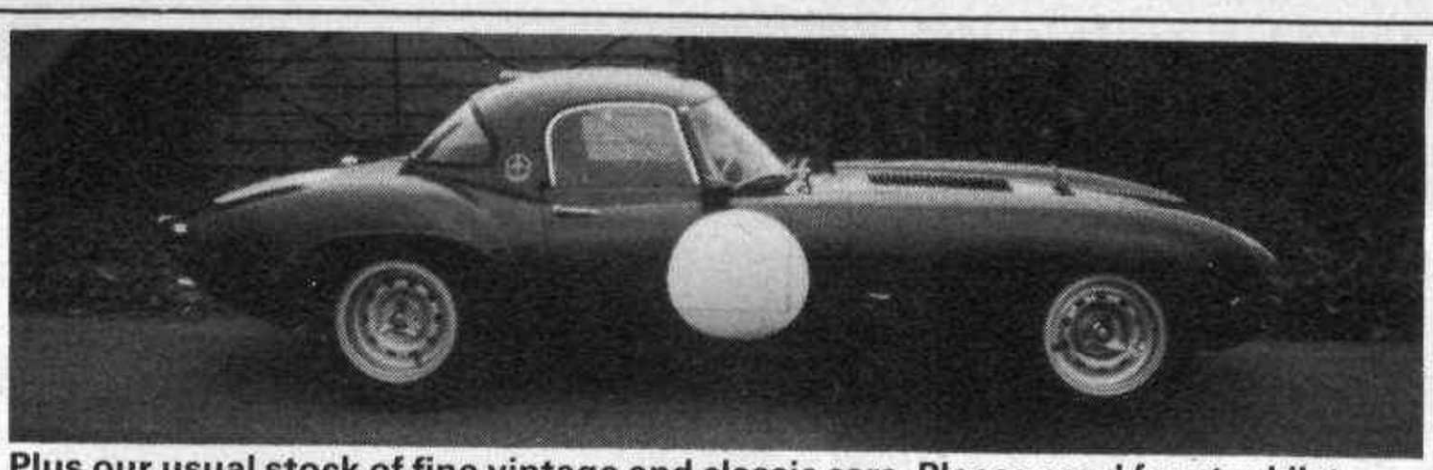
1959 Jaguar XK150S Roadster 3.4-litre. *White, fully restored, mint condition.*

1959 Aston Martin DB4GT. Le Mans car and works prototype, road equipped, much work recently carried out, very good condition.

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1973 Jaguar V12 E Type Roadster. Manual 28,000 miles, red / beige interior. 2-owners.

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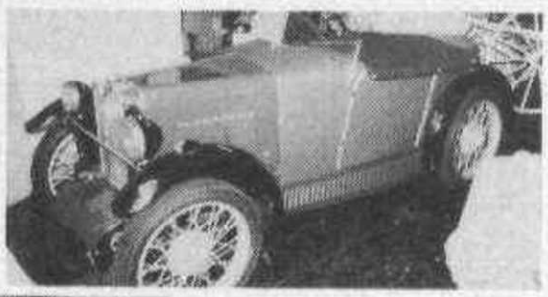


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XK150 3.4-litre Roadster. Superb original condition, a very rare model in right hand drive form being one of only 94 cars. White with red leather, chrome wire wheels, genuine 25,000 miles. *(Similar to photo).* **£12,500**

XK140 Roadster. One of only 74 right hand drive cars made, totally restored in our own workshops two years ago, finished in gold with brown leather trim, matching hood and side screens, wire wheels and overdrive, a superb rare car.



XK150 Drophead. *(Similar to photo.)* A mainly original car in Cotswold blue with grey leather which is as original as are the carpets. A car that has been stored for many years in Scotland and now driving again. M.o.T. and Taxed. Wire wheels, manual and overdrive. **£5,500**



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XK120 Roadster. Fully restored from the chassis up. Mostly renewed throughout. Fitted with disc brakes and wire wheels. In red with biscuit and red leather interior as original specification. A stunning looking car. **£12,500**

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XK140 Roadster. Restored in our workshop 2 years ago. In gold metallic with brown leather interior, wire wheels and overdrive, rebuilt engine, steering, suspension, brakes, etc., etc. As shown at Motorfair 1981. A stunning looking car and one of only 74 RHD cars built. **POA**

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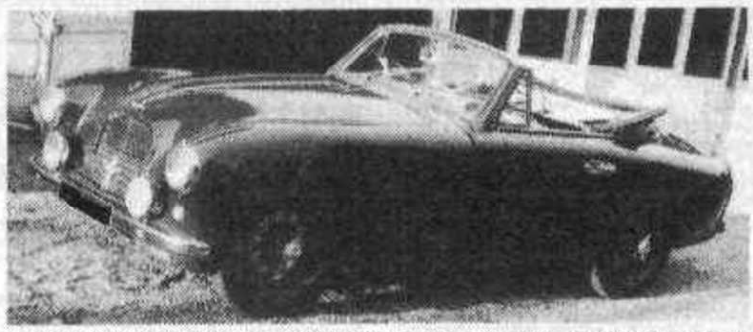
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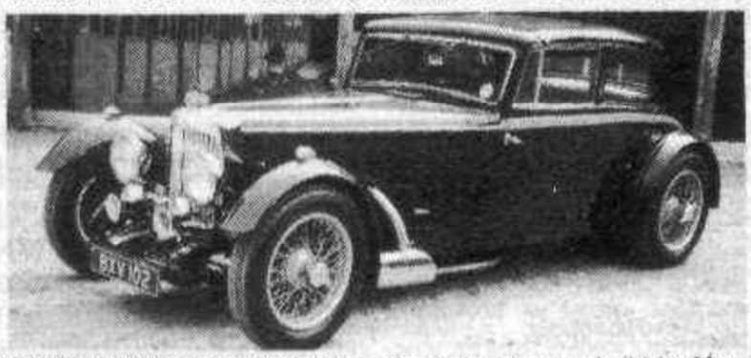
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LE MANS 1982. On Sunday evening June 20th 1982 an accident occurred on the Dockside at Le Havre in the Townsend Thoresen Departure Car Park. Would any passengers waiting for the evening sailing to Portsmouth who saw a lady fall over a tow rope between two cars please contact Edward Lewis, Possart & Co., Solicitors, of 35 Park Place, Cardiff. Tel.: 0222 24751. (50930

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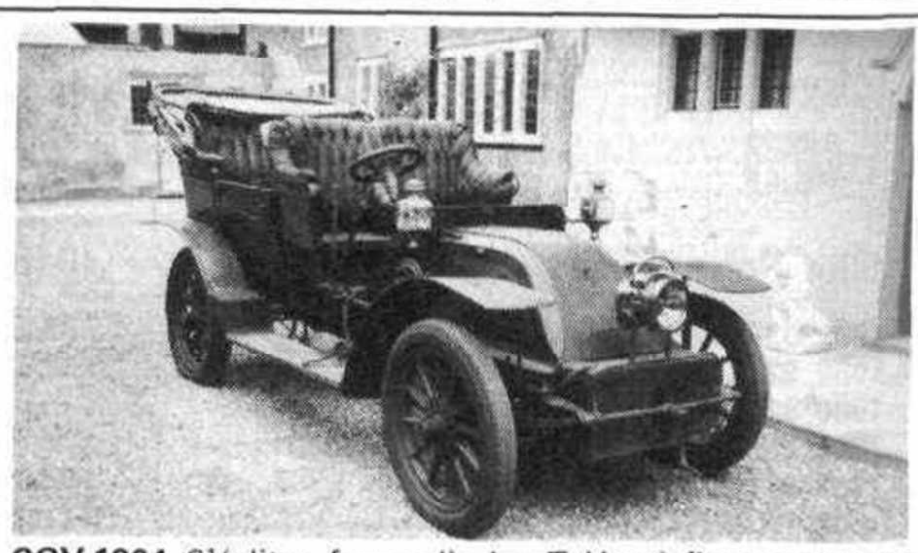
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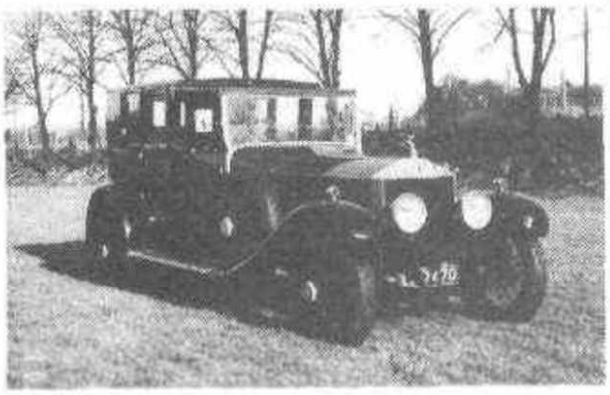
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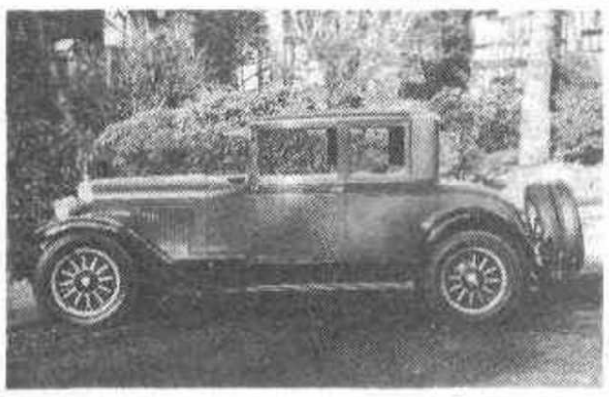
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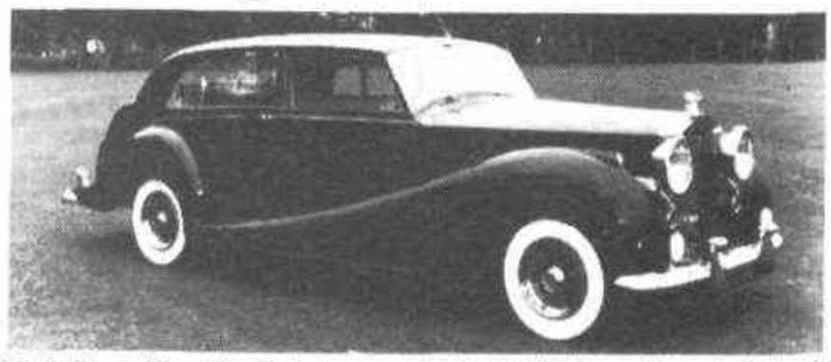
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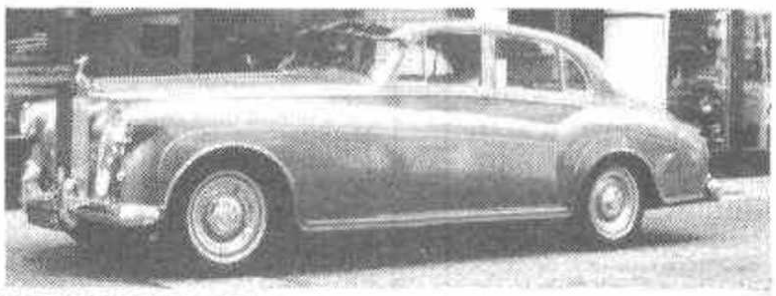
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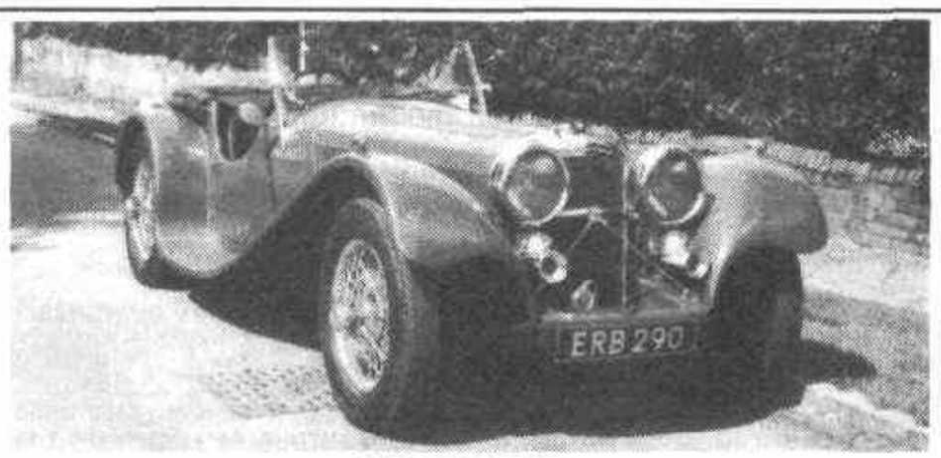
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All sorts of fascinating new experiences have come my way over the past few weeks . . . firstly **'XK1' and 'JAG 30' (below)** took part in the filming of a multi-million dollar **'TV MOVIE' of the best-seller 'Princess Daisy'**; then the **DB3S (also below)** was photographed with a very pretty girl (and a couple of reasonably pretty men) for a **30" × 20" poster**, shortly to adorn 2000 men's-wear shop windows; and most recently **'COB 1', 'XK1' and myself**, all appeared on **BBC Nationwide** for a preview of the Classic Car Show at Knebworth. Finally, the clock was turned back about six years on June 25th, when **all four cars above were driven to Silverstone and back** ('XK1' by my wife) for the best **AMOC Horsfall Meeting** I can remember. No-one can say that I don't practise what I preach!

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'COB 1' (700 b.h.p. Twin Turbo AC Cobra) should be at THE GOAT PUB, Hertford Heath on Aug. 7th (noon) and at SILVERSTONE on Aug. 27th (AC Parade).

1964 AC SHELBY COBRA 4.7 MK 2 — R.H.D.; a superb history accompanies this splendid and unique example, as it was first owned by Patrick McNally, who commissioned Alan Mann to prepare the car for himself and Gerry Tyack to race in long distance events (Spa, Nurburgring, etc.); just two recorded owners since, the first of whom totally restored it, but retained all the original (and now mostly unobtainable) Shelby competition equipment (340 b.h.p., J. black Gulf engine, alloy calipers, Halibrand wheels, Le Mans tank, etc., etc.); the result is astonishing performance, but total docility. Metallic maroon with black trim and full weather equipment. A very rare opportunity indeed!



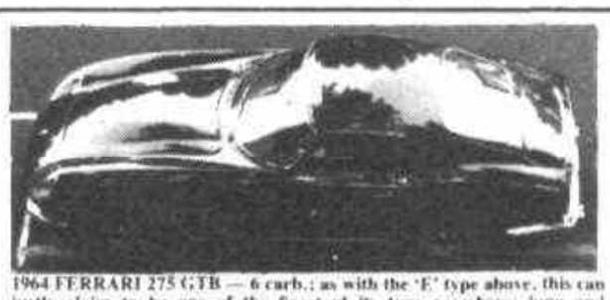


1955 ASTON MARTIN DB3S SPORTS-RACING; excellent history, being the Ecclestone single-seater successfully raced by Parnell, converted by Geoffrey Richardson into the RRA, and then returned to proper two-seater specification with the body from DB3S/105 (sold) and mechanically restored over the past few years, including a newly rebuilt works 12 plug engine, needle bearing gearbox and reconditioned Aston metallic racing green, suitable for historic racing here and overseas, but extremely docile for any road use. Truly **an exquisite, historic sports racing car, beautifully prepared and presented throughout (see preamble above).**

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

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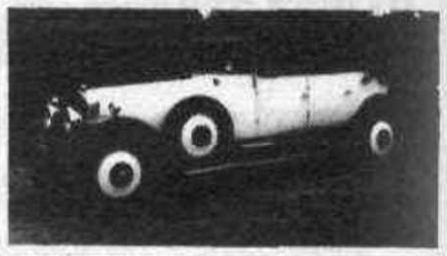
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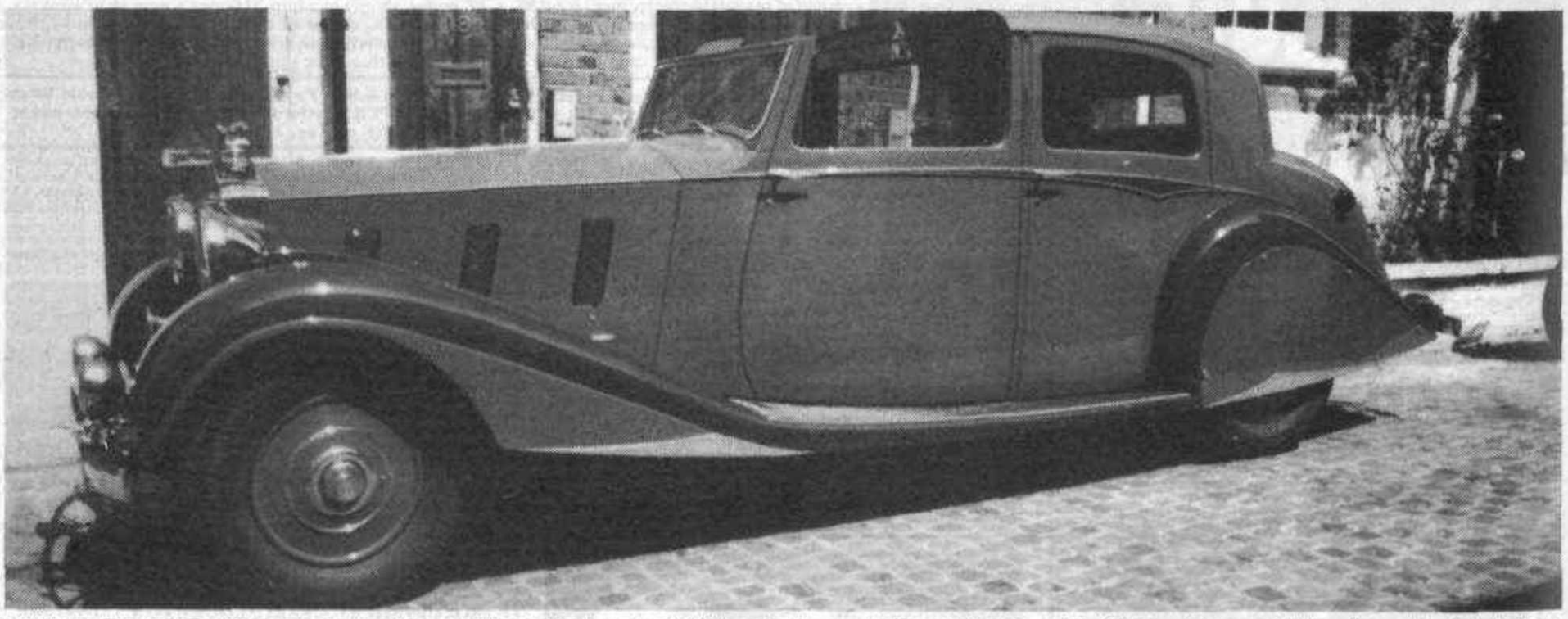
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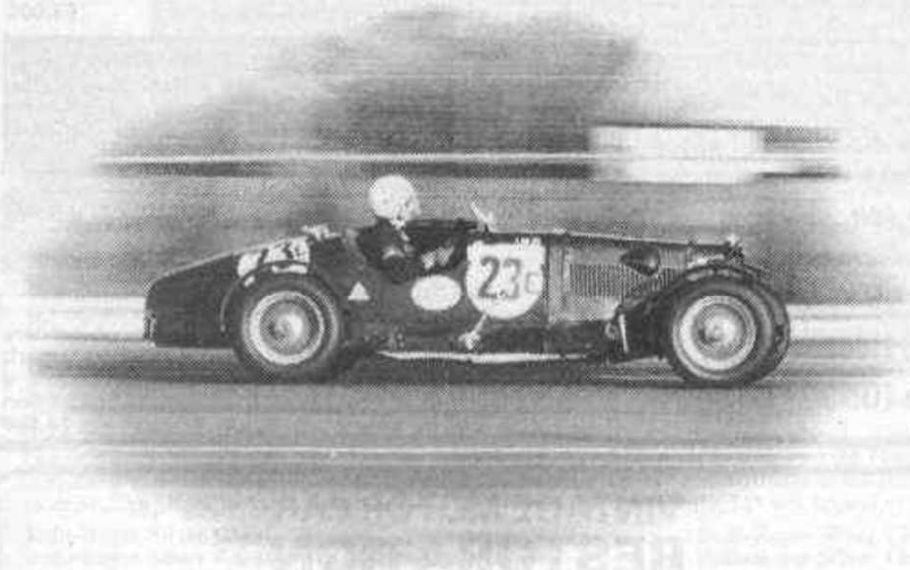
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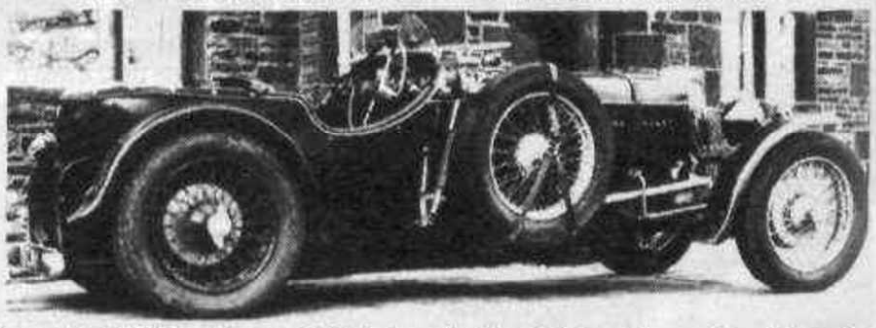


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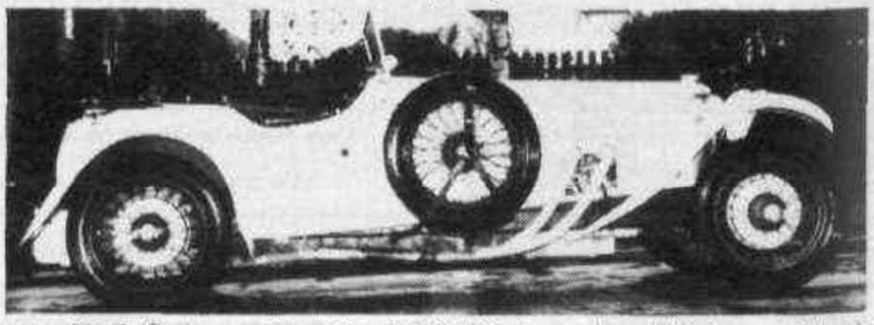
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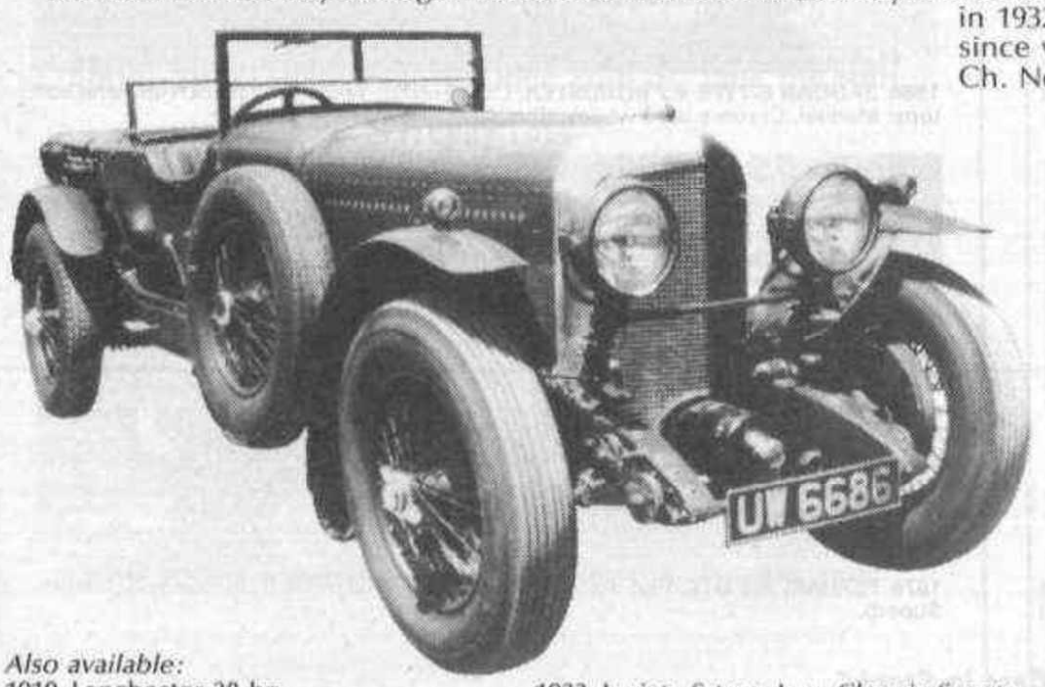
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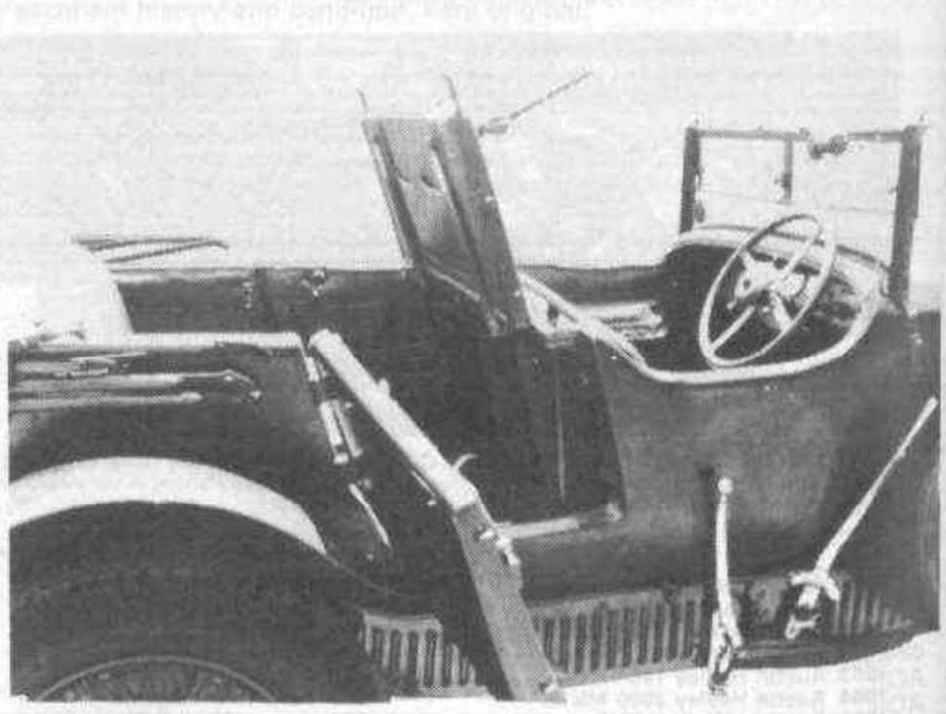
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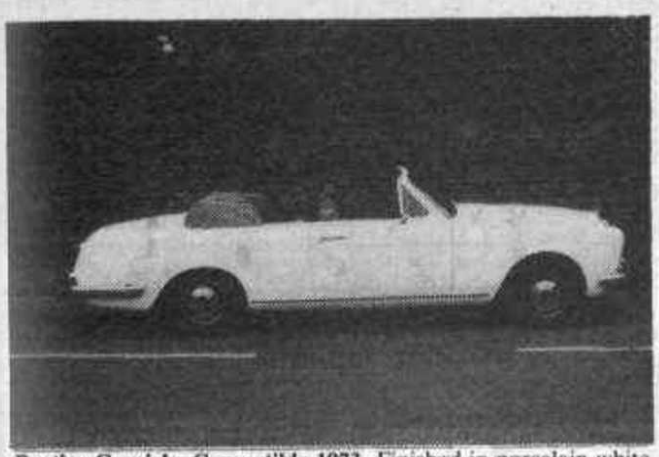


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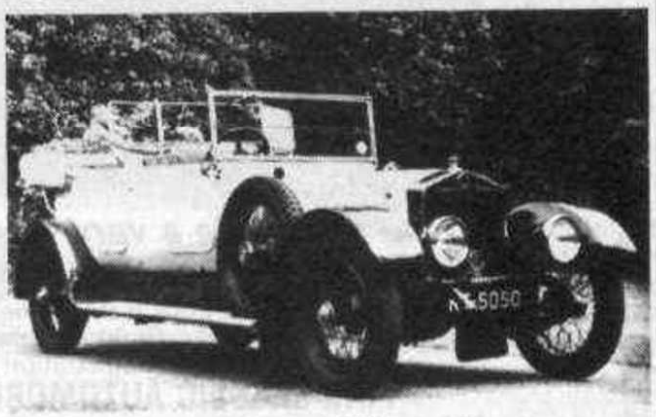
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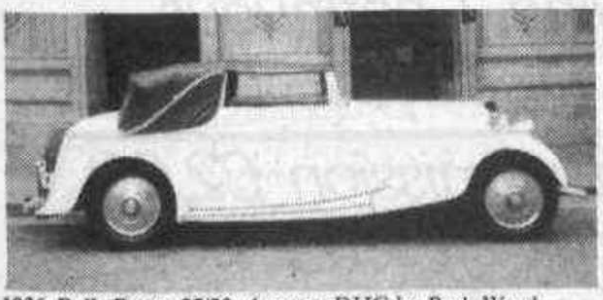
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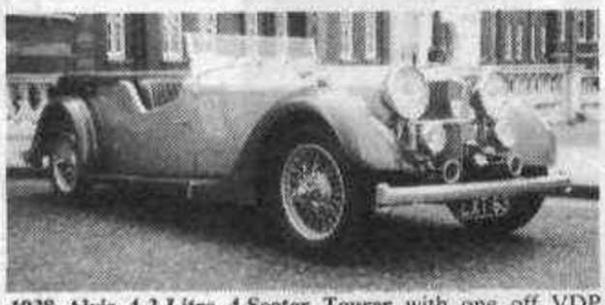
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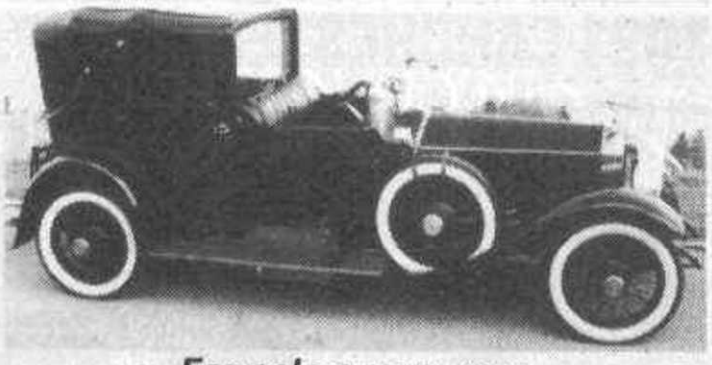
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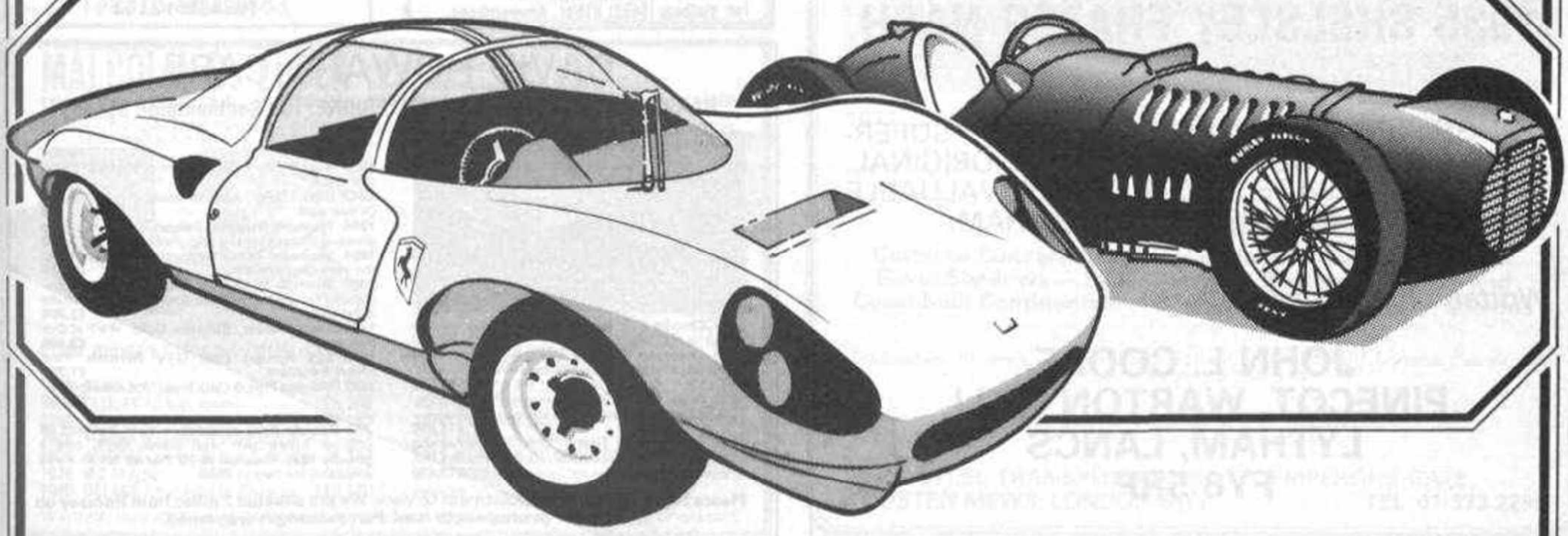
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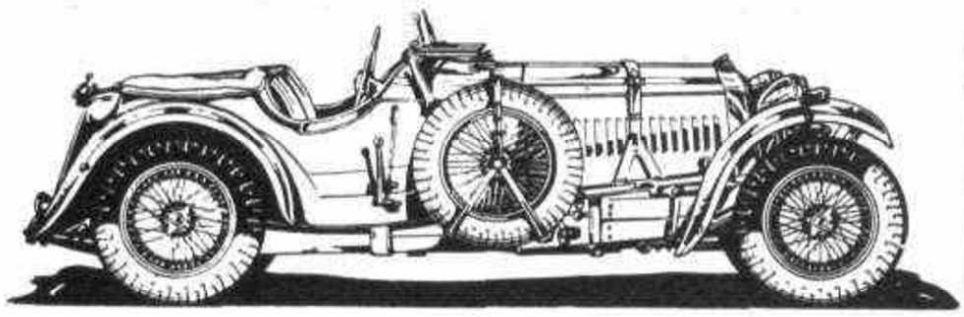
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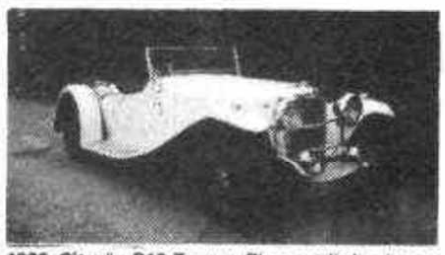
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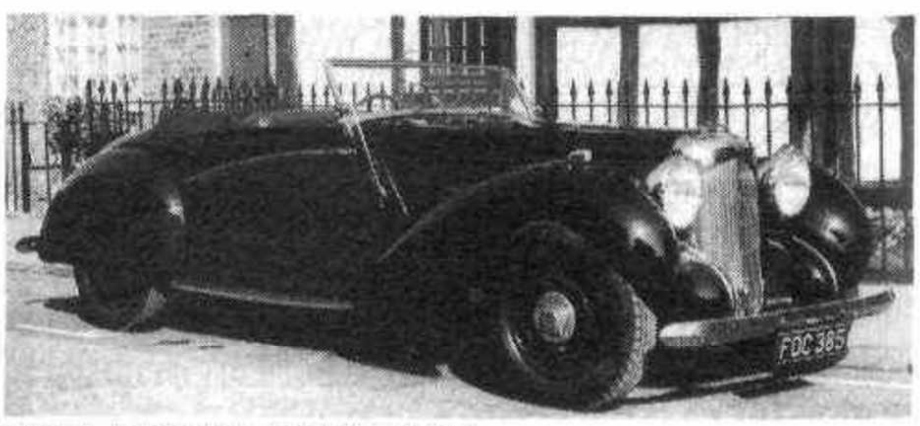
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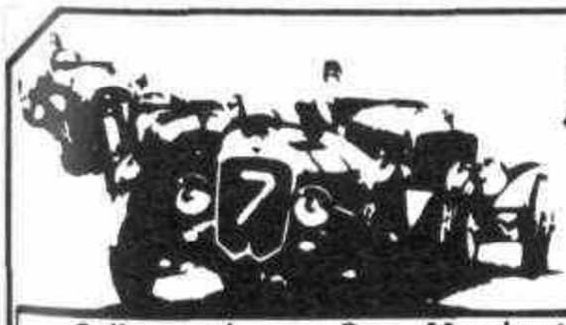
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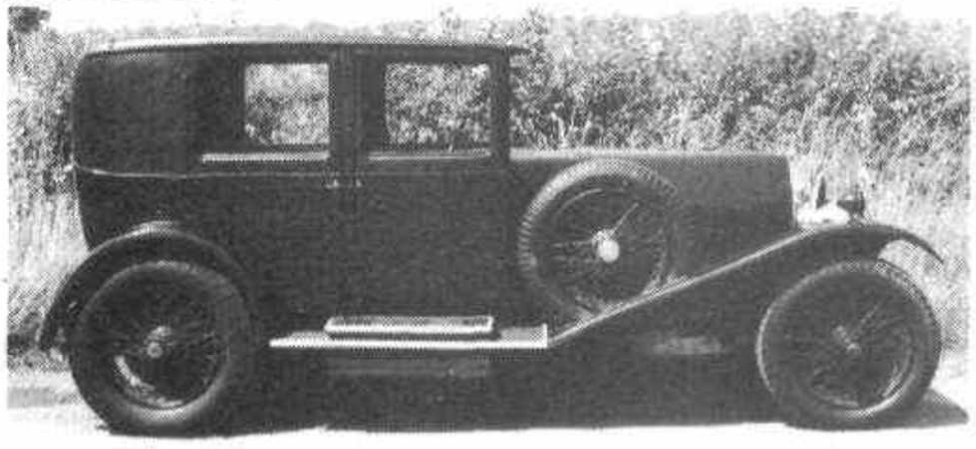
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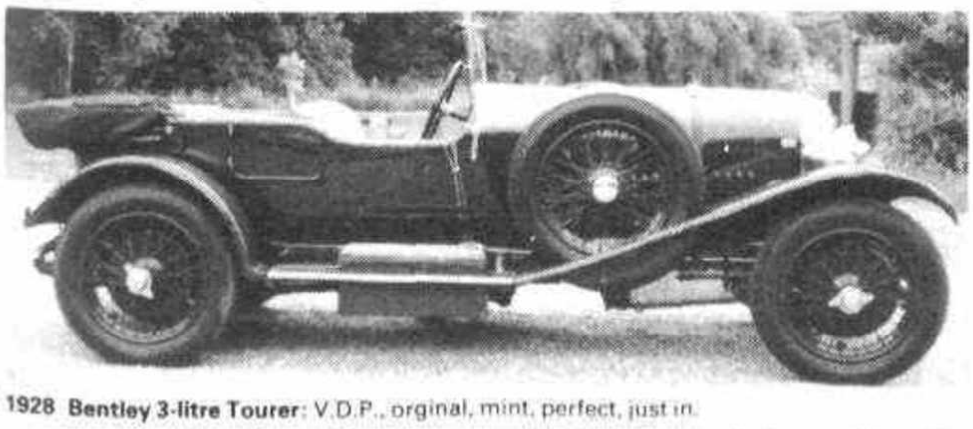
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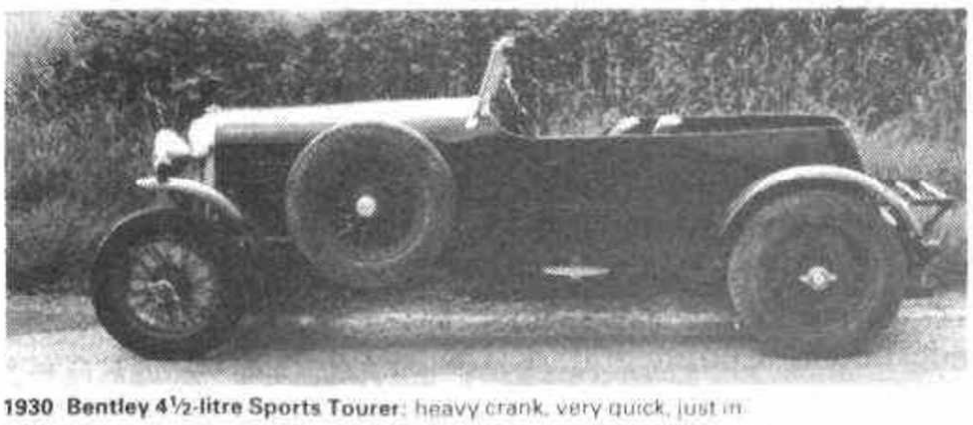
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