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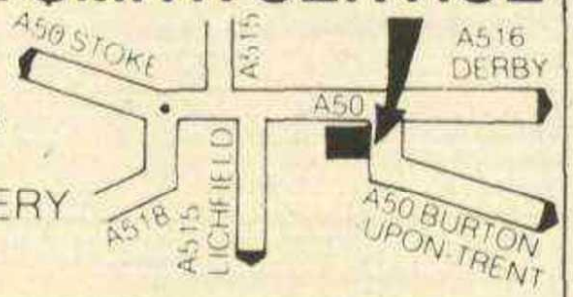
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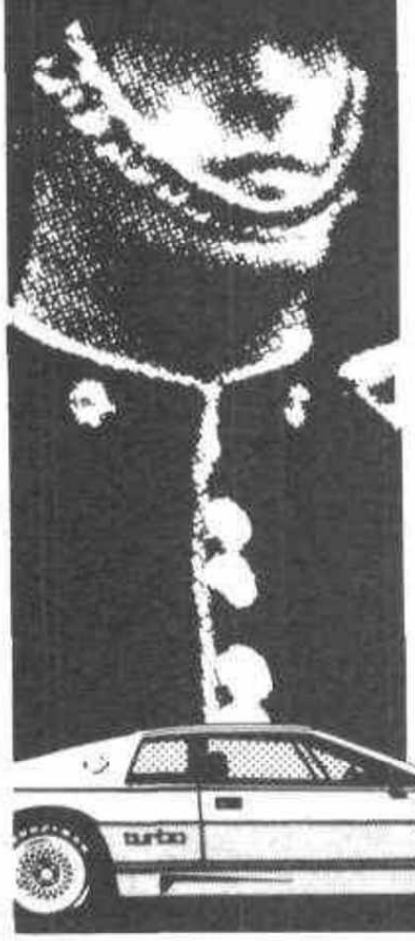
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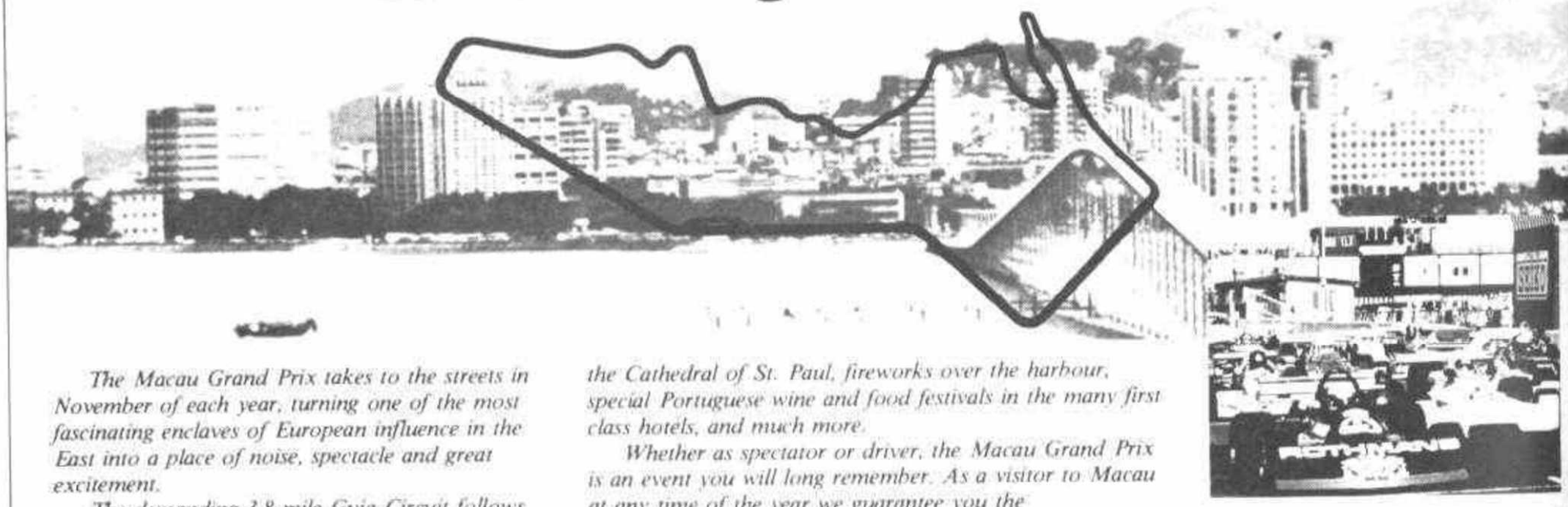
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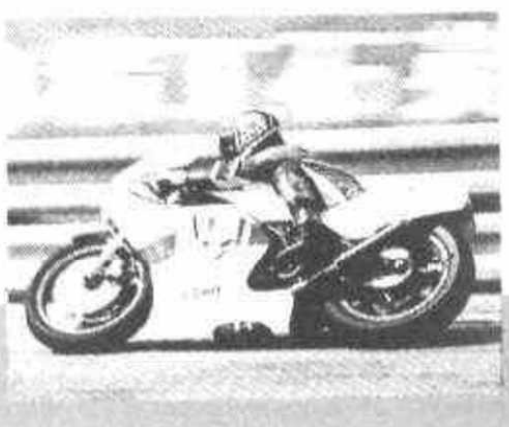
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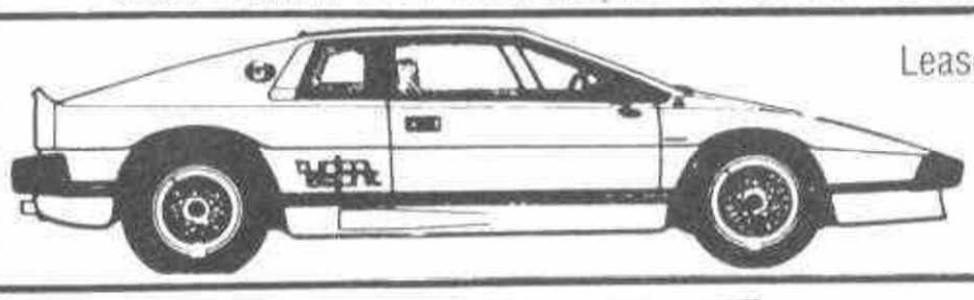
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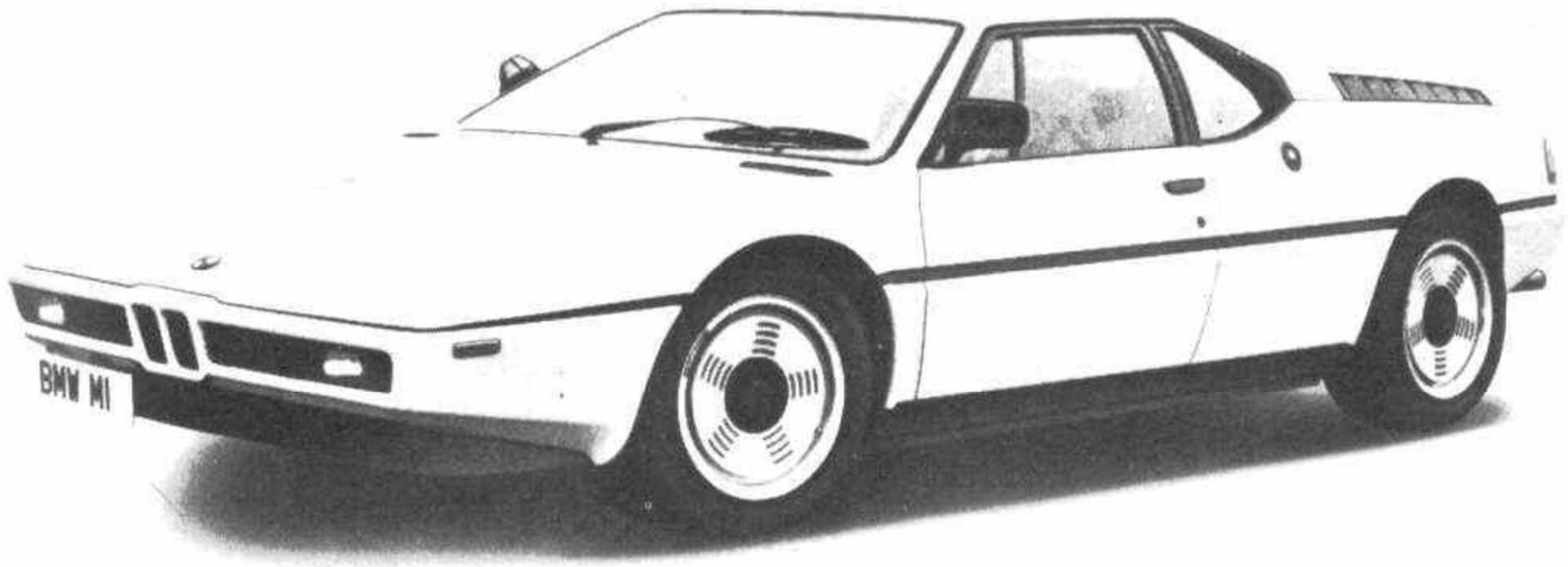
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When you buy a car from LJK you buy more than just the car. You also buy a team of professionals who will keep you well informed and your car well looked after. And we have ways of personalising your car. No matter how unique your motoring requirements may be, we can usually help you. We will even find you an M1, if that's what you've set your heart on.

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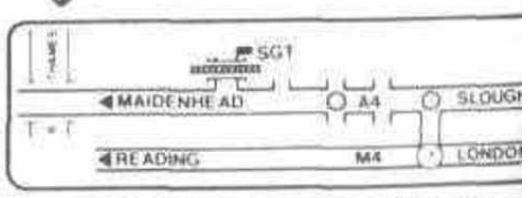
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We are pleased to offer the following selected used Porsche: do not hesitate to phone for fuller descriptions, prices and appointments t drive.

PORSCHE 924 TURBO CARRERA GTS LIGHTWEIGHT. 'X' 1981. We can't actually believe the "guvnor" will have the heart to let this go, but he does occasionally weaken at the *sight of serious cheque writing. This is perhaps the fastest road going Porsche in the* country, based on the homologation special, the GTS. The secret of its performance lies not so much in the turbocharged intercooled 240 brake motor, but more in the very lightweight spec of the body. All perspex, glass-fibre and stripped out trim. Nevertheless the build quality is excellent and it looks "as new" in Guards Red with Black Cloth trim. Simply a racer made road legal. Under 14,000 kms from new.

PORSCHE 911 3.3 TURBO. 'A' 1984. A pristine example of the Fastest Accelerating Sports Car in the World — thank you very much the RAC. Finished in menacing Metallic Moss Green with Brown Leather and Brown Beige Cloth trim. Unlike the GTS above, of course it IS equipped with air conditioning, leather sports seats, sunroof and so on as standard; this one also has a very necessary limited slip differential, tinted windscreen and passenger door mirror. Just 5,000 miles from new — traded in because of its unsuitability for towing. Really!

PORSCHE 911 3.3 TURBO. 'Y' 1983. Finished in Kiln Red Metallic with sensational Burgundy and Pearl Leather trim. Also with a passenger door mirror. Stunning looks to go with FASCW title. One owner who could not prevent himself doing 23,000 miles.

PORSCHE 911 CARRERA CABRIOLET. 'A' 1984. People become so juiced up just looking at this stunning little car, we have suffered a number of false starts. We therefore once more offer for sale our Metallic Slate Blue drophead, with the Dark Blue hood, Dark Blue and Silver Cloth interior. Specially equipped with very wide alloy wheels, cloth sports seats and limited slip differential. Just 5,300 miles.

PORSCHE 944. 'B' 1984. Available shortly will be this 944 of real interest. Finished in Guards Red and mounted on 7 and 8 inch wide alloy wheels with red wheel centres, really clears the outside lane. Even Volvos. Brown Porsche Cloth interior with all clo *sport seats, cassette and coin holder, electric lift sunroof,* passenger door mirror, fro fogs and for serious motoring, the very excellent sport suspension package availab from Porsche! Will probably have covered 6,000 miles by the time it comes on th market.

PORSCHE 924 LUX. 'A' 1983. Dark Blue with Black Berber trim and equipped with su roof, passenger door mirror, stereo radio cassette. Very smart and only 8,000 miles

PORSCHE 924 LUX. 'Y' 1983. Magic Black with Black and Silver trim and equipped wi sunroof, passenger door mirror and stereo radio cassette with 16,000 miles covered.

PORSCHE 924 LUX. 'X' 1981. Silver with Black Berber trim and equipped with sunroo passenger door mirror, stereo radio cassette, 4,000 miles, repeat 4,000 miles since new

PORSCHE 924 TURBO. 'X' 1981. Shattering performance available so inexpensively. Finished in Silver with Black Berber trim and equipped with sunroof, and passenger door mirror. Two owners, 52,000 and very complete sales and service history from new with ourselves. Recommended.

PORSCHE 924 TURBO. 'W' 1981. As above, but one owner in Dark Blue with Beige Berber trim, 43,000 miles.

PORSCHE 924 AUTO. 'W' 1981. Unusual but pretty in Conifer Green with plain black leatherette trim. Only 22,000 miles covered by two owners with complete sales and service history with us from new.

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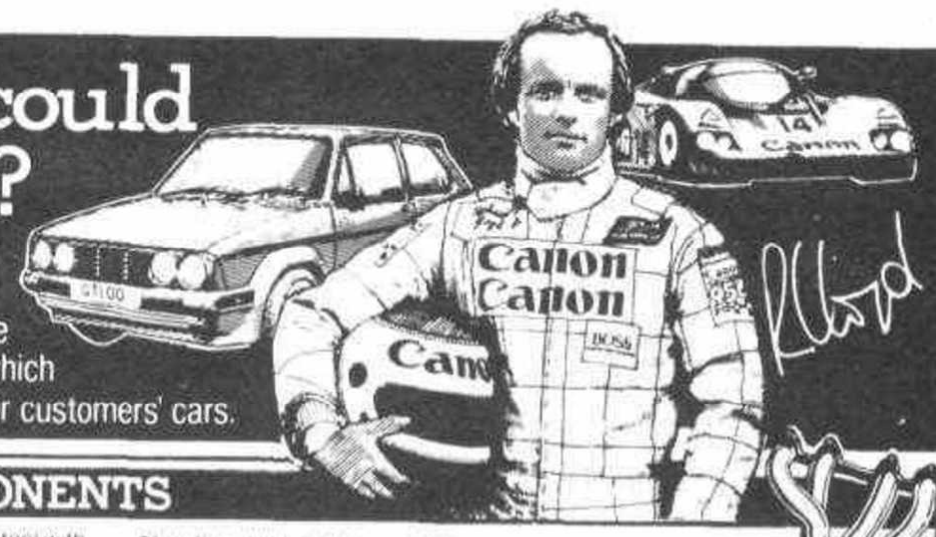
Dick Lovett

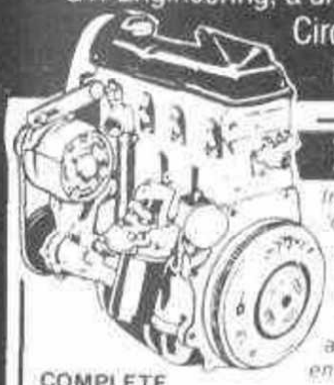
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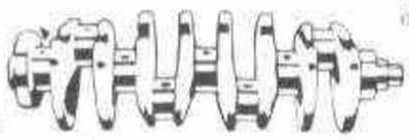


ENGINEERING & TRANSMISSION COMPONENTS

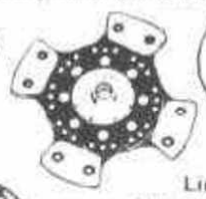
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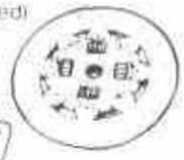


Cosworth Pistons. Forged 81.0mm, 82.5mm. Also 79.5mm (race)



Crankshafts. Forged steel with 86.4mm or 90.5mm stroke





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



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

COMPLETE EXCHANGE ENGINE CONVERSIONS

Converts 1600cc to 1800cc - Golf/Scirocco/Jetta

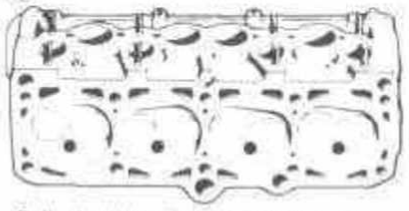
RLR1800 (injection) 130bhp
RLR1800 Plus (injection) 140bhp
RLR1800C (carburettor) 125bhp

Converts 1800cc to 2000cc - Golf/Scirocco

RLR2000 Plus (injection) 150bhp

CYLINDER HEAD CONVERSIONS

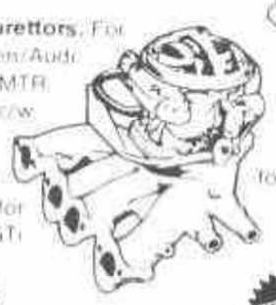
RLR 1800 'Plus Pac' 135bhp for 1800 injection Golf/Scirocco
RLR 2200 'Plus Pac' 160bhp for 2.2 injection Audi Coupe



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



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Reflective Rear Nameplates. For GTi c/w kit to remount licence plate below bumper

Electric Window Conversion. Silent, fast & ultra-reliable. For most models including 2-door Golf & new Audi 100

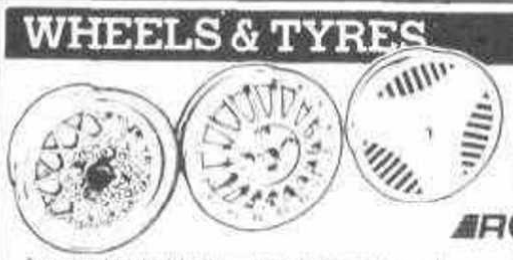
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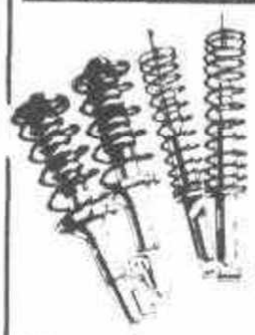
Paintwork. Body styling panels can be sprayed to match bodywork colour. This work is carried out in our very advanced 'low-bake' spray booth and can include wheels, bumper covers, plastic trim, mirrors etc, or the complete car



At last — Golf 2!

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

SUSPENSION/BRAKES



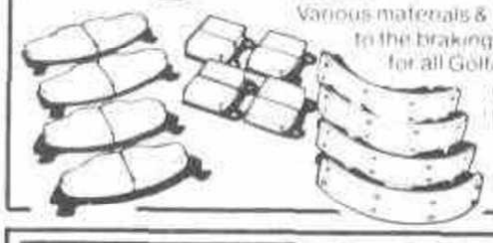
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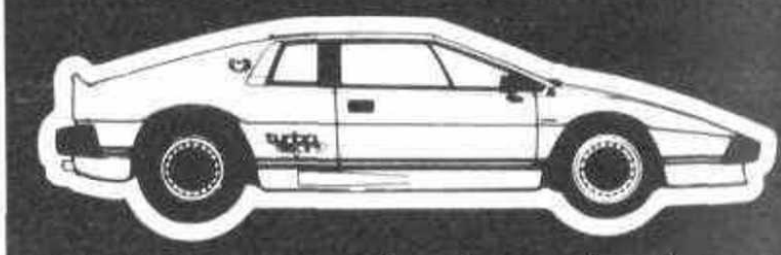
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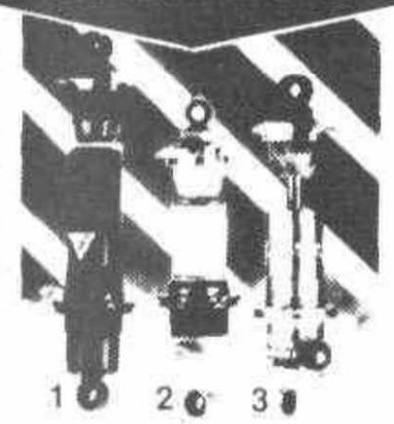
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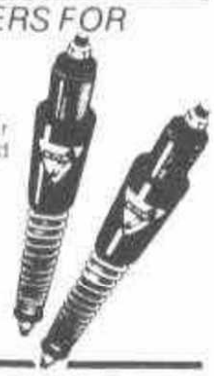
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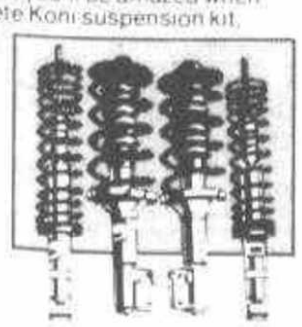
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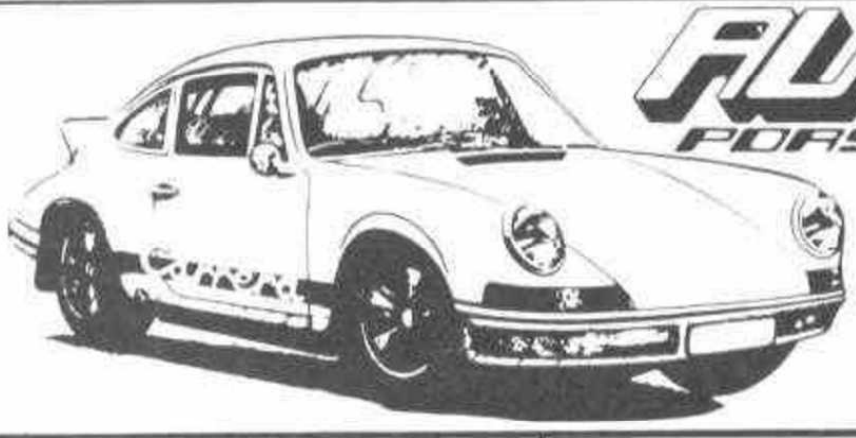
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TIP OF THE MONTH

Dipstick Shuffle. Or its oil confusion on 911/930 dipsticks and oil level sender units.

'65-'71 models. Life is simple, only one stick and sender unit.

'72 model. Still the ultimate oil system. Still simple, with its own stick and the early sender unit. If you were bright enough to follow last month's tip, read on. . . !

'73 model. The **original** oil tank had its own sender unit (911 641 541 00) and dipstick, 250mm overall length, and they should all stick together. The tank is identifiable by the aluminium mounting block between tank and oil filter. However, 95% of you now have later replacement tanks (plus dipstick and sender?), so read on!

'74-'77 models. A new sender unit and new dipstick, 295 mm long, both now superseded. If the sender busts, fit the '81 — on sender **with** its dipstick. If you lose the dipstick, fit a '78-'80 one — if nobody's changed the sender!

'78-'80 models. Same sender, new dipstick. Same length, but has 930 107 731 00 stamped on it and 'Max' mark is 10mm lower. Again, if sender busts, fit '81 — on sender **with** its dipstick.

'81 and later models. New sender (911 641 541 02), new dipstick. Work as a pair, will retro-fit onto all 'late' tanks ('74 on), i.e. ones where filter screws direct onto tank. Dipstick is same length, has 930 107 731 01 stamped on it, 'Max' mark is 10 mm lower again, 'Min' mark 5 mm lower. Confused? If your gauge and dipstick don't agree, always believe the dipstick.

If you're not sure about your dipstick, buy the latest one. And you **do** know only to check your oil level with the engine warm and ticking over. Don't you?! Oil level sender units, £25.27. Late dipsticks, £1.72.



FOR SALE

The ex-Chas Ivey Guards Red Group B / IMSA endurance racing 3.3 Turbo. Built by them on a new right-hand-drive bodyshell for 1983 Le Mans, where it won Group B with 11th overall. Currently in IMSA trim with 'sprint' engine spec., in which form it proved competitive with the M1's, but at the cost of Porsche reliability! Done 1½ seasons, only suffered very minor cosmetic mishaps.

Built 'regardless of cost' with full endurance racing equipment, full 935 brakes, centre-lock BBS, latest spec solid bushed suspension, air jacks, driver adjustable brake balance and boost, front transmission cooler and much, much more.

Available in IMSA or Group B trim, with 'sprint' spec. (well over 400 b.h.p.) or the ultra reliable 'Standard' Group B spec. (380+ b.h.p.) engine. We've just fitted and tested the Gp.B engine. (S.Stone 12/9).

Ideally we would like to adapt it to a basic trim road car. Not the most comfortable, but surely it would be the fastest and technically most sophisticated right-hand drive Turbo on the road? Very useful for the occasional Club Meet! We are currently discussing possible deals with existing customers. Should one of these reach fruition then one of our existing uprated road cars could well become available, should your bank manager be wanting something slightly cheaper!

POA

COMPETITION CORNER

911 3.0 RS Style lightweight with rebuilt 2.8 engine box. Lightweight trim etc. 4 pot front brakes and lots more.
£13,000

911 3.0 Turbo body. Strengthened shell, tarmac rally suspension. 4 pot brakes. Presently 3.0 RS 270 bhp (approx) engine with comp. injection but may split.
P.O.A.

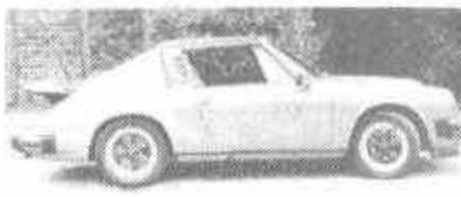
Shopping Racer. 3.0 RS Style body 3.2 RS Engine, circa 300 bhp on Webers, 3.3 Turbo susp., brakes, comp box and Cooler, vast amount of comp. mods, fully trimmed and roadable, enormously potent and successful. Red.
£20,000

CARS FOR SALE



1973 2.4T. Sportomatic. Blood orange with black interior. 70,000 miles. Full service history. Very tidy and original. New chains, tensioner chain guides, caliper overhaul.
£5,000

CARS FOR SALE



1980 (Model) SC Sport Targa. Guards red, tarta interior. 56,000 miles. £14,40
1980 (Model) SC Sport Coupé. Black, black Berbe interior. Twin P.D.M. 3 owners. Full service histor 44,000 miles. £14,40

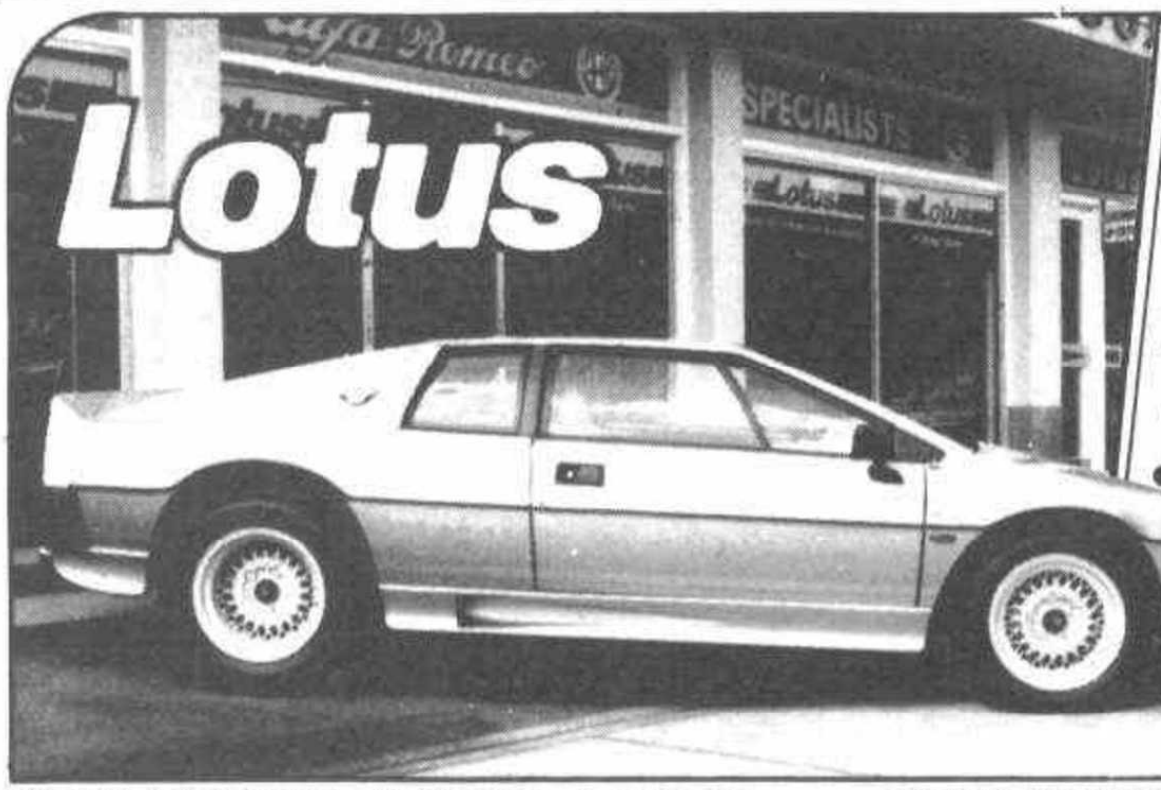


1980 SC Coupé. Minerva blue with blue pash interior. 48,000 miles. Full service history. New clut and service by ourselves just completed. £12,75
1980 (Model) SC Coupé. Just resprayed in origin Met. black (and looks superb) with beige leathe interior. Twin P.D.M. 62,000 miles. £12,25
1977 Carrera 3.0 Sportomatic. Silver, blac pinstripe interior. Air conditioning. Twin P.D.M Cruise control. Just serviced and top end overhau 60,000 miles. 2 owners. £9,50

1977 Model Lux Targa. White with black interio full hist. 52,000 miles, lots of recent Autofarm work. £8,75



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1982 X (Srs.) ESPRIT TURBO, gold, hide, 23,000m.	£13,950	*£318
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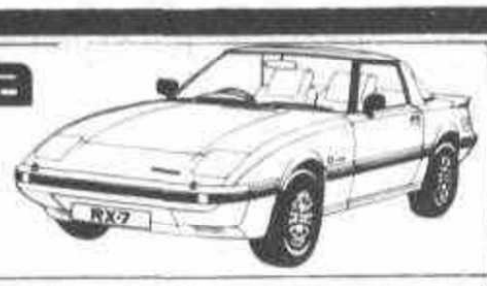
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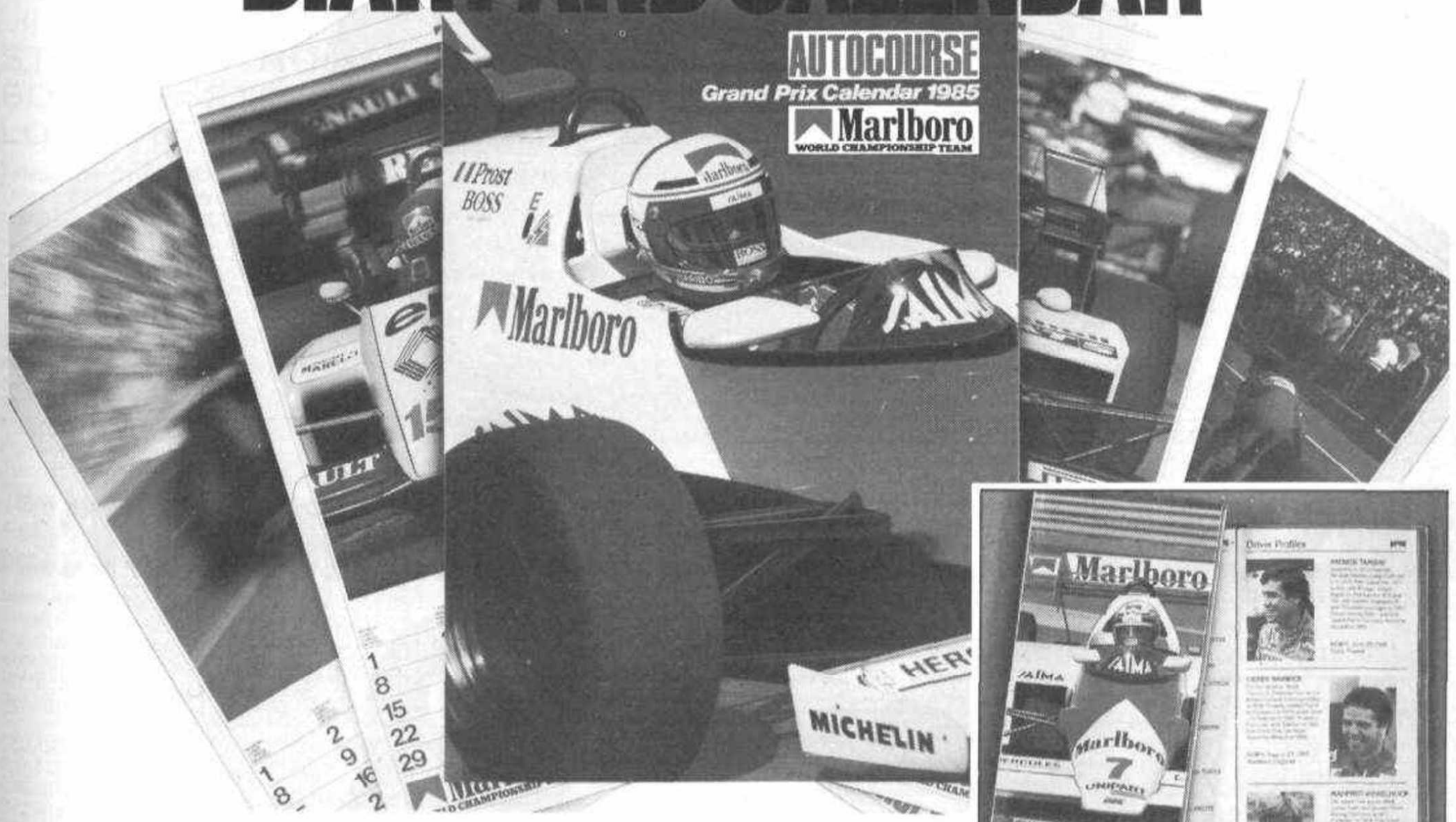




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FRONT COVER PICTURE: EVER since the Peugeot 205 Turbo 16 made its début in the Corsican Rally, it has been threatening to win. The car achieved its maiden victory in the Rally of a Thousand Lakes, driven by Ari Vatanen and Terry Harryman.

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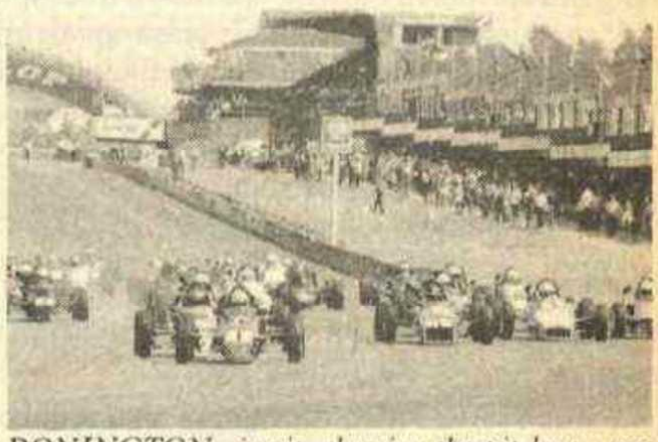
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Matters of Moment

Donington and the GP



DONINGTON circuit, showing the pit lane, race control tower and some of the new hospitality suites which are being built.

WE all know that at present the annual British GP alternates between Silverstone and Brands Hatch, by mutual arrangement. Recently, however, in a House of Commons debate on Sport and Recreation, MP David Ashby (Leicestershire, North West) raised the position of Donington Park Racing's circuit in respect of the Grand Prix, pointing out that Donington's owner, Tom Wheatcroft, has recently spent another £5,000,000 of his own money on further improving the magnificent course he renovated back in 1960. Yet only after much debate in official circles and a writ has Donington's request for the British GP to be held there been accepted, and then not for another five years.

Mr Ashby paid tribute to the help he has had from Mr Neil Macfarlane, Minister for Sport, but said he felt it unfair that, while waiting for its 1988 British Grand Prix, Donington Park complains that it has not been allocated any other Formula One race. It would also like to stage the ACU Motorcycle GP but the ACU does not even want to discuss this. Mr Ashby made the point that it must be advantageous to Silverstone, who must lobby the ACU with considerable success, but a year-after-year one-circuit monopoly is unfair to other tracks and a breach of the governing body's trust as holders of a race-title. The MP intends to go on raising the matter until it is justly treated, as he believes the existing monopoly to be bad for regions, not good for spectators, and not good for motor-racing. Thus, in the words of a Donington spokesman, Mr Tom Wheatcroft's circuit is very much "alive and kicking".

Splendid!

WE ARE delighted to hear that one enlightened Chief Constable is pressing for an extension of his system whereby owners of vehicles found to have minor defects will not be taken to Court if the defects found by the Police are rectified within a short period of time and the offending vehicle presented for re-inspection. The often savage fines inflicted for such things as one tyre just below the tread-wear limit, a faulty handbrake, an obscured windscreen, a missing rear-view mirror, are out of keeping. These defects *could* kill, but this is highly unlikely, especially in rural districts away from motorways. Think of the bad relationship between Police and public, the time wasted by Police and Magistrates, when every vehicle reported for minor defect results in a summons! One has heard of people unemployed for months or years borrowing a car to apply for a job, only to be hauled into Court and fined large sums because, unknown to them, some very simple defect was found in the car.

We think, with this Chief Constable, that it will do untold good all round if the Police can enforce rectification of small technical defects in vehicles without the ponderous effect of summonsing.

Motor Sport Fixture List for October

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

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

DATE	ORGANISER	VENUE	EVENT	TIME
Sept 30th-Oct 7th	**AC San Remo**	**San Remo, Italy**	**San Remo Rally (World Rally Championship) (INT)**	—
October 6th-7th	**BRDC**	**Silverstone Circuit, Towcester, Northants**	**British Formula 3 Championship (INT/R)**	—
October 7th		**Nurburgring, Germany**	**European Grand Prix (World Championship round) (INT)**	—
October 7th	**ASA Ternois**	**Croix en Ternois, France**	**European Formula 3 (INT)**	
October 13th	BRSCC	Castle Combe Circuit, nr Chippenham, Wilts	Race Meeting (R)	—
October 13th	BRSCC	Oulton Park Circuit, nr Tarporley, Cheshire	Race Meeting (R)	—
October 13th	750 MC	Silverstone Circuit, Towcester	Race Meeting (R)	12 noon
October 11th-14th	**ASA Antibes/Juan-les-Pins**	**Antibes, France**	**Antibes Rally (European Rally Championship round) (INT)**	—
October 21st	**RACE**	**Jarama, Spain**	**European Formula 3 Championship (INT)**	—
October 21st	**AIM Sri**	**Mugello, Italy**	**European Touring Car Championship (INT)**	—
October 21st	BARC	Thruxton Circuit, nr Andover, Hampshire	Race Meeting (N/R)	13.00
October 21st	BARC	Snetterton Circuit, nr Attleborough, Norfolk	Race Meeting (N/R)	13.30
October 21st	BRSCC	Mallory Park Circuit, Leicester	Race meeting (R)	—
October 21st		**Estoril, Portugal**	**Estoril Grand Prix (World Championship Round) (INT)**	—
October 28th	BARC	Brands Hatch Circuit, Dartford, Kent	Race Meeting (N/R)	13.00
October 28th	750 MC	Snetterton Circuit, nr Attleborough, Norfolk	Race Meeting (R)	13.00
October 26th-28th	**Real Automovil Club de Cataluna Delegacion Tarragona**	**Spain**	**Rally Cataluna (European Rally Championship Round) (INT)**	—
Oct 29th-Nov 5th	**Federation Ivoirienne du Sport Automobile**	**Ivory Coast**	**Ivory Coast Rally (World Championship Round) (INT)**	—
Oct 31st-Nov 4th	**Racal Clube**	**Algarve, Portugal**	**Rally do Algarve (European Rally Championship Round) (INT)**	—
November 2nd-4th	BRSCC	Brands Hatch Circuit, Fawkham, Kent	Race Meeting (R)	—

Mike Twite

IT IS with great regret and sadness that we record the death of Mike Twite who was one of the victims of a recent air crash involving a Vickers Varsity. Mike was on the plane in order to write about it for an air magazine which he edited. He began his writing career with Vickers Armstrong on technical publications and joined MOTOR SPORT in 1959. Between 1960-'65 he served as Assistant Editor before moving to our sister publication, MOTORING NEWS as editor, which post he held until 1968.

Mike served with distinction on a number of journals before returning to freelance work in 1980. He was 51 at the time of his death and the author of several books.

We extend our deepest sympathy to his family and friends. He will be missed by all who knew him.

"FANGIO"

THERE will be a special showing of Hugh Hudson's much acclaimed film, "Fangio" at the National Film Theatre on Saturday, October 6th at 8.45 pm. Hudson is best known as a film director for "Chariots Of Fire" and this early work, never released to the public, has been only rarely seen.

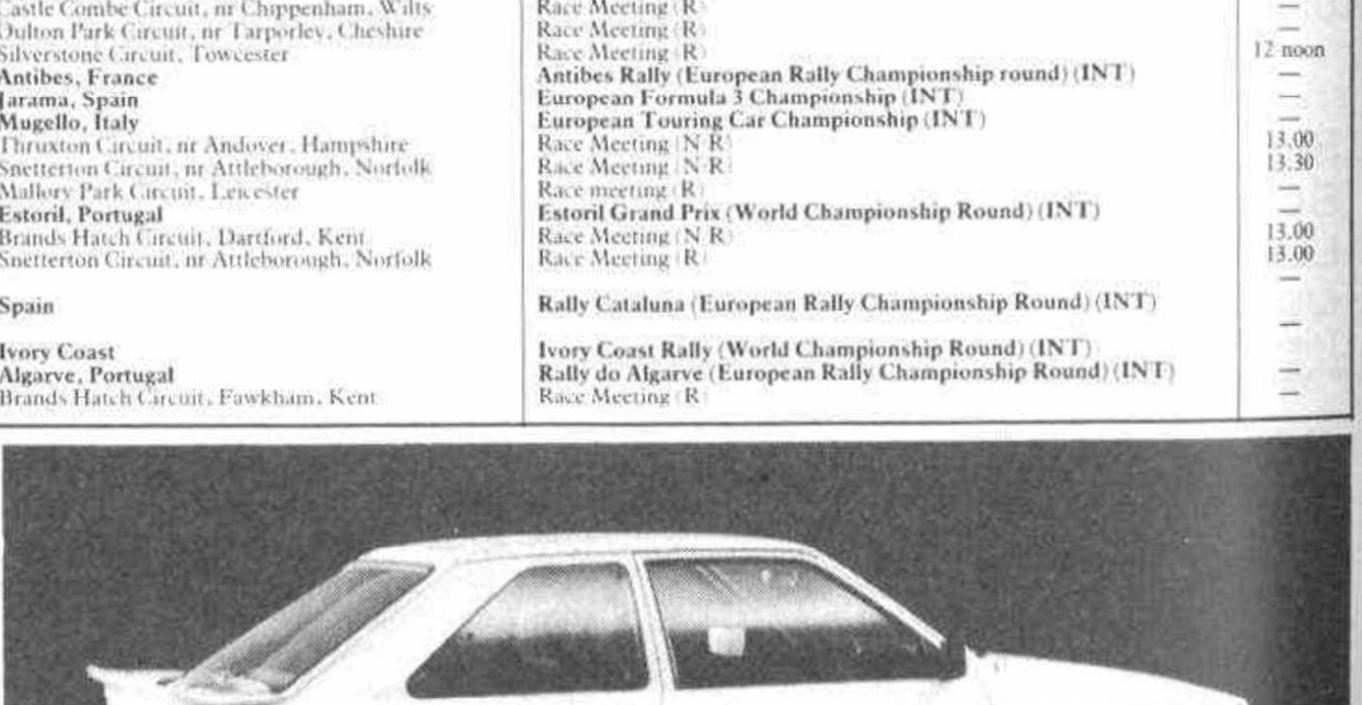
The evening includes a programme of other motoring films, tickets cost three pounds each but are limited to four for each NFT member and two each for non-members. Write to: The Box Office, National Film Theatre, South Bank, Waterloo, London SE1 8XT. Cheques should be made out to "National Film Theatre" and an sae should be enclosed.

Craftsmanship

OUR congratulations to Aston Martin Lagonda Ltd which has been made a corporate member of the Guild of Master Craftsmen. This is the first time that a company of any description has been admitted to the Guild, which is a world-wide association.



FORD are to introduce a turbo version of the Escort which will be available in the New Year. The Garrett AiResearch T3 turbocharger boosts power by 26% to 132 bhp, giving a claimed top speed of 125 mph and 0-60 mph in 8.2 seconds. A limited-slip differential is fitted as standard, the first production fwd car to be so equipped.



THE long-awaited Zakspeed F1 car has been shown for the first time. Testing will begin this month but the car's competition début has been deferred until next season. The entire car has been built by Zakspeed, from the carbon fibre monocoque, to the gearbox and a new twin-turbo aluminium four-cylinder engine. Full details will be released at the European Grand Prix. Zakspeed are the first all-German GP team in over two decades and, with Ferrari and Renault, one of only three F1 teams which manufacture a complete car on their own premises.

Northern Classic Car Show

THE third Northern Classic Car Show takes place at the Belle Vue Exhibition Halls, Manchester, on September 29th and 30th. Over 400 cars are promised, together with trade stalls and a large autojumble.

The show runs on both days from 10.00 am to 6.00 pm and admission is £2.50 for adults, 50p for children.

The Rover 213SE

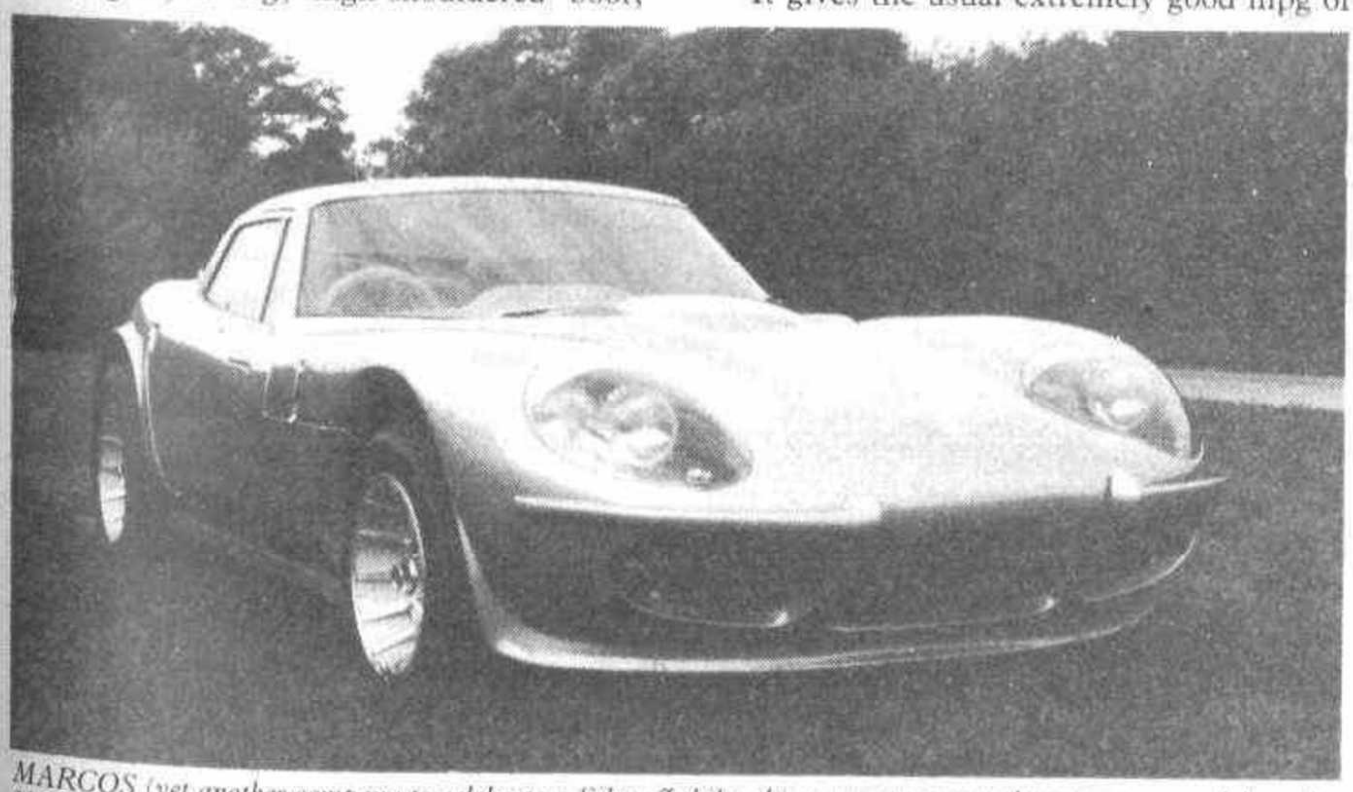
I HAVE been trying the new so-called Rover, in 213SE form. Remembering the old Rover 2000TC and 3500 vee-eight I used to drive, I confess to disappointment that this Honda-based Austin-Rover confection should carry the prestigious Rover badge. What has become of Spencer King's engineering prowess — the sophisticated de Dion rear-end and front suspension that fed stresses into the chassis bulkhead, of the former Rover 2000s and later, when all this was professed too costly, that designer's use of the light-alloy Buick / Oldsmobile eight-pot power pack in a new frame, the more simple suspension of which gave remarkably good road-holding?

All right, the big Rovers are still made. The new 200-series are likened to the Rover Ten of old — unfortunately the Ten was not originally a very good car! Forget all this and I concede that the Rover 213SE is excellent transport. You get the smooth Honda five-speed gearbox (with perhaps a trifle too much movement for instant changes out of fourth into top), the modern ability to run mostly in that fifth, 70 mph at around 3,000 rpm, gear, a big, high-shouldered boot,

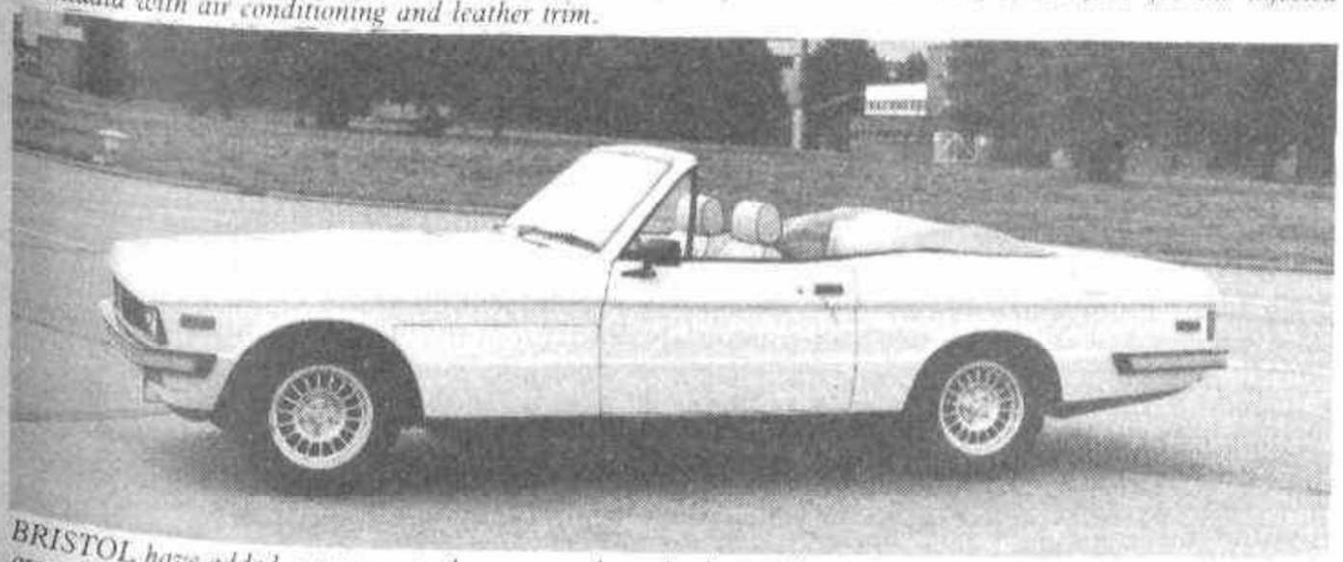


seats that are a bit too straight-squabbed for full comfort, and a ride choppy on main roads, deteriorating over rougher going. The engine and gear-train noise is not loud, but can be troublesome on this FWD Rovonda. It is a character-lacking car, but as I said of the MG Montego, can be fairly called very competent — as transport.

It gives the usual extremely good mpg of today's cars — 37.4 mpg of two-star overall, with a 10-gallon tank — but being of only 1,342 cc, has to be rowed along a bit with the gear-lever, when it can be made to perform briskly. I would have liked more stowage space for the smaller oddments, but the doors shut like a Royce's should. A decent car, for £6,146, if you can forget past Rover accomplishments. — W.B.



MARCOS (yet another company to celebrate a Silver Jubilee this year) are to introduce two new models at the NEC Show. One is a two-litre, using Ford Sierra engine and gearbox, with a claimed top speed of 115+ mph and 0-60 mph in under eight seconds. The other (pictured) is a new version of the Mantula using the injected Rover engine. This has claimed performance figures of 150+ mph and 0-60 mph in under six seconds! Kits are available but complete cars range from £7,500 for a basic two-litre, to £14,000 for the injected Mantuala with air conditioning and leather trim.



BRISTOL have added a new car to their range, the turbocharged Beaufort drophead coupe. Maximum speed is around 150 mph and 0-60 mph is around six seconds. Initially it will be for export only and will cost £54,995.

All Star Cast

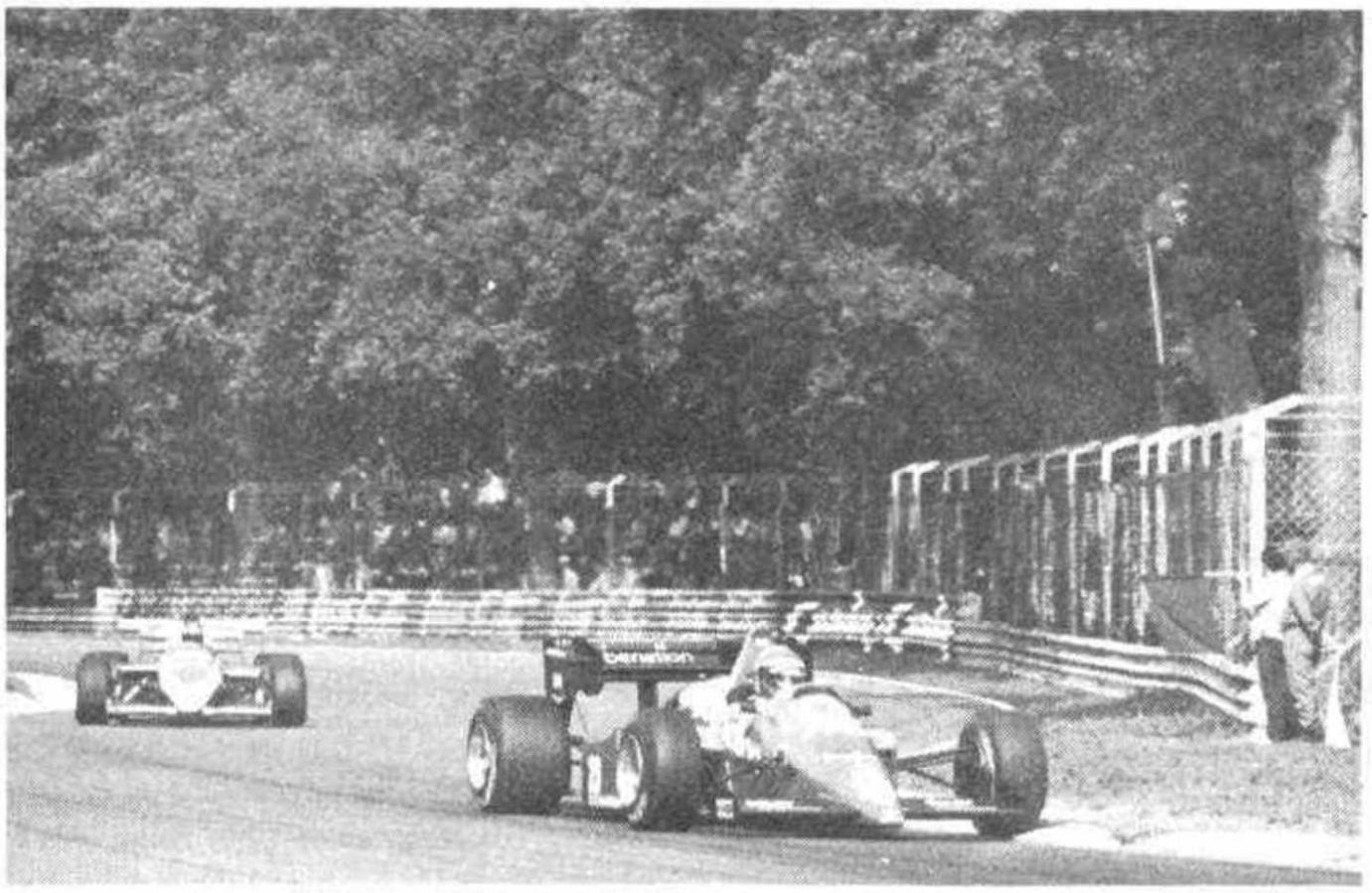
THE RT HON Peter Walker, Secretary of State for Trade and Industry, opened Cosworth Casting's new foundry at Worcester on September 10th. Cosworth's unique casting process ensures almost perfect integrity of the finished casting. Molten aluminium, in a sealed, oxygen-free, environment is pumped upwards into sand moulds, rather than poured into moulds with subsequent oxidisation of the metal.

The foundry has a total annual capacity of 60,000 castings, with two shifts operating. At present production is concentrated on the 16 valve cylinder head of the Mercedes Benz 190 2.3-16 and production of this unit will eventually rise to 7,000 a year. Even more interesting, though, is the news that in the pipe-line, the Company have a number of similar projects for major manufacturers who, like Mercedes Benz, wish to offer a top-of-the-range high performance engine.

Cosworth may currently be out of Grand Prix racing but it seems that quite a number of us will be Cosworth drivers in the future.

Another Jubilee

THE FORD 105E Owners Club are celebrating the Silver Jubilee of the introduction of the Ford Anglia on Sunday, September 30th at Ragley Hall, Alcester, Warwickshire. Although the 105E Anglia never caught the imagination in the same way as the Mini, it achieved sales of one million during its eight year production life, was successfully raced in British saloon car events and its engine formed the basis for the units which won hundreds of Formula Junior races.



EDDIE CHEEVER'S Alfa Romeo, which featured revised bodywork, ran out of fuel (again!) six laps from the end costing him third place. Stefan Johansson, following, nursed his Toleman over the line with a drive shaft failing, to finish fourth in his first drive for the team. He has since signed as number one driver for 1985.

The Italian Grand Prix

Yet another McLaren win

Monza, September 9th

IT happened at Imola in the spring and now it has happened at Monza in the autumn. Definitely a bad season for the fans of Ferrari. I refer to the awful showing of the Scuderia Ferrari on their home ground and once again to the "deafening silence" of the Italian crowds this time at the Italian Grand Prix.

Even before practice began there was not much hope, for the last few Grand Prix races have seen the Maranello cars hopelessly outclassed by McLaren, Brabham, Renault and Lotus. There was much internal strife at the Ferrari factory and Mr Ferrari was forced to have a press conference for the Italian troublemakers to confirm his faith in his engineers, led by Mauro Forghieri and Harvey Postlethwaite and his drivers René Arnoux and Michele Alboreto, and to more or less tell the outside world to mind their own business. He, more than anyone, knew they had their backs to the wall in the face of German, French and Japanese engine expertise, though the V6 Ferrari engine was not yet an obsolete number as far as sheer power was concerned.

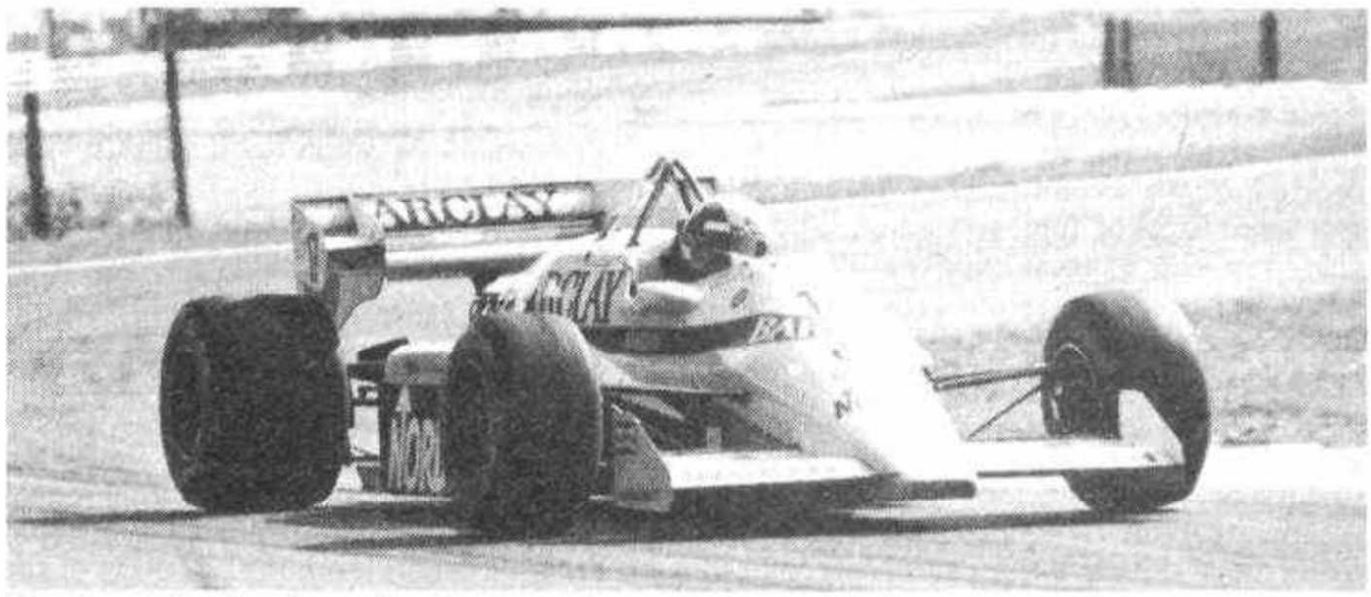
When the red cars appeared in the pit lane on Friday morning there were smiles from the McLaren team for two of the cars had McLaren-type rear bodywork style of aerodynamics in which the sides are narrowed into the gearbox with a rising undershield under the rear suspension. John Barnard designed this into his Cosworth-powered MP4/1 series of cars and continued it into the Porsche-powered MP4/2 series, so that the end result has always looked beautifully homogeneous. When you try and modify an existing car to this rear-end shape it is never as convincing. Patrick Head did it on the FW09 Williams half-way through the season and now Ferrari has done it, which meant relocating the side-mounted radiators, placing them above the inter-coolers. Next to the McLaren pit were the Euroracing Alfa Romeos and they had a similar treatment which actually looked quite neat, but Barnard smiled wryly and said "They haven't got it quite right, but it's not a bad attempt". The important thing to remember is that Barnard knows why he designed the back of the McLaren the way it is, and that it is not vital on its own. It has to be integrated with a lot of other things, many of them not obvious or visible. The pit-lane wags were suggesting that Ron Dennis was marketing a "Barnard conversion kit" after Patrick Head had proved the prototype, so that now Ferrari and Alfa Romeo had bought the production models!

However, these days aerodynamics are not the be all and end all that we used to be told in the days when everyone had 525 bhp from Cosworth and any advantage had to be gained by the team's aerodynamicist. Now it is rather the other way round, power outputs are anything up to 700 bhp and depending how much more you have over your rivals determines your aerodynamic configuration. To some teams the power of the Porsche engine in the McLaren is disturbing, judging by the aerofoil angles they can run and still come out near the top in the maximum speed contest. It's all a fascinating contest of power and during the qualifying hours for grid positions it is a question of how much boost your engine can stand. Figures are rising above 42 lb/sq in above atmospheric, and that is a lot of manifold pressure, even if it is only for a lap or two. Although the real Monza has been emaciated by three chicanes just at the points where speed was getting exciting, the circuit is still fast and strong and powerful engines are all important.

Friday morning passed peacefully, with barely a murmur from the surprisingly large crowd of spectators, for neither Ferrari driver was anywhere near the pace of Piquet, Prost, Lauda and Mansell who were up at the front. The Monza organisers had built a fine new grandstand opposite the length of the pits and high enough to see over the protecting walls and give a good view into the pit lane itself, where much of the excitement happens. Out on the track it was pretty exciting as well, for the fastest cars were crossing the timing line at over 185 mph after a lap at an average of nearly 145 mph. The name Monza has always been synonymous with speed and in spite of attempts to slow things down it was maintaining its traditions. In the pit lane it was noticeable to everyone that Alboreto had a new Ferrari engineer looking after his car and there was no sign of Forghieri or Postlethwaite, not that they attend every race, but Monza without Forghieri seemed all wrong. He was giving it a miss as a mild protest against the Italians who have been rubbishing him recently.

In the mid-field area and towards the back there were also some faces missing. The Toleman team had suspended Ayrton Senna in view of his mismanagement of signing for Lotus for next year. As the Toleman Group are taking proceedings against Senna and his confederates it was deemed legally prudent to not let him drive a Toleman car until the matter was settled. In his place was the amiable Swede Stefan Johansson, who seemed to be more than capable of matching the performance we have come to expect from Senna. In the second Toleman, merely to make up the numbers, the young Italian F3 driver Pier-Luigi Martini was being given a chance. Hardly missed by most people was the Tyrrell team, absent in its entirety not by choice, but by law. An International Court of Appeal had sat after the recent Dutch Grand Prix and Team Tyrrell were still found guilty of transgressing numerous rules regarding weight and construction, discovered after Brundle had finished second in Detroit. The result was that Team Tyrell are banned from the rest of the World Championship races of 1984 and lose any points gained. This put Johansson and Bellof on the unemployed list, and Brundle who has nearly recovered from his injuries incurred at Dallas, which is why Toleman snapped up Johansson.

At the top end of the pits there was a lot of niggling little engine troubles, mostly to do



MARC SURER'S Arrows A7-BMW failed to finish once more. The word is that he will be moving on from the team in 1985, having been with Arrows for three seasons.

with electronics and injection systems, while at the lower end the troubles were physical. Winkelhock had a driveshaft break on his ATS which in itself was not serious, but it flailed round the broke the rear suspension and that pitched him off into the barriers which did a lot of damage to the car. Gartner in the second Osella V8 also hit the barriers pretty heavily and damaged the right front corner.

Just as the morning test-session finished a sprinkle of rain fell which was just enough to wet the circuit and make it slippery for racing tyres, and not wet enough to justify treaded rain-tyres, so that when the qualifying hour got under way at 1 pm the scene was rather low-key. In the morning testing Piquet had cracked the 1 min 30 sec barrier and five others were within a fraction of so doing, but now qualifying times of 1 min 34 sec were appearing, which was simply unreal. Luckily once the sun appears in Italy it does a good job and before the end of the hour the circuit dried rapidly and we were able to get on with the real business. Lap speeds soon reached 1 min 30 sec and then dropped dramatically below, with de Angelis (Lotus), Piquet (Brabham), Fabi (Brabham), Alboreto (Ferrari) — faint cheers — Prost (McLaren) all breaking the barrier, the first two being well into the 1 min 28 sec mark, but there was a lot more to come for the track was not completely dry where it passed under trees. Even so de Angelis made fastest qualifying lap at over 147 mph and Piquet recorded 193.5 mph past the pits. That was in the Brabham T-car, well tweaked up for Piquet's second run and it ended with a mightly explosion and oil dribbling out through the joints of the engine cover and the whole rear end looking as though it had just been freshly cellulosed! A huge cloud of smoke in the pit lane announced the arrival of Rosberg with a Honda engine in pieces in the back of his Williams and Hart engines were breaking in the RAM cars. Renault were in different troubles, Tambay spun and stalled as he accelerated away from the pit lane before the track was properly dry and was forced to abandon his car and return on foot to take the spare car, and Warwick could not get with it, hating the circuit with its silly chicanes just as you were getting going. All the expected drivers were up at the top of the list, but it was not conclusive as conditions were far from perfect.

With Ferrari cars fourth and eleventh there was not much to shout about in the Saturday morning papers, and the crowd was visibly thinner, the fine new grandstand being almost empty. Although the weather was grey and dull, at least it was dry and looked like staying so. Engines were still the keynote of the testing session, Palmer's Hart engine needing to be changed in his RAM car, the fourth failure the team had suffered already. Prost's Porsche engine in his McLaren went off-song and needed changing, so he took the T-car and the BMW engine in Surer's Arrows lost its oil-pressure, which forced him into the T-car. Boutsen was fairly happy with a brand new Arrows A7 to replace the one damaged at Zandvoort.

Saturday afternoon was perfect and it was now that the grid positions were going to be settled once and for all. A flurry around the McLaren pit showed that Lauda had strained his back during the morning but his personal medic had worked on him and he was keeping his fingers crossed. In the Brabham pits a new tactic had been planned, and it nearly caught everyone else on the hop. Normally the qualifying hour starts off with the "rabbits" scuttling round to record a time and then get out of the way before the "big boys" appear after about 20 minutes for their first attempts.

Then there is a lull until the final pandemonium in the last 10 or 15 minutes when all hell breaks loose. This time Piquet whistled out in the Brabham T-car amongst the "rabbits" and before anyone had fully appreciated it he had done a lap in 1 min 26.584 sec, one and a half seconds quicker than best Friday time. This was an average speed of 149.8 mph, with a speed-trap reading at the end of the pits of 195 mph! Instantly, Rosberg (Williams), Tambay (Renault), Prost (McLaren), Alboreto (Ferrari) and most of the other "hot shoes" were out there and at it. Lotus were running with the boost-control valves removed completely from their Renault engines, letting the turbines spin until they "choked" hoping that the engine could stand the boost pressure. The fur was beginning to fly among the manufacturers' teams and we were getting a foretaste of the power

ENTRY AND PRACTICE

No	Driver	Nat	Team	Car Type	Engine	Tyres	Sponsors	Colours	Friday Practice	Saturday Practice	Remarks	No
1	Nelson Piquet	BRA	Brabham	BT53	BMW 4-cyl t/c	Michelin	Parmalat Foods	Blue/White	1.28.709(T)	**1.26.584(T)**	Pole position	1
2	Teo Fabi	ITAL	Brabham	BT53	BMW 4-cyl t/c	Michelin	Parmalat Foods	Blue/White	1.29.383	1.28.587		2
3			Tyrrell								Excluded	3
4			Tyrrell								Excluded	4
5	Jacques Laffite	FR	Williams	FW09B	Honda V6 t/c	Goodyear	Denim/ICI Saudia	White/Green	1.32.091	1.30.578		5
6	Keijo Rosberg	FIN	Williams	FW09B	Honda V6 t/c	Goodyear	Denim/ICI Saudia	White/Green	1.33.386	1.28.818		6
7	Alain Prost	FR	McLaren	MP4/2	Porsche V6 t/c	Michelin	Marlboro/TAG	Red/White	1.29.854	1.26.671(T)	Winner Dutch GP	7
8	Niki Lauda	AUT	McLaren	MP4/2	Porsche V6 t/c	Michelin	Marlboro/TAG	Red/White	1.30.142	1.28.533		8
9	Philippe Alliot	FR	RAM	RAM 02	Hart 4-cyl t/c	Pirelli	Skoal Bandit	White/Green	1.37.186	1.34.120		9
10	Jonathan Palmer	GB	RAM	RAM 02	Hart 4-cyl t/c	Pirelli	Skoal Bandit	White/Green	1.36.876	1.35.412	Saturday in car 9	10
11	Elio de Angelis	ITAL	Lotus	95T	Renault V6 t/c	Goodyear	John Player/ELF	Black/Gold	**1.28.014**	1.27.538		11
12	Nigel Mansell	GB	Lotus	95T	Renault V6 t/c	Goodyear	John Player/ELF	Black/Gold	1.31.715	1.28.969		12
14	Manfred Winkelhock	D	ATS	D7	BMW 4-cyl t/c	Pirelli	ATS Wheels	Yellow/Black	2.00.593	1.32.866	Friday in car 31	14
15	Patrick Tambay	FR	Renault	RE50	Renault V6 t/c	Michelin	ELF	Yellow/White/Black	1.31.532	1.29.253		15
16	Derek Warwick	GB	Renault	RE50	Renault V6 t/c	Michelin	ELF	Yellow/White/Black	1.30.113	1.30.569		16
17	Marc Surer	CH	Arrows	A7	BMW 4-cyl t/c	Goodyear	Barclay Nordica	Cream/Blue	1.31.108	1.31.513		17
18	Thierry Boutsen	B	Arrows	A7	BMW 4-cyl t/c	Goodyear	Barclay Nordica	Cream/Blue	1.32.636	1.31.342		18
19	Stefan Johansson	SWE	Toleman	TG184	Hart 4-cyl t/c	Michelin	Segafredo Candy	Blue/Red/White	1.31.207(T)	1.31.203	Replacing Senna	19
20	Pierluigi Martini	ITAL	Toleman	TG184	Hart 4-cyl t/c	Michelin	Segafredo Candy	Blue/Red/White	1.38.312	1.38.312	Did not qualify	20
21	Huub Rothengatter	NL	Spirit	101 B	Hart 4-cyl t/c	Pirelli	Australian Sports	White	1.38.255	1.34.719		21
22	Riccardo Patrese	ITAL	Alfa Romeo	184T	Alfa Romeo V8 t/c	Goodyear	Benetton	Green/Black	1.30.710	1.29.382		22
23	Eddie Cheever	USA	Alfa Romeo	184T	Alfa Romeo V8 t/c	Goodyear	Benetton	Green/Black	1.32.365	1.29.797		23
25	Piercarlo Ghinzani	ITAL	Osella	FA 1F	Alfa Romeo V8 t/c	Pirelli	Kelémata	Blue	1.33.456	1.33.562		24
26	Francois Hesnault	FR	Ligier	JS23	Renault V6 t/c	Michelin	Gitanes/Antar	Blue/White/Red	1.32.779	1.31.274		25
27	Andrea de Cesaris	ITAL	Ligier	JS23	Renault V6 t/c	Michelin	Gitanes/Antar	Blue/White/Red	1.32.014	1.31.198		26
28	Michele Alboreto	ITAL	Ferrari	126C4	Ferrari V6 t/c	Goodyear	Fiat/AGIP	Red	1.29.810(T)	1.30.069(T)		27
30	René Arnoux	FR	Ferrari	126C4	Ferrari V6 t/c	Goodyear	Fiat/AGIP	Red	1.31.495	1.30.695		28
31	Jo Gartner	AUT	Osella	FA 1F	Alfa Romeo V8 t/c	Pirelli	Kelémata	Blue	1.37.123	1.34.472		30
	Gerhard Berger	AUT	ATS	D7	BMW 4-cyl t/c	Pirelli	ATS Wheels	Yellow/Black	1.33.161	1.31.549		31

development trends that the coming winter will probably see.

Meanwhile the Brabham lads had changed the tyres on the Brabham T-car, fitting Piquet's second marked set, put in a few more litres of fuel, stuffed an asbestos glove up the exhaust pipe to quell any insidious gas burning, refilled the water tank for the intercooler spray, and placed an electric cooling fan to blow on the turbocharger unit. In other words everything was ready for Piquet's second qualifying run while the opposition were scrabbling to match his first time. Prost was using the McLaren T-car while a new engine was being put into his race car, and he soon challenged the Brabham time with 1 min 26.671 sec but nobody else was in their league. De Angelis knocked half a second off his Friday time, which was a fine effort, but it was not good enough to even worry Piquet or Prost.

Then Piquet went out to have a go on his second set of qualifying tyres and just as he got fully wound up all the boost pressure disappeared and he was back in the pits. Working with asbestos gloves and buckets of water the mechanics removed the turbocharger unit and installed a new one. The turbine had seized and sheared the shaft to the compressor. Everything was fettled up in double quick time, just in case anyone beat Piquet's pole position, but it was not necessary. The only one who looked like getting near it was Prost, and he had failed. The Brabham mechanics quietly stuck another tiny gold star on the monocoque of BT53/3, its seventh pole position this season in Nelson Piquet's capable hands. In other places it may have been recorded as BT53/6, but that is entirely due to paperwork complications. All this excitement was accompanied by the well known "deafening silence" from the small crowd, for Alboreto was 11th and Arnoux was 14th. That was bad news for the *Ferraristi* but worse still was the knowledge that the Alfa Romeos of Patrese and Cheever were both ahead of the Ferraris. The Alfas were showing an improvement in speed with their revised McLaren-like rear end, but in truth it was more due to the fact that the revisions had given the turbochargers more breathing space, so they were probably working more efficiently.

Sunday was a beautiful day for going to the lakes or the mountains, yet a surprisingly large crowd turned up at the Autodromo di Monza in the vain hope that some miracle ordained by the Pope would salvage something from the wreckage of the practice days for the Ferraris. The morning warm-up session saw Maranello hopes look even less likely, as both drivers opted to take their spare cars, which were to the old (!) Zandvoort specification, with tubular rear suspension and side radiators. Other teams were thrown into chaos for different reasons and luckily there was a good three hours before the start. Both Honda engines in the Williams cars gave trouble, so a new engine was installed in Rosberg's car and Laffite had to take the T-car, which he had not even sat in before. Both the Porsche engines in the McLaren race cars developed ominous water leaks, so Prost was relegated to the T-car, which he had already used in qualifying and which had a new engine in it, and Lauda had a new engine installed in his car.

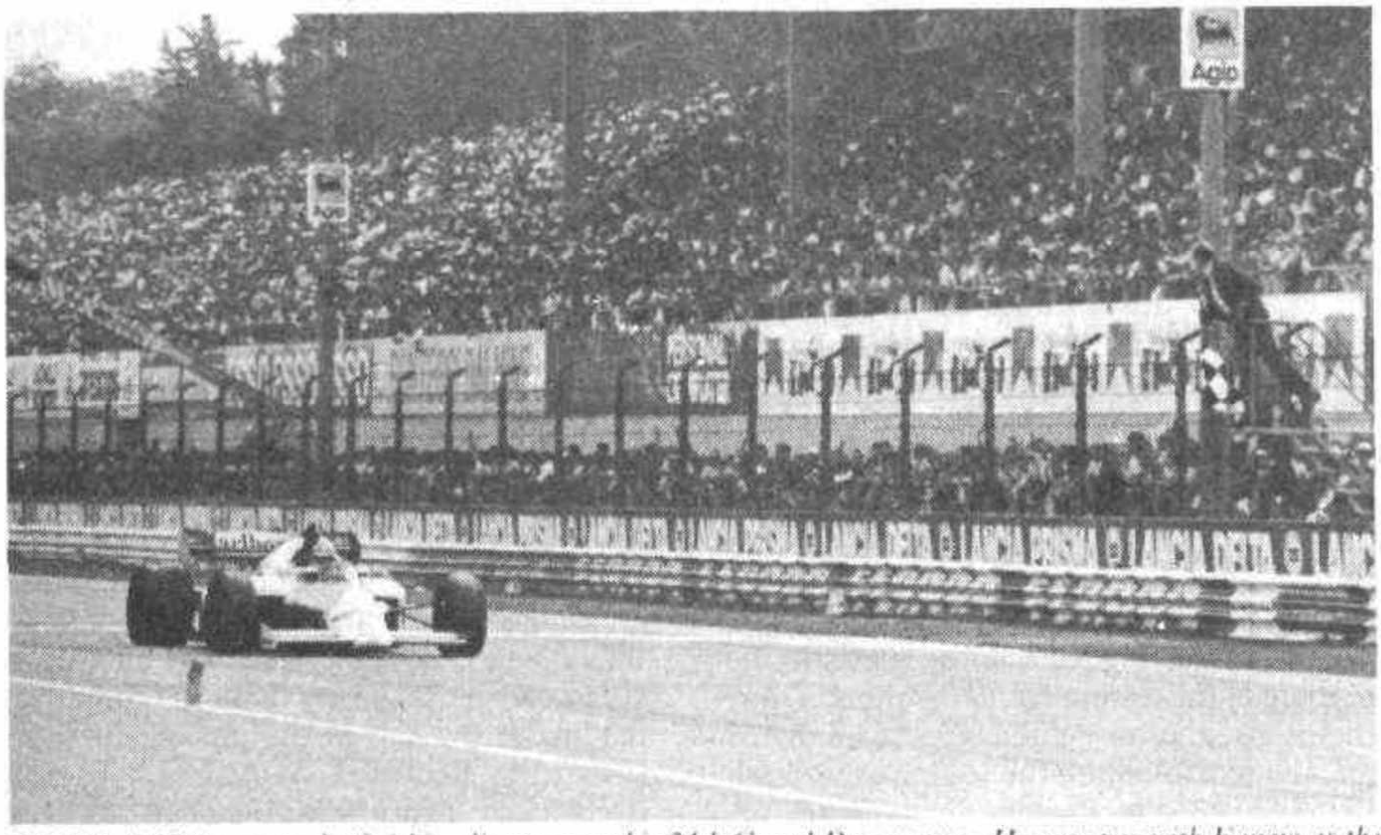
Renault were also in trouble and Warwick had to take the spare car, which was RE50/09, abandoned by Tambay in favour of the older RE50/02 and Johansson caused a panic in the Toleman team when he favoured the engine in his race car but the chassis of the T-car. There was something wrong with TG184/05 in its handling, but he could not pinpoint it and while the swap was being made a serious flaw was found where the engine is attached to the monocoque. Piquet's BMW engine had another turbocharger failure and rather than risk starting the race with a brand new one, the one off the T-car was put on BT53/4 as it had done a small amount of running and was a known quantity, and a new unit was put on the T-car as a standby. There were busy times for the workers, while the spectators and time-wasters swanned about in the sunshine.

When the pit lane opened for the cars to drive round the circuit to the dummy-grid, the two Brabhams led the way to the accompaniment of whistles and cat-calls, for the *tifosi* have no time for "little Bernie's cars" — nothing personal against Piquet or Fabi. Normally when a Ferrari appears the whole grandstand by the start-line erupts in sheer joy, but this time there was silence, knowing that Alboreto was going to line up on 11th position and Arnoux on 14th. As de Angelis left the pit lane seven people clapped rather unenthusiastically, but at least it was a small show of appreciation of him being Italian. More boos and whistles as Prost appeared, but overall the scene was very quiet. After a lap Winkelhock returned to the pits and when he went off again, with only 15 seconds before the exit was closed, the ATS was in dire trouble in its gearchange department. Long after everyone was lined up the ATS took its place on the grid, Winkelhock got out, said some terse words to the team owner and stalked off never to be seen again. He had had enough of the shambles. The car was wheeled off the grid.

Piquet led the field round on its parade lap, they took their positions, all except Surer whose Arrows-BMW was pushed into the pit lane, and then the starting signal was given. From pole position Piquet did not make a perfect start and Prost was alongside as they got going, but de Angelis had made a real "screamer" and was between them as they disappeared down to the first chicane. Nobody did anything stupid and the 55th Italian Grand Prix was under way for 51 laps of the 5.8 kilometre circuit.

It was the old familiar one-two of Piquet leading Prost, but hard after them was Patrick Tambay who had made a terrific start from the fourth row, and he was followed by Fabi in the second Brabham. For a brief moment de Angelis had held third place, but as things settled down the Lotus dropped back into fifth place. By the end of lap 3 Piquet, Prost and Tambay were out on their own and nose-to-tail, with Fabi, Lauda, de Angelis, Mansell, Alboreto and Cheever following. The Toleman driver Johansson had muffed his start and was last into the first chicane but then started a forceful climb up through the tail enders, while Surer had been forced to start from the pit line after everyone had completed the first lap and was also striving to make up lost time.

The first three had hardly gone out of sight on their fourth lap when the loudspeakers screamed hysterically and the



NIKI LAUDA crosses the finishing line to score his 24th Grand Prix victory. He now ties with Fangio as the third most prolific Grand Prix winner in history (though Fangio contested only a quarter of the number of Lauda's races) and has a useful, but not invulnerable, lead of Alain Prost in the World Championship.

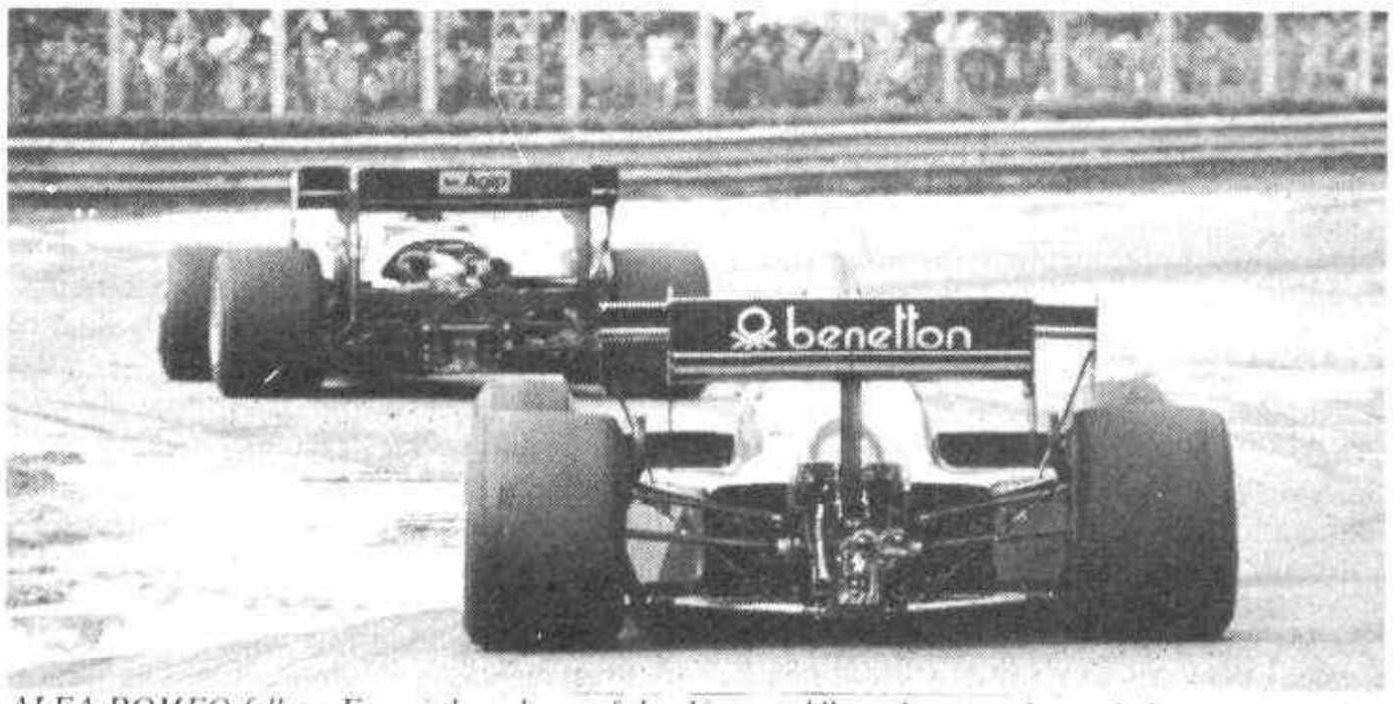
whole crowd stood up and cheered. Prost had pulled the McLaren off onto the grass after the first chicane with clouds of smoke coming from a very blown-up Porsche engine. As the dejected Frenchman climbed from the car the crowd hurled abuse and handfuls of gravel at him, not so much in their objection to him and the car, but to give vent to their feelings at the Ferraris being so outclassed. For a time it was all over, for Tambay could make no impression on Piquet, but he could not relax because he had Fabi behind him, so he was the meat in a Brabham sandwich. The quiet little Italian was giving it all he had got, for this was his great moment of truth before his home crowd, and he was doing fine. Arnoux disappeared with gearbox trouble, hardly having featured, and de Cesaris went out when his Renault engine blew up and his team-mate Francois Hesnault spun off on the oil. Then Rosberg's Honda engine blew up as he passed the pits and he pulled off on the right and while he was walking back to the pits the same thing happened to Laffite. The attrition rate was getting embarrassing, and it was not over. Mansell spun off into retirement while braking for the second chicane and almost at the same time de Angelis almost stopped opposite the pits as he stirred around with the gear lever to try and find another gear, and next lap he was into the pits and out of the race with gearbox failure. As Piquet started lap 16 his BMW engine gave out a strange brrrp noise and by the time he got back to the pits it was all over, another wrecked BMW engine, well and truly cooked due to all the water leaking out through a radiator fault. So now Tambay was firmly in the lead, but he had Lauda and Fabi behind him. The little Italian had performed a remarkable spin, which dropped him from third place to eighth place, on lap 8, had gathered it all up without losing his momentum and within five laps was back up with Lauda, passing him on lap 17 to put himself in second place behind the leading Renault. Warwick in the second Renault was trailing along in mid-field, eventually scratching his way past Cheever's Alfa Romeo and Johansson had pulled right up to seventh place and was now having a good race with Cheever.

On lap 25 Tambay came up behind Boutsen's Arrows, which had been delayed by a pit stop, and the Belgian was about to pass Gartner's Osella, so things got a bit crowded for a while and this allowed Fabi and Lauda to close right up on the Renault, but once by Tambay re-asserted himself in the lead, but even so he could not relax as the other two were not that far behind. Warwick's miserable run came to an end when his oil pressure warning light shone brightly, due to low pressure, and before disaster struck he switched things off. Lauda now felt it was time to do something about little Teo Fabi and the red and white McLaren began to pressure the Brabham, so much so that Fabi's mirrors must have both been full of the dreaded number eight on the nose of the McLaren, but he was unperturbed and stood up to the pressure splendidly. Twice Lauda made a pass at going by as they raced for the first chicane at 175-180 mph, but Fabi would not give in, and twice Lauda had to drop back in behind the Brabham, but as they ended lap 39 with the run down the back straight to the Curva Parabolica Lauda made his move in a very determined manner and was by the Brabham as they went into the braking area.

With 10 laps to go Tambay had lapped Patrese's Alfa Romeo, which was cruising round in seventh place, trying to conserve fuel, while Cheever in the other Alfa was trying to hold off Johansson in the Toleman, with his fingers crossed that he would not run out of fuel, for the V8 Alfa Romeo engine is a thirsty beast. As Johansson took fifth place from Cheever, Lauda was beginning to move in on Tambay, for the Renault's throttles were reluctant to open and the Frenchman was having to press harder and harder on the accelerator pedal.

All this time Alboreto had been running consistently with the lone Ferrari, and had it not been for the crowds he could have been overlooked. Starting in 11th place he was quickly up to eighth place, and as people dropped out he gained positions. For a long while he ran a very distant fourth without much encouragement, but when it was seen that Fabi's Brabham was wilting, the crowd stood up and urged Alboreto to greater efforts, for third place is an honourable one, whereas nobody bothers about fourth place.

The oil scavenge pipe union in the right



ALFA ROMEO follows Ferrari through one of the chicanes. Alboreto's eventual second place gave the tifosi *something to cheer about after many disappointments this year.*

STARTING GRID

1
N. Piquet
(Brabham-BMW 4-cyl t/c)
1 min 26.584 sec (T)
7 (1 min 34.076 sec)

11
E. de Angelis
(Lotus-Renault V6 t/c)
1 min 27.538 sec
13 (1 min 35.900 sec)

2
T. Fabi
(Brabham-BMW 4-cyl t/c)
1 min 28.587 sec
22 (1 min 32.418 sec)

12
N. Mansell
(Lotus-Renault V6 t/c)
1 min 28.969 sec
13 (1 min 34.907 sec)

22
R. Patrese
(Alfa Romeo V8 t/c)
1 min 29.382 sec
27 (1 min 35.574 sec)

27
M. Alboreto
(Ferrari V6 t/c) (T)
1 min 29.810 sec (T)
43 (1 min 33.159 sec)

5
J. Laffite
(Williams-Honda V6 t/c) (T)
1 min 30.578 sec
8 (1 min 35.268 sec)

*

19
S. Johansson
(Toleman-Hart 4-cyl t/c) (T)
1 min 31.203 sec
23 (1 min 33.867 sec)

18
T. Boutsen
(Arrows-BMW 4-cyl t/c)
1 min 31.342 sec
36 (1 min 33.280 sec)

**

9
P. Alliot
(RAM-Hart 4-cyl t/c)
1 min 34.120 sec
5 (1 min 38.647 sec)

21
H. Rothengatter
(Spirit-Hart 4-cyl t/c)
1 min 34.719 sec
21 (1 min 38.351 sec)

7
A. Prost
(McLaren-Porsche V6 t/c) (T)
1 min 26.671 sec (T)
3 (1 min 35.604 sec)

8
N. Lauda
(McLaren-Porsche V6 t/c)
1 min 28.533 sec
42 (1 min 31.912 sec)

6
K. Rosberg
(Williams-Honda V6 t/c)
1 min 28.818 sec
4 (1 min 35.245 sec)

15
P. Tambay
(Renault V6 t/c)
1 min 29.253 sec
39 (1 min 32.433 sec)

23
E. Cheever
(Alfa Romeo V8 t/c)
1 min 29.797 sec
30 (1 min 33.666 sec)

16
D. Warwick
(Renault V6 t/c) (T)
1 min 30.113 sec
27 (1 min 33.359 sec)

28
R. Arnoux
(Ferrari V6 t/c) (T)
1 min 30.695 sec
5 (1 min 35.453 sec)

26
A. de Cesaris
(Ligier-Renault V6 t/c)
1 min 31.198 sec
7 (1 min 36.893 sec)

25
F. Hesnault
(Ligier-Renault V6 t/c)
1 min 31.274 sec
4 (1 min 37.300 sec)

31
G. Berger
(ATS-BMW 4-cyl t/c)
1 min 31.549 sec
5 (1 min 37.748 sec)

24
P. Ghinzani
(Osella-Alfa Romeo V8 t/c)
1 min 33.456 sec
26 (1 min 36.036 sec)

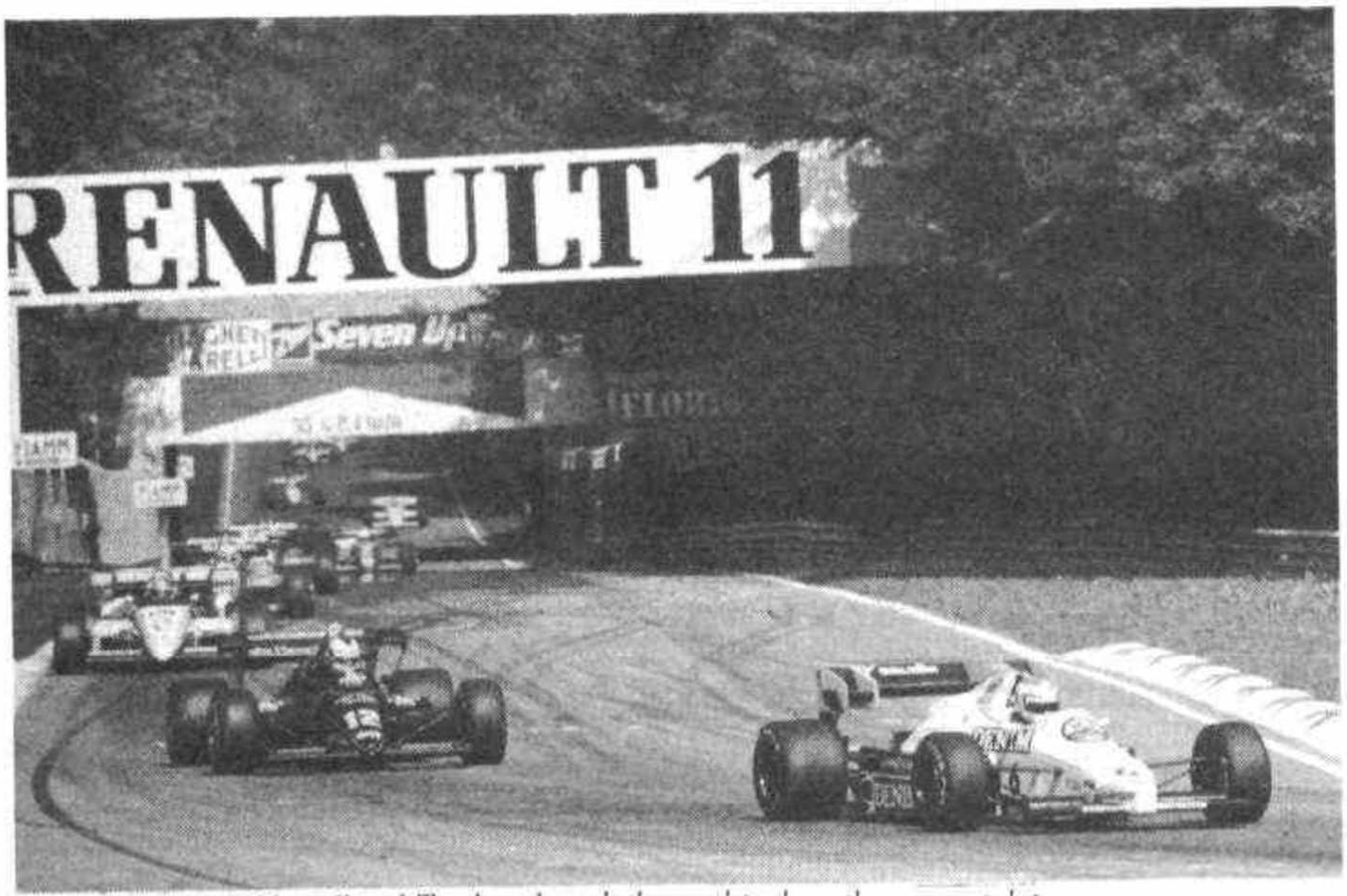
30
J. Gartner
(Osella-Alfa Romeo V8 t/c)
1 min 34.472 sec
22 (1 min 37.278 sec)

10
J. Palmer
(RAM-Hart 4-cyl t/c)
1 min 35.412 sec
15 (1 min 38.967 sec)

* Started from pit lane
17
M. Surer
(Arrows-BMW 4-cyl t/c)
1 min 31.108 sec
26 (1 min 34.657 sec)

** NON-STARTER
14
M. Winkelhock
(ATS-BMW 4-cyl t/c)
1 min 32.866 sec

Did not qualify:
20 P. L. Martini (Toleman-Hart) 1 min 35.840 sec
(T) Time recorded in spare car
NB. Time in brackets is best lap in race.
Number in bold is lap on which recorded



ROSBERG leads Mansell and Tambay through the royal park on the warm-up lap.

hand side of the BMW engine in Fabi's car had sheared off flush with the sump and the engine was losing oil though still maintaining pressure as the left hand side scavenge pump was still doing its stuff. Eventually there was no oil left to scavenge and on lap 43 the engine seized as Fabi passed the pits, pulling off on the right of the track to a loud chorus of jeers and catcalls, aimed solely at the Brabham of Mr Ecclestone, for the Italian crowd make no bones about their dislike of "little Bernie". When Fabi climbed out of the car the jeers and catcalls changed to applause and cheering in appreciation of the first class drive that Fabi had done and you could sense the sympathy extended to the little Italian. However, there was now delirium for Alboreto who was third, a place of honour and he was encouraged all round the circuit.

Almost unnoticed Lauda had taken the lead from Tambay just before the demise of Fabi's Brabham and then on lap 44 as the Renault accelerated out of the Curva Parabolica the throttle cable snapped as clean as a whistle, at the point where it entered the linkage on the front of the engine, and with a loose pedal down to the floor the throttles snapped shut and Tambay could do nothing except coast to a stop right beside the Renault team at the pit wall. Almost in tears at being robbed of a much needed victory, Tambay clambered over the wall and Alboreto went by into second place, while the crowd shouted, waved and cheered. There was a Father Christmas after all, and the Pope had done his work well. All round the circuit the crowd urged Alboreto onwards, but he was much too far behind Lauda to be able to do anything about it. But what a glorious second place for the Ferrari record book; in years to come everyone will have forgotten that it was by default.

As Tambay was being struck down Johansson was in fourth place in the Toleman, but the back end was wandering about and, just as he should have inherited third place with the retirement of the Renault, he decided to stop at the pits to see what was wrong, which automatically let Cheever through into third place, but he was fast running out of fuel and slowed dramatically as he crossed the line in third place. He staggered round for one more lap and then came to rest with a dry tank and third place had gone out of the window. The Toleman trouble was a driveshaft joint breaking up, but it was not terminal and Johansson was told to try and nurse it through to the finish, and he rejoined the race in fourth place, but a lap down on the leader. It looked pretty secure for Patrese's Alfa Romeo was miles behind but the Toleman could only go at a relative crawl and Patrese took fourth place from Johansson just as Cheever rolled to a stop, so the slightly bewildered Italian found himself in third place, albeit a lap and more behind the majestic Lauda who was cruising home to a hard earned victory, his fifth this season and his 24th in total, a total which now equals that of the legendary Fangio, who was at Monza watching the race.

As Lauda reeled off the last two laps the survivors were still in trouble. Both Osellas had run splendidly for a change, and Ghinzani had kept his end up well and was in a thoroughly deserved fourth place, only to run out of fuel and coast to a stop as he started his 49th lap. This let his team-mate Gartner go by into fifth place, but as he ended the lap, his last one, he too ran out of fuel, but by switching on the electric starting pump the engine gave one final burst which gave him sufficient impetus to coast up to the finishing line and hang on to fifth place. Behind him in sixth place was young Gerhard Berger, in only his second Formula One race, after driving his ATS-BMW smoothly and neatly and coping without fourth gear for most of the latter part of the race. Three laps behind came Rothengatter in the Spirit, having raced with Berger for quite a large part of the race, and the only other healthy runner was Thierry Boutsen, whose Arrows-BMW had been delayed by three pits stops for repairs.

It had been a race of attrition with three different leaders, a well earned victory for Lauda and the remarkable sight of three Austrian drivers in the first six and a splendid showing by Johansson on his first drive with a really competitive car. With Michele Alboreto up on the winner's rostrum alongside Lauda, who after all used to be a Ferrari driver, the crowd went wild with delight and anyone arriving in the Autodromo at that moment could have been excused for thinking Ferrari had won the 55th Italian Grand Prix, instead of only being a rather distant second. There were a lot of drivers who should have been second, had their machinery not let them down, as well as a handful who should have been first but for the same reason, but "to finish first you must first finish" which is precisely what the wily Lauda did. — D.S.J.

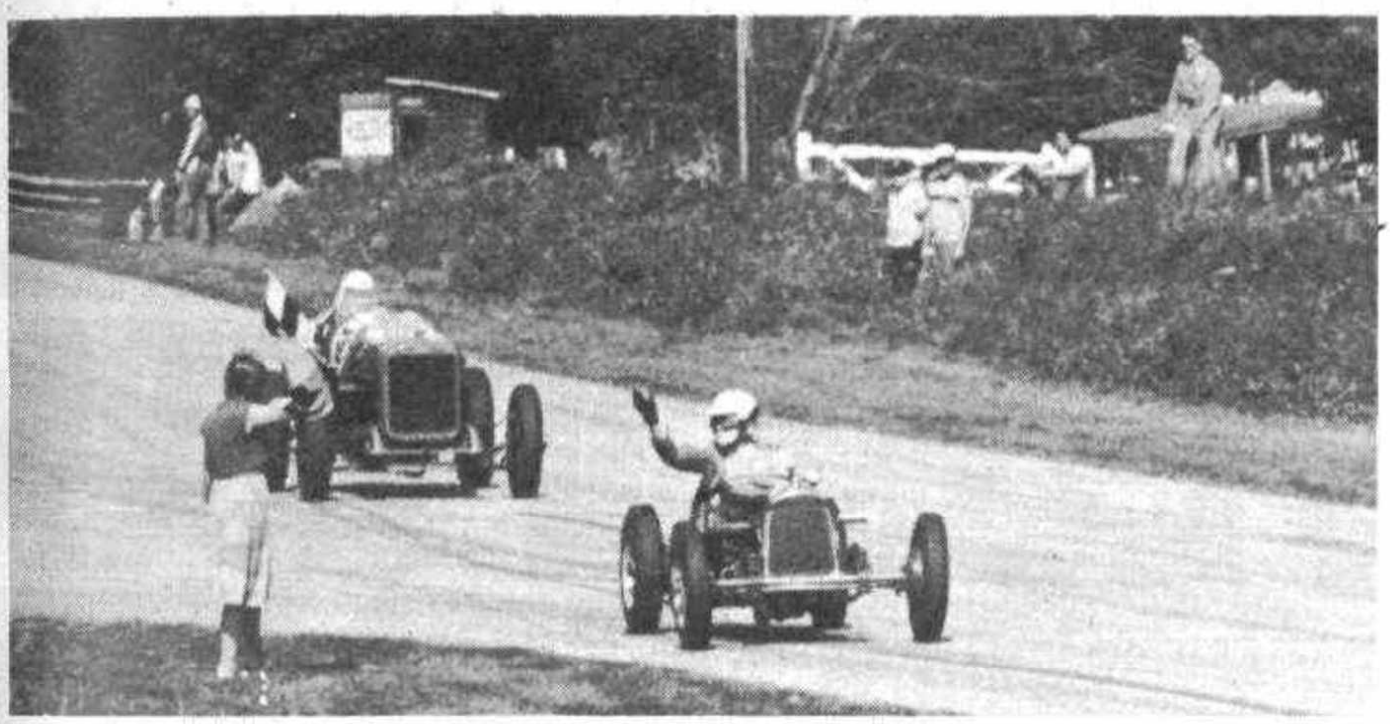
RESULTS

ITALIAN GRAND PRIX — Formula One — 51 laps — Monza — 5.800 Kilometres per lap — 295.800 kilometres — Warm and dry

1st	Niki Lauda	(McLaren MP4/2-1)	1 hr 20 min 29.065 sec — 220.514 kph
2nd	Michele Alboreto	(Ferrari 126C4/076) (T)	1 hr 20 min 53.314 sec
3rd	Riccardo Patrese	(Alfa Romeo 184T/04)	1 lap behind
4th	Stefan Johansson	(Toleman TG184/02) (T)	2 laps behind
5th	Jo Gartner	(Osella FA1F/04)	2 laps behind
6th	Gerhard Berger	ATS-D7/2)	2 laps behind
7th	Piercarlo Ghinzani	(Osella FA1F/02)	retired on lap 49 — out of fuel
8th	Huub Rothengatter	(Spirit 101/B2)	3 laps behind
9th	Eddie Cheever	(Alfa Romeo 184T/03)	retired on lap 46 — out of fuel
10th	Thierry Boutsen	(Arrows A7/4)	6 laps behind
11th	Patrick Tambay	(Renault RE50/02)	retired on lap 44 — broken throttle cable
12th	Teo Fabi	(Brabham BT53/5)	retired on lap 44 — broken oil pipe union
13th	Marc Surer	(Arrows A7/1)	retired on lap 44 — engine failure
14th	Derek Warwick	(Renault RE50/09) (T)	retired on lap 32 — oil pressure failure
15th	Jonathan Palmer	(RAM 02/02)	retired on lap 21 — engine failure
16th	Nelson Piquet	(Brabham BT53/4)	retired on lap 16 — engine failure
17th	Elio de Angelis	(Lotus 95T/2)	retired on lap 15 — gearbox failure
18th	Nigel Mansell	(Lotus 95T/3)	retired on lap 14 — spun off track
19th	Jacques Laffite	(Williams FW09B/01)(T)	retired on lap 11 — engine failure
20th	Keijo Rosberg	(Williams FW09B/08)	retired on lap 9 — engine failure
21st	Andrea de Cesaris	(Ligier JS23/01)	retired on lap 8 — engine failure
22nd	Francois Hesnault	(Ligier JS23/02)	retired on lap 8 spun on oil
23rd	Philippe Alliot	(RAM 02/03)	retired on lap 7 — electrical trouble
24th	René Arnoux	(Ferrari 126C4/007) (T)	retired on lap 6 — gearbox failure
25th	Alain Prost	(McLaren MP4/2-3) (T)	retired on lap 4 — engine failure
26th	Manfred Winkelhock	(ATS-D7/1)	did not start — gearbox trouble

Fastest lap: Niki Lauda (McLaren MP4/2-1) on lap 42 in 1 min 31.912 secs — 227.173 kph

25 starters — 8 finishers



RON FOOTITT wins the Vintage Scratch race, with the LSR Delage behind.

VSCC Cadwell Park Finale

THE FINAL VSCC race meeting of 1984 took place on August Bank Holiday Sunday at the picturesque and hospitable Cadwell Park road-circuit. It marked not only the Golden Jubilee of the VSCC but also of Cadwell Park circuit itself and of the ERA, many of which were competing. So, with an entry of over 160 and warm sunshine, this was a great occasion. The 10-race programme started with Dick Smith coming through in his Frazer Nash to overtake Farquhar's Dixon Riley 9 two laps from the end, to win the Melville and Geoghegan Trophies Race. Farquhar had been locked in combat with Wills' Brooklands Riley, which he beat by 0.5 sec. Further down the field Quartermaine's 30/98 had been locked in a close duel with Scott's 30/98 but the latter went by on the third of the eight laps, taking fourth place by 2.5 sec and the Melville Trophy. Smith's very noisy 'Nash made best lap, before going a bit off-song . . . On the last lap Stretton spun and finished in reverse, standing on the 'Nash's seat!

A five-lap Handicap came next, won by Corrie's A7 from MacLean's A7, with Crabtree's 12/70 Alvis third, Corrie's start especially good. Excitement increased as Hugh Conway and other *Bugattisti* gathered at the start to watch the 10-lap Williams Monaco Trophy Race for two-seater GP cars, of which there were 14, with the Monza Alfas of Felton and Summers opposing 10 Bugattis. Sir John Venables-Llewelyn led all the way in Lord Raglan's T51, driving extremely well, although Martin Morris, in Marks' T51, closed on him towards the end. John, however, won by four seconds, having made fastest lap, at 70.23 mph, exactly one mph quicker than his race-average. Dutton in Heimann's T51 was third, 5.2 sec behind Morris, with Kain in his T35B fourth, ahead of Smith's Nurburg Frazer Nash that took the Bruton 1½-litre or non-s/c award, having held-off Wall's T35T Bugatti and Preston, whose 35B had had a pit-stop. Summers' Monza never got away properly, Felton's, perhaps too low-geared, retired after two laps, and St John's and Howell's Bugattis also failed to finish, while the notably quiet Becquet-Delage was again not on form, although Arnold-Forster beat the small Bugs of Posner and Zeuner.

The traditional Frazer Nash / GN Handicap, over five laps, was won by D. B. Smith's Super Sports, from Kirkpatrick's TT Rep, with R. J. B. Smith's Super Sports third, and with best lap at 67.27 mph, but A. G. Smith's Nurburg had enough after three circuits. Clutton, in his AC-powered TT Rep, made the term "OAP" seem ridiculous, by coming in ninth out of 16 finishers. Footitt then took the eight-lap Scratch Race for Vintage Cars, in the "Cognac". But until half-distance it was *very* exciting, as Harper's Morgan, which had about set light to its single back tyre on take-off, led Footitt by a whisker, before Kain's T35B Bugatti went ahead. In the end Footitt won, by 34.3 sec, Kain second, Harper third — could they have staged that exciting first half? Otherwise, only Threlfall, touring round in the McDowell that was self-retarding its ignition, the LSR Delage, and a Riley 9 finished, Giles' "Salome" having retired.

The 10-lap Pre-War Scratch Race promised better, with "Black-the-Invincible" out in his beautiful P3 Alfa Romeo. Lead it did, for four laps. Then the n/s front hub broke up, the wheel came off, and David had a lucky escape as the car left the road. At the time Martin Morris, in ERA RIIB, had been about five lengths behind, going great guns, and he went on to win, by 12.2 sec, from Spollon's ERA R8C, Martin having lapped at 72.9 mph. Colborne's 4CM Maserati was third until Footitt passed it on lap five and it fell back, to retire on lap seven, when the "Cognac" also stopped, Ron said because he had no more racing plugs to put in it. That gave Thwaites, in ERA R6B, third place, with March (RIB) and Guy Smith's big Alvis-Frazer Nash some way behind.

After Gardner's J4 Replica MG had taken a five-lap Handicap from the vee-twin Trice and Gunn's Q-type replica MG, the 10-lap Allcomer's Scratch Race was lined-up. Alas, with but nine runners. It was a race only between Mann and Halford, in their Lotus 16s, Bruce driving his car as Willie Green was ill. Mann led all the way, but as they crossed the line only 0.4 sec separated them. Thwaites, now in a Maserati 250F, in spite of locking-up his wheels as he strove to keep Marsh's Cooper-Bristol at bay, was third. Halford set a new class lap-record (75.98 mph) while closing on Mann. Only two pre-war cars finished, Gahagan leading home Heimann's T51 Bugatti, in the K3 MG. There were still two more races to come. Robert Giles delayed the Spero / Voiturette Trophies Race by rolling "Salome", with more damage to the car than to self (we hope, though, that the teddy-bear Freddie Giles carries on the car was ok), while Hornby ran out of road elsewhere on the circuit. Restarted, Campbell's Austin-Fiat won the Spero Trophy part, from Farquhar, with Rawson's A7, going faster, third, and Voiturette Trophy winner. The last five-lap Handicap was a victory for Harris' replica Lagonda Rapide, the big tourer holding off Walker's Speed 20 Alvis and Bugler's LG45 Lagonda. The presentations followed, my wife giving the MOTOR SPORT Brooklands Memorial Trophy to David Black, who had the vast total of 80 points in spite of his calamity that afternoon, Footitt second, Spollon third. At my suggestion the top pen people, Sheaffer, had put up their "Vintage" pen-and-pencil set as an additional prize, which found Black clutching that, the Trophy and a champagne bottle, with the cheque for £150 in his mouth, for a hectic moment . . . (Both the winning Alfa, as Charlie Martin's old car, and the ERA, ex-Earl Howe, raced at Brooklands.) Michael Bowler's wife then presented the Pace Trophy to Burrows (Alvis Speed 25 special), and I had the pleasure of giving to Mrs Jane Bertram a long tubular con-rod from the Barnato Hassan Special. Keith Schellenberg (who was not present) had thoughtfully had this mounted on a plinth with a VSCC badge and inscribed "Presented to Mrs Jane Bertram from admirers of her husband Oliver", who, of course, posthumously holds the Class-B Brooklands lap-record in this car (if not perhaps with that particular con-rod) at 142.60 mph, a fine performance among many others, for an amateur driver, in 1935.

— W.B.

RESULTS

Williams Monaco Trophy Race: Sir J. Venables Llewelyn (Bugatti), 69.34 mph.
Pre-War Scratch Race: M. Morris (ERA), 70.62 mph.
Allcomers' Scratch Race: C. Mann (Lotus), 74.56 mph.
Vintage Scratch Race: G. R. Footitt (AC/GN), 64.69 mph.
Vintage Class Handicap: J. B. Smith (Frazer Nash), 59.76 mph.
1,100 cc Scratch Race: R. J. Campbell (Austin-Fiat), 52.91 mph.
Frazer Nash Handicap: D. B. Smith (Super Sports), 60.16 mph.
First 5-lap Handicap: J. Corrie (Austin 7), 55.10 mph.
Second 5-lap Handicap: P. Gardner (MG), 55.44 mph.
Third 5-lap Handicap: J. F. Harris (Lagonda), 59.77 mph.
Fastest lap of the day: B. H. Halford (Lotus 16), 75.98 mph (record).
1984 MOTOR SPORT Brooklands Memorial Trophy Contest: 1, W. D. A. Black (Alfa Romeo), 80 points; 2, G. R. Footitt (AC/GN), 62 points; 3, B. Spollon (ERA), 60 points. The respective prizes were: Trophy, £150, and Sheaffer "Vintage" pen-and-pencil set, £100, and £75.

Q WHICH TYR
MORE EUROPEA
AN

IS FITTED TO NEW CARS THAN OTHER?

UNIROYAL

WE WANT YOU TO KNOW HOW FAMOUS WE ARE

A

The Formula One Scene



KEN TYRRELL.

The Tyrrell Ban: A strong wind has been blowing through the world of Formula One recently, a wind called "discipline" and it is not before its time. The biggest upset has been the banning of TEAM TYRRELL from further participation in this year's World Championship events and the withdrawal of all their points gained in the Drivers Championship and the Manufacturers Championship. This is as the result of an investigation into one of the Tyrrell cars following Martin Brundle's fine second place in the Detroit Grand Prix. Briefly, this suggested that Tyrrell 012 had been running under the weight limit for the major part of the race, a fact that could not be proved, and equally could not be disproved. It involved a rubber water bag fitted inside the monocoque which was said to contain water for a water-injection system that Tyrrell was using on his Cosworth DFY engines and which was topped up at a pit stop just before the end of the race. The water in the bag *at the end of the race* was found to contain certain impurities, suggesting power-boosting additives, but more serious, the rubber bag contained a large quantity of lead balls lying loosely in the bottom and which *could* have been added with the water at the pit stop. It was claimed to be ballast to ensure that the Tyrrell 012 was above the 540 kgs minimum weight limit. Lead is permitted for the use of bringing a car up to the limit, but it must be firmly fixed and must be such that *if necessary, scrutineers seals may be fixed to it.* There is no way a seal can be fixed to a lot of lead balls swilling about in a rubber tank. There were many more detail transgressions of the rules, but almost every car in Formula One can probably be challenged on some minor detail, just as you or I can be shown to be breaking some detail law whenever we set off in our Rolls Royce or our Morris Minor.

After a lot of blustering and time wasting, to say nothing of expense, involving an International Court of Appeal and masses of "small print" work by the legal profession, the final outcome is that Ken Tyrrell and Team Tyrrell have been accused of cheating and the penalty imposed is a ban from the World Championship events for the rest of the year. Now anyone close to the pit and paddock of Formula One knows that lots of teams have cheated over the years, but they have kept a low profile and got away with it. Other teams have flagrantly ignored certain rules, like having the name of the driver on the car, but such things have been ignored. If cheating or rule-bending was all that Ken Tyrrell had been guilty of I suggest that he would have got off with a caution and a slap on the wrist, but ever since the first turbocharged engine began to make its presence felt he has been mouthing-off and putting in formal protests about turbochargers being additional power producing engines and about teams using illegal petrol. He has opposed certain rule changes when everyone else has been in agreement, and has caused embarrassment to his fellow constructors by attending a FISA/FOCA meeting when he was not invited. In other words, he has not kept a low-profile, exactly the opposite in fact, which has made him very unpopular with a lot of people. In recent times ELF have felt forced to withdraw his free supplies of petrol and oil, and Renault have refused him the opportunity to use their turbocharged V6 engine, and BMW have conveniently avoided getting involved with his team. He has found little sympathy among the inner sanctums of the world of Formula One, and he must know why, even if the outside world does not.

So there were no Tyrrell entries accepted for the recent Italian Grand Prix at Monza, and there were no unsupercharged or unturbocharged 3-litre-engined cars in the entry, for the first time since the start of the present Formula in 1966, and for the first time there were no Cosworth DFV or DFY engines since their appearance at the Dutch Grand Prix in 1967. What has happened is that we are now in a new Formula One without anyone realising it. When the Formula One rules were announced for 1966 they limited unblown engines to 3,000 cc and blown engines to 1,500 cc. For too long the Cosworth V8 of 3,000 cc dominated the scene, and now the pendulum has swung and it is the blown 1,500 cc engine that is dominant, and with the demise of the Tyrrell team the 1,500 cc engine rule has taken over completely. Whether your 1,500 cc engine has forced induction from a mechanically driven supercharger, or an exhaust driven turbocharger makes no odds, blown 1,500 cc is the end result, so we can now consider that we are in the new Formula of "blown fifteen hundreds". That it is a very healthy state of affairs is shown by the variety of engines taking part in Formula One, with Renault, Ferrari, Alfa Romeo, Honda, Porsche, BMW and Hart engines powering various chassis constructions and all giving sufficient horsepower to make Formula One very exciting and the Formula One cars very exacting to drive, especially if you are near the front of the starting grid.

* * *

The Senna Affair: Ambitious drivers are always a problem, but without them Formula One would be a very dull "old ladies tea party". Without doubt Ayrton Senna, whose real name is Ayrton Senna da Silva, has great ability and a good future as a Formula One racing driver, which is why the Toleman team signed him up to drive their TG184 car, which he has done with impressive results. Although his contract with Toleman was for three years they did not bind him down, and inserted a "let out" clause if he wanted to leave and go to another team. It would appear that he has been badly mismanaged by his business and legal associates, with the result that the Toleman team suspended him from driving for them at Monza. At the previous race Team Lotus announced that they had signed up Senna for the 1985 season, and it turned out that neither they nor Senna had respected his current contract requirements with Toleman. A simple case of bad manners and lack of discipline, so prevalent in Formula One since the advent of outside sponsorship and big business becoming involved. One of the things that got up the nose of the Toleman team was the Team Lotus press release, itself a monument of journalistic folly, which said rather imperiously: ". . . He (Senna) will, of course, continue to drive for Toleman for the rest of the season . . ." The reply from Toleman was: "The Toleman team do not appreciate the press release from Lotus stating that Senna will, of course, continue to drive for Toleman for the rest of the season". The upshot was a disciplinary action against Senna, standing him down from the Monza pre-race testing, and then withdrawing him from the entry list and substituting Stefan Johansson in his place. The Toleman team are not trying to keep Senna, for they realise the folly of having a driver in the team who would really prefer to be somewhere else, but they quite rightly have taken a very po-faced view of the manner in which the business with Senna has been conducted, and are backing it up with some heavy legal action relative to the existing contract. If they had not done this it would be an admission that contracts are a waste of time.

Who was it who said, "A verbal contract isn't worth the paper it's written on?"

Porsche and Formula One: I am probably biased and Ron Dennis and John Barnard will say I don't understand, but I think that the Research & Development department of the Porsche factory have dominated the Formula One scene in the way they have with most things to which they have turned their attention. I am not discrediting McLaren International, nor their drivers Alain Prost and Niki Lauda, but if Brabham, Williams or Lotus had been smart enough to get Porsche to build an engine for them the outcome could have been the same. But that is not to say that it would have been the same if Osella, RAM or ATS had used Porsche expertise. Full marks must go to Ron Dennis for approaching Porsche to ask if they could design and build a Formula One engine for his new team, and to John Barnard for providing the chassis in which to install it, and to the rest of the McLaren team for making the whole thing so successful. With Marlboro backing supporting the main structure of the team, Dennis needed more backing to finance the engine project, for Porsche are an engineering business firm and utilising the knowledge and expertise of their research and development centre at Weissach costs a lot of money. This he found from the sympathetic Mansour Ojeh, the head of Techniques d'Avant Garde, or TAG is it is known, which is a Paris based firm of Saudi Arabian origins who deal in technology outside the Kingdom. In a strictly business arrangement Dennis and TAG formed the firm TAG TURBO ENGINES which became responsible financially for the Porsche Formula One engine, and for any future use of the engine, allowing McLaren International the exclusive use of the engine, code-named PO-TTE, which is self-explanatory. For a time it was thought that other teams might be offered the engine for 1985, but a recent announcement by TAG TURBO ENGINES has stated that next year will see the exclusive use still reserved for McLaren International.

At the time of writing the Porsche built engine has powered the McLaren MP4/2 cars to 10 wins out of 14 races, which has secured McLaren International the FISA Manufacturers Championship by a huge margin over Ferrari, Renault and all the others and throughout the season it has been very obvious that there are no weak links in the McLaren team. Whatever aspect you look at they are strong. Cars, drivers, management, preparation, tyres, sponsorship, appearance, publicity, and above all, engines, they are immensely strong, whereas most of the other teams are lacking in at least one department.

I have long maintained that a Formula One team is like a juggling act, there are probably 10 vital variables and if you equate each one to a ball in a juggling act, it means you have eight in the air and one in each hand at any given moment. Now the secret is to first of all have the right two in your hands when the music stops, and furthermore to know in which order the other eight are coming down. This season has shown Ron Dennis to be a master juggler, and his team seem able to tell him when the music is about to stop, and to tell him in which order the eight airborne balls are. You can look at the juggler in some teams and see that not only does he always have the wrong pair of balls in his hands, but when he does get the right ones he does not know it. When Piquet is going for a pole-position time you can see the Brabham team juggler at work and he can anticipate the music stopping, and that's when Piquet gets pole. Seven times this season is not luck. If Ron Dennis drops all the balls in the last two races of the season, which is very unlikely, no one will blame him. As a colleague said, "Sometimes I get the impression that Dennis has eleven balls!"

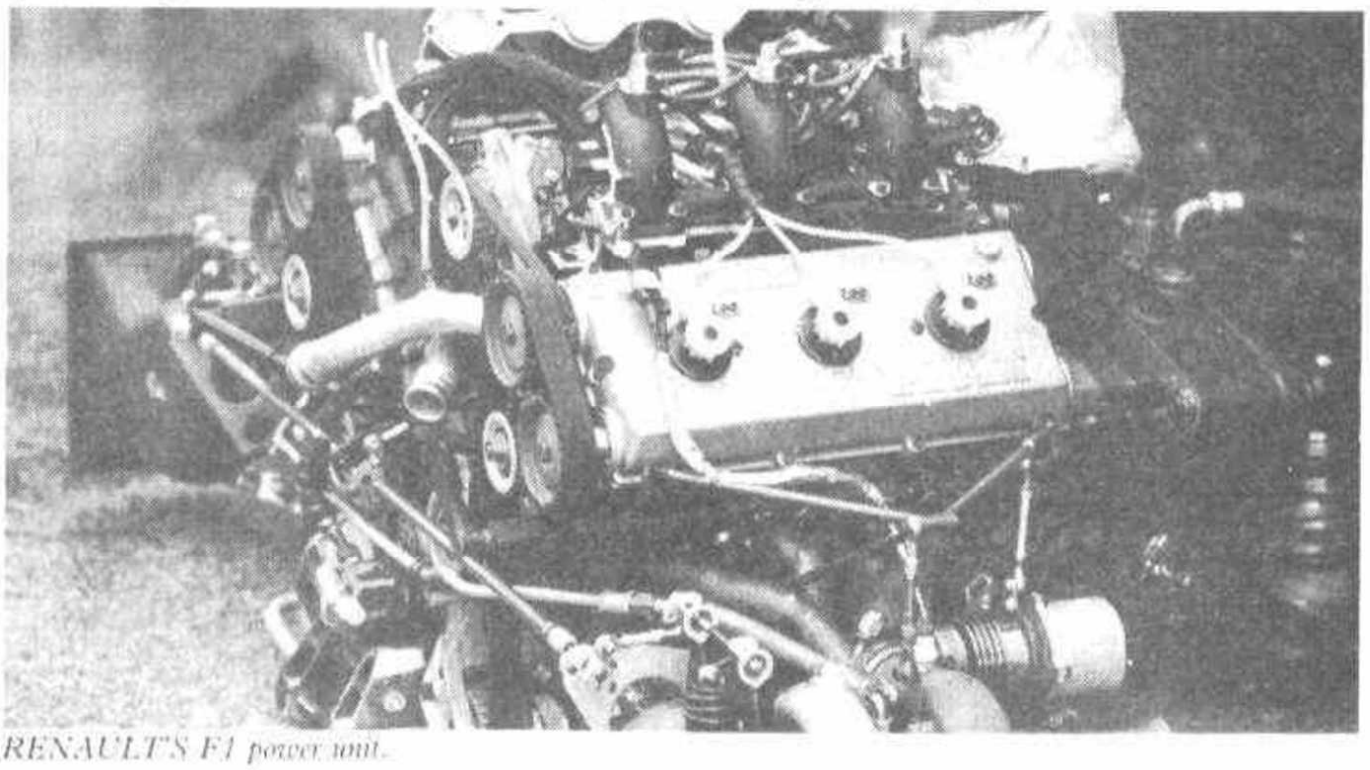
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The Mansell Affair: another disciplinary action taken by the controlling body of the sport was to fine Nigel Mansell six thousand dollars for some dodgy driving at the start of the Detroit GP. I will not call it dangerous driving, for driving a Formula One car must be dangerous at all times if you are out to win, but it certainly was dodgy, if not a bit stupid. He forced his Lotus-Renault through an obviously "closing gap" made by Prost and Piquet who were ahead of him. The result was that the Lotus hit the Brabham and a multiple shunt occurred at the front of the field as they left the starting grid. Luckily no-one was hurt, but it meant a re-start to the race and though Mansell went to a Court of Appeal, the fine remained and it was pointed out very forcibly that he had made a foolish manoeuvre bearing in mind the layout of the Detroit track which turns left almost immediately after the start. Having gone through the legal motions and lost, Mansell has had the good grace to accept the reprimand, pay the fine, and make no further waves, so the whole affair is over and done with and all is back to square one. Nigel Mansell can look forward to next year with great interest and enthusiasm, for he has now signed a contract to drive for the Williams-Honda team in 1985 and I wish him luck, for he is a hard trier and his heart is in the right place, his only trouble being that he lacks the ultimate skill and finesse of a Prost or a Piquet, to go with his bravery and enthusiasm.

* * *

Renault engines: Sadly, the Renault team will point out that it was they who pioneered the use of turbocharged 1500 cc engines, and did all the early development work with the KKK company of Germany. Then Ferrari joined in and overtook them, profiting from the early development work, followed by BMW, and finally Porsche quite clearly got special treatment from KKK, which incensed Renault and they went off to Garrett AiResearch of California for their turbocharger units. While still being competitive, the Renault V6 engine does not have an advantage over its rivals, but the new all-alloy 1984 version has kept its end up well. To all intents and purposes, and as far as can be managed, the engines hired out to Lotus are identical to the works engines. At first this seemed unlikely, but over the season the Lotus 95T has never been lacking in power and de Angelis and Mansell have had better results than Warwick and Tambay with the works Renaults, all of which means that Lotus have been a very satisfied customer. So much so that they have renewed their agreement for the supply of the French V6 engine to Team Lotus for another three years, so the name Lotus-Renault will continue to figure strongly in the Formula One scene.

The same happy state of affairs cannot be seen as regards the Ligier team, for their Renault-powered cars have barely been second league runners. No doubt the team would blame the engines, but it is not as simple as that and Renault are probably wishing they had not agreed to supply them with engines. Recently Ken Tyrrell asked Renault if he could have their engines for his 1985 team, but the simple answer was "No" — I don't think they even bothered to say "sorry"! — D.S.J.



RENAULT'S F1 power unit.

TOURIST TROPHY

BMW win, Jaguar star

Silverstone, September 9th

THE 48th RAC Tourist Trophy was dominated by two things, the presence of the works Jaguars and the weather. The Jaguars, always a big box office draw at home, were doubtless responsible for attracting a good proportion of a crowd of over 15,000 who came not only to see them win, but also to see Tom Walkinshaw clinch the ETC Drivers' Championship. The other thing which brought in the crowds is the knowledge that ETC is probably the most interesting current category from a spectator's point of view. It is a form of racing with breadth, depth, a high level of technical interest, within sensible limits, adhered to, and a fine line-up of driver talent.

The Jaguars did almost everything which could be expected of them, filling the top three places on the grid, holding the first three places for most of the race, their six drivers setting the six fastest laps, and generally putting on a display of utter superiority. Many of their rivals admitted their only chance was a wet race and there must have been spectators, too, who felt that the odd shower might ginger up the proceedings, as had been the case last year. It was the weather which did for the Jags.

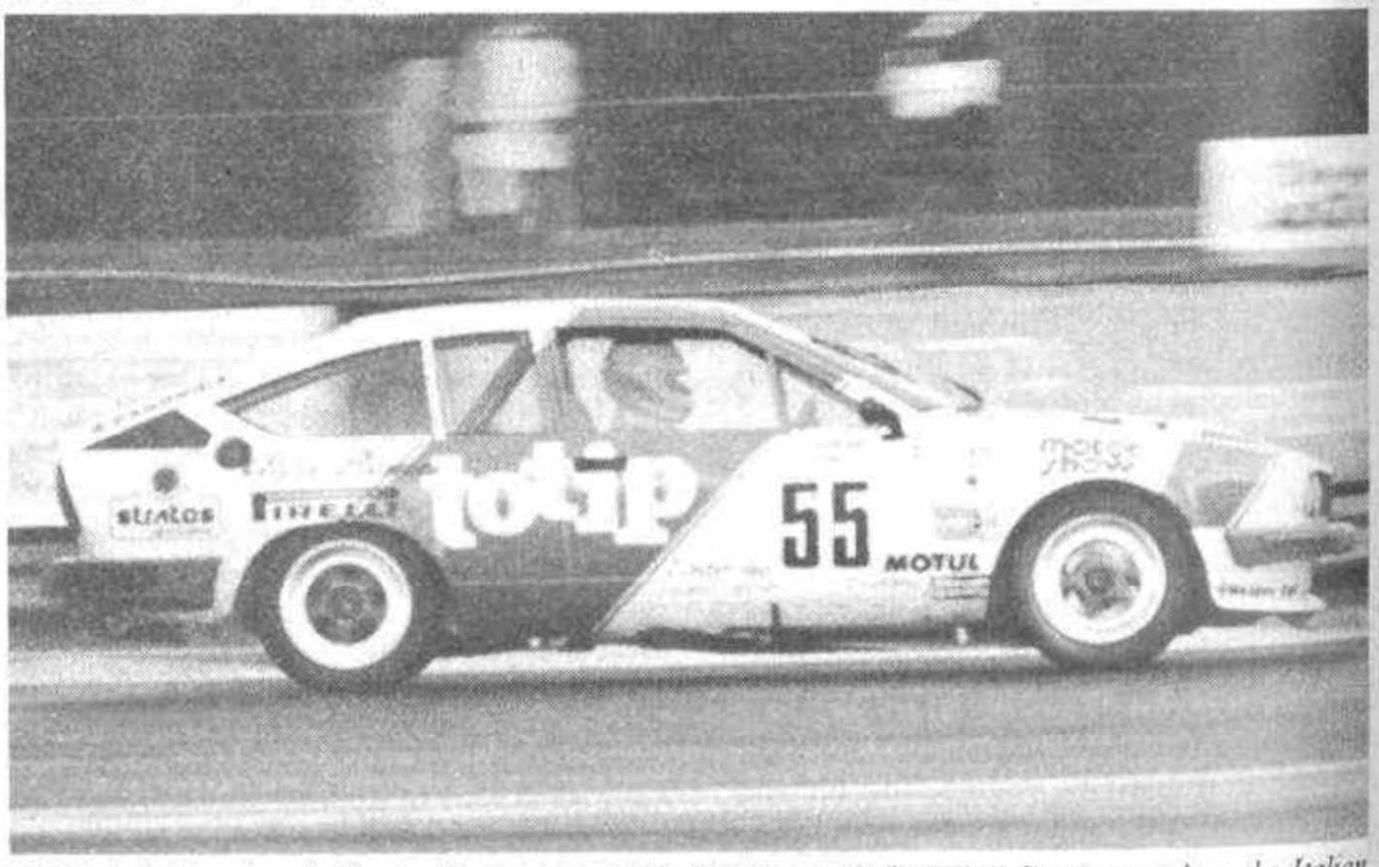
When the rain came, it was in a short, sharp, torrent which quickly had the track holding standing water and had cars aquaplaning in all directions. Old Silverstone hands could remember rain like it in the past, but never anything worse. Suddenly the race was turned on its head and what followed was fascination itself.

The first practice session was only a few laps old when it began to rain. By that time, however, Walkinshaw had warmed up his car, fitted qualifiers and taken pole. His time of 1m 34.58s was nearly five seconds below the lap record, nearly two seconds better than his nearest team-mate and was a performance both to underline his claim to the title and to demoralise the opposition. The Win Percy / Chuck Nicholson car took second on the grid with 1m 36.48s, and Enzo Calderari / David Sears headed the second row with 1m 37.19s.

Their nearest challengers were the Rovers of Jeff Allam / Marc Duez (1m 37.94s) and Steve Soper / Armin Hahne (1m 37.96s). Remembering how the Rovers performed last year, it would have been a brave man who would have staked serious money against them repeating their performance.

The quickest BMW (all in the race were 635 CSis) the Italia car of Helmut Kelleners / Gianfranco Brancatelli, the winners of the Nürburgring round, was next up with a time of 1m 38.57s which many, including Kelleners, thought a little dubious. James Weaver, second in last year's TT, and Mike Thackwell, having his first real saloon car race (his previous tin top experience being a stint in a Lotus-Cortina during last year's Six Hour Relay Race), had problems with the engine of their BMW in the first session and with the clutch in the second, Thackwell putting in just enough mileage to qualify. This lack of practice made Thackwell's race performance even more creditable. Their best time of 1m 38.58s put them in seventh slot on the grid.

The quickest Volvo 240 Turbo, of Ulf Granberg and Eje Elgh, qualified tenth with 1m 39.64s, though its performance in the race was a revelation. The Volvos are adding reliability to their speed and Eggenberger Motorsport, which prepared the winning Kelleners / Brancatelli BMW, is reported to be close to concluding a deal with Volvo for next year.



LELLA Lombardi and Giorgio Francia gave Alfa Romeo yet another Class B win to tighten the Italian company's grip on the Manufacturers' Championship. The fastest car in the class in qualifying, though, was Patrick Watts' MG Metro Turbo.

Fastest Class B car in practice was the MG Metro Turbo of Patrick Watts and Rob Wall with 1m 41.75s, 21st overall and well clear of the best Alfa Romeo GTV6, that of Lella Lombardi and Giorgio Francia which posted 1m 42.41s. In the interests of reliability, the Metros planned to take every clear lap in only fourth gear (they normally only use third and fourth around the GP Silverstone circuit), this little ploy taking some of the strain off the turbo and gearbox and not affecting their lap times, though in traffic third was used.

Class C was headed by the Golf GTi of Wolfgang Pudrass and Heinz Putz (1m 47.20s) from the Escort RS1600i of Alan Curnow and Richard Longman (1m 48.14s), which won the class last year.

The race itself, 107 laps (313.72 miles), started under fairly clear skies and a stiff wind. Immediately the Jaguars powered into the lead in the order Walkinshaw, Percy and Calderari, followed by the Rovers of Soper, Allam and Jean-Louis Schlesser. On Schlesser's heels came a tight bunch of cars, battling away as though it were a 20-lap sprint: Kelleners (BMW), Granberg (Volvo), Stuck (BMW), Sigi Muller (BMW), Lindstrom (Volvo) and the BMWs of Weaver, Hans Stuck, Vince Woodman and Bretislav Enge. It was a terrific, frantic, dice with bruised body panels soon appearing.

Class B was a fight between the Alfa Romeos of Emilio Zapico, Lombardi and Rinaldo Drovandi, with Watts' MG Metro holding station not far behind and playing a waiting game. Class C was led by Longman's Escort which dominated from start to finish.

Back at the front, the Jaguars cruised around and the excitement centred on the battle for sixth. Schlesser dropped back, Grandburg led, then Stuck. Weaver, however, began to slip back having made the wrong choice of tyre. Woodman retired on lap ten and Schlesser called into the pits for an alternator and battery, which effectively knocked out the third Rover.

The Rovers of Soper and Allam were soon being caught by Granberg. The Volvo took Allam on lap 16 and Soper, in a superb manoeuvre at Woodcote, on the following lap, but did not pull away as expected, and the dice went on, soon to be joined by Muller. On lap 24, Zapico's Alfa Romeo collected Friedrich Stallman's Golf at Woodcote, and retired from leading the class but the incident occurred right in front of the dice for fourth, which let Muller through ahead of Allam.

The race then settled down a little. The Jaguars continued to increase their lead but, behind them, things were quieter. Calderari pitted on lap 33 and handed over to David

Sears. Walkinshaw came in three laps later and Hans Heyer took over, without the Jaguar losing its lead. Everything was going to plan except that the clouds looked threatening. The message from the lap chart read "dull race" but the sniff of rain on the wind said otherwise. It threatened for perhaps 20 laps and then gathered its strength.

On lap 60, with rain due at any moment, the Jaguars led handsomely from Stuck, Kelleners, Allam, Granberg and Weaver, after an unscheduled stop for new tyres, with Drovandi's Alfa Romeo in charge of Class B. Those cars which intended to make just one stop were in and out of the pits at around this time though some were being held back for the first drops of rain.

One day a team manager is going to be smart enough to post a man half a mile up wind with a walkie talkie and no gamp. When he gets wet, he'll tell the pits to expect rain in a few minutes. At present, no team manager's that smart.

Then the torrent came. Stuck immediately drew away from Kelleners at a fair lick; Stuck, so the rumour goes, needs a sign saying "Rain", before he notices. Nicholson brought in his Jaguar but was sent out again without a wheel change, for Heyer was due in. The same thing happened when Sears brought his car in. Stuck handed over to Dieter Quester. Marc Duez tried to do another lap on slicks, the Rover came under the *Daily Express* bridge at a terrific rate, skidding on water, and snapped into the sleepers on the approach to Woodcote. Barrie Williams' BMW quickly joined him. Then Nicholson's Jaguar did the same, and was a write-off. They were quickly joined by Terry Drury's Alfa Romeo and Rob Hall's Metro. All the drivers were able to get out unharmed but it was a close run thing as car cannoned into car.

On the track there were spins galore and the wonder is that more cars were not written off. Out came the pace car ahead of Thackwell, who had taken over from Weaver, in the storm, but Stuck's timely pit stop meant that Quester was out in front with a 90 second lead.

Although the rain quickly stopped, the track was awash and the field splashed around for half a dozen laps. When the pace car peeled off, Quester led from Brancatelli with Walkinshaw a long way back. The Jaguar however did not like the slow speed of the pace laps and, with its engine being suddenly cooled, it lost power on two cylinders. It sounded very rough when it got going again.

No more rain came and a dry line eventually appeared. Brancatelli was fired up and was soon taking five seconds a lap off a rather lacklustre Quester (had Quester done the dry stint and Stuck the wet, the outcome might have been different). As Brancatelli powered round, he was matched all the way by Thackwell, albeit a lap down, the Formula Two Champion's control of his car in terrible conditions being a joy to behold. Coming out of Woodcote, his arms looked as though he was pumping iron.

By lap 81, the sun was out and the order was Quester, Brancatelli, Walkinshaw, Calderari, Thackwell and Pierre Dieudonne (Volvo). Brancatelli was 27 seconds behind Quester and 33 seconds ahead of Walkinshaw.

Brancatelli took the lead through Copse on lap 90 but Walkinshaw was taking, sometimes, over two seconds a lap from the leader. With 17 laps left, and 30.6 sec separating them, the scene was set for a close finish. Walkinshaw took another 10 sec off Brancatelli during the next four laps leaping over kerbs and driving remarkably hard, it seemed he could snatch the turtle from the midden. Then his progress was delayed by backmarkers but still, on lap 100, he was on target for a narrow win. At Becketts, though, his engine cried enough and the Jaguar stopped, a superb drive prematurely ended.

Calderari passed Quester for second place five laps from the end and the race ran without further incident, though Thackwell unlapped himself. He made his bones as a saloon car driver.

As the opposition had hoped, the rain had levelled the Jaguars' advantage but, had Sears been allowed wets when he first pitted, then he and Calderari would probably have won, their deficit at the end being much less than their time lost. Had the Weaver / Thackwell car not suffered tyre problems and been forced to make an unscheduled pit stop, then they might have won. If Walkinshaw's engine had held together for seven more laps . . . if Stuck had driven the "wet race" instead of Quester . . . if Nicholson had not been sent out for an extra lap on slicks . . . It was that sort of race, full of interest and variables, drama, and rich in texture. It was probably the best race seen in Britain this year, but then last year's TT was arguably the best of 1983. There is a lot to be said for ETC racing.

Three Volvos filled the fifth to seventh positions, underlining once more the Swedish cars' potential. Lombardi and Francia took Class B and the Curnow / Longman Escort, Class C.

Walkinshaw might have taken his Championship title had he not decided to try to give the crowd what they had come to see, a Jaguar victory. Still, he remains favourite for the title, while Alfa Romeo, with yet another class win, seem to be set for the Manufacturers' championship.

The BMW victory was fortunate, due to the weather, but was not a hollow one, for Brancatelli drove a stint free of error under the most dreadful conditions. Kelleners / Brancatelli deserved to win but then so did several other teams. — M.L.



THE Escort RS1600i of Richard Longman and Alan Curnow ran like clockwork throughout to give the combination its second successive Class C win in the Tourist Trophy.

RESULTS

48th RAC Tourist Trophy, September 9th — Weather both wet and dry

1st	H. Kelleners G. Brancatelli	(BMW 635 CSi)	3 hr 22 min 26.77 sec 92.97 mph
2nd	E. Calderari D. Sears	(Jaguar XJS)	3 hr 23 min 01.65 sec
3rd	H. Stuck D. Quester	(BMW 635 CSi)	3 hr 23m 14.55 sec
4th	J. Weaver M. Thackwell	(BMW 635 CSi)	3 hr 24 min 06.09 sec
5th	M. Delcourt P. Dieudonne	(Volvo 240 Turbo)	106 laps
6th	T. Lindstrom A. Olafsson	(Volvo 240 Turbo)	106 laps

Class winners: Kelleners / Brancatelli; L. Lombardi / G. Francia (Alfa Romeo GTV6); R. Longman / A. Curnow (Ford Escort RS1600i).

Fastest lap: T. Walkinshaw (Jaguar XJS), 1 min 38.77 sec, 106.86 mph (record).

Drivers' Championship: Walkinshaw, 165 points; Heyer and Percy, 155; Kelleners and Brancatelli, 138.

Manufacturers' Championship: Alfa Romeo, 200 points; Jaguar, 175; BMW, 139; Toyota, 125.

The Fiat Strada Abarth 130TC



STRADA ABARTH — amongst the aerodynamic details are window deflectors which noticeably reduce wind noise.

ONCE upon a time it was deemed ingenious to fit any sort of transverse engine and transmission into a small front-wheel-drive car. Now the latest twist in the speed / power spiral crams the bonnet of a small hatchback with a powerplant from a full-size sports saloon. That engine is the 2-litre twin-cam from the Fiat 131 Sport, and its new home is in the Strada.

There is no doubt, in the cut-throat world of dealers and discounts, that performance sells — or at least that the image of performance does. Just how vital 0-60 times are to the status of the GTi tag is open to question. Nevertheless, every manufacturer has learnt to top his hatchback range with a go-faster version, and Fiat's go-fastest was until recently the Strada 105TC, which compared very closely with its peers, Golf GTi, Escort XR3i and Astra GTE. Whether it is harder for a "foreign" contender to penetrate the market, as opposed to the "British with European help" image of Escort and Astra, or whether it is the Leader of the Pack reputation Fiat are after, they have chosen to push their newest offering into a new league of performance.

Rather than opt for a higher state of tune, the expensive route taken by VW for next year's 16-valve Golf, the Milanese giant has gone for increased capacity, very sensibly given that the ideal 2-litre unit was already available as a result of the Fiat Abarth rally programme. With 130 bhp and as many lb ft of torque, the resulting Strada Abarth is the punchiest sportshatch of them all, and boasts more cc than any European rival. (There is a 2.2-litre version in America of the Dodge Omni, or Talbot Horizon to us, but in that land of power-sapping emission controls, its output is only 110 bhp.) Onto this bulky block, surprisingly enough, has been grafted a ZF 5-speed gearbox, while stiffer progressive coils on the front struts reconcile the increased weight with the decreased ride height. Braking is improved through the use of 9.5 in ventilated discs, with drums at the rear, while roll is countered by a floating roll-bar, attached to the suspension but not to the body.

The visible signs of all this extra grip, apart from the obviously lower suspension, are the large tyres: 185/60 × 14 Pirelli P6 on alloy wheels, but the deep front spoiler and Abarth badges give the right signals to onlookers. External plastic sills have been added to the doors, supposedly for body protection, but they are so close to the road that the door frequently grounds when opened over a pavement — very annoying and obstructive.

Fiat have long been more adventurous in design than mainstream British and German car firms — witness the clean, bland lines of Escort and Golf versus the quirky but interesting chamfered edges of the basic Strada. This difference is highlighted in the interior, where Fiat, along with Alfa (in the 33) and Lancia (Delta / Prisma) prove that styling innovation can very well go hand in hand with good ergonomics, without following the Teutonic look-alike route. Having said that, the clear instruments are partly obscured by the small thick Abarth steering-wheel, but this is no worse than in most small wheel substitutions.

Recaro competition seats dominate the inside, and give rise to the other everyday irritation of this car — they barely tip forwards before the head-restraint hits the roof, making access to the rear seats very difficult indeed. They are, however, more comfortable than they look, and provide superb lateral support, something which is vital in this machine.

When I initially drove this car on home ground in Scotland, I came away exhilarated and approving. Since then, a full ten days' driving based on London has tempered my feelings a little. The heavy gearchange becomes downright laborious in traffic, and is sometimes obstructive into or out of second when being used hard. The steering is not too heavy, but snatches strongly under acceleration; great care needs to be taken in first to prevent the nose darting sideways even with mild lock. On the other hand, the fourth and fifth gear pull is terrific so the lower gears can be left alone if desired, and the feel through the wheel at speed is excellent.

I have already described this car in MOTOR SPORT as "a sprinter rather than a grand tourer" and longer aquaintance confirms that view. It is not noisy on motorways, the ride is solid but well-damped, and the seats allow one to relax, yet it demands a lot of concentration to drive smoothly, and to keep within speed limits. It is, conversely, easy to drive fast on winding roads, as it seems to thrive on high revs and g-forces. The high driving position is a help, emphasising the very flat cornering, when the chassis clings fiercely to the road, even under the provocation of a wide-open throttle. Understeer is inevitably present, but is easily countered with the quick steering, and its very mass (for it is no flyweight) helps both stability and grip under braking.

Two twin-choke side-draught carburetters nuzzle up to the radiator and combine with Digiplex electronic ignition to give a good spread of torque down to low revs, but fuel consumption averaged about 24 mpg in town, which is below the class norm. It improved to about 27½ mpg on longer journeys, over devious fenland roads to Cadwell Park for instance, which figure would presumably rise further once the novelty has worn off. If you want to, you can touch 60 mph in under eight seconds, but more relevant is the instant overtaking urge available in all gears, which makes the Abarth feel like a much bigger car. The sharp clutch is ideal for fast driving, though not for traffic, and the car roars through the gears with seemingly unending gusto, excelling on country roads. At £7,800, almost the same as a Golf GTi, it will have to sell on outright performance (and its suitability for Group N racing) rather than refinement, but it looks businesslike and it sounds wonderful, the recipe for a lot of driving pleasure. — G.C.

Formula Ford 1600 Focus



LARGE GRIDS and close, exciting, racing have always been a feature of FF1600. This view of a start at Silverstone captures some of the flavour of the formula.

FORMULA FORD 1600 is arguably the most successful single-seater racing category ever conceived. We tend to think of it largely as a nursery for driving talent, and it is certainly that, but it has also made significant contributions to other aspects of the British motor racing scene.

It has given an opportunity to dozens, hundreds, of people who have wanted to become racing car designers or constructors in a serious way of business. The sheer volume of the numbers of cars involved has helped the development of the British motor racing industry — in workshops around the country you will find fabricators serving both FF and higher categories, which is one reason why a number of foreign major formula teams are based in Britain. The robustness of the racing has helped attract more and more spectators to the circuits. It is a training ground for mechanics and, increasingly, for team managers as well.

Together with Formula Ford 2000 and Sports 2000, FF1600 is an essential part of the fabric of current racing and it is ensuring the future health and success of British motor racing at all levels. The nurturing of driving talent is the visible role of the formula, but the invisible role is equally important.

The category first appeared in 1967, in the same year as the début of Formula Vee which it has gradually overshadowed. The three instigators of the formula represent the reasons for its initial and continued success. John Webb of MCD wanted a low cost single-seater category which would provide full grids, good racing and bring in the punters. Geoff Clark, who ran the racing school at Brands Hatch, was looking for a class which would be seen by his pupils as being "real" racing cars and which would be suitable not only for schooling but which would enable them to make the transition to racing proper.

Henry Taylor, then Ford's Competition Manager, gave his company's support to it as part of Ford's massive involvement in motorsport. Ford's involvement has recently been revitalised. This year the company arranged for 30 Reynard FF83 kits to be delivered to Jean Rondeau and they have formed the basis for a highly successful launch of FF1600 in France.

Next year, winners of important national championships from around the world will be invited to take part in a "World Championship" race which will be a featured support at a Grand Prix in Europe. Ford will buy two dozen or so identical machines and take them and the drivers to a circuit for a week for testing. After the "World Championship" race, the company will then use the cars to launch the class in one of the few countries where it has not caught on. My guess is that it will probably be in Italy, the one country where FF1600 has failed.

The reason for its failure tells us something about why it has succeeded elsewhere. The regulations governing the formula are very tight but they were modified in Italy to allow the cars to perform to a level where they would not be overshadowed by an existing Fiat-based formula. This immediately made it a purely national formula and Austrians, for example, were no longer able to swoop over the Tyrol to take part. Part of the pleasure in following FF1600 in this country is to watch each year's crop of foreign drivers arrive to try their luck and, of course, British drivers are able to compete abroad.

This article will not concern itself with drivers apart from making the following points. FF1600 is merely a stage in a driver's career, nothing more and nothing less. It will teach him race craft, slipstreaming, car control and self control within fairly broad safety margins. The publicists will tell you that it is a breeding ground for champions etc etc. They will make exaggerated claims and tell you that Fittipaldi, Hunt and Sheckter all owe their titles to their grounding in FF1600.

This is nonsense, all three had previous racing experience, Fittipaldi drove in only four FF1600 races, Scheckter did not complete a full season and Hunt spent most of his time crashing. Nobody who has won an FF1600 Championship has yet won a Grand Prix. The drivers who have been outstanding in FF1600, such as Schenken, Acheson and Lees, have never translated that early promise to Formula One stardom. Many of the best British drivers have never raced in FF1600 and they include John Watson, Brian Henton and Martin Brundle.

There is no single way to the top. Early performances count for little (before reaching F1, Lauda's single-seater wins comprised one in F Vee, none in F3 and a win in a minor F2 race against a sparse field of privateers). It is a driver's *management* of his career which will take him to the top, that, and luck and money, of course.

FF1600 basically calls for a space frame chassis, steel construction, a lightly tuned Ford Kent engine (originally the 1,500 cc Cortina GT engine was specified), no

aerodynamic aids, steel wheels and 13 in × 5½ in tyres.

Originally road tyres were specified in order to keep down costs. Some manufacturers started to market some rather dubious "road" tyres which had high wear rates on road cars but which, by a coincidence, worked very well in FF1600. Some of the smart boys also found that buffing off most of the tread from a road tyre helped them enormously and covers were being used for a single race. Since 1976, there has been a control tyre, a treaded, cross-ply Dunlop made from a racing compound. In some countries, such as the USA, wets and slicks are permitted, though to the original dimensions.

Tyres are currently a major preoccupation with leading FF1600 runners. Leading teams will spend a day each week tyre testing to discover optimum matched sets. Although there is only one type of cover for all conditions, the professionals carefully monitor tread wear and temperature and maintain sets of tyres, scrubbed to different tread depths, for use in wet or dry conditions.

A set of tyres costs £220 and a front runner will get through a set in a race, the practice for the race, and, perhaps, a subsequent test session. A strictly amateur driver, out to enjoy himself in a minor championship, may find himself doing five races on a set.

Over the past few years we have seen the emergence of some highly professional outfits running drivers who do little else but race and test, and test sessions, on the whole, work out more expensive than racing. British Racing Prospects, for example, quote £650 for a properly conducted test session and £600 for a race. A detailed breakdown of their figures shows they are not making a profit at these rates.

Originally there was a rule which stated that a complete car, ready to race, had to cost less that £1,000 and Lotus used to advertise their Mk 51 with a hire purchase deal — spin now, pay later. This rule quickly went by the board and now one is looking at around £6,500 for a chassis, about £1,250 for a Hewland Mk 9 gearbox and spare ratios and around £1,800 for an engine. A new car, including signwriting and essential spares, is currently, then, at least £10,000.

Taking inflation into account, this is not actually an excessive amount. Lola Cars, for example, make little or no profit on the FF1600 cars they sell. Their motive for being in the market is that the production of the cars helps to keep their workforce fully occupied and aids cash flow, it also gives experience to young designers and forms valuable relationships with drivers and teams at an early stage.

Van Diemen and Reynard, who this year will produce more than 100 FF1600 cars apiece, are able to make a profit by the sheer volume of sales and being in a position to command keen prices from suppliers. The sale of spares, of course, is an important part of a company's turnover and profits.

It is likely that over 90% of all new FF1600 cars seen in 1985 will come from Van Diemen, Reynard and Lola, and not so long ago such domination was unthinkable. The market is currently very tight indeed and a new constructor faces the same problems of any newcomer to any type of market, be it frozen peas or thermal socks. It is no use having a clever design if it is not backed soundly in a commercial sense and perceived to be so by the customer. There are a number of small constructors still in business, offering perhaps more personal attention to the customer, but the days when one might find a dozen different makes on a grid are gone for ever. The rule applies: if you're not making money then, soon, you're not making cars.

The main constructors now all spend time in wind tunnels, as do some private teams. An eight hour session in the tunnel at MIRA costs £1,000. The top end of FF1600 has become very serious business indeed. If you closely examine one of the cars run by a top outfit you'll see all kinds of small modifications, here some stiffening or bracing, there some lightening or special roll bars and bigger brakes. What you don't see is the car being completely stripped after every race, the tyre matching, the experiments with different shock absorbers, the search for the best engine. As is frequently the case in motor racing, what costs the money is what you don't see.

Over the past seven or eight years, it is the amount of testing which has escalated costs at the serious end of the formula. George Burda, of Royale, says: "In 1976 you could undertake a serious championship for £2-3,000, now you're talking of about £30,000 and inflation does not cover the increase. The thing which has increased is the amount of testing. If needs be, a driver can run himself at a race meeting, but he needs people to run him at a test session and that costs money. As soon as one driver tests three days a week, everyone feels he has to do the same.

"Quite apart from the cost of tyres, he is putting miles on his engine so needs to have at least one spare, then you start to add up the cost of rebuilds. To compete seriously in one of the leading championships a driver must go to a team, and that costs. It has become extremely professional racing but the promotional package has not kept pace.

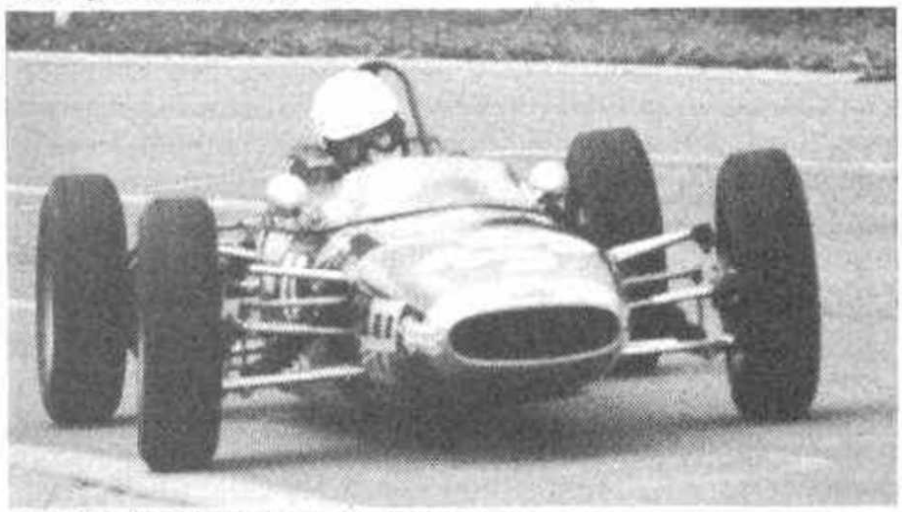
"In 1976, the lap record on the short Brands circuit was 50.00 sec. It is now 49.00 sec. That second has come very expensively."

British Racing Prospects quote £26,000 for exclusive use of a car in the 15 round Esso Championship. For that amount the driver gets at least 20 test sessions and a highly professional back-up to keep his sponsors happy, a permanent hospitality unit at Silverstone is part of the package.

A 25 race season in a works Van Diemen, with a great deal of testing, costs about £30,000. This represents excellent value in those years when Van Diemen are top but if another chassis is superior then the driver has not the facility to change cars. It must be said, though, that it is not often that Van Diemen are not at least as good as anything else on the market.

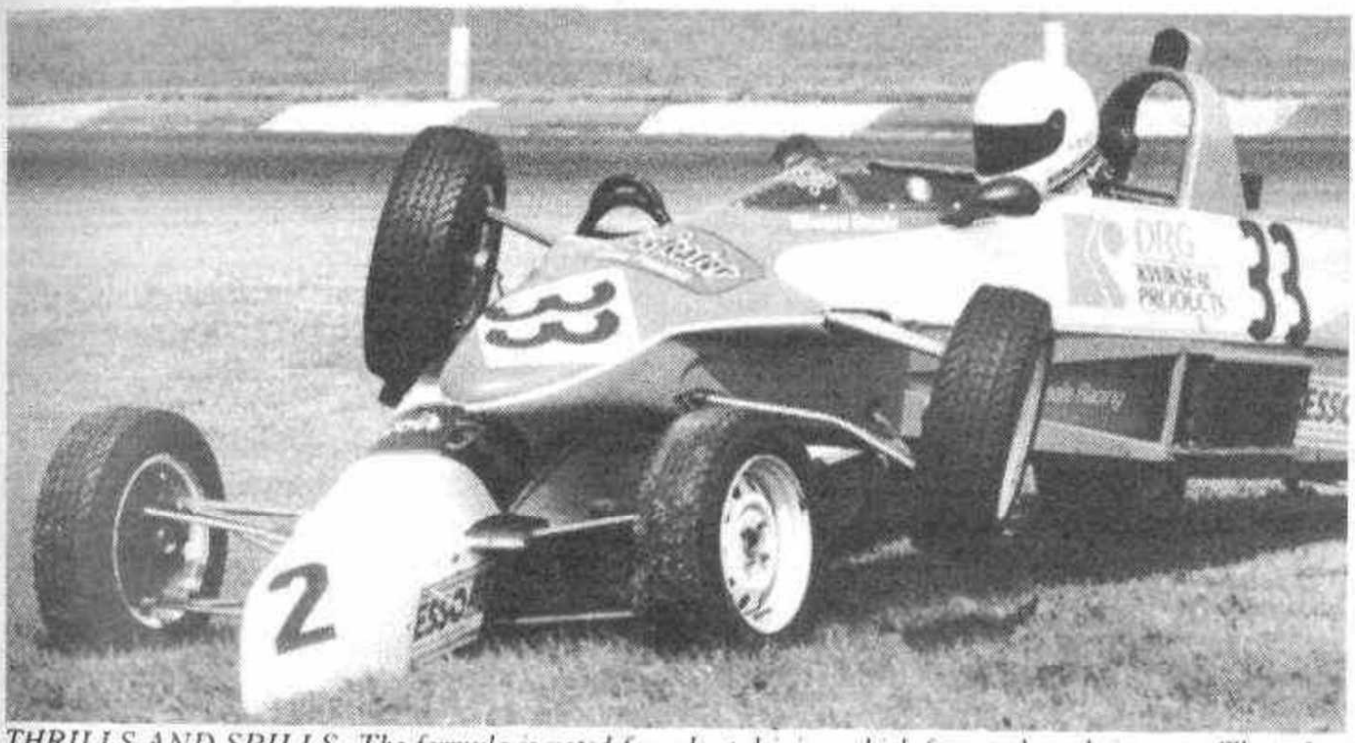
Currently Madgwick Motorsport could offer you a test session and race for £1,000, with such items as insurance and test and entry fees all taken care of. Depending on circumstances, the time of year, state of a team's finances etc, it should be possible to shop around and get a good deal for much less. Be cautious, though, when dealing with those who offer rock bottom deals, you may find all sorts of hidden extras, especially if you damage the car. In racing, as in most things, you get what you pay for as long as you deal with honest citizens.

We often get asked by young drivers how to obtain sponsorship. In fact there is very little true sponsorship in FF1600. Most of





STATE OF THE ART. In 1968, the first full season of the formula, the class of the field was Tim Schenken and his Merlyn Mk II (left). Together with the Van Diemen RF84, the Reynard FF84 (right) has been dominant in most 1984 championships at home and abroad.



THRILLS AND SPILLS. The formula is noted for robust driving which frequently ends in tears. The safety record of the cars is, however, impressive and both drivers in this crash at Donington earlier this year escaped unscathed.

the money comes from *patrons*, a driver's father, uncle or friend, or else the "sponsoring" firm belongs to the driver. It is not *sponsorship*, which is given for purely commercial reasons.

What sponsorship there is tends to be relatively small amounts of money, part sponsorship, a firm paying an employee's entry fees and giving him time off for testing in return for their name on the car is a fairly typical example. Complete budgets have been obtained but are exceptional.

Fortunately, though, FF1600 is a broad church and with nearly 20 championships in Britain alone, including low-cost categories such as Pre-'74 and Pre-'78, there are plenty of opportunities to go racing within a reasonable budget. In 1981 and 82, Bob Higgins won the Castle Combe Championship driving rented Martlet cars built by Dave Martin at Goodwood. Each season cost him around £2,000 for cost of hire, and some of that he got back in prize money. Last year, John "Butcher" Booth spent a nett £10-12,000 and won three championships (Oulton Park, Donington and the North of England) as well as the "Champion of Champions" race. He kept his costs down by preparing the car himself with the help of his friends. He also calls on a wealth of experience and needs to spend less time testing than relative newcomers. Richard Mallock computes the "at cost" price of racing his U2 Mk 9 in pre-'74 events as £150 per race, exclusive of entry fees and transportation. It's the same car with which, in 1970, he became the first FF1600 driver to lap a British circuit at more than 100 mph.

Over the last few years, chassis design which progressed very gradually for the first 14 years of the formula's life, suddenly became more complex with the building of extremely slim cars with inboard suspension. The reason for the sudden change around 1981/2 was to meet the demands of the important American market. Tracks in the States tend to have longer straights than here and so outright speed becomes more important. The only way you can increase top speed in FF1600 is by reducing drag, hence the recent emphasis on aerodynamics. Now, a marginally improved shape is not going to make much difference around the Brands Hatch short circuit but, in racing, if someone wins with a coffee perculator on board, then everyone has to have one and the only argument remaining is whether a Russell Hobbs is quicker than a Rowenta. When inboard suspension came in, one successful constructor told me gloomily that in order to sell any cars at all he was going to have to dump his perfectly good outboard suspension and substitute a system which, at best, would be no better but would anyway be more expensive and more tricky to set up. Until dictated to by fashion he was a successful constructor, now he no longer makes racing cars.

Black magic, fashion, psychology, call it what you will, plays its part in every level of racing. They will tell you at Cosworth that some drivers swore by a particular engine, even when it had been completely rebuilt ten times and the only original parts were the block and number. By and large, engine builders are the sanest group of people in motor racing. In Formula Ford, they see drivers come, and drivers go, and know that every year they will supply two identical engines to a competitor who will swear by one and loathe the other. They accept philosophically the fact that each in turn will become flavour of the month, who can do no wrong. One said, with a world-weary chuckle, "Thirty guys start a race which ends with one winner and 29 drivers looking for excuses. The first thing to blame is the engine, the last thing is the driver."

There is, in fact, little to choose in the way of power, reliability or price of any of the engines offered for sale by the leading builders. Every so often a particular engine will prove to have a slight edge but this is almost always because the cast iron block has been cured by leaving it outside for a couple of years. In an ideal world, this is something which should happen to all cast iron blocks but the economics of the operation make it impossible. Alternatively, one heat treats and hones an older engine — everyone by now knows that the BMW F1 engines have blocks which have been retrieved from road cars after 100,000 miles.

Unless an engine is owned by a builder and loaned under strict conditions to a favoured runner, then any new tweak is soon going to be common knowledge. When Scholar is flavour of the month, everyone buys a Scholar engine but, come rebuild time, Auriga may be flavour of the month so the engine is sent there. This way every builder sees examples of his rivals' work. Secrets do not remain so for long and the steady interchange means that cheating is soon found out so, among established engine builders, cheating does not exist.

The essential skill of the engine builder is a subtle one. First the engine is balanced and blueprinted. Blueprinting does not, by itself, give a power increase but because the engine runs more smoothly and freely as a result, it allows every last ounce of power to



BRITISH RACING PROSPECTS' three Van Diemen RF84s in front of the team's transporter and tender display the high state of preparation and presentation current in FF1600.

be extracted. An unblueprinted engine which still had the polished head and ports and permitted carburetter adjustments and cam timing tweaks, would lose about 5 bhp because it would not run smoothly at the top end and would be likely to run into fuel mix problems.

The minimum permitted capacity of each combustion chamber at TDC is 41 cc. The serious builder aims to get to this figure exactly, which is achieved by skimming the block. The rest is a question of teasing power from the engine and given the regulations which ensure that the engine remains as near standard as possible, this is delicate work.

We spoke to half a dozen leading engine builders and all conceded that a figure of 104 bhp was about the mark for an engine. Most also volunteered that they felt there really was no difference between the products of any one of them, though some did mention certain areas of practice and finish which they did not like in some others. The best engine, though, is without a doubt . . . the one which won the last race.

Because the Kent engine, supplies of which have been guaranteed until 1990, is kept to near standard specification, and because skilled tuning extracts over 20% more power, and because they are subjected to racing stresses, they do need rebuilding every eight hours or 800 miles at an average cost of around £500. After that time they will have lost a little of their edge but, more importantly, the crankshaft will have become suspect. This tends to crack between number four big end journal and number five main bearing journal, where all of the power is transmitted. An identical engine can run in a Clubmans "B" car for four times as long, but when fitted to an FF1600 car the exposed ring gear transmits violet forces when bouncing over kerbs (nobody has yet been able to design a guard which may not implode and cause worse damage and rubbing strips on the chassis only partially solve the problem) and greater stress is put on the engine by having the transmission bolted directly behind it without a propshaft which will absorb some of the torque.

Everyone uses the Hewland Mk 9 gearbox, which has four forward gears, and most will have 10 or a dozen spare ratios to cover all circuits. £1,250 covers the cost of the 'box and ratios and it generally goes for an entire season with only routine maintenance. Non-slip differentials are banned and the only usual tweak is to run different gear ratios in practice at some tracks — a low first gear for starting not being essential in practice.

Although cheating is endemic in many forms of racing, in FF1600 it only occasionally rears its ugly head and is generally quickly spotted. There are cases of cars being run in practice fractionally underweight but the benefit is so marginal that any advantage is more psychological than anything. One small race hire operator cheerfully admits to running illegal engines — he attracts a poor class of custom and is merely trying to prevent them from coming last. One firm used nitrous oxide injection a few seasons ago — they are now out of business. A German firm produced some very bent engines for F2000 last year, and are now out of the British market.

When bent engines are used, it is almost always by someone who is preparing them himself and who is attempting not to be last rather than to win races. Even then they are probably deluding themselves. One character I know built the most bent engine of all time, it had the high lift cam, steel crank, lightened flywheel, thin gasket, large valves, everything. And it was two seconds a lap slower than his standard Auriga engine! The point is that the professionals make everything work in harmony whereas the amateur faker tends to believe that adding this or that, regardless of its effect on the whole, will make an improvement.

There are always whispers about this driver or that running illegally, but the facts rarely support the allegations. Relatively small increases of power within so tightly regulated a formula are soon apparent to the opposition. As Martin Spence of Auriga says, "an illegal cam will make a car quick. Quick into the scrutineer's bay".

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MOTOR SPORT carried this advertisement in 1968. Alas, it did not last and, before long, the £1,000 price limit was quietly dropped.

At present, British designs reign supreme in the formula worldwide, but there are signs of growing opposition. In America, the Swift has proved to be highly competitive but apparently the company has had some problems in meeting its production targets. This is something which British makers do not face since every constructor can call upon the in-depth strength of the motor racing industry which, geographically, is close at hand. The works Van Diemens, which have had a very good season, have been using the Gatmo engine from Germany. There is no doubt that Jean Rondeau will want to become more than a Reynard assembler in France. As the formula spreads and grows it will encourage the development of grass roots motor racing industries. In two or three years time we might have to endure the spectacle not only of a Brazilian winning races, but perhaps in a French car with a German-tuned engine and an American gearbox. That's the sort of dream normally induced only by eating bad shellfish.

Writing about Formula Three (MOTOR SPORT, July 1984) we mentioned in passing a Formula Ford novice who by mid-season had spent over £70,000 on his first year of racing. This raised a few eyebrows, but not among people in the know. This article may have shown how easy it is to spend such an amount, if you have it. You buy several engines and have them rebuilt regularly. You have several chassis at your disposal, so you can choose the right car for the right circuit. You go testing several days a week and buy a good transporter, pay your mechanics sensible wages and accommodation expenses. You become a professional in an amateur category, a professional in every sense except that you do not actually make money at the game. You get more circuit miles under your belt than all but a handful of drivers at any level did 10 years ago.

In preparing this article, it was suggested to us that everyone who went testing should have his licence stamped. Beyond a set limit of test sessions, a driver would still be allowed to race in order to gain the experience he seeks, but would not be eligible for Championship points, which would be the preserve of the amateur, the man who earns his living during the week and who races at the weekends. It's an attractive proposition and certainly in keeping with the original aims of the formula which offered competitive single-seater racing to anyone with £1,000 to spend on a car, ready to race.

It's a point we'd like readers' opinions on. FF1600 is too important in so many areas to be allowed to become the preserve of a handful of professionals each year. Nobody at the outset could have foreseen just how important it was to become, but perhaps the time is drawing close when some simple rule changes are necessary to protect it. The sparse grids for some important championship rounds are worrying. There are murmurs within that all is not well. There was a time when a Formula Three race had three heats and a final, but now we regard two-thirds of a full grid as a big turnout. It would be more than a shame, it would be disastrous, if in two or three years time, the same was true of the important FF1600 championships. The sad thing is that it looks likely if nothing is done soon. — M.L.

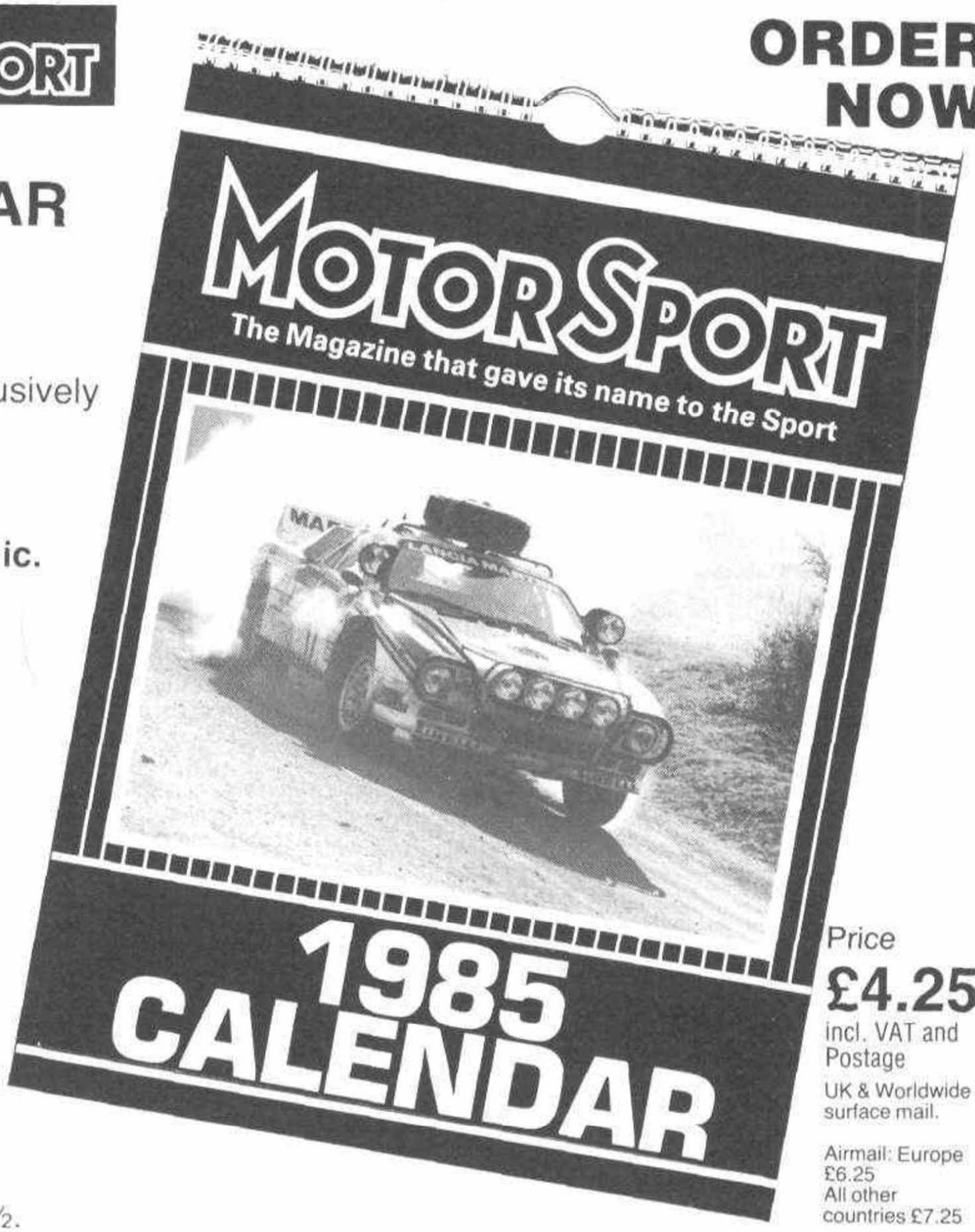
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Spa 1,000 Kms

Porsche's win assured

THERE was never any doubt that a Porsche would win the Spa-Francorchamps 1,000 Kilometres race, bringing the Stuttgart company's tally of World Endurance Championship for Makes victories up to six this year. Lancia-Martini withdrew their entries, preoccupied with the 1,000 Lakes Rally and with getting their cars right for the Imola (Drivers' Championship) race later in the month, and the only car that broke Porsche's monopoly of the C1 class was Chuck Graemiger's new Aston Martin powered Cheetah, which could hardly be expected to present a serious challenge on its début outing.

History has a habit of repeating itself in endurance racing. In 1969 Ferrari rose to the challenge set by the Porsche 917 and, although the red 512s were poorly rewarded by results the contests between the German and Italian cars represented a zenith in long distance racing. In 1976 no manufacturer really set about the domination of the Porsche 935 so the old Group 5 started a steep decline in its third year (to the point where the Porsche factory virtually withdrew, letting its customers get on with the job). And now, in the third year of Group C we see the same pattern again.

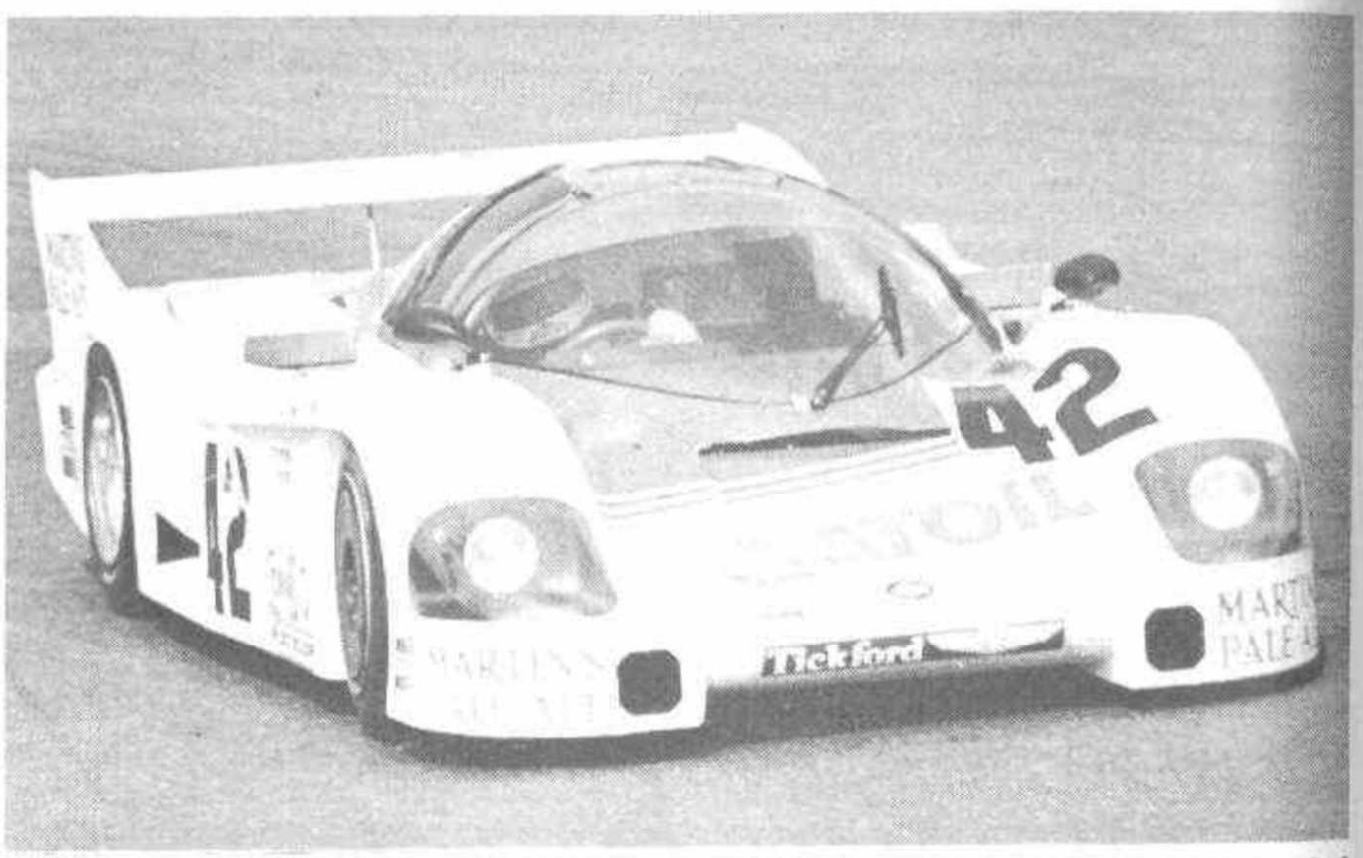
Lancia use Ferrari engines as their base, twin turbo 3-litre V8s which develop up to 720 bhp on high boost and 680 bhp in race conditions. The Dallara-designed chassis is liked by the drivers and on paper the Martini-sponsored team should be able to beat Porsche on occasions. Yet the lack of coherent management at the circuits results in the Lancias struggling to overcome self-inflicted handicaps, and the team is now so demoralised that it chooses to miss some events in order to concentrate on others, preferably nearer home.

One of Lancia's contracted drivers sums it up like this: "We go testing and we make progress. Then in practice everything is changed. The spare car is always the best one, in the transporter. So we get the race cars ready, then in the warm-up we find that things have been changed again." The commitment and sense of purpose that's found in the rally team is not to be found in the endurance race team, probably because the competitions department isn't big enough to do two major programmes properly.

The situation is good neither for Lancia nor for the World Championship, and Group C racing looks ready for another decline. At Spa Porsche's Norbert Singer told us that he wants to develop new cars for 1985, better chassis with more ground effect. "But it all depends on Lancia", he explained succinctly. All four of the Rothmans-Porsche drivers, Ickx, Mass, Bell and Bellof, have an informal agreement to carry on next year, when their contracts are due for renewal, but as yet the continued sponsorship of Rothmans has not been confirmed. Presumably it will be, but Lancia's lukewarm and patchy presence is not very encouraging; it has never been Porsche's policy specifically to race against their customers, but on at least three occasions this year this will have been the case. We can hope to see new challenges coming from the East, in the shape of new Nissan, Toyota and Mazda Group C cars at Fuji on September 29th, and that they will be sufficiently competitive for these companies to plan a full season.

There were two interesting developments in the paddock at Spa — or three, if you count the rumoured three-litre engine in John Fitzpatrick's Skoal Bandit Porsche 956 driven by Thierry Boutsen and David Hobbs. At Brands Hatch Reinhold Joest's 956 did have a three-litre engine, we found out subsequently, but it wasn't enough to match the on-form Canon-Porsche for speed and it used too much fuel during the race. Fitzpatrick's engines are now prepared by Charles Ivey and admittedly have some new developments though Fitz won't confirm the actual capacity. Whether the engine was 2.8 or a full three-litres (entirely legal, we hasten to add) it was, in Belgium, enough to enable Boutsen to claim pole position.

More significant, perhaps, was Richard Lloyd's new Canon Porsche 956B which has a new Nigel Stroud-designed chassis with better ground effect, improved suspension adjustment, revised steering and more powerful AP braking. The chassis 106B accepts Porsche's normal engine / transmission pack and outwardly the car is just the same as the other customer cars, save perhaps the team's own split kevlar rear wing and distinctive nose wing, now copied by rivals Fitzpatrick and Joest.

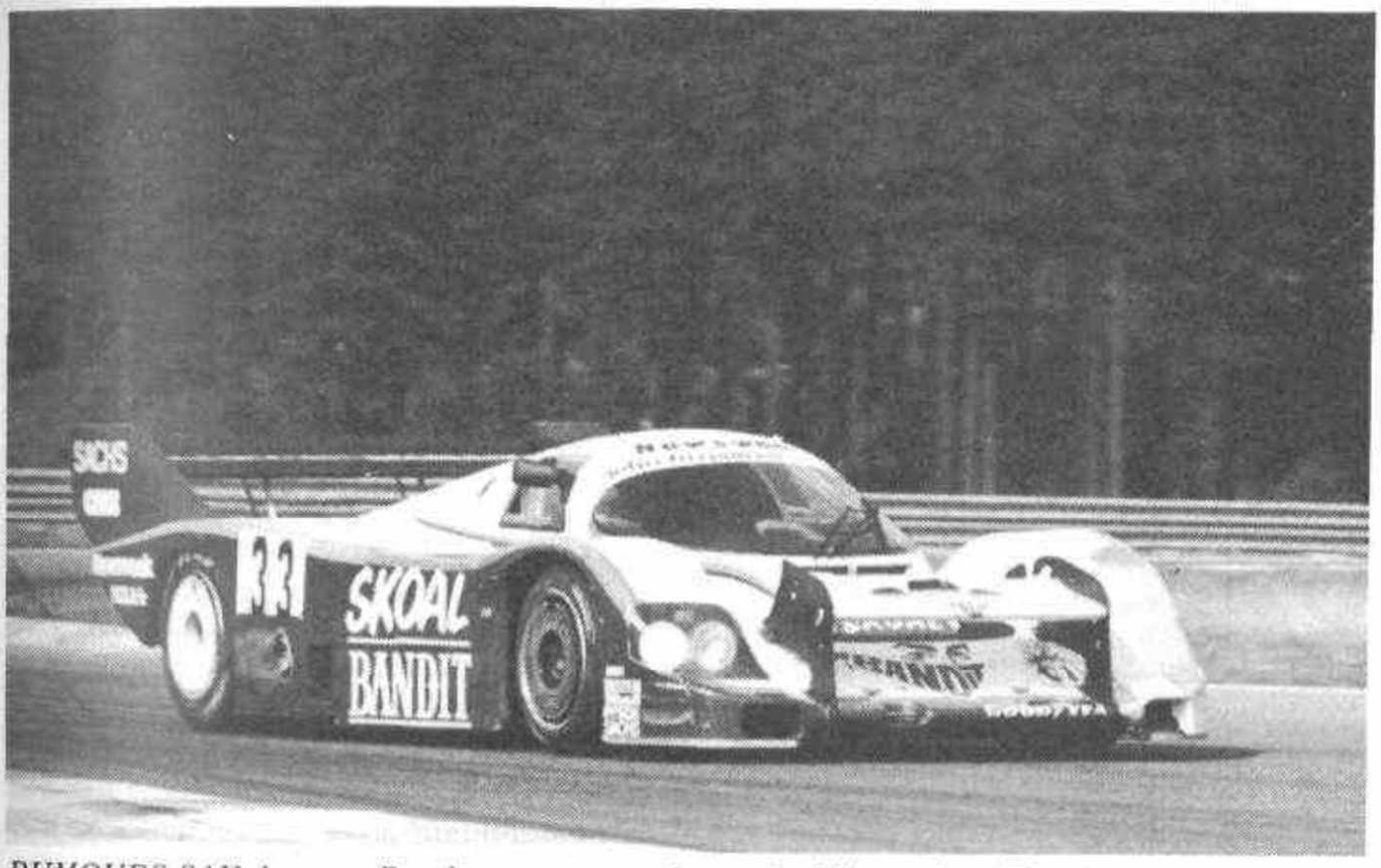


FIRST OUTING for the Swiss Cheetah looked promising, although the Aston-engined car eventually retired. It was the only non-Porsche in the C1 class.

The Canon Porsche driven by Jonathan Palmer and Jan Lammers was fourth quickest in practice but, having been developed at Silverstone, was not quite at ease on the slower corners. With a far greater range of adjustment in the suspension it may take the team a little time to find a routine of development at each circuit, but good progress was being made at Spa and it was unfortunate that the factory-supplied clutch bellhousing fractured on the fifth lap of the race, inevitably causing retirement.

It's a sign of the times, perhaps, that the first major developments on the three-year-old 956 design should be undertaken by a private team. While Ickx and Mass were happy with the handling of their car, which Ickx put alongside Boutsen on the front row of the grid, the other two team cars were both suffering from acute understeer and the drivers would have loved the opportunity to try out a nose wing such as appeared on half a dozen customer cars. But being in the factory team, of course, they couldn't copy the customers! There is logic in the factory's methods, though, because in most cases a nose wing merely disguises a fundamental imbalance which is better cured in the suspension department. Wings should be put on afterwards to improve what is already good.

Of the Swiss Cheetah, Ray Mallock aptly remarked that they were now doing development work that Porsche would have done in private months ago. Chuck Graemiger's new car has been prevented time and again from making its début due to complicated litigation, or threats of action, from previous backer Loris Kessel, but when it appeared it caused quite a stir. Rather Porsche-like in appearance, it has a Kevlar chassis weighing just 30 kilogrammes and Aston Martin's 580 bhp V8 is



RUMOURS SAY that some Porsche customers may be running 3-litre engines. There is no mystery about the aerodynamic modification to the Skoal cars, however.

bolted direct to this chassis as a fully stressed unit, while the suspensions are attached in the same manner.

At 870 kilogrammes in the Spa scrutineering bay the Cheetah, which is wholly owned by the sponsoring Gatoil lubricants distribution company, is by far the lightest challenger yet seen either with Aston Martin or Jaguar power, and with the fuel consumption being tightened up in 1985 it could well be an effective opponent to Porsche's 956. Driven by Mallock and Bernard de Dryver it ran 17 laps in the wake of a dozen Porsche 956s before stopping to have a water leak repaired in the header tank, and later retired with loose crankshaft damper. It certainly wasn't disgraced, and with better backing than the promising EMKA enjoyed the Cheetah could become a leading make in 1985.

Realistically the winner of the Spa-Francorchamps 1,000 Kms could only come from the Porsche ranks, and although the customer teams have made good progress this year in closing the gap on the factory team their efforts crumbled in the early stages of the race. Rothmans-Porsche entered a third car for the first time this year, driven by John Watson and Vern Schuppan, but it understeered rather badly all weekend and suffered an electrical misfire throughout the race, consuming batteries at an alarming rate before limping across the line in sixth position.

A jamming throttle marred Thierry Boutsen's bid to beat the works team. Though he and Ickx shared the front row of the grid — a fact which must have swelled the crowd impressively on a hot day — Ickx held his ground into the Eau Rouge sweeps to lead up the hill for the first time with Boutsen tucked in behind followed by Bellof, Hans Stuck in Walter Brun's 956, Jan Lammers in the Canon entry and Oscar Larrauri in the Gaggia-sponsored 956. Henri Pescarolo lay seventh in Reinhold Joest's New Man sponsored 956, the team now acutely short of finance despite their fine victory at Le Mans. So much so that they no longer go testing, and actually practised at Spa on worn tyres left over from the Brands Hatch race.

Boutsen's throttle jammed the first time at the fast Spa Curve and the Belgian just about kept the car on the road, but the second time it happened he plunged off into the tyre barrier at the chicane, damaging the nose panel and the ground effect undertray.

He and Hobbs did a fine job bringing the car back into contention despite the handling handicap, helped by various mishaps befalling their rivals: the Canon car retired early with its clutch bellhousing shattered, Stuck's car suffered from fading brakes, Pescarolo's collected a puncture and shortly afterwards had an ignition failure, while the Ickx / Mass 956 was misfiring due to a malfunction in the Motronic system and the Bell / Bellof car was also misfiring due to a problem with fuel supply; in their case it helped to keep the reserve fuel pump switched on.

So it was, perhaps, just as well that the Lancias weren't there, from Porsche's point of view, because if a good rival had enjoyed a trouble-free race it would surely have won. With 60 of the 144 laps completed only Bell / Bellof, Boutsen / Hobbs and Mass / Ickx were on the same lap, the Skoal entry keeping up the pressure until the last hour when the oil pressure suddenly failed.

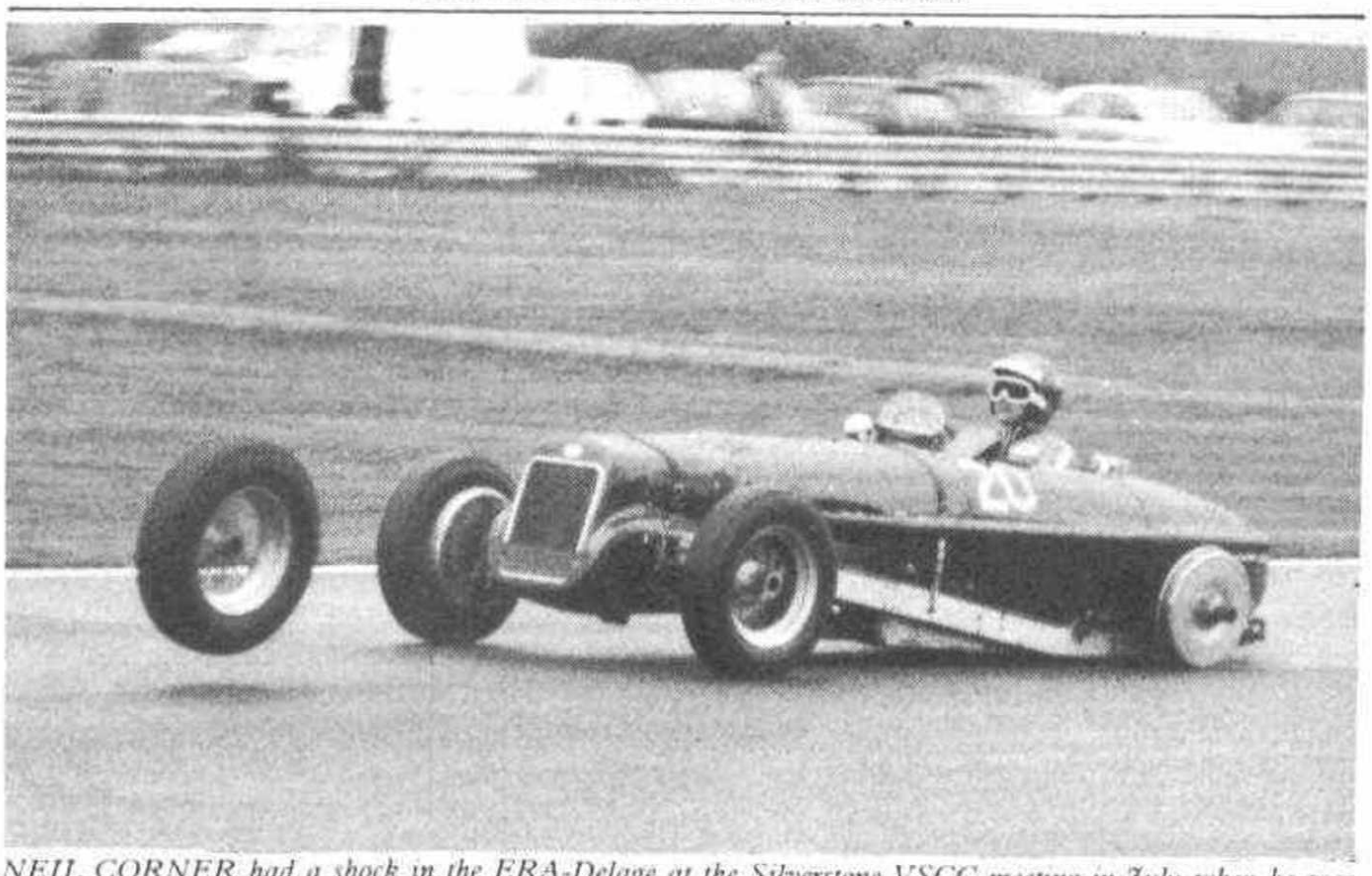
That left the number two entry cruising along to a seemingly comfortable victory with a lap in hand, but even that was almost denied Bell and Bellof when the German driver came to the pits just two laps from the end with a front brake caliper scraping against the wheel rim! The mechanics took off the wheel, put a new bolt in the caliper and sent Bellof out again in about a minute, enabling him to cross the line 57 seconds ahead of Mass. It was not, perhaps, one of the more impressive Porsche victories despite its inevitability. — M.L.C.

RESULTS

1,000 Kms of Spa Francorchamps, 6th Round, World Endurance Championships for Makes and Drivers — Warm and sunny

1st : D. Bell / S. Bellof	(2.6 t/c Rothmans-Porsche 956), 144 laps in 5 hr 53 min 17.19 sec (169.72 kph)	
2nd : J. Ickx / J. Mass	(2.6 t/c Rothmans-Porsche 956), 144 laps in 5 hr 54 min 14.90 sec	
3rd : H. Stuck / H. Grohs / W. Brun	(2.6 t/c Brun Porsche 956)	142 laps
4th : O. Larrauri / M. Sigala	(2.6 t/c Gaggia Porsche 956)	141 laps
5th : J. Laessig / H. Regout / P. Martin	(2.6 t/c Boss Porsche 956)	141 laps
6th : V. Schuppan / J. Watson	(2.6 t/c Rothmans-Porsche 956)	139 laps
7th : G. Fouche / K. Kroesemeijer	(2.6 t/c Kremer-Porsche 956)	138 laps
8th : D. Schornstein / H. Heyer / J. Winter	(2.6 t/c Joest Porsche 956)	137 laps
9th : G. Spice / N. Crang / R. Bellm	(3.3 Waspeze Tiga-Ford DFL C2)	128 laps
10th : J-P. Grand / J-P. Libert / P. Witmeur	(3.3 Rondeau-Ford DFL C2)	121 laps

Fastest lap: S. Bellof, 2 min 15.57 sec (184.29 kph)



NEIL CORNER had a shock in the ERA-Delage at the Silverstone VSCC meeting in July when he was overtaken by his own rear wheel. Reader Mr M. Everett of Luton caught the moment on film. Car and driver emerged more or less unscathed, through scratched from the ERA race.



Swallow Doretti

A Missed Opportunity?

THE CLEAN lines of the Swallow Doretti attracted much favourable comment, The New Statesman even calling it the most beautiful car of the 1954 Motor Show and describing its designer, Frank Rainbow, as a "genius".

WHEN reference books mention the Swallow Doretti at all, they tend to dismiss it in a few paragraphs as being merely an overweight, overpriced, and rather sluggish variant of the Triumph TR2. The comparison with the Triumph is made because the Doretti used TR2 components, but really the car deserves to be viewed in its own right. After all, nobody draws direct comparisons between the TR2 and Triumph-engined Morgans for the two cars catered for two different types of sporting motorist. The Doretti was not a pure, rugged, sports car like the TR2, rather, it was a refined sports tourer, built by hand, and aiming for a different section of the market.

Still, the impression is given that it was a failure, a car which died through lack of public response. In fact, the reverse is true. In just over ten months of production, 276 cars were built which is a highly respectable figure for a specialist sports car firm in its first year of production. Nor did it lose money, indeed orders were increasing at the time the decision was taken to kill the project. As part of the giant Tube Investments group, the Swallow Coachbuilding Company (1935) Limited, anyway had none of the cash problems which frequently beset small manufacturers.

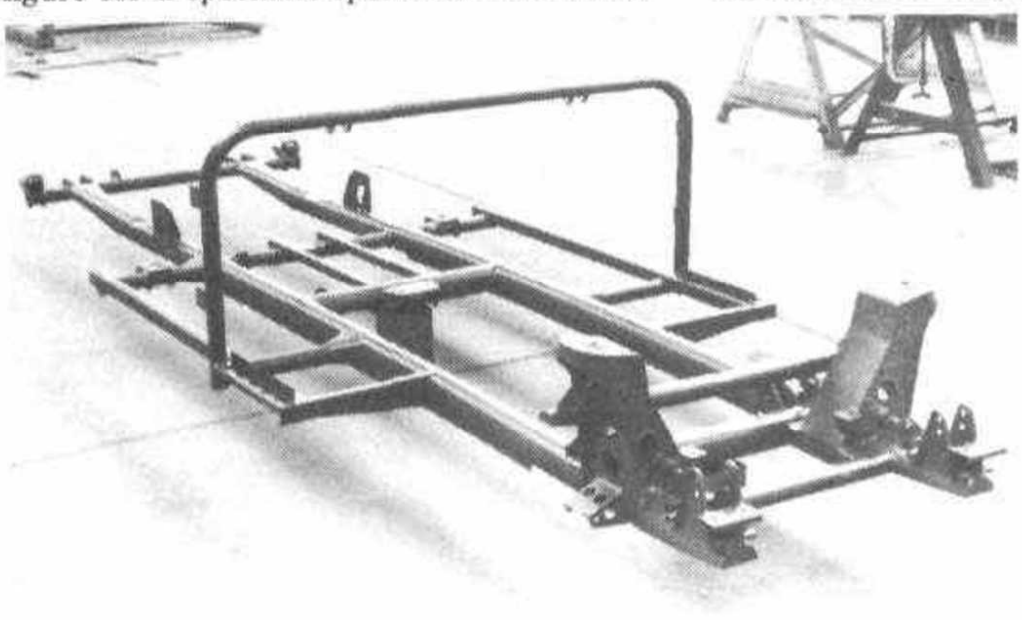
Since most commentators seem determined to compare the Doretti directly to the TR2, let us do the same and kill a few myths. The Doretti *was* heavier than the Triumph — by just 56 lb, yet it was five inches longer and five and a half inches wider.

It also cost more, selling at a basic price of £777 (£1,101 with UK taxes) against a basic £600 (£844 with taxes) for the triumph. Yet items such as a heater came standard, while one paid an extra £10 for a warm TR2. It had the additional value of being hand built, of being much prettier and also corrosion-free. If you want to see a strong man weep, creep up behind a TR2 owner and whisper "Rust!"

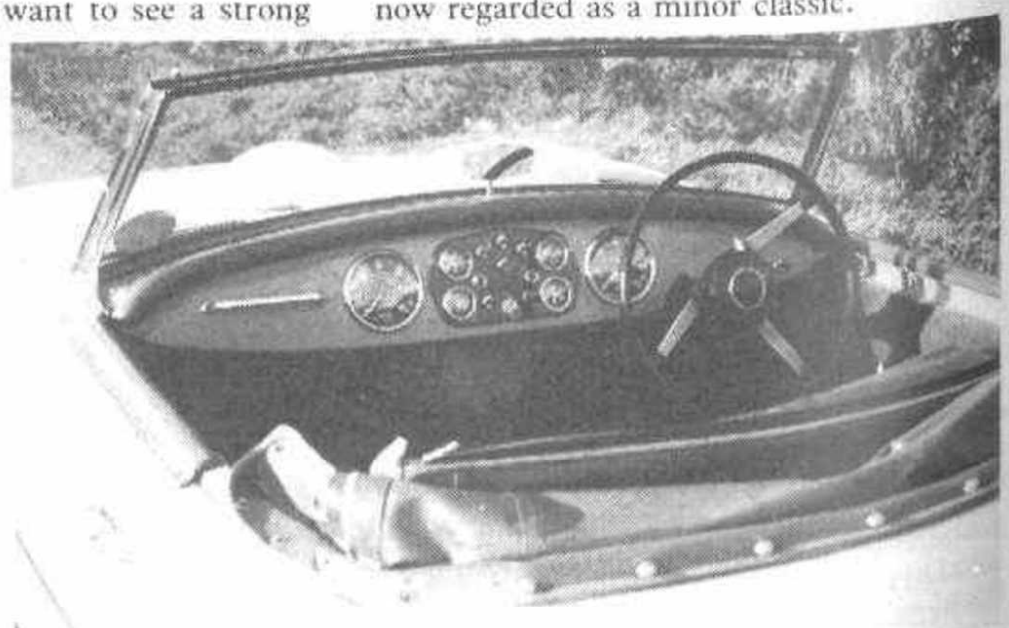
Contemporary road tests favoured the handling of the Triumph and found that it had better acceleration and top speed, but we are talking about perhaps a second better from 0-60 mph, which is actually a meaningless figure unless you are a keen competitor in traffic lights Grands Prix. The Doretti's top speed was 101 mph to the TR2's 105 mph which, again, is largely of academic interest — the Doretti I owned ten years ago once recorded 108 mph, if the tachometer is to be believed. Over the standing quarter, there was only a tenth or two in it, admittedly to the TR2, but the Doretti was not in direct competition with it.

The market had ample room for both cars. After all, when the Doretti was introduced early in 1954, only 50 TR2s had been sold on the home market with a further 196 going abroad. At the time, anyone producing a competent sports car had a large market hungry for the product. If direct comparisons have to be made with any other car, then the one which most resembled the Doretti in concept was the Allard Palm Beach. The Allard, like the Swallow, was a hand built sports tourer built around proprietary parts, in this case the Ford Zephyr engine. The Allard, at £1,021, was £80 less than the Doretti yet was 14 mph slower, and inferior in every other department.

Those who regard the Doretti as a failure have to answer the following questions. Why did it sell so well for a newcomer? Why did Standard Triumph dealers have a collective seizure when it was announced, being convinced that they could not possibly sell TR2s against such opposition? Why was it successful on race circuits in California, where it was driven by, among others, Phil Hill? Why was Sir John Black, head of Standard Triumph, so keen to take over the project? Had Triumph done so, and applied their own production techniques, they could probably have reduced the price by a considerable amount, sales would have increased and the car would probably be now regarded as a minor classic.



THE BASIS of the Doretti was this extremely strong frame made of 50 ton chrome molybdenum tubing.



THE DORETTI'S facia came in for criticism. The positioning of the tachometer in front of the passenger occurred during production against the designer's wishes.

The reason for my interest in the car has already been hinted at, I owned one and remember it with affection. Looking into the background of it, for my own amusement, I came face to face with the questions I've posed and became convinced that there was more to the story than most historians would have one believe. Through the good offices of Cyril Harvey, secretary of the Doretti Register, I was put into contact with Frank Rainbow, the designer, and recently visited him.

There must be something about engineering which keeps people young. Now aged 74, Frank is officially in retirement, except that he is building an advanced prototype vehicle which promises to have extraordinary performance, including a projected 70 mpg at 70 mph. It is due to be running next year and MOTOR SPORT readers will be kept informed about it.

On leaving school in 1927, Frank underwent an engineering apprenticeship with the Bristol Omnibus Company, leaving to join Bristol Engines in 1934 and worked on the Mercury and Centaurus aero engines. Refused permission to join the army during the war, he rose to a senior position with Bristol Engines but left in 1947 because he felt his potential was not being developed.

He then joined Tube Investments as a technical liaison man-cum-troubleshooter working among the 50 or so autonomous companies which comprised the group. It was during this period that he designed the Doretti and its successor, the Sabre, of which just two were built. When Swallow withdrew from car production he headed a development team at Standard Triumph until, in 1960, he left to take over his father's company, Teesdale Tools Ltd which he developed. Teesdale make specialist components for aircraft builders and airlines.

His first involvement with Tube Investments came when he designed and built Britain's first scooter, the "Gadabout". This attracted the attention of Eric Sanders, who headed Helliwells, one of the TI companies, and who put it into production, selling them mainly to public corporations.

Sanders, now dead, is pivotal to the Doretti story. In the summer of 1952, he met Arthur A. Anderson of the Rome Cable Corporation of Torrance, California. Anderson's company was involved in a similar line of engineering to Helliwells and, moreover, intended to import and sell the TR2 in California. Sanders happened to be a close friend of Sir John Black, head of Standard Triumph, so it is not difficult to imagine the process whereby it was agreed that Sanders should produce a sports car suited to the West Coast of America, that Standard Triumph should provide the running gear and Frank Rainbow should design it.

Sanders was able to go to the chairman of Tube Investments, Sir Ivan Stedeford with a sound proposition for building cars: he had a customer, a designer and facilities, a supplier of components and, further, much of the material for the car could be supplied, at the full rate, from companies within the TI group. He would be generating profit for Swallow Coachworks, providing a new customer for other companies within the group and enhancing the group's overall image. It was an extremely attractive package.



THIS one-off coupé was designed by Peter Kirwan-Taylor for his own use. Kirwan-Taylor went on to style the lovely Lotus Elite. This car, currently in the early stages of rebuilding, could have been yours in 1957 for £795.

The Swallow Coachbuilding Co (1935) Ltd of Walsall was engaged in building sidecars for motorcycles and, despite the company's name, was producing a product of not noticeably high quality, which is why they had to go outside for a supplier of bodyshells. It is the same company, incidentally, which at a few removes made the Swallow-bodied Austin Sevens and spawned Jaguar.

Rainbow met Arthur Anderson and the two men sketched out the design parameters of the car. The name "Doretti" inspired by the fact that Anderson had a daughter called Dorothy and an Italian name was the right style for a sports car. Anderson also supervised details such as the badge and Rainbow kept him informed with a monthly report, copies of which he also sent to Sanders who, apparently, never bothered to read them.

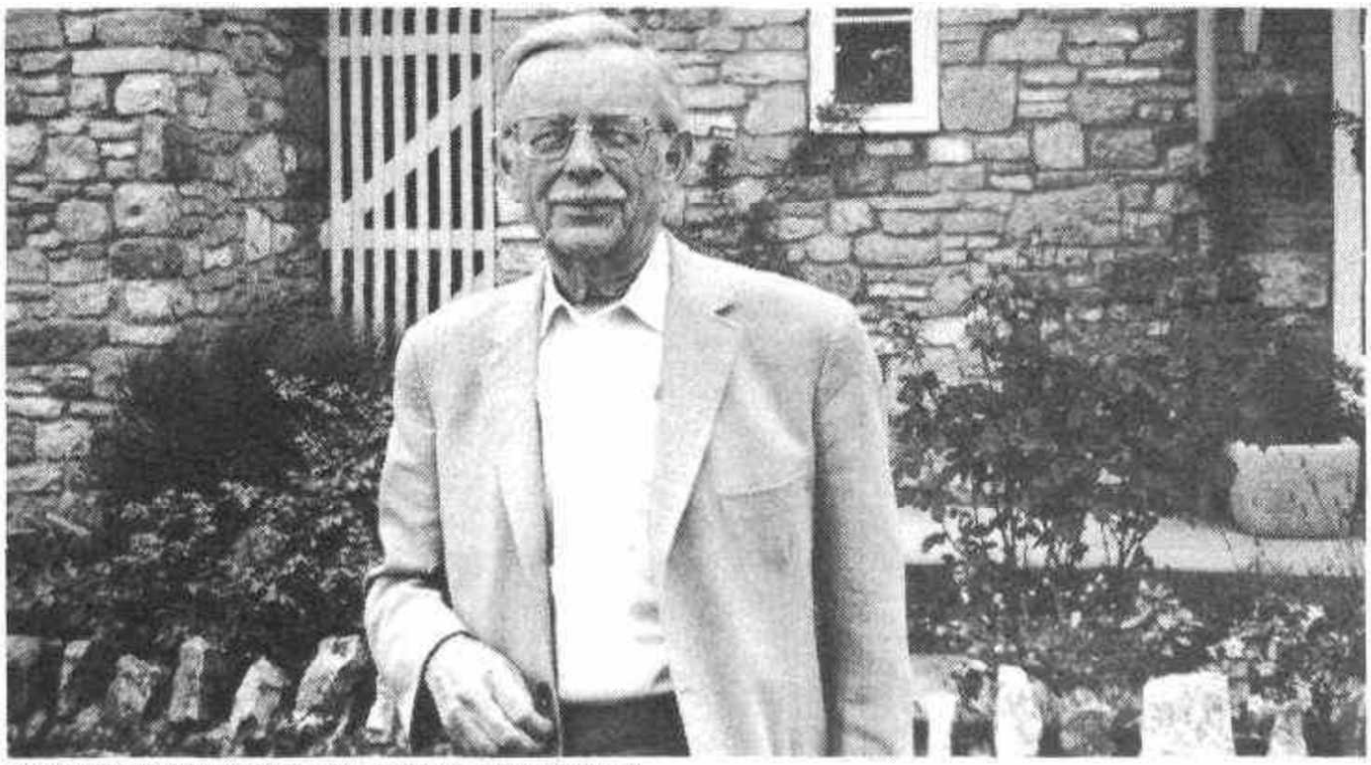
Rainbow began work in January 1953 and was given a free hand, except he had the proviso that the car had to be completed in *nine months*. He says now, "the only 'free hand' was that everyone kept out of the way while the struggle was going on!" His total staff consisted of two senior draughtsmen, one junior, and a secretary.

The chassis was designed using 50 ton chrome molybdenum steel tubing supplied by Reynolds, a TI company, and built by Helliwells. It was strong and rigid and durable. The bodies, of 16 gauge light alloy, with steel doors, were built by Panelcraft Ltd, of Woodgate, Birmingham. As has been mentioned, the car was longer and wider than the TR2, and it had a bigger wheelbase and slightly increased track. The engine was set back by seven inches to give a weight distribution of 52/48 in order to get a neutrally handling car which would be forgiving to the driver who became too ambitious. Front suspension was TR2 coil spring and wishbones while the rear was ½-elliptic leaf springs with radius arms. Lockheed drum brakes were fitted fore and aft.

The cockpit was nicely finished with leather bucket seats and trim, with large, rigid cubby holes set in the doors. Behind the seats was a luggage shelf and a tailored suitcase was available to fit it. The hood was simplicity itself to erect and the driver could effect the entire operation in half a minute without leaving his seat. There were however, three main points of criticism levelled against the car. The dashboard layout was not ideal, with the passenger getting a better view of the tachometer than the driver. It appears that, when production got under way, the workshop foreman, for reasons best known to himself, decided to swap around the positions of the speedo and tach! Photographs of the prototype show the tach by the driver.

The other main points of criticism were that the boot was ridiculously small and dominated by the spare wheel, and that perspex sidescreens were fitted instead of wind-up windows which a car of its class should have had.

Frank Rainbow takes up the story. "We completed the prototype within the nine months, which was quite an achievement and we crated it up and I took it on the Queen Mary to California. Arthur Anderson took it around Standard Triumph dealers, who were to handle it, and they came up with a list of comments and criticisms, which included the size of the boot and the side windows. I accepted all their points and could have redesigned to accommodate them very easily because at the time we had not made up any jigs or horses for the bodies so there was no pre-production work to undo. In the rush to complete on time, the



FRANK RAINBOW, the designer of the Doretti.

body had been more or less built up from one of my line drawings.

"For some reason, Eric Sanders would not let me make the changes. I think he may have over-committed himself to the board and was anxious to get the car into production as quickly as possible. We might say he was a businessman, not a motor car man. So it went into production in a form which was not entirely acceptable to either Anderson or myself."

Still, the car attracted a lot of favourable comment and was soon selling steadily, at home and in the States. Sir John Black had one, painted and trimmed to match his Bentley. As has been stated, Black wanted Standard Triumph to take over the project but he asked Ken Richardson (then his Competitions Manager) to take him for a trial run in his car. Driving fast up to the main gate of the works in Banner Lane, Coventry, Richardson hit a lorry turning in. Sir John was badly injured and the car was a write-off. The only consolation was that he might have been killed had the car been less sturdily built. Shortly afterwards, Sir John retired.

The reason why the Doretti has never attained a great reputation is, I believe, because it did not fit comfortably into an accepted category. The small boot and the perspex sidescreens were not quite what the purchaser of a sports tourer was looking for. In Britain, at least, it also never acquired the reputation of a true sports car, largely due to the fact they were only rarely seen in competition though, oddly enough, an early stunt was to run a light-hearted race on the Silverstone Club circuit for motoring writers — won by Don Truman and Bill Boddy. Sanders did not see the need for competition success, though Rainbow urged it.

Over in the States, however, Anderson was promoting the car through racing, with modified cylinder heads, Amal carbs, Isky cams, lightened flywheels, modified crankshafts and a new exhaust system. The scheme worked and the cars won several races which is possibly one reason why over half the production total was sold there.

Back home, Rainbow drew up plans for a car to tackle the flying kilometre record on the Jabbeke-Ostend motorway. Triumph had gained a lot of publicity when Ken Richardson managed 124 mph in a modified TR2 and Rainbow reasoned that with a modified nose cowling, metal tonneau cover, aluminium undertray and some general lightening plus, of course, a really hot engine, he might be able to exceed that speed. Plans were quite advanced when Eric Sanders killed the idea.

Apart from his involvement with the Doretti, Rainbow still had his liaison duties within TI but still he found time to design and build a Mk 2 version, to be called the Sabre. This car had a slightly stiffer chassis, caused by changing the cross beams from round tubing to square sections, which brought about an entirely different, improved, feel. It had room for two real children, not just the legendary legless midgets, much more luggage accommodation, wind-up windows and other detail improvements which Rainbow had wanted to incorporate on the original car. As the photograph shows, it was an extremely handsome vehicle though the hard top was added after Rainbow left the company in 1955. Had it been taken over by Triumph, it might have sold for less than £1,000.

Then came the decision to cease production. It was not brought about because the car did not sell or because it lost money, for neither explanation is true. It seems that some companies (not Triumph) who made sports cars and who bought components and material from the TI group, suggested that it was unethical for a contracted supplier to enter car production as a direct rival. The supply market was much more valuable to TI than the modest profits from a relatively small off-shoot and so they decided to withdraw.

There was no formal declaration to the outside world at the time. The last cars were completed and about a dozen sold in kit form and a second Sabre was also made. Some months later it was announced that production had ceased in February 1955. No explanation was given.

The pity of it is that it is hard to think of any other car of the time which would have matched the Sabre in what was now a more clearly defined market area. It would have probably been a little more expensive than the Doretti but it would have had no rivals as a relatively cheap, practical, hand-built Grand Tourer of proven strength, performance and durability.

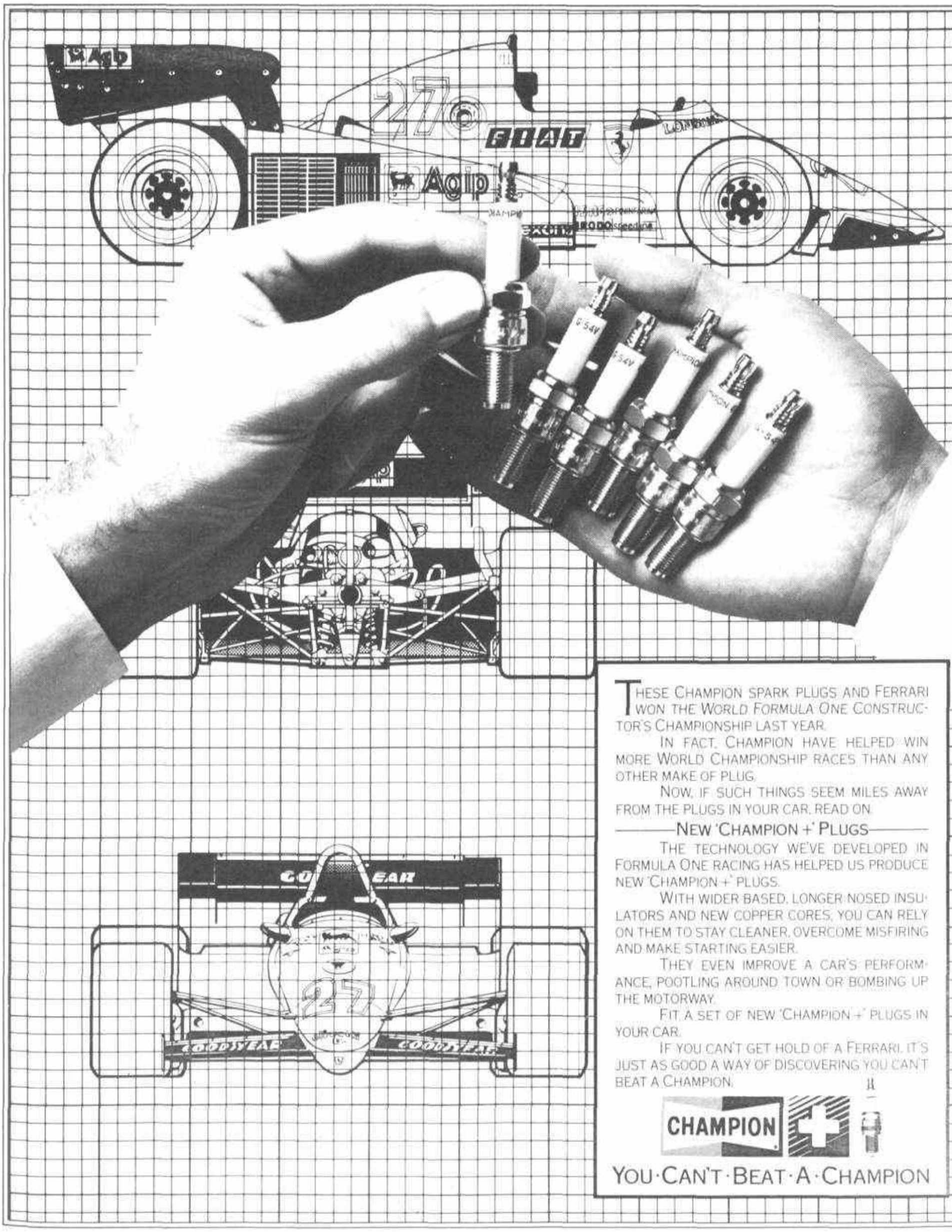
The small workforce, which never exceeded 18, including design and office staff, found other jobs in the motor industry and Frank Rainbow went to Standard Triumph as Development Engineer.

The Swallow was a good car, potentially a very good car, but one which was thwarted and killed by company politics. It really was a missed opportunity. — M.L.



THE Swallow Sabre overcame every criticism levelled against the Doretti and had the potential of excellence. Just two were built.

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BOOK REVIEWS

"The Racing Fifteen-Hundreds" by David Venables. 263 pp, 10 in × 7 in *(Transport Bookman Publications Ltd, 8, South Street, Isleworth, Middlesex, TW7 7BG. £24.00)*

Sub-titled "A history of voiturette racing from 1931 to 1940", this book is quite a good idea, in as much as the intense pre-war period of 1½-litre racing his been collected together, although plenty has been written about this aspect of the overall racing game previously, in other books, in MOTOR SPORT during the war, etc. There is also the danger that if writing has to rely on contemporary Press reports it may not be entirely accurate. However, author Venables has collected a very large amount of information and pictures together, including maps of various circuits, biographies of the more important drivers of the smaller racing cars, tabulated results of the leading *voiturette* events, etc, and has written to a number of prominent people clarifying some of the points invoved. The 200 or so photographs, some of them "new", enliven the text very nicely.

So this is a useful history, especially as Britain did particularly well in 1½-litre racing before the war, with ERA, MG and other makes. The work seems to have been meticulous, the maps cover all the important circuits (there is even one of Littorio, showing its two banked corners) and there is a section devoted to racing cars and their makers. I liked this one. In case of difficulty, Chater & Scott can supply copies. — W.B.

"World Cars 1984", 439 pp, 11 in × 9 in. *(Herald Books, Pelham, New York, £22.50).*

With the 1984 British International Motor Show almost upon us, the value of an encyclopaedic reference guide to cars in current production becomes even greater in the MOTOR SPORT offices. This year's World Cars has amply filled that need, with its comprehensive details of everything from AC to Zil, listed by country of manufacture. A Formula One summary is included, as are reports on the industry in Europe, America and Japan, together with a series of indices by name, maximum speed, and model, with GB prices. If I had any criticism at all it would merely be to reiterate my comment on last year's edition that perhaps a short editorial paragraph on each entry could help to sort out which model is related to which in today's internationally cross-bred industry. Otherwise, the only book that could supplant it is the 1985 edition. G.C.

"The Air Defence of Britain — 1914-1918" by Christopher Cole & E. F. Cheesman. 486 pp 8¾ in × 5½ in *(The Bodley Head, 9, Bow Street, Covent Garden, London, WC2E 7AL. £25.00)*

Having recently reviewed a mainly pictorial book about the Zeppelin raids on this country, now comes this work on the same subject. Except that this history is about *all* such raids on Britain during WWI, by German aeroplanes as well as by airships. It goes into great detail, is well illustrated, and I found it absolutely fascinating, particularly the chronological accounts of individual raids and how successfully or or otherwise these were repelled. The large numbers of RFC and RNAS machines sent up is remarkable, as are the many calamities they suffered. The painstaking research is thoroughly commendable and for those avid for WWI history the book is strongly recommended. From it I was able to learn that the plinth-mounted Bosch ZH6 six-cylinder magneto in my possesion came from a Gotha bomber shot down at Margate on August 22nd, 1917, souvenirs from

We've learned a lot

"Since H.F.S. started it all in 1909, we've added another wheel and a host of technical refinements that we feel would have made him proud to see applied to his original design.

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1951/52. RAC Rally Team Prize.
1962. Le Mans 24 hours 1st in class 13th overall.
1978/79. Production Sports Car Championship Winner.



which were sold for war charities, and I hear that one of our readers has a piece of framework from the L-32 Zeppelin shot down at Billericay on September 24th, 1916. This outstanding book puts such long-past happenings into new perspective. — W.B.

* * *

Cobras seem to be in the news of late, due to the advent of replicas of these original fierce AC/Carroll Shelby sports cars. If you want the best pictorial coverage of all, about these venomous beasts, try Haynes' "Cobra" by Trevor Legate, 256 large pages packed with pictures and data, the latter including repros of contemporary road-test reports, though none I note from MOTOR SPORT — but then we always were exclusive! The chapters on individual Cobra histories, the replicas and the post-Shelby cars are especially interesting. It can all be yours for £34.95. — W.B.

Cars in Books

It was interesting to find a reference to cars in the biography of a non-conformist preacher, and I am indebted to Tim Harding for drawing our attention to it. For in "David Martyn Lloyd-Jones — The First Forty Years, 1899-1939 by Iain Murray (The Banner of Truth Trust) there is an account of Lloyd-Jones going with his father, at the age of eight, on his first visit to London, after lots has been drawn with his brother, as only one boy could go. That was in 1908 and they went to the Agricultural Hall, Islington. Instead of the intended return from the agricultural show, they made the journey with a squire from the area of Llangeitho, who had decided to buy a car on the Saturday morning and drive to Wales in it. After some difficulty he found a Darracq built by Alfa Romeo at a garage at King's Cross that afternoon and they left around 5.30 pm. Although it must have been a *circa*-1906 model, it was apparently in poor condition. The tyres began to puncture before they had cleared the suburbs of London. A repair was effected at Uxbridge but on reaching Oxford at 7 am the following morning, all four tyres were flat. William Morris was awakened at his then cycle-shop and four new covers and tubes were fitted, while they breakfasted at the Randolph. The cold was intense but they pressed on, getting to Abergavenny by supper time. Later, Lloyd-Jones and his son having to walk behind up the hill to Bwlch. Here "sparks and flames" showed that the engine was overheating. Repairs were made and Lampeter was reached by the Monday morning, where Idris Jones, the cycle dealer who had accompanied the squire to London to help with his new possession, got off. Further trouble caused him to be called out again, by the boy who ran back to his house. Idris Jones could not have welcomed this, as he had been so tired that he had fallen asleep while driving and left the road. The Alfa-Darracq reached Llangeitho at about 9 pm on the Monday, met by a crowd of villagers.

It is not easy to glean information about the vehicles that played their part in the Great War of 1914/18, but a few interesting relevant pictures appear in "The Old Contemptibles — A photographic history of the British Expeditionary Force, August-December 1914" by Keith Simpson (Allen & Unwin, 1981). Alas, not many of the vehicles depicted in this early stage of the war are identifiable, at all events by me. One notes, however, the two spare tyres, *sans* wheels, carried on the roofs of the two cars in which members of the Royal Family visited Chelsea Barracks to see the First Battalion Grenadier Guards leave in August 1914, these presumably Daimlers. In the picture of the British Army manoeuvres of 1913 there is a glimpse of what may have been a Unic taxi, but the touring car with French troops advancing to the Marne in September 1914 could be anything.

There is a very good photograph of a London 'bus, probably a Daimler, but which an expert like Nick Baldwin could indentify by its radiator, wheels and contracting brakes, bringing wounded British Marines out of Antwerp in October 1914, the vehicle remarkably clean, and carrying a D-70 identification on its bonnet (D for Daimler?) and the former MET 'bus company's lettering unsullied on its side. Behind it is a Red Cross tourer, just possibly a Sunbeam, but its rear hub-caps might identify it to someone. — W.B.

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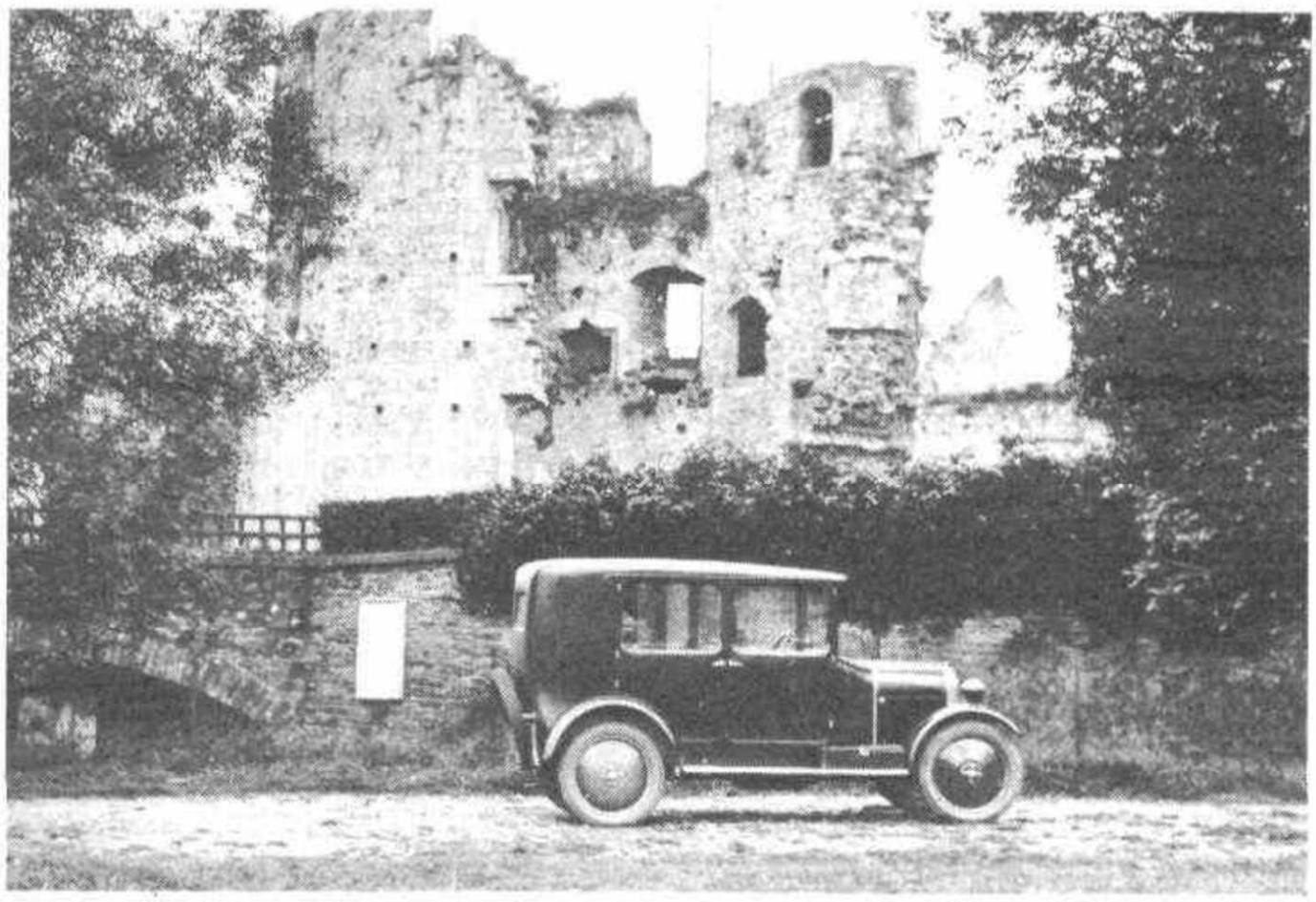


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THE SINGER JUNIOR with which a contemporary motor paper undertook a two day, 575 mile road test in 1927, seen outside Raglan Castle.

Small-Car Progress Demonstrated by the £3,100 796 cc Suzuki Alto FX

— In a comparison in Wales with a 1927 Singer Junior

"There is a certain fascination about the small car which its larger brother does not possess, a most satisfactory sense of achievement when £200-worth of little machine takes one over half the face of Britain so well that £3,000 cannot buy more pleasure." — Opening sentence of a road-test of the 1927 Singer Junior saloon; in 1984 read £3,000 for £200 — Ed.

OBVIOUSLY, enormous progress has been made in small-car design and performance over the years, just as roads have improved. But traffic congestion has increased and, alas, the cost of motoring, like almost everything else, has been affected by crippling inflation.

I had a good example of all this in the summer, by taking a little Suzuki Alto FX three-cylinder 796 cc five-door Hatchback over much the same test-route as another motoring-writer drove an 848 cc four-cylinder ohc Singer Junior Gordon England four-door fabric saloon in 1927. The latter two-day run, from London into Wales, arose when a member of *The Autocar's* staff — he was none other than S. C. H. (Sammy) Davis — finding the Metropolis an oppressive place, longing for the vitality of the mountain country, decided to drive to Wales in the Singer. It was an early model, with back-wheel brakes only (Reg No YF 7456) which I expect has long since gone to rest.

Here is one more endorsement of the great enthusiasm and versatility of its driver, S. C. H. Davis, that famous racing-driver / journalist, who only the month before had won the Le Mans race for Bentley, partnered by Dr Benjafield. Now here he was, in a £200 baby-car, undertaking a run which I found quite long enough even in a very effective modern small-car — and I did not start at midnight, involving a night out of bed, as Sammy and his companion had. (In passing, it is beyond comprehension why IPC never put all Davis' articles into a book, after his death, as a lasting memorial to him, but although I made the suggestion, such has never been published, more's the pity.)

Having come upon this Singer road-test, done in July 1927, I had intended to re-enact it, as near as possible, in full, using one of the smaller 1984 cars for the job, the Suzuki as it turned out, which proved an admirable choice, in more ways than one. However, that car had to be collected from the smart Heron depot at Crawley, so I decided against a midnight start from London, and in fact David Filsell and I joined the Singer's route at Welshpool one warm August day, with 251 test-miles already covered. Davis, driving 57 years earlier out of London up the Holyhead Road, had written of how even then the former deserted aspect of main roads had changed, a "ceaseless, magnificent flow of heavily laden lorries passing from all parts of the country, as interesting as the tramp steamers which are the very core of the romance of the sea. Huge machine after huge machine, they pass, some clean, snug and obviously well cared for, some that even from afar can be recognised as the lorries on which the rations of the BEF at one time depended, affairs so essentially business-like, so absolutely bound to the work in hand, as to have passed, probably unwashed, certainly unpainted, for years." After Dunstable Davis noted clustered lights that indicated the presence of wooden-hut cafés (he called them restaurants) flanked by batteries of gaunt petrol-pumps, which ministered to men and machine, the former "muffled in coat after coat, own brothers to the divisional lorry drivers of '14-'18".

Well, much as I would have enjoyed seeing 1914 trucks in action, these days all the vans and lorries, although no less commendable, would have been going the pace up the M1. So we "cheated" and, joined-in, as I have said, at Welshpool. Before that, Davis and his companion had stopped beneath the railway-bridge just short of Coventry to get out their sandwiches and vacuum-flask. The Singer's headlamps had been dimming themselves automatically at intervals, so fortunately the dawn was now breaking — we did not need the Koito XL14 headlamps of the Alto but they would have been unlikely to have given any bother . . . It was also remarked that in the 1927 Singer saloon warmth could be adjusted by sliding the side windows open or shut — clearly there was no heater — but that they did this on their own, unwanted. In contrast, our Alto had secure window-winders, neat little door-locks, and gave a great inflow of hot or cold air, on command.

The Singer's crew made for the "Buckley Arms" in Dinas Mawddwy, arriving too early and being made to wait, admittedly for a splended meal of egg after egg, until 9 am. The hotel is still there, still serves fresh trout from its pool. Being too late for breakfast, we stopped only for tea / coffee, before regaining the main road to take the loop by which the Singer's 1927 route was resumed; Davis would have been able to go straight on. As he published a list of his expenses for the trip I have done a comparison with mine in 1984, which may interest students of inflation. (Our two cups cost 70p against £1.10 for that formidable breakfast for two in 1927. Breakfast for two would have set us back £5.00.)

Already they had put a quart of oil into the Singer's engine, whereas we had not yet opened the Suzuki's bonnet.

Admiration increased for the Le Mans winner's stamina, for even to us, cruising in the Alto at an unexpectedly quiet 60 mph and more, the run seemed a long one. What then had it seemed like to the sleepy Singer's crew, doing 35 to 40 mph, and needing to change gear for every gradient? It had taken Davis perhaps 3½ hours to the hotel from Coventry, via Wolverhampton and Shrewsbury.

The next ploy was the ascent of the 1 in 7 average gradient of Bwlch-y-Groes Pass, now of course well-surfaced. You still approach the hairpin bend through a gate. Here we were preceded by a fully-laden small BMW driven by a Dutch lady who,

seeing the steep hairpin vanishing round the corner, drove straight on to a dead end, her nerve apparently gone . . . The Singer had made a non-stop climb in bottom gear, boiling merrily, although like a certain Rolls-Royce P1 *The Autocar* had tested two years earlier, it needed no water added to its radiator afterwards. I need hardly add that the Suzuki Alto stormed up strongly in second and third gear after easing up lower down for a descending car; the exhaust system "pinged" a bit as it cooled at the summit, but the fascia thermometer indicated no coolant temperature increase.

It may well have been the long descent to Bala that had been the undoing in 1927 of those back wheel brakes on the Singer. The road-test report spoke of them needing "considerable adjustment", and tending to stick on after the play had been taken up, "which was disconcerting". A Sammy understatement, no doubt! Again, I need hardly add that having found the disc / drum brakes of the little Alto entirely adequate, they remained so for the miles I covered in total in the Suzuki. . . .

After the pleasant run beside the lake into Bala, Davis reported that they went on to Barmouth because a signpost pointed that way. We found no such instructions, but with David reading the map it was clear that we needed to turn left in the crowded town, skirting the other side of Lake Bala. So far there had been almost no traffic, but as we swung left again later for the road towards Barmouth we joined a 40 mph procession, with hold-ups on the hill up to the town itself, where roadworks were in progress. It was clear that Davis disliked what they found in Barmouth. So did we! It was congestion personified, with holiday folk using the roads regardless of cars.

Intending to continue our inflationary comparison, we tried to guess where the Singer had paused for lunch. These days there is a one-way system to negotiate. But by doubling back onto the road where Davis would have driven straight into Barmouth, we guessed at which hotel he might have stopped. First he had tried to buy something from a shop that was open but apparently untenanted. I had the same experience at the hotel. Empty bar, deserted dining-room. Ringing a bell brought a waiter who did not know, without going to enquire, whether they could serve lunch or not. Had we ordered it, the cost, without wine, would have been some £21 for the two of us, against the equivalent 57½p(!) that it had cost Sammy Davis and his companion for lunch at Barmouth in 1927, admittedly for "a most unappetising cold meal, a deadly cold one", which he had obviously not wanted after his long night-and-morning run.

With the Singer, retracing their route, they had difficulty in finding the tollbridge over the Afon Mawddach to the Aberystwyth side, although politely received when they did. We had no such problem. The narrow bridge across the estuary had clearly been resurfaced, at an odd angle, with sleepers after the railway was closed, and the toll had been increased from 1/- (5p) to 15p. However, the National politeness that had so pleased *The Autocar's* driver held for MOTOR SPORT's, when joking with the attractive girl (I assume she is Welsh) who took the money about the fee having been increased, she smiled and said how was that for inflation?



THE SUZUKI ALTO FX with which this year W.B. emulated the Singer road test of 37 years ago.

In some ways, apart from items changed by the passage of over half-a-century, our trip differed from Davis'. For instance, he appreciated the Singer's saloon body in rain-storms, whereas we had perfect weather; labourers tarring the roads carefully kept the tar off the Singer's tyres, carters willingly moved their horses and carts to let the little car pass — we experienced none of these things! Sammy's philosophy was "the little dark men of the country have exceedingly good manners. Look to it, therefore, that they have nothing to complain of from tourists."

Having negotiated the tollbridge, we followed in the now-ghostly tracks of the Singer to Fairbourne where having forgone lunch in Barmouth, we pulled in at the "Tuck-In" café. Inflation wise, a snack *sans* sweet (pud if you prefer) cost nearly 12 times as much as Davis' cold lunch in 1927. After this we looked at the Fairbourne railway, a proper "model" passenger-hauling steam line, unique among the 4 ft 8 in and narrow gauge railways in other parts of Wales. It was being well patronised on this sunny day but I was disappointed to see what looked like the beginning of fencing it in, by the engine sheds, where once it ran (as for the present much of it still does) unfenced along the sand dunes. . . .

Remembering a glorious evening years before, spent exploring the Devil's Bridge and its adjacent waterfalls, Sammy hurried on along the coast road to Aberystwyth hoping to enjoy all this again, only to be disgusted by the notices, advertisement boards, rows of motor coaches, the noisy crowd and barred paths. The crowds were out, calling for care, when the Alto arrived at the same place but I wonder if there has not been some improvement here?

Our Alto with 40 hp got away unscathed. The long pull up the hill beyond Aberystwyth, to Plynlimon, miles and miles of it, put the Singer Junior on second gear, revving strongly, on full throttle. This caused Davis to say that it might have had an engine twice its actual size, so great was the reserve of power, and normally it kept up 40 mph with plenty of throttle in hand. The Alto, in contrast, romped along at anything from an easy 60 mph to its top speed of about 80 mph, and even felt a thought under-geared in top. It had excellent response, and was quiet enough for us to remark on a little wind fuffle round the screen-pillars. Having stopped to take a photograph at the very spot, we think, where the Singer was pictured in 1927, by a river mouth on the twisty road near Aberdovey — but now fenced-in, and with no waterfall due to the drought — we got back to Rhayader, where Davis had spent the night, at about 5 pm, an overall time of 8 hr 20 min, a day's run of 214 miles. Living but a few miles away there was no need for an hotel but b&b for two at the "Lion Royal" in 1984 would have cost £32.00 — Davis, wherever it was he stayed, was charged £1.32½ for two.

A check showed that in spite of all the hilly going the Suzuki Alto had averaged 50.9 mpg of two-star — excellent indeed for, a Citroën 2cv apart, I cannot recall any little car I have previously tested that has done more than about 46 mpg, at best. The Alto's fuel gauge is very steady but shows nearly empty when some 1¼ gallons remain in the 5.9-gallon tank, this presumably in lieu of a warning light. The lockable lid of the fuel-filler is on the n/s. Davis's longer run from London came out at 361 miles, the Singer giving 40 mpg as far as Dinas Mawddwy (whereas motorway and hills had not pulled ours below 50 mpg). It was credited with running "with perfect ease" for the 15 hr 26 min journey (overall time), and thanks to the Scaco pneumatic upholstery, "with no sense of fatigue". To which I would add that the Suzuki's seats

were likewise notably comfortable . . . As is usual these days, I do not recall meeting any interesting old cars on our run, apart from a Triumph Roadster crossing the bridge over the River Dovey at Machynlleth.

Davis complained that in Rhayader dinner, though good, was half-an-hour late and that the undistinguished breakfast was served with indifference, while he was also called late. The Singer was driven back to London *via* Builth, following the Wye Valley, the 1927 road good as far as Llyswen, where they branched off for Talgarth, going on second-class roads skirting the Black Mountains to Crickhowell, after which it was over extraordinarily good roads, except for a few bad patches, along the Usk Valley to Abergavenny. Davis stopped to look at ruined Raglan (or Beaufort) Castle, having an altercation when he was asked not to take photographs having paid the extra fee (12½p) to do so! Today the charge is 70p, with no restriction on cameras. However, we were not given permission to drive close to the ruins to get the picture we hoped for. We took the same route when returning the Alto to Peter Agg's impressive premises near Gatwick Airport, thereafter turning south for the M4 whereas Davis went *via* Monmouth, past the Rolls' statue, "still on magnificent roads", to Northleach, after an uninspiring lunch at a clean inn (37½p for two), Oxford, encountering many types of Morris cars "at their scheduled maximum speed", to "the picturesque village" of Beaconsfield, where tea was taken at the "Royal Saracen's Head", London being reached by 5 pm, after 214 miles.

Overall the Singer Junior had averaged 36 mpg, to the Alto's 51.4 mpg of two-star, the 1927 car using oil at the rate of 575 mpg, partly because of a leak between the valve-cover plate and the head of its ohc engine. The Alto required no oil after 892 miles and its transverse light-alloy-head ohc engine remained clean. The Singer took 3 min 20 sec to start from cold on the starter on the morning of the second day. Trying this, using the manual choke, the Suzuki's bendix-pinion engaged the flywheel-teeth and started the engine almost as quickly as the stopwatch could be clicked, as it did every time. At the end of *The Autocar's* two-day test the Singer had to be started on the handle, its six-volt battery being too "flat" to turn the engine, which took 35 sec, whereas the 12-volt Panasonic battery in the Alto remained fully-charged, although its clamp obstructs two of its filler orifices. The Singer had an awkwardly-placed oil filler, whereas the Alto's would have been easy to use. S. C. H. Davis referred to the lack of castor-feel from the Singer Junior's steering, which does not apply to the Suzuki Alto.

From this comparison it can be seen what incredible progress there has been in small-car design. From the foregoing it will be apparent that I was very favourably impressed by this little 800 cc Suzuki. I had expected a noisy, cramped, perhaps uncomfortable economy job. The Alto FX is the antithesis of this. More, it was surprisingly roomy, with a large window area, and its four side-doors were unexpected, but much appreciated. These possess neat little locking levers, with simple action. The ride was very good, apart from a good deal of rear-end liveliness on the rougher roads, when there was no-one on the back seat, and performance is such that this little Suzuki never holds up average traffic, whether on motorway or country roads. (As a matter of academic interest, its 0-60 mph time is 15.9 sec.) The hatchback element comprises the lift-up rear window (after using a key or the release-control by the driver's right foot), luggage having to be humped over the sill, but the folding, divided seat provides a luggage platform. Having a proper gearbox, gear whine is low from the Alto, nor does it try to "kangaroo" when accelerated from low speeds.

The gear-change is easy, the brakes powerful, the cornering flat and adequately clinging, with just a trace of back-end softness on tight bends. If the Alto's interior is "plasticky", and the test-car garishly finished in mid-blue with upholstery of a sick colour, the fascia-sill has a large well, there is a passenger's under-fascia shelf, a large, non-lockable cubby, and various small stowages, while the instrument panel, with seven warning lights neatly between the speedometer and heat / fuel dial, and the two stalk-controls (turn-indicators — and lamps — surprisingly from the lh one) well contrived. There is a six-year Tuff-Kote Dinal corrosion guarantee.

Two irritating points were the placing of the horn buttons on the steering-wheel spoke, where they were all too easily operated inadvertently (perhaps this is why the horn is inoperative when the ignition is switched off), and the difficulty of finding the release for the rear-hinged prop-up bonnet. The test-car had Japanese-Dunlop 12 in tyres, a Clarion Solid-State radio, and mud-flaps behind each wheel. I feel that if they tried the Suzuki Alto FX many people would end their love-affair with the BL Mini. The Japanese car is £98 less-expensive than the lowest-priced Mini and £559 lower in price than the least-costly Austin Metro.

Incidentally, if any ambitious Singer Junior-owning VSCC member feels like repeating this 1927 run I would like to hear from him. Or maybe a 750 MC member might care to re-enact Sammy Davis's 1,325-mile journey made in the winter of 1926 from London to Cannes and back in a Chummy (Reg No ON 3023)? — W.B.

CAR COMPARISONS

1927 Singer Junior (RWD)
Four cylinders, overhead camshaft, 56 × 86 mm (848 cc).
Annual tax: £8. 16½ bhp at 3,250 rpm.
Weight: 12 cwt 1 qr.
Gear ratios: 17.1, 9.28, 5.0 to 1.
Quarter elliptic springs, beam axles.

27″ × 4″ tyres on disc wheels.
Brakes on rear wheels.
Wheelbase: 7′ 6″. Track: 3′ 6″.
Overall length: 11′ 3″.
Width: 4′ 7″. Height: 5′ 8″.
Tank capacity: Four gallons.
Consumption: 40-45 mpg (*see* text).
Price: Gordon England saloon, approximately £200.

1984 Suzuki Alto (FWD)
Three cylinders, overhead camshaft, 68½ × 72 mm (796 cc)
Annual tax: £90. 40 bhp at 5,500 rpm.
Weight: 12½ cwt.
Gear ratios: 15.6, 9.4, 5.8 , 3.9 to 1.
IFS strut, single-leaf ½-elliptic springs, beam rear axle.
145/70 SR12 on disc wheels.
Disc / drum four-wheel brakes
Wheelbase: 7′ 6″. Track: 3′ 9″.
Overall length: 10′ 9.7″.
Width: 4′ 7.7″. Height: 4′ 4.6″.
Tank capacity: 5.9 gallons.
Consumption: 47-52 mpg (2-star).
Price: £3,100

COST COMPARISONS

S.C.H.D. (First Day) — 1927.
Distance: 361 miles.
Fuel: 45p.
Oil: 18½p.
Toll: 5p.
Meals: £1.10.
Hotel: £1.32½.
Garage: 10p.

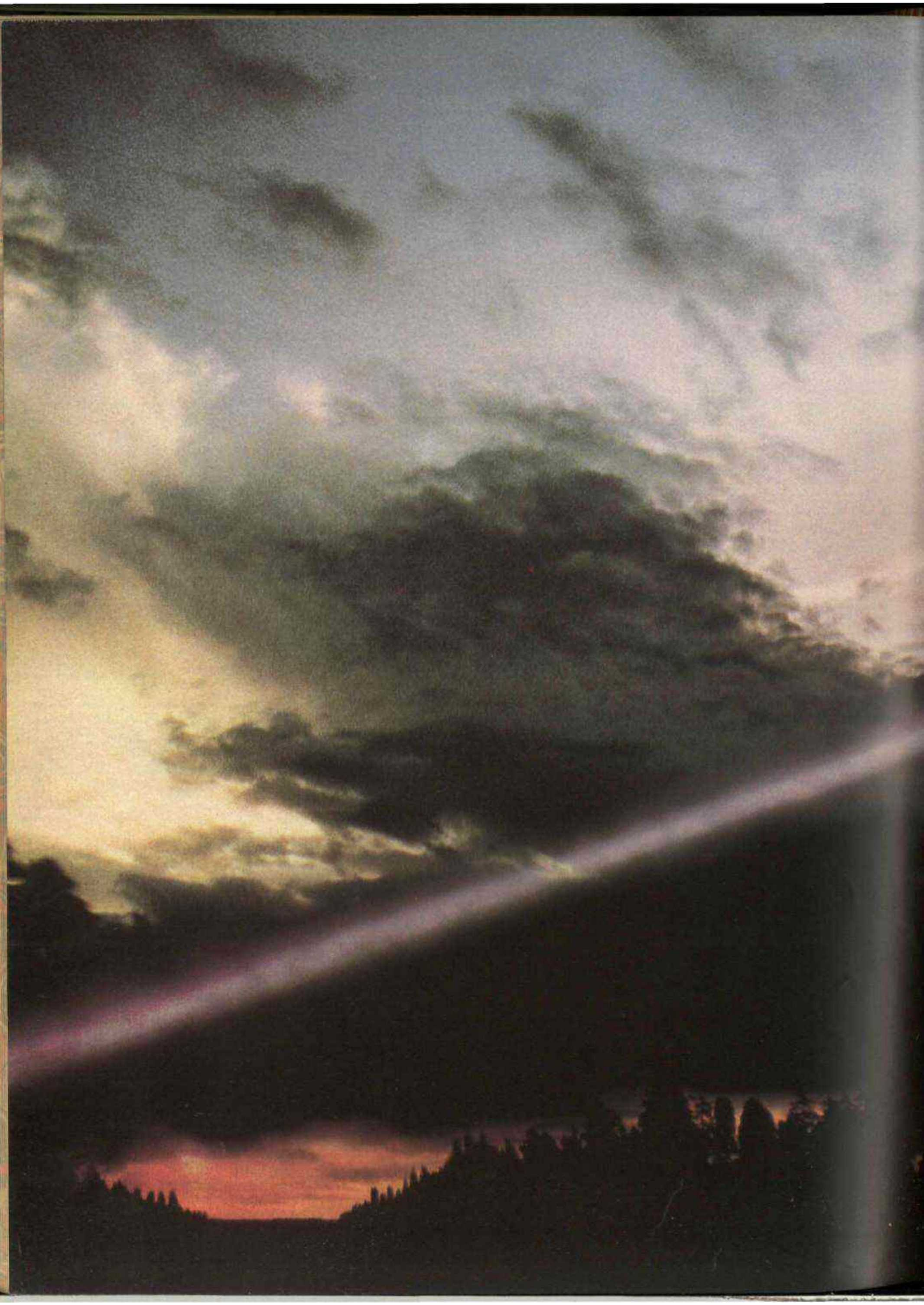
S.C.H.D. (Second Day) — 1927.
Distance: 214 miles.
Fuel: 62p.
Oil: 18p.
Toll: 2p.
Meals: 55p.
Raglan Castle charges: 12½p.
Total Mileage: 575.
Total cost (1984 equivalent): £4.70½.

W.B. (First Day) — 1984.
Distance: 214 miles.
Fuel: £5.00.
Oil: Nil.
Toll: 15p.
Meals: £6.50 (*see* text).
Hotel: £32.00 (*see* text).
Garage: 30p (*see* text).

W.B. (Second Day) — 1984.
Distance: 221 miles.
Fuel: £10.08
Oil: Nil.
Toll (M4): 20p.
Meals: £8.04.
Raglan Castle charges: 70p.
Total mileage: 435.
Total cost: £62.97.



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



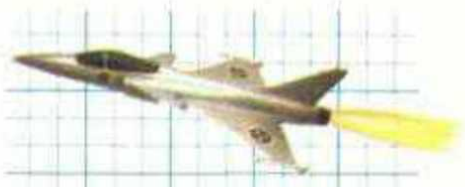
IMAGINE THE FEELING,
DRIVING A CAR BUILT BY
A PLANE MAKER.


B575 EBL

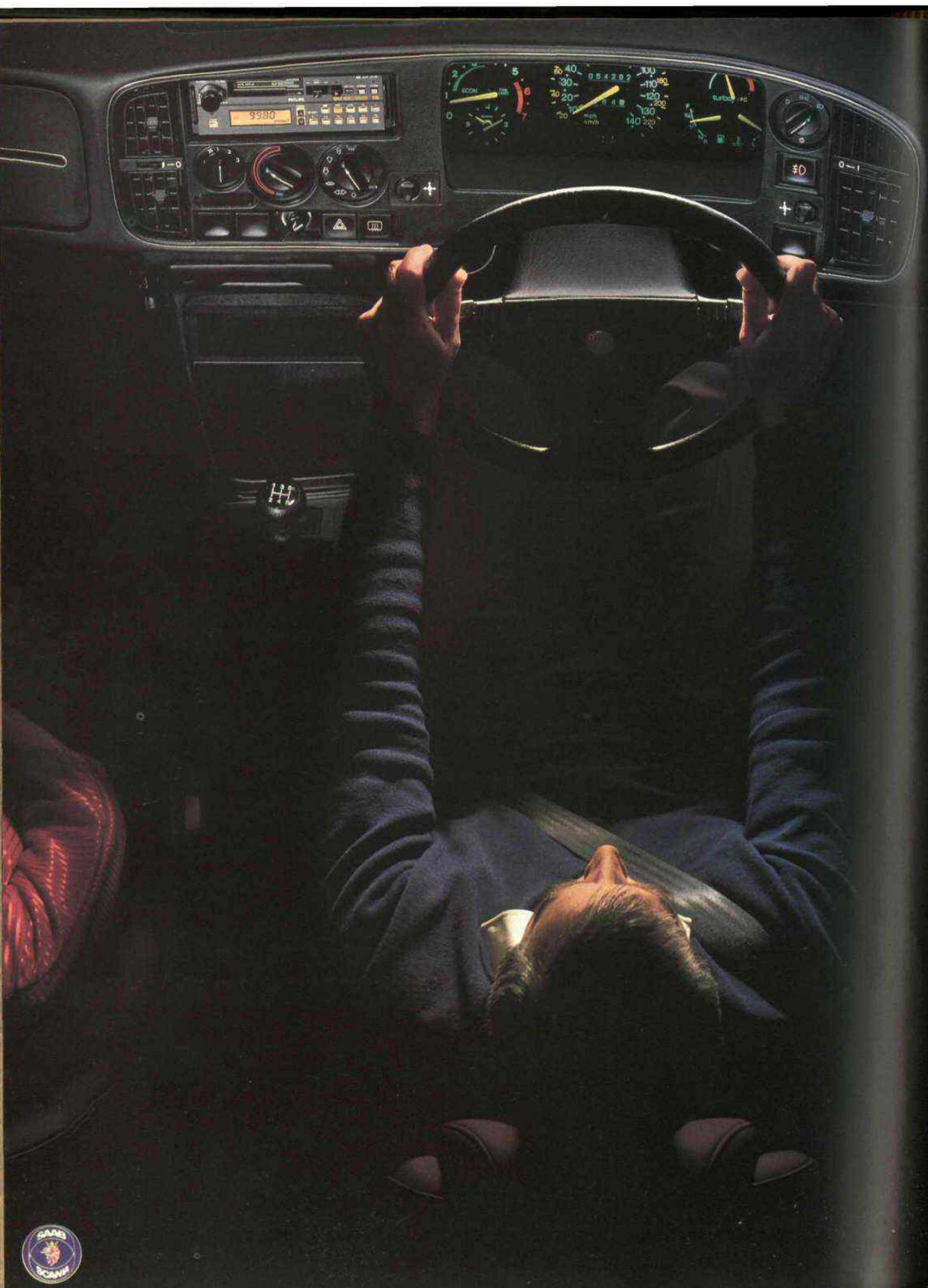
*OFFICIAL DTP FIGURES. SIMULATED URBAN DRIVING 22.8 MPG (12.4 LITRES/100 KM); AT CONSTANT 56 MPH 39.2 MPG (7.2 LITRES/100 KM); AT CONSTANT 75 MPH 29.1 MPG (9.7 LITRES/100 KM).
THE PRICE QUOTED (CORRECT AT TIME OF GOING TO PRESS) INCLUDES FRONT AND REAR SEAT BELTS, CAR TAX AND VAT, BUT EXCLUDES SUNROOF AND REAR HEAD RESTRAINTS, DELIVERY, ROAD TAX AND NUMBER PLATES.

SAAB 900i · BODY: TORTIONALLY STIFF STEEL 2-DOOR SHELL · PASSENGERS: 5 · SPEED: 110 MPH · RANGE: 375 MILES* · GEARS: 5
STEERING: RACK AND PINION POWER ASSIST · BRAKES: 4 WHEEL DISC · SHOCK ABSORBERS: GAS FILLED · PRICE: £8,510

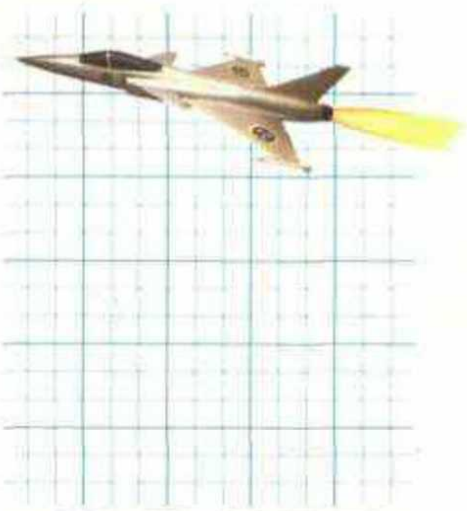
HE BANKED THE SAAB INTO A STEEP TURN.
THE CAR'S LACK OF DRAMA NEVER CEASED TO AMAZE HIM...



SAAB
THE AIRCRAFT COMPANY
NOTHING ON EARTH COMES CLOSE.


SAAB
SCANIA

SHE HAD CLIMBED DISMISSIVELY INTO THE PASSENGER SEAT.
THEN, AS SHE SAW THE CONTROLS,
SHE LOOKED AT HIM QUESTIONINGLY...



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INSTRUMENTATION: PILOT STYLED · SEATS: HEATED AND SCULPTURED · PRICE: £12,450

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FLIGHT ENGINEERED

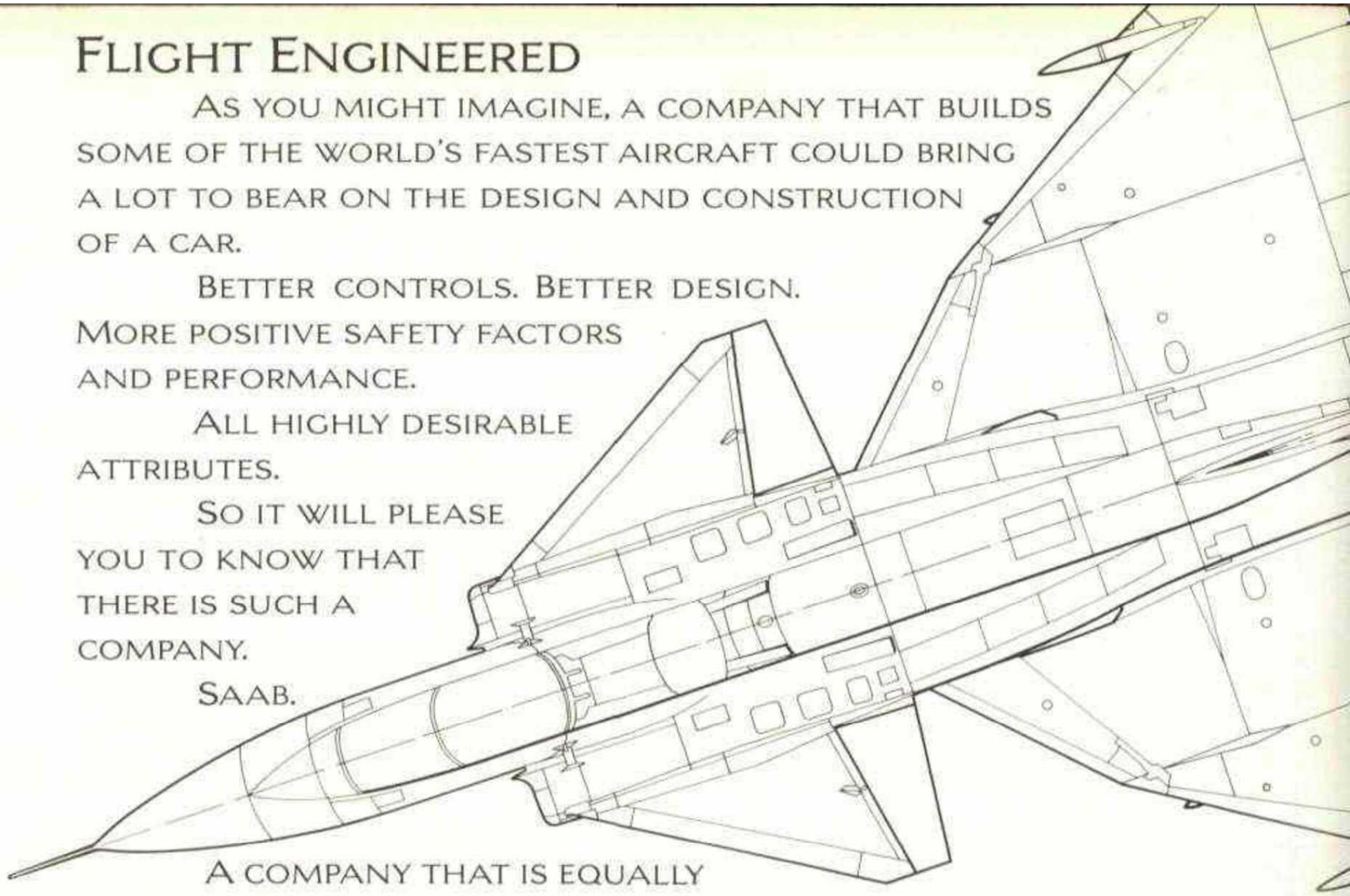
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ALL HIGHLY DESIRABLE ATTRIBUTES.

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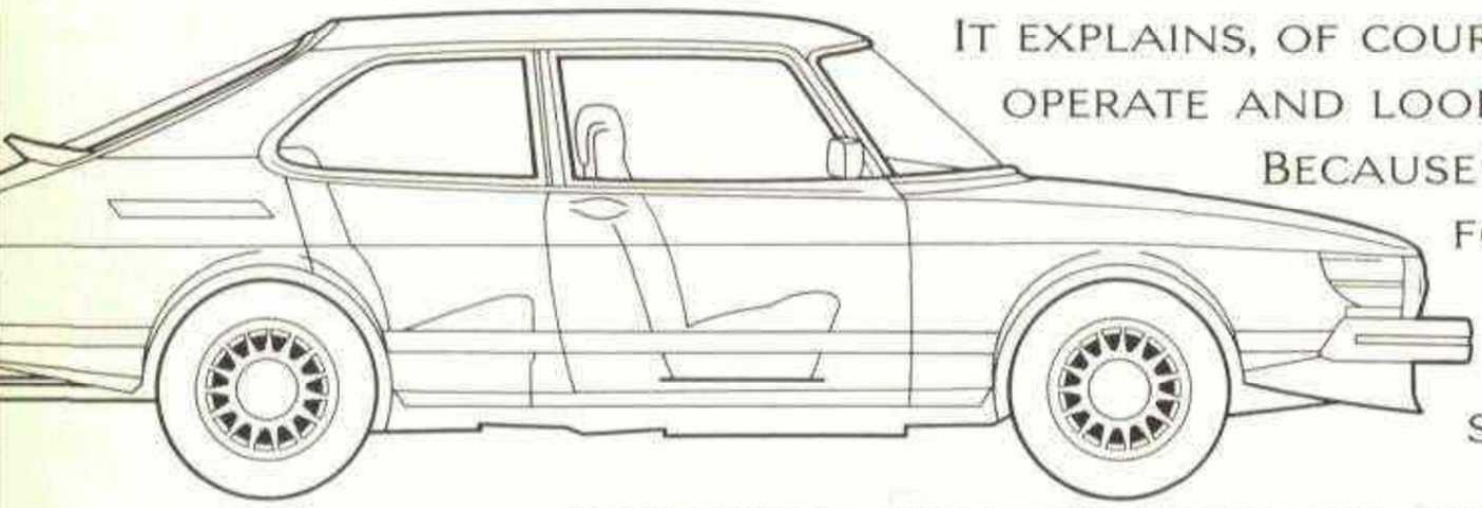
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A COMPANY THAT IS EQUALLY AT HOME BUILDING FOR THE ROAD, THE AIR OR FOR SPACE.

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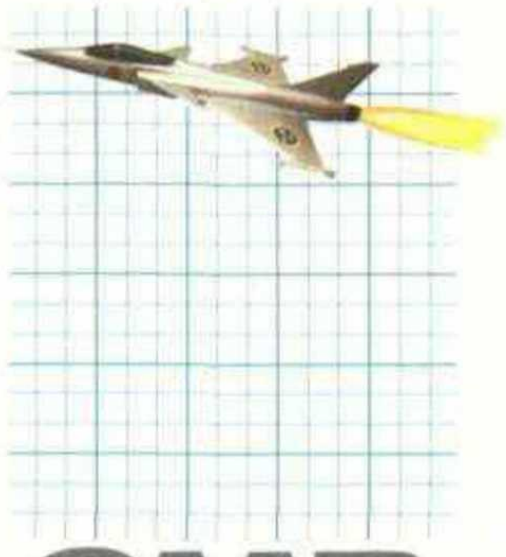
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IT HAS.

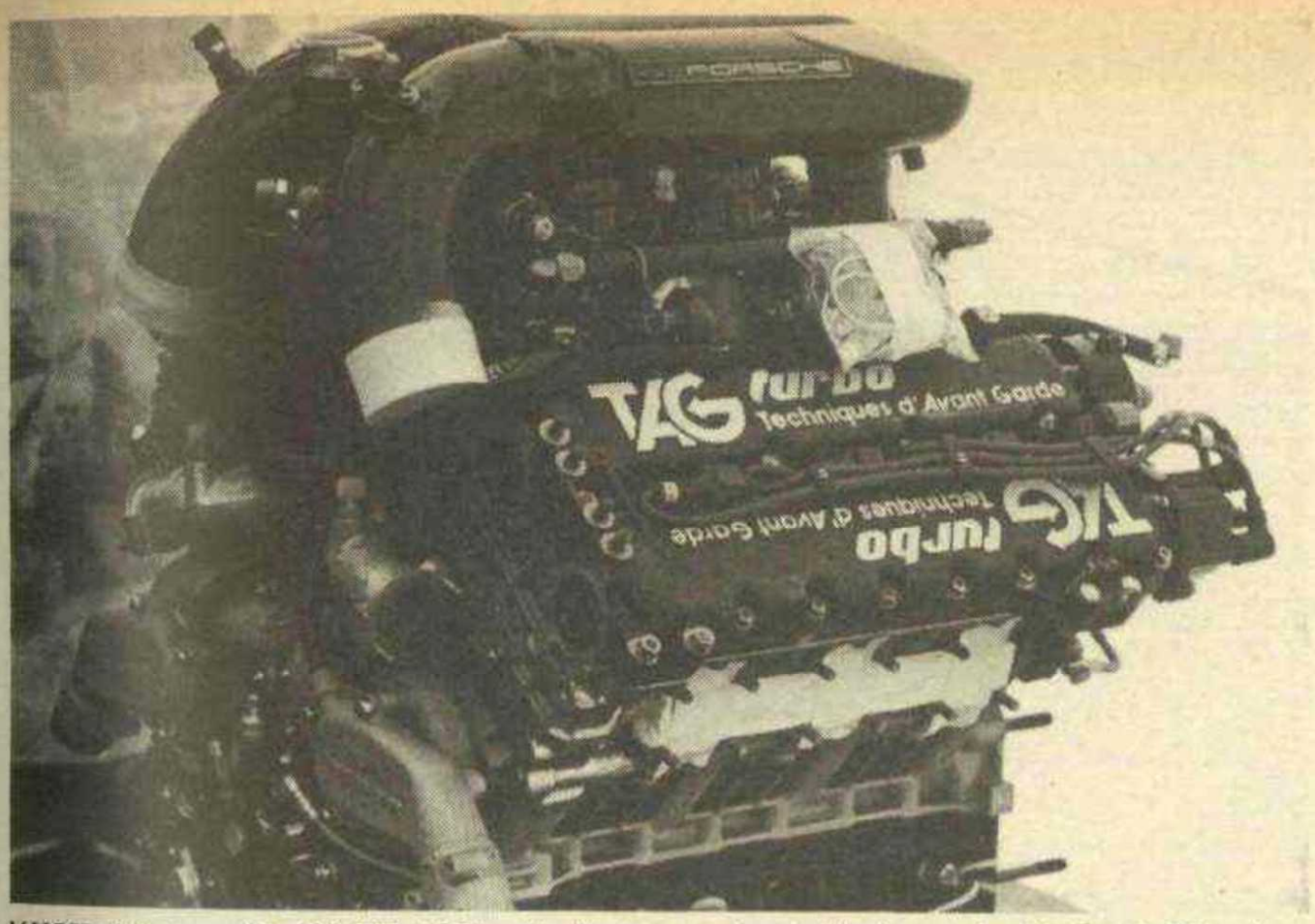


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MUCH of the story of the 1984 World Championship is summed up in this photograph of the Porsche V6 engine.

The Dutch Grand Prix

— Those McLarens again

Zandvoort, August 26th

TWELVE MONTHS ago almost to the day there was great interest in the paddock at Zandvoort and all the "top brass" of the Porsche factory were in evidence. It signalled the appearance of Porsche influence in Formula 1 for the first time since 1964 though this time it was not a Porsche Formula 1 car, but merely a Porsche designed and built engine. However, that was significant enough for it was what they described as a "third generation turbocharged engine", a very compact 80-degree V6-cylinder designed and built for a newly formed company called TAG Turbo Engines, itself closely allied to McLaren International run by Ron Dennis. This new Porsche engine, called a TAG Turbo, was installed in a modified McLaren MP4/1 chassis and was driven by Niki Lauda, and though it did not cover itself with glory on this first outing it provided some very definite "writing on the wall" for those who were able to read it.

The Dutch Grand Prix this year, at the same Zandvoort track, saw the Porsche powered McLaren MP4/2 cars, driven by Alain Prost and Niki Lauda, finish first and second and by two-thirds distance they had lapped the entire field, easing off towards the end of the race and letting the third place car unlap itself. You could call it domination, you can certainly call it success. To achieve such a result in twelve months must be everyone's dream, but McLaren International have done better than that. This victory in the 1984 Dutch Grand Prix was their ninth win this season out of thirteen races, and as these words are being written the season has three more races to run.

Apart from the combination of one man and one car, the opposition never really got a look-in, the one challenge to the McLarens being the reigning World Champion Nelson Piquet and his Brabham-BMW 4-cylinder. Ferrari, Renault, Alfa Romeo, Williams-Honda, Lotus-Renault and all the smaller teams merely acted the part of the chorus and background to the main scene.

With engines producing more power and better torque it is now possible to maintain maximum speed (over 180 mph past the pits) and still have a lot of aerodynamic down-force from aerofoils to keep cornering speeds up. In the days of under-powered 3-litre engines, now totally dead, you had to compromise between aerodynamic down-force and top speed, sacrificing one for the other to your own personal choice. Now we are making good forward progress with a surfeit of horsepower to squander on drag at high speed, in return for cornering forces. The result is better and better lap times, which after all is the main object of the motor racing exercise. The shortest time taken for a single lap gives you pole position on the grid, with a seven metre start over the second place man and anything up to £30,000 in the team's kitty. Qualifying is a serious business and the race is almost secondary. The real action takes place on Friday and Saturday afternoons between 1 pm and 2 pm but unfortunately no-one does anything to promote this as a public entertainment and only those lucky ones who are closely in touch with things in the pit lane can really enjoy it to the full.

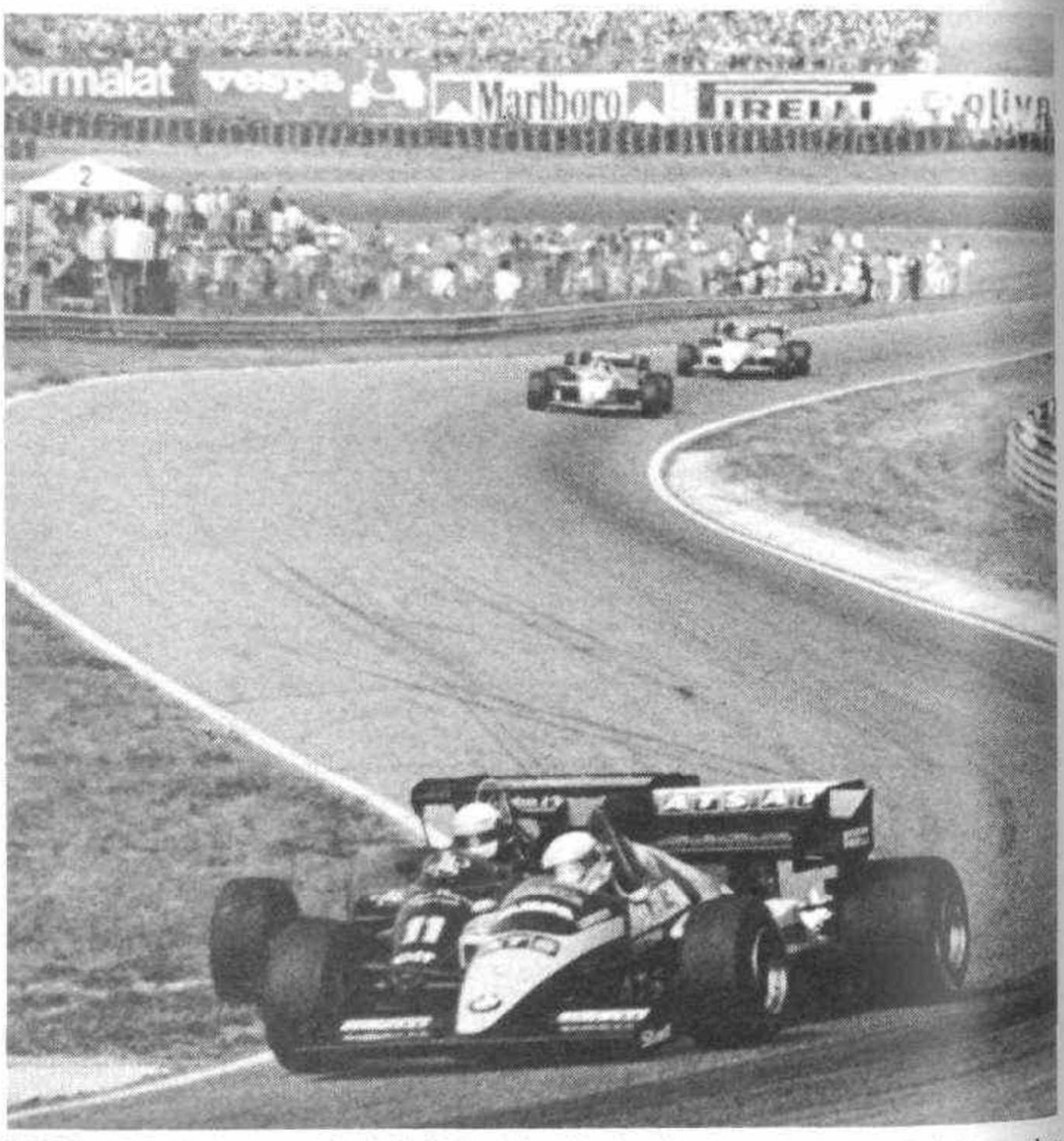
Invariably the issue lays between Alain Prost and his McLaren and Nelson Piquet and his Brabham, with occasional interruptions from de Angelis and the Lotus-Renault. Always there, trying to get in on the act, are Mansell (Lotus-Renault), Rosberg (Williams-Honda), Warwick and Tambay (Renaults), Lauda (McLaren) and Alboreto and Arnoux (Ferraris). At the other end of the field are another regular bunch of drivers who are all endeavouring not to be last, for Formula 1 is a bit like musical chairs, there are only 26 places on the grid and usually 27 entries. Just recently a new and temporary rule has been introduced whereby the two Tyrrell entries are allowed to run in the Grand Prix but are not eligible for the World Championship, due to rule infringements in Detroit among other things, so that anyone qualifying 27th behind the Tyrrells is guaranteed a place on the grid. At Zandvoort this year it applied to the Dutchman Huub Rothengatter, who qualified last in the Spirit 101/B1 due to two troubled days of practice, firstly crashing 101/B2 beyond immediate repair and then suffering engine trouble in the older car.

For those who did not feature near the front of the grid it was the same old story, "too much understeer" (Rosberg), "broken turbochargers" (Cheever), "held up by traffic" (Warwick), "a misfire" (Senna), "engine trouble" (Mansell), "nothing is working properly" (Alboreto), "loss of boost pressure" (Winkelhock), and so on, and so on. Up at the front it was all go, and on Friday Piquet headed the list with a shattering 1 min 13.872 sec in his race car, as the special qualifying Brabham had given trouble in the morning and he had not done enough running in it to get it adjusted properly. The little Brazilian was the only one to get into the 1 min 13 sec bracket, but de Angelis came mighty close with 1 min 14.027 sec. In third place Prost was more than a whole second away from Piquet. The time set by Piquet was the fastest ever recorded for the Zandvoort circuit, but there was more to come.

On Saturday afternoon, still in good conditions, but with a change of wind direction, Piquet found the "sprint" Brabham down on maximum rpm so a hurried decision was made to use the race car, but this meant removing numerous air ducts that cause drag, and altering various settings of aerodynamics and suspensions, all of which take time, and in the rush of qualifying, time is one commodity that is always in short supply. While this was happening, McLaren had got things just right with Prost's car and he put in a searing lap at 1 min 13.567 sec to take pole position, and de Angelis had cracked the 1 min 14 sec barrier with a brilliant 1 min 13.953 sec. With only eight minutes left

Piquet screamed away from the pits for a last do-or-die attempt, with no time to play himself in or find out about the car. He gave it all he'd got and spun off into the barriers early on his flying lap! The Brabham team did not blame him, for the front ride-height had been lowered just before he set off and with no time to experiment, the nose grounded on a very fast right-hander which pitched the car into a spin, bending the right front suspension as it landed. As Piquet has said in the past "if you don't take chances you'll never get anywhere in Formula 1". He took a chance this time and it didn't come off. His Friday time was still good enough for second place on the grid, but seven metres behind Prost. Of Prost, his performance is best summed up by Lauda's remark to a friend afterwards "I don't know how he does it. I know how hard I have been trying, and the cars are identical. . . ."

So there was the grid all lined up, nothing particularly outstanding, apart from Laffite being higher than he normally is and Arnoux being lower than normal in spite of having yet another rear suspension with welded tubular wishbones, which proved to be the best yet and was also fitted to Alboreto's Ferrari. The fast runners were up the front, the mediocre ones in the grey area in the middle and the slow ones at the back. As Holland does not allow unnecessary noise before midday on Sunday, the "warm-up" period of 30 minutes was due at noon, but a few minutes before this a staircase in the paddock giving access to the pits balcony collapsed and a lot of people were injured, involving a lot of activity by the medical services, so that it was 12.40 pm before things got under way. The weather was sunny and warm and the two McLarens soon showed that they were on good form in full race trim, with a full tank of fuel, race-distance tyres and race-distance engine conditions of boost-pressure and mixture strength, though there was a slight hiccough when Lauda stopped with a faulty turbocharger which had to be changed, but there was no panic.



MANFRED Winkelhock was a lap behind Elio de Angelis when this picture was taken early in the race, but still carved him up in the curves behind the paddock.

A very large crowd had flooded into the circuit, the town of Zandvoort was its usual chaotic self with cars parked everywhere and anywhere and the sand dunes were black with spectators. The Zandvoort circuit is a very straightforward one, fast and interesting and producing few complications for competitors and spectators alike as far as the racing is concerned. Twenty-six cars were lined up on the dummy grid in good time, the late-comer being Lauda for a leaking radiator had been discovered at the last moment, but all was well and he took his place in sixth position. The Arrows team had swapped Surer from A7/1 to the spare car A7/3 at the last moment, when a sticking throttle had caused him to spin off into the sand in his original car.

ENTRY AND PRACTICE

No	Driver	Nat	Team	Car Type	Engine	Tyres	Sponsors	Colours	Friday Practice	Saturday Practice	Remarks	No
1	Nelson Piquet	BRA	Brabham	BT53	BMW 4-cyl t/c	Michelin	Parmalat Foods	Blue/White	**1.13.872**	1.13.953(T)		1
2	Teo Fabi	ITAL	Brabham	BT53	BMW 4-cyl t/c	Michelin	Parmalat Foods	Blue/White	1.16.607	1.15.338		2
3	Stefan Johansson	SWE	Tyrrell	012	Cosworth V8	Goodyear	Sistyme Computers	Blue	1.20.959	1.20.236		3
4	Stefan Bellof	D	Tyrrell	012	Cosworth V8	Goodyear	Maredo	Blue	1.20.861	1.20.092		4
5	Jacques Laffite	FR	Williams	FW09B	Honda V6 t/c	Goodyear	Denim/ICI/Saudia	White/Green	1.16.659	1.15.231		5
6	Keijo Rosberg	FIN	Williams	FW09B	Honda V6 t/c	Goodyear	Denim/ICI/Saudia	White/Green	1.15.137	1.15.117		6
7	Alain Prost	FR	McLaren	MP4/2	Porsche V6 t/c	Michelin	Marlboro/TAG	Red/White	1.14.946	**1.13.567**	Pole Position	7
8	Niki Lauda	AUT	McLaren	MP4/2	Porsche V6 t/c	Michelin	Marlboro/TAG	Red/White	1.15.556	1.14.866	Winner Austrian GP	8
9	Philippe Alliot	FR	RAM	RAM 02	Hart 4-cyl t/c	Pirelli	Skoal Bandit	White/Green	1.21.387	1.20.270		9
10	Jonathan Palmer	GB	RAM	RAM 02	Hart 4-cyl t/c	Pirelli	Skoal Bandit	White/Green	1.19.849	1.19.598		10
11	Elio de Angelis	ITAL	Lotus	95T	Renault V6 t/c	Goodyear	John Player/ELF	Black/Gold	1.14.027	1.13.883		11
12	Nigel Mansell	GB	Lotus	95T	Renault V6 t/c	Goodyear	John Player/ELF	Black/Gold	1.16.533	1.15.811		12
14	Manfred Winkelhock	D	ATS	D7	BMW 4-cyl t/c	Pirelli	ATS Wheels	Yellow/Black	1.17.760	1.16.450		14
15	Patrick Tambay	FR	Renault	RE50	Renault V6 t/c	Michelin	ELF	Yellow/White/Black	1.17.013(T)	1.14.566(T)		15
16	Derek Warwick	GB	Renault	RE50	Renault V6 t/c	Michelin	ELF	Yellow/White/Black	1.15.184	1.14.405		16
17	Marc Surer	CH	Arrows	A7	BMW 4-cyl t/c	Goodyear	Barclay/Nordica	Cream/Blue	1.17.534	1.17.368		17
18	Thierry Boutsen	B	Arrows	A7	BMW 4-cyl t/c	Goodyear	Barclay/Nordica	Cream/Blue	1.16.595	1.15.735		18
19	Ayrton Senna	BRA	Toleman	TG184	Hart 4-cyl t/c	Michelin	Segafredo Magirus	Blue/Red/White	1.16.951	1.15.960		19
20	—	—	—	—	—	—	—	—	—	—	Entry Withdrawn	20
21	Huub Rothengatter	NL	Spirit	101/B	Hart 4-cyl t/c	Pirelli	Australian Sports	White/Orange	1.24.771	1.21.063		21
22	Riccardo Patrese	ITAL	Alfa Romeo	184T	Alfa Romeo V8 t/c	Goodyear	Benetton/AGIP	Green/Black	1.17.124	1.17.402		22
23	Eddie Cheever	USA	Alfa Romeo	184T	Alfa Romeo V8 t/c	Goodyear	Benetton/AGIP	Green/Black	1.16.991	1.17.855		23
24	Piercarlo Ghinzani	ITAL	Osella	FA/1F	Alfa Romeo V8 t/c	Pirelli	Kelémata	Blue	1.22.472	1.19.454		24
25	Francois Hesnault	FR	Ligier	JS23	Renault V6 t/c	Michelin	Gitanes/Antar	Blue/White/Red	1.18.469	1.17.905		25
26	Andrea de Cesaris	ITAL	Ligier	JS23	Renault V6 t/c	Michelin	Gitanes/Antar	Blue/White/Red	1.17.897	1.16.070		26
27	Michele Alboreto	ITAL	Ferrari	126C4	Ferrari V6 t/c	Goodyear	Fiat/AGIP	Red	1.16.248	1.15.264	New Rear Suspension	27
28	René Arnoux	FR	Ferrari	126C4	Ferrari V6 t/c	Goodyear	Fiat/AGIP	Red	1.16.121	1.16.200	New Rear Suspension	28
30	Jo Gartner	AUT	Osella	FA/1F	Alfa Romeo V8 t/c	Pirelli	Kelémata	Blue	1.21.655	1.20.017		30

Prost led them all round on the parade lap and all 27 lined up correctly on the grid, the red light came on, Piquet took his BMW engine up to peak rpm, bouncing off the rev-limiter and when the green light shone he took off with the BMW engine giving all it had got, and protesting slightly, but it did the trick and he made up the seven metres to Prost and sliced ahead of the red and white McLaren as they swept into the Tarzan hairpin. It was a superb start by everyone, and the whole field roared away on the opening lap in good order. As they streamed up the hill from the hairpin behind the pits Winkelhock spun and stalled the ATS but marshals got him going again long after everyone had gone. Piquet's progress on the opening lap was meteoric and the crowd gasped in surprise when he appeared in view at the end of the long straight, already way out on his own. Prost followed, as was to be expected, then Tambay, de Angelis, Rosberg, Warwick, Laffite, Alboreto, Lauda, Boutsen, Fabi, Senna, Arnoux, Mansell and the rest. For 10 laps the Brabham-BMW pulled away and then on lap 11 as it disappeared over the Hunzerug hill a great spume of smoke billowed out of the back and it was all over; we did not see Piquet any more and Prost now settled down in first place. But meanwhile there had been some mild heroics behind the McLaren, but not close enough to cause concern. Rosberg had battled his way past de Angelis and then sat it out with Tambay into the Tarzan hairpin and forced his way to the inside line and third place, but at the same time Lauda was moving up fast after a relatively slow start. Just as Piquet disappeared Lauda dealt with Rosberg in a most forceful manner under braking for the Tarzan hairpin, and when the smoke had cleared the McLarens were first and second and the Brabham was stationary by the trackside. Down at the back of the field Cheever had been off on the grass in a big way on the opening lap, dropping to the penultimate position, and then set off in a very aggressive mood among the backmarkers and began

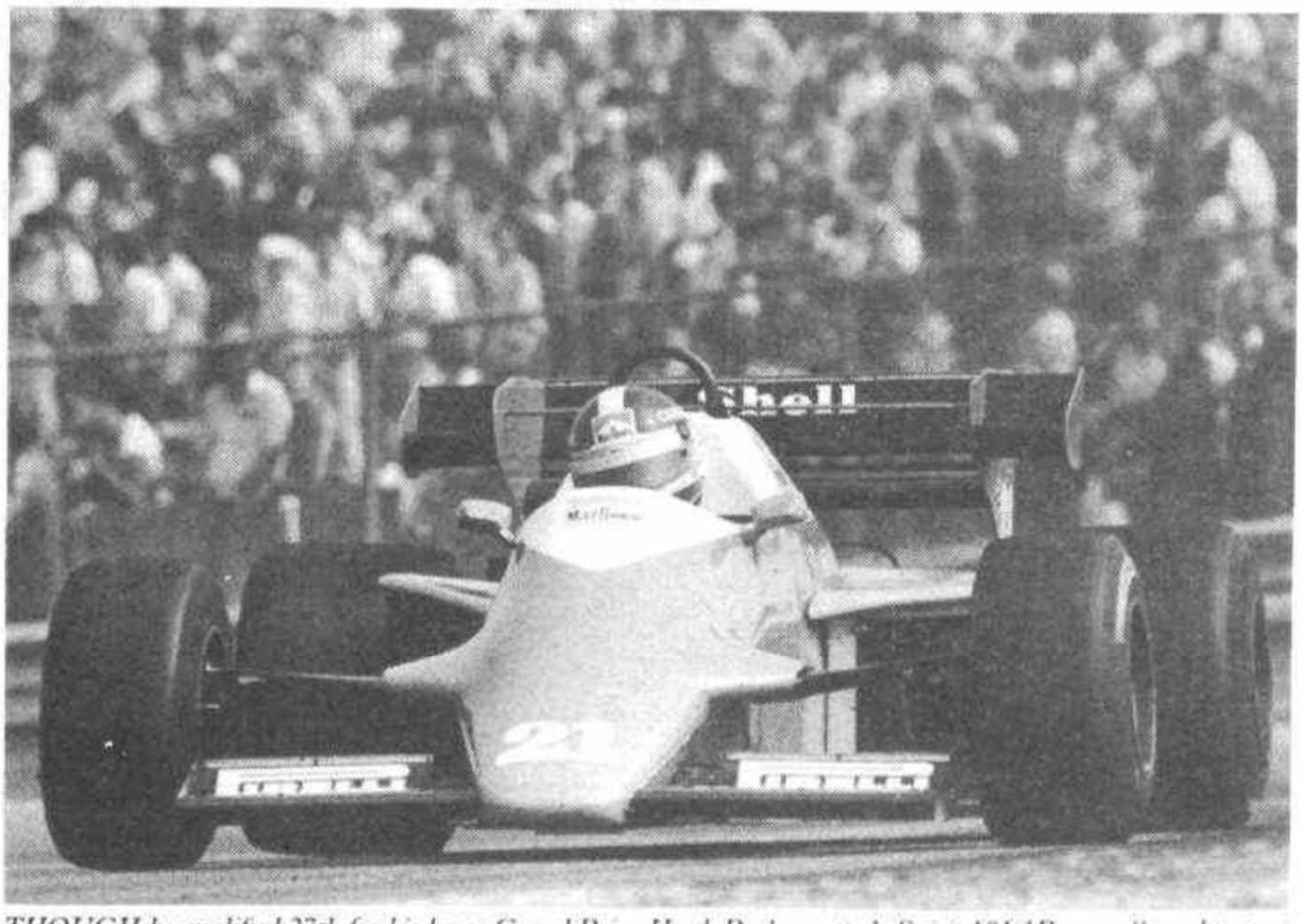
STARTING GRID ↑

1 N. Piquet *(Brabham-BMW 4-cyl t/c)* 1 min 13.872 sec **2** (1 min 20.942 sec)	7 A. Prost *(McLaren-Porsche V6 t/c)* 1 min 13.567 sec **45** (1 min 20.063 sec)	
16 D. Warwick *(Renault V6 t/c)* 1 min 14.405 sec **3** (1 min 22.203 sec)	11 E. de Angelis *(Lotus-Renault V6 t/c)* 1 min 13.883 sec **22** (1 min 21.455 sec)	
8 N. Lauda *(McLaren-Porsche V6 t/c)* 1 min 14.866 sec **37** (1 min 20.470 sec)	15 P. Tambay *(Renault V6 t/c)* (T) 1 min 14.566 sec (T) **41** (1 min 20.585 sec)	
5 J. Laffite *(Williams-Honda V6 t/c)* 1 min 15.231 sec **22** (1 min 21.898 sec)	6 K. Rosberg *(Williams-Honda V6 t/c)* 1 min 15.117 sec **4** (1 min 21.593 sec)	
2 T. Fabi *(Brabham-BMW 4-cyl t/c)* 1 min 15.338 sec **36** (1 min 20.861 sec)	27 M. Alboreto *(Ferrari V6 t/c)* 1 min 15.264 sec **3** (1 min 21.442 sec)	
12 N. Mansell *(Lotus-Renault V6 t/c)* 1 min 15.811 sec **28** (1 min 21.463 sec)	18 T. Boutsen *(Arrows-BMW 4-cyl t/c)* 1 min 15.735 sec **43** (1 min 21.516 sec)	
26 A. de Cesaris *(Ligier-Renault V6 t/c)* 1 min 16.070 sec **10** (1 min 22.668 sec)	19 A. Senna *(Toleman-Hart 4-cyl t/c)* 1 min 15.960 sec **7** (1 min 21.683 sec)	
14 M. Winkelhock *(ATS-BMW 4-cyl t/c)* 1 min 16.450 sec **9** (1 min 23.934 sec)	28 R. Arnoux *(Ferrari V6 t/c)* 1 min 16.121 sec **64** (1 min 19.465 sec)	
22 R. Patrese *(Alfa Romeo V8 t/c)* 1 min 17.124 sec **34** (1 min 22. 486 sec)	23 E. Cheever *(Alfa Romeo V8 t/c)* 1 min 16.991 sec **55** (1 min 21.203 sec)	
25 F. Hesnault *(Ligier-Renault V6 t/c)* 1 min 17.905 sec **10** (1 min 23.153 sec)	17 M. Surer *(Arrows-BMW 4-cyl t/c)* (T) 1 min 17.368 sec **14** (1 min 23.141 sec)	
10 J. Palmer *(RAM-Hart 4-cyl t/c)* 1 min 19.598 sec **35** (1 min 22.835 sec)	24 P. Ghinzani *(Osella-Alfa Romeo V8 t/c)* 1 min 19.454 sec **6** (1 min 25.656 sec)	
4 S. Bellof *(Tyrrell-Cosworth V8)* 1 min 20.092 sec **53** (1 min 23.740 sec)	30 J. Gartner *(Osella-Alfa Romeo V8 t/c)* 1 min 20.017 sec **29** (1 min 23.615 sec)	
9 P. Alliot *(RAM-Hart 4-cyl t/c)* 1 min 20.270 sec **55** (1 min 24.517 sec)	3 S. Johansson *(Tyrrell-Cosworth V8)* 1 min 20.236 sec **46** (1 min 24.071 sec)	
	21 H. Rothengatter *(Spirit-Hart 4-cyl t/c)* 1 min 21.063 sec) **34** (1 min 24.562 sec)	

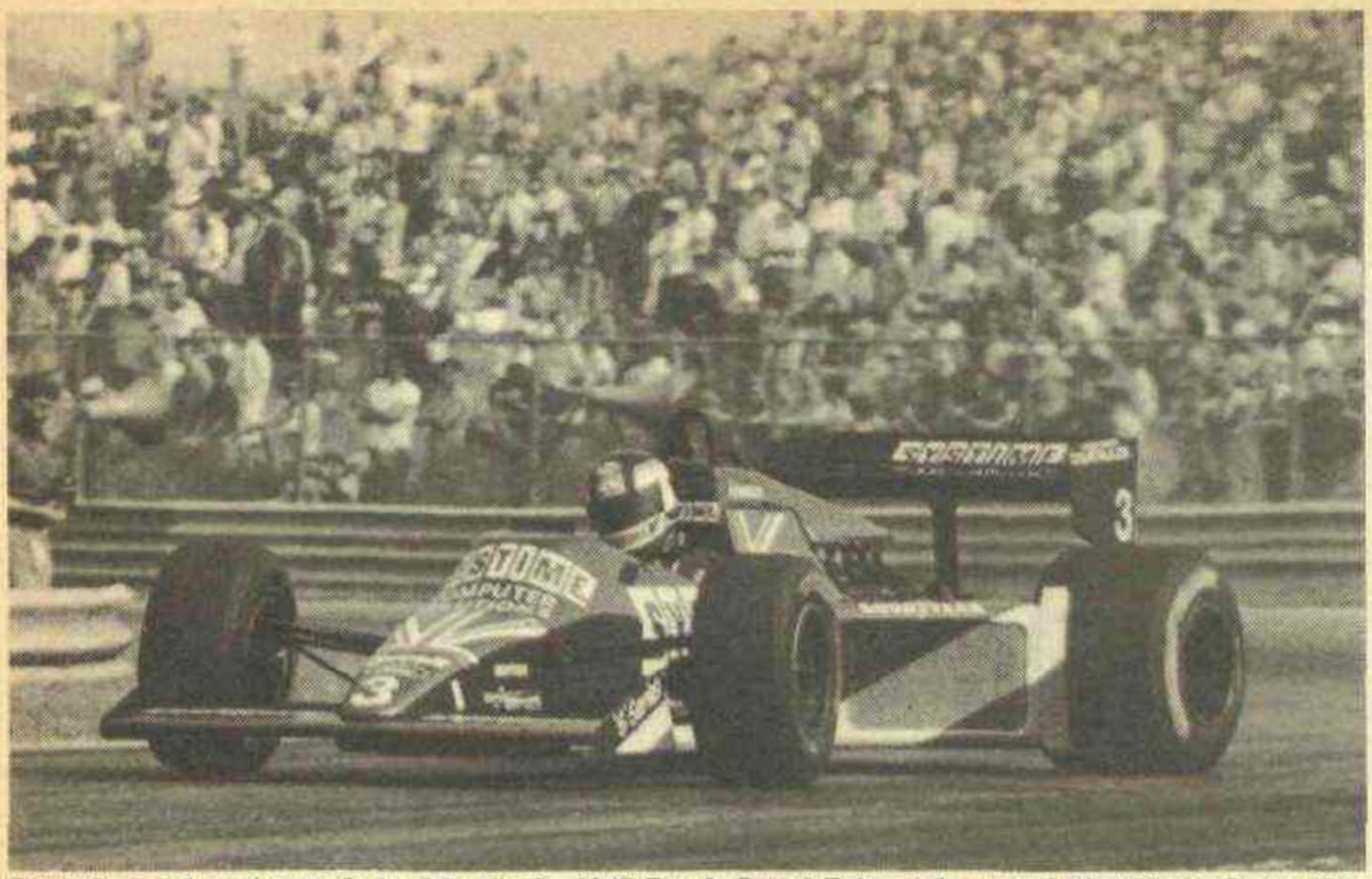
All entries qualified under revised FISA rules relative to entries of Team Tyrrell.
(T) Time recorded in spare car
(T) Spare car used in race
N.B. Time in brackets is best lap in race
Number in bold is lap on which recorded



FORMER AUDI team mates, Stirling Moss and Martin Brundle in the pit lane at Zandvoort. Brundle is recovering well from his Dallas injuries and should be fit to drive at the Nurburgring — if he can arrange a seat.



THOUGH he qualified 27th for his home Grand Prix, Huub Rothengatter's Spirit 101/1B was allowed to start for the Tyrrells were officially deemed not to exist. He retired on lap 54 with engine problems.



THE Cosworth engine made its debut in the 1967 Dutch Grand Prix, and powered Jim Clark's Lotus 49 to victory. The 1984 Dutch Grand Prix almost certainly saw this great engine's last appearance after 155 victories. The two Tyrrells finished eighth and ninth, Johansson (seen in a characteristic power slide) leading home the equally vigorous Bellof.

picking them off steadily, climbing from the back to the tail of the mid-field runners.

In the Williams-Honda in third place all was not well, for a recent spate of piston trouble had caused the Honda engine men to run their fuel injection a bit richer and Rosberg was finding that his fuel-consumption instrument was indicating too high, so he was backing off on the boost pressure and the rpm to save fuel. This meant that he had no hope of staying with Lauda, but seemed safe enough in third place, and the McLaren pit were keeping Prost advised about the gap back to Rosberg. As it was increasing steadily the Frenchman also eased off, not knowing that Lauda was in second place and gaining on him. In fact he didn't really know until he was aware of the other red and white car in his mirrors, at which point he opened up and held the gap steady. Providing nothing went wrong it was a mere formality for the two Porsche-powered McLarens to cruise round in complete command.

For the rest of the runners it was drama time, either through their own fault like Fabi spinning under braking on lap 22 and then stopping for new tyres, or other people's fault, like Warwick and Winkelhock spinning off on oil deposited by Laffite's Williams when its Honda engine disintegrated in a big way, or Alboreto retiring when his Ferrari engine blew up, or Tambay stopping for new Michelins and then going very well until a broken fifth gear slowed him towards the end of the race. As the two McLarens cruised round they soon caught up with the tail-enders and then with the mid-field runners and then with the faster cars. Arnoux was lapped, which must have caused anguish to television viewers in Italy, including Enzo Ferrari, and then Prost was up behind the two Lotus-Renaults. After a slow start Mansell had really got the bit between his teeth and had caught right up with his team-mate who was holding fourth place behind Rosberg's Williams. The Lotus pair were now pressuring the Finn and it was all getting a bit unruly, not to say rough, and Prost was sitting behind watching it all, clearly not intending to lap them until they had sorted themselves out. On lap 53 there was a big pushing-and-shoving match under braking for the hairpin, with Mansell being very brave and on the point of losing control but somehow gathering it all up and coming out of the corner in third place, and on the next lap Prost lapped him, putting everyone a lap behind except Lauda in the other McLaren. For 10 laps Prost maintained his pace and then on lap 64 he eased up and allowed Mansell to unlap himself. On lap 59 Arnoux had stopped for new tyres and in doing so had caused an accident that could have been very nasty. Coming onto the long straight he had Boutsen behind him in the Arrows-BMW and the young Belgian tucked in behind the Ferrari as it showed no signs of slowing for the pits. At the last moment Arnoux lifted off to pull into the pit lane entrance and the Arrows driver had no time to dodge. The Arrows right front wheel rode over the Ferrari's left rear at full speed down the straight. It flew up into the air and crashed down, fortunately still going straight, and broke its front suspension, the wheel folding back and nearly hitting the driver on the head. A very shaken Boutsen courageously steered the wayward Arrows as best he could down to a stop on the left of the track. Meanwhile the Ferrari pit had fitted new wheels and tyres to Arnoux's car and he was back in the race, few people in the pit lane realising what had happened. With new tyres Arnoux recorded the fastest lap in the race on lap 64, by which time everyone else was easing off as the race end drew near.

For the two McLaren drivers it was a complete walkover, their almost total domination of the season ensuring McLaren International of the Manufacturers Championship and putting the two drivers in line for the Drivers Championship, with no challengers. For the rest of the competitors it was total demoralisation, either due to retirement or the knowledge that Prost had lapped them once or more times in 71 laps, apart from Mansell who had been allowed the courtesy of finishing a good third on the same lap as the winner. In the closing stages the Dutch Grand Prix fizzled out for some, notably Rosberg who ran out of petrol with two laps to go, Cheever who did likewise with five laps to go, and Arnoux whose Ferrari died with an electrical fault with four laps to go.

Someone in the Lotus team summed it all up when they said "if it wasn't for those McLarens we'd be leading the World Championship", to which the Brabham team might have replied "if the BMW engine had not failed Piquet would have won that race, like so many others this season". — D.S.J.

RESULTS

DUTCH GRAND PRIX — Formula One — 71 laps — Zandvoort — 4.252 kilometres per lap — 301.892 kilometres — Warm and Dry

1st	Alain Prost	(McLaren MP4/2-2)	1 hr 37 min 21.468 sec — 186.050 kph
2nd	Niki Lauda	(McLaren MP4/2-1)	1 hr 37 min 31.751 sec
3rd	Nigel Mansell	(Lotus 95T/2)	1 hr 38 min 41.012 sec
4th	Elio de Angelis	(Lotus 95T/3)	1 lap behind
5th	Teo Fabi	(Brabham BT53/5)	1 lap behind
6th	Patrick Tambay	(Renault RE50/02) (T)	1 lap behind
7th	Francois Hesnault	(Ligier JS23/02)	2 laps behind
8th	Stefan Johansson	(Tyrrell 012/4)	2 laps behind
9th	Stefan Bellof	(Tyrrell 012/1)	2 laps behind
10th	Keijo Rosberg	(Williams FW09B/08)	retired on lap 69 — out of fuel — classified
11th	Jonathan Palmer	(RAM 02-02)	4 laps behind
12th	Philippe Alliot	(RAM 02-03)	4 laps behind
13th	René Arnoux	(Ferrari 126C4/075)	retired on lap 67 — electrics — classified
14th	Jo Gartner	(Osella FA/1F-04)	5 laps behind
15th	Eddie Cheever	(Alfa Romeo 184T/03)	retired on lap 66 — out of fuel — classified
16th	Thierry Boutsen	(Arrows A7/2)	retired on lap 60 — accident
17th	Huub Rothengatter	(Spirit 101/B1)	retired on lap 54 — engine failure
18th	Riccardo Patrese	(Alfa Romeo 184T/02)	retired on lap 52 — engine failure
19th	Andrea de Cesaris	(Ligier JS23/04)	retired on lap 32 — engine failure
20th	Jacques Laffite	(Williams FW09B/03)	retired on lap 24 — engine failure
21st	Derek Warwick	(Renault RE50/08)	retired on lap 24 — spun off track
22nd	Manfred Winkelhock	(ATS D7/2)	retired on lap 23 — spun off track
23rd	Ayrton Senna	(Toleman TG184/05)	retired on lap 20 — engine failure
24th	Marc Surer	(Arrows A7/3) (T)	retired on lap 18 — wheel bearing failure
25th	Nelson Piquet	(Brabham BT53/4)	retired on lap 11 — engine failure
26th	Piercarlo Ghinzani	(Osella FA/1F-02)	retired on lap 9 — engine failure
27th	Michele Alboreto	(Ferrari 126C4/073)	retired on lap 8 — engine failure

Fastest lap: René Arnoux (Ferrari 126C4/075) on lap 64 in 1 min 19.465 sec — 192.628 kph

27 starters — 12 finishers



MICHELIN SETTING THE PACE.

With the close of the 1984 Formula One Season almost in sight, there's no doubt which tyre company has been setting the pace.

By the end of the Dutch Grand Prix, with Alain Prost and Niki Lauda taking first and second places, no less than eleven races out of thirteen had been won on Michelin equipped cars.

Proof surely, if proof is ever needed, of Michelin's superiority in radial technology.

MICHELIN

THE WINNING NAME IN TYRE PERFORMANCE

No other suspension system can handle like this. And ride like a Mercedes-Benz.



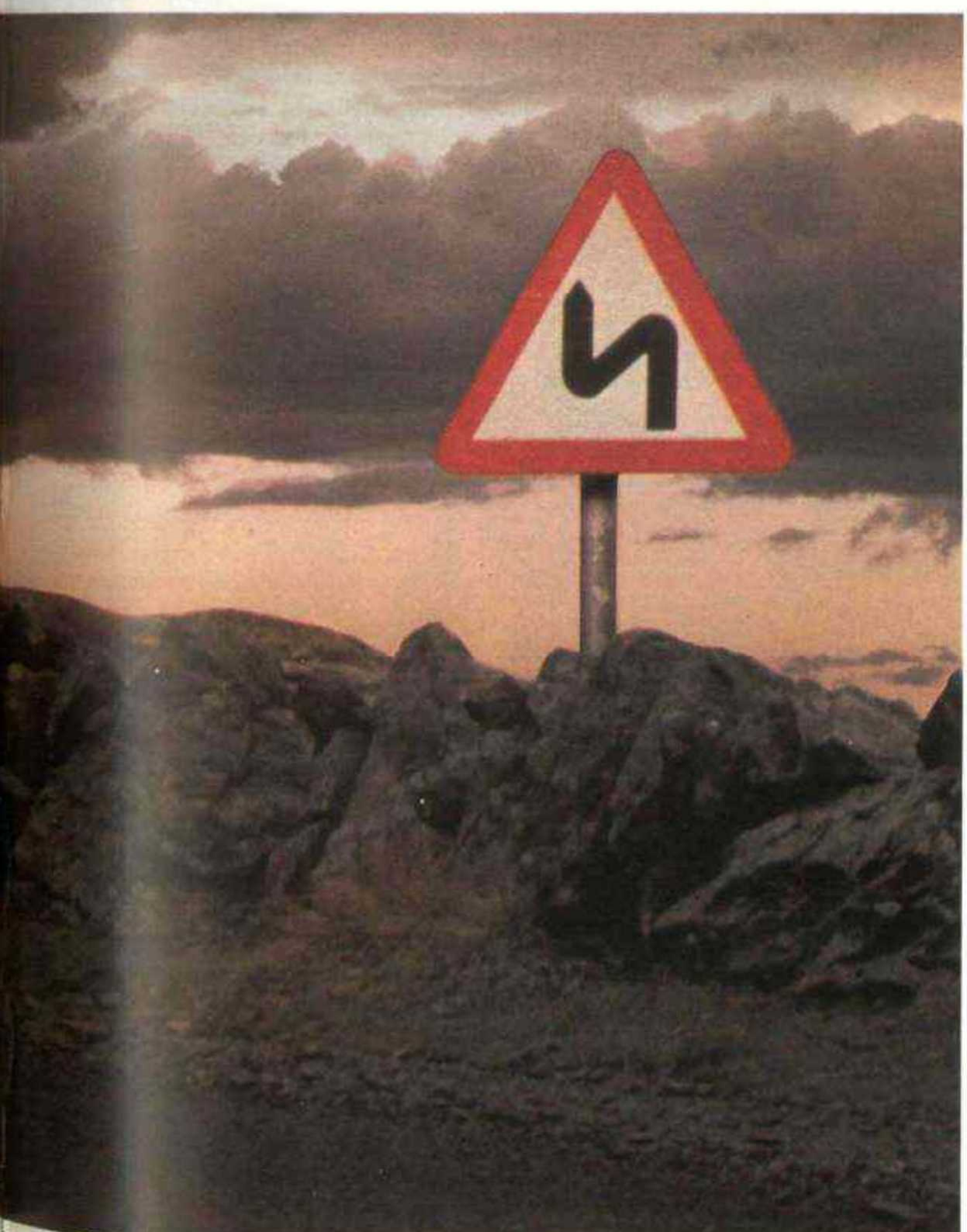
THE MERCEDES-BENZ COMPACT 190s.

The 190 range offers three engine options: 4 cylinder 1997cc, 4 cylinder petrol injected 1997cc and 4 cylinder diesel 1997cc.

At last, you don't have to compromise between handling and comfort. Because the Mercedes-Benz engineers wouldn't.

It started with the development brief for the compact 190 range.

And it was a problem which took the world's top automotive engineers five years' intensive development work to crack.



They began by testing 70 variations of eight traditional rear suspension systems, building a special high-speed test chassis to try the 20 most promising contenders over a punishing test track.

When nothing could measure up, they created a completely new system for the 190s. It's so superior, Mercedes-Benz patented it.

Basically, each of the rear wheels is supported by a coil spring. Five totally independent links connect the wheel.

Each link is connected in exactly the right position to keep the wheel at the best possible angle to the road's surface.

It took thousands of man-hours and hundreds of computer-runs to achieve this optimum layout.

And here's what the Editor of Car magazine thought after cornering a 190 at high speed:

"The way you can lean on that rear wheel with full power on exit can be compared with the feeling you get in a firmly-suspended double-wishbone Italian – except the ride is miles better."

The Mercedes-Benz 190, fuel-injected 190E and new diesel version, the 190D.

All offering you the legendary Mercedes-Benz silken ride. With the sort of handling designed to create another legend all of its own.

Mercedes-Benz

Engineered like no other car in the world.



RELAXED, and more confident than we have ever seen him, Ari Vatanen chats to TV men as mechanics check on the stiffness of his Peugeot's front suspension.

The Rally of the Thousand Lakes

WHEN Peugeot took its new rally car, the four-wheel-drive, rear-engined, two-seat 205 Turbo 16, to Corsica in early May for its first World Championship appearance there were but few people who predicted more than a token performance from the car. The same was true of opinions before its second outing in Greece later the same month, but on both occasions the car proved to be quite outstanding.

True, it did not score a significant result but, until difficulties were encountered, the potential of the car was displayed quite dramatically and many began to predict that it would score a major victory before the end of the year.

But no-one could have expected that victory to be on the Rally of the Thousand Lakes, even though the driver was a Finn, Ari Vatanen. In Finland, the special stages are so dramatically undulating that cars leap into the air and crash to the ground with fearsome, suspension-smashing violence. The surfaces are smooth, but the punishment is nevertheless severe.

The short wheelbase of the Peugeot suggested that its nose could be prone to over-dipping in the air, making it necessary for Vatanen to jump at speeds somewhat less than that of longer cars such as the Audi Quattro. Indeed, if ever there was a case for a car fitted with elevators, this was it.

But all this was just theory, albeit founded on experience, and what we saw was not at all what we expected. The little Peugeot jumped remarkably well — due as much to Vatanen's skill as to that of the car's designers, of course — and he was able to stay among the leading group, take over the lead and keep it to the end against determined opposition from Lancia and, in the early stages at least, from Audi.

A field of 144 starters is a mark of popularity in any grade of event, and although the speeds are frantically high, the roads almost destructively punishing and the opposition of such high quality that no completely private crew can hope for much more than a place among the finishers, it says much for the rally that it attracted many privateers from outside Finland. We have often said that British private drivers do not have the same spirit of adventure and the urge to travel as their compatriots of a few decades ago, but for this event there were five crews from Britain and one from Ireland, not to mention three co-drivers among the works teams.

The professional teams were those of Audi, Lancia, Peugeot, Toyota, Nissan, Citroën, Volkswagen, Wartburg and the combined Lada / Moskvich outfit, with a privately entered Renault 5 Turbo having factory support.

Audi, planning to replace the successful Quattro with the shorter Sport model, brought one of the old cars for Blomqvist and two Sports for Mikkola and Mouton, although there were several of the longer versions in the hands of privateers. There were two supercharged Lancias for Alén and Toivonen, and a solitary Peugeot 205 Turbo 16 for Vatanen.

Two Celicas came from Toyota Europe for Waldegård and Kankkunen, whilst the Nissan entry seemed to be divided between various overseers; Nissan Europe had one car for Airikkala, who was called in when regular man Salonen needed surgery to correct spinal compression which has been troubling him for some time, and a combination of Nissan Finland and Britain's Freeborough Motorsport were looking after the three cars of Finns Pitkänen and Geitel, and Englishman Kaby.

Based as usual at Jyväskylä in Central Finland, where the Sandpiper Hotel provides spacious headquarters accommodation and all manner of other facilities, the rally ran in a cloverleaf pattern, two short loops fairly close to base and a longer one to the south. It was compressed between Friday afternoon and Sunday morning, but what it loses in distance it makes up for in sheer pace and the need for concentration of the most intense kind.

Although there was considerable rain during the practice period, the clouds



TRY AS he might, Markku Alén could not get within striking distance of Vatanen, and Lancia had to be content with second place.

became much whiter for the rally itself, and there were even periods of sunshine, for which the huge crowds of spectators were grateful. Had it not been fine, they would have been just as numerous, for it takes more than rain to keep Finns from the forests and we have often seen them standing for hours among the trees, drenched but happy.

From the start it was Blomqvist who took the lead, but within a very short time Alén had overtaken him after the Swede had been plagued by a constant misfire which could not be traced. Vatanen, not having been able to put in more than a token period of high speed testing over jumps, spent much time having his Peugeot's suspension adjusted and readjusted to stiffen it up, whilst both Toyotas needed loose propshafts put right. Mouton didn't like the steering of her Quattro Sport very much, the car being very sensitive and twitchy indeed.

Lampi got no further that the first stage after his Quattro lost all its oil pressure, whilst Geitel was having some trouble getting the front / rear brake balance right on his Nissan. Grundell put his Golf GTi off the road and Toivonen had a pipe come off his supercharger.

Early in the second leg, Vatanen, his suspension by then more to his liking, went marginally into the lead, but the gap was made wider when, not long after, Alén ditched his Lancia and found himself with a gearbox jammed in top, a condition which he had to endure for another stage before mechanics had time to change the box.

Both Mikkola and Mouton had been having various troubles, and neither was able to make any impression on the leaders, Vatanen and Alén. Eventually, Mouton spun and rolled, not losing much time on the stage but spending so much time having her car repaired afterwards that she exceeded her maximum lateness allowance.

Mikkola also found the Quattro Sport's handling difficult, and it seemed that it was prone to lose its front wheel alignment very easily. He stopped after one stage on which the splay-out had become very prominent, and mechanics changed a track control arm. Alas, they did not change both, and on the next stage the unchanged one broke on a heavy landing and the car went off the road and out of the rally.

Up front, Alén strove to catch up with Vatanen but was not making much headway and he eventually resigned himself to second place. Behind, Toivonen and Blomqvist were duelling for third place, but it did seem that Blomqvist, although seriously after the championship this year, was more content to stick to fourth than risk everything for the sake of just one place. He was passed by Toivonen who stuck to his position even though he lost about half a minute by putting his car into a ditch.

Right at the end, Alén had to drive some five miles with a puncture, whilst Eklund's Quattro developed a transmission fault which left him with just rear wheel drive. He nevertheless made it to sixth place, behind Kankkunen's Toyota. Waldegård's Celica had stopped with a cracked block.

The World Championship for Makes is settled in favour of Audi, although there is still a very slim chance that Lancia, by winning both the remaining rounds, in Italy and Great Britain, can achieve a score equalling Audi's.

In the Drivers' Championship the situation is not at all settled, for although Stig Blomqvist has 113 points to Markku Alén's 90, both have seven scores to their credit and that is the maximum which can be taken into account from the 12 qualifying events. If Blomqvist wins the next round, for example, he will gain 20 points but will lose his lowest existing score which is eight.

The next round, qualifying for both championships, is the Sanremo Rally during the first week of October. — G.P.

Results

1st	A. Vatanen / T. Harryman (SF/GB) (Peugeot 205 Turbo 16)	4 hr 08 min 49 sec
2nd	M. Alén / I. Kivimäki (SF) (Lancia Rally)	4 hr 10 min 49 sec
3rd	H. Toivonen / J. Piironen (SF) (Lancia Rally)	4 hr 12 min 57 sec
4th	S. Blomqvist / B. Cederberg (S) (Audi Quattro)	4 hr 14 min 01 sec
5th	J. Kankkunen / F. Gallagher (SF/GB) (Toyota Celica Turbo)	4 hr 19 min 39 sec
6th	P. Eklund / D. Whittock (S/GB) (Audi Quattro)	4 hr 20 min 18 sec
7th	E. Pitkänen / R. Mesterton (SF) (Nissan 240 RS)	4 hr 33 min 58 sec
8th	B. Saby / J-F. Fauchille (F) (Renault 5 Turbo)	4 hr 35 min 26 sec
9th	J. Pöysti / R. Savolin (SF) (Opel Ascona 400)	4 hr 36 min 37 sec
10th	K. Aho / T. Hakala (SF) (Opel Manta 400)	4 hr 36 min 51 sec

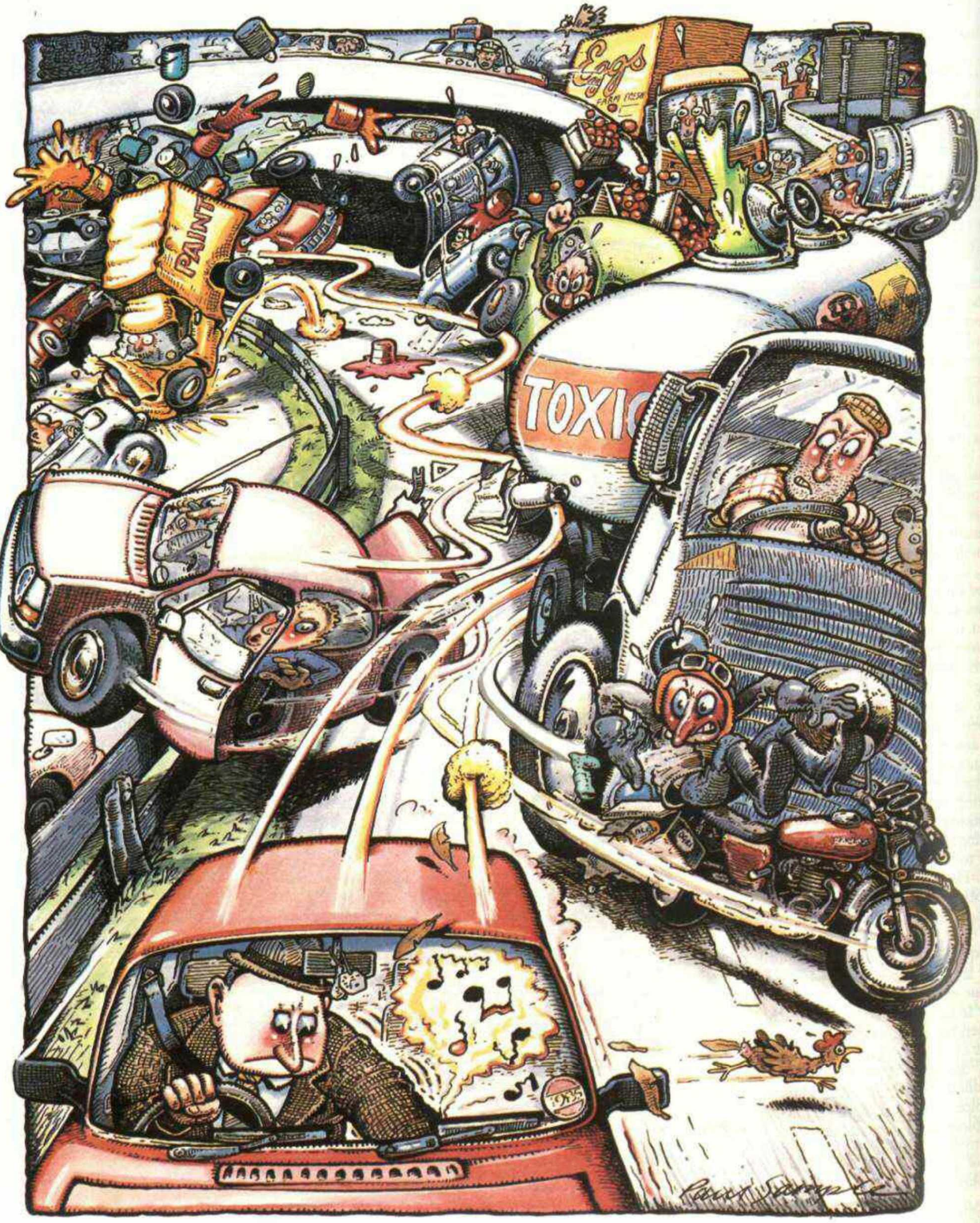
All above cars were in Group B

144 starters, 74 finishers



AS FAR as speed and traction were concerned, the Toyotas were outclassed by more powerful cars, but Juha Kankkunen nevertheless managed fifth place.

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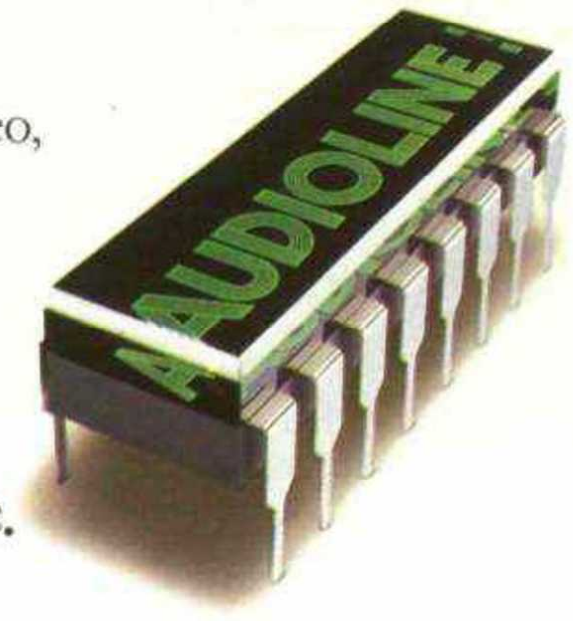
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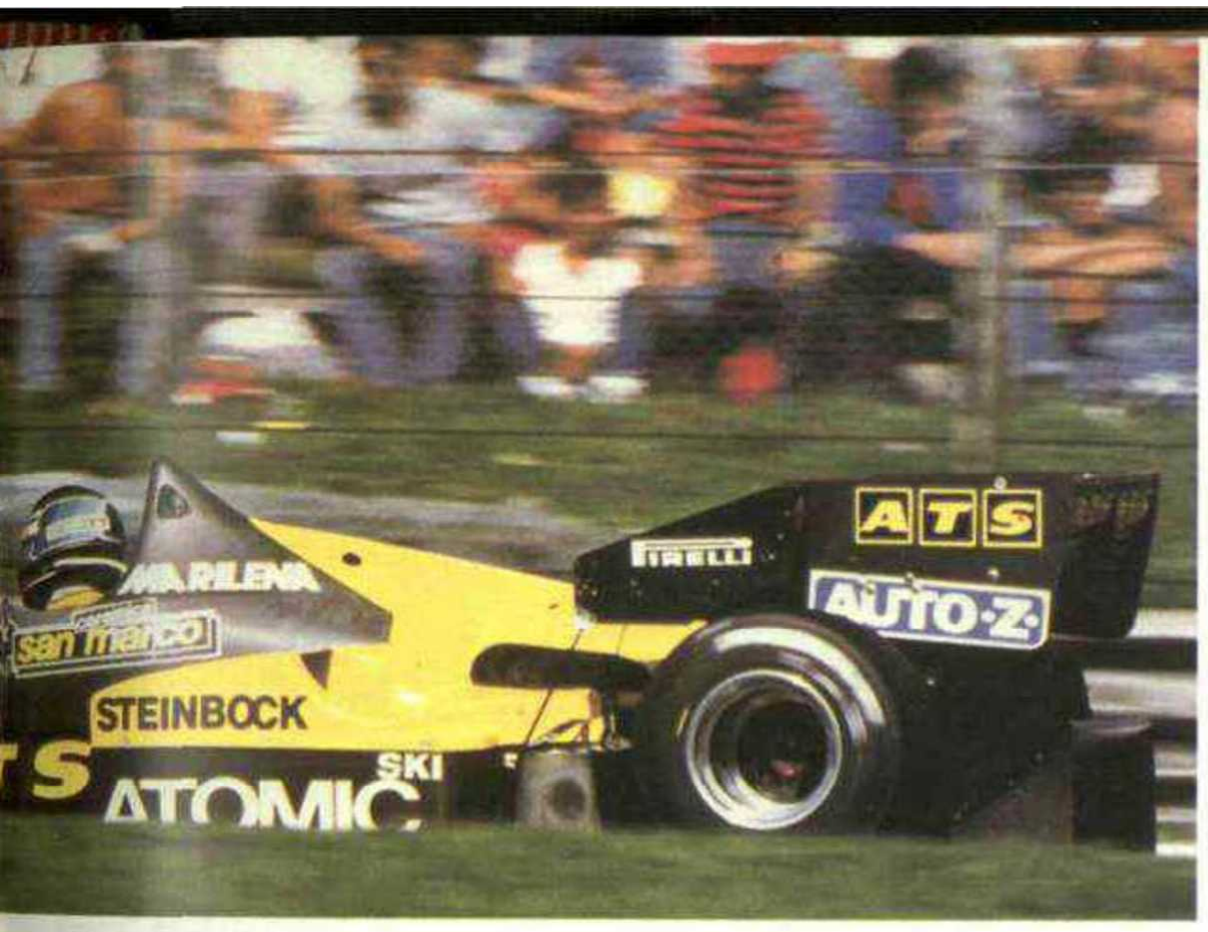




ITALIAN GRAND PRIX NIKI LAUDA drove a well-judged race to win the Italian GP at Monza on September 9th, his McLaren MP4/2 (above) scoring the marque's tenth victory of the season. The only other car to complete the full 51 lap distance was Michele Alboreto's second-place Ferrari C4 (below). First timers in the top six included Gerhard Berger (top centre) who finished sixth in his ATS D7 while Stefan Johansson (No 19, right, seen leading Berger past the two RAM 02s) finished fourth on his début for Toleman. Centre, bottom, Teo Fabi's Brabham BT53 holding second place in front of Lauda during the race's early stages.









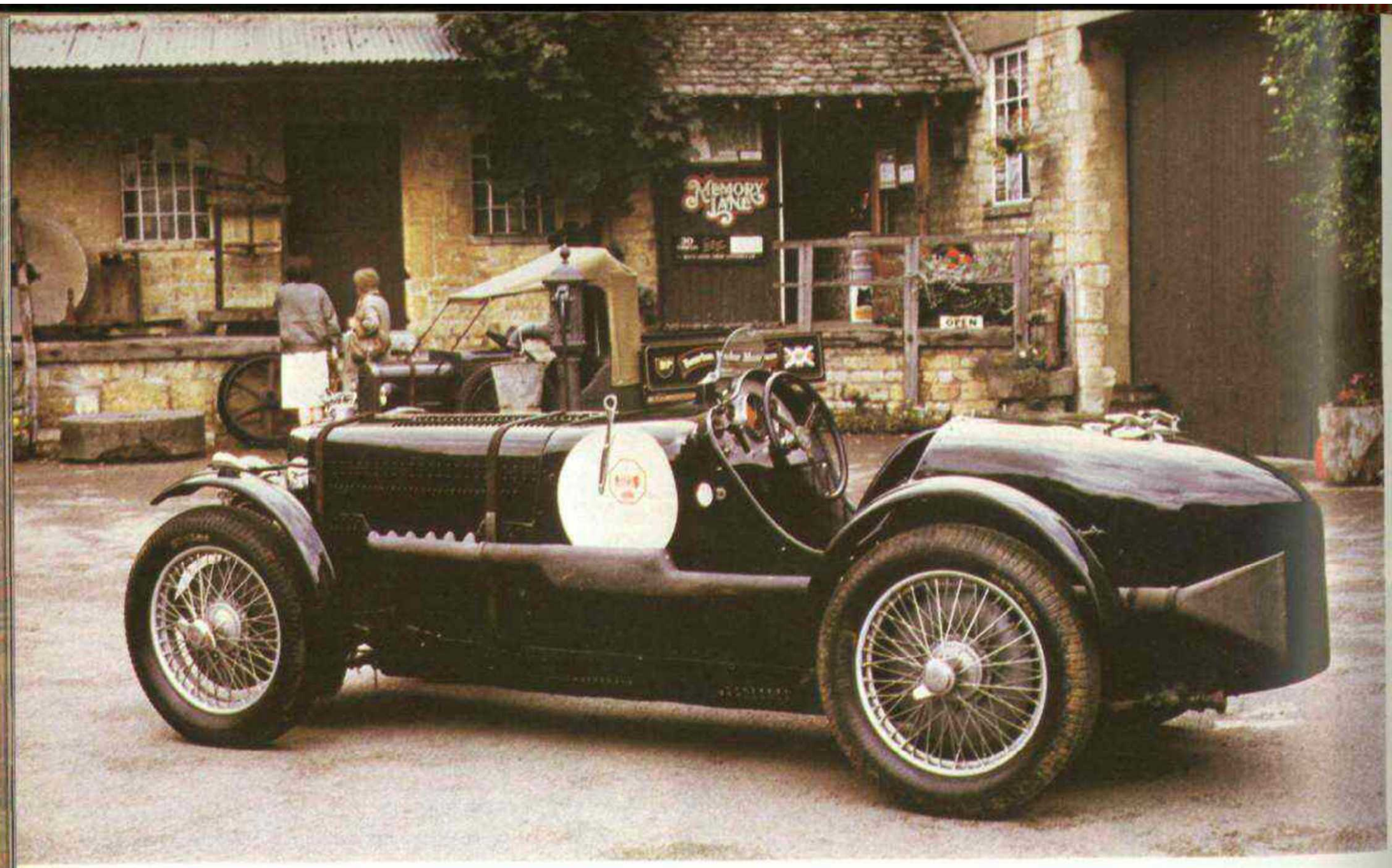
PATRICK TAMBAY'S Renault RE50 led for many laps (above) before throttle linkage failure led to his retirement, while (below) 1985 Williams team-mates Keke Rosberg and Nigel Mansell (Lotus 95T) can be seen jousting together under braking for Parabolica. Bottom, Jo Gartner's Osella FA1F heads for a fortunate fifth place, the Italian car running out of fuel as it came up to the finishing line.











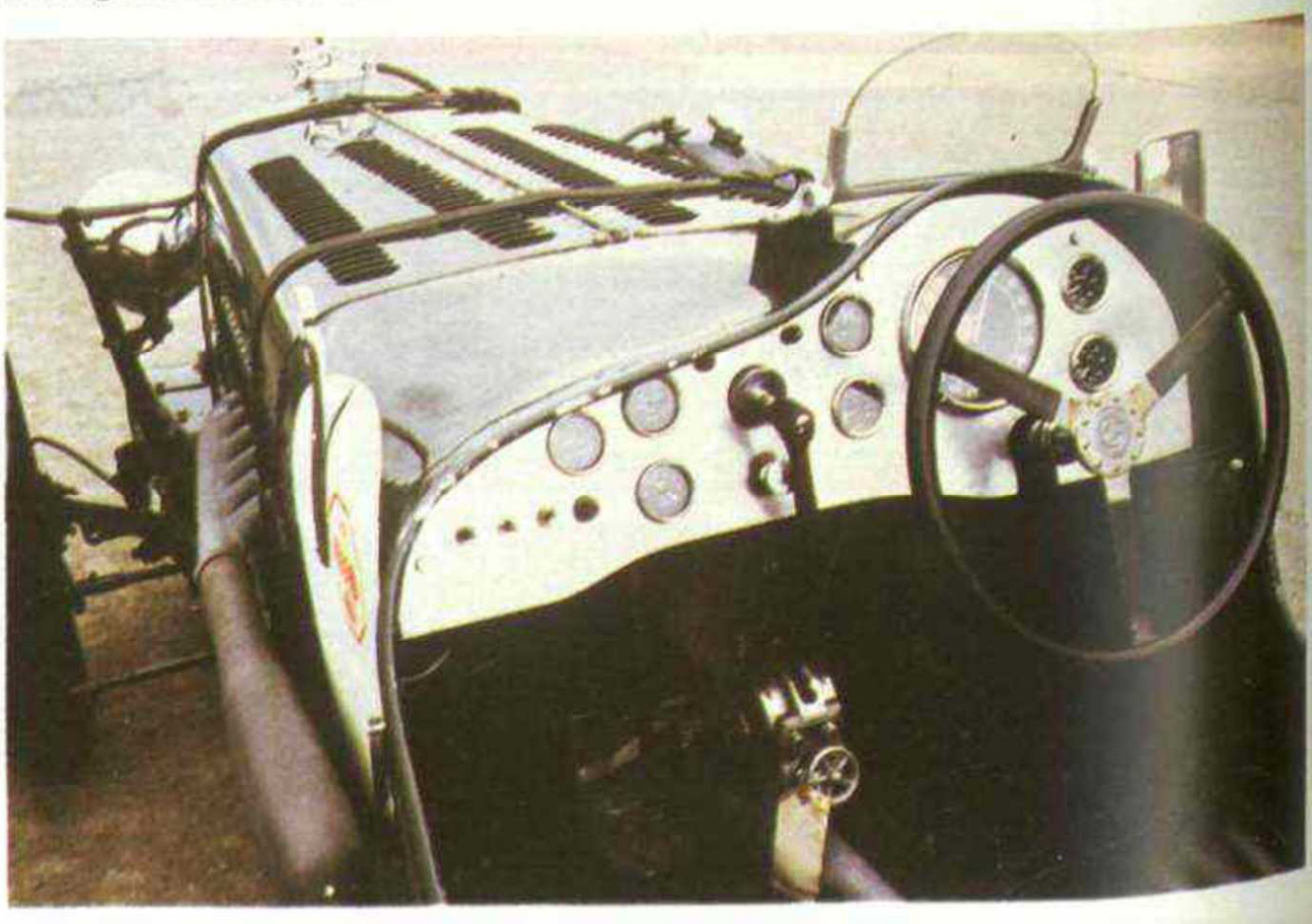
The Editor Encounters

Peter Green's 1933 Ex-Straight / Seaman K3 MG Magnette

IT IS always a pleasure to encounter almost-original historic cars. So I was fortunate last month to drive Peter Green's 1933 K3 MG, which he part-shares with David Dutton. This is one of not very many of these classic MGs, still in more or less unchanged guise since the days of its considerable and successful pre-war racing career.

MG introduced the K3 after having proved their cars in racing with the series of smaller models, and by late 1933 it became available to customers as a catalogue model. In all, some 35 were made, if you include the two prototypes. The first of these was rather a lash-up, but it made ftd at class-record speed in the Mont-des-Mules hill-climb after the 1932 Monte Carlo Rally, in which it competed. The second prototype K3 MG was exhaustively tested in Italy as a prelude to a team appearance of these new 1,087 cc six-cylinder overhead-camshaft cars in the Mille Miglia of 1933. Driven by Earl Howe, Capt Eyston and Sir H. Birkin, Bt, they finished first and second in their class, after Birkin had retired with a dropped valve. This was tremendous propaganda for the MG Company (Royalty attended the post-race celebrations), and was the forerunner of successes innumerable of the K3 on road and track. Valuable British prestige had been achieved with this trouncing of 1,100 cc Continental opposition in the legendary Mille Miglia and when it was announced that replicas of the team-cars would be available, for £795, MG were not wanting for keen customers.

In the summer of 1933 S. C. H. Davis was allowed to try the K3 that Eyston had driven in the IoM Mannin Beg race, equipped with a starter which had been energised by a battery in the pits but no other electrics, and with the low 4.89 axle-ratio. He scotched rumours that this type of Magnette was difficult to handle, saying it could be kept almost anywhere on the Brooklands banking above the 60 mph line at a lap-speed of 104.8 mph, and cross the Fork with 10 or 15 feet between it and the blue line painted on the



WELL EQUIPPED: the dashboard is dominated by the tachometer and the central fuel feed air-pump.

Track. The car, a slab-tank model, felt to be going easily at 6,200 rpm, representing a true speed of 108 to 110 mph. Davis also praised the pre-selector gearbox used for the K3 (which he called a "self-change" box), the changes from gear to gear being "happy and beautiful", and by a little trick with the lever he selected second while the MG was ready to move off in first, getting a 0-75 mph time of 14.6s. From second to third, 26 to 66 mph, took 12.2s. He felt that the type of gearbox fitted need not be devastating to the transmission when changing down, providing it was used sensibly, preferably with double- declutching, and not as a brake by engaging second or bottom gear from impossible revs. He obviously did not try the car for long — in the time he drove it he wondered whether the K3 was "a bit front-end heavy for road racing and the steering slightly on the spongy side."

Green's K3 was bought new by Whitney Straight. It is car No K3011, unregistered for the road before the war. Instead of the slab-tank body originated for the Mille Miglia and other road races, or the production pointed-tail body, Straight, who took delivery in July 1933, had Thomson & Taylor's make a lightweight aluminium body not unlike the catalogue K3's, but with a full-width flare on the scuttle, and a higher, but pointed, tail. It was painted in Straight's racing colours of black with silver wheels; the original black paint still exists beneath subsequent coats.

Straight won the very first race in which he ran the MG, the Coppa Acerbo, and retired from the 500 Mile Race, but at the end of the 1933 season he finished second in two Mountain races at Brooklands, beaten only by Mays' ERA and Dixon's Riley, and leaving the Class-G lap record at 70.67 mph. The young Dick Seaman then entered into an arrangement with Straight to commence his racing career with this MG. Seaman won his class in the 1934 Inter-'Varsity speed-trials at Eynsham. Robin Jackson was then called in to tune the K3 and.after some intitial troubles, Seaman was third in the Coppa Acerbo behind the K3s of Hamilton and Cecchini, won the Prix de Berne at 74.76 mph, won his class with a very good time at the Mont Ventoux hill-climb, and was fifth at Masaryk. Back in this country, the black K3 was second to Mays (ERA) in the Nuffield Trophy Race at Donington Park and at Brooklands he regained for the car, from Dixon, the Class-G Mountain lap-record, at 72.87 mph. Seaman then drove a "works" K3 in the East London GP in South Africa before going on, as Straight had done, to greater things, for which the K3 had served as an excellent apprenticeship for both drivers.

Dick Seaman sold the MG to Reggie Tongue, who had it tuned by Bellevue Garage and won his class in it at the Syston speed-trials of 1935 and was third (best lap: 110.92 mph) in an outer-circuit handicap at

Continued on page 1229



AT REST outside the Cotswolds Motor Museum at Bourton on the Water, the K3 shows the central blower casing with the SU carburetter beside it. Below, the Editor takes the wheel.



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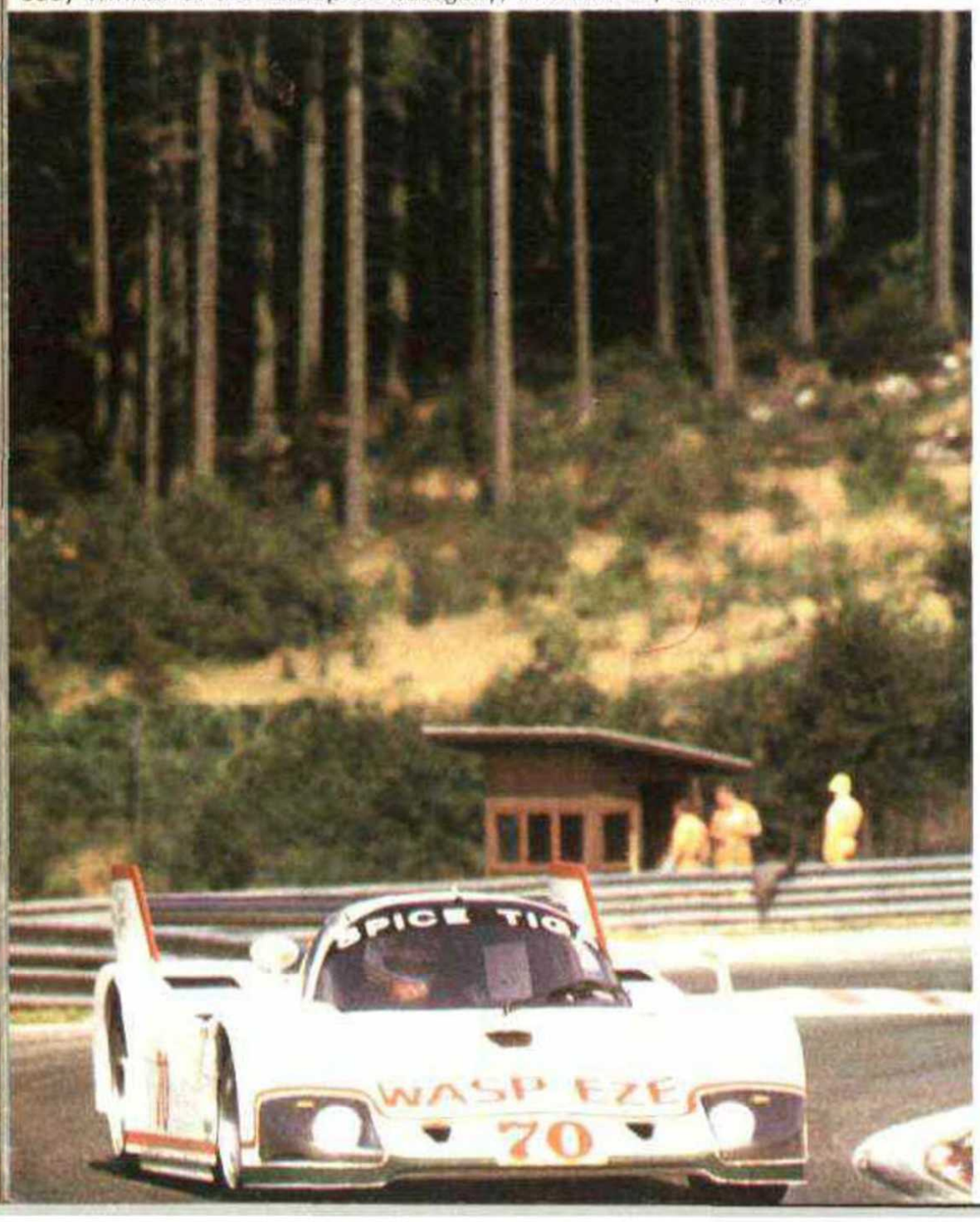
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SPA 1000 Kms (ABOVE) Derek Bell slides the winning Porsche 956, which he shared with Stefan Bellof, through the La Source hairpin. Despite a front brake caliper coming adrift two laps from the end, the pair still won by over a minute from the sister car of Jacky Ickx (bottom right) and Jochen Mass, who leads the Drivers' Championship.

The Jagermeister Porsche 956 (right) finished third in the hands of Harald Grohs, Hans Stuck and Walter Brun to be the first privateer. Once again the Tiga-3.3 DFL of Gordon Spice, Neil Crang and Ray Bellm (below) emerged easy winner of the Group C2 category, this time by seven laps.







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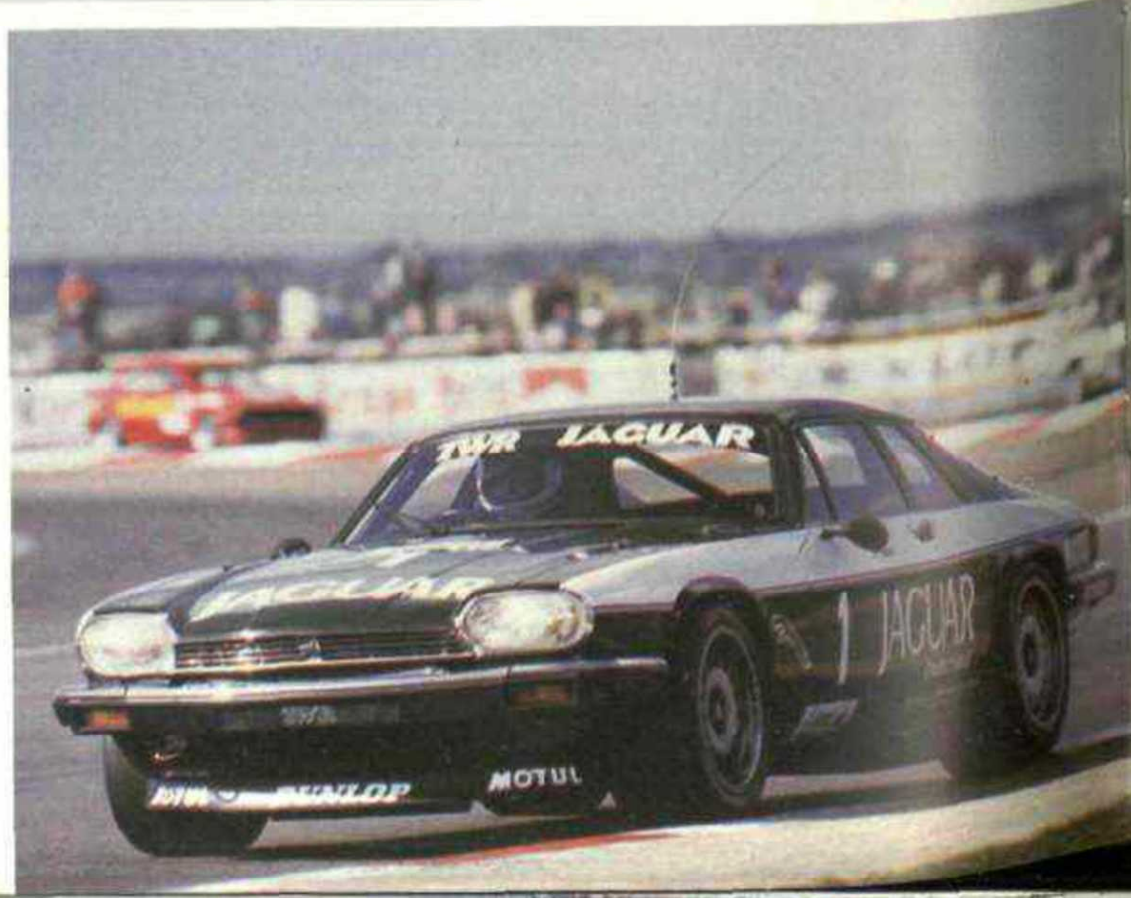
Tourist Trophy

THE Grandberg / Elgh Volvo 240 Turbo (above) underlined the Swedish challenger's potential by running as high as third in a very close battle with the Rovers of Steve Soper and Jeff Allam, but by the end the car had dropped to seventh overall and third Volvo home. The Walkinshaw / Heyer Jaguar XJS (below) dominated practice and the dry part of the race, but eight laps from the end the engine gave up, preventing Walkinshaw from clinching the ETC Drivers' Championship.

Some idea of the appalling conditions can be gauged by this shot (left) of Brancatelli leading Thackwell through the Woodcote chicane.

After the deluge the entrance to Woodcote looked like a breaker's yard (bottom left) with Nicholson's Jaguar, Duez's Rover, Williams' BMW, Drury's Alfa Romeo and Hall's MG Metro crunched horribly together. Thankfully none of the drivers suffered anything worse than bruising.





the Brooklands Easter Meeting, before selling the K3 (still painted black) to buy his R-type MG Midget. It went to Sam Collier and George Rand in the USA, and subsequently passed through the hands of Hugh Bancroft, Gordon Morris and Robert Herlin. Incidentally, while it was in this country it had been raced by Straight's girl-friend, Psyche Althan, who was third in a Brooklands Mountain Ladies' race, and won her class at Brighton. In 1979 Dan Margulies got it back from America and Peter Green could not resist it. . . .



RICHARD SEAMAN won his class at the Eynsham speed Trials in 1934 using the K3 while it was still owned by Whitney Straight.

Peter's father will be remembered as an early member of the VSCC, with GNs and Salmsons, and his uncle Pat had the ex-Widengren Amilcar Six, which he later sold to buy the 1934 TT-winning MG NE Magnette. Properly brought up, Peter was further encouraged when for an 18th birthday present he was given an N-type four-seater MG. He kept this for about four years, then in the 1960s had an A30 van, followed by an N-type MG with a K2 body and a Morris engine. He still has this, now with the correct engine. His next move was to buy, in Sussex, the ex-Bellevue Garage Evans' trials MG, BLL 493, which was three parts rebuilt when he sold it in order to relieve Margulies of the K3. The famous Straight / Seaman car was in need of new mudguards and mainly cosmetic attention. It had an American supercharger, since replaced with a post-war Marshall J100 blower, as a fair substitute for the correct No 9 Powerplus used on the early cars and which Green has.

It will be remembered that much plug trouble was experienced with these superchargers and No 85 Marshall blowers were later fitted, so the present one is maybe on the small side. However, as Peter enjoys his car on the road but does not race it, this is not important. The cylinder block is not original but most of the rest of the engine appears to be, although the crank and rods are Laystall and the N-type cylinder head is to 1934, not 1933, specification. The big sump is also as on the 1934 K3s, but otherwise the car, now registered MG 3570, is to the 1933 form, even to the single-lever braking system. As raced, there was no dynamo, which Green had reinstalled. It is also very satisfactory that the body has survived largely unchanged, apart from slight swaging out at the sides to accommodate different seats. The two quick-action fillers for the fuel-tank which is integral with the tail and the racing roundels on the body sides remain, as does the undershield, and the headlamp stone-guards.

The fixed cycle-type wings look absolutely right, as do the 5.00-19 Dunlop tyres. And this historic MG (which you will be able to see later this year in a BBC documentary about pre-war GP cars) is no cosseted machine. Taking it to this year's Mille Miglia, to commemorate that great showing by the then-new K3s in the 1933 race, Green covered more than 2,000 miles in Italy, with no real trouble, although the blower did mildly seize twice. He loves driving the car, willingly bringing it out to the Cotswolds for me to try; when I asked what mpg it does Peter replied "Honestly, I have no idea, but although it is heavy, in the pleasure I get I am fully repaid!" Pump 4-star naturally, and he uses Castrol GTX oil. For his Italian tour Peter fitted in a switch-in electric fan behind the radiator.

The 57 × 71 mm (1,087 cc) engine should be familiar to all MG enthusiasts. The oh-camshaft now has bevel-drive, but straight-tooth gears are used in the back-axle and rest of the engine, the axle whining pleasantly, above the burble of the n/s external Brooklands exhaust-system. Yet this is by no means an objectionably noisy sports / racing car. The blower sucks from an SU carburetter on the n/s, both enclosed by the dumb-iron cowl; the magneto on the o/s is a BTH, and Champion plugs stand up moderately well to the blower-oil.

You climb into the cockpit over the doorless sides and are confronted by strip-type pedals (close together, and calling for small shoes) with the accelerator in the centre. The remote-gear-lever tunnel has a spoked brake-adjuster wheel on its extremity and the minute gear-selecter lever moves over a vertical notched quadrant in line fore and aft, neutral being right forward and bottom, second, third and top back towards you. The gears are selected by fully depressing the lh pedal, the action of which is quite light, although I could have done with a longer left leg! The bottom-gear band acts as the clutch for moving off and the changes, up or down, can be pre-selected, and effected in lightning manner. Outboard of this fascinating tiny gear-lever is the typical MG fly-off hand-brake. Before you, the surprisingly broad, full-louvred bonnet.

The engine is unexpectedly docile, pulling down to very low speeds in third gear, and accelerating away cleanly, some smoke from the blower noticeable at first, while naturally it pays to keep the revs up, to humour the plugs. The steering, with a big three-spoke wheel, is light and normally geared, none of the one-turn lock-to-lock of an early vintage car. The brakes seemed entirely adequate at the pace at which I ventured to drive this irreplaceable motor car. Originally minuscule levers on the sides of the gear-tunnel worked the advance-and-retard (on the left) and the mixture-control (on the right); the former remains but, like the dashboard Ki-gass, is no longer used.

The dash is well endowed with neat small instrument dials, and the vast Jaeger tachometer is before the driver, calibrated from "10" to "80" in steps of 10 rpm, the red sector at 5,500 to 8,000 rpm. Green is quite happy to use up to 5,000 rpm . . . From left to right you have: an ammeter, the s/c oil-pressure gauge normally reading about 4 lb / sq in, with below it the fuel-feed air-pressure gauge, to be kept at 2 lb. (There is no engine feed-pump, so the hand-pump keeps the passenger occasionally busy.) This pump is above the Ki-gass knob. Next along, towards the driver, you have the s/c pressure / vacuum gauge, rising to 8 lb / sq in as the revs mount, below it the engine oil gauge (100 lb minimum), then on the other side of that immense tachometer or rev-counter, one over the other, are the water and oil-temperature gauges, normally reading respectively, 70 to 80 deg C, and 50 deg C.

Thus the very satisfying MG in which we motored one showery September day, calling in at the interesting Cotswolds Motor Museum at Bourton-on-the-Water as we were in the area (not that Green's K3 is in any way a "museum" car!). After which I let the owner drive me back, and it was possible to capture something of what Straight and Seaman must have experienced on the race circuits, 50 and more long years ago . . . "Four-five" represents some 80 mph, with the engine and car just cruising, the ride good, in spite of cord-bound leaf springs, the back-axle, incidentally, underslung. I would gladly have continued for 200 miles or more, as I know Peter Green would have, in this MG which is so redolent of the past successes and prestige of this great British make, scored in races and record-sorties all over the World. — W.B.

VETERAN EDWARDIAN VINTAGE

A SECTION DEVOTED TO OLD CAR MATTERS



THE 850 cc class getting away in the 1932 JCC High Speed Trial at Brooklands. From l to r: D. G. Evans (MG) and G. H. Goodson, M. P. Tenbosch, N. E. Bracey, G. H. Chaplin (whose Chummy used to lap the outer-circuit at 68 mph), M. Gorringe, C. H. Metchim (in "The Earthquake") and P. K. Sattory in their Austin 7s.

"The Earthquake" — The Chronicle of a Competition Austin 7 Chummy.

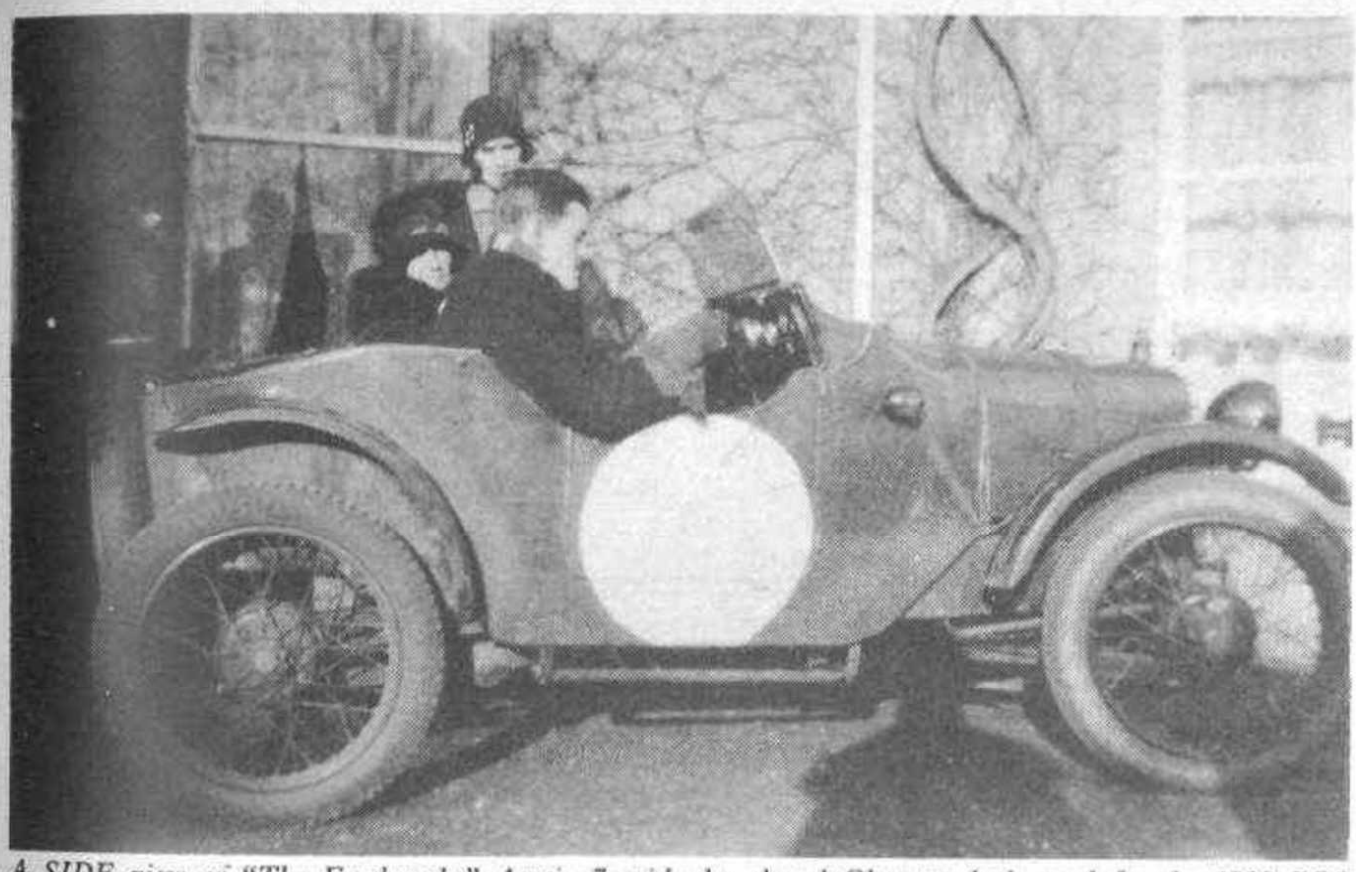
BACK in Nov/Dec 1956 I was delighted to have been able to persuade Charles Metchim to write for MOTOR SPORT an account of how he raced a rather intriguing Chummy A7 that was called "The Earthquake" and, indeed, how he made a courageous attempt to be the first Le Mans entrant to finish the celebrated 24-hour race with a 750 cc class car. (Photocopies of the article are available.) There is therefore no need to go into detail about the Le Mans bid here — Metchim's excellent article was also published in the 1972 "MOTOR SPORT Book of the Austin 7" (now oop, but try the specialist book-sellers) — but because it so exactly captures the atmosphere of pre-war amateur competition motoring, I think a few extra items about how "The Earthquake" fared in other fields may not come amiss, especially as so many A7s are still used for much the same purpose today. This I am able to do thanks to the generosity of John Bevington (whose fancies lie more with MGs but whose father helped with the Le Mans ventures) in lending me the photograph albums and records meticulously kept by Metchim.

The A7 with which we are concerned began as a 1929 single-seater in which the prototype Ulster engine, which had the pressure-fed crank, with the notorious "oil bottle", was installed for testing, by racing it at Brooklands in the hands of J. D. Barnes (best lap: 71.35 mph), after which a modified Chummy body was put on the chassis so that the car would comply with the regulations for the first JCC "Double-Twelve" (Reg No PG 3935). The scuttle was opened out to take a nine-gallon fuel tank with external filler, the standard five-gallon tank and the battery being placed in the cut-down back compartment, the doors were cut-away, and an external exhaust system ran high along the n/s of the somewhat insulted body. The chassis had normal Chummy suspension, concealed at the front by a fairing. In the JCC marathon this mis-shapen but fascinating Chummy A7, painted bright orange, finished 22nd, having done 1,141.9 miles at 47.58 mph, which was all a 4½-litre Invicta could achieve. It then ran in the BARC Six-Hour Race, doing even better, for it was seventh overall and first in the 750 cc class, at 50.72 mph. The Barnes brothers, F.S. and J.D., then disposed of it, to the young enthusiast, C. H. Metchim, at an asking price of £175.

Metchim's father disliked cars, but his son, perhaps because the family house was in West Byfleet, close to Brooklands, developed a burning desire to drive in road races. He began with the nearest thing that was possible, the 1929 JCC High Speed Trial at Brooklands, over the part track, part road circuit, which descended the Test Hill (as a no-passing area!) with a Boyd-Carpenter A7 Special borrowed from Uncle Bevington, who went as mechanic, and entered by Metchim's father, who had relented. After five laps a big-end bolt came out, bending one con-rod and breaking another; the car was towed to the BC depot in Kilburn behind a flat-radiator 14/40 MG two-seater.

But the bug had bitten, and "The Earthquake" was driven in a JCC half-day trial, the day after it had been acquired, but inexperience and a 13-stone passenger, Frank Gill, contributed to no award being won. Here it is amusing to look back to famous names who ran in JCC events in those days. In the 1929 event, for instance, MG Midgets had been driven by the Earl of March, "Bentley-Boy" Callingham, C. G. H. Dunham, Crickman, of Morris Cowley fame, and H. D. Parker, etc, while Issigonis, E. Martin, later a Riley exponent, and J. Pares who became manager of BSA, used A7s, the last-named a Swallow model, Ken Hutchison his aluminium-bodied Frazer Nash, etc. Even baby saloons ran, like Calcott-Reilly's Triumph Super Seven, and Chaplin ran his outwardly-normal A7 Chummy, even to a furled hood . . . (See MOTOR SPORT June, 1946.) Incidentally, in 1929 Metchim and a friend had driven an old 11.9 hp 4-cylinder AC for a holiday tour of France, Germany, and Belgium. At this time "The Earthquake" wore its big racing number discs and carried the inscription "Six Hours" on its bonnet.

"The Earthquake's" next competition appearance was the 1930 JCC half-day trial. Incidentally the great scrutineer, Hugh P. McConnell, conducted the re-start test on Ranmore Common. It was now going really well, doing Hurtwood Hill at 5,200 rpm in first gear. Gill went as passenger, before returning to Belfast, and they got a First Class Award. Non-competing cars joining in and colliding at Ranmore caused bad congestion and complaints were made to the Police by householders trapped by the delays, and it is said that the JCC henceforth abandoned daylight trials in the Home Counties. The JCC Brooklands Meeting produced equally good results. The queer-looking orange Chummy had given some anxiety, however. It had broken its crankshaft a week before the Land's End Trial, having to be withdrawn, and it then broke the replacement one. Run-in after reassembly the day before the JCC event, only 58 mph was attained. Smaller jets were needed but unobtainable, until a gentleman who heard what was wrong voluntered that he had some at his home in Weybridge, which were hastily obtained — these carefree days of amateur racing! This seemed to do the trick, and Metchim



A SIDE view of "The Earthquake" Austin 7 with the altered Chummy body used for the 1929 JCC "Double-Twelve"-hour race and subsequently.



DAYS OF GLORY — "The Earthquake" in 1933 Le Mans trim.

worked up to his intended 60 mph average and held it, until the jet choked in the road-section, where any car that stopped was disqualified. Amends were made in the JCC Night Trial, with Hugh Hunter navigating, only taking the *slow* hill-climb *at speed* precluding a higher award! For some way sidelamps only had to be used, in deference to a non-functioning dynamo. Metchim's father then rode as passenger in the Chummy on the JCC Salisbury-Devon Trial but after failing on Doverhay, which only five climbed, an impossible hill for a non-blown A7, they lost the route in torrential rain, and when oil pressure dropped to 10 lb decided to retire. Fifteen minutes later the oil-gauge registered normal, so they hastened to regain the route. But at Lynmouth, climbed at 5,300 rpm in first, the marshals had gone, so although they finished, they were posted as having retired.

Metchim departed from his "road race" ideals by running "The Earthquake" in the MCC High Speed Trial, round the Brooklands' outer-circuit in September 1931. In spite of slowing two laps from the end when the oil-pressure fell due to a low sump level which the external reserve oil tank only partially restored, 57.18 mph was averaged for the hour, best of the A7s, with the speedometer going to 72 mph. After which Metchim, having been reassured by F. S. Barnes that the SUNBAC trials were not chassis-breaking events and would be suitable for a car with a 4.9 axle-ratio, paid his 62½p membership-fee and entered for the 1931 Colmore Cup Trial, teaming up at the last minute with Hunter's Riley 9 and Simpson's M-type MG. At the start his mechanic, Ted Linden, who was to run his pit at Le Mans, had the magneto off three times to try to cure misfiring, so that they started too late for an award. Later the magneto slipped and the lamps, which had to be working at the finish, gave trouble, which was cured by the luckless Linden. Metchim was annoyed at being inadvertently baulked by a Wolseley Hornet on Stanway, but was out of it, anyway.

In the 1931 JCC Half-Day Trial there was disaster with the overhauled car in the brake-test, but it was fast up the hills, gaining a Second Class Award. Among the runners were D. G. Evans and K. W. Bear in Bugattis and K. D. Evans in an Alfa Romeo, Anthony's Senechal took the Premier Award. The Vesey Cup Trial followed, Mitchim teaming up with the Rileys of Hunter and Appleton, although the A7 was still misfiring, traced later to a minute water-leak round an exhaust manifold stud. No award was obtained, delay occurring when a careless marshal let the car go up Castle Hill before it was clear, so that, in avoiding some motorcycles, "The Earthquake" was thrown by the ruts into a tree stump, which buckled a wheel and crushed the front fairing, number-plate and shock-absorber (fortunately the six badges were now carried on a cross-bar and not on the apron as formerly!). The hill was climbed fast on the second attempt, but time time had been lost.

The JCC High-Speed Trial came round again, run over a new track circuit, and although not a race Mitchim indulged in hectic duels with a Montlhéry MG Midget, a Salmson, and the A7 "Slippery Ann". He had to take on water (68 sec) but got a silver cup. In the Test Hill event, ascending at 5,000 rpm in 13.6 sec he was fourth overall, beaten only by a 30/98 and two Frazer Nashes, tying with a Riley 9 and beating two D12 MG Midgets. Very pleasing! This encouraged a three-A7 entry by Metchim's father for the Brighton & Hove MC's Brooklands High Speed Trial. Set speeds were so low as to make this monotonous, "The Earthquake" taking a silver cup in spite of being slowed by camshaft trouble and too high an axle-ratio. Of the "mates", one A7 was a reserve, not called, the other, a completely standard one, also took a silver cup, and both returned to Somerset immediately afterwards.

For the 1932 renamed Colmore Trial "The Earthquake" was fitted with the two Zenith triple-diffuser carburetters used by Barnes in 1929, giving an extra 700 rpm. Only the inability to restart on the snow of Stanway on standard tyres, and poor anchorage in the tests lost Metchim a First Class Award. He got a "Second", along with the two Rileys of their "Badger" team. After which the car can be said to have opened the season at Brooklands, as No 1 in the JCC's Opening Rally of 1932. Tuned by Zenith's, it was in fine form, but handicapped the same as a blown 1,100, so only a "Third" was netted. A 4.9 instead of the 5.3 axle-ratio was in use. Modifications making the engine run 70 degrees cooler were

completed prior to the Land's End, and a Premier Award was gained, one of only 10 out of 48 starters in the 850 cc class. Although nearly baulked Metchim made the first clean climb of Beggar's Roost in two hours, going over the hump at the top at 4,000 rpm — Scroggs in his famous Trojan was also clean here.

The 1932 JCC High Speed Trial was done on the twin carburetters and a 4.4 axle-ratio, and with new-type fixed tappets, adjustment being made with shims or grinding. This took poor Linden two days, a loose cylinder block hampering progress. In practice the car lapped in 3 min 15 sec, 29 sec below the stipulated schedule. Starting in heavy rain, a Special Award was easily obtained, "The Earthquake" approaching the Vickers sheds at 70 mph and Metchim lifting-off at the "N" of "Brooklands", while the top corner was taken at some 50 mph. The Test Hill event was just as good, only Ivan Waller's Silver Eagle Alvis being faster — 11.2 sec to 12.8 sec, so that with the 4.9 axle-ratio the A7 might have made ftd, as it could climb 0.8s quicker with that and the single Solex.

The 1932 LCC outer-circuit Relay Race now loomed. Metchim intended to form a team of his A7, as finisher, with the Rileys of Appleton and Hunter starting before him. However, Appleton's car dropped a cylinder-liner into its sump, wrecking the engine and Hunter overturned his Riley, making extensive repairs necessary. Appleton substituted a 1½-litre Bugatti but taking part in his first Mountain race, the camshaft ran dry in two laps. More camshaft trouble made the Bugatti an unlikely finisher but to avoid non-starting Macdonald lent Hunter the 1928 Riley he had bought for trials work. So the pit-staff were assembled, including Richard Bickford, Bobbie Appleton and Platt. The Bugatti went as A car of the team and lapped at 96 mph, six mph slower than intended. After 26 of its 30 laps coil trouble intervened and the sash was handed to Metchim by the driver running to the pit. "The Earthquake" had been stripped of mudguards, lamps, screen, dynamo and self-starter, given a tank on the mechanic's seat for pumping more water into the radiator, which was unoccupied in this race, and provided with a rear tonneau cover and recellulosed. With the 4.4 axle-ratio it was able to do 76 mph at only 4,300 rpm. It had a no-trouble run, best lap at 70.02 mph, apart from the water tank breaking away and oil-pressure falling to 10 lb/sq in. They were seventh when Hunter started, the Riley with oversize back tyres to save the engine. It proved very quick, having to be slowed from a 74 mph lap. With 13 laps remaining the team was fourth, with a prospect of finishing second to the winning Hutchens' Wolseley Hornet team, but the track-rod of the Riley was then seen to be trailing on the Track. Mistaking the "Come-In" signal for a "Faster" one Hunter did another lap at well over 70, but there was no option but to retire. (As the Bugatti could lap at 98 mph when going properly, they could well have won.)

Having joined the Berkhamsted & DMCC, Metchim then entered for the little speed hill-climb at Dancer's End, near Tring. After an exciting run as passenger to Appleton when the Bugatti set the course record to 27.8 sec, the A7 tied for first place in both the 850 cc and 1,100 cc sports-car classes with Goodson's A7, in spite of the latter somehow contriving to run *sans* a passenger, which the rules forbade, and "The Earthquake" being on touring plugs, as the racing ones had oiled-up and there were no spares. The chap who tied had ridden on one run as Metchim's passenger, wily fellow, and a rainstorm prevented the tie being run off. Now came the great adventure of Le Mans, but MOTOR SPORT having "scooped" Metchim's own story of this, I need not cover it here, except to say that they retired when the steering drop-arm broke after 16 hours, due to hitting the branches of a fallen tree after an Alfa Romeo had crashed. The engine, running at 3,500 rpm, gave no trouble. The French loved the little car, naming it *Le Petit Sabot*. Two Oldham batteries were among the Le Mans mods, the car being prepared by the Barnes garage in Stourbridge.

That about concludes this chronicle of a Chummy A7. It was run at Donington in 1933, using a 5.6 axle-ratio. It proved unable to cope with the ohc four-speed MGs, but had gained a First Class Award at Aston Clinton speed trials, and ran at Dancer's End, later that year, hampered by a 4.4 axle-ratio and weak valve springs. For the 1934 Le Mans race the A7 was rebuilt to full Ulster specification, although it was not quite standard as it had the later crankcase, in the hope of fitting a Scintilla Vertex magneto. Advised that the drive-gears would not stand this, they had to rely on a coil, which failed after 20 hours' racing! The old nine-gallon fuel tank was put in the Ulster's tail, with the five-gallon one in the scuttle. The full story appears in Metchim's MOTOR SPORT story. . . .

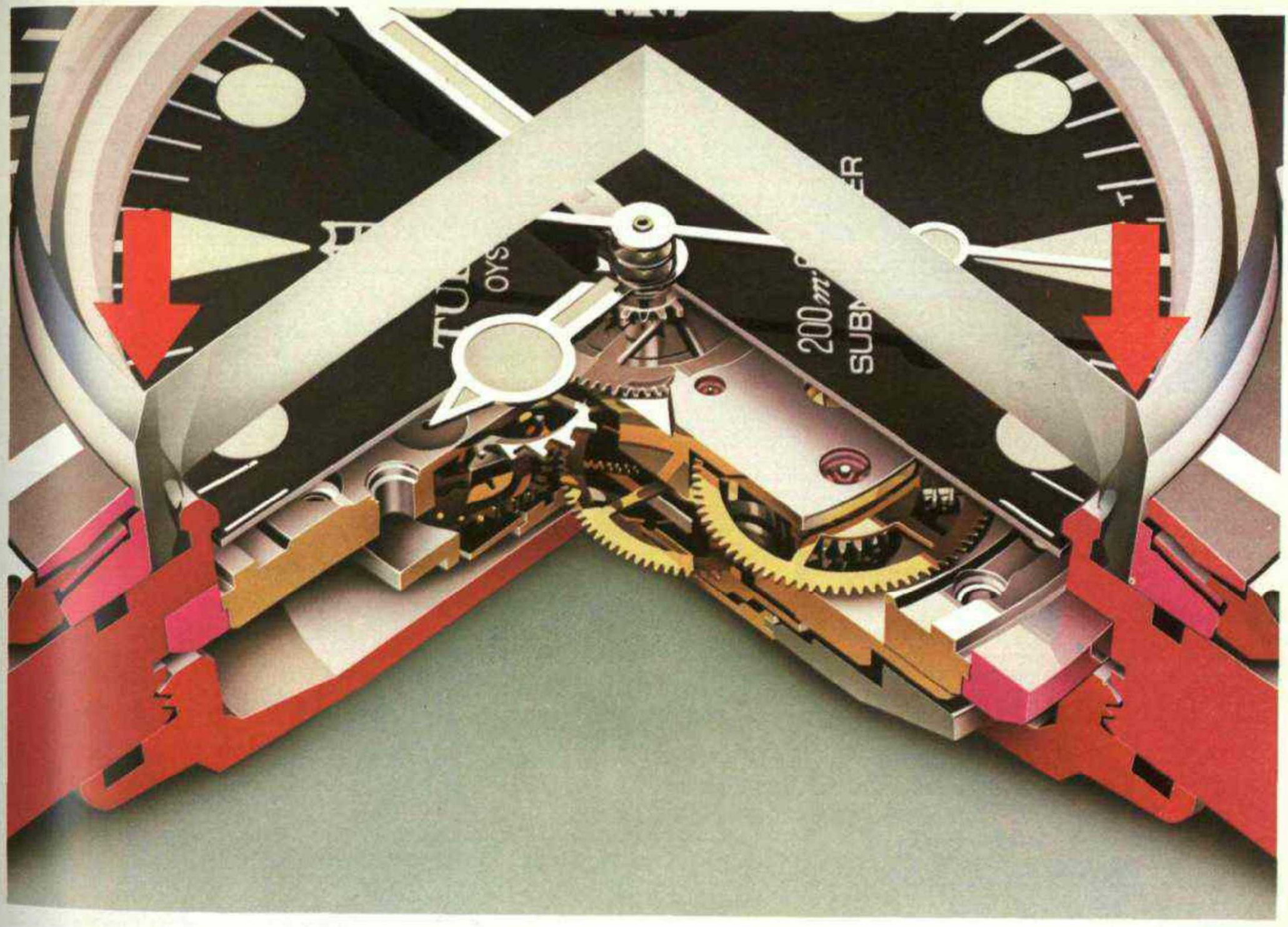
As for the owner of "The Earthquake", he was invited to drive in the 1934 Land's End Bellevue Garage J2 MG team, with Kenneth and Denis Evans, with Doreen Evans as his navigator. Not used to the MG's hanging pedals his foot slipped from the accelerator and he failed on Darracott, but with D. G. Evans he had scored a "silver" in this trial in 1932, in "The Earthquake". He went with Hugh Hunter on the 1954 RAC Rally, their 328 BMW, finishing fifth out of 205 starters and Metchim was a non-finisher in the Coronation Safari Rally of 1954, with Manussis, in his Mk VII Jaguar, which broke its back axle, and 18th with Perrins in a two-stroke DKW on the 1956 Safari Rally.

Finally, "The Earthquake" had a fully-stocked cockpit with oil-pump lever, clock, wiper-motor, lap-counter, dashlamp, temp-gauge, speedometer below steering-column, oil-gauge, rev-counter, electric horn-button, bulb horn and choke.

Rebuilt as *Le Sabot II* for the 1934 Le Mans race, it ran with the 4.4 axle-ratio, which made it difficult to get off the mark on the 11 to 1 bottom gear when laden with 14 gallons of petrol and a gallon of oil, etc, although it could do 40 and 60 mph in the lower gears. Metchim also drove Leslie Dyball's blown P-type MG at Dancer's End in 1935 but it was slower than "The Earthquake". — W.B.

V-E-V Odds & Ends. — Having driven home to Wales non-stop from VSCC Cadwell Park racing in the Alfa 6 in less than 4¾ hours, I went the next day over the Clun hills in the 1922 Talbot-Darracq to that most excellent Bishop's Castle Steam Rally, at which traction engines, steam-waggons, stationary engines, models, shire-horses, ponies and traps, bicycles, farm tractors, indeed almost every nostalgic thing that moves, are to be seen every August Bank Holiday, together, of course, with vintage and veteran cars and motorcycles. This year the number of such vehicles was as great and interesting as ever, far too numerous to list. But I recall Sun and Clyno two-stroke motorcycles that seemed to particularly reflect the atmosphere of the old days, a 1921 Model-T Ford country 'bus which would have been better if its "black radiator" had not been brassed, an exceedingly rough and rusty 1931 K25 Renault tourer, a once-familiar pre-1914 Unic coupé, a non-familiar Edwardian Brasier on modern-size tyres, Reg Worthing's Ford-T "racer", a 1935 Austin 16/6 displaying many of its former licence-discs as a sort of DVLC nightmare, Guest's 1929 Riley 9 Monaco with very clean engine, a too-brassed Morris Minor saloon of the same age, Burgess's smart 3-litre VDP Bentley, a very "boy-racer" A7 with lots of interesting non-standard mods, a post-vintage Daimler keeping company with an earlier Lanchester, a very nice Edwardian lhd Buick tourer with lining along its dumb-irons, a Model-A Ford Tudor saloon, and the usual large Austin display. A very *English* occasion, with the traction-engines parading to Elgar's "Pomp & Circumstance" March. But a pity all the car exhibits cannot be listed in the programme, and correctly numbered. . . .

At VSCC Cadwell the course-patrol cars were a couple of 29/90 hp British Salmsons, one slab-tanked, the other with a flowing tail, the small but active BS Club having a gathering there. The Hon General Secretary of the BSA Front Wheel Drive Club is doing research into BSA vehicles, especially the FWD cars, etc, and would like to hear from all former employees of the Company, he is P. D. Cook, 13 Rosemary Crescent, Guildford, Surrey GU2 6XL. — W.B.



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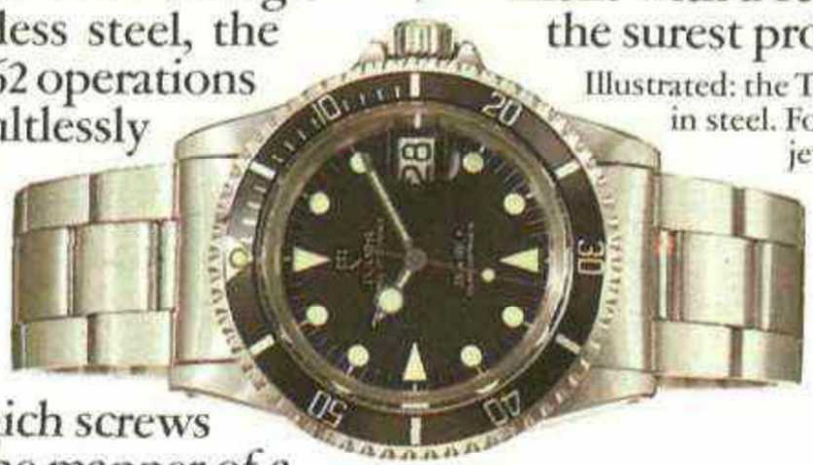
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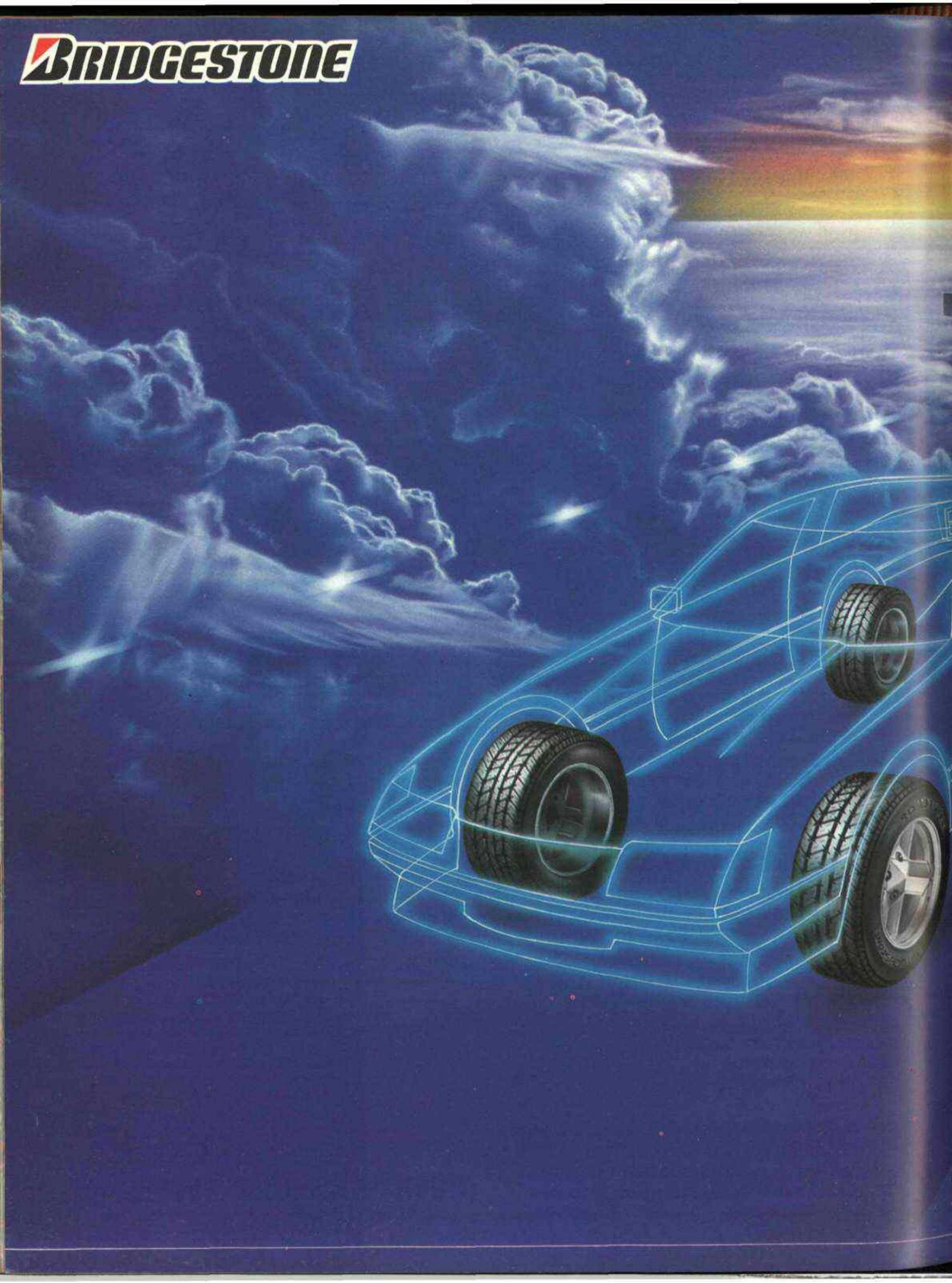
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Road Impressions:

Panther Kallista 2.8

THERE ARE two things to constantly keep in mind when considering the Panther Kallista. The first is that, despite recent price increases, it remains relatively inexpensive for a distinctive, hand-built sports car with exceptional finish. The second is that its main attraction is its styling, a respectful evocation of the 1930s. The importance of the car's looks become apparent as soon as you pick up the press pack, technical details are rather skimpy but there is a comprehensive colour chart and a long list of optional extras none of which will improve performance but all of which will enhance the car's visual impact.

It is an old adage that one must make sacrifices to be stylish or fashionable and this is certainly true of the Kallista. Everything is made secondary to its lines so, for example, the cockpit is narrow while, outside, the flowing wings sport wide running boards. The length of the bonnet leads to an imperfect seating position and a tiny luggage space. The looks may turn heads in town but on the open road, despite having 135 bhp from a Ford 2.8 carburetter engine, at 90 mph you seem to hit a wall of solid air.

Sixty mph is reached in a lively 7.8 sec, another 10 sec takes you to 90 mph but to measure it from there to its top speed of 105 mph, you throw away the stop watch and reach for a calendar. On mentioning this to a couple of young enthusiasts who were admiring the car, one said: "Who needs to go fast in a car like this? It's for being *seen in*." Out of the mouths of babes. . . .

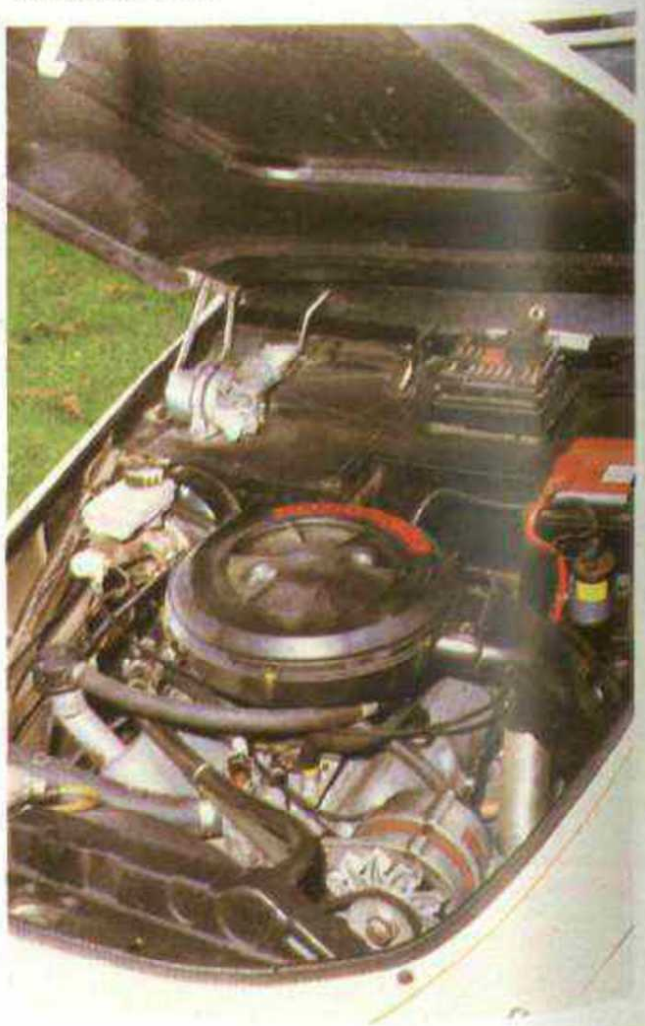
My wife enthused over its looks when the car arrived home but started to cool rapidly when she found it impossible to enter or leave it with any degree of elegance, when she sat in the hard and narrow seats (how hard becomes painfully apparent after a 100 mile journey) and when she found herself being thumped by my elbow every time I changed from third to fourth. The overall layout of the cockpit, together with the tiny luggage space, means the Kallista is definitely not for touring.

Once seated, the next thing is to try to find a comfortable seating compromise. This I failed to do despite being, in vertical dimensions at any rate, of average build. I found a fairly happy position for most circumstances but found that the length of the travel of both the clutch and accelerator stretched my legs to the limit while lifting my right leg for braking usually resulted in my being impaled by the petrol filler key hanging down from the ignition.

The steering column comes from a Ford Escort XR3 and the pleasantly squat three-spoked wheel has a "Panther" badge set in the boss. Adopting a "10 to two" hand position on the wheel, however, means that one's hands and arms completely obscure the temperature, oil pressure and fuel gauges together with the rather vital 10-70 mph range on the speedo. If the headlight and wiper stalks are both pushed up, then much of the tachometer is obscured as well.

The Ford five-speed gearbox is, of course, delightful but it is placed so far forward, and the lever itself is so long, that one has to lean to engage first or reverse. Engaging third or fifth invariably raps one's knuckle under the dash and, as has been said, third to fourth means an elbow into the passenger. The gear lever also manages to obscure both the cigar lighter and radio controls which are

YOU PAYS your money . . . the Kallista buyer has a choice of three Ford engines. This is the standard V6 2.8-litre unit.





THE MODERN Ford steering wheel looks slightly out of place among the walnut and running boards. A larger, wood-rimmed wheel would not only be more in character but might give the driver a clearer view of the dials.

mounted centrally under the fascia.

The test car had optional walnut trim and the dashboard looked lovely, but you were left wondering why, when even the cheapest Eastern European import has a clear dash, that Panther have got it so wrong.

Given the vulnerability to theft inherent in all soft tops, it was surprising to find that a lockable valuables compartment is an extra, and one not fitted to the test car. The hood itself is fairly easy to erect and, when it is folded, there is a tonneau cover to smooth over the arrangement. When up, there were gaps between the hood and the top corners of the windscreen. Wind noise is quite high with the hood in position and you can forget the radio at motorway cruising speeds. It may seem odd to criticise a soft top for poor ventilation but, given the English climate, a lot of motoring will be done with the car closed and the ventilation system is not efficient enough to stop the car from quickly becoming stuffy.

The range of the 11 gallon fuel tank is 198 miles. This I discovered eight miles from the next motorway service station with the fuel gauge reading a quarter full. The overall consumption worked out at 18 mpg.

This has been a long list of criticisms. Taken individually, they all slightly detract from one's enjoyment of the car. Taken together, they raise serious questions about it. The sad thing is that almost all of them are relatively easy to rectify.

On the road, some of the criticisms are forgotten as you feel the sensation of willing power with 135 bhp having to cope with just 995 kg. There is little competition in its price range in terms of acceleration, though it does feel over-geared and when driving in a 40 mph traffic queue, engaging fourth gear presents the engine with some problems. The steering is delightfully precise, feeding a lot of information back to the driver. This steering / power combination makes driving in city traffic, on Motorways and good country roads a very pleasant experience.

The ride is harder than it perhaps needs be and the back wheels will skitter when meeting a small pothole or manhole cover at even moderate speeds. Drive the car fast down a country lane and you will soon discover if you have any loose fillings.

The disc / drum braking, which has no servo assistance, inspires confidence on most surfaces except uneven ones, when the front wheels chatter. The car naturally oversteers and it is not difficult to induce a rear-end slide, but it is always predictable and safe. During handling tests on a circle, it was comforting to find just how much one could hang the tail out and immediately bring it back under control. This gives one a certain amount of optimism about the new EM25 2+2 which Panther will announce at the Motor Show. The car is undeniably fun to drive under most circumstances even if one has the feeling that most modern designs would be quicker through the bends with less flurry and that its handling thresholds have been set to flatter the driver.

The Panther price range begins at £7,825 for a basic 1.6 litre Kallista with a four-speed gearbox while the top-of-the-range 2.8 Injection starts at £9,625. The standard 2.8 begins at £8,425 but, with extras, the test car was valued at £10,000. Even on the comprehensively equipped Injection model it is possible to order over £3,000-worth of listed extras, including a leather trim made to exquisite standards.

MOTOR SPORT reported on a visit to Panther in September 1983 but my trip to pick up the test car was my first visit. The factory has grown since last year and now a workforce of 80 produce 12 cars a week and the order books are bulging. They have come a long way in a short time and their pride in that achievement as well as their pride in their standards is justifiable.

The Kallista clearly has found a niche in the market, not as a first car or even as a serious sports car but, perhaps, as a fun car for the wealthy who appreciate style and craftsmanship. With its rugged chassis, corrosion-resistant aluminium body and the reliability of Ford components, it is a sensible car within its niche.

When the Kallista came to the office, a buzz of excitement went around and everyone wanted to try it. It has, I suppose, definite sex appeal and, all its shortcomings notwithstanding, it is fun to drive and be in. From the purist's point of view, though, it is not a true sports car.

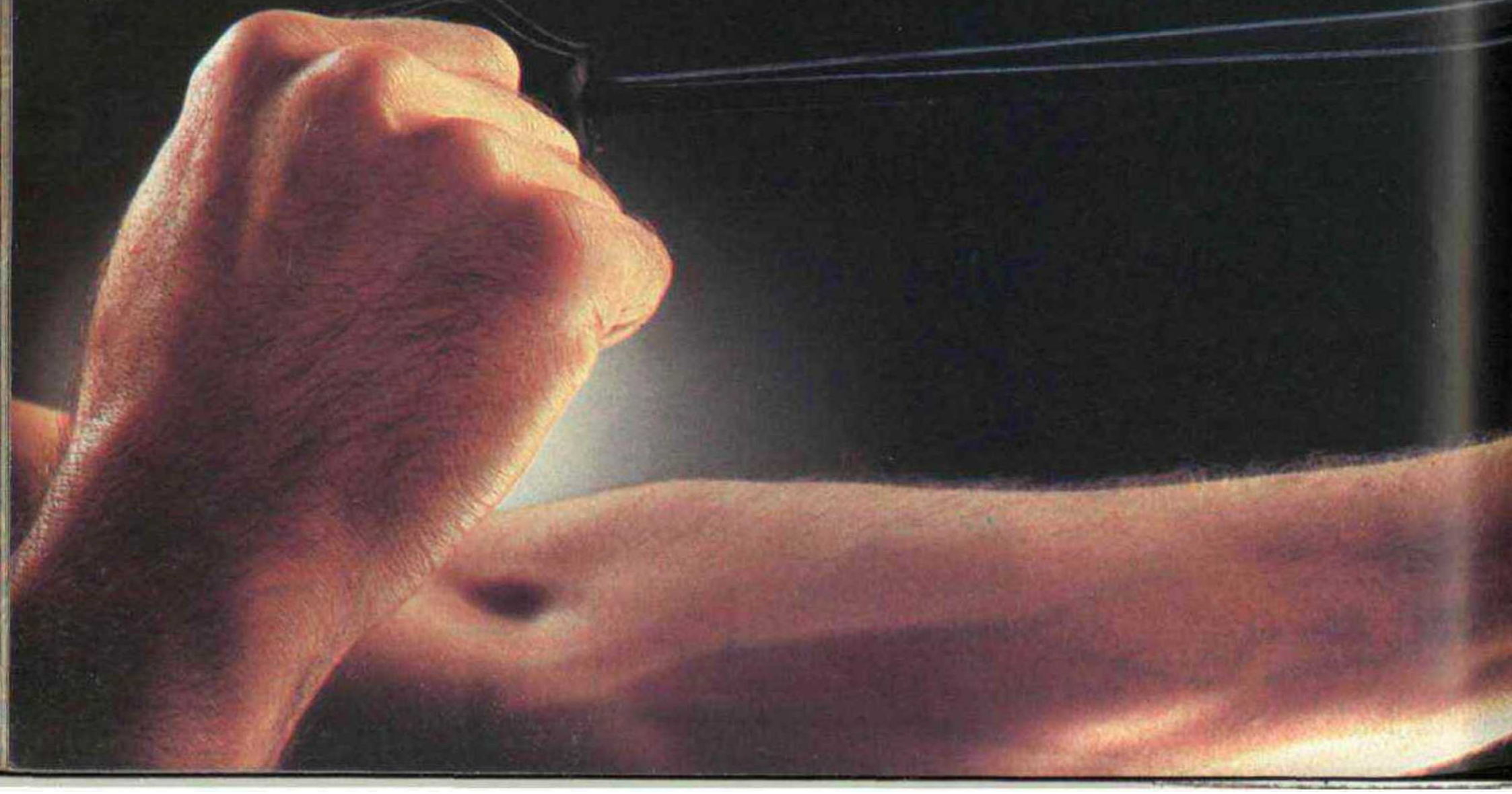
Still, the Kalista has got the company back on its feet and should guarantee it for some years to come. In the meantime one can only wait, with anticipation, for the EM25. They have started that car with a clean sheet of paper and have the ability to make it a serious proposition. —M.L.



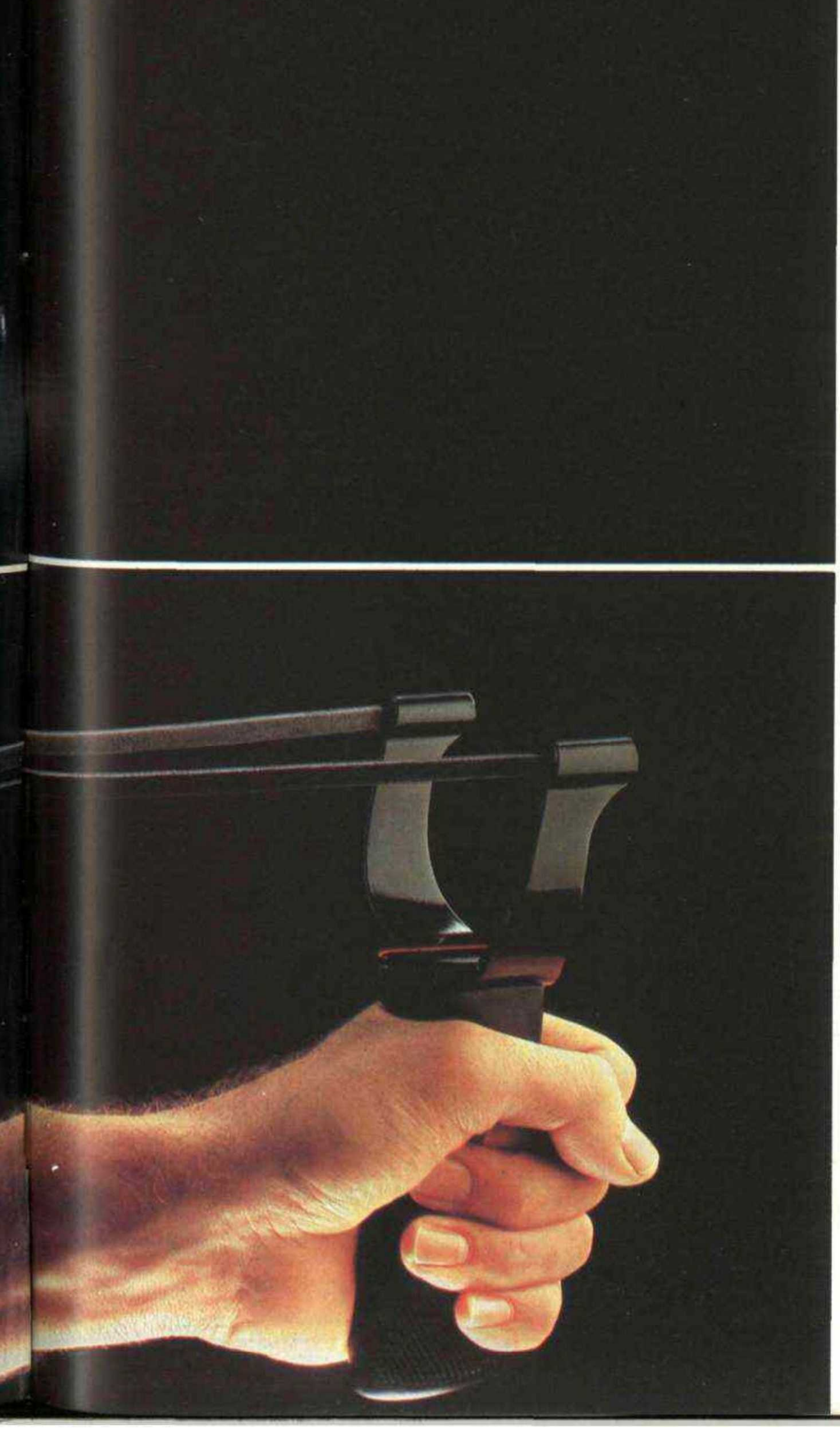
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ON IT COMES.



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DUTCH GRAND PRIX

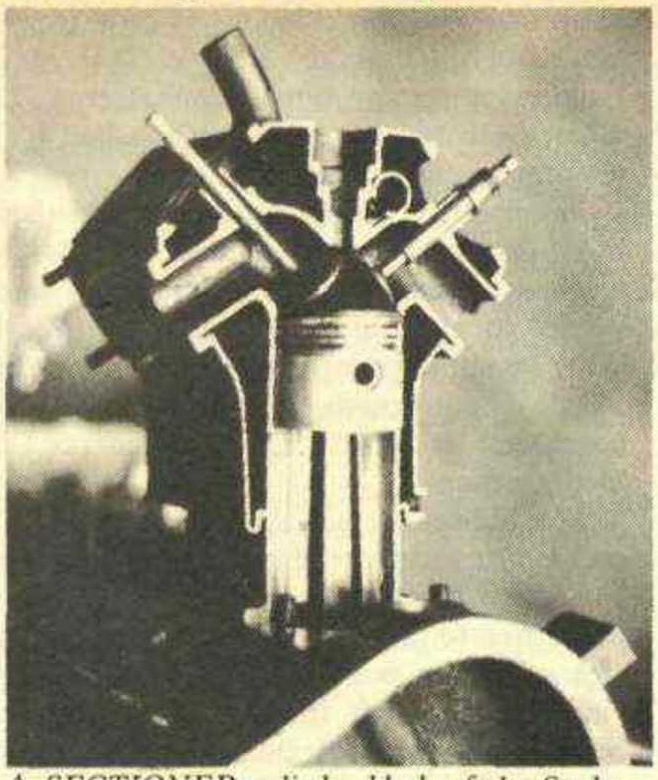
ALAIN PROST won his fifth Gra
Prix of the season at Zandvoort, h
McLaren MP4/2 triumphing by ju
over 10 sec from his team-ma
Niki Lauda in the Dutch Grand Pr
Above, Prost's McLaren lea
Tambay's Renault RE50 and
Angelis' Lotus 95T round Tarzan
the opening lap of the Grand P
while, left, the Frenchman hol
second place behind Nels
Piquet's Brabham BT53 as th
stream down the short straig
behind the pits on the opening la
Bottom left, Nigel Mansell's Lot
95T on its way to third place behi
the two McLarens, the only oth
runner not to be lapped at t
finish, while Teo Fabi's Brabha
(bottom right) spins at Tarzan pr
to climbing back up the field
finish fifth at the end of the race

The Sunbeam "Tiger" — a Progress Report

FOR SOME TIME the famous 4-litre V12 Sunbeam Tiger has been an important exhibit at The Midland Motor Museum at Bridgnorth but after a gearbox failure at a Brooklands Reunion had been repaired and subsequently tested at Silverstone, its proud owner Bob Roberts decided the time had come to have the car completely overhauled, a decision prompted mainly by the multitudinous oil leaks which had been troublesome over most of the car's life. Soon the refurbished car will be back in the Museum and Bob hopes to drive it at VSCC meetings. The chassis and body of "Tigress" has also been purchased from Tony Jones for restoration and when completed Tony will drive this in VSCC events.

I went recently to see how work had progressed. The project has been entrusted to John Merryfield (who was recommended to Bob by the Bugatti Owners Club to manufacture for him some new 57C brake drums and who, although for many years involved in racing powerboats, was earlier involved with the late Jack Moor's GN "Wasp" and 500 cc Wasp and latterly with Gordon Chapman's ERA "E"-type), and John Baker-Courtenay, a Loughborough university trained engineer who normally resides in Blackburn and acts as Technical Adviser to the Museum and with whose cars he has been connected for many years.

It will be remembered that, after the War "Tiger" with its great career in the hands of Segrave, Kaye Don and Sir Malcolm Campbell behind it, was raced in VSCC events by J. M. James and was then acquired by Sir Ralph Millais. Whilst in the latter's ownership it threw a rod causing much damage. The engine was rebuilt, using the "Tigress" crankcase (whilst the original crankcase was sent for welding) fitted with blocks, timing towers and cambox assemblies from "Tiger". The lining up of these individual parts obviously proved very difficult and the oil leaks were quite serious.



A SECTIONED cylinder block of the Sunbeam "Tiger".

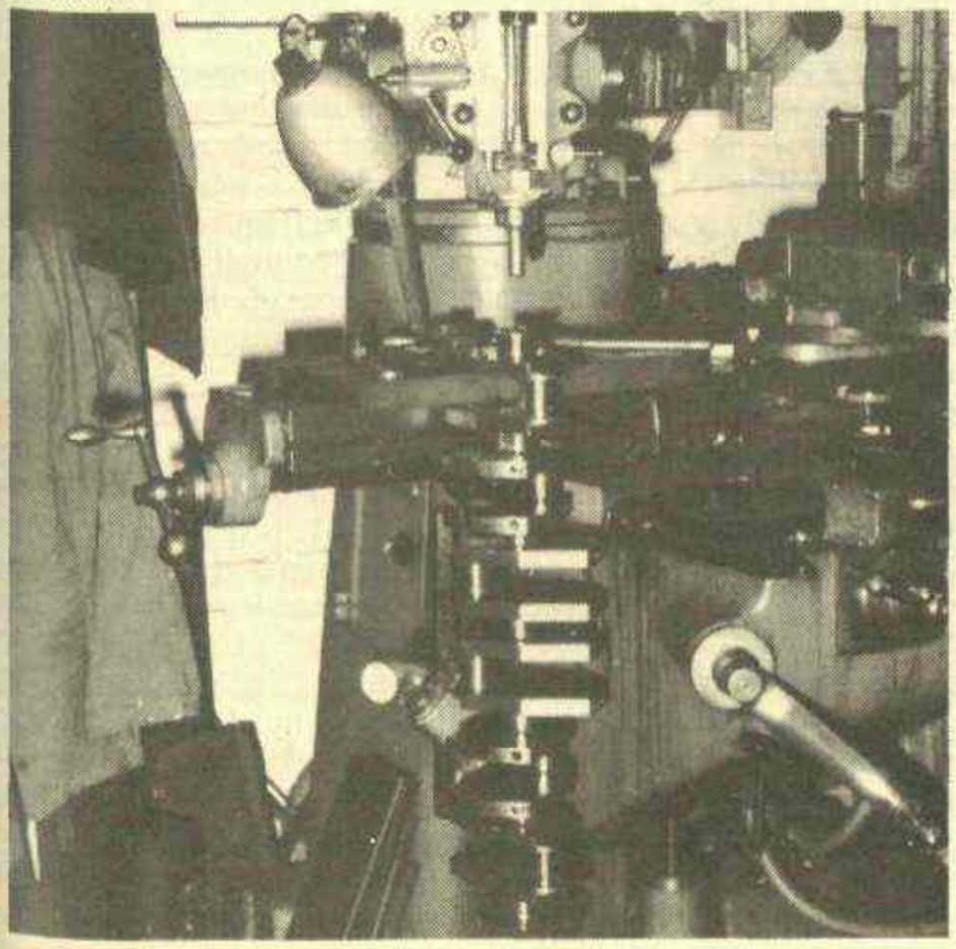
The object of the current rebuild is not to change the character or power of the car but to reduce the oil leaks to a minimum and to make the engine somewhat quieter in operation and a little more reliable although it seems possible it will develop more like the 300 hp it should produce than the 250-280 of recent years.

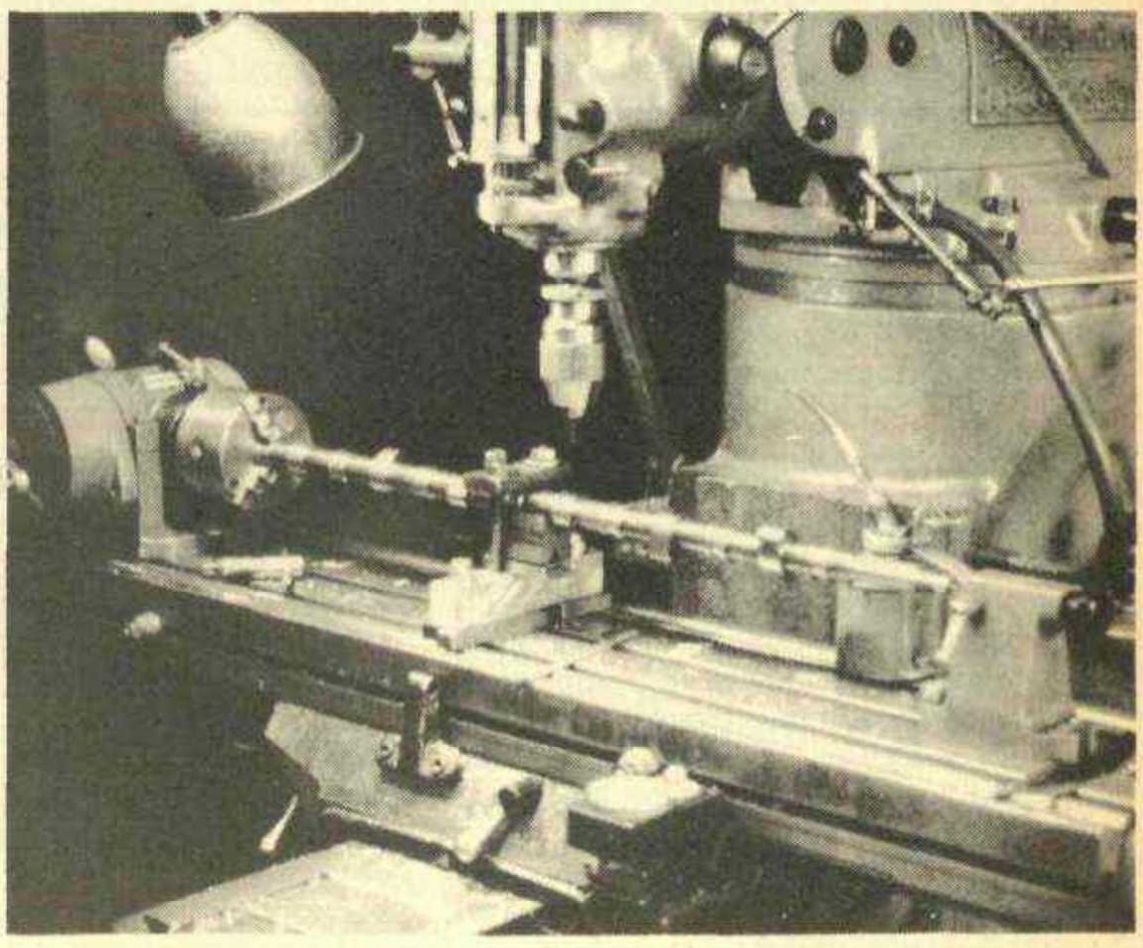
It should be explained that the Sunbeam Motor Co who built "Tiger" as a land speed record car in 1925 (152 mph at Southport), made the second car "Tigress" in 1926 and sensibly laid down a third engine assembly which was never fully machined, all the parts of which Bob has. Kaye Don put the Brooklands lap record to 132.58 mph in 1930, in one of them. Over the years the whippy chassis of Tiger worked on the engine, solid mounted at four points, splitting repeatedly the main bearing webs at the forward end of the engine and continually working out the gaskets between the mounting plate and supercharger mountings.

At some time in later life the engine had obviously been frozen and whereas a cast iron engine would have cracked, the fabricated steel blocks expanded, twisted and took the aluminium camboxes with them thus distorting the alignment of the roller bearings housings for the camshafts. It was to cure such shortcomings and to generally civilise the power unit and other parts of the car that Bob called in the "two Johns". Incidentally Bob compares the "Tiger" performance-wise with a 275 Ferrari (with which he has much experience), ie some 155 mph and 0-100 mph in about 14¼ seconds, without a limited slip differential.

The engine has been three-point-mounted and the six-cylinder blocks lined up by first building up the cambox mounting faces with a ⅛ in steel plate and then mounting them on the jigs which John had made to machine up the "Tigress" cylinder blocks, and facing them all off to the original design height to give correct timing gear mesh. Incidentally it was found that during the manufacture of the new cylinder jigs, which had to be done from averaged measurements of some 14 used and misused cylinder blocks, that one of Sunbeam's original driving jigs did not produce quite the correct valve guide to cylinder centre line relationship, although generally the original Sunbeam machining has been found to be of exceptional accuracy and quality. This engine by the way is a 60

DRILLING THE CRANKSHAFT of the Sunbeam "Tiger" in John Merryfield's workshop near Solihull (left). The right-hand picture shows a new camshaft being machined.





deg V12, not the 70 deg so often stated in the past, with three blocks of two cylinders each per bank, unlike the two-litre six-cylinder GP Sunbeams ("Cub" etc) which had two blocks of three cylinders each, although Bob thinks the later six cylinders used the two cylinder per block layout.

Developments are in hand to improve the blower manifolding which fed the engine from the front, resulting in poor distribution and poor power output from the rear cylinders, particularly when running on methanol. The new manifold is very similar in construction to the original but has one side inlet from each blower instead of the Siamesed original, which is being kept, together with other modified parts, intact. Apart from that the original I-section con-rods, blocks, blowers etc have been retained with the same blower gearing and 7:1 cr. New camshafts slightly larger in shaft diameter are used, again on roller bearings with revised cam profiles and finer followers designed to give quieter operation with springs considerably lighter in weight than the original triple spring assembly (10½ oz), whilst retaining the same actual valve motion and timing. Considerable design help here was provided by a well known manufacturer of V12 engines.

A new rubber cushioned hub has been made for the blower drive, which is taken from the crankshaft nose, to minimise the violence the original had inflicted on the crank and keyway over the years.

The old dry sump lubrication system had a scavenge pump only marginally larger than the pressure pump, contributing further to rear main bearing oil leaks. To improve this a larger bevel driven scavenge pump has been grafted on to the original oil pump carrier and a somewhat different sump drain assembly feeds direct to the new pump.

A new oil tank has been built in the cockpit in an effort to quickly de-aerate oil and return it warm to the engine as soon as possible after start-up to minimise engine wear under cold conditions. The warm oil gradually heats up the surrounding oil in the tank bringing this into circulation as the viscosity decreases, a system poached from pre-war aircraft practice.

A camshaft driven air pump has been fitted to pressurise the fuel tank as per original, augmented by the existing hand pump, in place of the cumbersome World War Two fuel pump conversion previously fitted. The magneto platform has also after considerable effort been cured of its incontinence.

The blowers retain their greasers for the end bearings but as the housings for these have been bored out to the correct position in relation to the casings and sleeved back to size it is now possible to obtain the same clearance on both tips of each rotor and reduce the end clearance to a reasonable amount of thous.

For starting John has devised an ingenious service trolley incorporating a tank and SU pump to feed petrol to an auxiliary starting carburettor which for starting and warm-up purposes is fitted to the manifold and used prior to turning over to alcohol mixture. A battery and hydro-electric pump from an early Bentley window lift system is also fitted to the trolley, and used to circulate oil through the engine and particularly the camshafts prior to starting, which is now accomplished, not by pushing or towing but by an electric starter fitted to the side of the crankcase driving via a universal shaft from a three-litre Rover steering column and an A35 Bendix pinion assembly mounted on both the front and rear faces of the flywheel housing to a flywheel mounted ring gear. It was necessary to drill only one ¾ in diameter hole in the flywheel housing wall to accommodate this assembly.

The blow-up Millais experience enabled one cylinder block to be sectioned up. This shows that even in 1925 Sunbeam had good ideas about water jacketing, and used pipes with jets to direct water to the hottest areas, whilst the welded and dowelled construction of valve guide housings and port to seat fitting is interesting.

The "Tiger" chassis will not require much attention but larger air scoops will be fitted to the backplates and repositioned to take air to the shoes instead of merely to the brake cylinders. New drums were being made.

It had previously been possible to weld up the broken gearbox casing after the Brooklands incident and to make up a new top gear drum assembly to replace the broken one which was alarmingly thin and not original. Incidentally these Armstrong / Wilson self-change gearboxes were made especially for the cars when they were rebuilt in 1932 at T&T's by Reid Railton, for Sir Malcolm Campbell (who took the ultimate Brooklands Class C Mountain Lap Record at 76.31 mph in 1934), and are not ex-LGOC 'bus gearboxes as is sometimes suggested.

The next task will be to get Tigress back to similar order. To conserve what blower and drive spares exist, for Tiger, it has been decided to use a single vertical blower set-up similar to some ERAs, inhaling through two SU carburetters as on Tiger.

It will be remembered that this second chassis lay for a long time at an MG dealers in Staines and was then fitted with an eight-litre Bentley engine before the conversion to the 24-litre Napier Lion engine, now in Peter Morley's Bentley-Napier.

Tigress will be rebuilt using the third Sunbeam engine parts now fully machined, although the Tiger crankcase, which having been sent for welding some 30-odd years ago and thought to have been lost, has now come into the possession of the present owners. — W.B.

V-E-V Miscellany.—Geoffrey St John pitted his Type 51 GP Bugatti against Vic Norman's Stampe biplane at Kemble not long ago, in a duel over a ss ¼-mile. The Bugatti beat the aeroplane.

Chatting the other day with Commander Dunhill, ex-RNVR, he told us how for part of his Electrical Engineering apprenticeship at Faraday House, he served some of his time at the Sunbeam Motor Co's Service Station, then at Acton, next door to the premises of W. & G. Du Cros, of WG yellow taxi fame, later on the corner of Victoria Road and Sunbeam Road, the latter still in existence. He remembers, *circa* 1928/29, decarbonising twin-cam 3-litre Sunbeams, which involved undoing 48 sump nuts, dropping the sump, removing all six con-rods and pistons, then hanging a small lamp bulb through the plug holes and scraping off the carbon with a long sharp-ended rod while underneath the engine. Apart from carbon in one's eyes, after about five minutes the bulb would be inadvertently struck, and go out! Transferring to the test section, he remembers fast runs along the Western Avenue. . . .

The fortunate Dunhill was then sent to France, to see how the Paris Metro operated. By chopping from his pass the part which said on no account was he to drive the trains, he did just that, with much enjoyment. He then spent some time in England with Jack Smith & Co, the well-known Delage agents, whose service station was next to that of Lendrum & Hartman, the Buick people. When Smith took on the Hispano Suiza and Hotchkiss concessions, Dunhill was sent to Paris and spent a memorable year in the Hispano Suiza factory, again going out on test runs. These might last for as much as 100 miles per car, and instead of crude test-seats, the chassis were given old Weymann fabric bodies, easily lifted on and off, making such testing a refined affair, especially as lunch would be taken in the course of it . . . All the great coachbuilders whose bodies were used by Hispano Suiza were encountered and Marc Birkigt was frequently seen in the works, regarded, naturally, as a god. Incidentally, Darrin, of Fernandez and Darrin, was an American, and the H-S salesman a tall Prince of a Polish Royal family, from whom Dunhill was able to buy for £20 a 1921 Kelner-coupé 38 hp Hispano Suiza, one of two languishing in a corner of the factory in 1930/31. It proved a splendid car, never failing to start, very reliable, and well-braked. Commander Dunhill has owned all manner of cars, from Ulster Austin 7 to his present Fiat 127, including a Donnet-Zedal and a number of Alfasuds, Borgward Izabellas, etc. He and his wife well remember Brooklands and Goodwood in their hey-day, and he used to help with the speed-trials at Gosport, where he still lives — W.B.

Griff on Zborowski

GRIFFITHS BORGESON's promised saga of Zborowski has appeared, in the American *Automobile Quarterly*, which contrives to publish without advertising support and which, like MOTOR SPORT, recognises that its readers like a goodly proportion of the contents devoted to history. As, in the past, I have endeavoured to cast light on the Count Zborowski saga and the "Chitty-Bang-Bangs," I read Borgeson on the subject with much interest and enjoyment. His long article covers much known ground but throws in some very worthwhile new information about the Zborowski family (which Griffiths has it, originated as Zabriskie, the first of the line emigrating to America either in 1662 or in the 1800s . . .). He tells us that Count Elliot Zborowski, father of Louis Zborowski, with his wife, from the famous Astor family, had a combined annual income estimated at close on 580,000 dollars (in the 1900s), that he left 10,000,000 dollars when he was killed in his Mercedes at La Turbie hill-climb in 1903, and that on coming to England he built "a palatial house at Melton Mowbray" — although I have never been able to establish that this was more than a fairly-modest hunting-lodge. Borgeson also provides some interesting data about the memorial erected to the daring sporting Elliot Zborowski. . .

I feel I can correct Griff on a few points. I cannot actually deny that the famed "Chitties" were not preceded by two 1914 giants also owned by Louis Zborowski, one said to have had a Maybach aero-engine (how was that obtained, at this tense period?), the other a Hall-Scott engine which Foresti had installed for him in an Itala chassis — the latter sounds like the car Lord Donegal later owned, when he was at Oxford. If in fact Zborowski had such monsters before the war, at the age of 18 or 19, this surely does not invalidate my claim that the "Chitties" were the original aero-engined cars to enjoy a vogue at Brooklands after the war, especially when qualified by my other statement, "built by an amateur", Coatalen's two V12 Sunbeams having preceded the Count's cars, as professionally-assembled aero-engined racing cars (see "Profile No. 68").

I am not sure that I agree that "Chitty II" was "quite low", or that the horizontal outside exhaust-pipe and overall effect "was suggestive of later S and SS Mercedes-Benz". It was in 1922, not 1923 as a caption states, that "Chitty I" had its spectacular Brooklands accident. Griff says that ". . . the Higham Special received only passing notice in The Bod's study of the Chittys". That is because, although Gallop may have conveniently written of five "Chitties", the third was usually called "The White Mercedes" by the Count, and the fourth the "Higham Special". Borgeson himself does not give as much space to the latter, anyway.

Coming to Zborowski's Indianapolis Bugatti, one of a team of five, Griff says it was a Type 29, not as popularly supposed, a Type 30. That I am prepared to leave to Hugh Conway. Of the Zborowski Miller (MOTOR SPORT, October, 1981) the Borg. writes: "The Bod says that Lou expected 120 mph laps from his new two-man car. (In fact, he is quoting, S. C. H. Davis in 1923). This does not add up, since the four fastest **single-seat** Millars had qualified at Indianapolis at from 101 to 108 mph . . ." I didn't say that! What I actually wrote was that Zborowski hoped for a **top speed** of 120 mph. At Brooklands the **top speed** of a car was usually, give or take wind and weather, about ten mph faster than its **lap speed.** Later Borgeson says Lou won a Brooklands race, with a best lap of 109.46 mph, which seems to prove my assumption correct . . . Some of the captions to the article's pictures contain errors, for instance, Lou's Ballot is seen, not at an unspecified race meeting, but at the top of the course during a Shelsley Walsh hill-climb, the Count is shown, not at the "Sandsea" but at the **Southsea** speed-trials (when "Chitty I" made ftd at 73.1 mph over the kilo, in 1922), and "Chitty II" has become confused with "The White Mercedes" . . . — W.B.

V-E-V Odds & Ends. — We hear that the Reg No GO 10, originally on a 40/50 Rolls-Royce Phantom Continental Mulliner saloon owned by Sir Malcolm Campbell, which was afterwards used by Leonard Potter, but then with a cut-down open body, a car that went to America, is now on his BMW 635. The magazines of the A7 Clubs' Association, now edited by Major M. M. Shepherd, are as interesting as ever, that for the second quarter of this year containing, for instance, a long piece on A7-engined Flying Fleas. Which reminds us that we recently heard the story of how RAF pilots, based at Upavon, flying the motorcycle-powered DH 53 monoplanes, used to fly low behind saloon cars on the roads across Salisbury Plain until the drivers, hearing the open exhausts, would wave the apparent motorcycle on, whereupon the aeroplane would overtake at a very low altitude, to the astonishment of the cars' occupants! The Chevrolet tourer Reg No NT 74, which we illustrated last June, has been the subject of a further coincidence, because Freddie Henry of Austin fame recalls going with his father in their new lhd Model-T Ford to Shrewsbury early in 1921 to meet a close friend who had just acquired a new grey Chevrolet — NT 74 — to replace his Briscoe tourer.

We are delighted to hear of vintage cars in everyday use, like a reader's Riley Gamecock with which he has done some 6,000 miles in 12 months, including VSCC competitions, also using the car for his work. Referring to recent remarks in the *Amilcar Register Newsletter* about C. A. Martin racing a 6C Amilcar with a four-cylinder engine, Chris Draper wonders whether Jose Scaron's ploy of installing a 6C engine in the lighter CGS chassis wasn't a better bet!

No-one has yet identified the vee-twin special shown on p975 of the August issue but one expert says it appears to have had a rather unusual eight-valve Anzani engine and a *circa*-1926 Morgan chassis. Elsewhere will be found an account of Charles Metchim's exploits with his A7, run twice at Le Mans. He was very impressed with the BNC that ran there; he thought it was probably the same car that finished both in 1933 and 1934, low down the field but qualifying, remarking that this was "a very stout effort with a 993 cc engine". The car was driven by Adrien and Albert Alin, and in 1935 a 993 cc BNC in other hands also finished the Le Mans race. Albert finished again in 1937, co-driver of a 596 cc Simca, and both the Alins did this yet again in 1939, sharing a 566 cc Simca. —W.B.

VINTAGE POSTBAG

"Shockers at Indianapolis"

Sir,

Can we add a little to your article on shock absorbers with reference to Andre Hartford, which will be of interest to your Vintage Postbag readers.

Andre Hartford was at some time "swallowed" up into a small corner of the Woodhead-Monroe Empire where it was moved around from place to place getting smaller at every place of repose. This process went on gradually from the 30's till the popular acceptance of coil springs and Macpherson struts whereupon the AH business was almost non-existent. It is probably true to say that AH type of shock absorbers were old fashioned, from a design point of view, in the late 20's but still had a good reliable record and were still firm favourites with enthusiasts as they were (and still are) adjustable. It is understandable that Andre Hartford was placed in the back seat of the growing Woodhead-Monroe Empire and really they must be congratulated for not losing too many tools over the many years and moves.

When I became involved in Andre Hartford the tools and equipment were complete but scattered from Welwyn Garden City to Aberdeen via Sheffield. They are now all at our factory at Telford and we have been quietly keeping your readers' tyres in contact with the road surface for nine years now.

Continued on page 1245

READERS' LETTERS

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

Dallas Grand Prix

Sir,

I am a long time reader of your fine periodical and have come to think of it as something akin to a reference work for the sport. It is with that in mind that I offer a few corrective remarks or amplifications on a point.

There is no oil in Dallas! In spite of what one sees in the much televised "Dallas" programme, there is not, never has been, nor ever will be one drop of indigenous crude oil in Dallas County. The closest oil is 80 miles away. The closest major oil supply is 500 miles away.

But, there is oil money in Dallas, and lots of it. Oil company towering office buildings dominate downtown Dallas. Another visible sign of the wealth is the abundance of Mercedes-Benz and Porsche automobiles. Dallas is home for the largest volume MB and Porsche dealerships in the US. And, believe me, it is very easy to come to an intersection and have only Mercedes occupying the road. In fact, it is not uncommon for the only participants in auto accidents to be Mercedes.

While the Dallas GP may have been the slowest on the circuit, it was no less than exciting for the spectators. The course was tight, winding, and full of areas where jockeying for position took place or high speed overtaking were available. I know the drivers were not fond of the concrete barriers surrounding the course, but they are professionals and drove to the best of their abilities under the conditions presented to them. Besides, if you want speed, we offer the Salt Flats at Bonneville in Utah. If you want skill we offer the Dallas GP.

With reference to the heat that was, experienced by all of us in Dallas during the GP. Naturally, living in this part of the world, we are used to higher summer temperatures than most of the rest of the US and the people living in Europe. But, the temperatures experienced during the GP were most unusual. It was in fact, a form of a heat wave for us. Just bad luck that it happened when the eyes of the world were focused on Dallas. Since then, the temperatures have been very mild.

Please keep in mind that the organisers *did not* want to have the race in July. They were forced into that time slot by higher GP authorities. The next Dallas GP is evidently scheduled for March, which is very very pleasant in Dallas with an average temperature around 60°F.

As an aside concerning the track surface and its breaking up during the GP. Famed race car driver and builder Carroll Shelby and the organisers were quite concerned that the track surface be of a certain quality. They contracted with a firm to provide a quality track surface. That surface was inspected by the organisers and FOCA and was assumed to be acceptable. We all found out it was not and it appears there is potential legal recourse to the contractor who laid down the surface. Next year, no doubt, the track will be as smooth as glass and stay that way.

Dallas — WILL SAMPLES, Jr

Accuracy Appreciated

Sir,

I was very delighted to read on page 381 in your April issue's "Cars in Books" that a reader has sent you a copy of a description of a drive in a 1953 Jaguar XK120 which I had written in my novel "Dead Letter Drop".

I know that many authors, like myself, go to great pains in their research to try to be accurate in every detail, and it is immensely gratifying when this is appreciated.

I only wish that film directors would go to the same trouble. I find it constantly infuriating that in very many of the movies I see, all the cars sound exactly the same, regardless whether they are Morris Minors, Rovers or Porsches!

Thank you for the continued excellence of your magazine, which certainly suffers from no such defects!

Hove — P. JAMES

Snappy Reply

Sir,

It is only very rarely that I trouble the editor of a periodical with my thoughts, but I was so incensed by the absolute drivel spouted by your correspondent, Mr Arthur Hambledon in the September issue of MOTOR SPORT, that I felt moved to instantly reply.

Firstly, if Mr Hambledon *has* been asked to move away from a car, he has every right to feel indignant, but I must say that in many years of watching motor sport, from the Grand Prix circuits of Europe to the humble club event, both in modern racing and rallies and the vintage events, I have *never once* been asked to move so that a photograph could be taken. In fact, the more serious photographer would probably tell you that the presence of a suitably interested person usually enhances the picture rather than detracts from it and many of the better examples of the amateur photograph have often appeared in the pages of excellent journals such as this!

Secondly, if Mr Hambledon believes that the photographer thinks that he has "captured" the car, the only person suffering from delusions is himself. Speaking from my own point of view, the photograph serves merely as a reminder, at a later date, of an enjoyable experience or, as a means of sharing that experience with others who, for various reasons, were not fortunate enough to be present.

Personally, I find that a far greater nuisance is the killjoy who insists that everyone should toe his particular line, or the toffee nosed twit who will insist in giving everyone for yards around an earful of his opinions on a subject about which he invariably knows very little.

Finally, I would strongly advise Mr Hambledon not to attempt to "take them to one side to counsel them". Otherwise, he will, in all probability, receive a very short, sharp and, possibly, painful, education himself!

Yarm — HAROLD BRAND

Sir,

I am very surprised that you were able to find room in the correspondence columns of MOTOR SPORT for the load of rubbish in the letter from Arthur Hambledon headed "Snap out of it". In trying to assess the mentality of the man the conclusion must be that he is (a) writing tongue in cheek for some unknown reason or (b) an idiot. It is open to question whether such an abusive individual is really interested in the cars; I prefer to believe that he reserves his "serious contemplation" for modern Formula One machines so that he can memorise the advertisements.

Does he seriously imagine that, after a lapse of six months, his recollecton of the object would compare with the effectiveness of a good colourslide?

Let us hope that he carries out the threat in his last paragraph to "counsel" photographers, when he may receive some good advice in return.

Coventry — LES TALLISS

Sir,

Presumably your correspondent Mr Hambledon (September issue) has either a photographic memory or a garage full of ERAs, Bugattis, Frazer-Nashes and the like. Possessing neither of these desirable commodities, I resort to being one of his "camera toting twerps" and derive a great deal of pleasure from the results, a pleasure which, unlike the memory, increases with time. "Small two-dimensional images" they may be, but they are considerably better than no image at all. I am at a loss to understand the implication that my enthusiasm for the sport should be diluted or somehow rendered impure or insincere as a consequence of using a camera. This is certainly not the case. Nor have I "lost the power to observe", a faculty normally sharpened by repeated attempts to compose acceptable pictures.

I hope Mr Hambledon is unsuccessful in his endeavours to counsel camera users and persuade them to alter their ways. I think my *750 Bulletin*, and countless other club publications, would be seriously depleted without an amateur pictorial contribution. And wasn't one of his "myopic mountebanks" responsible for those lovely evocative Brooklands photographs which adorned D.S.J.'s ERA article?

I would venture to suggest that Mr Hambledon's grievance is simply a blinkered view of a far more general disease, namely the bad manners and discourtesy which can afflict photographers and non-photographers equally. I have taken many photographs, admittedly generally in the somewhat rarefied atmosphere of VSCC hillclimbs, MCC trials etc, without ever inconveniencing a fellow spectator. Moreover, I am sure that the great majority of camera users can say the same, and feel, like me, somewhat insulted by the sneering and pompous tone of Mr Hambledon's letter.

Perhaps your correspondent is too short-sighted to recognise his own myopia?

Crediton JON KELSEY

BWRDC Exhibition

Sir,

The British Women Racing Drivers' Club are planning a very large exhibition at the Motor 100 event at Silverstone next year entitled "The History of Women in Motorsport". May we through your magazine ask for any information on the whereabouts of sporting vehicles from as early as possible to present day which are associated with women drivers. For example: The Singer which was driven by Betty Haig, the Mini driven by Christabelle Carlisle, the Pat Moss Austin Healey or any of the other cars she has driven.

We would like to contact the owners of these vehicles with a view to having them on display.

Harrietsham JOSIE TOLHURST (Mrs)
Hon Secretary

[Letters will be forwarded.]

A Big Sierra

AT Port Elizabeth, Ford South Africa has started the limited production (250 only) of a Sierra fitted with a five-litre V8 engine. Called the XR8, it is claimed to have a top speed of 140 mph in standard form. A Gp 1 (SA classification) version will be raced, and we wonder whether new team manager Mick Jones plans to produce a rally version. After all, GM used to be successful with its "Little Chev", a V8-engined Firenza.

VINTAGE POSTBAG
— continued from 1243

I agree with you that we are no longer universal but suggest to you that we are probably back to square one, where you came in with your article, in that we are possibly now the only company making the original lever arm friction disc shock absorber left.

Your readers will wish to know that they are still available from Colin Crabbe at Complete Automobilist who also handles exports and Mike Dowley at Sports and Vintage of Shrewsbury who also does repairs. It is our joint intention to still be producing and selling at the Centenary in 2012, and to keep our cars on the road.

Telford PETER GRIFFIN,
Director, Andre Hartford.

A Forgotten Track

Sir,

Recently I read "The History of Brooklands" by William Boddy, and it occurred to me that your readers may not be aware of a track similar in outline, 20 miles from the City of Detroit, built by the Packard Motor Car Co in 1927. Designed by the famous industrial architect Albert Khan, the track is oval in shape, with three-quarter-mile straights and half-mile curves. Banking on the curves goes to 35 degrees inclination. It was the fastest track in America. Leon Duray attained a speed of 145.3 mph there, when the fastest lap at Indianapolis was 130.76 mph.

Constructed of concrete with expansion joints, I noticed the track was in a very perfect condition when walking round it recently. Packard used the infield to test their aeroplane engines, and towards one end of the field is an aeroplane hangar. Entrance is through wrought-iron gates under a wrought-iron arch with a large lantern as the keystone. To the right of the gate on entering are Tudor style buildings with slate roofs. These are offices for the staff, and service bays for about six cars. Where the road goes on to the track there is a time-keeper's pagoda about 30 feet high. Trees and lawns flank the road to the track.

During the war Chrysler Corp leased the track for the purpose of testing tanks, which tore up the surface, but the Government made good the damage at a cost of $650,000. Nowadays Ford Motor Co owns the property, but does not use it. Old car meetings are held there regularly in the summer. These meetings are always packed. There is an atmosphere about the place of men allowed to chance and dare. Incidentally, Albert Khan who designed the track, also designed the Packard showrooms in London which were destroyed by the last V-2 rocket of the war.

MICHAEL CONLON
Hazel Park, MI, USA

The Harold Beart Morgan

Sir,

I am grateful to you for your Editorial in the July issue, but for which I might have gone unaware of the celebrations to mark 75 years of Morgans, and have missed the most enjoyable day at Prescott on July 28th.

My first motor vehicle and the one on which I learnt to drive was a two-speed Super Sports Morgan, GN 218. This was purchased a few months before the end of WWII for £6, the water-cooled JAP engine lying dismantled in a box in the cockpit at the same time. I gave it a complete rebuild and got it on the road three weeks after the return of petrol for private motoring. It gave me much pleasure for 18 months, when I sold it for £150. In 1948 I was intrigued by a special Morgan chassis that F. H. Douglas had at the back of his showroom at Ealing. The track was several inches wider than standard, the wheels were shod with smooth track tyres and Hartford shock absorbers were fitted all round, two in fact for the rear wheel connected to the swinging arms by a stirrup. The w / c JAP engine was what I now understand is called the "dog-eared" type, with twin carbs, each mounted on a very neatly made elbow. Douglas denied all knowledge of the car's origins. I bought the chassis and a separate Super Sports body, and in due course towed the chassis home to Caversham behind the sluggish M-Type MG coupé that I then had. This was achieved by attaching two pieces of angle iron and a foot board to the chassis tubes with U-bolts and mounting the passenger seat from the MG thereon and using a rigid tow bar. The body was fitted without much difficulty although slots had to be cut in the foot boards to accommodate two extra bracing tubes which were not fitted on the standard chassis.

Before I had got the car in full running order the desire arose for more sophisticated transport and I sold it to acquire a Fiat 508c pillarless saloon. The purchaser of the Morgan lived in the Littlehampton area, I think, and later showed it to me in running order. At the Prescott event I took the opportunity to search out knowledgeable people and was eventually introduced to Dennis Rushton, showing him photos that I had of my chassis. I understand that it was undoubtedly the one built by Harold Beart and the first Morgan to officially exceed 100 mph.

I see that you refer to this Morgan on page 329 of Brooklands Vol II, but in all these years I had not realised it was the one I owned! It would be interesting to know when Douglas acquired it and why he was so reticent about its history, and also how it has fared since I owned it as I understand the chassis still exists.

Ref your mention of Kenley airfield May issue page 564. I cycled there from Banstead in I think the summer of '39. (It was a bit beyond the range for unaccompanied cycle rides allowed by parental consent!) I can't say I recollect the notice you mention but certainly there was no gate across the road, and I was highly delighted to be held up by a policeman whilst a camouflaged Blenheim Mk I taxied across the road

When I owned the Fiat mentioned above, I recollect chatting to Denis Jenkinson at the pub at Hartley Wintney, at which time he had the longer wheelbase 1500.

Colyton DENIS WALL

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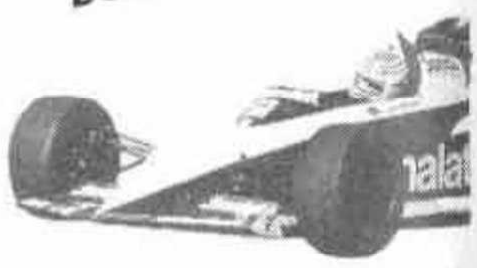
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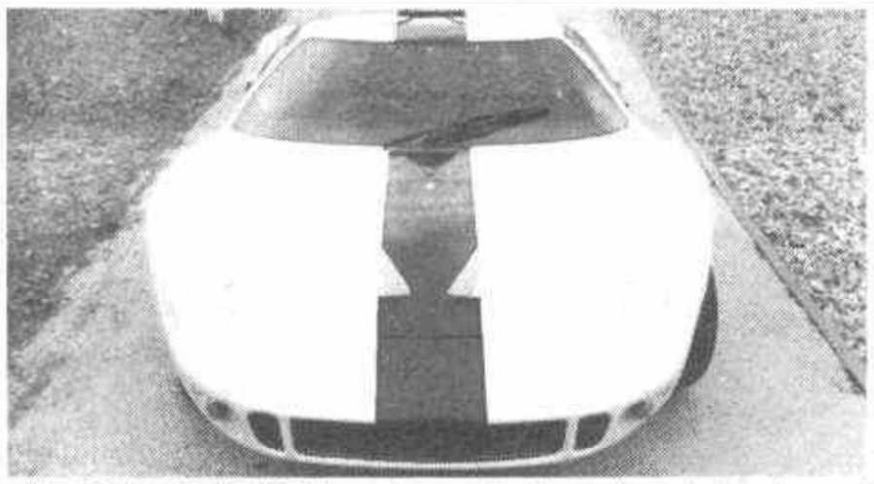
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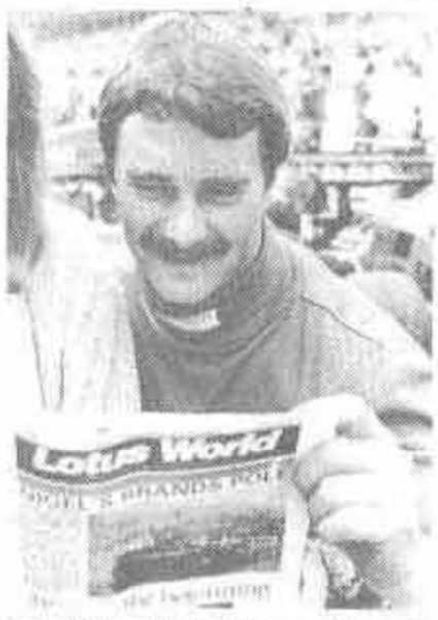
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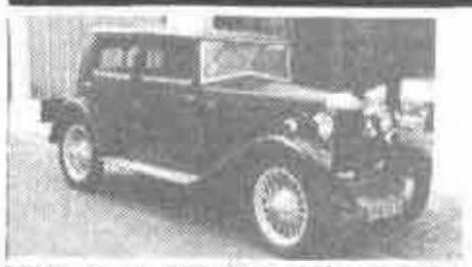
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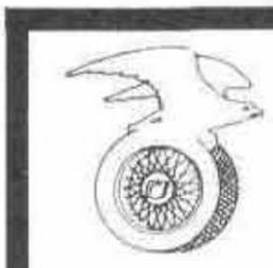




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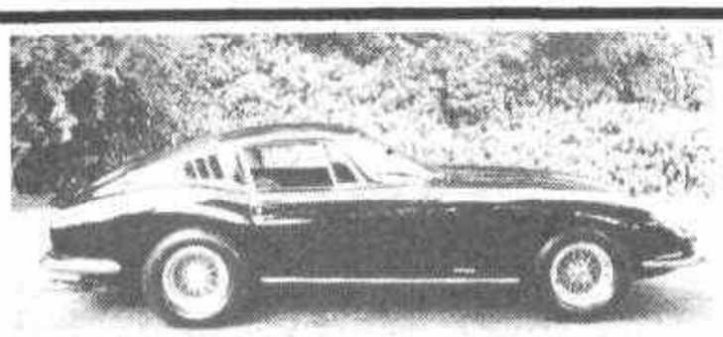


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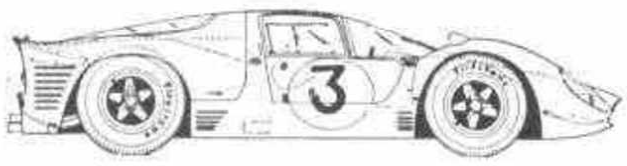


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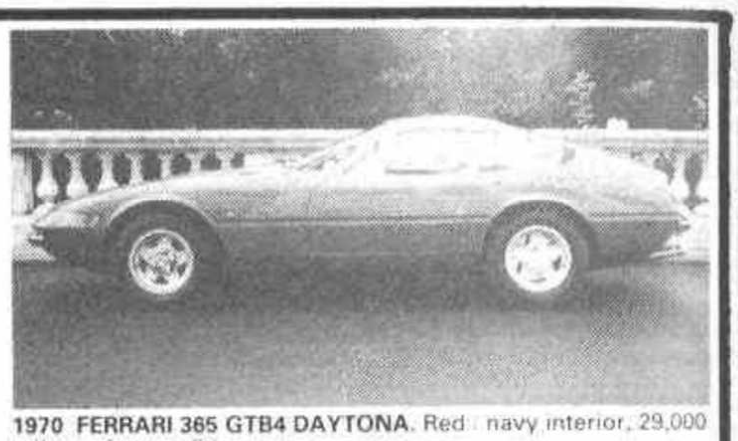


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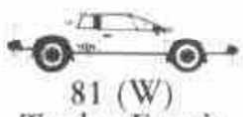
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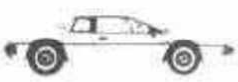
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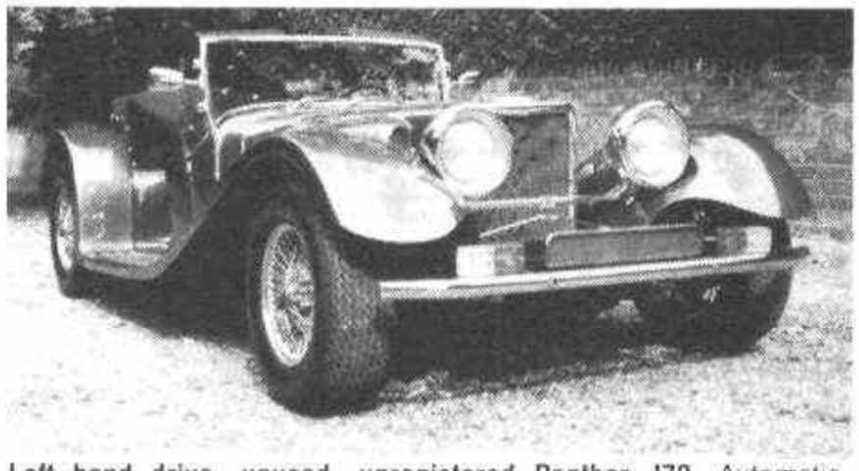
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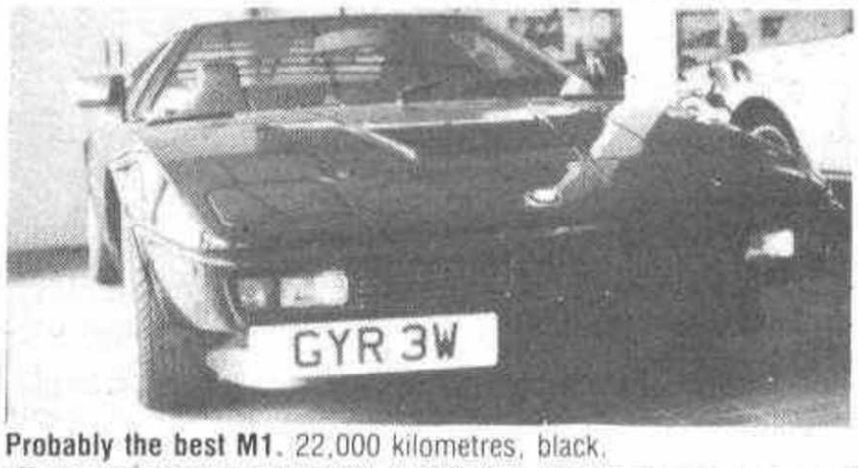
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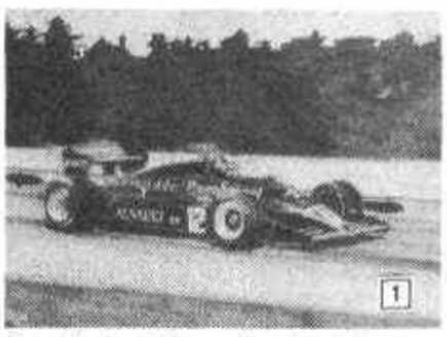
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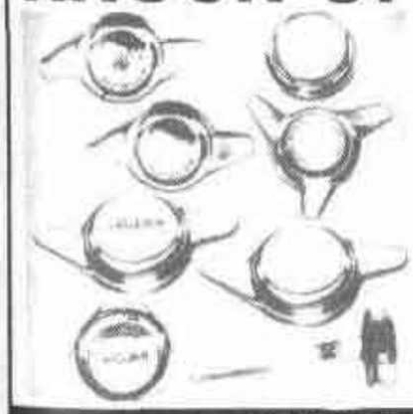
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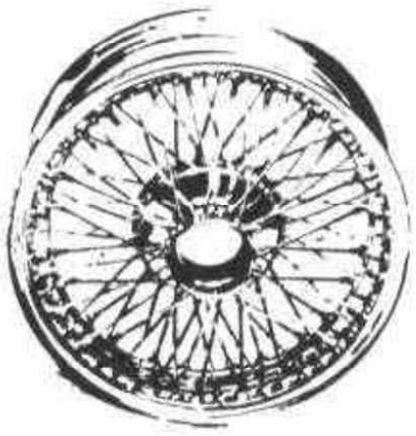
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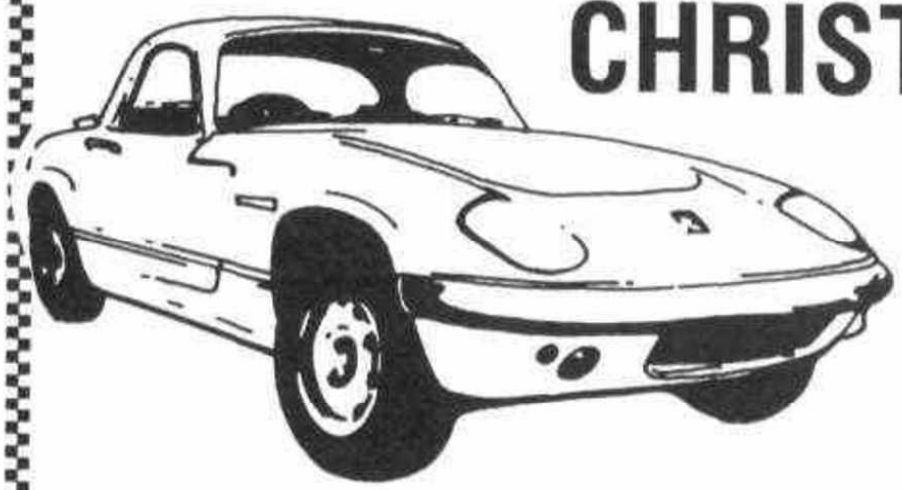
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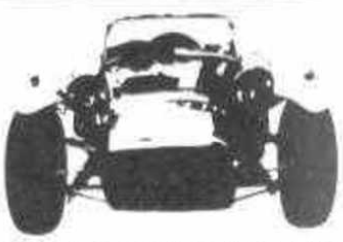
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FIAT 500L. Reg.1.1.71, only 3,700 miles, fitted new 650cc engine and electrics 300 miles ago, Triplex hrw, inertia belts, Cints, maintenance free battery, hazard flashers, reversing and fog lamps, electric windscreen washers, radio, etc etc. Incredible quantity of mechanical and bodywork spares, original handbook, no rust, concours condition, best over £950. Tel: Florin, 01-435 8407 or 01-609 0011. (73261

MASERATI MERAK SS. Ferrari red, cherished number plate, immaculate, £6,950 ono. Tel: Kidderminster (0562) 740900 to 7.00 pm or (02993) 6154 evenings. (73259

FERRARI DINO 246 GT, c no 5220, red, black grey interior, 11,000 treasured miles, Zelbarted from new, totally original showroom condition throughout, concours winner (1st), fully documented history, '246' registration, reluctant sale by FOC member, cannot be bettered, £20,000 Tel: 01-935 6286 evenings. (73313

LOTUS ELITE Climax, Series 2. ZF gearbox, Webers, recent extensive body and mechanical rebuild. £7,500. Tel: Leicester 773630. (73405

VOLVO SPORTS 1800S, 1966. Total body renovation and re-chrome to the original specification. Red with black leather trim. Taxed, MoT. £2,200. Tel: Basingstoke 850336. (73406

TVR TAIMAR TURBO, 1979. Metallic gold, brown trim, Konis, Wolfrace, Blaupunkt Stockholm stereo, Black Magic alarm, sunroof, 59,000 miles. Eye-catching, reliable rare car. House purchase forces unwilling sale. £6,500. Tel: (06373) 77761 Newquay, Cornwall. (73408

ARKLEY 1500, 1978. Extremely good condition, only 27,000 miles, new tyres/hood. £2,200. Super little car. Tel: Maidstone 858949. (73409

TRIUMPH SPITFIRE MK.IV. Totally rebuilt, new chassis and all bodywork. Balanced engine, overdrive, extras. Over £2,000 spent since 1982. Reluctant sale, £1,750 ono. Tel: 0530 412598 (Leics.). (73480

BENTLEY 3-LITRE short chassis, light two-seater, TT-type, staggered seat body, "A" box, 3.53 axle. Owned 24 years. Pitt. Tel: work 01-405 4399; home Wormley (Surrey) 2940 (73431

FOR SALE — continued

FERRARI 365 GTC 4, V12, 4-cam, air conditioned, pas, red. One of only 18 in UK. *Owned by chartered engineer for last 7 years.* Detailed history. Mechanically excellent with rebuilt engine, new exhaust system, clutch, tyres, etc. A very good example. £17,500. Malvern (Worcestershire) 3272. (73478

1967 FERRARI 365 GTC. Without exaggeration the finest anywhere. Ex-JCB collection, 4,000 miles since 100% re-build by Greg Paul. Midnight blue with cream int. A fantastic investment. Private sale £24,500. Tel: (0253) 59369 business. (73482

FORD ANGLIA 100E. 1956. Sound body, running order, drive away! Been stored. Offers about £115. Tel: 01-570 3838 evenings. (73483

1928 HUMBER 14-40 Tourer. Maker's oil pressure, vg body, trim, rewired, new kingpins, exhaust. Tax and MoT. £5,975. Tel: Stamford 720424. (73485

TRIUMPH GT6 Mk3, *1974. Carmine tan,* overdrive, stunning condition. £1,495. Tel: Knott End (near Blackpool) 810858. (73486

PORSCHE 944, 1982 X. Red berber trim, C.C holder, electric windows, cassette radio. £12,850. Possible p.x. Tel: Leics. 773322 (business) or Leics. 778435 (home). (73487

MGB GT V8, 1974 N. White, very good condition, new MoT. £3,125 ono. Tel: 01-398 4944 evenings/weekends. (73489

ROLLS-ROYCE SHADOW grill surround as new, also 9 ct gold Rolls-Royce key fob, various Rolls-Royce books and grease gun. Tel: Wolverhampton (0902) 850167. (73492

BMW TWR 535i. Cashmere gold with black interior, January 1983, 13,000 miles, one proud owner, full spec including special equipment and other interesting extras. A truly unique car in a class of its own. £16,495 ono. Tel: Horley 72304. (73494

MG METRO TURBO, May 1983. Black, sunroof, 13,000 miles, immaculate. £4,300 ono. Tel: 0908 584145 (Beds). (73494

JAGUAR XJS, 1977. Silver, 44,000 miles, new engine, gearbox and tyres, excellent condition. £4,600. Tel: 01-587 0994. (73497

MGB GT LE. 1981, 6,250 miles, condition, as new. Ziebart underseal, stereo. £6,250 ono. Tel: 039281-521 (evenings). (73354

SPITFIRE. 1977, R-Reg., 53,000 miles, 20,000 mile replacement engine holed. Also works hard top shell. £800. 20 Walker Terrace, The Hoe, Plymouth. Tel: 671223. (73355





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Tasmin 3.5 Convertible. Sigma silver.
TVR 3.5 Convertible. Auto, PAS, white white leather.
1977 TVR 3000 M Turbo. Low mileage. **£5,695**
1981 X TR7 Conv. Green. **£3,995**
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1979 Porsche 911 SC Targa, FSH, ice green. **£11,495**

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£8,795 MERCEDES 280 SE 1980. Metallic ice blue with navy cloth, electric sunroof, electric windows, front and rear headrests, Pioneer radio cass. Full service history.



£8,995 SAAB 900 TURBO 3 door. 1982. Cirrus white with chocolate velour, sunroof, electric windows, electric mirrors, alloy wheels, 5 speed gearbox, radio cassette etc. History.



£6,495 BMW 320 1982. Alpine white, pas, 5 speed gearbox, factory roof, rear spoiler etc, electric windows.



£5,495 BMW 528i Manual. 1980. Polaris silver with factory sunroof, alloy wheels, 535i front and rear spoilers etc, Alpina stripes, etc.



£6,995 DATSUN 280 ZX TARGA 2+2 1982. Y-Reg. Metallic deep red with tinted roof panels, radio cass, 19,000 miles only.



£4,695 VW SCIROCCO GTI 1981. White with red trim, sunroof, alloy wheels, radio cass, 24,000 miles only.

£12,695 BMW 635 CSi AUTO, 1981. Metallic sapphire with grey velour, electric sunroof, electric windows, Mahle alloy wheels, 31,000 miles.

£10,695 BMW 732i AUTO 1982. Y-Reg. Metallic Arctic blue with Pacific velour, electric sunroof, electric windows, on board computer, alloy wheels, headlamp wipers, etc.

£9,995 RENAULT TURBO 2. 1,200 miles only, met white, radio cassette, unmarked, mid-engined super car.

£8,995 MERCEDES 280 E 1981. Signal red with biscuit cloth, electric sunroof, front and rear headrests, radio cass, 33,000 miles. History.

£8,995 MERCEDES 250 T ESTATE. AUTO 1981. With pas, classic white with blue cloth, factory sunroof, electric windows, pdm, one owner, history. Radio cass.

£8,695 BMW 525i AUTO. 1982. Basalt blue with Pacific trim, factory sunroof, electric windows, ABS brakes, Pioneer radio cassette, electric aerial.

£7,995 PORSCHE 924 TURBO. 1980 model, metallic onyx with black and white check pasha trim, factory sunroof, radio cass.

£7,595 BMW 735i AUTO, 1980. Metallic graphite with biscuit velour, electric sunroof, electric windows, alloy wheels, electric mirrors, one owner.

£6,995 MERCEDES 230C COUPE. 1979 V-Reg. Metallic rose with biscuit cloth, central locking, tinted glass etc.

£6,795 VW GOLF CABRIOLET GLS 1982. Metallic red with wine interior, one owner, most attractive.

£6,495 BMW 323i 1981. Metallic Cyprus with anthracite cloth, 5 speed gearbox, factory sunshine roof, alloy wheels, radio cassette, electric windows.

£5,995 ASTON MARTIN DBS V8 AUTO, 1971. K-Reg. Twin headlamp version in Regal red, nearly £10,000 spent by AM service agents, little used since.

£5,995 BMW 320i 1981. Metallic Cyprus with anthracite cloth, 5 speed gearbox, alloy wheels, headlamp wash wipe, front and rear spoilers, radio cassette etc.

£5,995 VOLVO 252C COUPE 1979. Rare Bertone 2 door coupé. Metallic silver with black hide, manual with overdrive, air conditioning, electric windows, alloy wheels, radio cass, etc.

£5,395 VW SCIROCCO GL AUTO 1982. Silver metallic with blue cloth, radio cassette, 9,000 miles only.

£4,795 BMW 316 1.8 model. Safari beige with biscuit trim, sunroof, tinted glass, radio cass.

£3,995 RENAULT FUEGO 2.0 GTX 1981. Metallic silver with grey cloth, pas, electric windows, alloy wheels, radio cass etc.

£3,995 BMW 728 Manual, 1978. Metallic Arctic blue with grey cloth, factory metal sunroof, twin electric mirrors, central locking, tinted glass, radio cassette.

£3,995 BMW 520 AUTO. 1978. T-Reg. Metallic fjord blue, pas, factory sunroof, Mahle wheels, etc.

£3,695 RENAULT FUEGO 2.0 TX 1981 model. Metallic blue with pas, radio cassette, alloy wheels, electric windows, etc.

£3,695 ALFASUD 1.5 SPRINT VELOCE PLUS. 1981. X-Reg. Metallic bronze with biscuit and brown interior, alloy wheels, radio etc, 21,000 miles, most attractive.

£3,695 CHEVROLET CAPRICE CLASSIC 1977. Cream and honey gold, air conditioning electric windows, electric seats, one owner, 29,000 miles, personal Reg No. 400 JLC.

£3,495 FIAT MIRAFIORI 2000 TC 1982. Y-Reg. Metallic bronze with tan trim, 19,000 miles.

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FERRARI 400i 1980. 45,000 miles, blue with magnolia hide interior f.s.h., 1 owner. A fabulous car in pristine condition **£22,500**



FERRARI 308 GT4, 1979. 36,000 miles, metallic Rosso Rubino with blue hide interior, wide wheels, air conditioning, f.s.h. This vehicle is in every way superb and in our opinion the nicest colour for this marque **£13,250**



FERRARI DINO 246 GT 1972. 16,000 miles, metallic blue with black upholstery, f.s.h. Totally original and in perfect condition, a rare opportunity to acquire probably the finest 246 on offer. **£18,250**

FERRARI 512BB 1981. 70,000 miles, red with magnolia interior, f.s.h., one owner. **£22,500**

FERRARI 308 GT4, 1978. 46,000 miles, fly yellow with black interior, superb condition. **£10,750**

FERRARI 308 GT4, Late 1979. 30,000 miles, red with beige interior, this car is as new. **£13,500**

ALFA ROMEO MONTREAL, 1974. 34,000 miles, dark metallic blue with light blue velour interior, quite superb. **£6,750**

KOENIG BOXER. Red with beige leather interior. The ultimate Ferrari converted in our workshops to concours standard. **£37,500**

WE ARE ANXIOUS TO PURCHASE CARBURETTOR FERRARIS

FERRARI 400GT AUTO 1979. Celeste met., blue hide, rear air cond., as new. **£13,750**

ASTON MARTIN DBS6 VANTAGE AUTO. 65,000 miles, dark metallic blue with cream hide interior, restored in our workshops to pristine condition. **£7,750**

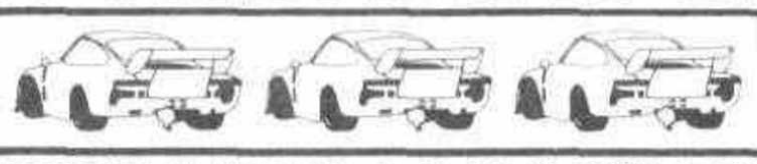
JAGUAR E-TYPE V12 2+2 1972. 39,000 miles, red with magnolia hide, wire wheels. **£7,500**

VOLVO 125GT. Red with black interior, £8,000 spent four years ago and now in concours condition. **£5,000**

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1983 Audi Quattro. Mars red. **£13,950**



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Golf GTI 2 with full body kit.



GTi Cabriolet. All white campaign model with Zender Exclusiv body kit. Double h/lamp grille **£9,743.50** on the road.



1982(Y) Capri 2.8i. Light and dark met. green, steel sunroof, radio cassette, 28,000 miles, one owner. **£5,500.**

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New Golf 2 GTI

Lhasa Green, s/roof, tint, split rear seat.
Alpine White, s/roof, tint, split rear seat.
Factory fitted leather interior available on Helios convertibles. All white campaign Pewter Grey metallic.
Atlas Grey, s/roof, tint, split rear seat.
Helios Blue, s/roof, tint, split rear seat.
Lhasa, delivery August. GTi

Pre-owned

1983 GTI. Lhasa green, steel sunroof, tinted glass, 5,000 miles, stereo **£6,495.**
1984 GTI. *Oak green, campaign, steel sunroof, tinted glass, P7 tyres, 12,000 miles, lhd* **£5,750.**



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1964 Austin Healey 3000 Mk. III. White, red leather, last owner six years, new hood, delightful £5,500
1983 Citroen 2CV6 Special. White, one lady owner, 6,977 miles, delightful £2,495
1977 Daimler 4.2 Auto Sovereign 2-door coupe. Carriage brown, 39,845 miles £4,455
1964 Daimler Dart SP250 C Spec. Black, red, original log book £3,495
1977 Fiat 128. Radio, lady owner £695
1983 (August) Ford Fiesta XR2. Red, one owner, 5,528 miles, sunroof, tinted glass, radio cassette, rear wiper, undersealed £5,195
1974 V12 Roadster. Red, hard, soft top, auto, 43,362 miles £9,750
1971 Jaguar V12 2+2. Red, black, manual, radio, exes, 26,014 miles £7,775
1963 Lagonda Rapide. Automatic, original log book, history file. One of 55 made. Last owner five years £5,700
1982 Y Morgan 4/4 4-seater. One owner, 19,750 miles, green XR3 engine, lightweight body, tonneau cover, Ziebarted £7,995
1979 Porsche 924 Lux. Automatic, met. silver, two owners only, electric windows, alloy wheels, sunroof £6,295
1972 Pontiac Grand Ville Convertible. Bronze, two owners only, elec. load windows £2,495
1909 Sears. American high wheeler K model buggy. Solid tyres, 2 cylinder air cooled engine, tiller steering. Believed only one in England £7,550
1979 V Scimitar GTE. Automatic, blue, radio cassette, pas, electric windows, Sundym, Wolfrace wheels, warranted 38,500 miles £4,775
1982 Y ('81 model) TR7 convertible. Royal blue, 12,988 miles £5,195
1979 Triumph Spitfire. Russet brown, overdrive, hard top £2,695

1977 S Triumph Stag. Red, hard, soft top, auto, pas, electric windows, tinted glass £4,695
1977 S Triumph Stag. Yellow, auto, hard, soft top, radio, cassette, electric windows £4,695
1973 Triumph GT6 MkIII. One family owner since new, red £1,795
1981 MGB GT LE. One lady owner, radio, cassette, 16,495 miles £6,225
1981 MGB GT LE. 18,837 miles, radio, cassette £5,775
1980 MGB GT. Black, one owner, 36,409 miles, radio, cassette £4,495
1981 MGB GT LE. Pewter, steel sliding roof, 18,391 miles £5,995
1979 MGB. White, Rhd (American spec.), radio, cassette, full tonneau £3,395
1979 MGB GT. Green, radio, 44,858 miles, another in red £3,495
1979 V MG Midget. Black, radio, choice of four others £2,495
1979 MGB GT. White, one owner, radio, cassette £3,695
1979 MGB GT. Pageant blue, radio, cassette £2,795
1977 (model) MGB GT. Red, 45,328 miles, Ziebarted, mud flaps, radio, cassette £2,795
1974 MGB GT V8. Chrome, blaze, Stag wheels, sunroof, radio, cassette £3,150
1973 MGB GT. Harvest gold, 40,000 miles, full sun roof, exc. underseal £2,345
1969 (68 Model) MGC GT. Auto, blue, last owner 12 years, w.w £2,695
1955 MG TF 1500. Very rare, Green, beige, full tonneau. Phone for further details £8,950

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RILEY 1935 22T 12/4 KESTREL. Running in from £5,500 overhaul, vgc. £4,500. McKenzie, Holmes Chapel, Cheshire. Tel: after 6 pm 0477 or 9935 32743. (73367

MG L2 MAGNA. 1933, six-cylinder ohc, two-seater, red leather trim, white paintwork, black hood and original flared wings, very pretty, very well maintained car. Tel: 0497 820 426. (73370

MGB ROADSTER. 1977, BRG, low mileage, tax, MoT. June 1985, unmarked condition, carefully used. £2,600. Tel: Glemsford 281400 (Cavendish, Suffolk). (73413

ALFASUD 1.3 SUPER FOUR-DOOR. November 1978, Pompei yellow, 40,000 miles, one owner, Ziebart, stereo, service history, immaculate throughout, absolutely no rust, 12 months MoT. £995 ono. Tel: 076387 391 (Royston). (73414

SINGER LE MANS Special Speed. 1935, 9 hp, two-seater. £2,950. Tel: 0273 552487. (73415

DATSUN 260Z. In immaculate condition with full Janspeed conversion, including triple Webers, one owner from new in 1976 and covered only 53,000 miles. Finished in metallic blue with seven inch Wolfrace wheels, taxed and tested with full service history. £2,495 ono. Tel: Leeds 672458 after 6 pm. (73418

MG MIDGET. 1929, completely and sympathetically restored, very early example. £5,200 including spares. Tel: 0233 20155 evenings (Kent). (73420

AUSTIN 7 CHUMMY. 1926, very good all round condition, ex-Beaulieu prize winner. £3,700. Tel: Bournemouth 745951. (73421

MG K-TYPE. 1934, chassis, logbook, engine, pre-selector gearbox, supercharger, wings, headlights, ideal basis for VSCC racer or K3 replica, N front axle, BTH magneto, K N crankshafts and conrods, 2" SU. Tel: 0483 578080 office, 042 878 531 home. (73419

MGTA 1939, good unrestored car, roadworthy condition, long MoT, rebuilt engine 3,500 miles, professional rewire. Offers over £4,000. Tel: Nottm. 634154. (73621

TRIUMPH TR6 1969, maroon, 150 bhp, long MoT, lovely early example, many new parts, garaged. £1,950. Tel: Woodstock 812442 evenings. (73622

RELIANT SCIMITAR GTC 1980, (December), carmen red, manual o.d, hardtop, stereo, Wolfrace wheels, electric aerial, 44,000 miles. Super condition. £4,950 ono. Tel: Burntwood (05436) 2010. (73624

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BRA COBRA replica professionally built 1982, immaculate condition, fully weather proofed, exhilarating motoring. £5,500 ono. Tel: 021-454 8214(H), 021-233 3282 (b). (73619

LOTUS ELAN S2, best Elan in post historic road sports racing, engine just rebuilt, immaculate. £5,500 including spares. Tel: Michael Schryler on Dorking (0306) 881110 days or 711292 eves. (73620

1974 PORSCHE Carrera Targa 2.7 litres, red, mint. Tel: Michael Schryver on Dorking (0306) 881110 days or 711292 eves. (73620

Advertisers' attention is drawn to the new classified rates on page 1246 which are effective from October 1st

AC 3000ME. May 1981, two owners, only 18,000 miles, midnight blue, black leather trim, 12 months MoT. £7,950. Tel: John Bucknall (0925) 602693 (day). (73625

ROLLS-ROYCE SC1 Hooper Empress 1956, one previous private owner, extensive Hooper history. Recent complete exhaust, radiator, tyres, regulator etc. Best example of this elegant model available? £14,995. Tel: 089277269 (Sussex). (73626

1932 RILEY 9 four door, tourer complete and original needs restoring. £1,800 ono. Tel: Ware 870433. (73627

AUSTIN SEVEN 1937, Opal two seater, original and sound, present owner 24 years. £1,950. Tel: 021-354 5645. (73630

VW BEETLE complete and unused chassis and running gear 1981 — £1,200 ono. Tel: 0502 79637 evenings. (73632

LOTUS ELAN S.E. 1968, for renovation. Engine rebuilt. £1,800. Tel: (Derby) 0332 769407. (73631

1929 SUNBEAM 20.9, rolling chassis, all mechanical parts, lamps, radiator, instruments, bonnet, much work done, original number Swansea registered, quality chassis, good basis for tourer, offers invited. Tel: 01-658 5416. (73633

ROVER 14 P1 Sports saloon, 1936, excellent condition MoT. Maroon, black. Tel: 01 898 9835 Twickenham. £2,800. (73634

FOR SALE — continued

AUSTIN 7 Open tourer, FML 22, good condition for year (1937), new tyres, runs well, £1,475. Delivery possible, Penzance 3791. (73628

AUDI COUPE F1. 1983. 2.2-litre, 135 bhp. Refinements. In excellent condition. £6,500 or px AC ACE. Tel: 051 423 1102 (evenings) 051 424 2564 (daytime). (73649

RILEY 2½ convertible for restoration. Plus spares. Buyer collects. Offers. Tel: Bradford 637208. (73650

CORTINA MK. II 1600. 1968. Super, present owner 15 years. 46,000 miles. £450. Tel: 01-607 7643 (mornings). (73652

HUMBER IMPERIAL. 1966. Grand old car, automatic, power steering, stored, now requires body tidying. £375. Tel: 01-607 7643 (mornings). (73652

MINI COOPER. 1966 S-type. Refinements, twin tanks, special locks, sun roof, stored, good mechanically. Now needs body work. £400. Tel: 01-607 7643 (mornings). (73652

JAGUAR E-TYPE 4.2 Series I. 1965. Fischer low body. Good number plate. Stored, good mechanically, needs door skins. £4,750. Tel: 01-607 7643 (mornings). (73652

MORGAN +8. 1980. Red, lightweight aluminium body, 15,000 miles, leather reclining seats, excellent condition. £9,000. Tel: Burton-on-Trent 791100. (72393

GILBERN INVADER ESTATE. Rare, beautiful, classic 35+ mpg. Excellent investment, taxed, tested. £1,000. Tel: Lancaster 791572. (73617

MERCEDES 250SE. 1967. Power steering, manual gearbox, self levelling suspension, towing equipment. Radio, new king pins, trunnions, starter, silencers. MoT July 1985. Excellent condition, must sell. £1,395 ono. Tel: Sheffield 468786. (73618

FERRARI MONDIAL 8. 1981 "X". Red with cream leather interior, air con., stereo, 15,000 miles, full service history, warranty. £18,250 ono. Also second car Scirocco CL. 1982. 13,500 miles. Champagne, radio, fog lights. £3,950 ono. Both are superb. Please Tel: Peterborough 234614 (day) Winwick 347 (evening). (73638

ALVIS TF21 SALOON. Auto., chrome wires, well maintained, excellent condition, some history, MoT. £2,300. Tel: Godstone 843967. (73641

ROVER 100. 1959. Car complete, suitable for re-build. £75. Tel: Dixon Smith, Worcester (0905) 423058. (73738

FOR SALE — continued

MORGAN A/A 2-seater. 1971. BRG. Recently renewed engine, gearbox, back axle, wire wheels, badge bar, tonneau etc. Good condition. £4,350 ono. Tel: 01-603 6354. (73642

FOR SALE. Jaguar XJS Apology. The advert on page 1130 of September MOTOR SPORT refers. Sorry callers I was away on business. This fantastic 1979 car is still for sale at £5,095. Tel: Cradley Heath 636370. (73644

HRG 1100. 1947. Total chassis-up re-build to an every-day-use specification. A sound example in excellent condition. £9,250. Full spec and details phone Byfleet 09323 47421. (73646

FOR SALE. Jaguar E-Type Series One 2+2. LHD. Superb rust-free car. Every nut and bolt systematically overhauled in past five years. *Only 400 miles since. Full records and history.* £6,500. Tel: 0242 44671. (73643

MG TD. 1950. Reno red, new beige leather seats / trim, new instruments, d/duck tonneau, too many new parts to list. Price of £7,500. Reflects condition. Consider exchange or part exchange Morgan +8. Tel: Penzance 68378. (73648

FOR SALE. Crashed Ferrari 400i. 1981 X-Reg. Severe offside door / roof / back-end damage. Engine (dual injection system), suspension, TRX wheels, air-conditioning, gearbox ok, front end reusable. Would dismantle if engine required separately. Not repairable without bodyshell. Further details: Linwar Motors, 124 Shakespeare St., Southport, Merseyside. Tel: 0704 40047. (73636

RILEY KESTREL NINE. 1933. Manual box, beautifully restored, t/t. £3,750 or p/ex. Austin 12/4. Tel: Keresley (Warks) 2906. (73637

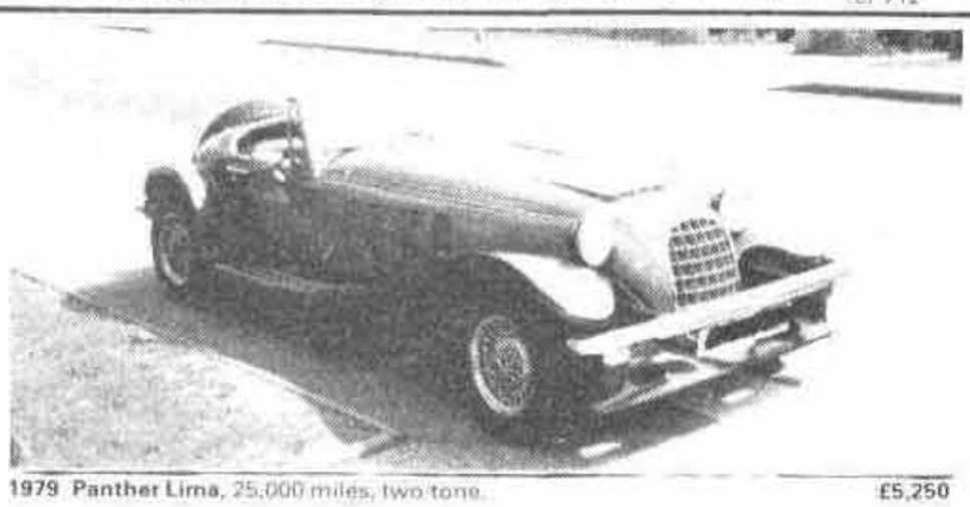
PORSCHE 911 LUX 2.7. *1976 "R". Fully* documented history, electric sunroof and windows, stereo, 5-speed, rear wipe. Finished in silver, black leather interior, superb original car. First £6,995. Tel: Rotherham 542864. (73749

BMW 3.0 CS. 1971. Fjord blue. Registered London, believed the first of this model. Chassis 2210659. Good original condition, 69,000 miles. Unused 3 years. Spare ZF & Getrab gearboxes. £1,800. Tel: 01-857 7806. (73745

ALVIS FIREFLY. 1933. Cross & Ellis four-seater tourer. Not preselector box. Near Concours condition. £6,750. Tel: Crewe 68323. (73645

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Zoo Garage, Chessington, Surrey. 01-394 1114 *Tlx: 23152 ref 712*



1979 Panther Lima, 25,000 miles, two tone. **£5,250**



1983 R5 Turbo 2, black, only 5,000 kms. **£8,995**



1982 Y 323i Alpina, all extras, only 22,000 miles, black. **£8,995**

ALSO IN STOCK

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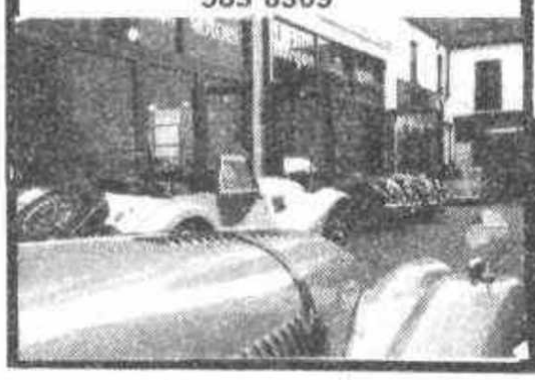
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SEE PAGE 1227 FOR HEUER COLOUR ADVERTISEMENT

John Britten

Morgan TVR

Motorshow month is here again
And this is the time of year when
You can visit us at our stand
And make a decision about the brand
Of sleek new motor you'd like to possess
Or one to which the wife will say Yes!
So come along and meet Roger or Chris
It's an opportunity you should not miss!!!

The summer has gone and **October** is here and of course you all know what **October** means (no, no not a mad scramble at M&S to buy thermal undies!!) but ... **MOTORSHOW TIME!!!** groan, moan. Dust off the suit, select a tie and off to do duty on the **TVR** or **Morgan** stand. What treats will be in store for us this year — will there be the much rumoured **super sports - 4 Morgan** and will **TVR's** unveil their newest speed machine — the **Tasmin 390i**? Quite honestly, we haven't a clue so go along and see for yourself. Arrange to meet the ever obliging and helpful gruesome twosome — **Chris Alford** and **Roger Davies** on the **TVR** or **Morgan** stand (or in the bar) where all will be revealed! If you are unable to get along to the **National Exhibition Centre** in **Birmingham** then come to the **North London Exhibition**



Centre in **Arkley**, where our staff are constantly making an exhibition of themselves! Hopefully in next month's advertisement we will be able to give you all the latest news of the new models. Meanwhile back at the ranch you will find the largest selection of **new and used TVR's** in captivity. Choose from the following: **New red TVR Tasmin 350i Convertible**, biscuit trim, **old list price** (yes, that's right, they've gone up, their first price increase since **August** last year). **New red TVR Tasmin 280i Series 11 fixed head coupe**, brown trim, **old list price**. **New red TVR Tasmin 280i, Convertible**, brown interior, **old list price**. In case you are wondering what the increased price is — it is **2%** on fixed head models, **5%** on convertibles and a **5% increase** on all the optional equipment. If a new model is beyond your reach then select a bargain from our incredible stock of secondhand, carefully selected **TVR's**. Beginning with **1984 B, TVR Tasmin fixed head coupe, silver**, momo wheels,



2000 miles for the incredible price of **£9,000**. Why so cheap I hear you say? Because it is a **Series 1 Tasmin** that somehow got left behind in the showroom so please offer it a good home. **1983A TVR Tasmin 350i Convertible, silver**, blue interior, 15,000 miles, one owner, drives extremely well, very good value at **£10,950**. **1982 TVR Tasmin 2 - 2, Cosmos Blue**, 36,000 miles, momo wheels, fine example of the family TVR, **£7,950**. **1982 TVR Tasmin 200, Squadron Blue**, fitted with all extras, **£6,950**. **1981X TVR Tasmin 280i Convertible, bright red**, colour coded bumpers, 34,000 miles, very nice condition, **£7,850**. **1981 TVR Tasmin 280i, Convertible**, black, **automatic**, 20,000 miles, superb, **£7,950**. **1981 TVR Tasmin 280i, fixed head coupe, Cosmos Blue**, series II body, automatic, 30,000 miles, **£6,750**. **1980 TVR Tasmin 280i fixed head coupe, bright red**, superb condition, reputed to





have only covered 7,000 miles, **£7,250**. **1980 TVR 3000S Convertible charcoal**, black interior, stage 3 cylinder heads and cam shaft, XWX tyres, radio cassette, excellent condition inside and out, **£7,500**. **1980 TVR Taimar, black**, silver modelband, sunroof, radio cassette, 39,000 miles, **£5,650**. **1979 V, TVR Taimar Turbo, black**, sunroof, walnut dashboard, 40,000 miles, Wolfrace wheels, fabulous condition, the last ever **Tamar Turbo** built, **£7,850**. **1979 TVR 3000M gold** brown vinyl roof, moonroof, radio, 23,000 miles, absolutely lovely car, **£5,850**. **1978 TVR Taimar, black**, gold model band, sunroof, radio cassette, 35,000 miles, exceptional, **£5,650**. **1977 TVR 3000 M, blue**, vinyl roof, sunroof, Wolfrace wheels, very good body, very good mechanics



but somewhat fatty interior, hence only **£3,250**. **1977 TVR 2500M, white**, brown modelband, vinyl roof, sunroof, radio cassette, mechanically sound, bodily not so wonderful, **only £2,950**. **1976 TVR 3000M, Anniversary model (Martin 2) tobacco leaf and brown**, vinyl roof, sunroof, Wolfrace wheels, radio cassette, **number two of ten only**, beautiful condition, fitted with the fuel saving **overdrive**, **£4,250**. **1976 TVR 3000M, bright yellow**, black vinyl roof, sunroof, one owner, **£3,500**. As you can see from the above, we have a vast stock of **TVR's**. Unfortunately our **Morgan** stock could do with improvement. However, it starts with **1984 B Morgan - 8, black** alloy body and wings, delivery mileage, **price on**



application. **1983A, Morgan - 8, Apple Green**, black leather, 3,200 miles, really attractive car, well worth its not exorbitant price. **1982 Morgan - 8, nut brown**, stone leather interior, 13,000 miles, fitted with **chrome wire wheels** and splendid looking — can be highly recommended. **1980 - 8, maroon**, stone leather interior, reclining seats, 12,000 miles, a really nice example. **1978 Morgan - 8, charcoal**, black leather interior, mildly tuned engine with four barrelled holley, goes like the wind. **1982Y, Morgan 4/4 4 seater, signal red**, wire wheels, 6,000 miles, one owner, mint condition. **1983 Morgan 4/4 2 seater, deep brunswick green**, black leather interior, wire wheels, aero screens, fold flat screen, spotlamps, as new condition,

low mileage. **1978T Morgan 4/4 2 seater silver body, charcoal wings** wire wheels, one owner from new, cheaper than one might imagine. That's it for the **Morgans** folks, so in the words of **Oliver Twist** "More, give us more"! **Please, please, sell us your little used and never abused Morgans, especially 4/4 2 seaters**. And now for something completely different — **1972 Jaguar E type, fixed head coupe, V12, dark blue**, exceptional condition complete with registration number that would suit a certain successful pop group **WHM 4, £8,500**. **1983A MG Metro 1300 silver**, red grey interior, cassette, 7,000 miles, superb condition, **£3,850**. **1980 MG Midget, black**, in as new condition, 1,000 miles, just like new, **£3,750**. **1979 MGB GT, black**, radio cassette,

33,000 miles, 2 owners, beautiful condition, **£3,250**. **1979 Porsche 924, moroccan brown**, one owner from new, nice condition, good example of **special bodied Audi, £5,950**. **Arkley kits**: we have had a little run on Arkley kits just recently and actually are out of stock at present. However, our good friends down at **Lenhams** are working furiously to rectify the matter. With winter coming on it is time to start that **kit car project** that you have always promised yourself so bring your **£360 plus VAT** here and go away with the wherewithall to change your **ageing and sad Midget** into some sort of superlative Arkley. STOP PRESS: Just arrived is a superb **Morgan 4/4 flat rad coupe, silver**, standard special

engine, a really delightful little car with a good history — not bad at maths either. **Well, that's it for October and with thoughts of the scantily clad ladies on the Motorshow stands we will leave you with this parting quote — pleasure is a sin and sometimes sin's a pleasure!!!**



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FOR SALE — continued

AUSTIN 7 SPORTS 65 NIPPY. Sports engine, MoT, original log book, chassis-up restoration, £3,100. Tel: 021 353 6562. (73351

LOTUS ELAN +2. Anyone wishing to buy as new an Elan +2 as will be found. £4,950. Tel: Stourbridge 394945 after 6 pm. (73352

LOTUS EUROPA TC. Vegatuned b valve, 140 hp, maroon, gold striped, near immaculate, untaxed, no MoT, stored 18 months, runs perfectly, stereo, 9,000 miles this engine, all bills available. £3,250 no offers. Tel: 0570 470 333 anytime (West Wales). (73356

JAGUAR XJS, 1980, V-Reg., signal red, black leather interior, electric roof, full service history, only 25,000 miles, superb example. £7,250 ono. Tel: 0252-545898. (73357

ALVIS GREY LADY Sports Saloon. 1954, magnificent throughout, long MoT. £4,000 or exchange Aston, Jensen, or w.h.y. Tel: Lancaster 0524-64962. (73358

LOTUS ECLAT 521. 1978, red, 65,000 miles, new tyres, mechanically sound, year's MoT. £4,100 ono. Tel: Brookwood 87505. (73359

JAGUAR 2.4 MKII. 1966, Reg. No. ETK 1D, dark green, 60,000 miles, good, mainly original condition. £1,850. Tel: Bournemouth 876087. (73360

ALVIS FIREFLY TOURER. 1932 crash box type, chassis completely restored and driveable, original Cross and Ellis open four-seater body in rough condition. £1,500. Tel: 01-399 1668. (73361

LITTLE RED DEMON. Lotus Elan S4, much work done to make a beautiful car. Would like cash, but will consider part exchange with an estate vehicle. £3,500. Tel: 0442-42329 after six, weekends. (73362

TRIUMPH STAG. 1972, pimento, immaculate, manual, hard and soft tops, rebuilt Blue Print engine January 1981, 30,000 miles, body completely refurbished September 1982. £2,250. Tel: 0745 822811. (73365

MERCEDES 600 SALOON. 1971, air conditioning, sunroof, drinks cabinet, full service history, metallic blue with beige hide, a stunning low mileage example of probably the world's finest car. Rogers, 50 Sharfleet Drive, Strood, Kent. Tel: 01-701 4756. (73366

TR3A, 1960, tax, MoT, runs well. £2,000 ono or TR2 long door, runs, needs restoration. £1,000. Tel: Fogg, 0222 761774. (73410

ALVIS SP25 TOURER. 1936, new body, tyres, chrome, much admired classic, taxed, MoT. Further details from Jim on Fleetwood (03917) 2119. (73411

MOTOSPOT

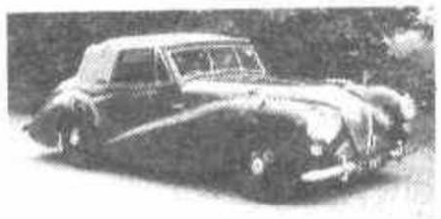
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MARCOS 1600. In beautiful condition after extensive rebuild, £2,950, or exchange for Volvo 1800ES. Tel: Desford 2570. (73792

MG K2. 1934. Completely rebuilt to sports racing specification including supercharger and preselector gearbox. Full weather equipment and trimmed in leather. Only 20 made therefore rare than a K3 and must be a better investment than a K3 replica. Tel: 0483 578080 office, 042 878 531 home. (73793

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GOLF GTI 1800. 1983. Factory sunroof, tints, alloys, headlamps, conversion, immaculate condition. £5,650. Tel: Belper 6538. (73768

GENTLEMAN invites enquiries for two private motor cars. Rolls-Royce Silver Shadow 1, 1977, only 400 miles from new, walnut with beige interior including Whitewall tyres and sheepskin rugs. One owner, unique opportunity and only available once. £29,500. Bentley S3 Saloon, 1965, 35,000 miles from new, dawn blue and shell grey, incredibly perfect, three owners, service history available with car, spare wheel unused, complete in every detail, most certainly the best car available. £19,500. Tel: 0203 315600 evenings. (73769

FOR SALE — continued

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MGC GT. 1967, finished in mineral blue with black leather, factory fitted Webasto sunroof, overdrive, wire wheels, outstanding condition throughout, consider interesting part exchange. £3,250. Tel: Bosbury (053186) 576 anytime (Worcestershire). (73776

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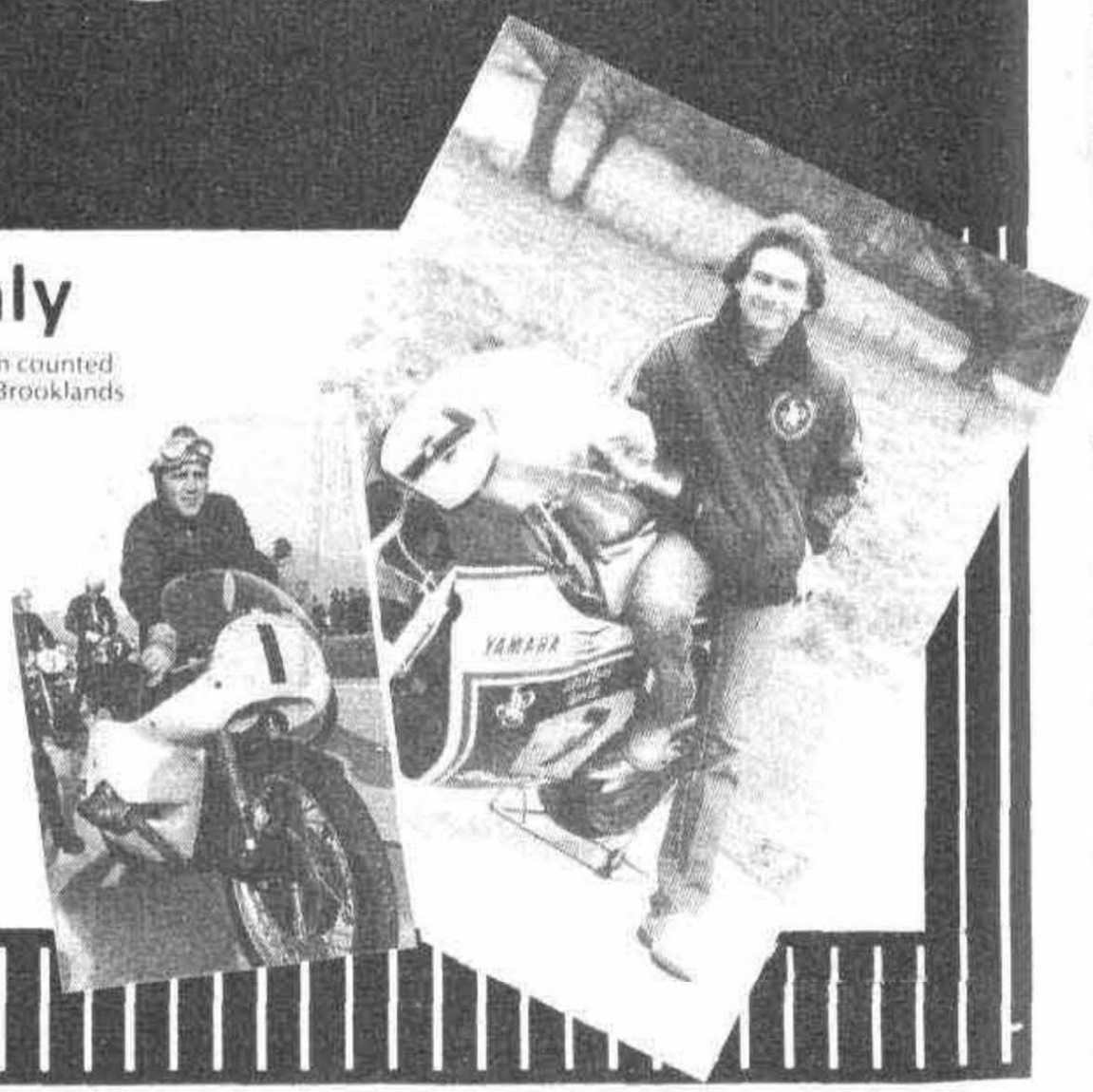
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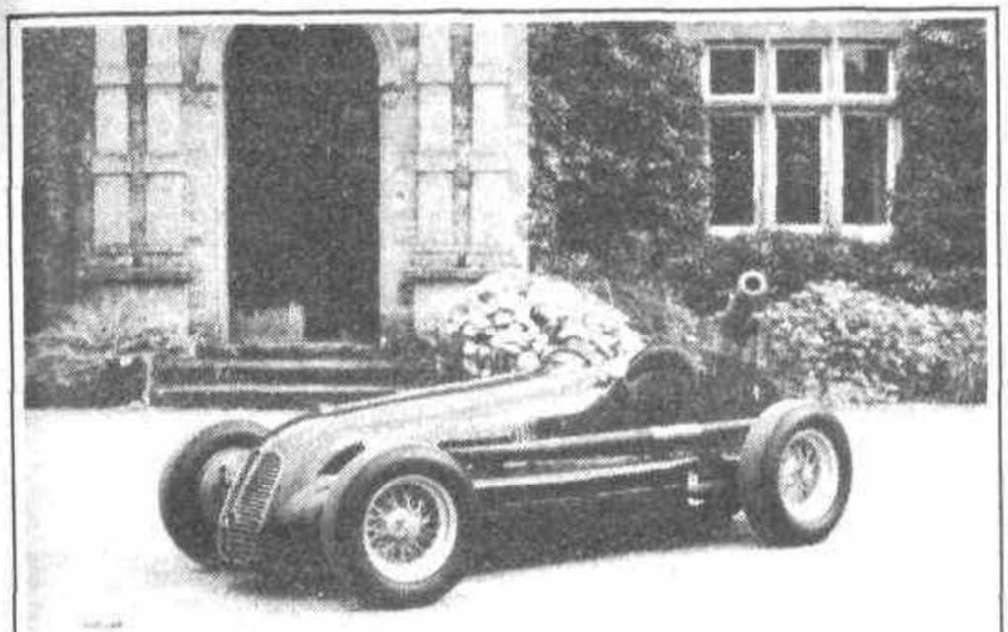
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PS Other zodiac signs welcome and for split personality Gemini people we can supply you with two cars if required.

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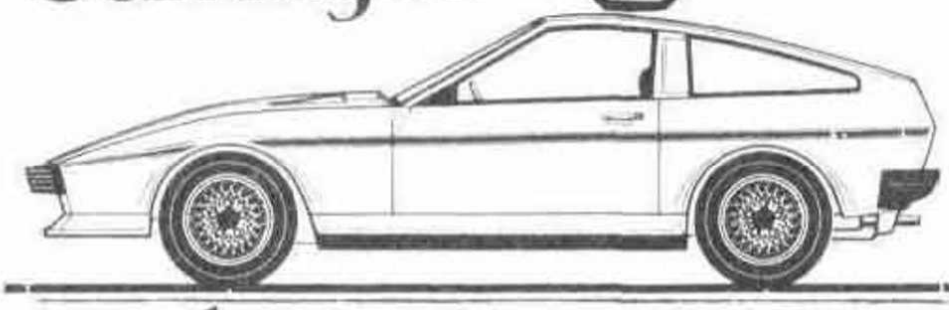
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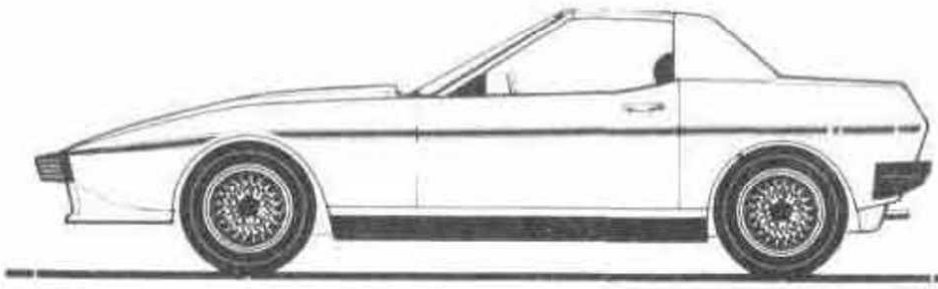
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THE BATTERSEA Autojumble at the Battersea town hall — Saturday October 13th 1984. 11am-5pm. Vintage, classic & collectors car & bike spares & accessories, books, models, tools, etc. Stall £12. Enquiries Tel: 05432 23922 53508. (73758

THE WATFORD AUTOJUMBLE. At the Watford Leisure Centre, Horseshoe Lane, Garston (1 mile from junction 6 of M1 Motorway). Saturday February 9th 1985. 150 stalls in a large indoor venue with all facilities. Good parking, easy unloading etc. Public 10am-5pm. Stall enquiries: 05432 23922 53508. (73758

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ALFRETON AUTOJUMBLE. Sunday November 25th, Leisure Centre, Alfreton, Derbys. (3 miles Junction 28, M1), doors open 10 am. Enquiries: B. J. Parkin. Tel: 0623 752412. (68947

ASHFIELD AUTOJUMBLE. Sunday October 21st. Festival Hall, Kirkby-in-Ashfield (2 miles Junction 27, M1). Doors open 10 am. Enquiries: B. J. Parkin. Tel: 0623 752412. (68947

JAGUAR NATIONAL SPARES DAY. Sunday October 7th, 10 am, location New Hall, Banbury, Stockyard adjacent railway station. Jaguar spares galore. Bar and restaurant. Enquiries: Tel: Lavington 2267. (72026

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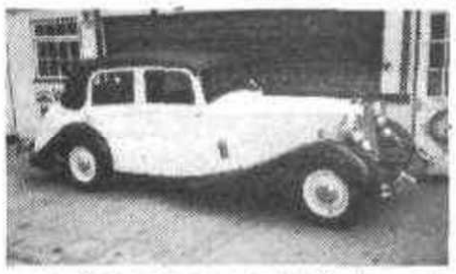
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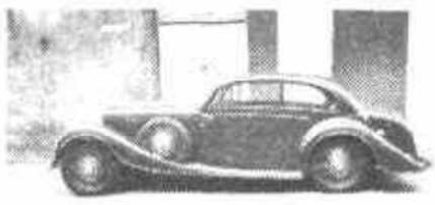
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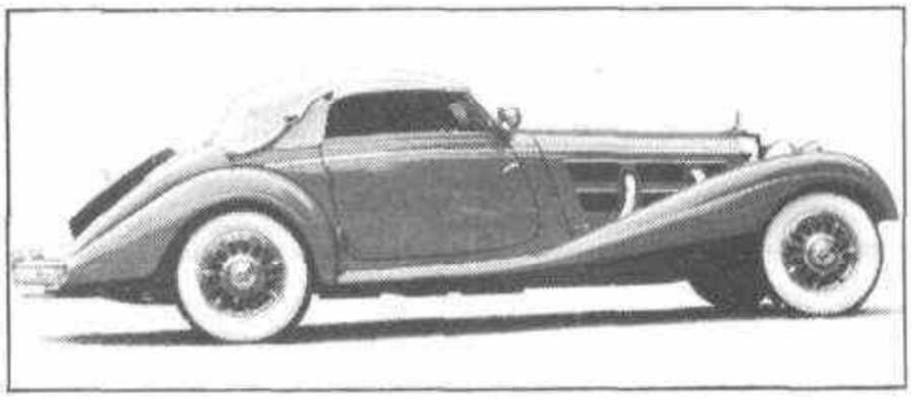
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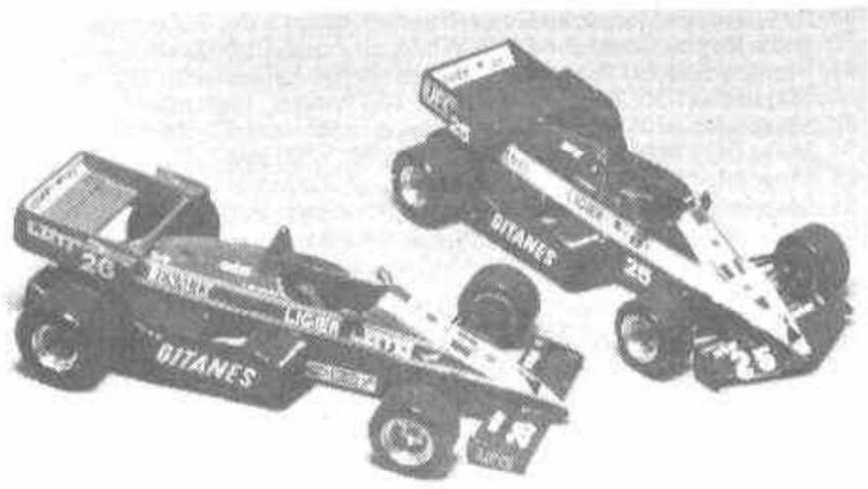
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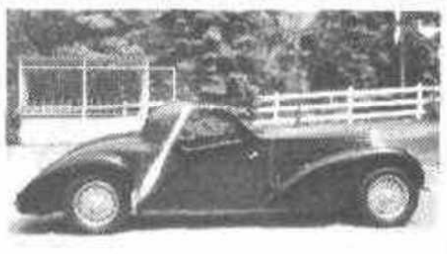
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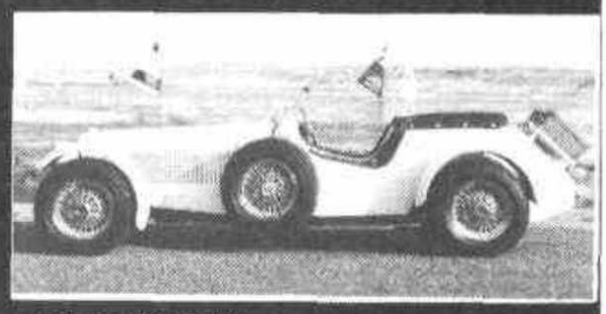
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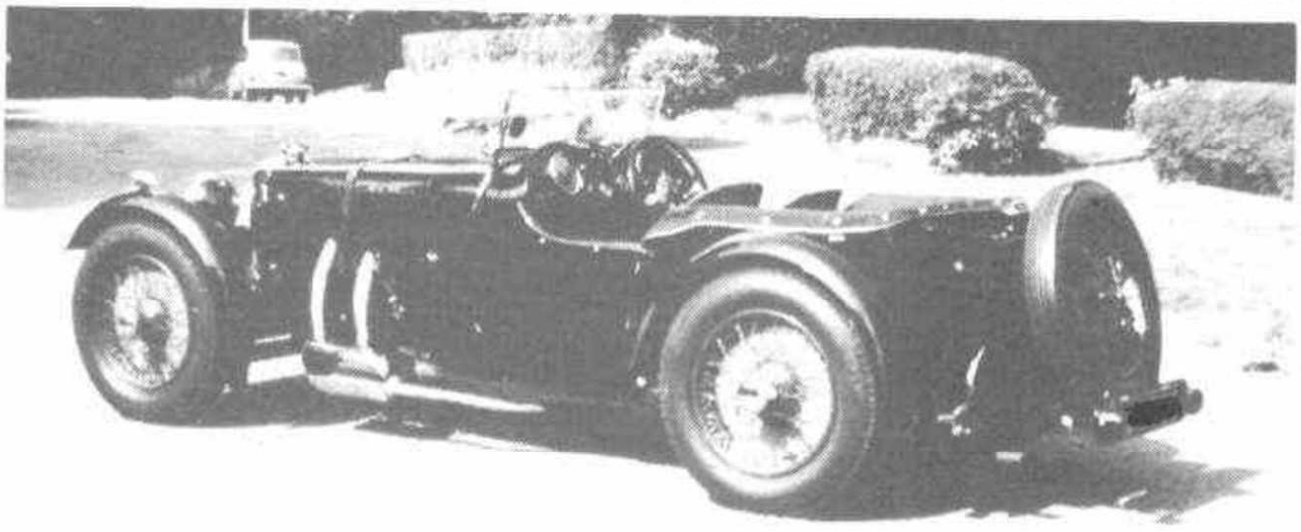
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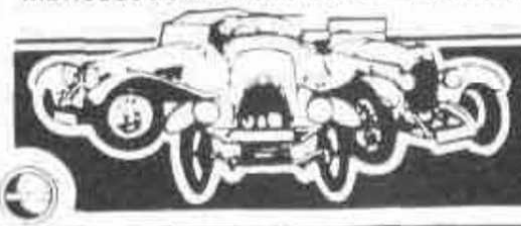
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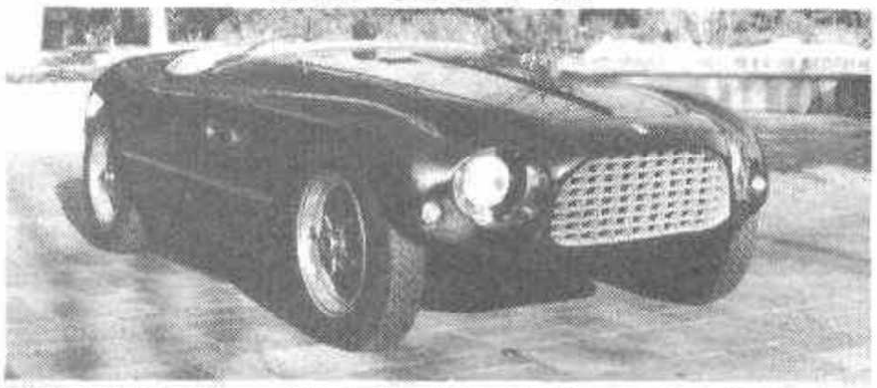
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NOSTALGIA

GLOBE-TROTTING!

Copy deadlines dictate that I am writing this a couple of days after my return from California, and on the eve of our launch of the **AC / AUTOKRAFT MK IV (NEE COBRA) IN GENEVA — WHERE "EXCLUSIVE CARS" AND "NOSTALGIA" HOLD THE SOLE DISTRIBUTORSHIP FOR SWITZERLAND, AUSTRIA AND LIECHTENSTEIN.** Thus my thoughts are far from collected, but I can tell you that the celebration of **FERRARI** at the **11th MONTEREY HISTORIC WEEKEND** was unforgettable and unrepeatable (and you can now buy a Replica 250 GTO for a mere $250,000!) and the **9th SHELBY CLUB CONVENTION** at **ANAHEIM** (Disneyland!) was most enjoyable, **'COB 1'** being there in spirit, if not in actuality, and Replica Cobras almost outnumbering originals, in actuality, if not in spirit!

APOLOGIES to those who left messages on my answering machine while I was away, since the remote control device supposedly allowing me to hear the recordings from a hotel bedroom in San Diego, actually managed to wipe the tape completely clean!

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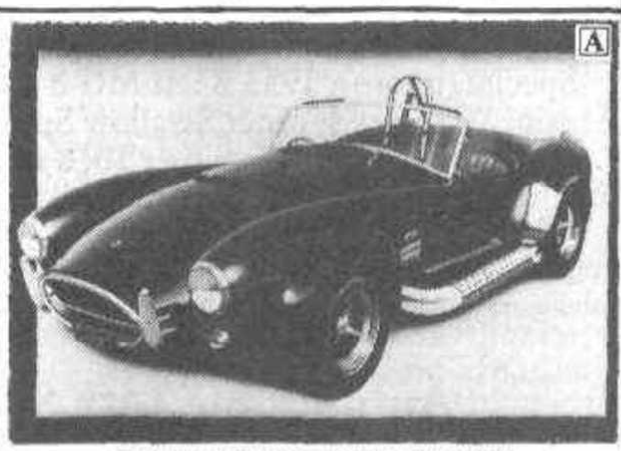


1933 AC 16/60 4 str. SPORTS-TOURER: one of six built, this example having several unique features specified by the original owner (UBS 'Sports' engine, Rudge wheels, bonnet and wing design etc.), known history from new, and just *totally restored by a well-known authority on AC's*, who was awarded 'Supreme Champion' at the 1983 ACOC International Concours, for the finished result, an outstandingly elegant, practical P.V.T. (actual car featured in colour in 'The Automobile' May '83).



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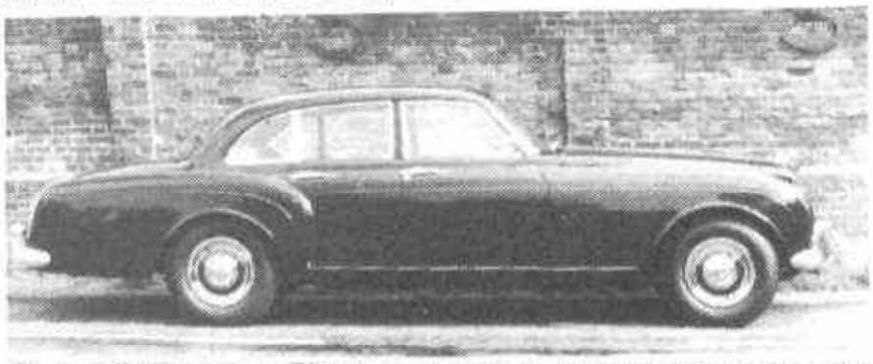
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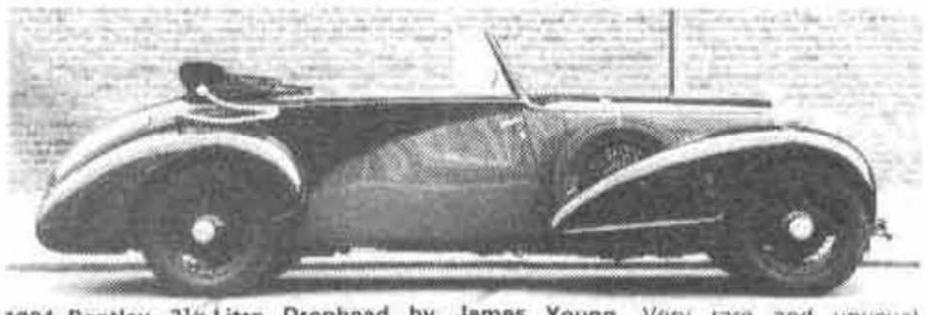
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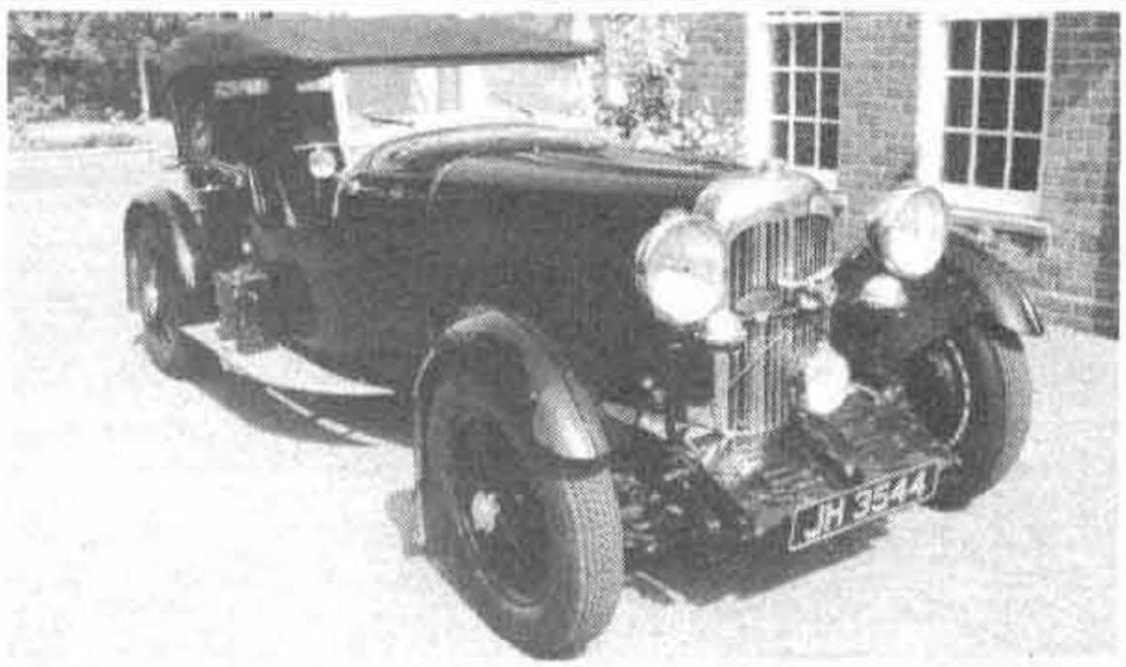


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1932 Lagonda 2-Litre Low Chassis Speed Model
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Reluctant sale of both cars but collection must be reduced to a more sensible number. Youthful enthusiasm has now progressed to middle aged realism that more than one weekend / summer car is one too many!

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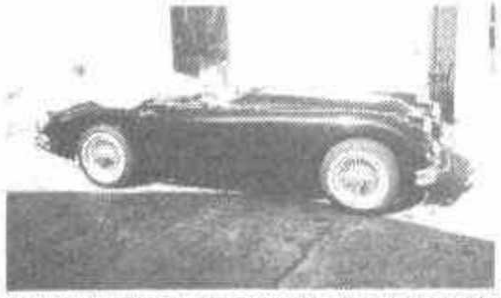
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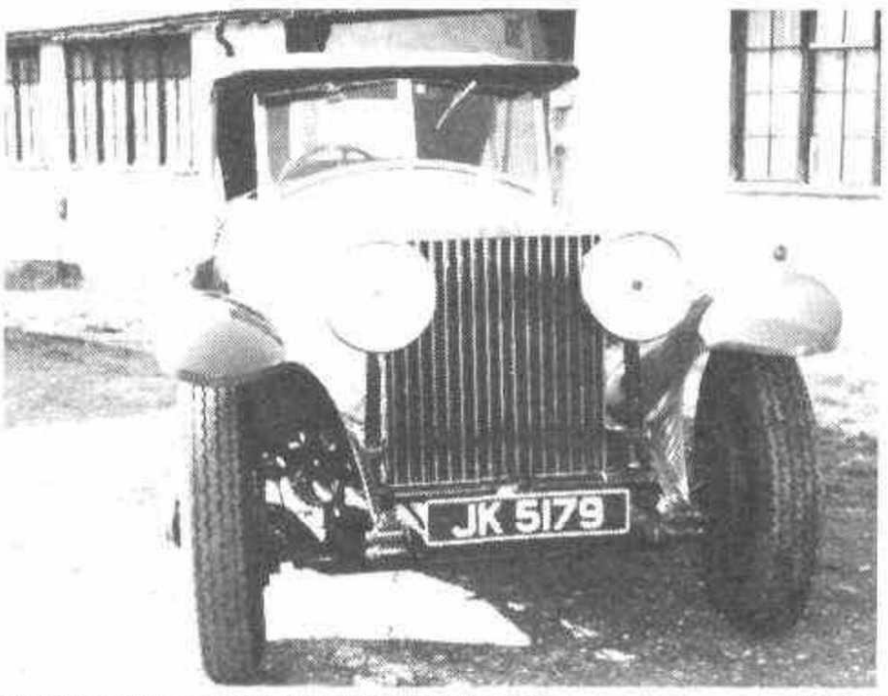
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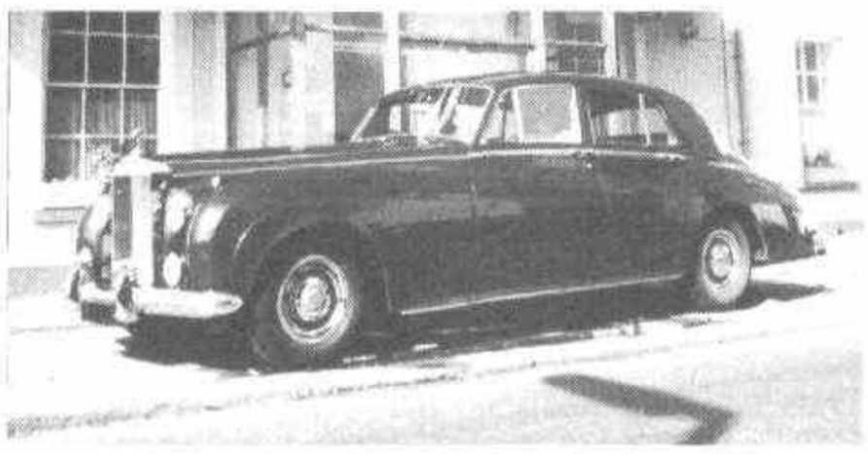
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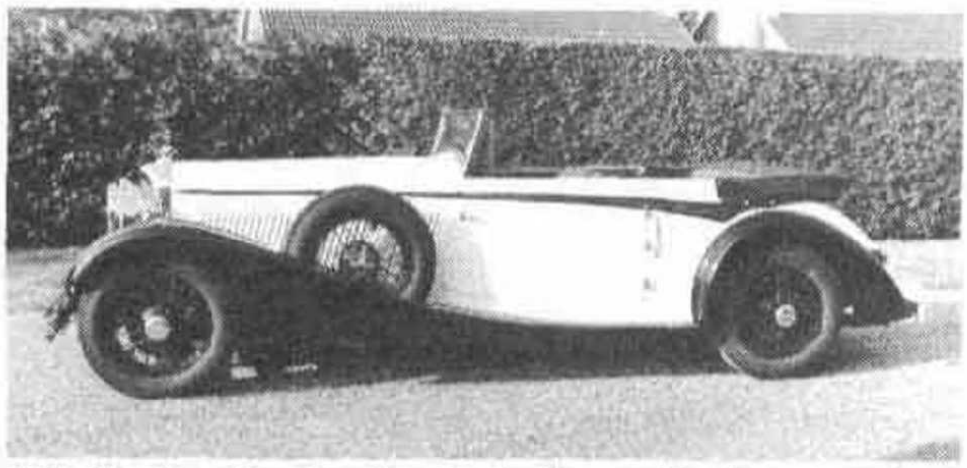
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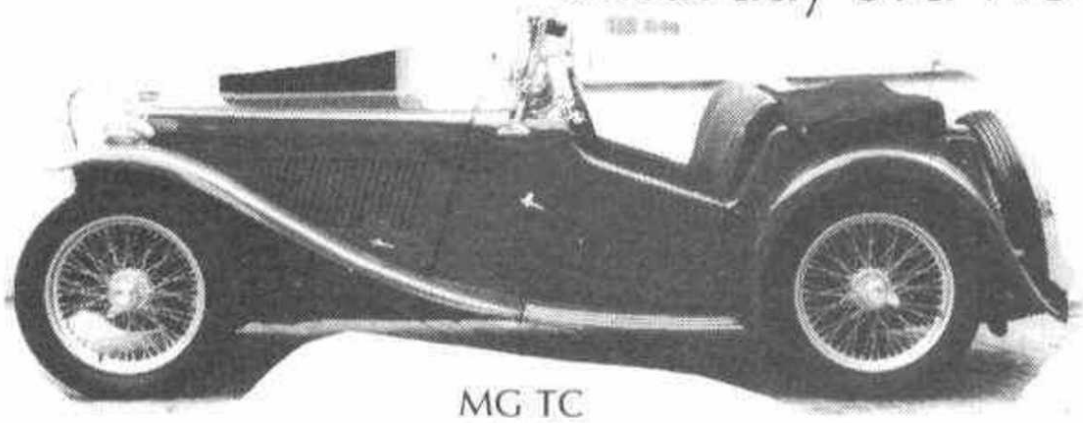
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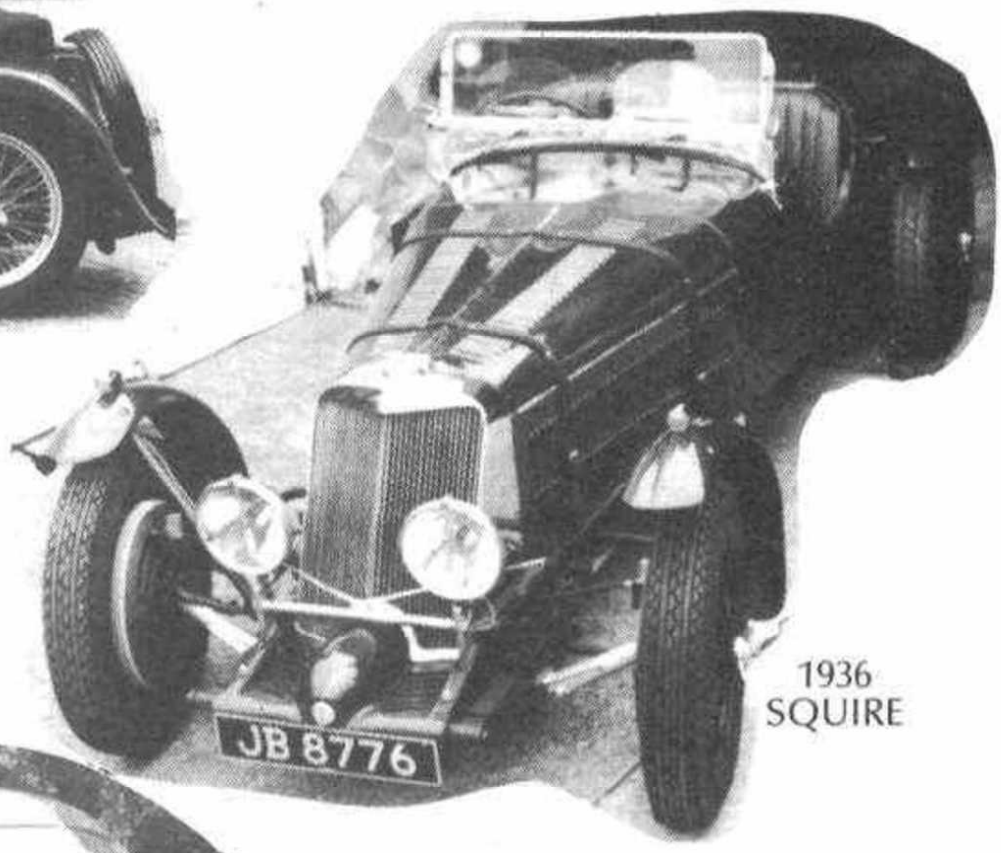
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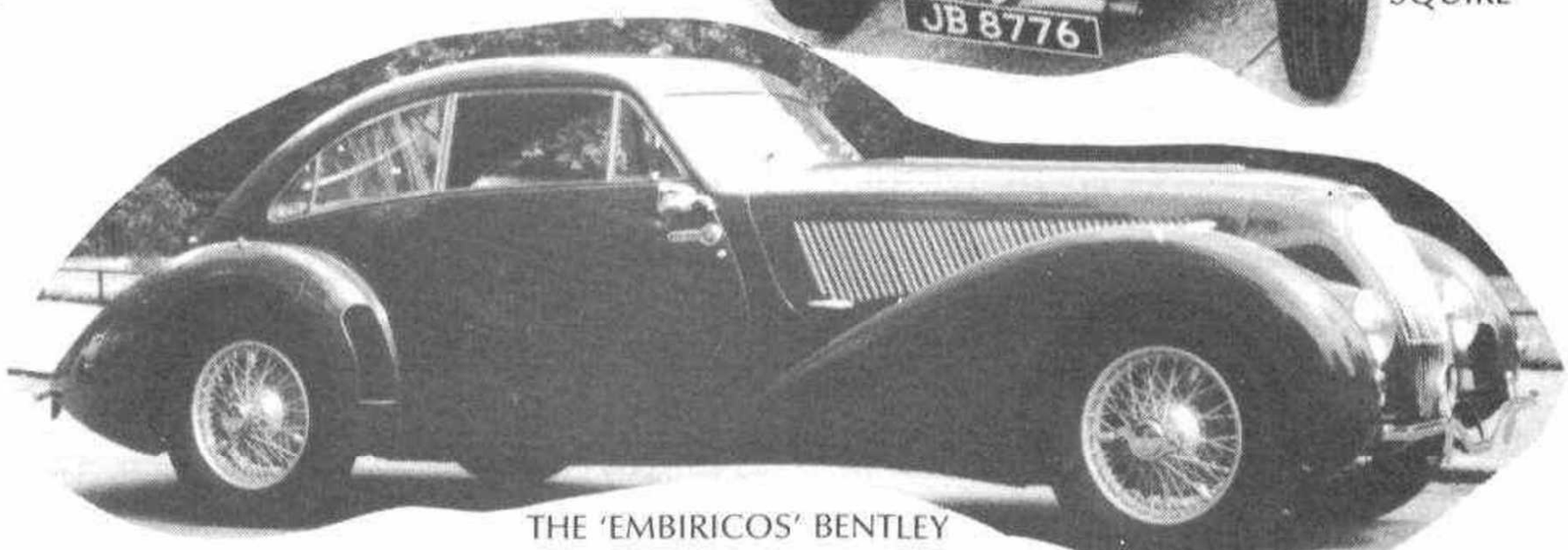
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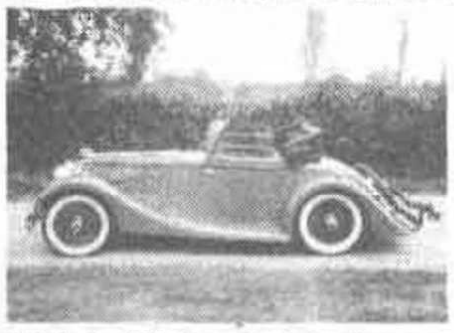
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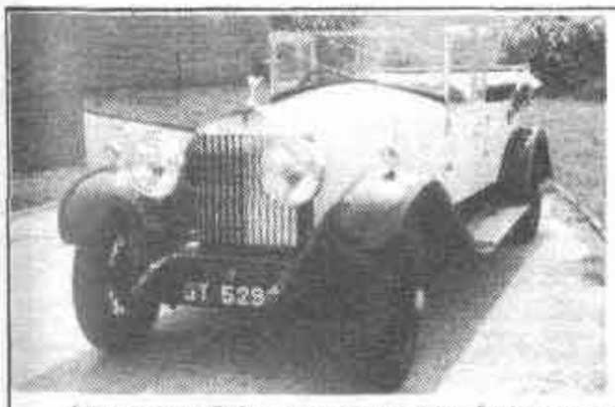
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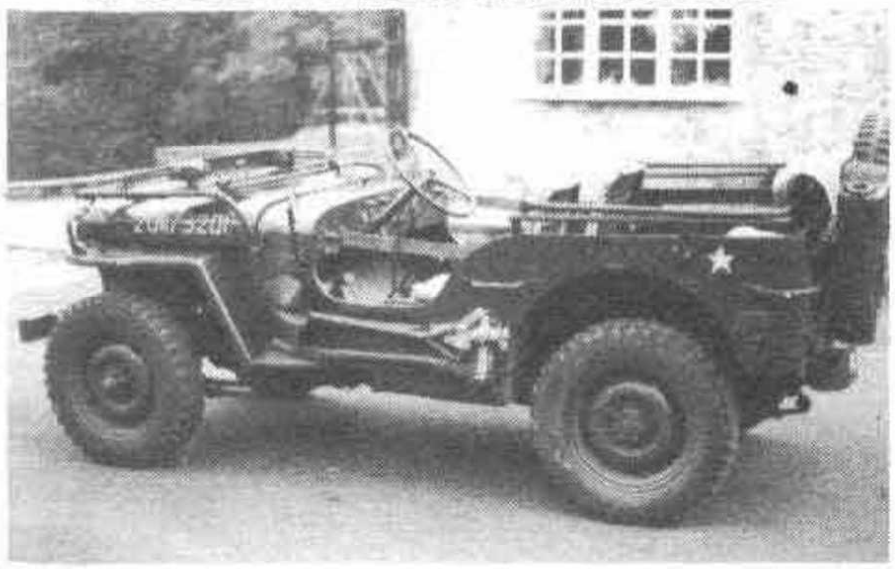
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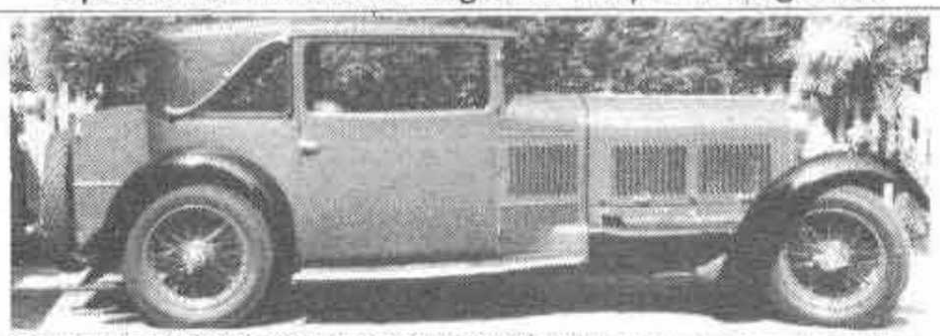
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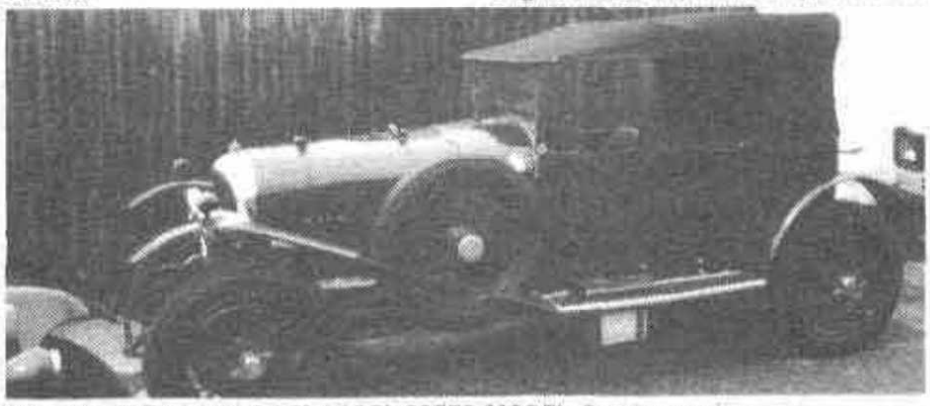
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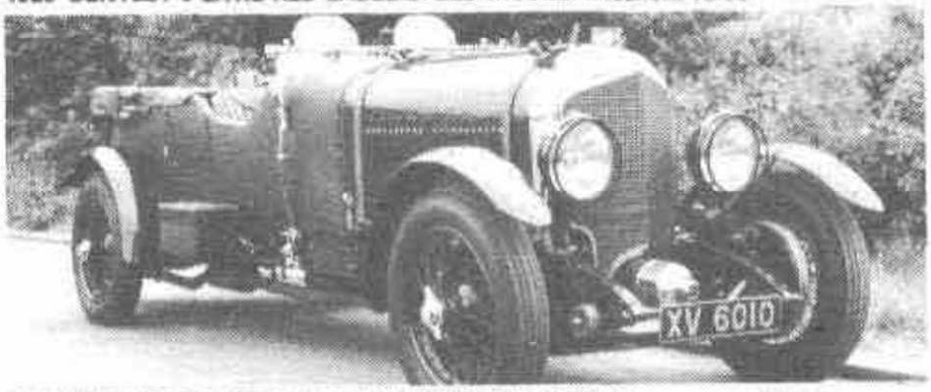
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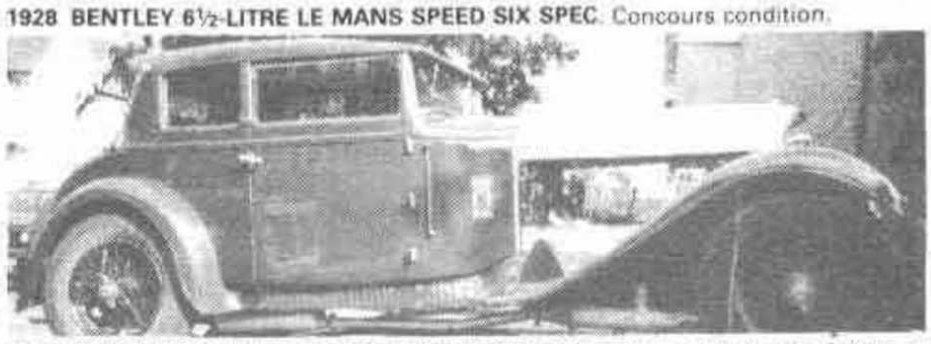
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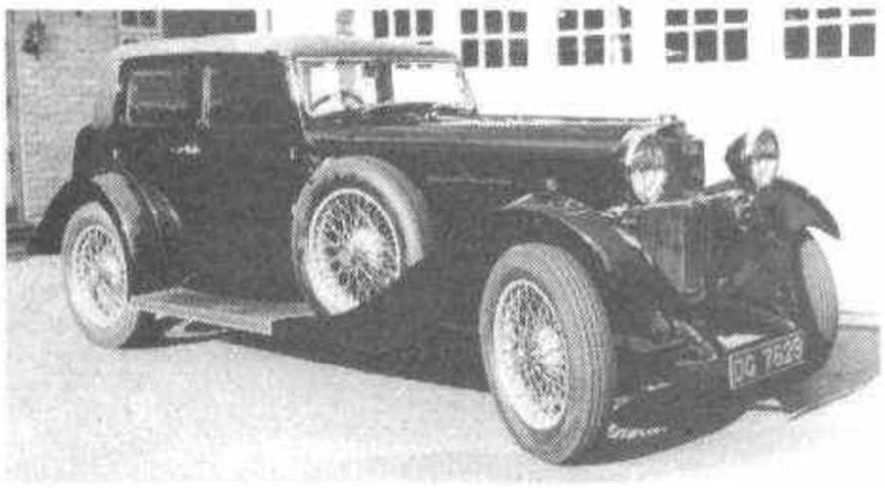


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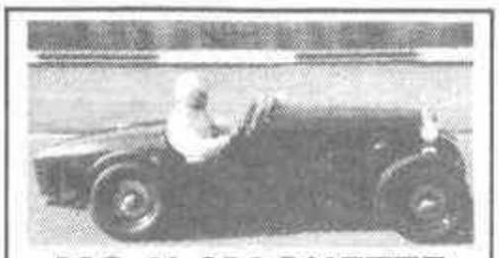
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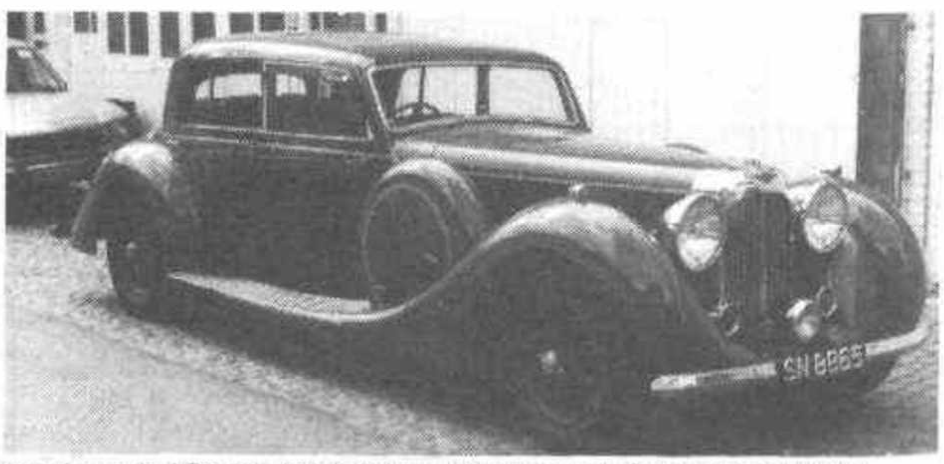
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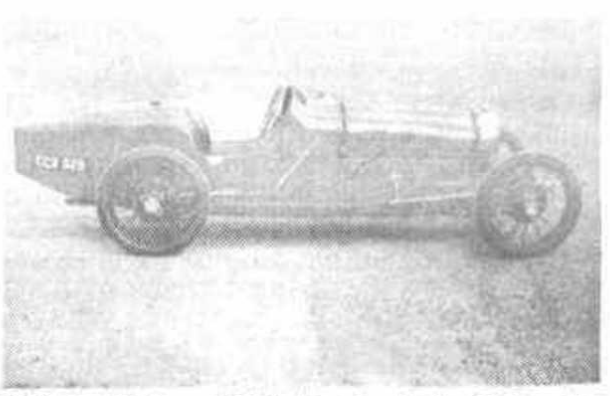
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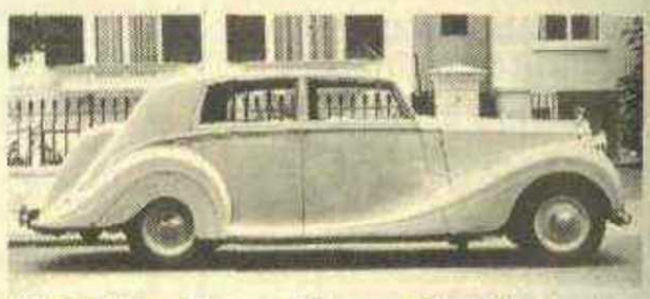
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