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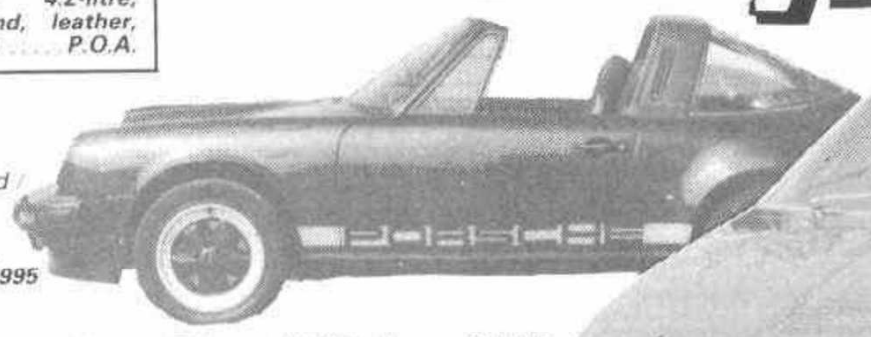
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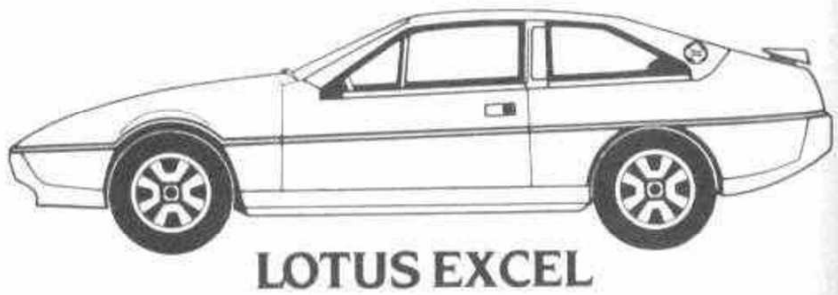
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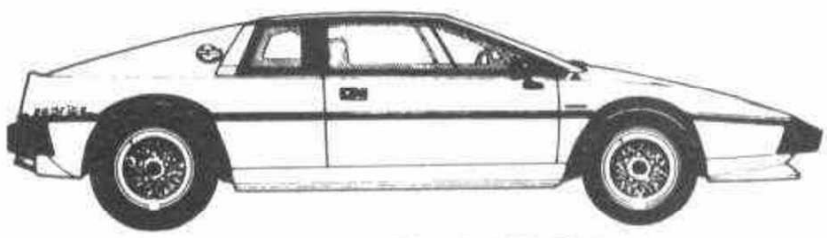
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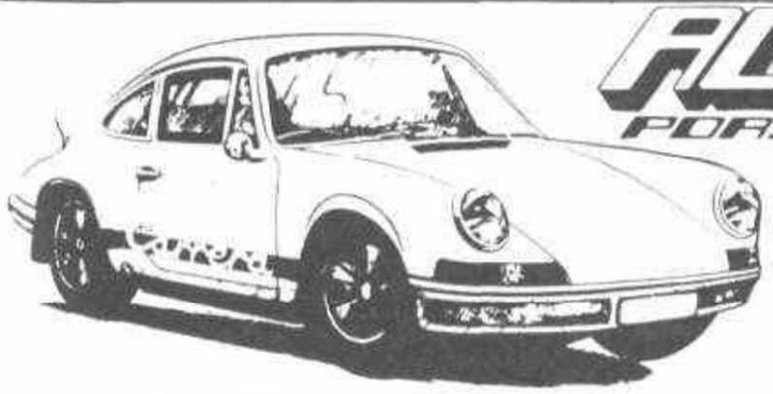
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TIP OF THE MONTH

ON BEING RETARDED AND GOING RACING. The enthusiasm currently bubbling over into Club-level competition among you Production Porsche owners is snowballing at a remarkable rate, thanks to the instant competitiveness of any Porsche (see our April '84 ad). The only limited factor for the totally standard car seems to be overheating brakes.

Obviously you must ensure that your brake system is in good order, the discs are not scored or cracked and the pistons clean and free in all the calipers. After that the only essential modifications are the fitting of competition pads and changing to competition fluid. This invariably solves almost all club racing brake problems, though do ensure that nothing is unnecessarily restricting the flow of cooling air around the brakes. The keener people also remove the disc backing plates to improve cooling, although theoretically ("Prod Sports") you're only allowed to reshape, not remove them.

On the road, competition pads mean a slightly less responsive brake pedal, especially when cold, but our experience shows that you only have to push a little harder! Also the competition fluid deteriorates fairly quickly (hydroscopic), and will need changing at least every 6 months. It mixes with standard fluid, by the way.

Whilst the above comments are fairly general, our interest naturally lies with the 911/930. We stock pads, in Ferodo DS11 race material, for all models, at from £16.10 to £57.50 for an axle set, Castrol racing brake fluid at £8.05 per litre, vented front discs (1967-'83 911 models + 3.0 Turbo) at £48.87 each plus our normal reconditioned exchange disc service at £34.50 per pair.

CARRERA RS A CLASSIC IN ITS OWN LIFETIME

Records show that 1,580 of the 1973 model Carrera RS 2.7 (incl. 2.8 RSR) were produced, of which 111 were to UK specification. Of these, our researchers indicate 17 were Lightweights ('M471' Sport Spec), the remaining 94 built up to 'M472' Touring Spec. Chassis Nos. for the series start 911360, then the 4 figure sequential build No.

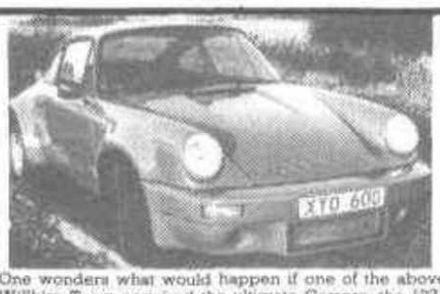


Instantly successful in the UK as elsewhere, perhaps the best known were in racing the 'M471' AFN - Nick Faure car RGO 2L, build No. 779, and in rallying Cahal Curley's 'M471' AUI 1500, build No. 1501. The latter car, incidentally, is 'missing' to Porsche Club knowledge, last heard of in the North of England in late '76 after import from the Isle of Man. Any ideas?



Latterly the tradition of success has been continued first by John Lock with 00 7377, build No. 61 and the first UK RS, and now by Bill Taylor's Paul Edwards prepared car, No. 498, a Touring complete with electric roof! This car has proved almost totally unbeatable, culminating in Bill, Paul, John and Barry Robinson's resounding victory in the Willhire 24 Hours, to which our heartiest congratulations, especially as we had absolutely nothing to do with it!

Will the RS still be winning in open competition when it one day becomes eligible for Historic Racing? Needless to say we are more than happy to provide any service, from information to total renovation and overhaul, to help ensure they all survive in their natural immaculate, original and competitive state.



One wonders what would happen if one of the above Willhire Team acquired the ultimate Carrera, the 1974 model Carrera RS 3.0! And if you get an idle moment, browse the spec. of the new limited edition 911SC RS, and compare it with the RS 3.0. We always said the original RS would be hard to improve on!

Good News!

M25 to Brands, at 'Sparrowfart' on Sunday. Unmarked 'Blue Cortina', and I'm within walking speed of 'The ton'. That the officer (and gentleman) let me off with a sensible warning deserves noting.

Sorry chaps, yours truly's still around!

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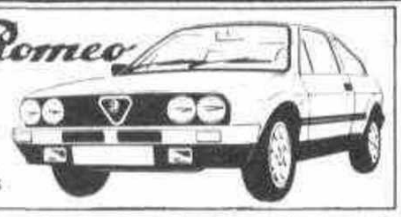


1973 Carrera RS Touring. Chassis number 9113600300. White / blue with black interior, extensive mechanical restoration including rebuilt engine / box, currently our racer! **POA**



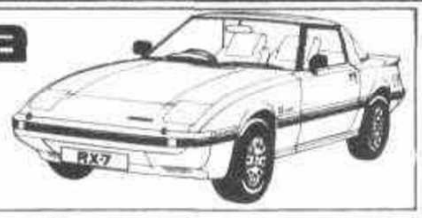
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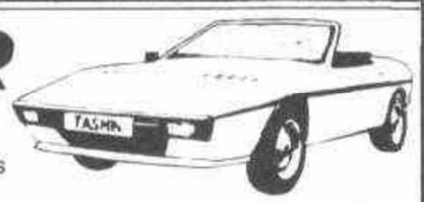
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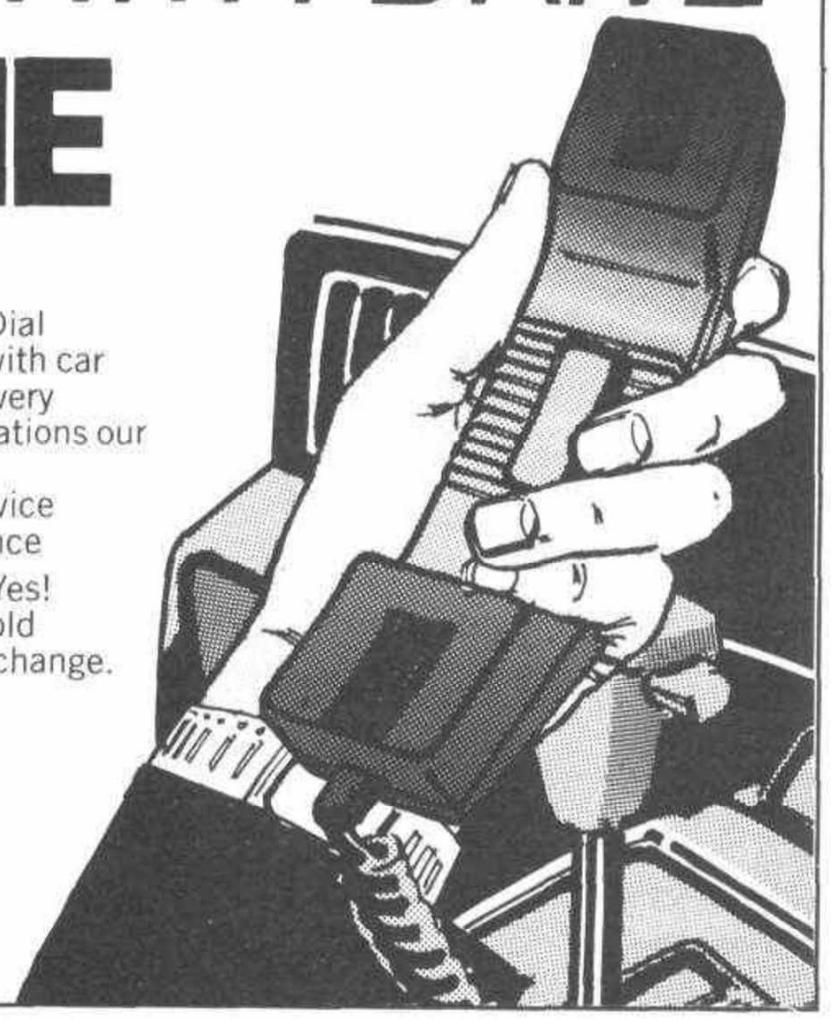
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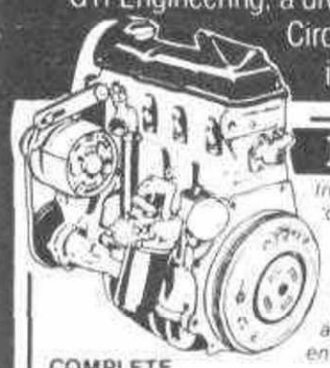
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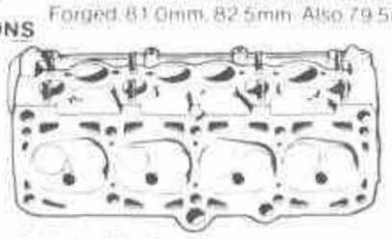
Cosworth Pistons. Forged 81.0mm, 82.5mm. Also 79.5mm (race)



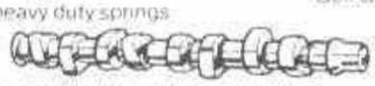
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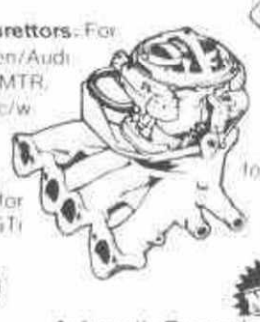
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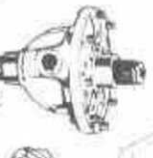


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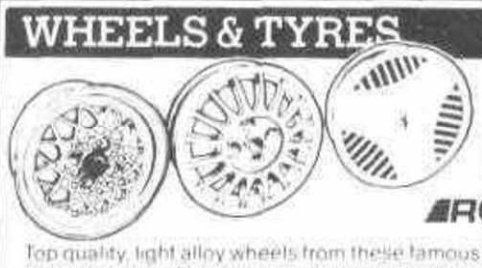
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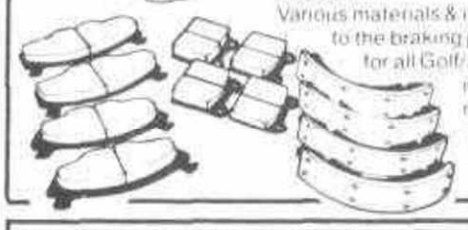
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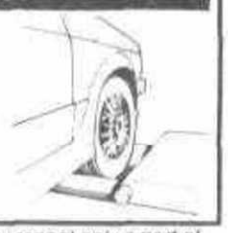


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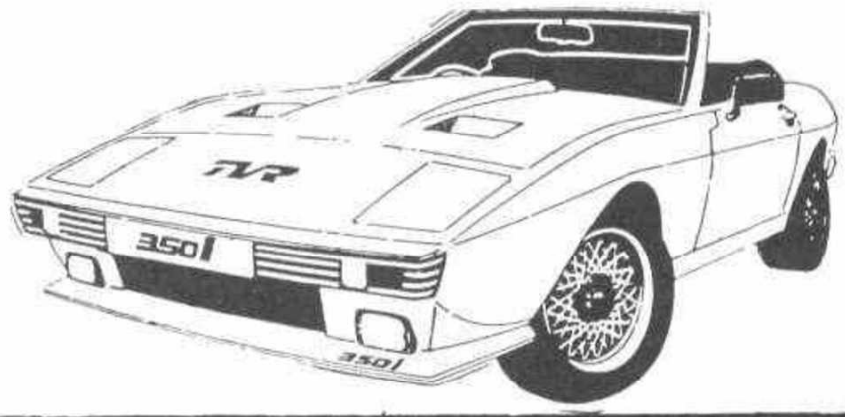
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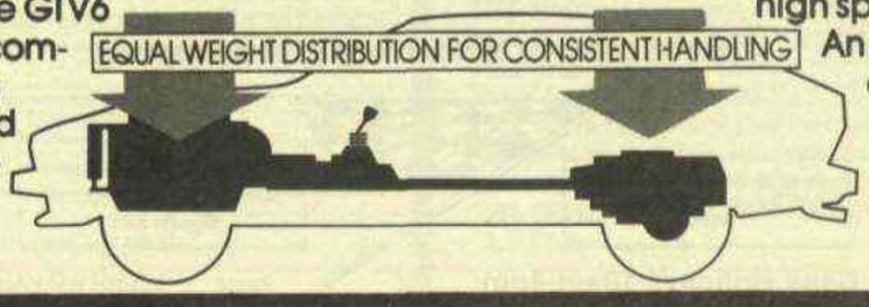
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FRONT COVER PICTURE — Despite the Porsche factory's withdrawal from Le Mans, the privately-entered Joest Racing 956 gave the Stuttgart firm their ninth win. For Henri Pescarolo it was a fourth victory, for team-mate Klaus Ludwig a second.

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Matters of Moment

75 Years of the Morgan — A Tribute

IT COULD be said that there are too many people and organisations ready to have an anniversary celebration at the slightest provocation these days. But no one will deny the Morgan motor car, that unique so-British sports car, its 75th birthday recognition, and Morgan fanatics are doing just that, later this month. Indeed, it is expected that "Mog-84" will bring some 400 or more Morgans to Malvern, Worcestershire, home of the Morgan since 1909, for celebrations on July 27th / 29th, with masses of Overseas Morganists arriving a week before this, from America, Canada, California, Australia, New Zealand and Japan, as well as from most European countries. An anniversary of this dimension cannot be ignored, as if anyone would wish it, and MOTOR SPORT hopes to report on this one, in its September issue — incidentally, those who want to celebrate even sooner should remember that the Morgan 3-wheeler Club's Long Marston, Stratford-on-Avon speed trials are due on July 14th, with the Morgan SCC's Curborough, Lichfield sprint on July 15th. Meanwhile, W.B. pays the following tribute:

What a number of facets are covered by the long run of the Morgan! It was started in 1909 by the indomitable H. F. S. Morgan, son of the Rev George H. G. Morgan who was a great supporter of his son, even to watching, in tall hat and gaiters, at Brooklands "H.F.S." taking *The Cyclecar* Trophy Hour Record in 1912, at just under 60 mph. There were many other tricars from 1912 onwards, but none so popular as the Morgan. It spanned everything, from the pluttering economy transport (the twin-cylinder Family model, selling for £92 by 1928, having two tiny seats over its rear wheel, even less accommodating for a couple of kids than the back seat of the Chummy A7), to those very fierce and even frightening sports vee-twins that lapped Brooklands at over 100 mph and in one of which I, usually a fatalistic passenger, came close to fear for the first time in my life . . . Remember, too, that no matter what MG fans tell you, the Morgan (driven by courageous Gwenda Stewart) was the first 750 cc-class vehicle to officially exceed 100 mph. . . .

It has been implied that the Morgan 3-wheelers were crude — they were, but it was clever crudeness, which certainly worked. It has been said that "H.F.S." never used a yoke end and cotter pin when a bent-over rod held by a split-pin would do, unlike his contemporary, "Archie" Frazer-Nash, on the GN, which was the Morgan's counterpart in the four-wheeler cyclecar world. In fact, this seems to be a libellous legend, because I have just looked again at my 1927 JAP-engined Family-model Morgan and can see no evidence of such penny-pinching. The sports Aero Morgan was sheer inspiration; with its exposed air-cooled engine, aeroscreens, and hand throttle control. RFC pilots returning from the Front must have felt especially at home in it. . . .

The whole period of Morgan production has been that of highly individual sports cars which changed their vintage traditions only with reluctance — eventually adopting inbuilt headlamps, a radiator grille, unit gearbox, etc — whether in three-wheeled or four-wheeled guise. They have been marked also with those idiosyncrasies to be expected of true sports cars. Who but Morgan could have used untreated wood planks as floorboards in the 4/4, have oiled the front suspension of the Plus-4 from the engine lubrication system, so that the hot fluid oil went everywhere, as well as sometimes onto the ifs struts as intended, have had no seat adjustment for the driver at least up to the time of the Editorial Plus-4 I used in 1951 or have possessed steering of a geometry that failed to resist the most appalling wheel shimmy if a pot-hole or

Continued overleaf

Motor Sport Fixture List for July

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

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

DATE	ORGANISER	VENUE	EVENT
July 1st	**BARC**	**Snetterton Circuit, Attleborough, Norfolk**	**British Formula Three (INT/R)**
July 1st	**ARBO-Salzburg**	**Salzburgring, Austria**	**European Touring Car Championship (INT)**
July 1st	BRSCC	Mallory Park Circuit, Leicester	Race Meeting (*R*)
July 1st	BRSCC	Brands Hatch Circuit, Nr. Dartford, Kent	Race Meeting (*R*)
July 6th-8th	**Automovilklub Dolnoslaski**	**Poland**	**Rallye Poland (European Rally Championship) (INT)**
July 6th-8th	**A.S. Team Dragon**	**Nr. Canjuers, France**	**Rallye Pistes (European Rally Championship) (INT)**
July 7th	AMOC	Silverstone Circuit, Nr. Towcester, Northants.	Race Meeting (*R*)
July 7th	BRSCC	Nr. Chippenham, Wilts.	Race Meeting
July 8th	**BARC**	**Thruxton Circuit, Andover, Hants.**	**Race Meeting (INT/R)**
July 8th	VSCC	Shelsley Walsh, Nr. Worcester	Hillclimb
July 8th		**Dallas, USA**	**Dallas Grand Prix (World Championship) (INT)**
July 8th	**Ente Autodromo Pergusa**	**Pergusa, Italy**	**European Formula 3 (INT)**
July 8th	**ADAC Saarland e.V. Sportabt**	**Nürburgring, Germany**	**European Touring Car Championship (INT)**
July 8th	BRDC	Donington Circuit, Derby	British Formula 3 Championship (*N/R*)
July 14th	VSCC	Silverstone Circuit, Nr. Towcester, Northants.	Race Meeting (*C*)
July 14th	750 MC	Cadwell Park Circuit, Louth, Lincs.	Race Meeting (*R*)
July 14th-15th	**AMK Skoda**	**Czechoslovakia**	**Skoda Rally (European Rally Championship) (INT)**
July 15th	**AIM Sri**	**Mugello Circuit, Italy**	**European Formula 3 Championship (INT)**
July 15th	**ADAC Hauptabt. Sport e.V.**	**Nürburgring, Germany**	**World Endurance Championship 1,000 Kms (INT)**
July 22nd	**Santamonica SpA**	**Misano, Italy**	**European Formula 2 Championship (INT)**
July 22nd	**RAC MSA**	**Brand Hatch Circuit, Nr. Dartford, Kent**	**British Grand Prix (World Championship Round) (INT)**
July 23rd-29th	**Automovil Club Argentino**	**Buenos Aires, Argentina**	**Argentine Rally (World Rally Championship Round) (INT)**
July 27th-28th	**Northern Ireland MC**	**Ulster, Ireland**	**Ulster Rally (INT)**
July 27th-29th	**UAB Conseil Departemental**	**Bulgaria**	**Rally Vida (European Rally Championship) (INT)**
July 28th-29th	**Roayal Automobile Club de Belgique**	**Spa Francorchamps, Belgium**	**Spa 24 Hours Race (European Touring Car Championship) (INT)**
July 28th-29th	**BRSCC**	**Brands Hatch Circuit, Nr. Dartford, Kent**	**World Endurance Championship 1,000 Kms (INT)**
July 29th	**Ente Autodromo Pergusa**	**Pergusa, Italy**	**European Formula 2 Championship (INT)**
July 29th	BRSCC	Snetterton Circuit, Norwich, Norfolk	Race Meeting (*R*)
July 29th	HDLCC	Loton Park, Alberbury, Nr. Shrewsbury	Swinford Motors Trophy Hill Climb Championship (*N*)
August 3rd-4th	**CRDA/Mosport Park**	**Mosport Park Circuit, Canada**	**World Endurance Championship 1,000 Kms (INT)**
August 5th	**Automobilclub von Deutschland**	**Hockenheim, Germany**	**German Grand Prix (World Championship Round) (INT)**
August 5th	**BARC**	**Snetterton Circuit, Attleborough, Norfolk**	**Race Meeting (INT/R)**

MATTERS OF MOMENT

Continued from previous page

man-hole cover was run over, a shortcoming cured by damping the struts with bronze rings — which was fine until the thin steel-strips, with which these rings were anchored to the side-members, developed cracks, as the struts moved up and down, bending them, so that they soon broke! It was then necessary to dismantle the entire complex suspension-strut before the damper could be replaced, until, that is, a mod was introduced, consisting of two more bolts so that the broken part of the strip could be taken off and a new piece put in its place.

It was things like this that which made the Morgan such a highly-individualistic job, with a character all its own. Those of the "Chain-Gang" who have devoted themselves to the chain-drive Frazer Nash, if they refuse to compare their favoured sports car with the Morgan, will I think understand fully the philosophy of Peter Morgan.

He continues the family business down at Malvern Link, where his cars, from 1.6-litre Ford-engined £8,596 4/4 to 3.5-litre Rover V8-powered 125 mph £11,651 Plus-8 are made, still largely by hand (is the body panels still attached with tin-tacks and hammer?) in a small factory not far from where Peter Morgan's father started it all in 1909, using that simple tubular frame, two-speed dog-and-chain transmission, and the still used Morgan vertical-strut coil-spring ifs.

The Morgan in all its forms has been a very English sort of car and one remembers the staunch way in which the Rev Prebendary H. G. Morgan, Rector of Stoke Lacy in the Diocese of Hereford, in numerous letters to the Motor Press, supported "H.F.S.'s" bold venture. H. F. S. Morgan and his wife competed in trials with the Morgan tricars and these also made a great name for themselves at Brooklands, Donington, Montlhéry, and elsewhere, in the hands of stalwarts such as "H.F.S." himself, E. B. Ware, Clive Lones, Robin Jackson, Harold Beart, Douglas Hawkes, Gwenda Stewart, Henry Laird, and a host of others — if you are in any doubt as to just how potent, highly-exciting, and successful these racing Morgan three-wheelers were, I beseech you to get hold of a copy of "Morgan Sweeps The Board" by Dr J. D. Alderson and D. M. Rushton (Gentry Books, 1978), one of many Morgan studies, MOTOR SPORT itself publishing a Morgan history. . . .

All of which indicates, I hope, why the great celebrations for the 75th year of the Morgan are planned, for the latter part of July. — W.B.

OBITUARY

EARL HOWE, CBE, son of the well-remembered racing-driver, died at his Buckinghamshire home on May 29th, aged 75. He was also known for his motor racing and his love of fast cars, and his campaigning for road safety — which included a plea for raised motorway speed-limits, Earl Howe presenting the recent MOTOR SPORT Speed Limit Petition to the DoE. Even in writing his obituary, *The Times* saw fit to call Earl Howe's views thereon into question!

Earl Howe, as Edward Richard Assheton Penn Curzon, was educated at Eton and Cambridge, and apart from his later work for the Conservative Party, he had served in the RNAS to 1946, in the Atlantic and Pacific campaigns.

Club News

BMW Car Club

THE weekend of June 16th/17th saw the official inauguration of an Historic section within the parent BMW Car Club. As the club itself caters for all BMW owners of the Munich cars, right up to the latest 1984 project, it was felt that a special sub-section to look after the interests of the older cars would be beneficial. Consequently the Historic section has been created for owners from the early Austin 7-based Dixi models right through the prestigious 1930s, when the 328 and 327 models raised the standards of sporting motoring, to the post war 507 sports car with its excellent V8 engine. From this point the Bayerische Motoren Werke re-started with the 4-cylinder ohc engines, from which today's strong force of production models stemmed.

A large part of the years covered by the Historic section are those during which the German cars were imported into the UK by AFN Ltd, under the official title of Frazer Nash-BMW, and in which the 328 sports model set new standards. At the inaugural rally, which included a delightful scenic run through the Cotswold hills, there were four Type 328, three type 327 cabriolets, and two Type 319 sports among the assembled company.

Anyone with a Frazer Nash-BMW, or a pure BMW of the years 1928 to 1958 will be welcome into the section and should contact John Giles, Pippin Cottage, Pye Corner, Atworth, near Melksham, Wiltshire. Tel: 0225 702022.



KEEPING it in the family — once again Corrado Fabi deputised for elder brother, Teo, in the second Brabham. His race ended on lap 40 with no boost pressure.

Canadian Grand Prix

ON two occasions now the Canadian Grand Prix at Montreal has underlined the fact that you can never ignore the Brabham team. Two years ago Nelson Piquet arrived from the previous weekend's Detroit Grand Prix having failed to qualify for the American event — and went straight out to score the Brabham-BMW BT50's maiden Grand Prix triumph. This year, after failing to finish in the first six races, Piquet again came bouncing back into prominence by leading this year's Canadian event virtually from start to finish. It all goes to prove that the partnership between the twice World Champion Brazilian and Brabham designer Gordon Murray is one that can be turned upside down.

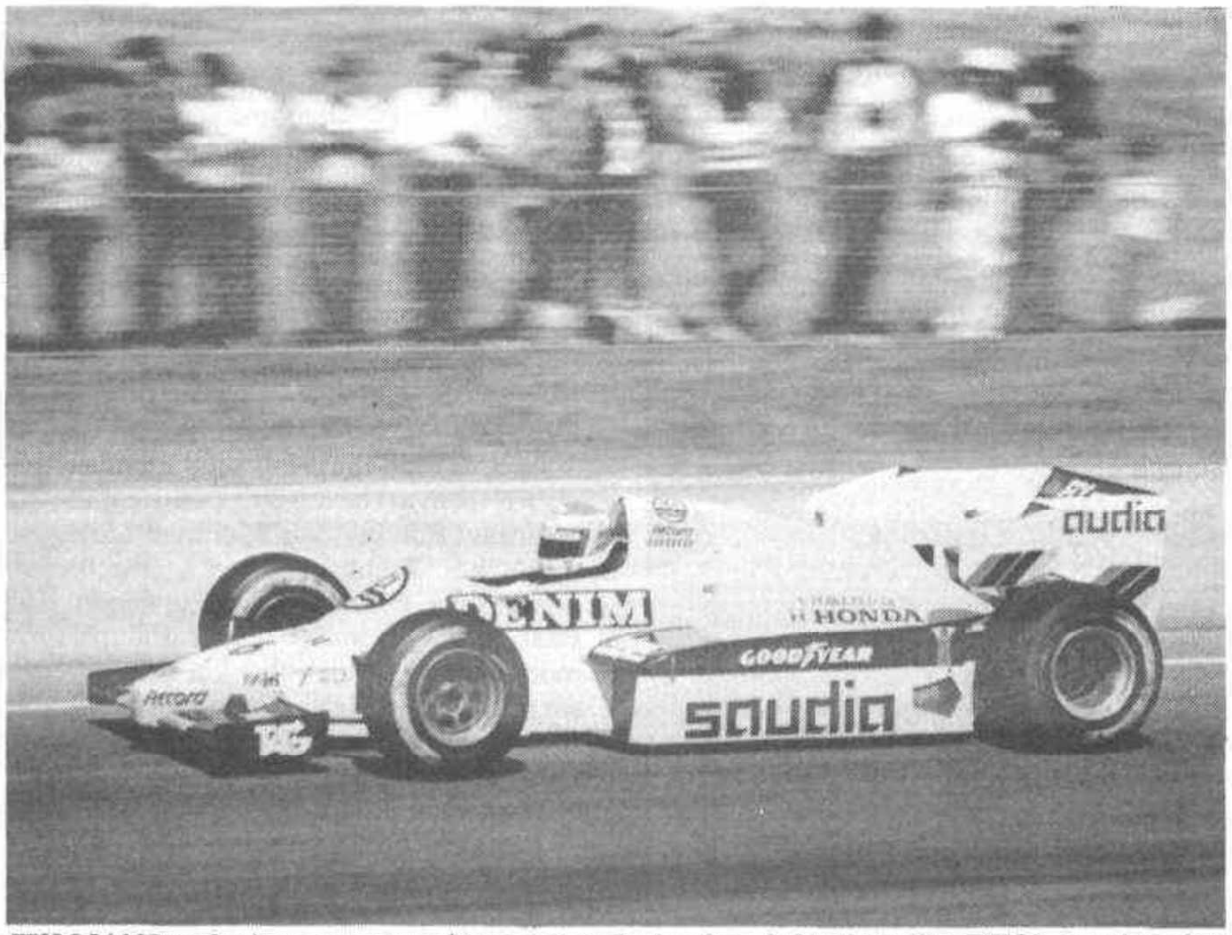
Piquet's performance at Montreal was more typical of his 1983 Championship-winning season than the shambles we've witnessed of the Brabham organisation so far this year. He grabbed pole position convincingly with a lap in 1 min. 25.442 sec., just beating the McLaren MP4/2 of Alain Prost for premier position on the front row and it was clear that these two very serious contenders, neither of whom ever cause any surprise when they win a race, would probably fight the contest out to the finish.

In the event, Nelson Piquet triumphed quite comfortably. Although Prost was first away from the grid and led the field down to the hairpin at the far end of the circuit, Piquet drove past him coming back along the return straight with an ease that reminded us just how powerful BMW's four-cylinder turbocharged engine is when it is running efficiently. It has been suggested this year that one of the reasons the McLaren cars have been able to run so quickly and, at the same time, look so unobtrusive and undramatic out on the circuits is because the Porsche-built V6 engines develop sufficient power to haul large rear aerofoils down the straights at competitive speed while still retaining enormously efficient cornering performance. Since the McLarens have been so reliable as well, there has been a tendency to regard them as the most powerful cars in the business. But perhaps Montreal taught us that the Brabham team's mechanical misfortunes had allowed us to forget F1's established pacemakers over the past six months. We really shouldn't have been surprised at Nelson's performance in Montreal, bearing in mind what we already know about him!

Prost chased hard for the first half of the 70 laps race, but the Brabham-BMW always seemed well in control, particularly when it came to threading its way through slower cars. The Frenchman later complained that his engine refused to rev. willingly over 10,000 rpm for much of the race and on lap 44 he conceded second place to his team-mate Lauda. The Austrian had only qualified eighth after making, by his own admission, some mistakes in the detailed set-up of his chassis and in the opening stages of the Grand Prix he demonstrated a restraint that is only bred by true self-confidence. Knowing full well that the Montreal circuit, with its hairpins at either end, is hard on tyres and brakes, Lauda kept the pace of his race down in the early stages in order to conserve these components while the car was still heavy with a full load of fuel. After 20 laps or so he really began to pile on the pressure and disposed of Prost with no difficulty at all before settling down to try and catch Piquet. Lauda subsequently reported that his car had run perfectly "apart from a slight problem selecting fourth gear from time to time" and his only

ENTRY AND PRACTICE

No	Driver	Nat	Team	Car Type	Engine	Tyres	Sponsors	Colours	Friday Practice	Saturday Practice	Remarks	No
1	Nelson Piquet	BR	Brabham	BT53	BMW 4-cyl t/c	Michelin	Parmalat Foods	Blue/White	1.27.154	**1.25.442**	Pole position	1
2	Corrado Fabi	ITAL	Brabham	BT53	BMW 4-cyl t/c	Michelin	Parmalat Foods	Blue/White	1.30.831	1.29.764	Replacing brother Teo	2
3	Martin Brundle	GB	Tyrrell	012	Cosworth V8	Goodyear	Yardley Gold	Brown/Gold	1.33.945	1.31.785		3
4	Stefan Bellof	D	Tyrrell	012	Cosworth V8	Goodyear	Maredo	Black	1.34.309	1.31.797		4
5	Jacques Laffite	FR	Williams	FW09	Honda V6 t/c	Goodyear	Denim/ICI/TAG	White/Green	1.30.115	1.29.915		5
6	Keijo Rosberg	*FIN*	Williams	FW09	Honda V6 t/c	Goodyear	Denim/ICI/TAG	White/Green	1.29.423	1.29.284		6
7	Alain Prost	FR	McLaren	MP4/2	Porsche V6 t/c	Michelin	Marlboro/TAG	Red/White	**1.26.477**	1.26.198	Winner Monaco GP	7
8	Niki Lauda	AUT	McLaren	MP4/2	Porsche V6 t/c	Michelin	Marlboro/TAG	Red/White	1.28.548	1.27.392		8
9	Phillipe Alliot	FR	RAM	RAM 02	Hart 4-cyl t/c	Pirelli	Skoal Bandit	White/Green	1.35.286	1.36.900		9
10	Mike Thackwell	NZ	RAM	RAM 02	Hart 4-cyl t/c	Pirelli	Skoal Bandit	White/Green	1.34.921	1.33.750	Replacing Palmer	10
11	Elio de Angelis	ITAL	Lotus	95T	Renault V6 t/c	Goodyear	John Player/ELF	Black/Gold	1.27.139	1.26.306		11
12	Nigel Mansell	GB	Lotus	95T	Renault V6 t/c	Goodyear	John Player/ELF	Black/Gold	1.28.277	1.27.246		12
14	Manfred Winkelhock	D	ATS	D7	BMW 4-cyl t/c	Pirelli	ATS Wheels	Yellow/Black	1.32.311	1.28.909		14
15	Patrick Tambay	FR	Renault	RE50	Renault V6 t/c	Michelin	ELF	Yellow/White/Black	Entry	withdrawn		15
16	Derek Warwick	GB	Renault	RE50	Renault V6 t/c	Michelin	ELF	Yellow/White/Black	1.29.682	1.26.420		16
17	Marc Surer	CH	Arrows	A6	Cosworth V8	Goodyear	Barclay/Nordica	Cream/Brown	1.33.014	1.32.756		17
18	Thierry Boutsen	B	Arrows	A7	BMW 4-cyl t/c	Goodyear	Barclay/Nordica	Cream/Brown	1.30.887	1.30.073		18
19	Ayrton Senna	BR	Toleman	TG184T	Hart 4-cyl t/c	Michelin	Candy/Magirus	Blue/Red/White	1.29.282	1.27.448		19
20	Johnny Cecotto	VEN	Toleman	TG184T	Hart 4-cyl t/c	Michelin	Candy/Magirus	Blue/Red/White	1.34.731	1.31.459		20
21	Huub Rothengatter	NL	Spirit	101/B	Hart 4-cyl t/c	Pirelli	Australian Sports	White	1.35.217	1.32.920	Replacing Baldi	21
22	Riccardo Patrese	ITAL	Alfa Romeo	184T	Alfa Romeo V8 t/c	Goodyear	Benetton/AGIP	Green/Black	1.29.205	1.30.064		22
23	Eddie Cheever	USA	Alfa Romeo	184T	Alfa Romeo V8 t/c	Goodyear	Benetton/AGIP	Green/Black	1.29.418	1.28.032		23
24	Piercarlo Ghinzani	ITAL	Osella	FA/1F	Alfa Romeo V8 t/c	Pirelli	Kelémata	Blue	1.32.189	1.30.918		24
25	Francois Hesnault	FR	Ligier	JS23	Renault V6 t/c	Michelin	Gitanes/Antar	Blue/White	1.31.146	1.29.187		25
26	Andrea de Cesaris	ITAL	Ligier	JS23	Renault V6 t/c	Michelin	Gitanes/Antar	Blue/White	1.29.618	1.27.922		26
27	Michele Alboreto	ITAL	Ferrari	126C4	Ferrari V6 t/c	Goodyear	Fiat/AGIP	Red	1.28.604	1.26.764		27
28	René Arnoux	FR	Ferrari	126C4	Ferrari V6 t/c	Goodyear	Fiat/AGIP	Red	1.27.917	1.26.549		28



WILLIAMS are having a poor season this year. Keijo Rosberg brought his ill-handling FWO9 up to sixth place before retiring on lap 33 with an electrical fault.

big drama came when Elio de Angelis went autocrossing across the apex of one of the hairpins, lurching back onto the track in an unruly manner that obliged the McLaren driver to put all four wheels "on the dirt" to avoid the wayward Lotus. At this point Lauda had only just overtaken his team-mate and Prost very nearly re-took second place in the ensuing scrum, but Lauda managed to keep his advantage and quickly regained his rhythm.

Although Piquet eased back quite noticably over the last few laps, allowing Lauda to close to just over two seconds adrift at the chequered flag, there was really no way in which he was going to be caught unless he made an untypical mistake. However, one should praise the disciplined fashion in which the McLaren drivers dealt with each other. By the time Lauda pulled up onto Prost's tail there was no question that the Austrian was lapping much quicker than his partner. But there was no question of unruly tactics, no baulking, weaving or banging wheels. Although team rules permit them to compete with each other just as energetically as they do with their rivals, Lauda sliced ahead of his colleague without any delay or problems. Both men are confident, successful and highly intelligent exponents of the art of Grand Prix racing — qualities which reflect more than simply the ability to drive a racing car quickly round a track.

As an interesting contrast to the McLaren team's behaviour, Elio de Angelis and Nigel Mansell put on a less disciplined performance in their Lotus 95Ts — although one should say that the Italian, on this occasion, was rather more to blame than the Englishman. De Angelis did well during qualifying and could be regarded as unlucky not to earn a position on the front row of the grid, being demoted to third in the helter-skelter of activity during the final hour. Mansell qualified seventh, similarly hampered by mechanical gremlins during the two days of practice, but once the race began the two men raced hard all the way. De Angelis found that his engine wouldn't pull cleanly over 10,900 rpm while Mansell eventually caught his team-mate, but far from being helpful when it came to letting him overtake, Elio was downright obstructive and weaved round all over the track in a most indisciplined fashion.

At the end of the race de Angelis reasserted himself in fourth place, Mansell's gearbox problems getting more serious and dropping him back to an eventual sixth. But it is quite clear that both drivers race for themselves as individuals, rather than displaying any overall responsibility for the team's fortunes, whereas the McLaren drivers seem to sustain ther individual ambition within that framework of overall team reponsibility. I came away from Canada wondering why the Lotus drivers should be the way they are and concluded that this sort of frenzied competition stems from a need to assert themselves, bearing in mind that de Angelis has only ever won a single Grand Prix and Mansell none at all. Many people in Formula 1 these days believe that a Grand Prix driver should be utterly ruthless and that any element of fair play or generosity should be regarded as a weakness. That may be true to some extent, but Grand Prix racing is still a *team* activity (I won't say sport) and there are many drivers in Formula One today who seem to have forgotten that simple truth.

None the less, it should be recorded that only McLaren and Lotus managed to bring both their cars home in the top six, an achievement which makes a worthwhile contribution to the quest for Constructors' Championship points. A few years ago which finished, so if Ferrari finished in 1-2 formation it would only receive nine points for first place. Now we have a situation which is far more equitable, and as a result McLaren scored ten points towards the Constructors' Championship at Montreal (six for second, four for third) while

STARTING GRID ↑

1
N. Piquet
(Brabham-BMW 4-cyl t/c)
1 min 25.442 sec
55 (1 min 28.763 sec) (T)

7
A. Prost
(McLaren-Porsche V6 t/c)
1 min 26.198 sec
34 (1 min 29.433 sec)

11
E. de Angelis
(Lotus-Renault V6 t/c) (T)
1 min 26.306 sec
59 (1 min 31.305 sec)

16
D. Warwick
(Renault V6 t/c)
1 min 26.420 sec
50 (1 min 30.560 sec)

28
R. Arnoux
(Ferrari V6 t/c)
1 min 26.549 sec
36 (1 min 30.210 sec)

27
M. Alboreto
(Ferrari V6 t/c)
1 min 26.764 sec
5 (1 min 30.990 sec)

12
N. Mansell
(Lotus-Renault V6 t/c)
1 min 27.246 sec
51 (1 min 30.503 sec)

8
N. Lauda
(McLaren-Porsche V6 t/c)
1 min 27.392 sec
54 (1 min 29.083 sec)

19
A. Senna
(Toleman-Hart 4 cyl t/c)
1 min 27.448 sec
67 (1 min 31.822 sec)

26
A. de Cesaris
(Ligier-Renault V6 t/c)
1 min 27.922 sec
30 (1 min 32.591 sec)

23
E. Cheever
(Alfa Romeo V8 t/c)
1 min 28.032 sec
56 (1 min 30.628 sec)

14
M. Winkelhock
(ATS-BMW 4 cyl t/c)
1 min 28.909 sec
66 (1 min 31.071)

25
F. Hesnault
(Ligier-Renault V6 t/c)
1 min 29.187 sec
5 (1 min 35.176 sec)

22
R. Patrese
(Alfa Romeo V8 t/c)
1 min 29.205 sec
31 (1 min 32.716 sec)

6
K. Rosberg
(Williams-Honda V6 t/c)
1 min 29.284 sec
27 (1 min 31.647 sec)

2
C. Fabi
(Brabham-BMW 4 cyl t/c)
1 min 29.764 sec
30 (1 min 31.767)

5
J. Laffite
(Williams-Honda V6 t/c)
1 min 29.915 sec
30 (1 min 32.124 sec)

18
T. Boutsen
(Arrows-BMW 4 cyl t/c)
1 min 30.073 sec
33 (1 min 33.069 sec)

24
P. Ghinzani
(Osella-Alfa Romeo V8 t/c)
1 min 30.918 sec
3 (1 min 34.664 sec)

20
J. Cecotto
(Toleman-Hart 4 cyl t/c)
1 min 31.459 sec
59 (1 min 32.537 sec)

3
M. Brundle
(Tyrrell-Cosworth V8)
1 min 31.785 sec
45 (1 min 32.385 sec)

4
S. Bellof
(Tyrrell-Cosworth V8)
1 min 31.797 sec
36 (1 min 32.428 sec)

17
M. Surer
(Arrows-Cosworth V8)
1 min 32.756 sec
33 (1 min 33.858 sec)

21
H. Rothengatter
(Spirit-Hart 4 cyl t/c)
1 min 32.920 sec
3 (1 min 37.209 sec)

10
M. Thackwell
(RAM-Hart 4 cyl t/c)
1 min 33.750 sec
14 (1 min 37.157 sec)

9
P. Alliot
(RAM-Hart 4 cyl t/c)
1 min 36.900 sec
48 (1 min 35.498 sec)

15 P. Tambay (Renault V6 t/c) withdrew after Friday morning test session.
(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.



NIKI LAUDA and Nelson Piquet, two members of the exclusive Double World Champions Club, confer in Canada.

Brabham only scored nine points. Even though winning is the most important aspect of Grand Prix racing, it must be right to reward consistency and reliability, in addition to sheer competitiveness, and the McLaren team looks like reaping a correspondingly worthwhile harvest. At the time we went to press, immediately after the Canadian Grand Prix, that particular marque had 56½ points in the Constructors' Championship: Ferrari was second on 25½ points!

After the race morning warm-up for the Canadian Grand Prix it looked as though Ferrari might be able to spring a surprise because René Arnoux and Michele Alboreto were first and second fastest in the half-hour warm-up session which frequently gives an accurate pointer to race form. For the first few laps it seemed as though those pointers were correct, Alboreto running third just ahead of his team-mate and "worrying" Prost's second-place McLaren. Unfortunately the Italian was an early retirement with fuel pump drive failure and Arnoux, after starting on an unreasonably ambitious set of soft Goodyear tyres, was obliged to stop for harder rubber at the end of lap 14. Once he returned to the race he got his head down and worked his way back to fourth place before an exhaust pipe cracked and the consequent loss of boost pressure dropped him back to seventh. When Cheever's well-driven Alfa Romeo 184T retired out of fuel, as was almost inevitable, Arnoux moved back to sixth place and he managed to squeeze his Ferrari ahead of Mansell's Lotus on the very last lap to take fifth, the English driver unable to respond owing to gear selection troubles.

Outside the top six there were only a handful of unusually interesting talking points, including Ayrton Senna's performance at the wheel of the Toleman TG184. Senna managed to qualify ninth in what was only his seventh Formula 1 race and ran on the tail of the leading bunch before braking and gear change problems slowed his pace somewhat and he eventually finished a physically exhausted seventh. This is the second time this season that the young Brazilian Formula graduate has finished the race with a visit to the medical centre, the first time being after taking sixth place at Kyalami. Like Nelson Piquet in the past, he needs to improve his physical fitness and stamina, but, that apart, he is beginning to demonstrate that the promise he displayed in the lesser single seater categories was not in any sense misleading. His progress will be followed with enormous interest for the balance of the season.

As far as the Williams-Honda organisation is concerned, the Canadian Grand Prix was an unmitigated disaster brightened only by Rosberg's superb race performance in the FW09. To debate the Williams team's technical problems in detail would be presumptuous in the extreme, not to say boring, but it is no exaggeration to describe the current chassis as a "lemon" and, more worryingly, there doesn't seem very much that can be done in a short space of time. Rosberg qualified 15th, Laffite 17th, and the Finn drove an absolutely magnificent race to climb as high as sixth before his retirement with an apparent electrical fault after 33 laps. Williams's entry into the world of turbocharged Formula One has by no means been crowned by success, but there is little doubt that chief designer Patrick Head is concentrating his efforts on reversing this unfortunate trend and, eventually, the green and white cars from Didcot will be seen back in more familiar surroundings at the front of the field. Until then, it will be difficult accurately to assess just how competitive is the V6 Honda turbocharged engine.

Talking of problems, the Renault Elf team was another experienced organisation to suffer a disappointing weekend, its problems compounded by the fact that Patrick Tambay was still not fit enough to take part following his Monaco leg injury. The Frenchman did three gentle laps in Friday's unofficial practice session before calling it a day, leaving Derek Warwick to fight the French team's battle alone. Despite all manner of handling problems and engine malfunctions, the Englishman qualified fourth and also rose to that position in the race before suspecting a puncture and stopping twice at his pit. It eventually transpired that part of the crucially important aerodynamic undertray beneath the rear of the Renault was coming away, badly upsetting the car's handling, so the frustrated Warwick eventually retired 12 laps from the finish. Last year if you'd told him his Toleman was going to qualify and run fourth, Derek would have been doing cartwheels with sheer delight. This year with the Renault he was disappointed and annoyed, a reflection of just how quickly hopes and aspirations can change within the ever-competitive Formula One maelstrom.

A.H.

RESULTS

CANADIAN GRAND PRIX — Formula One — 70 laps — Circuit Gilles Villeneuve Montreal — 4.41 kilometres per lap — 308.700 kilometres — Hot

1st	Nelson Piquet	(Brabham BT53/5)	1 hr 46 min 23.748 sec — 174.085 kph
2nd	Niki Lauda	(McLaren MP4/2-1)	1hr 46 min 26.360 sec
3rd	Alain Prost	(McLaren MP4/2-2)	1 hr 47 min 51.780 sec
4th	Elio de Angelis	(Lotus 95T/4)	1 lap behind
5th	René Arnoux	(Ferrari 126C4/075)	2 laps behind
6th	Nigel Mansell	(Lotus 95T/2)	2 laps behind
7th	Ayrton Senna	(Toleman TG184/2)	2 laps behind
8th	Manfred Winkelhock	(ATS-D7/1)	2 laps behind
9th	Johnny Cecotto	(Toleman TG184/3)	2 laps behind
10th	Martin Brundle	(Tyrrell 012/2)	2 laps behind
11th	Philippe Alliot	(Ram 02/01)	5 laps behind
12th	Eddie Cheever	(Alfa Romeo 184T/02)	*retired on lap 64 — out of petrol*
13th	Marc Surer	(Arrows A6/4)	retired on lap 60 — engine failure
14th	Derek Warwick	(Renault RE50/04)	retired on lap 58 — undertray failure
15th	Huub Rothengatter	(Spirit 101/2B)	still running — 14 laps behind
16th	Stefan Bellof	(Tyrrell 012/4)	retired on lap 53 — broken drive-shaft
17th	Andrea de Cesaris	(Ligier JS23/04)	retired on lap 41 — engine failure
18th	Corrado Fabi	(Brabham BT53/2)	retired on lap 40 — no boost pressure
19th	Thierry Boutsen	(Arrows A7/2)	retired on lap 39 — engine failure
20th	Riccardo Patrese	(Alfa Romeo 184T/01)	retired on lap 38 — accident
21st	Keijo Rosberg	(Williams FW09/5)	retired on lap 33 — electrical fault
22nd	Jacques Laffite	(Williams FW09/3)	retired on lap 32 — turbo failure
23rd	Mike Thackwell	(RAM 02/02)	retired on lap 30 — engine trouble
24th	Piercarlo Ghinzani	(Osella FA/1F-3)	retired on lap 12 — gearbox trouble
25th	Michele Alboreto	(Ferrari 126C4/076)	retired on lap 11 — fuel pump drive
26th	Francois Hesnault	(Ligier JS23/02)	retired on lap 8 — turbo failure

Fastest lap: Nelson Piquet (Brabham BT53/5) on lap 55 in 1 min 28.763 sec — 178.858 kph

26 starters — 12 finishers

GRAND PRIX VIGNETTES



WORKING RELATIONSHIPS — the close rapport between Brabham designer, Gordon Murray and his number one driver, Nelson Piquet, recalls the partnership between Colin Chapman and Jim Clark (below).



Team work: You may think that drivers win races, or you may think that cars win races, or even that engineers win the races, but in truth a race is won by the whole team. However, there is one combination that is a sure recipe for success, and that is the relationship between engineer and driver. It is not much good having a brilliant engineer and a mediocre driver, nor is it much good having a brilliant driver and a mediocre engineer. They both have to be of equal value, first-rate in their own sphere; even this does not ensure success, for they have to be able to work together, have complete faith in each other's ability and must be on the same "wavelength". It does not often happen that this combination gels, but when it does, and you are able to stand by and watch it in action, it is very satisfying. Over the years we have had many notable examples, the first really outstanding combination being Colin Chapman and Jimmy Clark, but equally Jack Brabham and Ron Tauranac were a powerful pair. In recent years we had this same "rapport" between Alan Jones and Patrick Head with the Williams team, and today Gordon Murray and Nelson Piquet are a prime example. During a recent qualifying session I watched these last two working together. Piquet had made his first run on his marked qualifying tyres, and as the end of the qualifying hour approached he made ready to make his second run. His first time had put him in the running for pole position, so this second and final run was to be the ultimate effort. The special Brabham "sprint car" BT53/3, which is lighter than the others and uses carbon fibre brakes and has the maximum permissible turbo boost, was all ready to go. Piquet sat in the cockpit with Gordon Murray standing alongside. They were waiting for the right moment. Murray was surveying the scene, keeping an eye on who was out on the track and who was in the pits, and putting a stop watch on any likely contestant for pole position. Piquet sat quietly in the car looking up at Murray and there was little to see in the expressions of either of them, Murray calm and collected, Piquet alert and ready. Prost went out for his final fling in the McLaren-Porsche, Murray clicked his stop watch. Prost finished his run and Murray read the watch, glanced down at Piquet and gave a tiny shake of his head. Piquet knew that meant "you are still all right, Prost failed to improve". When Murray was satisfied that conditions were right, he looked down at Piquet, nodded and stepped aside. All this time the chief mechanic on the T-car was at the back with the air-line plugged into its socket, ready to start the engine. Piquet raised a finger, the starter whirred, the BMW engine burst into life and car number 1 eased out of the pit lane and went out onto the track.

First time past the pits Piquet was doing about 130 mph instead of the normal 190 mph, warming things up and surveying the scene. Next time he went by at 190 mph and "he was on his flyer" giving it all he had got. A slowing down lap and he was back into the pit land. As he pulled up alongside Gordon Murray the tall South African shook his head, Piquet climbed out of the car and the two of them disappeared into the back of the pit, the little Brazilian's shoulders giving a small shrug as he shook his head, which said it all. He had tried as hard as he knew how, but it was not good enough and he knew that Gordon Murray and his mechanics had given him everything they could. No words were spoken, no words were necessary, the whole team knew that it wasn't their day for pole position, third place was the best they could do, yet it was only hundredths of a second behind pole position time.

There were no explanations, no excuses, no recriminations, just total confidence in each other. Nothing was questionable, they had tried all they knew but it was not good enough, by their standards. There were 24 other competitors who would have loved to have achieved the Brabham time. Although this little scenario only concerned the designer and the driver, it was a reflection on the whole team, not that they had failed to get pole position, but that they had made their attempt with so little fuss.

Murray will tell you that what he likes about Piquet is his ability to give 100% effort at any time. Piquet will tell you that he enjoys driving like that because the Brabham is a good car and he had complete faith in Gordon's ability as a designer and engineer. When you see the Brabham mechanics working their back-sides off on Piquet's car, they will tell you they love doing it because they know that when it is ready he will use everything it can give.

To see an attempt at pole position done like that, with total confidence and calm is truly refreshing. In other pits such a failure is often accompanied by excuses, complaints, recriminations and general dissatisfaction. Of course, Piquet was dissatisfied, Murray was dissatisfied, the whole team was dissatisfied for they had failed to gain pole position. But there was a big difference. You knew that they were all thinking, "Hmm, tomorrow". — D.S.J.

Le Mans 24 Hours

Ninth victory for Porsche

EVEN when they announced their boycott of the Le Mans 24-hour race in March, Porsche must have known that success was assured. Did not they take the top eight places last year, humbling every rival who showed his face?

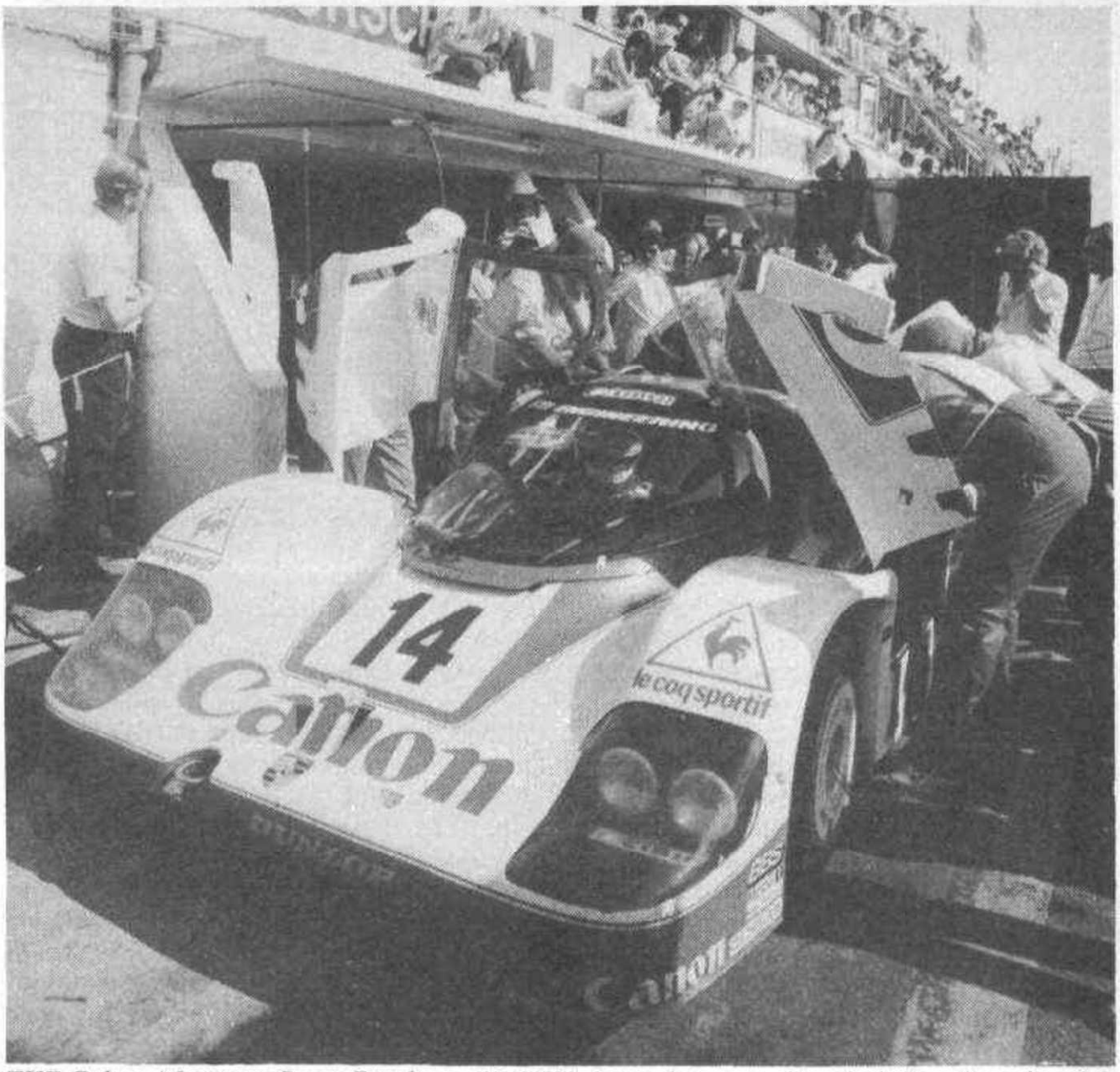
Possibly, after practice, the Stuttgart men began to harbour some doubts. It was not just that the Lancia-Martini team annexed pole position and the second fastest time (that was entirely predictable), rather the *manner* in which it was done. No blow-ups, no crashes, no bungling, not even any spring changes or aerodynamic adjustments. For this race the Italians had prepared very thoroughly, testing for 20 hours at Mugello (with the Silverstone cars, almost as they were when they retired) and then four more at Monza concentrating on the high speed adjustments. Lubrication to the turbochargers had been improved and other minor modifications carried out, but their new-found form was largely the result of painstaking preparation so often lacking in the past year.

Bob Wollek looked happy after recording 3 min 17.11 sec (154 mph) for pole position. It was half a second slower than Ick's pole time last year, but the Alsace driver had been baulked three times by slower cars and knew that the Lancia was capable of a 3 min 14 sec in perfect conditions. He and Alessandro Nannini would not be able to run at that speed in the race with lower boost from the turbochargers and harder tyres, but undoubtedly they had the fastest car and, therefore, had more in hand. Paolo Barilla, Mauro Baldi and Hans Heyer shared the second Lancia which recorded 3 min 20.47 sec — and then the private Porsche teams jostled for the next rows on the grid.

Stefan Johansson, partnering Jean-Louis Schlesser and Mauricio de Narvaez in one of Reinhold Joest's three New Man sponsored Porsche 956s, was third fastest overall with a time of 3 min 26.10 sec. Perhaps, though, Joest would pin his hopes on the second car, that of previous winners Henri Pescarolo and Klaus Ludwig, in which Ludwig recorded 3 in 28.42s.

Erwin Kremer is perhaps the most experienced Porsche privateer, having prepared the winning car (for Ludwig) in 1979, and the 956 which went so well for the Andrettis last year. This time he pinned his hopes on a brand-new car for Alan Jones, last year's winner Vern Schuppan, and Jean-Pierre Jarier. Then there was the Canon team which did so well at Silverstone, Jan Lammers partnering Dr. Jonathan Palmer who even missed the Canadian Grand Prix to be at Le Mans.

All these, and John Fitzpatrick's Skoal-sponsored 956 for David Hobbs, Philippe Streiff and Sarel van der Merwe practised at below 3 min 30 sec, the standard (if not the actual speed) that would be needed to run at or near the front during the race. In the low 30's, too, were Fitzpatrick's second entry, a new 962 — though with a 956 engine — for Guy Edwards / Rupert Keegan / Roberto Moreno, Kremer's Dallas sponsored second entry for David Sutherland / Tiff Needell / "Rusty" French, two French WM-Peugeots which are always so quick along the Mulsanne Straight, the Gaggia sponsored 956 of Oscar Larrauri / Massimo Sigala / Joel Gouhier, the "Team Australia" 956 of Larry Perkins / Peter Brock, and Walter Brun's 956 shared with Prince Leopold von Bayern and Bob Akin.

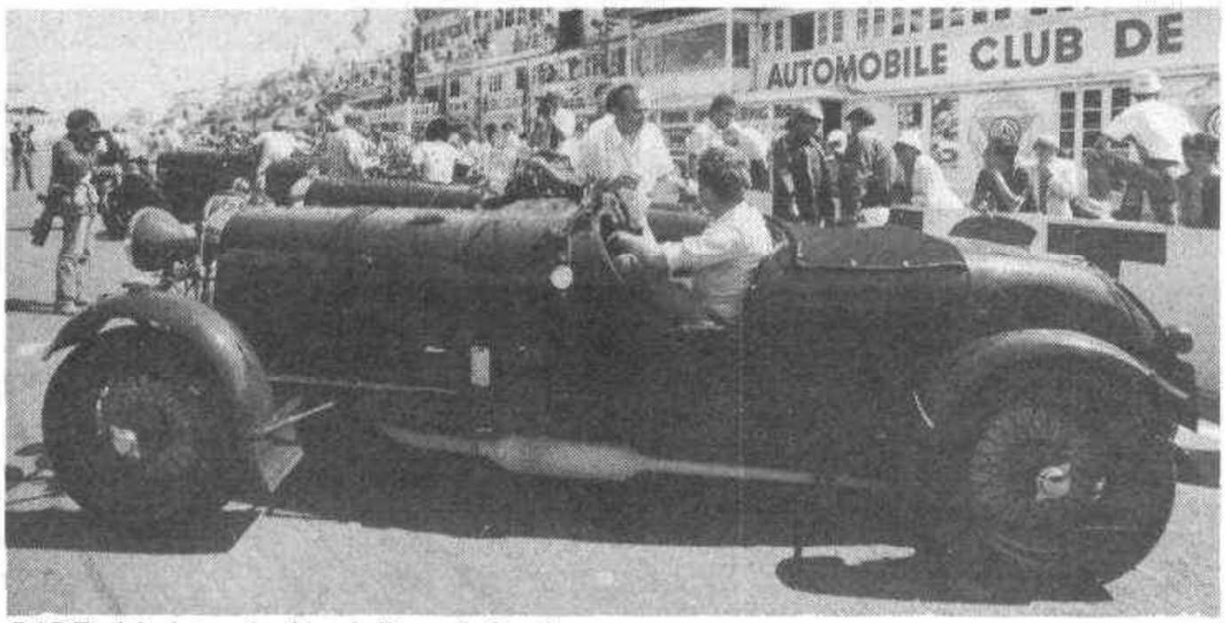


THE Palmer / Lammers Canon Porsche qualified fifth fastest, but eventually retired when the cooling fan bearings seized.

British hopes, and certainly those of the enormous contingent of trippers across the Channel, rested fair and square on the Jaguars and Aston Martins. Never mind that Aston Martin has been kept alive by American finance, or that the Jaguars are American prepared and built . . . they are unquestionably British at Le Mans. Viscount Downe's Nimrod team wanted so badly to beat the Jaguars that they even resorted to fitting qualifying tyres on Ray Mallock's 580 bhp, normally aspirated car for the first time, rewarded by the 10th fastest time overall at a stirring 3 min 33.14 sec (2½ sec faster than the Northampton driver went last year in the same car). No doubt, then, that the Nimrod was the fastest non-turbo and, with its better fuel consumption, perhaps a dark horse for the race.

The Bob Tullius team exudes professionalism. They don't seem to have as much fun as the Aston Martin team, and showed studied ignorance of the challenge coming from further up the pits lane. With no previous Le Mans experience to draw upon with the XJR-5 they concentrated hard on gearing (too long to begin with), springing (too soft at the start of practice) and aerodynamics, for the cars looked anything but stable at the Dunlop Curve. They improved greatly, of course, for drivers Brian Redman / Bob Tullius / "Doc" Bundy and John Watson / Claude Ballot-Lena / Tony Adamowicz, to finish up 14th and 19th fastest overall.

Of all the races on FISA's calendar *Les Vingt Quatre Heures du Mans*, the grand prix of speed and endurance, must be the most international. The Americans were there in great force, but the Australians seemed to outnumber them. There were dozens of Japanese around the two Masdaspeed rotary engined 727C entries, and around the Dome which Stanley Dickens crashed heavily on Thursday evening. The French were heavily outnumbered in their own race, though Preston Henn's two-Porsche team included Jean Rondeau, the constructor who won the race in 1980, in return for which they had use of his facility 400 yards from the track in



PART of the impressive historic line-up before the race.

which to prepare the 956 and the new 962 immaculately. After all, preparation is of supreme importance for this race; with 16 almost identical Porsches taking part, the one which had a decent turn of speed, reliable drivers and spent the least time in the pits was going to be the winner.

The French were ecstatic for the first 12 minutes of the race, and Roger Dorchy became an instant hero as he led the Lancias across the line. The WM-Peugeot, which no-one had seriously taken into the reckoning, was ahead of Wolleck's Lancia on the opening lap, in its slipstream on the second, and ahead again on the third. This "hare" of the French team was using all its rodoubtable speed along the long straight to assert a lead, and might have continued to do so had not Dorchy missed his braking point for the Mulsanne Corner the fourth time, locked up and slewed into the barrier on the left. The car returned to the pit with the nose missing, and all the brackets needed to fit a new one, and spent an hour in the pits being rebuilt.

The first pit stops for refuelling came sooner than anticipated, Schuppan in the leading Porsche stopping after just 40 minutes with the others not far behind. Team managers were playing safe and calculating the fuel consumption on race speeds, rather than practice speeds, since there is no longer any limit to the number of times the cars may stop. Even the Jaguars ran only 50 minutes in the first stint and couldn't find a real advantage, but the stints were extended to around 70 minutes later as the engines loosened up. The main problem for the Jaguar drivers was maintaining concentration, since they had a planned schedule of lapping at 3 min 42 sec while the cars wanted to run at 3 min 38 sec!

The Schuppan / Jones / Jarier Porsche fairly dominated the leader board for the first five hours, though rarely with a lap in hand over the Lancias, the Hobs / Streiff / Moreno Porsche, the Canon entry, and Preston Henn's 956 which moved up well when the talented John Paul was at the wheel.

After three hours no more than 12 seconds covered the three leading cars, the Porsches of Schuppan and Jones, and Wollek's Lancia. Hobbs and Barilla were a lap down in Porsche and Lancia respectively, while Watson's Jaguar had moved up impressively to sixth place, Redman's being twelfth though on the same lap. The Palmer / Lammers 956 had dropped right down to 29th place when the right-rear suspension link broke (as it had at Monza) and suffered again when the same part on the left side sheared off. And during the night the rear body section flew off into the darkness, adding to this team's misfortunes.

At the three-hour mark, too, Pescarolo and Ludwig languished in 16th place, having made an unscheduled stop as early as the second lap to have an over-rich fuel injection setting remedied, and another with a rear suspension failure which took only five minutes to rectify. They were, at this stage, three laps behind the leader with 21 hours to go. . . .

The Lancias of Wollek and Barilla, in first and third places, sandwiched the Skoal Porsche 956 at quarter distance, those of Jones and Henn being fourth and fifth, with only two laps between them. The Jaguars were now sixth and seventh, and looking good.

A pillar of smoke from the far end of the Mulsanne Straight is what everyone fears to see, and when it happened it signalled the demise of the Aston Martin Nimrod team. John Sheldon's car had gone out of control at the notorious 220 mph "kink", for what reason no-one will ever know, and burst into flames as it hit the barrier on the left once, then again, disintegrating across the track. Tragically a marshal standing behind the armco was killed outright and another seriously injured, though Sheldon (who has no recollection at all of the accident) scrambled out with burns to his hands and left side, mercifully not dangerously serious. Palmer, following, managed to steer through the fast-moving debris but Drake Olson, in the other Nimrod, was unsighted behind him and hit the armco in avoiding the wreckage. He was badly shocked, but unhurt.

The pace cars were out for a full hour while the mess was cleaned up, and the Lancias continued to dominate the race when it got underway again. Then precisely at half distance Barilla's car stopped for 50 minutes having the gearbox rebuilt, fifth gear having broken, which looked ominous for Wollek's car too. Sure enough, that succumbed just after seven o'clock in the morning and almost simultaneously the second-placed Skoal 956 stopped with its engine misfiring. It continued to the end on five cylinders, with either a piston or a valve broken. So, too, did Tullius' Jaguar stop for 40 minutes with third gear broken, and retired later when the engine oil pump packed up as a consequence. Nor did the other Jaguar fare well on Sunday morning, delayed by a broken throttle cable and then eliminated by an accident at Tertre Rouge with Adamowicz at the wheel, rupturing the oil tank and returning to the pits with a glowing V12.

These incidents changed the picture dramatically, leaving Ludwig and Pescarolo in a lead they were not to lose. Their closest challenge came from the Schuppan / Jones / Jarier 956 which was only a lap behind an hour from the finish, but then blew a piston and rested in the pits until a few minutes from the end. So it was Preston Henn's 956 that finished second from the Skoal Porsche, Lancia being poorly rewarded by eighth place after fairly dominating two-thirds of the event.

So Porsche earned their ninth Le Mans victory, now equalling Ferrari's record in some style. It was Pescarolo's fourth win, equal to Olivier Gendebien's tally, and Ludwig's second. That they covered 11 laps fewer than the winners last year can be blamed on the need for pace cars, a calculation based on the hourly bulletins indicating that the equivalent of nine laps were lost for this reason in a two-hour period. For that reason, Reinhold Joest can reflect that this was no hollow victory in the absence of the factory Porsches. In fact, it was rather a good one. — M.L.C.

RESULTS

52nd LE MANS 24 HOURS, June 16th / 17th — Weather warm and dry

1st	H. Pescarolo / K. Ludwig	(2.6 t/c Joest Porsche 956), 359 laps (4,900.276 km) av. 204.18 k.p.h. (126.87 m.p.h.)	
2nd	P. Henn / J. Paul Jr/J. Rondeau	(2.6 t/c Porsche 956)	357 laps
3rd	D. Hobbs / P. Streiff / S. v.d. Merwe	(2.6 t/c Porsche 956)	350 laps
4th	W. Brun / L. von Bayern / R. Akin	(2.6 t/c Porsche 956)	339 laps
5th	V. Merl / D. Schornstein / J. Winter	(2.6 t/c Porsche 956)	339 laps
6th	V. Schuppan / A. Jones / J-P. Jarier	(2.6 t/c Porsche 956)	336 laps
7th	M. Sigala / O. Larrauri / J. Gouhier	(2.6 t/c Porsche 956)	334 laps
8th	R. Wollek / A. Nannini	(2.6 t/c Lancia-Martini LC2 / 84)	325 laps
9th	T. Needell / D. Sutherland / R. French	(2.6 t/c Porsche 956)	320 laps
10th	J. O'steen / J. Morton / Y. Katayama	(2.6 Mazda-Lola T616)	319 laps
11th	J-P. Grand / J-P. Libert / P. Witmeur	(3.0 Rondeau-DFV)	309 laps
12th	J. Busby / J. Hayje / R. Knoop	(2.6 Mazda-Lola T616)	294 laps

Fastest lap: R. Wollek, 3 min 28.90 sec (234.818 kph).

With Ecurie Ecosse to Le Mans

ONE'S earliest images of motor racing are always the brightest and one never recaptures the excitement of the schoolboy poring over every word of a race report. The first motor racing magazine I bought as a boy was a copy of MOTOR SPORT which contained the win at Le Mans by the Ecurie Ecosse D type Jaguar driven by Ron Flockhart and Ninian Sanderson. There was a story to capture the imagination, and the team and the car and the drivers filled my youthful mind.

The following year I was up in the early morning to catch the radio bulletins from Le Mans and thrilled as the two Ecurie Ecosse D types of Flockhart / Bueb and Sanderson / Lawrence led home Jaguars in first, second, third, fourth and sixth. The memory of that excitement has stayed with me all my life.

Ecurie Ecosse never again reached those heights, though it remained a leading privateer outfit until folding in 1975. Earlier this year came the announcement that a group of Scottish enthusiasts, led by Hugh McCaig and Graham Gauld, had revived the team and were to go once more to Le Mans. That was news to stir the memory. I resolved that I wanted to go to Le Mans to see the return of Ecurie Ecosse.

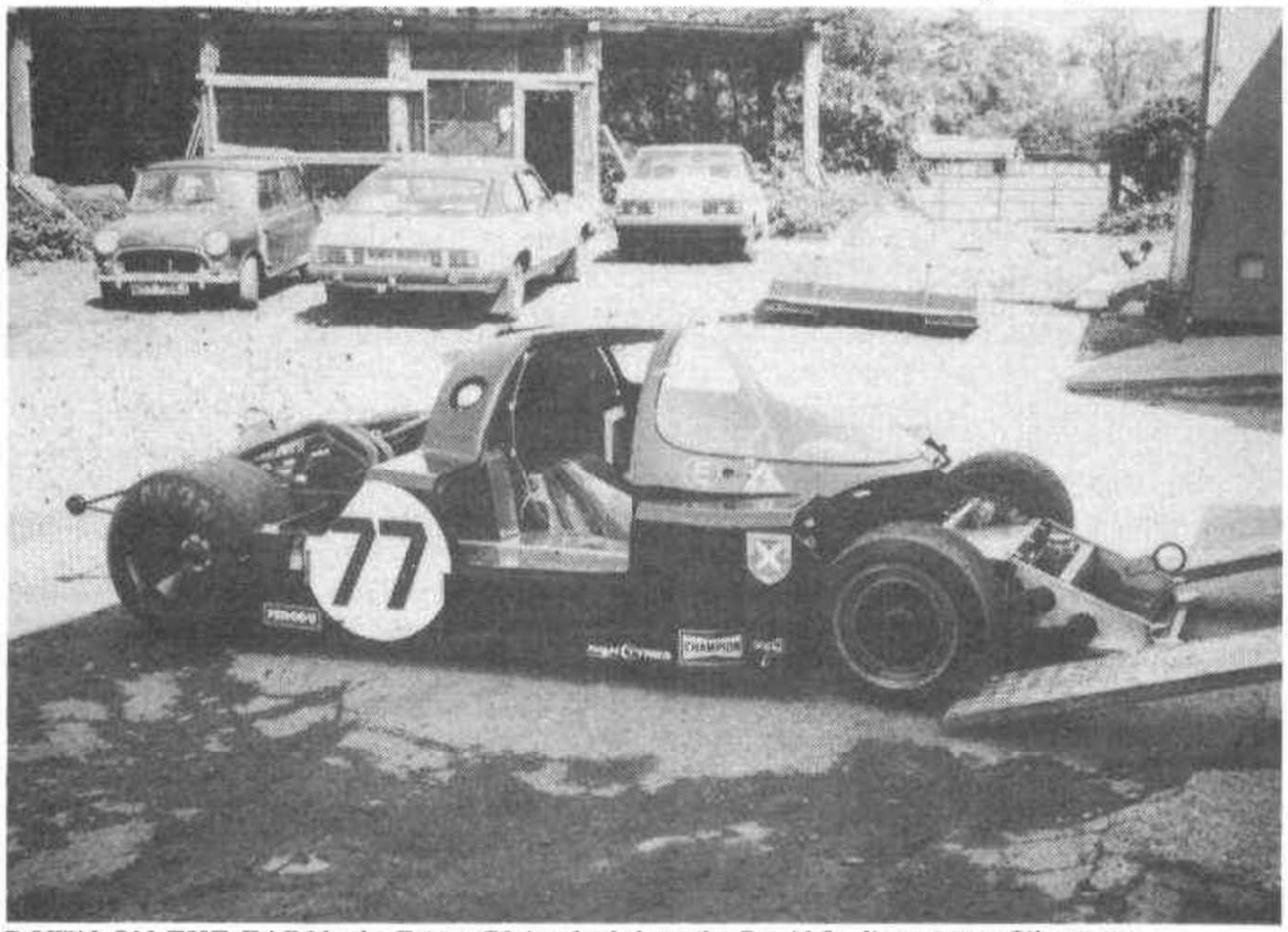
I had never been to the race. In the years when I wanted to go, the years of Jaguar, Aston Martin, Ferrari and Ford, I could not afford the trip. When I could afford it, the scene had changed. Matra, Mirage, Porsche and Renault were no doubt all worthy, but they struck no chord within me. The return of the Scots, and also the Jaguars, put a different complexion on things and this is the diary of Ecurie Ecosse's effort.

Wednesday May 30th. You drive through Salcey Forest in Northants and turn off along a private road which takes you through fields of wheat to a farm house. You edge your way through sleeping ducks and busy hens to some outbuildings behind the farm. Here Arthur Mallock builds his extraordinary Clubmans cars and his son, Ray, runs Mallock Atlantic Racing which is responsible for both Viscount Downe's Nimrod and the Ecosse C2. It is somehow appropriate that the cars are built and prepared in such a setting rather than in an anonymous unit on an industrial estate.

The Ecosse C2 is based on the Cosworth DFV powered De Cadenet ADC 78/1, but Ray has taken it apart, narrowed the tub by seven inches and set the driver back six inches; there is in fact little left of the parent car except for the Lola suspension. The body is a miniature version of the Nimrod Ray has developed in a wind tunnel, slippery and very small, using F2 sized wheels and tyres.

On my first visit, it is being wheeled out for David Leslie to shake down at Silverstone. In the two weeks or so since the Silverstone 1000kms, where it retired ten laps from the end when the gearbox blew up, the car has been completely stripped, cleaned, and reassembled. David Leslie has been signed to join Mike Wilds and David Duffield in the car for Le Mans and the test is first to run in a new crown wheel and pinion and then to allow David his first experience of driving a Group C2 sports car.

The test at Silverstone goes without a hitch, David putting in 60 laps and circulating below the class record. He is watched by his father, David Leslie Snr who has been active with the team at both Monza and Silverstone and who looks justifiably pleased with his son's performance. The team are pleased too, and David is immediately accepted as an asset.



DOWN ON THE FARM, the Ecosse C2 is wheeled out for David Leslie to test at Silverstone.

Friday, 1st June. The car has been completely stripped apart from the running gear. The team have two Swindon Engines-prepared DFVs, a GP spec unit producing around 495 bhp which was used in the Silverstone 1000 kms and which will stay in the car until after the first practice day at Le Mans and the race engine, with softer cams, which gives around 395 bhp.

During the week, it is looked after by three mechanics employed by Ray Mallock: Tony Green, the crew chief, is a young Australian who came to England to become World Champion but somehow got side-tracked, though the ambition remains. Then there is Matthew Wilkins, mad about racing for as long as he can remember, who left college to join Ray. And there is David Wilkie, who worked for Arthur Mallock for three years before setting up his own business to develop and market a machine he's invented but who answered a call from Ray to "come and help out".

"Helping out" means working a minimum of 12 hours a day, seven days a week, with the odd all-night session thrown in. At the other end of the workshop the Nimrod team are similarly at work. The two crews work separately but in harmony, sharing jokes, tools and advice but with an undercurrent of friendly rivalry.

For Le Mans, it is not only a question of preparing the basic car, but all the spares as well. There are four nose cones, each of which has to be mated by hand, filed and drilled to fit perfectly. Then each has to be wired with lights and sign written. There are two spare sets of front suspension, one of rear, and these have to be each fitted to the car and dialled in perfectly, then taken off again and stored. There is at least one spare for every component and each one has to be fitted and fettled. A pit stop is no time to discover that the spare exhaust system doesn't fit exactly.

A box of tools and spares has been made for the passenger seat and a cover moulded over the top of it for if the car stops out on the circuit, only the driver may work on it and he must stay within 30 metres of the car and mechanics can only give advice from a distance.

There is a slight worry over the fuel at Le Mans, which comes from a central system. Cosworth cars need up to one per cent oil added to the petrol to lubricate the metering unit and fuel pump. Tony plans to make a rich oil / petrol mix and put it in the vent fuel bottle so that it goes in with the main petrol, but is worried about the legality of the move, everyone knows the stories of cars being excluded for minor infringements of the rules.

The team works efficiently and economically, with Tony quietly orchestrating the effort. He says, "The nice part about motorsport is doing things to the standard you want. Mark you, we may look at the

It's only here that you're
of speeds sustained



SILVERSTONE.

e likely to reach the kind every day in Germany.

HARD right into Woodcote, flick through the chicane and then give it some wellie.

In a Formula One car you could quite easily touch 160 mph.

In a standard production Ford Sierra 1.6L you would probably top a respectable 100 mph.

Over here, Silverstone is one of the few places you can legally reach such speeds. In Germany, however, it's an altogether different story. A big fat Merc. can legally cruise all day at 130 mph or so on a network of no-speed limit autobahns.

This kind of high speed driving naturally calls for high performance tyres.

Although Continental tyres are such high performance thoroughbreds (the CV51/41 is safety rated at 130 mph, plus) it's not the sole reason they're fitted as original equipment to BMW, Mercedes and Volkswagen. And, we might add, many other major manufacturers.

Rather, they're fitted because they're engineered to be of the highest standards in the world.

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They are good roadworthy tyres alright, but they're not the best money can buy.

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Continental®

The best tyres in der Welt



LAST minute preparations — crew chief Tony Green looks pained, but the turnout of the car reflected nothing but credit on him and his team.

worksheet with three days to go and start throwing things at the car."

Saturday, June 2nd. The workshops are transformed; there are suddenly three times the number of people. At the Nimrod end of the workshop, Drake Olsen, Ray's co-driver, is working on his car surrounded by his regular team and volunteers, here a civil servant, there a teacher, all racing nuts who want to be involved.

At the Ecosse end, there are new faces and Scottish voices. They've come down from Glasgow and Edinburgh after work on Friday to give up their weekends to work, unpaid, on the car. Most seem to be friends of David Duffield who is outside busily bolting power tools to a work bench which will go with the team. In fact so much gear will be taken that the transporter will be full and the car towed on a trailer.

For the first time, you understand what Ecurie Ecosse and Le Mans really mean. It is a dream, an obsession. It causes men to give up their spare time, their holidays, to take unpaid leave of absence from work to bring the car to the grid at Monza, Silverstone, Le Mans, wherever. Nearly four dozen people are eventually involved in the effort. Some work on the car, co-ordinated by Tony Green who has to find work for all, within the capabilities of all. Some spend their time filling out paperwork. Some will man the signalling area at Mulsanne, living in a caravan and working in two shifts. Some will drive trucks and tenders. Others will buy the daily provisions and cook and bring soft drinks to the crew. Yet others seem to have no tangible job but are there for moral support and to do anything asked of them.

The team's patron, Hugh McCaig, was later to say, "it's easy for me, I only put in money. The mechanics put in both time and money and it costs them much, much, more."

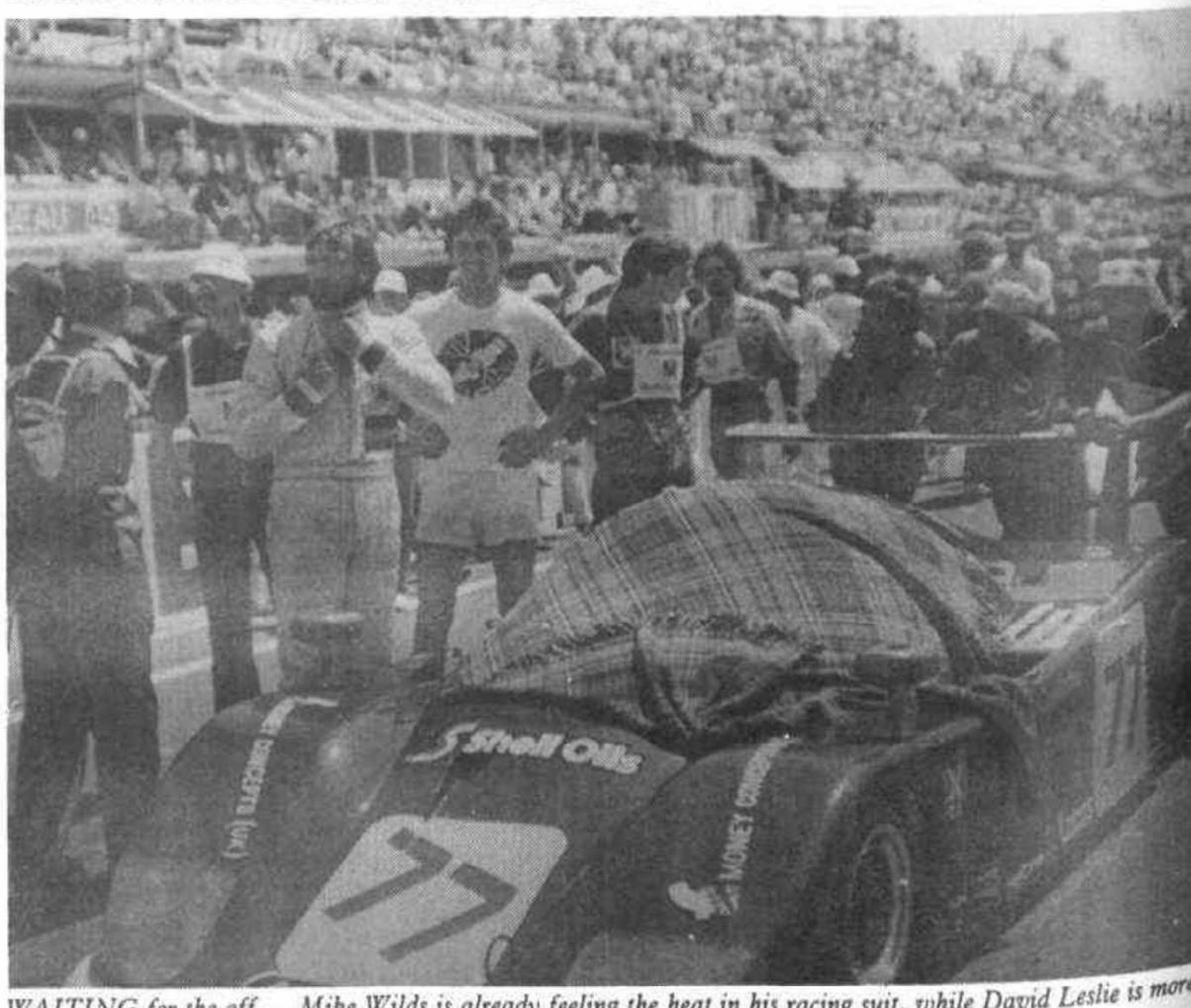
Ralph Paine, the stocky comic of the crew summed it up, "I love being involved in motor racing, I've helped David Duffield in Formula Ford and Atlantic, but you can't ignore the security of a job. I've a wife, a house and a bairn on the way. I'm a workshop foreman with a big Edinburgh dealers and they've been good to me, letting me take leave of absence and fitting in my holidays.

"You see, so much garage work nowadays is being a fitter, not a mechanic. Something is wrong with a car so you take one unit off and put on another, there's no precision, you don't make anything. But this is real engineering, every nut and bolt has to be tightened to exactly the right torque, everything has to be done exactly right. When it's all over, I'll go back to work to relax."

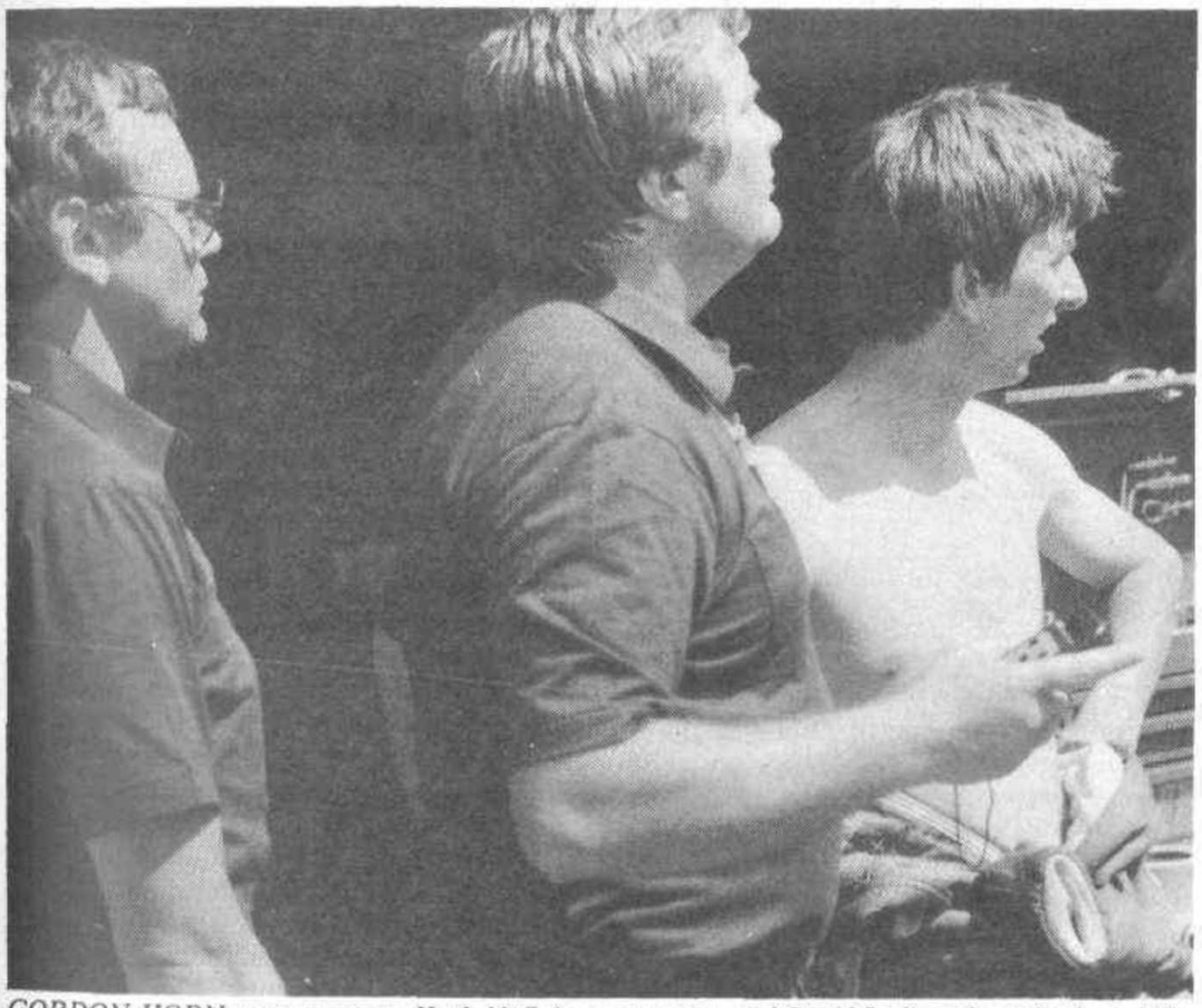
The question of adding oil to the fuel comes up again but the team manager, Gordon Horn, is sure everything is in order, it's accepted practice and, besides, he's filled in the form indicating that they'll be doing so.

Saturday, June 9th. I've been across to the workshop several times watching the car grow, getting to know people and feeling more and more part of the effort. Today is the last day before departure. The motor home is parked among the trees, it's not a hospitality unit, but a place to relax and sleep in. Some of the faces are unfamiliar for not everybody has been able to make the trip every weekend and some who have worked on the team will not go to the race. The car is nearly ready and the few remaining jobs are scheduled to be done at the circuit.

The Nimrod team, however, are asleep on their feet. A few days before, it became clear that the turbo engine was not working and so was removed. On Friday morning the car



WAITING for the off — Mike Wilds is already feeling the heat in his racing suit, while David Leslie is more suitably dressed for the prevailing weather. Note the tartan rug keeping the sun out of the cockpit.



GORDON HORN, team manager, Hugh McCaig, team patron, and David Leslie wait anxiously as Mike Wilds completes his first two hour stint at the wheel.

was virtually a bare tub and they have been working against the clock to put it back together. One, Mick Buskell, answers my question "Why do it? There must be easier ways of earning a living." "Motor racing is a disease," he says, "and once you've caught it, you can't get it out of your system."

Flat on his back under the Ecosse, fitting the exhaust system, one of the most tedious and pernickety of jobs, Matt Wilkins says, "Come over here, I've got the cure for the disease."

Sunday, 10th June. The team rolls off in convoy to Newhaven only to find it's strike-bound. They push on to Folkestone, cross to Boulogne only to find the officials there refuse to let them pass because it's a public holiday. At another port, with other officials, the Nimrod team are let through so they can arrive at the circuit and finish assembling their car.

At midnight everyone except the mechanics and truck drivers go on to Le Mans and those remaining on the quayside get some rest.

Monday, 11th June. The mechanics work on the car at the docks all day long but become friendly with the officials. A few stickers change hands and they are allowed off 90 minutes before the proper time of 10 pm.

They drive through the night and at 3.30 am, not far from the circuit, a tyre lets go on the transporter. Villagers hurry from their homes to investigate the explosion, convinced there is a bomb attack. The team change the wheel and it is dawn before they arrive and snatch a few hours sleep.

Tuesday, 12th June. Bleary eyed, the mechanics present the car in the town square for scrutineering, which starts at 10 am. There is a long wrangle over the measurements of the driver's footwell, it comes down to an interpretation of how the measurements are taken. For a while the ghastly fear that they will be excluded hangs over everybody but eventually the car is passed. It is 6 pm by the time they can return to the circuit and the decision is immediately taken to redesign the footwell to prevent any possible recurrence of the dispute in the future.

Wednesday, 13th June. The drivers are delighted with the car in qualifying and, more, the 200 mph barrier is easily broken. That gives everyone a lift, for the car is working as it's designed to work.

Mike Wilds is most enthusiastic about the car and its behaviour. "At 200 mph on the Mulsanne Straight you can take your hands off the steering wheel and she's steady as a rock." You wonder why anyone would want to do that at 200 mph.

That night, work begins on removing the engine and gearbox to replace them with the race units.

Thursday, June 14th. The crew get to bed at 4 am and there is now only the straight forward job of qualifying all the drivers, who must do laps at night as well as day. At the beginning of qualifying, however, the engine will not turn over, the gearbox is locked solid. The gearbox comes off and is checked, all seems in order. It goes on again and still is locked solid. Off it comes again, and re-checked. The time is ticking by and there is a possibility that the car will be excluded because the drivers have not qualified.

The men work as fast as they can, suppressing panic. Eventually, after the box has been off three times, it's discovered that the manufacturer has supplied the wrong clutch. It's just 4 mm off centre but that's enough to lock the system. At 8.30 pm the car is wheeled out and, with the bare minimum of laps, manages to get into the race. Poor David Duffield, for all his work, has hardly driven it.

Friday, June 15th. The rest day. This means the mechanics sleep in until 10 am and knock off early seventeen hours later. They strip the four corners, the wheel bearings, the gearbox, they change the oil and check every nut and bolt.

It all sounds unmitigated toil, but there's unfailing good humour and comradeship. Every member of the team is working in the same direction and the amount of interest in the car is astonishing. There's an endless stream of visitors, all wishing the team good luck. A French magazine has run a seven page spread on Ecurie Ecosse, with photographs of the D types, the Cooper Monaco, Jackie Stewart, Gerry Birrell. There is so much good will from all quarters.

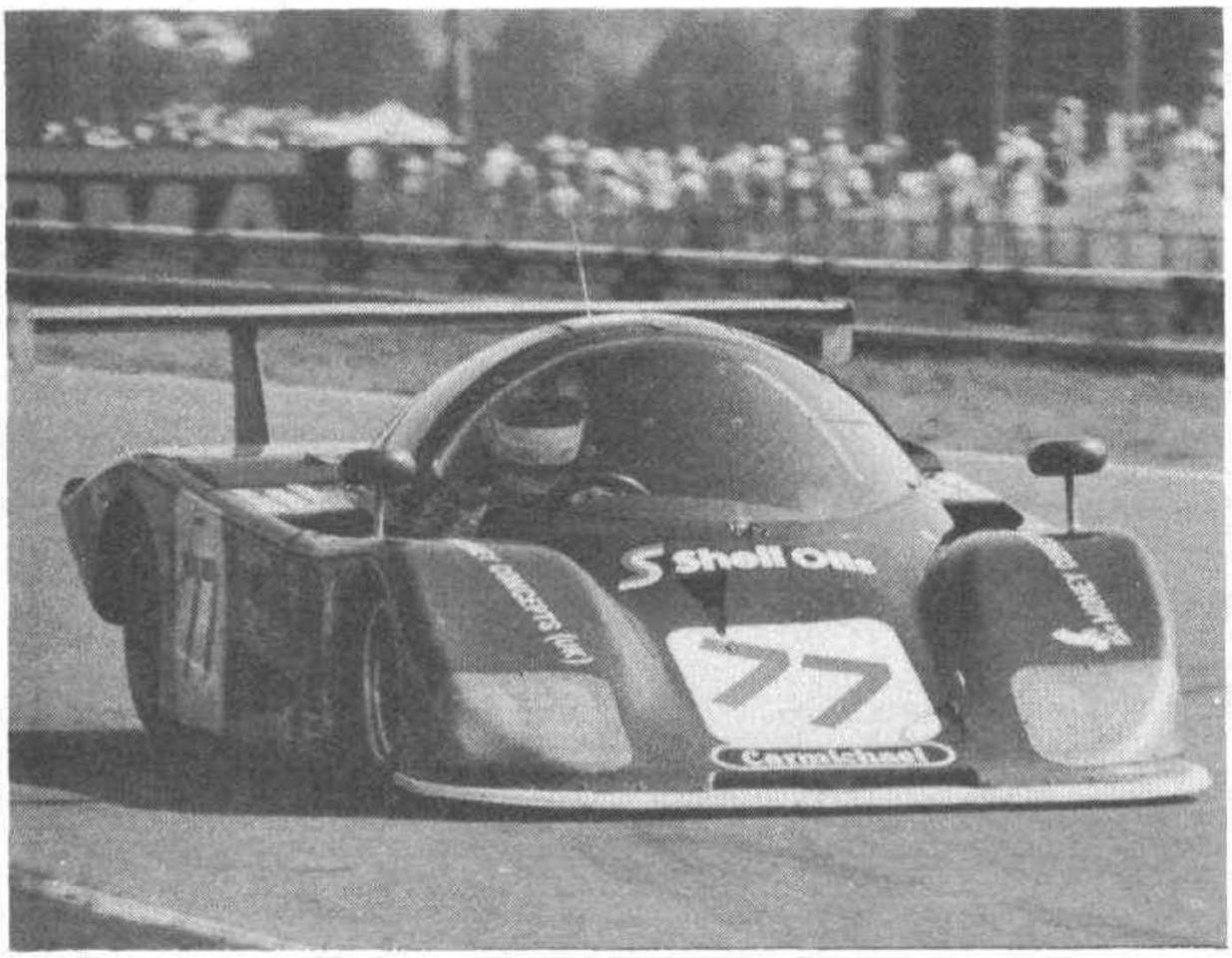
On the way down from Scotland, someone has bought a tape of Andy Stewart songs and there is a plan to have "Campbelltown Loch I wish you were whisky" blaring out from the pits. Most of a case of Scotch has already gone — the team is strictly sober but difficulties have been smoothed out here and there with a bottle of the old amber fluid.

Some of us are staying at a pleasant little chateau. The count and countess are intrigued by the thought of haggis and so, in the small hours of Thursday morning, an urgent message is sent home for some, which arrives on Friday. We have hardly a single word of a common language between us but manage to convey cooking instructions, with emphasis on "tatties and neeps", the bagpipes and Robbie Burns' paean of praise.

On Friday evening the drivers, the patron and friends go out to dinner. Everyone is in high spirits, Hugh says, "Whatever happens next will be a bonus. We've made it here and we've qualified the car. That's the main thing." The drivers are all quiet and eat little, they've nothing to do except wait and the time hangs heavy on them.

Also in the restaurant are the drivers, the sponsors and guest of one of the big money teams. There is a PR presentation and the drivers are paraded. Everyone in Ecosse finds this hugely amusing and there is good-natured barracking. The other drivers are asked questions like "How fast do you go?"

It highlights a serious side of the business, too. Ecosse cannot continue to rely on private money indefinitely. If it is to



DAVID LESLIE at the wheel of the Ecosse C2.

continue it must find a sponsor, of the right sort. One who might buy the body but not the soul of the team. One who will be sensitive to the marvellous spirit, and who will not have paid PR types saying cutely, "If you wish to go up in a helicoptor to watch the cars, you contact Francoise, she's a really beautiful French girl, and she will arrange it. . ."

Saturday, June 16th. In the morning, the drivers go to their briefing and the mechanics go to theirs. There are so many rules to know. Only four mechanics are allowed to work on the car in the pits. If the driver pumps the brake pedal while bleeding the brakes, he counts as a working mechanic while doing it.

The cars are lined up in echelon on the grid. The grandstands fill up. Girls in bikinis sashay by for the photographers. It's noticeable that, depending on a person's function in the team, the tension peaks at different times. The drivers are relaxed after last night, it is the crew who are now tense.

Everything one has ever heard about Le Mans is true, its atmosphere, its colour, its tawdriness. The one thing no description can ever convey is its size and scale, and the tangible excitement as the start approaches.

The cars stream out on their pace lap and then accelerate hard as the pace car leaves the circuit. But the Ecosse is not among them! I dash to the pits to discover that waiting in the heat has caused the fuel cam to lock up and this had wedged open the throttle. It's soon cured but the car starts from the pit lane a couple of laps down.

Mike Wilds is soon on song and making up for lost time. He is so happily in the groove that it's decided he should stay out for two hours though, after a while, he comes in to change a wheel. The balance weights have come off the front left wheel and the vibration is shaking the car.

The small pit is crowded with wall-to-wall Scotsmen, gazing out at the pit wall with just the tops of the cars showing for a split second. Information comes by telephone from the signalling crew. There is no tension, but everyone in impassive.

After two hours, Mike comes in to hand over to David Leslie, he's been setting very fast times and is convinced there is another ten seconds to come, should the need arise. He is exhilarated. The car was 48th at the first hour and 38th at the second.

David Leslie, despite having had little practice, is soon matching Mike's times and moves up another two places, coming within striking distance of the class leaders.

There is a slight problem with pit passes and Hugh resolves it by pouring the dregs of a couple of bottles of Scotch into one and topping it up with water. The marshal seems satisfied.

At 5.49, on its 40th lap, the car stops out on the circuit. There is a fuel problem. Tony and Ralph set off on a motor bike to the spot, at the beginning of Mulsanne. Everyone else in the pit is silent and calm. There is no point in panicking. David's head set is not working properly, he can transmit but not receive. Occasionally, a call comes from the signalling post.

An hour passes, and then two. The time goes remarkably quickly but there is optimism. "He's trying to re-route the plumbing" is one version of events. Nobody knows what's really happening, but having come so far they keep the faith. Meanwhile the clock is ticking away the time — and to qualify as a finisher you have to complete 70% of the winner's distance.

Some think that the time has come to knock the project on the head, carrying on will only run up bills, money which could be used for another race. Mike Wilds is wanting to carry on. "The car's so beautiful, I want to get out there and give it some stick. We can still make a point." Everyone feels intense sympathy for David Duffield who has worked so hard and for so long, who has hardly driven the car in practice and who may now not drive it in the race.

Out on the circuit Tony and Ralph, shouting and using sign language, finally help David to locate the problem. A small nylon driveshaft in the fuel pump, hardly bigger than a penny, has sheared. David tries gerry-rigging one using glass, a piece of plastic, a stone. He gets some fuel pressure but not enough.

Meanwhile the Nimrods have crashed and everyone's thoughts turn to friends in the team. The disaster, however, gives Ecosse some respite as the pace cars are out.

After four hours, with his hands red raw, David fixes the driveshaft, but finds the whole pump seized. The reason for the seizure could be the refusal to allow oil in the petrol. At least it was nothing the team could do anything about.

There is disappointment, of course, but taken philosophically. Mike Wilds becomes quiet, David Leslie is animated. Nobody can find the words to tell David Duffield how sorry each is.

Some drift off to the funfair, some sit quietly talking, others go to drown their sorrows, and some go back to bed. The race drones on but who cares?

Someone says, "you'll not have much to write about" but is wrong. The story is the effort, the *idea* of taking Ecurie Ecosse back to Le Mans after 22 years, not the result. This has been only a hint of the work, the optimism, of what it meant to us all to be there.

Monday, June 18th. Back in Salcey Forest, the car has been put away to be prepared for its next race, the Thundersports event at the British GP. The talk is not about recent disappointment but about future success.

The cycle of work will restart and personal commitment will be reinvested. The same can be said for other teams too, and for other races. As always in motor racing, there is always the next race. . . .

M.L.

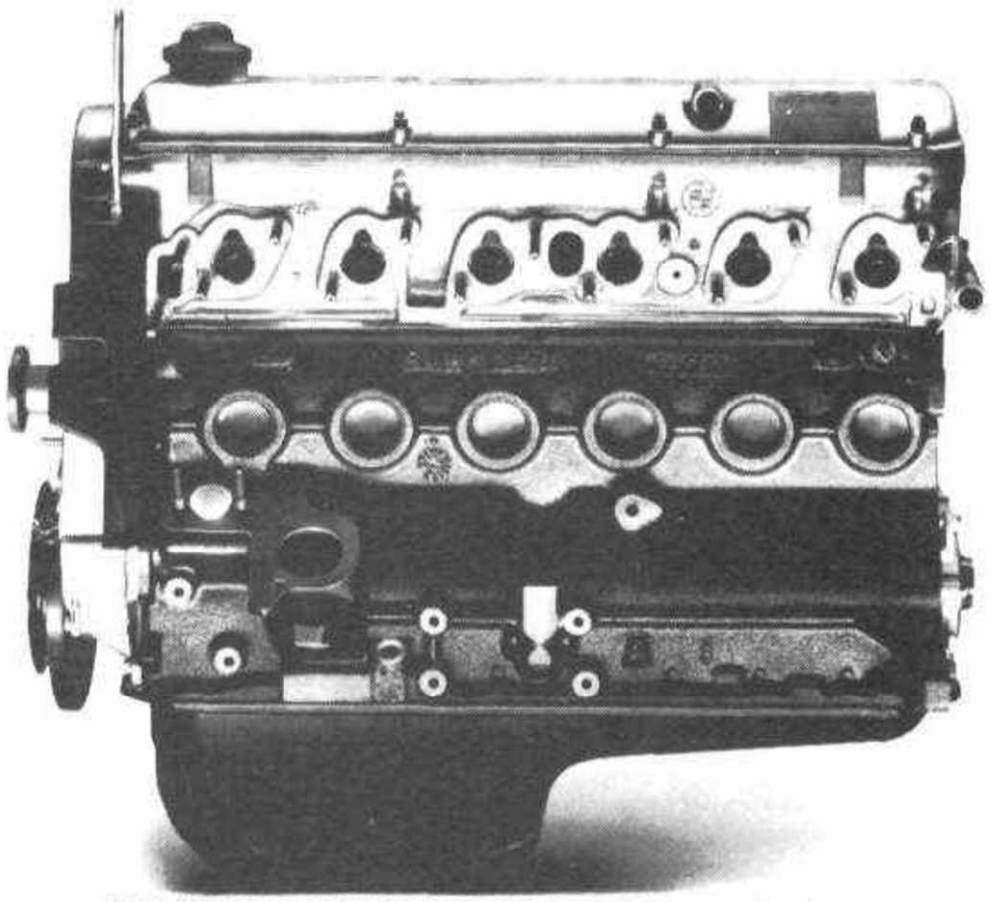
Good News from Lotus

IN MAY, Lotus Cars reached a new milestone when they completed the 30,000th Lotus to be made since 1966 at the Hethel factory. Of the total, 5,508 were Elans and 9,887 Europas. The current models, Excel 2+2, S3 Esprit and the Turbo Esprit are all selling in record numbers with production up 25% over last year for the home market and full order books for overseas markets.

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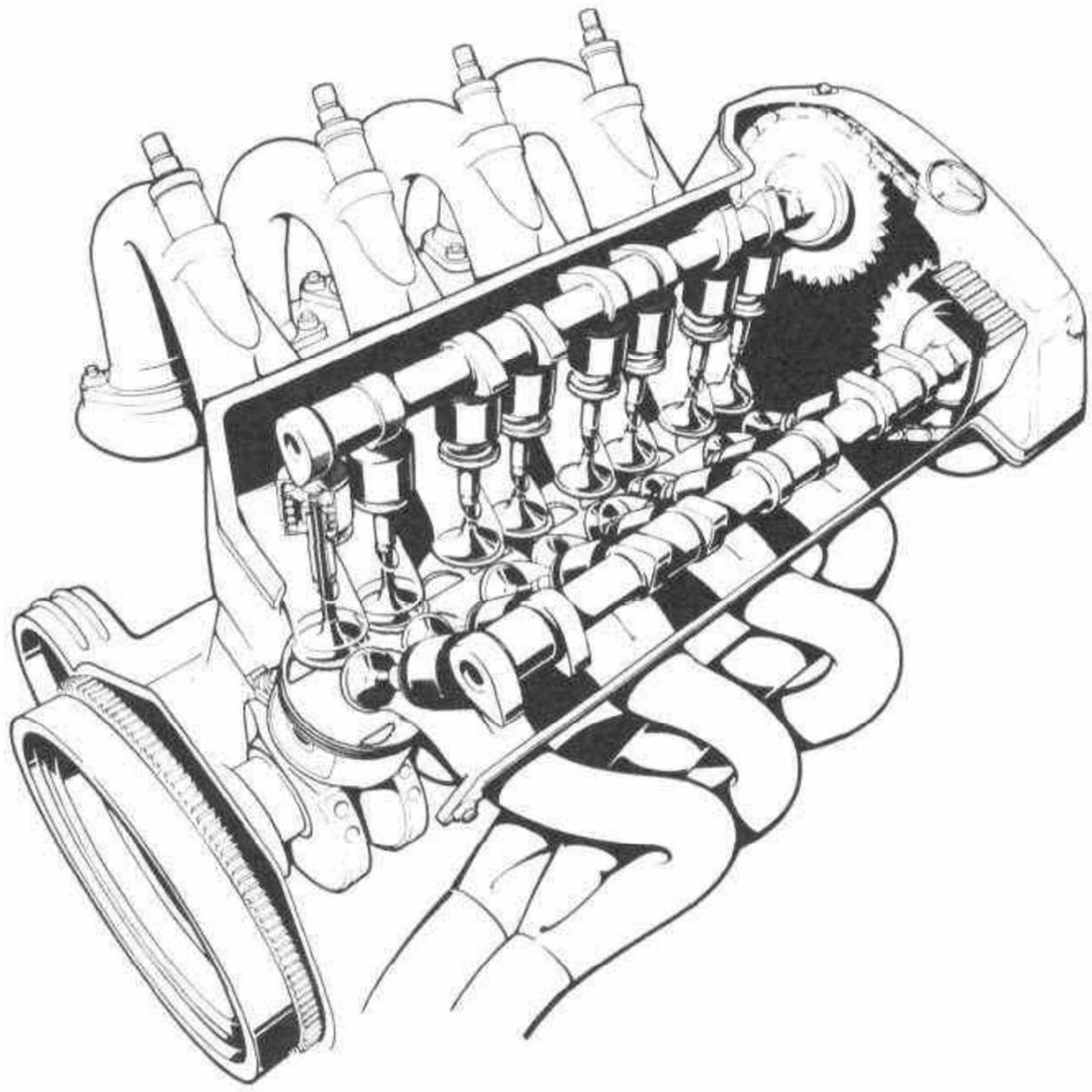
The Mercedes-Benz 16-valve

FOR quite a long time we heard rumours and stories that Daimler-Benz of Stuttgart were about to enter the "small car market" with an entirely new car. Mistakenly we assumed it was aimed at the mass-market of Renault or Fiat, which seemed rather ambitious of the Unterturkheim people. However when this new "small car" was announced it turned out to be a "small car" only by the standards of Daimler-Benz, not by the mass-production factories of cars for the peasants. This new small Mercedes-Benz was the 190 and it was a very reasonably sized four-seater saloon, barely down at the level of the top of the Renault and Fiat range. When Daimler-Benz had been talking about "the lower end of the market" they were obviously referring to the lower end of *their* market, and that of BMW in particular. Had they talked of a "compact" car, we might not have got off on the wrong foot!

The first 190 saloon that we saw was in the entrance hall of Munich airport (of all places!) and the display did not make any comparisons with any BMW model, the placards merely said "This is the new Mercedes-Benz 190" but it was pretty obvious at what sort of market it was aimed. Its reception in the motoring world seemed a bit luke-warm. A nice car, but why would anyone want a small Mercedes-Benz when they could have a big one. One criticism that was heard was that it lacked performance. It could be wound up on the Autobahn for sure, but it was not lively in the BMW 3 or 5-series idiom.

In order to rectify this appearance of lacking performance Daimler-Benz put in a crash-programme aimed at improving the performance of the 190. They contemplated turbocharging, but rejected the idea as not being in line with their philosophy of serious engineering, feeling that turbocharging was a quick and rather artificial way of improving performance. They preferred to attack the quest for more power from a more basic engineering angle and consequently decided upon an entirely new top end to the otherwise robust 4-cylinder engine. The design brief was for 4-valves per cylinder, operated by twin overhead camshafts; in other words a pure "racing" top end, but the end result had to be suitable for volume production with all the accepted Daimler-Benz attributes of reliability and longevity, as well as integrity of engineering.

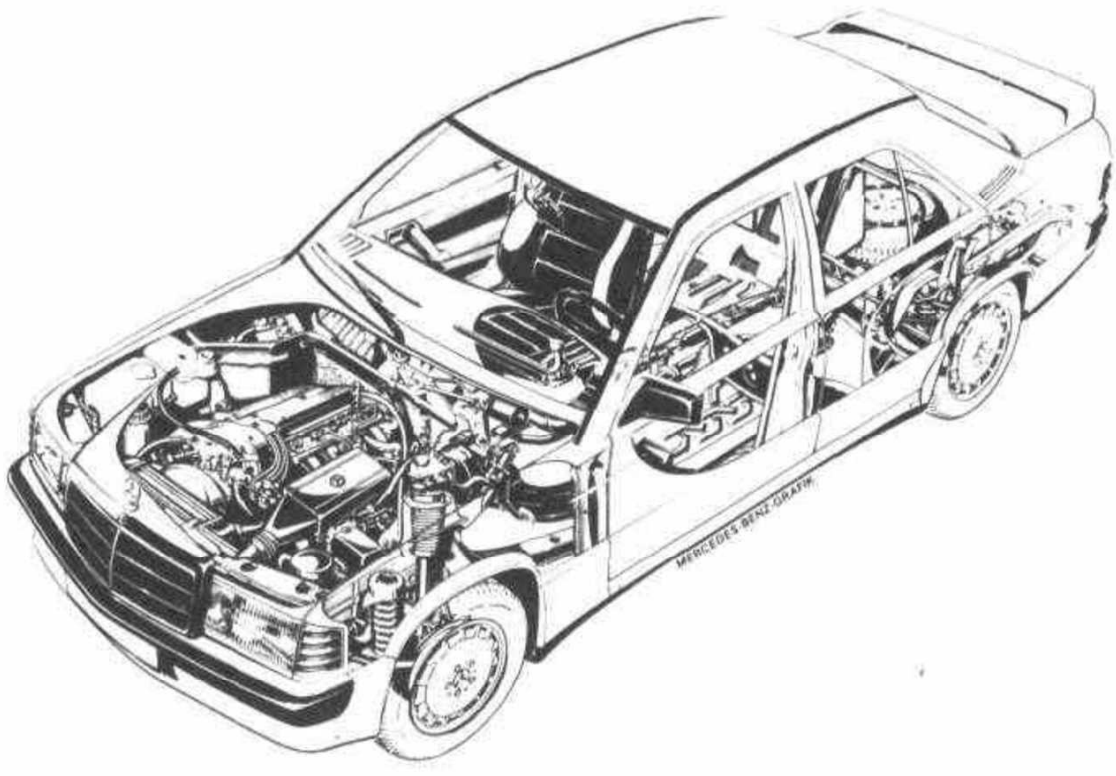
Their own research and development programme was very full and programmed for some years ahead on a multiplicity of projects, so they had little option in this "crash-programme" but to look outside their own research and development department. They could think of no-one more suitable than Cosworth Engineering,



designers and makers of the Ford DFV Grand Prix engine that needs no introduction. Cosworth agreed to take the project on, with a very short time-scale, and Cosworth engineers and Daimler-Benz engineers worked in close co-operation on the original design of this new twin-cam 16-valve alloy cylinder head to fit on the normal 190 bottom end. It would be difficult to connect two more established engineering concerns than Daimler-Benz and Cosworth, and the end result was demonstrated by endurance runs, which also became record runs, on the Fiat test track at Nardo in Southern Italy.

Typical of the Unterturkheim standards, these records were over distances of 25,000 kilometres, 25,000 miles and 50,000 kilometres. On the vast oval test-track the prototype of the new 16-valve engined car averaged well over 150 mph for these

Continued on page 794



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Formula Three Focus

THERE has been a great deal of discussion and speculation recently about the future of Formula Two and Formula Three. Formula Two has admittedly declined over the years, in 1978, for example, up to 42 entries were received for a single race and qualifying took place at most rounds. Now almost anyone with a car is welcomed with open arms by the organisers. With the withdrawal of support at the end of this season of both Honda and BMW, a new Formula Two is being urgently sought.

Almost certainly it will be replaced by a FOCA-packaged category using detuned Cosworth DFV engines (giving around 375 bhp) in a 12 race series, eight rounds of which will support Grands Prix. With engines needing rebuilds at intervals of perhaps over 2,000 miles, costs could be kept reasonable and the promise of being part of a Grand Prix meeting must be more attractive to sponsors than races held in March at Silverstone or on circuits of the Second League with relatively small crowds.

If single-seater racing is seen as a ladder, then the re-adjustment of F2 naturally poses questions about F3. In contrast, however, it is a fairly healthy formula with well-supported championships in Britain, Scandanavia, France, Germany and Italy as well as the European series. Though at the recent launch of Formula Turbo Ford (basically F2000 cars using a turbocharged Ford Pinto engine governed to produce 150 bhp) it was emphasised that the new category was not intended to challenge F3, there are observers who feel that it is waiting in the wings to do just that.

With a very wide power band, a relatively inexpensive initial package and the capability of increasing engine power by up to an additional 40 bhp by simply changing the turbo "pop off" valves, FTF is the strongest challenge to F3 since the demise of Formula Atlantic. You may be sure there will be a lot of political moves behind the scenes over the coming months.

We are now in the 13th year of the current Formula Three and it has been extremely successful in finding new talent. Most of today's Grand Prix drivers went through it and some, such as Piquet, Prost, Senna and Brundle, transferred easily from F3 to F1. In terms of acting as a rung on the ladder to F1 stardom, it can hardly be faulted — except when one considers that there are many talented drivers who cannot prove themselves in the formula because of the cost.

If you wish to be run by a professional team in the British championship, then you must take with you up to £120,000 — for the 17 race series. A year of European F3 could add another £30-£40,000 to this figure, since travel and accommodation expenses rise, there is the need to do more testing on a wider variety of tracks, and because the rubber is "free" and a team is constantly looking for time by throwing new compounds at the car.

These are serious sums of money by anyone's standards, but especially when one considers that the typical F3 driver is young and not always mature, that the budget works out at over £13,000 per hour of racing, and that the visible return to sponsors (crowds and television coverage) is negligible.

Not too many years ago, many successful F3 drivers bought a car, prepared it with help of friends, and towed it to meetings at home and abroad behind a VW Caravanette. In a a few cases, start and prize money meant they nearly broke even on a season whereas, today, if you won every round of the British Championship, the prize money would barely cover the expenses of a single race. In the days of the "one-litre screamer" F3, the racing was considerably closer and more exciting than almost anything we've seen lately in F3.

Even as recently as 1978, Derek Warwick's trump card for the season was that he didn't have to drive the team truck to the circuit and subsequently there were other genuine privateers who ran at the front of the field and, even, won races. In 1978, Nelson Piquet was the envy of all because of the time he spent testing, yet his total budget was less than a third of a current F3 budget, and inflation does not account for the discrepancy.

What has happened over the past three or four years, is that it has become impossible to be competitive in F3 without going to one of the five or six top teams. If you do, you will have the benefit of the best equipment, perfectly prepared cars, lots of testing, and the experience they have gained over the years. All this costs money: wages, workshop overheads, transport, tyres, hospitality, PR, accommodation, testing fees, engine rebuilds and so on. Without a professional team behind you, even a single point for sixth place is usually beyond reach.

Formula Three is characterised by an air restrictor of 24 mm which limits the power of engines to 160 bhp and keeps them reliable.

The man who finds a way of restricting cash in racing will have deserved the thanks of us all. It will never happen, of course, because one of the Golden Rules of racing is that "Expenditure rises to meet the amount of money available."

You cannot blame the teams for existing, they exist because there is a demand for them. It has always been so in the sport, someone has always had more to spend on the best equipment, the best advice, more testing and so on. This article does not attempt to pass judgement but merely record the situation as it is.

The accumulated expertise of the professional teams can be illustrated by the fact that, last year, Johnny Dumfries (now leading both the Marlboro British F3 and European Championships) began the season with a secondhand Ralt bought from Dave Price Racing, a car which had been expertly fettled. Then he acquired a brand new Ralt and found himself all at sea with it. Without the fine tuning of a top team, it was simply not competitive. This year, running with Dave Price Racing, with sponsorship from BP, he has been dominant and is believed already to be planning a move into F1 when he considers the time right.



JOHNNNY DUMFRIES — currently leading both Marlboro British and European F3 Championships.

DPR does more to the standard Ralt than any other team and it is perhaps interesting to consider what they have been doing this year, though Dave Price is adamant that "We try only to provide the driver with the best equipment we can, Johnny could have been winning with cars prepared by any of the other leading teams." One of those other teams is run by ex-Lotus mechanic, Glenn Waters, who says, "I'm in F3 because it is the highest formula in which I can make a significant, direct, contribution to the technology of the car."

Before we examine the DPR car, however, perhaps the following story will illustrate what current F3 is all about. I was recently discussing an aerodynamic tweak with a mechanic who had explained the reasoning behind it. When he had finished, I asked, "Okay, but does it work?" "We don't know," he replied, "we reckon it gives *something*, nothing you can measure, but it sure as hell revs up the driver."

Formula Three works on the broad principle that if you add together enough hundredths of a second per lap, they eventually translate into tenths and, even more importantly, all that work will have a positive psychological effect on the driver, who will then find you more extra tenths. If a car wins a race with a purple pole in the nose, come the next race everyone will have a purple pole.

The first thing to notice about the DPR Ralt is that it retains last year's front suspension, the rocker arms instead of the '84 push rod suspension. Both systems use identical geometry, the rocker arm suspension is easier to work on, the push rod suspension is less likely to total a tub if a front wheel is ripped off. A number of people have told me, "The new suspension is cosmetic only, Ralt have done a face lift so everyone buys an '84 car." Steve Hollman of Ralt does not deny that is part of the reason but points out that the company produce cars for a variety of Championships and in Europe, different sized tyres are often fitted. It is relatively easy to change a push rod to accommodate different sizes while maintaining the same geometry.

DPR have had to produce a new nose cone to accommodate the rocker arm suspension because their tub is to '84 spec, though it has been stiffened by, among other things, being reskinned in thicker aluminium. This is a luxury they can afford because, fitted with a VW engine, the RT3 is below the weight limit so ballast can be added for optimum weight distribution. At the rear of the side pods, another modification has been made, they are pinched in, rather like a McLaren, to promote cleaner air flow from the venturi to the wing.

The standard round-tube wishbones have been replaced by elliptical ones. The standard dashboard has been supplanted by a different one and a new wiring loom made. The works VW engines are running in "low friction" form with single valve springs and single compression rings. The standard five-speed Hewland Mk 9 gearbox is braced to the chassis and the Hewland differential is changed at some circuits for "a different one". Dave Price would not say which differential he uses but I believe it to be a Quaife direct gear limited slip unit which, on some tracks, has allowed the car to run with two degrees less rear wing than otherwise. So many hundredths make so many tenths.



MONACO 1978 — Rising star Nelson Picquet makes an impression in his Ralt RT1.

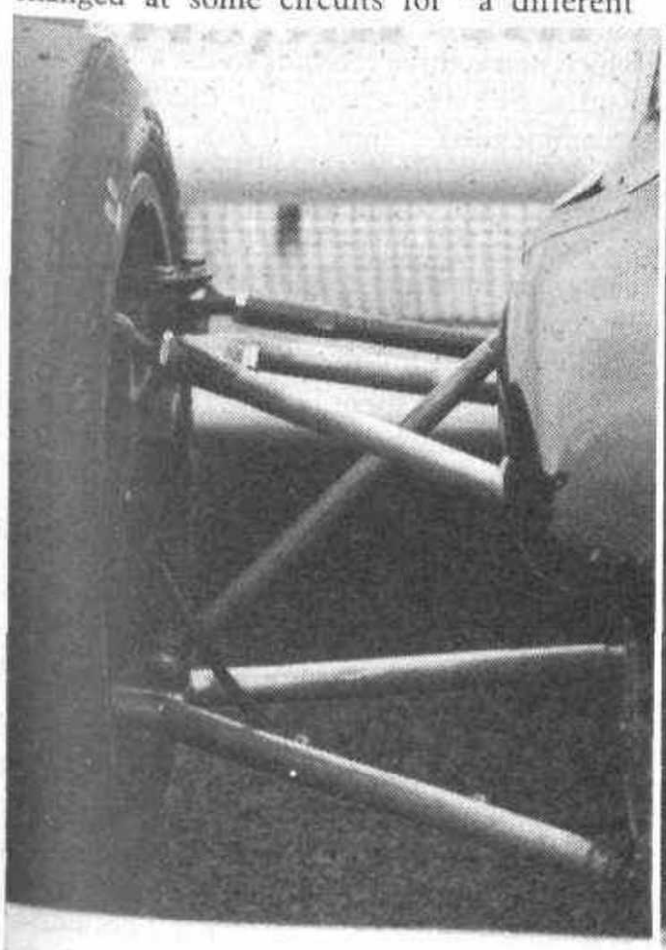
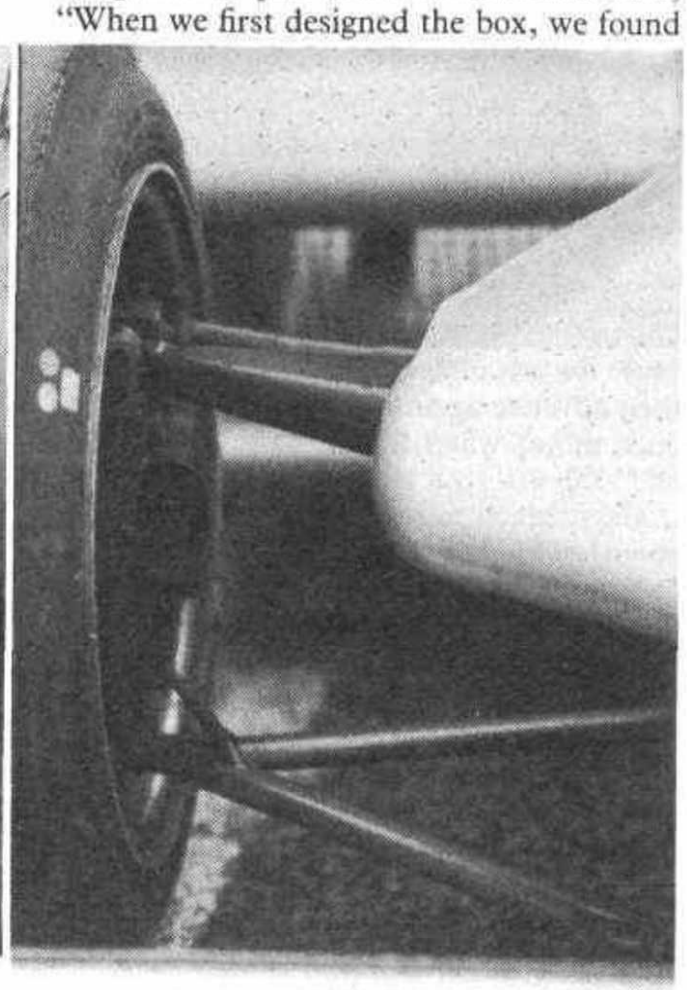
In addition there are other small modifications designed to promote reliability and ease of maintenance while, on a circuit such as Monaco, the standard Lockheed discs would be replaced by F/Atlantic spec ventilated ones.

Other teams make some of these changes. The bracing of the gearbox, for example, is standard practice. The weakness is in the casting which is standard VW Beetle, currently made in Brazil. It is not only required to take three times the power for which it was designed, but the stresses of having threequarters of the rear suspension hung on it. Jim Buss of Hewland said, "When we first designed the box, we found a VW casting cost £17 while to do it ourselves would cost £220 — prices have risen, not necessarily proportionally, but you get the general picture. We are actively considering a new, lighter gearbox for the smaller formulae which might offer either cam and pawl or Salisbury type differentials." When asked about other types of differentials, he said, "I'm sure a lot of experimentation goes on, but nobody tells us. It's the same in F1, teams use different differentials for different circuits, but they never tell us about it."

The Quaife diff is certainly used by Keith Fine who is leading the Class B (year old cars) section of the championship and who reports it is very good in the wet. This is a view echoed by John Robinson, designer of the Magnum, who first used a Quaife last year and found half a second thereby around the Silverstone Club circuit. The Magnum 833 had some traction problems, due to lack of finance for testing and development, and the Quaife helped, in particular allowing a lower second gear to be fitted for Becketts.

The low friction VW engine which Dumfries and some other runners are using may give a slight advantage. John Judd, partner with Sir Jack Brabham in Engine Developments who produce the VW F3 engine, says it is too early to have an opinion. Several engines need to be tried for a full season before knowing. The testing brake cannot discern a difference which might, or might not, be there because in any batch of ten engines, built to identical specification, there will be a horsepower or so difference and the same difference can be measured under different atmospheric conditions or, indeed, by two different testers using the same engine and the same rig.

The thinking behind the "low friction" engine follows on from the premise behind the VW engine itself, which has only one camshaft. John Judd says, "The restrictor limits horsepower, no F3 engine is significantly better than any other, they all produce around 160 bhp (162 DIN) but with a single camshaft we lose less in friction."



1984 RALT RT3 pushrod front suspension (left) compared with the 1983 rocker arm suspension used on Johnny Dumfries' 1984 car. Note the elliptical wishbones and modified nose-cone on the Dumfries car.

Formula Three engines are based on four-cylinder homologated production units (5,000 of which must have been produced in a 12 month period) and although Wankel engines are permitted, nobody has yet tried to build one. The cost of developing a new motor is high and a builder generally has a relationship with a production car manufacturer. In Judd's case, he had a relationship with VW after building the SuperVee engine which accounts for 80 per cent of the US market — VW money did not come in directly, but VW are customers who lend the works engines to drivers like Dumfries and John Nielsen in Europe. Novamotor in Italy have had similar relationships, particularly with Alfa Romeo, which engine is going strongly in Europe at present. Swindon engines had a relationship, via Unipart, with BL and developed the Triumph Dolomite unit (originally worked on by Holbay) for the Unipart F3 team. When Unipart withdrew, the engines disappeared. Other manufacturers, including Saab, Fiat and Ford, are rumoured to be coming into F2. Swindon's John Dunne becomes wistful when contemplating the possibility of the new Cosworth / Mercedes 190 engine.

All current engines produce around 160 bhp between five and six thousand rpm. At low speeds they can fill their cylinders adequately but, about 5,000 rpm, they become throttled. The engine builder designs his unit, therefore, so the mixture becomes progressively lean and the ignition becomes progressively advanced. Valve overlap, common in most racing engines, is impossible because of the restrictor which, at high revs, creates a partial vacuum which sucks exhaust gases back through the inlet when both valves are open.

In the search for more power, John Dunne of Swindon engines, is investigating the sophisticated new injection systems while Neil Walker, chief designer of Engine Developments, believes the way ahead lies in ignition. "The problem to avoid is detonation. If you have a sensor in the block, you can progressively advance the ignition until detonation occurs. As soon as it occurs in one cylinder, the vibration will cause the advancing ignition to back off and then advance again until detonation occurs once more, when it will back off, and so on."

How much advantage are we talking about? "One horse, maybe two," says Neil. One or two horses is something which no driver could possibly detect, but they could make a contribution to the whole equation, hundredths becoming tenths. The air restrictor dominates F3 in so many ways. The limited rev band produces a particular style of driving ("There's so little grunt, if you're not quick out of the corners, you're not quick down the straights," says Johnny Dumfries) and a particular type of racing where it is virtually unknown for people to make up for a spin, unless the conditions are such that the driver's ability comes into full play, as in the wet. Increase the restrictor by just two millimetres and we are looking at another 15-18 bhp with no loss or reliability and no extra expense. Indeed, the unrestricted Toyota engines which Novamotor sell to South Africa for a rally series, produce 212 bhp and are as reliable as F3 engines.

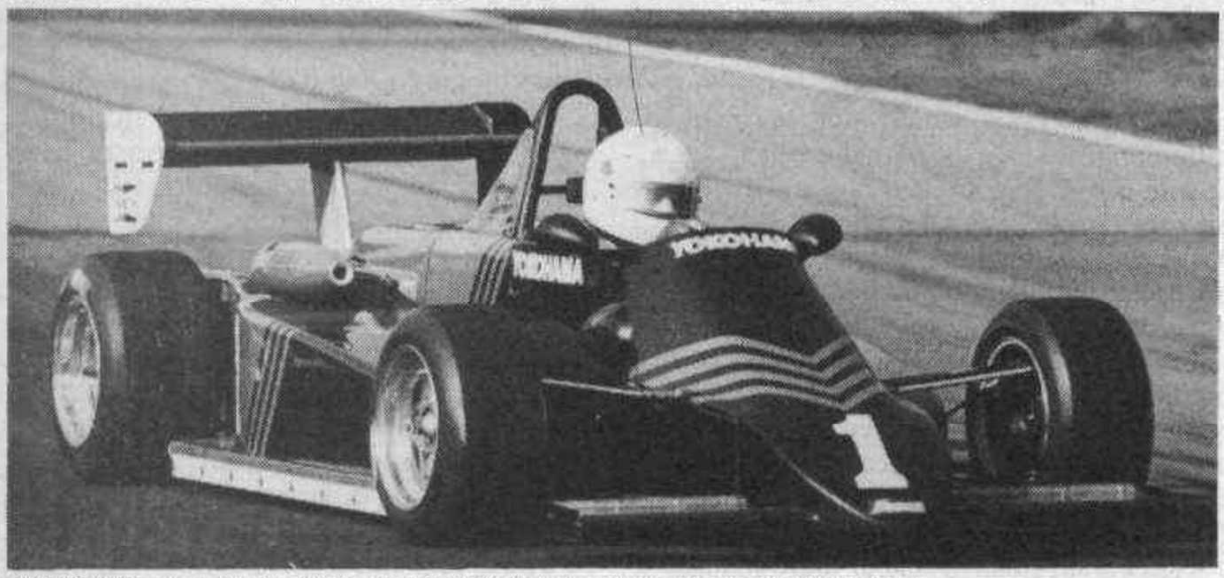
With the engines all sharing much the same characteristics, it's interesting to know that the choice of motor generally rests on the relationship a team has with a particular builder. Sometimes, as in the case of Glenn Waters, it's because the VW motors he uses are built in this country. Sometimes, as in the case of Dick Bennetts of West Surrey Engineering, it's because he has a long-standing relationship with Novamotor.

The Alfa Romeo engine which is doing well in Europe at present has only surfaced occasionally here. In 1982, Dave Scott tried a pair for a while but forces generated by the (control) Avon crossply tyres, radials are more often used in Europe, caused stresses on the engine which distorted the cylinder lines. These have been re-designed and the problem eliminated but nobody sees the need to change, especially as the Alfa Romeo unit is initially more expensive. The control tyres, incidentally, are the reason why British teams go so well when using European rubber — they are dedicated to finding tenths in the chassis, not whole seconds in tyre compounds.

The hardware of F3 racing is, in fact, the cheapest part. A well-sorted Ralt RT3 chassis (cost £16,000) will lose only four or five thousand pounds in value over a season, less than a team's transportation costs and less, by far, than the tyre bill which works out at around £10,000 per car. The cost of running a VW engine, per racing mile, is only about the same as a FF1600 motor, which needs three rebuilds to the VW's one. Run a FF16000 engine for more than its recommended eight hours and the crankshaft is likely to go. The VW engine may cost three times as much to rebuild but its recommended life is 2,000 miles and it can go on for much longer, though with loss of power, because, like the other F3 engines, it has no inherent weakness.

The money is spent, not on the hardware, but on fine tuning it and the wages and tyre bills which constant testing produces. A set of four tyres costs £350 and a top team will budget for six per race. Thereafter they are good for one, possibly two, test sessions, and all the professionals budget for around two test days for every three races. The Avon crossplies are praised both for their consistent quality and low wear rate and they will continue, by popular demand, for 1985 though the three-year contract runs out at the end of the season.

The reason for the extension is that, next year, Formula Three reverts to flat bottoms. The problem which every designer is currently engaged with is how to gain downforce without sidepods. Despite the





ANSON'S contender for 1984, the SA4C (above) and the Magnum 843 (below).



THE REAR of the DPR Ralt sidepod has been reprofiled to smooth the airflow from beneath the car to the wing.

professionalism of the formula and the assumption that every designer must spend a large part of his life in wind tunnels, the first car to have benefited from wind tunnel testing is the 1984 Ralt, and that was a spin-off from the firm's F2 programme. Sidepods have hitherto been designed by a combination of calculation and experience.

Murray Taylor Racing, with an eye on developing body kits to convert existing cars to "flat bottom" spec, recently blanked off the undersides of a Ralt and sent Andrew Gilbert-Scott around the Silverstone GP circuit. Admittedly they didn't try to dial in the car and it was only an experiment, but Gilbert-Scott's times dropped by five seconds a lap and he reported that it handled just like a FF1600 car.

The new formula will not, however, see a drastic reduction of speed.

Times around the GP circuit improved by only three seconds a lap between 1978 (flat bottomed) and 1983 (ground effects) and by less than a second a lap on some shorter and twistier circuits, and part of that was due to improvement in tyres and engines.

In order that there should not be a great number of redundant F3 cars on the market, FISA has laid down that 1985's F3 cars should have deformable structures which, in effect, means side pods roughly three inches per side narrower, as a minimum, than a typical 1984 car, and four inches shorter. The idea is that existing cars can be updated by use of a body kit.

The regulations can also be interpreted so as to allow a slim monocoque with the deformable structures mounted on outriggers, giving an effect not unlike the 1954 Lancia D50 F1 car. Or, perhaps, the bodywork could extend out from the bottom of a slim monocoque and then upwards into slim deformable sideplates producing an effect not unlike the Arrows A1, with side wings mounted within the "L" to create downforce.

Gary Anderson, who designs the beautifully made Anson which has made an impact in Europe, but not on the home market, is of the opinion that a slim car, anyway, will probably prove quicker than a "ground effect" car but, he says, "If I had built one nobody would buy it." The 1985 Anson will see the driver moved further back and some of the engine ancillaries moved into the sidepods which will no longer need to be clean.

Anson, like Magnum, hope to have their new car running before the end of the season, at around the time when customers are paying down deposits. Ron Tauranac of Ralt is playing his cards closer to his chest and will be trying out modifications on his F2 cars which will find their way, if they work, into his new F3 car, this will also be called the RT3 though will be quite a lot different from the current model.

Tauranac is in a powerful position since his cars have dominated the formula from late 1980. The dominance was helped by the demise of Chevron (due to the death of Derek Bennett), March (because they lost interest when they discovered more lucrative markets) and Argo (who began to establish a reputation in pre-ground effect days, but who scored an "own goal" in 1981 with their first ground effect car, the JM8, which proved a disaster). Ralt has since had the market and has been able to maintain its lead, being careful never to advance too quickly, thanks partly to feedback received from all the top teams.

If either Magnum or Anson come up with something radically better they will, in time, be able to move the market their way though neither presently have the capacity or the inclination to go into large-scale production.

One man who is after Ralt's market, however, is Adrian Reynard whose FF1600 and F2000 cars have been so successful of late. He is working long hours in a wind tunnel to perfect his car and has already established a production method for it. It will be the first racing car to used *moulded* carbon fibre, as opposed to woven carbon fibre. The tub, body and engine frame will be of a piece, with metal plates bonded into the monocoque to give on impact. He claims that the cost of the car will be no more than a current Ralt, he has the capacity to build up to one hundred a year (though his market projections, over a number of years, do not rise above about 50 per year), and that his car will use 25% fewer components than any current F3 design. I have seen some of his prototype components and can confirm that, if the car works, it will be not only the most revolutionary *production* racing car ever seen, it may also influence the thinking in higher formulae — but then Reynard has had F1 experience and his undisguised ambition is that, one day, there will be an F1 car bearing his name.

There may be other firms and designers contemplating an entry into F3 when the new regulations come into force. Lola produced a prototype which ran last year, but it was off the pace and they realised that the money spent on testing and development to squeeze the last tenths from it would be better spent elsewhere, in the Indycar market, for example.

The single seater formulae below F1 are currently in a state of flux and it will be interesting to watch future developments. Politics are sure to play a major part and, behind the scenes, are already doing so. Perhaps a return to flat bottoms will inject F3 with some of the excitement which, for all its support, it has lacked in the recent past. Perhaps the air restrictor limits will be relaxed slightly so we may see chassis having more power than they can easily handle — the recipe for exciting racing. Perhaps it's already too late and the formula has priced itself beyond reason.

If we have a new Formula Two in the shape of Cosworth DFV powered cars, professionally packaged, then we will certainly have to reconsider the next rung down the ladder. If Formula Turbo Ford takes off in this country and abroad, and can prove that it can not only keep power controlled, but also spending, then F3 will be threatened.

Motor racing being what it is, however, someone will come along with a big budget and, if he is successful, everyone else will feel compelled to follow suit. One novice FF1600 driver, for example is reported to have already spent over £70,000 this year.

How pleasant it would be to return to the days when a driver bought his car as a kit, pieced it together with the help of friends, and towed it around Europe behind his VW Caravanette. The talent still rose to the top, like cream, more drivers had the chance to prove themselves (do you remember when F3 had heats and a final?) and the men from those days who finally made it into F1 were hardly less gifted than those who make it now with budgets which represent eight score draws on the coupon in a good week.

— M.L.

Road Impressions

Nissan Silvia Turbo ZX

JUST as Ford has its XR series, Nissan is spreading the ZX designation down from the recently introduced range-topping 300ZX to less expensive models through the range, so that there will be a Cherry and a Bluebird ZX, as well as the Silvia Turbo version which introduces this policy.

The Silvia is a 2+2 coupé of all new shape, and very attractive too. Short and wedgy in profile, it has a slender grille with electric pop-up lights, and an enormous tailgate which incorporates the C-pillars and part of the roof, plus the inevitable tail-spoiler without which a car apparently cannot be considered sporting.

Rear legroom is in short supply, but the shallow boot is usefully long and wide, while captain and co-pilot should have no difficulty in establishing themselves comfortably up front. Instrumentation is very visible and simple, though why certain warning lights are in front of the passenger and well out of the driver's eyeline, only Nissan can say.

Starting with the 1,800 cc ohc engine used in the Stanza, Nissan have managed to produce a turbo package which is if anything less peaky than the average unblown unit — boost starts well below 3,000 rpm and levels out before 4,000, from where the power curve rises smoothly to its 6,000 rpm maximum of 135 bhp. The torque peak (142 lb/ft) is at a useful 4,000 rpm. The driver can tell it is a turbo because of that "damped throttle" effect, but as there is essentially no waiting before the audible whistle starts to wind the speedometer up, it can be driven quickly even on unknown and winding roads.

With its low profile tyres, front struts, and rear semi-trailing arms, there is quite a lot of grip available, but the chassis is not entirely happy about fast changes of direction, showing a moment of hesitation followed by a sudden twitch as it sets off on its new line. This was exacerbated by the over-zealous power steering on the test car, though this is an option, and the too-sharp brakes, so that smooth fast progress was difficult to achieve.

These reservations apart, the Silvia Turbo ZX is a well-balanced car, with a useful spread of ratios in its five-speed box, of which top is an overdrive so that motorway cruising is relaxed, and a compact feel to it which enhances its sporting pretensions. Rear three-quarter vision is difficult, and the firm ride gets no softer at speed, but large doors make for easy access, and the equipment level is generous: alloy wheels, rear wiper and a sophisticated radio / cassette are standard, at a total of £8,994.

It would take some work on the chassis before I would personally include it in my list of sports cars, but the Silvia ZX is a very rapid coupé with excellent turbo characteristics — 8.5 seconds take it to 60 mph, but more important is the strong torque available for overtaking.

If this were a Ford, it would be the XR3½, since it is in the middle of the £3,000 gap between XR3i and XR4; as a Nissan ZX it may just plug that gap in an increasingly lucrative bracket. — G.C.





NEWCOMERS: Fiat (above) and Nissan (below)

Fiat Strada Abarth 130TC

WITH the burgeoning of the so-called sportshatch market, no manufacturer's range is complete without a hot-shot hatch. Fiat were quick to offer the Strada 105TC, a delightful and practical package which blew typical Italian exhaust-pipe raspberries at its more northerly rivals, equalling their performance despite being at the lower end of the price scale. But not content with that, Turin then invoked their long time association with their Abarth tuning subsidiary to create the first 2-litre contender in this class, the 130TC.

The designation, in *marque* style, specifies the power output, so that this fwd two-door four-seater has 200 cc and 15 bhp in hand over the Astra GTE and Golf GTi. The engine is a development of the twin-cam used in the Mirafiori Sport and the rally-winning 131 Abarth, and features a pair of traditional side-draught carbs rather than injection, but with the Digiplex electronic ignition system as a concession to efficiency. This drives through a 5-speed ZF gearbox with a comparatively good change, and the car is stopped by the unusual combination of front ventilated discs and rear drums, which collectively worked well.

Externally the Abarth looks rather tough, less because of its prognathous airdam than its squat stance on lowered suspension and 185/60 x 14 tyres. In the cockpit the image is reinforced by a comfortably small wheel and a pair of very supportive competition seats, complete with all the holes for a six-point harness. In fact this car's role in the range is made clear by a note in the official description which lists the items required to prepare it as a Group N competition car: these are 1) roll cage, 2) full harness, 3) fire extinguisher. In other words, it is about the nearest you can buy to a production racer — and it feels like it the moment you move off.

With the snap response of four chokes and a solid low-speed ride, the Abarth makes it plain that is built for business, and



LANCIA — rival to Abarth and Golf.



BMW Alpina C1 — exclusivity a price.

yet the torque and the heavy but positive gearchange make it quite docile in traffic. All the time, however, the burbling exhaust is goading the driver to open up, and once out of the 30 mph limit, that is just what any red-blooded pilot will do. Fiat merely say that 60 mph comes up in "less than 8 seconds", but at the launch, some correspondents were boasting times of 7.4 sec, and the official top speed of 118 mph seems a conservative claim too.

Handling? Well, if you ever had a Scalextric set, you already know about the Abarth. A momentary lift of the throttle to bring the nose tight into line, then back on the pedal to send the little car snarling past the apex and on to the next bend. Prodigious grip and negligible roll added to quick steering make it easy to drive fast, but it is a sprinter rather than a grand tourer.

At a price of £7,800, only the Golf costs more, but the power advantage of the Abarth 130TC makes comparison difficult. It is the fastest of its peers, but also the thirstiest. Which side of the equation weighs more nowadays? — G.C.

Lancia Delta HF Turbo

BOTH Lancia's reputation and sales in the UK took a severe knock in the Seventies due to rust problems. Despite the company honourably compensating its customers, and curing the problem, neither have yet recovered. Part of the problem has been that they have not since marketed a model of sufficient distinction to spearhead a sales revival.

With the Lancia Delta HF Turbo, the position could change, for here is an outstanding addition to the current crop of sporty hatchbacks, indeed the company claim that it is the fastest 1,600 cc five-door hatchback available.

Two models are available, a basic car at £7,250 and an "executive pack" version at £7,990. The importers, Lancar, expect all of their sales to be the latter which comes complete with sliding steel sunroof, Recaro seats, central locking and headlamp wash / wipe. Both models have 75 kg of rustproofing chemicals and a six-year TKD warranty.

Central to the plot is a four-cylinder dohc engine of 1,585 cc which has been modified (sodium filled valves, lower cr etc) to take a Garrett T3 turbocharger running at 1.7 bar. Turbo lag is minimal, the engine delivers its power over a wide range and is quiet and unfussy. Sixty miles per hour comes up in around eight seconds and the maximum speed is claimed to be just over 120 mph.

The independent all-round suspension is soft enough to iron out even quite bumpy road surfaces, yet firm enough to give a sporting feel. The steering is light and precise and, coupled with excellent handling, makes the Delta HF Turbo a car which cries out for hard driving. Disc brakes are fitted on all four wheels.

Seated behind the small, thick, steering wheel, all the controls fall easily to hand and the instruments are easy to read. Some of the information, such as turbo boost, is conveyed by clearly lit bar graphs which, Lancia claim, is a first for a European car. The five-speed gearbox is crisp, the Recaro seats live up to their high reputation, and the car is extremely quiet. With the sunroof open, one can hold a normal conversation or listen to the stereo radio even at the maximum speed limit.

The lasting impression of the car will always be, for us, the excellence of the 130 bhp engine, which is smooth, responsive and exciting. We were told, though had no opportunity to check, that most drivers should achieve an average fuel consumption of around 30 mpg.

For the importers, and their re-shaped dealer chain, it is an important car in their strategy to revive the Lancia marque in Britain. For the motorist who is looking for a performance hatchback, which is a great deal of fun to drive, which has five doors and a lot of load carrying capacity and which is a cut above the rest of the market in appointment, the Delta HF Turbo is a serious proposition. — M.L.

Alfetta Gold Cloverleaf

EVER since we first sampled the Alfetta, in Italy back in 1972, we have sustained our enthusiasm for this well-balanced 2-litre twin-cam Alfa Romeo saloon, the appeal of which is substantially enhanced in its latest "Gold Cloverleaf" configuration. Thanks to the addition of a Motronic "engine management" system and Bosch fuel injection, the 1962 c.c. power unit performs more responsively and economically than ever, providing an average fuel consumption in the region of 31 m.p.g. combined with zestful acceleration figures (0-60 m.p.h. in just under 10 sec.) and a top speed of around 107 m.p.h. in the generously geared 0.78:1 fifth ratio.

The Gold Cloverleaf still provides that rorty, full-bodied roar which we've come to adore; a nice car all round, but dated in many respects. The driving position is fine — "Italianate", but by no means as exaggerated as in the Giulietta, and aided by an adjustable (up/down) steering column with very effective electrically adjustable seat backs controlled by buttons on the central console down by the seat belt anchorage. The engine continues to rev. willingly with no harshness at all, pulling in fourth gear from 18/20 m.p.h. and from 30-ish in fifth. The gear change is still slightly rubbery, although ultimately quite precise.

The pedal positions are good, with light and progressive clutch and brakes. All in all, the Alfetta Gold Cloverleaf is a cheerful car, with a nice, well-damped ride that is probably a touch too lively over really bumpy surfaces. It rolls into understeer thanks to the front end's continued inability to match the rear when it comes to sheer grip, making life a little frantic when pressing on hard on tight country lanes.

The rev counter's yellow section is at 5,700 rpm with the red sector at 6,500 rpm: there is a 120 mph speedometer with mileometer and trip, plus and oil pressure and water temperature gauge, plus the usual contemporary "state of the car" instrumentation. Electric windows (with controls in a roof panel just behind the rear-view mirror) are also included. During its time with us the windscreen wipers and cigar lighter packed up (probably a faulty fuse), but the overall impression is of a dated car, but one which, at £9,590, positively oozes character. — A.H.

BMW Alpina C1

THE first question one must ask about the BMW Alpina C1 is a simple one: Is it actually worth a £5,500 plus premium over a standard 323i? Unfortunately, the answer is not as straightforward as the question. If you add the price of an electric sunroof (a £526 option on the 323i, but standard on the Alpina derivative), electric windows (£291 extra for the standard model, included on the C1) as well as all the listed sports equipment to the cost of the two-door 323i (£10,300) then you can expect to be presented with a bill for at least an additional £2,044. That still leaves a shortfall of £3,651, but begs another question: What price exclusively?

BMW (GB) Ltd through Sytners of Nottingham are planning to sell only 40 Alpina C1s in the country each year, so if you do have £15,995 available then you can be sure that your C1 is an elitist machine.

There are, of course, other considerations. The C1 could be regarded as somewhere approaching a hand-built version of the popular 323i, as the Southern Bavarian based Alpina company insists that it is not a tuning or conversion firm, but a car builder as it does not modify owners' cars, and only delivers complete vehicles. Therefore our test car came with a unique collection of Alpina body groans.

Our white and gold test car attracted many admiring glances, particularly from normal 323i owners who were always anxious to find out whether or not the 20 bhp increase (170 bhp as opposed to 150, DIN) did give the Alpina a six miles an hour advantage (claimed 132 mph max compared with 126) in top speed as well as a slight improvement in the 0-60 mph time: 7.4 seconds against 8.1.

For our taste we could have done without what BMW describes as the "gold strip-Deko-set" which is thankfully an option, an addition which made the C1 look like a "hairdressers car" according to one observer, whatever that may mean. Gold side striping apart, the Alpina C1 has aggressive looks with its deep front air dam (unfortunately savaged by a previous incumbent), rear spoiler and wide (7J × 16) Alpina alloy rims with Pirelli P7s. The combination of these fat tyres, and a standard limited slip differential, provide the C1 with superb dry weather handling, although there is a pronounced kick-back and wander through the four-spoke Momo leather-rimmed steering wheel.

In the dry you can push the Alpina *very* hard, and all you'll get is a slight step out of line from the rear as the 25 per cent limited slip differential gets to work. There is, as one expects, a degree of power-off understeer, but if you keep the power on the tendency is towards slight oversteer which is easily controllable. However, if it's wet you must be extra careful. Those wide P7s can lose traction and grip in an instant.

Alpina has worked hard at finding a compromise between ride and handling, fitting the C1 with special progressive springs front and rear as well as Bilstein gas shock absorbers. Firm but far from uncomfortable ride is the result, and although a little on the bouncy side at low speeds, it is perfect for higher speed motoring, some of the more pronounced jars well cushioned by the rather garishly decorated sports seats which hold you in well, but did tend to promote backache during a five hour journey.

The six-cylinder seven-bearing crank 2,316 cc engine complete with light alloy Mahle cast pistons, 10:1 compression ratio and Bosch LE-Jetronic fuel injection is a joy. It feels unburstable, and although there is little power below 3,000 rpm, it starts to issue that delightful BMW six-cylinder bellow above 3,500 rpm whereupon the C1 catapults its occupants along the road with a most satisfying surge of power. It is nevertheless imperative to keep engine revs above 4,000 rpm if one is to get the best out of this familiar and much respected engine which has lost nothing, but gained a lot as a result of Alpina's tinkerings.

The five-speed close ratio box is perfectly matched, and encourages one to use it to the full, some fairly ham-fisted changes never once outwitting the synchromesh or the logical gating and lever movement. We found that third gear had a useful 90 mph maximum whilst 120 mph could be achieved in fourth whereupon the rather unnecessary fuel economy meter would have hysterics. During our sojourn with the Alpina C1 we recorded an average consumption of 27.8 mpg in mixed motoring conditions, which was very respectable, although the majority was cruising along motorways. BMW claim an urban cycle figure of 20.3 mpg. Whilst on the subject of fuel one must add that the 323i has one of the worst petrol filler necks we've ever experienced, constant blow backs making refuelling a long and laborious job, whilst the tank itself was pitifully small for such a sporting car.

The vented 260 mm front and unvented 258 mm rear disc brakes never gave a moment's worry, the pedal remaining reassuringly hard despite a repeated battering, making one feel that the C1 would stop on a tenpenny piece, there being no sign of locking or wander in the dry. Understandably, the driver had to be a little more cautious in the wet for fear of a aquaplaning.

The BMW Alpina C1 is a car which appeals strongly to the true sporting motorist who will fully appreciate its more subtle qualities, and be able to get the best out of this interesting variation on the well-thought-of 323i. It will also undoubtedly appeal to the poseurs, but its true qualities will be lost on them, although to them nearly £16,000 is a relatively small price to pay for something which will stand out in a bevy of BMWs. — M.R.G.

MERCEDES — continued from page 786

impressively long-distances. This was in August 1983, and now, in little more than six months, this new model is in production, known as the 190E 2.3-16 and recently we had a brief opportunity of a test drive in one. At the technical briefing beforehand, by Dr Rudolf Hörnig, head of the Daimler-Benz research and development department, someone asked why this new model was called the 190E 2.3-16 instead of having a popular name, like Cherry, Maestro, Prelude etc. Dr H looked at the questioner and said "We are engineers".

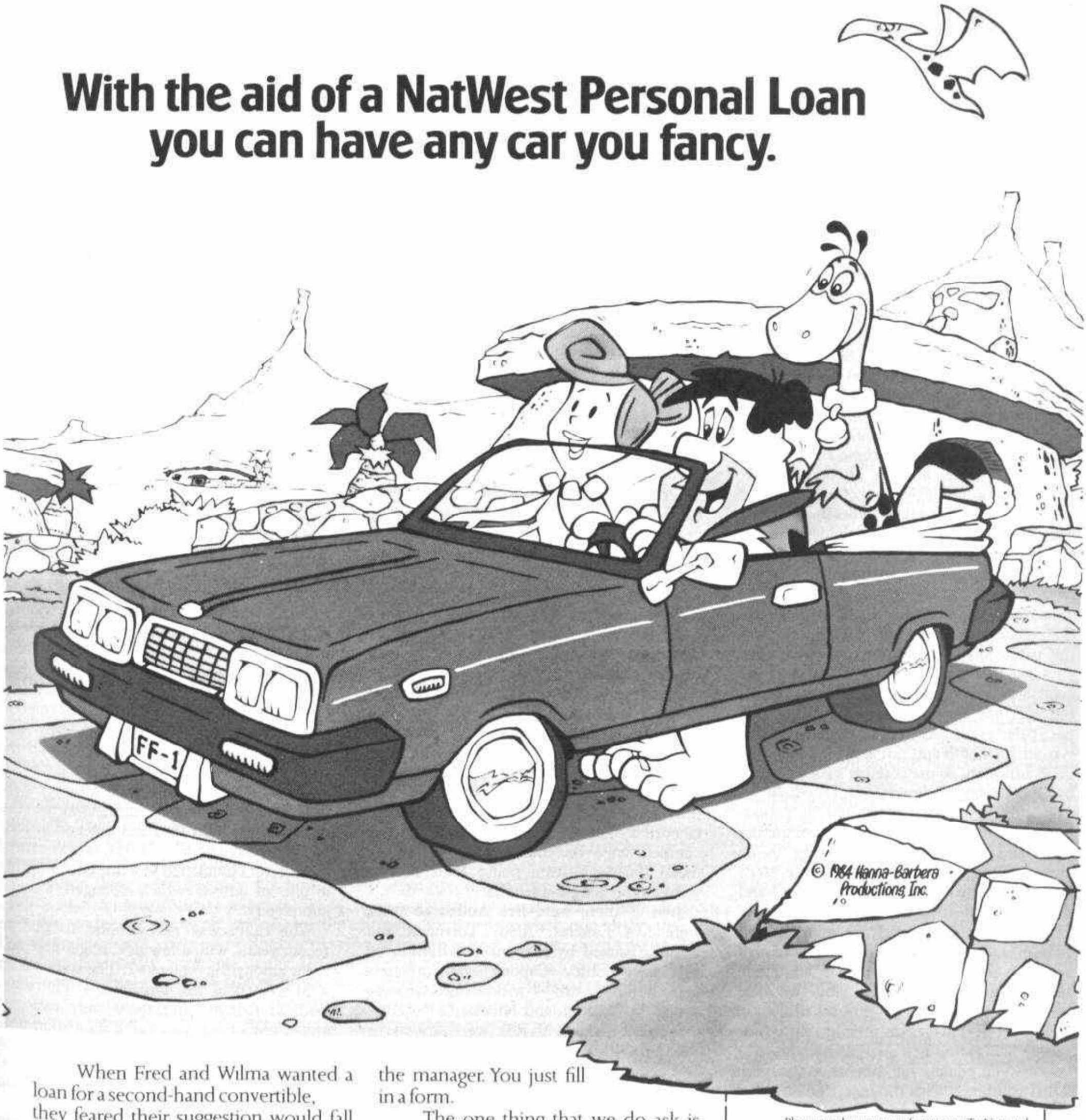
The moment you set off in the 190E 2.3-16 you know what he meant. It is pure Daimler-Benz engineering throughout, and that means a feel of quality that is exuded by all the big Mercedes-Benz cars. It may be a small car by Unterturkheim standards, but that does not mean any lessening of engineering standards. The power-steering must be the best there is, the suspension and ride would have you thinking you were in one of the bigger brothers, the wind noise at 100 mph is non-existent and the whole car can only be described by one word, and that is homogeneous. Compact it may be, but it is still a Mercedes-Benz. The engine is so unobtrusive that you would never know it was a 16-valve twin-cam. It is not a racing-type "screamer" like a Ford BDA, or even an Alfa Romeo. It merely gives sufficient power and torque to waft the 190 saloon along at an impressive pace, without fuss or turmoil. Had it been anything other than a product of Daimler-Benz it would have seemed disappointing, but when you are behind that three-pointed star engineering integrity is the watchword and that means efficiency and solidarity. Although the fuel-injected engine runs up to 7,000 rpm, there is little point in taking much over 6,200 rpm which is where the maximum horsepower of 185 DIN is developed. Maximum torque is at 4,500 rpm, so you can see why you can't describe the engine as a 16-valve "screamer". Daimler-Benz and Cosworth Engineering have developed the twin-cam / 16 valve layout as an impressive and efficient power unit. The bore and stroke are 95.5 x 80.25 mm giving a capacity of 2,299 cc (small by Daimer-Benz standards).

The five-speed manual gearbox takes the car very briskly up to 100 mph and more, and it should wind up to 140 mph in standard production form, so that one can visualise it cruising all-day on the Autobahns at around 120 mph.

The coming months will see it appearing on the German and European market and early next year a right-hand-drive version will be available on the British market.

It may be a small Mercedes-Benz, but it is a real Mercedes-Benz. — D.S.J.

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Rally Review

ACROPOLIS

EVENTS of the present are rarely without their counterparts from the past, and quite often one can recall from years gone by an incident almost identical with one of very recent origin. One might even go further and say that things which are sometimes claimed to be unprecedented can quite often be shown not to be so. This is certainly true of rallying and we have often wondered at the smiles which must have been brought to the faces of former staff from Abingdon, Boreham, Trollhättan and the like by talk of "innovations" which they used to regard as quite commonplace.

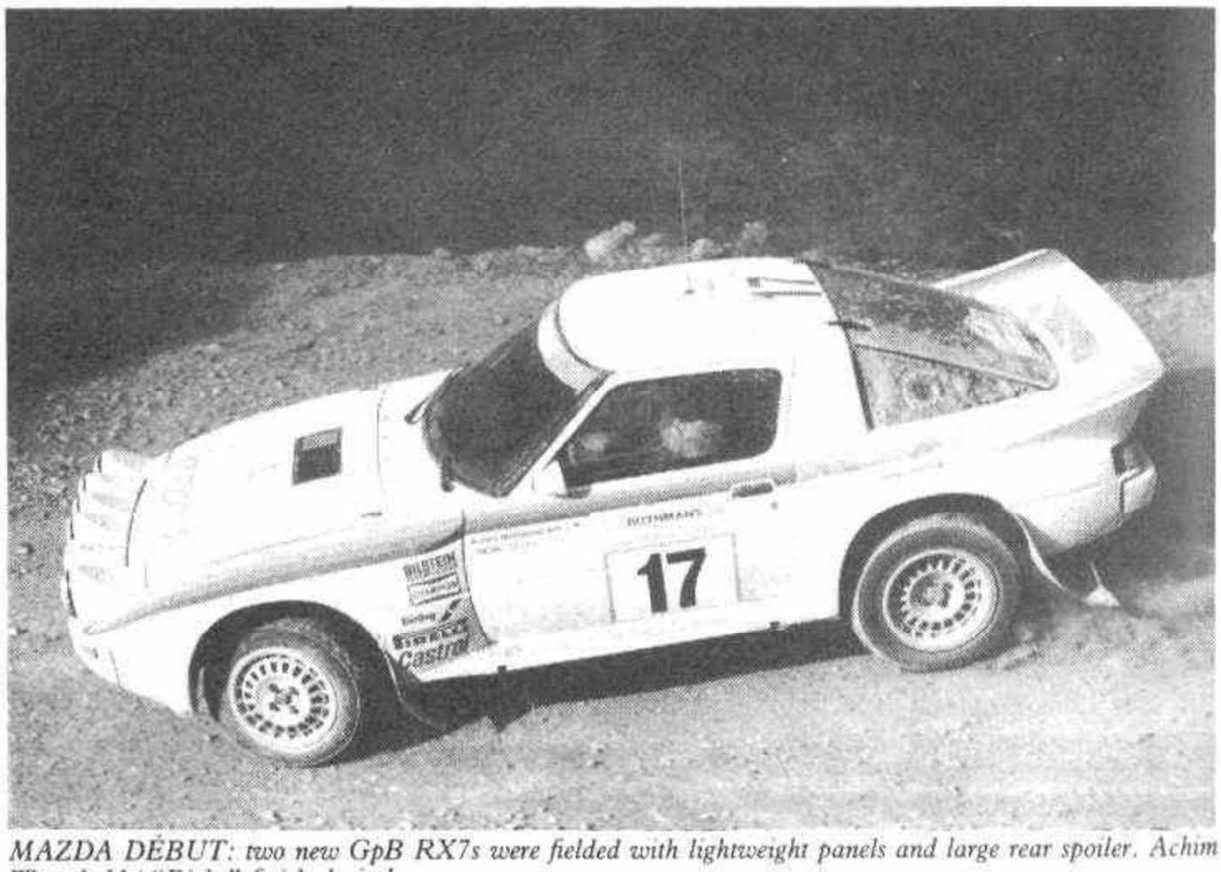
No-one would suggest that today's level of technological achievement is no higher than it was 20 years ago, nor that the complex amalgam of electronic and mechanical components in a modern competition car is less sophisticated than the innards of a Big Healey. Advancement in these respects has been remarkable, and we applaud it, but there are more basic features of today's sport which are most certainly reflections of the past. These are largely in the fields of tactics and rallymanship rather than pure engineering, but they are highly pertinent nevertheless.

In the Acropolis Rally at the end of May the remarkably high rate of tyre wear and the profusion of punctures on the rough, abrasive dirt roads seemed to have taken Lancia and Pirelli completely by surprise, but this has always been a feature of this particular event. As much as Greek tarmac is marble smooth and not at all conducive to good adhesion, so the country's rocky tracks have erosion properties of which a grindstone manufacturer would be proud. One would have expected every competing team and every tyre manufacturer to be aware of this and to have taken steps accordingly to minimise tyre wear and maximise heat dispersal.

Greek authorities must be more lenient than those elsewhere in Europe, for the road sections between special stages are much tighter than on other rallies, and that after considerable easing of the schedules in recent years. This leaves precious little time for servicing, and not one finisher this year was without penalty for lateness on the road. This, combined with the heat, the dust and the very rough roads produces a rally which can lay just claim to being the nearest thing to an endurance rally that Europe can provide.

There were even times when fatigue, loss of voice and blurring of the vision were serious considerations, but rest stops nowadays are enough to keep co-drivers from falling asleep over their notes and drivers from wanting to stop at the odd village tap to sluice their heads in the water.

This year the main competition in Greece was between Audi, Lancia and Peugeot, the latter team starting as an unknown quantity on rough roads, but nevertheless held in great respect by rivals after the inspiring performance of the 205 Turbo 16 on the twisty tarmac of Corsica. In addition, Datsun, Mazda, Polski Fiat and Volkswagen were all represented.



MAZDA DÉBUT: two new GpB RX7s were fielded with lightweight panels and large rear spoiler. Achim Warmbold / "Biche" finished ninth.

Blomqvist and Mikkola were in the customary Quattros, whilst Mouton and Röhrl each had one of the shorter and more powerful Quattro Sports. Buffum, from America, drove his British prepared car with considerable backing from the US tyre company BF Goodrich which was supplying standard tyres rather than very specialised and expensive ones as other companies provide for their contracted teams. Goodrich claims that they began competition involvement in 1970, but we recall the Saab team using their narrow winter tyres long before that.

Just as there were five Audis, so there were five Lancias, Alén, Toivonen and Bettega backed by Martini and Biasion by the Jolly Club. Capone was privately backed. The two 4-w-d Peugeots were driven by Vatanen and Nicolas.

Three Nissan 240 RSs were driven by Salonen, Mehta and Greek driver Moschous, whilst a "second string" team was made up of Kenyans Shah / Doughty, Greek pair Stratissino / Fertakis and Japanese regulars in Europe, Iwashita / Nakahara.

The Belgian-based European Mazda team brought two rotary engined RX7s for Warmbold (also the team manager) and Ingvar Carlsson from Sweden, Volkswagen a single Gp A Golf GTI for Grundel and the Rothmans Team from Silverstone a Porsche 911 SC RS for Qatari driver Saeed al Hajri. British privateers were just two in number, Felding / Millington in an Escort and Hadley / Waters in a Gp A Opel Manta.

Although the roadbook for the Acropolis is held up by FISA as the example which other World Championship qualifiers must follow, it really isn't very good at all. It looks artistic (which perhaps is all some FISA inspectors are able to judge) but its content is inconsistent and often inaccurate. Indeed, many competitors complained bitterly of this, especially as the book appeared to have been made too much in advance of the event. Another complaint concerned the absence of up-to-date information concerning roadworks. Modern rally cars are so fast that accurate pace notes and the maintenence of precise lines through bends are vital. It would have taken little for stage officials to tell drivers of changes at the start of each stage, but they did not and at least one retirement that we know of was caused by a driver committed to a line encountering a pile of gravel which changed a bend completely.

The route was very similar to that of recent years, with a few new stages here and there among the total of 47. The start was on a Monday and the finish on a Thursday, both at Athens, and there were two rest stops, one of ten hours at Kalambaka, near the northern extremity of the route, and one of twenty hours at Lagonissi, the coastal resort to the south-east of Athens which also served as rally headquarters.

Many of the stages were used twice, in opposite directions, and as has happened often in the past, there were moments of head-on confrontation during practice. At least one competitor had his practice car damaged so badly that he had to continue with one hardly suitable for the job.

The day of rest between Saturday scrutiny and the Monday start may have been appreciated by competitors, mechanics and all the others who, many with their families, relaxed at beachside bungalows, but it did

give an extra opportunity for nocturnal thieves to get to work. Service vehicles were broken into and all manner of parts and accessories stolen, whilst the unfortunate Kalle Grundel had an entire vehicle stolen, leaving him with just two for the rally, and only one spare gearbox which, as it turned out, led to his retirement.

Long before the start, vast convoys of support vehicles, tyre trucks and even fuel bowsers made their way out of Glyfada and Lagonissi, where most teams were based, whilst aircrews got ready for their roles. Audi, as always, was using an aircraft as an airborne radio relay station, a practice which other teams only employ on the Safari, whilst Lancia, Peugeot and Audi were using helicopters carrying mechanics and spares to follow the daytime route. Many are critical of such expensive service tactics, but teams are perfectly entitled to spend their budgets as they wish and, after all, helicopters can save lives, and often do.

The few tarmac stages of the Acropolis, three all-tarmac and four mixed, were not kept apart in a group to minimise suspension setting changes, as they are in Portugal, but dirt surfaces were so much in the majority that changes were not really all that important.

Right from the start the importance of puncture-resistant tyres became obvious. Even on the first stage three of the Lancias collected punctures, and this was only the start of a continuing problem. It was fortunate that their rims were designed not to shed tyres after they had lost pressure.

Slowed by tyre wear, overheating and deflation, the Lancias were not really challenging the Audis and after four stages the Quattros of Mikkola, Blomqvist and Mouton held the first three places. Nicolas' Peugeot was fourth, but it seemed that he and his team-mate Vatanen were starting cautiously, having decided to speed up slowly.

Mouton lost four minutes changing a wheel after a puncture, and was also slowed by bad clutch slip after oil leaked into the housing. Both her engine and Röhrl's were running hot, and in the heat of the Greek day neither driver took the risk of using all their available rpm. But eventually Mouton's engine had taken enough and after 14 stages it stopped after depositing its oil on the road.

Capone retired after breaking a half-shaft, but when Salonen had a rear axle bracket break on his Nissan mechanics were able to repair the damage, albeit with delays on both stage and road.

Unlike Mouton, Röhrl managed to keep his oil temperature under control and eventually he started making a succession of best times. This, coupled with alternator failures which slowed both Blomqvist and Mikkola when current drop seriously affected their fuel injection electronics, moved Röhrl back up to the lead. He had started at number one, which meant he had no dust cloud ahead of him to slow his progress on stages, and his move into first place, albeit by two seconds, meant that he could keep this prime position for the next leg.

Vatanen had been steadily getting quicker, all the time becoming more confident with the little Peugeot, and was right up to second place, ahead of Blomqvist, Mikkola and Toivonen. The Mazda of Carlsson had retired with a broken differential, whilst Grundel had broken first a half-shaft, then his limited slip differential, and when it became necessary to change the complete diff / gearbox unit the only spare one was too far away to be of any use. What he said about the thieves who stole one of his service vans cannot be repeated!

On the first stage of the second day Röhrl had a lead jump off his distributor and was stopped until mechanics came to his aid by helicopter. The delay put Vatanen into the lead, but the Finn was disappointed when the Audi roared into the next time control with just a few seconds to spare. Had Röhrl lost road time, Vatanen would have been ahead on the road as well, away from any dust and better placed to keep his lead.

But his advantage didn't last long. His oil pump drive belt broke and he switched off immediately. In so doing he saved his engine but the sudden cooling did not do the turbocharger much good. After the belt was replaced and he moved off, it was not long before he returned to have his turbocharger changed, a job which was accomplished in some twenty minutes! All this dropped him to third place, and since by this time Blomqvist and Mikkola had both been given new alternators, those two had taken over first and second places.

Toivonen, having lost third place by two punctures, stopped completely when he slid into a ditch, his cornering line having to be abandoned suddenly when he found the verges redesigned by roadworks. Lancia's management wasn't at all pleased, and the two Finns were left to fettle the car themselves and limp back to Athens. They even had to borrow money to buy petrol!

Mikkola lost half a minute being needlessly refuelled in a tight section and Vatanen when his engine would not start and he had to be pushed, but these two were nevertheless duelling for second place and the Peugeot's presence gave concern to the German team. The duel came to an end just two stages from the end of the leg when Vatanen's oil pump drive belt came off again and, after replacement, the engine refused to restart. Both Vatanen and Harryman were given a helicopter lift back to their base at Lagonissi.

On the final road section that evening, team-mate Nicolas also had his oil pump pack up and it was by dint of rapid work at the roadside that mechanics were able to send him on his way to arrive without loss of time, his sixth place intact.

During the long stop between Tuesday night and Wednesday evening there was a little speculation whether the three leading Audi drivers, Blomqvist, Mikkola and Röhrl, would stick to their positions, but the answer to this was obvious. They did keep in that order, of course, and it must have been a rather novel change for Blomqvist to be on the favourite side of the team's tactical table.

The final night of the rally, on the rough tracks of the Peloponissos beyond the Corinth Canal, has been, and still can be, utterly car wrecking, but this time the tension had gone from up front and the only thing concerning Audi was the proximity of Alén, some two and a half minutes behind Röhrl. Nevertheless, the slight reduction in pace was reflected in the stage times, and even Blomqvist was not too concerned when a puncture on a road section cost him a half minute's penalty.

However, Audi was not too happy when Röhrl came to a stop after his electronic injection system suffered some kind of computer crash and the 1-2-3 result was lost; it meant two more championship point for Alén when he moved up a place, and two more for Lancia.

Buffum, his Quattro having been remarkably low on punctures and high on reliability, broke a strut and had it replaced, whilst Biasion stopped altogether when his Lancia broke a half shaft.

Meanwhile, Nicolas had a brake caliper tear off, somehow causing suspension damage — or was it really the other way around? — and the car stopped, but the team went away without a trace of despondency at having lost both cars. In two World Championship rallies, one on tarmac and one on rough tracks, they had learned many lessons and demonstrated, into the bargain, a degree of performance which made other teams sit up and take notice.

Lancia, not forgetting Pirelli, smarted heavily under the blow of losing performance due to tyres which could not stand the effects of high temperature, Datsun were encouraged again by winning the team prize for the fourth time, Buffum very pleased with his fifth place, Warmbold equally so by his ninth and Jayant Shah absolutely delighted with his twelfth, for this was his first taste of a special stage event and he was quite amazed by its pace.

Acropolis Results

1st	S. Blomqvist/B. Cederberg (Audi Quattro)	10 hr 41 min 51 sec
2nd	H. Mikkola/A. Hertz (Audi Quattro)	10 hr 44 min 58 sec
3rd	M. Alén/I. Kivimaki (Lancia Rally)	10 hr 56 min 01 sec
4th	A. Bettega/S. Cresta (Lancia Rally)	11 hr 03 min 49 sec
5th	J. Buffum/F. Gallagher (Audi Quattro)	11 hr 22 min 10 sec
6th	T. Salonen/S. Harjanne (Nissan 240RS)	11 hr 26 min 29 sec
7th	S. Mehta/Y. Mehta (Nissan 240RS)	11 hr 33 min 57 sec
8th	G. Moschous/A. Constantakatos (Nissan 240RS)	11 hr 47 min 45 sec
9th	A. Warmbold "Biche" (Mazda RS7)	12 hr 06 min 38 sec
10th	Y. Iwashita/Y. Nakahara (Nissan 240RS)	12 hr 36 min 38 sec

105 starters, 36 finishers.

Looking back with

Peter Arundell

ON June 2nd Ivan Capelli won the Monaco GP support race and so, according to motor racing lore, is likely to be seen one day in F1. On June 7th the man who dominated the race in the early sixties left England to start a new business and a new life in the States. A driver of brilliant gifts, he graduated to F1, strung together a series of placings, survived a near-fatal accident, fought his way back to fitness and his drive, then was dropped and disappeared from racing. He is Peter Arundell.

After being dropped by Lotus at the end of 1966, Arundell turned his back on the sport. Since then he has been to just three Grands Prix as a spectator and only watches on television when he chances to tune in his set and find it on. He is one of those quiet men of racing who express themselves through their driving, not their publicity handouts. In fact, this is an account of the first major interview he has ever given.

In 1968 he did do two races, with an Alan Mann Escort, but he remembers nothing about them, even when shown contemporary reports. It is as though the sport finished for him in 1966 when he suddenly found himself in the wilderness without an offer of a drive of any sort. For him, it was like a painter being suddenly deprived of palette and canvas. The hurt lingered for a long time but now he can look back philosophically and, as he starts his new adventure in America, can say he'd like to try his hand again in something like sports cars.

Arundell was born in 1933 and became interested in cars when his father started a small garage business just after the war. He soon taught himself to strip down cars and to drive but had no interest at all in motor racing. That started when he was 20 and, while serving in the RAF, began building a neat little Austin Seven special for road use. He happened to pick up a copy of MOTOR SPORT and read about another A7 special builder. "I was chuffed to read about this bloke doing exactly what I was doing, building a special and also winning races with it."

It was ironical, ultimately, that the special builder who sparked off Arundell's enthusiasm was Colin Chapman, for the lives of the two men later became entwined.

On being demobbed in 1955, Peter went to work for his father's motor business. Careful saving had brought him an MGTC and he became active in the Romford Enthusiasts' Car Club, which he helped to found. By the end of 1956, he was persuaded to enter the MG in competitions.

Being a fine mechanic, he modified his car. "I did everything to an MG which you shouldn't do. I even managed to siamese the ports which Mike Costin told me couldn't be done, they'd tried it at Lotus.



PETER ARUNDELL in 1960 — during the first of a seven year association with Team Lotus.

Unfortunately, after I sold it, it never raced again so I've no idea whether the success we got was due to my driving or my engineering."

It certainly was successful, a good début year being highlighted by a win in the wet at Mallory Park over Tim Parnell's Cooper-Climax sports car. The lead changed on every lap and Arundell took the flag by a whisker. He began to get appearance money on the strength of that win.

The racing bug had bitten, the MG was sold and a third hand series 1 Lotus XI took its place. Money was tight, Peter prepared the car himself, and though in theory it was no match for the series 2 Elevens, Arundell soon established a reputation, even beating Jimmy Clark's D type at Mallory in August.

"I knew that I couldn't continue, it was costing me too much in time and money. I happened to tell Jack Wescott, the car's first owner, that I was quitting and the upshot was we struck a deal whereby I was to prepare and transport his Eleven at cost and, in exchange, would have three or four drives. Then Jack's business began to expand and it finished up with Jack having the three or four drives and me getting the rest."

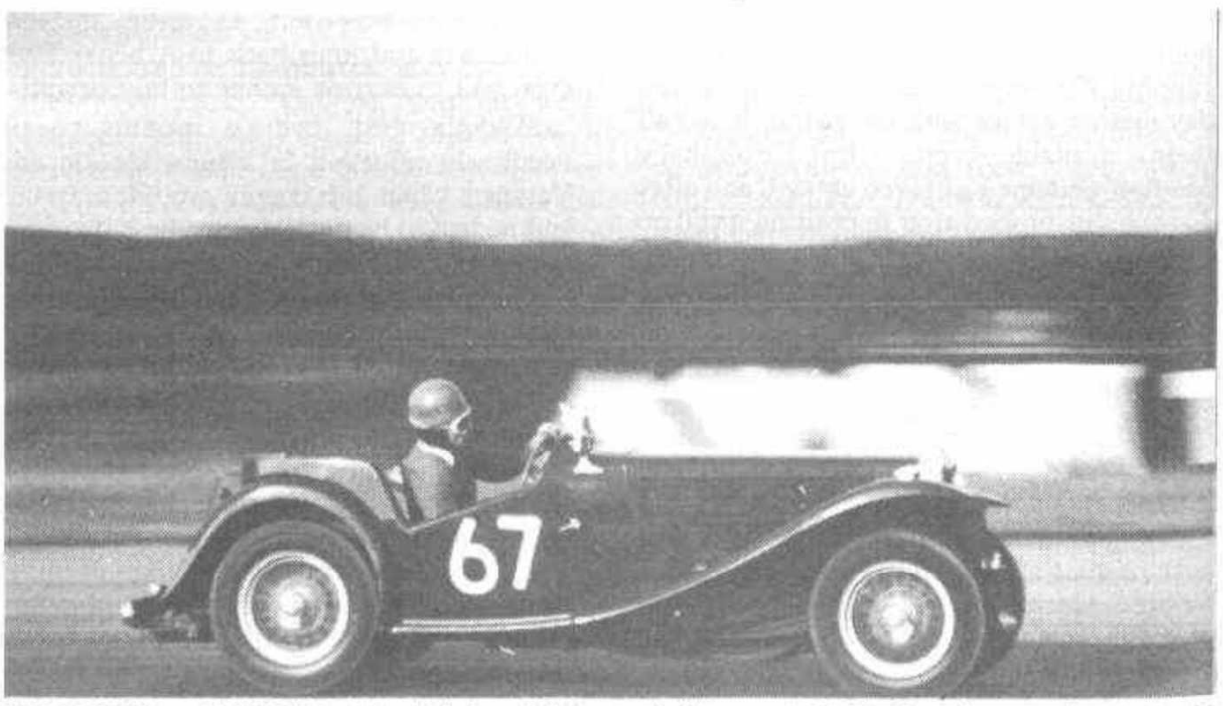
In 1959, Arundell won five races from 16 starts, with five seconds and nothing below fifth, even beating Graham Hill's works Lotus on one occasion. "At Crystal Palace, late in the year, Mike Costin told me that Chapman had his eye on me. I knew I couldn't beat Alan Stacey's works car but I gave him a hard time for most of the race and, afterwards, Colin told me he'd like me to drive for him.

"I phoned him in November, as requested, then drove to the works only to be told he was 'in a meeting'. That happened three times and when Frank Nicholls offered me a firm drive in his new Elva-DKW Formula Junior car, I accepted."

Peter's first race with the Elva was at the Boxing Day Brands Hatch meeting and it was also the first proper Formula Junior race held in Britain. "Immediately afterwards Colin came up and said, 'I thought you were going to drive for me?' I explained what had happened and we agreed to keep in touch. Winning that race, incidentally, got me on the cover of MOTOR SPORT which was the best achievement of my life up to then."

The initial promise of the front-engined Elva evaporated as more sophisticated FJ designs appeared, the Lotus 18 being best of them all after a disappointing début on Boxing Day. Worse there was a gearbox problem which caused the propshaft to vibrate alarmingly, and since the propshaft ran between the driver's legs and there was no protective hoop, Peter was naturally concerned. "Frank kept promising me that it would be modified, but it wasn't. Finally, at the Easter Monday Goodwood meeting, I refused to drive the car until the promised modifications had been made. Frank started to shout something about 'prima donna' racing drivers and we agreed to tear up our contract."

Chapman was at the meeting watching his



THE VERY rapid MG TC with which Arundell first made his name in 1957. He is shown easily winning his class during the Peterborough MC's meeting at Silverstone in September of that year.

Lotus 18s win the F1, F2 and FJ races. "Colin said he'd still like me to drive for him — if I bought a car. I had no money so we agreed he'd lend me a car, which would be entered by Team Lotus though I was to prepare it and pay for spares, and at the end of the season, I'd sell it and pay him the purchase price, with interest. Part of the deal was that I had to drive to team orders and was the recognised third man behind Jimmy Clark and Trevor Taylor. That was frustrating because I reckoned that, in equal cars, I *could* beat Jimmy and *would* beat Trevor but, driving to orders, you can never be sure."

In Formula Junior that year, Arundell never finished below fourth. He also took in three sports car races with the Gilby-Climax (see last month's MOTOR SPORT) and performed superbly, and he began to feel that his relationship with Chapman was not all it might be.

"Colin had almost a love affair going with Jimmy. He spent the bulk of his time with him, had a few words for Trevor and me he almost completely ignored. I was getting pretty cheesed off about it. As we sat on the grid for the last race of the year, at Brands Hatch, he talked to both Jimmy and Trevor but didn't come near me. It seemed that I might be out of a drive for 1961.

"That got to me and I decided to forget team orders and win, so I did. Trevor's gearbox went on the line and I beat Jimmy fair and square. I then had to sell my car to pay back Colin and, advertised as the 'Clark beater', it made me a fair profit. Colin was not amused by that, but he got his own back." As we shall see.

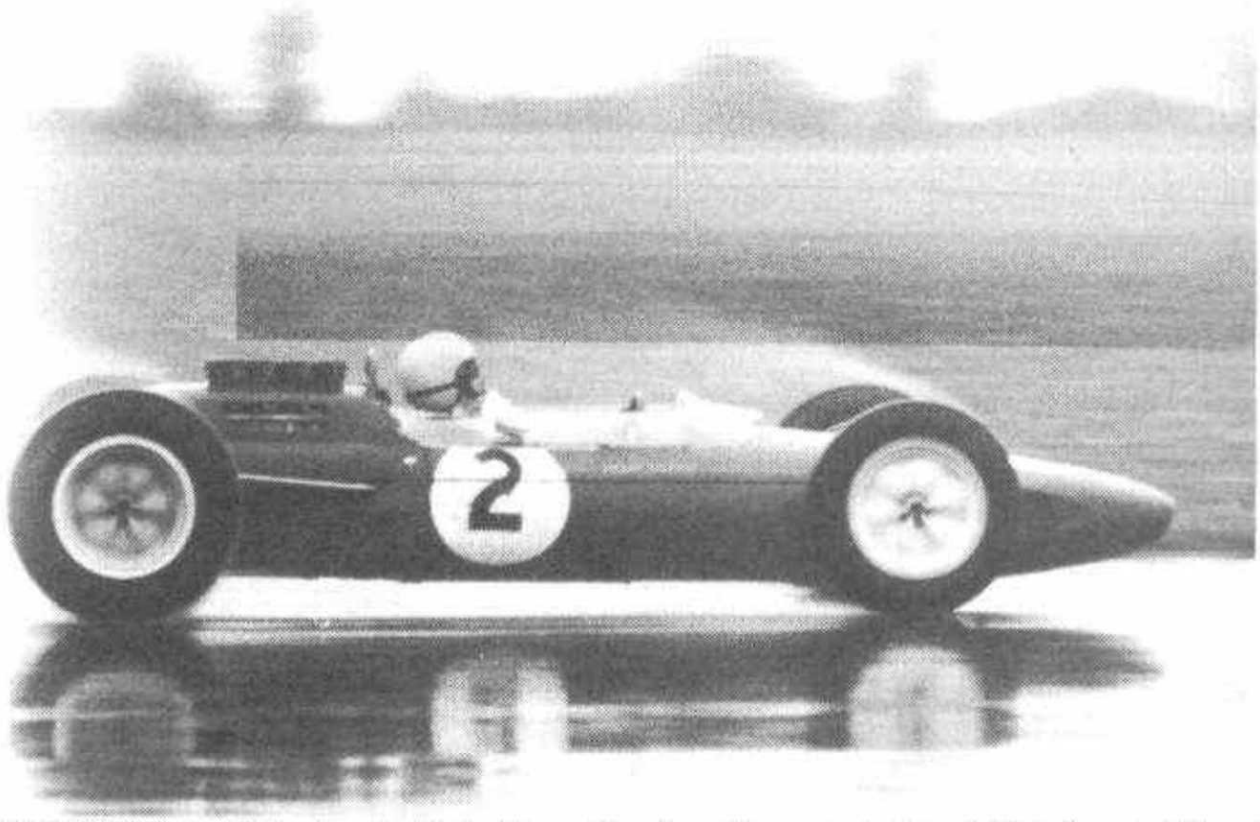
In 1961, Clark was committed to F1 and so Arundell moved up a rung, as number two to Taylor. Peter prepared the car himself, though Lotus supplied the spares, and had to drive for second place when Taylor was present.

"By this time, there were FJ races going on all over the place and Trevor and I would often go off to separate meetings, both of us winning on the same day. Consequently I began to get quite well known on the Continent, though less so here. The fact that Trevor and I had to drive to orders didn't affect us off the track, we got on very well together, but it was still frustrating. Then came a race at Silverstone which was run in two heats with times deciding the final placings. Colin wasn't there, Trevor and I were in separate heats, and Mike Costin whispered in my ear. We both won our heats but I won overall, fifteen seconds clear of Trevor."

In 1961, Arundell carried off four International FJ wins as well as a lot of lesser events and it's as well to recall that FJ was then the only European single seater category apart from F1. Among those wins was the Moncao GP support race which Taylor had led until retiring. Because of team orders, we shall never know whether Arundell might have won more.

Two incidents from that year, both involving crashes, shed some light on the man. In the first, at Mallory Park, a club driver had crashed, his car had caught fire, and Arundell pulled him out, unquestionably saving his life. "I don't remember the details, I just happened to be the man nearest to the crash. Don't worry about it."

The second was at the Nurburgring 1000 kms when his Elite came off the track, plunged down the side of a mountain, being slowed by the tops of the trees, and finished up in fragments several hundred feet below the circuit. "The blood side of the sport is not on, you can't talk about a man making a mistake and dying for it. I am not a brave man and I wanted crash barriers everywhere but Jimmy and Stirling would have none of it. They'd say, 'It separates the men from the boys.' Well, I was at St Mary's at



ARUNDELL'S Lotus 25 leading the Daily Mirror Trophy *at Snetterton in March 1964, from the likes of Clark, Brabham, Phil Hill, McLaren, Amon and Revson. His fine drive ended on lap 25 (of 35) with a broken gearbox but he had the satisfaction of setting fastest lap.*

Goodwood when Stirling had the crash which ended his career and I'm convinced that had there been barriers there he would not have been so badly hurt."

1962 was Arundell's year. Taylor had moved up to the F1 team alongside Clark and Arundell was number one in the FJ team. From 26 starts, the Arundell / Lotus 22 combination took 18 wins (12 of them in International races), including a second victory at Monaco, four seconds (never more than 1.6 seconds in arrears) and four retirements. It was a season to remember, not only in terms of success but also two famous stories.

At Goodwood, while shaking down the first Lotus 22, both Arundell and Clark complained about the car so Chapman said a few rude words, jumped in, and was quicker than both! That is the story which has entered motor racing folk lore. Peter remembers it differently, "Chapman had pulled that stunt several times before, and at Goodwood he was quickest at that point. But I got back in the car and took a second off his time and that was the last time Colin ever drove a racing car though, later, I *pleaded* with him to drive the Lotus 27."

The second story concerns the famous wager at Monza. Some German drivers who had been running illegal engines could not believe the speed of the works Lotuses and assumed they, too, were bent. The journalist, Richard von Frankenberg, took up the story and splashed it in the German popular press. "Colin was prepared to let the matter fade away but I told him to issue a £500 challenge, and I would put up half, Von Frankenberg would have to accept.

"Colin was still sceptical but I knew that since a lot of our races took place on street circuits, the only tracks available for the challenge were Zandvoort and Monza and, since I'd had problems at both, my winning speeds had not been as fast as I could go. Colin saw the logic, put up £1,000 himself and promised me half of the winnings if I pulled it off. Von Frankenberg nominated Monza, the bet being that I should go faster than in the race. I did so, the engine was stripped and proved legal and Colin paid me my £500."

The incident is recorded in detail in Doug Nye's "The Story of Lotus, 1961-71", von Frankenberg ate crow and the story made headlines around the world.

For 1963, Chapman produced the Lotus 27 FJ car which had a fibreglass monocoque. "They'd done all the usual tests for torsional stiffness but, under braking, the front suspension would pinch in the monocoque — you could watch it happen.

"Colin wouldn't believe me and refused to drive the car. Eventually they fitted a cross-member which was supposed to cure

the problem, but didn't. It was not until I persuaded Mike Costin to try it that Lotus built the tub from aluminium."

Denny Hulme was meanwhile leading the British Express & Star FJ Championship and it was not until he got the aluminium car that Arundell was able to make a challenge, winning by a single point at the last round. At Monaco he seemed set for a hat-trick of wins, after winning his heat. "The crankshaft on our Cosworth engines used to flex, giving uneven power in the cylinders. Keith Duckworth came up with a new steel crank which he said was 'unbreakable'. It broke on the first lap of the final."

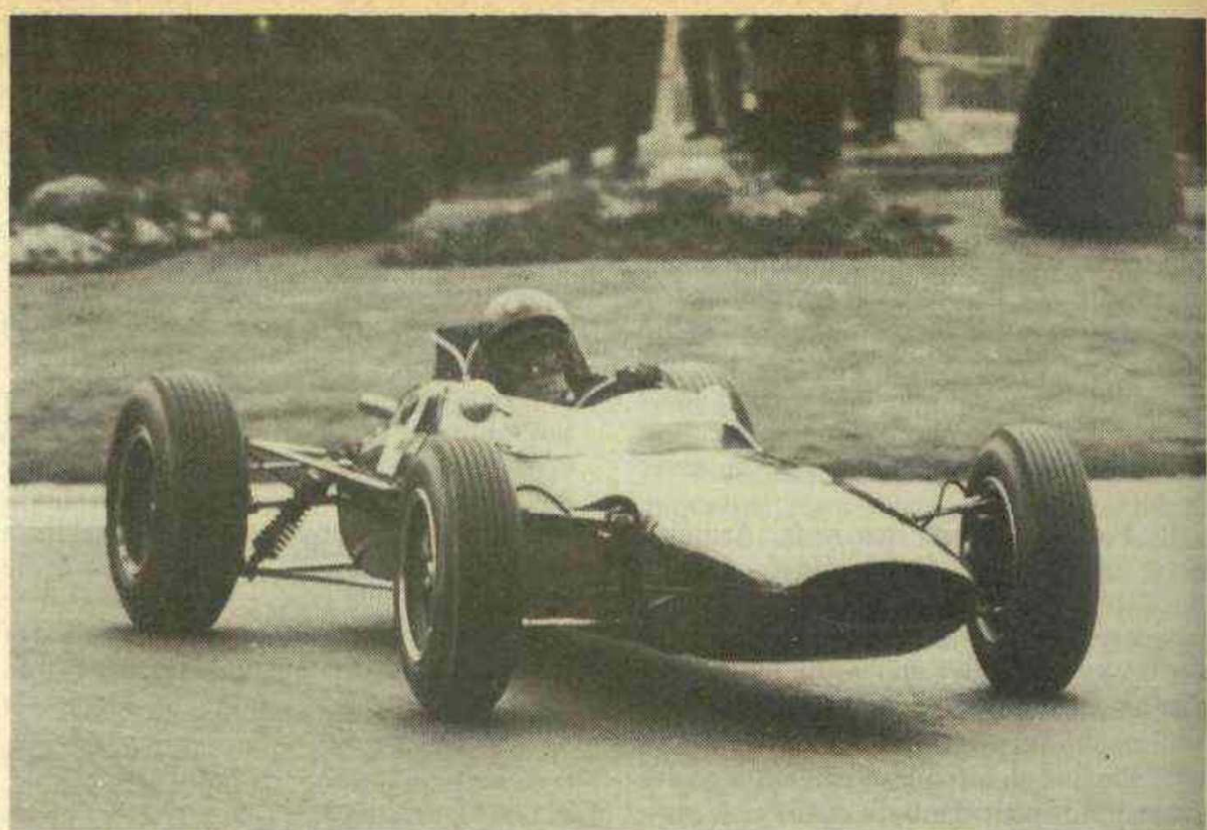
Towards the end of the season, Arundell was given drives in two non-Championship F1 races with a Lotus 25. He came second in both, to Brabham in the Solitude GP and to Surtees in the Mediterranean GP at Enna. It was a remarkable début. "I felt I'd been ready for F1 for some time, so I didn't feel over-awed. Chapman later told me that because I'd beaten Jimmy in that last race at Brands Hatch in 1960, I'd had to do an extra year in FJ, as a punishment. That apart, we were actually getting along quite well, though with Jimmy in the team, it was still pretty well a one-car outfit."

Late in 1963, Peter had a call for help from Lotus, for they were having trouble in organising the production of the Lotus-Cortinas. "Colin was impressed with what I did and asked me if I would be prepared to give up racing, become a director of the company, and organise production full-time. I replied that I wanted to be World Champion and, when I was, he was to ask me the same question and I would answer 'yes'. It's funny how things turned out in the end."

Trevor Taylor left Lotus to join BRP, "I think he got choked with constantly having long walks back from the far side of the circuit, the second Lotus was very unreliable." Arundell therefore joined Clark in both the F1 team and in the works Lotus-Cortinas, with an additional F2 programme in Ron Harris' team. "Again we were driving to order, I felt there were times I might have beaten Jimmy in the Cortinas but we were not even allowed to mix it a little to put on a show."

Few drivers can have had so successful a début season as Arundell did in 1964. Before long, the words "brilliant" and "World Champion potential" were being linked with his name, though my distinguished colleague, Denis Jenkinson, maintains that he was a very good number two but not quite an ace. Sadly, we will never know which opinion is correct.

At Snetterton, Arundell qualified third and led in the wet until his transmission failed. He followed with a third at Goodwood, behind Brabham and Clark. At Syracuse, he had transmission problems, took over Mike Spence's car, worked his way from seventh to, briefly, second and



PUZZLE PICTURE. It is Arundell on his way to second place in the Pau GP in a Lotus 27 converted from FJ to F2 specification. Fitted with a push-rod 1,000 cc Cosworth-Ford engine, the car lacked the power of Richard Attwood's winning Lola which had one of the new ohc Cosworth SCA units.

finally had to settle for third behind the Ferraris of Surtees and Bandini. Then came third places in the Aintree 200 and the International Trophy at Silverstone.

For his first World Championship event, Monaco, Peter qualified sixth and finished third despite transmission troubles which left his gear changing hand like a raw steak. Then came a third at Zandvoort, seventh at Spa (with no oil) and fourth at Rouen.

He was also going well in F2 and it was in such a race, at Rheims, that disaster struck. At the time, he was fourth in the World Championship. "I couldn't remember anything about it for years, but now it's mostly come back. I was in a tight slip-streaming bunch, you could be first one lap and seventh the next, when I kept my eye in the mirror for a fraction too long, got onto the rough at the kink on the straight, corrected, slowed slightly and was hit by poor Ritchie Ginther.

"Jochen Rindt later said I went fifty *yards* in the air, over the level of the trees. I parted company with the car at the top of its climb and landed on my head and shoulder, while the car landed on all four wheels, relatively undamaged. I might have been okay had I been wearing seat belts but, on the other hand, my weight might have caused the car to land the other way up."

Arundell's right femur had snapped and he was in a coma for over a fortnight with his wife, Rikki, by his bed and Jabby Crombac also there to give her support and help with translation. The operation to repair the leg should have been straightforward, but while inserting a Styman's joist to hold the fracture, the hospital (which Peter describes as "squalid") inserted infection as well.

He was walking on crutches in a month and should have been fit for 1965 but surviving a near-fatal accident was more difficult than surviving French medicine. Osteomyelitis set in and for over a year, in England, he was in and out of hospital, and plaster and leg irons. He also shed three stone in weight.

Chapman had promised to keep a drive for him, if he was fit enough, and he was as good as his word. The Chapman / Arundell relationship may never have been close, but Colin had Peter in his team for seven years. Arundell says, "If he had realised how much I worshipped him, things might have been different between us." The fact is, though, when a designer has a genius driving for him, the number two almost always is neglected, as any number two to Piquet will tell you.

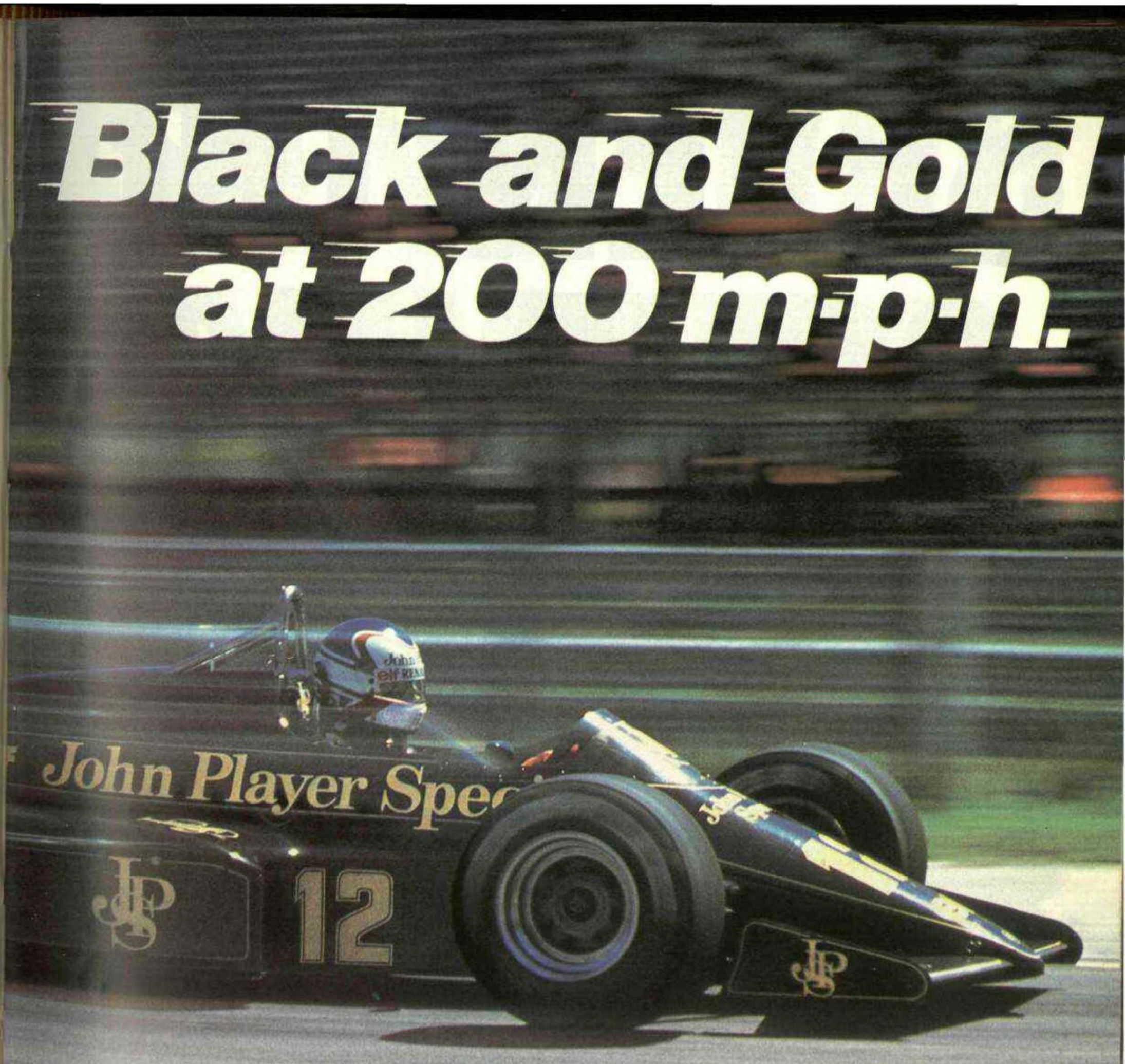
At Brands Hatch on 29th November, 1965, Arundell stepped into a Lotus F2 car and finished the day within a second of the lap record. "I was pleased, knowing things would improve, but had I told them the truth about my fitness, they would not have let me near a car. I was not only worried about having lost my touch but, because I was a professional driver, about being out of a job."

Arundell was back with Lotus for 1966. It was the first year of the 3-litre formula and Lotus used various Coventry Climax and BRM 2-litre V8 engines and the 3-litre BRM H-16. It was a bleak year for the team which had just dominated the World Championship. Mike Spence joined them on the driver strength and Arundell seems to have been made number three.

His come-back race, the non-Championship South African GP, netted him third, inches behind Siffert, both in 1½-litre cars, while Spence won in a 2-litre Lotus-Climax. He was still not 100% fit but, early in April, came second to Rindt in a

Continued on p. 857

Black and Gold at 200 m.p.h.



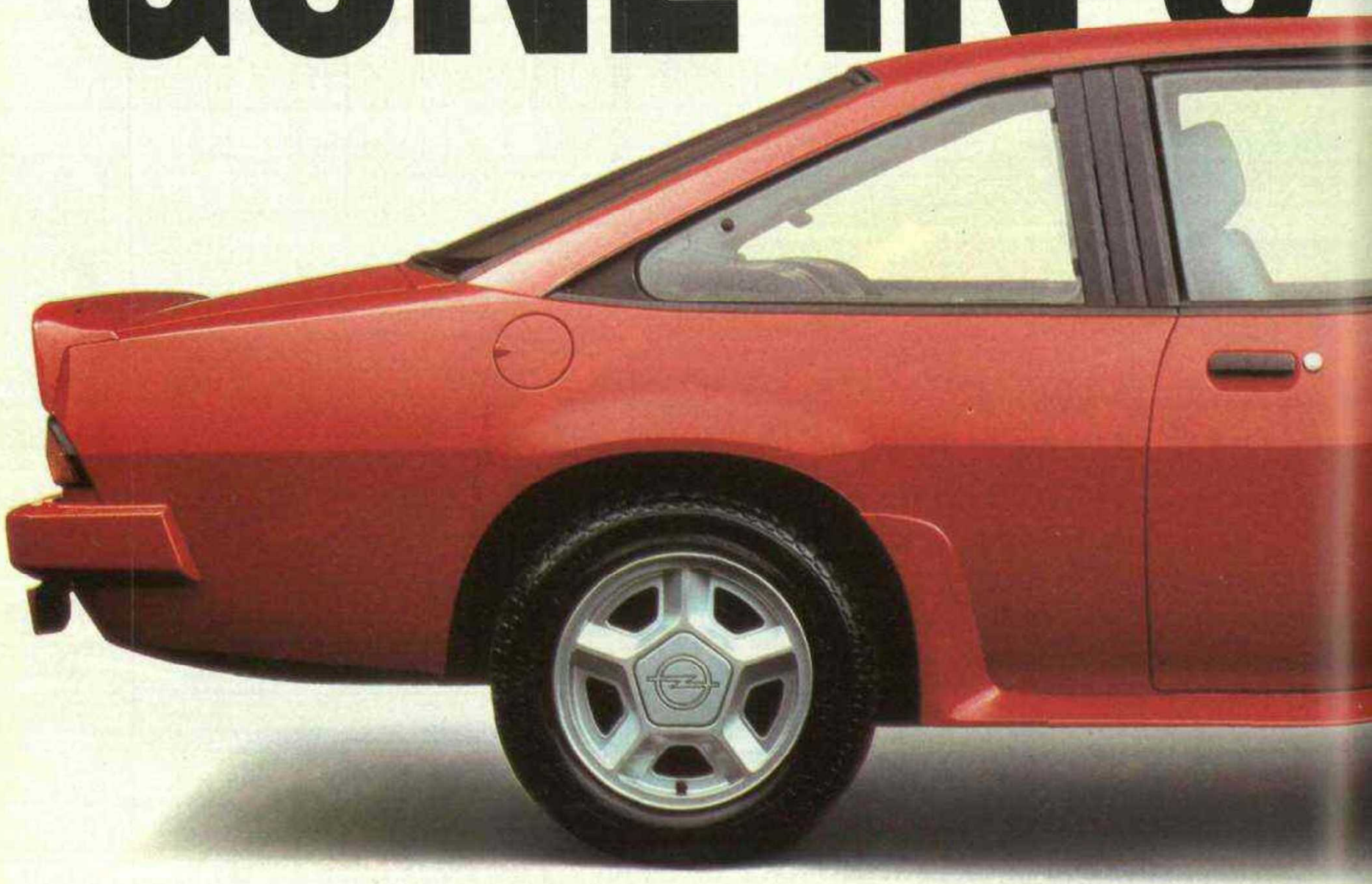
Racing at Austrian Grand Prix, August 19th
Dutch Grand Prix, August 26th
Italian Grand Prix, September 9th.

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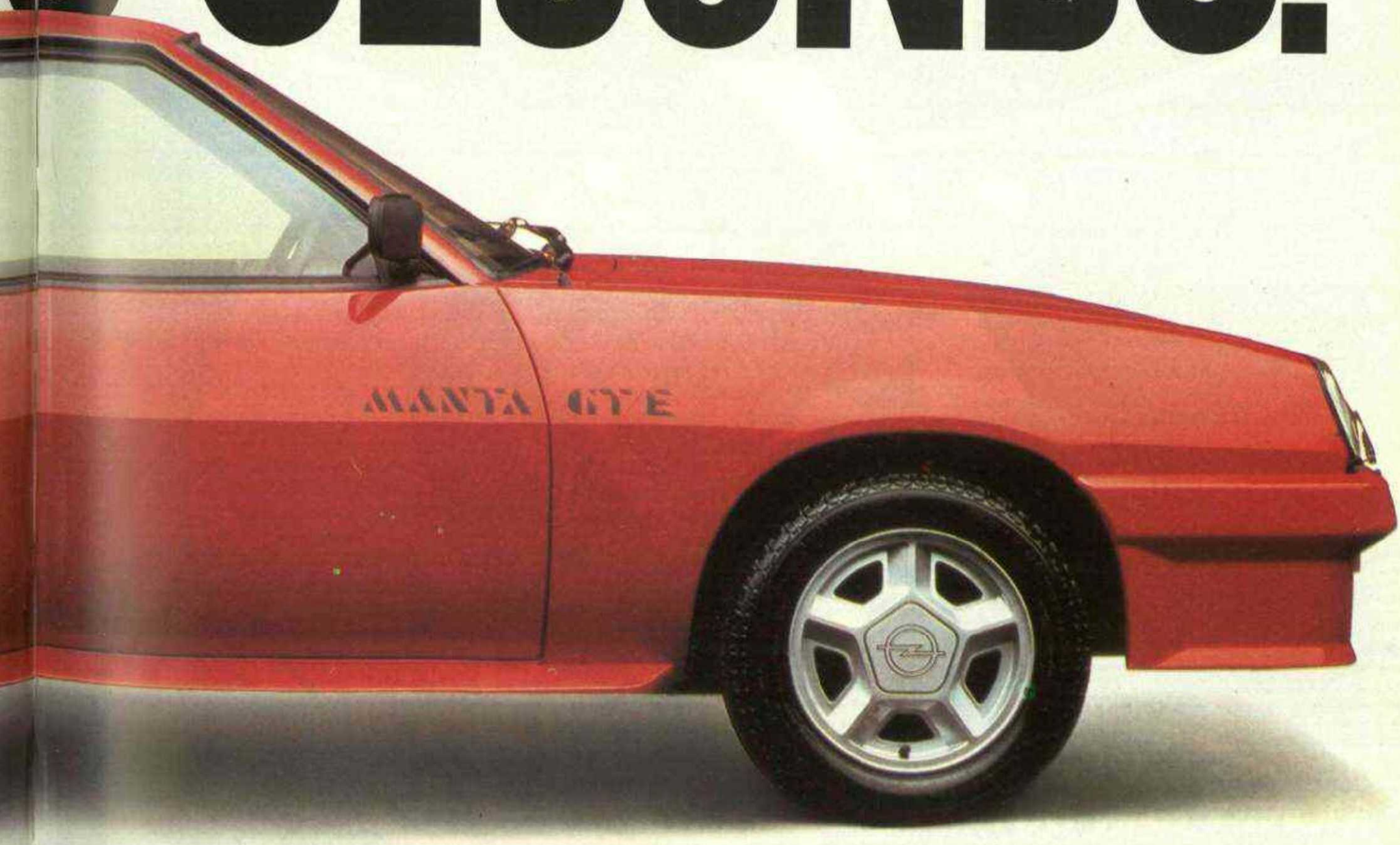
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BOOK REVIEWS

"Adventure with Fate" by Harald Penrose, OBE, CEng, FRAeS etc, 394 pp, 9 in x 6 in. *(Airlife Publications Ltd, 7 St John's Hill, Shrewsbury, Shropshire, SY1 1JE. £14.95.)*

Here is the book I have waited a long time for! — Harald Penrose's aviation autobiography. He was Westland's Chief Test-Pilot, but was much more besides, so that he knew almost everyone of importance in the developing years of the British Aircraft Industry. More than that, his love of aeroplanes makes this account of a life devoted to aviation particularly vivid and so well worth reading.

Past works of great literary merit, like Penrose's "No Echo In The Sky", "Airymouse", and "Cloud Cuckooland", have been a measure of this man's dedication to, and intimate knowledge of, aeroplanes of all ages and types, and now we have the full story, his long-awaited autobiography. In it he traces the years from schoolboy and even earlier enthusiasm for manned flight, to his continuing close links with flying (and sailing) at the age of 80, in these 1980s. Harald Penrose has a happy knack in his writings of capturing the very atmosphere of the lost moments, whether of his first flight with a sporting aunt, piloted by Cobham, in 1919 in a three-seater Avro 504K, or the present. His expert explanations of the handling idiosyncrasies and problems of most of the machines he flew add much to his story, from the viewpoint of avid aeroplane enthusiasts.

There are many descriptions, in Harald's crisp style, of narrow escapes, forced landings, fraught landings, and jumping from abandoned aeroplanes etc, in this long but ever-enthralling story. Although it is the personal story that counts, inevitably Penrose's latest book portrays the development of the aeroplane, from boxkite to Concorde. He is also very funny in places, remembering the great characters of his time at Westland's and elsewhere, like the eccentric test-pilot Capt Louis Paget, AFC, complete with monocle and pithy expressions, Penrose's autocratic but understanding "boss" Robert Arthur Bruce, OBE, MSc, and the works' staff at Westland's, with snatches of conversation to exactly capture people's characteristics.

The austerity in the Aircraft Industry, except when orders multiplied before the two World Wars, is seen in the mean payment by Westland's to pilots, and how under-insured they were, but clearly this never detracted from Penrose's keenness for flying. There are some references to cars, for although the author does not reveal the make of the £5 motorcycle he shared with a companion, he does tell us that he rode a time-worn Triumph sidecar-outfit when he was learning to fly with the RAF at Bristol in 1927, which was replaced by a £20 Wolseley two-seater as his Westland pay inceased. It was sold for £15, giving way to an Austin 7 Mulliner fabric saloon when he got married in 1929 and went to live in a remote thatched cottage — rent, with rates, 7/- (35p) a week. Later he and young Teddy Petter, CBE, BA, elder son of the Chairman of the Company, Sir Edward Petter, ran identical Austin 7s (Petter also had a Hanomag) and met and picnicked with their wives, Harold's cottage and Teddy Petter's grand house being but half-a-mile apart.

In his apprenticeship days at Westland's Penrose and his fellows built a Huck's-starter out of an old Model-T Ford, and there was that big green racing Fiat used by their then-Test Pilot Major Laurence Openshaw, MA which has long puzzled me — could it have been the Cobb / Warde 1911, S61 car between its Brooklands appearances, or its sister? Or even "Mephistopheles"?

However, this is primarily a book for those with aeroplanes in their blood, not to overlook seaplanes, helicopters and gliders, and they are in for an enormous treat, for this is no mean autobiography. Small type fills its 386 pages of text (there is also an Index) and if there is a grumble at all, it concerns the mass of photographs, which have captions, one of which differs on hp from the text, in very small type and could be clearer. Against that, Airlife obviously had difficulty in packing all this splendid reminiscence in, but they are to be commended for mostly putting relevant pictures in the right places, so that a glance usually shows the kind of aeroplane Penrose is remembering. . . This book is the most complete, detailed and enjoyable autobiography of its kind in recent times. Every aviation buff should buy it or at least make quite sure his or her local Lending Library gets a copy. And I offer personal thanks to Harald Penrose for a lot of very worthwhile reading. — W.B.

"Not Much of an Engineer" by Sir Stanley Hooker. 255 pp, 9 in × 6 in. *(Airlife Publishing Ltd, 7 St John's Hill, Shrewsbury, Shropshire, SY1 1JE. £14.95.)*

This book, published at the same time, is an excellent foil to Harald Penrose's autobiography. It covers a later period, of mainly aero-engine development, at Rolls-Royce and Bristol, by that very talented mathematician who had never seen a supercharger when he first went to R-R at Derby but who was soon in full charge of their improvement, with very worthwhile results for the Merlin engine. Sir Stanley went on to become the saviour of R-R after the failure of the RB211, Rolls-Royce paying £63.6-million to get him back by buying the Bristol Aeroplane Company!

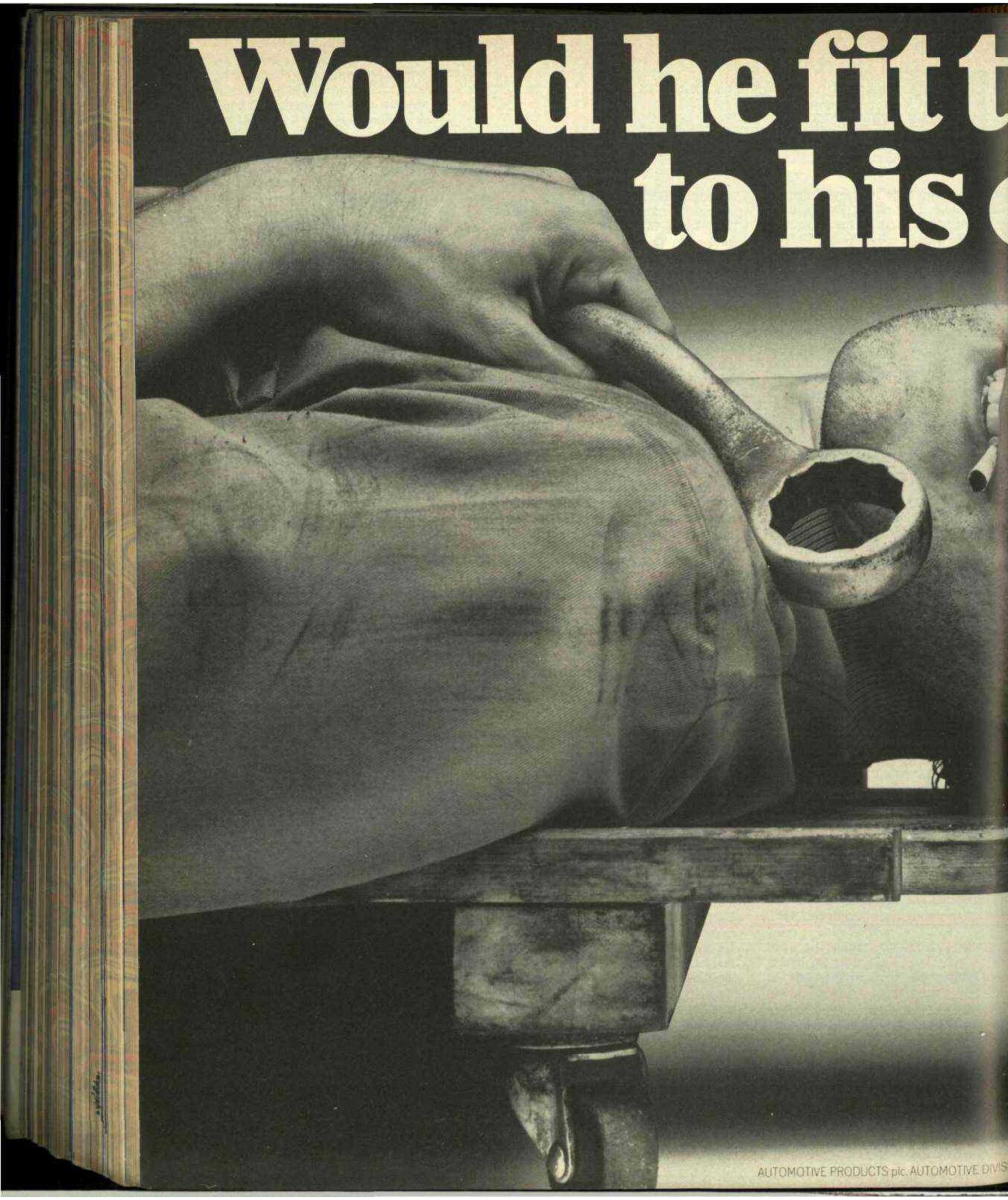
As one would expect from one of such logical and considered thinking, Hooker has written such a readable book that I could not put it down. Like Penrose, he recalls a great many individuals in covering a life devoted to aero-engine work, from the early Whittle turbo-jets to propulsion for the Harrier and Concorde, etc. Through it all his enormous respect for Lord Hives of Rolls-Royce is clearly apparent.

This is another book not to be missed by aviation enthusiasts or R-R followers, and if you want to know how Hooker was received in Rumania and China when negotiating R-R engine sales, it is all there. I confess that the erudite formulae at the back of the book are beyond my comprehension but I *was* somewhat surprised that the author refers to a "circular cylinder" — but perhaps that is ignorance on my part. . . Bill Gunston assisted with the book and the Foreword is by The Lord Keith of Castleacre, who first met Sir Stanley in 1972, when His Lordship had gone to R-R as Chairman after the great Company had survived bankruptcy. Another very enjoyable, important and highly recommended autobiography. — W.B.

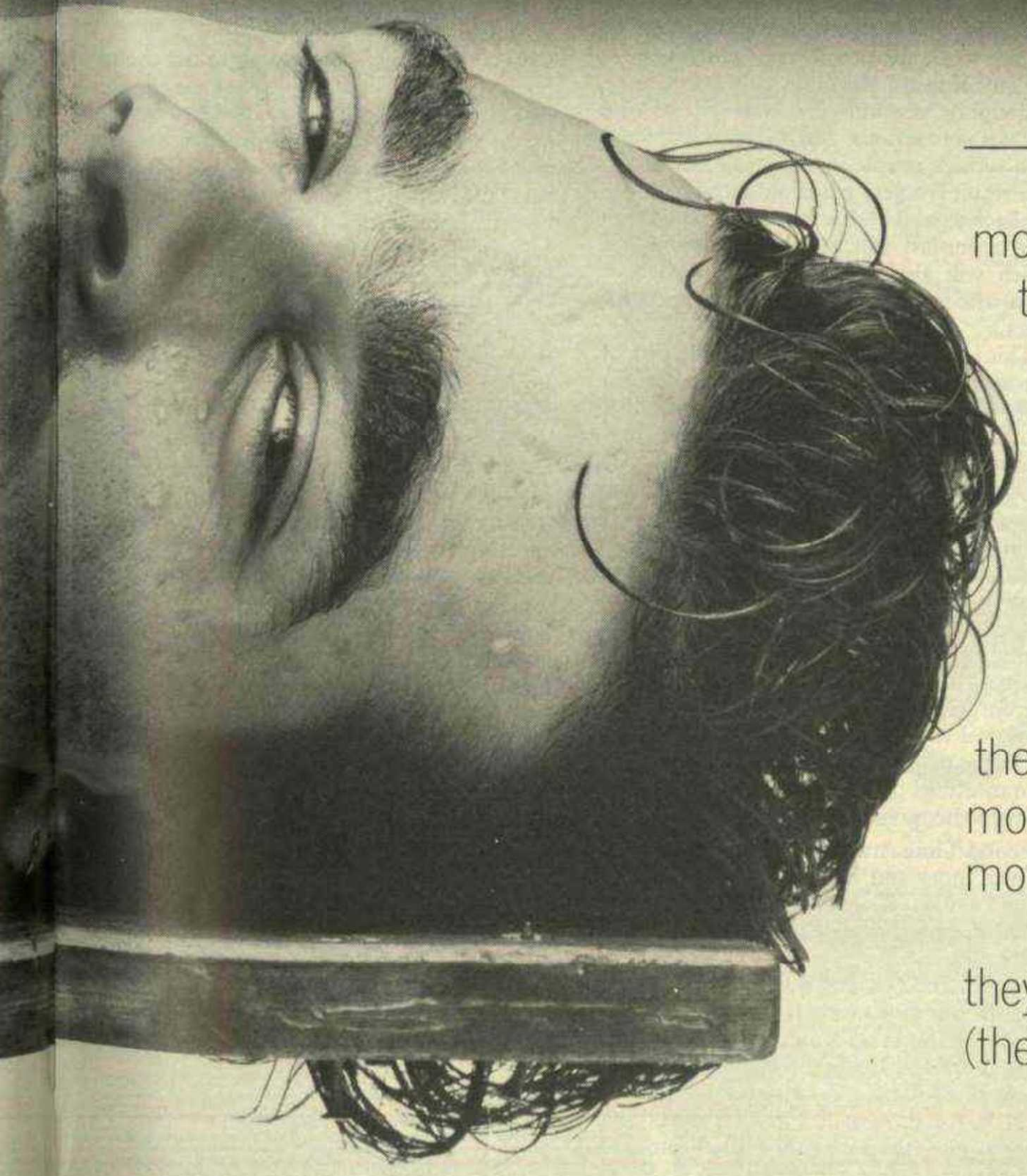
"Mercedes-Benz Grand Prix Racing 1934-1955" by George C. Monkhouse. 207 pp, 10½ in × 13 in *(White Mouse Editions Ltd, 23 Craven Hill, London, W2 3EN. £30.00.)*

We had heard for some time that Cyril Posthumus was working with the celebrated motor-racing photographer and writer, George C. Monkhouse, MACantab, FRPS, on this new book, mainly of fine photographs in abundance. The book, all 5 lb 2 oz of it (the companion Cavendish Books' ERA coverage comes out at over 7 lb) was launched at a party given by Erik Johnson of Mercedes-Benz (UK) Ltd, at the London Toy Museum last month, among a select gathering of motoring-writers, racing-folk, fellow publishers, with of course George and Cyril themselves, and Narisa and Allen Levy who directed it editorially and into print. Neil Corner and his wife were there too, as owners post-war of pre-war GP Mercedes-Benz and Auto-Union cars.

Before the war one of the memorable motoring books was "Motor Racing With Mercedes-Benz" published by Newnes, in which Monkhouse told of the mystical, magic life he led, following the Mercedes GP team around Europe with his friend Dick Seaman (who was to crash fatally at Spa), illustrating it with his inimitable


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Perhaps it was because they thought Borg & Beck offer more reliability or better value for money (they did).

Or perhaps it was because they find Borg & Beck easier to fit (they do).

One thing's for sure.

The clutch they prefer to fit at work is the clutch they prefer to fit at home.

BORG & BECK

Preferred, overall.

*Survey conducted for Automotive Products plc by Associated Research Ltd among 587 garage mechanics throughout Great Britain in September 1983.

RY, OXON. OX16 7QX. TEL: BANBURY (0295) 4421. ORIGINAL CLUTCH SERVICE – COVER ASSEMBLIES, DRIVE PLATES, RELEASE BEARINGS, CABLES, UNIVERSAL JOINTS.

Kodak-photographed pictures. His new book is an extension of that one, magnificently full of breathtaking pictures, inter-linked with George's story of what this great period of Grand Prix motor-racing was like when seen at close quarters, but taking the account on, to cover Daimler-Benz's racing return with the W196 GP cars in 1954/55.

If I was surprised at how many of the photographs I had seen previously I soon realised that this is but a measure of the great popularity and circulation of these unique camera-studies from such an artist. There is certainly much to be gained from a large-format, using best-quality art-paper, and there is fun picking out the new pictures. Posthumus has welded the book into a great record of the exciting appearances of the W25, W125, W154, W165 and W196 M-B GP racing cars, with the intertwining story by Monkhouse, suitably rewritten and expanded by Cyril. There are the supporting technical tables, power curves, etc, although it is to Karl Ludvigsen I would turn for more of the latter. Incidentally, we learn that they were 2.3-litre M-B saloons which the team's drivers used for road journeys, in 1937. The race placings of the Mercedes cars are listed. So here is an enormous treat for GP racing fanatics and fans of the three-pointed star. But, unlike the ERA book format, there are no colour plates. — W.B.

"The Aston Martin and Lagonda: Volume 1 — Six-cylinder DB models" by Andrew Whyte 144 pp, 7¼ in x 9 in. *(Motor Racing Publications Ltd., 52 Devonshire Road, Chiswick, London, W4 2HD. £8.95).*

Andrew Whyte is associated with Jaguar history but with this book in MRP's "Collector's Guide" series he has branched out into Aston Martin and Lagonda matters, in this first volume about the six-cylinder twin-cam DB cars. Here is a compact wealth of information about these cars on the tracks as well as on the road, with a generous number of illustrations to back up the authoritative text and the tabulated data, the last-named calling for eight Appendices to embrace the dating of different models, the specifications, the chassis nos. and production figures, production engine data, the racing records of individual Aston Martins from 1951 to 1961, racing engine development data, and performance figures for 1949 to 1968, taken from the motoring weeklies and MOTOR SPORT.

Andrew reminds us that in the decade 1950 to 1959 the proportion of starts to finishes of the winning sports / racing *marques* was: Aston Martin 39 starts and 14 race finishes, Ferrari 71 / 17, Jaguar 40 / 20, Mercedes-Benz 6 / 2 and Talbot-Lago 23 / 8, in the course of which Jaguar took 20 first-places, Ferrari 17, Aston Martin 14, Talbot-Lago 8 and Mercedes-Benz two. It is recalled that HRH The Duke of Edinburgh had two of these Lagondas the book covers. I liked this one and so should Bentley folk, as "W.O." was responsible for their engines. W.B.

"Countdown To A Grand Prix" by Tony Howard, 258 pp, 24 b&w illus pp, 7 in × 4½ in, paperback. *(Arrow Books Ltd, 17-21 Conway Street, London W1P 6JP. £2.25.)*

Many readers may already have seen Tony Howard's look at the background of Formula One on station bookstalls and in high street shops such as W. H. Smith, for it is being heavily promoted. The fact that it is being promoted along with the latest from Barbara Cartland, and the fact that the cover is garish and the blurb over-excited, may have put off the serious enthusiast from buying it. Gentlemen, think again.

Tony Howard has gone to great pains to thoroughly research his subject, as the extracts of serious interviews conducted with serious people in the sport illustrates. The result is a very readable introduction to the background of Formula One which the new enthusiast will find indispensable and which will also add to the knowledge of those who have closely followed the sport for years.

This is not only an excellent book, but an important one. Its importance lies in the fact that it is inexpensive, easily available, accurate and responsible. It will, I am sure, convert many people who may casually watch racing on television into becoming serious enthusiasts. The wealth of information they will receive from "Countdown To A Grand Prix" will stand them in good stead for a long time.

There are 24 pages of well chosen photographs, maps of the major circuits, a glossary of terms and brief profiles of all current Grand Prix drivers. In addition, there is a voucher which may be exchanged for a free ticket at any one of a dozen MCD race meetings this year — which more than recoups the modest price of the book.M.L.

"Second Time Around" by Niki Lauda, Dr Fritz Indra and Herbert Völker, 251 pp, 9¾" × 6¾" *(William Kimber & Co. Ltd., 100 Jermyn Street, London SW1Y 6EE. £12.50).*

Though Lauda's name alone appears on the cover of this look at the technical aspects of current Grand Prix racing, I suspect that Dr Fritz Indra and Herbert Völker did most of the work. Still, the fact that Lauda left the sport in the days of full ground effect and largely, non-turbo cars, and then returned to a changed set of circumstances, gives the book both its form and its thrust.

It begins with the stock Lauda interview, in which he, as always, comes across as a gritty, unsentimental, no-nonsense individual, and ends with his comments on circuits, a complete record of his racing career, tables of past World Champions and Grand Prix winners, and a short piece by Lauda's trainer, Willy Dungel, who stresses the importance of physical fitness but gives away few secrets.

So much for the padding. The meat of t book takes one step by step through all t technical variables currently operating Formula One. This is both interesting a lucid and there are many photographs highlight the points which the authors rais

The value of the book is the way it collat and puts into perspective all the variabl but, in the last analysis, I felt it over-pric for the amount of useful informatio unobtainable elsewhere, which it provide M.

"Austin Seven-1922-1982", Compiled by M. Clarke. 100 pp, 10½ in x 7¾ *(Brooklands Books Distribution Ltd Holmerise, Seven Hills Road, Cobha Surrey. £5.50).*

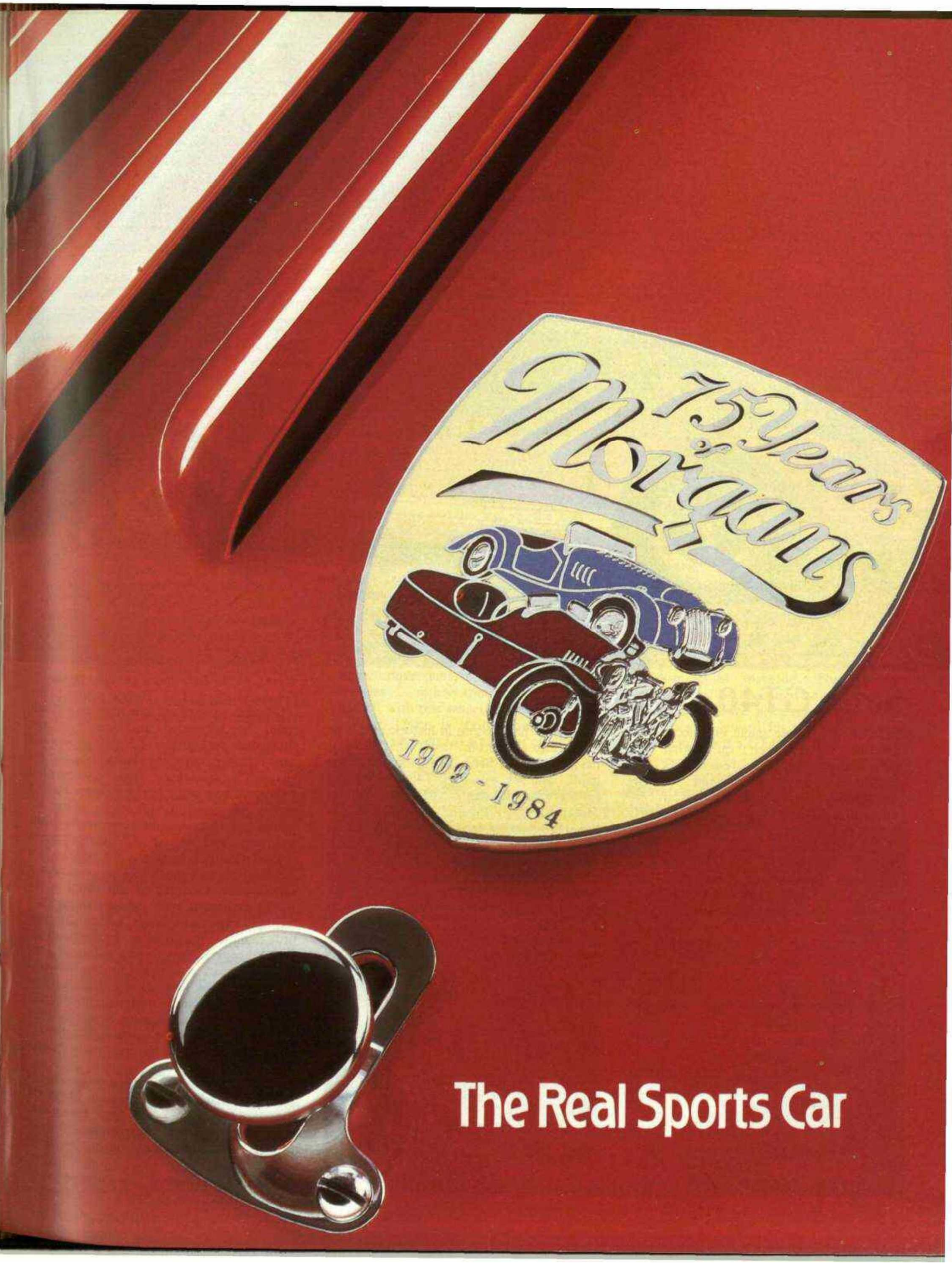
This is one of the most appealing and usef books in the wide range of one-mak histories which Brooklands Books has mad its speciality, by reproducing appropria articles from contemporary magazine MOTOR SPORT included, and bindi them in book form — and I never fail to b surprised at the generosity of the publishe involved, especially as most of them publi similar books of their own. . . .

However, that is by the way. The articl reproduced in this new book run from t earliest manifestations of the Seven, to t Ruby and Big-Seven models. What is mor there are *Motor's* opinions of the fir Chummy and its road-test of that fir Longbridge sports A7, a 1929 account touring France and Spain in a Chumm short pieces on the A7 in racing, pictures special bodies put on the famous (*infamous?)* A-pattern chassis frame, an perhaps more interesting to those struggli to maintain vintage A7s, there are *Lig Car's* 1950 tuning and maintenance article and Marcus Chambers' advice on workin on the A7 from 1944 issues of *Motor*. For t more paper-minded technicians the thr long articles "Under The Microscope" which the *Light Car* analysed the Austin 7 1937 are included — this series covere several pre-war small cars, so tho concerned with other makes can indul themselves, now that IPC run an Archiv Photostat Department.

In this Brooklands Book it would ha been interesting to read the old road-te reports comparing blown with unblow Ulster (72 mph and 0-50 mph in 24 sec f £185 in 1931 from the former), but the latt test is not there, although those for other A models are, and the blown Ulster does get i place in *Autocar's* "Talking of Sports Cars series (one by Hugh Conway), and in Eve much more recent coverage of non-supercharged Ulster.

So this is a *most* interesting collection past A7 articles, even if they do remind that the 1936 Ruby saloon when new woul not quite do 53 mph and required 58 sec which to reach 50 mph from rest . . . I se too, that the light-hearted piece I wrote f the *Light Car* about the 1928 Chummy

Continued on page 85


75 years
Morgans
1909 - 1984
The Real Sports Car

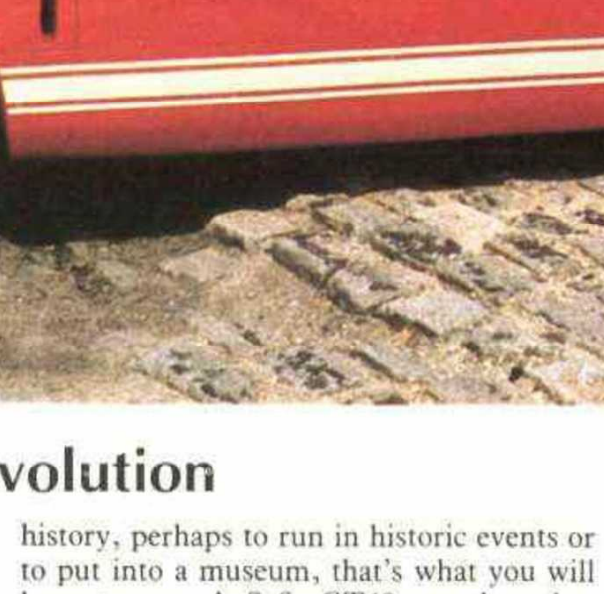
Safir GT40 — an evolution

THERE is a whole range of adjectives to describe cars that aren't quite what they seem: fakes, replicas, re-creations and inspirations are just a few of the descriptions. But like the Autokraft AC MkIV that we drove and described a couple of months ago, the Safir GT40 answers none of these appellations. It is, if you like, a genuine evolution of the Ford GT40, developed for limited production and practical road use by Len Bailey who was a member of the original design and development team.

If the Safir GT40 looks almost identical to the historic model that won the Le Mans 24-Hour race in 1968 and again in 1969 it is because the body is made in the same, original Mk1 version moulds, though to a much higher standard producing a mirror finish scarlet paintwork. The BRM pattern wheels, used latterly by Ford, are made by Challenge Engineering in High Wycombe and are the finishing touch to a totally authentic looking GT40.

An original Ford GT40 would be valued today at anything from £60,000 (in scruffy condition) to £100,000, though the Gulf car which won twice at Le Mans is almost beyond value. If you want a car with a bit of history, perhaps to run in historic events or to put into a museum, that's what you will have to pay. A Safir GT40, on the other hand, will set you back £45,000 for the rolling chassis, nearer £50,000 with a Mathwall-built Ford Boss 302 (5-litre) iron block V8 turning out a bit over 300 bhp, aided by a four-barrel Holley carburetter.

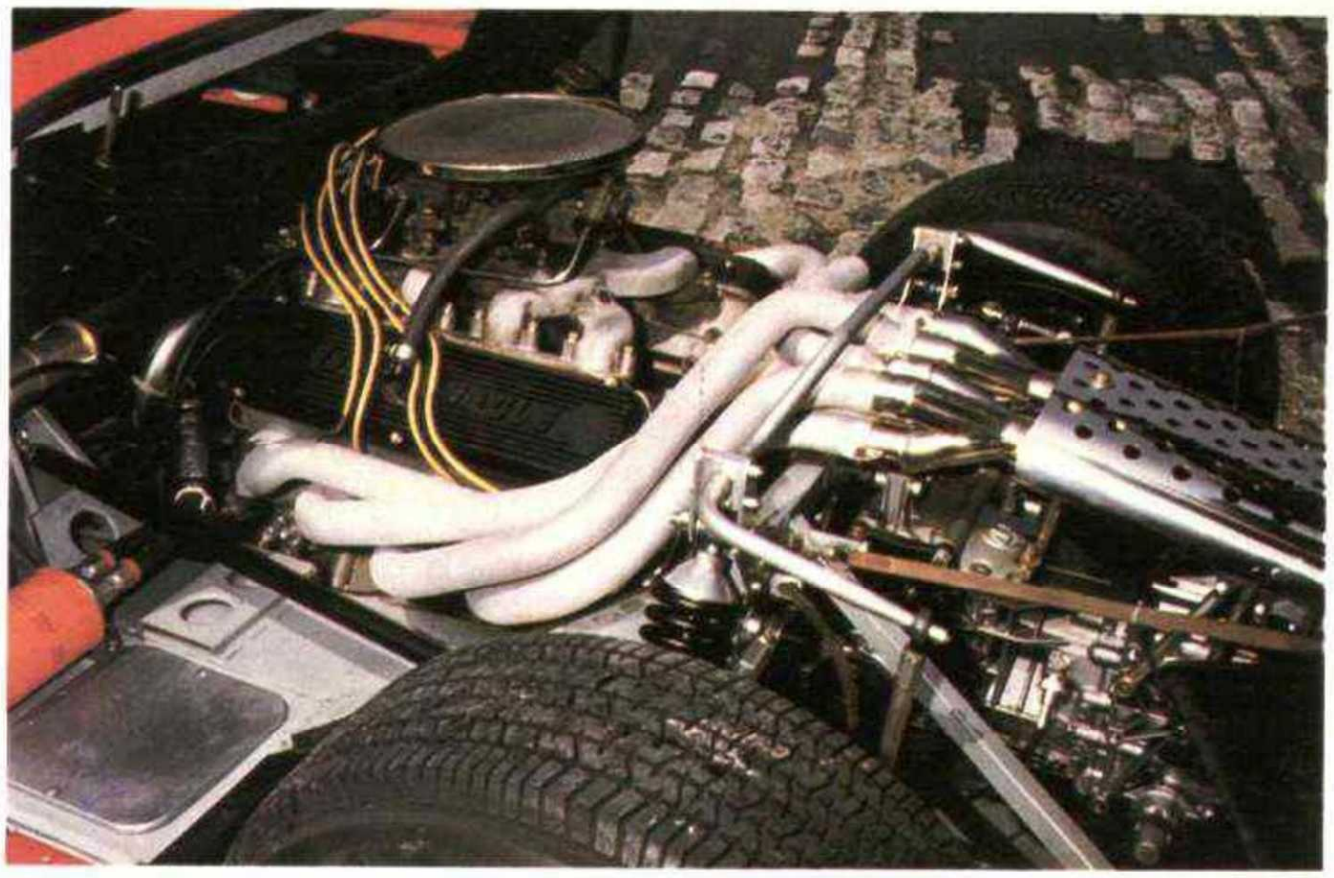
Peter Thorp negotiated the right to call his version a GT40 and bought all the available equipment from John Willment (half of the 'JW' partnership with John Wyer), so the Safir has a genuine pedigree. For production Len Bailey evolved the GT40 with squared-off side members which could be fabricated and would accept aluminium fuel tanks (12.5 gallons on each flank) rather than the leaky bag tanks, "handed" uprights, new suspension geometry, new alloy brake calipers, and a variety of detail modifications. The AP brakes are 11.5 inch diameter at the front and rear, and an AP 8.5 inch sintered twin-plate clutch transmits the power via a ZF gearbox, very much like the original but subsequently modified to suit BMW's M1.



INSIDE the front hatch.

The enormous twin exhaust pipes pass through expansion boxes which do very little to muffle the noise, so driving the Safir GT40 through sleepy Surrey villages is very much a case of looking out for the Law and keeping a light foot on the throttle. The noise emission can be quite acceptable on a light throttle, less offensive than that of a high-revving Japanese moped, but there's no chance of passing by unobtrusively in a blood-red GT40!

A heavy foot building the revs up towards the 7,000 mark produces a quite different sensation, that of a *pur sang* racing car launching itself up a narrowing strip of tarmac. In contemporary times the GT40



MATHWALL-BUILT 302 Ford V8 is equipped with Gurney-Eagle heads and 4-barrel Holley carburetter.

seemed to lack the vivid appeal of a Ferrari 312, perhaps on account of its Detroit production based engine, but to drive one today banishes such thoughts completely. Today's breed of turbocharged monsters, producing twice the power maybe, have muffled and muted exhaust notes which don't arouse the drivers, let alone the spectators to any great degree. The howl of a high-revving normally aspirated engine, like the smell of Castrol R, stirs many memories of "the good old days" and the GT40 seems to epitomise a bygone age of endurance racing.

Peter Thorp's GT40 has an open top (as did the originals sometimes, at the Targa Florio for instance) in deference to his six-foot height; the firm, cord upholstered seats are fixed but the pedals are adjustable, so it's not easy to make a rapid change-over. So we pointed our toes to reach the pedals, and still managed to appreciate that the clutch is not unduly heavy, and nor do the brakes need a lot of warming up to do their job.

The short gear lever, working in an open gate, has a catch to guard against reverse. Unlike the original GT40s the movement is not sequential, meaning that you can move the lever from fifth to third, or fourth to second if you want to. The cockpit feels very snug indeed, and quite free of draughts, though a warm breeze comes back from the radiator via the pedal box suggesting that motoring on a hot day could be thirsty work . . . even without a helmet and a full set of Nomex.

Had this been a production sports car from a major manufacturer we might have complained at the firm suspension. But, as a fully rose-jointed fair weather road car derived from a Le Mans winning racing model we could only marvel that the suspension would cope with uneven surfaces at all, let alone with a reasonable degree of comfort, and we can well believe Mr Thorp's glowing description of a trip to the Nürburgring last year with his wife, setting some impressive averages on the autobahn system.

There was no opportunity to take acceleration figures, but a 0-100 mph time of around 10 seconds felt perfectly credible. There was no problem in unsticking the 235 section Goodyear NCT rear tyres in fierce acceleration and the right-hand gearchange moved with a short, positive movement each time. The GT40 is geared for a maximum of 170 mph, but the high drag body (by today's standards) and 1,000 kg weight probably combine to allow a top speed of around 150 mph with 300 bhp.

The steering felt very direct and responsive, and not particularly heavy with little weight over the front wheels and probably little in the way of downforce, either. Sheer grip was disappointing, though, as the tyre pressures were adjusted for road use and not for an off-road handling course, which resulted in a heaving tail-out moment at a fairly low speed. Rather inhibited, we continued on the track concentrating on the feel of the car, the sound and the smell rather than any further handling experiments.

Until a few months ago Safir Engineering was next door to the Autokraft company within the Brooklands Estate, but has now moved a mile down the road and expanded at the Brooklands Garage in Oyster Lane. It's a Ford RS centre, at the front, but they do amazing things like six-wheel Range Rover conversions, pickups, cross-country vehicles . . . or how about an XR4i-powered Escort, with rear wheel drive?

Peter Thorp is laying down a further batch of six Safir GT40s, most of which are already spoken for. By any standards they are outrageous road cars, and at £50,000 apiece they make toys for the very rich but lacking the investment value of an original GT40. Yet, to go out and drive one is proof enough that normal production cars, no matter how fast or expensive they may be, lack that vital ingredient of machismo. Dulled by soundproofing, pampered by air conditioning and stereo today's supercars are infinitely more sophisticated, but along the way the driver has lost a vital ingredient, the blending of his skills and the thoroughbred qualities of an open, back-to-nature machine. The exclusive market may be measured only in ones and twos, in the Safir price range anyway, but what a rich reward for the fortunate ones who can afford a GT40! — M.L.C.



HERON
A Heron Corporation Company

The121 m

Over the brow it comes.

A roar of controlled power as the ZF gearbox is snicked into fifth and the turbo boost fluorescent display climbs to its maximum 10lb per square inch.

The latest from the MOD undergoing secret trials on Salisbury plain?

Would even the new defence budget run to double thickness primer cataphoretically bonded to every part of the body?

Or 74lbs of corrosion proofing material distributed round its vulnerable parts?

Not to mention acceleration from 0 to 60mph in 8.6 seconds and the vast top speed you see below.

(High enough to let the Delta stroll past any GTE, XR3i or Golf GTi.)

And while we haven't actually put a tank in our salt spray test, we've checked just about every other car, and none of them can withstand this deadly barrage as long as a Delta.

But despite being armour plated, the last thing a Delta feels like is a tank.

The horribly critical 'Car' magazine waxed uncharacteristically lyrical:

"The TRXs and firmer suspension, allied to the Delta's advanced fully independent suspension makes a highly competent marriage.

The car turns into corners beautifully and powers through them without complaint from the rubber.

Quite simply, in all round roadholding and handling, there is no better small sports saloon."

Which only leaves us to add that Lancia Delta HF Turbo prices start at £7,250.

Not a lot to pay for the fastest 1600cc five door, let alone the fastest tank.

(Even more difficult to refuse is the version shown with Recaro seats, central locking, headlamp wash-wipe and sunroof at £7,990.)

Prices include car tax and VAT but exclude number plates and delivery.

For a brochure and address of your nearest dealer, write or phone Lancar Limited, Lancia House, Henwood, Ashford, Kent, TN24 8DH, Ashford (0233) 25722.

The new Delta HF Turbo from £7,250.

LANCIA

mph tank.





Acropolis Rally

STIG BLOMQVIST's (above) well timed victory on the Acropolis his first — not only gave him back the lead in the Drive Championship, but also Audi a useful advantage over Lancia the World Championship for Makes. Yet again the Peugeot 2 Turbo 16 was impressive. On only its second appearance, t mid-engined turbocharged four-wheel drive French car again l a World Championship rally in the hands of Ari Vatanen (left), b retired soon afterwards following oil pump belt problems. Saf expert Shekhar Mehta (below) takes a flying leap on his way seventh in his factory Nissan 240RS, the Japanese team taki the team prize.



RENAULT 11. TOUGH ON THE STREETS.

The new 1700cc TXE. £6,100*



RENAULT BUILD A BETTER CAR

The Renault 11 TXE: The stylish, sporty model in the Renault 11 range.

With a brand new, more powerful 1721 cc engine. Developing 80 bhp Din.

5 speed gearbox and a top speed of 106 mph (manufacturer's figure).

Excellent fuel economy: 54.3 mpg at 56 mph, 42.2 mpg at 75 mph and 32.1 mpg on the urban cycle!

High performance 175/70 SR 13 tyres.

High level of equipment includes front fog lamps and headlamp wash, electric front windows, rear wiper, central door locking with remote control, monotrace front seats, folding, split rear seats, alloy wheels and side bumper shields.

There's also a choice of 1100 cc and 1400 cc models in the Renault 11 range.

Prices start at £4,495.*

RENAULT 11

*Price (correct at time of going to press) includes 15% VAT, Car Tax and front seat belts. Number plates and delivery extra. †Government Test Figures: Renault 11 TXE, constant 56 mph 54.3 mpg (5.2 L/100km), constant 75 mph 42.2 mpg (6.7 L/100km), simulated urban cycle 32.1 mpg (8.8 L/100km). For a brochure write to Renault UK Ltd., P.O. Box 36, Southall, Middx. Ask your dealer about Renault Care mechanical breakdown cover. West End Showroom, 77 St. Martins Lane, London WC2. **RENAULT recommend Elf lubricants.**

Shell Oils

GEMINI

THE PERFORMANCE OIL THAT STAYS IN GRADE

Gemini. The most dramatic oil-change ever.

Introducing Gemini. An outstanding new oil that represents a major breakthrough in oil technology. Shell's most advanced formula ever. At high revs and high temperatures it stays in grade. No other oil can cope with the demands of hard driving quite like Gemini. It gives unsurpassed protection for cars that perform.

VSCC
Oulton Park

IN BRIGHT SUNSHINE (above) Alan Cottam (Maserati 250F) leads Roddy MacPherson's Cooper Bristol away from Lodge Corner in the Cheshire Building Society Allcomers Race, won by Willie Green in Halford's Lotus 16. David Black took the Seaman Historic Trophy in his magnificent Tipo B Alfa (below left) while the Vintage Trophy went to Ron Footitt (below right) driving the rapid AC/GN Cognac Special.







Try turning over a cassette at high speed.

You're zipping along the black top tempting the law to apprehend you. Your pirated chrome cassette of the only live performance of the legendary Poisoned Warts has reached the end of the side.

You lean down to eject the cassette and turn it over.

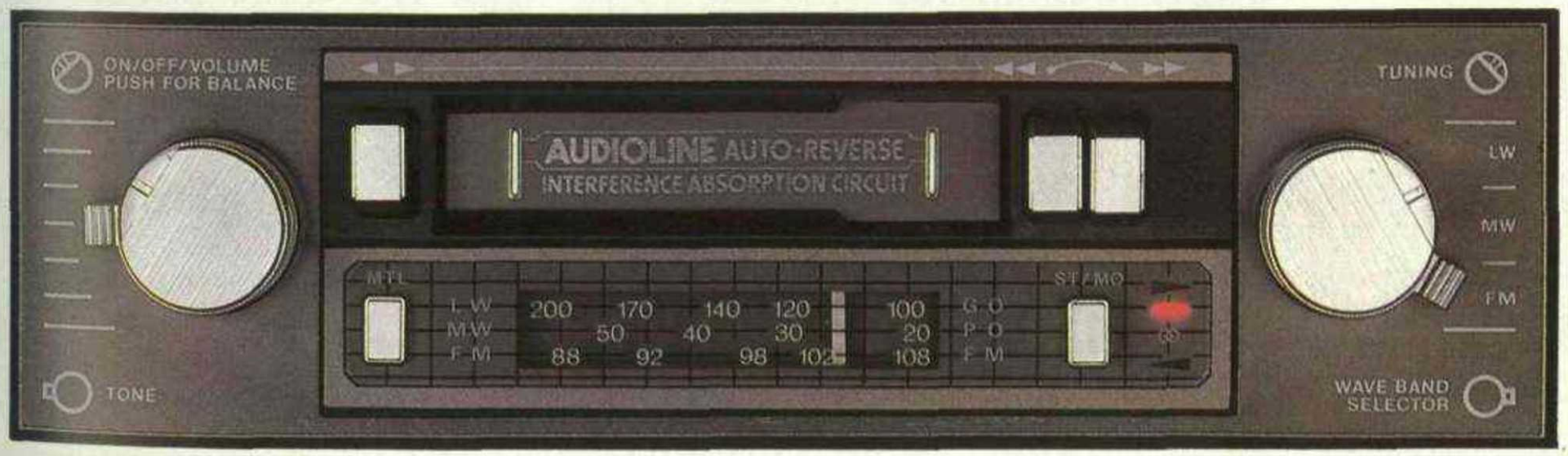
The pantechnicon on the inside lane hits a patch of spilt multigrade, and suddenly you're exploring the unique contour of the gully that follows the British motorway system.

Audioline, who make nothing but motor car audio equipment are very concerned (one of our mottoes: "the dead don't buy") and we've sorted out the problem.

Please pay attention to the Audioline 405.

When the cassette comes to an end, the 405 reverses it and plays the other side automatically. Until you stop or eject it.

You keep driving. And alive.



The power is adequate to deal with the Poisoned Warts affection for volume, and will feed you their distortion undistorted in crisp stereo.

The radio is praiseworthy too.

Three wavebands, all protected against the ravages of the outside world by a Dobermann-like anti-interference system.

The unit is crammed with transistors, integrated circuits and diodes that ensure fluent broadcasting, and fine stereo clarity.

By now you'll be wanting to know the price of this paragon.

We'll tell you.

The better shops will attach a ticket from around £85. It's often less.

Whatever, it's pounds cheaper than anything remotely comparable from the better-publicised names. But do heed another of our mottoes: "no-one ever said that paying extra buys you extra."



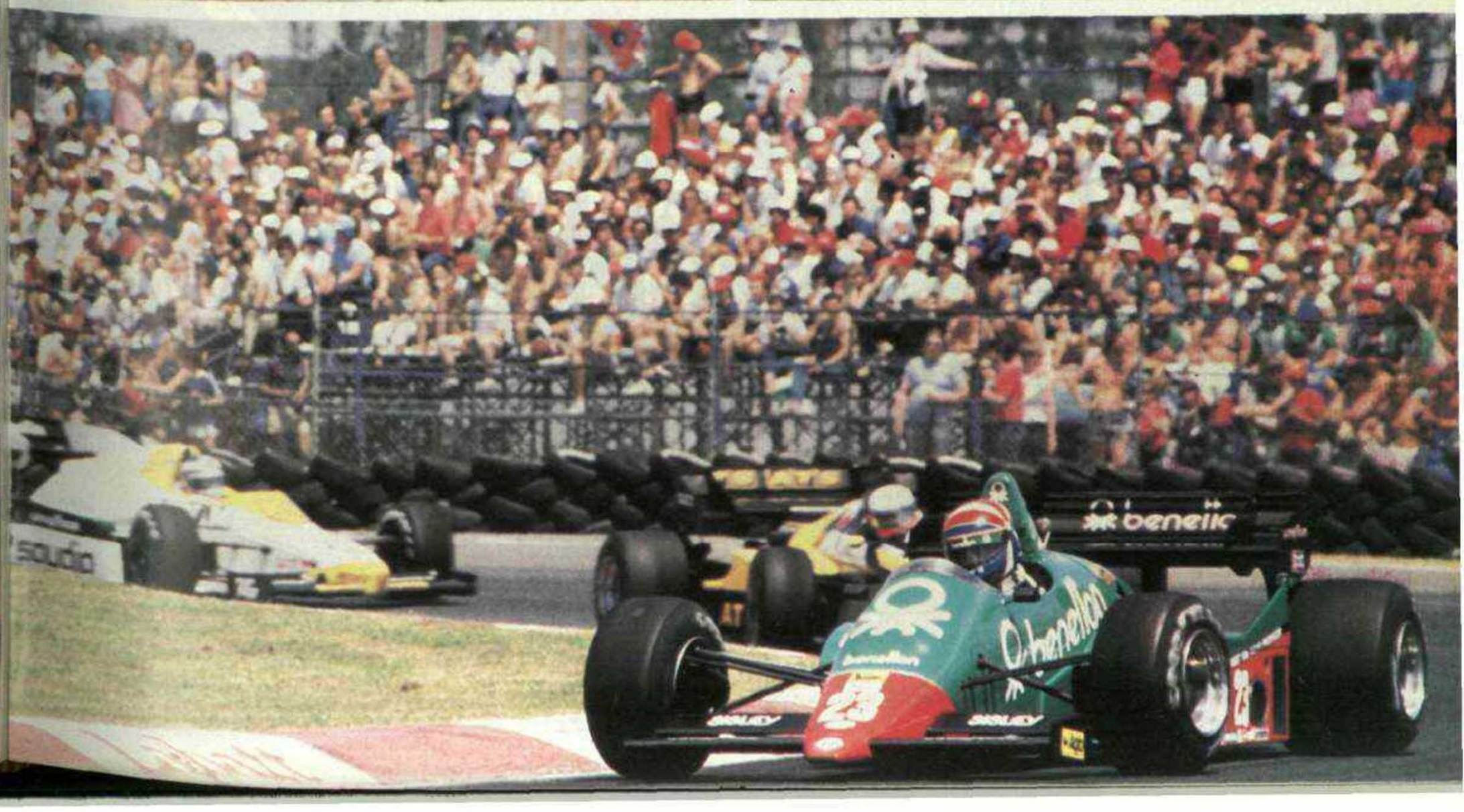
Perhaps we should charge more.

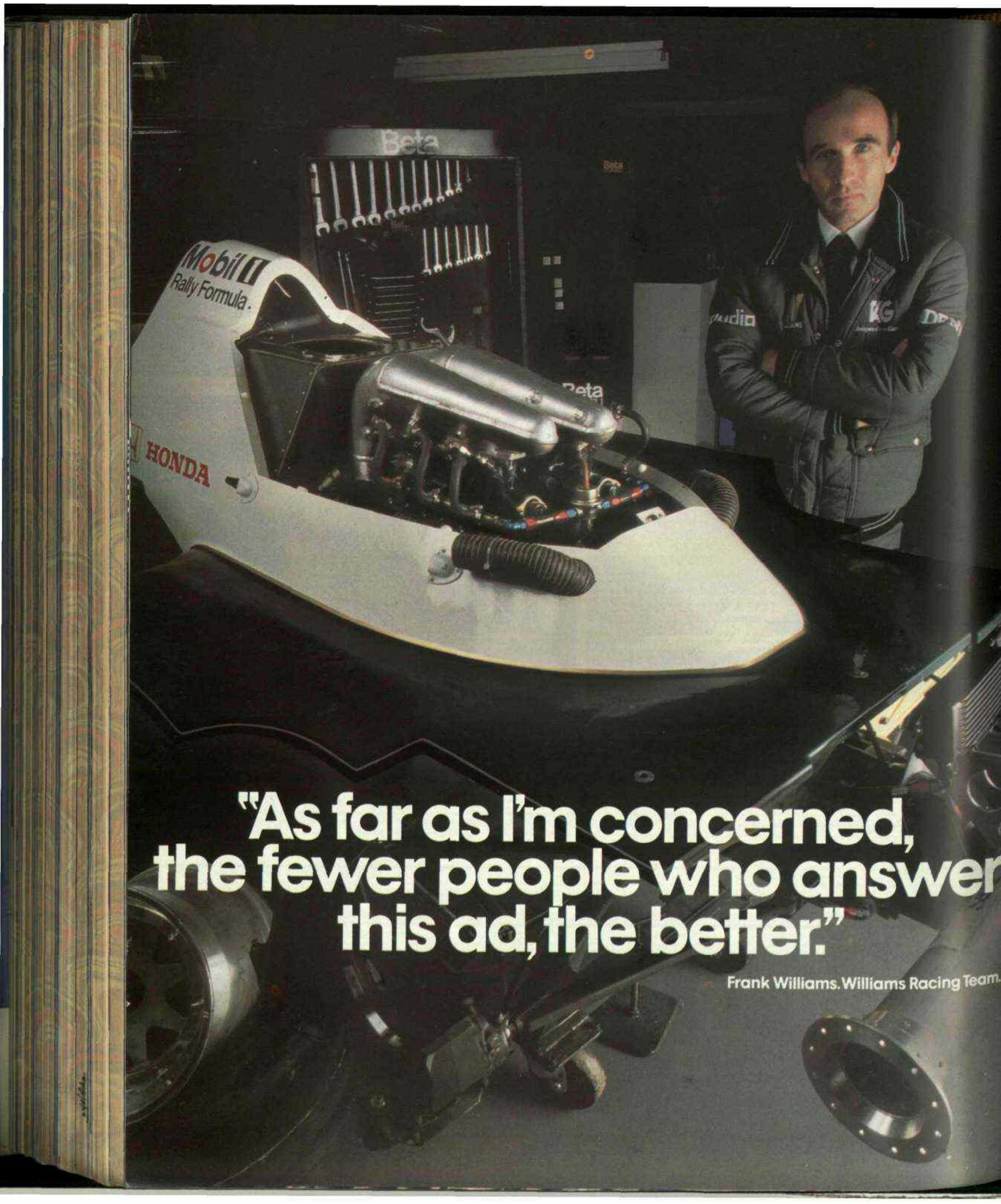
CANADIAN GRAND PRIX Brabham team leader Nelson Piquet drove a faultless race at Montreal to win the Canadian Grand Prix June 17th, his BMW-engined BT53 (above) holding Alain Prost's pursuing McLaren MP4/2 at bay af slipping ahead of the Frenchman mid-way round the opening lap. Below, Prost leads Piquet and the rest just before he was displaced from th initial advantage. Opposite top, Niki Lauda heads for a fine second place in his McLaren MP4/2 while Cheever's Alfa Romeo heads Winkelho and Rosberg (bottom right). F2 Ralt-Honda driver Mike Thackwell (centre left) had a disappointing outing in the RAM 02 while (centre right) so of the Grand Prix drivers turned out for an informal "drivers versus the press" football match. How many of them can you recognise out of th overalls?


Marlboro
SAIMA
SAIMA
8
UNIPART


HONDA
PIRELLI
HONDA
SHELL
10




benetton
benetton
23
SOLIDO


Beta
Mobil 1
Rally Formula.
HONDA
"As far as I'm concerned, the fewer people who answer this ad, the better."
Frank Williams. Williams Racing Team.

Frank Williams is a man who might be said to have more than a passing interest in motor oil.

After all, when what you know about something can mean the difference between success and failure in your chosen field (and in motor racing the difference is calculated in mega money), that something is likely to be high on your list of specialist subjects.

So when he approached us, back in 1980, to develop a new oil for his Formula One team, we knew he wasn't talking about anything less than a technological breakthrough.

What Frank was looking for was an oil which would give him something no other oil could give. A competitive edge.

As you might have guessed, the oil we developed was Mobil 1 Rally Formula.

The oil that combines more power with more protection.

Obviously, any oil intended for use in Formula One racing has to be able to satisfy the stiffest demands as regards engine protection. But Mobil 1 Rally Formula was also formulated to give extra brake horsepower. And it was this extra brake horsepower that was crucial to Frank Williams.

So much so that he insisted on exclusive use of the oil.

The rest is history. In 1981, the Williams team won the World Formula One Constructors' Championship.

In 1982, Keke Rosberg became World Champion driver in a Williams' car.

Then late in 1983, despite Mr Williams' distinct lack of enthusiasm, we took the brave step (Mr Williams is no softy) of deciding to launch Mobil 1 Rally Formula to a wider audience.

Now, finally, comes the opportunity for those of you knowledgeable enough, or mad enough to pay around £12.00 for four litres of oil, to buy Mobil 1 Rally Formula.

It might be good enough for Frank Williams, but is it good enough for you?

A good question.

After all, the demands of Formula One racing are very different to the demands of everyday driving.

Yet the benefits of this oil are by no means limited to the race track. Basically, Mobil 1 Rally Formula isn't formulated like an ordinary oil. It's a synthetic lubricant, built up molecule by molecule, by our team of technical experts to out-perform conventional oils. Its grading for instance, is SAE 5W/50. A viscosity no ordinary oil can match.

And that 5W figure means cold starting with Mobil 1 Rally Formula is a lot easier than with conventional mineral oils, especially in extreme cold conditions.

Trial by turbo.

Mobil 1 Rally Formula is the oil that's turbo-proven. So when things get hot, as they do in the galleries of a turbo-charger, or even in an average car's spin down the motorway when piston rings can reach 550F, this oil really shows its class.

At those kinds of temperatures, a conventional oil soon begins to fall apart.

It breaks down chemically, thickens up, and cokes up just when it's needed most.

Scientists call this thermal degradation. It's something that happens to Mobil 1 Rally Formula, too, but in comparison it happens at a rate which is remarkably unhurried.

(In a laboratory test, waiting for it to occur, you'd be well advised not to hold your breath.)

Considering the price of a new engine, the price of our oil suddenly begins to look like good value.

More so when you realise it's been tested to give protection for up to 25,000 miles or 1 year between oil changes.*

*SUBJECT TO MANUFACTURERS' RECOMMENDATION

Most oils are changed every 6,000 miles. But because our oil doesn't break down so quickly, it resists for that much longer the acids and impurities which form and then find their way into your sump.

This means less clogged valves and smoother running pistons for many more miles.

You've never bought an oil like this before.

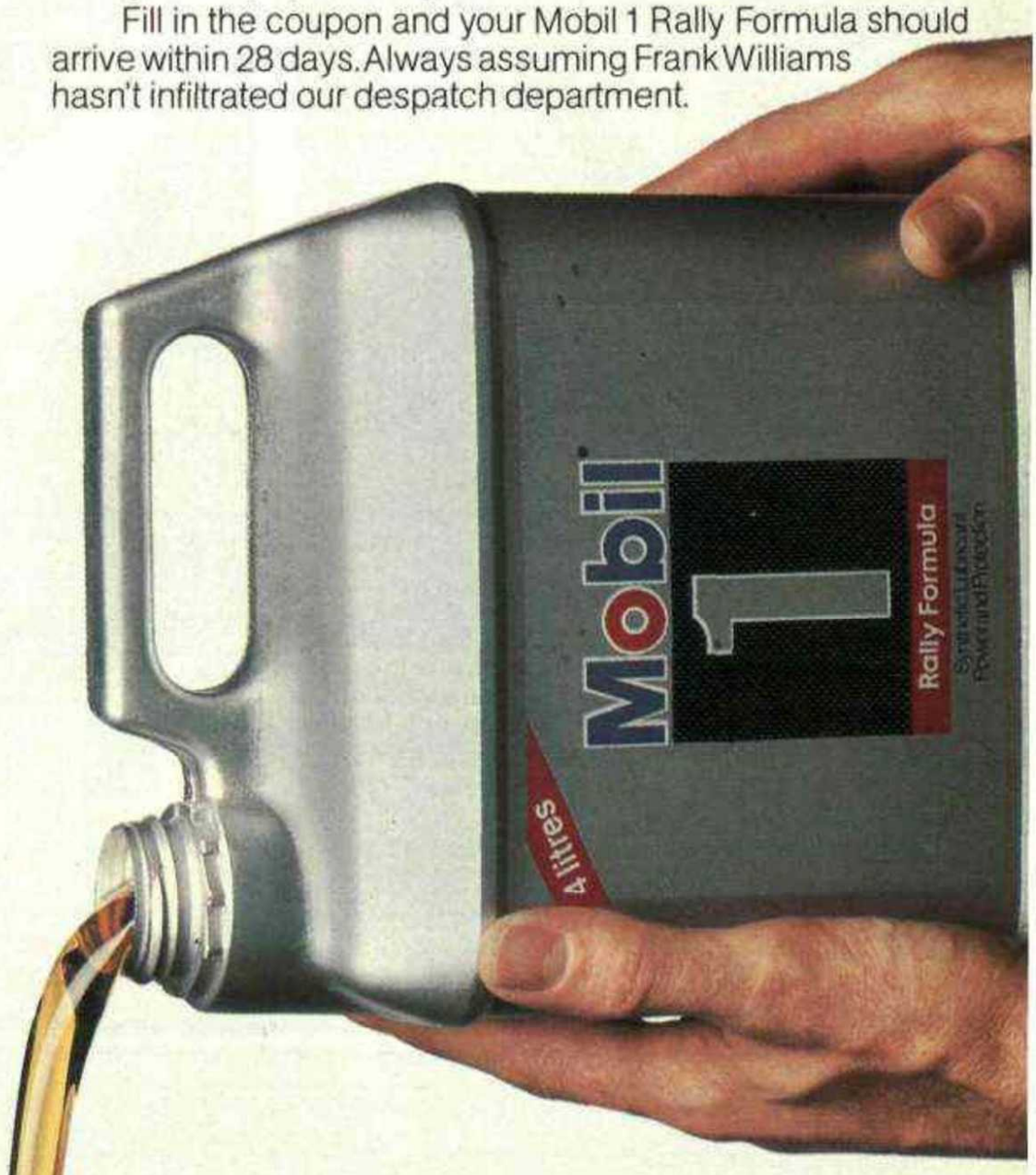
Let's face it, to most motorists, oil is oil.

They simply aren't interested enough in their car's engine, or its performance, to pay any extra. Even for an oil which, like Mobil 1 Rally Formula, can claim to be the most advanced oil in the world. That's why you won't find this oil in many shops.

(Quite frankly, it wouldn't sell enough to justify taking up the shelf space.)

No, to get your hands on it, you can either track down one of the Mobil selected garages which do stock it, or you can act right away by sending off for it.

Fill in the coupon and your Mobil 1 Rally Formula should arrive within 28 days. Always assuming Frank Williams hasn't infiltrated our despatch department.



Mobil 1 Rally Formula.
The world's most advanced motor oil.

Sorry Frank, but I'd like to try Mobil 1 Rally Formula in my car, too.

Name _____ Address _____

_____

Please send me _____ 4 litre pack(s) at £11.99 per pack.

Cost includes VAT and delivery in the UK. Offer closes 31 December 1984.

I enclose cheque No. _____

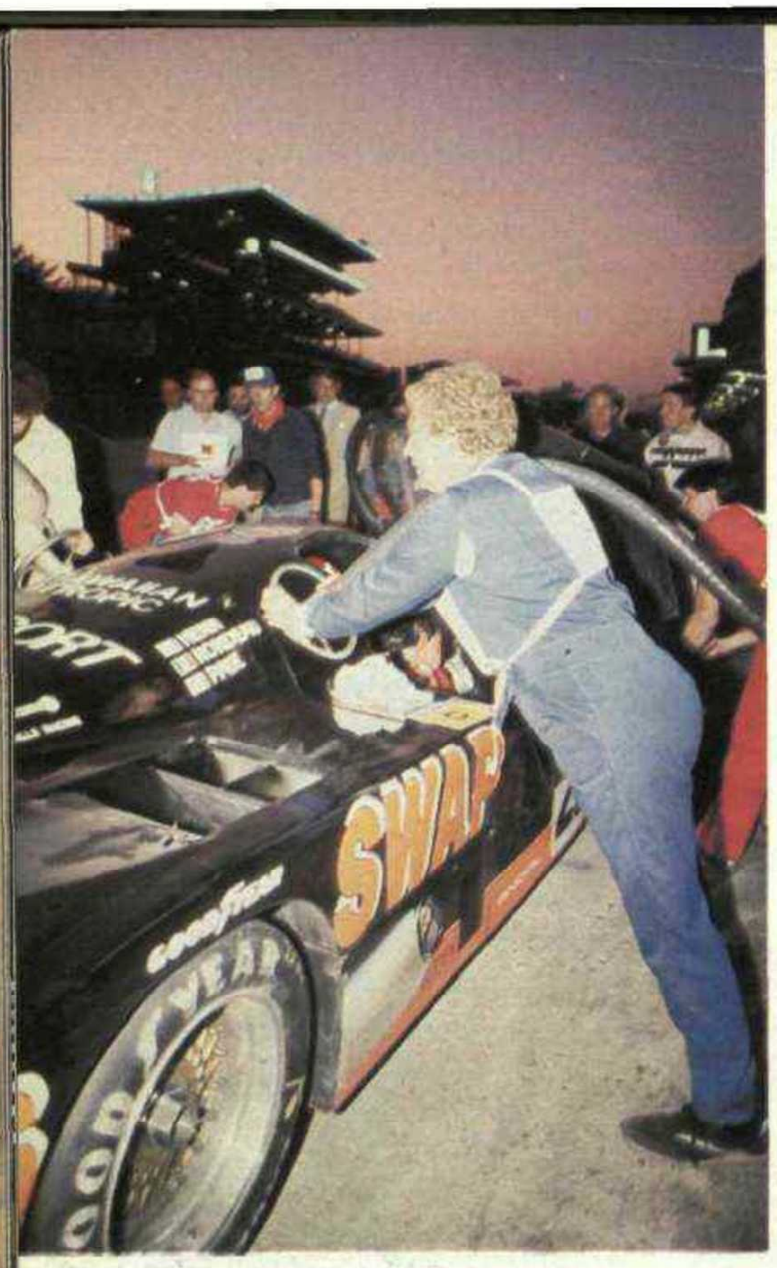
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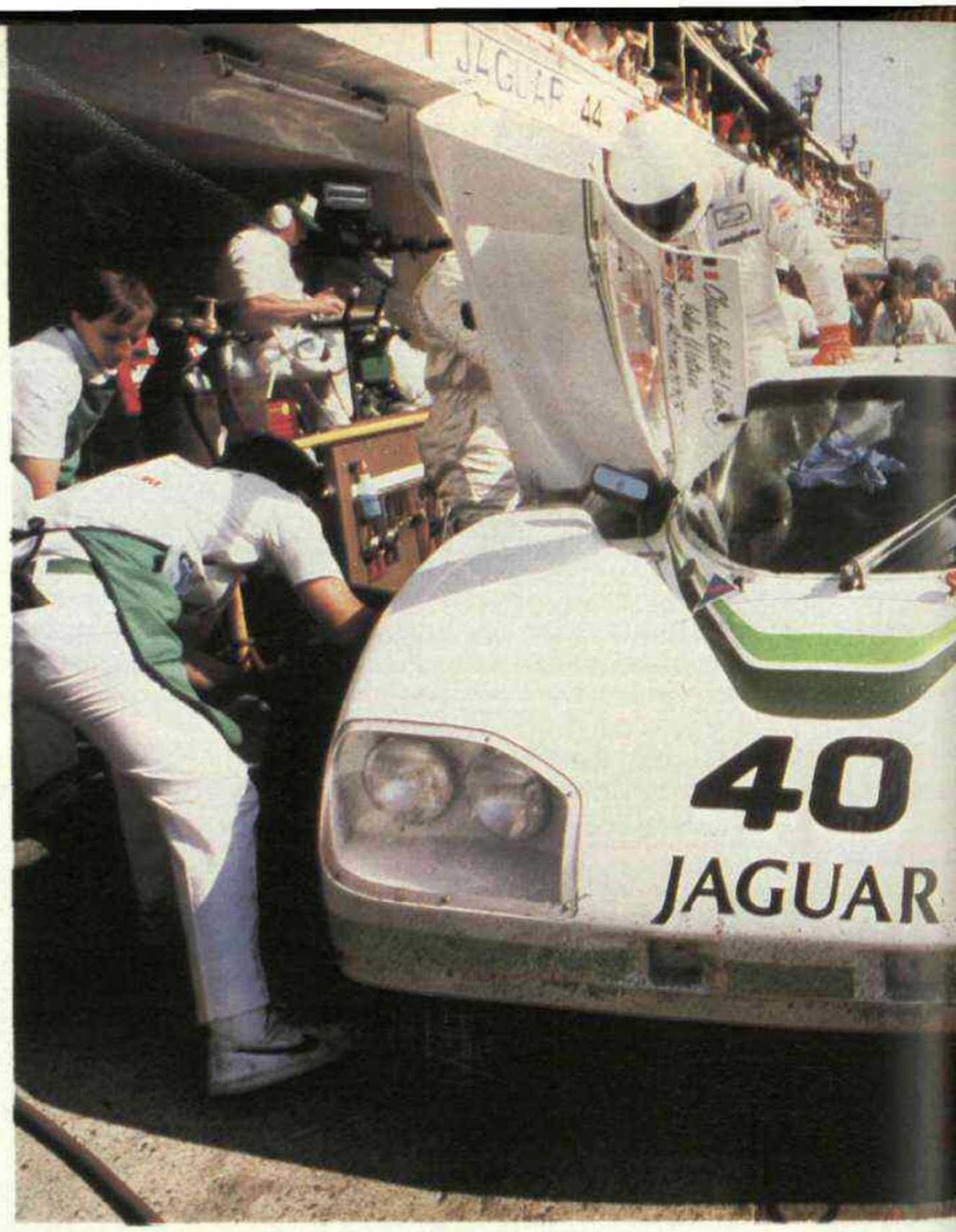
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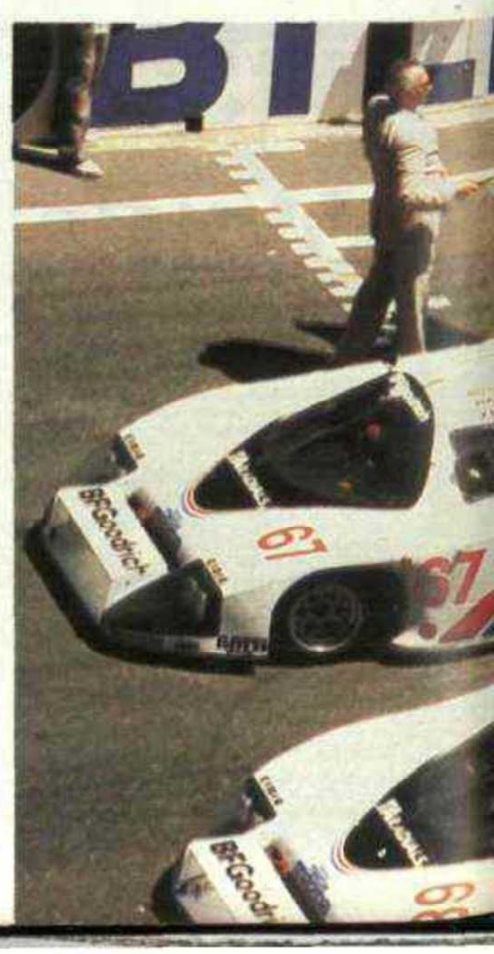


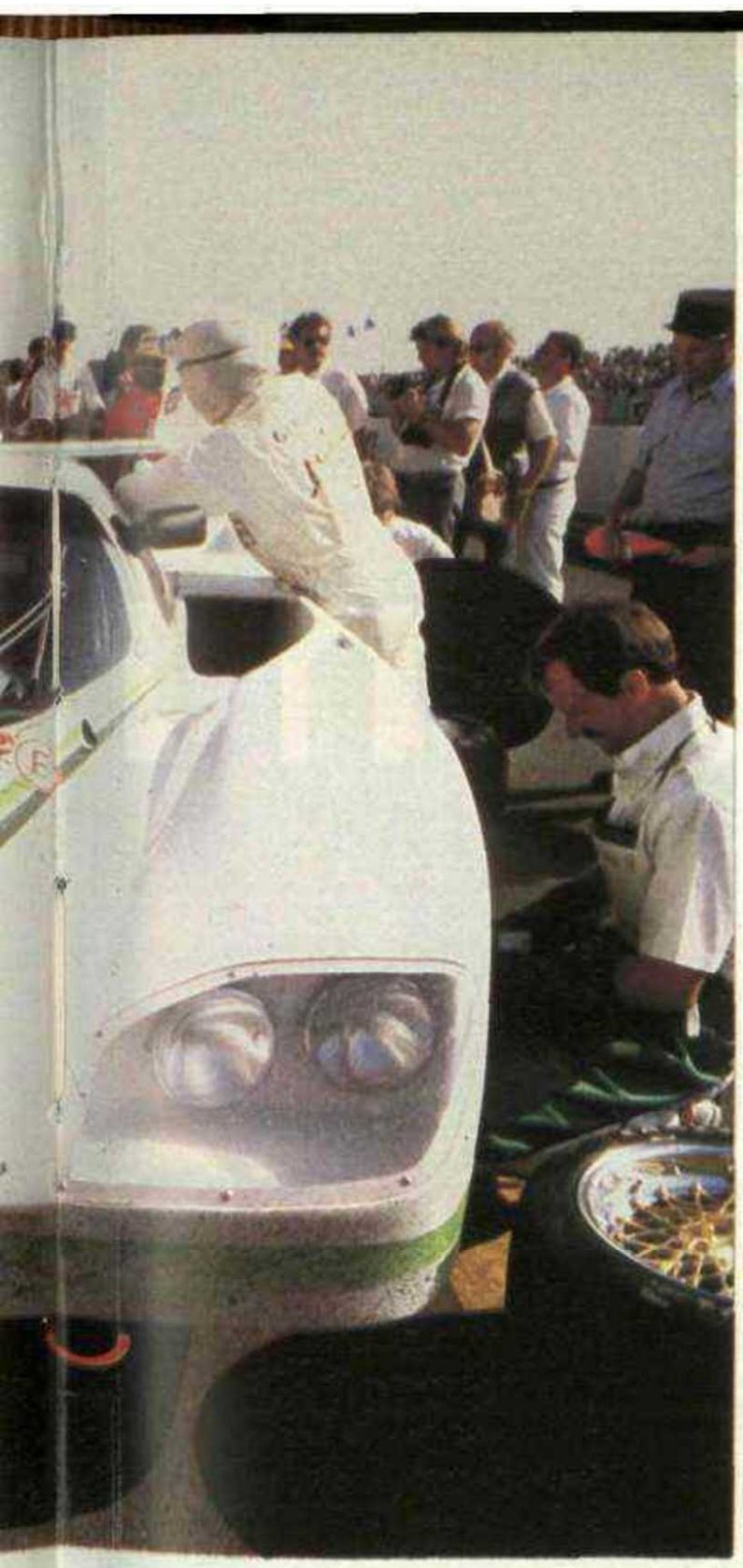


UNDER a glowing sky, the Preston Henn SwapShop Porsche 956 (above) is refuelled on its way to second place, watched by Jean Rondeau (rear right). Below, spectators enjoy a drink while watching the Nannini / Wollek Lancia streak out of Mulsanne. It led briefly, set fastest lap, and finished eighth.

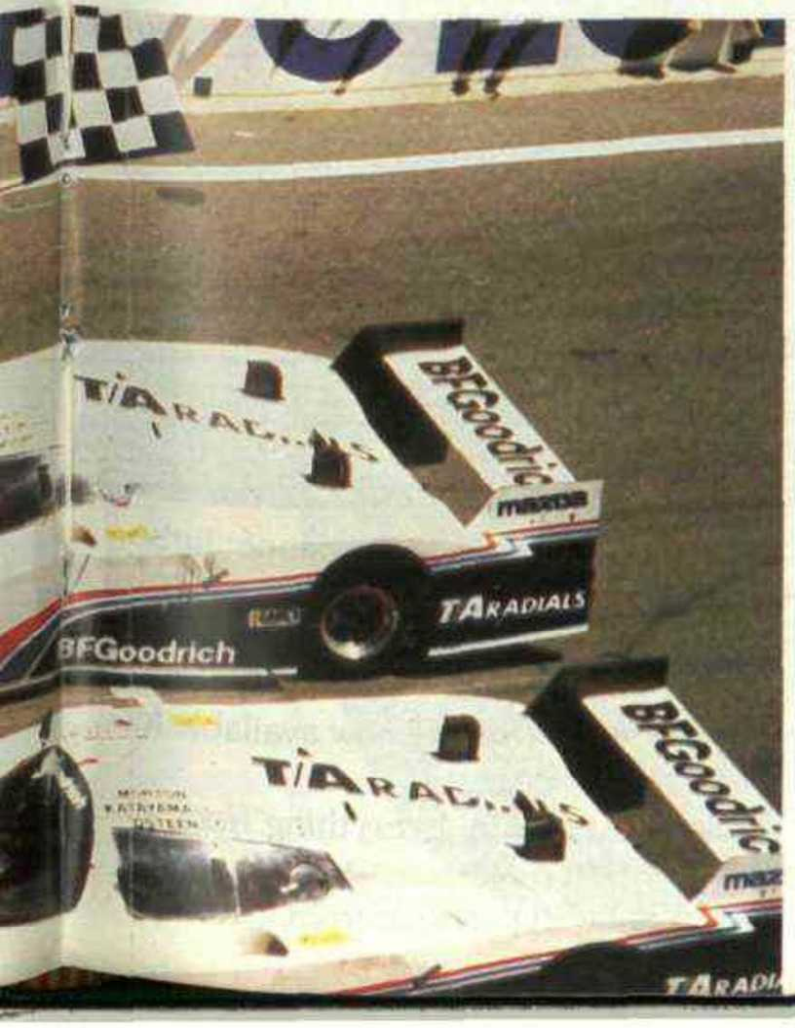


Le Mans 24 hours





ITISH EYES were on Jaguar whose return to the Sarthe oved an excellent effort, one XJR-5 leading for a few laps, fore being sidelined by gearbox trouble. Above, a rapid ver change for the Watson / Ballot-Lena / Adamowicz car, ich l ter crashed at Tertre Rouge. Lola-Mazdas, seen low a the finish, were first and third in class C2.

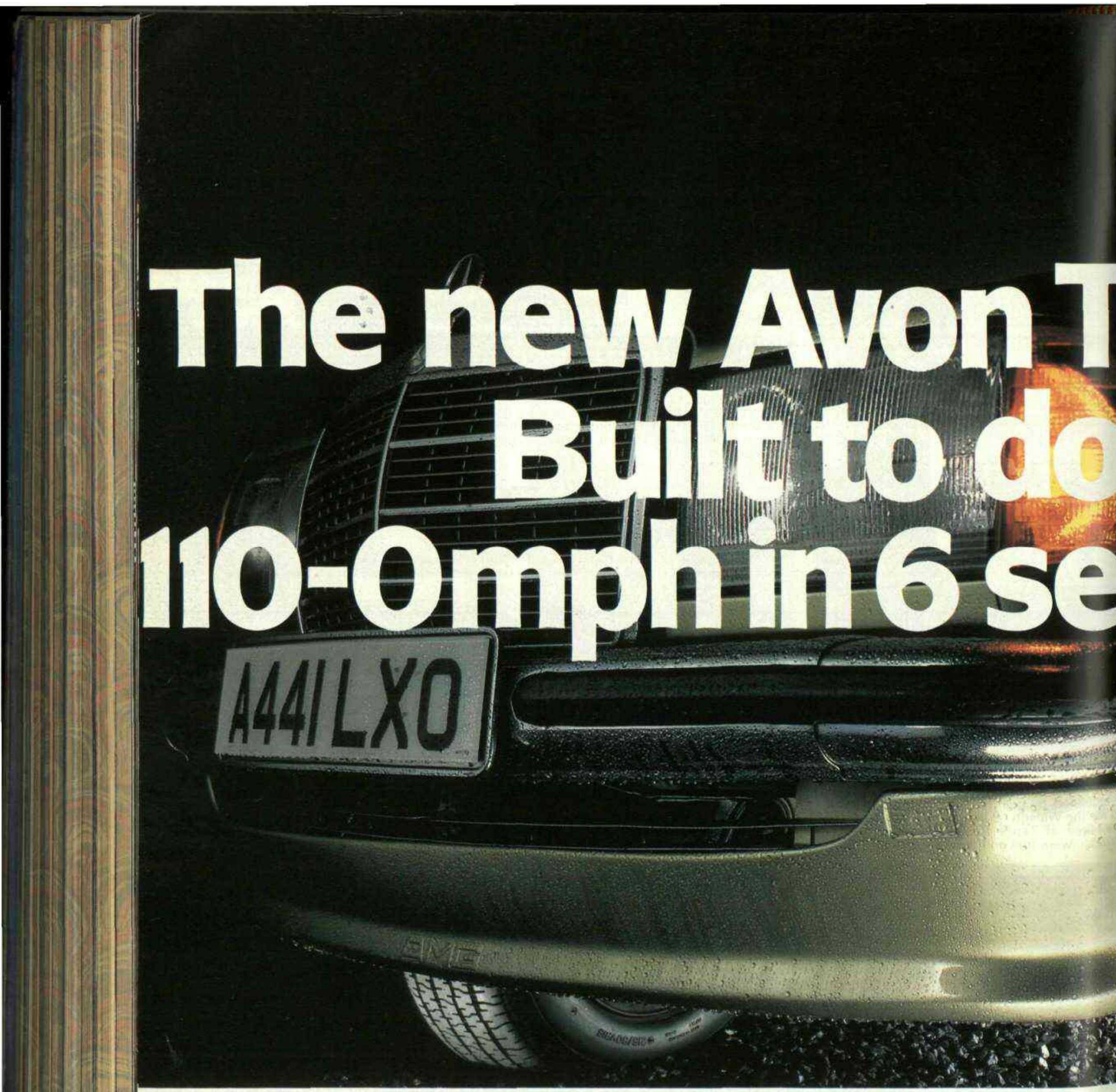




THE Kremer 956 of Jones / Schuppan / Jarier (above) took an early lead until delayed by a collision, but climbed back to sixth overall. Best British result saw David Hobbs (below) in the third-placed Fitzpatrick 956, but Aston Martin Nimrod hopes were crushed by a tragic double accident on Mulsanne straight involving both cars. Drake Olson (bottom) was lucky to escape uninjured.







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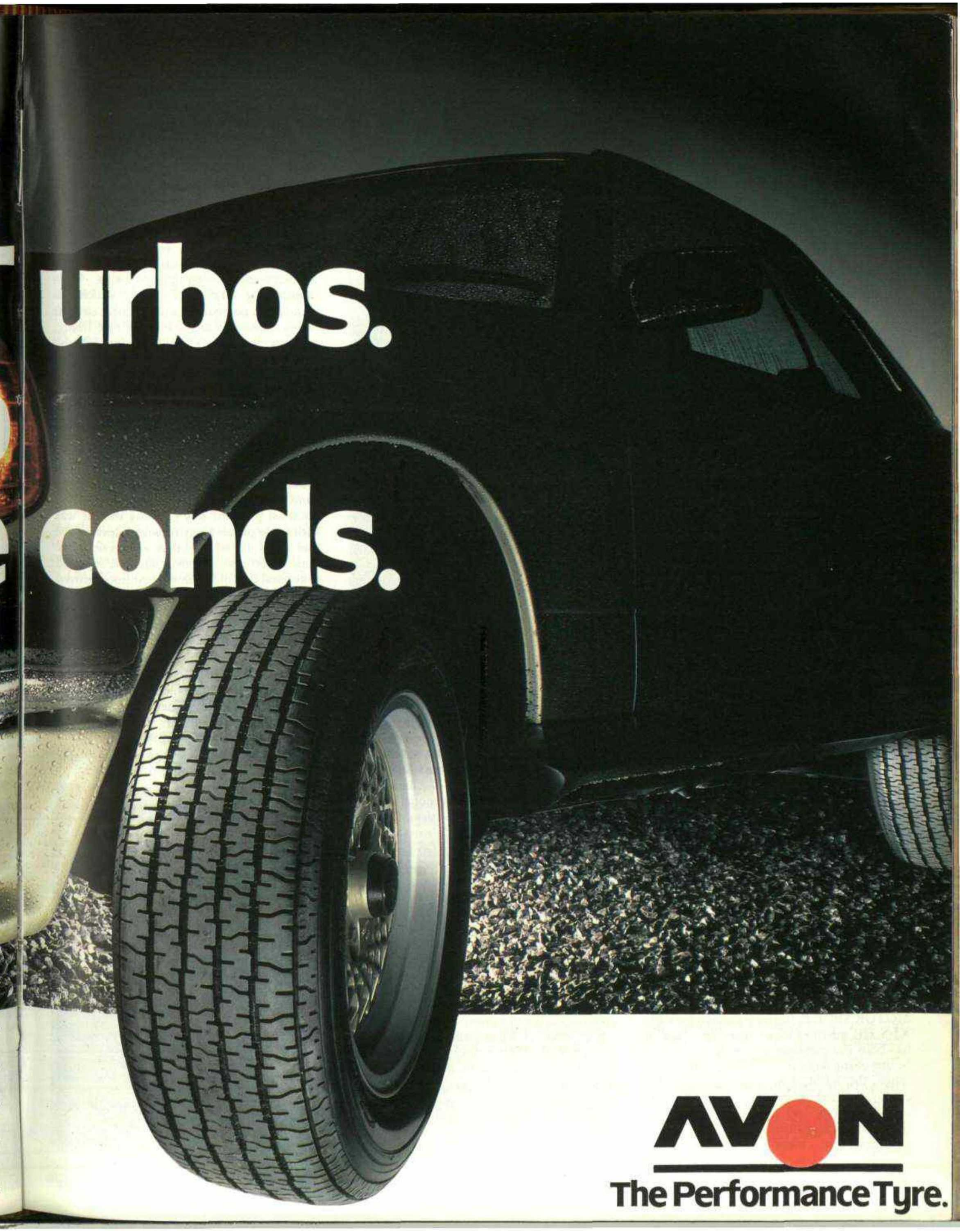
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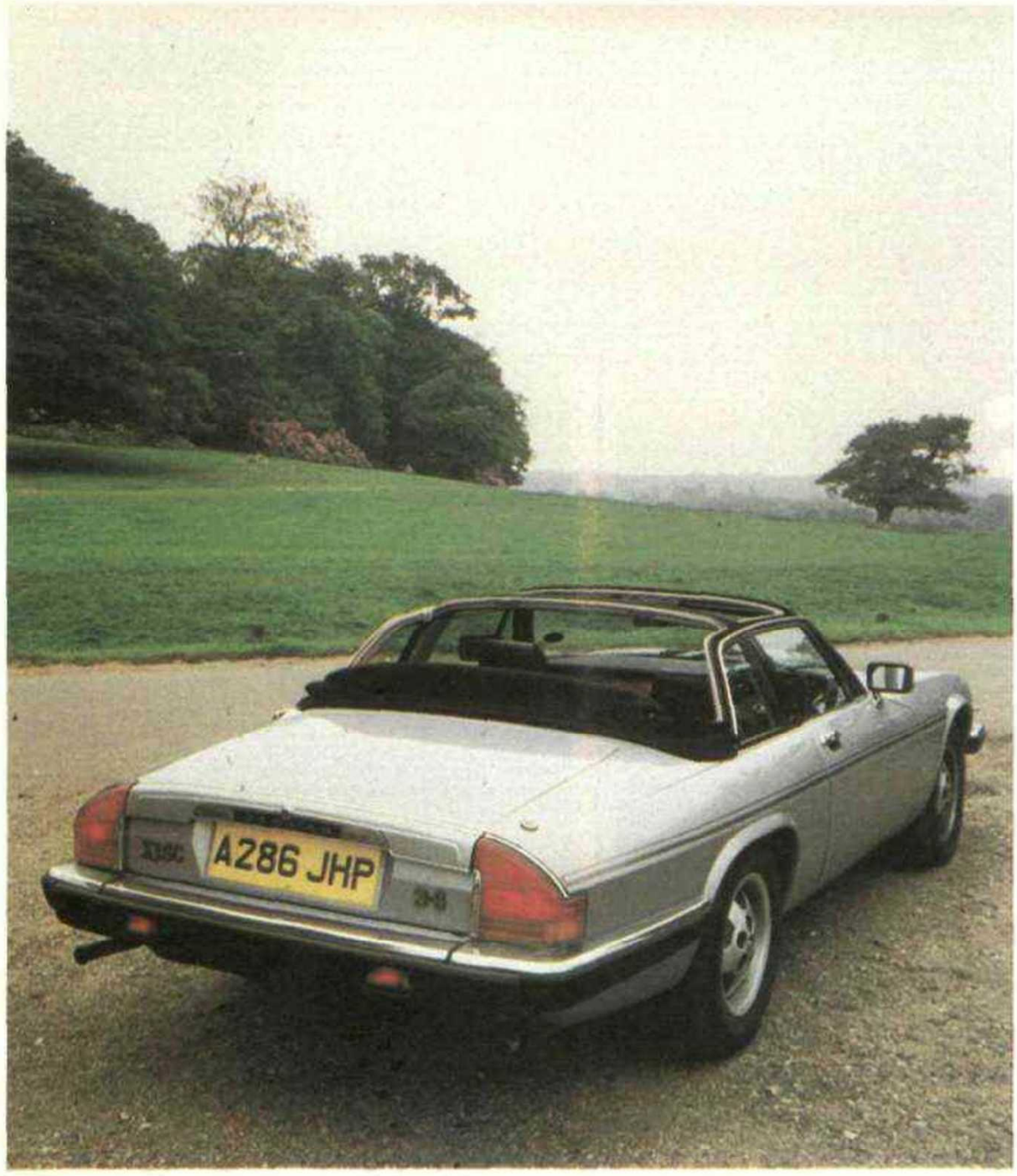
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Jaguar XJ-SC 3.6

The Big Cat goes convertible

IT was the summer of 1981 which heralded the arrival of the new broom at Jaguar, John Egan blowing the cobwebs off the range with the introduction of the HE series of V12-engined cars, developments which finally enabled the basically splendid Coventry products to gain the market acceptance they truly deserved. This was achieved largely through attention to painstaking detail and quality control, aspects of the production process which had been sadly neglected in the late 1970s. The recent Jaguar sales success story needs no further embellishing within the pages of MOTOR SPORT, for we eulogised over the XJ-S HE qualities three years ago. Now it has been our pleasure to sample what must be one of the most attractive machines in the range, the XJ-SC 3.6 — basically an XJ-S cabriolet fitted with the latest AJ6 six-cylinder engine and mated to a delightful five-speed Getrag manual box. The result is a magnificent blend of almost regal, boulevard splendour and sports car agility: arguably, an all-round package which is even more appealing than the out-and-out brute power of the V12-engined XJS.

In broad terms, the XJ-S character is unchanged, but the cabriolet model is being built in limited quantities to customer order only, marking the return of open-air Jaguar motoring for the first time in ten years. The last convertible Jaguar was the V12 convertible E-type, something of an unpredictable handful in anything less than bone dry road conditions, so the XJ-SC is light years ahead in terms of refinement.

The specialist body building and coach trimming skills of Park Sheet Metal Ltd. in Coventry and Aston Martin Tickford's new Bedworth, Warwickshire, factory have been drawn together to produce a taut, rattle-free end product. Accommodating only two passengers, the XJ-SC still outwardly looks like a two-plus-two notwithstanding the fact that the passenger compartment appears a little smaller than the fixed-head version. Behind the comfortable, leather-faced front seats are twin lockable storage boxes above which is a luggage platform fitted with a forward retaining rail. Frankly, I tend to feel it's a shame that this space hasn't been utilised to provide a couple of "occasional" rear seats, but there we are. That hasn't been Jaguar's intention and that's all there is to it — a shame, in my view.

Obviously, the major modification to the XJ-S body in order to produce the Cabriolet model is the removal of the roof and its replacement with cant rails and a centre bar which incorporates tubular steel strengthening. In addition, added structural reinforcement is provided by means of a stiffened transmission tunnel and a rear cruciform member beneath the car. All XJ-SCs come equipped with twin interlocking targa roof panels which are locked into position by a pair of neat circular levers recessed into the interior roof lining, and a removable rear "half-hardtop" is also included in the standard equipment. However, for road test purposes the car was supplied simply with the fold-down rear hood section to supplement the targa top.

Impressively quiet, both from the point of view of structural rattles and wind buffeting, the XJ-SC cabriolet is finished to a very high standard indeed. The boot contains a neat storage envelope for the targa panels and we quickly found that possibly the most pleasant way of using the car was with those panels alone removed, leaving the rear hood raised. In that connection, we must report that the cover which is supplied to conceal the folded-down rear hood proved to be beyond the wit of two staff members to secure: it was, in our view, tailored to far too stringent dimensions and nothing less than a perfectly folded hood (which we, clearly, were unable to provide) would fit within it.

As far as the new AJ6 engine is concerned, Jaguar fans need not worry that the famous XK refinement has been lost with the advent of this 3,590 cc, four valves-per-cylinder six-cylinder unit which

INGENIOUS handbrake lever falls away after being engaged, to ease access.



is installed beneath the bonnet canted over at an angle of 15-degrees. When one opens the front-hinged bonnet, two things strike you. Firstly, how compact the AJ6 unit looks when compared with the 5.3-litre V12 which we've become used to admiring in the XJ-S engine bay, and secondly, just how long are the inlet tracts. Their 17 in. length provides a worthwhile ram effect and contributes to the impressive torque characteristics (240 lb/ft at 4,000 rpm) of this twin overhead camshaft, 91 × 92 mm unit. Running with a compression ratio of 9.6:1, the AJ6 engine develops a healthy 225 b.h.p. at 5,300 rpm which compares very favourably with the 295 bhp at 5,500 r.p.m. produced by the big 5.3-litre V12 unit.

Ignoring the discreet badges on the boot-lid, and the fact that there is only a single fuel filler cap on the nearside rear wing, there is little to betray the new engine's presence beneath the bonnet when one slips in behind the leather-rimmed steering wheel. The matching "white on black" circular speedometer and rev. counter are unchanged from the regular XJ-S and, indeed, there seems no really good reason to call for any changes in this area. Even when one fires up the six-cylinder engine, there is no perceptible torsional vibration of any sort to indicate that this is not an XK unit — in fact, at tick-over speeds, it would be all too easy to imagine you are dealing with a V12.

The notchy, precise movement of the Getrag five-speed gearbox positively invites energetic handling and only after the engine passes about 5,000 r.p.m. does the silky smooth throb give way to a rasping, slightly urgent growl to betray the fact that this is only the six-cylinder engine. With a kerb weight of 3,660 lb., the XJ-SC is just over 200 lb. lighter than its V12-engined stablemate and actually manages to stay with the 5.3-litre engined car on acceleration from 0-60 m.p.h., before tailing away as the V12 really gets into its stride. Fuel economy and ease of high speed cruising are aided by an extremely high top gear providing 28.4 m.p.h. per 1,000 r.p.m. in fifth gear which means that the unit is turning at just over 2,400 r.p.m. at the 70 m.p.h. legal limit.

During the course of our spell with the car the fuel consumption worked out at a very reasonable 20.8 m.p.g. over a programme which included some very high speed motoring mixed with some "pottering" through the Suffolk country lanes, using only third and fourth whilst on the move. The Getrag gearbox never demonstrated any reluctance or stiffness whatsoever and, in our view, a manual transmission undoubtedly enhances the XJ-S range's overall appeal.

The servo assisted four wheel disc brake set-up performed well thoughout the test, there being no perceptible fade although the build up of black dust on the front wheel rims testified that we tried them out pretty ruthlessly. Adhesion from the 215/70 15 low profile Pirelli P6 tyres mounted on 6½ × 15 "Starfish" cast alloy rims is secure and predictable, only absurdly harsh attempts at fast cornering on tightening bends causing the XJ-SC to build up a moderate degree of understeer, underlining the fact that this cabriolet is a high speed grand tourer rather than an out-and-out sporting bolide. Even though our test car had completed over 16,000 miles on the press fleet, there was no sign of interior or exterior deterioration as far as finish was concerned, and apart from a touch of transmission "snatch" (which suggested that the clutch had taken a belting in the hands other scribes!) the mechanical side of things seemed satisfactory as well.

The long, low lines of the Jaguar XJ-S range are now to everybody's taste — in fact, few luxury coupes have prompted such debate in this respect over the past decade. I have never felt the coupé to be as awkward as some critics who, I suspect, are confusing "individuality" with "awkward styling". However, I feel that the cabriolet's lines *are* more attractive than the basic coupé's and will be very interested to see how many of these beautifully finished, bespoke motor cars the Jaguar company will be required to build for its discerning customers. All too often, we feel, it is becoming fashionable to look beyond our shores for true (or apparent) excellence in high performance car design. It is refreshing to know that machines such as the XJ-SC are being made closer to home, in Coventry, and that the Jaguar Company's star is once again in the commercial ascendancy. On the strength of this machine, it certainly deserves to be.

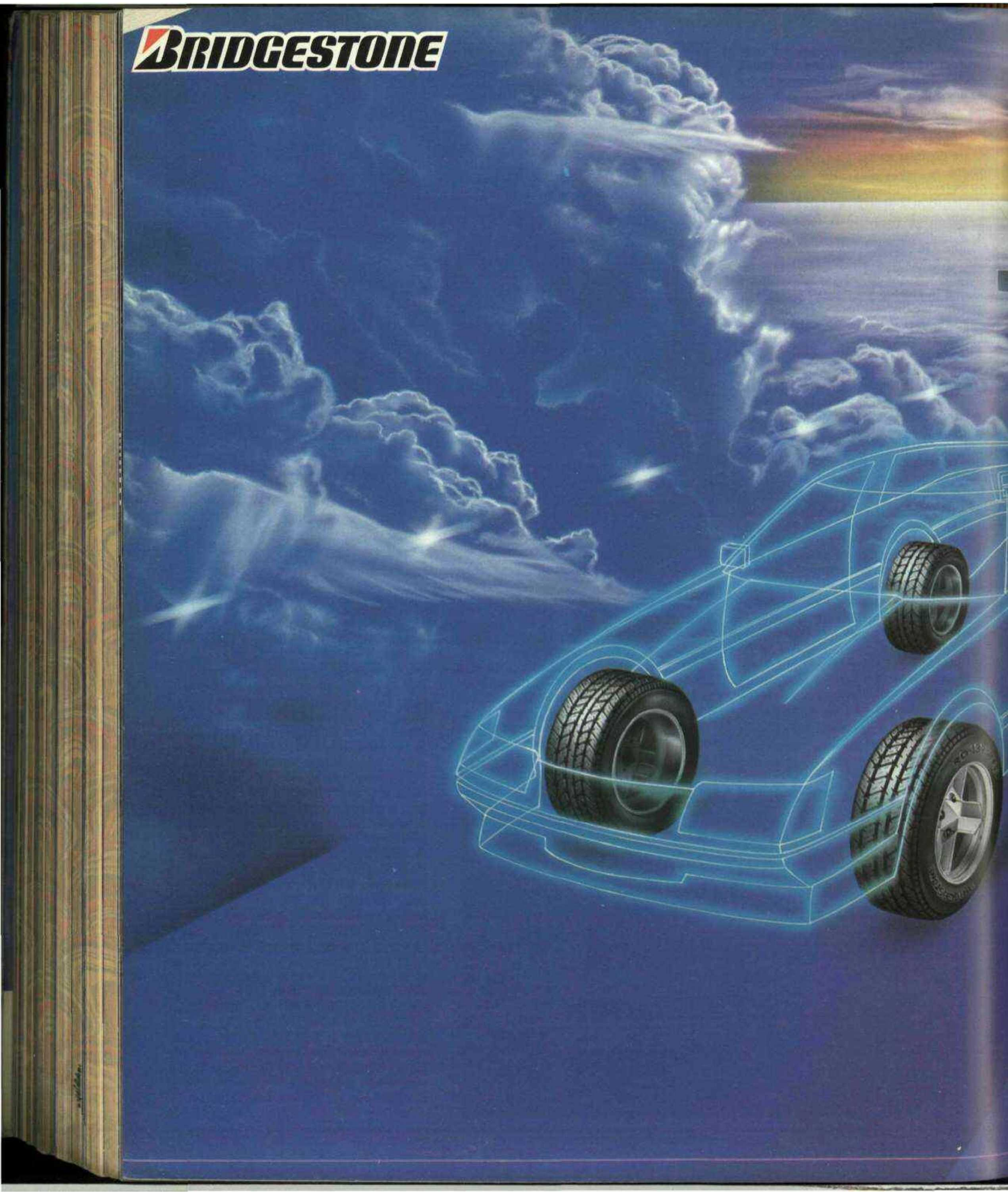
A.H.



NEW AJ6 ENGINE makes its first appearance in XJ-S but will soon power XJ40 saloon.



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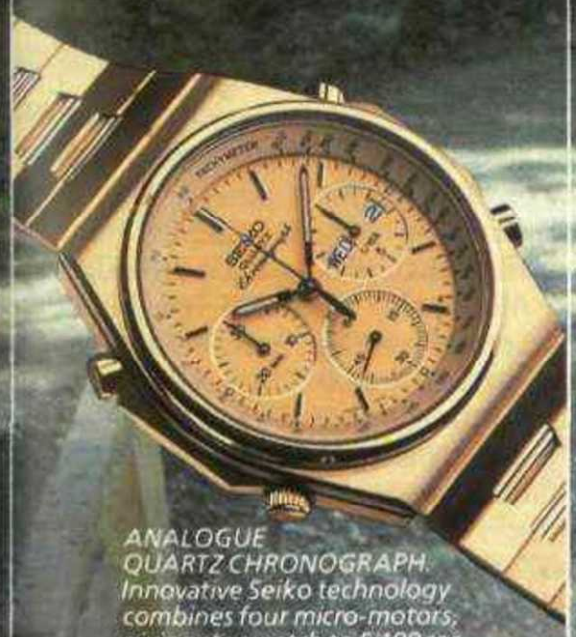
Scottish Rally

NOT UNEXPECTEDLY, Hannu Mikkola and Phil Short were the winners of the Scottish afte leading from the start in their Audi Quattro (above). Highlight of the event, however, was th battle for Group A between Per Eklund (below) and Tim Brise in his Sunbeam. Eklund's Toyot Corolla eventually pipped Brise for fourth overall and class honours.

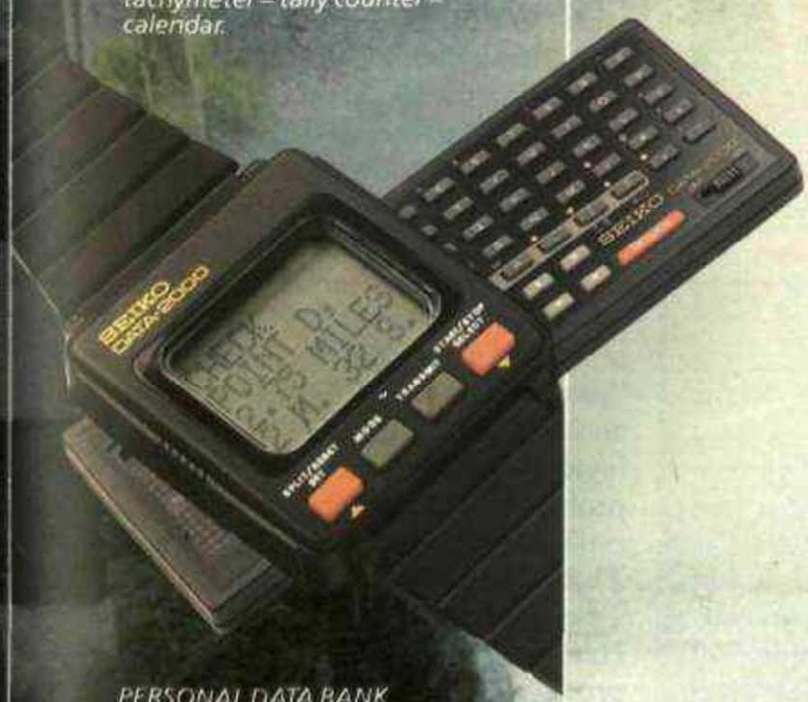
I felt the machine was me and I was the machine. I wound up the power through the final bend, clipping tenths of a second off my time to the waving flag ahead...



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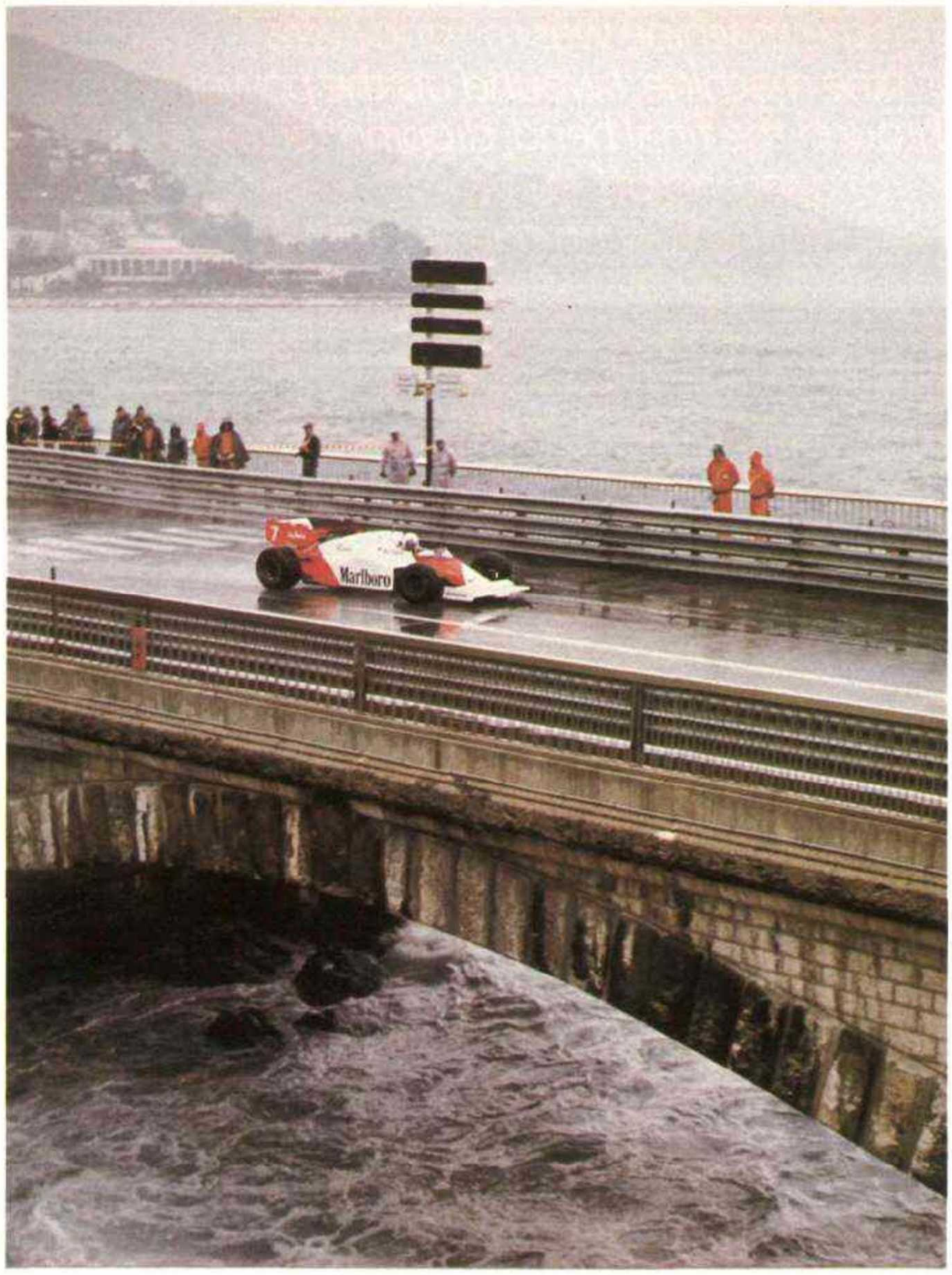
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WITH the swirling waters of the Mediterranean lapping round the Monaco shoreline, Alain Prost's winning McLaren MP4/2 is seen on an equally streaming track surface — a scene which captures the essence of the soaking 1984 race.

Reflections in the Monte Carlo puddles

IT was a few seconds before ten minutes to five on Sunday June 3rd that Jacky Ickx, as Clerk of the Course for the 1984 Monaco Grand Prix, finally gave the instruction to show the red flag and the chequered flag at the start line, thereby defusing what was quickly becoming an explosive contest between Alain Prost's McLaren MP4/2 and the Hart-engined Toleman TG184 of new boy Ayrton Senna. Taking a personal, and reflective, view of this race rather than providing MOTOR SPORT's readers with only a blow-by-blow account of the proceedings, I have to say that my initial reaction was to think back 12 years to the 1972 Monaco Grand Prix which was run in similar conditions of appalling rain and spray — a race which wasn't stopped and was finally won by Jean-Pierre Beltoise after a magnificent display of car control at the wheel of his BRM P160. One of the most accomplished wet weather "aces" of that time was out-driven by Beltoise on this rare occasion and finished second at the wheel of his Ferrari 312B2. His name, of course, was Jacky Ickx . . .

Memories play tricks on people, of course, but I'm bound to say that I don't feel the weather conditions at Monaco in 1984 were significantly worse than in '72, although whether any conclusions can be drawn from the fact that Beltoise's winning average was 102 kph on the faster "pre-'73" circuit, as opposed to Prost's average of 100.775 kph in this year's event, is difficult for me to say.

One thing, of course, it is easy to be sure of. In circumstances such as those which prevailed this year at Monaco, you can be certain that some people will emerge from the event chorusing "we was robbed!", or words to that effect. However, one must remember one crucial factor when examining these claims: Alain Prost was just about the only driver on the circuit not to make a single driving error all weekend. The Frenchman, who has already won two Grands Prix this year, qualified on pole position with a lap in 1 min 22.661 sec and simply smiled quietly when asked by the press "what problems did you have?" Such an invitation from the scribes at Monaco is invariably met with the very serious explanation "well, I would have been half a second quicker, but I was badly baulked on my second set of qualifiers". Of course, with 27 cars frantically attempting to qualify for 20 starting positions on this tight little circuit, for most of the time *somebody* is bound to be in *somebody else's* way, so that is a fact of life everybody must accept. Some people seem to be better finding "holes in the traffic" than others and, although the writer definitely witnessed occasions on which certain leading runners had grounds for complaint over the behaviour of backmarkers, the moan "I got held up" is now used by many people as a stock excuse for "failing to get their act together".

If the race had been a couple of laps longer, Prost's brake-troubled McLaren would have been devoured by the fast-rising Toleman TG184 of Brazilian Formula 3 graduate Ayrton Senna. Last year Senna won the British Formula 3 Championship in a fashion which indicated he had a promising future. He was snapped up by the Toleman-Hart team after Derek Warwick decided he would move on to Renault, and his performance at Monaco underlined that he had a bright racing future ahead of him.

The Toleman / Senna partnership strikes me as very well-matched. By the end of last season it was clear that Derek Warwick's "progression curve" was running slightly ahead of the Toleman team's and, after three loyal years' service, Derek's career was probably better served by moving on to an established organisation such as Renault. This doesn't imply any criticism of Toleman, simply the fact that even Brian Hart's brilliance in the business of producing power from the neat little 415T engine couldn't approach the outputs of the "megabuck" engine manufacturers such as Renault, Ferrari and BMW. Toleman also had problems with its tyre suppliers, Pirelli, and was short on finance.

Now the team has paused for breath and re-grouped. The result is a promising new chassis running on Michelin tyres and hopes for increased power output from the Hart engine now that Brian is developing an



COPING well with a badly misfiring engine, René Arnoux survived to bring his Ferrari 126C4 home a bedraggled fourth.

electronic fuel injection system. Senna has come in as a wide-eyed, optimistic new boy and the chances are that his talent and enthusiasm will carry the team further "second time round", so to speak, than if the situation had remained as it was in '83. In dry qualifying at Monaco, Senna could only snatch 13th position on the grid on a 1 min 25.009 sec, but in the wet race the power deficiency didn't matter one bit. Senna revelled in the good handling qualities of the Toleman chassis and came bounding through the field to finish second, closing rapidly on the leader towards the end of the prematurely terminated event. But even his race was not faultless. Close behind Rosberg's Williams FW09 under braking for the harbour-front chicane on lap 10, Senna hit the kerb very hard indeed, launching his car into the air and "stretching" a front suspension pull-rod into the bargain. Whilst he and the Toleman team had every right to feel indignant about the fact the race was stopped just when victory was within their grasp, the fact remains that Senna was lucky — or skilled — to finish. He has time on his side, however, and I believe his day will come very soon.

If third placeman Stefan Bellof made any mistake, then I didn't see it. If one was cynical, one could say that the only mistake he made was not driving a car with a turbocharged engine, but, of course, the only reason he was having such a delightful, uninhibited time in the rain was that his Cosworth DFY-engined Tyrrell 012 proved an agile and easy-to-drive proposition in the diabolical conditions. He just scraped in onto the grid in 20th (and last) position, but drove magnificently, respecting no reputations, to finish third when the chequered flag was shown. Bellof, too, is another man with a bright future ahead of him.

Having examined the top three finishers at Monaco, what about the losers? Well, the most spectacular failure was unquestionably that of the Renault Elf team whose RE50s ended up wrecked against each other on the first corner of the race. Despite their two qualifying sessions being hampered by minor mechanical problems, Derek Warwick and Patrick Tambay did reasonably well to qualify fifth and sixth, side-by side on the third row. At the start they both got away well and Warwick nosed into third place as they braked for *Ste Devote*, the slow right-hander which leads onto the hill up to Casino Square.

Unfortunately, René Arnoux's Ferrari C4 was on Derek's right and, whether by accident or design, the Italian car driven by the former Renault driver slid off the sloping kerb on the apex of the corner and propelled Warwick into the tyre barrier on the outside. To compound the disaster, Tambay's Renault, on a wide line, plunged straight into Warwick's machine and the two men were out on the spot, Patrick with a broken bone in his left leg.

The accident in itself was just one of those unfortunate things, but there were other aspects which held people's attention. Warwick's car had hit the tyre barrier relatively slowly in second gear, yet the front end of the carbon-fibre composite monocoque had "snapped off" from driver's knee level. Derek was clearly very shaken by this discovery and, needless to say, talk of the failure went round the paddock like wildfire. It is always very dangerous to speculate on the safety or otherwise of various means of chassis construction, because one never really knows the *true* nature of the impact involved, but it is fair to say that one or two rival designers raised their eyebrows in mirrored concern. In this connection it is worth mentioning that Brabham's Gordon Murray and Williams's Patrick Head still shy away from building pure carbon-fibre composite monocoques simply because they have yet to see the consequences of a major frontal collision on a car employing this sort of construction. On the other hand, both Lotus and Toleman, who employ Kevlar-strengthened carbon-fibre composite monocoques, have seen their cars get involved in huge

Continued on page 841



OUT of the Loews hairpin, Rosberg glances in the mirror of his Williams FW09 to check on Ayrton Senna's progress in the impressive Toleman TG184.

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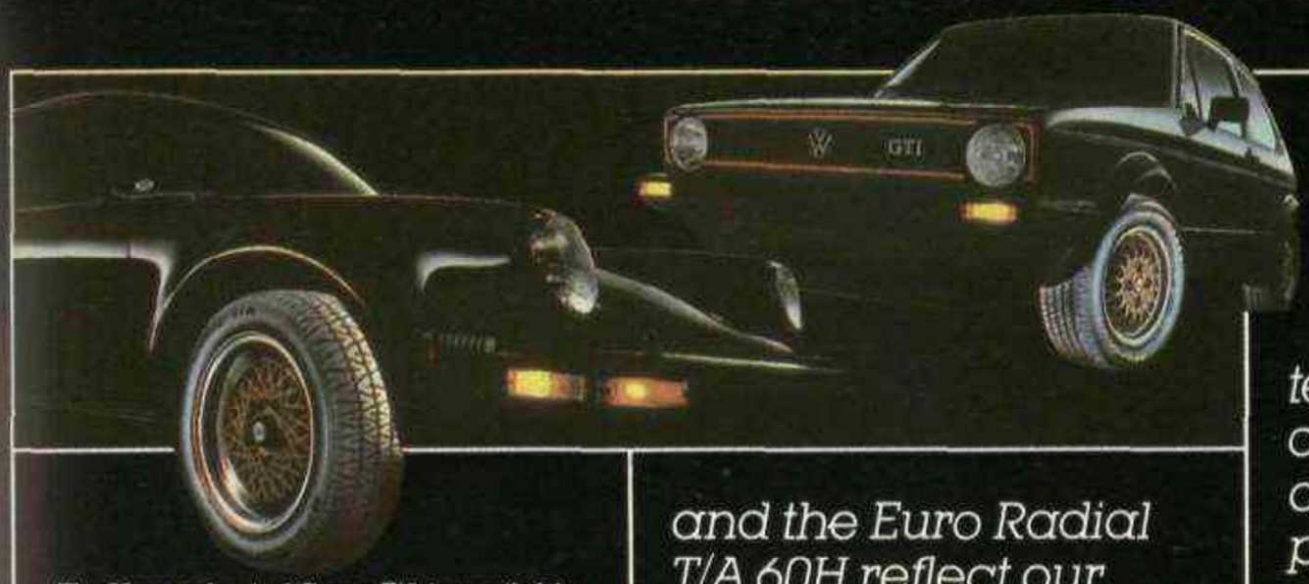
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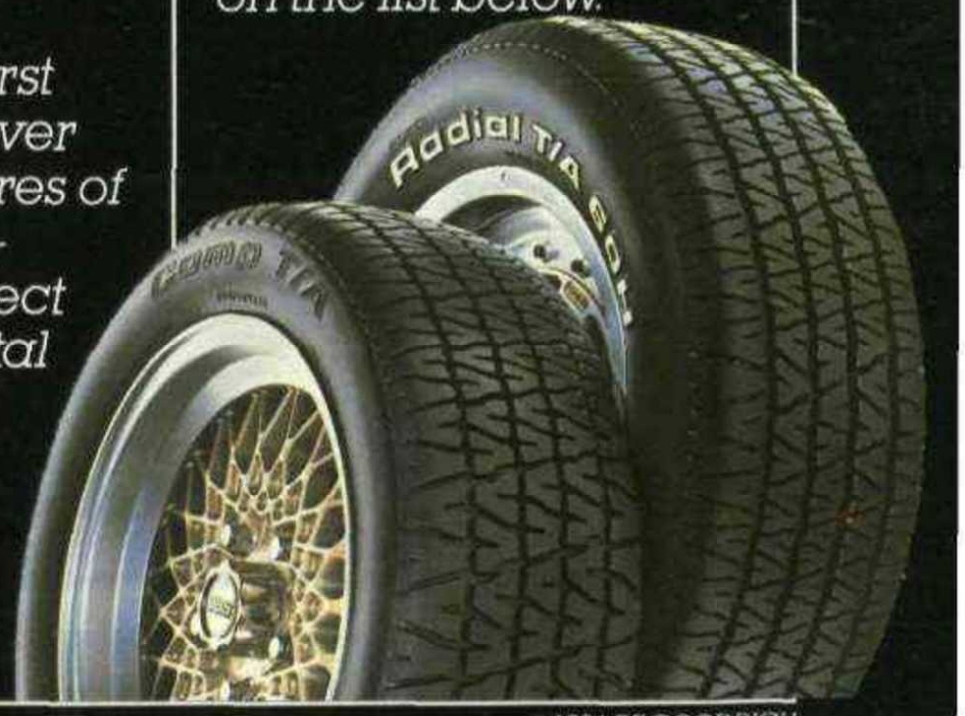
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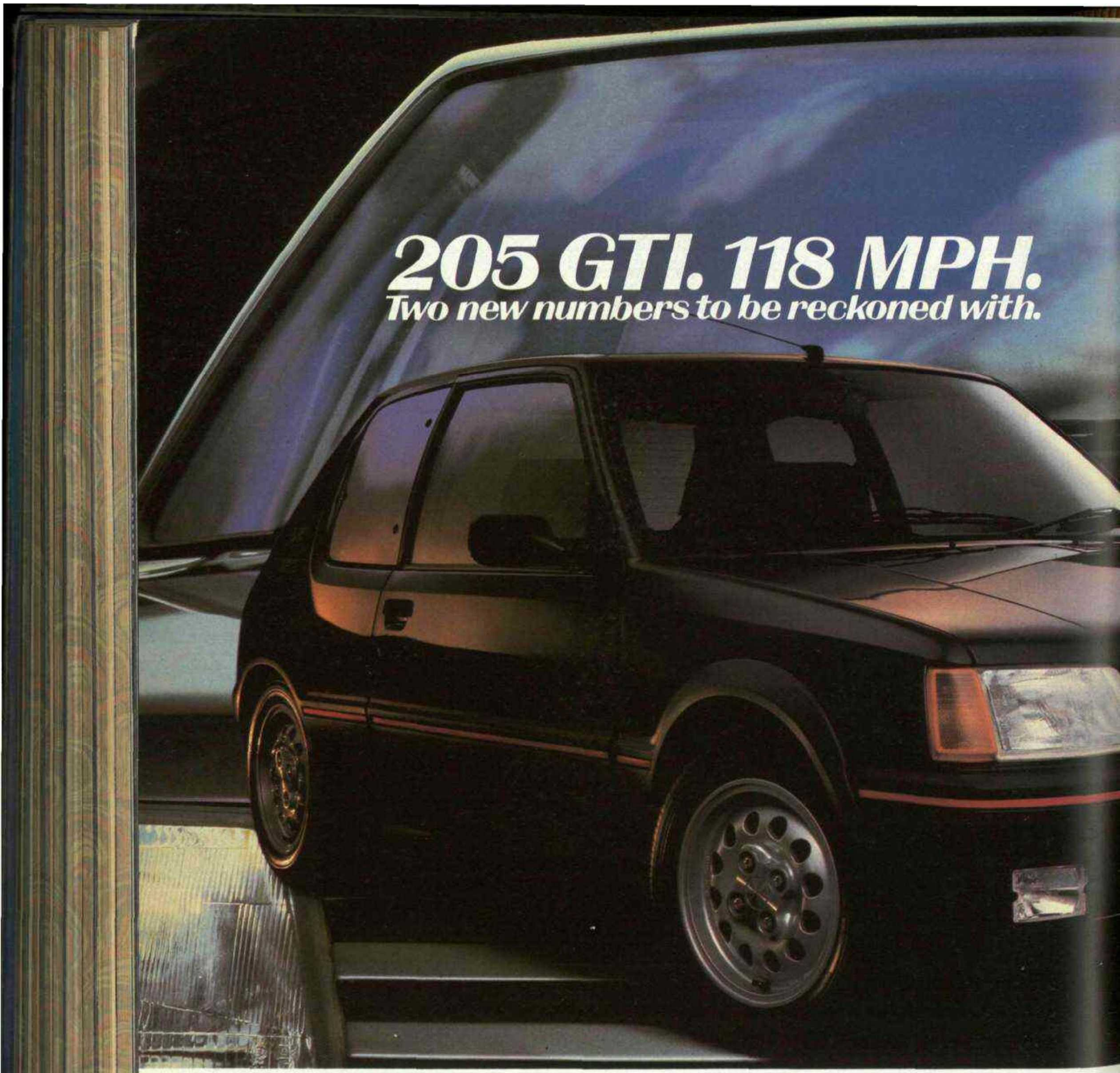
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So, under the bonnet, you'll find a newly developed 1.6 litre, 105 bhp (PS-DIN) fuel injected power plant that urges you past 60 mph in a fraction over 9 seconds.

It also sports a close ratio 5 speed gearbox that lets you pile on near maximum torque from 2,700 rpm all the way up to 5,500 rpm, from first to fifth.

So it's as smooth as it's swift.

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

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

Thirst for power, however, hasn't led to a powerful thirst. Better than any of its rivals, the 205 GTI can return over 50 mpg at a constant 56 mph.

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



Peugeot Talbot. A new sensation on the road.

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

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

Reclining front sport seats, with headrests. Dividing seats in the rear. (It can turn into an estate car behind your back.) Black and red ribbed velour upholstery. Deep red carpets throughout. All standard.

(Electric front windows, and central locking are an optional extra.)

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

It costs just £6,295.

No wonder we can't make them fast enough.

PEUGEOT 205 GTI

(7.3L/100KM). SIMULATED URBAN DRIVING – 32.5 MPG (8.7 L/100KM). PRICE EXCLUDES NUMBER PLATES, ROAD TAX AND DELIVERY, AND ARE CORRECT AT TIME OF GOING TO PRESS. UK DOMESTIC SALES ONLY.

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Continued from page 835

accidents over the past couple of years and the tubs have barely been dented. Perhaps Renault was just unlucky with its angle of impact on this occasion or something. . .

Apart from Prost, the only man to lead the Monaco Grand Prix was Britain's Nigel Mansell at the wheel of his Lotus 95T-Renault. Mansell qualified brilliantly second on the grid, despite having a somewhat confused final hour timed practice when his practice car (the spare) suffered engine failure out on the circuit and he had to run back to the pits and take over his race-ready machine which had been prepared for the following day's Grand Prix. In common with the other Goodyear runners, Mansell's assault on final qualifying had involved running a harder left rear tyre than usual in conjunction with three "qualifiers" on the remaining wheel rims, the idea being that one could stay out for three or four laps if one had to "abort" one's quickest run through being baulked by a slower car. Unfortunately this tyre set-up had been fitted to the car which expired on the circuit, leaving Nigel his race car and one set of soft tyres to get the job done. It was precisely the sort of situation that often brings out the best in a competitive racing driver and it certainly did in Mansell's case; his quickest lap of 1 min 22.752 sec was an absolute joy to behold, as well as being good enough to earn himself his best-ever grid position alongside Prost on the front row.

In the race Mansell shadowed Prost confidently, pacing himself nicely, before darting into the lead on lap 11 when the McLaren driver was outfumbled as the two leading cars came up to lap Michele Alboreto's Ferrari C4 which had been delayed by a time-consuming spin. Mansell led across the timing line on five occasions, the last time being at the end of lap 15. Going up the hill after *Ste Devote* on his 16th lap, by his own admission he placed his car slightly "out of line" and got severe wheelspin on the extra-slippery painted road markings which abound all round this street circuit. The Lotus got away from him and he glanced the barrier sufficiently hard to incur damage which eliminated his car from the race. Obviously it was an enormous disappointment for both Mansell and the entire Lotus team.

Mansell's sheer bravery and determination cannot be questioned, but I was rather surprised to hear him remark to Murray Walker on BBC Television that evening that he thought he had "been penalised beyond reason" for a slight driving error. That, surely, is the name of the game, particularly on a day when the super-sensitive Niki Lauda spun into retirement in Casino Square after an error which he confessed was "all Lauda and nothing to do with the car".Mansell's determination tends to get him into situations from which his talent cannot extricate himself (viz not only Monaco, but Brazil earlier in the year as well) and I am beginning to wonder whether, after 49 Grands Prix, he has reached a performance plateau. It is a pretty open secret within the Formula 1 business that he was Lotus's "third choice" British driver at the end of the 1983 season and he only retained his seat after Derek Warwick and John Watson declined the invitation. On the other hand, he was number one on the Williams list at one time to replace Keke Rosberg had the Finn declined to sign up with the Didcot team in '84. It's not likely to be a popular opinion, but I honestly feel that Mansell may have more to give in another environment: we have never seen him in anything else but a Lotus, all too frequently being obliged to play "second fiddle" to Elio



JACKY ICKX, the 1984 Clerk of the Course at Monaco, finished second in the rain-soaked 1972 race at the wheel of this Ferrari 312B2. Were the conditions any worse this year?

ENTRY AND PRACTICE

No	Driver	Nat	Team	Car Type	Engine	Tyres	Sponsors	Colours	Thursday Practice	Saturday Practice	Remarks	No
1	Nelson Piquet	BR	Brabham	BT53	BMW 4-cyl t/c	Michelin	Parmalat Food	Blue/White	1.24.139(T)	1.23.918(T)		1
2	Corrado Fabi	ITAL	Brabham	BT53	BMW 4-cyl t/c	Michelin	Parmalat Food	Blue/White	1.31.618	1.25.290	In place of brother Teo	2
3	Martin Brundle	GB	Tyrrell	012	Cosworth V8	Goodyear	Yardley/de Longhi	Brown/Gold	1.27.891	1.26.373	Did not qualify	3
4	Stefan Bellof	D	Tyrrell	012	Cosworth V8	Goodyear	Maredo	Black	1.27.836	1.26.117		4
5	Jacques Laffite	FR	Williams	FW09	Honda V6 t/c	Goodyear	Denim/ICI/TAG	White/Green	1.27.356	1.25.719		5
6	Keijo Rosberg	FIN	Williams	FW09	Honda V6 t/c	Goodyear	Denim/ICI/TAG	White/Green	1.26.017	1.24.151	Winner Monaco 1983	6
7	Alain Prost	FR	McLaren	MP4/2	Porsche V6 t/c	Michelin	Marlboro/TAG	Red/White	1.23.944	1.22.661	Pole position	7
8	Niki Lauda	AUT	McLaren	MP4/2	Porsche V6 t/c	Michelin	Marlboro/TAG	Red/White	1.24.508	1.23.886	Winner French GP 1984	8
9	Phillipe Alliot	FR	RAM	RAM 02	Hart 4-cyl t/c	Pirelli	Skoal Bandit	White/Green	1.29.637	1.29.576	Did not qualify	9
10	Jonathan Palmer	GB	RAM	RAM 02	Hart 4-cyl t/c	Pirelli	Skoal Bandit	White/Green	1.29.778	1.27.458	Did not qualify	10
11	Elio de Angelis	ITAL	Lotus	95T	Renault V6 t/c	Goodyear	John Player/ELF	Black/Gold	1.25.602	1.24.426		11
12	Nigel Mansell	GB	Lotus	95T	Renault V6 t/c	Goodyear	John Player/ELF	Black/Gold	1.24.927	1.22.752		12
14	Manfred Winkelhock	D	ATS	D7	BMW 4-cyl t/c	Pirelli	ATS Wheels	Yellow/Black	1.52.889	1.24.473		14
15	Patrick Tambay	FR	Renault	RE50	Renault V6 t/c	Michelin	ELF	Yellow/White/Black	1.24.828(T)	1.23.414		15
16	Derek Warwick	GB	Renault	RE50	Renault V6 t/c	Michelin	ELF	Yellow/White/Black	1.23.726	1.23.237		16
17	Marc Surer	CH	Arrows	A6	Cosworth V8	Goodyear	Barclay/Noordica	Cream/Brown	1.27.919	1.26.273	Did not qualify	17
18	Thierry Boutsen	B	Arrows	A7	BMW 4-cyl t/c	Goodyear	Barclay/Noordica	Cream/Brown	1.28.000	1.26.514(T)	Did not qualify	18
19	Ayrton Senna	BR	Toleman	TG184	Hart 4-cyl t/c	Michelin	Magirus/Candy	Blue/Red/White	1.27.865	1.25.009		19
20	Johnny Cecotto	VEN	Toleman	TG184	Hart 4-cyl t/c	Michelin	Magirus/Candy	Blue/Red/White	1.28.241	1.25.872		20
21	Mauro Baldi	ITAL	Spirit	101/B	Hart 4-cyl t/c	Pirelli	Australian	White	1.28.360	1.30.146	Did not qualify	21
22	Riccardo Patrese	ITAL	Alfa Romeo	184T	Alfa Romeo V8 t/c	Goodyear	Benetton/AGIP	Green/Black	1.28.072	1.25.101		22
23	Eddie Cheever	USA	Alfa Romeo	184T	Alfa Romeo V8 t/c	Goodyear	Benetton/AGIP	Green/Black	1.28.961	1.26.471	Did not qualify	23
24	Piercarlo Ghinzani	ITAL	Osella	FA/1F	Alfa Romeo V8 t/c	Pirelli	Kelémata	Blue	1.27.723	1.25.877		24
25	Francois Hesnault	FR	Ligier	JS23	Renault V6 t/c	Michelin	Gitanes/Antar	Blue/White	1.27.678	1.25.815		25
26	Andrea de Cesaris	ITAL	Ligier	JS23	Renault V6 t/c	Michelin	Gitanes/Antar	Blue/White	1.25.939	1.23.578		26
27	Michele Alboreto	ITAL	Ferrari	126 C4	Ferrari V6 t/c	Goodyear	Fiat/AGIP	Red	1.23.581	1.22.937		27
28	René Arnoux	FR	Ferrari	126C4	Ferrari V6 t/c	Goodyear	Fiat/AGIP	Red	1.24.661	1.22.935		28

STARTING GRID ↑

11
N. Mansell
(Lotus-Renault V6 t/c)
1 min 22.752 sec
13 (1 min 55.112 sec)

27
M. Alboreto
(Ferrari V6 t/c)
1 min 22.937 sec
22 (1 min 55.437 sec)

15
P. Tambay
(Renault V6 t/c)
1 min 23.414 sec
(——)

8
N. Lauda
(McLaren-Porsche V6 t/c)
1 min. 23.886 sec
22 (1 min 56.996 sec)

6
K. Rosberg
(Williams-Honda V6 t/c)
1 min 24.151 sec
25 (1 min 55.775 sec)

14
M. Winkelhock
(ATS-BMW 4 t/c)
1 min 24.473 sec
21 (1 min 55.712 sec)

22
R. Patrese
(Alfa Romeo V8 t/c)
1 min 25.101 sec
24 (1 min 58.527 sec)

5
J. Laffite
(Williams-Honda V6 t/c)
1 min 25.719 sec
25 (1 min 56.946 sec)

20
J. Cecotto
(Toleman-Hart 4 t/c)
1 min 25.872 sec
1 (2 min 35.136 sec)

4
S. Bellof
(Tyrrell-Cosworth V8)
1 min 26.117 sec
29 (1 min 54.978 sec)

16
A. Prost
(McLaren-Porsche V6 t/c)
1 min 22.661 sec
19 (1 min 55.596 sec)

28
R. Arnoux
(Ferrari V6 t/c)
1 min 22.935 sec
26 (1 min 55.541 sec)

16
D. Warwick
(Renault V6 t/c)
1 min 23.237 sec
(——)

26
A. de Cesaris
(Ligier-Renault V6 t/c)
1 min 23.578 sec
(——)

1
N. Piquet
(Brabham-BMW 4 t/c)
1 min 23.918 sec (T)
11 (1 min. 58.897 sec)

11
E. de Angelis
(Lotus-Renault V6 t/c)
1 min 24.426 sec
26 (1 min. 55.026 sec)

19
A. Senna
(Toleman-Hart 4 t/c)
1 min 25.009 sec
24 (1 min 54.334 sec)

2
C. Fabi
(Brabham-BMW 4 t/c)
1 min 25.290 sec
6 (2 min 04.465 sec)

25
F. Hesnault
(Ligier-Renault V6 t/c)
1 min 25.815 sec
12 (1 min 59.644 sec)

24
P. Ghinzani
(Osella-Alfa Romeo V8 t/c)
1 min 25.877 sec
10 (1 min 57.439 sec)

Did not qualify:-
17 Marc Surer (Arrows-Cosworth V8-A6/4) 1 min 26.273 sec
3 Martin Brundle (Tyrrell-Cosworth V8 — 012/2) 1 min 26.373 sec
23 Eddie Cheever (Alfa Romeo V8 t/c — 184 T/03) 1 min 26.471 sec
18 Thierry Boutsen (Arrows-BMW 4 t/c — A7/2) 1 min 26.514 sec
10 Jonathan Palmer (RAM-Hart 4 t/c — 02/02) 1 min 27.458 sec
21 Mauro Baldi (Spirit-Hart 4 t/c — 101/28) 1 min 28.360 sec
9 Philippe Alliot (RAM-Hart 4 t/c — 02/01) 1 min 29.576 sec

(T) Time: recorded in spare car.

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

de Angelis. I don't feel that Mansell will ever be World Champion, but there is no reason why his talent shouldn't earn him a Grand Prix victory or two. However, I doubt either will come behind the wheel of a Lotus.

Two teams managed to finish two cars at Monaco — Ferrari and Williams. The two Italian machines qualified on the second row of the grid and René Arnoux coped well, if unobtrusively, with a waterlogged engine to bring his 126C4 home in fourth place. Alboreto spun and eventually came home seventh. Keke Rosberg, plagued by understeer in his Williams-Honda FW09, qualified a lowly tenth but pulled through to finish fifth at the finish, indignant that the race was prematurely stopped. "I was concentrating on driving smoothly and making no mistakes," he admitted, "and I felt that if I was fifth at the end of an hour, I would be well placed at the end of two hours. Unfortunately the race finished at the end of the first hour!" Rosberg, who made his name when he won the 1978 International Trophy at the wheel of a Theodore in similarly streaming conditions at Silverstone, felt that the Monaco conditions were no worse "although visibility was certainly bad". His team-mate Jacques Laffite was the final finisher in ninth position, the Frenchman having made a pit stop for fresh tyres after suspecting his FW09 was suffering from a puncture.



STEFAN BELLOF'S Tyrrell 012 chases Rosberg's Williams FW09 round La Rascasse *on its way to third place in the prematurely-terminated race.*

Elio de Angelis's Lotus 95T cruised home sixth, having been delayed in the first corner *fracas* with the Renaults, while Piercarlo Ghinzani's Osella struggled home eighth between Alboreto and Laffite. Neither Ligier nor Brabham made it to the chequered flag.

On a positive note it was nice to be able to record that both Manfred Winkelhock and Martin Brundle survived unscathed from particularly violent practice accidents at the wheel of ATS and Tyrrell respectively, although the young Englishman failed to qualify his Cosworth V8-engined car. With Bellof only scraping onto the back of the grid, Monaco scotched the notion that an agile non-turbo might be a worthwhile proposition on this street circuit, even in the dry. But the fact of the matter is that there is no substitute for sheer power these days in F1 qualifying and that's an end to the matter. Marc Surer can at least console himself with the fact that, although he opted for a Cosworth-engined Arrows A6 in the vain hope of qualifying, his team-mate Thierry Boutsen couldn't get into the race in the BMW turbo-engined Arrows A7. Something which perhaps proves that turbocharged engines don't offer instant competitiveness: they have just raised the overall performance "scale" onto a higher level. The good teams are still good, the indifferent still indifferent and the remainder still somewhere in between. . .

Of course, there is no real reason why 26 cars should not start at Monaco — as they do at Detroit and Montreal and will do at Dallas. If we can cope with 27 of them all scrambling to qualify during a frantic final hour of qualifying, then there is no earthly point in restricting the grid to 20 runners. Particularly, as was emphasised in this year's race, when the field seldom completes the opening lap of the Monaco Grand Prix with all the competitors still running.

A.H.

RESULTS

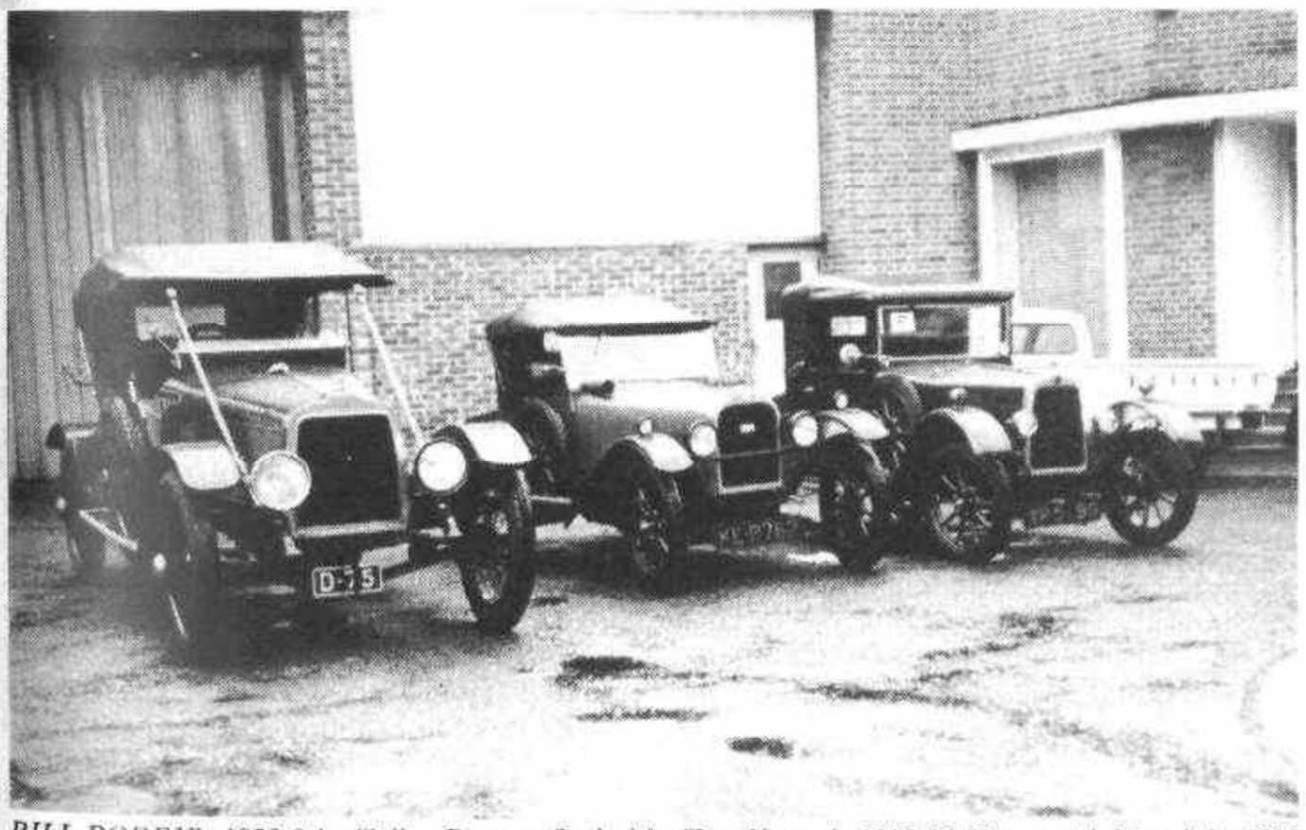
MONACO GRAND PRIX — Formula One — Race stopped at 31 laps — Monte Carlo 3.312 kilometres per lap — 102.672 kilometres — Torrential rain

1st	Alain Prost	(McLaren MP4/2-2)	1 hr 01 min 07.740 sec — 100.775 sec
2nd	Ayrton Senna	(Toleman TG184/T/2)	1 hr 01 min 15.186 sec
3rd	Stefan Bellof	(Tyrrell 012/4)	1 hr 01 min 28.881 sec
4th	Rene Arnoux	(Ferrari 126C4/074)	1 hr 01 min 36.817 sec
5th	Keijo Rosberg	(Williams FW09/5)	1 hr. 01 min 42.986 sec
6th	Elio de Angelis	(Lotus 95T/3)	1 hr 01 min 52.179 sec
7th	Michele Alboreto	(Ferrari 126C4/075)	1 lap behind
8th	Piercarlo Ghinzani	(Osella FA/1F-2)	1 lap behind
9th	Jacques Laffite	(Williams FW09/3)	1 lap behind
10th	Riccardo Patrese	(Alfa Romeo 184T/02)	retired on lap 25 — engine died
11th	Niki Lauda	(McLaren MP4/2-1)	retired on lap 24 — spun and stalled
12th	Manfred Winkelhock	(ATS D7/1)	retired on lap 23 — accident
13th	Nigel Mansell	(Lotus 95T/2)	retired on lap 16 — accident
14th	Nelson Piquet	(Brabham BT53/5)	retired on lap 15 — spun and stalled
15th	Francois Hesnault	(Ligier JS23/02)	retired on lap 13 — engine died
16th	Corrado Fabi	(Brabham BT53/2)	retired on lap 10 — spun and stalled
17th	Johnny Cecotto	(Toleman TG184T/3)	retired on lap 2 — engined died
18th	Andrea de Cesaris	(Ligier JS23/04)	retired on lap 1 — collision damage
19th	Derek Warwick	(Renault RE50/06)	retired on lap 1 — accident
20th	Patrick Tambay	(Renault RE50/05)	retired on lap 1 — accident

Fastest Lap: Ayrton Senna (Toleman TG184 T/2) on lap 24 in 1 min 54.334 sec — 104.283 kph
20 starters — 9 finishers

VETERAN EDWARDIAN VINTAGE

A SECTION DEVOTED TO OLD CAR MATTERS



BILL BODDY's 1922 8 hp Talbot-Darracq flanked by Tom Heeson's 1913 25/50 tourer (left) and the 1923 8 hp coupé of organiser Stephen Lally.

Talbots in London

AT the instigation of Stephen Lally, the 80th Anniversary of the Talbot name, in particular the opening of the factory, Ladbroke Hall, in October 1904 for building the Earl of Shrewsbury and Talbot's cars, at Barlby Road in W. London, was duly celebrated, with a rally at that very factory (likely soon to be pulled down, alas).

On May 26th, in wet, cold weather, a fine assembly of pre-war Talbots was ranged up on part of what was once the slightly-banked test-track round the then-palatial building, where, between the wars, the celebrated Georges Roesch designed and supervised the construction of his famed cars — and from whence they went out, as had Percy Lambert's "100-in-the-hour" 25/50 Talbot in 1913 — to do battle on the race-circuits. On May 27th, the cars went on to the Syon Park Museum, to give the public the chance of seeing them.

Lally had persuaded a fine and representative line-up of Talbots to attend, and had produced a souvenir programme. The oldest Talbot was Heeson's ex-hill-climb 1913 25/50, in immaculate order. Next oldest was my 1922 8 hp Talbot-Darracq, first production example and sole survivor of its type according to Lally, driven part-way that morning from Wales, with, beside it, Lally's 1923 8 hp Talbot coupé, seemingly with a slightly higher chassis than mine. Very desirable was Lloyd's 1923 10/23 saloon, found in a scrapyard in 1964 and restored by late last year. Talbot 10/23 two-seater and a smart dh coupé kept it company, Allin's with notably-large transverse Andre-Hartford front shock-absorbers. Alison Moores drove all the way there in her rare 1923 12/30 which was found in Yorkshire many years ago and which her late father converted from four-seater to more practical two-seater. Roesch's meticulously-designed 14/45 model was well represented, although Wilson-Kitchen's had expired with Autovac trouble near the Crystal Palace. But Grey's 1928 tourer, bought by him for £10 in 1958, Hadland's dh coupé, Clarke's coupé-cabriolet, and Anthony Rawlings' well-used tourer, effectively covered this model, from 1928 to 1930.

Burnett's 1935 65 six-light saloon, a one-family car, was in process of repanelling, Barker brought the smart two-tone 75 saloon he has owned for 25 years, Ward presented an ex-Fox & Nicholl bonnet-strapped 1930 75 tourer (GO 66) and we admired Bennett's Noel Rees 1934 75 saloon, typical of these splendid cars in their hey-day, with Leat's 1935 Special Sports saloon keeping it company. Lambert's 1936 75 Corsica tourer, with Arctic runs and rallies behind it, sported VSCC and Brooklands Society badges headlamp covers and a bulldog mascot, and C. J. Ward had a 105-engined Talbot 75 with odd Brooklands-replica body, which someone unkindly dubbed bogus Blight . . .

Among the Talbot 90s were Beebee's ex-Brooklands (Hebeler) single-seater, now with Elsom two-seater body, while Pat Stephenson had come in PL2, an actual team-car, bringing much nostalgia in its wake. Then there was a 1935 95 ambulance, still in the service of the London Ambulance Service and generously brought by its crew, Dodd's Vanden Plas 105 tourer with impressive lamps, Rolph's sister car, rubbed-down ready for a repaint, and another, very nice, example belonging to R. C. Godwin. Most impressive were a 110 saloon and Jarrett's Airline 105 saloon, while the transitional period to Rootes take-over was represented by Wallingford's Sunbeam Ten tourer and a Ten saloon, and a Sunbeam-Talbot saloon. There was a good line-up of vintage Sunbeams, including Heal's twin-cam 3-litre just cured of rear-end dental problems, discreetly facing the Talbots, whose day it was.

It was unfortunate that last-minute



SOME of the many Talbots present, which included many Roesch-designed cars.



THIS TALBOT 95 ambulance of the London Ambulance Service is the only example still on the road.

withdrawal of permission to tour the entire factory somewhat restricted the historians, the excellent buffet-supper, accompanied by a band, had to be held in the un-heated service area (the opening banquet of 1904 was held in the opposite building), and that the panelled board-room was rather small for the interesting display of many old racing films. But the rally was graced by a Talbot owner who had come from Stockholm and there were old documents, albums and a case of 1907 badges won by competitive-minded Talbot owners to inspect. In the course of the evening toasts were drunk to the STD Register and to the memory of Georges Roesch, while the old Talbots were left to their thoughts in the rain outside. There was even a tasty Talbot iced cake.

Not much remains of the old test-track, and a mural on an inside wall of the factory has been altered from "Talbot" to "Sunbeam-Talbot". Yet it is unthinkable that this fine purpose-built factory, now used by a film company and by Peugeot-Talbot, should be pulled down . . . Nice that the latter Company, RAC Motor Services, the Stanmore Motor Co, and Burmah-Castrol had contributed to the cost of this memorable occasion. — W.B.

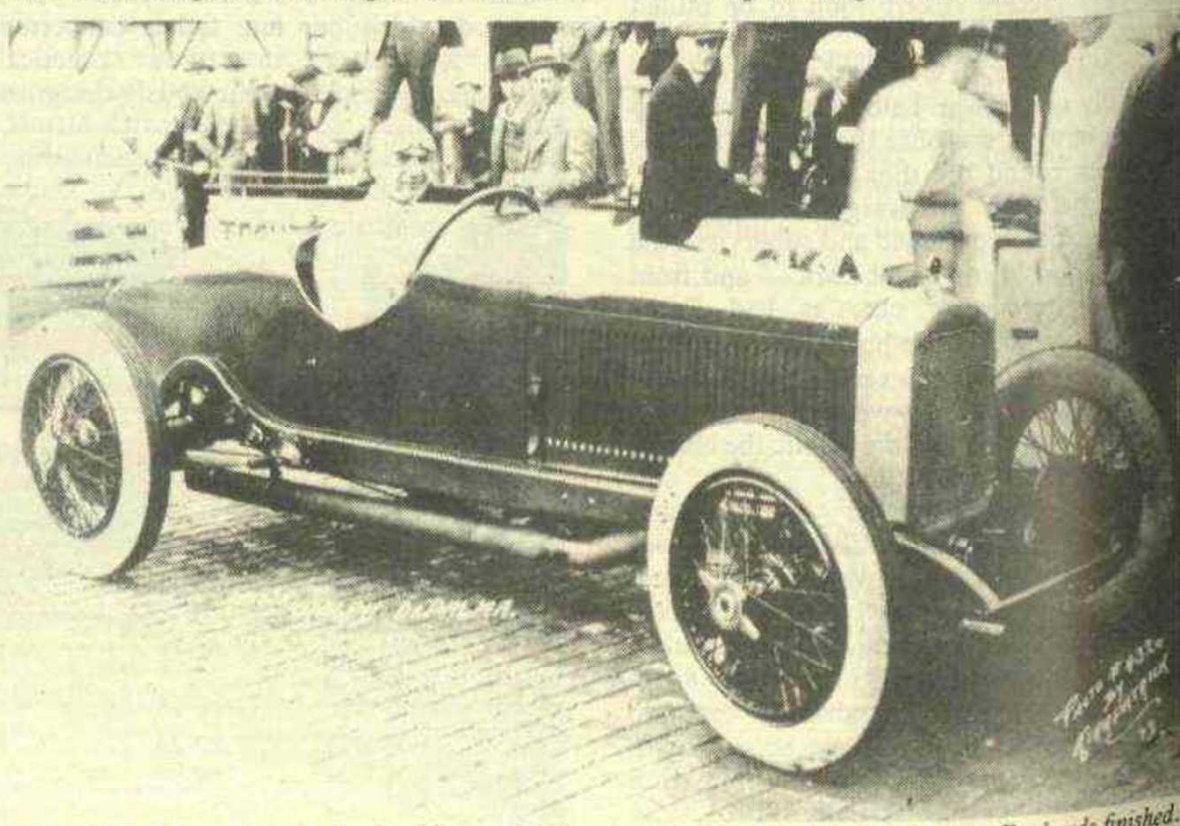
Those 2-litre Packards

IN THE course of reporting Alec Ulmann's views on the origins of the V12 Packard in the May issue, we quoted him as saying that he believed racing driver Ralph de Palma tried to get Packard to build cars to the post-war 2-litre formula, without success. This could be taken as suggesting that such a car was never built or that it was, but was not successful. We will give Alec the benefit of the doubt, for, as historian Cyril Posthumus reminds me, Packard *did* build a team of racing cars for the 1923 Indianapolis 500 Mile Race, which followed the Grand Prix rules of being run under an up-to-2-litres formula.

These Indy Packards had six-cylinder engines of 63.5 x 101.6 mm (1,997 cc), with two valves per cylinder operated by gear-driven twin overhead-camshafts, operating directly on the valves. The drive went through a single-plate clutch and four-speed gearbox to a bevel-drive back axle, of aluminium centre-section and steel-tube construction. The half-elliptic springs had sliding anchorages instead of shackles and the wheelbase was 8 ft 4 in. These slim cars had recognisable Packard radiators and weighed out at only just over the minimum stipulated weight limit of 1,400 lb, which it was said could have been reduced if the rules had permitted. The foot brake worked on the back wheels, the hand brake on the transmission and a fuel tank big enough to ensure only one pitstop in the 500 miles was fitted. Packard steering gear was used, the gearbox was from the same source, but the cars were actually started in the Miller shops at Los Angeles, where the Miller and Durant Indy cars were made although they were finished in the Packar factory at Detroit. They undoubtedly ha Miller influences, using a four-bearin crankshaft running in three ball-bearing while the compression-ratio was higher tha 7 to 1. But as Miller was building eigh Durant-Millers for Cliff Durant, as well a three cars for himself, it does seem as if h may have been unable to complete work o the Packard team cars, although apparentl Col J. D. Vincent, the great Packard Chie Engineer who had been responsible for th "Twin-Six" Packard touring car, too responsibility for them.

It is possible that de Palma influence Vincent in producing Indy cars under th new 2-litre formula, for he had clos associations with Packard, having worke on development of the V12 Libert aero-engine there during the war. By 192 he was regarded as America's top racin driver, having won the 1915 Indianapoli 500 in a 1914 GP Mercedes, followin successes in many important America events the previous year, including winnin the Vanderbilt Cup. He then finishe second to Murphy's Duesenberg in a Ballo in the 1921 French GP, was sixth in Packard and fifth for Ballot at Indy in 191 and 1920, and in 1922 he had finished fift there in a Duesenburg. In fact, I think Ea C. Anthony gave the order to de Palma. .

For the 1923 Indianapolis race th Packard trio was in the hands of de Palma Dario Resta and Joe Boyer — Packard coul afford the best pilots! The cars ran on 30 x tyres and used KLG "Bethlehem" plugs which latter sounds like a prayer for success De Palma qualified early at over 100 mp but in the race, which vindicated the ne 122 cu in formula, Tommy Milton, drivin the whole way himself, won in th HCS-Miller at 90.95 mph, compared to th 94.48 mph average of the winning 183 cu i



RALPH de PALMA in his Packard before the 1923 Indianapolis 500. None of the three Packards finished.

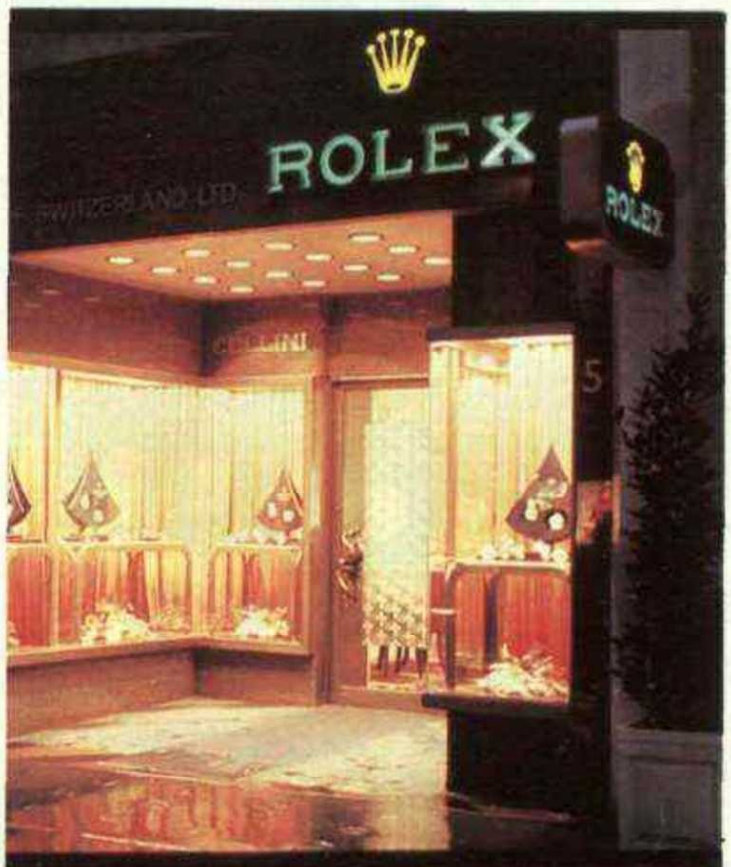
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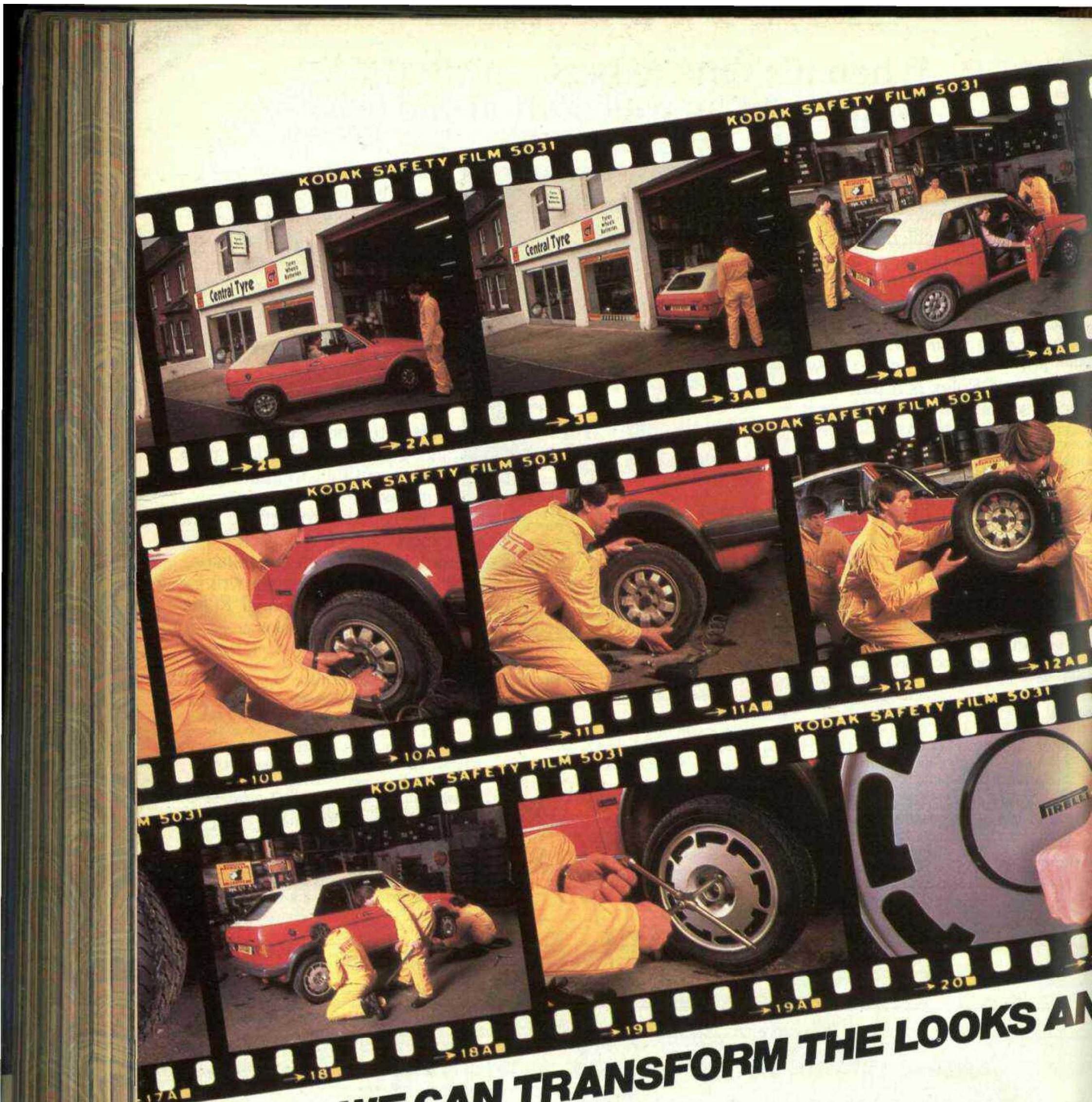
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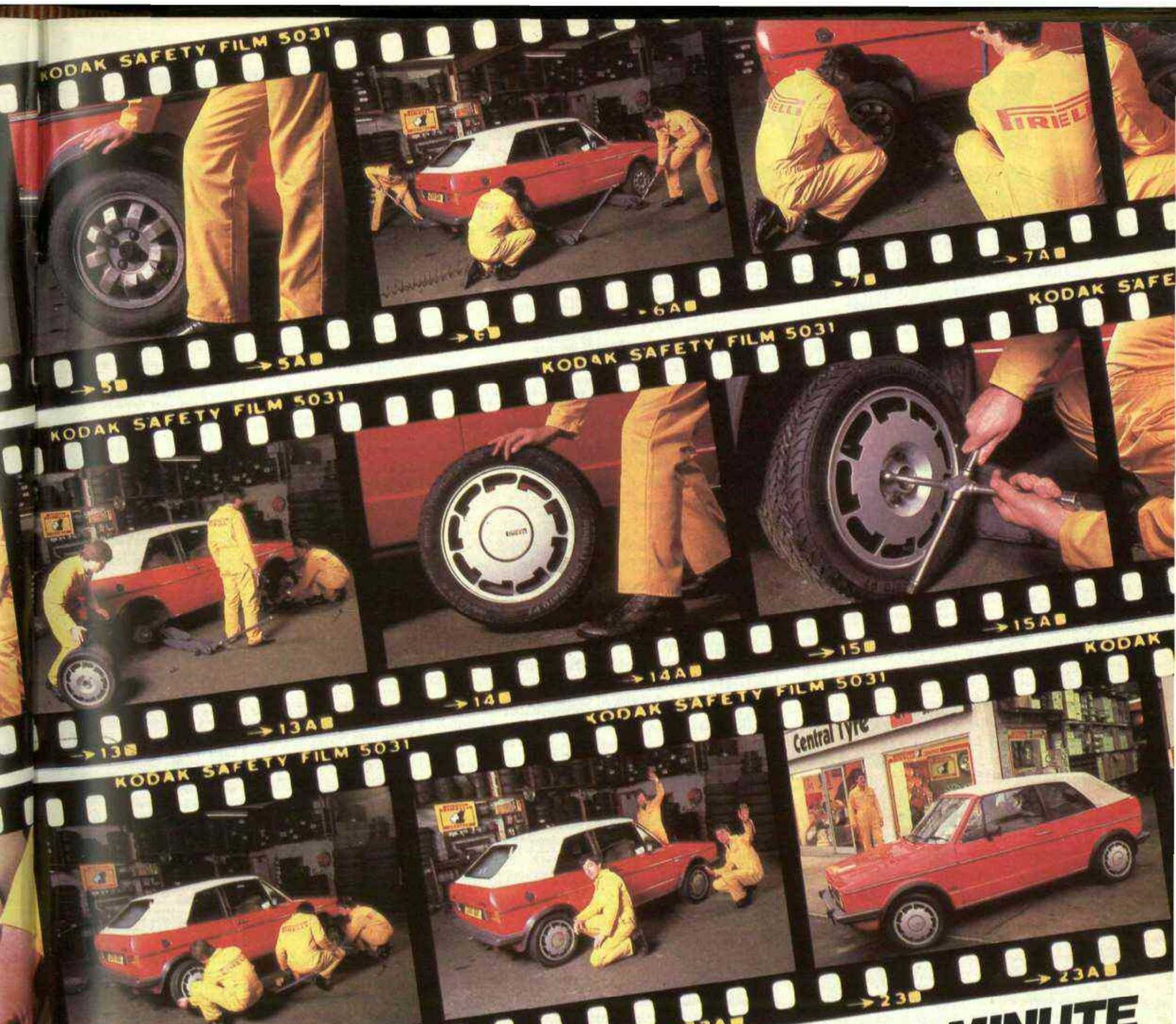
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GRIPPING STUFF

Vintage Veerings

I CAN never resist talking to people who remember the old motoring days. So the other day the Alfa 6, its carburation out of sorts, was nevertheless headed along the beautiful Wye valley road, a fisherman's delight, from Builth Wells to Llswen, past the lake at Llangorse, and over the pack-horse bridge at Llangynidr, which the big car fitted snugly, to pick up the navigator for the day. Then, after a snack at Chepstow, it was on to the M4 and into Wiltshire and Hampshire, heading for Andover and an appointment with Mr A. J. Stevens, whose smart AJS saloon, which he found in Leicester some time ago, he bought on the spot, having it beautifully restored. I had encountered Mr Stevens, one of five brothers of the famous motorcycle manufacturing family, and his AJS earlier this year at the VSCC Light Car Section Welsh Weekend and was impressed to find the car in such appropriate hands.

Since then Mr Stevens has discovered, in nearby Fordingbridge, a two-seater AJS, similar to the one Keith Hill has run in VSCC events for many years, and this, too, has been restored to pristine condition, both cars having been made late in 1930. As I hope later on to do a further article on this make, suffice it for the moment to say that Mr Stevens has been collecting documents about AJS products, among which we were able to look at a photograph album, *circa* the mid-1920s, of the famous AJS works in Wolverhampton in the hey-day of motorcycle production. The size of the factory shops, divided up into 100 ft x 40 ft sections, was surprisingly large; they were at the time making 25,000 motorcycles a year, say 500 a week or about one every five minutes, both solo and sidecar outfits, 2,000 workpeople being employed. Production of AJS radiograms was also going well, in the Stewart Street shops!

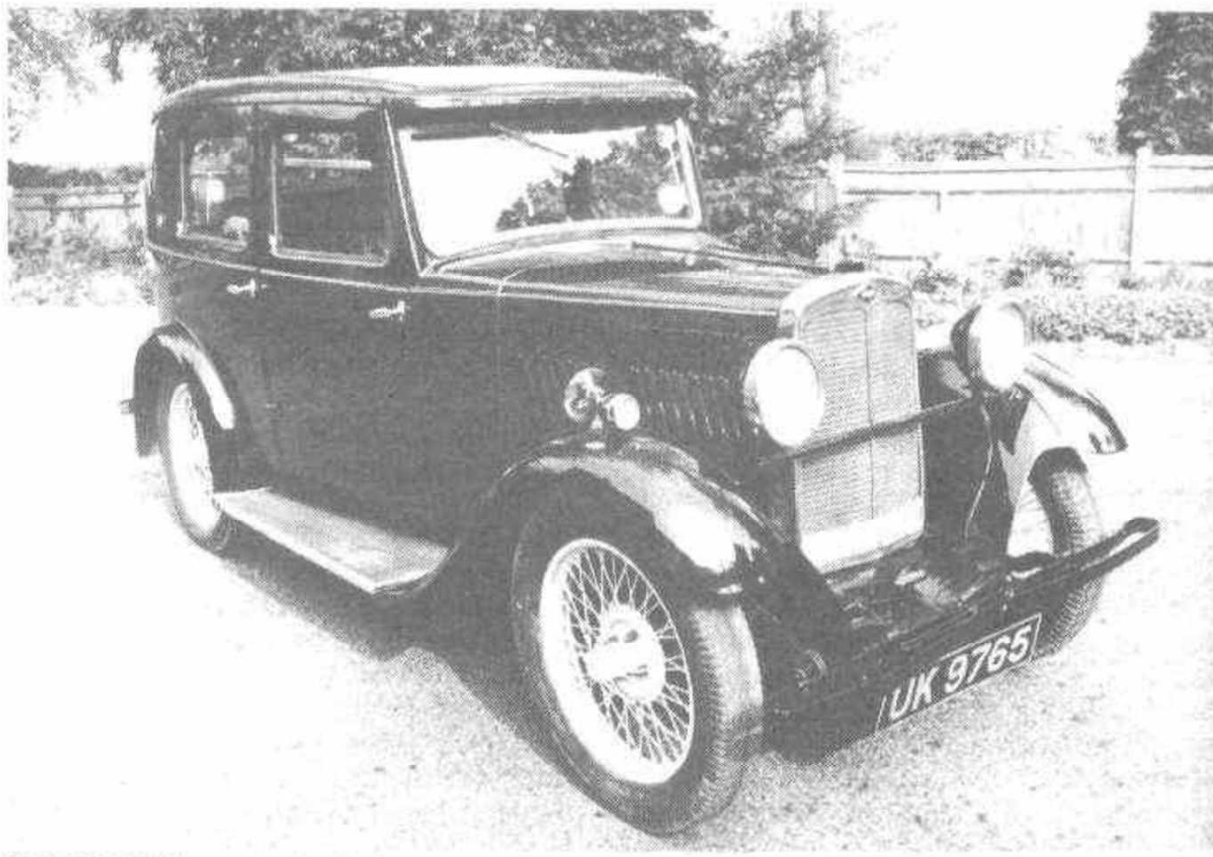
Incidentally, it may not be generally known that the AJS takes its initials from the only one of the five sons of the founder who had the necessary three Christian names. He rode in the TT and there is a photograph of the present Mr A. J.'s father and mother competing in a trial with an AJS sidecar outfit. Also, one of Eric Williams being congratulated after winning the 1914 TT for the Company, which he did again for AJS in 1921. The main factory was in Walsall Street, Wolverhampton, with sidecars being assembled in the Graiseley Hill shops and the radios and loudspeakers in Stewart Street, although the Company had begun in Retreat Street in 1909. Inspection of the old pictures of the factory interior showed rows of four-seater bodies and one pointed-tail sports two-seater body in the AJS works, apparently sub-contracted for the nearby Clyno Company.

After the decline in motorcycle business in the early 1930s, the Stevens brothers made Stevens motorcycles in the old Retreat Street works, and when that faded somewhat a 5 cwt Stevens three-wheeler van was introduced. Mr Stevens recalls going on a holiday with his father in one of the later ones, the legend painted on the body reading: "Water-Cooled Commercial — Ask The Driver For A Demonstration". He has a very rough one now awaiting restoration and also owns a Stevens 350 cc motorcycle, the latter of interesting memories, because after the firm had closed in 1937 he and his father built up a last one from parts, which the lad rode until war broke out. He then went to serve with the Forces Overseas although he was too young to be called up, and he never saw it again. Today, this great enthusiast for the old AJS days lives in a charming house near Andover with his wife, who uses a Mini, while Mr Stevens has a Renault 18 Auto with personalised number-plates, incorporating Wolverhampton registration letters and the number 350 to recall his 350 cc Stevens motorcycle. . .

On the way to keep this interesting appointment we had looked again at the old Brunston hill-climb course, now a private farm road, and going on to Winchester had passed the Old Forge in Wherwell, where allegedly the only three Coventry-Victor flat-twin-powered Wherwell cyclecars were made in 1920/21. One wonders whether they were tested up the 1 in 12 hill we had just descended before the main road swings sharp right away from the village? Incidentally, the old building bore a "For Sale" notice, so on a far more humble scale, here is another historic building perhaps about to suffer the fate of the London Talbot factory?

The reason for driving on to Winchester was to talk to a lady whom Lord Montagu had told me should be worth meeting. This very jolly 76-year-old lady claims to have been almost born in a 1904 Mercedes Forty, because when the moment approached, the Mercedes starting-handle savaged her father and the doctor had to attend to him before turning to the forthcoming birth. In those days before World War One the children used to be taken to the seaside in this Mercedes, their sand-buckets useful when they were sick. . . The old car is remembered as still in use in Oxford, as a laundry-van, at least up to 1915. Mrs S, as I will call her, had family associations with the firm of Coxeter & Sons of Abingdon, which looked after retail sales of the Birmingham-made Abingdon, soon after the turn of the century. By a remarkable coincidence, my companion's father had known the Coxeter family, although neither he nor Mrs S had ever met before. . . .

The Coxeter Motor Co had made bicycles before repairing horseless-carriages, and was run by Bertram Baker Coxeter and his three sons, Mrs S's brothers, of whom J. H. Coxeter ran the garage in Park End Street, Oxford. Naturally, the talk was of early motoring. Mrs S's uncle had a car registered FC3 and at the age of nine she learnt to drive on a Buick, kept during the war, and at 16½ took out a driving-licence, using the car as a school-girl, with her pigtail tucked into her coat! Before that the family car was the inevitable Model-T Ford, but her legs were too short to reach the essential pedals. The Ford led to fabric-bodied GE Austin 7s and as there were connections with Stratton-Instone, the family also had big Daimlers and no fewer than four sleeve-valve BSAs, including the rare 12 hp six-cylinder model. Other family cars in the snapshot albums were a fine Lancia Lambda saloon, a disc wheeled 14/40 Vauxhall tourer, an aunt's sporting 10.4 hp Calthorpe, while an



THE 1930 AJS owned today by Mr A. J. Stevens, appropriately of the famous AJS family of motorcycle and car fame.

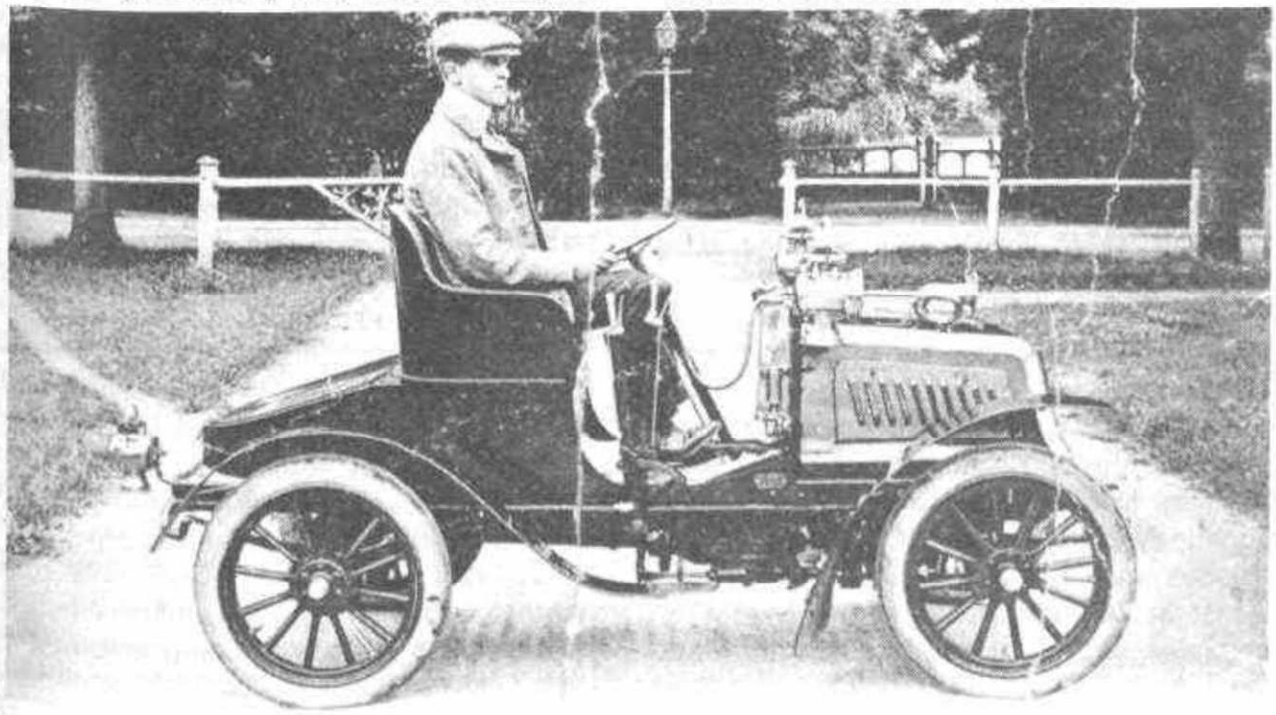


HUMPHREY COOK, seen here at Kop Hill in his TT Vauxhall, was Godfather to the sister of the lady whom W.B. interviewed for this article.

Arrol-Johnston was mentioned. Humphrey Cook was Godfather to the sister of Mrs S, which led to being taken to Brooklands when she still had to be carried, and memorable visits there after WWI, all the great cars from "Chitty" downwards to fast GNs being spoken with a clear and nostalgic memory.

There had been rides in Cook's Prince Henry Vauxhall and in a 1923 23/60 Vauxhall "Blue Mist". There was also a red Model-T Ford with sixteen-valve ohv conversion head, built by Kingsley's son, which the girls named "Daddylonglegs" and which was tried out up Kop Hill, conveniently situated not far from Oxford. When she met at a party the musician she was to marry, he, knowing of her love of cars, took her to a 1930 Brooklands meeting, and then asked where he could take her to dinner. They dined well at Oatlands Park Hotel in Weybridge and the evening was to have ended with seeing "The Three Musketeers" at the Drury Lane in London. Alas, the gentleman, who had a bullnosed Morris two-seater, had never driven in London and after sailing under the outstretched arm of a policeman at Hyde Park Corner they got lost and the theatre performance had ended when they got there. . . After marriage, the cars were mostly a series of Austins, and some American saloons. In recent times Mrs S. has been very well served by a Datsun, which she disposed of after it had done 66,000 trouble-free miles, replacing it with her present Ford Fiesta. "I used to drive at 80 mph," she said as we were leaving, "but now I have to try to keep to 60".

After which we commenced the run home, past the historic hangars at Upavon, the one-time headquarters of the Central Flying School, using but a short stretch of the M4, arriving back at midnight, a good day's motoring. In case it has been noticed that I have been going after elderly ladies of late, I hasten to say that this is simply because anyone who started driving before or during the First World War is likely to have recollections of lots of cars. — W.B.



MR COXETER at the wheel of a circa-1903, Birmingham-built, 6½ hp single-cylinder De Dion-engined Abingdon car, so called because the Abingdon branch of his company sold these rare cars, although the family came from Oxford, where the earlier cycle company and their main motor business was located. Mr Coxeter was the father of "Mrs S" interviewed by W.B. — see accompanying article.

MOTORING AS IT WAS

A Look Back to the roads of the 1920s

(Continued from the June issue)

CONTINUING the saga of Owen John, the Crossley-owning motor-noter of 1923, we find him, after enthusing over the new Gwynne Eight, going, for his annual Easter tour, to glorious Devon, in splendid weather and a new Bean. This had a four-speed gearbox and O.J. waxed enthusiastic about that, saying he had never realised the value of four speeds as he did on the journey up along, all along, out along the hills down to the lovely Dart. O.J. even concluded that until the time came when every car had an infinitely-variable gear he would expect to find an ever increasing number of small cars being provided with four instead of three forward speeds. O.J. proclaimed quite rightly that gearboxes were given men to use and not to slog up hills in top, and what three speeds can do, four speeds can do much better, he felt. All of which is amusing now that even quite small cars can be had with automatic transmission, no car has less than four and many have five forward gears, and the infinitely-variable transmission, as pioneered by DAF with belt-drive, if we overlook the early, crude friction transmissions, is now the subject of re-introduction in sophisticated forms.

While on holiday in Devon O.J. missed the Land's End Trial, but insisted that the Bean would have taken a gold with any of them! In fact, in that 1923 MCC event the Bean driven by S. Griffiths did just that, whereas E. N. Hughes' took a bronze medal. They met a family who had just changed a faithful and reliable 1909 Wolseley for a new American automobile, the make of which O.J. did not disclose. But it lacked any place for stowing luggage, the spare wheel mounting at the back precluding a grid, the running boards being tiny, the hood in repose "sticking out like a *furled mainsail*", *while, said O.J., there was* room for only two pairs of legs behind and the seats of this American car were described as raised, hard and narrow. So the Wolseley was remembered as a far better carrier of luggage, although this new car climbed the Devon hills "like a scalded cat", looked in O.J.'s opinion "like a superior and slick hearse" and was great fun to drive, but his little Bean was regarded as much more gentlemanly to observe. I do not know what those clubs that now cater for vintage and classic American cars will think of that, or whether they could identify the car. . . .

Coming home from Devon, O.J. found Ilminster about to have the real race meeting that had replaced its mere point-to-point, Langport its usual sleepy self, Somerton only redeemed from being the ugliest town in the county by neighbouring Street, and Glastonbury "trippery" and plain. That left Wells for him to praise, which he classed with Bath and Torquay as one of our very

few lovely towns. He felt that there was too much brick and slate in Somerset for the towns to have good architecture until you got near to Wiltshire, but O.J. admitted that the country made up for that. All that was in the context of over sixty years ago, of course.

Before his Easter holiday O.J. had been motoring in Sussex, staying at the late, great Harry Preston's "Royal York" hotel. He had not stayed in "London-on-Sea" since the Boer War, although he had lunched there when on his way to see the "Shell fuel-testing machine" at Shoreham, by which I assume Harry Ricardo's variable-compression, knock-provoking test-rig was implied. But in February 1923 O.J. likened this part of the Sussex coastline to the Riviera, lamenting that trade was being taken therefrom by the fact that — interesting in this 1980's age of reduced price travel — the first-class return fare to Monte Carlo in 1923 was about £11, and hotel prices in lesser Riviera towns had come down after the Germans had left, made even more attractive for British visitors by the rate of exchange being 76 old-francs to the pound. But O.J. found Brighton even more bracing than Yarmouth, good for the appetite, and no chill fall in temperature at sundown, even in February. Anyway, the "Royal York" had fires to sit by and its waiters actually asked if plates should be replenished.

O.J. noted luggage-laden cars arriving at the hotels with not a station cab among them, proof that the motor-car was in use for touring, even if the run from London to Brighton was no longer any test of a car, as had been the case in days gone by. The road down, however, 60 years ago, had excavations across the downs and was very steeply cambered — a far cry from the A23 today! O.J. ran out to Shoreham, thinking the coast road like that between Marseilles and Spain on a smaller scale, with oil-tanks, gas-retorts, tar-distilleries, ugly factories, old hulks, and so on. Going home from recent Brighton Runs by that route, as the start of the long haul to Wales, I would say not much has changed! Except that in 1923 Shoreham bridge was under repair, the biggest 'buses having to take the "millipede" bridge, and new Lancing College had just appeared, it seems, on the hill above Old Shoreham Church, with a tower projected for it, whereas now the roads hereabout have been recently widened and I don't recall noticing the College tower . . . Back in 1923 O.J. was on his way to a big white, brass-twinkling steam-yacht with its owner's Rolls-Royce almost alongside it, the green canvas over the top hamper the only reminder that its destination was the Bay of Biscay and the whole of Spain, before it would dock again. The owner isn't named but I have an idea that car and yacht may have belonged to Lt-Comdr Montague Grahame-White, RNVR . . . That was when even the Brighton Aquarium was a Victorian relic, long before they had had a Motor Museum next door.

All this time O.J. was using his 1920 Crossley as his personal car, remarking that even older cars were still serving their owners well, and that a new bonnet could transform even a 1914 vehicle. Indeed, he recalled using a Daimler in 1907 for a winter run over the high lands of the Côte-d'Or, the car roaring down into quaint old-Dijon, scene of the recent exciting French GP, this Daimler having dashboard oilers refilled by pulling on a little chain, the point being that, according to O.J., there were many old Daimlers still in use in 1923 with this lubricating system, although one hopes not in the freezing weather O.J. was recalling, when a blow-lamp had to be bought with which to thaw out these very oilers — precarious for their glasses, one might think.

On the subject of the older cars O.J., when enthusing over four-speed gearboxes, recalled a big car which had one speed only, plus an emergency bottom gear, that was no longer in production. This presents something of a poser, but I think O.J. may have been thinking of the first Sheffield-Simplex. Incidentally, I do not know whether O.J.'s claim to be an amateur tester was enhanced or disgraced, when his Crossley shed its near-side front wheel, subsiding into a ditch, fortunately in a country lane into which it had just turned, to regain a lost route. O.J. and his daughter walked back, found the errant wheel, and it proved possible to refit it and proceed but the trouble was caused because the locking-nut had not been properly tightened by the owner, or even inspected for the past six months or so! This is a reminder that the bigger Crossley had a centre-lock nut, although not eared, for retaining its wheels.

W.B.

V-E-V Miscellany. — The Bean CC's magazine recently carried some intriguing items relating to Police cars in vintage times. It first drew attention to a statement in the *Daily Express* in 1932 to the effect that a London gang had eluded police vehicles because these could not exceed 70 mph. This brought a follow-up, culled from *The Motor* of 1929, which described a London chase in which three criminals in a 30/98 Vauxhall were cut off by the Police in a Flying Squad 4½-litre Invicta, after they had failed to stop when signalled to do so in Victoria Street. The Invicta drew alongside at Buckingham Gate and an Inspector jumped onto the running board of the 30/98 but was hit with a jemmy and rolled off outside Wellington Barracks. After which the cars are said to have raced down Ebury Street at 70 mph (which must have been both dangerous and exciting to watch), and the Vauxhall skidded, ripped off two tyres and crashed into a wall. After a struggle all the men were arrested and after an Old Bailey trial were sentenced to penal servitude. Apparently on a previous Police pursuit their 30/98 had got away from a police car.

The Austin Ten DC has a National even at Lyme Park, Disley, Stockport over th weekend of July 7th/8th, with six classes, fo chrome radiator and cowled radiator 10 h Austin, Cambridge-type Tens, chrome an cowled radiator 12-20 hp Austins an previous winners competing in all classes. A slip of finger on the keys of the ancien Royal on which these words are produce made me call the JCC 1,000 Mile sports-ca race of 1932 a one-day race, in last month' article about Irish races. Run at Brooklands it was of course, a two-day affair, like th "Double-Twelve" that preceded it but o reduced distance, the winner of the 192 "Double-Twelve", Ramponi's Alfa Romeo covering 1,824 miles and the car doing th greatest distance 1,953 miles, while in 193 the victorious Bentley did over 2,080 miles and in the 1931 "Double-Twelve" th winning Earl of March / Staniland MG Midget managing all but 1,548 miles. So th 1,000 Mile *two-day* race was more modest while I am about it I may as well remind yo that *Mesdames* Wisdom and Richmond wo in a Riley 9, at 84.41 mph, from Saunder Davis (Talbot), at 95.43 mph — it was handicap race — and the MG Midget o Black and Gibson. Should you be i Australia later this year, the VSCC of A ha its Morwell hill-climb and Amaroo Histori meeting scheduled for August, to b followed by its Mighty Mount Tarrengowe event on October 21st, and the Geelon sprints on October 28th. We see that in it Night Trial this Club, which was formed i 1945 as a branch of the VSCC of NSW formed the previous year, had cars less usua in our VSCC's competitive events thes days, namely an Hispano Suiza and a 23/6 Vauxhall; a Sunbeam won, beating tw Bentleys and a Lancia that tied with th third-placed Bentley. The VSCC of A' Secretary is John Lawson, 40, Hailey Street Blackburn, 3130, Australia. In the course o a rather disjointed history of avaition, wit the pilot Chauot as the narrator, on BBC TV, many intriguing vintage cars flitted i the background and in two shots he wa seen, uncommented upon, in twin-cylinder, two-stroke £100 Carde cyclecar. This suggests that in making it documentary on the centenary of the moto car the BBC, or ITV come to that, shoul run through the forgotten footage of archiv film, not necessarily associated wit motoring, for exciting and natural coverag — for instance, some time ago, showing coal-strike scenes at South Wales' pits, wha should scuttle across the screen than circa-1923 solid-tyred Trojan. . . A reade who is restoring a 1938 Autovia saloon an who says he gained more information abou these rare cars from a past "Fragments o Forgotten Makes" article in MOTOR SPORT than from any other source, woul like any further data anyone can pass on Letters can be forwarded. Air displays wit

a vintage flavour include that at Popham Air Centre near Winchester for a biplane fly-in on July 1st with another on August 12th and the British Aviation Heritage Display at Bruntingthorpe aerodrome, Leicester, on September 9th, while remaining Shuttleworth Trust Displays for this year include a flying evening on July 7th, the Military Pageant on July 29th, the Historic Transport Day on August 12th, displays on August 26th and October 28th, with another display on September 30th, while there is to be a 1930s-style Fly-In and Garden Party at Barton aerodrome, near Eccles, Manchester, by the Lancashire Aero Club, on August 18th / 19th.

Although not strictly for this essentially "pre-1940" column, the Riley RM Club has its National Rally at Top Farm Argricultural Museum, W. Hardwick, near Nostall Prior, Yorkshire, on August 10th / 12th, with at least five important trophies to be won. This Club for 1946-1955 Rileys runs a useful monthly magazine, recently elected 25 new members, bringing the total to over 1,200, and the enrolment secretary is Bill Harris, 107, Greenbank Road, Edinburgh. — W.B.

V-E-V Odds & Ends. — The Vintage Austin Register has its Avoncroft Rally on July 15th, and its Ashover, Chesterfield, Rally on August 12th. An American correspondent, writing to the Standard Register magazine, suggests that it is a fallacy that the engine of the rare 1937 Standard V8, one of which he is rebuilding, was based on two Standard Ten blocks on a common crankcase, and he produces evidence suggesting that this eight-cylinder engine was a Coventry-Climax design. The same magazine reminds us that when Diana Wynward was playing in the "Ante Room" before the war she was using a 20 hp Flying Standard saloon finished in black and chromium, with beige upholstery.

When the TV play "Dance with a Stranger" comes on the screen we shall see cars like Monica Whincop's HRG, a 1931 Riley Gamecock, a 1936 Morgan 4/4 and other post-vintage and classic cars staging a race round Goodwood, for the story is based on the real-life one of racing-driver David Blakeley who was shot by his girl-friend, Ruth Ellis, the last woman to be hanged in Britain — just up any TV producer's street! Blakeley used to race an HRG and it was especially appropriate that Monica's was used in the film, because when the Duke of Richmond & Gordon opened the new Goodwood circuit she presented the Duchess with a bouquet . . . A rather surprising thing has happened in Chadwell Heath — the owner of some old cars, including three pre-war Rolls-Royces, has been told to get rid of all his collection within twelve months, as the cars, say Barking Council, "are not compatible" with Whalebone Lane South in which he lives and they and his other old cars and 30 motorcycles must be disposed of. Without full knowledge of the facts we refrain from comment.

VINTAGE POSTBAG

Valve Gear

Sir,

Your article about Arab valve gear was very interesting, and I hope you will keep passing on your knowledge of early engines in many similar articles. Of course, there are several controversial points. First, you say that valve overlap is hardly possible with a single cam. This is not so, as one cam follower need not have left the cam before the other hits it. Also, if the cam followers are of different profile, then the total exhaust period can be longer than the inlet period. I have just looked inside a JAP (Prestwich) motorcycle engine which has a single cam and has considerable overlap.

Perhaps you are thinking of an engine with a single push (pull) rod to work two valves, as on Salmson, Crossley stationary engine, Le-Rhone rotary engine. With this, there cannot be overlap.

Next, in the photograph of the Hooker Thomas engine, the camshaft is chain driven, and I am supposing the chain is at the front of the engine. Then if the engine turns clockwise, the camshaft turns clockwise. Thus the cam hits the top rocker (in the picture) first, and so this has to be the exhaust valve, ie the exhaust manifold is on the offside of the car. If the camshaft turns in the opposite direction to the crankshaft, as with gear driven eccentrics, then the exhaust manifold must be on the nearside of the car, or two cams (180 degrees apart) have to be used if it is desired to keep the exhaust on the offside.

Some years ago, I had a small foreign car (NSU? —Ed) with a two cylinder, air cooled engine in the boot. This had the overhead camshaft driven by two eccentrics and rods, and this system is not easy to balance, whereas with three eccentrics, it is in balance. I am told that it will not run backwards, unless it has been assembled incorrectly.

Finally, I vaguely remember seeing an engine with horizontal valves (vertical engine) closed with tapered leaf springs, and I wondered if you can recall this, and can refresh my memory. Also I have never seen hairpin springs (as used on racing motorcycles) used on motor car engines. If not, then I wonder why not, as they are claimed to prevent surging, and can be easily replaced.

Again many thanks for all your enjoyable articles.

Cabourne JOHN LINEGAR

[The 1912 Delage racing engines had horizontal valves and so did production model Lanchesters some 10 years prior to this and in post-WWI years the American Roamer used a Duesenberg engine with this valve layout, but I do not think leaf valve springs were fitted. The Vanwall GP and F2 Ferrari racing engines used hairpin valve springs, however. — Ed.]

More On Amatol Speedway

Sir,

I was very interested in Mr Hendley's letter concerning the Atlantic City Speedway at Amatol, New Jersey.

He is in error, however, in saying that Ernest Eldridge, Douglas Hawkes and John Duff took part in races on this speedway. The only foreign driver to race on this speedway was Count Rachewsky, on a Type 35 Bugatti, who competed in the inaugural 300 mile race on May 1st 1926, but retired on the 16th lap.

The three British drivers did take part in the 500 mile race at Indianapolis that same year, and while Eldridge and Hawkes returned to Europe after the race, Duff remained in America taking part in a 250 mile race at the Altoona Speedway on June 12th, finishing third. Three weeks later, in the 200 mile race at the Rockingham Speedway at Salem, NH, he crashed badly, suffering such severe injuries that he never raced again.

Vichy, France T. A. S. O. MATHIESON

Continuity of Car Ownership

Sir,

My grandfather, father, son and I have all owned Austin cars. Four generations owning the same make is unusual but not rare. There must be a number of five generation families extant, but six generations seem to be the practical maximum.

Nevertheless, as the centenary of the motor-car approaches, is there a family so prosperous and virile that it can boast a seven-generation tradition?

Can your remarkably well-informed readership give examples of six and, perhaps, seven generation families with, of course, the makes of car owned?

Troy, Virginia R. H. WYLLIE

Ford Offering

The Ford Side-Valve Club has issued various useful books about these cars but now, more professionally for those who can afford £10.95, Osprey of 12 / 14, Long Acre, London, WC2E 9LP have come up with Dave Turner's "Ford Popular And The Small Sidevalves", a 192-page book, 10 in x 7½ in, that says it all, including sports versions, specials, unusual uses for the small L-head Ford engines, even to a mechanical-elephant so powered, etc. There are many pictures, reproductions of contemporary Ford material, etc, and commercials are included. Unlike the Club's books, MOTOR SPORT road-tests are ignored and L. M. Ballamy is called "Bellamy". But very interesting to Ford fans, and perhaps to those hoping to run reduced-tax pre-1947 cars. — W.B.

VSCC at Oulton Park

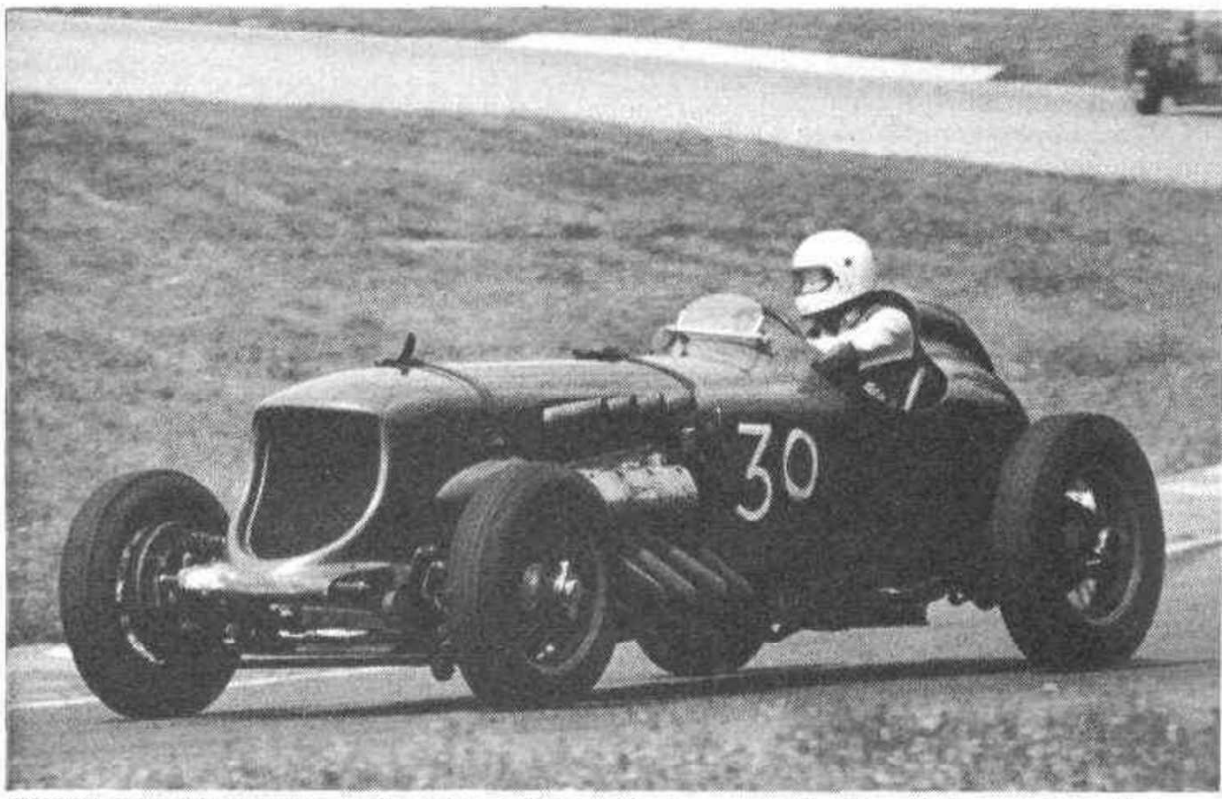
WONDERFUL weather enhanced the annual VSCC racing at Oulton Park on June 9th, the extension to the circuit a further attraction. For those who like figures, when the VSCC first went there 28 years ago the lap distance was 2.761 miles. It was then reduced to 1.654 miles in 1975 but is now 2.356 miles, embracing a rather tight hairpin at Island Bend. New lap records thus apply. The surface of the extension up to the smoothly-tarmacked hairpin was found rather rough by some drivers, but the longer distance is well-liked.

The long programme got off with a 4-lap Handicap, which Hornby's A7 took from Giles in the GN/Morgan very comfortably. Freddie was using his "small" 996 cc vee-twin engine. Baker's 1½-litre Riley Special was third. Clutton was absent, having lost a tooth — from the transmission of his Frazer Nash.

The mainly-1950s 500 cc racers appeared next, contesting a 5-lap scratch race. Giles' son looked good, for two laps, running right away until his Norton engine, perhaps undergeared, seized up. Tibenham's Kieft then took over, to retire likewise, on lap 4. In the end Garner's Mk 8 Cooper, back in single-cylinder form, won from Lewis' ex-Gerard Mk 8 Cooper, which had been last away, by 8½ sec, Wright's Mk 5 Cooper third. The Kieft lapped fastest, at 75.19 mph.

It was then left to "unstoppable Ron" Footitt to drive a race on his own, as it were, to win the Seaman Vintage Trophy 12-lap scratch event, the AC/GN Cognac soon leaving everyone of the big field, except Tim Llewellyn's 8.3-litre Bentley, far behind. At half-distance a petrol union came loose on the Bentley and it came in, leaving Ron on his own, with a fastest lap of 81.40 mph. He finished more than 1½ *minutes* before Horton's red 35B Bugatti appeared, with Morley's giant Bentley-Napier fending off Harper's wonderfully-fast 1926 Morgan 3-wheeler for third place. Stewart's 3/4½ Bentley was next home, followed by President Threlfall's McDowell that had held a discreet fourth place behind Horton for four laps until the clutch began to quit grip, and the Napier-engined Bentley, crackling mightily on the over-run, had got past. Stretton, in the Meadows-powered GN-Martyr, won on handicap.

Another 4-lap Handicap came as an interlude before the Historic Seaman race. It was led throughout by Maclean's 1930 A7 from Mrs Woodrow's car of the same age and make, Lee's road-equipped 1927 Salmson Grand Sport third. Sevier's scratch Speed 20 Sunbeam made best lap, at 64.94 mph, so this was clearly one of the quieter races . . . The second Seaman race of the day was obviously going to be a battle-royal between the Hon Patrick Lindsay in the ERA "Remus" and David Black in his immaculate Tipo-B 3.2-litre Alfa Romeo



THIRD in the Seaman Vintage Trophy race, Horton's Napier-engined Bentley added its unmistakable flavour to the noise of the meeting.

which has been enlivening this season's VSCC racing, and so it proved. The ERA led momentarily, than Black went away, but with Lindsay watching for an opening, Spollen's ex-Earl Howe ERA R8C third. That held for three laps, then Patrick got by, to lead for the next three laps, or to half-distance, when "Remus" made smoke and came in with oil all over the pedals. By this time the contest had been simply between these two, so now the Alfa (still using Ashby special cylinder blocks by the way) was on its own. Black won easily, after setting fastest lap at 85.33 mph. Spollen was second, Footitt third, the AC/GN having caught the ex-Richards' Heimann Type 51 Bugatti by lap 7, by which time Margulies' 4CL Maserati, the meat in the sandwich, had retired (on lap 4). In all, seven retired, with Marsh (ERA) fifth, ahead of St John's Type 51 Bugatti and five slower finishers.

Came the third 4-lap Handicap, the BHD refusing on the grid and Fidler's 1935 Lagonda Rapier having it all its own way, with D. B. Smith's Frazer Nash second, Rawson's A7 third. Very loud noises heralded the proximity of the Cheshire Building Society's All-comers' race, 12 laps from scratch, with a field of eleven. Simon Phillips led Chris Mann and Willie Green, all in Lotus 16s, from the front row of the grid, then Mann and Green overtook Phillips but Green went ahead by lap 2. He was never passed, a lap at 92.09 mph taking him to victory in the Bruce Halford Lotus, from Mann. After doing only two laps Phillips had a new part of the near-side rear suspension break up on his Lotus, fortunately on a slow corner. After his retirement Cottam's 250F Maserati ran in third place to the finish, staying ahead of Charles' C-type Connaught, Thwaites in Brierley's ERA R6B, and four others — not a very inspiring race, except for the speed of the Loti. The long, hot day was concluded with two more 4-lap Handicaps, the first taken by Lee's Salmson from Boswell's hybrid Frazer Nash and Rawson's A7, the last one, over five laps, with spectators' cars beginning to filter away over the single-track exit bridge, by Ivan Dutton in the Heimann Bugatti which he built up for its owner, from the Llewellyn Bentley that had given it 50 sec start, and Sankey's 250F Maserati. Lapping at 83.73 mph brought Cottam's scratch Maserati home in fourth place.

During the afternoon contestants in the *Cheshire Life* Beauty Show, won by Parker's 30/98 Vauxhall Wensum, paraded. So ended a fine day's sport, with 158 entries, the highlights of which had been Footitt romping away with the Vintage Seaman Trophy, for the fifth time, in spite of his Cognac losing third-speed chain on lap 4, and Black's Alfa taking the Historic Seaman Trophy, the first "Milanese victory" since 1953 (R. D. Poore, at Silverstone). A lowlight was the Citroën rescue vehicle refusing to start, so that a Ford truck had to be substituted! For us there remained the enjoyable run home, at over 48 mph average in spite of "mimsers" in our path, *via* Shrewsbury, the Alfa 6 doing 19.1 mpg. Another VSCC Oulton over for this year. . . . — W.B.

Results

Seaman Vintage Trophy Race:
1st G. R. Footitt (AC/GN), 78.57 mph
2nd J. R. Horton (Bugatti)
3rd F. P. Morley (Bentley-Napier)

Seaman Historic Trophy Race:
1st W. D. A. Black (Alfa Romeo), 83.83 mph
2nd B. Spollon (ERA)
3rd G. R. Footitt (AC/GN)

Cheshire BS Allcomers' Race:
1st M. W. Green (Lotus), 90.37 mph
2nd C. A. Mann (Lotus)
3rd A. Cottam (Maserati)

500 cc Scratch Race: A. Garner (Cooper), 72.58 mph
Five-lap Handicap: I. Dutton (Bugatti), 77.24 mph
First 4-lap Handicap: P. C. Hornby (Austin 7), 70.38 mph
Second 4-lap Handicap: C. MacLean (Austin 7), 56.49 mph
Third 4-lap Handicap: B. H. Fidler (Lagonda Rapier) 66.80 mph
Fourth 4-lap Handicap: D. J. Lee (Salmon), 68.73 mph
Fastest lap of the day: M. W. Green (Lotus 16), 92.09 mph
Leaders to date in the MOTOR SPORT Brooklands Memorial Trophy Contest: Black (Alfa Romeo), 62 pts, Footitt (AC/GN), 44 pts, Burroughs (Alvis), 39 pts. **Next round:** Silverstone, July 14th.

Cars in Books

PERHAPS one should not have expected to find much for this feature in the much-read, controversial "Peter Hall's Diaries — The Story of a Dramatic Battle" (Hamish Hamilton, 1983, edited by John Goodwin), which is a rather sad book of modern strife and strikes in the world of the theatre, where fun and happiness used to prevail. But these revelations of Sir Peter Hall's must be as enthralling to those interested in show business as books like W. O. Bentley's autobiography and René Dreyfus's "My Two Lives", etc. are to motoring enthusiasts. It may even seem trite to look for references to cars in such books but that is my job, so what have we?

Well, first Sir Peter Hall remembers the large black Rolls-Royce, flying the Union Jack, which met him on the tarmac at Templehof in 1974, when he was going to Berlin to deliver the annual Queen's Lecture. This one took him to the Ambassador's residence. Another Rolls-Royce then took Hall to dine with the Army, Sir Peter likens this to the end of the British Raj, with the Germans paying to keep the British Army in the past . . . The great actor Ralph Richardson was riding to the theatre on his motorcycle in 1974, wearing a large white crash helmet.

Lord Cottesloe drove Hall back to the National Theatre, where Hall was Administrator, in his ancient Bentley in May 1976, at which time Hall drove the entire family to Cambridge in a Range-Rover, taking his son to his first term there and early in 1978 Hall tells of buying, on impulse, his first new car, a bright blue Ford Prefect. (Does he mean a Fiesta?) There is also a story of Harold and Antonia Fraser getting their old Mercedes bogged down in ditches twice while driving to Glyndebourne in 1978, and needing the help of tractor to get it out the first time, Hall saying he remembers this Mercedes nearly knocking down one of his gate-posts at Stratford around 1966 or 1968, so it was an old model, described by its owner as built like a tank . . . Hall mentions driving back from Scotland, 500 miles in 12 hours with big breaks for meals, in 1978, presumably in the Ford, which he found tiring. He saw the Spitfire film on TV, and the Schneider Trophy racing seaplanes, which he refers to as deep nostalgia, shades of his childhood, and the Dinky toys he treasured . . .

Austin 7 fans have a reader, Mr F. Solari of Stoke Poges, to thank for the following extract from "The Kangchujunga Adventure" by Frank Smythe (1930), about how the ubiquitous Seven aided tea-planters. The party had gathered at Darjeeling, and then:

"April 7 dawned mistily, but as the sun got up, the dense blanket of white, wet fog enwrapping Darjeeling quickly dissolved. Rifts were torn in the curtain disclosing Kangchenjunga, silvered, blue-shadowed, and remote. It was a morning full of calm promise.

"There were many friends and strangers to see us off, including an American lady who seemed particularly anxious for our welfare, and asked us whether we did not expect to find it 'turrible slippery' on Kangchenjunga.

"Four Austin Seven motor cars had been engaged for the first stage of our journey to Singla. There we were to be met by ponies and continue on them to Chakung. From Darjeeling to Singla a rough track descends tortuously 6,000 feet, in a distance as the crow flies of about five miles. Frequently the gradient is as much as 1:3 or 1:4, and hairpin bends are such as to necessitate reversing, with the wheels but a few inches from the edge of precipitous drops.

"Baby cars have done much to improve the social amenities of the Darjeeling district. A few years ago the tea-planters, whose estates are scattered about the hillsides, were forced to use ponies or mules for transport. As a result, their existence was frequently a lonely one, for many of the plantations are twenty or thirty miles from Darjeeling. Recently, however, one of the planters bought a baby car as an experiment. He found to his surprise and delight that it was capable of negotiating the narrow zig-zagging tracks, and terrific hills of the district. Now practically every tea planter owns one, and the social life of the district has been vastly improved thereby." — W.B.

From "Another World — 1887-1917" by Anthony Eden (the Earl of Avon, KG, PC, MC), published by Allen Lane in 1976, we learn that Anthony Eden's father had two Benz, described as limousine in the country and a smaller one with brougham-type body in London, so that they were obviously not very early examples but the later, no doubt four-cylinder, Benz. These were supplemented by a Siddeley (perhaps a Siddeley-Deasy?) used at the family seat of Windlestone, in Durham. All had Hooper bodies and were in the care of Adolf, the Austrian chauffeur, who was interned when war broke out in 1914. Somewhere there was a fine open Napier, Eden as a small boy remembering being photographed with it, in company with his father, mother, a brother and a sister, in front of their London house of the time, in Grosvenor Crescent, after which they all got out, which the boy found very disappointing, as he had expected a thrilling ride — perhaps a publicity photograph for S. F. Edge, or Lord Montagu's magazine? His father's yellow Benz was used by young Anthony Eden for driving round recruiting the Durham Yeomanry in 1915, of which he was to command a platoon. He also recalls the summer of 1914, when, after the Eton and Harrow match that July he was lunched at the Cavalry Club by his elder brother Jack, before they left in the latter's Austro-Daimler for Lord's. The Napier, which looks like a circa-1905 car, chain-drive with open bodywork, perhaps the 40 hp four-cylinder model, is illustrated in the book, as are some other early cars at a bazaar in 1906 with Lady Eden, and Prince Francis of Teck, who was to become a member of the Brooklands ARC Committee, in attendance. — W.B.

Miniatures News

WHILE at the London Toy Museum recently, besides admiring again the seemingly endless vistas of model cars, locomotives, railways, ships and aeroplanes, etc, and the loop of passenger-carrying 7½ in-gauge track that surrounds the lake, flanked by "straights" in one-inch gauge, etc, I looked especially to see if, among the toy car exhibits, there were any of those excellent replicas of the Model-T Ford which I used to buy, for a nominal sum, at Woolworth's, "the sixpenny-store", as a boy. I recall them as simple tinplate, wire-coil-driven toys, that so effectively captured the Model-T. I seem to recall tiny correct-pattern radiator filler, Ford logo on the running boards, etc, and I remember I had saloon, two-seater and coupé versions, all in glossy black.

I thought I should never see one again. But in the London Toy Museum they have a Bing T-Ford tourer, *mit* driver, which *may* be what I am on about. However, it looks a trifle larger, and not quite so well-finished or "Model-T", as mine, which alas are no more. But memory can play tricks, so Woolworth's may well have been selling off Bing toys. Or did they have their own line, in improved Ts?

To mark the fact that Kellogg's (GB) Ltd, the corn-flake importers, was founded in 1924, they have been giving away, on return of tops from their packets, diecast metal "Matchbox" replicas, 7½ cm long, of Model-A Ford vans, carrying the Kellogg's logo. They say this will be a reminder of typical 1920s delivery vans taking Kellogg's products to local stores. Did Kellogg's use such Fords, and if not, did their logo appear on those of grocer's delivery vans, I find myself wondering? — W.B.

Air

SPONSORED by Digital Equipment Ltd, who back the British Air Racing Championships, the Digital Schneider Trophy Handicap, for piston-engined aeroplanes up to 12,500 lb. maximum weight, will take place on June 24th, over 135 miles, or three laps of the famous Schneider Trophy seaplane course, finishing off Ryde Pier. The winner receives a replica of the historic Schneider Trophy, A computer, and £2,500. The start is from Bembridge aerodrome. This year's King's Cup race will be flown from Finningley on September 2nd. —W.B.

READERS' LETTERS

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

Whither F1?

Sir,

Having watched the Monaco Grand Prix I feel inspired to write questioning where motor racing has got to. First of all they have to wet the road in the tunnel because the tyres — or is it the drivers? — can't cope with the transition from wet to dry road and back again.

Secondly it seems most of the cars are unsuitable for the circuit. The lag with the turbos is not suited for the conditions but none of the teams with a turbocharged engine thought fit to remove the turbo for this event. In years gone by, when racing was far less technical than today, a manufacturer would produce a special chassis or engine or both for a particular race. One would have thought a present-day manufacturer would have the wit and know-how to do likewise.

It seems that tyres are the governing factor throughout the sport. The tyres are so wide and so adhesive that drivers in F1 no longer know how to control a slide. The cars are so overpowered as to be uncontrollable in the wet. The limiting factors imposed by the governing body for motorsport are pathetically aimed at petrol-tank capacity. If they directed their limits to the width of tyres, the overall width of cars and a maximum bhp or torque or bmcp or whatever, perhaps it would become more interesting.

I cannot see Caracciola or Ascari or Fangio whingeing about conditions; one feels that today's drivers are so overpaid that they forget that it is a sport and if they can't take the heat they shouldn't have come into the kitchen. Only the dilettante races only when the weather's fine; sadly there is a tradition of death associated with motor racing but drivers are going to die whatever the conditions: this is a risk racing drivers have accepted since the days of Count Eliot Zborowski. It is a risk run by other sportsmen, rugby players, fencers, perhaps not to such a degree but it is a known and accepted risk. It seems to me that racing drivers have an inflated (in the monetary sense) idea of their own importance. I fancy Jackie Stewart started it. If drivers, who are only one part of the team, are to dictate terms to the whole sport, let them heed Fangio's judgement, "the cars are too wide and the tracks too narrow"; let them consider the skills of the rally drivers whose cars go sideways more often than not.

Finally when is someone going to do something about the French? As long as I can remember they have played the rule-book to suit French advantage. To stop the Monaco GP just before Senna was due to win was quite typical. Even Aunty Beeb didn't edit out James Hunt's comments; but when is someone actually going to do something? Because Levassor won the Paris-Bordeaux in 1895, do we still have to accept the French making the rules suit themselves? Why don't the almighty over-paid drivers do something?

Wouldn't racing be more fun both to watch and to do if overtaking were easier, ie if the cars were a bit narrower and the tracks a bit wider — except at Monte Carlo of course where a track widening scheme would not be viable?

Harborne, G. A. V. COWARD

False Pretences?

Sir,

It is very sad for me to read about the current Austins wearing the famous MG badge. To stick a badge, or a rally 4WD or turbocharger, on an Austin and sell it on the reflected glory generated by that dedicated team of sports car enthusiasts at Abingdon who built MG's with love and dedication, is "rape and plunder". Believe me, when BL sold the factory and its contents, and kicked into retirement and oblivion those families who built the cars to a formula set down by Cecil Kimber and continued by John Thornley, MG died. MG, the sports car, wasn't just a badge, you know. Each new model was a continuation and evolution of a dream. Poor John Thornley has to sit in retirement at Abingdon and read the rubbish put out by the public relations department at Austin Rover.

I recall once, a very proud worker at Abingdon saying, "you know, wherever you go in the world — to the US, Australia, Europe, Africa, or New Guinea, if you see an MG you can say that it was created and built by the team at Abingdon." He was a very proud car worker indeed and his attitude helps us to understand why quality and reliability was so good at MG, and strikes non-existent. But Leyland threw that away and now clutch onto the badge. But MG was not a mere badge and Leyland have chucked out the baby, and are left with some very pale bathwater. I note they haven't put a TR badge on one of their creations. By the way, putting a Riley badge on an Austin doesn't make it a Riley either (a previous attempt at this ploy only buried Riley for good). Changing your name by deed pole to John Lennon doesn't make you a gifted song writer, you know; most people can at least see through that one! MG is really paying the price of being the mos famous sports car marque in the world, an now the very people who signed the deat warrant for the very successful MG formula are today running around riveting MG badges to their own creations.

The Austins may be good or bad, the may be the rally kings of the 80s, etc, but takes more than a badge to make an MG. personally think they are getting reviews i the press under false pretences, and I, fo one, won't be trading my MG on one, an when shopping for a new car, I won't b taken in by the sheer plagiarism of those a Austin Rover. In fact, it's all getting up m nose to the point that I'm off for a test driv of a Porsche 924.

Queensland PETER KER
Australia

Radio Commentar

Sir,

Is there any reason why the rac commentary at Silverstone and / or Brand Hatch could not be via a very local and lo power VHF transmitter as I believe is don at Le Mans?

The commentary at the GPI 1,000 km was very good, well informed and clear bu only when it could be heard above the nois of the cars.

Even when spectating in the vicinity o the pits it is very easy to lose track of th various stops and driver changes. Th makes it very difficult even for the regula and well informed spectator.

If there are any legal or technical reason for not implementing this system coul someone please tell the paying spectato because this was the only drawback to a ver well organised and enjoyable race meeting

One final point, it was a pleasure to b able to go into the pits and paddock and fin that the drivers and their teams were not to busy to chat or sign autographs. Take not F1.

Cambridge E. H. DIXO

Gilb

Sir,

Your interesting article on the Gilby ca does not reveal that there were in fact tw F1 chassis. An entirely new chassis fram was built to accommodate the BRM V8, an Ian Raby acquired both chassis when h took over the F1 project. The origina Climax chassis was sold to Mr Fisher o Fisher's Garage, Edinburgh, to make hill-climb special, whilst the BRM ca eventually found its way to Jersey and wa fitted with a 4.2 Ford Tiger V8 for Dic Chadney to use in local hill-climbs. An now Ian Bax is putting a Climax engine int the BRM chassis. . . .

Of the sports car, 1962 saw it in the hand of one T. Bone of "Ecurie Freeze" and i 1964/5 it appears, again in northern events driven by D. Driver of "Team Redwell".

Wimbledon DUNCAN RABAGLIAT

[The existence of two Gilby Formula On cars is a myth. The BRM engined car wa

merely the Climax powered car modified. No second chassis was ever built. After Ian Raby had the car it passed briefly into the hands of Alan Rollinson who had toyed with the idea of putting an American V8 into it, but a change of plan led him to sell the car to Barry Winyard who had it from 1964-1967/8 mainly running in Hillclimbs. The car had reverted to a Coventry Climax FPF engine and a Jack Knight gearbox. Barry Winyard eventually sold it to a Mr Chandey in Jersey and the last two owners of the car, before Ian Bax acquired it, were two Jersey men, Jean Pirout and Bob Delahaye. Later, Barry Winyard also bought the Gilby sports car from David Driver at the end of 1965 and kept it until 1968 when it passed briefly through the hands of Martin Ottey and the Manchester dealer Brian Classic from whom the present owner, Lionel Aglavey, bought it. That's my story and I'm sticking to it. M.L.]

Automatic choice

Sir,

I was more than interested in Mr. Boyle's letter in June MOTOR SPORT, as I too am a septuagenarian contemplating a change of car but put classic looks, comfort and ease of driving and maintenance as priorities.

My present car is a Rover SDI 2.6 automatic and is mechanically most satisfactory but disappoints in falling short of previous models of the marque I have owned in comfort and accommodation.

The car that appeals most is an XJ6 but thirst, insurance and cost of upkeep reduce its attraction. Also I have reservations on the ability of the autobox to cope with the power delivered by the excellent engine unit.

I look for a modestly powered automatic car of British make — the Japanese cars offer a lot but in my opinion are more reliable than durable.

Hoping this correspondence may bring forth some worthwhile suggestions.

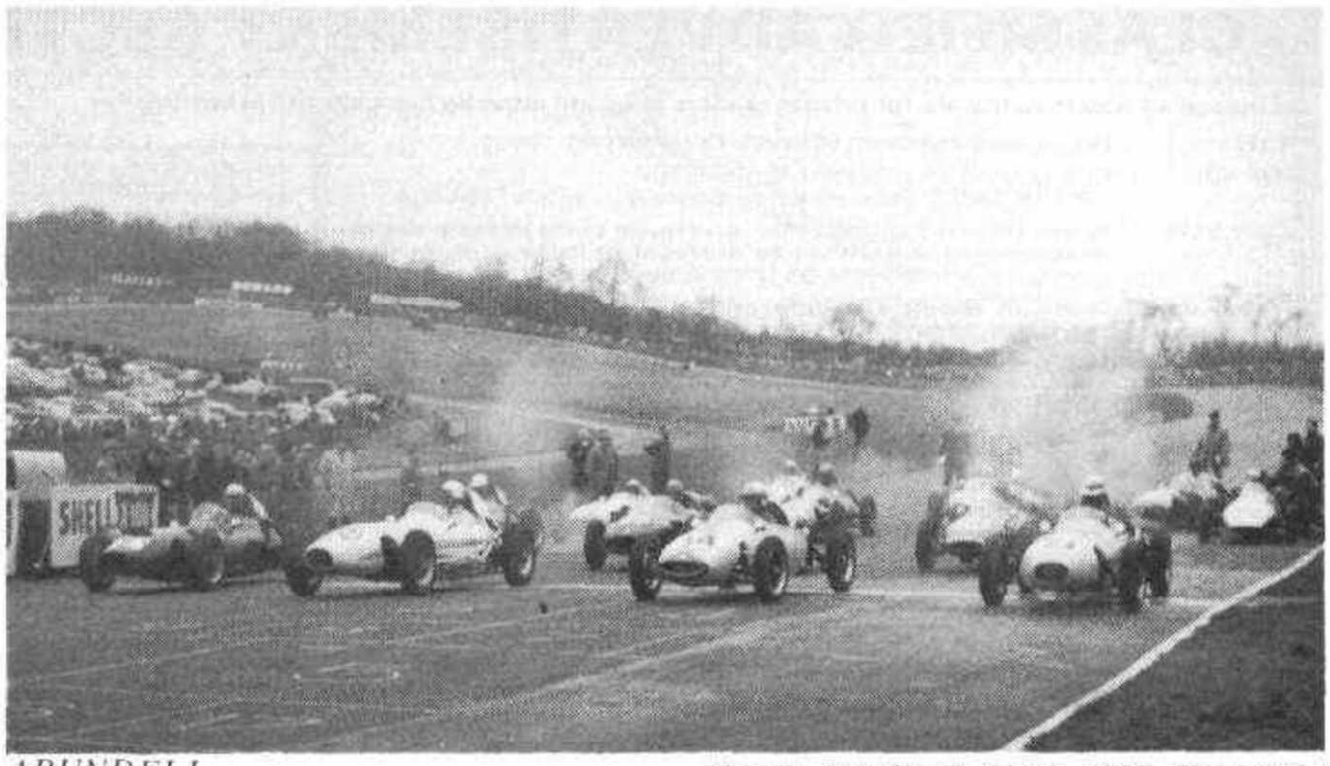
Worcester K. G. LANGLEY

BOOK REVIEWS
Continued from p808.

used regularly in 1939 has got in.

Altogether a highly-desirable A7 publication, the soft covers and some advertising of which scarcely detract from it. The front-cover picture is of the now all-but-forgotten production-model Gordon England streamlined, all-aluminium "Brooklands" A7, as restored by Tom Abernethy.

With the 750 MC's own vintage A7 handbook, this new Brooklands Books' offering, MOTOR SPORT's own A7 book (good value at £1 but now oop — but try the motor-book shops) and Wyatt's full-scale A7 book, recently re-issued, it is possible to become a real expert on the most significant of all the baby cars (I write that remembering the motor-racing reputation of the A7). — W.B.



"Boxing Day Brands Hatch, 1959. Britain's first Formula Junior race gets under way with, on the front row (l to r): de Selincourt (Elva-BMC), Arundell (Elva-DKW), McKee (Cooper-BMC) and Chris Threlfall (Elva-DKW). Arundell won but the Elva was soon non-competitive as more sophisticated cars came on the scene, in particular the Lotus 18 which in this race, its début, was well back on the grid."

ARUNDELL
Continued from p800.

very wet Eifelrennen F2 race on the short Nürburgring. When he drove Lotus-Cortinas he was invariably quicker than his usual team-mate, Jacky Ickx.

In F1, though, the story was different. He missed Monaco because his car was not ready. He practised the H-16 BRM-engined Lotus 43 at Spa but the engine broke after three laps and he did not start. He brought the car to the line in France but was out after four laps with gearbox failure. So the season went on. The only consolation was sixth at Watkins Glen, an achievement over-shadowed by Clark winning in the H-16 BRM powered car. It must be said, though, that Clark practised the car nearly two seconds faster than Arundell. After the last race of the season, the Mexican GP, Peter Arundell never again drove a single-seater.

"That season was a disaster. I tried driving the H-16 engined car slowly, so it wouldn't break. It still broke and I got a reputation for not trying, of not being as quick as I had been. Colin didn't help, constantly needling me with small digs, but I never blew my top, for he was the boss. I got the reputation of having a chip on my shoulder and, at the end of the year, nobody offered me a drive in anything at all, and I would have considered anything. The other trouble was that I didn't know how to make approaches for a drive.

"What really hurt was that, on the plane out to Watkins Glen, I discussed the following year with Colin and he told me he hadn't made up his mind. Then I arrived home and read in the papers that Graham Hill was to have my drive. He didn't have the guts to tell me. I had to read about it in the papers."

From the outside, and with hindsight, it's not difficult to see why Chapman preferred Hill and why he could not bring himself to tell his protégé, a man who had driven for him for seven years, that he had been sacked. Looking at the bare results, it is not hard to see why other teams thought that Arundell had lost his touch, yet his performances in other categories suggest otherwise. Motor racing is a cruel sport and Arundell felt the pain it can cause more than most. That is perhaps why the two Escort races he did 18 months later are unremembered. Racing ceased for him in 1966.

For a while he managed the McNamara F3 team but left over internal policy. He built up a thriving motor factors business, which crashed during the recession when the marketing policies of suppliers changed. Now he is embarking on a new venture with Rikki, his wife. "I've been associated with motors all my life in one way or another, and they've not been kind to me. While I'm in the States, though, I'd love to have the chance to try a few races."

It seems that a fresh chapter in his life has brought fresh optimism. He talks eagerly about meeting up with ex-patriates such as Brian Redman. The hurt from his rejection by racing is still there, but the bitterness has gone. When reminded of the fact that he was the most successful driver ever in the Monaco support race, he says now, "Ah, it was all good fun, wasn't it?"

A few days before I visited him, he'd thrown out his old helmet and overalls. "If I get another drive, I'd have to buy new stuff anyway, they were out of date." That, perhaps, encapsulates, his present attitude though I was mortified I'd not arrived in time to carry off his Day-glo red helmet as a trophy. It would have been proudly preserved as a reminder of a man I saw 20 years ago at Goodwood, winning from the front, laid back in the car and making everything look so effortless. One of the greatest unknown drivers in the modern era, until he put a wheel on the rough at Rheims . . . — M.L.

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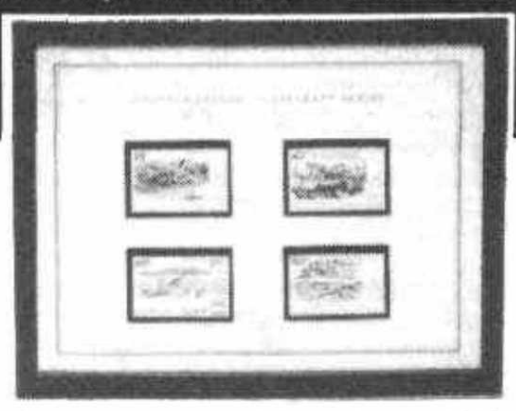
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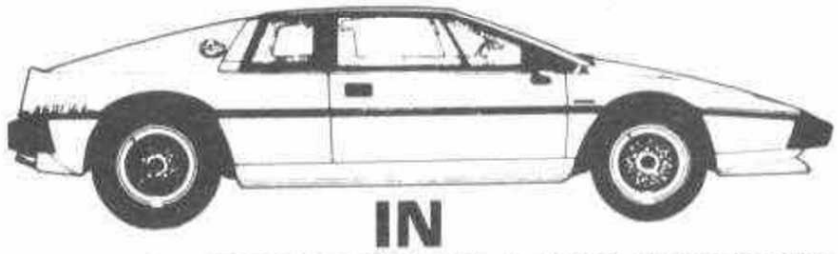
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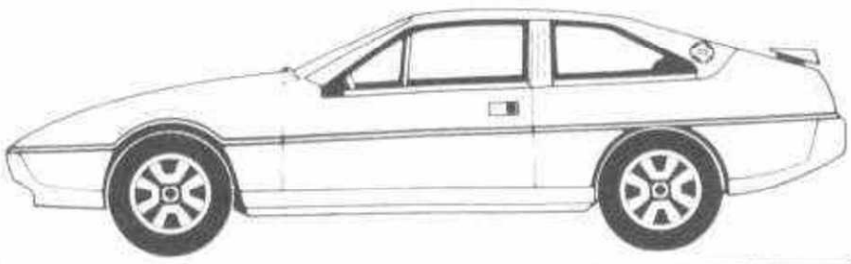
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£8,995 PORSCHE 924 LUX AUTO 1982. Metallic red with tan pinstripe trim, factory sunroof, Pioneer radio / cassette, PDM, one owner.



£6,795 BMW 633CSi AUTO 1978 T-Reg. Metallic amazonite with magnolia hide, factory air conditioning, electric windows, alloy wheels, etc.



£6,795 LANCIA GAMMA COUPE 2500IE Y-Reg. Metallic silver with navy cloth, fuel injection version, fitted air conditioning, sunroof, Pioneer radio / cassette, P6 tyres, central locking.



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

£12,995 LOTUS ESPRIT S3 1982. Fantastic in black, gold Lotus motifs with sahara beige leather interior, Mahle wheels, tinted two-stage glass sunroof, Pioneer radio / cassette, 17,000 miles, history.

£9,995 MERCEDES 230E AUTO 1983. Beige with tan cloth, electric sunroof, electric windows, power steering, radio / cassette, PDM, history.

£8,995 BMW 732i AUTO 1981. Metallic Brazil brown with mocca velour, electric sunroof, electric windows, alloy wheels, cruise control, radio / cassette, 25,000 miles only, history.

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

£7,995 PORSCHE 924 TURBO 1980 series. Metallic onyx with check Pasha trim, sunroof, radio / cassette.

£6,995 MERCEDES 200 MANUAL 1981. Classic white with russet trim, pas etc.

£5,995 VW GOLF CABRIOLET GL 1982. LHD, Mars red with grey cloth, 4+E gearbox, radio / cassette, 14,000 miles, mint.

£5,995 BMW 728 AUTO 1979 V-Reg. Metallic arctic blue with grey trim, electric sunroof, electric windows, twin electric mirrors, central locking, radio / cassette etc.

£5,995 BMW 528i MANUAL 1980. Polaris silver with factory sunroof, alloy wheels, 535i front and rear spoilers etc., Alpina stripes etc.

£5,995 ALFA ROMEO GTV6 2.5 1982. Metallic black with biscuit velour, factory sunroof, electric windows, alloy wheels, P6 tyres, Pioneer radio / cassette, 19,000 miles, history.

£5,495 BMW 728 AUTO 1979. Metallic Kashmir gold with biscuit cloth, electric sunroof, alloy wheels, tinted glass, central locking, twin electric mirrors, radio / cassette etc.

£4,995 BMW 320 1980. Metallic stratos blue with navy cloth, tinted glass, radio etc.

£4,995 PORSCHE 924 LUX 1978 series. Signal green with black herringbone, alloy wheels, radio / cassette etc.

£4,995 RENAULT FUEGO GTS AUTO 1982. White with grey cloth, pas, central locking, Pioneer radio / cassette.

£4.795 BMW 316 1.8 1981 model. Safari beige with biscuit trim, sunroof, tinted glass, radio / cassette etc.

£4,495 RENAULT FUEGO 2.0 GTX 1981. Metallic silver with grey cloth, pas, electric windows, alloy wheels, radio / cassette 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.

£3,995 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.

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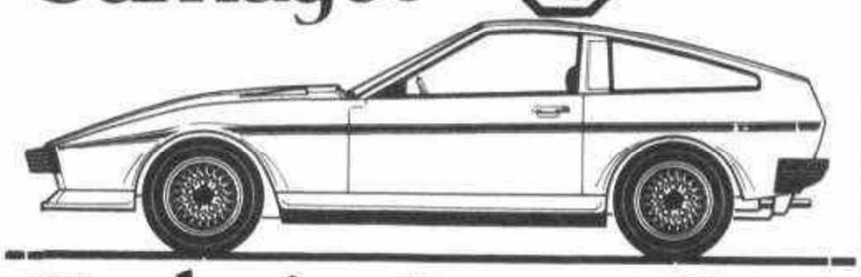
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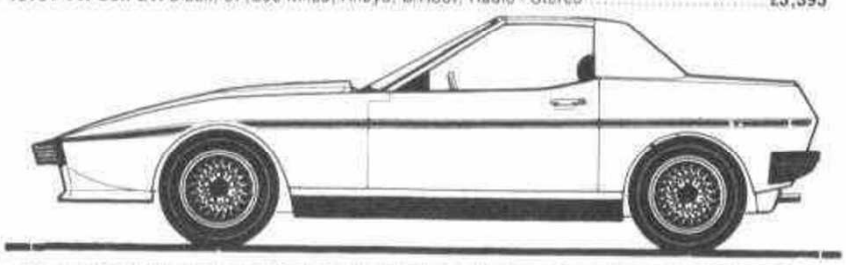
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DAIMLER V8 250. 1968, runner, good interior, needs respray etc, £295. Tel: Saffron Walden 22330. (68820

LOTUS ELAN SPRINT. DHC, blue, vgc, 40,000 miles, three hoods, one tonneau, all bills, used summer only, £5,350. Tel: 0285 2848. (68802

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MGB GT. M-reg, chrome bumper, overdrive, 6 months MoT and tax, clean condition, stereo and radio, £1,800 ono. Tel: Dersingham (0485) 42230 after 4.30 pm. (68862

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AC 427 FRUA convertible, 1967, red, chrome wires, manual, unique being factory fitted 427 engine, twin Holleys, reputed 485 bhp, stunning appearance and performance, offers. Tel: 0278 662984 (Somerset). (68923

RILEY MONACO 1932, sound, quite original, nice interior and respray, reconditioned magneto, some spares, will MoT, £3,000. Tel: 0272 393591. (68925

1929 STANDARD 9, four seater tourer, excellent condition throughout, MoT, taxed, £4,500, p/x considered. Tel: 0282 863803 / 67538. (68929

LOTUS ELAN SPRINT FHC, confirmed by Lotus last FHC built, yellow, 27,000 miles, new chassis, Konis, tints all round, body and interior mint, £5,500. Tel: 0246 866514. (68930

SCIMITAR GTE, 1977 R, in brown with beige trim, 12 months MoT, £3,250, p/x considered. Tel: Stephen Kerridge on 0449 720222 before 7 pm. (68938

ROVER 12 TOURER, 1947, cream, body and mechanics in very good condition, hood and trim fair but original, current MoT, spare engine and gearbox, £2,900. Tel: Knowle 2011. (68931

JAGUAR E-TYPE 1968, series 1½, 4.2, FHC, very good condition, mine last seven years, £4,750. Tel: 0706 78851 (Lancs). (68932

PORSCHE 911T LUX, 1973, 5-speed, full specification, electric roof / windows, stereo etc., eyecatching in yellow, Carrera script, front / rear spoilers, rustproofing, full service history, taxed November, MoT June, regretful sale, owned last six years, £4,250. Private reg available, details. Tel: Leeds 694808. (68934

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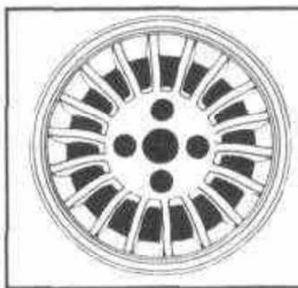
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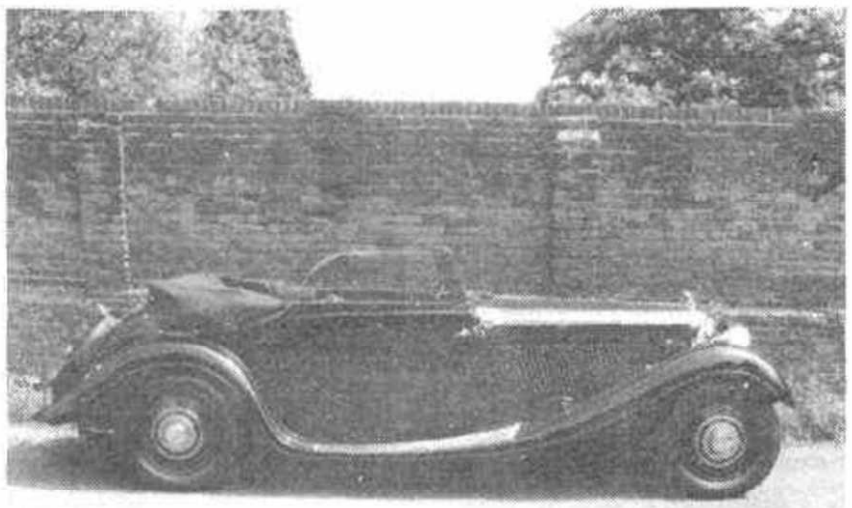
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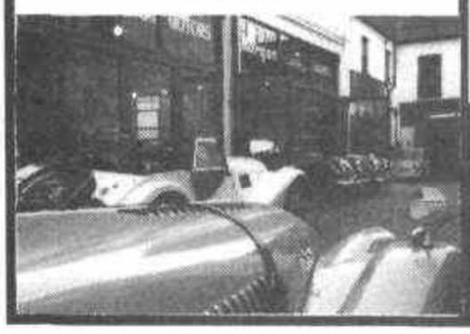
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MORGAN 4/4 4-seater, 1972, blue, recently restored, low mileage. £3,400. Tel: Knockholt 33139 evenings. (69118

RILEY 1933 1,087 cc, 2-seater, polished aluminium body, copperised head, outside exhaust, MoT, also Riley 1934, 1495 cc, 4-seater tourer, new tyres, tonneau, Alfa blue. Tel: 0277 224312 (Essex). (69119

VOLKSWAGEN SCIROCCO STORM: all-leather interior; Recaro-style seats; Pirelli P7 195/50 VR15; lowered suspension, Bilstein gas units, Zender body kit, Cibie driving lamps, 2 Cibie spots. Phillips MCC 917 stereo, equaliser amplifier, Pioneer speakers. Below average mileage, 120+ mph, 30 mpg, 2 owners. £4,750. Tel: 0483 36678. (69121

FOR SALE — continued

MG MIDGET. 1980W, blue, one of last built, rustproofed, one owner, 19,000 miles, B&G maintained, growing family. £3,500 including hardtop. Tel: 01-370 5594. (69107

PORSCHE 924. Registered October 1977, metallic blue, recent clutch and gearbox overhaul, redundancy forces reluctant sale, excellent condition, offers around £4,500. Tel: Mansfield 553650 anytime. (69110

LOTUS ESPRIT S2, 1980W, 20,000 miles, white, a/c, beige / brown interior, exceptional. £8,350. Tel: 01-789 3393. (69122

ISO LELE 1974, Auto PAS, rare Italian classic coupe, 5.7-litre A / Ford Cobra Jet reliability, mint throughout, quad stereo, air cond, elect windows, gift at £4,850. Tel: Lymington Hants 682124. (69123

HUMBER 20/55. 1928, six cylinder saloon, complete and structurally sound, although some timber requires to be replaced in restoration. £1,650. Tel: Amesbury 23805. (69124

PORSCHE 911S Targa, rare 1969, 2-litre 170 bhp, model, lhd, Blaupunkt, leather, tinted glass, etc, superb condition. £3,495 ono. Tel: (0932) 223213 Surrey. (69125

BRISTOL 405 Convertible. 1957, rare, superb condition, 59,000 miles from new. £6,950. Tel: Walton-on-Thames 223213. (69125

1937 Ford V8 "Woody Estate, fully restored vechicle in excellent running order, needs nothing. £5,500 ono. Deverell 01-636 9184 days, 01-828 8445 eves. (69126

LANCIA MONTE CARLO. 1981 X, targa top, metallic silver, air conditioning, electric windows, radio, 50,000 miles, immaculate condition. One owner, full service history, manufacturer's werranty to end October 1984 £4,550 ono. Tel: 01-247 7356 office. 0279 (Bishop's Stortford) 813189 home. (69128

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CONVERTIBLE 5.3 XJS HE



1982 HE. Silver, one owner, 15,000 miles, full 4 seats, convertible, manual hood.

ROADSTER 5.3 XJS



1978 (Nov). Signal red, 23,000 miles, full 4-seat roadster with tonneau.

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Welcome to **July's** trivial tattle from **J.Bs**, where the sun is shining, and everybody seems to be rushing about getting nowhere very quickly — in other words "situation as normal"! Starting off this month we have the following **new TVRs** available for a "**B**" registration at the end of the month. **New TVR 350i Convertible, Tennis White,** red interior, **list price £14,800. New TVR 280i Convertible, Fiery Red, list price £13,254. New 280i Convertible, Glittering Gold, list price £13,254.** And last but not least, **new TVR 280i, fixed head coupé, bright red, list price £14,377.** So we have a fair few cars for you to choose from. If, however, one of the above is not to your choice, one ordered to your specification would be at least **14 weeks delivery**. Such is the popularity of this all **British,** built in **Blackpool,** sporting conveyance. Moving right along to our selection of little used and never abused pre-owned (well secondhand anyway) **TVRs,** we find **1984 TVR 350i, Convertible, gold,** power assisted steering, 1,000 very gentle miles, as



new, exceptionally good value at only **£13,250. 1983 350i Convertible, Moonraker blue,** red interior, new blue hood, 21,000 miles, ex TVR press car, "well worth the money John", only **£10,950. 1983 TVR 280i, Convertible, gold,** 5 speed, 5,700 miles, absolutely perfect throughout, pricey but nice, **£10,950. 1982 Tasmin 2.8, FHC 2+2, Coal Black,** automatic, power assisted steering, 19,000 miles, family version, **£8,150. 1981X Tasmin 2.8 Convertible, dark blue,** interior, absolutely exceptional condition, 24,000 miles, **£7,950. 1981 Tasmin 2.8 Series 1, FHC gold,** automatic, one owner, 42,000 miles, a little gem, **£6,250. 1981 TVR 3000S Convertible, Bright Silver,** radio cassette, Wolfrace wheels, 21,000 miles, a shining example, bound to appreciate, **£6,950. 1980, TVR 300S, British Racing Green** 30,000 miles, oatmeal interior, very standard but very nice, **£5,950. 1980 TVR Taimar, black,** silver modelband, sunroof, radio cassette, 39,000 miles, very decorative, **£5,650. 1979 TVR Taimar Turbo, black,** wooden dashboard, sunroof,



42,000 miles, reputed to be **the last one ever built** and in excellent condition, **£7,950. 1978 TVR Taimar, black** (not another one), Wolfrace wheels, tan leather seats, radio cassette, 40,000 miles, well known here at Arkley, **£4,500. 1977S, TVR Taimar, red,** black modelband, vinyl roof, radio cassette sunroof, 56,000 miles, quite the nicest Taimar here, **£4,950. 1977 TVR Taimar, silver,** Wolfrace wheels, sunroof, electric windows, one owner from new, **£4,750. 1977 TVR 3000M, bright blue,** vinyl roof, Wolfrace wheels, *very good for* **£3,750. 1976 TVR 3000M, Tobacco Leaf,** one owner, 47,000 miles, our cheapest and most cheerful TVR, **£3,250.** If you prefer your motoring in a more vintage style





then the product of that other **great British** sportscar manufacturer — the mighty **Morgan Motor Company** — may appeal. Since a new one will take something like 7 years to arrive perhaps the next best thing can be found amongst the following little crackers. **1983A Morgan +8, apple green,** black leather, 2,700 miles, alloy body and wings, reclining seats, door handles, bonnet strap, absolutely lovely inside and out and a very cool colour, less than you might think. **1984 Morgan 4/4 2-seater, Royal Ivory,** red leather, wire wheels, matching hood, tonneau and side screens, plus 8 spotlights, 1,000 miles only, as new condition, really excellent little number. **1979 Morgan 4/4 2-seater, silver body, charcoal wings,** wire wheels, one owner from new, fine example. **1980W, Morgan 4/4 4-seater,**



signal red, wire wheels, reclining seats, 21,000 miles, fine example of the **family Morgan. 1976 Morgan 4/4 4-seater, Imperial Crimson,** wire wheels, very smart. **1973 Morgan 4/4 2-seater, British Racing Green,** wire wheels, black leather, total rebuild by restoration expert. **1969 Morgan 4/4 2-seater, beige,** wooden dashboard, easy clean wheels, a nice little old car. **1969 Morgan +8, Racing Red,** black interior, new hood, recently renovated, just splendid. **ARKLEY KITS:**



We have just restocked with a new batch of these and are happy to say that the **Arkley,** continues to attract its deserved interest. The weight saving afforded by replacing your heavy, rusty metal panels on your **MG Midget** with the lightweight, non-rusting fibreglass of the **Arkley,** must contribute towards fuel economy. This means that the price of the kit at **£360 plus VAT** will probably pay for itself eventually! **ODDS AND ENDS: The Guv'nor** was tickled by an ad in the *Sunday Times* advertising a rare registration number, as he pointed out all the cars at **Arkley** have a registration number that is not merely very rare — they are all actually unique! For example, our **1983 MG Metro 1300, silver,** red and grey interior, cassette radio, 6,000 miles comes with the totally unique registration number **A 629 WRX!** All for a mere **£4,500 1983 VW Golf GTi, white,** 1800 cc, metal sunroof, alloy wheels, radio, 21,000 miles, well liked by everyone here who has driven it. **£5,850. 1980**

MG Midget, black, absolutely as new condition, 1,000 miles only, never ever been out in the rain, **£4,500. 1980 MG Midget, bright yellow,** one owner, 60,000 miles, **£2,350. 1972 Arkley SS, blue,** Cobra alloy wheels, wooden dashboard and amazing velour interior, **£1,950. 1929 Austin Seven Special,** beautiful alloy body, Reliant Beagle engine, the car you always promised yourself, and everyone here is in love with it, **£2,450.** And finally, for the intrepid, an **Eagle Microlite,** 250 cc motorbike engine, one owner from new, aeronautical mileage — 25 hours, only **£2,750,** to frighten yourself silly. Our man on the circuit, **CJA,** has been busy of late managing to fit in a Kit Car Race at **Brands Hatch** on the same day as competing in the **Willhire 24 Hour Race at Snetterton,** in the work's **Morgan**



+8 — both races unfortunately ended in ignominious retirement. However, things are going better with the **Lotus 23** having had one Class win and a second in two races, he is looking forward to driving **Cedric Selzer's Lotus 24 Grand Prix Car** at **Donington on July 15th.** That's all for this month, our closing thought is **"When choosing your life's career, make it a tough one and then you won't have so much competition."**

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FOR SALE — continued

PORSCHE 911S 2.7 Targa. 1974. Pale yellow, usual extras, 76,000 miles, impacts, tensioners recently renewed. Superb performance. £4,950. Tel: (09905) 8707. (69182

PANHARD LIMOUSINE. 1924. 32,000 miles. £15,000. Morgan 4/4. 1935. £7,000. Lagonda 16/80 saloon. £3,750. Aston Martin DB4. £7,950. E-Type 2+2. £8,905. Buxton Transport Museum. Tel: 0298 2550. (69203

MORRIS TRAVELLER. "F"-Reg. Good condition, reliable, new wings, stereo, new MoT, reluctant sale. £1,500. Tel: 01-629 9408 (Cargo Sales) evenings / 01-444 7953 weekends. (69204

TRIUMPH VITESSE 2-litre convertible. Registered May 1971. One of last 50 made. Mustard, chassis-up restoration, all necessary body panels replaced. Total respray, new gearbox, new clutch, new hood, new carpets, new matched additional instrumentation, new seats. Engine modified, flowed head, high lift cam, special exhausts etc. Five new wheels, five new low profile 60 x 185 radials, Waxoyled. Never seen a wet road, 1,800 miles since all work completed. Must be seen to be appreciated. Always garaged. Open to offer, best offer secures. Tel: Brighton 720103 or 21059. (69206

JENSEN HEALEY. 1974. Red, 12 months MoT, various new items fitted. £1,800. Tel: 0203 713113. (69205

E-TYPE JAGUAR. 1967. 1½ series 2+2. Red / tan upholstery, substantial renovation work has been done. £4,250. Tel: 0203 713113. (69205

LOTUS ELAN SPRINT. 1974. Excellent condition. £4,000. Porsche 356B S90. 1961. Fully restored. £4,000. Porsche 911S. 1968. £2,000. All cars low mileage as stored. Tel: 0323 23656. (69208

FERRARI. Very rare rhd. 1966. 275 Spyder. In totally immaculate condition mechanically and bodily. Tel: Preston Candover (0256 87) 218 Hants. (69207

MORGAN 4/4. 1983. Red, 2,000 miles, spokes, leather seats, u/sealed. £300 under list. £8,450. Tel: Winchester 67022. (69209

MORGAN 4/4 Four-seater. 1969. Ivory with wires and leather interior, 58,000 miles. One owner for 10 years. £3,500ish. Tel: 062987 395 (evenings). (69210

ALFA ROMEO Bertone GTV 2000. 1973. Black. Superb mechanics, rust free, 11 month MoT, new tyres, Pioneer stereo, alarm, kept by enthusiast. Job abroad forces reluctant sale. £1,750 ono. Tel: 01-722 8032. (69211

SINGER ROADSTER SPORTS 4-seater. 1951. One of best available. New leather upholstery, new hood etc. £3,750. Tel: 0424 892060. (69212

ALVIS 12/50 SPECIAL. 1934. Registration AOK 20. Excellent road / race / hillclimb car. New MoT. £3,200 including spares. For details Tel: 03308 489. (69213

JAGUAR XJ12 HE Saloon. "X"-Reg. Signal red, 35,000 miles, electric sunroof, central locking, leather interior etc. Exceptional value. £9,975. Tel: (091) 284 2985. (69214

MGB GT V8. 1976. Black, radio stereo, overdrive on all gears, lovely condition throughout, fast reliable car. £3,500. Tel: 0226 763148. (69216

ASTON MARTIN DB6. 1968. Automatic. Red with blue upholstery, complete engine overhaul & rebuild with many new parts fitted. Power steering overhaul, complete body respray, rechrome and refurbished, new carpeting throughout. New battery, recon radiator, rewired as necessary with hazard lights fitted. All bills available. Normalair system. 12 months MoT. £9,000 ono. Tel: Andover (0264) 66155 (office) / Marlborough (0276) 810553 (home). (69217

BMW M 535i. 1981 X. Met bronze with beige cord interior. Recaros, Mahle wheels, cr gearbox, lsd, electric everything, Pioneer self-seeker. Superb condition, full service history over its 45,000 miles. £7,000 or nearest. Tel: 0382 (Guildford) 892244. (69218

ASTON MARTIN DB4. Primrose / black, one previous owner, present owner since 1964. Engine and front suspension rebuilt 1979, mileage on new engine 14,600. Complete respray 1981 all by AM specialist. New clutch and tyres, 12 months MoT, Motor Pack guarantee. £7,500. Tel: 01-462 7159. (69219

FERRARI 246 DINO SPYDER. 1974. Metallic maroon, 31,000 miles. Must be one of best examples in UK — mint condition. £18,000. Private sale — genuine reason. Tel: 021 471 2187. (69220

ALFA ROMEO GUILIA GTC. 1965. Reg. ELY 574. Good example of rare model, new wings, sills / door, rebuilt engine, present owner six years. £2,400 ono. Tel: 0279 813506. (69221

MORGAN 4/4. 1971. Good condition, long MoT, Aley bar, low mileage. Offers over £3,250. Tel: Willingham 60075 (Cambridge). (69222

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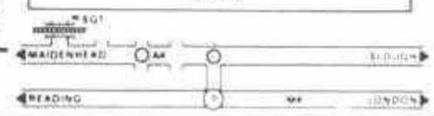
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1983	**ALFA 33 1.3.** Green, stereo.	£4,995
1982	**ALFETTA 2 LITRE.** Red.	£4,995
1983	**ALFASUD 1.5TI.** Silver, stereo, sports wheels.	£4,995
1980	**ALFASUD.** Silver.	£3,995
1983	**ALFA GTV 2.5.** Red.	£6,995
1981	**ALFA GTV 2.0.** Brown, stereo, sunroof.	£4,995
1983	**SUBARU 4 WHEEL DRIVE 1800.** White.	£5,495

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1983 'A' TVR TASMIN 2.8i CONVERTIBLE (Four thousand) 4,000 miles only. White with coded bumpers. Mono wheels, red leather, full spec. as new throughout. An opportunity not to be missed at **£10,995**

1979 LOTUS ESPRIT SII Black with Coffee and Cream leather 36,000 miles with history. Two owners. Genuine original car. **£7,450**

1983 ESCORT 1600 XR3i Red with unmarked Light Grey interior. Sunroof, alloy wheels, radio / stereo. One owner and only 10,000 miles. Superb low mileage example. Maker's warranty till June 1986. **£6,250**

1970 MARCOS 3-litre Essex engine with overdrive. Well documented car with comprehensive service history, steel chassis. Light Silver Blue with Black interior, super condition throughout. Rapid, reliable and distinctive motoring at a very modest price. **£3,650**

1983 GOLF GTi Red with Charcoal interior 1800 c.c., 5 speed, 1 owner, 11,000 miles, immaculate throughout. **£6,250**

1974 'N' MG 'B' GT V8 White with sunroof, exceptional bodywork and superb mechanically, documented history and previous MoTs. Very well maintained by enthusiast owners, cherished, cared for and just nicely run in **£3,995**

1980 'W' SCIMITAR GTE 3-litre in Royal Blue with Silver coachlines, Wolfrace wheels, pas. The best engine, the latest velour interior, one owner, full service history. A beautiful, refined car **£5,350**

'R' regd. December 1976 TVR 3000M Red with Cream roof and coachband, Tan interior, Wolfrace wheels, radio cassette, 54,000 miles. Good ones are very hard to find! **£3,995**

1978 MG 'B' GT Maroon over Cream, obviously well cared for, in outstanding condition for its age and only covered 46,000 miles. **£2,995**

1976 TRIUMPH STAG Manual / overdrive French Blue with Black int, excellent bodywork, excellent chromework, stainless sills, superb mechanically **£3,750**

1979 'V' TALBOT SUNBEAM LOTUS Black with Silver coachband, Beige interior, 41,000 miles. The performance is difficult to describe — hilariously quick? An ideal dream car for a middle aged hooligan! **£3,995**

1975 'P' RELIANT SCIMITAR GTE Manual / overdrive. Royal Blue with Tan int, one owner, enamelled chassis, maintains manufacturer's oil pressure. **£2,450**

1982 FORD CAPRI 2.0 GL Bright Red, double headlamps, coded radiator grille, lively performance and practical too. Super immaculate condition. **£3,850**

1966 & 1967 'E' TYPE JAGUARS 4.2-litre, 2 + 2. Both manual, one Red, one White. Classic, usable thoroughbreds the pair of them, still among the finest looking sports cars ever made. Offers around **£5,750** for one and **£4,750** for the other, or buy them both and get a quantity discount!

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1984 Porsche 911 4WD Paris - Dakar	£10.95	1983 Lancia 037 — Eminence	£9.75
1984 Quattro — Monte	£10.25	1968 Lotus 49B — Gold Leaf — Hill	£14.50
1983 Porsche 936 — Warsteiner	£10.30	1983 Ferrari 126C3 F1	£12.25
1982 Porsche 935 — Moby Dick	£11.50	1983 Renault RE40	£12.25
1983 Porsche 956 — Lindsay Saker	£9.95	1981 Rolls Royce — Jules — Paris/Dakar	£16.50
1983 Williams FW08C F1	£7.95	1983 Mercedes G Wagen — Texaco — Paris/Dakar	£14.75
1983 Ferrari 126C2 F1	£7.95	1984 Mercedes G Wagen — Midas/BP — Paris/Dakar	£14.75
1983 Alfa Romeo 183T F1	£7.95	1981 Porsche 917 — Mallardeau — LM	£12.55
1982 Porsche 936C — Belga — LM	£14.75	1983 Ford C100 — Haribo — LM	£14.75
1982 Porsche 935 Lola - Red Lobster - LM	£14.75	1983 Aston Martin — Pepsi Challenger	£14.38
1973 Porsche 908 02C - Ortega - LM	£12.95	1981 BMW M1 — BASF — LM	£12.95
1981 de Cadanet - Belga - LM	£12.95	1983 McLaren MP4C F1	£7.95
1979 de Cadanet - Antar - LM	£12.55		

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1984 EXCEL II. White with blue hide and brushed velour, PAS, 4-speaker stereo and eight-spoke wheels, 3,000 miles. .. **£15,450**

1983 ESPRIT S3. Calypso red with gold hide and brushed velour trim, Pioneer stereo and BBS alloy wheels, 10,000 miles. **£13,950**

1983 EXCEL's. Choice of gold and ice blue metallics, both with hide and brushed velour trims, PAS and 4-speaker stereos, under 12,000 miles. ..... **Prices from £11,950**

1980 ELITE 2.2. Automatic, gold metallic with brown and gold hopsack trim, PAS, ACU and 4-speaker stereo, 22,000 miles, very rare. **£8,950**

1973 ELAN +2S 130/5. White with black trim, 48,000 miles, two owners from new, a fast appreciating asset. **£4,950**

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1983 LOTUS Esprit Turbo. Met. silver, 11,000 miles, leather int., air cond.
1983 (Series) LOTUS Esprit Turbo. White and gold, 9,000 miles, full leather int.
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1983 (Series) LOTUS Esprit S3. Black, 11,000 miles, one owner.
1983 (Series) LOTUS Esprit S3. Met. copper, 15,000 miles, air cond.
1983 (Series) LOTUS Esprit S3. Black, 14,000 miles, air cond.
1983 (Series) LOTUS Esprit S3. Black, 13,000 miles.
1982 (Series) LOTUS Esprit S3. Light blue, 29,000.
1980 LOTUS Esprit S2 701. Black, 23,000 miles, full service history.
1980 (Series) LOTUS Esprit. J.P.S. commemorative model, 13,000 miles, full history.
1979 LOTUS Esprit S2. Harvest gold, low mileage.
1982 MORGAN Plus 8. Primrose, aluminium, leather, all extras, 8,000 miles.
1982 (Series) MORGAN Plus 8. White, 13,000 miles only. Extras.
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1984 MORGAN 4/4 XR3. 2-seater, blue, 5-speed, del. mlge.
1983 MORGAN 4/4 XR3. 2-seater, 5-speed, 5,000 miles.
1979 MORGAN 4/4. 2-seater, blue, w/w, aluminium body, wood instrument panel.
1979 MORGAN 4/4. 2-seater, red, w/w, 10,000 miles only, f.s.h.
1980 MORGAN 4/4. 4-seater, red, 11,000 miles, w/w.
1980 FERRARI MONDIAL QV. Black, Magnolia hide, 11,000 miles.
1982 (Series) FERRARI 308 GTSi. Red, leather, 20,000.
1980 FERRARI 308 GT Spyder. Black, 20,000 miles, leather, air cond, P7s.
1979 FERRARI 308 GT Spyder. Red, 29,000 miles only, leather air cond, P7s.
1979 (Series) FERRARI 308 GTB. Red, low mileage.
1980 (Series) FERRARI 308 GT4. Met. blue, 32,000 miles, leather air cond.
1980 (Series) FERRARI 308 GT4. Silver, 32,000 miles.
1979 FERRARI 308 GT4. Met. blue, 26,000 miles, leather, air cond.
1975 FERRARI 308 GT4. Red, 45,000 miles, leather, air cond.
1974 FERRARI Dino 246 GT Spyder. Red, 31,000 miles.
1974 FERRARI Dino 246 GT. White, one owner, full service history.
1972 FERRARI Daytona 365 GTB4. Yellow, 31,000 miles, full service history, brown int.
1975 JAGUAR E-Type V12 Roadster. Auto, blue, 12,000, full service history, personal reg. no.
1974 JAGUAR E-Type V12 Roadster. Manual, red, 26,000 miles, two owners.
1972 JAGUAR E-type V12 Roadster. Manual, white, 20,000 miles.
1982 PORSCHE 911 Turbo. White, 21,000 miles, all extras.
1982 PORSCHE 911SC Sport. Pewter, 23,000 miles.
1982 (Series) PORSCHE 911SC Sport Targa. Red, 19,000 miles.
1981 PORSCHE 911SC TARGA. Pewter, 22,000 miles.
1982 (Model) PORSCHE 911SC Sport Targa. Guards red, 20,000 miles, one owner.
1980 (Series) PORSCHE 911SC COUPE. Blue.
1979 PORSCHE 911SC Sport Targa. Black, Sportomatic, full service history.
1978 PORSCHE 911SC Sport Targa. Met. blue.
1978 PORSCHE 911SC Sport. Met. brown.
1977 PORSCHE 911 Turbo. Copper metallic, low mileage.
1973 PORSCHE 911S Targa. Blue, 40,000 miles only.
1983 PORSCHE 928 S. Auto. Guards red, 5,000 miles.
1983 PORSCHE 928 S. Auto. Wine red, 6,000 miles.
1981 PORSCHE 928 S. Manual, met grey, 26,000 miles.
1983 PORSCHE 944. Black, 3,000 miles, one owner, P6's.
1984 PORSCHE 944. Guards red, 7,000 miles, one owner.
1981 PORSCHE 924 Turbo. Red, 29,000 miles.
1981 PORSCHE 924 Turbo. Silver, 26,000 miles.
1983 PORSCHE 924 Lux. Guards red, 13,000 miles.
1981 PORSCHE 924 Lux. Guards red, 16,000 miles.
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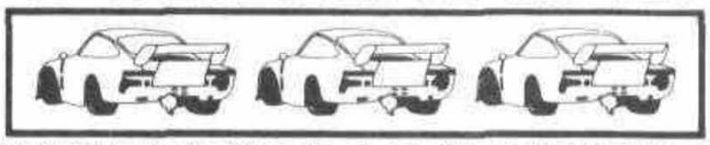
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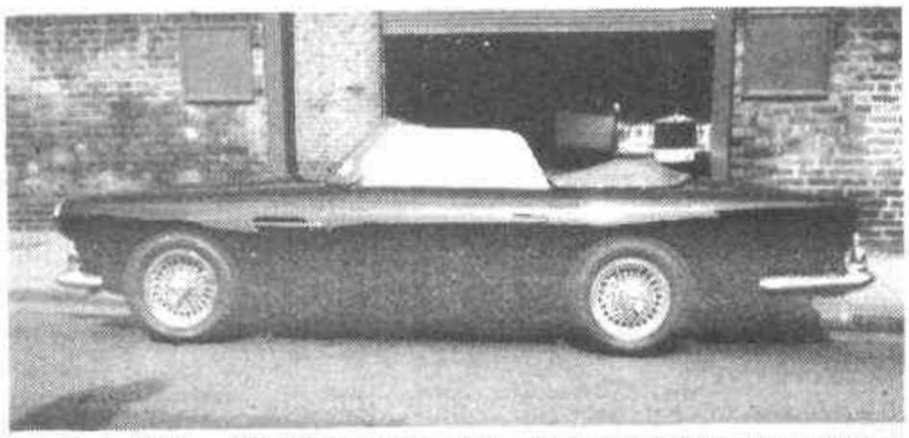
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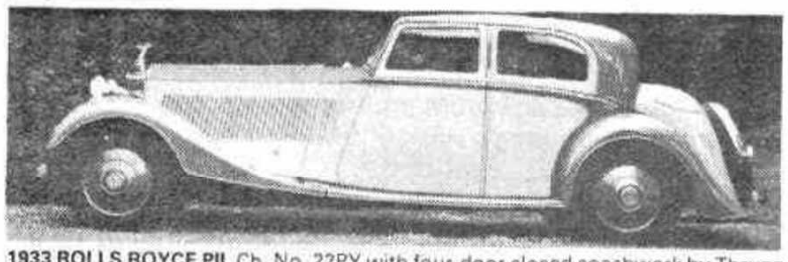
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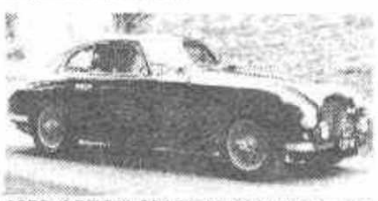
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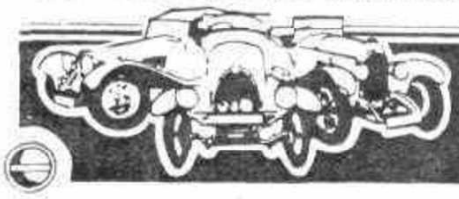


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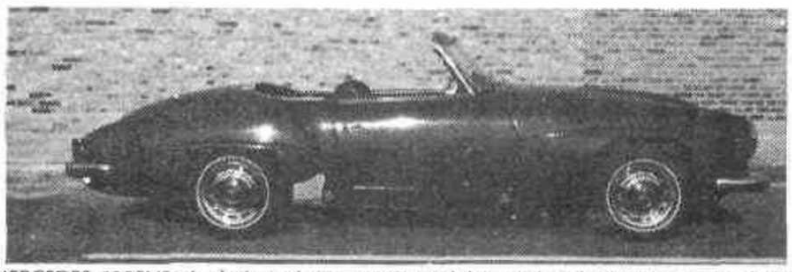
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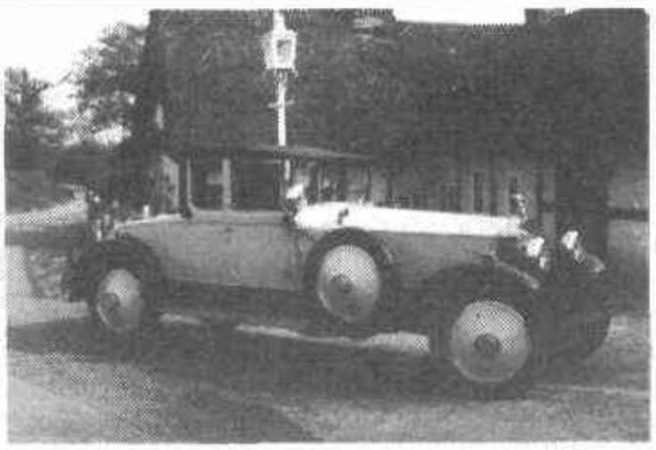


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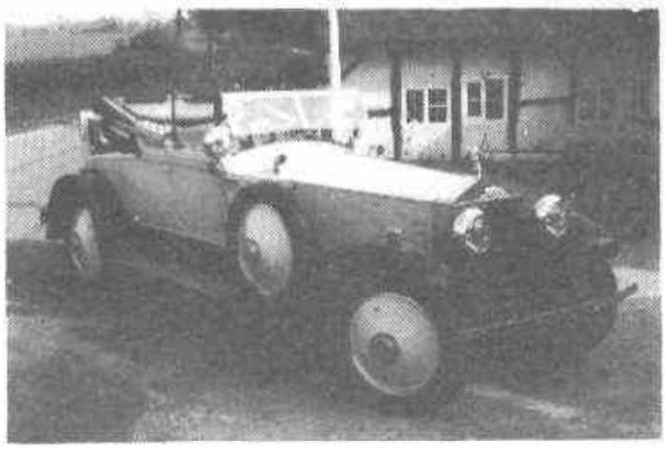
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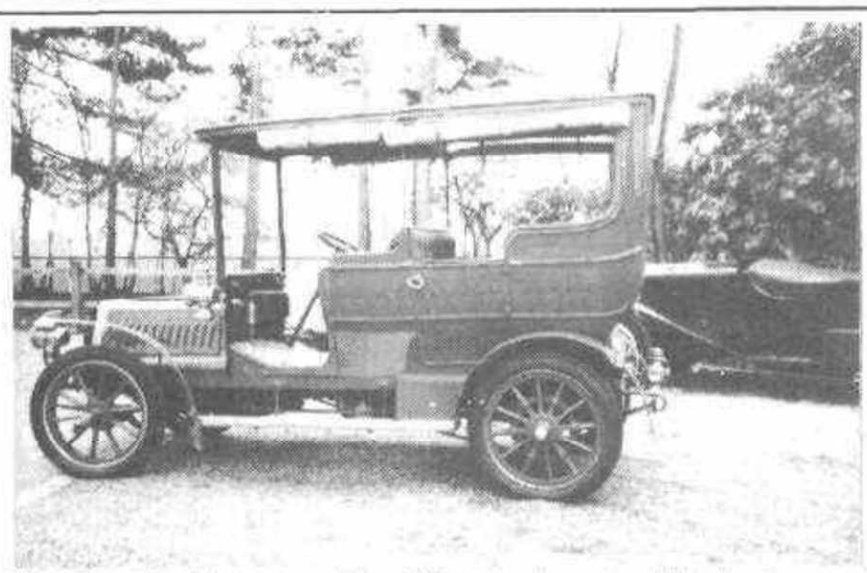
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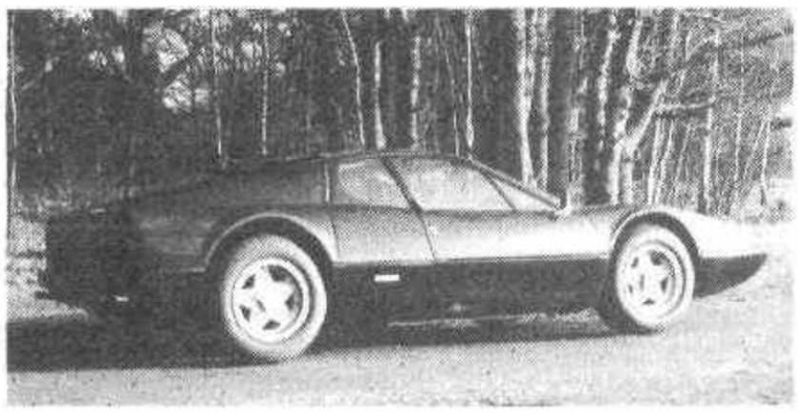
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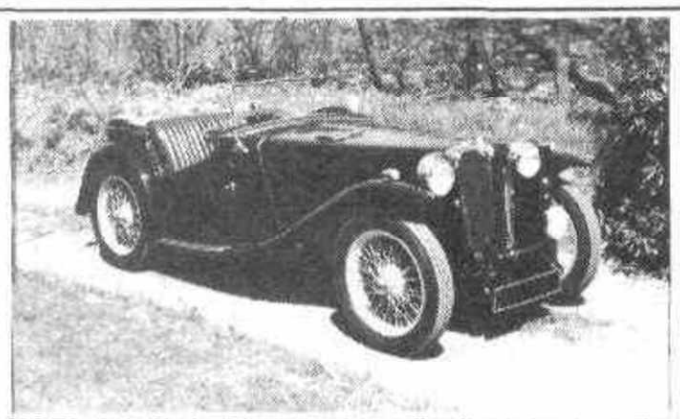
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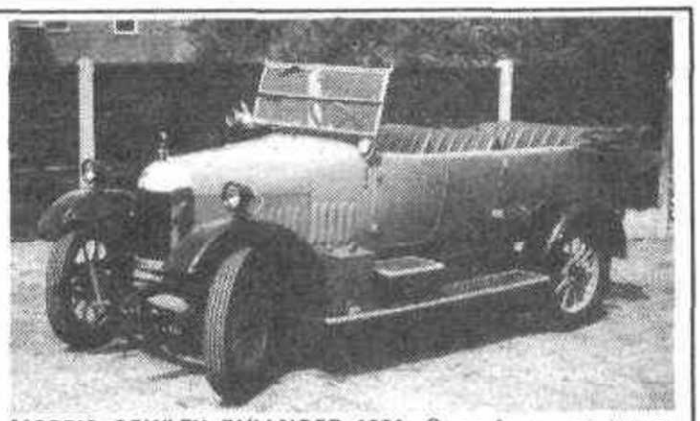


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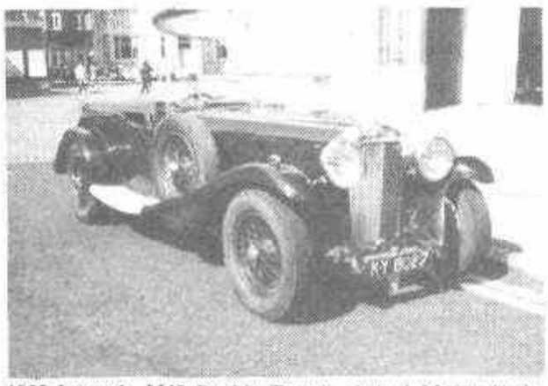
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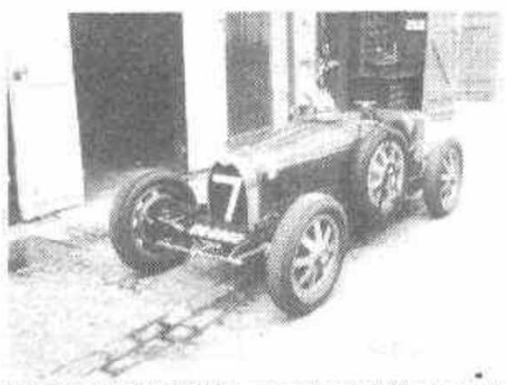
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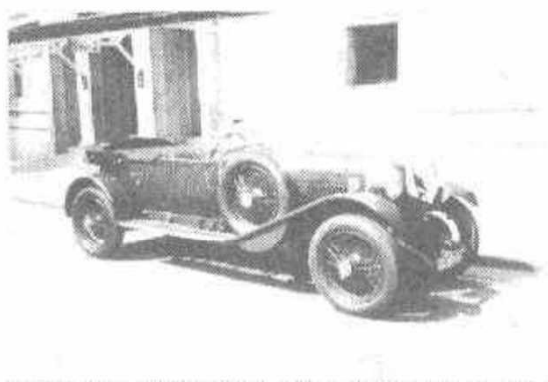
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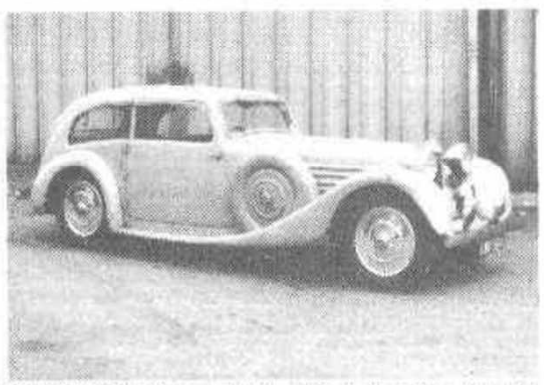
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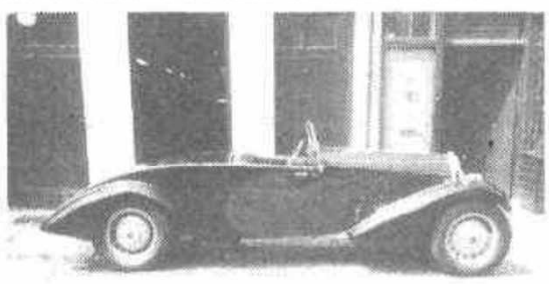
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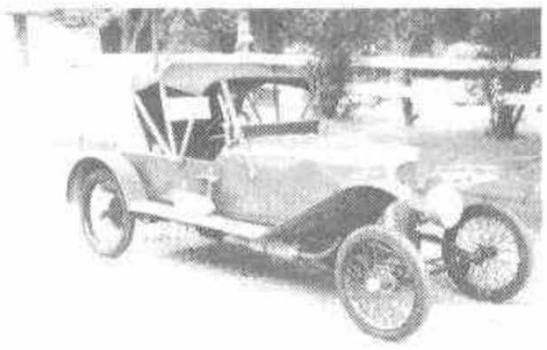
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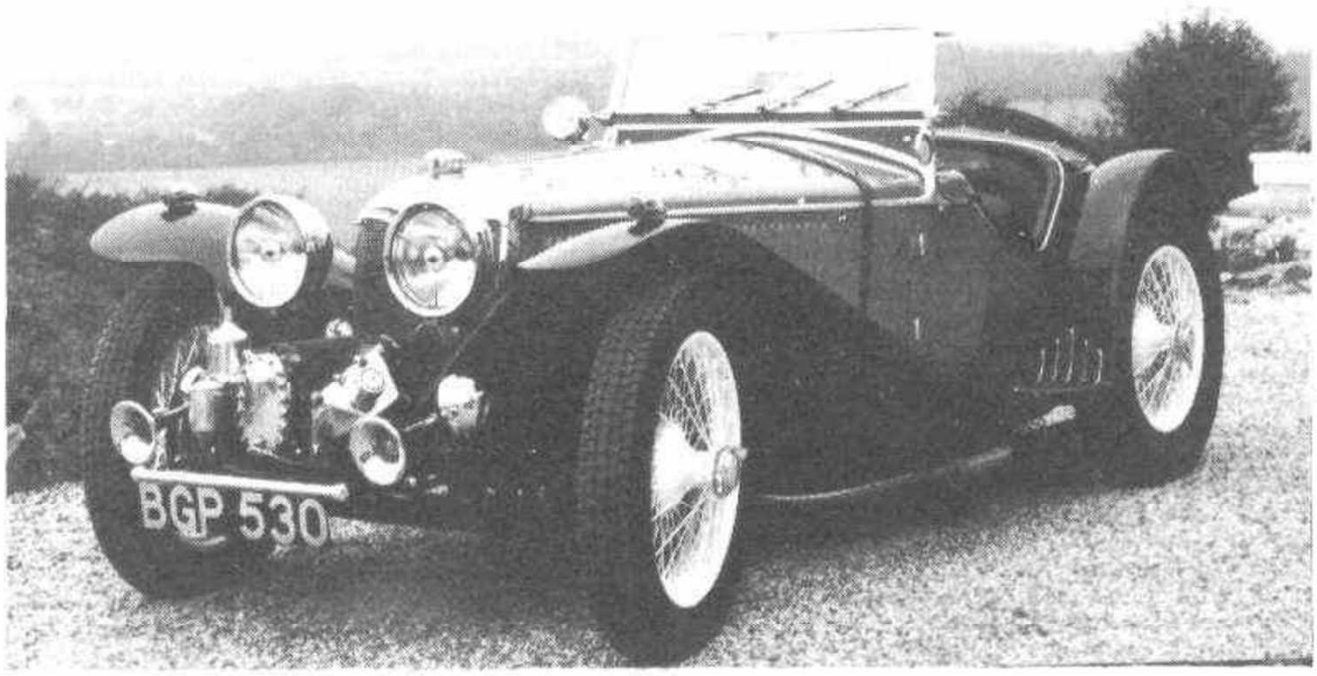
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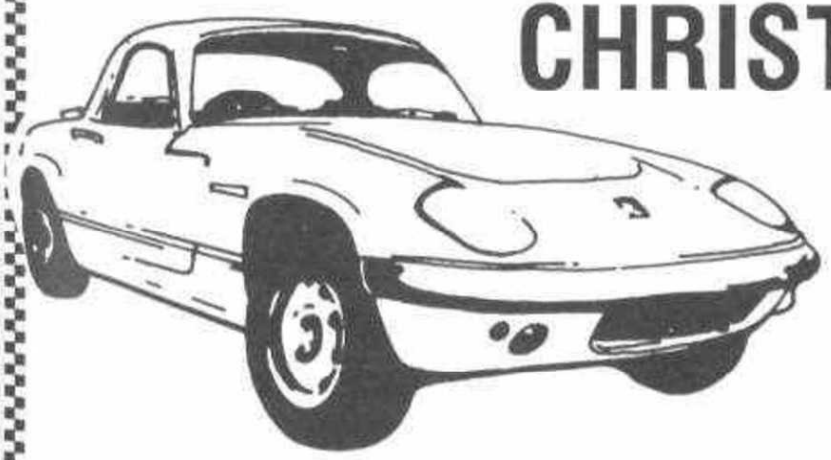
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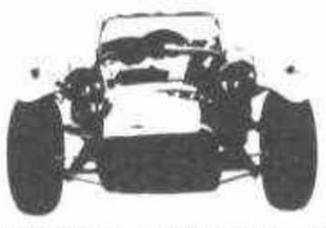
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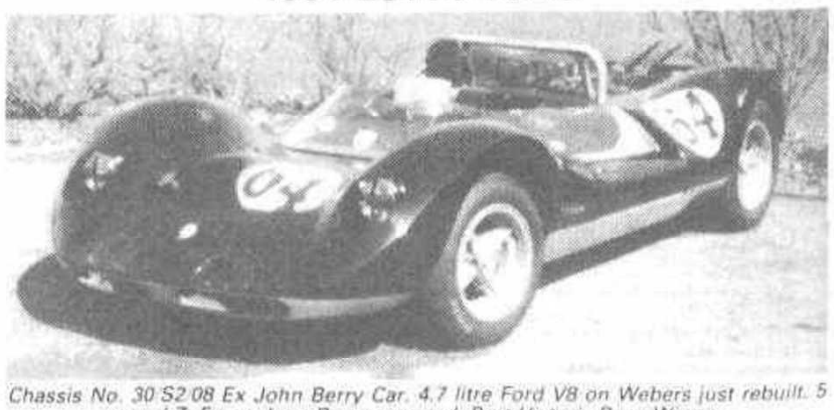
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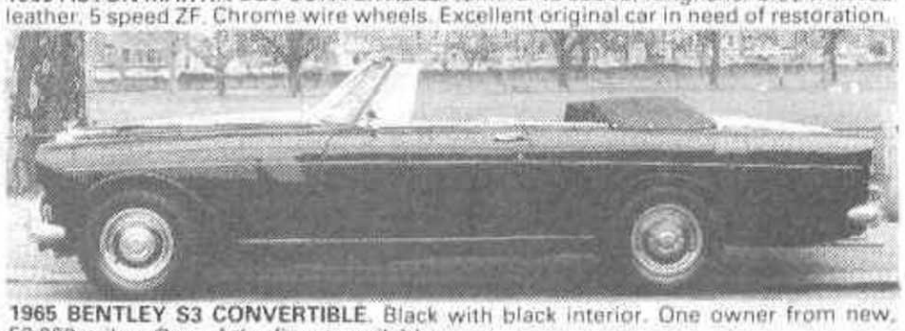
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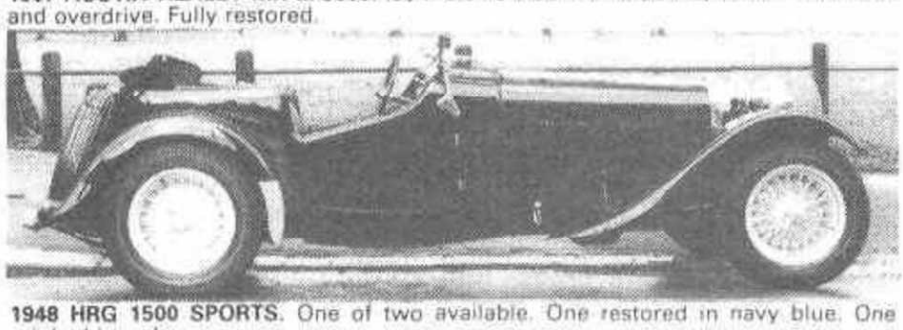
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This preamble is being written somewhat in haste, as in a few hours I am tempting providence by taking a 7 litre Cobra to the **new Nurburgring Circuit** for the second time in 4 weeks! On the first occasion, the weather was unbelievably awful (for the "Grand Opening") but **'COB 1'** behaved impeccably and actually took the Chequered Flag after some heart-stopping fast parade-laps in appalling conditions! (The fact that we covered 2 tours of the Circuit whilst everyone else did 3 is immaterial!) So with some apprehension I wonder what the Eifel Mountains have in store tomorrow (June 8th)! See next month.

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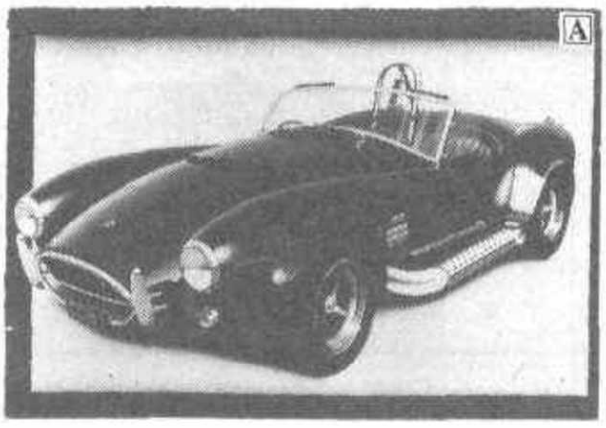


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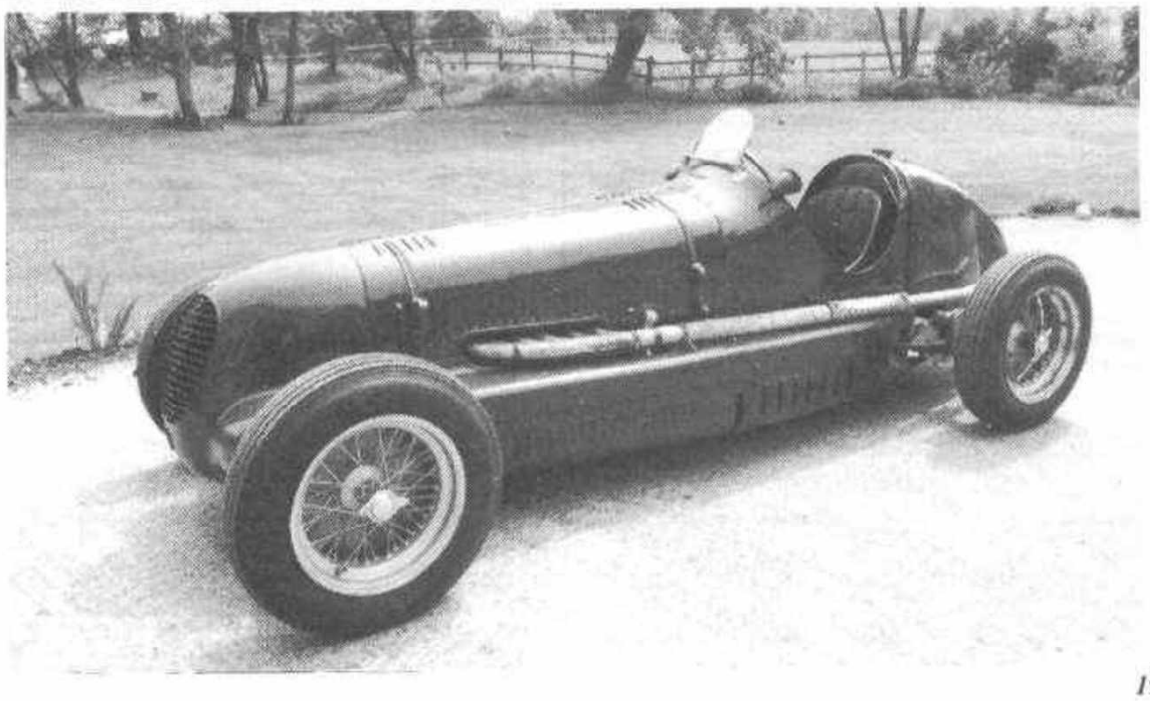


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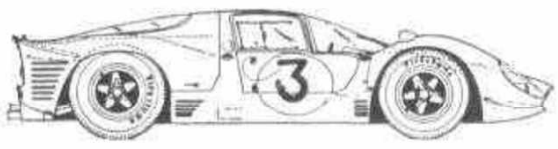
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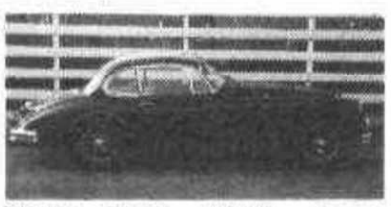
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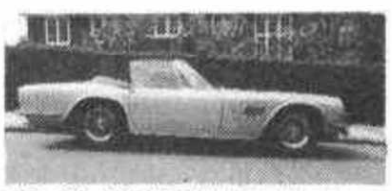
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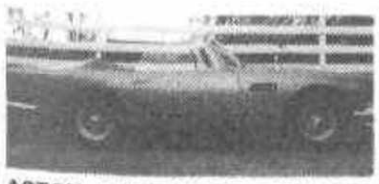
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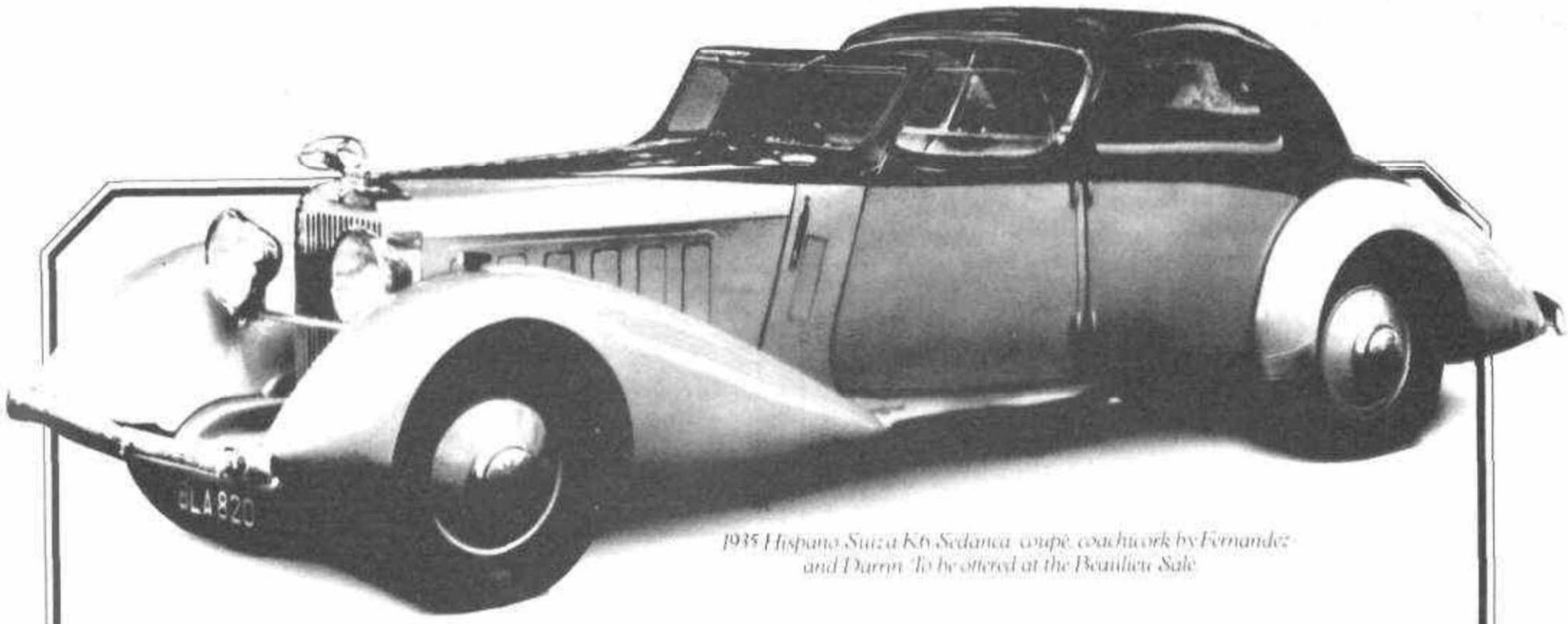
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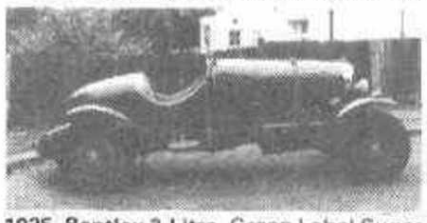
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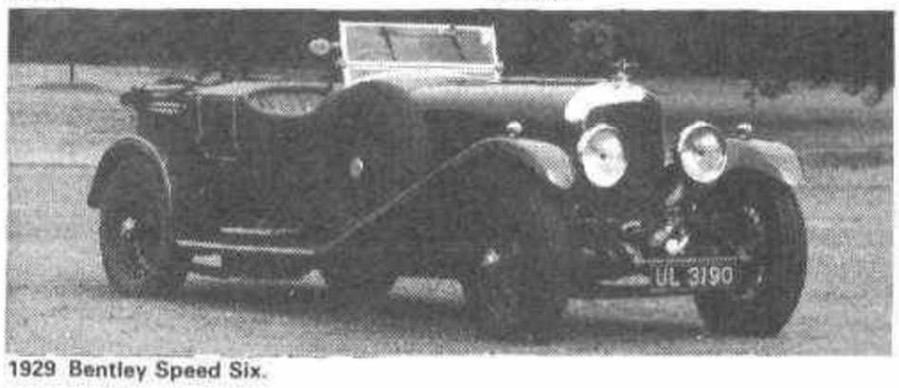
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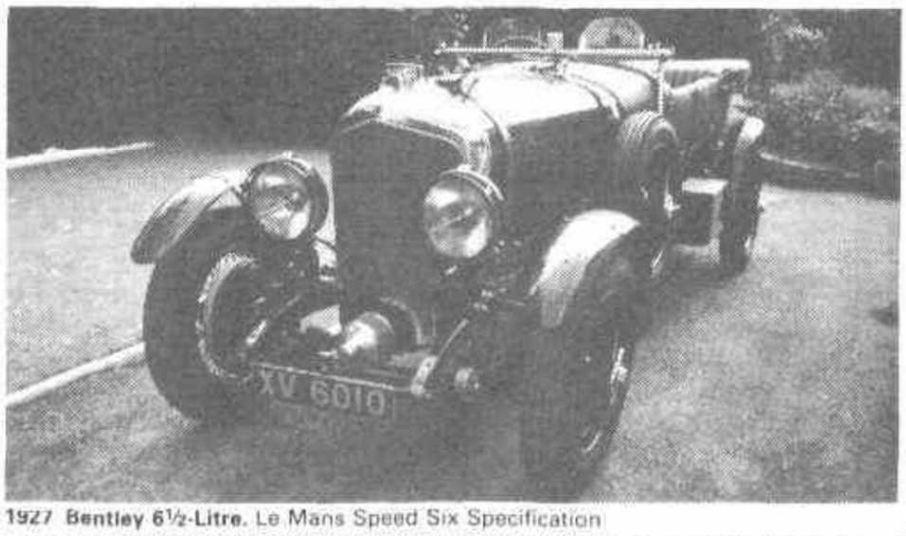
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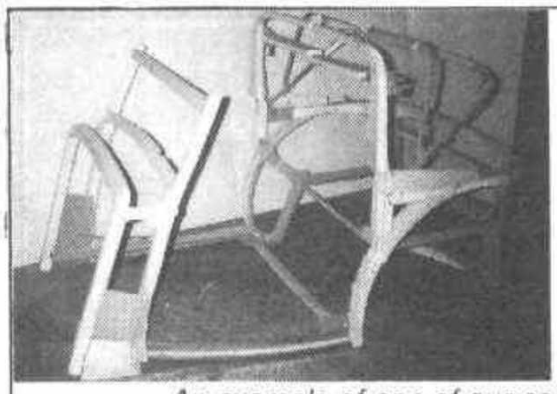
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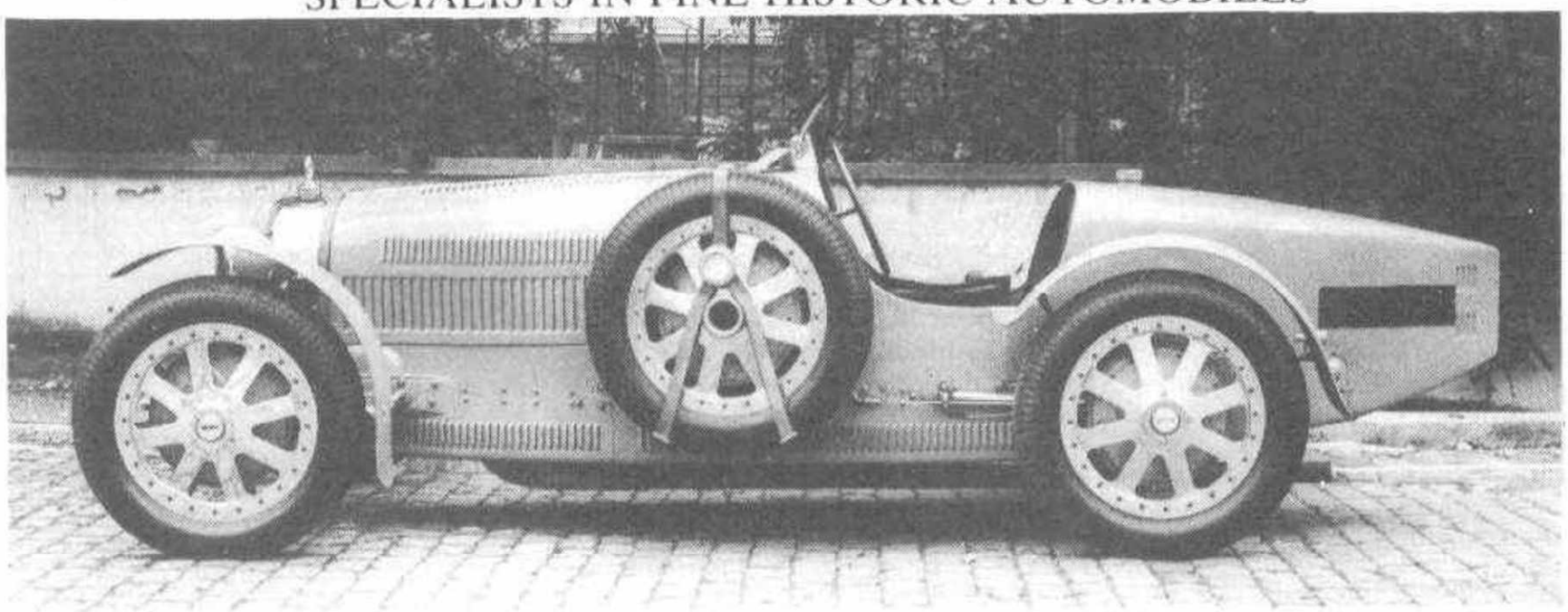
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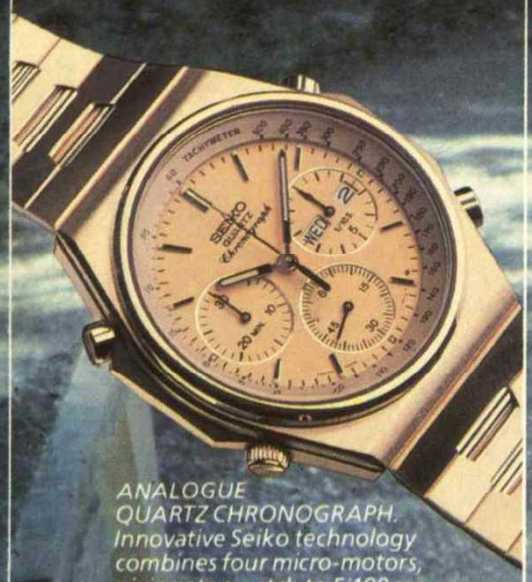
1929 Invicta 4½-litre Sports Saloon. 1938 Lagonda V12 drophead coupe. 1931 Lagonda 2-litre Supercharged 4-seat tourer. 1938 Lagonda V12 Rap 2-seat roadster. 1935 Rolls-Royce Phantom II 3-position drophead by Gurney Nutting. 1939 Bentley Mk. V Sports Saloon by Mulliner. 1908 Benz 45 hp. 1912 Rolls-Royce Silver Ghost Balloon Car. 1913 Rolls-Royce Silver Ghost. 1930 Rolls-Royce Phantom II Continental Doctors drophead coupe with dickey. Bugatti Type 40 Grand Sport. Alvis 4.3. Bentley 6½-litre. Bentley R-Type Continental — Choice of two. Bentley 3-litre tourer. Bentley 3½-litre drophead by Park Ward. Rolls-Royce Phantom I tourer. HRG 1500cc. 8-litre Bentley d.h.c. 1931 Cadillac V8. Alfa 1750. 1954 Mercedes Gullwing. Jaguar SS100 1938.

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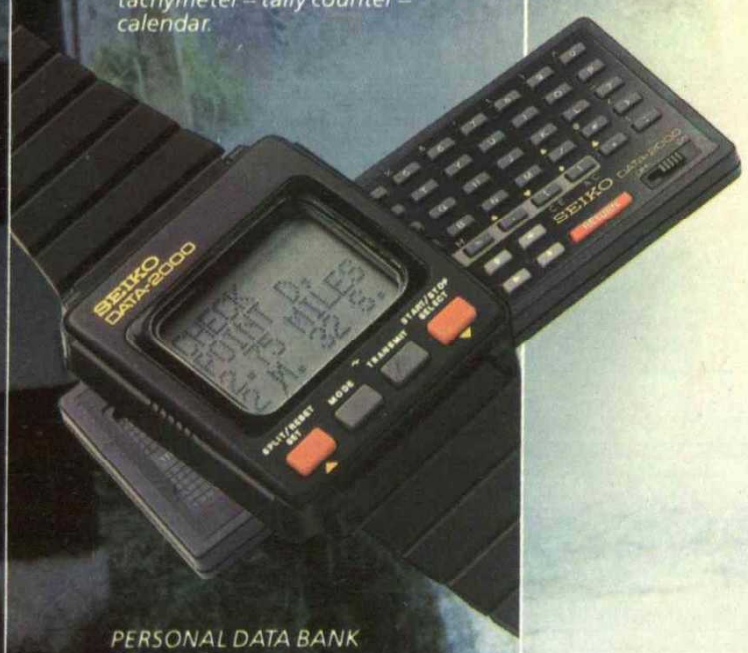
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NEW VEHICLES FOR IMMEDIATE DELIVERY

LOTUS

Esprit "Turbo" Calypso red, half gold hide, ACU, s/r.	List
Esprit "Turbo" White, half black hide, s/r.	List
Esprit "Turbo" Silver met, full red hide, s/r, ACU, rad / cass.	List
Esprit "Turbo" White, full red hide, s/r, ACU, rad / cass.	List
Esprit "Turbo" Ice Blue Met, full blue hide, s/r, ACU.	List
Esprit S3 BRG, half gold hide, BBS, rad / cass.	List
Esprit S3 Essex blue, half gold hide, BBS, rad / cass.	List
Esprit S3 White, half red hide, BBS, rad / cass.	List
Excel S2 White, half red hide, PAS, 8 spoke wheels.	List
Excel S2 Silver met, half red hide, PAS, 8 spoke.	List

SCIMITAR

Scimitar GTE O/D Black, black full hide, s/r, e/windows.	List
Scimitar GTC O/D Grasshopper green, black full hide.	List

ALFA ROMEO

Alfetta GTV 2.0 Black met, gold velour, rad / cass.	List
Alfa 33. Gold CL 1.5 Champagne met, tan velour, rad / cass.	List
Alfa Sprint. Green CL 1.5 Black, black trim, rad / cass.	List
Alfa Sprint. Green CL 1.5 White, black trim, rad / cass.	List

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84 "A" Esprit "Turbo" Yellow / black hide, ACU, s/r	£19,995
77 (TLD 9) Rolls Royce SSII Brewster green / black hide, F.S.H.,	£16,950
84 "A" Excel SII Silver / red hide, F.S.H., 2500m	£14,995
82 "X" Esprit SIII Yellow / black, BBS, F.S.H., 8000m	£13,950
81 "X" Esprit "Turbo" Essex blue / red hide, s/r, F.S.H.,	£13,750
83 "A" Excel SI Gold met / black, 3000m, F.S.H.,	£12,995
80 "V" Maserati Kyalami Red / magnolia hide, five-speed.	£12,950
82 "Y" Excel SI Jupiter red / tan hide, F.S.H.,	£12,695
82 "W" Elite 503 Bronze over gold / brown hide, 12,000m.	£10,995
82 "X" Jaguar XJ6 Silver / blue hide, 26,000m, F.S.H.,	£9,995
82 "X" Jaguar XJ6 Silver / blue hide, 16,000m, F.S.H.,	£9,995
70 "H" Rolls Royce SI Bronze met, tan Everflex, tan Connolly.	£8,995
"Un reg" Panther Kallistra Silver met / black cloth, CWW, etc.	£8,495
80 "V" Elite 504 Gold met / champ hide, PAS, ACU,	£6,995
80 "W" Jaguar XJ6 White / red hide, F.S.H., 36,000m.	£6,995
81 "W" Saab "Turbo" Sedan Silver met / blue velour, s/r, F.S.H.,	£6,950
80 "V" BMW 525 Bronze met / grey trim, f&r spoilers.	£6,895
80 "V" Scimitar GTE Buckskin / tan trim, s/r, 12,000m.	£5,995
81 "X" Capri 2.8i Graphite / grey trim, s/r, rad / cass.	£5,850
83 "Y" Fiat X19 Met red / beige trim, rad, 3,000m.	£5,850
79 "T" TVR Taimar Gold met, bronze model Band / tan, s/r	£5,300
83 "Y" Alfa Giulietta 1.8 Ivory / grey trim, rad / cass, 13,000m.	£4,750
80 "W" Scimitar GTE Maroon / beige trim, rad / cass, s/r.	£4,495
79 "T" Panther Lima Black & Yellow, black trim.	£3,995
81 "W" Alfetta 2.0 Saloon Gold met / tan trim, s/r, rad / cass, 22,000m.	£3,995
82 "Y" Peugeot 305 Est. Red / beige, Radio, 17,000m.	£3,995
78 "S" Scimitar GTE Marina green/tan trim, s/r, PAS, F.S.H.	£3,250
77 "S" Scimitar GTE White / blue, s/r, rad / cass.	£3,250
73 "M" Gilbern Invader Yellow / black, radio, good history.	£2,695

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LOTUS

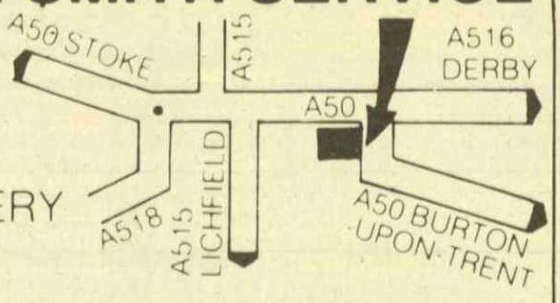
SCIMITAR

ALFA ROMEO

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MIDDLE TAR As defined by H.M. Government

DANGER: Government Health WARNING:

CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH