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Esprit "Turbo" White, red hide, ACU, s/r, rad/cass.	List
Esprit "Turbo" Silver met, red hide, ACU, s/r, rad/cass.	List
Esprit S3 BRG met, gold half hide, BBS, rad/cass.	List
Esprit S3 Essex blue, gold half hide, BBS, rad/cass.	List
Excel S2 White, red half hide, PAS, 8 spoke, rad/cass.	List
Excel S2 Red, gold half hide, PAS, 8 spoke, rad/cass.	List



Scimitar GTE O/D Black, black full hide, s/r, elec. windows etc.	List
Scimitar GTC Green, black full hide, h/t, total spec.	List



Alfa Sprint 1500 GC/L Black, black, total spec.	List
Alfa 33 1500 GC/L Red, black, total spec.	List
Alfa 33 GL Gold, beige, total spec.	List

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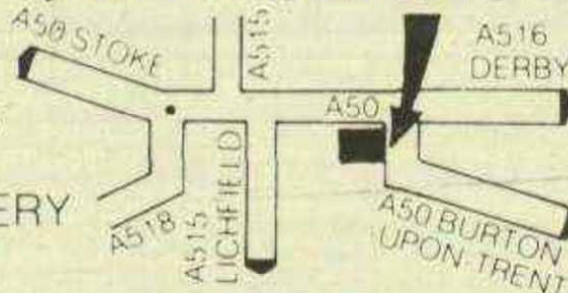
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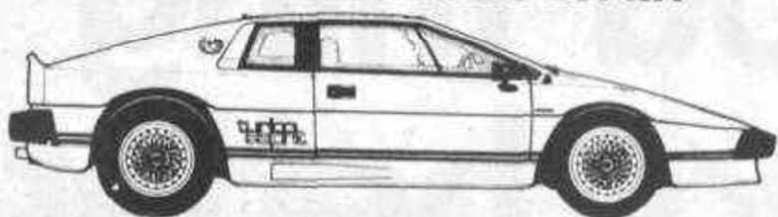
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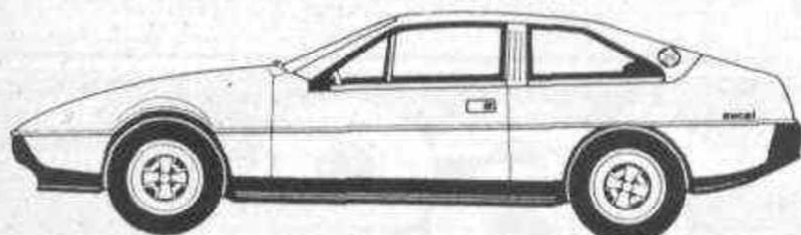


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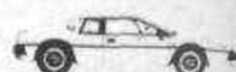
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### Lotus Esprit S3

Black, gold wheels, half gold hide, from £15,985

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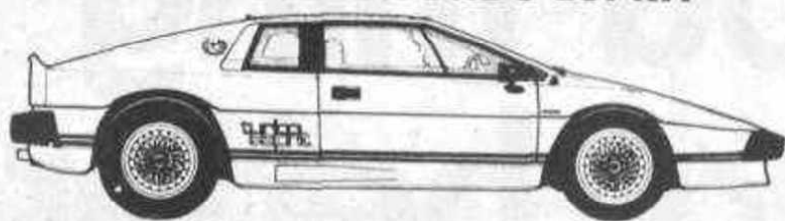
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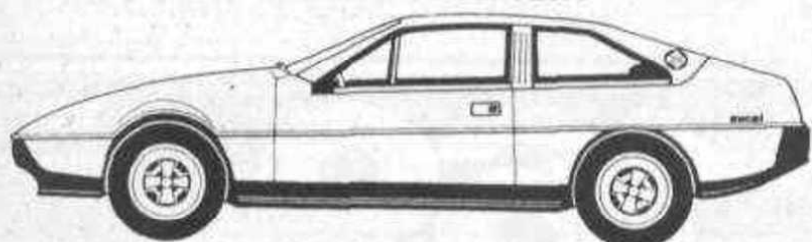


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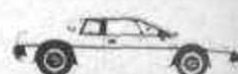
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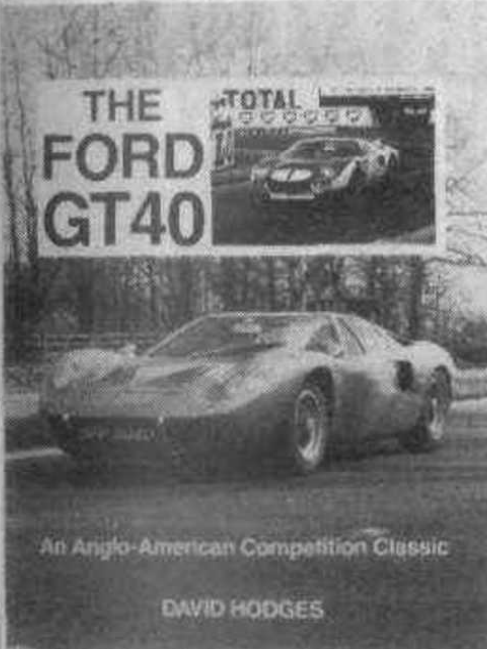
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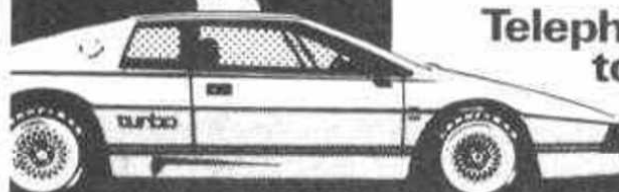
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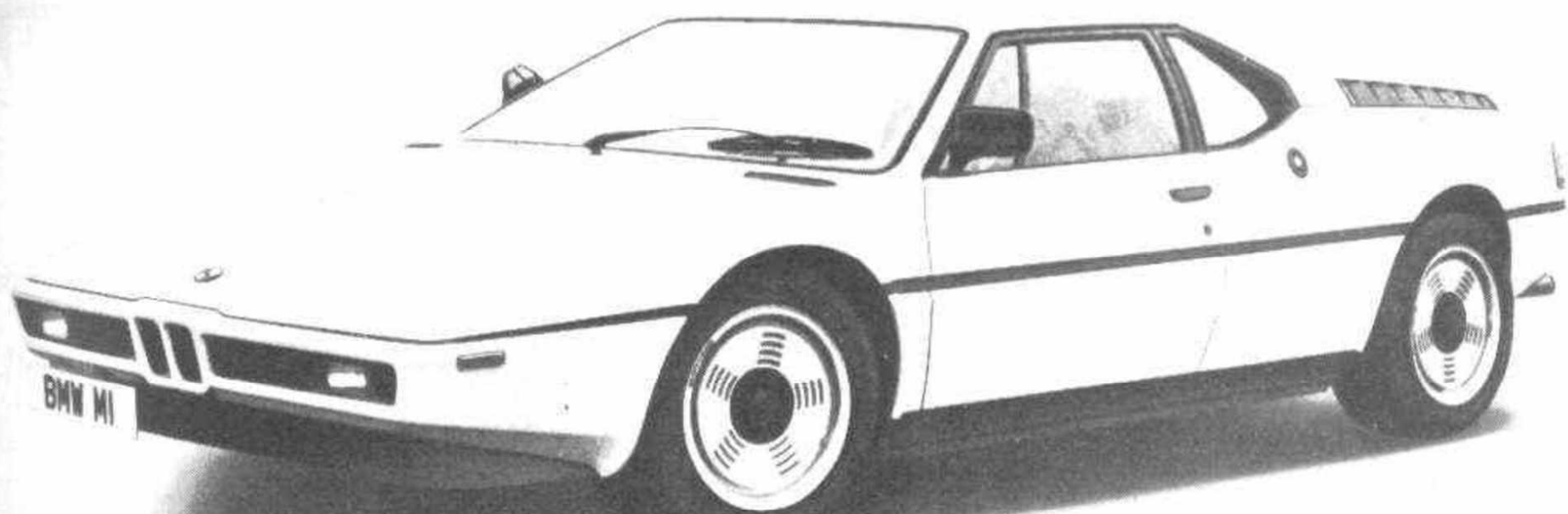
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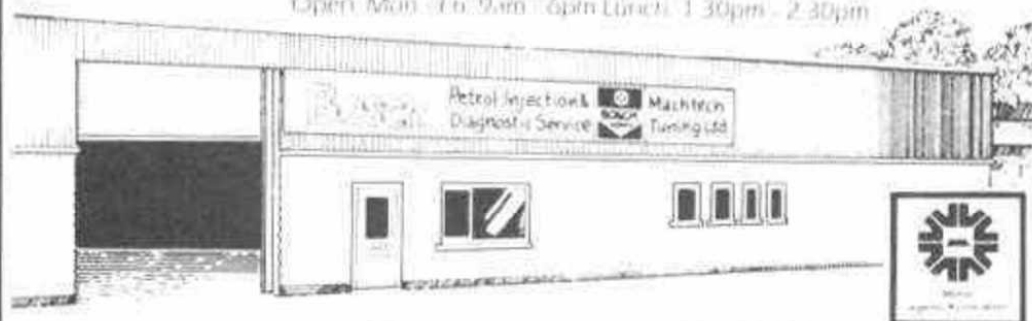
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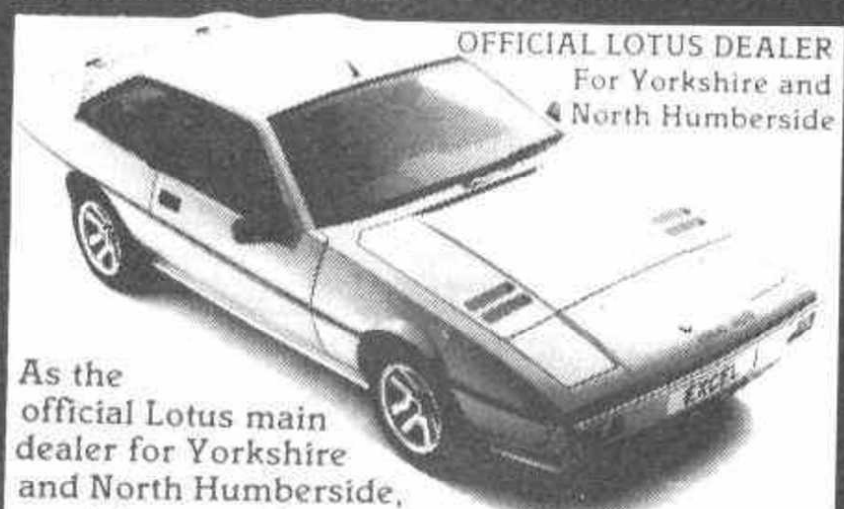
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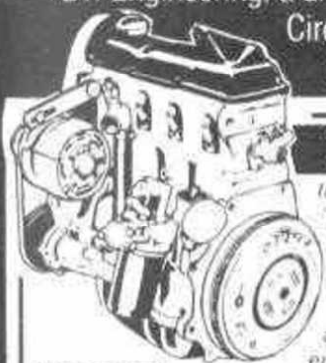
# Did you realize that we could do so much for your GTI?

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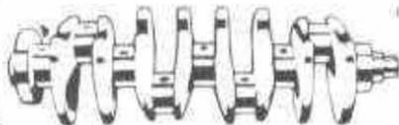
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Forged B1 0mm, B2 5mm. Also 7.9 5mm (race)



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Also large **Throttle Valve** for Golf GTi

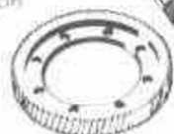


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**BBS**  
**ATS**  
**AERONAL**

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



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

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



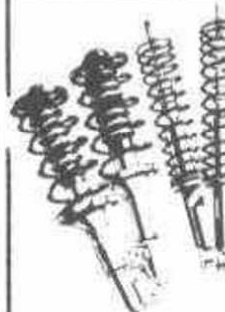
**Paintwork.** Body styling panels can be sprayed to match bodywork colour. This work is carried out in our very advanced 'low-bake' spray booth and can include wheels, bumper covers, plastic trim, mirrors etc. or the complete car.



### At last - Golf 2!

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

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



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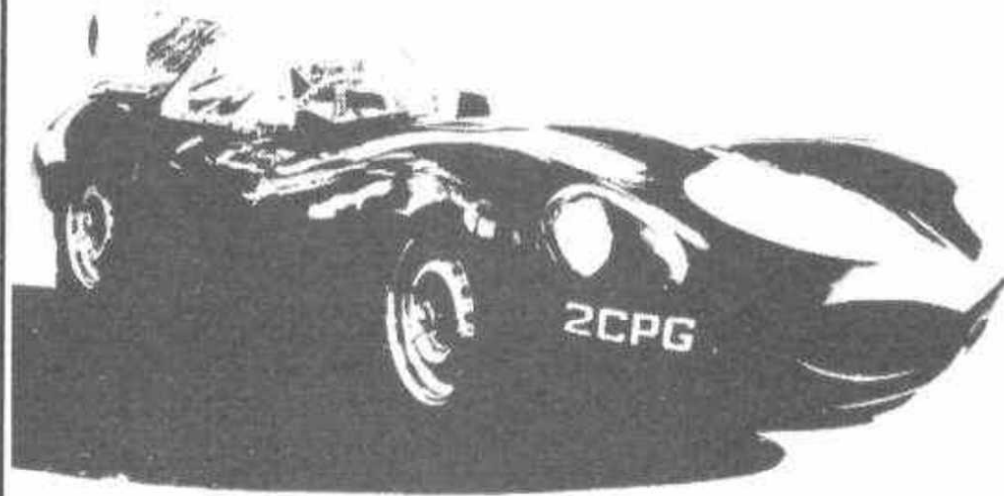
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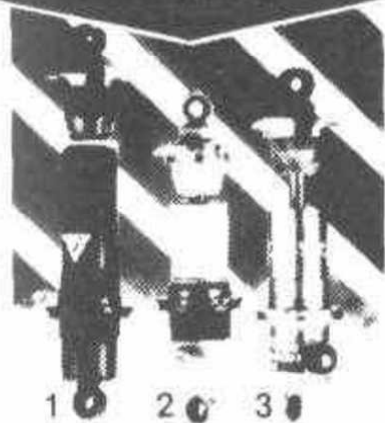
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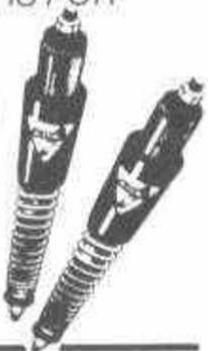
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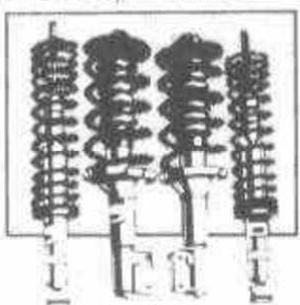


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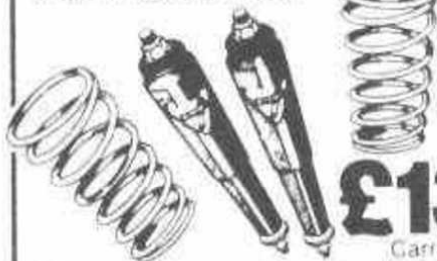
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(WE TOLD YOU WE WERE FAST)

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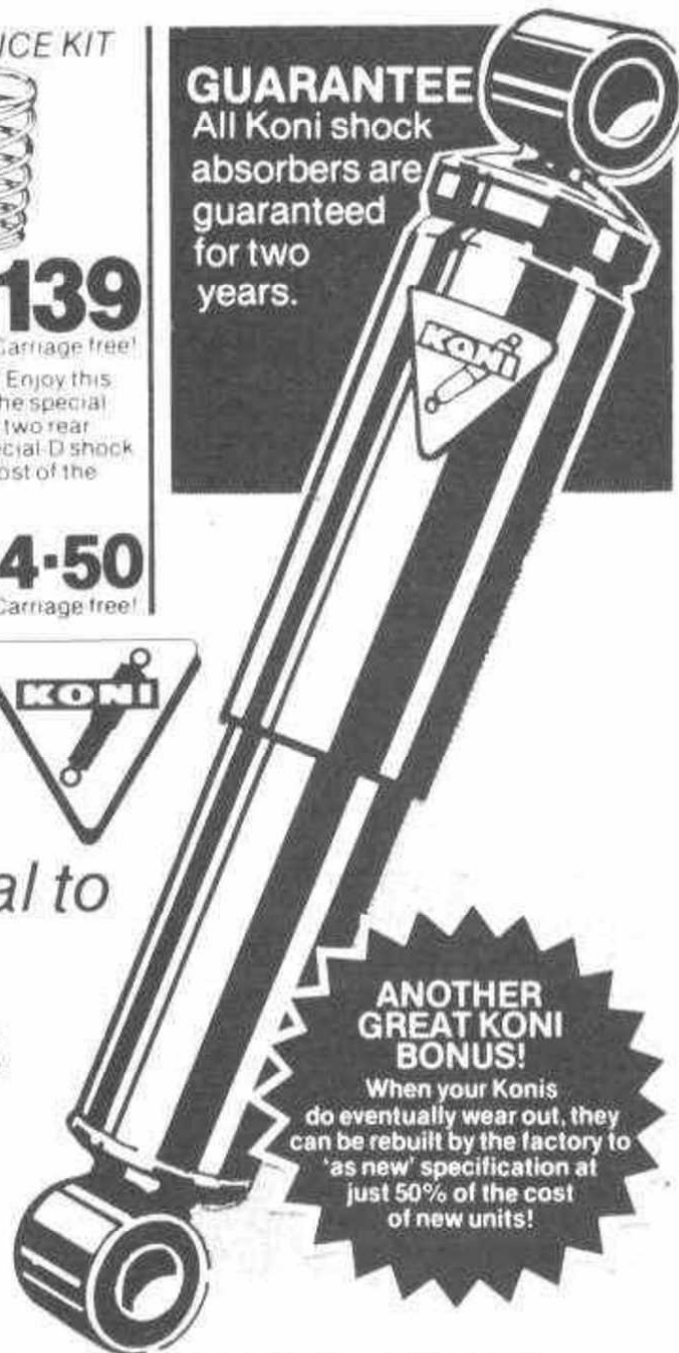
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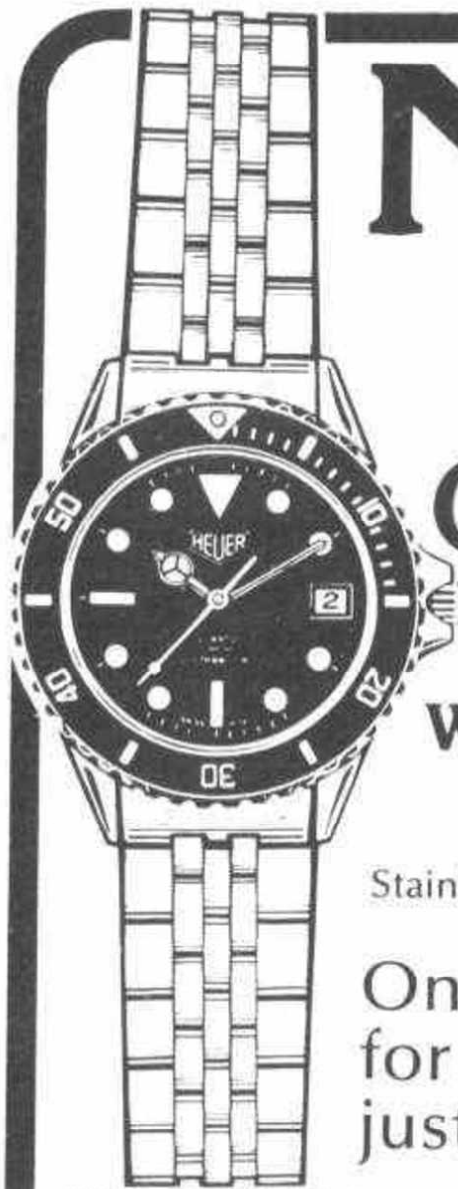
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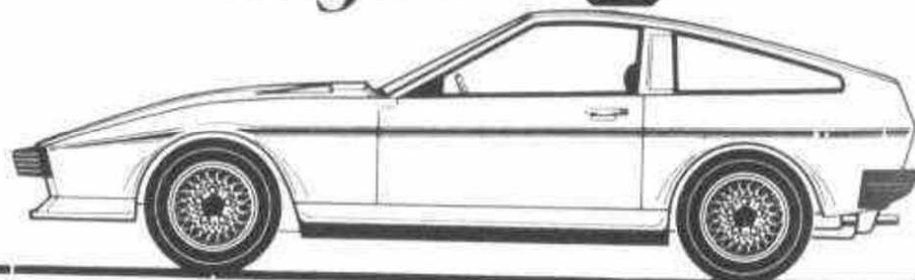
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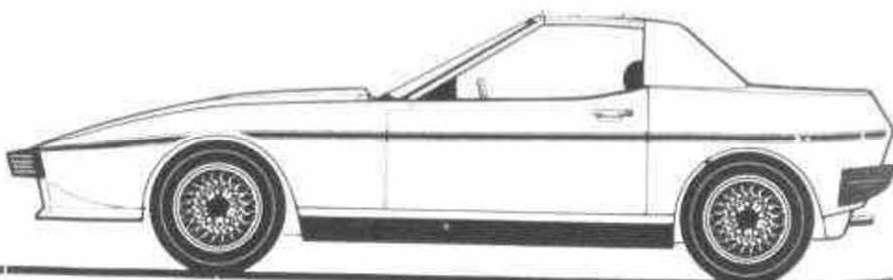


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#### TIP OF THE MONTH

**Little Tell-Tale.** For prospective purchasers of any — but only — 911/930 Coupé. If you study the construction of a coupé, you'll note that the rear pillar of the door window frame has an additional lip (screwed on '65-'67, Integral '68-on) on the trailing vertical edge, slightly angled out for wind deflection. Also below each rear quarter-window there is a separate trim panel, fitting onto the top of the rear wing, that provides a sealing surface for the lower face of the rear quarter-window outer seal.

The leading corner of this trim panel turns over the top corner of the rear wing and down the shut panel for a few mm. The deflector lip on the window frame runs right down to the top of the door shell, where the relatively sharp trailing edge comes inevitably close to the somewhat vulnerable leading corner of the trim panel, this panel only being a relatively thin pressing.

Now your insurers will tell you that Porsches do occasionally get involved in those little motoring mishaps (beware the other idiot!), most of which are inevitably front enders. And in the smallest of accidents, the bodyshell 'springs' to a greater or lesser degree.

And the deflector's trailing edge hits the trim's leading corner, leaving a neat little 'dig' before springing back into place. A 'Tell-Tale' that very few repairers spot!

Replacing the trim panel entails removing the rear quarter-window, trim cost from £32.80, for opening windows, £11.14 for fixed ones, each.

Dear Oily Dwarf, there's a nick in the 3.5's trim panel.



#### FOR SALE

The ex-Chas Ivey Guards Red Group B / IMSA endurance racing 3.3 Turbo. Built by them on a new right-hand-drive bodyshell for 1983 Le Mans, where it won Group B with 11th overall. Currently in IMSA trim with 'sprin' engine spec., in which form it proved competitive with the M1's, but at the cost of Porsche reliability! Done '1/2' seasons, only suffered very minor cosmetic mishaps.

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Available in IMSA or Group B trim, with 'sprin' spec. (well over 400 b.h.p.) or the ultra reliable 'Standard' Group B spec. (380 + b.h.p.) engine. We are currently rebuilding the engine. Spec. at the moment not finished.

Ideally we would like to adapt it to a basic trim road car. Not the most comfortable, but surely it would be the fastest and technically sophisticated right-hand-drive Turbo on the road? Very useful for the occasional Club Meet! By September 1st we hope to be already discussing possible deals with existing customers. Should one of these reach fruition then one of our existing updated road cars could well become available, should your bank manager be wanting something slightly cheaper!

POA

#### R S CORNER

Activity, enthusiasm and success continue unabated, with Bill Taylor coming under very real pressure 'up front', and so many entries at the next Porsche Championship Round that it's split into two races!

On the less intense front, we enjoyed a 'school' day at Prescott followed by a practice day at Thruxton, with some 11 RS Carreras practising various things, excluding drinking and driving of course!

In the workshop we've finished the restoration on RST No. 1340 and started on another 2.7 Lightweight, but on the sales front we don't at the moment have a single 2.7 RS on offer. One recently went through our hands without ever reaching the ads so if you're looking out for one, please make sure our Neil ('Tigger') Milligan knows.

Our plea two months ago for news of RS Lightweight Number 1801 (Reg. No. AUJ 1501 or 111 MAN) sadly jogged no one's memory. So any ideas on 2.7 RS Lightweight No. 504, the ex-JCT 600 red car, last seen in Kent in '76, Reg. No. WYV 191L?



1970 3.0 911 SC Sport. Minerva blue, black-look, cork pinstripe trim, one owner, 81,000 miles, full history. £12,950

1977 5 Carrera 3.0 Sportomatic. Silver, black pinstripe trim, air conditioning, two owners, 59,000 miles, full history. We're just finishing top-end engine rebuild. £9,500

1980 model 911SC. Cockney brown, black look, beige pasha trim, two owners, 52,000 miles, full history. We've had this since May and we're very happy to put our name to it. However, it seems brown isn't everybody's colour! Hence exceptional value at £10,950

#### COMPETITION CORNER

1973 911 Rolling Shell. Ideal basic for project. Was a 911E Sportomatic, with E.S.R., had bad engine fire, hence shell, sound and straight. Depending on how complete you want it, circa £1,500

End of season is approaching! 1985 discussions are starting, so if you want to join in or upgrade for next year, please let us know. You might make the 'missing link' in a chain, even if it doesn't make us rich! (stop laughing, Muldoon!)



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## THE ART OF TECHNOLOGY

<sup>†</sup>Manufacturer's figures. Model illustrated is the Alfa Romeo GTV6 £11,300, also available GTV 2.0 £9,050. Prices exclude delivery and number plates and are correct at time of going to press. For further information and address of your nearest dealer phone the Alfa Romeo Hotline on 01-897 6958.



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**FRONT COVER PICTURE:** The ETC Championship has become an outstanding series, not least because most rounds take place on classic circuits. Jaguar scored their seventh win of the season at Spa (illustrated) and must start favourites for the Tourist Trophy at Silverstone on September 9th.

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Matters of Moment

## Anniversary of a Revolution

IT CAN hardly have escaped anyone's attention that August 26th was the Silver Jubilee of the launch of the Mini and it is right that the anniversary is marked, for the Mini is a great car. In the post-war period, MOTOR SPORT was outspoken in its condemnation of much of British volume car design which lagged far behind Europe. Then in the space of a few months, in 1959, we had the Triumph Herald which featured irs and made advances in safety and ease of maintenance, the Ford Anglia, a conventional enough car but one which helped to establish Ford's current reputation for engines and gearboxes, and we had the Mini.

Initially launched as the Morris Mini Minor and the Austin Se7en, it quickly became known simply, and affectionately, as the "Mini". It was the last volume car to be largely credited to a single designer, Sir Alec Issigonis, and it was perhaps the first volume car which was a properly integrated package with a great deal of attention being paid to passenger space within a small area. The technical ingenuity of its transverse engine, with the gearbox in the sump, attracted a great many imitations.

The cleverness of the design was not, however, the reason why it became so popular, rather it was because it was the right car for a particular time.

Britain was relatively prosperous and at less than £500, and economy to match, the Mini brought new car ownership within the reach of tens of thousands, destroying the fad for bubble cars in the process. Few designs have ever had so wide an appeal, it was a family car, a city car, a shopping car, a car in which film stars and royalty were not ashamed to be seen in. It was classless at a time when some of the old social barriers were breaking down.

The sporting fraternity soon discovered its incredible roadholding and, taking a lead from John Cooper, the tuners and specialist builders took wholeheartedly to the Mini, backed by an enthusiastic BMC management.

Minis were soon in action on the circuits and in rallies piling up innumerable victories in major events. Mini variants began to appear, the Ogle, Broadspeed, Unipower, Mini-Marcos, Terrapin, Cox GTM, Deep Sanderson, Biota and many more.

Minis starred in a major film, "The Italian Job", and played character roles in dozens of others. Sir Noel Coward nominated a candy-striped Mini Moke as part of his definition of "style".

The Model-T Ford gave the world wheels, the VW Beetle gave the world an inkling of the advantage of advanced engineering. The Mini cannot compete with either in terms of sales (currently just under five million) but it ranks with them as a great design. It gave the world sheer pleasure on four small wheels.



SIR ALEC ISSIGONIS at the launch of the Mini.

## The Gallaher Equation

OUR June Editorial was devoted to an attack on Gallaher Limited for their destruction of the Brooklands Track banking where Club driving-tests have been held in recent years, and for fencing-off the declared-preserved "40 Acres". The Brooklands Society maintains that Surrey CC has reversed the original Planning Committee's decision to save this part of the Track and it is attacking Council-leader Murray Bygraves and Mrs V. Waller on these grounds, accusing the lady of planning a site for an Aviation Museum, while ignoring the preservation of the Motor Course.

*Continued overleaf*



## Motor Sport Fixture List for September

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

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

DATE	ORGANISER	VENUE	EVENT	TIME
September 1st/2nd	Bugatti OC	Prescott Nr. Cheltenham, Glos.	Hillclimb (N)	—
September 1st/2nd	JDC	Donington Park Circuit, Derbys.	Race Meeting (R)	—
September 1st/2nd	UAB Conseil Departemental		Rally Hebrons (European Rally Championship) (INT)	—
September 2nd	BRSCC	Oulton Park Circuit, Nr. Tarporley, Cheshire	Race Meeting (R)	—
September 2nd	Royal Auto Club de Spa	Spa Francorchamps Circuit, Belgium	World Endurance Championship 1,000 Kms (INT)	—
September 2nd	BARC	Silverstone Circuit, Nr. Towcester, Northants	Race Meeting (N/R)	15.00
September 2nd	BRSCC	Brands Hatch Circuit, Fawkham, Dartford, Kent	Race Meeting (R)	14.00
September 2nd	BRSCC	Snetterton Circuit, Nr. Norwich, Norfolk	Race Meeting (R)	—
September 8th	Brighton & Hove MC	Madeira Drive, Brighton	Brighton National Speed Trials (N)	—
September 8th	BARC	Oulton Park Circuit, Nr. Tarporley, Cheshire	Race Meeting (INT/R)	14.00
September 8th/9th	BRDC	Silverstone Circuit, Nr. Towcester, Northants	European Touring Car Championship (INT)	—
September 9th	AC Milano	Monza Circuit, Italy	Italian Grand Prix (World Championship Round) (INT)	—
September 9th	Astra MC	Lydden Hill Circuit, Nr. Dover, Kent	Race Meeting (R)	—
September 9th	Five Clubs Hill Climb	Wiscombe Park, Nr. Honiton, Devon	Hill Climb (N)	—
Sept. 12th-15th	Manx Autosport	Douglas, Isle of Man	Manx Rally (European Rally Championship) (INT)	—
Sept. 14th-16th	Auto-moto Klub "Akademac"	Yugoslavia	Yu Rally (European Rally Championship) (INT)	—
September 15th	BRSCC	Castle Combe Circuit, Nr. Chippenham, Wilts.	Race Meeting (R)	—
September 16th	ASA Armagnac Bigorre	Norgaro Circuit, France	European Formula 3 (INT)	—
September 16th	AC Bologna S.A.G.I.S.	Imola, Italy	World Endurance Championship 1,000 kms (INT)	—
Sept. 15th/16th	DRC	Donington Park Circuit, Derbys.	Race Meeting (INT/R)	—
September 16th	BARC	Snetterton Circuit Nr. Norwich, Norfolk	Race Meeting (N/R)	14.00
September 16th	BARC	Gurston Down, Broadchalke, Nr. Salisbury, Wilts.	Speed Hillclimb (INT)	12.30
September 16th	AMOC	Oulton Park, Nr. Tarporley, Cheshire	Race Meeting (R)	—
Sept. 18th-23rd	Real Automobile Club de Asturias	Spain	Rally Principe d' Asturias (INT) (European Rally Championship round)	—
Sept. 22nd/23rd	BARC	Brands Hatch Circuit, Fawkham, Dartford, Kent	European Formula 2 (INT)	10.00
September 23rd	Oto-Club Zolder	Zolder, Belgium	European Touring Car Championship (INT)	—
September 23rd	750 MC	Mallory Park Circuit, Leics.	Race Meeting (R)	—
Sept. 26th-30th	Cyprus Automobile Association	Cyprus	Cyprus Rally (European Rally Championship) (INT)	—
Sept. 26th-30th	Association du Rallye du Vin	Switzerland	Rallye du Vin (European Rally Championship) (INT)	—
September 30th	BARC	Thruxton Circuit, Nr. Andover, Hants.	British Formula 3 Championship (N)	14.00
September 30th	BARC	Lydden Hill Circuit, Dover, Kent	Race Meeting (R)	14.30
September 30th	BRSCC	Mallory Park Circuit, Leics.	Race Meeting (R)	—
September 30th	BRSCC	Cadwell Park Circuit, Nr. Louth, Lincs.	Race Meeting (R)	—
September 30th	Victory Circle Racing Club	Fuji, Hong Kong	World Endurance Championship 1,000 kms (INT)	—
Sept. 30th-Oct. 7th	AC San Remo	San Remo, Italy	San Remo Rally (World Rally Championship round) (INT)	—
October 6th/7th	BRDC	Silverstone Circuit, Nr. Towcester, Northants.	British Formula 3 (INT/R)	—
October 7th	RACMSA	Nurburgring, Germany	European Grand Prix (World Championship round) (INT)	—

### MATTERS OF MOMENT

*Continued from previous page*

Gallaher's say had they known what was required of them they might have managed differently but point out that they are repairing the Members' banking where it runs towards the Railway straight from the Members' bridge, which they are also re-instating, and that they have spent more than £245,000 on restoring the Paddock Clubhouse, and are also paying for seven years' maintenance-fees, rates and insurance on other historic buildings, thus answering, on their terms, our challenge to them to "feel a twinge of conscience" over Brooklands.

Although the Clubhouse will form part of the eventual Aviation Museum, the future of which is the responsibility of Elmbridge Borough Council and in which the Weybridge Museum has a vested interest, Mr C. E. H. Walker, Gallaher's Company Secretary, has stated that his Company intends "to continue to work with everyone who is interested in helping the future of Brooklands and its Museum, and that he hopes all those who want to see the history and development of the motor car fully and proudly presented at the 30-acre Brooklands site will join in a constructive effort to make the future Museum a success and so give the public a chance to enjoy this". We can but wait now to see the outcome of this battle between Brian Dinsley, Chairman of the BS, and Gallaher, hoping that it will, in the end, benefit the motoring community.

Whether a "circuit" will ever be possible, using the "new" banking, the runway

(where for the first time since 1939 the BS held a timed speed-event at Brooklands this summer), and that part of the Byfleet banking used by the BS, we do not profess to know. But how nice that would be!



PUBLICATION DATE

For sixty years, **MOTORSPORT** has been published on the first of each month, or the nearest weekday to it. From the October issue onwards, the publication date will change to *the last Friday in each month*.

We feel our readers will appreciate having their copies in time for a leisurely weekend read. Besides, many people interested in buying a car from our advertisement section will then have a weekend in order to negotiate with private vendors.

We feel that this change, though a small one, will ultimately benefit all our readers.

The publication date for the October issue will therefore be Friday, September 28th.

### MCC

THE Motor Cycling Club will hold its 62nd Edinburgh Trial, for cars and motorcycles of course, the 80th anniversary of this event, on October 6th, starting from Darley, Derbyshire at 7 am and taking in such observed sections as Clough Wood, Putwell, Litton, Slack, Millstone Edge, Bamford

Clough (if it is repaired in time), Hay Dale, Taxai, Old Long Hill, Bare Leg and Lymer Rake, finishing at Hurdlow at about 1 am on October 7th. Entries have closed. The Silverstone Race Meeting, to be run in the MCC's usual informal style, for cars and motorcycles, takes place on October 27th, and marshals are required. The Club will hold its OGM at Hayes on September 1st. General Secretary: H. W. Tucker-Peake, "Upper Stonecroft", Finmere, nr Buckingham, MK18 4JA.

### Improved Filters

PIPERCROSS, the Northampton company which produces air filters for competition cars, have launched a range of their polyurethane reticulated foam filters for road cars. They claim that the filters not only increase performance but also economy. We've been trying one on a Golf GTi and, certainly, the engine feels stronger but, ever sceptical, we double-checked with two firms which have also tried them.

GTi Engineering told us that, measured on a brake, the Pircross filter gave 3/4 bhp more than standard on a Golf GTi Mk 2 (4.8 bhp is claimed for the Mk 1), and Geoff Thomas of Autocavan confirmed that a Pircross filter allowed a turbocharged GTi engine to rev at more than 1,000 rpm over a standard filter. Both companies will fit Pircross filters to their cars in future.

As though that were not enough, the Pircross filters cost less than the standard units making them far and away the cheapest performance booster ever.



## NEW CARS:

### Vauxhall Astra

A MUCH-IMPROVED Astra goes on sale in Vauxhall-Opel dealers on October 17th. A great deal of work has gone into the aerodynamics producing both a distinctive shape and what is claimed to be the lowest drag of any car in its class. The top-of-the-range GTE has a drag coefficient of just 0.30, the normal hatchback one of 0.32, while even the estate versions manage 0.35.

The effect of the shape is to give a marked increase in top speed (the 1.3-litre hatchbacks reach 106 mph, the 1.6S hatchbacks top 112 mph and the GTE will reach 126 mph), a claimed increase in economy, very low wind noise, good stability and better ventilation.

Of the 17 model line-up, the car which is of most interest to MOTOR SPORT readers is undoubtedly the GTE which must now be the quickest car in its class. We had a recent opportunity to drive one and can only say that we eagerly await a full road test. It was not possible to check performance claims on the narrow roads of Killarney but our brief experience gave no reasons to doubt that the car will accelerate from 0-60 mph in under nine seconds and will reach 126 mph.

The GTE has a pleasant close ratio 5-speed gearbox, a firm, sporty, ride and superb roadholding. The one thing we did not like was the LCD instruments but understand that an analogue dashboard will also be available. This car is an outstanding addition to the "hot hatchback" class.

The cheaper 1.6 SR model is no less impressive, judged by its rivals. Indeed, we felt that the whole range of petrol powered cars is an extremely good one. The diesel version, however, is disappointingly sluggish.

Some writers at the launch expressed reservations about the styling and drew comparisons with the Ford Sierra. Our feeling is, though, that the Sierra has broken the ice and that the enormous advantages conferred by the aerodynamics will outweigh most criticisms about the styling.

Prices have yet to be announced but expect them to be around five per cent more than the current Astra range. — M.L.

### Another Birthday

IT IS not often that MOTOR SPORT has reason to mention Skoda cars, but we couldn't let a 90th anniversary pass without comment. The firm was founded in 1894 by Laurin Klement, initially making bicycles. Its first four-wheeled vehicle was made in 1901, a motorcycle followed in 1904 and a voiturette in 1905. It makes Skoda one of the longest surviving car companies in the world and, to celebrate the event, they have produced 90 "Celebration" Rapid Coupés for sale in the UK.



(Above) TWO VAUXHALL ASTRAS, the GTE version nearest the camera.  
(Below) GORDON LAMB Concessionaries Ltd of Chesterfield have been appointed UK importers of the handsome 130 mph Bitter SC from Germany. Three, or four, litre engines are available. Prices start at £26,950, a dealer network has been established, and a new sports car costing less than £15,000 is promised for mid-1985.



### Economy Bentley

BENTLEY Motors have revived the name Bentley Eight on a new model designed, so their press release says, to appeal to "young entrepreneurs who want top quality comfort, classic styling and the enjoyment of driving with a sense of performance". The car, similar in most respects to the normally aspirated Mulsanne, costs £49,497, £5,743 less than the Mulsanne and £12,246 less than the Mulsanne Turbo.

While a car at such a price is of merely academic interest to most of us, the reasons

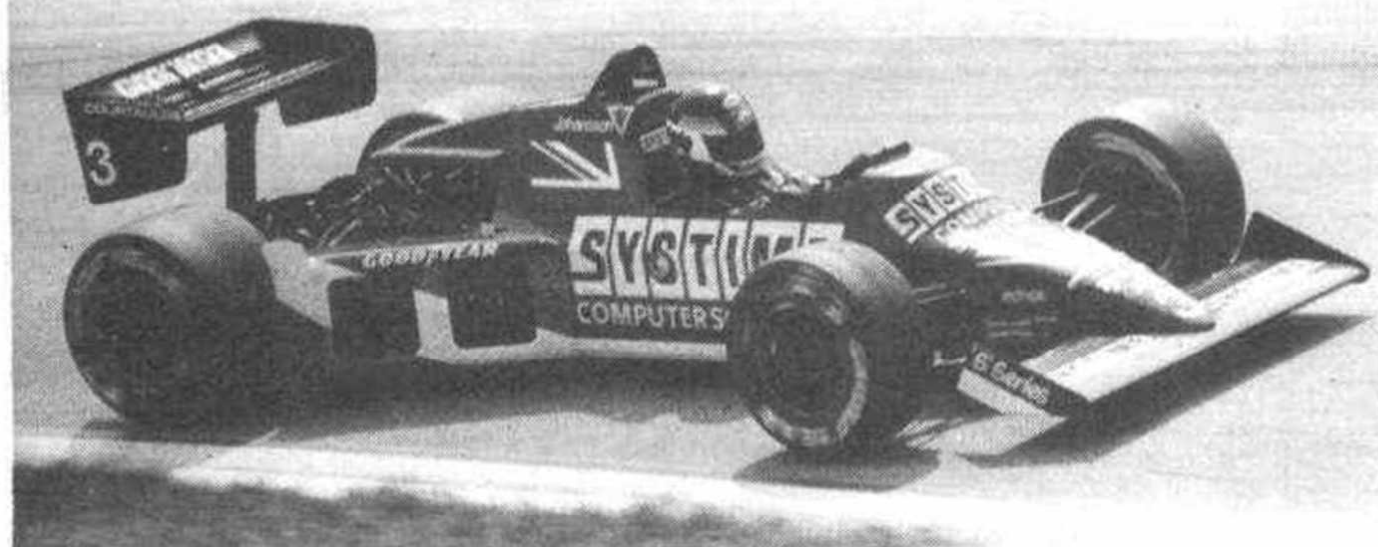
for a model with such firm associations with the great days of the *marque*, before it became a badge-engineered Rolls-Royce, are much more intriguing. The introduction of the Eight is part of a move to re-establish Bentley with a new identity in a longer term plan to move Bentley models away from their Rolls-Royce counterparts.

So far this plan has largely centred around model names, "Corniche", for example, being dropped in favour of "Continental", but it would seem that we might be in for a few pleasant surprises from Crewe in the future. We shall watch with interest. . . .



REVIVING a famous name, the Bentley Eight is part of the company's plan to re-establish a separate identity for the *marque*.





FOR THE first time since its debut in the Dutch Grand Prix on June 4th, 1967, the Cosworth engine was missing from a Grand Prix, both the Tyrrells failing to qualify. Stefan Johansson is shown during practice, his team-mate Stefan Bellof was disqualified for being 3 kgs underweight.

## The Austrian Grand Prix

### — The Lauda touch

Österreichring, Knittelfeld, August 19th  
**IF YOU** have the opportunity of driving round the Österreichring in any sort of car you can easily see why any self-respecting racing driver just loves to race on the circuit. It would be hard to make a choice between the Austrian GP circuit and the Spa-Francorchamps circuit in Belgium, either for exhilaration, satisfaction or sheer grandeur and a visit to either circuit would illustrate why I consider Brands Hatch to be a stadium and Silverstone to be an airfield circuit. Not everyone loves the Österreichring, the "beautiful people" do not invade it as it is not socially recognised, and many team members and professional people do not like it because it needs some motoring effort to get to it, but the

spectators love it. You can camp along the edge of the track, the scenery is superb, the cars are going very fast, some of the vantage points are the best in the racing world and there is a splendid holiday atmosphere, which is why the Austrian organisers have named the race The Holiday Grand Prix. But as so often happens, holidays can be spoilt by rain. . . .

When the "circus" began to arrive in Austria the rain was falling steadily and it was still raining on Thursday when the last of the stragglers got to the circuit. However, the heavens looked down kindly on Formula One and on Friday morning the sun shone and everything dried up rapidly. The bad weather had kept the public away on the first day of practice, and car parks and

camping grounds that normally fill up on Thursday afternoon and evening were virtually empty, though by Saturday everything was normal and a huge crowd began arriving, numbering over 85,000 for race day. This was brought about by a number of things, among them the successes so far this season of Niki Lauda, the overall high standard of competitiveness in Formula One at the moment, with German, Italian, French and Japanese industry all battling against one another, and finally of the appearance of two young Austrian drivers in the race, as well as the seasoned Lauda. The two newcomers were Jo Gartner, who has settled in after a shaky start at Imola, and Gerhard Berger, fresh from Formula 3, being given a chance in the second ATS, Gartner being in the second Osella as in previous races. With the exception of the injured Martin Brundle and Johnny Cecotto, both of whom are progressing well, everyone was present and things were soon running normally with McLarens, Brabhams, Lotuses and Renaults setting the pace in the first test session.

With a lap speed of over 150 mph and some pretty daunting high-speed corners, the Österreichring has an important keynote and that is horsepower; but added to this, high-speed handling has to be impeccable and aerodynamics have to be adjusted to give the best road-holding on the fast swerves without causing too much drag on the straights. That horsepower was all-important was soon shown by the speed-trap times of the cars as they crossed the finishing line by the beginning of the pits. McLaren, Renault, Brabham and Lotus were all posting speeds of over 180 mph, which meant that they were knocking on 190 mph by the end of the pits and at the point where they started the steep climb up to the Hella Licht "chicane". Considering that they exited the Jochen Rindt Curve at around 140-150 mph and it is only a few hundred yards down to the finishing line, you can get some idea of the "grunt"

#### ENTRY AND PRACTICE

No	Driver	Nat	Team	Car Type	Engine	Tyres	Sponsors	Colours	Friday Practice	Saturday Practice	Remarks	No
1	Nelson Piquet	BRA	Brabham	BT53	BMW 4-cyl t/c	Michelin	Parmalat Foods	Blue/White	1.26.928(T)	1.26.173(T)	Pole Position	1
2	Teo Fabi	ITAL	Brabham	BT53	BMW 4-cyl t/c	Michelin	Parmalat Foods	Blue/White	1.29.893(T)	1.27.201		2
3	Stefan Johansson	SWE	Tyrrell	012	Cosworth V8	Goodyear	Sistyme Computers	Blue	1.37.292	1.36.282	Did not qualify	3
4	Stefan Bellof	D	Tyrrell	012	Cosworth V8	Goodyear	Mareo	Black	1.37.535(T)	1.37.893	Disqualified	4
5	Jacques Laffite	FR	Williams	FW09B	Honda V6 t/c	Goodyear	Denim/ICI/Saudia	White/Green	1.29.228	1.31.498		5
6	Keijo Rosberg	FIN	Williams	FW09B	Honda V6 t/c	Goodyear	Denim/ICI/Saudia	White/Green	1.28.760	1.29.012		6
7	Alain Prost	FR	McLaren	MP4/2	Porsche V6 t/c	Michelin	Marlboro/TAG	Red/White	1.26.203	1.27.098	Winner German GP	7
8	Niki Lauda	AUT	McLaren	MP4/2	Porsche V6 t/c	Michelin	Marlboro/TAG	Red/White	1.26.715	1.27.312		8
9	Philippe Alliot	FR	RAM	RAM 02	Hart 4-cyl t/c	Pirelli	Skoal Bandit	White/Green	1.34.495	1.44.304		9
10	Jonathan Palmer	GB	RAM	RAM 02	Hart 4-cyl t/c	Pirelli	Skoal Bandit	White/Green	1.34.622	1.34.128		10
11	Elio de Angelis	ITAL	Lotus	95T	Renault V6 t/c	Goodyear	John Player/ELF	Black/Gold	1.27.531	1.26.318		11
12	Nigel Mansell	GB	Lotus	95T	Renault V6 t/c	Goodyear	John Player/ELF	Black/Gold	1.28.430	1.27.558		12
14	Manfred Winkelhock	D	ATS	D7	BMW 4-cyl t/c	Pirelli	ATS Wheels	Yellow/Black	1.33.276	1.30.853		14
15	Patrick Tambay	FR	Renault	RE50	Renault V6 t/c	Michelin	ELF	Yellow/White/Black	1.27.748	1.26.748(T)		15
16	Derek Warwick	GB	Renault	RE50	Renault V6 t/c	Michelin	ELF	Yellow/White/Black	1.27.928	1.27.123		16
17	Marc Surer	CH	Arrows	A7	BMW 4-cyl t/c	Goodyear	Barclay/Nordica	Cream/Blue	1.31.701(T)	1.31.655		17
18	Thierry Boutsen	B	Arrows	A7	BMW 4-cyl t/c	Goodyear	Barclay/Nordica	Cream/Blue	1.31.255	1.31.189(T)		18
19	Ayrton Senna	BRA	Toleman	TG184	Hart 4-cyl t/c	Michelin	Sagefredo Magirus	Blue/Red/White	1.29.463	1.29.200		19
20	—	—	—	—	—	—	—	—	—	—	Entry withdrawn	20
21	Huib Rothengatter	NL	Spirit	101/B	Hart 4-cyl t/c	Pirelli	Australian Sports	White	No time	1.35.605		21
22	Riccardo Patrese	ITAL	Alfa Romeo	184T	Alfa Romeo V8 t/c	Goodyear	Benetton/AGIP	Green/Black	1.30.966	1.30.736		22
23	Eddie Cheever	USA	Alfa Romeo	184T	Alfa Romeo V8 t/c	Goodyear	Benetton/AGIP	Green/Black	1.31.250	1.31.045		23
24	Piercarlo Ghinzani	ITAL	Osella	FA/1F	Alfa Romeo V8 t/c	Pirelli	Kelémata	Blue	1.33.172	no practice		24
25	Francois Hesnault	FR	Ligier	JS23	Renault V6 t/c	Michelin	Gitanes/Antar	Blue/White/Red	1.32.582	1.31.588		25
26	Andrea de Cesaris	ITAL	Ligier	JS23	Renault V6 t/c	Michelin	Gitanes/Antar	Blue/White/Red	1.36.771	1.31.588		26
27	Michele Alboreto	ITAL	Ferrari	126C4	Ferrari V6 t/c	Goodyear	Fiat/AGIP	Red	1.29.694(T)	1.30.000(T)		27
28	René Arnoux	FR	Ferrari	126C4	Ferrari V6 t/c	Goodyear	Fiat/AGIP	Red	1.31.003	1.31.313(T)		28
30	Jo Gartner	AUT	Osella	FA/1F	Alfa Romeo V8 t/c	Pirelli	Kelémata	Blue	1.35.212	1.33.019		30
31	Gerhard Berger	AUT	ATS	D7	BMW 4 cyl t/c	Pirelli	ATS Wheels	Yellow/Black	1.31.904	no practice	First F1 race	31



available to the drivers with the more powerful turbocharged 1½-litre engines. The two lonely Cosworth DFV-powered Tyrrells were more than 20 mph slower through the speed trap. There are people who talk lightly of Formula One cars having as much as 1,000 bhp on tap, but realistically a shade over 700 bhp has been known from a works BMW engine, and Formula One cars don't come any faster than a Brabham BT53 at the moment. Even



**YET ANOTHER** fine showing by Ayrton Senna in the Toleman-Hart. In the early stages of the race he ran as high as sixth, confounding speculation that the very fast circuits would put his machinery at an extreme disadvantage.

so, 650-680 bhp from a 1½-litre engine on petrol is pretty staggering, no matter how much boost pressure is being used.

Throughout the two days of morning testing and afternoon qualifying, engines and tyres were all important, and for a change the BMW engines were trouble free, as were the Ferraris most of the time, but Renault and Porsche had their problems and breakages, as did some of the Hart engines, while the Honda engines were never really right and were always just that little bit down on the opposition. Due to Renault engine trouble Tambay soon took to the spare car (RE50/02) and found it much more to his liking, so he stayed with it throughout practice and the race. The Ferrari team had arrived with four cars as usual, but they were a mixture of old and new and the variations available suggested a loss of direction. Arnoux had a brand new car (077), with the latest rear suspension, as seen at Hockenheimring as well as an earlier car (074) also with the new suspension, but with Renault-style air tunnels under the rear suspension in addition. Alboreto had a car with the old rear suspension, and a lengthened gearbox casting to give a slightly longer wheelbase. Some of the 120-degree V6 engines had two-into-one exhaust pipes from each cylinder, while others had two separate pipes from each cylinder. One had the feeling that the Ferrari team were in the wilderness and had lost their way, and by the end of the meeting it looked even more so.

Apart from sheer horsepower and torque from the engines, another critical factor was tyres, and of the three tyre companies who are supporting Formula One at the moment, Michelin seem to have the advantage. Goodyear runners were definitely handicapped, and without a Top Team on Pirellis it was difficult to assess their real worth, but at least none of their customers seemed to be suffering.

Friday morning was notable for a number of spins and excursions onto the grass and through the cornfields. Teo Fabi spun at the Rindt Curve and went backwards into the Armco, escaping unhurt, but his Brabham (BT53/5) needed new wheels, suspension members and other ancillaries, though the

monocoque was undamaged. Bellof's engine broke in his Tyrrell and after laying a trail of oil he spun off into the in-field, ending up sharply against a tyre barrier, and de Angelis went harvesting in the spare Lotus (95T/4) right at the end of the morning. His race car (95T/3) had already broken its Renault engine.

In the first qualifying session it was soon obvious that the issue lay between Prost and Lauda with the McLaren MP4/2 cars and Piquet in the "sprint" Brabham (BT53/3). With Fabi's car being repaired the two Brabham drivers had to share the T-car, so Piquet did his qualifying runs first and then the pedals and steering were re-adjusted to suit the little Italian and Fabi did his runs. Although Piquet was third, behind Prost and Lauda, there did not seem to be much anxiety in the Brabham camp over the fact that Piquet could not have a final go for pole-position in the dying minutes of the qualifying hour. There was an air of "tomorrow will be time enough" about the team, the whole Brabham pit area exuding confidence, both from Gordon Murray about the car, and Paul Roche about the BMW engines. Piquet is always confident.

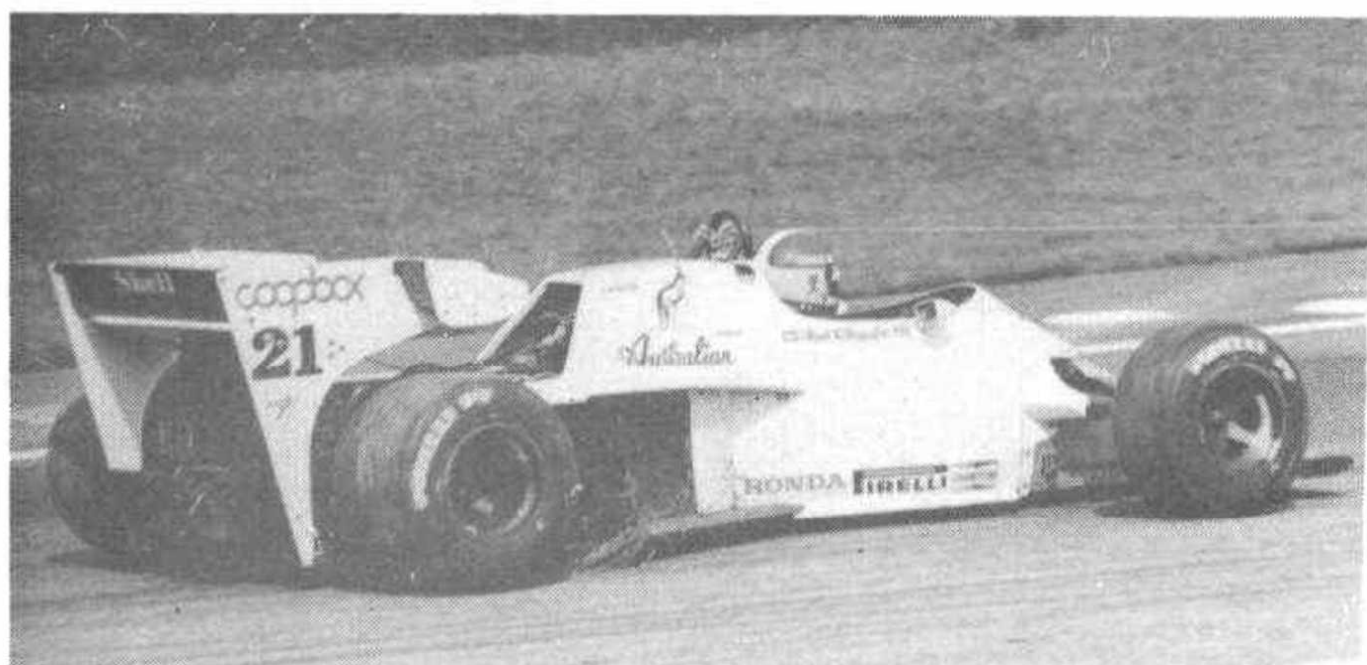
The fastest lap in last year's Austrian GP practice was 1 min 29.871 sec, by Tambay in a Ferrari, and already Prost, Lauda and Piquet were into the 1 min 26 sec bracket, Prost's best time of 1 min 26.203 sec representing an average speed of 154.193 mph. Apart from the Ferraris being desperately slow, for Ferraris, everything was pretty orderly, and it was a change to see Laffite up in the first ten with his Williams-Honda, while once again Ayrton Senna was up near the "big boys" with his Toleman-Hart.

Saturday was clear and cool and the crowds were swelling visibly, with much publicity being given to the possibility of Lauda winning his own Grand Prix, something he had never done. The morning test session went off all right, apart from a few breakages here and there, some of which were repairable and some were not. Berger was unable to take part in the final hour, due to gearbox trouble, but he had qualified well on Friday, and Ghinzani had to miss the final hour due to trouble with the Osellas.

#### STARTING GRID

1 N. Piquet (Brabham-BMW 4 cyl t/c) 1 min 26.173 sec (T) 12 (1 min 33.074 sec)	7 A. Prost (McLaren-Porsche V6 t/c) 1 min 26.203 sec 22 (1 min 33.081 sec)
11 E. de Angelis (Lotus-Renault V6 t/c) 1 min 26.318 sec 11 (1 min 33.227 sec)	8 N. Lauda (McLaren-Porsche V6 t/c) 1 min 26.715 sec 23 (1 min 32.882 sec)
15 P. Tambay (Renault V6 t/c) (T) 1 min 26.748 sec (T) 17 (1 min 33.056 sec)	16 D. Warwick (Renault V6 t/c) 1 min 27.123 sec 7 (1 min 34.469 sec)
2 T. Fabi (Brabham-BMW 4 cyl t/c) 1 min 27.201 sec 38 (1 min 34.342 sec)	12 N. Mansell (Lotus-Renault V6 t/c) 1 min 27.558 sec 27 (1 min 34.401 sec)
6 K. Rosberg (Williams-Honda V6 t/c) 1 min 28.760 sec 4 (1 min 35.944 sec)	19 A. Senna (Toleman-Hart 4 cyl t/c) 1 min 29.200 sec 6 (1 min 34.348 sec)
5 J. Laffite (Williams-Honda V6 t/c) 1 min 29.228 sec 11 (1 min 35.240 sec)	27 M. Alboreto (Ferrari V6 t/c) (T) 1 min 29.694 sec (T) 47 (1 min 34.821 sec)
22 R. Patrese (Alfa Romeo V8 t/c) 1 min 30.736 sec 20 (1 min 35.659 sec)	*
28 R. Arnoux (Ferrari V6 t/c) (T) 1 min 31.003 sec (T) 35 (1 min 35.846 sec)	23 E. Cheever (Alfa Romeo V8 t/c) 1 min 31.045 sec 16 (1 min 36.197 sec)
18 T. Boutsen (Arrows-BMW 4 cyl t/c) 1 min 31.189 sec (T) 40 (1 min 36.105 sec)	26 A. de Cesaris (Ligier-Renault V6 t/c) 1 min 31.588 sec 5 (1 min 36.976 sec)
17 M. Surer (Arrows-BMW 4 cyl t/c) (T) 1 min 31.655 sec 40 (1 min 35.209 sec)	31 G. Berger (ATS-BMW 4 cyl t/c) 1 min 31.904 sec 15 (1 min 36.914 sec)
25 F. Hesnault (Ligier-Renault V6 t/c) 1 min 32.270 sec 4 (1 min 37.906 sec)	30 J. Gartner (Osella-Alfa Romeo V8 t/c) 1 min 33.019 sec 3 (1 min 39.297 sec)
24 P. Ghinzani (Osella-Alfa Romeo V8 t/c) 1 min 33.172 sec 3 (1 min 39.297 sec)	10 J. Palmer (RAM-Hart 4 cyl t/c) 1 min 34.128 sec 38 (1 min 37.626 sec)
9 P. Alliot (RAM-Hart 4 cyl t/c) 1 min 34.495 sec 17 (1 min 39.245 sec)	21 H. Rothengatter (Spirit-Hart 4 cyl t/c) (T) 1 min 35.605 sec (T) 13 (1 min 41.317 sec)
*NON-STARTER M. Winkelhock (ATS-BMW 4 cyl t/c) 1 min 30.853 sec	
Did not qualify: 3 S. Johansson (Tyrrell-Cosworth 012/4) 1 min 36.282 sec	
4 S. Bellof (Tyrrell-Cosworth 012/1) (T) 1 min 37.535 sec — Disq	
(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.	





*HUUB ROTHENGATTER's race looked all over when he came off on the first lap, but the race was restarted and the Spirit-Hart had a second go. The excursion, however, had damaged the car's exhaust system, costing the Dutchman many laps in the pits.*

To break into the 1 min 26 sec was the objective of the top runners, and de Angelis did this with a splendid 1 min 26.318 sec, which put him third fastest overall, and Tambay got in a 1 min 26.748 sec, still in the Renault T-car, so we now had five drivers in this elite bracket, which represented average speeds of well over 152 mph and the McLarens had pushed the speed-trap times up to 183 mph. Amidst all this high speed at the top end, the bottom of the grid was struggling along at an average of a mere 138 mph. The two Tyrrell-Cosworths were totally outclassed and neither Johansson nor Bellof ever looked like scraping onto the starting grid, there being 28 aspirants for the 26 places.

For the first time since the Monaco GP in 1967 there was a starting grid without a Cosworth V8 engine on it. Historic indeed. In addition, it was going to be the first starting grid with a complete entry of turbocharged engines on it, and it is ironical that Ken Tyrrell was the leader of the turbocharged opposition some years ago, who said that turbocharging would not catch on! As if fate is against Tyrrell and his Cosworth engines, during the final qualifying hour Bellof was out in the spare Tyrrell car when the scrutineering lottery picked on number 4 to be weighed as it came into the pit lane. It came out at 537 kgs, 3 kgs under the legal weight, and no matter how the scales were surveyed the answer kept coming up at 537 kgs, so the Stewards of the Meeting had no option but to exclude number 4 car from the whole meeting, as the rules require. So not only did the last Cosworth powered Formula One cars leave the scene through sheer lack of power, but the last one of all was disqualified for cheating. As if Ken Tyrrell doesn't have enough problems with officialdom already, without being caught out on a simple thing like the weight during qualifying.

Quite early on in the final hour on Saturday afternoon, Piquet had gone out in the Brabham T-car and posted 1.26.490, which was quicker than his Friday time, and then he went out on his second set of

qualifying tyres and did 1.26.173, which snatched pole-position away from Prost and there was nothing the Frenchman could do about it. That confident air in the Brabham pit on Friday afternoon was not illusory.

Sunday morning was a bit heavy and sultry, but fine weather was promised and during the half-hour warm-up period from 10.30 to 11 am there were a few problems, but with the race due to start at 2.30 pm there was time to sort them out. Prost had his Porsche engine blow up, and a new one had to be installed, and Winkelhock broke his ATS gearbox and that had to be changed. For everyone else it was a case of final preparation for the race. In full race-trim lap times were some five seconds slower and the maximum through the pit-straight speed trap was down from 183 mph to a mere 175 mph.

Before the competitors left the pit lane to go round to the formation grid, the FISA expected the current leaders in the Drivers World Championship to do a parade for the benefit of the spectators, but every time this has deteriorated into a shambles, with some drivers using the extra lap or two for test purposes, others undecided as to how many laps they are supposed to do, or how fast to go, and all told the whole thing is a joke. The public would probably appreciate the drivers going round slowly, without their protective gear, in the order of the points situation, but that seems to be more than Formula One is capable of organising.

Eventually 25 of the 26 starters left the pit lane and formed up on the grid, the missing car being the ATS-BMW of Winkelhock. Having fitted another gearbox and re-assembled the whole back end the gear-selection did not work and it was too late to start all over again. Piquet led the field round on its parade lap and all 25 cars stopped on the starting grid, the lights flashed and instantly there was a schemozzle in the mid-field as de Angelis failed to get his Lotus into gear and Tambay was blocked behind him. While Fabi and Rosberg jinked round to the side, Laffite came to a stop. The whole start had been unsatisfactory and

the starter aborted the start with the orange light, but the first few rows had long gone, racing away up the hill, while the rest trickled off, knowing there was going to be a re-start. On that abortive lap the Dutchman Rothengatter, in the Spirit car, spun off onto the grass and while the cars were regrouped he was towed back and dusted down and put back on the grid. The situation was quite clear, the race was going to be restarted as a new race, and the distance would be reduced from 52 laps to 51 laps. This time all went well and Piquet led away, with Prost, Tambay, Warwick, de Angelis and Lauda in hot pursuit. Things soon settled down into a Michelin race, as de Angelis dropped back, and then it was Piquet and Prost out on their own, followed by Tambay and Lauda. Vying for fifth place were Warwick, Senna and de Angelis, the Lotus driver hanging on valiantly.

By ten laps the Lotus driver had got the better of Senna's Toleman and Warwick's Renault and was in a strong fifth place, but a long way back from the leaders, Piquet and Prost being out on their own. Lauda had passed Tambay, which made the Frenchman call at the pits for a new set of Michelins, and it began to be noticeable that the wily Austrian was now matching the speed of the two tearaways who were out in front. As everyone in Formula One racing knows, never underestimate Niki Lauda, and when you realise that the leaders are not getting away from him and he is lying third you have to be prepared for anything. Ayrton Senna was doing a fine job in sixth place, hounding Derek Warwick, and the Hampshire man must have been a bit piqued at seeing a Toleman-Hart in his works Renault mirrors so consistently, having left the Toleman team last year for a place in the Renault team. He stood the pressure for a number of laps and then dived into the pits for new tyres, leaving Senna in fifth place, but two laps later the Renault engine expired and that was the end of Warwick's race. Already the field was depleted by others, the two Osellas going out early, followed by Laffite whose Honda engine failed, and then Rosberg simply gave up with depression at the way his Williams-Honda was going.

At the moment the Achilles-heel of the dominant McLaren-Porsches seems to be the McLaren gearbox, and the more power and torque that the Weissach Porsche engineers produce the more marginal becomes the gearbox. After only a handful of laps Prost was finding it necessary to hold his car in fourth gear, the two successive starts not helping matters. Piquet was still leading the race, driving on his mirrors and setting his pace by the McLarens, for he could now see Lauda in third spot, but the World Champion is a master at letting the others set the pace, and he looked very comfortable out in front, with the two red and white cars from Woking equally spaced behind him. As he rounded the Rindt Curve



at the end of lap 29 there was a trace of oil left by the broken Renault engine in the Lotus of de Angelis, which had trickled into the pits at the end of lap 28, with a merry little oil fire burning away around the back of the car. In a flash the leading Brabham gave a twitch, which Piquet caught instantly, but when the second place McLaren slid on the oil Prost only had one hand on the wheel, his right hand was on the gear lever, and that was his undoing; the McLaren spun and stalled on the outside of the curve without hitting the barriers, but the Frenchman's race was over. It wasn't over for Piquet, however, for no sooner had one red and white car gone from his mirrors than another appeared, as Lauda moved into second place, and of all the people in Formula One the last one you need in your mirrors is the crafty and experienced Lauda. We now had the two best tacticians in racing

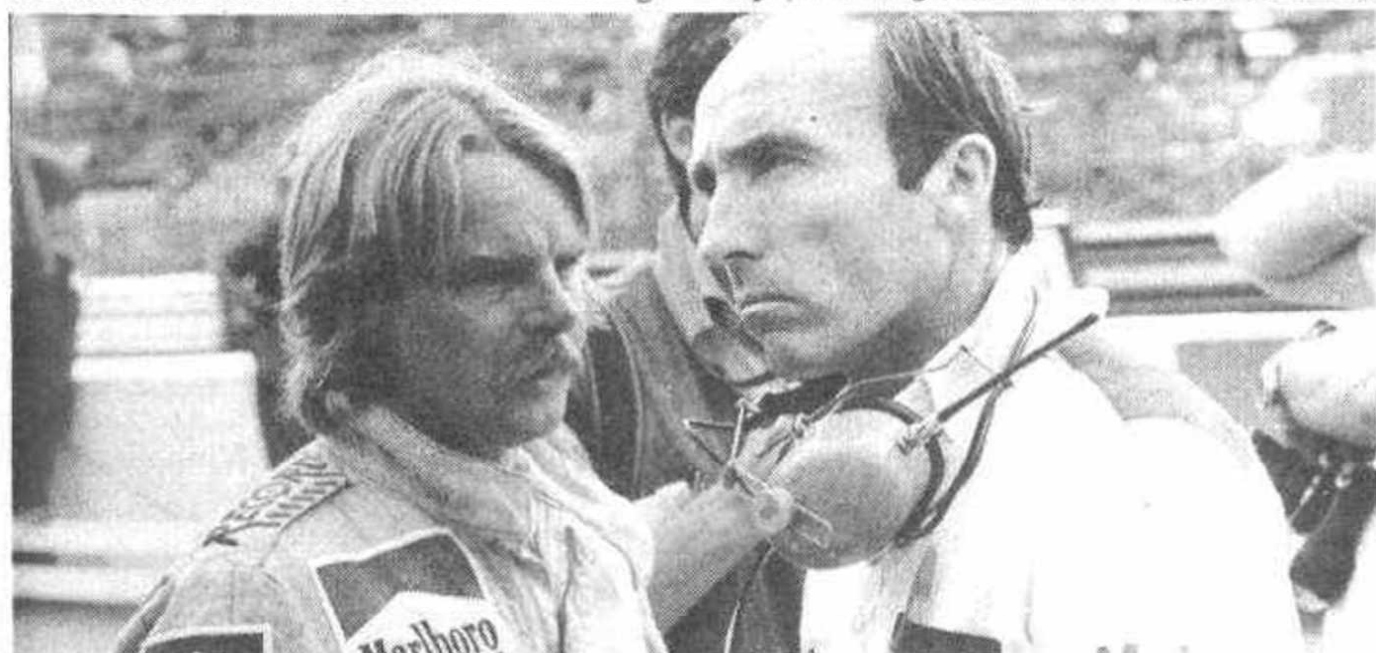
There was no drama, no gesticulating, in fact no signs that anything was wrong, so that neither Piquet nor his pit staff could guess at anything amiss. It all looked as though Lauda was easing things off to cruise home ahead of the Brabham with its worn rear tyres.

All this time Tambay had been going great guns since his stop for new tyres and had worked his way back into a fine third place, gaining as much as six seconds a lap on Lauda, but it all came to nought when the Renault engine blew up on lap 43, almost within sight of the finish. Lauda had slowed down so much that Jonathan Palmer actually passed him with the RAM-Hart, and everyone thought the wily old bird was coasting home, including Piquet, otherwise he would have dived into the pits for a new set of tyres and gone like hell for the last 10 laps, and might even have caught the ailing

start and got going long after everyone had gone and then driven a tenacious race right up through the field, profiting every time someone retired. Patrese had struggled along manfully with his rather slow Alfa Romeo, and by keeping on pegging away had inherited fifth place, only to lose it on the penultimate lap when his car ran out of petrol losing him five places.

For a change the backmarkers ran reliably and consistently, and the two Arrows-BMWs finished within inches of one another in a race for the line and fifth place, the advantage just going to Boutsen, with Surer sixth. The two RAM-Harts also ran right through reliably, which made a change for drivers Palmer and Alliot, but Arnoux's performance in the Ferrari was best forgotten, finishing a lap behind the winner after a stop for new tyres. At least Alboreto salvaged third place, but it was black crepe armbands all round for the many Italians who had come to the Österreichring.

So intriguing had been the race between the two fastest men in the game (Piquet and Prost) and then the two master tacticians (Piquet and Lauda), that a lot of activity by lesser mortals was overshadowed. Senna's performance with the Toleman-Hart was first rate, fighting off a strong challenge from Mansell, and then another from Tambay, but eventually the Hart engine lost power and he stopped before it blew up. Both of his challengers were let down by their Renault engines. From the back of the grid the smiling Rothengatter was delayed for a long while in the pits while the Spirit's exhaust system was repaired, a legacy of his off-track excursion in the brief first race. He eventually returned to the track, far too far behind to have any hope of being classified, but was still running at the finish. A very happy young man was Gerhard Berger, the last to be classified as a finisher, having lost a lot of time with gearbox problems and doing most of the race without the use of second and fourth gears. To finish in his first Grand Prix, and his home Grand Prix at that, was a nice début. — D.S.J.



NO SMILES in the Williams' camp. Rosberg's race finished on lap 18 declaring his car "undriveable" through understeer.

in first and second places and the gap was closing, which Piquet knew only too well as he looked in his mirrors each time on the run down past the pits. Piquet's tyres were wearing down, having been stressed during his battle with Prost, whereas the crafty Lauda had preserved his during the opening stages, and he was now in good form. Closer and closer he got to the blue and white Brabham as they came up to lap Alboreto's Ferrari, and on lap 40 Lauda went by into the lead, to the cheers of his compatriots. Knowing he could not fight back Piquet eased off to make sure of second place, but on lap 41 it was strange that Lauda had not lapped the Ferrari ahead of him, and he seemed to have slowed at the same time as Piquet slowed. It was the McLaren Achilles-heel, the gearbox. As he drove lap 42 Lauda virtually heard a bang from the back of the car as something broke in the gearbox and he lifted off thinking it was all over, but then found that the only thing wrong was that fourth gear was inoperative, though whether any broken bits were about to get tangled up inside he had no idea. With typical Lauda finesse and driving with velvet gloves, he nursed the car along without putting more strain on the gears than was necessary to stay ahead of the Brabham.

McLaren. As Lauda crossed the line after 51 laps to win his first Austrian GP and his 23rd in total, mayhem broke out in his gearbox and as he finished his slowing-down lap and turned into the pit lane the jangling noise could be heard from quite a long way off. Only four cars completed the full distance, Alboreto's Ferrari in third place, nearly a lap behind, and close behind him was Fabi's Brabham. The little Italian had stalled at the

#### RESULTS

AUSTRIAN GRAND PRIX — Formula One — Österreichring — 51 laps — 3.692 miles — 188.292 miles — sunny and bright

1st	: Niki Lauda	(McLaren MP4/2-1)	1 hr 21 min 12.851 sec — 139.120 mph
2nd	: Nelson Piquet	(Brabham BT53/4)	1 hr 21 min 36.376 sec
3rd	: Michele Alboreto	(Ferrari 126C4/073)	1 hr 22 min 01.849 sec
4th	: Teo Fabi	(Brabham BT53/5)	1 hr 22 min 09.163 sec
5th	: Thierry Boutsen	(Arrows A7/2)	1 lap behind
6th	: Marc Surer	(Arrows A7/3)	1 lap behind
7th	: René Arnoux	(Ferrari 126C4/074)	1 lap behind
8th	: Francois Hesnault	(Ligier JS23/02)	2 laps behind
9th	: Jonathan Palmer	(RAM 02/02)	2 laps behind
10th	: Riccardo Patrese	(Alfa 184T/01)	3 laps behind — not running
11th	: Philippe Alliot	(RAM 02/03)	3 laps behind
12th	: Gerhard Berger	(ATS D7/2)	3 laps behind
13th	: Patrick Tambay	(Renault RE50/02)	Retired on lap 43 — engine
14th	: Ayrton Senna	(Toleman TG184/05)	Retired on lap 36 — engine
15th	: Nigel Mansell	(Lotus 95T/2)	Retired on lap 33 — engine
16th	: Alain Prost	(McLaren MP4/2-2)	Retired on lap 29 — spun off
17th	: Elio de Angelis	(Lotus 95T/3)	Retired on lap 29 — engine
18th	: Huub Rothengatter	(Spirit 101/B)	28 laps behind
19th	: Eddie Cheever	(Alfa 184T/02)	Retired on lap 19 — engine
20th	: Derek Warwick	(Renault RE50/08)	Retired on lap 18 — engine
21st	: Andrea de Cesaris	(Ligier JS23/04)	Retired on lap 16 — engine
22nd	: Keke Rosberg	(Williams FW09/8)	Retired on lap 16 — handling
23rd	: Jacques Laffite	(Williams FW09/3)	Retired on lap 13 — engine
24th	: Jo Gartner	(Osella FA1F/04)	Retired on lap 7 — engine
25th	: Piercarlo Ghinzani	(Osella FA1F/03)	Retired on lap 5 — gearbox

Fastest lap: Niki Lauda (McLaren MP4/2-1) on lap 23 in 1 min 32.882 sec — 230.305 kph.

25 starters — 11 finishers



# RALLY REVIEW

## Jordan Rally

SOME rallies are associated with snow, some with mud, others with rough rock and others with smooth tarmac, each link forged by natural means, both meteorological and geographical. A rally enthusiast who has never been to Africa, for instance, is able nevertheless to visualise a Safari route muddy when it rains, or clouded by dust in dry weather.

What about the Middle East? The popular conception is an endless, flat, dry desert criss-crossed by hundreds of haphazard tracks over which navigation can only be by compass. Deserts there are, of course, but there are mountains too, even forests, and some rallies of the region make good use of them.

The Jordan Rally at the end of July didn't use quite the variety of terrain which was included last year, but there were mountain stages, including one on narrow tarmac, to break up those across featureless desert where the absence of landmarks and prominent "aiming points" rendered the tasks of making and using pace notes very difficult.

Based at Amman's Marriott Hotel, whose general manager and his entire family regularly compete, the rally this year did not travel southwards to a night stop at Aqaba, but went out in two identical loops from the capital, thus reducing the work load for both organisers and competitors. Each loop had a short lunch stop as near as vehicles can go to the ancient city of Petra, where remarkable temples and dwellings still exist, carved into the solid rock of what is an extension of Africa's Great Rift Valley.

The route also lent itself to easy servicing, for the stages were more or less arranged in loops each side of the backbone formed by the main north-south highway, although one always had to be cautious of the heavy trucks travelling to and from the port of Aqaba. The northbound lane, used by loaded trucks, has become broken and rutted, whereas the southbound lane, used by unladen trucks, remains comparatively smooth, so it has become the lorry drivers' practice, whenever possible, to use the latter in both directions. Unnerving, to say the least!

Entries were somewhat thin on the ground, though not by Middle Eastern standards, and the most prominent were those of Datsun and Toyota, both of whom maintain rally teams in the region to contest the Middle East Championship and generally to seek success publicity to aid sales.

Punctures and broken shock absorbers seemed to be the main causes of trouble, although one or two competitors failed to be recorded at in-stage passage controls at which they were not required to stop, merely to pass between two markers. It was very easy indeed to take short cuts, intentionally or otherwise, but the passage controls saw to it that no advantage was gained.

Overtaking on desert stages was hazardous, even if a faster car managed to penetrate the dense dust of a slower one and get close enough even to consider passing. Unfortunately, the timing system was such that if a car did manage to pass another, it was placed behind it again at the start of the next stage, all its advantage lost.

Saeed al Hajri, driving a Rothmans-backed Porsche, seemed to be favourite, but he executed a quick roll in the afternoon of the first day and lost some time. Later, he holed his fuel tank but, although he seemed to have exceeded his maximum lateness, he reappeared and went on to finish third. Another who rolled was Tony Georgiou from Oman who put his Nissan 240 RS off the road right on the finish line of the mountain tarmac stage just north of Petra. Neither he nor co-driver David

Porter was hurt, but the car was wrecked.

In the second leg Al Hajri made an effort to get ahead of the leading Toyotas of Mohammed bin Sulayem and Michel Saleh, both Marlboro backed, but the fuel tank incident finally stopped his push. He almost managed to get back to second place, however, for Saleh's mechanics, having completed their work at a service point and left for the next, were not at hand when the Toyota refused to start. It took a great deal of concerted pushing for about 20 minutes before the engine fired.

Outright winner was Sulayem, some 15 minutes ahead of his team-mate Saleh, leading a dozen finishers among which was an amazingly raucous V8 Land Rover, upon which the decals of an Alfa Romeo dealer looked rather out of place.

One of the pleasing touches of the event — and there were many — was the informal manner in which Crown Prince Abdullah arrived to flag off the starters. Why not Prince Charles, we wonder, to start the RAC Rally in November? And why not more privateers from Europe to compete in some of these worthwhile events in the Middle East?

1st	: M. bin Sulayem / H. al Talib (Toyota Celica)	4 hr 50 min 12 sec
2nd	: M. Saleh / A. Samia (Toyota Celica)	5 hr 05 min 55 sec
3rd	: S. al Hajri / J. Spiller (Porsche 911 SC RS)	6 hr 10 min 31 sec
4th	: D. Japson / R. Millward (Toyota Corolla)	6 hr 23 min 51 sec
5th	: V. Terzian / I. Theopahnous (Nissan 240 RS)	6 hr 27 min 05 sec
6th	: A. Walker / G. McKenzie (Nissan 240 RS)	6 hr 27 min 47 sec

29 starters, 12 finishers.



ONLY ONE tarmac stage figured in the Jordan Rally route which took in mountain stages such as this as well as flat desert stretches.



# WORLD·LAND·SPEED·CHAMPION

The illustration shows a hand holding a Champion spark plug. The background is a grid with technical drawings of a rocket car (Thrust 2) and a truck (Crane Truck). The rocket car has various sponsor logos including Castrol, Turbodiesel, Initial Services, Thrust, Trust Securities, Loctite, Plessey, and Champion. The truck has logos for Crane Truck, Leyland Trucks, and Champion. The text 'IS' is repeated in several locations on the grid.

**T**HIS CHAMPION ROCKET IGNITER HELPED GIVE RICHARD NOBLE IN THRUST 2 THE START HE NEEDED TO REACH 633.468 M.P.H. AND A NEW WORLD LAND SPEED RECORD ON OCTOBER 5TH 1983.

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**YOU·CAN'T·BEAT·A·CHAMPION**



## Motorpolitics

INTERNATIONAL motorsport has its own brand of internal politics and business which can be pretty grubby at times, but it is nonetheless shameful and sad that the even grubbier affairs of governmental politicians should be allowed to interfere with sporting matters.

Politicians consider it legitimate, in order to further their ends, to make use of whatever ammunition comes their way, and it is criminal that they can fire this off towards all manner of undeserving targets and yet remain immune from penalty.

At the end of June Bill Parkinson resigned from the board, which he chaired so ably, of Safari Rally Limited, the body with AA connections similar to those which the RACMSA has with the RAC.

We have no doubts that he was not ready to resign, but felt obliged to do so when political innuendo was directed towards him during a judicial enquiry convened to probe matters which had nothing whatsoever to do with Mr Parkinson, nothing to do with sport and nothing to do with the Safari Rally.

Bill Parkinson has been involved with competing and organising throughout his 30-plus years in Kenya, and for the last two years has devoted all his time and efforts to heading the organisation which not only runs one of the finest sporting events in the world but brings immense publicity and prestige to the country. It is damnable that he should be made to consider it necessary to give up that appointment, and there can be no clearer example of a system cutting off its nose to spite its face.

Appointed to take over the chairmanship of Safari Rally Limited is Nicholas Nganga, a former governmental permanent secretary and businessman who was also a director of the rally's organising body. We wish him every success in maintaining the standard and reputation of a superb international motor sporting competition.

## RAC Rally

THIS year's Lombard RAC Rally will be based at Chester and its first day, Sunday, November 25th, will be a tour of parks and estates in the Midlands and North-West. After a night stop at Chester, the second leg will consist of a loop through the forests of the North of England and Southern Scotland, returning to Chester on the Tuesday evening. The third leg will be a clockwise loop through Wales, leading to the finish at Chester on the Thursday afternoon.

The practice of siting major controls in city centres will be continued, and there will be stops at Buxton, Halton, Walsall, Carlisle, Hawick, Hexham, Middlesbrough, Aberafan and Dolgellau. Park stages on the Sunday will include Sutton (Birmingham), Weston (Telford), Trentham (Stoke), Knowsley (Liverpool), Chatsworth (Derby) and the circuits of Oulton and Donington.

## Argentina Rally

STRANGE how some rally teams tackle huge travelling distances in their strides and tend to fight shy of others. The New Zealand Rally, for instance, attracted respectable numbers from Europe, yet July's Argentina Rally drew only two professionally driven cars, and they only because Audi was keen to gather more World Championship points. Lancia, the German team's only real rival this year, decided to stay away and what emerged was an event which, although well supported by local numbers, might well have been an Audi benefit.

Although only some 1,630 miles long, with 23 special stages accounting for 600 of them, the rally ran from Friday evening, July 27th, to the following Wednesday afternoon, starting at Buenos Aires and finishing at Cordoba where all three rest stops were also located.

Stig Blomqvist had no trouble at all staying in the lead, whilst team-mate Hannu Mikkola was equally happy in second place, ahead of a third Quattro provided for local driver Jorge Recalde. Indeed, one was reminded of that fiasco of a Brazil Rally a

few years back when Röhrl and Alén used their Fiats to play games with the "opposition", even stopping on some stages to decide which of them would make best time!

Blomqvist and Audi are now firmly in the lead of their respective championships, but there are still four rallies left in the drivers' series and three in the one for makes, although the Rally of the 1000 Lakes (counting for both) will have just taken place by the time this issue of MOTOR SPORT appears.

### Argentina Results

1st : S. Blomqvist / B. Cederberg (Audi Quattro GpB)	10 hr 33 min 38 sec
2nd : H. Mikkola / A. Hertz (Audi Quattro GpB)	10 hr 36 min 54 sec
3rd : J. Recalde / J. del Buono (Audi Quattro GpB)	10 hr 38 min 48 sec
4th : M. Stillo / D. Stillo (Renault 12 GpA)	12 hr 12 min 20 sec
5th : Y. Iwase / Thatthi (Opel Ascona 400 GpB)	12 hr 18 min 24 sec
6th : M. Torras / F. Stella (Renault 12 GpA)	12 hr 20 min 57 sec

164 starters, 34 finishers

### World Championship Situation

DRIVERS (after 7 rounds)	MAKES (after 8 rounds)
Stig Blomqvist (S) .....	Audi .....
Hannu Mikkola (SF) .....	Lancia .....
Markku Alén (SF) .....	Renault .....
Attilio Bettega (I) .....	Toyota .....
Massimo Biasion (I) .....	Nissan .....
Björn Waldegård (S) .....	Opel .....
Walter Röhrl (D) .....	Volkswagen .....
Timo Salonen (SF) .....	Peugeot .....

## Cyprus Changes

THE Rothmans Cyprus Rally, a fine event in every respect, breaks with custom this year by having its halfway stop at Nicosia, where HQ will be at the Ledra Hotel, not the AA's offices and clubhouse in the city centre. Each leg will be subdivided by a shorter stop. The 800-mile route will have 38 special stages varying from rough, mountain tracks bordered by very steep drops to coastal roads which are not quite as rough.

The whole is exceptionally demanding, concentrated between Friday and Sunday (October 28/30), and run by organisers who go out of their way to make visitors feel welcome. What is more, they provide overseas competitors with free accommodation and starting money, and even low cost travel for all. The address is PO Box 2279, Nicosia, Cyprus (telex: 2183, tel: 21-52521).

## Monte 1985

ADVANCE news of the 1985 Monte Carlo Rally reveals that this year's break with tradition by delaying the first arrival at Monaco until the Wednesday will be continued. The converging point after the concentration runs will be at Saint Etienne in the Loire region in the early morning of Sunday, January 27th, where there will be a seven-hour stop.

The second leg, during the afternoon and evening, will have five special stages and will end at Grospierre in the Ardeche. The third and major leg will start at 10.15 am on the Monday and will run to Monaco via 18 stages, with stops at Grenoble (10 hours) and Gap (five hours). Arrival at Monte Carlo

will be from 3.30 on the Wednesday.

The final leg during the Thursday evening and night will consist of two laps of a five-stage mountain circuit, with a three-hour stop at Monaco in the middle.

The stages are largely those which have become familiar over the decades, although the organisers point out that there could be changes if there is difficulty obtaining authorisations and road closure orders. We wonder whether this reflects concern that the French-dominated FISA is still at pains to make things difficult for the Monegasques so that the door will be open for a completely French event to take over. — G.P.

## Miniatures News

ROYLE CARS Ltd have brought out a half-full-size Chummy Austin 7, propelled by an electric motor. One supposes that the kids won't know that the original A7 did not have a fibre-glass body or a bulb horn. But the very wealthy parents who would have to spend £1,500 on one will, and may hesitate when they realise that you can have a real Chummy A7 for not much more than twice the price, which the off-spring will one day be ready for anyway. For those who cannot resist working miniatures, however, the address to apply to is: The Old School, Staindrop, Darlington, Co Durham.

We have now received our Kellogg's Model-A Ford van, referred to last month. The radiator and proportions of the box-body are realistic enough, although the "windows" in the van doors might be larger. What spoils the thing is the radiator is placed well behind the front axle, more suited to a Frazer Nash than to a Ford! — W.B.





# Jaguar's Lightweight E-Types

## Racer and road-car compared

WHEN the Jaguar XJS was announced in 1975, there was some disappointment amongst *aficionados* of the make about the character of the car. It was seen as too much of a Grand Tourer rather than the racy sports car that the long-lived E-type had seemed, even in its final, and heaviest, form. Yet the XJS is currently enjoying a devastatingly successful season on the racetrack, with every chance of taking the 1984 European Touring Car Championship. The E-type on the other hand, while starting life as the most performance that could be bought for the money, made relatively little impact internationally on the track in '61 and '62.

Its rivals in the GT class were the small production specialised products racing models from Ferrari (250 GT) and Aston Martin (DB4 GT), costing considerably more than the Jaguar and benefiting from a great deal of specialist competition development. Jaguar sales were thriving as a result of the extraordinary value that the E offered, and there was therefore not the

incentive to implement a full-scale racing programme, even if the company could have afforded the time and the money required.

However, the domination of the Aston Martin DB4GT and Ferrari 250 GT and GTO did not reflect well on the company, no matter how bravely the E types fared in an unequal struggle. Briggs Cunningham's car, shared with Roy Salvadori, achieved a fourth place at Le Mans in 1962 and had some success in America, while Salvadori and Dick Protheroe consistently ran near the front in a variety of national races in Britain. So the cars obviously had potential, but were just too heavy to beat the very light Ferraris.

The answer was to experiment with weight reduction, and after some preliminary work on Coombs' car for Salvadori, it was decided to build some cars with alloy monocoques. These "Competition Spec" cars were all roadsters with aluminium hardtops, stiffened suspension using lighter components, larger brakes, alloy wheels as used on the D-type,

*ROADSTER on the race-track: the only lightweight road-car takes to the Knockhill circuit to display its competition breeding.*

and a 300 bhp development of the classic XK engine. This had an alloy 3.8-litre dry-sumped block with fuel injection and a new cylinder head in which the valves were mounted at a much wider angle for improved breathing. Twelve cars were built to this specification, plus a further three which used the standard steel centre section but in other respects were what are now known as "lightweights".

At last the loyal Jaguar campaigners such as Cunningham and Protheroe had competitive machines, and a class win at Sebring was soon followed by victory for Graham Hill in the International Trophy at Snetterton. In the Nürburgring 1000 kms of the same season, two lightweights which had been delivered only days before the race managed to maintain fourth place during the race, Lumsden's car taking over from Peter Lindner's when engine trouble intervened. Although Lumsden later crashed, it showed that the Ferrari GTOs had a new rival for Le Mans.

In the event an accident and gearbox trouble took out two of the three Cunningham-entered lightweights at the Sarthe, but the third touched seventh and eventually finished ninth, in only the first year of the model's competition career. It was, however, a crucial period in sportscar racing, and the appearance in 1963 of the Ferrari 250LM and its subsequent homologation heralded the arrival of the mid-engined sports-racer which would displace the road-going GT like the E-type from the circuits.

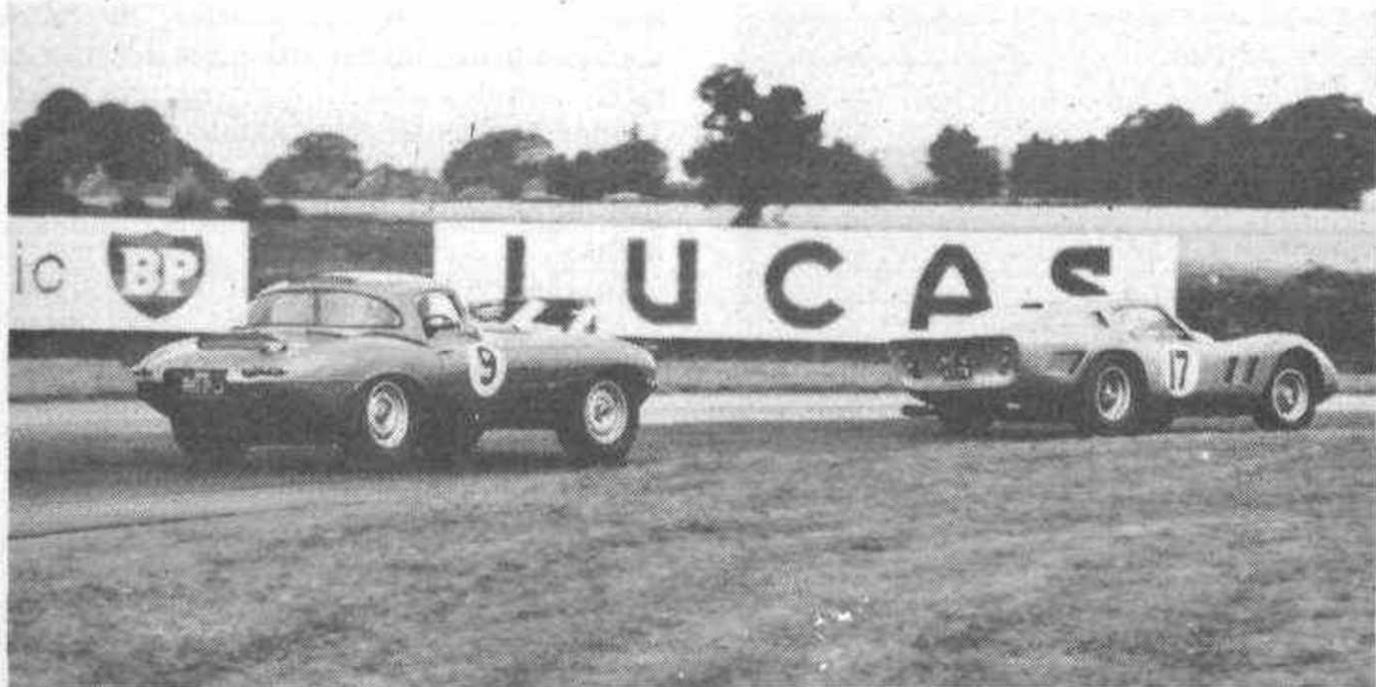
Fourteen of the special Es were built and used exclusively for racing, but there was one which was intended purely as a road car. This was for Sir Hugh Ropner, and was one of the three cars which used steel centre sections (chassis no S850817, S being the symbol of lightweight). The car is now in the possession of Mr John Foster of Fife, and has as its stablemate another rather special lightweight E type, both of which cars MOTOR SPORT was recently able to drive.

Being intended as a road car, Hugh Ropner naturally wanted more flexibility in his engine, so that the specification of this car differs from the others. It is one of the only two to use wet-sump lubrication (the other going to Pierre Bardinon in France) and is alone in having the standard iron block and narrow-angle head to improve mid-range torque. Three twin-choke Weber carburettors replaced the fuel injection, although it retains the injection pump drive fitting. The advantage of sticking with the iron block casting is simply one of reliability — the alloy block saved weight but because it was cast in exactly the same mould as the steel version was not rigid enough to withstand racing stresses. Almost all of the original blocks have now been damaged





PROBABLY the most famous lightweight was Dick Protheroe's CUT 7, seen above in 1964 at Reims, which had special low-drag coupé bodywork designed by Malcolm Sayer. Roy Salvadori took on the Ferrari GTOs in 1963 at Goodwood, below, but had to settle for third place.



beyond repair (fewer than 20 were cast, but Foster has managed to find a perfect alloy block which he is keeping for a rainy day, along with a complete D-type engine and other Jaguar rarities).

The other half of this fascinating pairing has a more complicated, if equally unique, history. It is actually one of the earliest E-types built, chassis No. 16, and was one of the pre-production prototypes of the standard car. It was sold to Jack Lambert who raced it in 1961 and 1962, having it improved bit by bit at the factory, until between the '62 and '63 seasons it was completely rebuilt by Jaguars into the competition spec, except for retaining the steel centre. This effectively makes it the sixteenth of the 15 genuine lightweights, but the only one without the "S" prefix to the chassis plate.

Driven by John Harper and Peter Merrick, this car went on to win its class at a Nürburgring event in 1965, and the following weekend the pair, who had driven the car from England, tackled a race at Spa. They were in the lead in the closing stages when they realised that their shoestring budget would not stretch to petrol for the drive home, but that any petrol taken on during the race was free . . . So a last lap pit stop turned a certain win into a safe second with the bonus of a full tank.

That John Foster now owns two lightweight E-types came about rather by accident. He knew of the Lambert car and approached its then owner to see if it was for sale. They could not agree on a price, however, so Foster advertised to see if he could exchange his V12 E-type for any car with an interesting competition history. He was offered the Ropner car, which of course had no competition behind it at all but was all the more interesting for that, a deal was struck and he became the new owner. On the same day, he discovered that his standing offer for the Lambert car had been accepted. He has not been able to bring himself to part with either of them.

When it arrived it had had a few modifications from its original form; vented discs had for instance been fitted, but Foster has had these replaced by original-pattern plain discs. It also had a blown engine, but a thorough restoration has now seen it with the correct pattern wide-angle big-valve head installed. One of the improvements made by the factory when the car was rebuilt for the 1963 season was to replace the standard Moss four-speed gearbox, never very satisfactory even with the standard road-going car's power output, with a four-speed competition 'box, as fitted to 11 out of the 15 lightweights and semi-lightweights. The other four, in-

cluding the Ropner car, were equipped with five-speed ZF 'boxes.

Tuning and maintenance on both cars is carried out in England by George Hodge, who used to be Jaguar's senior engine development engineer. Now retired, he builds only a small number of engines a year, more or less for his own satisfaction.

In order to try out the Lambert car, not currently licensed for the road, we were lucky enough to be able to use the small Knockhill circuit in the south of Fife. This 1.3 mile track situated on a moor above Dunfirmline has experienced changing fortunes since its completion some years ago, hosting more motorcycle races than car events, and running short of investment capital so that spectator facilities are of the simplest. Nevertheless it offers a convenient and demanding test venue for competitors north of the border, with its tight bends and dips and brows.

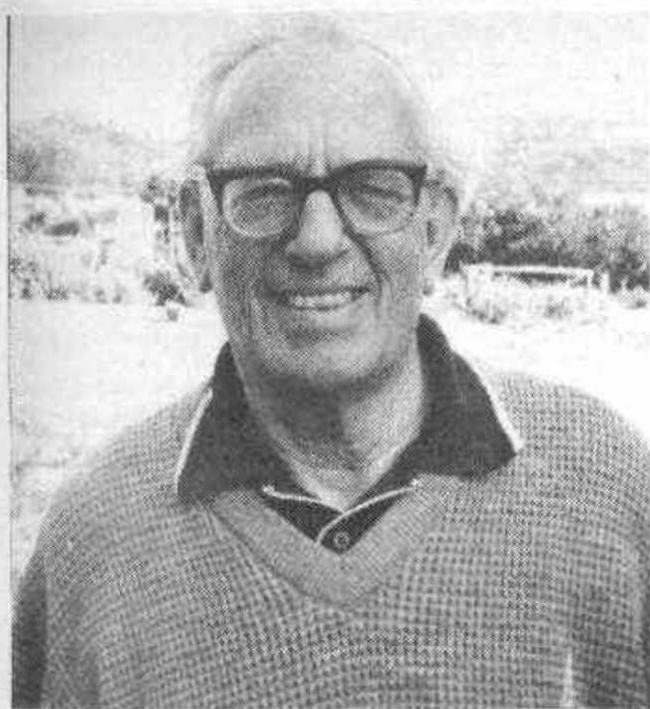
The plan was to trailer the bright gleaming red racer, the Lambert car, to the circuit but to use the Ropner car, newly resprayed in a sober battleship grey, the way it was meant by driving it via a mixed route of country lanes, a main trunk road, some motorway, and then more fast country roads, before taking it onto the Knockhill circuit to see how its competition breeding compared with its road manners.

Slipping into it through those short, high doors and settling down in front of the large, slender, upright steering wheel reminds one instantly how the shape of the sports car has changed in the two decades since this one was built. The narrow cockpit and near-vertical wheel seem almost vintage, yet the bulging bonnet probing the road ahead has all the soft curves of the aerodynamic 'eighties.

A long push on the starter button and a sudden snarl as its six cylinders fire up; a firm push through the long but positive gate into first, and the car is rolling. It feels willing to be pushed to high revs, but pulls so well in the lazy higher gears that it is equally pleasureable to allow it to ooze along in one gear like an automatic or to indulge in more gearchanges than strictly necessary merely to enjoy the snappy throttle response, good ratios, and sharp but progressive clutch action. With one eye on the oil pressure gauge, mindful of a warning tale of a loose pipe junction, the tachometer needle begins to creep higher before each gearshift, the relaxed snuffle of three twin-choke Webers changing to a roar as they begin to work hard. Visibility is superb thanks to the rather upright seating position, and the pronounced overhang of the wings compared to the narrow track allows what seem like impossibly tight lines to be taken between kerbs, all smoothly controlled by the delightful, light but informative steering.

Potholes make themselves firmly felt, but in between the car pursues a placid course which is not in any way tiring, despite the





## The Cars of Frank Costin

IF YOU were told that a car designer had built his own house, had used carefully stressed wood extensively in its construction, and had designed it to be aerodynamically sound, you would probably not need to see the title of this article to know that the individual in question is Frank Costin. Costin is the man who, in the Fifties, became synonymous with racing car aerodynamics and who subsequently became linked with the use of wood for car construction. The aerodynamic roof of his house, incidentally, like all Costin's work, is entirely functional for the house is built on the south coast of Ireland where, from one direction, the wind can travel 8,000 miles across clear sea from South America and it is travelling at a fair lick when it hits County Cork.

If one takes the parallel of the house a stage further, it is also typical of his work that it is designed for his own requirements, is perfectly functional, combines his twin skills of aerodynamicist and stress engineer, and is not intended for wide-scale reproduction. In commercial terms, Costin-designed cars have been disastrous for him, but in terms of pure engineering they have almost always been admirable.

Take the Marcos, when it first appeared it caused a ripple of surprise for here was a car, intended for both road and track, backed by two respected racing personalities (Jem MARsh and Frank COSTin, hence Marcos) which was so unbelievably ugly that, had it a mother, she might have smothered it at birth and escaped serious criticism. Further, it was made of wood, not marine laminated ply, as is generally supposed, but standard WPB plywood such as you and I might buy at the local hardware shop. True, it was smoothed up a little before going into production by the addition of a fibreglass nose, and it quickly established a reputation on the circuits, with Bill Moss winning nine consecutive 1,000 cc races in 1960, but the

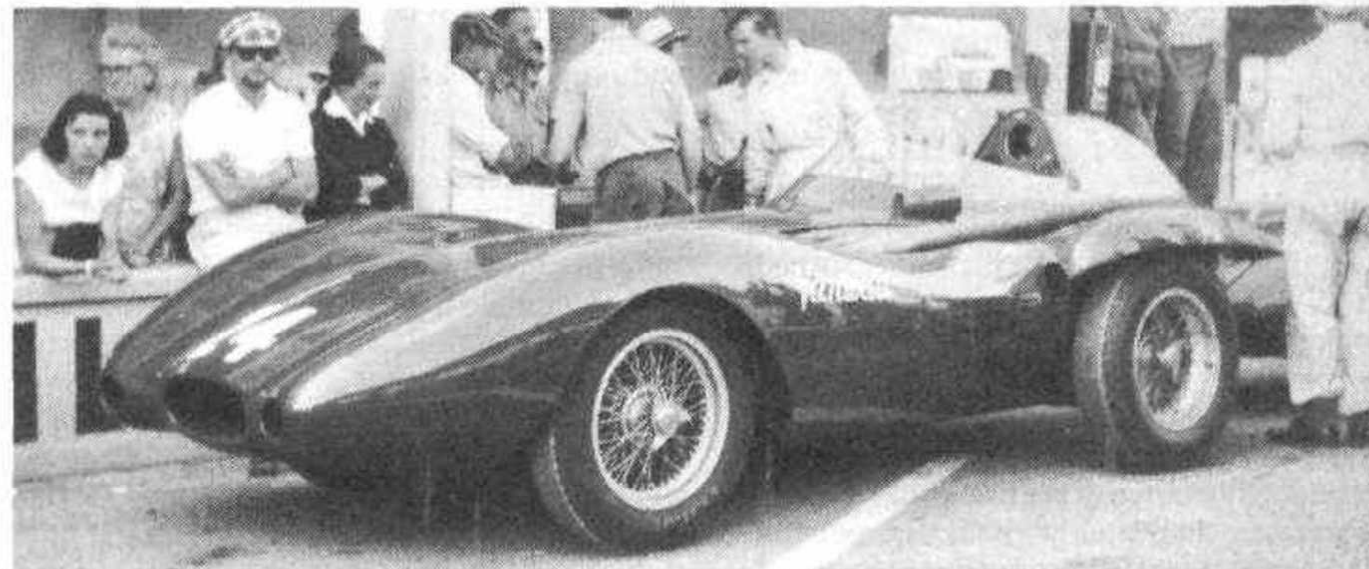
fact remains that it was so ugly that almost nobody save racing drivers would buy one.

There is an adage: "If it looks right, it is right." Yet the Marcos was right, though didn't look it. Frank says, "It depends *who* is doing the looking. If we find an aircraft flies better with three rudders and five tailplanes, that's what we use. Style is only allowed to intrude into the cabin decoration area and the exterior paintwork — an aircraft sells on its performance curves."

After 11 Marcoses had been built, Marsh and Costin had a falling out over marketing policy. Marsh wanted to restyle it to make it attractive to roadgoing customers but Costin wanted to keep the concept as it was because it was the right way to do things from a pure engineering viewpoint. Costin's reaction was typical of the man. He lost interest, turned his back on the project and handed over the sole rights to Marsh.

Later, Dennis Adams, who had been with Costin at Lister and followed him to Wales to help build the early Marcoses, designed the lovely fibreglass body which has become the classic Marcos shape. Frank dismisses this car as "the heavyweight. They added 500 lbs and reduced its performance."

"But Frank," I remonstrated, "it sold cars, it has become a classic." "But it wasn't right from an engineering point of view," he answered. Pressing the point further, I



THE ASTONISHING streamlined Vanwall built for the 1957 Reims Grand Prix.

referred to the Costin Amigo which cost nearly as much as the V12 Jaguar E-Type in the early Seventies, but which was generally agreed to have a poor interior with such features as sliding perspex windows. True, it had outstanding performance, 0-60 mph in just 7.1 sec and a top speed of 127 mph (with a Hart-tuned Ford twin-cam engine it topped 147 mph and went to 60 in 5.5 sec) but only eight Amigos were built.

The car used a standard 2-litre Vauxhall engine at a time when Vauxhall were not perceived as having a sporting image, a decision made for engineering, not marketing reasons. The same reasoning dictated its wooden monocoque. He tried to make a pleasant interior but his heart was not in it because it was not an engineering exercise and, besides, he admits to having little sense of visual aesthetics. Given its price, and finish, it was not perceived by the potential market to be a serious car.

"My attitude," he says, "is that the interior didn't matter. The Amigo was better than a Porsche or Ferrari Dino on almost every score but only cost half as much. If someone was that fussed about the interior, he had £3,000 change from not buying a Ferrari to have his own done."

The stories of the Marcos and Amigo have been touched upon at this point because they illustrate a great deal about the man. He is an engineer, arguably of genius, who has designed dozens of cars, as well as boats, aircraft, bobsleighs and the dipper arm for a JCB digger. His mind is so fertile that as soon as a project is completed from an engineering point of view, he is impatient to be starting the next project. This is one reason why the cars for which he has been entirely responsible have, in total, numbered only a few dozen. He completely lacks interest in production engineering and has precious little business acumen.

"It's very interesting to set production up, and the best engineering is basically simple and lends itself to production, but who wants to keep turning a handle just for money? My religion is engineering but I've often dealt with people whose religion is money and there have been conflicts when each of us has been true to his own creed. In fact, my main problem seems to have been that although my charges have been stupidly

low, I have mixed with people who have had just, but only just, enough cash for the project but my keenness to do the technology blinds me to the 'cold hard look'.

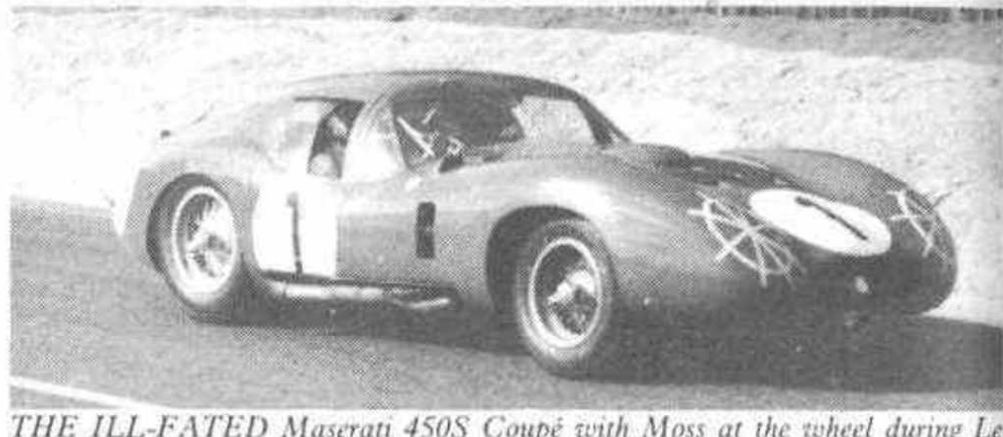
"When the conflicts occur, I don't shout or run to my solicitor, I simply lose interest and walk away. I might have been a commercial success if I'd worked in conjunction with someone like young Mike." Mike Costin, Frank's younger brother, is the COS of Cosworth and the man Keith Duckworth acknowledges as the reason for the company's success due to his ability to realise, and make practical, Duckworth's own ideas. "Young Mike has said of me, 'Frank's a brilliant engineer but a commercial catastrophe.'"

As Frank tells the story against himself, he laughs. He is ebullient, has a rich sense of humour and is completely lacking in "bull". The time I spent with him was hugely enjoyable for he has a wide range of





COSTIN'S first car design was the body for the Lotus Mk 8/10.



THE ILL-FATED Maserati 450S Coupé with Moss at the wheel during Le Mans 1957.

interests, though cars are not among them. "I regard a motor car as more or less a wheelbarrow to move things about in. It's not real engineering, like aircraft. Motor racing is only the pop scene of engineering, there's no need for it now. Thirty years ago, there was a need, to help progress cars from what they were to what they might be. There was so much progress and change in so short a time that it was exciting, and one of the most enjoyable periods of my life." When you see the villainous wreck he uses for transport, you know he means every word.

When he says that his religion is engineering, he does not mean it literally, for he is a committed Christian and, at the time of my visit, was preparing to take a group of local unemployed youngsters through a course in practical engineering, to give them a taste of their own potential. He writes music, too. He is at once both a simple and a complicated man.

Before we look at his work in detail, there are other things to know. During our conversations, a long stream of accepted racing lore connected with his name, turned out to be false. For example, he did not design the body of the Vanwall in a wind tunnel. "I've used wind tunnels for aircraft, but everything on my cars has been done by calculation. I might have to use one, though, if somebody demonstrated he could make a car go faster than I can with the same weight and horsepower." There are photographs of a Vanwall in a wind tunnel but this was in 1958, when Costin was no longer associated with the project.

Further, Costin did *not* design the bodies of either the Lotus Fifteen or Sixteen (mini-Vanwall) — which is a statement to rewrite a few books and articles. Both bodies in fact, came about by Chapman suggesting shapes to Charlie Williams and Len Pritchard and the firm of Williams and Pritchard completed the "design".

Costin was born in 1920, the son of a soldier / explorer whom he adored and his future career was set eight years later when he was introduced to Euclid's Theorun One which proves there are 180 degrees in a straight line. "It was the most beautiful thing I'd seen in my whole life and thereafter I never had to consciously study geometry." On leaving Harrow Weald College, he enrolled at Acton Tech studying for his BSc in evening classes. War was threatening so he became a fitter at General

Aircraft, rising to the drawing office within a year and quickly making a mark.

His speciality was wings and after a year and a half in the drawing office of General Aircraft, he began a planned 2½ years with, first, Airspeed, then Supermarine, Percival, Folland and back to Airspeed, but this time in the Aerodynamics Flight Test Department at Christchurch. When Airspeed was taken over by De Havilland he was, for a time, at Hurn on the Experimental Aerodynamic Flight Testing of Vampire and Venom jet fighters and was subsequently given responsibility for all Aero Flight Testing at De Havilland, Chester Division.

In 1957 he returned to the Pure Aerodynamic Department at Hatfield — and frustration. There was no testing, no flying, no fun, so after 365 days, he resigned. Besides, the nature of the aircraft industry was changing as small firms merged into large corporations and the old "gentlemen's club" was breaking up.

In the meantime, he had become involved with the young Lotus company and by the time he turned freelance, he had established a substantial reputation as a racing car aerodynamicist. Brother Mike was already committed to part-time work at Lotus when, in 1953, he sent Frank a model of the shape with which Chapman intended to clothe the Mk8. "That wound me up, I knew I could do better than that!"

So Frank became involved with the most exciting young racing car company during the heady years of experiment and growth which are so well recorded by Ian H. Smith in "The Story of Lotus, 1947-60". He was responsible for the shapes of the Mk8, Mk9, Mk10 and the Eleven and carried out detail aerodynamic modifications to the Elite. His designs were characterised not only by low drag, and an increasingly small radiator aperture, but by straight line and pitch stability.

He also produced the special bodies Lotus used at Le Mans, with their high tails and compoundly curved windcreens which made them almost coupés, and the Eleven record breaker which had a perspex bubble canopy and which, by clever ducting, kept the driver remarkably cool. The use of ducting, utilising air at different pressures, became another Costin trade mark. Once Stirling Moss queried the use of some ducting in the Vanwall, removed it in testing and nearly had his head blown off by the

blast of air to the cockpit.

It was, of course, the Vanwall which really made Costin's name. In 1955, Derek Wootton phoned and asked Frank if he could produce some aerodynamic mods for Vanwall at Monza. The result was a new windscreen, which had some effect, improved cooling, and fairings for the front suspension which were designed but not made.

"David Yorke, the team manager, then invited me to Oulton Park where Desmond Titterton was to drive the car in the Gold Cup. On the night before the race, Tony Vandervell, a fabulous man, took me down to the garage and asked what I thought of the car. I replied that the engine was fantastic but the rest was rubbish. His next question was to know if I could do better and I said I could certainly design a better, lighter, chassis — if I knew all the load inputs. At that he accused me of backing down but I told him that the man he should get to design the chassis was Colin Chapman, he was the best in the business. If Colin did the chassis, I would do the body."

"We went back to the hotel and sunk a few jars and the Old Man was turning over my suggestion. Sure enough, Colin and I were later both approached by David Yorke."

No British enthusiast who lived through the period 1956-8 could forget the rising excitement as the Vanwall team first challenged the opposition and then trounced it. "That car was so beautiful," I sighed, recalling its smooth, unclouved, integrated shape. "That's not what people said when it first appeared," Frank replied, "but in motor racing, if a car wins it becomes beautiful." The philosophy which produced not only the Vanwall but the first Marcos.

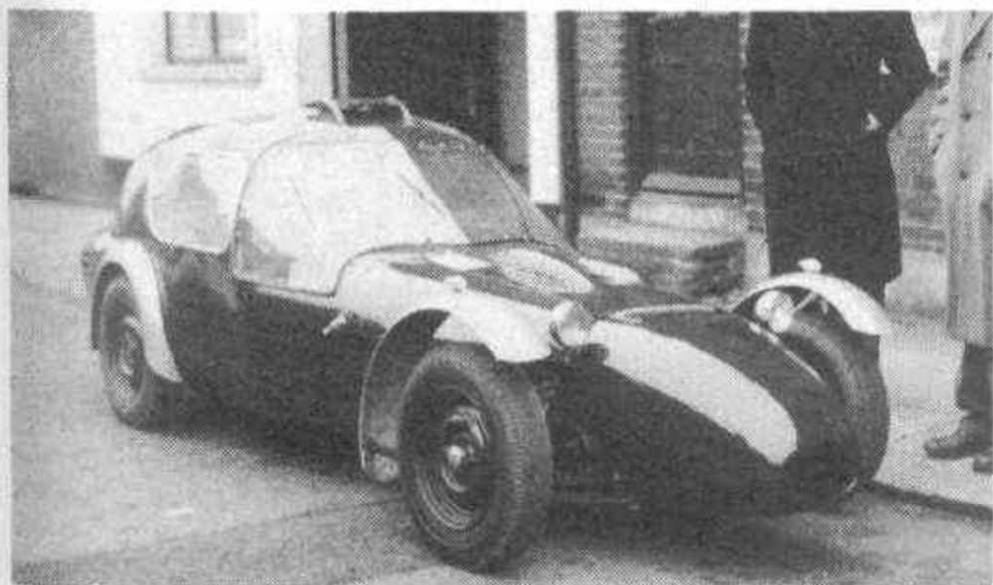
It was a great shame that neither Stirling Moss nor Tony Brooks was fit enough to take part in the 1957 Reims GP for Costin produced a breath-taking streamliner for the circuit. Neither of the two drivers who had been drafted into the team for the race, Stuart Lewis-Evans and Roy Salvadori, were sufficiently at home to do the car justice and it completed only a handful of practice laps. With Moss or Brooks at the wheel, it had the potential to be sensational.

Moss, who had come to admire Costin's work, persuaded Maserati to commission from him a coupé body for the 450S he was to drive at Le Mans. The experiment was a disaster. Bertocchi, the Maserati chief



mechanic, was unconvinced by the idea and his opinion carried a lot of weight. The result was that Zagato, who built the body, did not take it seriously and paid little attention to the carefully considered design. Ducts were omitted, or took in air when they should have expelled it. They even managed to place the cockpit ventilation intake inches away from the duct exhaling hot engine fumes, thus filling the cockpit with oil vapour. An access hole for the radiator cap was cut in the body and not covered, destroying the airflow over the nose, they missed off the under tray, and an ordinary windscreen wiper was used instead of the aircraft spec one required — it blew off the first time the car was driven fast.

Frank's reaction when he saw the mess was to head off to the nearest bar and stay there, though the car, with all its faults, did run as high as second. The cavalier approach of the builders set back the cause of the enclosed sports racing car by several years.



THE PROTOTYPE Marcos. Immediately dubbed 'The Ugly Duckling', it grew into a swan in the shape of the Dennis Adams styled Marcos.

Though Costin had become regarded as the racing car aerodynamicist, he refutes the idea. "The first serious aerodynamicist was Malcolm Sayer of Jaguar, another ex-aircraft man. I got the publicity because of my links with Chapman. Lotus were producing more advanced cars than Jaguar and we were progressing more quickly, generating excitement. I hated the publicity and the bull, it just wasn't done in the aircraft industry where your work was signed only by your initials. It embarrassed me acutely though, now, I've learned to wear it as part of the game. The aircraft world is ultimate, there's no bull, no egos, no hype. I eventually drifted away from motor racing because it had got too far away from advanced technology."

One obvious question to ask an aerodynamicist involved in racing is why he had not conceived some of the aerodynamic advances we've seen recently on cars, for the principle of both ground effect and wings had both been known in the aircraft industry. "I discussed ground effects with Colin about 25 years ago but we knew we had to seal the air under the car and neither of us could think of a way to do it. As for wings, there was first of all no need for them because we were winning and then with the

relatively low power at our disposal, the skinny tyres and so on, they would have generated an unacceptable amount of drag. In fact the only one of my cars to use wings was the March 711 and none of them have ever used air dams though it is true that I did once design an aerodynamic 'fly screen' for Lister to use at Le Mans in 1959.

"The idea was that we would mount an aerofoil section on the bonnet of the car which would be horizontal until you wanted braking. Then a small tab, activated by a cable, would cause the aerofoil to flip up vertically and act as an air brake, taking a (calculated) 410 feet off the braking distance at the end of the Mulsanne Straight, and the section would return to the horizontal, again by means of the tab. There was a clear area in the section for the driver to see through, but finally we decided it was stretching a point to claim it was a fly screen, though the flies there are like 747s." Others have suggested that the time, money and effort

spent on this exercise might have been more profitably spent on preparing the cars. Dick Barton, the Lister chief mechanic, is reported as saying that the system was tried on the Thetford Straight, near Snetterton, but did not have the effect which was hoped for.

Leaving De Havilland in 1958, Costin first produced a nose section for Speedwell who marketed them for racing A-H Sprites, and then the body for the record breaking Speedwell Sprite.

Then came the association with Brian Lister (see MOTOR SPORT, August 1984, "The Other Cars of Brian Lister") and the bulbous body for the Lister-Jaguar, which cannot be counted a success. Though the cars were quicker in a straight line than the "knobbles", drivers did not feel at home in so large a car.

A lightweight space frame chassis was also designed and built, but Lister withdrew from racing before the car could be completed. It was certainly lighter and stiffer than the standard Lister frame which had seen service for nearly six years but the days of the large front-engined sports car were already numbered. Doug Nye has, rightly I think, called it "a great leap sideways".

Lister and Costin did not part on the best of terms, there being a clash of priorities where expenditure was concerned, and Frank took off to Wales to begin work on the Marcos.

"I'd always admired the concept of the Lotus Seven but the early ones let in water and were prone to corrosion and frame failure. I was approaching forty and wanted something like a Seven but dry, with a long chassis life. It had to be light, stiff and easy to build with the tools I had at my disposal. Having examined all the possibilities, I found to my horror that it would have to be made of wood. Technically there was no problem, for we'd used wood a lot in the aircraft industry, but I was afraid of what people would say. Finally I thought, 'Blow what people say. If it wins it will be accepted. They'll only sneer if it doesn't.' It won first time out.

"I would claim that the Marcos was the first car to have a monocoque in the sense



THE Costin Amigo was technically brilliant but only eight were made.

that we know it today. The Lotus Elite was more of an integral type of construction since it relied on its roof for stiffness whereas the roof of the Marcos contributed none. A lot of us at Lotus in the old days had been on to Colin to build a rear-engined monocoque racing car but he'd always said that it would be too sophisticated and too costly. At the Racing Car Show, when it appeared, Colin told me that the Marcos was too complicated to make any money. When I described to him how simple it was, a certain look came over his face and he immediately went home. Later came the Lotus 25."



WHAT became known as the 'Costin nose' first appeared on the Speedwell Sprite.



An article like this can only scratch at the surface of the work as diverse as Costin's. Since 1959, he had classified all his projects according to type, and they range from high speed printers to improving the performance of an ocean going yacht. Here is a brief run-down of the two dozen designs which he classifies as 'Autos'.

**Auto I** — 1959/60. The Marcos.

**Auto II** — 1959. The spaceframe Lister Jaguar. It was completed by Jim Diggory and, with it, Bruce Halford held the outright short circuit lap record at Brands Hatch for a number of years. In 1963, with a coupé body, designed by Costin, it raced at Le Mans and in the Nürburgring 1000 kms, retiring on both occasions. Converted back to open form, it has passed through various hands and is now owned by Dr Phillippe Renault.

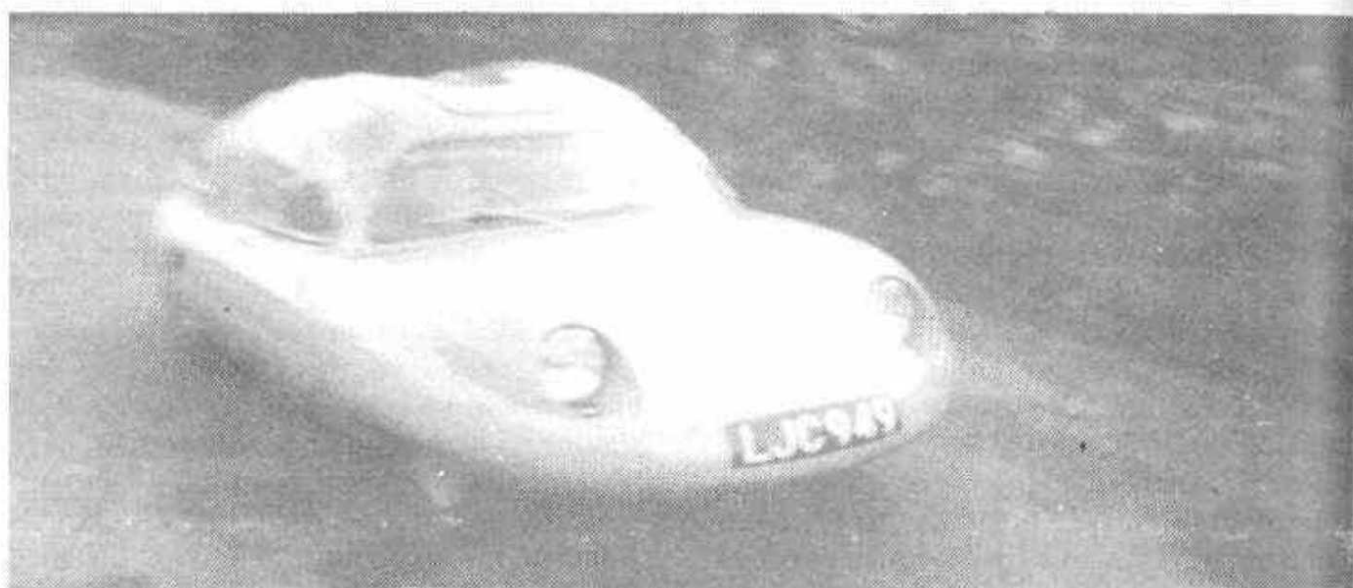
**Auto III** — 1961. A Lotus Elite modified for Jean Francois Malle for an attack on the Le Mans Index of Performance using a 750 cc Coventry Climax engine which had the valve gear of the then unraced V8 1½-litre engine destined for F1.

The Costin mods consisted of a flush fitting windscreen, faired-in headlights, a fractionally raised wing line and a nose which not only reduced drag but also improved cooling. This latter point was especially important on the Elite since hot air in the engine bay reduced engine power. The Malle Elite was timed at Le Mans at 141 mph (with a 750 cc engine!) which bears out Costin's claim that the modifications were worth the equivalent of 16-20 bhp. Subsequently, Les Leston's DAD 10 and one other car were Costin modified. It is generally believed that there were more than just three cars with the Costin treatment but this is because a lot of people tried to imitate at least the nose intake. Most copies were probably not at all effective.

**Auto IV** — any repair work.

**Auto V** — 1962. The Ultra Low Drag Vehicle commissioned by TVR with a view to production. The construction became Costin's hallmark for the next few years: a wooden monocoque, all round independent suspension, disc brakes on all four wheels, and light tubular subframe sections fore and aft. A bench seat took three people (statistically, an average passenger load), the wooden tear-drop body had a veneer of fibreglass to improve finish and, powered by a DKW engine giving less than 35 bhp, the car was so slippery that it could exceed 100 mph. "Drag coefficient?" asks Frank, "I've never quoted them. It's just a current buzz word, meaning whatever people want it to mean. Aircraft men laugh at those quoted nowadays."

The prototype was startling in appearance and suffered from cooling and ventilation problems — Costin says he used too much glass in it. Having spent £7,000 on the project, a tiny amount by any standards, TVR decided not to spend any more. Given Costin's track record as regards cooling, the



TWO VIEWS of Auto V, the prototype commissioned by TVR. (Above) Note the lack of air intake, the radiator was mounted in the rear. Had it gone into production, the DKW engine would have been replaced by a Hillman Imp unit. (Below) Frank Costin in his element, surrounded by wood which he calls 'Nature's plastic'.



prototype could doubtless have been made to work and it was probably the car's unusual shape which caused the board to have cold feet. The car was last heard of three years ago in the Bedford area.

**Auto VI** — 1962/3. A low drag nose for TVR, put into production.

**Auto VII** — 1963. A sports racing car commissioned by Jim Diggory but sold to a Dr Norbet McNamara in the States before completion. Intended to be competition for the Lotus 23, it performed extremely well after McNamara had roll bars fitted. In 1965 it was involved in a huge shunt which damaged the wooden monocoque but left the car intact. The scrutineers were amazed to find splinters where they expected twisted metal! McNamara eventually persuaded Costin to build a replacement which he fitted with a 2-litre Climax FPF engine. This blew up in testing and, regretfully, McNamara was forced to sell the car.

**Auto VIII** — 1963. The spaceframe Lister fitted with a coupé body built by Playfords.

**Auto IX** — 1963. A wooden monocoque given to BRM for evaluation purposes. It was originally intended for a "hydrodyne", a hydrofoil variant.

**Auto X** — 1963. A lightweight, low drag, Lotus Elan built for Stirling Moss' SMART team and raced by Sir John Whitmore with considerable success. Whitmore won all but

two races in which he was entered (the two failures being when wheels came off) and this car was the first successful racing Elan.

**Auto XI** — 1964. A four wheel drive chassis for JCB.

**Auto XII** — 1964 There was a current race for urban cars and this was a lightweight shopping car designed to accommodate a housewife and a week's groceries for a family of four. Allowing for a hire purchase deal of two years' duration, it was designed to have running costs of less than £2 per week at a weekly usage of 140 miles. Naturally, it was made of wood, with three specially modified 20 in bike wheels. A 50 cc Honda engine drove the single back wheel, it weighed just 164 lb and could be parked by lifting up the front end, as Nan Costin, who used it for shopping, was able to demonstrate. With a top speed of 40 mph, it could climb quite steep gradients and was actually a practical proposition.

However, the fad passed, Costin's interest waned, and the prototype was last heard of rotting in a Welsh barn.

**Auto XIIB** — 1964/5. A high speed nose for Peter Sellers' Lotus 35 F2 car, which was driven by Brian Hart. The nose improved cooling and reduced drag.

**Auto XIII** — designation not used.

**Auto XIV** — 1965/6 and **Auto XIVa** — 1966, the Costin-Nathan cars. Visiting the workshops of Willie Griffiths, the ex-Lotus





*THE SPACEFRAME Lister-Jaguar coupe driven by Peter Sargent and Peter Lumsden at Le Mans in 1963 where it retired with a broken clutch.*

chief mechanic who was employed by Roger Nathan to prepare Imp engines for racing, Costin was intrigued by a tuned 1-litre Imp unit which gave 96 bhp and yet, with a Jack Knight gearbox attached, weighed only 230 lb. Nathan heard of the interest and commissioned him to begin a joint project. The result was a very light and slippery wooden car along the lines of **Auto VII**. Some potential customers may, however, have been put off by the seemingly fragile subframes but they had been correctly stressed and never gave trouble. Ready to race, the car weighed just 860 lb.

Nathan took six class wins and six lap records in 1966 and commissioned a GT version which featured the bulbous door hinges (with hidden ducting) seen later on the Amigo but which can be traced back to the Vanwall's mirror fairings. Fourteen lap records and two national championships followed in 1967/8 but only about a dozen examples of each car were built. The design was developed further as the FVA-powered "Astra". Eventually Costin lost interest, for the usual reasons, but the car remains a prime example of his art both as an aerodynamicist and as a stress engineer.

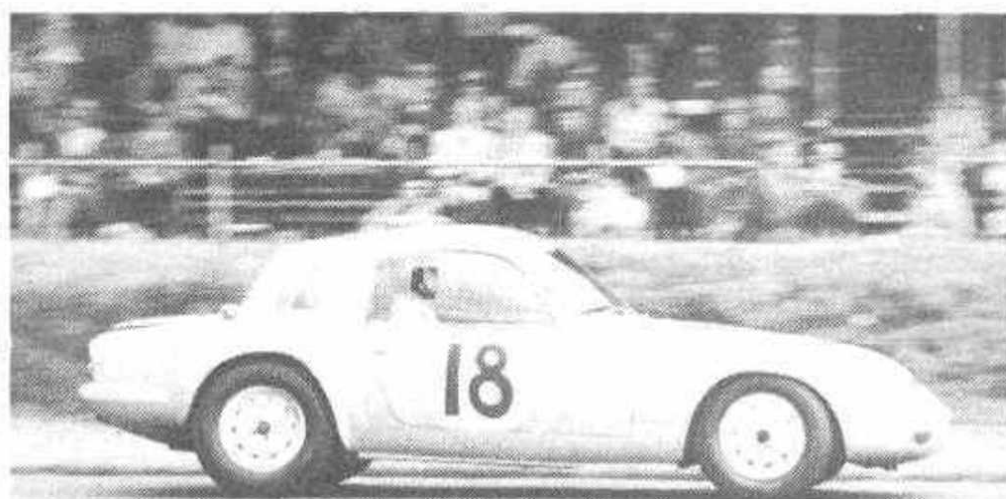
**Auto XV** — 1965. Costin was one of several people, Bruce McLaren being another, approached by Ford to outline a possible successor to the GT40. This

exercise, which reached model form, was very similar to the Costin-Nathan GT car, which it pre-dates. In the end, Ford did not replace the GT40 but put its money behind a Can-Am car called the 'Honker'. It was aptly named.

**Auto XVII** — 1966/7. This was a single seater powered by an Imp engine which was commissioned by Johnny Walker for Formula Four. Formula Four had begun with 250cc engines and eventually the power units grew ever larger as it failed to catch on. After completion, Costin showed no further interest, for reasons which may be guessed at, and the formula anyway succumbed to the much more sensible FF1600.

**Auto XVI** — 1967. The Protos F2 car, commissioned by Ron Harris and driven by, among others, Brian Hart and Pedro Rodriguez. The commissioning fee was £20,000 but there was a stipulation that the car had to be ready for the start of the 1967 F2 season, which left just 127 days from the first pencil line to racing.

The time factor was the car's undoing for it was never properly tested and developed. It featured a wooden monocoque with a nose which recalled the Vanwall and, unusual for F2 at the time, inboard suspension. Typically, Costin sacrificed cornering speed for outright speed, but was prepared to reconsider had money been available for



*THOUGH the Costin version of the Lotus Elan looked odd, it was extremely successful in the hands of Sir John Whitmore.*

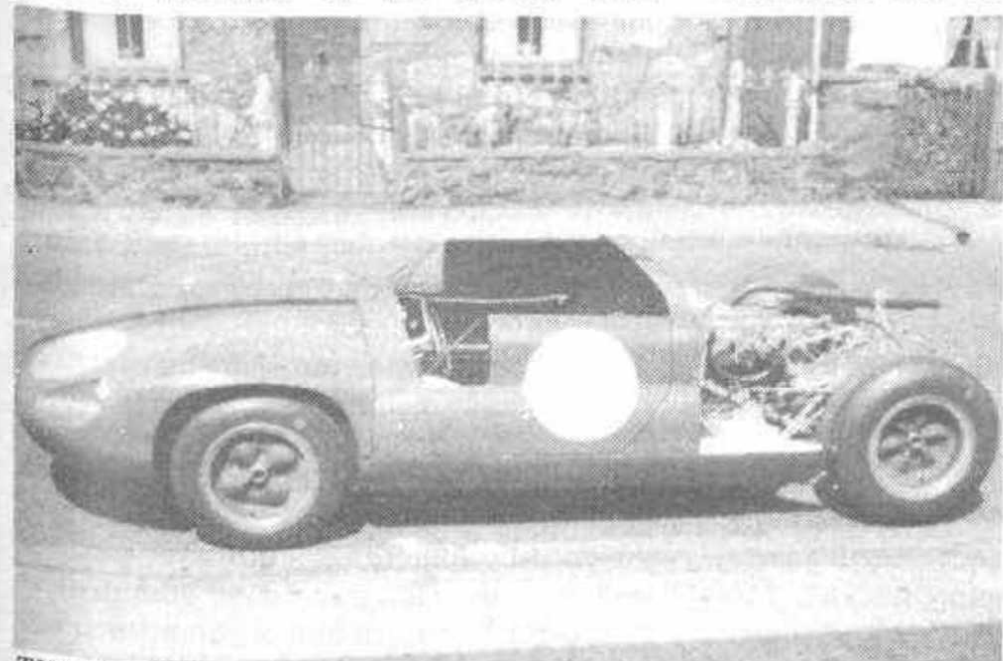
testing. In a straight line they were sensational. Without a tow, Hart was a second a lap quicker at Reims than Jim Clark's Lotus could manage without a tow, and Hart held the Hockenheim lap record for two years.

They were sensibly stressed, too, for when Rodriguez crashed heavily at Enna, few thought he would survive, but the wooden monocoque, though destroyed, acted as a survival cell and the Mexican was unharmed.

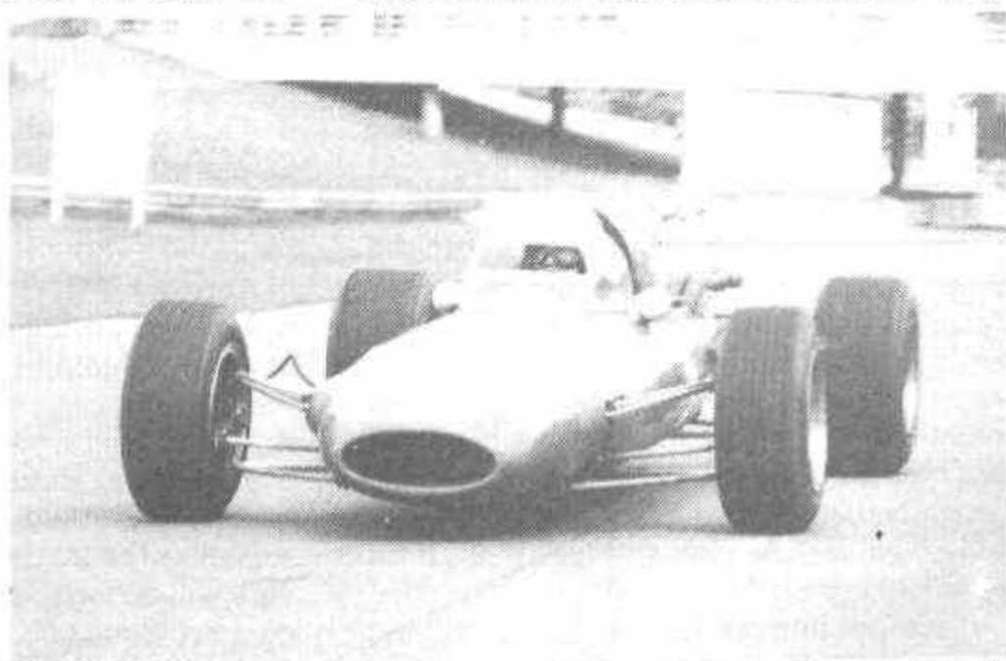
The unusual windscreen which almost made the car a coupé, also worked very well as Brian Hart discovered when following a car which shed all its oil. The Protos was covered in oil but Hart's vision was unimpaired.

Although there was much more to come from the design in terms of lowering the centre of gravity, shedding a little weight, and improving cornering power, the team did not last until the end of the season, Harris withdrawing his backing. The respect which Hart had for the design may be judged by the fact that he and Costin have remained close friends and have been jointly involved on subsequent projects.

**Auto XVIII** — 1968/71. The Costin Amigo, already mentioned, which was backed by Paul Pycroft who has recently restored one to impeccable condition. Only



*THE UNIQUE Costin sports racer of 1963/4. It has all the contemporary Costin hallmarks: a wooden monocoque, front and rear subframes made from very thin tubing, lightness, low drag and immense strength.*



*FUEL FEED problems and lack of testing blighted the Protos F2 car in 1967. It was extremely quick on fast circuits but needed more development and some weight paring to make it competitive all round.*



eight of these cars were built for, though few designs have ever achieved so much performance from so little power, neither the shape nor the finish were attractive to buyers who could buy an E-Type for very little more money.

**Auto XIX** — 1970/71. The body for the March 711 which Ronnie Peterson drove with such effect in 1971, finishing second in the World Championship, though without scoring a win. The monocoque of the car was suggested by Costin but the aerodynamics were his alone. It was possibly the first F1 car in which the shape of the driver's helmet became part of the aerodynamic equation. The enclosed rear bodywork was quickly discarded and the high mounted "Spitfire" front wing proved something of a mixed blessing, working very well in clean air but giving unpredictable handling in close quarters.

"We'd worked out a deal whereby I'd be paid, on a sliding scale, for each theoretical horsepower gained by the aerodynamics," says Frank, "but March were somehow always too busy to conduct the tests."

March used a more conventional body the following year but never again did a March driver finish so high in the Championship.

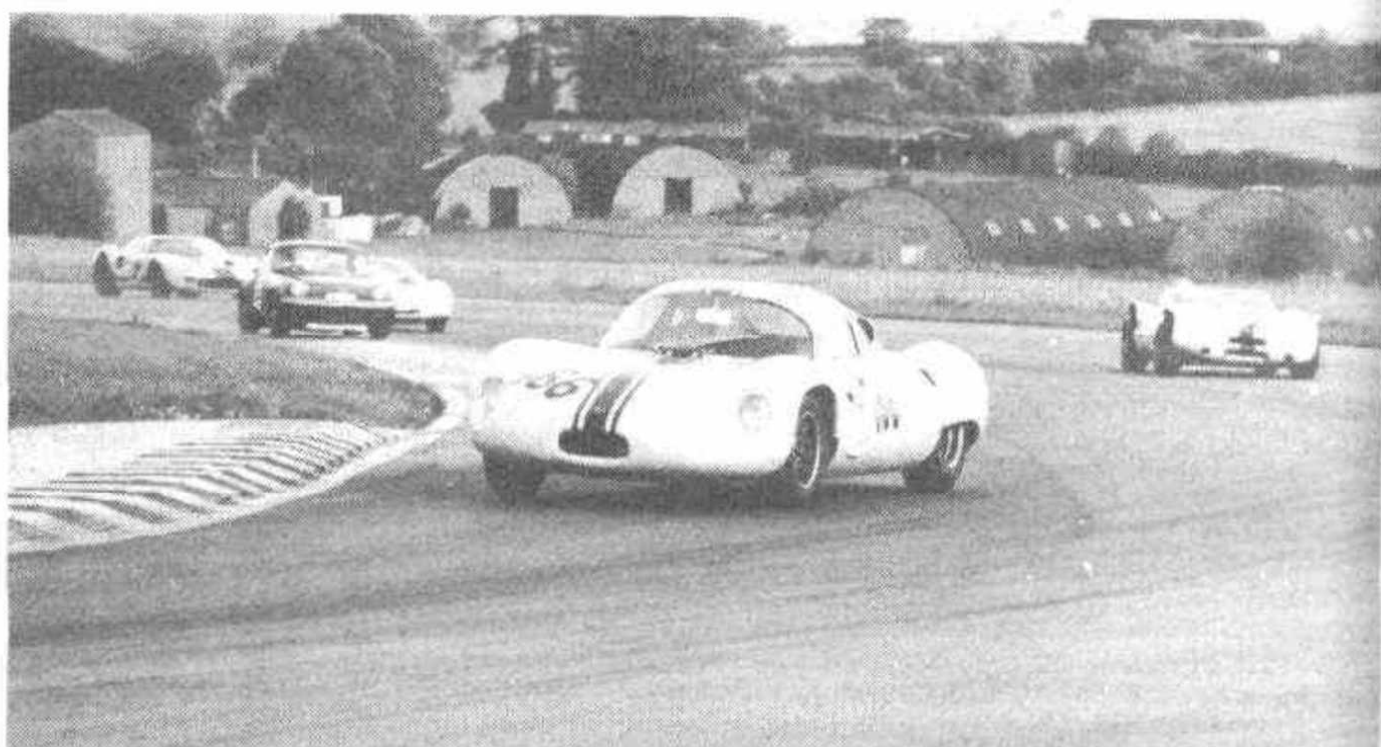
**Auto XX** — 1973. "Big Bertha" the Repco-engined Vauxhall Ventura which Gerry Marshall drove for six races (winning the three times the car finished) before encountering brake failure at Silverstone, which he resolved by scrubbing off speed along the armco. Because of Vauxhall's insistence on using a number of standard components, the car was something of a compromise, the steering being impossibly heavy for most drivers. It weighed 25 cwt, had 496 bhp on tap and could reach 155 mph, and the way in which it overtook some rivals with higher *claimed* speed left a few red faces.

"An early problem was that some exhaust gases filtered into the cockpit via gaps in the doors. I simply sealed them off with race tape and the buzz went along the pits that the demon Costin tweak was to seal the doors. You've guessed it, everyone was sealing the doors for no reason!"

**Auto XXI** — 1974. The "Timera", an advanced "dream car" commissioned by a consortium which ran out of money before the car was completed.

**Auto XXII** — 1973 to present. The Ultra Economy car which, if a backer can be found, will be made from plastic (not GRP, plastic). I was shown a model of the car but not permitted to photograph it but can report that it is aesthetically very pleasing, something which has not always been the case with Costin's designs. When the Costin-Nathan appeared, Colin Chapman said, "you've done it all wrong, Frank, it's a good looking car!"

If it is put into production, then it will use a long stroke engine aiming for torque with relatively little bhp — the shape and weight will take care of the performance.



(ABOVE) The Costin-Nathan GT car which was so successful in the late Sixties in the one-litre class. (Below) The March 711 GP car at its press launch. Though it never won a race, it took Ronnie Peterson to second place in the World Championship.



**Auto XXIII** — 1975. "Baby Bertha" the Repco-engined Vauxhall Firenza which Costin had hoped Vauxhall might have built initially instead of "Big Bertha". Costin's part was the front suspension and some structural work. Driven by Gerry Marshall, it won from all but two of its starts, passed through several hands and is now owned once more by Gerry who is restoring it to its former condition, intending that it should once more return to racing.

**Auto XXIV** — 1983. The TMC Costin sports car described and tested in MOTOR SPORT, August 1984.

**Auto XXV** — ? Costin has one more car in him and during our conversation he gave several intriguing hints, which were off the record. His current work is involved with the design for a bi-plane.

At present, almost any car which is above a few years old will be described by somebody as a "classic" and, very likely, a club will be formed to promote the idea. My own definition of a "classic" is a car in which one can see the signature of a designer who is out of the ordinary (in the same way one can instantly recognise a painting by

Rembrandt or Turner) and the whole car is in harmony with that designer's special contribution.

The contribution may be a chassis, an engine or a body, frequently there will be the marriage of several distinctive designers' contributions, but whatever it is, the whole car will be in harmony with it. In my book, any car with the hand of Ettore Bugatti or Colin Chapman visible in it, is a classic, but the Farina-bodied Austin A40 is not, though Farina was a stylist of genius. It's a question of the whole car being in harmony and the designer being able to make his contribution without restrictions.

It seems to me that every car Costin has designed merits the frequently abused description "classic" for each and every one has the clear signature of a major designer. It does not matter that all the Costin cars of the past 30 years equal a production total of only a few minutes of some mass-produced designed-by-committee-and-market research wallymobile. The man is self-admittedly a commercial failure but then, a company producing garden gnomes makes more figurines in an hour than a serious sculptor creates statues in a lifetime. — M.L.



# Brands Hatch 1,000 Kms

## Fine Canon team win

THE 1984 World Endurance Championship events are, generally, spaced out a month apart as the teams wished, but with a fine sense of timing FISA allowed the BRSCC-organised, British Aerospace-sponsored Brands Hatch 1,000 Kms race to be held on July 29th, just a week before the Mosport 1,000 Kms. A few teams, notably John Fitzpatrick's Skoal Porsches, decided to do both but for most it was a choice, and the "home" event in Kent won the day. Although not a round of the Manufacturers' Championship the race qualified for Drivers' Championship points so apart from Derek Bell and Jacky Ickx (both of whom were racing in America) all the top names were there.

Right from the start of the weekend Richard Lloyd's Canon / GTI Engineering team showed a clear superiority over its rivals, arriving at the circuit with a small wing mounted above the nose of the 956. It may have been partly psychological, but Jonathan Palmer and Jan Lammers found that the Porsche was perfectly balanced on the hilly circuit where others found their cars understeering. Palmer's pole position time of 1 min 17.32 sec was within 0.1 sec of his qualifying time for the Grand Prix the week before, though far removed from Piquet's time.

A full half-second slower was Stefan Bellof, with Harold Grohs in one of Walter Brun's Porsches, followed by Jochen Mass with Henri Pescarolo in one of Reinhold Joest's cars. Only then did Bob Wollek claim fourth quickest time in the allegedly 680 bhp Lancia-Martini, complaining bitterly about understeer. The Italian team has, for a long time, given full priority to the rally programme, but perhaps to redress the balance a little has switched rally engineer Ing Gianpaulo Messori to the development of the LC2 machines. His first move was to fit strakes up the front wings to stop air spilling over, and to have wider front wheels fitted. The cars should have been better than before, but they still fail to show their full potential. Ing Messori now plans revisions to the suspension, brakes and electronic engine management which could bring the Lancias to a more competitive level in time for the Spa-Francorchamps 1,000 Kms on September 2nd.

The Skoal team had a pair of 956s and its unique 956-engined 962 at Brands Hatch for Thierry Boutsen / David Hobbs and Guy Edwards / Rupert Keegan, with one car kept in reserve to go onto the plane to Canada the next day. The team is now a lot more competitive on Goodyear tyres than hitherto on Japanese Yokohamas and the Skoal cars qualified in fifth and seventh places for the grid.

The 23-car grid was small but select, with a lively battle promised in the C2 class where an interloper, the DFV-powered Grid of the Gil Baird team for Steve Thompson, Tony Lanfranchi and Divina Galica was quickest, ahead of the Giannini-Alba of Carlo Facetti / Martino Finotto and the Gordon Spice team Tiga-DFV of Neil Crang and Ray Bellm, which was badly damaged during practice when a rear brake pad jumped out and pitched Crang into the barrier at Paddock Bend. The mechanics worked all night to prepare the car for the event.

From the start of the race Palmer went into the lead while Wollek dived into second place and held up the pursuit, allowing the Canon car to pull out 5.7 sec in the opening three laps. Mass found his way past but Bellof couldn't, finding perhaps that a privately-entered Porsche just lacks the edge of a works car in tight situations. For the first half-hour of the race Palmer pulled away to a 15 sec lead while Mass, Wollek, Bellof and Boutsen charged along in a group. It all looked very exciting, but after the initial shuffling there were no changes in the order until Boutsen and Bellof made heavy contact while attempting to lap back-markers.

Boutsen stopped at his pit to have the car checked for damage. There was none, but the engine would not fire up again, and 11 laps were lost while the fault was traced to the ignition box. Bellof was soon in the pits too, not because of damage but because the pumps were not picking up the fuel properly, so the car needed topping up frequently with just 65 litres when it should have been taking nearer 100 litres. Problems with the brakes, which needed bleeding, and with the clutch leading to the master cylinder being changed gave Bellof a taste of what it's like to be out of the works team for a race!

So confident was the Canon team that Palmer was running lower boost, 1.1 bar, than his rivals and the advantage showed up when the pit stops were due. Most stopped between laps 31 and 34, but Palmer ran 39 before he stopped and the advantage of stopping five times in the race, against six for his immediate opposition, helped to flatter the victory.

Mass and Pescarolo kept up the pressure,

but never got within 45 sec after the first pit stops, and Boutsen joined Keegan and Edwards in the Skoal 962 to shadow the leaders. The Lancias, unfortunately, had an undistinguished race, the Baldi / Martini car needing a new front wheel bearing after 31 laps and Barilla taking the better-placed car off the road at Clearways, in fact in a carbon copy of his accident in last year's race. Poor Barilla was downcast about the accident, though apart from a smashed headlamp there was virtually no damage on the car, and a more spirited driver might soon have had it back in the pits.

Steve Thompson, the former F5000 driver, was making mincemeat of the C2 class, and those who thought he would exceed the fuel allocation were due for a shock when he made his first stop later than his rivals. The Alba was in electrical trouble, having new batteries fitted at regular intervals and needing a gearbox rebuild, while Crang and Bellm were hampered by poor fuel pick up which made the engine misfire. Lanfranchi continued to dominate C2 during his stint, but when it was Divina Galica's turn to drive the Grid the throttle bar broke in the engine compartment and stranded her at Dingle Dell. Miss Galica gamely pushed the car all the way to the pits, but needed assistance at Clearways and the car was subsequently disqualified from 12th place. So, eventually, the Spice team's Tiga was an easy winner in the class, though the patron was away racing a Toyota Supra in the Spa-Francorchamps touring car race.

The loss of fifth gear in the final hour did not daunt the Canon team, though they were obviously worried that the gearbox might seize up. Palmer stayed in the car for the final stint (he'd stopped four laps early due to a puncture, and Lammers was not quite ready to take over), and just turned up the boost pressure to 1.2 bar to compensate... and then turned in a lap at 1 min 21.4 sec, among the fastest of the afternoon! It was a pity the Rothmans-Porsches weren't there, for they would have had a tough job trying to beat the Canon Porsche at Brands Hatch.

For the Spa-Francorchamps 1,000 Kms the Canon team will have a new chassis, designed "in-house" by Nigel Stroud. It accepts all the Porsche components and the car will look like any other 956, but the team believes it may find an edge in handling and braking. Early test results have been promising, and it will be fascinating to see if this private team can find an edge over the factory in the third year of the 956's life. — M.L.C.

## RESULTS

### BRITISH AEROSPACE 1,000 Kms of Brands Hatch, July 29th — 238 laps — Weather, hot

1st	J. Palmer J. Lammers	(2.6 t c Canon-Porsche 956)	5 hr 41m 46.33 sec (175.74 kph)
2nd	J. Mass H. Pescarolo	(2.6 t c Joest Porsche Porsche 956)	236 laps
3rd	G. Edwards R. Keegan T. Boutsen	(2.6 t c Skoal Porsche 962)	234 laps
4th	D. Sutherland G. Fouche D. Wilson	(2.6 t c Kremer Porsche 956)	229 laps
5th	S. Bellof H. Grohs	(2.6 Brun Porsche 956)	224 laps
6th	T. Boutsen D. Hobbs G. Edwards	(2.6 t c Skoal Porsche 956)	222 laps
7th	M. Baldi P. Martin R. Wollek	(3.0 t c Lancia-Martini LC2 84)	221 laps
8th	W. Brun L. von Bayern	(2.6 t c Brun Porsche 956)	221 laps
9th	D. Schornstein J. Winter V. Merl	(2.6 t c Joest Porsche 956)	217 laps
10th	N. Crang R. Bellm	(3.0 Spice Tiga-DFV C2)	207 laps

Fastest lap: Palmer (Porsche) and Wollek (Lancia), 1 min 21.03 sec — 186.86 kph





## Road Impressions:

### Midas Gold 1.3S

THE TERM "kit car" has some unfortunate connotations. It brings to mind ads like "Build a Bugatti for £500!!" which entail the purchaser in converting a rusty Triumph Herald into a Type 59 with little more than a fully equipped workshop, a team of mechanical engineers and six months' graft. But at the end, he has his car which looks exactly like a Bugatti — from five hundred yards on a dark and foggy night.

It is a pity that the term has clinging to it the ill-begotten efforts of some people who have tried to enter the kit car market for, currently, there are some very sensible and nicely finished designs — and there is also the Midas. The Midas, which Harold Dermott produces in Corby at a rate of one a week is a kit car only in the sense that it is sold as a kit. It is, in fact, a real car pretending to be a kit car in much the same way that Lotus Elites and Elans, sold in component form, were real cars pretending to be kit cars. Whereas Lotus, and other serious car builders, once sold kits to escape purchase tax, so Midas, in company with some other firms in the market, sell cars in kit form to avoid the massive expense of obtaining Type Approval.

The car derives, at several removes, from Jem Marsh's Mini-Marcos, though it has been completely re-designed by Richard Oakes. Gordon Murray, the Brabham designer, has advised on the aerodynamics and is, himself, in the process of using one as the basis of a mid-engined road car with an Alfa Romeo engine and power train. Like the Mini-Marcos, the car has a GRP monocoque and uses Mini or Metro components, but there the similarity ends. Whereas the Mini-Marcos had the looks of a toad on an off day, the Midas is a very pretty little car which constantly attracted attention and favourable comments.

The car comes in two basic versions, the Silver (£2,450 plus VAT on completion) and the Gold (£5,922, car tax and VAT included). The Silver accepts Mini

components and comes completely wired, carpeted and trimmed, with a full instrument panel and also every component which you will not find on a donor Mini, such as coil springs and dampers for the rear suspension. The Gold comes with a Metro engine already installed and all the owner has to do is to fit the rear suspension, handbrake, seats and wheels.

Both versions are built to a remarkable standard of finish, inside and out. Every Midas-supplied metal component is zinc plated and the subframes are filled with wax. The car is completely corrosion free and one can even specify a stainless steel exhaust system which carries a 25-year guarantee.

A person of even modest skills should be able to put a Silver on the road for around £4,000 and since the car will not rust, could continue to improve it over a period of years while other cars in the same price bracket are quietly fading away. There is a long list of optional extras and the one which gave me such pleasure for nearly 1,000 carefree miles, seemed to have them all. This gave it a total value of just under £7,600 which puts it into direct competition with some excellent sporty production cars. At that price, one has to think quite deeply before choosing a Midas in preference to, say, a Golf GTi.

The difference, I suppose, is that my own GTi gives me a lot of pleasure when I drive it, but the Midas also gave me the pleasure of anticipation *before* driving it. The great drawback with the car, though, is that motoring enthusiasts were constantly wanting to ask about it, and even photograph it, and I had so much enthusiasm for "my" Midas that I wanted to tell how terrific it was. I wasted a lot of time that way.

Getting in, one is seated in comfortable Stylex Huntmaster seats which provide excellent grip. It's a narrow car but a sensibly designed arm rest to the driver's right helps. The dashboard is standard Metro, though not all the lights are connected, and is easy to read through the squat steering wheel. Rear threequarters visibility is not fantastic, but one soon adjusts to using the wing mirrors more than

on many cars. The driver's footwell is a little cramped and, again, one needs an hour or so's acclimatisation to the pedal positions but the car quickly grows on one. My two main criticisms about the interior is that there is no ash tray and the Mini ventilation system is inadequate.

But in driving, everything is forgiven. Here is a car which sticks to the road like gravy to a shirt front. Driving hard at Donington, I ran out of courage before the car ran out of grip from its 13 in Goodyear NCT tyres. The steering is remarkably precise, you point the car, squirt the power, and it goes exactly where you intend it to. With its compact size and lively acceleration, I cannot think of a car in which I'd rather tackle heavy city traffic.

"My" car had the MG version of the Metro engine fitted, giving it a top speed of 110 mph and taking it from rest to 60 mph in 9.9 sec. Though the 0-60 time is bettered by many of the Midas' direct price competitors, the rather more relevant third and fourth gear acceleration times stand comparison with most. Since 75 bhp of engine is propelling only 620 kg, it pulls strongly up to its maximum speed.

The little car will burble along happily all day at 90-100 mph, requiring refuelling every 240 miles or so. The one I drove had only two seats and a huge luggage area, though seating for two children is optional. The engine sounds a little fussy at speed but wind noise is low and the car never felt less than completely stable and stuck to the road. I did think that the structure might lend itself to amplifying road noise, but failed to detect any. It is a pity one has to mention it at all, but there is still a resistance to kit cars so, for the record, everything fitted perfectly, there was no rattles and the doors closed solidly.

The ride is firm but not choppy, exactly what one would look for in a sports car. I had to try extremely hard to induce either noticeable understeer or torque steering, which are not unknown vices on fwd cars especially when driven hard through roundabouts. The non-servo brakes are a little heavy but I personally prefer them that way.

When the time approached to hand back the car, I began to feel very sorry, it had grown on me so much. In nearly a thousand miles of motoring, I had driven it under a wide variety of conditions, country lanes, London traffic, motorways and the traffic jams at the British Grand Prix and it had been equally at home in every situation. I can think of few cars which most of us could afford which offers such sheer, undiluted, fun. Add to that the fact it will never rust and returned a staggering 41 mpg, and some of the objections to its relatively high price start to evaporate. It is, after all, a hand built sports car of some quality and quality never comes cheaply even though, in the case of the Midas, it comes relatively inexpensively.

M.L.



## Two Great GTIs — from VW and Peugeot

WE have already had a good deal to say of two outstanding small GTI saloons, the revised Volkswagen Golf Mk 2 and the more recently introduced Peugeot 205 GTI. So how do they rate on the road?

The fact is they are not strictly comparable. By which I mean that the VW Golf is larger than the Peugeot 205, therefore more spacious. This is borne out by the price-factor, for the Golf GTI Mk 2 costs £7,667, compared to £6,296 for the Peugeot 205GTI. I regard the Golf GTI as still the top car of this increasing cult in very quick, sporting modest-sized closed cars, the equivalent of, or should I say replacement for, the one-time sports cars. In its latest form the VW Golf remains supreme. Its braking has been improved, its top-gear acceleration is fine indeed, the gear-change is a little less smooth than I had expected, but everything else is to Golf-expected standards, and with some care fuel consumptions in the region of nearly 40 mpg were obtained, in spite of the very good and usable, almost breathtaking, performance from this delectable 1,781 cc fuel-injection VW. With its levels of road-grip (the car I tried was Pirelli-shod), noise, refinement generally and economy, 30 mpg coming up even under heavy-footed driving, this 112 bhp, 2,063 lb kerb-weight Golf contrives to entrance the keen driver, as it covers the ground effortlessly, with acceleration taking only 8.6s from rest to 60 mph, or, equally impressive, 30 to 50 mph, for instance, in 8.8s in fifth gear, while its top pace is some 114 mph.

Peugeot are to be warmly congratulated in following this with their performance-modified, fuel-injection version of their popular 205, which is £1,572 less costly than the Golf 2, yet matches it in 0-60 mph pick-up and which when fully wound-up, is actually two mph faster, at 116 mph.

It is smaller by four inches on wheelbase, 11.1" overall, and it feels less solidly built, not quite so refined in action as the Golf, yet this three door Peugeot Hatchback is a fun-car all right, responsive, safe, very quick about the place, and conveniently contrived.

Although the Peugeot 205GTI represents a saving over the longer-established and now further refined VW Golf, it must not be regarded as just a more powerful edition of the ordinary 205. This fast little GTI has been properly up-rated mechanically to cope with its 105 bhp (developed at 6,250 rpm from the 83 x 73 mm, 1,580 cc transverse engine, whereas the bigger 112 bhp VW power-unit peaks at a modest 5,500 rpm), as has already been explained in the May issue of MOTOR SPORT. Here one can point to the difference in torque, the Golf developing 114 lb ft at a modest 3,100 rpm, the smaller Peugeot engine giving just over 99 lb ft at

4,000 rpm.

On the road, while I regard the VW Golf 2 as a very civilised way of going remarkably fast in a refined car of moderate size, the Peugeot 205 GTI is not that much less refined and it is a grand "fun-car" into the bargain. It was taken over in something of a flurry, this red Michelin MXV-shod example, and it proved able to cruise easily at almost any speed up to 90 mph before thought of speed-limits curbed it. It had a rather "sudden" if light clutch action, making FWD take-off on hills a task for some care, a very quick, smooth non-baulking change to the five-speed gearbox, reverse going in easily after the safety-ring had been lifted, the movement into fifth from top a somewhat long throw, however; the gear lever is spring-loaded



*LESS FAMILIAR* than the Golf even in its newest guise, the Peugeot could soon be a serious threat to Wolfsburg.

centrally. Whatever the "racing-boys" may say about the tail-happiness of the Peugeot 205. I can assure you that in ordinary fast driving this cheeky little GTI grips more than adequately.

It is one of those cars in which you can just about lean an elbow comfortably on the roof if you are of average height, it has a chunky wheel at each corner (185 x 60R14 tyres, on alloy wheels), the window area is generous, as are the doors, giving easy access to the back seat aided by front seats that lift forward, then return to the same position.

The tailgate is lockable, rises easily, and the back seat is split for accommodating bigger loads. The more sporting front seats are comfortable, with big headrests, but the knob controlling the rake of the driver's squab was very stiff. The rack-and pinion steering, geared 3.8 turns, lock-to-lock, has a good "feel" and the action is light with quick-caster return, the smallish wheel possessing a grippy plastic rim. Through it, the neat instruments on a black panel are all easily seen, and it is nice to have a full set: oil temperature as well as pressure, heat gauge and accurate fuel gauge, with small speedometer and tachometer dials, having the warning lights between them. The fuel-gauge warning light came on after some 280 miles from an almost full tank. There are conventional two-stalk steering-column

controls, the four heater / ventilator levers are sensibly labelled and control effective supplies, and the stowages, including a lockable cubby, are more than adequate.

Changing over from an MG Montego EFI the Peugeot GTI felt for a time like a "rorty racer" but, in fact, the engine, wind, and road noise-levels are low for a small car of such high performance and the engine is very smooth, right up to the ignition cut-off point at 6,250 rpm. Bosch LE2 Jetronic fuel-injection ensures an instant start but just momentarily, as the throttle was opened, there was the faintest hesitation. If you drive the car on the limit the rear-end becomes over-light, leading maybe to a spin-off, but as I have explained, on the road there should be no cause for anxiety. The ride from the front MacPherson strut, and

trailing-arm, torsion-bar irs is lively on all but the smoothest surfaces.

The body interior is the usual black plastic, the spaciousness commendable, and there are ventilatory rear side-windows, and a jolly little swivelling roof map-light in addition to the normal roof-lamp. Two internally adjustable door mirrors are provided, and if you want to pay £340 extra you can have central-locking and front window electricery. The disc / drum brakes are a bit strong on the servo assistance, so come on suddenly until one is prepared for this, but they can then be rated very powerful, smooth, and progressive, although there is no vacuum "fail-safe" for the servo. There is rear wipe / wash, Siem spot-lamps mounted low-set in the air-dam, and the self-propping rear-hinged bonnet is opened with a n/s release. Fuel consumption, on fast runs to Bath, Prescott, etc, came out at 37.4 mpg.

If one stops thinking of this game little Peugeot GTI alongside the ever-excellent VW Golf GTI and accepts it as a "fun-car" of comparable performance able, for example, to accelerate from 40 to 60 mph in nine seconds in 5th-gear, 2.4s faster if, as you should be, you are in top-cog, or gallop from a standstill to 70 mph in less than 12s, it is seen to represent the best kind of sporting Hatchback so many people want. — W.B.



# English Racing Automobiles

## Fifty Years

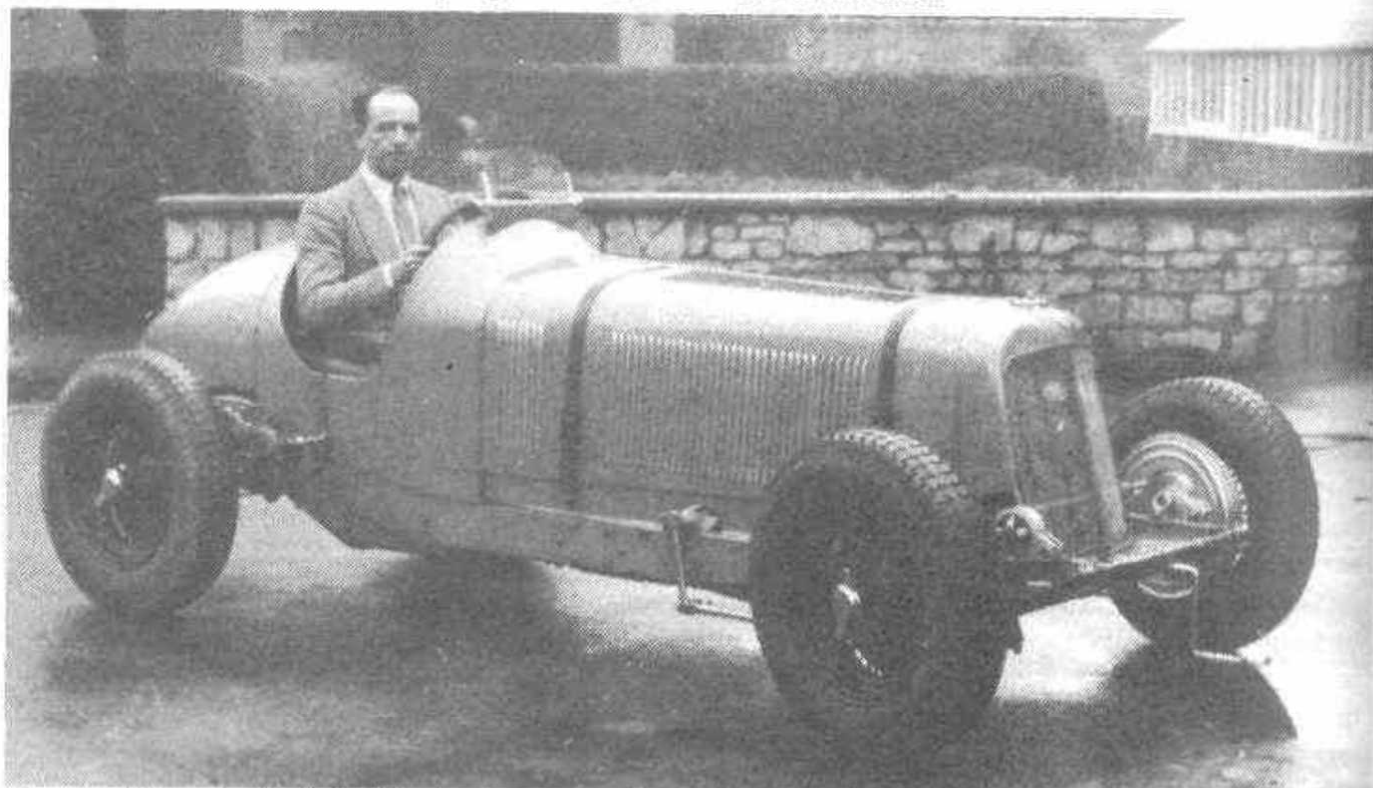
FIFTY YEARS ago MOTOR SPORT published an article in the June issue (1934) entitled "First ERA Racing Car Completed" which detailed the formation of the concern with the name English Racing Automobiles Ltd, financed by Humphrey Cook, a city businessman and racing enthusiast, in conjunction with racing driver Raymond Mays and his engineer / designer friend Peter Berthon. In July 1984, 50 years later, the Vintage Sports Car Club organised a special race at their Silverstone club meeting, exclusively for ERA cars (and derivatives), at which all but two of the total production of the firm appeared, though not all of them actually competed. Nonetheless, it was an impressive turn-out and a remarkable tribute to the long-lasting qualities of the ERA racing car, notable mainly for its straightforward design and relative simplicity which has enabled enthusiastic amateurs to keep them in running order over the years. The main reason that people have kept the ERA cars running, and competing, for 50 years is that it is inherently an "honest" car that is easy to drive, very forgiving in its handling characteristics, fast enough to be exciting and successful in historic racing, and above all it is enormous fun to drive as I can testify, having had the opportunity of driving one of the most famous ERA cars, namely R5B "Remus" for many laps of the Silverstone club circuit.

The reason for the formation of the ERA firm is best conveyed by reprinting the article that appeared in MOTOR SPORT in June 1934:

"All British racing enthusiasts must have cherished a hope to see a team of cars from this country competing in foreign Grand Prix events, but last year, at any rate, the possibility seemed fairly remote. The success of the supercharged Riley driven at Shelsley Walsh last autumn by Raymond Mays was destined to be the starting point of one enterprise of this nature, and with the financial support of Humphrey Cook, whose name has so often been associated with projects for reviving British racing prestige abroad, a company called English Racing Automobiles, Ltd, was formed to undertake the construction of cars based on this design. After the usual delays the first car has just been completed, and will make its debut in the Isle of Man Round the Town races.

"The engine is based on the six-cylinder 1,488 cc Riley unit, which has a bore of 57 mm and a stroke of 95.2. The cylinder block, which is a steel casting, is similar to the standard Riley and is in unit with the top of the crank-case. The aluminium head is an entirely new production. The valves are set

at 90 degrees to one another in a hemispherical head, and are operated by Riley-type rockers and short push-rods from the camshaft on each side of the engine. The valves are approximately 1½ in in diameter, and the exhaust valve is hollow and filled with a special salt which encourages heat flow from the head. 14 mm plugs are used.



Raymond Mays in R1A shortly after it was completed, photographed in the yard of the Bourne works.

"The three-bearing fully balanced crankshaft is most massive in appearance, and is carried in three bearings, rollers being used in the centre. The connecting rods are steel, with cast-in big ends, and the pistons are of the slipper type with three rings.

"A two-vane Murray Jamieson supercharger is mounted vertically in front of the engine, and driven by bevel gears from the crankshaft. A single SU carburettor is used, pressure fed from the rear tank. Dry-sump lubrication is employed and the double pump is mounted below the crankshaft, worm driven. A vertical Scintilla magneto is carried on the off-side of the engine.

"The rear end of the engine is bolted to an elektron housing, which also acts as a chassis bracing.

"A 15 hp Armstrong-Siddeley self-changing gearbox is secured to the rear side of this housing, with a cable-operated lever on the dash. The propeller-shaft is enclosed in a torque tube, with a bevel-driven back axle.

"The chassis was designed by R. W. Railton, and was made by Thomson and Taylors. It is straight in front and swept over the rear axle. In front it is braced by a light box-member behind the radiator, amidships by the elektron rear engine support and by a dash of the same material, and by two light cross-members at the back, diagonally trussed by a pair of well-drilled

channel-section stays. The front axle is of I-section between the springs, and is solid up to the steering pins. Two Hartford shock-absorbers are used for the front axle, and four are fitted at the rear. Short half-elliptic springs with shackles, back and front, are used, and radius rods are fitted to the front axle.

"The petrol tank is pivoted at the rear and rests on two rubber blocks in front. It holds 23 gallons.

"The brakes have large ribbed elektron drums, and they are operated on the Girling system, with its straight rods and high mechanical efficiency.

"Burman steering is used, with an off-set box bolted to the side of the chassis, and the column has a universal joint at the bottom, Bugatti fashion, and is supported by a bearing in the dash.

"Large section Dunlop tyres are fitted, with a new 'S' pattern tread. Marked '16 by 6.00' they are mounted on wide rims, and are fully 6 in across. This new departure is made with the idea of obtaining increased road adhesion.

"The wheelbase is 7 ft 10 in and the track is 4 ft 3 in, and the cars complete." (NB at this point in the article some lines were omitted, which at a guess referred to the all-up weight!).

"The cars are single seaters and the bodywork consists simply of light aluminium panels secured to the chassis through small brackets. A long louvred bonnet is used, and the fuel tank forms the rear outline of the body, while the 5 gallon oil tank is similarly faired into the under-shield. From the side the cars bear a resemblance to the single-seater Maseratis, but with a distinctive radiator cowling. The team colour will be an attractive shade of



light green.

"The design of the cylinder head, the crank-shaft and the modifications necessary for installing the blower, together with the general chassis layout are the work of Mr Peter Berthon. He has long been associated with Mays in his supercharging experiments, notably the Vauxhall-Villiers. This remarkable three-litre car, based on the old TT Vauxhall which once belonged to Cook, develops 260 hp and revs to 6,000 rpm with a stroke of 132 mm.

"The cars are being built at Raymond Mays' racing workshop in Lincolnshire, which is equipped with lathes, milling machines, grinders, a heat-treatment furnace, and most treasured possession, a Heenan and Froude dynamometer, running up to 8,000 rpm. A fine drawing office and stores have just been completed, and in short what is now the works of the ERA is equipped in every way for the manufacture of racing cars. The workmanship which was being put into the chassis under construction one might fairly term exquisite.

"It is intended to make the ERAs in three capacities, 1,100 cc, 1,500 cc, and two-litre. The first will be obtained by reducing the throw of the crank-shaft, while the cylinder-block will be bored out to give the largest capacity. The 1,500 cc engines give over 160 hp at 7,000 rpm, only 20 hp less than that of the 2.3 Grand Prix Alfas of a year ago. It runs on Shell racing fuel, on a 6 to 1 compression, with 15 lb blower pressure.

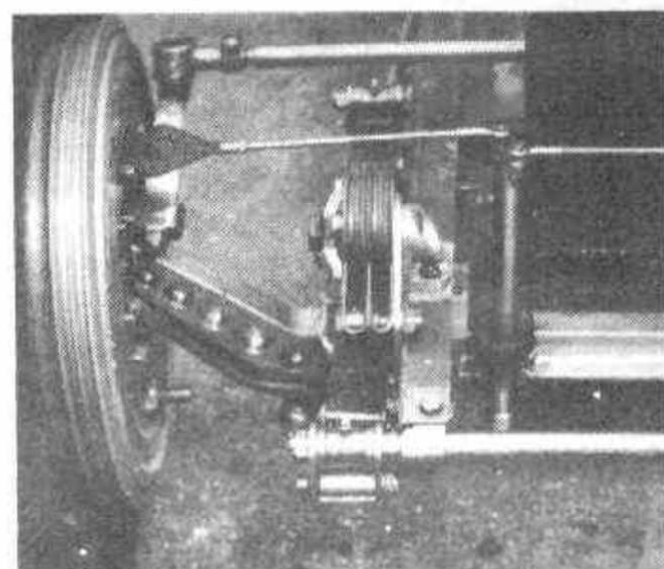
"Discussing the cars with Mr Mays, he confirmed our impression that they were intended for Grand Prix racing and not simply for hill-climbs, which of course, have been his speciality for the last ten years. 'Nearly all the Continental races have a class

either for 1½-litre or two-litre cars, so there will be plenty of scope for the ERAs. The appalling expense of constructing new engines, and the fact that the original motor has shown no signs of distress after all the tests to which it has been subjected made us think that we were justified in building a racing car round it. If all goes well, we may think of a three-litre straight-eight in a year's time.' He agreed that there was a market for an English produced racing car and that the company would be able later on to cater for this demand, but for the present the dozen mechanics were working night shifts to get the team cars ready for their first engagements.

"The 1½-litre car has been entered for the Isle of Man races and Shelsley Walsh, and the first 1,100 cc model should be finished in time for the latter event. These two cars and the two-litre have also been entered for the British Empire Trophy on June 23rd. If no unforeseen snag occurs, some of the cars may be run at Dieppe in July, while next year Mays hopes to take part in the Monaco Grand Prix. He will, of course, be driving in all the events given above, and Cook will also take a wheel in some of the races. The other driver has not yet been decided upon.

"This courageous attempt to produce an English-made racing car will be supported by the good wishes of all followers of motor sport, and the first appearance of the new car in the Isle of Man will be keenly awaited."

The 1½-litre was completed just before Whitsun, and on the following Tuesday was taken down to Brooklands in the Company's Leyland van, which can carry three cars and also provides sleeping accommodation for the mechanics. The engine was brand-new, and tests were confined to driving slowly round the track and checking over



The right front suspension of R1A showing the solid axle end, the friction shock-absorber, the Girling brake rod and the track-rod running above the chassis.

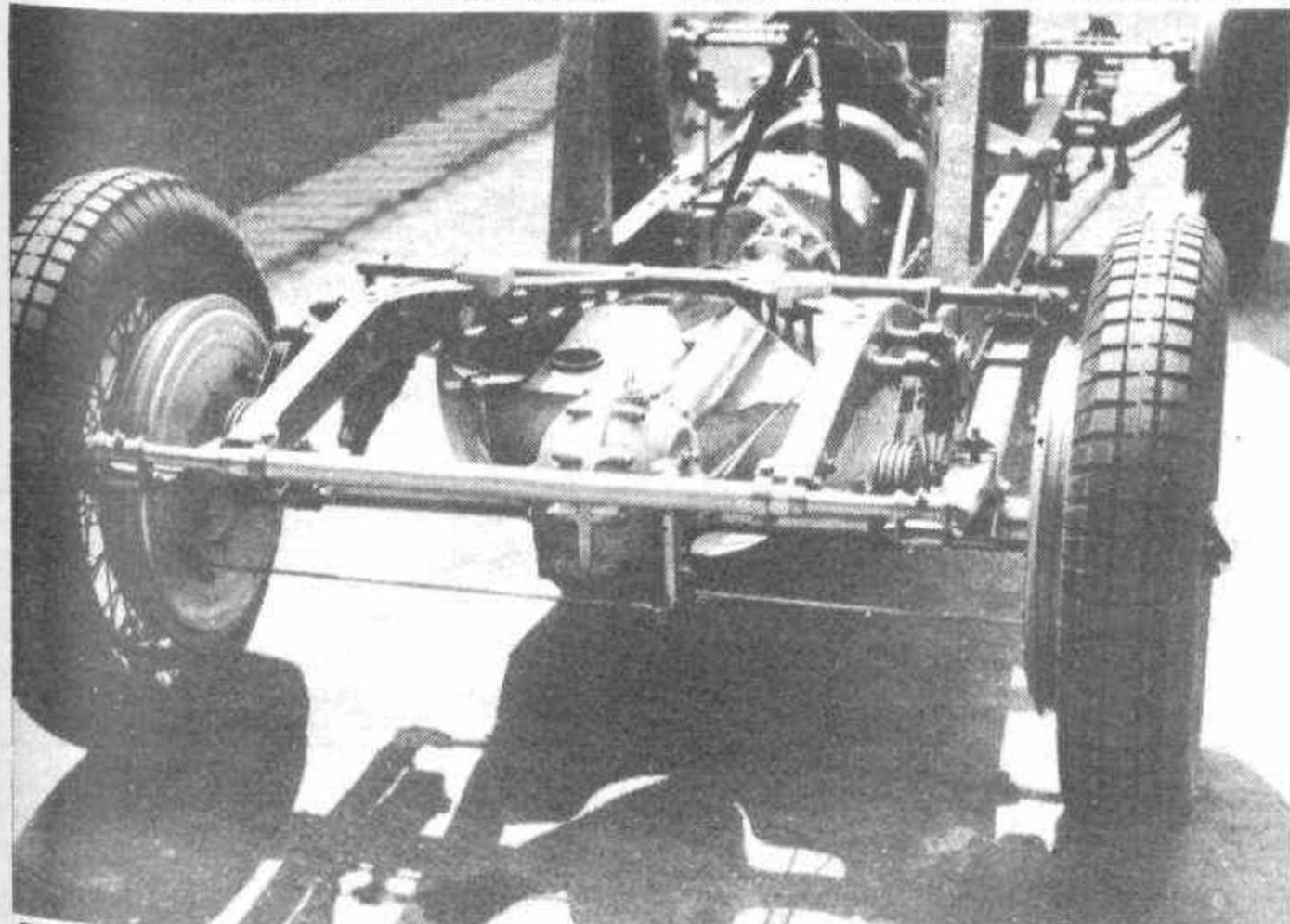
oil-pressure and similar matters. The "equipe" returned to Bourne the same night and the engine was put on the bench to complete its period of running-in.

Thus MOTOR SPORT brought the news of this exciting newcomer to the British sporting world. It was the first pure single-seater racing car, purpose built from scratch, to appear in England, of all-British manufacture. There were plenty of racing cars about in those days, but most of them derived from a production sports car, such as various MGs and Rileys or were small-capacity cars like Austin Sevens. The English racing world at that time was reliant upon Continental factories selling obsolete "works" cars, like Alfa Romeos or Bugattis, or Maseratis which were rare and expensive.

The début of the ERA was not blessed with success, for though it appeared in the Isle of Man, in 1,500 cc form to take part in the Mannin Moar, it was withdrawn after practice as Mays was unhappy with the handling and steering. It had shown impressive acceleration but was unstable at high-speed and Berthon put this down to the spring rates being wrong and the steering geometry being at fault. As a consequence the entries for Shelsley Walsh were withdrawn as well, and the major change to the steering was to mount the drop-arm from the steering box inside the chassis frame, rather than outside.

Eventually the first car was sorted out and from then on the name ERA became a household word in British motor racing and also made its mark in European events, in everything from round-the-houses races like Monaco, to mountain hill-climbs like the Grossglockner. In order to establish its performance potential Mays made successful attacks on standing-start records, the kilometre being the most popular one at the time, and orders for ERA cars arrived at Bourne from well-known drivers as well as newcomers.

Each car was given a chassis number identification beginning with "R" and ending in a serial letter, thus the first car was R1A, the second R2A, the third R3A and so on. The first car to be sold was R4A, which had an 1,100 cc engine and was bought by

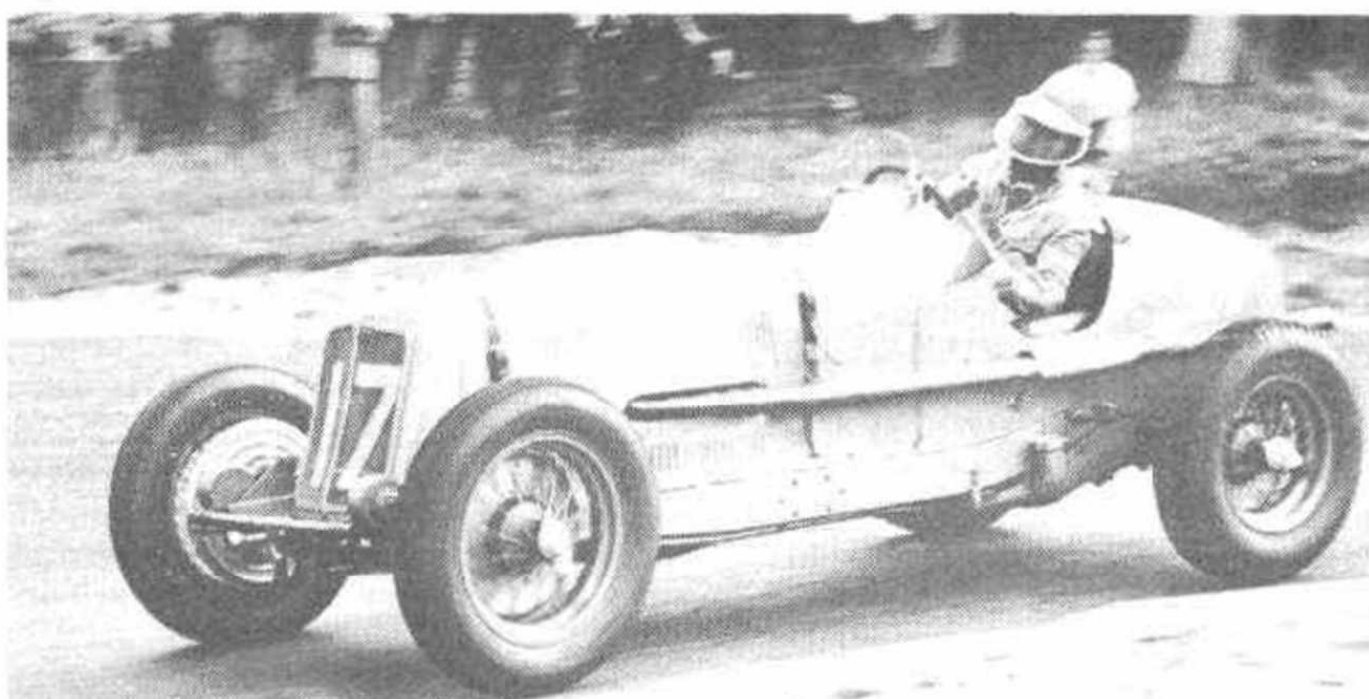


Rear view of the nearly completed chassis of R1A photographed at Bourne in 1934 showing the elektron bulkhead and the large diameter elektron brakes.

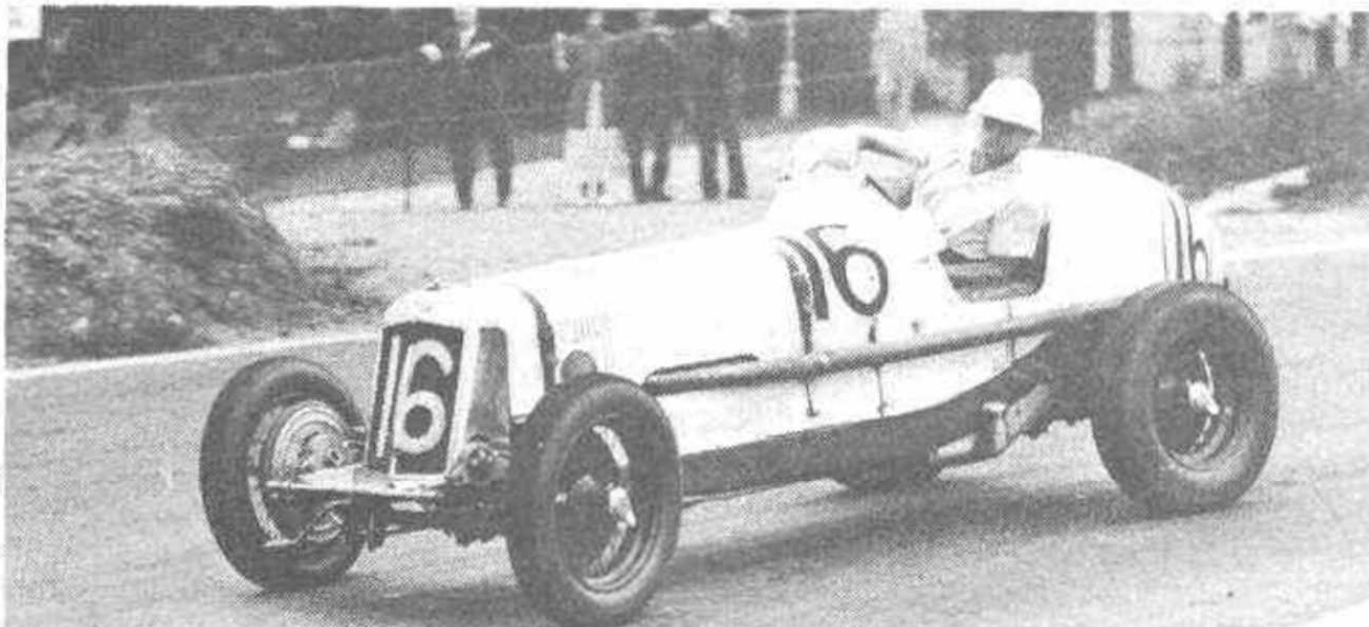


the South African driver Pat Fairfield, who was showing such natural driving talent that he was seconded into the factory team, running his own car with factory support. The real customer series began in 1935 with the fifth car built, which also started a new series using the letter B, thus R1B went to Dick Seaman, R2B to Prince Bira, R3B was a works car, as was R4B; R5B was bought by Prince Chula for his cousin Bira to drive in addition to R2B, and R6B went to Dr Benjafield, R7B to Arthur Dobson, R8B to Earl Howe, R9B to Dennis Scribbans and R10B to Peter Whitehead. R11B was bought by Reggie Tongue but R12B was retained as a works car. There was no R13B and R14B was sold to Johnny Wakefield and was the last of the original type cars to be built. By today's standards, a production run of 13 cars does not sound very great, but for the time it was quite a fair output bearing in mind the limited number of people able to afford to go motor racing. Of the 13 cars built all but one of them were very active in the years 1938 to 1939 when war put a stop to motor racing. The odd one out was R3B which was involved in a bad crash in 1936 at Deauville, when being driven in the works team by Marcel Lehoux, who lost his life in the accident. The wreckage was returned to the Bourne factory and completely dismantled and never rebuilt, such salvageable items as remained being used as spares for other cars.

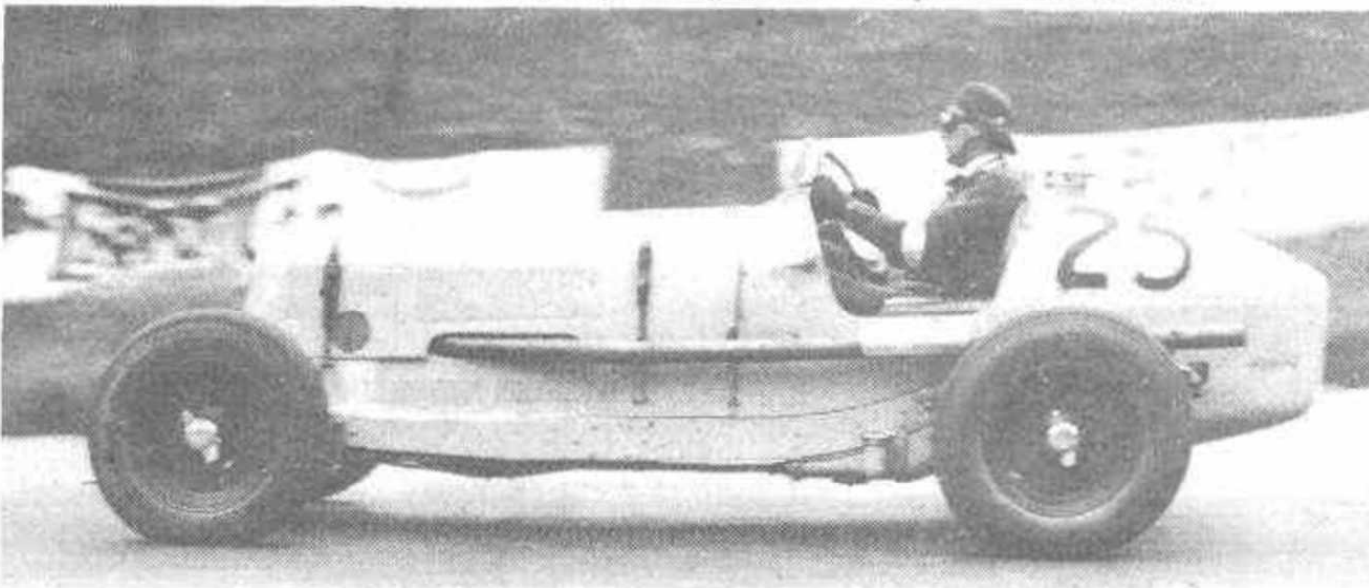
Although the ERA was offered in three forms, 1,100 cc, 1,500 cc, and two-litre, most of them were 1,500 cc models as this was the most popular category at the time. Only one 1,100 cc model was sold, as already mentioned, to Pat Fairfield and nobody bought a two-litre. In fact the only two-litre engine to be built was kept exclusively for Raymond Mays, who used it principally for hill-climbs and speed trials. All the cars chalked up long racing histories, some remaining effectively unaltered throughout their life, others undergoing continual modification and development. Naturally the works carried on a continuous development programme on the cars that Mays drove and in particular R4A went through four phases of development, A, B, C, and D, so that there was little left of R4A by the time it had become R4D, the development being like the famous axe which was original although it had had four new heads and six new handles. The only difference with R4A was that at each "rebuild" it either had a longer handle or a heavier head, so that in the end its only similarity with the original was the fact that it was an ERA. One major design change was in the C-type which involved independent front suspension on the Porsche principle with trailing arms and transverse torsion bars. This appeared on R4 in its C-form and R8B and R12B were also rebuilt into C-form. In 1939 R12C suffered a huge accident and was rebuilt back in B-form without the independent



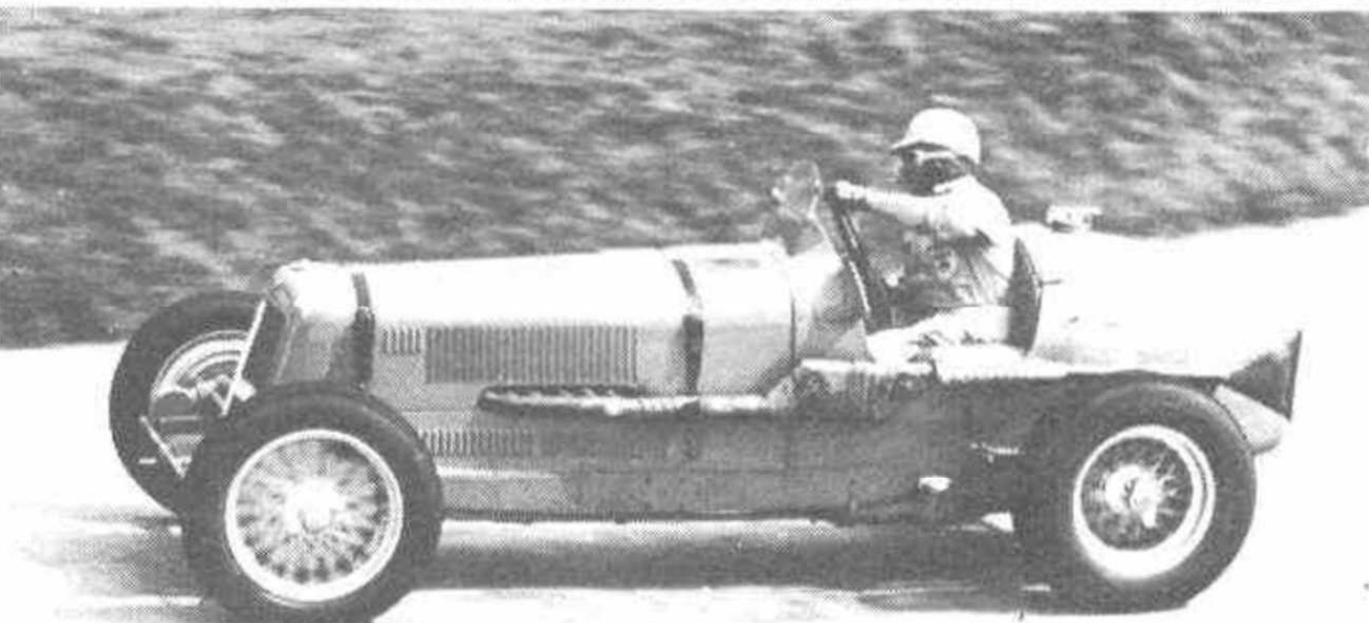
*B. Bira in R2B cornering at the Crystal Palace in 1937 with the inside wheels only just making contact with track.*



*Arthur Dobson in R7B applying an armful of steering lock at the Crystal Palace in 1937.*



*Charlie Martin driving R9B at Donington Park in 1936 when he won the Nuffield Trophy race.*



*Johnny Wakefield in R14B on the Brooklands Campbell Circuit in 1938. Note the regulation silencing system on the exhaust.*



suspension, and in recent years a new ERA has been built to represent R12C, even though the original car still exists in its 1939 rebuilt B-form.

By 1939 the 1½-litre category in International racing, which was in effect a sort of Formula 2, was becoming very popular and the ERAs were surpassed by the latest Maseratis and Alfa Romeos, while Mercedes-Benz were joining in and Auto Union were considering the category. Mays and Berthon produced an entirely new car to match this European opposition and this was the E-type, the first being chassis GP1, while parts for GP2 were under way. The E-type was a disaster for various reasons and the war stopped its development.

After the war GP2 was completed, but was no more successful than its sister. Meanwhile the B-series cars were raced in all manner of events and many were modified to try and keep pace with new Maseratis that were appearing. Telescopic shock-absorbers appeared, limited-slip differentials, long radius rods to control the rear axle, improved hydraulic brakes, better superchargers, reduced body heights and so on. Remarkably, the 1935/36 cars continued to give a good account of themselves and proved to be very reliable.

Eventually new post-war cars such as Alta, HWM, Ferrari, Gordini, Maserati and Cooper took over the scene and the old ERAs were turned out to grass. But not for long, however, as the Vintage Sports Car Club was thriving with racing for obsolete cars and the ERAs moved into this category and continued to race, and are still racing as fast as ever in vintage and historic events.

To commemorate 50 years of ERA the VSCC held a 10-lap race on the Silverstone Club circuit on July 14th and all but R3A and R4D turned up in the paddock, on show if not to race. GP1 was there, less its engine and half way through a resurrection, R14B was there without its engine, but the rest were present and ready to race, R1A driven by Wildbolz, R2A by Classic, R4A by Venables-Llewellyn, R1B by Marsh, R2B by Bill Morris, R5B by Lindsay, R6B by Green, R7B by Gahagan, R8B by Spollen, R9B by Mann, R10B by Mason, R11B by Martin Morris, R12B by Kergon and GP2 by Wallis. Joining in was the "bitza" R12C of Stephens.

Over the years some of the ERAs have been improved, others have remained remarkably original and some have deteriorated, but all are raceworthy and the sound of all those supercharged six-cylinder engines getting away at the start was quite something. Lindsay, M. Morris, Spollen and Venables-Llewellyn all use 2-litre engines nowadays and soon pulled away into a procession, but Classic, Mason, Marsh, Mann, Bill Morris and Green indulged in the sort of 1½-litre battle at close quarters that was truly representative of the ERA in its hey-day, when Bira, Dobson, Tongue, Martin, Wakefield and Cotton raced in

similar fashion. It was a fitting tribute to the marque and a worthy 50th anniversary

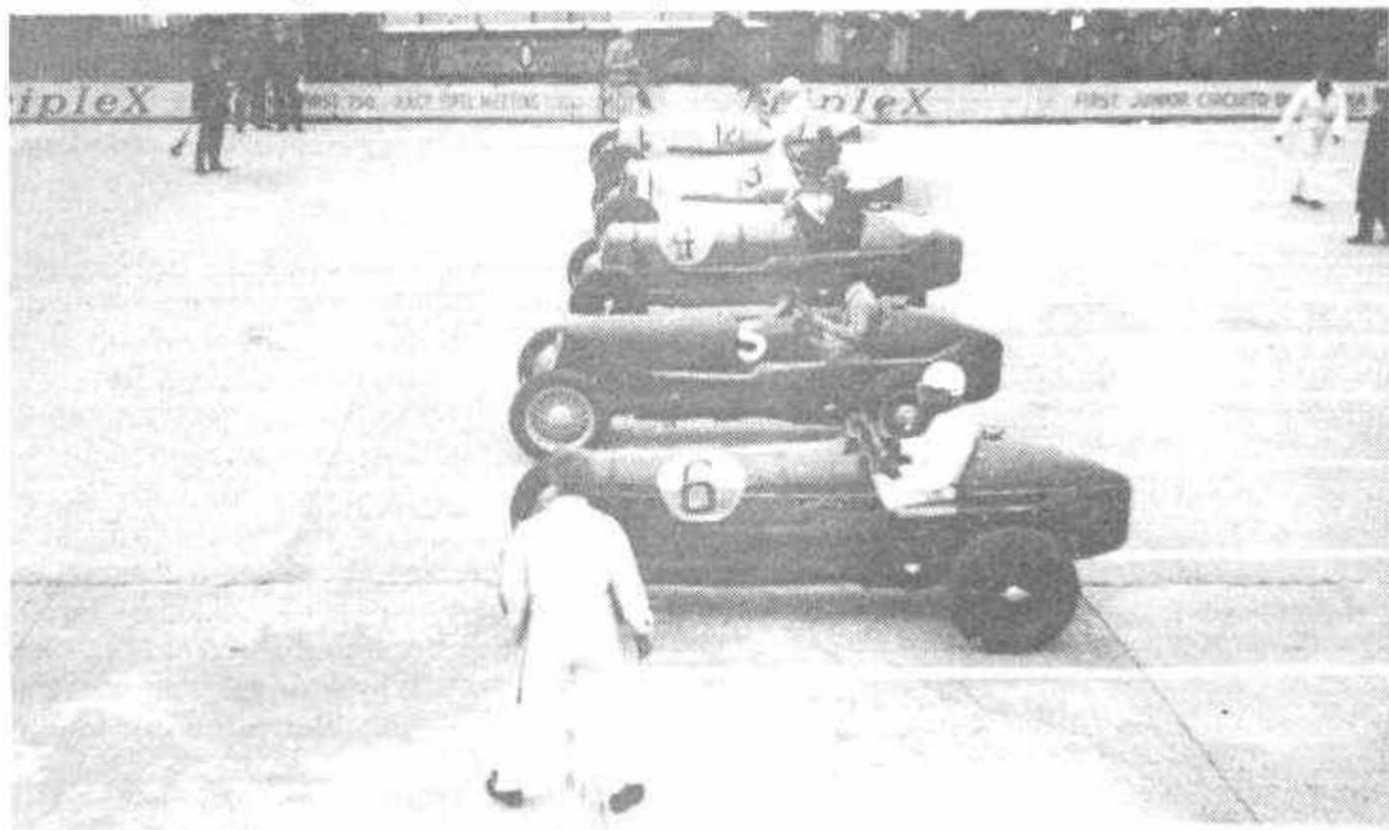
Some people assumed this to be the first time an event had been organised exclusively for ERA cars, but in fact it was the third such race. In 1936 on October 17th a 10-lap race round the Brooklands Mountain Circuit was organised by the BARC restricted to ERA cars only. An entry of seven was received and number 1 was Prince Bira with R2B, which was only right and proper as the race was for the Siam Challenge Trophy presented by his cousin. Number 2 was Dennis Scribbans in R9B, number 3 was Arthur Dobson in R7B, number 4 was Douglas Briault in R6B, number 5 was Raymond Mays in the works car R4B, number 6 was Reggie Tongue in R11B and number 7 was Peter Whitehead with R10B. Unfortunately Bira had to withdraw before the event, as new pistons in R2B gave trouble, and Whitehead was also a non-starter in R10B. The race saw a good scrap between Mays and Dobson, and the result was 1st Mays, 2nd Dobson, 3rd Scribbans. In 1938 another ERA race was held at Brooklands, again organised by the BARC, over five laps of the Campbell Circuit on August 1st. This time only four cars took part, Dobson R7B, Wakefield R14B, Billy Cotton the band-leader R1B, and Reggie Tongue R11B and they finished in that order, Tongue actually retiring before the end with brake trouble.

There was one further event in which only ERA cars took part, though it was not a race in the ordinary sense of the word. Throughout 1938 there was much discussion in the correspondence pages of the motor papers as to who was the best driver, Bira or Arthur Dobson, for these two had indulged in some memorable races during the season. At the end of the season the Imperial Trophy was due to take place on the Crystal Palace circuit in South London, and Harry Edwards, the secretary

of the Road Racing Club who organised the event had the bright idea of putting on a match race between Bira in R2B and Dobson in R7B, to try and settle the argument that everyone discussed whenever motor racing was the subject. Unfortunately it all fizzled out for Bira picked up a nail in a rear tyre of R2B and had to retire with a flat Dunlop, leaving Dobson to a hollow victory. The idea was not repeated, so we never did come to any conclusion.

The ERA has always had a big following, probably because it was the first real single-seater racing car to fly the British flag in Europe in the 1½-litre days, and because it had such a splendidly sharp exhaust note. For 50 years, excluding the war years, the ERA has personified the term "racing car" to the British enthusiast, and the fact that they are all still in existence and are nearly all as active as ever they were, tells the whole story of the enthusiasm for the marque. You don't find ERAs in museums, you must go to a racing circuit to see them and you can still hear them. Racing cars in museums are all very well, but there is nothing like seeing and hearing them in full flight, even if they are not as fast as a Formula Ford.

Thanks to the generosity of a MOTOR SPORT reader, Mr Riches of Camberley, Surrey, we are able to produce a photograph of the five ERAs starting the 1936 all-ERA race at Brooklands. Mr Riches, a reader since 1933, took the photograph himself from the paddock grandstand by the starting line of the Brooklands Mountain Circuit. Anyone seriously interested in the ERA cars should acquire a copy of "The History of English Racing Automobiles Limited" by David Weguelin, published by White Mouse Editions, of 23, Craven Hill, London W2 3EN. It is a vast tome, rather expensive, but worth every pound. It is one of those books you do not regret buying, no matter how heart-searching the original purchase was. — D.S.J.



The start of the Siam Challenge Trophy on the Brooklands Mountain Circuit in October 1936, restricted to ERA cars. From the foreground they are Tongue R11B, Mays R4B, Briault R6B, Dobson R7B and Scribbans R9B. The race was won by Mays number 5.





*SURPRISE of the season has been the performance of the Volvo Turbos. This is Thomas Lindström's car in the countryside of Vallelunga during practice.*

## European Touring Car Championship

**The season so far: seven wins to Jaguar, two to BMW, Toyota, Rover and Volvo getting competitive . . .**

EVER SINCE the creation of Group A racing, the once-moribund ETC series (formerly Group 2, unattractive to manufacturers) has begun to come to life. Now we are well into the third season, and the racing is getting better all the time. Silverstone may not be as exciting a venue as some, but this month's TT can be expected to live up to its original intention and provide close racing between cars recognisable as the kind you could buy and use on the road. True, a lot of items, such as wheels, tyres and brakes can be unrelated to the road-going model; but the regulations do ensure strict limitations as to the modifications allowed.

We have all seen what happened to the 1983 British Championship. The European Championship has not been all sweetness and light either. What kind of racing is, nowadays? As teams and officials wrestled with the regs, sufficient diplomacy was retained to bring the 1983 season to a tight and exciting conclusion, with Dieter Quester of Austria (Schnitzer BMW 635CSi) pipping Scotland's Tom Walkinshaw (TWR Jaguar XJ-S) only in the final round. With each race at least 500 km (or 3.5 hours) long,

the ETC series has much more "meat" to it than national "sprint" championships; and it was therefore in the FIA's interests to ensure a similar interpretation of the regulations by all contestants. The result has been the appointment of a Technical Delegate to the ETC series, a post visualised by Secretary General Pierre Aumonier last year.

Marcel Servais is from Belgium, a country with no national marques in present-day terms (its industry now being one of assembly rather than creation). As FISA's Technical Delegate he is on hand to verify specifications with manufacturers and competitors and, if necessary, to point a finger at anyone "over-interpreting" Group A regulations. His job is a pretty lonely one, yet his presence has co-incided with a visible reduction in inter-team tension. Marcel Servais knows the tricks of racing, and the racers know he knows. So they are getting on with their racing, and turning it into a cracking good season.

It began in April with two thoroughly miserable races in Italy — cold at wet. Not simply wet either, but variably wet, keeping the tyre-men on their toes throughout. At

Monza, the Jaguar's performance gave it the edge, putting Tom Walkinshaw and Hans Heyer at the top of the table — positions they have continued to occupy. At Vallelunga a week later, fate decreed a wrong tyre choice for the Jaguar team leader; he was not the only one to suffer but he and Heyer had to work hard to pull up from mid-field to third. It was a BMW day, Alain Cudini and Dany Snoeck in a Juma car ("practising for the 24-hour race") defeating reigning champion Dieter Quester, now sharing his Schnitzer 635CSi with Hans-Joachim Stuck on a regular basis. What a simple scrutiny of the results does not reveal is that turbocharged Volvos led both races for a while — Thomas Lindström's at Monza and Ulf Granberg's at Vallelunga.

At the end of that month came Round Three at Donington, and a victory for Win Percy and Chuck Nicholson in the year's first dry race, their Jaguar followed home by three BMWs. Fair's fair, or maybe it's just the way things turn out, but it was the third XJ-S crew (Martin Brundle / Enzo Calderari) which triumphed at Pergusa in May. Last year, a thick cloud hung over active Etna; this year the cloud took the form of swarms of insects around Pergusa Lake. They were a nuisance to all drivers, despite agreement on the use of deflectors. This didn't prevent the Motul and Jaguar sponsored TWR cars from taking their first 1-2-3 of the year.

A four-week break preceded a concentrated period with four races in the space of a month. The water-injection Volvo ran at Brno on June 10th; new corrective features of the Jaguars included non-cracking Speedline wheels and non-throwing multi-vee belts. This super circuit incorporates two bits of the old Masaryk course (though in the opposite direction), and is very fast. In fact it has just about everything — villages, forests, uphill, downhill, open bends, blind bends. On the bumpy straight you could hear the scream of the stiffer-sprung BMWs alter in pitch between the crests; the same remark would apply to the Volvos if they weren't so quiet. Robert Qvist's very fast Volvo had a "touch" on the straight, and began to roll. It rolled and it rolled — a good job it is all fields at that point. Another 1-2-3 put the Kidlington team in good heart, and for the first time a Volvo (Ulf Granberg / Eje Elgh) was next.

Less than five hours' drive away from Czechoslovakia — but light-years away in lifestyle — the teams re-grouped at the Österreichring to race again a week later. This glorious circuit and location in southern Austria overlooks the Zeltweg airfield where the Grand Prix used to be held. (D.S.J. says one should refer to Knittelfeld, not Zeltweg, as the related



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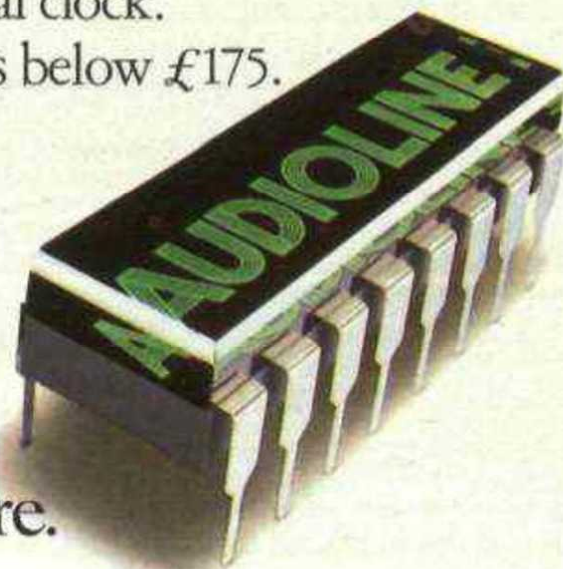
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## The German Grand Prix — Magnificent McLarens

Hockenheimring, August 5th

WITH the opening of the new *Motodrome* in the Eifel Mountains, to replace the legendary Nürburgring, there was a feeling at the Hockenheimring that 1984 might see the last German Grand Prix to be held there. People who had this feeling had yet to visit the new Eifelring and they were not looking closely at the success of the Formula One races at Hockenheimring over the past few years. Not success by the standards of exciting races or legends being made, but the simple one of 100,000 paying customers packed into a stadium, making a financial success for the organisers. A stadium to the German populace is a bit like a golf course to

the British, it is part of their nature and upbringing, and when that Stadium is alongside an Autobahn and only a few minutes from vast urban areas it is not surprising that the crowds pour in. Whether the same crowds, the stadium-goers, will travel all the way to the Eifel mountains is another question. To go to the mountains for a weekend of camping and open-air activities is one thing, but to sit in a concrete stadium and have to use binoculars to see the cars and drivers is something else.

As proof that you can get used to anything is the fact that few people inside Formula One complain about Hockenheimring any more. The organisation is

**WELL MATCHED:** The Ligier JS23s of Andrea de Cesaris and Francois Hesnault spent much of the race running in close company, swapping places all the time. In the end the Italian just beat his French colleague to seventh place.

trouble-free, the whole affair runs smoothly, traffic organisation is very impressive, even though it does mean traversing the small town of Hockenheim, and there is an air of organisation that is efficient if bland and impersonal. The flat and fast circuit (apart from the Mickey Mouse bit inside the stadium) leaves very little impression, for any sort of driving challenge has long since been removed by the introduction of "chicanes". The Hockenheimring is where the German Grand Prix is held and every year someone wins it, but for the life of me I can't remember who won it last year, or how he did it! It's that sort of place.

If you looked upwards out of the concrete stadium on Friday morning you saw the most beautiful blue skies, and the sun was shining brightly. Just right for photography, so the morning test-session got under way with Warwick (Renault) and Fabi (Brabham) setting off with film cameras mounted behind their heads, while others began the serious business of testing tyres, suspension, aerodynamics, boost pressure and all the other variables in preparation for the afternoon qualifying hour. Although everyone was ready the session seemed to get going rather slowly, but gradually the normal pace developed with all the expected fast drivers up at the front of the time list, all the slow ones at bottom, and the mediocre midfield with all the right people in it. Just behind the really fast boys was young Ayrton Senna in a brand new Toleman-Hart using a Ferrari-type rear aerofoil in place of Rory Byrne's unique double rear aerofoil. This sight of Senna up with the fast boys is something that is becoming a regular occurrence, rather than a flash-in-the-pan, which puts into perspective any detractors of the Hart 4 cylinder engine.

Team Lotus were in dire trouble, Mansell walking back to the pits after abandoning his Lotus-Renault, and de Angelis using the

### ENTRY AND PRACTICE

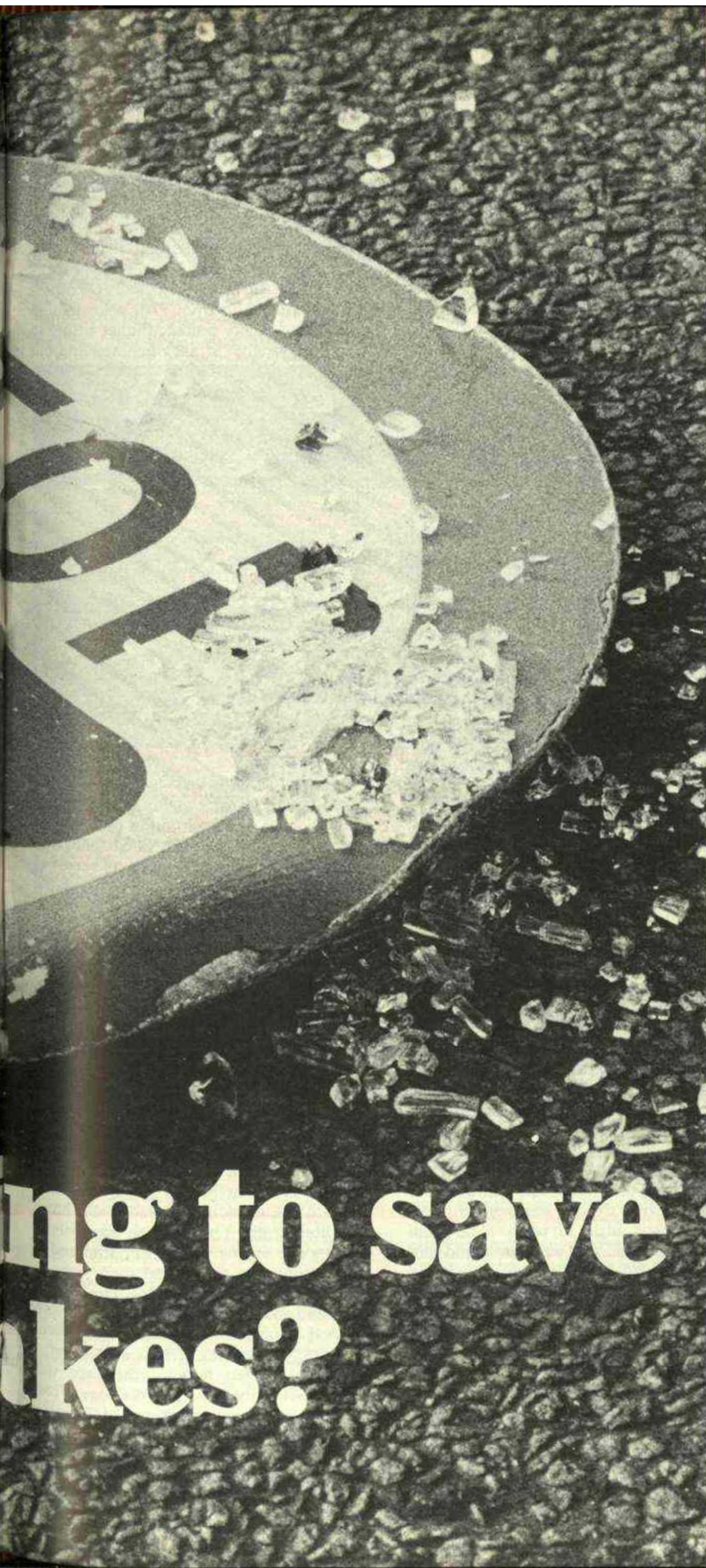
No	Driver	Nat	Team	Car Type	Engine	Tyres	Sponsors	Colours	Friday Practice	Saturday Practice	Remarks	No
1	Nelson Piquet	BR	Brabham	BT53	BMW 4-cyl t/c	Michelin	Parmalat Foods	Blue/White	1.48.698	1.48.584		1
2	Teo Fabi	ITAL	Brabham	BT53	BMW 4-cyl t/c	Michelin	Parmalat Foods	Blue/White	1.51.693	1.49.302		2
3	Stefan Johansson	SW	Tyrrell	012	Cosworth V8	Goodyear	Sistyme Computers	Blue	2.00.268	1.59.461	Replacing Brundle	3
4	Mike Thackwell	D	Tyrrell	012	Cosworth V8	Goodyear	Maredo de Longhi	Black	2.01.320	1.59.516	Replacing Belfor	4
5	Jacques Laffite	FR	Williams	FW09B	Honda V6 t/c	Goodyear	Denim/ICI/TAG	White/Green	1.51.428	1.50.511		5
6	Keijo Rosberg	FIN	Williams	FW09B	Honda V6 t/c	Goodyear	Denim/ICI/TAG	White/Green	2.12.229	1.52.003		6
7	Alain Prost	FR	McLaren	MP4/2	Porsche V6 t/c	Michelin	Marlboro/TAG	Red/White	1.49.439	<b>1.47.012</b>	Pole Position	7
8	Niki Lauda	AUT	McLaren	MP4/2	Porsche V6 t/c	Michelin	Marlboro/TAG	Red/White	1.48.912	1.49.004	Winner British GP	8
9	Philippe Alliot	FR	RAM	RAM 02	Hart 4-cyl t/c	Pirelli	Skoal Bandit	White/Green	1.55.505	1.55.795	Rebuilt car	9
10	Jonathan Palmer	GB	RAM	RAM 02	Hart 4-cyl t/c	Pirelli	Skoal Bandit	White/Green	1.56.797	no time	Rebuilt car	10
11	Elio de Angelis	ITAL	Lotus	95T	Renault V6 t/c	Goodyear	John Player/ELF	Black/Gold	<b>1.48.033</b>	1.47.065		11
12	Nigel Mansell	GB	Lotus	95T	Renault V6 t/c	Goodyear	John Player/ELF	Black/Gold	1.52.958	1.51.715		12
14	Manfred Winkelhock	D	ATS	D7	BMW 4-cyl t/c	Pirelli	ATS Wheels	Yellow/Black	1.51.697	1.50.686		14
15	Patrick Tambay	FR	Renault	RE50	Renault V6 t/c	Michelin	ELF	Yellow/White/Black	1.51.414(T)	1.48.425		15
16	Derek Warwick	GB	Renault	RE50	Renault V6 t/c	Michelin	ELF	Yellow/White/Black	1.48.576	1.48.382		16
17	Marc Surer	CH	Arrows	A7	BMW 4-cyl t/c	Goodyear	Barclay/Nordica	Cream/Brown/Blue	1.56.450	1.51.475		17
18	Thierry Boutsen	B	Arrows	A7	BMW 4-cyl t/c	Goodyear	Barclay/Nordica	Cream/Brown/Blue	1.52.144	1.51.551		18
19	Ayrton Senna	BRA	Toleman	TG184	Hart 4-cyl t/c	Michelin	Segefredo Magirus	Blue/Red/White	1.49.395	1.49.831		19
20	—	—	Toleman	TG184	Hart 4-cyl t/c	Michelin	—	—	—	—	Entry withdrawn	20
21	Huib Rothengatter	NL	Spirit	101/B	Hart 4-cyl t/c	Pirelli	Australian Sports	White	1.56.112	2.00.118		21
22	Riccardo Patrese	ITAL	Alfa Romeo	184T	Alfa Romeo V8 t/c	Goodyear	Benetton	Green/Black	1.52.769	1.54.665		22
23	Eddie Cheever	USA	Alfa Romeo	184T	Alfa Romeo V8 t/c	Goodyear	Benetton	Green/Black	1.54.802	1.51.950		23
24	Piercarlo Ghinzani	ITAL	Osella	FA/1F	Alfa Romeo V8 t/c	Pirelli	Kelémata	Blue	1.59.505	1.54.546		24
25	Francois Hesnault	FR	Ligier	JS23	Renault V6 t/c	Michelin	Gitanes/Antar	Blue/White/Red	1.53.985	1.51.872		25
26	Andrea de Cesaris	ITAL	Ligier	JS23	Renault V6 t/c	Michelin	Gitanes/Antar	Blue/White/Red	1.50.338	1.50.117		26
27	Michele Alboreto	ITAL	Ferrari	126C4	Ferrari V6 t/c	Goodyear	Fiat/AGIP	Red	1.49.782	1.48.847		27
28	René Arnoux	FR	Ferrari	126C4	Ferrari V6 t/c	Goodyear	Fiat/AGIP	Red	1.50.830	1.49.857		28
30	Jo Gartner	AUT	Osella	FA/1F	Alfa Romeo V8 t/c	Pirelli	Kelémata	Blue	1.58.457	1.55.594	Rebuilt car	30





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T-car after his own car blew up. Ferrari had brought along four cars for Arnoux and Alboreto, each driver having a car with new rear suspension and one with the old suspension. As neither driver seemed able to decide whether the new suspension was an improvement over the old system, they both opted to use their T-cars with the old-type suspension. Mauro Forghieri's look of despair told it all. If engineers cannot get any intelligent feed-back from the drivers how on earth can they make progress? In the McLaren camp, as always, there was quiet progress being made as Lauda and Prost made their plans to win the German Grand Prix. In the Brabham pit it was a similar scene, the BT53 cars using carbon-fibre brake discs and pads on this circuit that gave the brakes a fairly easy time as regards their rate of application and freedom from heat build-up. Piquet was his usual confident and mischievous self, while Teo Fabi was aiming to get down to Formula One seriously, having rid himself of his American racing commitments in the CART series.

At the lower end of the field the MacDonald RAM team had really worked overtime and rebuilt both the cars that were damaged at Brands Hatch, and the Osella team had rebuilt the car that Gartner crashed. Tyrrell had his three 012 cars in the pit lane, but neither of his regular drivers, Brundle still being on the sick-list and Bellof being committed to an Endurance race in Canada with the works Porsche team. Stefan Johansson stood (or to be more precise, sat) in for Brundle in 012/4 and Mike Thackwell took the place of Bellof in the black 012/5. The team is still under the cloud of suspicion, following rule breaking, and until Ken Tyrrell's appeal is heard by the FIA, the cars are being allowed to take part in the Grand Prix events, but not in the World Championship. Before practice started it was made clear that the 26 cars on grid rule would be changed to 27 if any regular Championship contender qualified behind the Tyrrell cars. If the Tyrrell cars were 26 and 27 in qualifying, the 26 cars rule would apply. The ATS team appeared to be well-organised, with a brand new D7 car to supplement their original one, and the Arrows team had a full complement of three BMW-powered A7 cars.

It was still very warm when qualifying began at 1 pm and Piquet was out almost immediately to set a bogey time of 1 min 48.698 sec, which gave an average speed of 140 mph. He did this in his "race" car (BT53/4) rather than the "sprint special" qualifying car (BT53/3), as the latter had given trouble during the morning testing. This bogey time did not last long, for both Warwick and de Angelis beat it, the Lotus driver almost breaking into the 1 min 47 sec bracket, with an impressive 1 min 48.033 sec lap. Their team-mates were not with them on this occasion, Tambay still sorting out a brand new Renault (RE50/09) and Mansell having gearbox problems.

These eventually turned out to be some new Italian-made gears, delivered direct to the circuit, being .020 in oversize on the dog-depth. After they had been corrected in a local machine shop everything worked perfectly, but it was not put right until race morning. Lauda was in fourth place and just behind him was that young man Ayrton Senna and the Toleman-Hart! In 27th place was Rosberg. There was little point in asking what was wrong, for if Frank Williams and Patrick Head knew, Rosberg would have been up in the first half-dozen. It looked like it was going to be "one of those days" for the Williams team.



*MIKE THACKWELL, recently crowned European Formula 2 Champion, failed to qualify the second Tyrrell 012 in which he was deputising for the absent Stefan Bellof.*

As the hour progressed so did the heat, and inside the concrete bowl it was oppressive as everyone waited for the last few minutes before having a final go for pole position. Unfortunately Tambay had his Renault engine blow up and there was a lot of oil around the track in the stadium, which put paid to any more really fast times, so de Angelis retained pole position. Tambay actually had to make his qualifying time in Warwick's car, as it was the T-car which had blown up. Tambay's race-car had given trouble early on. There had only been 27 cars taking part, as the Toleman team had withdrawn their second entry, Cecotto being out of action following his Brands Hatch accident.

On Saturday morning the rain was pouring down and those who ventured out did so on heavily treaded wet-weather tyres, but there was little to learn. The main concern was that the weather would not clear up, so that Friday's times would give the starting grid positions. While this meant joy in the Lotus team, it was despair in the Williams team, with Rosberg in last place. However, the weather men had promised that clear and dry weather was on its way so everyone splashed around hopefully. Sure enough, as the test session ended at 11.30 am, the sun appeared and vapour rose from the track as the hot sun dried things out.

As the track was not completely dried out by 1 pm, those who already had a good grid time from Friday were prepared to sit and wait, but Rosberg could not afford this luxury so was all wound up tight to go out the instant the pit lane was opened. Unfortunately he was held up by a recalcitrant body fastener that would not click shut and the Williams mechanics wasted a lot of time friggng about with it before sending him off with a piece of sticky tape holding it in place! Instantly Rosberg moved himself up from 27th place to 19th place. The others waited, Piquet sitting in the "lightweight" Brabham, immobile but

ready to go, Tambay sitting in his Renault, Arnoux and Alboreto in their old type suspension Ferraris and so on. There was quite an air of tension in the pits, which the spectators could unfortunately not see or appreciate, being a million miles away in their vast grandstands. At 1.20 pm Tambay drove off down the pit lane, the first to break the tension and all eyes and stopwatches were on him, for his lap times were going to give an indication of the track conditions. Laffite went out, but caused little interest, though when Alboreto moved off down the pit lane interest perked up. As the fast boys began to make their first runs the tension subsided and by 1.40 pm all hell had broken loose. De Angelis was quick, but Prost was quicker, Warwick was still up with them, Piquet was not far behind and Lauda spun off onto the grass in the stadium! Things were hotting up. The Austrian was using a long-service engine in his McLaren and it was beginning to smoke and show signs of wear. Trying a bit too hard, too soon, Lauda lost it and spun. He returned to the pits with a damaged nose cowling and grass all over the tyres, but nothing serious was wrong.

In the last ten minutes the pace was frantic but nobody could dislodge Prost from his pole position, though de Angelis was very close to him, these two being on their own in the 1 min 47 sec bracket, whereas Warwick, Tambay, Piquet and



Alboreto were in the 1 min 48 sec bracket. In the 1 min 49 sec area were Lauda, Fabi, Senna and Arnoux. Of these Fabi was particularly pleased, as he felt he was beginning to make Formula One progress at last, and Senna was there by reason of his Friday time, a continual misfire in the Hart engine preventing him going any quicker.

It was raining again on Sunday morning, but not for long, and by the time the "warm-up" period started all was well, though the skies were not clear of ominous clouds. The Ferrari drivers were still in their T-cars, with the old suspension, and the other two cars had been converted back to

the old layout, making Forghieri wonder why he bothered to design new things. There were troubles at both ends of the pit lane during this half-hour, for Lauda arrived with his Porsche engine screaming its head off, the throttles having stuck open and the ignition switch having failed, while down in the Spirit pit there was gloom as Rothengatter had stopped out on the circuit with a hole in the bottom of his Hart engine, so the spare car had to be made ready. Prost was soon back into his pit, his engine not running right in the McLaren, but the Brabham team and the Lotus team seemed to be in good order. The race was not due to

forgiven for thinking that he was on half a tank of petrol and soft tyres in a bid to make some sort of showing. When 25 cars had gone by and out of the stadium, the 26th arrived, this being the Arrows-BMW of Surer which had gone wrong in its fuel injection system and would only run on tick-over. He trickled into the pits but nothing could be done about it.

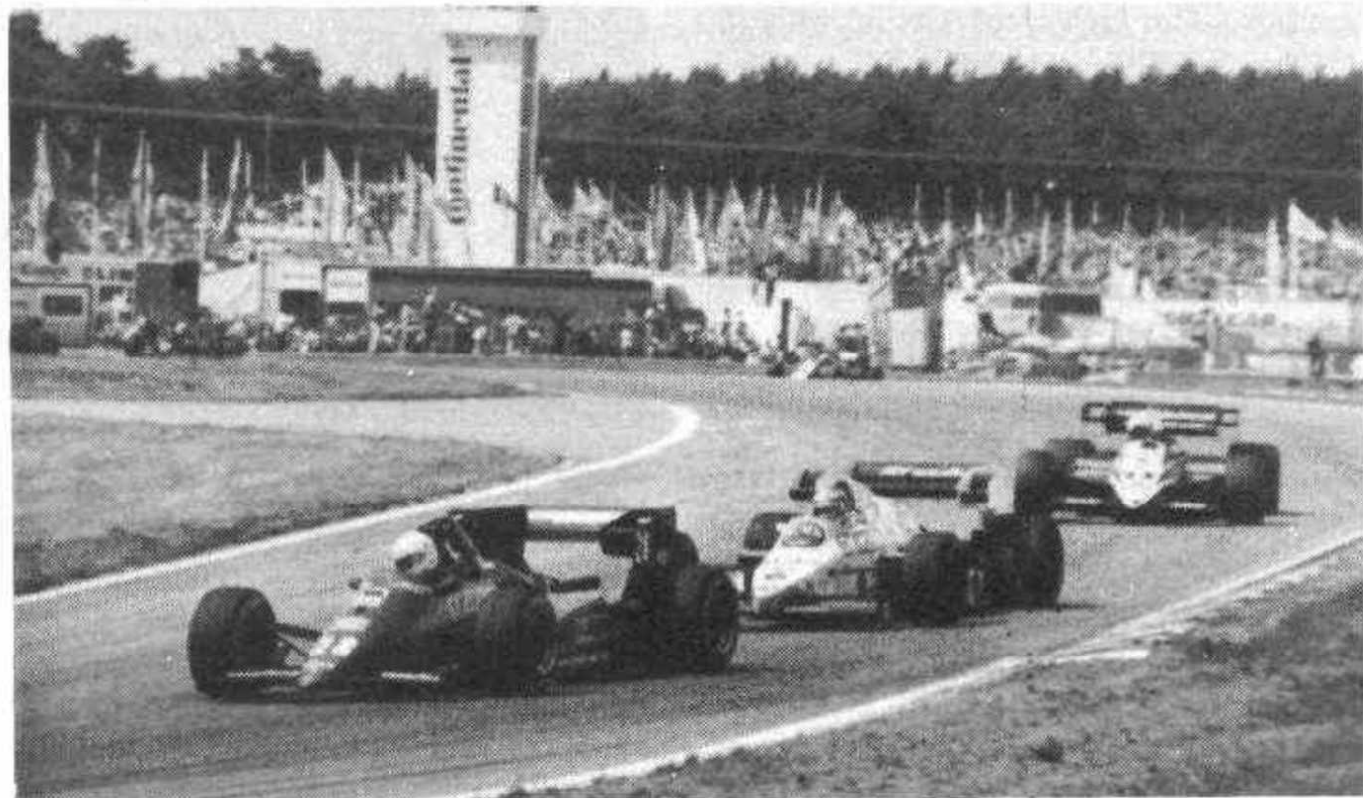
Within three laps a gap had appeared after Piquet and before Warwick arrived, and while de Angelis looked comfortable in the lead, he could not have felt comfortable with Prost and Piquet lurking behind him. Senna was an impressive fifth in the Toleman

#### STARTING GRID



7 A. Prost (McLaren-Porsche V6 t/c)(T) 1 min 47.012 sec 31 (1 min 53.538 sec)	11 E. de Angelis (Lotus-Renault V6 t/c) 1 min 47.065 sec 7 (1 min 54.776 sec)
16 D. Warwick (Renault V6 t/c) 1 min 48.382 sec 37 (1 min 55.024 sec)	15 P. Tambay (Renault V6 t/c) 1 min 48.425 sec 33 (1 min 54.583 sec)
1 N. Piquet (Brabham-BMW 4 cyl t/c) 1 min 48.584 sec (T) 6 (1 min 54.328 sec)	27 M. Alboreto (Ferrari V6 t/c)(T) 1 min 48.847 sec 4 (1 min 56.930 sec)
8 N. Lauda (McLaren-Porsche V6 t/c) 1 min 48.912 sec 29 (1 min 53.778 sec)	2 T. Fabi (Brabham-BMW 4 cyl t/c) 1 min 49.302 sec 23 (1 min 55.062 sec)
19 A. Senna (Toleman-Hart 4 cyl t/c) 1 min 49.395 sec 4 (1 min 55.712 sec)	28 R. Arnoux (Ferrari V6 t/c)(T) 1 min 49.857 sec 32 (1 min 55.668 sec)
26 A. de Cesaris (Ligier-Renault V6 t/c) 1 min 50.117 sec 5 (1 min 58.588 sec)	5 J. Laffite (Williams-Honda V6 t/c) 1 min 50.511 sec 4 (1 min 56.176 sec)
14 M. Winkelhock (ATS-BMW 4 cyl t/c) 1 min 50.686 sec 6 (1 min 58.658 sec)	17 M. Surer (Arrows-BMW 4 cyl t/c) 12 min 51.475 sec 1 (3 min 02.645 sec)
18 T. Boutsen (Arrows-BMW 4 cyl t/c) 1 min 51.551 sec 7 (1 min 57.142 sec)	12 N. Mansell (Lotus-Renault V6 t/c) 1 min 51.715 sec 33 (1 min 54.466 sec)
25 F. Hesnault (Ligier-Renault V6 t/c) 1 min 51.872 sec 7 (1 min 58.421 sec)	23 E. Cheever (Alfa Romeo V8 t/c) 1 min 51.950 sec 18 (1 min 57.460 sec)
6 K. Rosberg (Williams-Honda V6 t/c) 1 min 52.003 sec 7 (1 min 54.529 sec)	22 R. Patrese (Alfa Romeo V8 t/c) 1 min 52.769 sec 7 (1 min 58.257 sec)
24 P. Ghinzani (Osella-Alfa Romeo V8 t/c) 1 min 54.546 sec 7 (1 min 58.425 sec)	9 P. Alliot (RAM-Hart 4 cyl t/c) 1 min 55.505 sec 2 (2 min 02.203 sec)
30 J. Gartner (Osella-Alfa Romeo V8 t/c) 1 min 55.584 sec 7 (1 min 59.567 sec)	21 H. Rothengatter (Spirit-Hart 4 cyl t/c)(T) 1 min 56.112 sec 2 (2 min 03.195 sec)
10 J. Palmer (RAM-Hart 4 cyl t/c) 1 min 56.797 sec 7 (2 min 01.116 sec)	3 S. Johansson (Tyrrell-Cosworth V8) 1 min 59.461 sec 36 (2 min 00.730 sec)

Did not qualify:  
4 M. Thackwell (Tyrrell-Cosworth V8) 1 min 59.516 sec.  
(T) Time recorded in spare car.  
(T) Spare car used in race.  
NB Time in brackets is best lap in race.  
Number in bold is lap on which recorded.



THROUGH the tight stadium section early in the race René Arnoux's Ferrari C4 fends off Keke Rosberg's Williams FW09B and the Ligier JS23 of Andrea de Cesaris.

start until 2.30 pm so there was enough time to sort things out, for Formula One standards of work can accomplish miracles while most people are having lunch.

Although it was warm and dry as the cars were prepared for the race there were still some heavy clouds circulating, and as they formed up on the grid a few spots of rain fell, but did not develop into anything. Prost had rushed back into the pits, his engine still not running properly and as the fuel pump was suspect he was strapped into the waiting T-car and tore off round the circuit once more to take up pole position long after everyone else was in position. All was in good order and Prost led the field away on the parade lap, seeming to be gone for an awful long time as the Hockenheim circuit is one of the longer ones. They all arrived back safely and as the tail-enders stopped on their marks, the lights came on red, then blinked to green and all 26 cars surged away. From his inside position de Angelis made a beautiful getaway and got the drop on Prost, while Warwick sliced across and tucked in behind the Lotus. They sorted themselves out on the opening lap and de Angelis led back into the stadium, followed by Prost, Piquet, Warwick, Tambay, Senna, Alboreto, Lauda, Fabi and the rest. Rosberg was picking off the tailenders very quickly and his pace was such that one could be

ahead of Tambay, but on lap five he had the father-and-mother of spins on the fast outward leg before the East Curve chicane, and thumped the Armco with the right rear corner. The rear aerofoil had broken away and collapsed while he was doing about 175 mph on the long right-hand curve. He escaped without so much as a bruise and was remarkably cool and collected about the whole thing afterwards, not so much annoyed by the breakage, but the fact that the car was going so well and he had his sights on Warwick's Renault at the time. The incredible Rosberg was now up to seventh place.

The scene at the front did not last long, a mere seven laps out of the scheduled 44, for on lap 8 the Renault engine in the Lotus blew up and as Prost dodged past into the lead, Piquet went one better and went by both the stricken Lotus and the McLaren, to lead back into the stadium at the end of lap 8. Now it was a straight confrontation, Piquet versus Prost, BMW engine versus Porsche engine, and both cars were on Michelin tyres so there were no excuses. It looked like stalemate for neither driver seemed to have any sort of advantage and Lauda was too far behind in third place to join in with any team tactics. The Austrian had started off carefully, as is his normal practice, and had passed Rosberg and



Warwick as the race settled down. Within a lap the two Williams-Hondas failed, to complete a really miserable weekend for the Didcot team. Laffite came into the pits with smoke pouring from an exhaust pipe and signs of a disintegrated piston coming out of the pipe, and Rosberg coasted to a stop out on the circuit with an electrical fault.

Barely had the Williams cars gone than the second RAM car disappeared and then Gartner drove into the pit-lane with his Osella carrying a merry little bonfire around its righthand turbocharger on the V8 Alfa Romeo engine. Alboreto went out with an electrical fault and Patrese broke his gearbox. The high-speed circuit with its three chicanes calling for instant stop-and-go tactics was taking its toll. On lap 22 Piquet found difficulty in selecting gears and slowed dramatically, with Prost and Lauda both going by. The Brabham was using its special 6-speed gear cluster, to give five normal ratios and a sort of over-drive top, and Piquet was having trouble finding second, fourth or sixth. He did one more lap trying to sort things out but to no avail, and drove into the pits at the end of lap 23. Mischievous as ever, the little Brazilian indicated to his mechanics that he wanted all four tyres changed as he pulled up. This they did in typical Brabham efficient manner and when they all stepped back after little more than 10 seconds, Piquet undid his seat belts, stood up and took his helmet off, roaring with laughter. Such is the respect for the World Champion within the Brabham team that the joke was taken in good part by everyone.

Meanwhile, out on the rather dull track the two McLarens were in total command, the red and white cars looking a picture of efficiency as they droned their way onwards. No matter what you care to call the Porsche engine, or who is paying for it, as far as the Hockenheimring was concerned, Stuttgart had won the day over Munich, even though this time the fault did not lie with the M-Power engine. It had been an interesting German industry confrontation while it lasted. We were only just at the halfway point but it was all over. Lauda had a bit of a go to see how fast Prost was going, but the Frenchman responded instantly so the wily Austrian eased off and settled for second place, and the McLaren, Marlboro, TAG, Porsche combine kept a watch on two cars as they circulated together with no opposition in sight.

In a lonely third place, but quite content with things, came Derek Warwick, followed by Fabi in the second Brabham, but on lap 28 the boost pressure on the Brabham began to sag and the second blue and white car from Chessington was out. It really was a Stuttgart white-wash. A long way back (by today's standards that is) came Patrick Tambay struggling hard with an engine that did not seem to have enough power, and he was being hauled in by Nigel Mansell who had worked his way up from 16th place on



INTO the right-hander exiting the stadium, Michele Alboreto's Ferrari C4 leads Niki Lauda's McLaren and Teo Fabi's Brabham at the start of the second lap.

the grid, eventually to pass the Renault and take a worthwhile fourth place. At the back of the field there was a jolly little dice going on between the two Ligier-Renault drivers, Francois Hesnault not only keeping station with his team-leader Andrea de Cesaris, but actually leading him a lot of the time. The two of them passed and repassed continually, which helped to keep the huge crowd awake, for if you weren't a Porsche fan the whole thing had become very boring. Arnoux's Ferrari was still running but he was lapped by the McLarens and right at the back of what was left, Rothengatter's gearbox was breaking up under his strong right arm, while Johansson was keeping his Tyrrell going as well as he could on this fast circuit.

It all ran out according to plan, the McLarens finishing a magnificent first and second, with fastest lap to Prost as a bonus. The Ligier team race fizzled out on the last lap as Hesnault's car ran out of fuel, though he was able to coast over the line, thankful that he had been lapped by the leaders, so that he only had to cover 43 laps.

Immediately after the finish the first six cars were weighed and Prost's McLaren showed 551 kg, Lauda's McLaren 546 kg and Warwick's Renault 550 kg, just as they finished. Think on that. Around 1,200 lb or 10½ cwt in racing trim, with at least 650 bhp available at around 11,000 rpm. The modern Formula One car may not look exciting to some people, but just try to imagine the performance! — D.S.J.

#### RESULTS

GERMAN GRAND PRIX — Formula One — 44 laps — Hockenheimring — 6.797 kilometres per lap — 299.067 kilometres — Grey and Ominous

1st	: Alain Prost	(McLaren MP4/2-3) (T)	1 hr 24 min 43.210 sec — 211.803 kph
2nd	: Niki Lauda	(McLaren MP4/2-1)	1 hr 24 min 46.359 sec
3rd	: Derek Warwick	(Renault RE50/08)	1 hr 25 min 19.633 sec
4th	: Nigel Mansell	(Lotus 95T/2)	1 hr 25 min 34.873 sec
5th	: Patrick Tambay	(Renault RE50/09)	1 hr 25 min 55.159 sec
6th	: René Arnoux	(Ferrari 126 C4/074) (T)	1 lap behind
7th	: Andrea de Cesaris	(Ligier JS23/04)	1 lap behind
8th	: Francois Hesnault	(Ligier JS23/02)	1 lap behind — out of fuel
9th	: Stefan Johansson	(Tyrrell 012/4)	2 laps behind
10th	: Huub Rothengatter	(Spirit 101/B1) (T)	4 laps behind
11th	: Manfred Winkelhock	(ATS-D7/02)	retired on lap 32 — turbo / gearbox
12th	: Eddie Cheever	(Alfa Romeo 184T/02)	retired on lap 30 — engine fe
13th	: Teo Fabi	(Brabham BT53/2)	retired on lap 29 — loss of boost
14th	: Nelson Piquet	(Brabham BT53/4)	retired on lap 24 — gearbox failure
15th	: Riccardo Patrese	(Alfa Romeo 184T/03)	retired on lap 17 — gearbox failure
16th	: Piercarlo Ghinzani	(Osella FA 1F/04)	retired on lap 15 — electrical fault
17th	: Jo Gartner	(Osella FA 1F/04)	retired on lap 14 — turbo failure
18th	: Michele Alboreto	(Ferrari 126C4/073) (T)	retired on lap 14 — electrical trouble
19th	: Jonathan Palmer	(RAM 02/02)	retired on lap 12 — turbo failure
20th	: Keijo Rosberg	(Williams FW09 B/07)	retired on lap 11 — electrical trouble
21st	: Jacques Laffite	(Williams FW09 B/03)	retired on lap 11 — engine failure
22nd	: Thierry Boutsen	(Arrows A7/2)	retired on lap 9 — engine failure
23rd	: Elio de Angelis	(Lotus 95T/3)	retired on lap 9 — engine failure
24th	: Philippe Alliot	(RAM 02/03)	retired on lap 8 — overheating
25th	: Ayrton Senna	(Toleman TG184/05)	retired on lap 5 — crashed
26th	: Marc Surer	(Arrows A7/1)	retired on lap 2 — injection problem

Fastest lap: Alain Prost (McLaren MP4/2-3) on lap 31 in 1 min 53.538 sec — 215.515 kph  
26 starters — 10 finishers



## Notes on the cars in Germany

WITH travel and work schedules back to normal after the long trips away to the USA and Canada the teams arrived at Hockenheim in good order.

**Brabham:** After the B-specification cars showed no improvement at Brands Hatch in practice, and a half-way compromise proved better, the BT53 cars were in this trim for the German race, using carbon fibre brakes and six-speed gearboxes. The T-car ran in practice without the onboard jacking system and with a small water tank attached to the left side of the cockpit from which an electric pump sprayed water onto the underside of the intercooler when the boost was wound up to maximum. Piquet raced 53/4, Fabi 53/2 (irrespective of what the identity plate said) and the T-car was 53/3.

**Tyrrell:** The usual three cars, 012/4 for Johansson, 012/5 for Thackwell and 012/1 as the spare. Playing safe, in view of the impending court of appeal against their disqualification from the World Championship series, 012/4 which finished the race weighed 553 kgs.

**Williams:** A new FW09B for Rosberg, number 9 in the 1984 series, while Laffite was still in number 3 and number 1 was the spare car.

**McLaren:** It says much for the drivers and the team that they are still using the same three cars with which they started the season, most parts having been replaced on a time basis and engines changed constantly, but they have not destroyed a car. Prost was in MP4/2-2 until a few minutes before the start of the race, when he hurriedly switched to the T-car, MP4/2-3. Lauda was in MP4/2-1.

**RAM:** Palmer's accident at Brands Hatch was attributed to a failure in the steering, and though the front of the car looked bad it was repairable, as was Alliot's car after its flying act. Consequently everything was normal with Alliot in 03 and Palmer in 02.

**Lotus:** No changes to the 95T cars, apart from those to suit the circuit, with de Angelis in 3, Mansell in 2 and 4 as the spare car.

**ATS:** For a brief moment Bernard Ecclestone introduced his chum Colin Seeley into the team to try and bring about order from chaos, for the potential of the team is being wasted, but the idea fell flat on its face when team-owner Gunther Schmid caused friction and Seeley walked out as quickly as he had walked in. There was a brand new D7 car in use for this meeting, to the same design with its neat carbon fibre composite monocoque.

**Renault:** The Regie completed a new car for Patrick Tambay, RE50/09, to the same updated structural plan as Warwick's car 08. The spare car was RE50/02 and it came in for a lot of use as engine troubles beset the team during practice.

**Arrows:** A third A7 appeared for this race, brand new and to the same specification as the previous cars, with a BMW engine. It was meant to have been a stand-by, but during practice it seemed to be in constant use by both Surer and Boutsen as their own cars gave trouble.

**Toleman:** With Cecotto's injuries keeping him out for the rest of the season the team concentrated on their number one driver and Senna had the use of two cars. His race car was a brand new one, TG184/05, fitted with a large rear aerofoil with smaller side "Winglets" as used by Ferrari, Brabham, McLaren, Renault and Lotus. Brian Hart's best 4 cylinder engine was in use, with its

unitary head and block, twin sparking plugs and electronic fuel injection system.

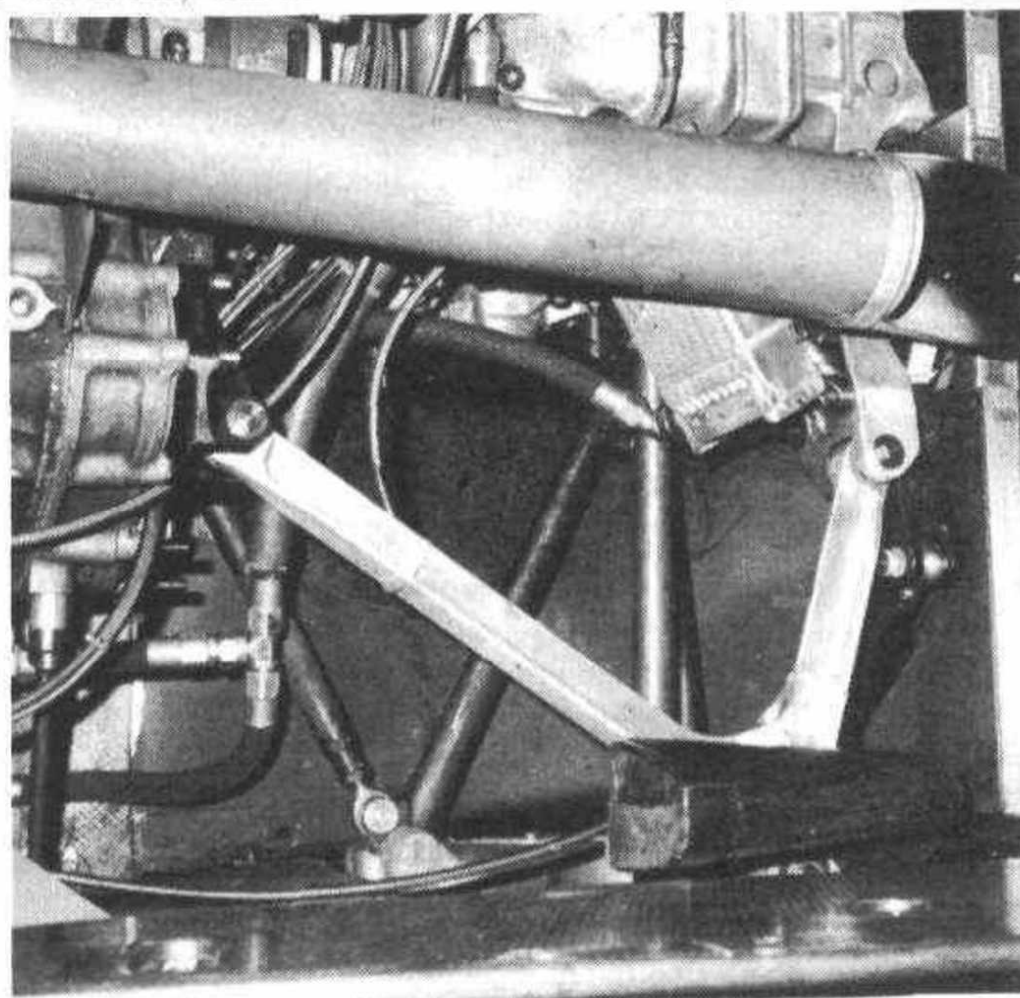
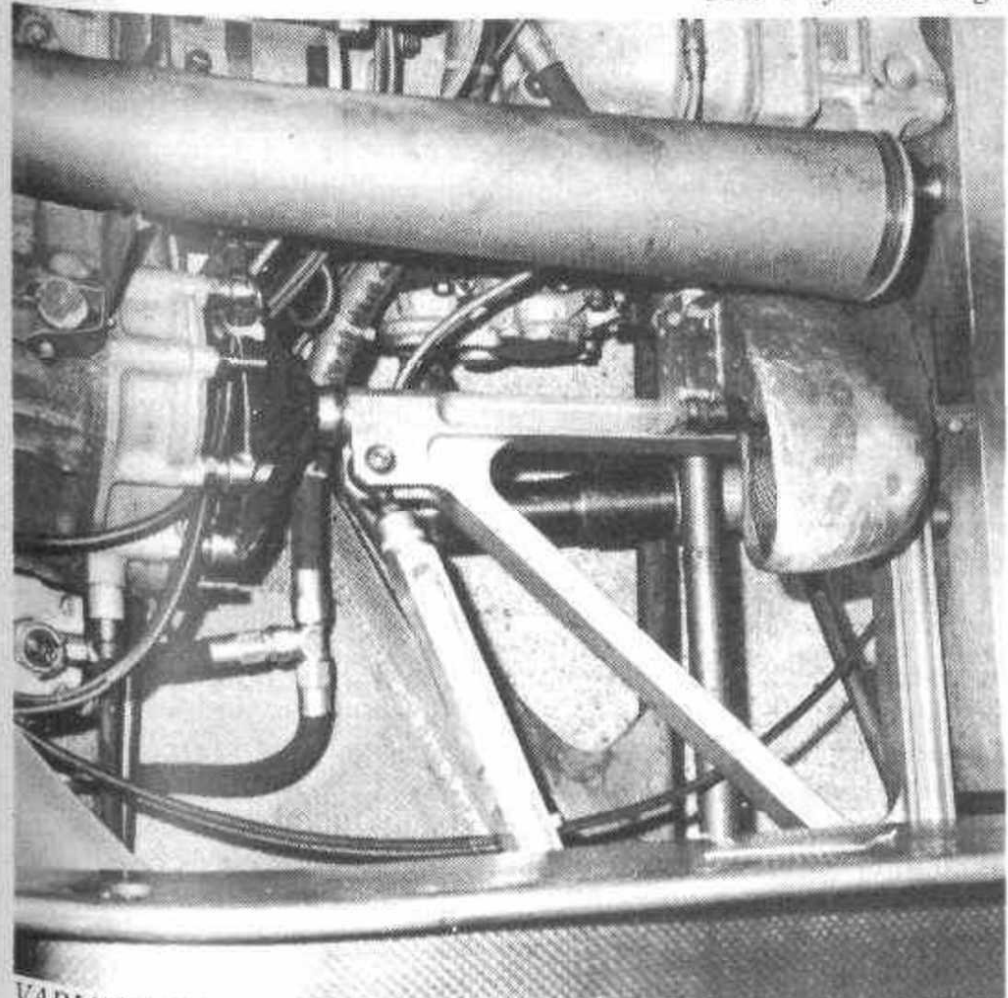
**Spirit:** Hanging on by their eyebrows, this little team were limited in their activity by having no spare engines, merely two complete cars. Huub Rothengatter was a bit apprehensive in Saturday's rain as it would have been his first experience of racing in the rain, had it continued throughout Sunday.

**Alfa Romeo:** The team themselves hardly know what they are doing, so it is not surprising if the outside world loses track. They started off with Patrese in 184T/03, Cheever in 184T/02 and the spare car 184/01, all three having different combinations of mechanical or electrical fuel injection. After the first day Patrese took the spare car, so Cheever took Patrese's car, but it all seemed a bit pointless. For the race they reverted to square one.

**Osella:** Two entries and three cars, all with V8 Alfa Romeo turbo-charged engines. Ghinzani had the use of 02 and 03, while Gartner had his Brands Hatch crashed car dusted off and repaired.

**Ligier:** Another team with little sense of direction, who just seem to be going through the motions of being part of the Formula One "circus". Three Renault powered cars for de Cesaris and Hesnault and no Gitanes advertising as cigarette advertising is banned in Germany, a law that applied to McLaren and Lotus as well.

**Ferrari:** Four cars in all, 072 and 073 for Alboreto, and 075 and 074 for Arnoux. The first of each pair had entirely new rear ends with the suspension effectively turned upside down so that the coil spring / damper units were operated by push-rods instead of pull-rods and there were Renault-like air tunnels under the suspension. All four cars had the squared-off side-pods as first seen at Brands Hatch. — D.S.J.



VARIATIONS on a theme. Alboreto and Arnoux each had two cars in Germany, one with the old rear suspension (left) and one with a new layout (right).



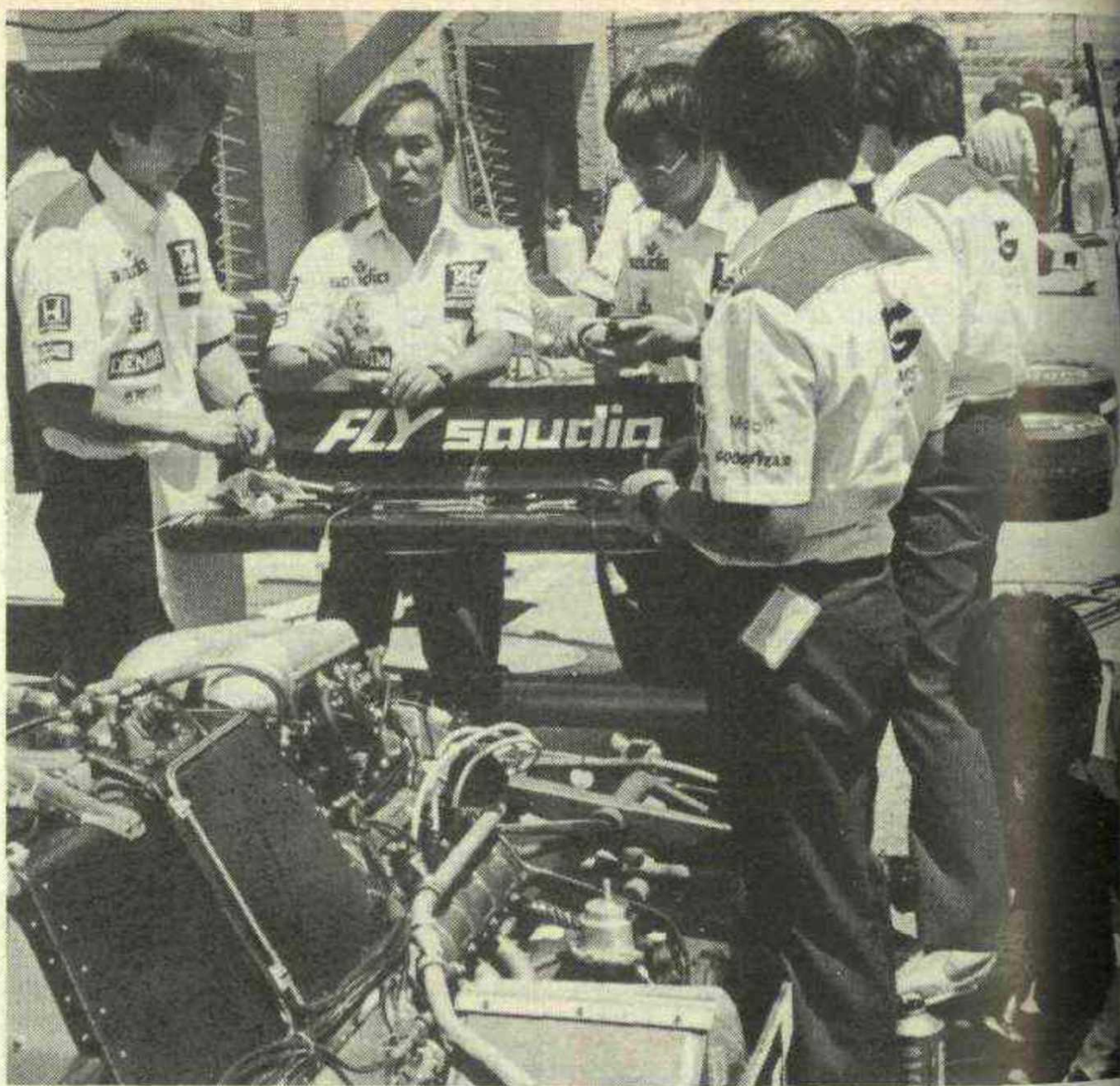
## GRAND PRIX VIGNETTES

### Crying Wolf!

THE Formula One pit lane during testing or practice can be a very cynical place, and not without reason. You can see a wrecked car brought in on a break-down truck, a rear wheel and suspension hanging off, and hear a driver explaining how the suspension broke, which pitched him into the barriers. When that happens you will hear an engineer or chief mechanic mutter, "Oh yes, if you ask me the suspension broke when he hit the barriers". Another driver will come in with a flat tyre, complaining bitterly of a puncture, and the tyre engineers will look at it and say, "Not surprising really, the way he's been driving over the rough stuff on some of the corners". You will hear a driver saying "the engine has a misfire at the top end", to which an engine man will reply, "if you will hold it in the lower gears over 12,000 rpm you are bound to have a misfire; the automatic rev-limiter comes in at 11,800 rpm", or the driver will complain about turbo-lag, "which isn't surprising" says the engine man, "he lets the rpm drop to 3,000 and at that the cams are not even working, let alone the turbocharger; there is no turbo-lag at 9,500 rpm, which is where he ought to keep the engine working".

Meanwhile the media men and the "powder-puff press" are hanging on the driver's every word, especially if he is of their own nationality. They are not listening to the engineers, the chief mechanics, the technicians, who know their drivers well. The media are busy writing their powerful prose about "Poor Neil, he's got turbo problems" or "the unfortunate Antonio had another suspension breakage" or "François was betrayed by a tyre failure", all of which they hope their readers will lap up avidly. Other journalists will say to a driver "What happened?" and wait with tape recorder switched on to hear the latest tale of woe, or long-winded explanation. The practical workers in the team, who know their driver well, are saying "Can't think why they waste their time asking *him* what happened. If they looked at the car they could see for themselves. You don't have *that* sort of accident with too much understeer". The late Laurence Pomeroy used to say to drivers, "Don't waste time telling me what happened, just tell me what matters".

Not all drivers are to be disbelieved, some are so open and simple that you never ever query what they say, though others are so devious that you can become very confused. One team had a really quick driver on their strength, a natural race winner, and they knew he always drove flat out and could never be accused of not trying hard enough. During a test session he was complaining about "too much understeer" so the engineers were adjusting things to improve matters, but the driver kept coming back



SOMETIMES the driver is right . . .

saying "No good, it still understeers too much". During the session one of the team members had to go across to the other side of the circuit for something and on his way he paused at a very fast right-hander out of interest, to see this understeer that was being complained about. Into view came the car, going very quickly indeed, it gave a flick and went all the way round the long curve on opposite lock, with the rear wheels way out of line. Classic oversteer. Returning to the pits later he said to the driver "You said you had too much understeer, yet I have just seen you cornering incredibly fast in a monumental *oversteering* slide, with the back really 'hanging out', what's going on?" "Oh, yes" said the driver "far too much understeer, the only way I can get round that corner fast is to throw it into an oversteering powerslide before I get anywhere near the corner. If I let the car do what it wants to it would understeer itself off into the sand, and wouldn't be very fast anyway". You just can't argue with drivers like that.

During a morning test session at a race meeting recently, Rosberg was programmed to test his race Williams-Honda, and the T-car and as time was limited the spare car was all ready for him to jump into the moment he got out of his number one car. In came the Williams, out jumped Rosberg, three strides across to the spare car and into the cockpit. As he did so he pointed to the car he had just deserted and said "Throttle's

sticking" and roared off in the T-car. The Williams mechanics and the Honda engine men looked at the abandoned car and you could see them thinking "Now what did he mean?". They took the nose cover off and checked the accelerator pedal and its linkage. Nothing wrong. They took the engine cover off and looked closely at the complicated linkage to the inlet tract throttles of the V6 Honda engine, but all seemed well. They opened and shut the mechanism both from the pedal end and the injector end. Nothing wrong. They started the engine, blipped it cautiously using the pedal, then using the linkage on the engine. Nothing wrong. By this time you could see in the faces of both the English and Japanese men an air of disbelief and probably some of them were thinking "Drivers, huh, always something to nit-pick about even when there is nothing wrong". One of the Japanese engine men blipped the throttle, Brrppp, Brrppp, Brrppp. Nothing wrong. No sign of anything sticking. As they all looked at each other and shrugged their shoulders the engine man continued to blip the throttles. Brrppp, Brrppp, Brrppp. Everything was perfect. Brrppp, Brrppp Wheee-eeeweee. The throttles had stuck open and the engine was soaring up to 12,000 rpm. Everyone froze for a millisecond and then there was a mad rush to the cockpit to switch everything off!

Sometimes the driver is right, you know.  
D.S.J.



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## GERMAN GP

BRITISH drivers had quite a successful time during the German Grand Prix at Hockenheim on August 5th, Derek Warwick's Renault RE50 (bottom) finishing third behind the McLarens and Nigel Mansell's Lotus 95T (left) fourth, the first Goodyear-shod runner to take the chequered flag. Centre left, Alain Prost's McLaren MP4/2 sped to a well-judged victory, the Frenchman using the team's spare car to triumph over team-mate Niki Lauda. Below, Ayrton Senna's Toleman briefly holds fifth place ahead of Patrick Tambay's Renault and Niki Lauda's McLaren before the English car crashed heavily after its rear aerofoil came adrift on one of the fastest sections of the circuit.







## BRANDS HATCH 1,000 Kms

THE LANCIA LC2 of Baldi / Martini / Wollek (above), which finished seventh, heads the Porsche 956s of Keegan / Edwards / Boutsen (third), Fouche / Wilson / Sutherland (fourth) and Schornstein / Winter / Merl / (ninth). Below: The GTI Engineering-prepared Porsche 956 of Palmer / Lammers had a perfect race, leading all the way from pole to the flag. Note the small front aerofoil designed to reduce understeer.





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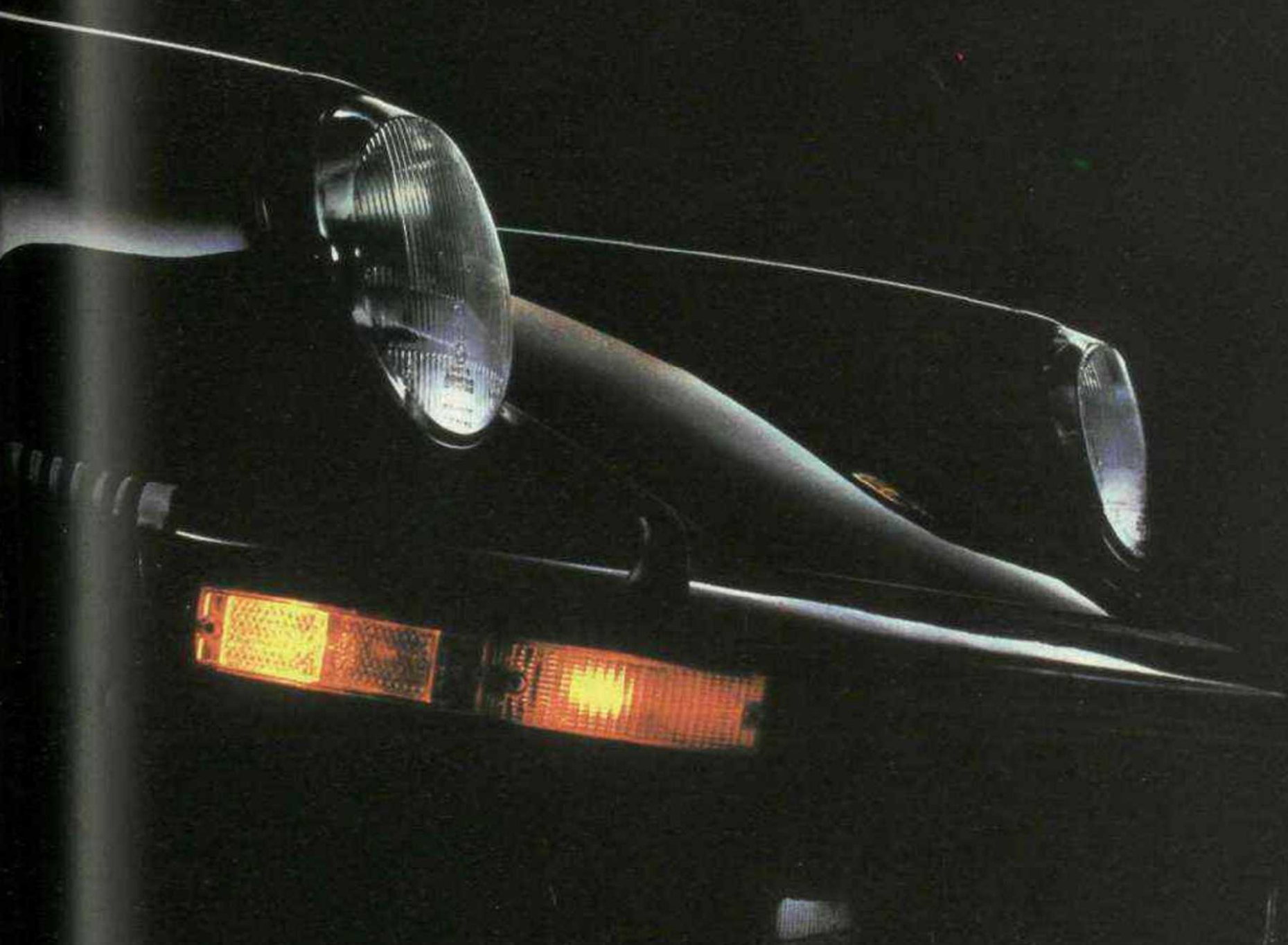
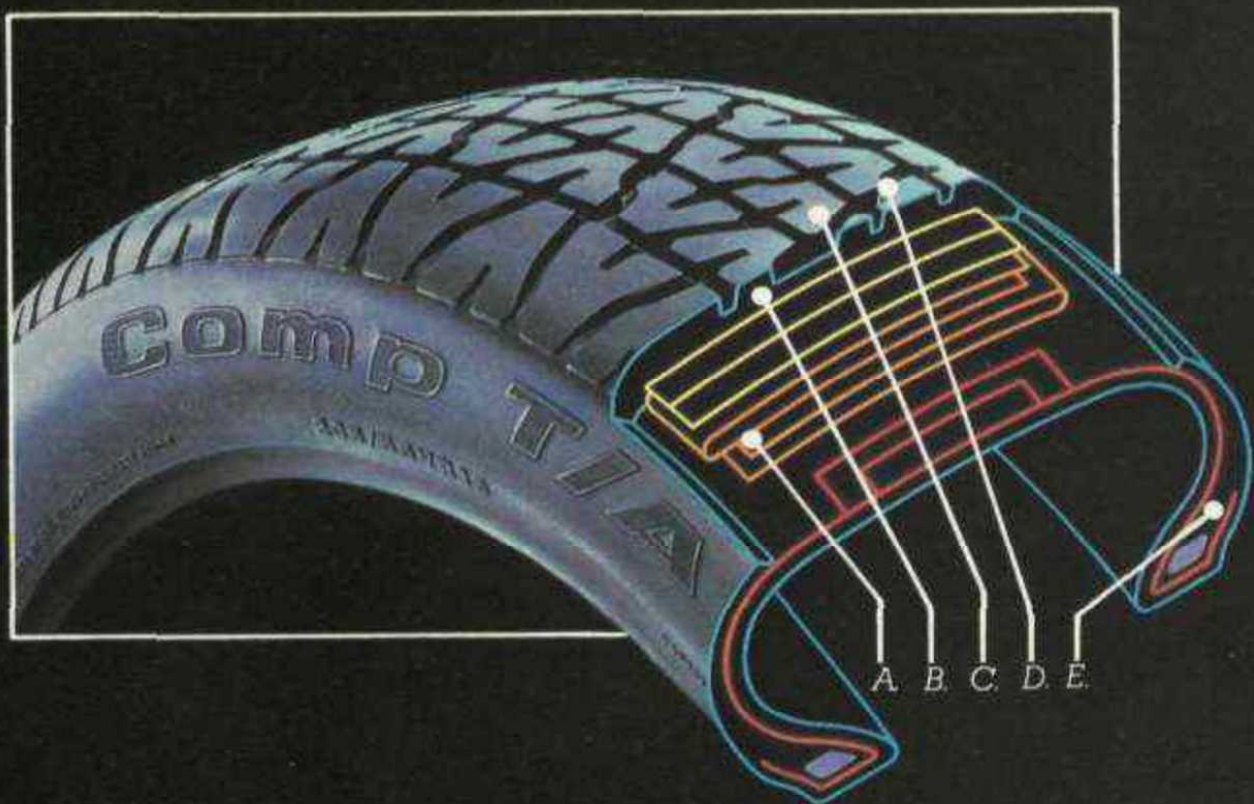
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## Spa 24 Hours

JAGUAR supremacy: winner Tom Walkinshaw (above) partnered by Win Percy and Hans Heyer, leads the pack away during the rain-swept start. Gordon Spice (below) shared his Toyota Supra with Jean Paul and Philippe Martin to a well deserved fifth, while James Weaver (bottom) teamed up with the Hans Stuck and Dieter Quester to finish an admirable third in the Schnitzer BMW 635. (Right) The Rover Vitesse of Duez, Lovett and Schlessler chases the second placed Bastos BMW of Cudini, Snobeck and Tassin through striking Ardennes scenery.

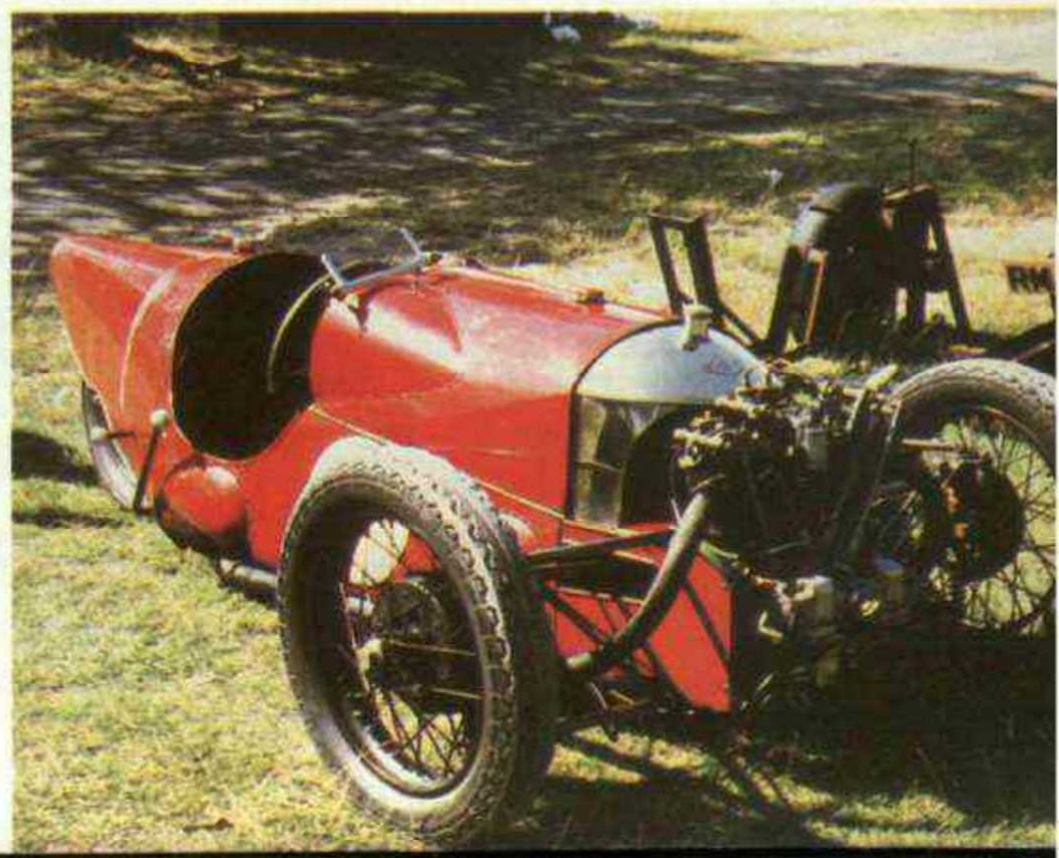






## Jubilee

ABOVE, the start of July's ERA race at Silverstone, reported on in last month's issue. Another anniversary was 75 Years of Morgans, celebrated in and around Malvern, which began with a Civic Reception in the town on Friday night, while on Saturday a Scenic Run led the many participants to Prescott for parades of production and historic Morgans. Amongst these was Stuart Harper's JAP-engined replica of E. B. Ware's racing 3-wheeler (below), as well as the first Super Aero and one of the factory team cars which took a Brooklands lap record. From overseas came many +8s, a 4/4 Coupé from Sweden, and one of the French-built Darmont Morgans. The day finished with a Dinner Dance, then on Sunday an Autotest / Concours at Eastnor Castle wound up the events.







**AUSTRIAN GRAND PRIX** NIKI LAUD (below) was narrowly beaten for fifth by teammate Gerhard Berger (seen bottom left) in the series. Prost's McLaren (above) won the race, beating Michael Schumacher's Williams (seen bottom right) by over 25 seconds. Prost's McLaren (above) won the race, beating Michael Schumacher's Williams (seen bottom right) by over 25 seconds. Prost's McLaren (above) won the race, beating Michael Schumacher's Williams (seen bottom right) by over 25 seconds.





# malat parma



scored a splendid victory, the 23rd of his Championship career, in the Grand Prix on August 19th, his McLaren MP4/2 (seen, top left, leading Teo Fabi's Brabham BT55). Piquet forced his way into the lead at the start from Alain Prost, who was then overtaken by the Lotus of Elio de Angelis (top right). Teo Fabi's Brabham BT55 was overtaken by the Ferrari C4 of Gerhard Berger (bottom right) while the Arrows A7 of Marc Surer was overtaken by the Williams FW18 of Thierry Boutsen. A new face on the F1 scene at Österreichring was F3 ace Michael Schumacher in the Williams FW18.

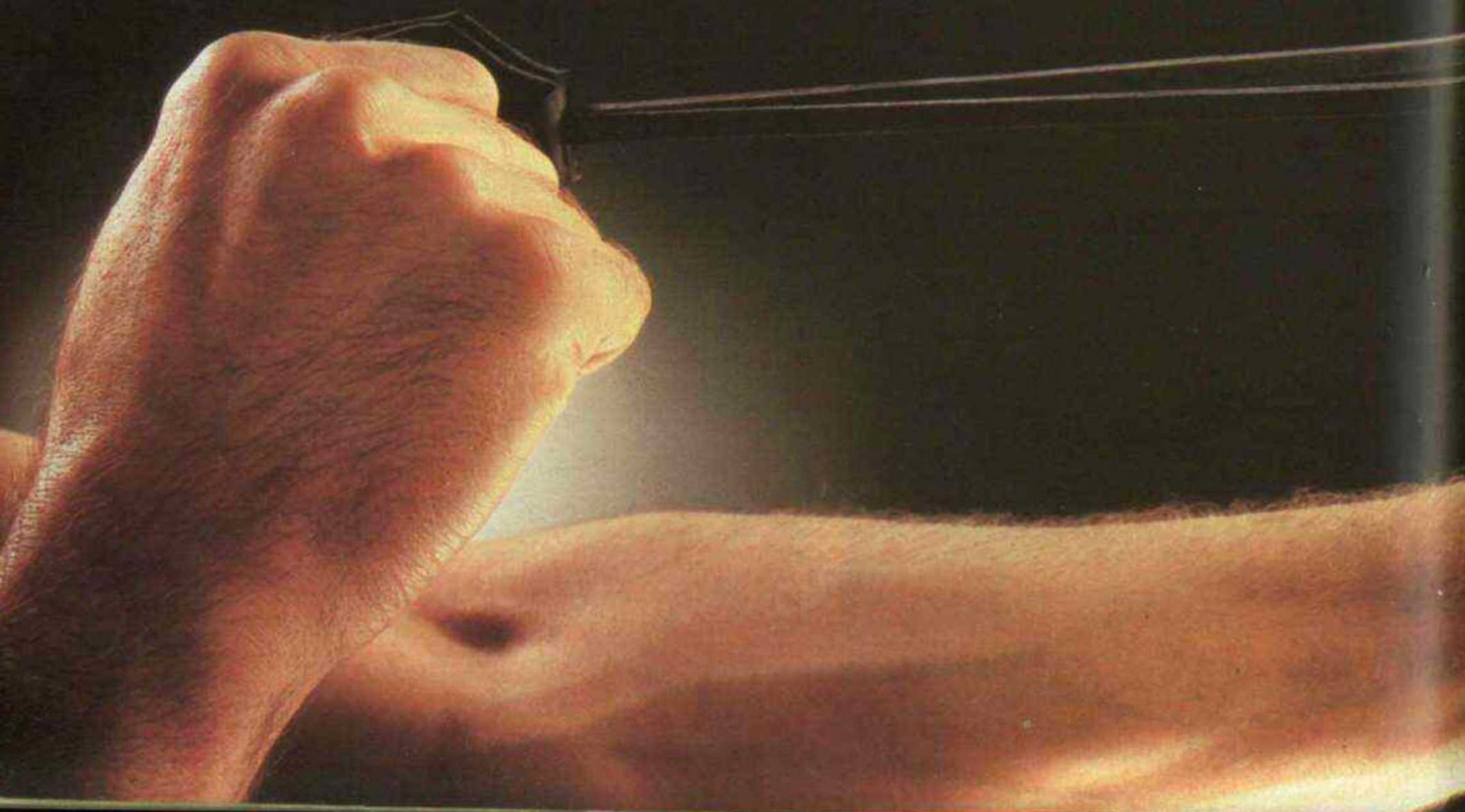




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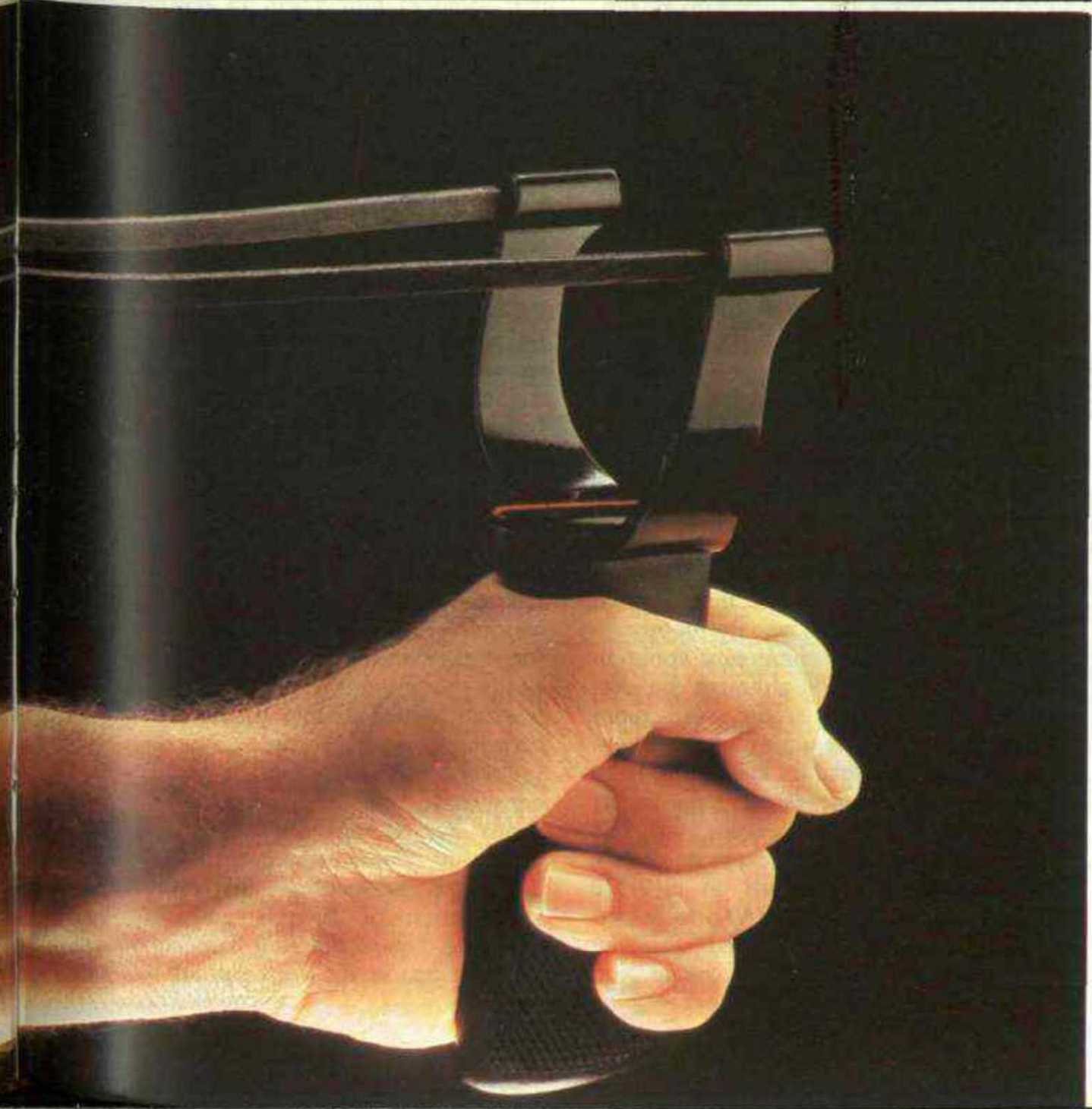


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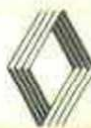
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## ROAD TEST

# BMW 323i Cabriolet

IT was five years ago, in the summer of 1979, that BMW first offered the Baur cabriolet conversion on the 3-series bodyshell. It was an instant success, arguably the most practical of the "affordable" convertible conversions and executed to a typically high standard of Germanic perfection. Although the original 3-series bodyshell has now been superseded by its crisper second generation counterpart, the worth of those original Baur conversions seems to be reflected in their resale value (or, at least, the prices asked!). With no disrespect to BMW, a 1979 3-series saloon amounts now to a fairly run-of-the-mill secondhand proposition, quite modestly priced; but the Baur conversions still tend to reflect the initial price differential they

commanded over the saloon versions when they were new.

It was, therefore, with great interest that we recently sampled one of the very latest Baur BMW cabriolets to the most exalted 323i specification, and we are happy to report that the same comments apply in 1984 as they did in 1979, although the level of high detail finish seems even more refined. Judged against some of the excellent recent crop of convertibles emanating from other big manufacturers (such as the Escort 1.6i, the Strada and the Peugeot 104), this BMW is unquestionably expensive. The basic two-door 323i retails at £10,300 inclusive of car tax and VAT, to which £3,153 is immediately added for the cabriolet conversion. Then, of course, you

*THERE are a growing number of cabriolets on the market but few makers manage to achieve so neat and balanced a look with the hood down as does the Baur BMW.*

are at liberty to frighten yourself with a quick glance down the dauntingly lengthy list of optional extras from the BMW price list which can add another £2,500 to the overall price if you feel you need them. Our test car was fitted with the stylish alloy wheels (£432), electric windows (£291) and central locking (£154), all of which added up to £14,330 by the time it was ready for delivery to a customer.

The conversion is now officially dubbed the Baur Topcabriolet and the German coachbuilding company has addressed itself to the task of producing a sensibly conceived convertible without compromising unduly in terms of reduced interior space. Having sliced off the top of the two door saloon, the problem of torsional rigidity is handled by means of a very slim, but strong, roll-over "cage" which stiffens the passenger compartment in every direction. The result is to provide a cabriolet with fixed side window frames, something which may well be frowned on by the "full convertible" aficionado, but a concept which allows the maximum amount of fresh air motoring combined with the minimum of buffeting and aerodynamic discomfort.

The Baur concept of a four-seater convertible with a rigid roof has been carefully developed from the original 2002 BMW, which looked a little unbalanced, through the early 3-series version whose improved proportions were only spoiled by the heavy roll-bar, to this latest and most elegant cabrio in which the roll-bar is hardly noticeable.

The central detachable roof panel is fixed by means of two secure and quick catches at its leading edge, each released with a straightforward hand grip. Where that central panel joins the rearward cross-bar of the roll-cage, there is a rotating hand wheel by means of which the rear end can either be completely undone, for removal, or raised slightly into what is described in the brochure as the "airing position" which permits a pleasant amount of ventilation without needing to take the panel out completely.

The roof's detachable section itself is made from a special synthetic material and has been newly developed for the Baur Topcabriolet, enabling it to be lifted easily off for storage on the guide rails in the boot, a neatly thought-out position which is easy to use and hardly reduces the overall luggage carrying capacity. To the rear of the second rollover bar there is a conventional convertible roof section which folds back neatly for storage under its customary push-stud retained weatherproof cover.

I have to confess that, through a combination of laziness and outlandish curiosity, I gave the 323i Topcabriolet the ultimate test of its weatherproof potential.





Needing to clean the car prior to its photography for MOTOR SPORT, I concluded that its rigid central frame meant that it wouldn't in any way be vulnerable in a car wash. As I advanced forward through the high-pressure spray I mentally prepared myself for a cascade of water from some seam or other, somehow recalling motoring in conditions of heavy rain in older, less meticulously manufactured convertibles. The result? Absolutely perfect — not one droplet penetrated the passenger compartment, so that's all you need to know on this particular front.

The performance and handling qualities of the 323i remain essentially unchanged from the saloon version, the 2,316 cc, in-line six-cylinder engine delivering a smooth 150 bhp at 5,300 rpm on Bosch L-Jetronic injection and transistorised ignition. A passing word should be expended on the development of this small six-cylinder engine from the Munich manufacturer: when I first drove one in 1978 it was a noisy, clattering, rather uncouth little unit, although the 323i was undeniably quick even then. The engine in the '84 model has made considerable progress in terms of refinement over the past six years and the only trace of harshness begins to assert itself beyond 5,000 rpm under really harsh acceleration.

A five-speed Getrag gearbox is employed, giving a precise enough change but requiring the clutch to be depressed quite a long way to guarantee that the gears will not "graunch" slightly when they are engaged. I found the throttle movement quite acceptable, but colleague D.S.J. thought that it had quite a long, floppy movement and the engine's pick-up isn't really crisp enough at very low speeds to make life in a long traffic jam particularly pleasant. Jenks

likes cars that can be eased along at walking pace at tick-over speeds and this the 323i was singularly unable to manage as we edged our seemingly endless way down a nightmare M25 jam between the Dartford Tunnel and Brands Hatch on British Grand Prix Sunday.

The taut and predictable 3-series handling makes this Baur Topcabriolet as at home through the country lanes as cruising on a motorway, but on certain surfaces a curious mixture of roll and pitch develops at between 40 and 50 mph, notably on one particular section of what we thought was particularly smooth road which we frequently traverse. The braking system employs discs all round, ventilated at the front and solid at the rear, and provides firm, reliable retardation on all occasions.

Internally, the BMW trim remains unchanged, the individual front seats being a trifle too soft for our taste: they are not uncomfortable, but I would prefer much firmer support round the base of the spine. Inertia reel seat belts are fitted front and rear, of course, and there is a warning light check panel just above the rear view mirror. During the course of our time with the car this periodically chose to tell us that the brake lights and rear lights were not working — a fact which we disproved by instant examinations on several occasions. The front seats provide a typically wide range of fore and aft adjustments, BMW cars in general (as well as the 323i in particular), consistently producing machines in which the writer's six-foot-plus frame finds itself with room to spare when the driver's seat is pushed back as far as it will go.

The BMW Topcabriolet comes only as a completed car — it is not possible to have the conversion carried out on a secondhand

*THE DISCREET* restyling of the latest BMW 3-series cars is evident in this shot.

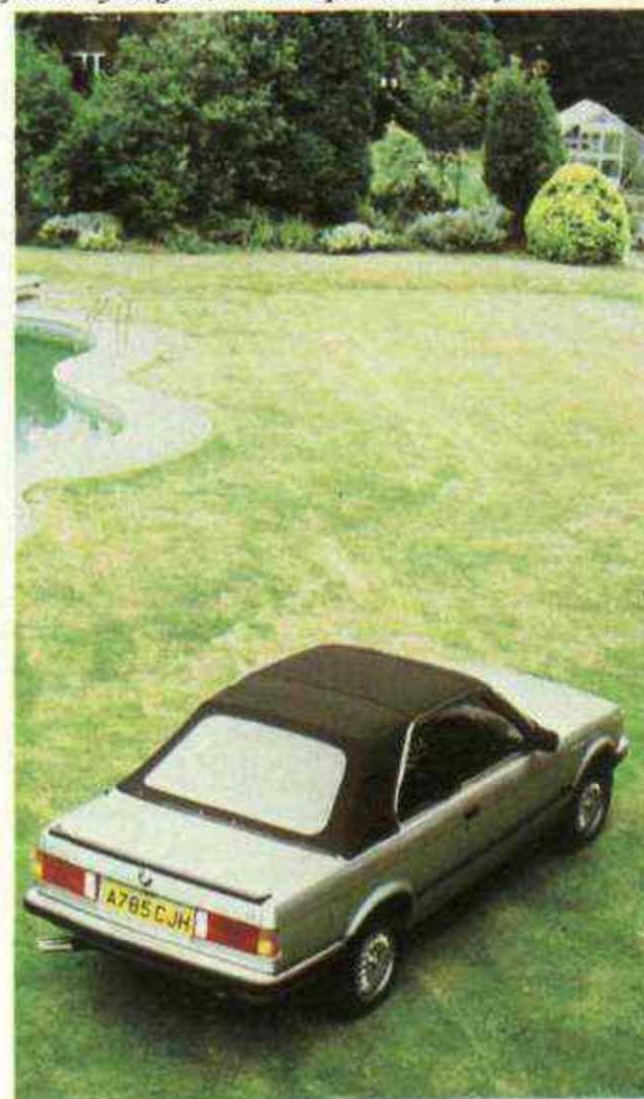
3-series model. The original Baur convertibles were imported and marketed in Britain by Sytner of Nottingham, the well-known BMW distributor which is currently the outlet for the mouthwatering Alpina range of "bespoke" BMWs, but the current Topcabriolets are imported by BMW (GB) at Bracknell and are incorporated in that company's new car price and specification tables.

It would be difficult to exaggerate the charm exuded by this precision conversion, one of the few convertibles in which one is not aware, when the roof is in place, that it is in fact a convertible! It is also one of the few convertibles which looks as attractive with the top removed as it does when the occupants are fully enclosed.

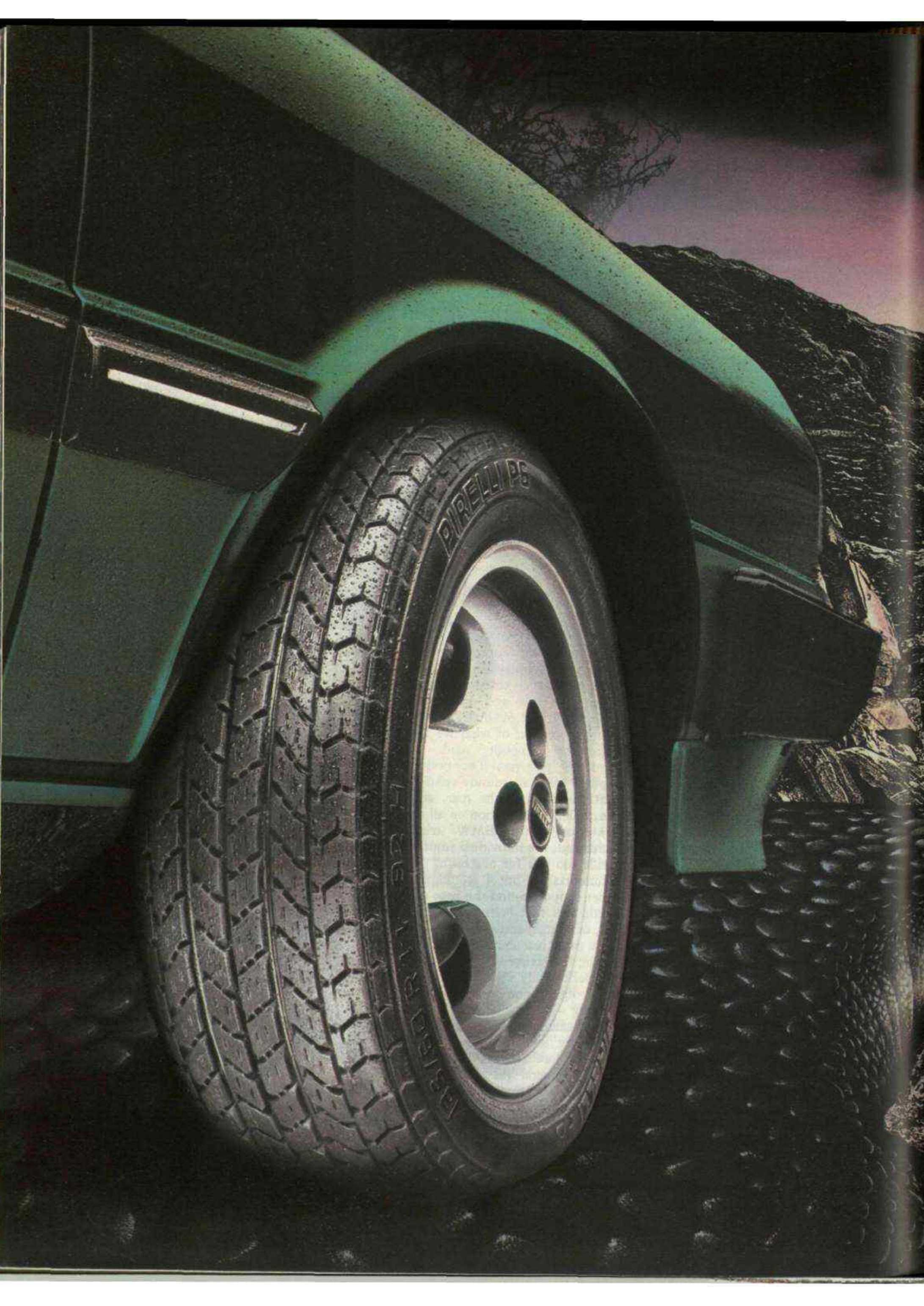
Of course, whether you think the exclusivity of the Baur Topcabriolet is worth the additional cost depends on how much you worship sunshine and fresh air, particularly the latter if you are motoring in this country. If you cannot afford the 323i, of course, then you can have this conversion carried out on the most modest 316 which, in theory, means that you can have a brand new Topcabriolet on the road for just under £10,000 tax paid. That would be a trifle bland in terms of performance, of course, but you would still enjoy the *cachet* surrounding this splendid two-door convertible. As I said at the start of this article, I see no less reason to be impressed with the Baur BMW cabriolet than I did in 1979 — truly, a car for the individualist.

A.H.

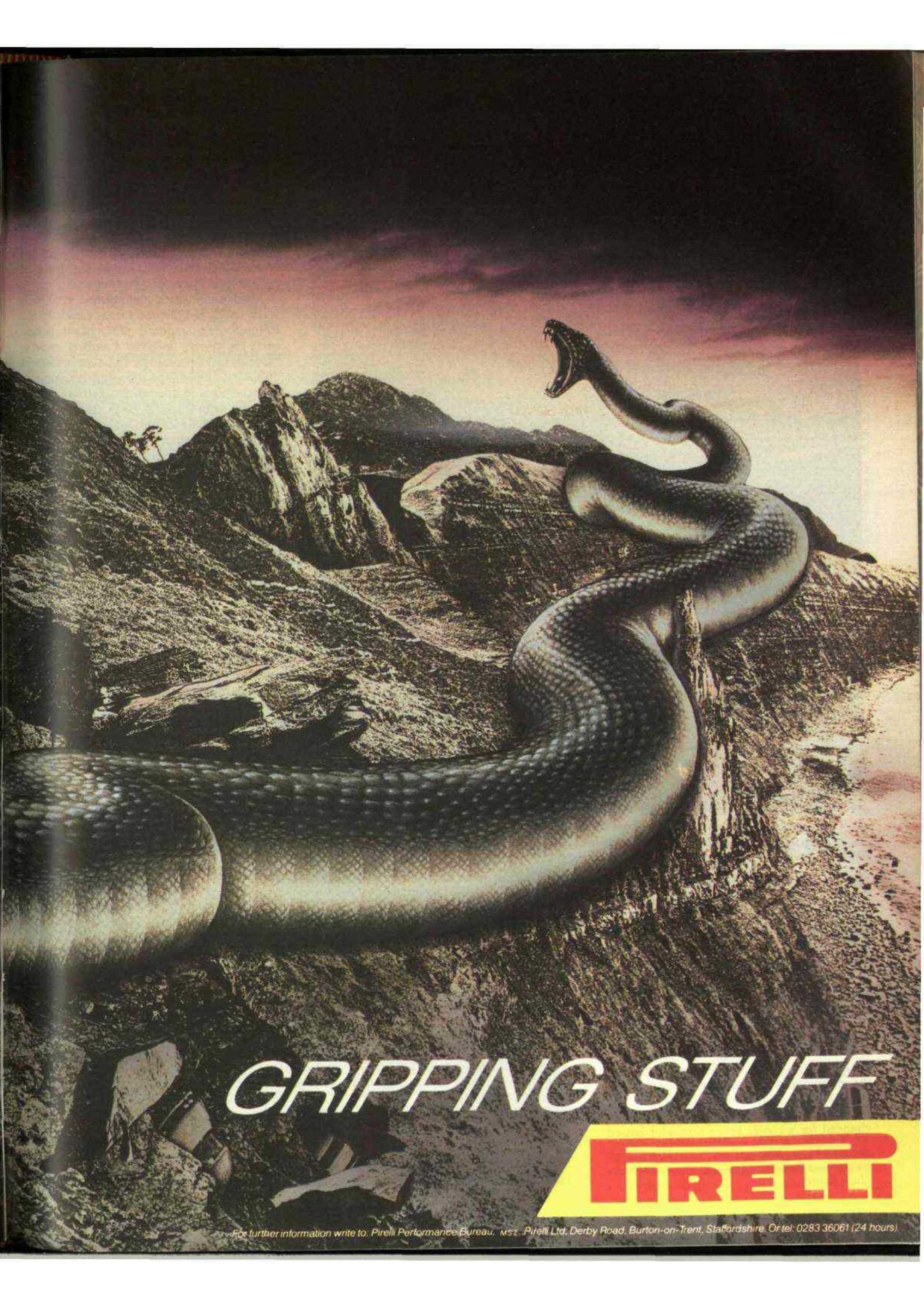
*THE BAUR BMW Cabriolet manages to look right from any angle in either open or closed form.*









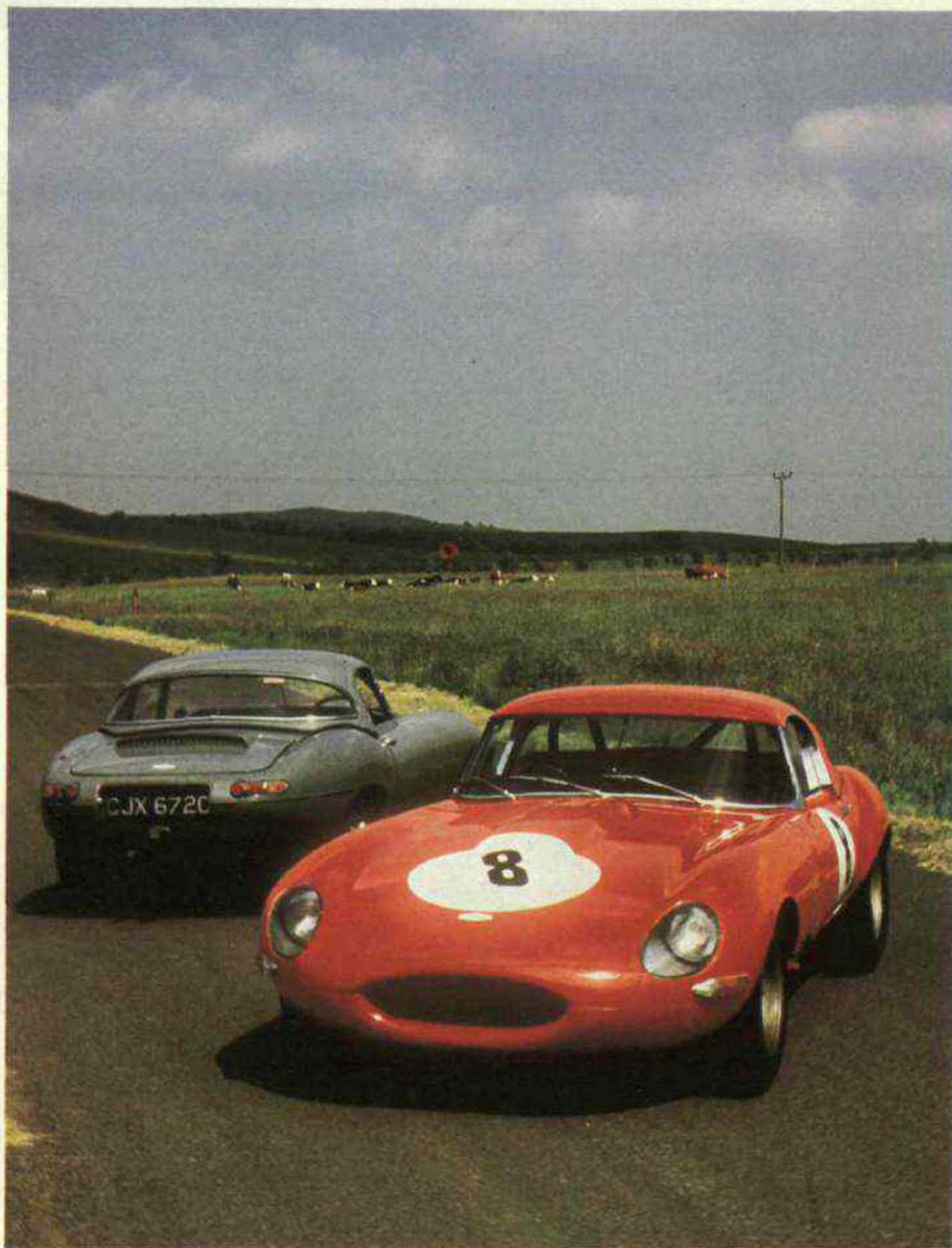


*GRIPPING STUFF*

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*FORE AND AFT: no unnecessary adornment on either lightweight. Note the row of air-vent holes on the bootlid of the grey car; the racing ones have a similar vent on the roof to help cockpit cooling.*

that the brakes were only intended for road use, and then it was out onto the circuit. Sure enough, after a few laps the brake pedal began to get heavier as the brakes, otherwise quite adequate if not startling, complained about such unfair usage. It was enough time, though, to see that the chassis is well behaved right up to the limit of adhesion of the tyres.

That limit, which had seemed very high while trying to hold one's body steady in the Ropner car's standard seat, paled beside what the lower, fat-tyred Lambert racer is capable of. A complex roll-cage makes it difficult to slide into the competition seat, and the view out is more restricted. The steering, with its small thick wheel, is very heavy indeed, as are the brakes, which have almost no movement in the pedal, and the stripped-out interior amplifies the raucous noise to an almost physical intensity. Yet the electrifying shove in the back when the throttles are opened balances these racing car characteristics and gives an inkling of why those Jaguar drivers such as Cunningham and Protheroe and Jack Lambert himself remained so faithful to their mounts.

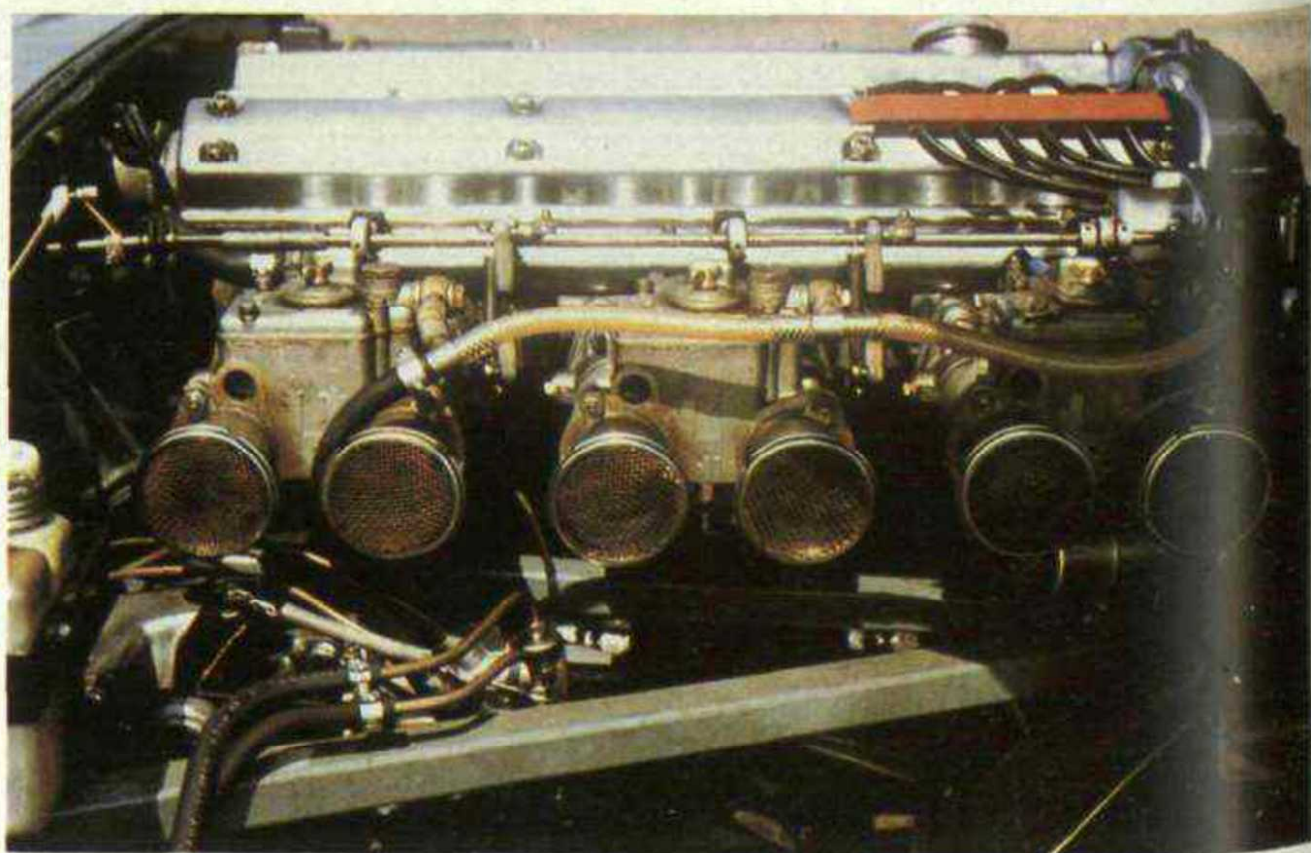
Understeer is the characteristic of the racing E-type unless it is grabbed with both hands and hurled into a corner — it may be a lightweight but it needs a heavyweight behind the wheel to make it perform. But if there are easier racing cars to drive, there could hardly be a pleasanter road-car than the grey hard-top. It has all the best features of the E-type, with the bonus of extra performance and grip, a very practical means of rapid transport, as its owner will affirm after several long and enjoyable journeys. It is altogether a very desirable pairing — each car unique in its own way, even amongst its rare brethren. — G.C.

**JAGUAR'S LIGHTWEIGHT E-TYPES**  
— continued from page 1048

firm damping. A degree of roll makes itself felt inevitably in what is by today's standards a tall and narrow shape, but merely adds to the sensations of this delightful car. George Hodge estimates the power at about 300 bhp, and all of that is usable, the excellent traction of the famous Jaguar independent rear suspension slinging the car out of corners with the extra urge that the lost weight provides. Even on the motorway noise levels are acceptable despite the reduced insulation, and are mainly composed in any case of those elements that the enthusiast wants to hear — the blare of six cylinders and nearly four litres of engine.

On arrival at the circuit, the plugs were changed for a cooler set, a reminder issued

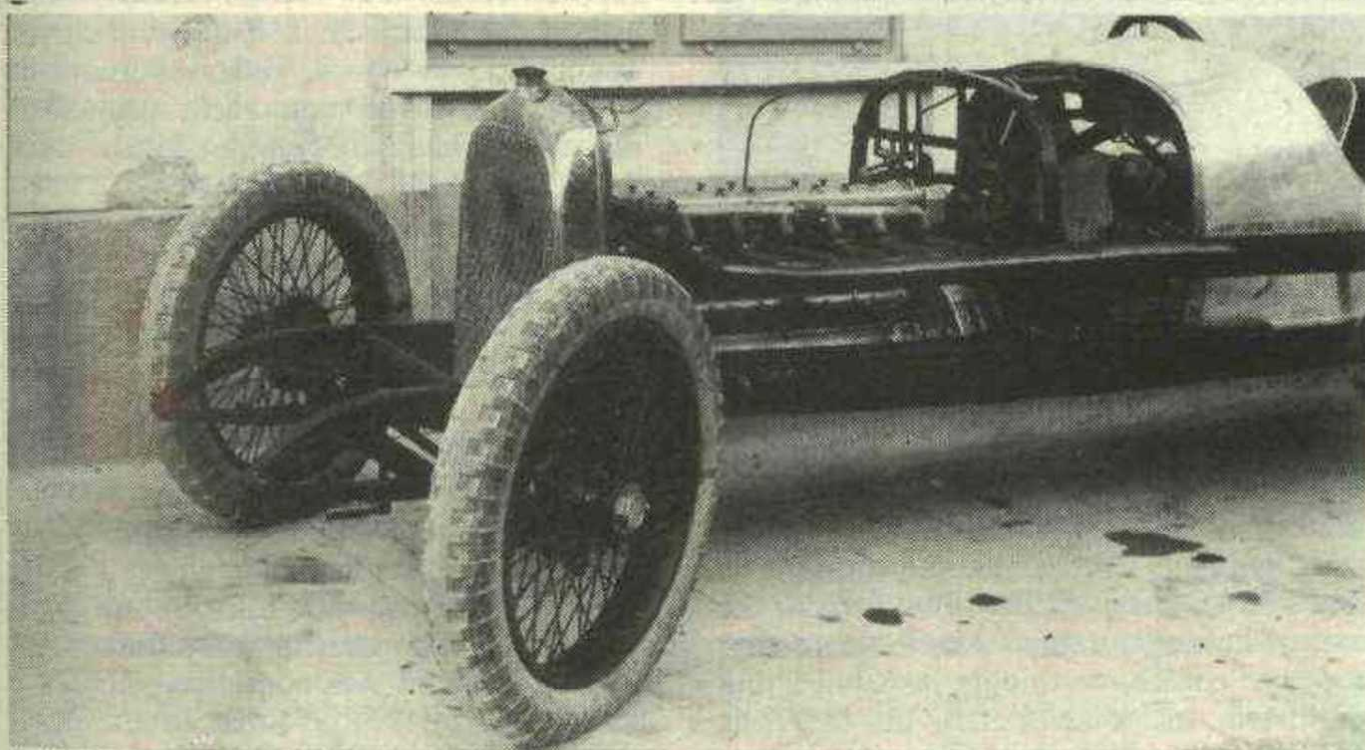
*WEBERS* replace the injection on other lightweights for improved flexibility on the road-going car built for Hugh Ropner.





# VETERAN EDWARDIAN VINTAGE

A SECTION DEVOTED TO  
OLD CAR MATTERS



A SAGE ENGINE installed in a racing car about which W.B. admits he knows very little.

## Any Sage ideas?

THE accompanying photograph is of a racing car with a Sage engine, but I do not know much about the car. In fact, I do not know much about Sage engines either, except that Frederick Sage & Co of Grays Inn Road, London, and Peterborough manufactured shop fittings before they decided to go in for proprietary engine manufacture, presumably installing more machine-tools to do so. This is understandable, with the post-WWI motoring boom, because there were very large numbers of new car manufacturers coming into being, who were really car assemblers, and they could not, any more than can the smaller car companies of today, make engines.

Sage obviously hoped to be able to run with people like Anzani, Meadows, Hotchkiss, Coventry-Simplex, Coventry-Climax, Tyler, Coventry-Victor, Dorman, Powerplus, MAG and others, in this field. The interesting thing is that, quite early on, from at least 1920 I believe, Sage was offering neatly-designed overhead-camshaft power units, when others were mainly content with side-by-side or push-rod ohv engines. Sage's designer, A. Graham Forsyth, had a preference for vertical-shaft-and-bevels drive at the front of his engines for the oh camshaft, and quickly substituted a rotary for the earlier plunger oil pump. The larger Sage engines, like that illustrated, had the rather primitive feature of separate cylinders and used a low-set

transverse drive at the front for the water pump and magneto. Sage supplied their engines complete with gearbox, and in some cases a Lucas Magdyno.

As using separate cylinders was a comparatively costly form of manufacture, Fred Sage presumably did not skimp on his engines and therefore it is not surprising that some found their way into racing cars. In 1921, for instance, A. Boorer, Jr, drove a Bora at the Brooklands August Meeting that had a six-cylinder 65 x 90 mm (1,792 cc) Sage engine. It was singularly unsuccessful but returned at the Autumn races, now with the Type 5a 65 x 95 mm Sage 15.6 hp engine announced in 1920, when it lapped at 73.78 mph, probably driven by the boy's father. That proved too much for the Indian Red car, and it failed to start in its next race . . . They tried again the following year, with a six-cylinder 73 x 100 mm (2,511 cc) engine, which sounds like a long-stroke version of the Type 5c, but failed to complete a race lap.

"If at first you don't succeed", however, and with commendable perseverance Boorer was out again in 1923, now using an engine of 65 x 100 mm (1,990 cc), which produced a lap speed of 80.33 mph, although no race placings. Indeed, it could be said that the only claim to fame of the Bora was that its picture was used for a Quiz Competition in MOTOR SPORT some years later!

The 2-litre Bora Six *did* eventually reward its driver, when Boorer came home third behind Malcolm Campbell's Star and Dingle's Austin 7 in the 75 mph Short Handicap at the very last BARC Meeting of

1924, after lapping at 82.31 mph. Sir Ronald Gunter, Bt, who later drove for Bentley, ran the Bora in 1925, getting it to lap at 83 mph and sharing it with Boorer. Another Brooklands driver to use a Sage engine was Felix Scriven from Bradford, until he invested in a Parry Thomas power unit. When his Felix Special first appeared it had a Type 5a Sage six-cylinder engine, bored out by a millimetre (best lap = 75.46 mph). The car was called "Mother Goose" — because, you see, it was stuffed with sage . . . ! Also at this time (1925) a Mr R. L. Barnett appeared at the Track with a grey car actually entered as a Sage. It used the four-cylinder 73 x 82 mm (1,373 cc) Type 5f Sage engine, but only managed a ss lap at 52.97 mph before it disappeared, never to be seen again.

As I remarked last month, in the vintage years enthusiasts were apt to build their own cars for road use or competition motoring. One of this breed, built by a Mr D. Brown of Huddersfield in 1925, which was surely the beginning of Sir David Brown's intense interest in sports-cars, was a neat little two-seater using a 13.3 hp Type 5f Sage engine, this power unit having the four cylinders in a normal cylinder block, unlike the bigger Sage engines. It drove *via* a cone clutch to a Meadows four-speed gearbox, with final drive by open shaft to a Timken back axle. There was an outside exhaust pipe provided with a butterfly cut-out in lieu of a silencer and 45 bhp was claimed at 2,300 rpm, the gearing said to give a speed of 90 mph at 3,000 rpm. The little car weighed 13 cwt and was sprung on 1/4-elliptic springs all round. It cost £450 to build.

Reverting to the car illustrated, this appears to have had the original Sage engine, of aero-type construction, not perhaps surprising, as such a Company would be likely to have attracted the attention of the aeroplane industry in its shop-fitting days and, indeed, they were listed by 1920 as aircraft constructors. Each of the six cylinders was cast separately, with two slightly inclined oh-valves in the integral head, operated by rockers from the aforesaid overhead-camshaft. The drilled nickel-steel drop-forged crankshaft ran in seven plain bearings and 45 bhp at 2,000 rpm was claimed. Clearly the car in the picture was intended for racing, not only by reason of its bodywork, but in view of the separate exhaust pipes from each cylinder, which replaced the two ci exhaust manifolds with central drop-pipes of the standard Sage engine. From another photograph in my possession it can be seen that on the o/s of the engine an updraught Zenith dual carburetter fed into a large water-jacket embossed with the word "Sage", from which two pipes led into the two separate cast-aluminium inlet manifolds.

Apart from that, I know nothing of this interesting racing car and wonder whether anyone has any Sage ideas on the subject? — W.B.





IAN MACDONALD with the 12 hp Calthorpe he drove in the 1923 Tour de France. It completed the tough 2,500-mile course with a loss of only 60 marks.

## Calthorpe and Alvis

### — A meeting with Ian MacDonald.

THE other day I drove to Bath in the Peugeot 205GTi to lunch with 92 year-old Ian MacDonald, who used to drive Calthorpe and Alvis cars in the competition events of the 1920s. His first run in a car was in a 3½ hp Benz, with hot-tube ignition.

He began his competition career, after leaving Marlborough, with an ex-Percy Brewster 3½ hp Norton, on which, for example, he gained several awards, including first-in-class and second on formula, in the 1912 Inter-Varsity speed trials at Aston-Rowant. Other motorcycles he owned included a 1911 7 hp vee-twin Rex, and a 1914 7 hp vee-twin Indian with Armstrong three speed gear. His friend Cuff had a Roc motorcycle and an uncle ran a 1914 Bianchi tourer. The war saw Ian MacDonald in Ceylon where the British were quelling, or trying to, the religious riots. They used Overlands and his first car was the brass-radiator Model-T Ford for which his Company Commander designed the two-seater body.

After the war Mr MacDonald became a headmaster and, impressed by the smart appearance of the chocolate and aluminium 10.4 hp sports Calthorpes, he ran several cars of this make. In 1923 the York & DMC had the bright idea — too bright as it turned out! — of offering gold medals to anyone who managed to cover 1,000 miles in 50 hours or less, ie at an average of 20 mph, the prevailing speed limit. Mr MacDonald then owned one of the new four-speed 12 / 20 hp Calthorpe four-seaters (BD 7135), in which he decided to try for the medal.

Although a private owner, he used to take part in trials in which Calthorpe Company helped with running expenses and for what

was regarded as a strenuous run he took the car's designer, Cecil Davidson, a mechanic and an RAC observer. Davidson had had the idea of sinking the valve-seats in the coolant for this engine, as I once explained and discussed in some detail in MOTOR SPORT. Whether the complex castings were the cause I do not know, but the first run ended when a porous cylinder block caused constant mis-firing. (Afterwards, the engine was re-designed as a normal 69×100 mm (1,496 cc) side-valve with an ordinary detachable head, as on the example I own. Rumours that Hugh Rose did this are not substantiated by Mr MacDonald).

They started again, the route chosen being from his home at Oundle in

Northampton and back, taking in, as the regulations required, some hills, in his case the Cat & Fiddle, Shap Fell, Beattock, Amulree, Trinafour and the Grampians. The two days-and-nights marathon started at midnight, the car scaling 19 cwt. Conditions were wintry, with mist and slippery roads. But before breakfast they had reached Carlisle, 250 miles, Beattock was a top-gear climb, and at Stirling the number had to be temporarily painted on the radiator core, because a suicidal duck had removed the number plate.

Roads were different then, and after the severe ascent of Amulree in sleet and a gale, engine on the boil, the descent to Kendal was over rutted, slimy tracks. Stopping at Newtonmore to send "all's-well" telegrams home, a bolt was seen to be missing, one of the ones holding a front-spring to the axle, but another was made up at the next hamlet and the outward run finished with a late dinner at the Station Hotel in Inverness. They were behind time but this was made up by Stirling and in very unpleasant weather the run was completed along the so-called Great North Road in the dark, mission accomplished. Shell had laid on petrol at Newcastle. They clocked in three minutes ahead of a 20 mph average.

This run had aroused so much interest that the Temple Press journal *The Light Car & Cyclecar* (the bright weekly characterised by its fine photographic front-cover) decided to co-operate with the York Club and present Merit Badges to anyone able to emulate or better Mr MacDonald's feat. Alas, objections were raised that this



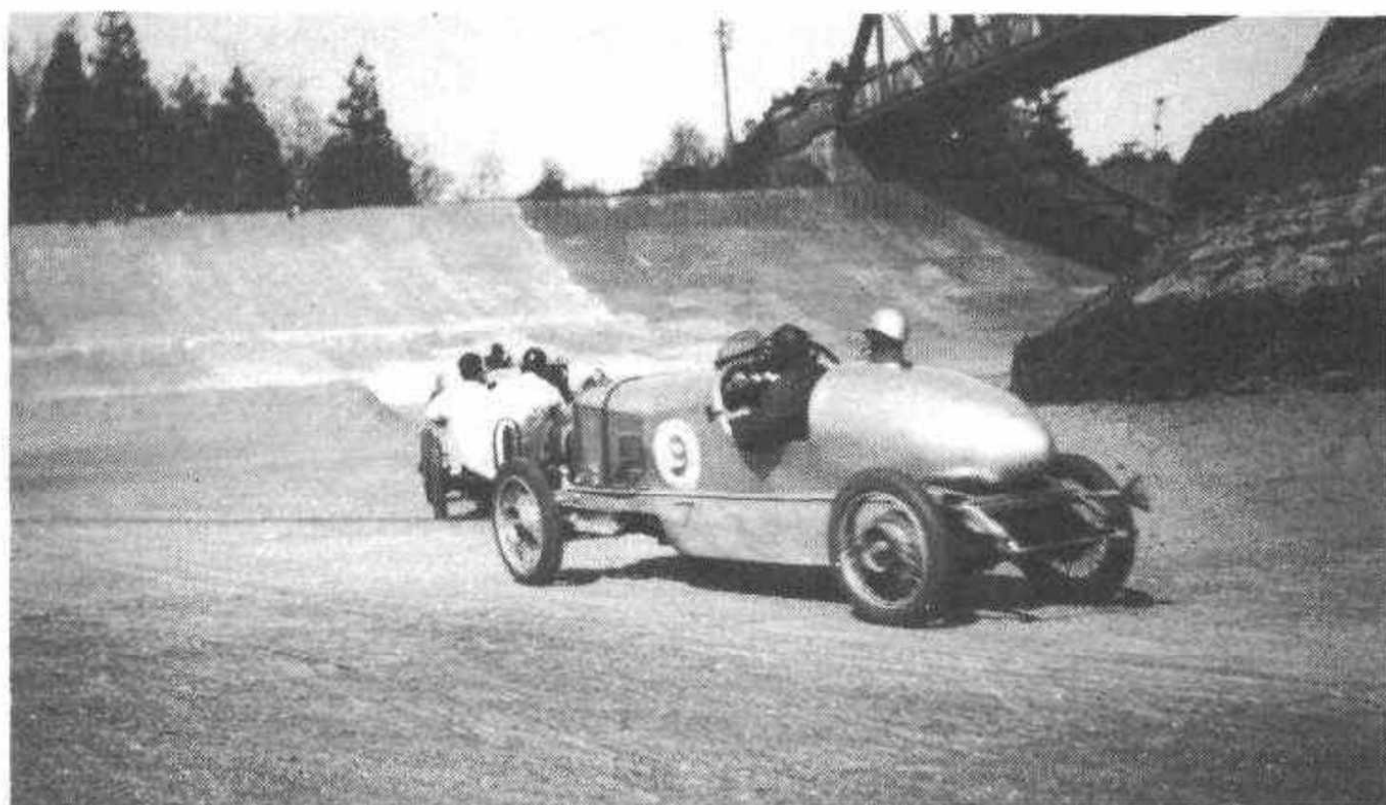
THE CALTHORPE on a typical Tour de France road. Note the repairs to the n/s mudguard, damaged in the unfortunate accident.



encouraged breaking the 20 mph speed limit, a question was asked in Parliament, and so the scheme was quietly abandoned. Amusingly, after a half-page announcement in its April 20th, 1923 issue, *The Light Car* made little further reference to the matter!

Meanwhile, Ian MacDonald was off on the tough 2,500 mile Tour de France in the Calthorpe. There were only two other entrants in the 1,500 cc class, a Gobron and a Buc with a 1,300 cc two-stroke engine with two communicating cylinders fired by a single plug and a cream four-seater streamlined saloon body. The 750 cc cars had to average 17½ mph, the large ones 25 mph. From Paris the first day's run ended at Boulogne and a flawed stamping caused a steering-arm to break on the Calthorpe. However, for many kilos, the car continued with one front wheel steering itself! Going to a button-factory, an improvised arm was made up of strip steel and a call was put in to Birmingham for a spare. The Calthorpe Company had the initiative to fly one out to France (in 1923, remember) but somehow it never caught up with where the car was. The 1,100 cc Madon also broke a steering-arm, so bad were roads in post-war France. Alas, later the Calthorpe hit an aged man who had jumped from a tram while it was still moving, with fatal results, putting a deep dent in the n/s front mudguard of the car. The French officials behaved very well, not deducting the consequent time-losses, while Police enquiries were made but Mac returned home, at Bordeaux, designer Davidson taking over, with *The Light Car's* representative acting as mechanic. An observer seems to have been on the car as well, but this left a seat for Mrs MacDonald on the final stages, when the competitors were showered with flowers. The 1½-litre class was won by Boulmier's Gobron, the Calthorpe losing only 60 marks and experiencing no further trouble.

Later MacDonald turned to the 12/50 Alvis for his competition car, driving it from Derbyshire where he was living to Brooklands, and sending it back to the works in Coventry for tuning after each



ONE of MacDonald's 12/50 Alvis cars, being raced at Brooklands. The tail came from one of A. G. Miller's Wolseleys.

event. He tended to do the longer races and the High Speed Trials over the Brooklands' entrance roads and down the Test Hill rather than outer-circuit handicaps. He still possesses a fine silver cup awarded to him almost certainly for winning with his Alvis the 1926 JCC 50 Miles race at nearly 79 mph, from Hendy's A7 and Purdy's Bugatti. At first he used a duck's-back bodied 12/50 but later his Alvis had an airship-tail and deep side valances — I was interested to learn this was adapted from a body from one of Sir Alastair Miller's Wolseley racers, which he had bought from the racing baronet. (Incidentally, at around this time Davidson had gone from Calthorpe's to Lagonda's, to design them a real motor-car.) From then on Ian MacDonald had more cars than he can now recall. He used a reliable sleeve-valve Voisin as his road-car when the Alvis was used more for racing, a Mors at about the same time, also a sports Chenard-Walcker with no rear-wheel brakes and later, before he went abroad again in 1934, there was a Healey with unusual Italian two-door closed body with a rib down its roof, a very handsome

Delahaye (NLA 999), a big Siddeley Special saloon which was "not particularly exciting but quiet and sedate", and a 3-litre straight-eight Bugatti Weymann saloon which "for a Bugatti gave very little trouble and was grand to behold, under the bonnet especially".

Reid Ralton was friendly with Davidson and that may have forged a link with MacDonald's last competition car, a T & T-built Brooklands-model Riley 9. He drove this in the first Ulster TT in 1928, partnered by Flying Officer S. Hatton, but a grabbing brake caused it to ram the pits, at half-distance . . . It is all a far cry, meeting with this active gentleman in 1984, from his first Norton which he recalls was assembled in a small building in Birmingham almost floor by floor, beginning with the frame at the top floor, a complete motorcycle emerging from the basement. He met me wearing a Brookland Society tie, still attends their Re-Unions and 12 / 50 Alvis Register events, and had recently changed his Honda Accord, damaged in an accident when he was a passenger, for an Alfa Romeo 33.

W.B.

## Trojans

IN LAST month's coverage of the VSCC Jubilee it may not have been clear that the car Miss Pat Stocken was driving was a Trojan. I described it as a "Chummy" model, because it has a rather shorter body than the other four-seater Trojans competing, although I believe Trojan themselves called this their "Utility" model. Incidentally, the term "Chummy" applied to a car with a two-door, close-coupled body able to seat either four adults with not overmuch foot-room, or two adults and two small children, but is often thought to apply strictly only to the Austin 7 tourer.

This is not the case, because in contemporary times the ohc Rhode tourer was so-called, and I have seen the name used

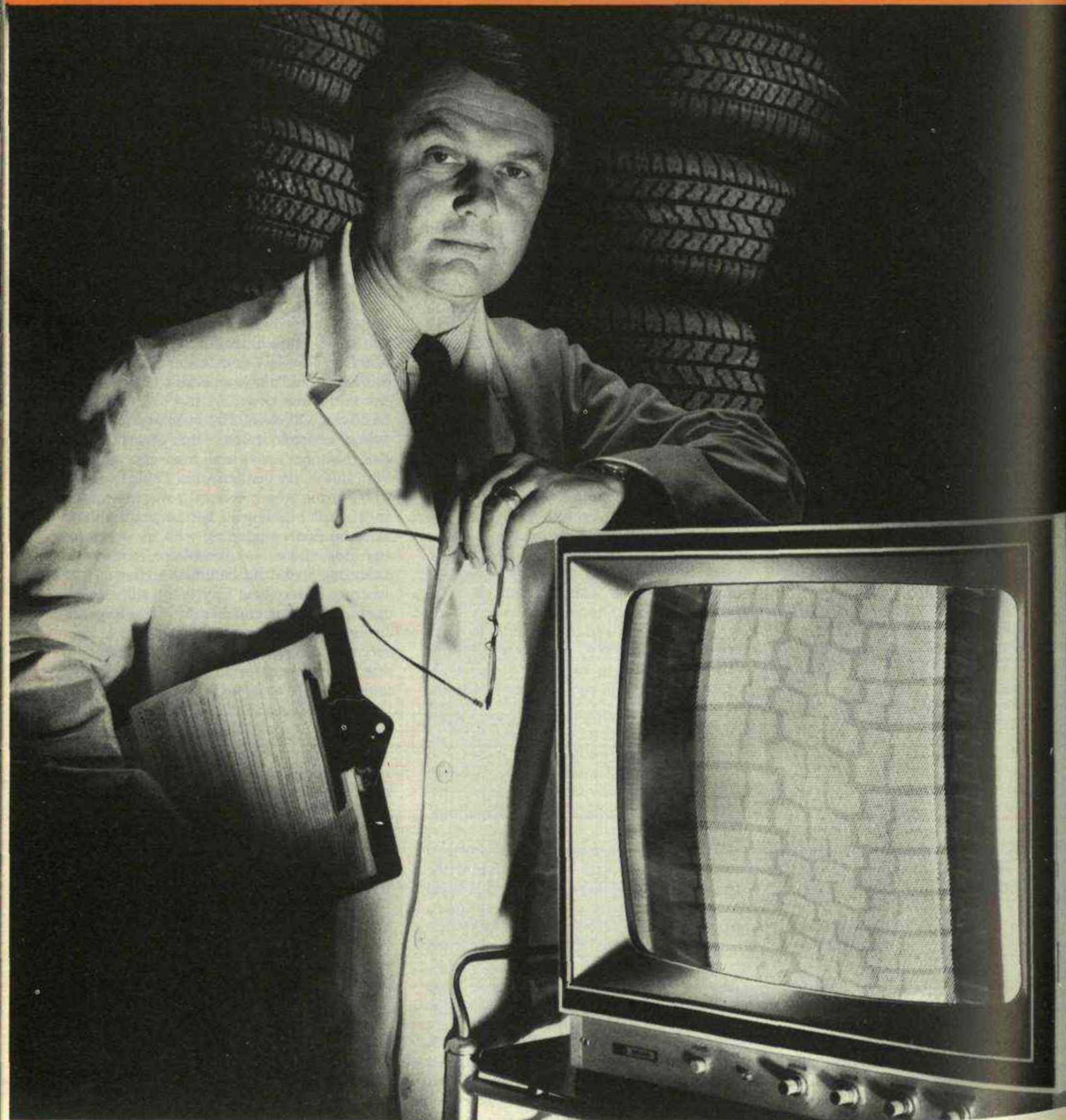
for bodies on Calcott, ABC and 10/15 hp Fiat chassis, and I rather think it was also when describing the three-seater Gwynne Eight, although I do not think any of the manufacturers used this "Chummy" appellation, preferring tourer or four-seater. But the term was even used in the Press to describe the 1923 £185 Durant, one of the first of the smaller-engined (2.1-litre) American cars to arrive here, some years in advance of the Overland Whippet, although, here again, the makers preferred to call this Durant a five-seater tourer . . . The term "Chummy" (today's 2+2) must also have been used, I expect, for the Stoneleigh small-car, from Armstrong Siddeley Motors, although this one was odd, inasmuch as the early examples had a side-by-side rear seat for the passengers but

a single front one for the isolated driver! The term "Chummy" obviously derived from a more friendly seating position than with two of a car's occupants out in a dickey-seat, and children were safer in a Chummy than in the back of a four-door tourer or saloon.

All this is really a preliminary to saying that at the British Motor Heritage Trust's Syon Park Museum (near Isleworth, Middlesex) on September 8th the Trojan OC is having a rally at which it hopes to have not only all the surviving older unorthodox two-stroke Trojans running, but some of the later petrol and diesel Trojan commercials also and even a safari-bed invented by Mr Hounsfeld, the Trojan designer, an autojumble, and perhaps rides in Trojans for those who can catch the eye of an owner. Sounds fun! — W.B.



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# MOTORING AS IT WAS

## A Look Back to the Roads of the 1920s

LOOKING again at the travels of amateur motoring writer Owen John as a way of reflecting the changed conditions of motoring and how the roads and cars were, back in the now far-away nineteen-twenties, we left him reflecting on loss of a wheel from his trusty Crossley due to careless maintenance, and enjoying driving over roads in the "quiet hidden valleys that lie between the Severn and the Welsh mountains, almost unknown touring ground around Knighton and Ludlow and Monmouth and Tenbury and Bridgnorth . . ." I know it well, even going on, as O.J. put it, "right into outlandish Wales itself". He made these runs — journey he thought sounded too much like labour and tour implied a set holiday — in the spring of 1923, when, just as this year, "never was there such green, never were such flowers, whether in the gardens, or in hedges or in fields". O.J. was enthusing over a new route he had found, a road that waggled all the way up from Hay, far up the Wye, through Leominster to Tenbury and Bewdley, "which was just as lovely as any road can be". Again, I know it well, but today the drop down to the twisty approach to the narrow bridge over the River Severn at Bewdley is a bottle-neck that can be a time-waster when traffic on the A456 is at its peak, and I have found myself wondering what happens in winter when both sides of the hill become ice-coated . . . O.J. was there for the fishing and it must have been more than disappointed when a young lady caught a 59¾ lb spring salmon, his host one of 42 lb but he none at all . . .

We tend, in these modern times, to imagine that there was practically no traffic congestion during what we now think of as the vintage years. Yet O.J., going to and from Brooklands at Whitsun 1923, not only lost his way in what he called "the rhomboid between Byfleet and Woking, and Sunninghill and Wokingham, but he saw Eton, Ascot, Windsor and Maidenhead that day, driving on five main London roads and encountering huge Whitsuntide traffic and an astonishing number of cars on all of them — but no accidents. But in spite of all the traffic, which by 1984 standards we might not really notice, except that it was traversing far less wide and efficient roads than we do today, O.J. was bewailing the ugly roadside advertising hoardings, getting worse than those in France, he thought, remarking that half the charm of motoring will be gone if we cannot escape, in the country, the trials and the influences of the towns. How true that is, and how disturbing that in our time roads and country lanes are being widened, kerbs erected, ever more road-signs put up and old buildings demolished, until everywhere is very much

like everywhere else, or will be if a halt is not soon called.

In this context, O.J. was surprised that in 1923, in poverty-stricken, over-taxed and sadly-enlightened days (he might as well be writing of 1984), there was a scheme afoot to build a Utopian motor-road between Uxbridge and Manchester / Liverpool at a cost of £15,000,000. It was to be free of any speed-limits, have no gradient greater than 1 in 40, it would bridge or tunnel under all other roads, and Lord Montagu, father of the present motor-orientated Lord Montagu of Beaulieu, had published a brochure about it. This idea of a toll-road in Britain never materialised but I wonder what O.J. would have thought of the fine motorway network we now enjoy, toll-free, although subject to the stupid 70 mph speed-limit? As a matter of fact, O.J. was against this idea, saying that although Mr Rapson was of the opinion that the motor car of 1923 was capable of going from the RAC (in London) to Land's End and back 83 times before it would require new tyres or any attention to its engine, cars were used mostly for local trips and if commercial haulage was in question, it would be better to let the railways carry the heavy loads with an agreement for the light lorries to cope with local deliveries — which shows how the entire road transport picture has changed in 60 years and more.

At this time O.J. received a letter from an American in Detroit who saw little commendable in British or European cars. After looking at chassis drawings of the Bean, 15 hp Humber, Sunbeam six, 10 hp Peugeot, etc, he came to the conclusion that no American car would have survived hard going with such light chassis frames, or back axles, and that the engines were under-cooled for severe conditions. He felt that good cars like the Packard, Cadillac, Pierce-Arrow, Locomobile, Marmon, Lincoln, Wills St Clair, Sterns-Knight, etc were not well known here, where the Cadillac had lost caste because so many were used as taxicabs. (This hardly rings true, but that's what the Detrouiter said.) He quoted the Packard Little Six selling in Detroit for 2,750 dollars, and cited the Hudson coach at 1,525 dollars which sold 100 a day, against the 2,095 dollar Hudson sedan selling 30 a day, which should not have been compared with our Crossleys and Vauxhalls, etc.

This critic knew a girl tracer who had left Coventry four years earlier and was earning so much in Detroit at the same job that she was able to buy an Essex Coach costing 825 dollars. He was off to the Indianapolis 500 Mile Race, where "last year the Bentley toured round the track a hopeless last, the rebuilt Fords passing it every now and then", and where the much-boosted Sunbeam entries had failed so badly that

they had hurt British automobile prestige more than anything we could have done. Mercedes — good; M. Henry, Ballot, Peugeot, etc — fine; but the Sunbeam flivver — no. There were about 150,000 cars in Detroit in 1923, said this critic, and he believed the only imported cars were three Rolls-Royces, one Renault, one six-cylinder Wolseley, Horace Dodge Jnr's Hispano-Suiza Six, a Delage, Napier and another Hispano all owned by Edsel Ford, and a pre-war Darracq. There was, the correspondent concluded, no market for British cars, with the Maxwells, Chevrolets and Buicks selling for 850-1,800 dollars serving the small merchants, young bachelors and prosperous mechanics, etc. O.J. replied, not very effectively, to this criticism and I only quote from the letter because of its possible interest to historians, in this day and age. In fact, that was by no means the end of it, because other US letter-writers got in on the act, one telling O.J. that the engine of his Crossley was nothing remarkable, that its gearbox was inferior to that in the four-speed Mercer and that American cars were less costly to run. The 1923 Buick Piccadilly roadster was cited as having bodywork that should satisfy every critic and this letter referred to cars some of which I had not previously heard of, such as the Daniels, Leech and Dorris.

Of the Model-T Ford, at which O.J. was thought to have sneered, this American said it was not bought by the man who wanted his car to attract a crowd but because he knew it would take him to any place and bring him back, wouldn't let him down so long as he carried a piece of string, would look the same whether he cleaned it or not, and would not be insulted if he left it out all night or took the pig to market in it instead of his wife. . . .

Coming from motoring to motors, after O.J. had complained of the congestion caused in the London of 1923 by trams and thought with the then-Lord Montagu of Beaulieu that horse-drawn drays should be abolished altogether (I wonder if the same might not be said of bicycles in these 1980s?), O.J. went off to try the 10/23 hp Talbot. Having been exercising my 1922 Talbot-Darracq Eight of late, I was interested that he found no difference in these different sizes of Talbot except one of roominess within. Both, he found, moved fast, both had simple, easy gear-shifting (the clutch on my car is fierce), and both Talbots had springing and balance hard to improve upon. One critic thought the 10/23's engine a trifle rough, but O.J. didn't, and anyway Major Eric Loder who had provided the test-car said it had come straight from the paint-shop without having been tuned-up.

After that O.J. went up to Dudley, to look over the Bean factory — years later I went to the same place to buy a vintage Rhode tourer, but that is a very different story! He found the Bean workpeople touchy folk in one respect; they maintained



## Lightning Handicaps

AT THE VSCC Silverstone Race Meeting in July the last event was called the Four Lap Lightning Handicap. The term "Lightning" has nostalgic connotations with Brooklands, although in this instance it was used to denote a shorter subsidiary race than the usual ones of five or six laps normal at such meetings. Whereas this VSCC race included such fast cars as Alan Cottam's Maserati 250F and Charles' C-type Connaught, which gave a start of 70 sec to King's 1933 / 36 Talbot 105, Boswell's 1927 / 34 Frazer Nash (which won) and Benfield's 1924 200 Mile Race Alvis, at Brooklands the term "Lightning Handicap" implied a race confined to the very fastest cars of the day.

This inspired race-title was first used at the Easter 1914 Meeting, when the Lightning Short Handicap saw a single-seater E-type 30/98 Vauxhall driven by Holder win from Dario Resta in the side-valve nine-litre V12 Sunbeam, which lapped at 113.45 mph, and Hornsted in the fearsome chain-drive Big Benz, which went round at 112.42 mph — stirring speeds in the period before the First World War. In the equivalent Long Handicap another Vauxhall, in the hands of Read, beat the Benz, Holder having become confused by the extra lap required, so that he went on round the outer-circuit instead of turning into the finishing-straight. On the very eve of war, Resta won the Lightning Long

Handicap in the V12 Sunbeam with its side-valve aero-type engine, coming through from scratch at that dramatic August Bank Holiday Meeting, with a lap 113.97 mph.

Space precludes a survey of all the many Lightning races that followed, but it is rather startling to realise that for some of these only a handful of cars came under starter's orders. Moreover, in those leisurely times there was no public-address apparatus at the Track, so that only if they heard the warning bell did spectators know that a race was imminent, giving them time to put down the Fortnum and Mason picnic baskets, rise from the running-boards of their touring-cars, and direct their field-glasses to the start at the Fork or the sight of the big racers speeding along the distant Byfleet banking. What present-day race-goers would have thought of it all, I have no idea!

The scarcity of runners is a fact. For instance, the eighth Lightning Long Handicap at the 1921 Easter Meeting saw only three cars competing, the later 18.3-litre V12 Sunbeam, Count Zborowski in his 1914 GP Mercedes, and Douglas Hawkes in the venerable 1912 15-litre Lorraine-Dietrich. Zborowski won from the Sunbeam, two hours after he had polished off the "Lightning Short" in his Chitty-Chitty-Bang-Bang, although there were five starters in that race. But this paucity of starters was something the spectators grew used to at Brooklands in

those tranquil 1920s! In 1922 just three cars again contested the Easter Lightning Short Handicap, the big V12 Sunbeam single-seater winning against the Lorraine and Philip Rampon's old 10-litre Fiat. It wasn't much better in the "Lightning Long", for that had but one more starter; it was, however, the day of the "heavy metal", the winner being Ernest Eldridge's 20½-litre Isotta-Maybach.

It was even worse at the 1922 Whit-Monday races, for non-starters had reduced the field for the Lightning Long Handicap to three, and then, after the 18-litre Fiat "Mephistopheles" had been left at the Pond start, only the Isotta-Maybach and Parry-Thomas' Leyland Eight remained to do battle, the hollow victory going to Eldridge. Lightning races with a mere three runners were quite the norm in those early post-Armistice years and even as late as 1926 it wasn't always much better, the Autumn "Short H'cap", attracting for instance, only four starters for "Ebbly" to flag away, although the onlookers had the thrill of seeing the Leyland Thomas win from Kaye Don in a 4.9-litre Sunbeam after Parry Thomas had set a new ss lap-record of 110.19 mph and then done the flying lap at no less than 122.97 mph.

Eventually this "Lightning" title, presumably thought-up by Col Lindsay Lloyd, was dropped by the BARC. And at least the VSCC had 28 cars contesting the race for which it revived the age old name.

### MOTORING AS IT WAS — cont

that they were the primeval iron-workers of this country, with skills unmatched by anyone else. After his visit, O.J. felt that the Bean was an honest car, built to last, indeed, almost too solid in places, and he thought the tool box / accumulator, where fuel tanks are usually put, gave a slightly heavy appearance and too low a ground-clearance (this is double-Dutch to me but not, I imagine, to members of the Bean Register!). He didn't quite like the Bean "lion" mascot either, but approved of the rh-change four-speed gearbox.

The next car O.J. sampled was a Studebaker Six tourer, which he misjudged at first because it was American and the contour of its seats looked wrong. On the run out of London a back tyre inflated to only 20 lb / sq in caused what we would these days term understeer (if his "running-out" on corners wasn't oversteer!) but later he formed a very high opinion of the Study, although adding a snide piece about "in its youth", implying that it might not wear as well as a British car. It was a top-gear job that held five people, it would touch 60 mph, it didn't look blatant like so many American autos, the driver had his own entrance, the gearchange was delightful, and it cost under £400 with "all refinements" except a back-windscreen. The snags as seen by the Crossley-minded O.J. were lack of luggage room, a "gallop" at

high speed, bodywork that allowed for "shrinkage and swellage" whatever that implied, and a slight restriction on leg-room if you had O.J.'s long legs.

Driving this Studebaker along more than 10 miles of grass, chalk and flint-covered roads going from East Ilsley to the Thames Valley, with ruts a foot deep just due north of Churn Camp, O.J. failed to make the flywheel bang on the ridges between these ruts(!). Only the brakes came in for real criticism, in view of the speed of which this 1923 Studebaker Six was capable (was this an O.J. perception of front-wheel-brakes soon to come on the better British cars?). As far as the Great Portland Street agents knew, much of the car emanated from Canada, and many Studies were fitted with British bodies. Even so, O.J. wished it were British, seeing it as a very great menace to our home products. — W.B.

*(To be continued when space permits)*

## Encounter

LEAVING the office one blazing July afternoon with an appointment in Burford, I was distressed to find the traffic out of Oxford on the A40 road towards Cheltenham stationary, for what looked like miles ahead, many drivers in the process of turning back to find another route. In this long queue I spotted what looked like a Marcos and a vintage Bugatti. An accident?

No, the problem was some over-enthusiastic and too-lengthy tar-spraying, reducing the 60 mph limit to a requested 10 mph, but with the stop / start traffic moving at nearer seven mph.

One feels sorry for the older cars caught in the heat in such a hold-up. The County Council responsible for this stretch of the A40 owes many drivers an explanation; something was very wrong, for the Police were out, seemingly interviewing one of the employees responsible for the sticky black beach into which Glossop's of Bristol had transformed the road surface, while one luckless old driver of a "banger" was being "arrested" presumably for having ignored the hand-given "wave-down" signs as he entered the morass from the opposite direction!

On the Witney by-pass I was able to get a move on, taking the comfortable MG Montego up to, shall we say, a considerable cruising speed, and overtaking the blue Bugatti, which had an "AUS" plate on it, and a keen exhaust note. Stopping briefly at Burford to transfer to the next test car, an exuberant Peugeot 205 GTi, I did not overtake that Bugatti again until I had negotiated Burford's high street, reached Stow-on-the-Wold, and turned off onto the B4077, bound for Tewkesbury. I thought it to have been a Type 40 but perhaps it was a Type 43. Nice, anyway, to see a vintage car motoring so well. . . . — W.B.



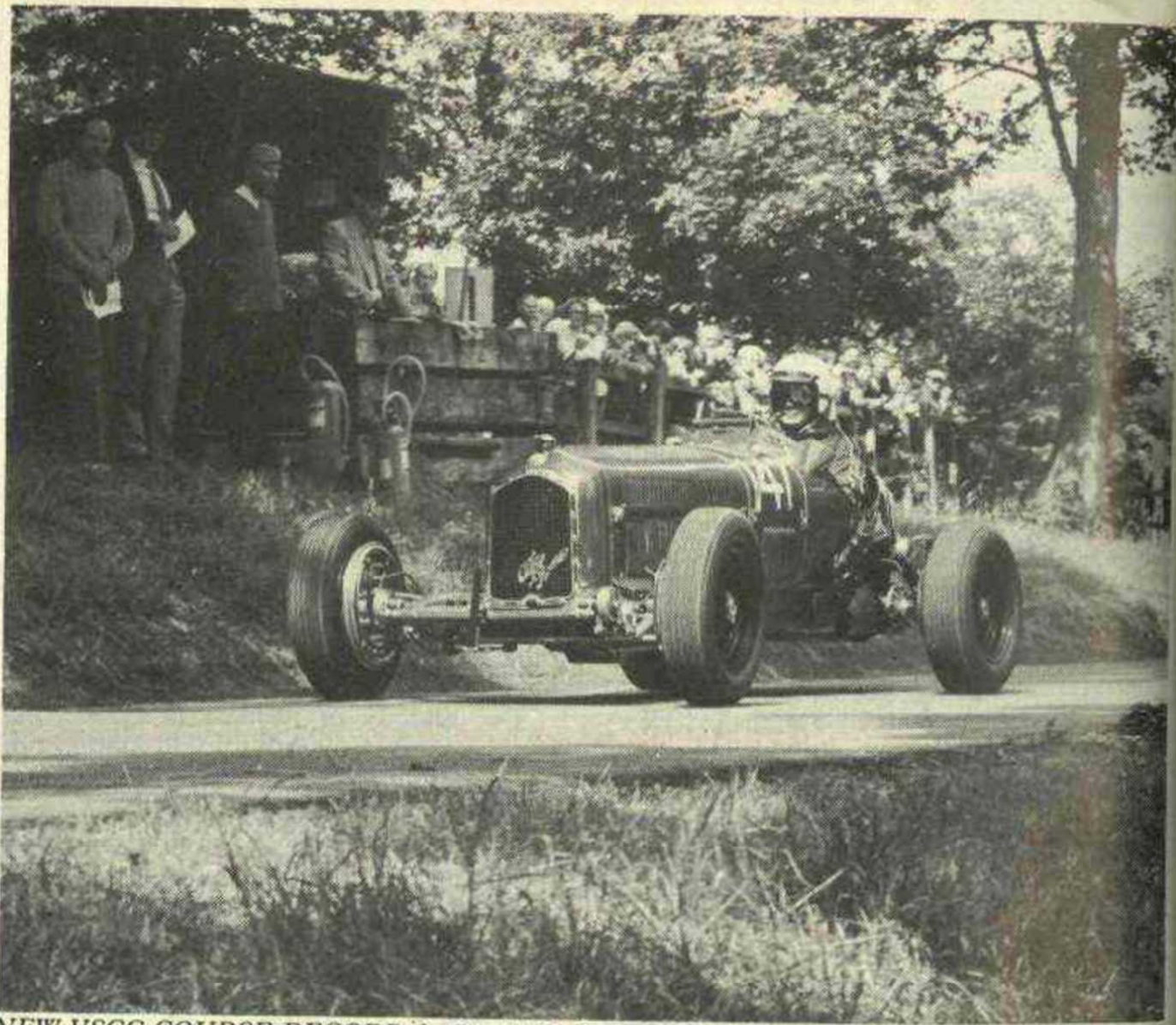
## VSCC at Prescott

PRESCOTT was in true garden-party mood for the VSCC speed hill-climb on August 5th. Continuing his outstanding season, David Black broke the outright VSCC course-record in 41.85 sec (short course), his runs in the P3 Alfa Romeo so smooth they looked slow! He sensibly elected not to run in the "ten fastest" final runs and conserved the *monoposto* again by letting his son drive him up in another Alfa on his ascent-of-honour.

Miss Gunn did well to win the small sports-car class in her A7 (52.52 sec) and it was nice to see 2nd place going to Walker's Morgan-JAP 3-wheeler (53.47 sec). Heelis' Riley 9 was 3rd, this vintage trio beating "Cream Cracker 1" and P-type MGs. The 1½-litre sports class was another vintage one-two, Dick Smith's Frazer Nash (54.91 sec) winning from Stretton's 'Nash (49.83 sec). Of the up-to-3-litres sports cars, Dods' triple-carb AC Special was quickest (48.51 sec), with vintage cars, Rogers' Frazer Nash (49.23 sec) and Marsh's T35T Bugatti (51.13 sec) 2nd and 3rd. Wall's 35T Bugatti made 3rd vintage (51.18 sec). Best of the big sports-cars was Spollon's ex-Bailey Derby-Bentley Special (47.03 sec), with consistent, tyre-smoking runs, "from Parker's fast and quiet P3 R-R-powered Bentley Special (47.54 sec) and Chant in the accelerative 4.3 Alvis "Brutus" (49.84 sec). Best vintage here was (hurrah!), Quartermaine's 30/98 (54.63 sec), from Briscoe's GN/Ford (55.24 sec after a sick first run) and Scott's ex-Neve / Bolster 30/98 (54.63 sec).

Nine Edwardians (and no non-starters) were crowd entertainment. Collings, on hairy, gear-crunching runs, made his best-ever time on the *veteran* Mercedes (56.76 sec) on *both* ascents, to win on handicap. The 1908 Panhard and Itala were runners-up, although Threlfall was actually fastest in the Th Schneider (54.08 sec). Slowest, but how gracious, was Daniels, in the 1907 poppet-valve, chain-drive, ex-Lord Craven Daimler tourer (75.3 sec), its lamps and levers copper-plated — no common brass — and with but 4,000 miles on the odometer.

Bruce-White had it all his own way in the 1,100 cc racing class, the BSA FWD Douglas-engined Alt'cock doing 49.81 sec. Way (A7) and Fountain (Gillow Riley) were next best. Grey had the fast Hardy Special seize-up before Orchard, to coast silently out of sight up the escape-road. Freddie Giles broke his own vintage 1½-litre racing-class record by the handsome margin of 1.14 sec in the Morgan/GN "Salome" (46.15 sec), a BTH magneto for each cylinder clearly paying off — plus a courageous pilot, of course. Stephens in ERA R12C was next fastest (46.58 sec), Gibbs' Becke 3rd, and 2nd vintage (49.99 sec), its blown ohc Wolseley engine having the advantage over the very realistic "new"



NEW VSCC COURSE RECORD for David Black — the P3 Alfa Romeo clocked 41.85s over the short course.

1922 200 Mile Race Wolseley replica of Colin Thomas, which clocked 64.55 sec. In contrast, Benfield's real 200 Mile Race Alvis did 53.17 sec.

Bruce Spollon carried the day in the 3-litre racing class, his ERA R8C locking up into Orchard but clocking 43.72 sec, although slow on its second run. Lord Raglan was 2nd in his T51 Bugatti (43.90 sec), clipping the Orchard bank on his first climb, beating Footitt, who must have gone faster than anyone ever has into that corner, grazing the Armco (44.14 sec). That won the AC/GN "Cognac" the vintage section, from Moffatt's T35B Bugatti and Preston's T35B, with only 0.01 sec between them! Donald Day in his ERA R14B looked very fast but was just out of it. Finally, the historic and over-3-litre racing car classes were combined, with that fine run by Black's Alfa, Cottam's A-type Connaught 2nd (42.63 sec) from Guy Smith, very neat in the big Alvis / 'Nash (43.13 sec), while of the "fastest-ten" match-runs, Day dominated, in 42.71 sec, 0.04 sec faster than Cottam. So ended a marvellous summer day, Prescott having never looked better.

**Prescotters.** — No accidents, apart from the Giron Alvis running over its driver's foot in practice. However, Michael Barker missed a cog-swop and locked up the back wheels of the 328 BMW, C. R. Marsh's A7 nearly ran out of road at Pardon, and Preston took to the grass between the first two corners, in his Bugatti. The "Edwardian" starts were interesting. The 1907 35/45 Renault leapt away, as did the

Th Schneider in two jumps, the 1914 GP Mercedes lost much water and Clarke's 1917 T-Ford was water-vapouring (its auxiliary gearbox having broken, its gear-ratios were unsuitable and it had epicyclic band-slip as well — it has an eight-oh-valve push-rod Laurel head, with one side-draught "gas-works"). In contrast both it and the 1917 Dodge Four got away smoothly. The 1903 Merc rocked on its springs and was very eager! The best times here were: Th Schneider, 54.08 sec, Clutton's GP Itala 54.62 sec, GP Panhard 56.01 sec, 1903 Merc 56.76 sec, 1914 Merc 63.36 sec (running-in its new crank?), Laurel-Ford 64.24 sec, Dodge 67.28 sec, Renault 73.21 sec and Daimler 75.3 sec. The Le Mans gear-ratios of Anne Shoosmith's 4½-litre Bentley presumably allowed two 30/98s to beat her. Ghosh's hybrid Vauxhall Special was best of the big vintage racers, quicker than the V8 and V12 Delages. Interesting cars included Mather's lengthy Frazer Nash, its AC engine and chain transmission built onto a K3 MG Magnette chassis said to be ex-Earl Howe's Mille Miglia car, a trio of 12/70 Alvis Specials (although Hulbert elected to drive a normal Silver Eagle tourer instead of his 12/70). Felton's Monza Alfa handled by Adnams, Felton himself substituting Monza for his Maserati, Heath's Mk 2 ex-Tony Crook Frazer Nash that seemed to suffer a flat-spot out of Pardon, Chris Mann's Talbot-Lago (instead of his Lotus 16), and Hare's 1935 "Chain Gang" Nash with works-fitted BMW engine, while Gillies had the three-carb 2-litre engine back in his Treen Riley. — W.B.



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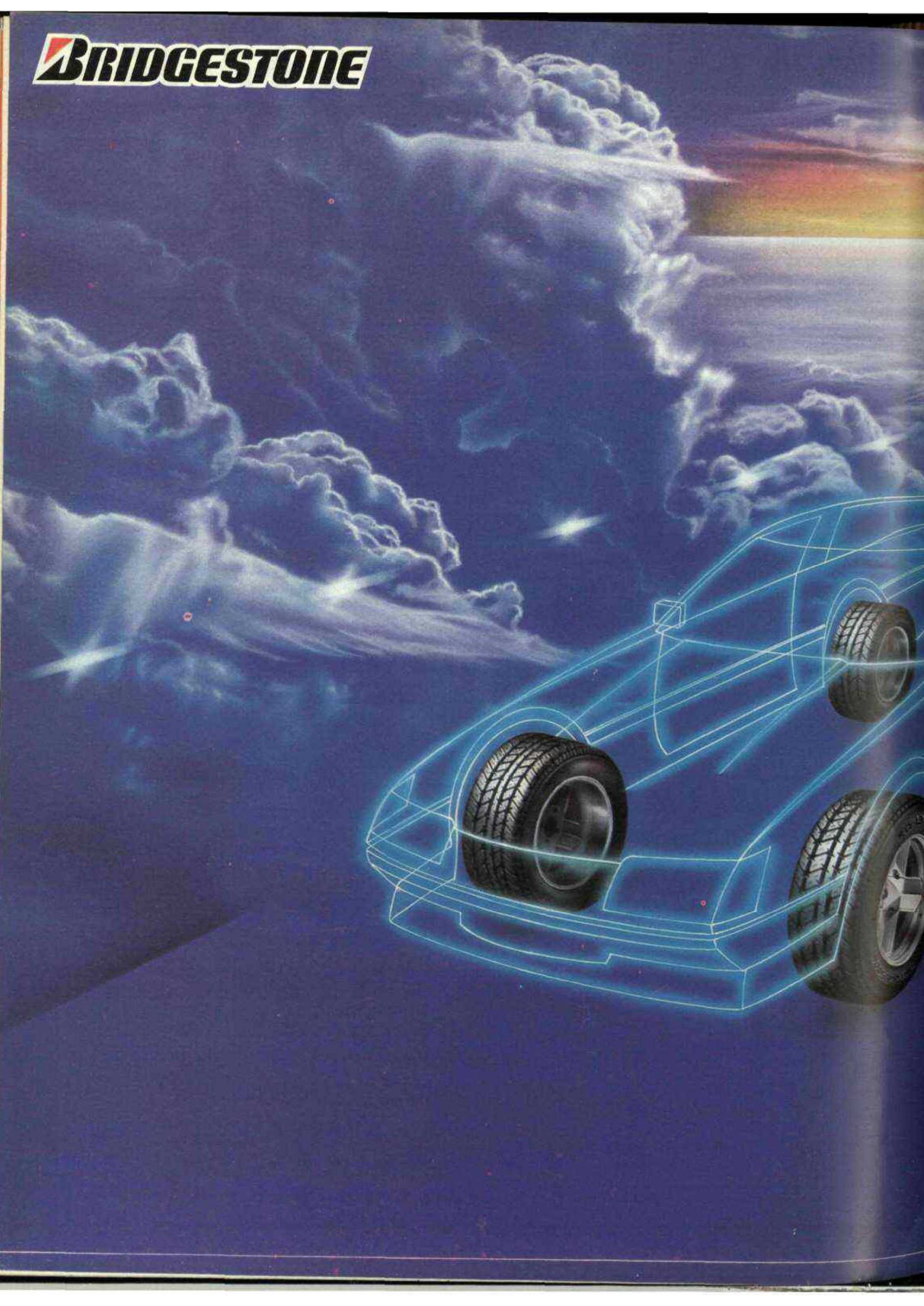
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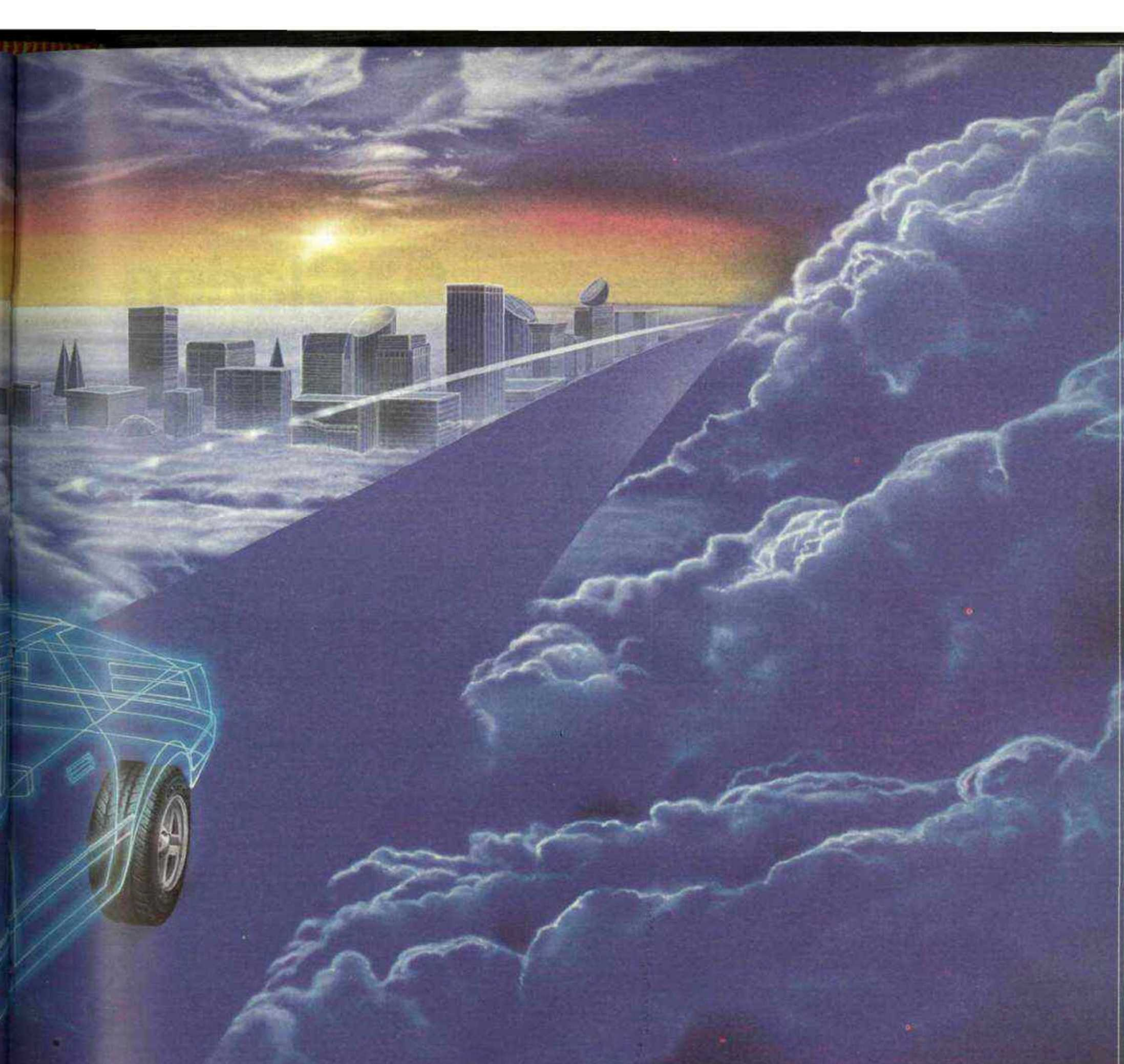
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**V-E-V Miscellany.**— This year's originality prize at the motor *Concours d'Elegance* at the Fleet, Hampshire, Carnival (which my wife and I used to organise, years ago) was won by a 1931 Citroën C4F saloon which had been unused since 1957, until taken out of storage and tidied up this year by its owners, John and Peter Cody, who are the grandsons of Vivian Cody, son of the famous pioneer aviator who built his aeroplanes at nearby Farnborough. The Citroën was first owned by Vivian Cody, who lived on the site of the garage now run by the Cody brothers and was laid up a year before he died; it happens to have the appropriate registration number PJ 476. It started up at once when given petrol and a new battery after its 27-year sojourn and will remain in the family. The 1935 Daimler limousine once used by HM Queen Mary and HM King George V has been acquired from the NMM by the Museum of British Transport in Coventry, where it was welcomed home to its birthplace by the Lord Mayor at the Council House; the car will need extensive restoration before being displayed, but is expected to be ready to take part in the Centenary of the Motor Car celebrations in Coventry in 1985.

A restorable Douglas three-wheeled delivery truck, possibly an ex-milk float, is being sold in aid of the Nairn Hydrotherapy Pool Trust for muscular diseases, by the Nairn & District Motor Preservation Group, who in any case would like to learn more about the vehicle. Sale to the highest bidder if not already sold; apply to D. A. Taylor, 16 Dalcroy Road, Croy, Inverness-shire (06678-219).

The *West Sussex Gazette* ran a feature last July on Leonard Ayling, the last of a long line of ostlers, whose family worked for the Norfolk Arms Hotel, Arundel, from 1914 onwards. When eventually the hotel's six or seven horses were superseded by motors, these were at first a couple of Napiers, with left-handed starting handles, gas headlamps, and oil side and rear lamps. Then came a chain-drive Clement-Talbot van which was prone to breakdowns and was replaced by a New Orleans with a 'bus body, the leather-faced clutch of which used to slip. The body for this found its way on to a one-tonner Model-T Ford chassis. Mr Ayling moved from the hotel to Pain's in Arundel as a delivery man, driving their big Martini car the chassis of which had been lengthened and chain-drive contrived, a rough ride emanating from its solid tyres. The power used to cause shedding of the road wheels, but repairs would last for a year or so; the lighting is remembered as gas headlamps and candle side lamps, the bonnet was strapped down, and a canvas apron, as on LGOC 'buses, was used in lieu of a windscreen.

To commemorate its 50th anniversary, the Sporting CC of South Australia has issued a set of six first day covers depicting, respectively, the Shearer steam-carriage,

recognised as one of the first Australian designed and built cars, which took to the road *circa* 1897, an 1898 Thomson, 1906 Tarrant, 1919 Australian Six, 1923 Summit and 1924 Chic. The postmarks include that of the Adelaide / Glenelg Golden Jubilee Run held in March of this year and prices for the set run from 11 dollars Australian, the supplier being J. Wien-Smith, SCC of SA, 260 Poerrush Road, Beulah Park, SA. The 1897-1899 Shearer steam-carriage used engine castings from the Shearer foundry, where the foreman was a Mr David Winstanley. In 1969 it was a static exhibit, assembled by the Shearer Organisation and later it was donated to the State of Australia, and the Club has, with additional help, since restored it to working order. It is in the Birdwood Hill Museum. The sole surviving Thomson steam car of 1898 is in the Museum of Victoria. Colonel Tarrant produced about a dozen cars between 1901 and 1907, he having won the first Victoria motor race at Sandown Park, Australia, in 1901, and the first Melbourne-Sydney trial in 1905. Only one Tarrant is now known of, while Australian Sixes were made from 1919-1924 at about one a day, from imported mechanical components. Summits were in production from 1922-1926, using mainly imported American parts, one now being in the Birdwood Hill Museum, and some 50 Chic cars were made from imported British components from 1923-1929. So the cars on these covers are well-chosen to represent Australian history; but if you want them, hurry, and it might help to mention **MOTOR SPORT**.

At an auction near Andover recently a very rough 1933 Morris 10/4 was sold for £40 and a 1937 Austin Ten Cambridge saloon in breaker's condition for £25.

When a millionaire died, aged 86, near Chipping Norton recently he left some 90 old cars in his factory premises, including 21 Lagondas, including a V12 saloon, which had run only 20,000 miles, seven Invictas and four Aston Martins. There was a big vee-twin motorcycle built from odd parts in 1919 and a 1930 20/25 hp Rolls-Royce with French coachwork, a 1939 Rolls-Royce, etc. As is the custom these days, the collection was soon up for auction . . . The millionaire's liking for Lagondas and Invictas is explained by his apprenticeship to Henry Meadows Ltd of Wolverhampton, of which he later became a substantial shareholder.

A very interesting account of Hudson Motors Ltd in Britain, by Christopher G. Foster, with which we helped with some of the information, has appeared in the Jan / Feb 1984 issue of *White Triangle News*, the official journal of the Hudson-Essex-Terraplane Club, Inc of America. The Editor is Art Adams, 1004, Boston Post Road, Guilford, Connecticut 06437, USA.

Belatedly, for the record, here are the results of the Light Car and Edwardian Contest held during the VSCC's Golden

Jubilee Rally: *Lady Raphael Trophy*, J. M. Potter (1922 AC); *Light Car 1st-Class Awards*: C. S. Lees (Morris-Cowley), Mrs G. Cardy (Austin 7), R. Thorpe (Swift), A. Padfield (Humber), Mrs S. Elsom (Austin 7), D. F. Cochrane (Austin 7), *2nd-Class Awards*: Mrs J. Horton (Austin 7), J. I. Phillips (Jowett), B. M. Clarke (Austin 7), J. P. Collins (Star), W. R. Sant (Clyno), G. Thomas (Austin 7), *3rd-Class Awards*: W. J. Urry (Riley), W. A. Wallace (Standard), P. G. Diffey (Humber), A. F. Carlisle (Renault), J. C. Parker (Riley), Miss A. M. Jones (Austin 7), M. Bartlett (Austin 7). *Edwardian 1st-Class Awards*: D. Ryder-Richardson (Daimler), I. W. Stevens (Rover), D. Filsell (De Dion Bouton), *2nd-Class Awards*: C. Hamilton Gould (Darracq), J. M. Walker (Panhard), G. E. Hicks (Stellite), *3rd-Class Awards*: Mrs S. Hall (AC Sociable), G. Daniels (Daimler), J. D. Thomas (Darracq). 100 entrants, seven non-starters. *Retired*: A. R. Wilson (Delage). — W.B.

## Explanation

IN LAST month's report of the VSCC Silverstone races my explanation of why Neil Corner started in the Hawthorn Memorial Trophy Race from the back of the grid in the Hon Patrick Lindsay's interesting Turtle Drilling Special ex-Indianapolis car was omitted, through space restrictions. So let me explain now. This 1960 front-engined car, permitted to run with its Indy advertising and its old race-number 23, has a 4.2-litre Offenhauser engine, and a two-speed gearbox controlled by a cranked-back gear lever on the n/s. The low gear is for starting and once the driver has changed up into "high" he cannot change down again while the car is in motion.

So Corner wisely elected to start from the back of the grid, knowing the car would be slow to get going. He was further hampered because the Turtle is set up for the left-hand Indy turns, not the tight right-handed corners of the Silverstone Club circuit. Moreover, Corner found the brakes, intended only for pit-stops or for steadying the car should another move into its path, heavy to apply. So his fourth place in this 1960 front-engined historic racing car was entirely creditable. Incidentally, it qualified at Indy in 1960 at 143 mph and finished eighth at 135 mph in the "500", driven by Bob Vieth. — W.B.

**V-E-V Odds & Ends:** A neglected proof-correction made me say last month that at Wolverhampton there was a 1924 Sunbeam Dawn — in fact, there is no such animal; the year should have been 1934. The Rhayader MC ran its 20th successive exhibition of historic cars and motorcycles at the 1984 Royal Welsh Show. The older cars included Carter's nearly restored 1912 12/16 Sunbeam tourer, unused for some 50 years, the Crouch-Helix, Sir John Venables-Llewellyn's well-known and immaculate



1925 Type 35B GP Bugatti, a 1925 Morris-Cowley, Thomas' 1904 Darracq Fifteen with locally remade radiator and bonnet, Reg Worthing with another of his replica Model-T Ford Speedsters, this one with a bull-nose radiator, and the Editorial 1922 8 hp Talbot-Darracq.

Seymour Price had put in his A7 Nippy, said to be good for 75 mph, there was a 1930 unfinished A7 chassis in process of rebuild, with odd boxed floor, a Ford-engined Morgan 3-wheeler, and that quite pristine 1933 Austin 10/4 of Dr. Sayce. Keeping these later cars company was an Austin Cambridge saloon and a Standard 8 tourer. Oldest exhibit was a 1903 Phoenix Forecar with home-made two-speed gearbox to aid the single-cylinder engine, that lost one speed during the Banbury Run.

A reader now in Ontario writes of his father's motoring, which started with a 1902 Quadrant motorcycle, followed by 2¾ hp and 3½ hp Douglasses, to a 1914 Spyker car, kept until 1926. This was replaced with another Spyker, a maroon torpedo four-seater with vee-radiator, about two years later, which possessed an exhaust cut-out and was rumoured to have run at Brooklands. I doubt whether it ever raced there but it may have appeared in other events; does anyone recall? This Spyker was scrapped when its Autovac was needed for a 1914 Rover. Our correspondent, who discovered MOTOR SPORT in 1935 and has subscribed to it since 1957, first rode a 1913 two-stroke, chain-cum-belt-drive Champion, his first car being a 1916 Rover-Sunbeam. Later cars included a Riley 9 bought for £1, J2, PA and A-type MGs 1929 4½-litre Invicta, a couple of 10 hp Citroëns, a Rochdale Olympic, of which he thinks only two went to Canada, and a 1980 Volvo, interspersed with a 1931 250 cc Rudge Radial, etc.

An American reader seeks information about his 1924 3-litre Bentley which is thought to have a four-seater body made by R. Bamber & Co of Birkdale. Does anyone know if Bamber's, well-known as Lancashire car-dealers, made such coachwork? A Long Island Museum photograph shows the car, once the property of Henry Austin Clark, Jnr and sold we believe for 564 dollars, to have a neat tumble-home body and cycle-type mudguards. The ERA Club is holding its annual dinner at Bourne on October 27th, when it hopes to have almost every ERA driver past and present there assembled, on this its 50th Anniversary, with the Hon Patrick Lindsay as guest-speaker and just possibly a parade of ERAs through the town. Aston Publications, Bourne End House, Harvest Hill, Bourne End, Bucks, have published a little "British Motor Museums Directory" with lists of exhibits, compiled by Anthony Pritchard and Gordon Riley, priced at £1.50. A vintage straight-eight Sunbeam is being restored in Cambridgeshire. — W.B.

## VINTAGE POSTBAG

### Packards at Indy

Sir,

You are correct about the 122" Packard team at Indy in 1923.

But there was no connection between the Packard Cable Specials and the Packard Motor Car Co.

The Packard Electric Company was founded in 1890 by the same Packard brothers who built the car by that name in 1899. In 1903 the former was sold to the General Electric Co.

From 1919 to 1932, when it became a Division of the General Motors Corp., the Packard Electric Co. was an independent company.

Leon Duray, who with Ralph Hepburn took the two Packard Cable Specials (front-wheel drives) to Europe in 1929 obtained sponsorship from both Packard Electric and E. L. Cord. Although the Cord name was not publicised it was E. L. Cord's intent to forward the cause of his new FWD L29 Cord by the Packard Cable Special successes in Europe . . . which did not meet expectations, to say the least.

The information on the Packard Co is from "The Turning Wheel", by Arthur Pound, 1934. It is the history of General Motors upon their 25th Anniversary in 1933. Doubleday, Doran & Co, New York. USA

BOB GEGEN

### Pontiac Questions

Sir,

Last year a nephew of mine imported from Australia a Pontiac 1927, with a homemade pick-up body, and a T-Ford truck of 1923. The T-Ford is in an excellent condition and is needing only little attention, mostly the bodywork, but the Pontiac was, apart from the chassis, in a poor state. However, we are busily restoring it. But now there are questions raised and I hope that perhaps some of your readers may throw a light on them. Though the wheel hubs and cooler cap have the true Pontiac Indian head emblems, I think that this car is in fact an Oakland, but of much older date, for there are only rear brakes, while there is no provision for shock absorbers. The engine is in good condition and is a six-cyl side-valve.

Reading once again your article in the February issue about the history of General Motors, I think the chassis really dates from 1923 / 1924 with the new six-cyl engine.

So far I know, all the American cars had in 1927 four-wheel brakes and shock absorbers. The name Pontiac appeared for

the first time in 1927, but only as an Oakland type, like Roosevelt (Marmon), Plymouth (Chrysler) and so on.

Oaklands were still made in 1928, with the Pontiac as a cheaper version. Could it be that, concerning the bad sales in America, the Oakland works had still a number of old frames over, and exported them to some rough countries, but equipped with, for export reasons, the new name "Pontiac"?

I would be very obliged for getting an answer to these questions and perhaps more data about Oakland / Pontiacs.

Being a faithful reader of MOTOR SPORT since 1963, I thank you for your attention, while congratulating your fine magazine.

Holland

G. P. KRAAYEVELD

### The Ford V8

Sir,

Your "Ford at Brooklands" article, and especially the reference to V8 coupés being used for trials and rallies, reminded me of the car which my brother and I bought on January 3rd, 1939 from Dennis Poore, then a salesman at Atalanta Cars at Staines but ten years later British Hill Climb Champion, for £20 10s.

Our car was a 1933 Ford V8 drophead coupé complete with dickey seat where the passengers were permanently in the open air. Originally owned by Eric Fernihough, of motorcycle fame, it was fitted with André Telecontrols which allowed shock-absorber adjustment all round from the driver's seat. The engine had also had some attention and we fitted 6.00 x 18 rebuilt tyres of some knobbliness to the rear and 5.25 x 18 retreads to the front. Hub caps, bumpers, ashtrays, carpets and every removable part were discarded including the V8 badge on the headlamp crossbar which was the only external feature to distinguish it from the four-cylinder models. Parts of the front and rear mudwings were sheared off and the running boards removed.

We now had a car which resembled one of the successful Jabberwock team and, on January 9th, we started on the MCC Exeter Trial. Some 450 miles and 21 hours later, we were home again, having collected a Premier Award and a special Simms Hill medal.

In March, we tried the Wye Cup Trial but were baffled, then the Ford Enthusiasts' Club Croydon Driving Tests, before embarking on the Land's End Trial in April, where we collected another "Premier".

Finally, before being called up for war service, brother Ray took the car to the Brooklands Ford Motor Gymkhana in June where he came second to Ken Hutchinson in the "Driving-Skill" contest. The authorities were not very pleased because both the winning cars looked so scruffy!

After the war, it started first press of the button and we swapped it for two bottles of Scotch.

Shamley Green

ERIC THOMPSON



# BOOK REVIEWS

"Lunardi" by Leslie Gardner. 191 pp. 8¾ in by 5½ in. (Airlife Publishing Ltd, 7 St. John's Hill, Shrewsbury, Salop. £9.95).

This is the story of the pioneer balloonist, Vincent Lunardi, whose story has been strangely neglected. This has now been belatedly rectified by Leslie Gardner, who discloses the remarkable-achievements of a man who was one of the first, if not *the* first, to fly. There is much fascinating social and aeronautical history woven into the story, the author "taking one" to the important scenes of Lunardi's accomplishments, and the book should be very popular at a time when the origins of ballooning have recently been celebrated in France, and the growth of hot-air ballooning.

There is an attractive dust-jacket but the author has omitted to include Alcock and Brown between Blériot and Lindbergh, as aviation's heroes. — W.B.

\* \* \*

The GT40 can be said to represent one of Ford's most significant competition cars, this Broadley-based top-performance and endurance car establishing Ford's supremacy over Ferrari at Le Mans in the 1960s, besides winning numerous other classic races, and then becoming available as a highly exciting road-car. In another Ford-orientated book from Motor Racing Publications, of 32, Devonshire Road, London, W4 2HD, "The Ford GT40 — An Anglo-American Competition Classic" by David Hodges, the story is unfolded in picture and text, with a list of the races won and lost, the specifications of the GT40 variants, and a reproduction of a road-test report from *Motor Racing* of 1965 by John Blunsden, added for good measure. The book costs £11.95 and effectively puts the whole GT40 saga in the bookcase. — W.B.

\* \* \*

Haynes' book "The Works Escorts" by Graham Robson, with a Foreword by Roger Clark, has gone into a second edition of 9 in x 7 in x 296 pages, which brings the competition story of these Fords to a conclusion, with information about the abortive RS1700T rally car, the Ford / Fiat rally fights of 1977/78 and Ford's 1979 Rally Championship, etc. The price is £12.95. — W.B.

\* \* \*

"Drive It!" by Phillip Bingham is sub-titled "The Complete Book of FORMULA FORD". One might perhaps have gleaned this from the illustrations, a dozen of which are accident scenes, some very spectacular — and all credit to the

photographers concerned for catching the action. Joking apart, here is full coverage of the FF scene, with pictures of the cars, drivers, constructors, and organisers, information about the racing-drivers' schools, sponsorship, the cost of such racing, how to set up and drive your FF car, with other chapters on the cars available, their design, and the top ten circuits where they are raced. There are also a Business Directory and a table of the results of various FF Championships from 1968 onwards, all in a large, well-illustrated format. The publishers are the Haynes Group of Yeovil, the book's price a modest £6.95. — W.B.

\* \* \*

The complete book of Rallycross, titled "Drive It!" by Bill Mantovani, has been published by Haynes at £6.95 and the same publishing house has added the Brough Superior SS100, the KSS Velocette, and the BSA A7 and A10 Twins to its motorcycle "Super Profile" series, each of which costs £4.95. — W.B.

\* \* \*

There is now a fine range of books covering the historic Brooklands Motor Course. It began with "Wheels Take Wings" before the war, developed with my "History of Brooklands Motor Course" published by Grenville in 1957 and recently revised, augmented by the rare "Fifty Years of Brooklands", "An Illustrated History", the motorcycle racing books, "From Brooklands to Goodwood", Ballantine's paperback "Brooklands", "Wings Over Brooklands", subsidiary accounts in other books, and so on. No room for another, you might think! Yet the subject holds intense appeal to some of us, so I welcome the little book about working at the Track from the Parry Thomas days and with T&T's, by R. H. Beauchamp, CEng., MIMechE called "25 Years at Brooklands Track With the 'Railton Era'", which is a sort of extension of the articles I got him to contribute to *MOTOR SPORT* some years ago. It costs £7.50, from the Regency Press, 125 High Holborn, London, WC1V 6QA. The Foreword by the late "Sammy" Davis runs to just 15 words! — W.B.

## Cars in Books

IN "Pantaraxia — The Autobiography of Nubar Gulbenkian" (Hutchinson, 1963) we learn a lot about the oil millionaire, not least that in his younger days he drove as fast as he could, for example in the Hispano-Suiza his father had given him, at which time his wife had a Model-T Ford given to her by her father, possibly one of the fifty or one hundred war-surplus vehicles, which he shipped to Cuba. The Ford had red wheels and mudguards to off-set its special bodywork. Around 1925, when the Hispano was new, Herminia Gulbenkian tried to drive it through the gates of the Grand Hotel et des Iles Borromées at Stresa and hit one of

the massive stone pillars, which was shifted a few inches. The chassis of the Hispano was badly damaged and it was out of use for four days while a mechanic was sent, at great expense, from Paris to repair it. Going there again in 1960, the millionaire noted that the gatepost was still out-of-true! There is also a reference to the Hispano being driven from Cherbourg to Paris faster than the boat-train, in spite of a lunch stop at Evreux.

Before that, in 1920, Gulbenkian's father sent him to Mont Dore to recover from a cold, telling one of the staff at the Paris Ritz to get his son a valet and a car, as he was leaving that afternoon. Not only was the perfect valet found almost immediately but in the Place Vendôme awaited a 40 hp Renault and chauffeur. A lady companion had also been thought of, but she Nubar refused . . . Unfortunately few other cars are referred to, apart from the Rolls-Royce lent to Gulbenkian for his honeymoon by his best-man, Constantine Chadinoff, which was involved in a skid and turned over coming back from Deauville, fortunately when driven by its owner. Other Rolls-Royces, owned by exiled Jews, are mentioned as being abandoned in Lisbon after Western Europe had fallen to Germany in WW2, at "two-a-penny". What befell these cars, one wonders?

I now have a confession to make. When compiling the lists of Brooklands Certificates for one of the Appendices to my "History of Brooklands Motor Course" I had to decipher these from the hand-written entries in the actual BARC record books. One name was particularly difficult to read but I decided the nearest I could get was "M. Iulkenkian". I think now that it was probably N. Gulbenkian who had got the BARC to officially time a 36/220 Mercedes-Benz coupé over a flying kilo and mile, which he covered, respectively, at 100.40 mph and 91.37 mph. That was in October 1928, so the Mercedes could have been the successor to the Hispano Suiza, or was this a test, done at Motor Show time, to see whether the multi-millionaire preferred the German car? Unfortunately, the book does not tell us, although the London taxi which Gulbenkian later had fitted with a special body by Jack Barclay Ltd for town work, is mentioned, as are some of the aeroplanes and flying boats the oil baron flew in, and the accident on a road close to Heston aerodrome involving a DH Dragon, from which Gulbenkian had a very narrow escape from being burnt to death. His chauffeur had been told, with the care the very wealthy often devote to themselves, always to wait until any aeroplane in which Nubar was flying was airborne, in case of disaster. In this case his car was quickly on the scene, to convey him to the London Clinic. His faithful chauffeur, Wooster, served him from 1920 until he was pensioned off in 1950, to die in 1964.

W.B.



# READERS' LETTERS

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

## Race Discrimination

Sir,

I was recently invited to take my car to a race meeting abroad, an invitation that I could not refuse. The meeting being in France, a friendly member of the Common Market, I assumed that this would be simple.

I had however, failed to appreciate the deviousness of communist governments.

To take a car to France to race you require a carnet, even if it is road registered. To obtain a carnet you have to deposit, or guarantee payment of, a sum of money "equal to the highest rate of duty and taxes applicable to the goods in any country of destination." I have no idea what these duties could be in France but they must be very high.

The AA require 40% of the value of the car, the RAC 60% of the value. Thus in order to take a Bugatti abroad you have to sign a direct debit mandate or put up the cash to about £50,000.

There is of course no way that any sane motorist would do this, but it is apparently the law according to Mitterand. This is to take a French car to France to entertain a French crowd!

It is time our preoccupied Ministers brought themselves back to earth and did something about such preposterous impositions. Doing it back to the French would be a good start.

Copthorne, Sussex

J. HOWELL

## Lightning Reactions

Sir,

I see there is a current fashion for attaching strips to the backs of cars, presumably to act as a sort of lightning conductor, in this case to earth static electricity so as to prevent travel sickness. What intrigues me is the fact that, even at rest, the strips rarely touch the ground and, at speed, they wave in the air.

Either way it is a futile exercise. Travel sickness is basically giddiness caused by a lack of equilibrium in the inner ear. This is why drivers are never travel sick for they instinctively incline their heads when the car changes direction. Passengers who wish to avoid travel sickness merely have to follow the road ahead with their eyes.

One other thing I have noticed is that people whose level of thought is such that they pay out good money for these useless strips are invariably poor drivers. It is, I suppose, thoughtful of them that they display these visible warnings to the rest of us just as other incompetents advertise the

fact by hanging fluffy dice etc from their interior mirrors.

Cambridge

ANTHONY EVANS

## Short-changed

Sir,

I spent an enjoyable day at the British Grand Prix meeting, but it was somewhat marred by two matters.

First, there seemed to be a surprising shortage of programmes, even at 6.45 am (or is that simply too early?).

And second surely it is quite wrong that the opening race, albeit a "Celebrity Escort" event, should have been confined to the short Indy circuit ie in front of the main grandstands — thus depriving paying spectators on the country parts of the circuit of one race. I hope this is a practice which will not be repeated at future Grands Prix.

Kent

K. A. PREBBLE

(Brands Hatch tell us that the programmes did run out, but at about 11.30 am on race morning and suggest that your experience was localised. They feel that the Celebrity Race might not have been so consistently close had it been over the Grand Prix circuit and, in view of the amount of time it would take to complete a lap, the number of laps would have to have been sharply reduced.

We have received other letters complaining about traffic jams, lack of toilet facilities and the amount of visible security at the race. Brands Hatch tell us that they were caught out by the larger than expected crowd, but the main reason for the jams were accidents and breakdowns. Traffic control is anyway largely the responsibility of the Kent police. A number of Portaloos were destroyed by vandals which naturally exacerbated what is always a problem.

We found the sight of security men with guard dogs a little alien but having heard about the amount of vandalism can understand the necessity for them. Nobody would wish to see the Grand Prix degenerate into a Yahoos' day out. — M.L.)

## Snap out of it!

Sir,

Am I the only person to feel intensely irritated by the antics of amateur photographers at race meetings? You see an interesting car in the paddock so naturally you want to look at it, to observe it, to enjoy its three dimensional wholeness. Almost inevitably, though, some punter with a camera will ask one to move so he can take a snap. He will then move on, suffering from

the delusion that he has captured the car whereas, of course, he has merely reduced it to a small two dimensional image.

You resume your serious contemplation of the machine, but along comes another camera-toting twerp to interrupt. It seems characteristic of these people that they have not only lost the power to observe, but they seem to think it's their right to interrupt others simply so they can point a lump of black Japanese plastic at a car. True enthusiasts take their time, as one does when looking at a painting, these myopic mountebanks seem only to want to snap a car as quickly as possible to they can scurry away to their next mark.

Possibly this letter could persuade all enthusiasts to ignore these feeble wretches in future. We might even take them to one side to counsel them, to persuade them to alter their ways and try to use their eyes instead of a glass lens. They are as painful and as pathetic as autograph hunters, whom they closely resemble.

Norwich

ARTHUR HAMBLEDON

## Tony Crook — Driver

Sir,

"The Other Cars of Brian Lister" (August issue) greatly brought back memories to me, as a racegoer for over 30 years. However magnificent a driver Archie Scott-Brown was, it is not correct to say that in 1954... "The Lister-Bristol driven by Archie Scott-Brown was the only challenge to Roy Salvadori driving Sid Greene's 2-litre Maserati". He may have been the only challenge to Salvadori, but Salvadori and Scott-Brown seldom, if ever, beat Tony Crook (Cooper-Bristol). During a conversation I heard between Farina, Ascari (both world champions), Rodney Walkerley (*Motor's* Sports Editor for many years) and Tony Vandervell, they put Crook, with Moss and Hawthorn, amongst the fastest handful of drivers of the period. I still have numerous race reports of the era. For instance, of Brands Hatch: "Scott-Brown, now in the Bristol-engined Lister, had hard work to do in the 2-litre race. He was in the second row with Crook (Cooper-Bristol) in pole position. Until half distance the Lister sat on the Cooper-Bristol's tail. On the eighth lap Scott-Brown spun at Druid's Hill. He did not lose second place but did seem to lose heart. Crook went happily on his way with an ever widening gap between the two — 9 sec — 10 — 12 — 15 — 17 — 20 seconds, until, with a cheery wave, Crook crossed the finishing line 28 seconds to the good". Then, of a Snetterton meeting: "Tony Crook (Cooper-Bristol) and Roy Salvadori (Maserati) each took two bites at the cherry, in the 2-litre and 3-litre races. On each occasion Crook beat the Italian car, first by two seconds, then by one." Typical of race reports of 1954. A pity Crook is written about more as a successful (Bristol) car manufacturer, than as the brilliant and spectacular driver of the 1950s.

Reading

A. BROWNE



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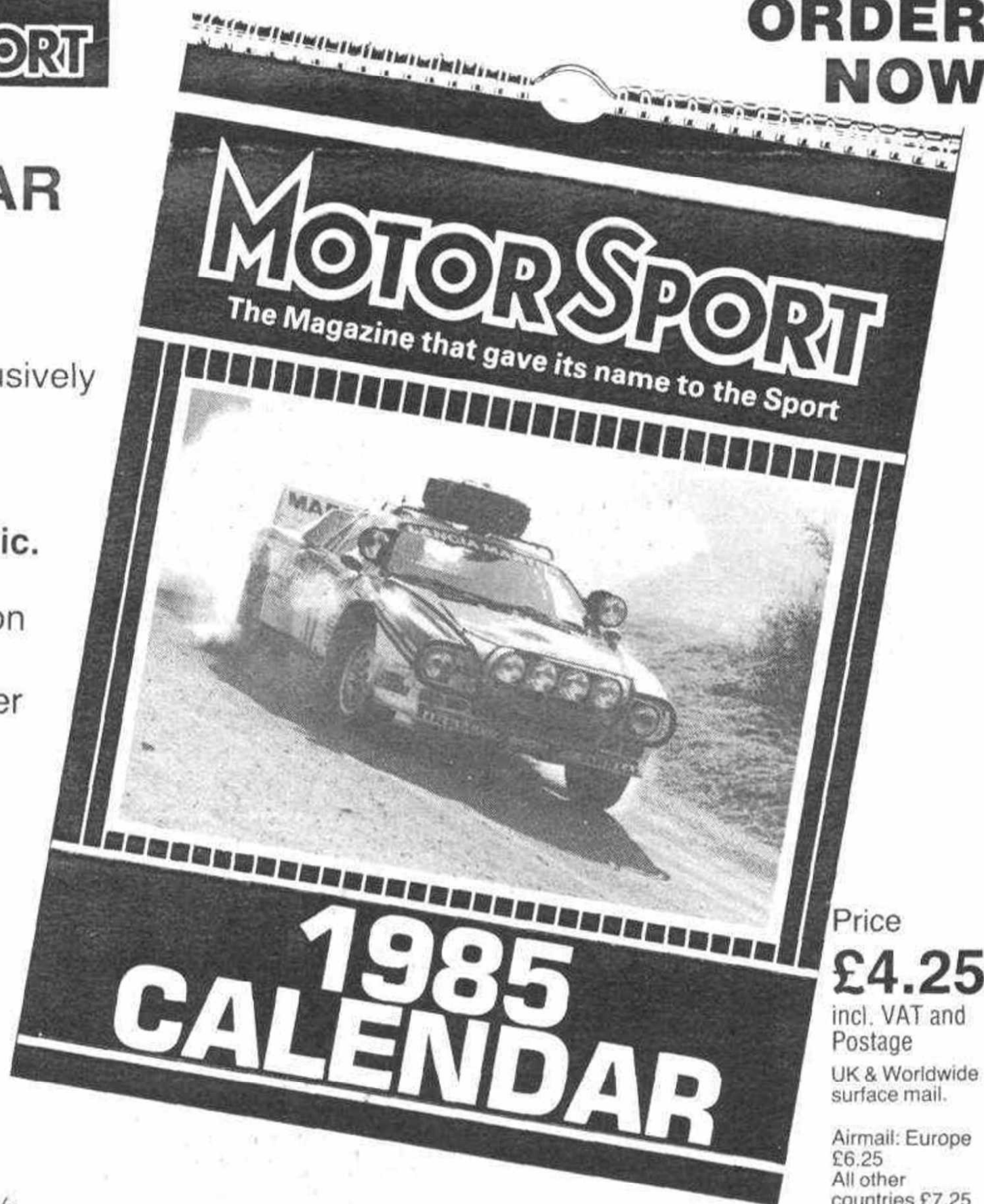
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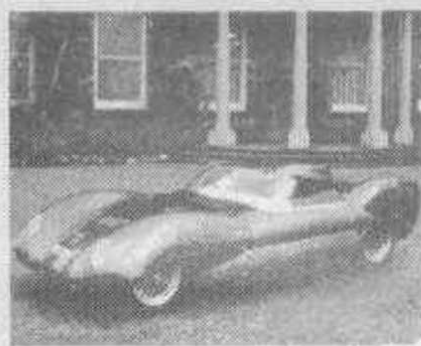
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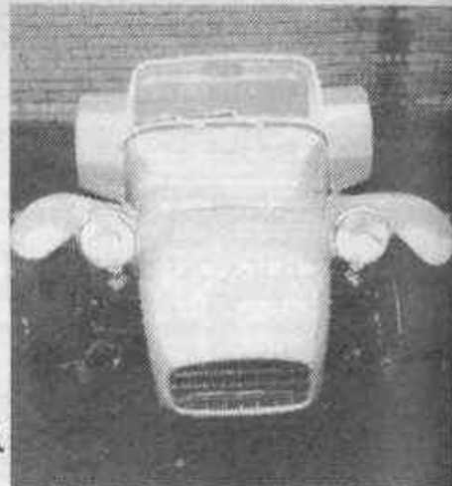
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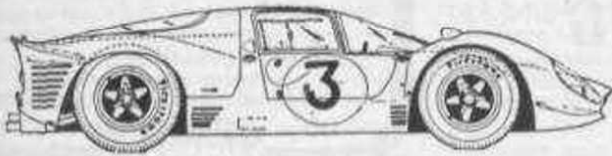
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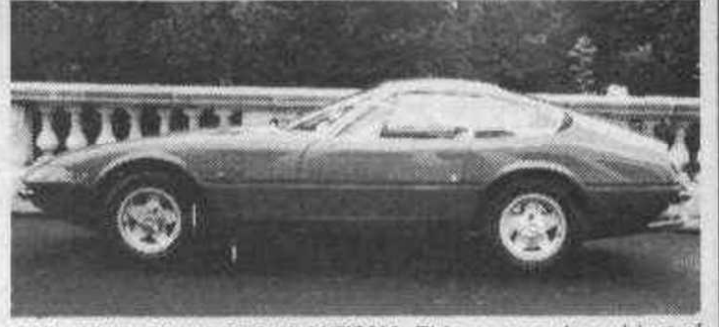


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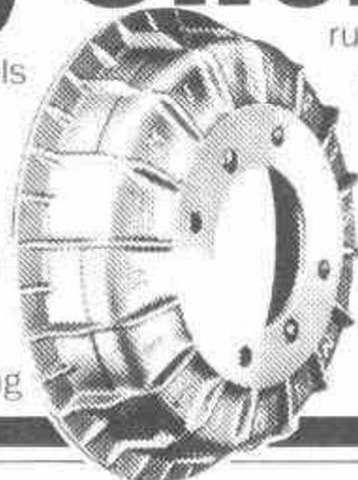
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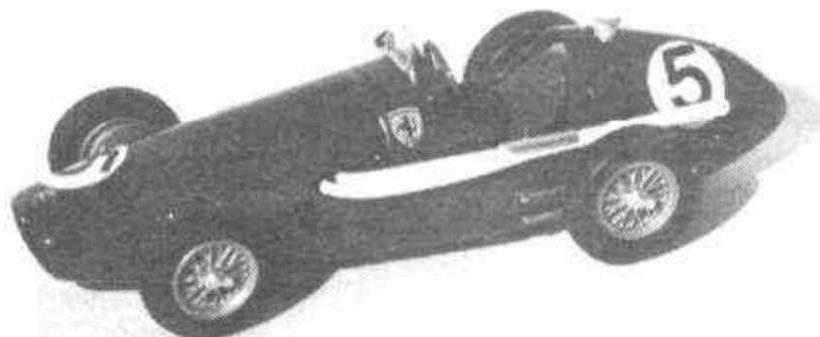
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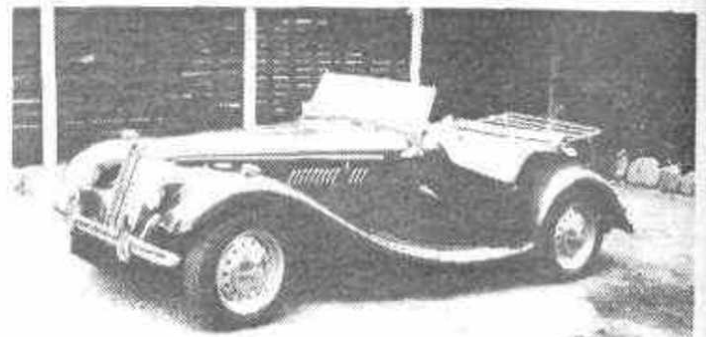


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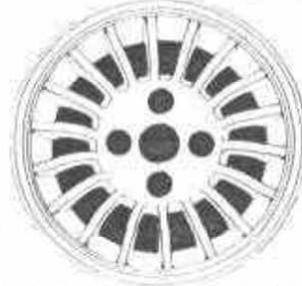
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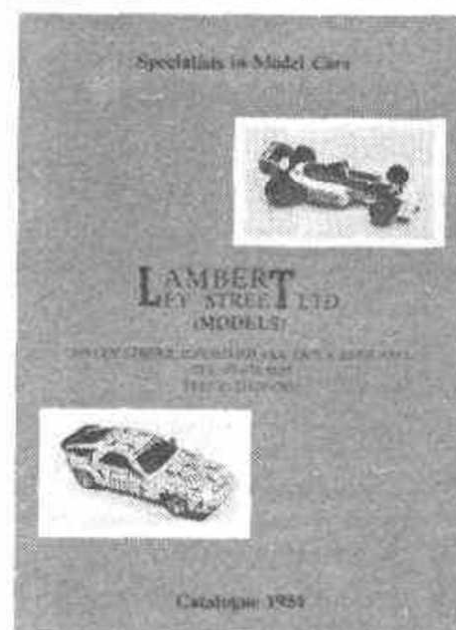
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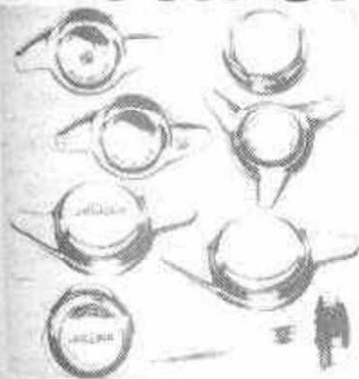
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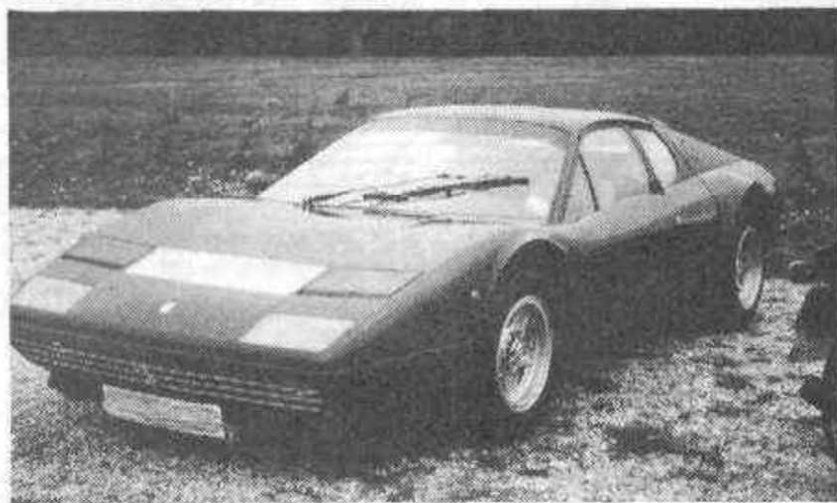
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**ROESCH TALBOT 75** Saloon 1932. Manual gearbox, new tyres, factory tool kit, unused for 10 years, not running, but complete and original, make good restoration project or V.S.C.C. racer. £1,750. Tel: 710683 (Farnham). (71189)

**LANCIA COUPE IE, 2000**, fuel injection, X-Reg., June 1982, black, grey, red interior, fsh, s/r, o/w, pas, alloys, P65, 24,000 miles, taxed, anti-corrosion warranty 1988. Immaculate condition. £4,295 ono. Tel: 01-570 3505 / 8613 day. Tel: 01-641 5670 eves. (70896)

**MGB GT V8**, low mileage, mechanically sound, not used, but garaged for last two years, body showing signs of age hence low price. £1,850 ono. Tel: Wellington 6627 (Somerset). (70869)

**MARCOS 3L V6**, 1969, steel chassis, excellent condition, MoT & taxed, £3,750 ono. Tel: Medway 50654. (70871)

**KOUGAR JAGUAR, 3.8-litre**, triple carbs, wide track suspension, Hillbrand wheels, overdrive, 3.07 diff, 1,500 miles, dark blue, grey leather, weather equipment, third in concours; absolutely magnificent. £8,250. Tel: Peterborough 242536. (70872)

**LANCIA FULVIA 1.3**, 1967, immaculate throughout, every extra, one owner from new, low mileage, reluctant sale, finance required. £1,280 ono. Tel: Godalmin 21586. (70874)

**MARCOS 3000**, 1970, sunroof, Marcos wheels, steel chassis, new clutch, offers. Tel: 061 872 3995. (70875)

**CATERHAM 7 1600 GT**, 1982, 8,000 miles, immaculate condition, many extras. £5,800. Tel: Evenings (04868) 20918 (Surrey). (70876)

**STAG, PIMENTO**, manual o/d, vgc, low mileage, hard soft tops, new wheels, tyres, classic original V8 engine, second set alloy wheels / XVS tyres, (can sell separately £300). £3,850. Tel: 01-574 1666. (70877)

**XJS JAGUAR, T-Reg.**, white with black vinyl electric steel sunroof, 26,000 miles, full history, immaculate condition. £7,950 ono. Tel: West Chilton 3351. (70878)

**E TYPE V12 Roadster**, 1973, low mileage, offers over £6,000. Tel: Dymock 669. (70880)

**BRISTOL 409**, 1967, good condition. £2,650. Details. Tel: Harry Taylor on 01-692 4042. (71672)

**ANGLIA 100E**, 1956, three bar grille, original, sound, good body and engine, 53,000 miles. Offers. Tel: 01-570 3838. (71673)

## FOR SALE — continued

**TRIUMPH TR8 TURBO**. Finished in metallic light green with tartan interior and personalised registration. Engine produces over 200 bhp with updated brakes and suspension to cope, possibly the only one of its kind and can only be described as stunning. Offers around £3,000. For further details. Tel: Stoke-on-Trent (0782) 621139 after 8 pm. (71668)

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**BENTLEY 4 1/2-LITRE DROPHEAD COUPE**, 1929, running order with current MoT but somewhat tatty. £23,000. Tel: Southampton 585872. (71674)

**AUSTIN 10 (PRE-WAR MODEL)**, 1946, nice condition, one year MoT, £1,250 ono. 1936 Wolseley 12, sound condition, ideal restoration. £595 ono. Tel: 0386 830119 (Evesham). (71675)

**PORSCHE 911S 2.7**, 1975, Mexico blue, service history, Pioneer stereo, electric roof windows, rear wiper, good condition. £6,500 p/x genuine earlier 911. Tel: Cranborne 270. (71676)

**FERRARI 308 GT4**, 1976, metallic blue over black, low mileage example, reluctant sale of owners club member's cherished possession. £6,250, part exchanges considered. Tel: Southampton 897620. (71678)

**MORGAN PLUS 4 SS**, 1967, four-seater, one of only five cars to be built with a Lawrence Tune Super Sports engine, full background history extensively documented, recently restored and in excellent condition, full details on request. Guide price £12,000, offers considered. Tel: Haslemere 54170 (Surrey). (71679)

**ALFA ROMEO SPYDER 2000**, K-Reg, 30,000 miles, white, black upholstery, one female IAM member owner, second car, full service history, garaged, immaculate. £3,000, no offers. Tel: 01-989 2113. (71681)

**TR6**, 1972, blue, hard / soft tops, 49,000 miles, overdrive, immaculate. Offers. Tel: Wigan 30683. (71687)

**MARK II JAGUAR 3.8**, 1966, grey, completely restored by Jaguar in 1976, rebuilt Stage II engine 1984, new 16" tyres and wheels, new adjustable suspension system, superb machine in Olympic condition. Tel: 01-435 5577. (71688)

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FOR SALE — continued

**MGB TOURER.** 1968, red, wire wheels, one owner, body 3/3 rebuilt plus reconditioned engine with overdrive. £1,000. Tel: 0268 711289 (evenings). (71784)

**AUSTIN SEVEN PEARL CABRIOLET.** 1935, fully restored, attractive open four-seater. £1,900. Tel: Macclesfield 21733. (71950)

**STAG.** 1976, automatic, blue, hard / soft top, excellent condition, low mileage, fully serviced, MoT. £4,900. Tel: Thanet 42878. (71951)

**MGB GT V8.** 1974 (N), white, good condition, much money spent by Owners Club member. £2,950 ono. Tel: 01-398 4944 evenings / weekends. (71955)

**ALVIS FIREFLY TOURER.** 1933, Cross & Ellis, concours condition, synchro gearbox. £8,450. Tel: Crawe 68323. (71956)

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**MG TD.** 1952, taxed, MoT one year, very original (including sales brochure), BRG. £4,750 ono. Tel: 0903 813355. (71960)

**MG "1930".** Two-seater, needs restoring, could deliver. £1,000 ono. Tel: 0903 813355. (71960)

**WOLSELEY HORNET.** 1930, last previous owner since 1937, all bills and receipts since then, needs renovating, all runs OK. £1,600 ono. Tel: 0903 813355. (71960)

**TRIUMPH TR6.** 1973, magenta, excellent condition, low mileage, extras. £2,500 ono. Tel: Netherbury 449 (evenings or weekends). (71962)

**ALFA ROMEO ALFASUD TI 1.5.** Red, 23,000 miles, one owner. £1,950. Tel: Durham (0385) 82252. (72023)

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**£7,995 MERCEDES 450 SEL 1978.** T-Reg. Black with black hide interior, air cond, electric sunroof, electric windows, alloy wheels, cruise control, headlamp wipers, expensive 4 speaker Pioneer stereo system.



**£5,995 VOLVO 262C COUPE.** 1979. Rare Bertone 2 door coupe, metallic silver with black hide, manual with overdrive, air conditioning, electric windows, Alloy wheels, radio cassette etc.



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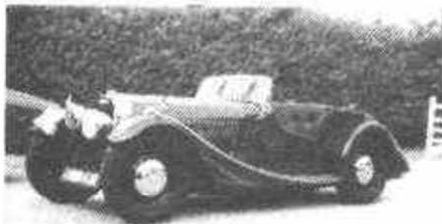
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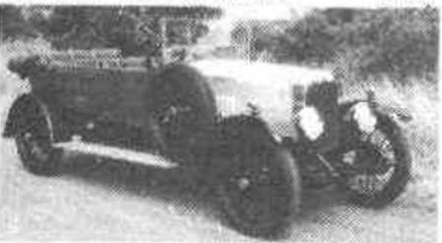
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  - 1930 SUNBEAM 18. Impressive & v original sal. £6,950
  - 1930 FIAT 514. Fabric sal. by Mulliner. RHD. £3,450
  - 1931 MG M TYPE. Excellent restoration. £5,250
  - 1931 AJS. 37,000 miles from new. two owners. £3,450
  - 1935 FORD 8 'Y'. Totally restored. £2,650
  - 1935 RILEY 15/6 cyl. Falcon. fast & rare. £4,250
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**E-TYPE JAGUAR ROADSTER.** 1962, number 443 manufactured, red with black interior, new hide seats, top condition, must be seen. £9,500. Tel: Maidstone (0622) 842299. (71966)

**BMW 5 CSL.** 1974, 40,000 miles, superb, yellow, needs no restoration like most CSL's, MoT, £5,950. 635 CSiA, genuine 1,200 miles, private registration (1980), metallic brown / mushroom leather, sunroof, spoilers, alloys, computer, wash / wipe. £16,500 ono. Part exchange considered. Thompson, 124 Shakespear Street, Southport. Tel: 0704 40047. (71963)

**MAGNIFICENT E-TYPE MKIII.** Late '74, with factory hard and handcrafted beige mohair soft tops, approximately 50,000 miles but present owner spent over £6,000 on top of the £9,000 which the car previously commanded to buy (all bills available), metallic red with royal Wilton and trim, six double Webbers, cruise control, cww, Pioneer stereo, registration number 17 U. Offered at £12,650 with number or £11,000 without. A very fair price for a car which is magnificent and stands the present owner in at over £15,000. Tel: 04468 429. (72033)

**RS3100 CAPRI.** In original, immaculate condition, FSH, rebuilt engine, Dyno sheet, new tyres. £2,095. Tel: Morcott 531. (72032)

**CITROËN 2400 GTI.** Metallic green, fine original condition, well maintained, MoT April 1985, taxed. £1,750. Full details Tel: Bristol 575746. (72031)

**EXTREMELY RARE 1937 Rover 20 Sports Saloon.** Recent respray, requires minor work. £2,500. Tel: Bolton 52750. (72030)

**VOLVO 1800ES.** Very clean, BRG bodywork, tan interior, recent MoT, tyres and exhaust, 1973, radio, overdrive. £2,650. Tel: Aldington 546. (72029)

## FOR SALE — continued

**TRIUMPH TR6.** 1974, new body, new interior, new gearbox, present owner last seven years, family addition forces sale, outstanding example. £3,150. Tel: 01-876 4848 anytime. (72036)

**E-TYPE JAGUAR SERIES I 2+2 4.2 cc.** 1969, willow green, genuine 31,000 miles, one year's MoT, very reluctant sale. £6,250. Tel: Brede (0424) 882419. (72037)

**ALFA 1600 GT.** 1976, 52,000 miles, one owner, FSH, new tyres, exhaust, battery, brake pads, green, tan trim, radio, sunroof, T&T, original throughout. £1,850. Clifford Tel: 0524 60427, 0468 61604. (72035)

**AUSTIN SIXTEEN** Burnham Six Saloon, 1928, one owner 25 years, beautiful, original, unrestored car. MoT'd, drive away. £4,995. Also two vintage Hillman 14 Saloons for restoration, very sound, solid cars. Offers please. Tel: Blackpool 32376 days, or 3380 after 6 pm. (72034)

**LOTUS ELAN SPRINT CONVERTIBLE.** 1973, 15th from last manufactured; red over white, utterly immaculate after thorough rebuild, current owner seven years. £4,750. Tel: Downland 52917. (72028)

**DAIMLER DART.** Rebuilt engine, clutch, brakes, steering, loom, resprayed, rechromed, new hood, six month guarantee. £6,000. Tel: David Manners on 021 429 1433. (72019)

**MERCEDES 280SE.** November 1971, automatic, pas, gold, excellent condition throughout. £2,000. Tel: Great Bolas 095 283 451 (Salop). (72017)

**TVR VIXEN 2500.** Metallic blue, vinyl, sunroof, SAH tuning, many extras, extensive chassis-up rebuild, taxed, MoT'd, must be seen. £2,995 ono. Tel: Peterborough 205183. (72011)

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**1969 ASTON MARTIN DB6.** Finished in mink with ruby hide interior. Chrome spoked wheels, one owner, 75,000 miles.

**1976 ASTON MARTIN DBS.** Six cylinder engine, the first one they made of this car. Finished in metallic red with black interior, 78,000 miles.

**1965 BENTLEY S3.** Finished in metallic silver and black hide interior. Better than average condition.

**1956 BENTLEY S1.** In metallic silver with red hide interior. Extensive repairs carried out to bodywork in recent years.

**1949 ROLLS ROYCE WRAITH.** With Hooper body finished in Black with Navy side panels. Only two of these cars were ever built and it is in excellent condition having only done 58,000 miles. Must be seen.

**1951 ROLLS ROYCE WRAITH.** SWB finished in Black with Fawn interior.

**1975 JENSEN INTERCEPTOR MK 3.** Finished in Bahama Gold with matching interior, full sun roof and vinyl roof, 7.2 litre engine, air conditioning, has only done 37,000 miles. Registration number LJC 65 goes with the car.

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



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

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Factory fitted leather interior available on Helios - Lhasa, delivery August. GTI Convertibles. All white campaign Pewter Grey metallic.

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



**FOR SALE — continued**

**DAIMLER V8 250.** 1969, manual with overdrive, brown, good original condition, taxed, MoT, 69,000 miles. £1,395. Tel: Rugely 4350. (72014)

**TR3A.** Needs rejuvenating, stored since 1980, owner emigrated, £320 engine rebuild 1977. £350 ono. Tel: Macclesfield 612502 after September 1st. (71949)

**ASTON MARTIN DB6.** Mark 1 Vantage, manual, superb condition. Priced to sell at £5,900. Tel: Eastling (0795 89) 352. (71948)

**MG MIDGET.** Original registration 29.5.30, 8 hp, two-seater, petrol, excellent restoration, red, black. Offers. Tel: Dean (0594) 61040. (71945)

**FERRARI 246 GT Dino.** red / black, condition defies reproach following full rebuild including Greypaul paint / retrim. FOC member owner last 10 years. Private price £12,000. Tel: 0782 48888 (b) 750345 (h). (72073)

**TRIUMPH 2.5 'S'** 1976, immaculate and original, red, manual with overdrive, genuine 23,000 miles, alloy wheels, unmarked. Offers over £2,000. Tel: Littleborough 78368 evenings. (72074)

**LAGONDA LG45** 1937 saloon, rebuilt engine, new hide, carpets, etc, much reconditioning, runs well, MoT, magnificent motorcar, £7,500. Bloxwich 75046. (72075)

**BENTLEY T series** 1973, Carib-aqua over silver, 2 owners, full service history, average mileage for year, drives and looks superb. £8,950 (0422) 202654 or 201 209 (T). (72076)

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**ASTON MARTIN DB 2/4 Mk. II.** 1957, body fair, mechanics good. Engine first class, £5,000 ono. Tel: Whitehouse, 01-946 7127. (72077)

**AUSTIN 7** 1933, saloon, unregistered, but work started, spare engine, gearbox, £750. Tel: 03745 4174 Essex. (72078)

**ANSALDO 1926** 4 CS Harrington saloon, fine original condition, £6,350. Wanted Jaguar-engined sports. Tel: (01) 226 9878. (72079)

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**ROLLS-ROYCE Phantom III,** 1937, owner driver saloon by Park Ward. Good condition throughout. Extensive engine work recently completed. £12,750. Tel: (0371) 810 604 or (0371) 86 638. (72083)

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**Jaguar XJS 3.6 Cabriolet, 1984, B Reg.** Finished in antelope, with buck skin hide, radio / stereo, headlamp wash / wipe etc. **£25,000**



**Rolls Royce Silver Spirit, 1982, Y Reg.** Beautiful magnolia, dark brown hide, piped in beige, leather dash, and kneeroll, whitewall tyres, one owner, superb appearance. **£34,950**



**Porsche 944, 1983, A Reg.** White, barber trim, 5-speed, sun-roof, radio / stereo, service history, P.D.M. **£14,950**

**Austin Healey 3000, Mk III, 1964.** Metallic ice blue over ivory. Wire wheels, overdrive, radio / stereo, extremely attractive example. **£5,950**

**Aston Martin V8 Volante, 1979.** One owner, dark metallic blue, grey hide, five-speed, electric hood, radio / stereo, air conditioned. **£23,950**

**Aston Martin DB4, 1960.** British Racing Green, grey leather, 33,000 miles, documented, ex-property of Peter Sellers. Wire wheels. **£9,450**

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**BMW 735IA 1980 Series.** Reseda green, matching velour, air conditioned, electric rear seat, radio / stereo, graphic equaliser, electric windows, central locking, Alpina wheels, front and rear spoilers etc. **£7,850**

**Citroën DS23 Pallas, 1973.** L.H.D. Beautiful black, grey interior, 5-speed, 20,000 miles, ex-property Head of State. **£3,950**

**Datsun 280ZX 2+2, L.H.D.** American Spec., metallic blue, 5-speed, air conditioned, power steering, radio / stereo, etc. **£3,950**

**De Tomaso Deauville, 1976, R Reg.** Metallic red, tan interior, auto, P.A.S., air conditioned, radio / stereo, electric windows. **£6,950**

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**Gilbern 3-litre 1970.** Metallic ice blue, duo-blue Connolly hide int., sun-roof, walnut dash, radio / stereo, overdrive, concours. **£3,950**

**Jaguar XJS 1980, W Reg.** Black, black hide, radio / stereo, air conditioned. Electric windows, P.A.S. etc. **£8,950**

**Jaguar XJ 4.2 Coupé, 1977.** Squadron blue, beige hide, auto, P.A.S., air conditioning, radio / stereo, very attractive. **£3,995**

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**Mercedes Benz 280 TE, Estate Car, 1980, W Reg.** Blue, matching interior, auto, P.A.S., sun-roof, radio / stereo, very attractive. **£9,450**

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**Mercedes Benz 280 SE 3.5 Coupé, 1970.** Icon gold, black hide, auto, P.A.S., electric windows, radio, white steering wheel, alloy wheels. **£7,950**

**Mercedes Benz 220S Cabriolet, 1958.** Extremely rare and beautiful, red with beige hide, beige fabric hood, outstanding example. **£15,950**

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**Rolls Royce Silver Shadow, 1973 Model.** Silver chalice over aychelles blue, blue hide, one owner, 36,000 miles, superb. **£11,950**

**Rolls Royce Silver Shadow, 1970.** Black, grey hide, whitewall tyres, radio / stereo, air conditioned, handsome example. **£8,650**

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**MERCEDES BENZ 300 TD Estate, 1982,** left hand drive, 62,000 km, excellent condition, lots of extras. £7,950. Tel: 01-679 6284 evening. (72120)

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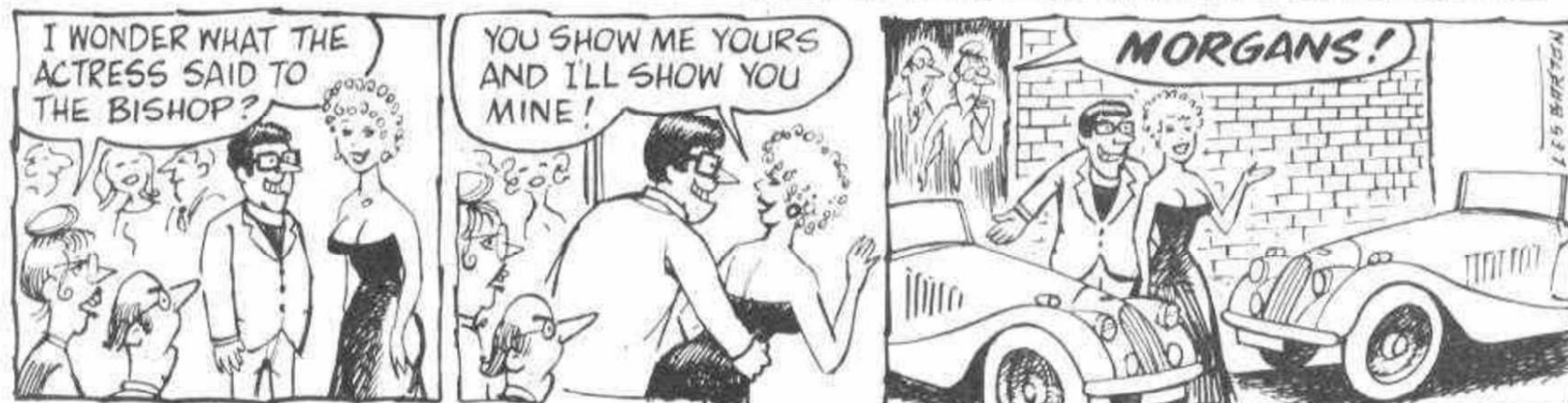
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- 1978 Morgan 4/4 — 2 seater. Yellow / black, alloy body, w / wheels.
- 1978 Morgan 4/4 — 2 seater. Ivory / Black, w / wheels, d / handles, l / rack, 32,000 miles.
- 1977 Morgan 4/4 — 2 seater. Green / black, w / wheels, l / rack, bonnet strap, spots, 10,000 miles.
- 1974 Morgan 4/4 — 2 seater. Electric metallic blue / black, complete rebuild chassis up, w / wheels, d / handles, spots, recl. seats.
- 1968 Morgan 4/4 — 2 seater. red / black, radio, partial re-build and complete re-spray in 1981.

#### 4/4 — 4 SEATER'S

- 1982 Morgan 4/4 — 4 seater. yellow / black, alloy, XR3 engine, w / wheels, l / rack, b / strap, 21,000 miles.
- 1980 Morgan 4/4 — 4 seater. red / black, w / wheels, d / handles, l / rack, 25,000 miles.
- 1979 Morgan 4/4 — 4 seater. ivory / brown leather trim, hood and tonneau, w / wheels, l / rack, d / handles, spots, 3,500 miles.
- 1979 V Morgan 4/4 — 4 seater. maroon-silver / black trim, w / wheels, d / handles, l / rack, spots, b / strap, 17,000 miles.
- 1973 Morgan 4/4 — 4 seater. blue, 82,000 miles.

#### OTHER SPORTING CARS

- 1960 MGA Fixed Head Coupe. Red, very sound car.

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**FROM SPORTSHIRE  
589 8309**



Into September and you haven't bought your Morgan?? For those of you who know we are about to have a late summer feast your eyes on the following creations from the hills of Malvern, 1981 Morgan 4/4 2 seater finished in Royal Ivory with black interior, wire wheels, door mirror, locking fuel cap, 15,000 miles from new, one owner. Another 1981 Morgan 4/4 2 seater finished in signal red with black leather interior, wire wheels, folding and reclining seats, luggage rack, spot lights, bonnet strap, door handles, locking fuel cap, 19,000 miles. 1980 Morgan 4/4 4 seater finished in signal red with coloured coded interior finished in leather. Luggage rack, door handles, hood and tonneau cover piped to match, 30,000 miles. 1980 Morgan 4/4 2 seater finished in blue with stone leather interior, matching hood tonneau and sidescreens. This Morgan is fitted with wire wheels, bonnet strap, luggage rack, driver's door mirror, and has covered 32,000 miles. Yet another Morgan 4/4 2 seater fitted with wire wheels, brown leather interior, luggage rack, door handles, and stereo cassette is finished in

Green. 1980 is the year and it has only done 27,000 miles. A carbon copy sits next to this Morgan and although the same age, the same colour and the same extras it has exactly double the mileage. Before moving on to the Morgan Plus 8s we also have a really nice basic 2 seater Morgan 4/4 finished in Royal Ivory, fitted with spot lights, chrome luggage rack, door handles, radio / cassette. On the Morgan Plus 8 scene we have a 1980 in black with lots of extras including rack and pinion steering and chrome bumpers. We also have a 1982 Morgan Plus 8 in two tone red with two tone red leather interior, matching hood tonneau and sidescreens, even the steering wheel matches the dash. A Morgan that really does stand out. We still have our 1968 Morgan Plus 4 Coupé in black with red leather interior, luggage rack and locking fuel cap. Carpets are finished in a sort of fawn colour. In moving the Morgans around the show room the other day we discovered our Morgan pedal car finished in yellow with folding windscreen, working lights and horn.

**morris** Reece Mews, London SW7 01-589 6894  
**stapleton**

## FOR SALE — continued

- 1930 HUMBER 16/50**, 6-cylinder open tourer, excellent original condition, one owner for many years, £5,000. Tel: Amesbury 23805. (71275)
- 1934 TALBOT 75**, very rare, attractive short chassis saloon, original and very sound, requires some restoration, £3,350. Tel: Amesbury 23805. (71275)
- ALVIS SPEED 20**, 1932, SA model, VDP 2-door tourer, part restored, needs paint, trim, very pretty, will make super car when finished, offers near £10,000. Tel: 0246 850585 (Derbys). (71276)
- 1937 FORD 8 Y Model**, MoT, totally rebuilt, a gift at £1,500 or swap modern car. Tel: 01-952 6608, 01-863 6457. (71246)
- MERCEDES 300SEL 3.5**, impressive luxury, economical classic, automatic, c/locking, sunroof, one previous owner, an appreciating asset for £2,995, p/x, private. Tel: 01-952 6608, 01-863 6457. (71246)
- 1967 MORGAN PLUS FOUR**, blue, two seater tourer, TR4A engine, Moss gearbox, one owner, 82,000 miles, £4,500, Griffiths, 74 Kiln Lane, Dentons Green, St. Helens, Lancs. (70301)
- LANCIA FULVIA 1.3 Coupe** (17/8/76), superb mechanical condition, bodywork and interior immaculate, Lancia blue, 5 new Pirallis, new Konis, new clutch, exhaust and timing chain, 38,000 miles, two owners, 12 months MoT, 6 months tax, Voxson radio, electric aerial, £1,900 ono. Tel: 0388 763136. (71308)
- DAIMLER SP250**, white, wire wheels, his tops, excellent condition, £3,250 ono. Tel: 0273 771052 or 01-542 5059. (71309)
- ALFA ROMEO Spider Veloce 2000**, silver metallic bodywork, restored to better than original, excellent mechanically and used summer only, 1972, 68,000 miles. £3,995. Tel: Winchester 760667. (71689)

## FOR SALE — continued

- LOTUS ECLAT 1979**, series 2 mods, genuine 18,000 miles, full history, registered RUN 8, superb condition, many extras, £6,250. Tel: Wrexham 0978 352747. (71310)
- ALVIS SILVER EAGLE 1930**, Type SE 16.95, chassis 1383/8329, engine 8777, 2-litre, 6-cylinder, 3 SU's. Beetleback, 2/3-seater, green / black, fast car, hardly used last 6 years, excellent condition, £8,950. Privately owned but view at West Hoathly Garage, Sussex. Tel: Sharpthorne (0342) 810402. (71311)
- ECURIE ECOSSE Tojeiro "EE 1"**, 1963, big banger! as raced in coupé and open forms 1963 / 1966, by Jackie Stewart etc. All bits to make rolling chassis (nothing else). Asking price about £5,950. Jeremy Broad. Tel: 021 745 5534. (71690)
- KK120 ROADSTER**, 1951, ex-Lorna Snow / Betty Haig. Fitted wire wheels, C-Type head etc., nearing end of comprehensive rebuild. £9,750 ono. Jeremy Broad. Tel: 021 745 5534. (71690)
- KK120 FIXED HEAD Coupé**, 1951, superb useable condition. Ferrari red / red wire wheels, total retrim etc., MoT. £7,950. Jeremy Broad. Tel: 021-745 5534. (71690)
- DELAGE D8 1930**, open four-seater replica body by H&H Coachcraft. Engine No 623, chassis No D8S 32363, blue with black mudguards, beige Connolly interior., Marchais, many concours awards, 6,000 miles since total mechanical and body restoration. Magnificent vehicle, £30,000. Tel: Croston, Lancs. (0772) 600463. (71691)
- TRIUMPH TR6 1972**, 150 bhp, Pimento, wide wheels, (plus spare set of standard wheels and tyres), reconditioned o/d, new clutch 1,000 miles ago. Genuine 53,000 miles, cherished second car, (only used on dry days!). £3,500. Tel: 0633 400609. (71701)

## FOR SALE — continued

- MORGAN 4/4 '83**, XR3, Brunswick green, brown leather, reclining seats, wire wheels, rustproofed, immaculate bargain. £8,450. Tel: 0726 / 842153. (71692)
- 1932 MGF2**, two seater, six cylinder, sound condition, leather seats, genuine car £6,000. Tel: Maidstone 673341. (71694)
- RARE VAUXHALL Viscount**, 1970, all original, automatic, pas, electric windows, Bird radio, vgc, collectors car. Offers. Tel: 0934 514622 / 513244. (71695)
- MAY 1982**, Turbo Esprit, copper bronze, full leather, recent 25,000 mile service. New Tyres etc. £12,750. Tel: 0322 348216 (office). (71697)
- PORSCHE 911 Lux Targa**, 1977, manual, 51,000 miles, silver, fsh, pdm, cruise control, immaculate genuine car, £8,750. Tel: 01-393 2910. (71698)
- HISTORIC F3 500 cc**, racer C 1952, excellent original car, period Triumph engine. £3,250 ono. Tel: Leicester 737802 evening. (71699)
- ARMSTRONG SIDDELEY 2.3 convertible**, 51, manual with o/d, plus lots of spares, stored 18 years, nearest £1,500. Tel: Congleton 2707. (71700)
- MGB ROADSTER 1978**, yellow, low mileage, beautiful condition, radio, overdrive, new MoT and tax. £2,895. Tel: 0246 / 451611 day — 062 987247 evenings. (71791)
- CORVETTE L82 1978**, 350 auto, factory alloys, low mileage, taxed. £6,450. Weybridge 42305. (71785)
- MGA TWINCAM FHC 1959**, red, many parts renewed, rebuilt engine, MoT, excellent condition, one of 308 made. £3,200. Tel: Locks Heath 6712. (71786)
- TR 7 1977**, red, very good condition, must be seen. £1,950 ono. Please Tel: Wellington, Somerset 3226 evenings and weekends. (71788)

## FOR SALE — continued

- MERCEDES CONVERTIBLE 280 SE 3.5 1970**, 2 owners, well used but well cared for, will soon need engine top overhaul, but otherwise in good condition, owner reluctant to sell but open to offers in region of £7,500. Can be seen Ipswich. Tel: 0473 830239. (71787)
- FORD FAIRMONT Estate 1972**, green, genuine 55,000 miles, in original condition, MoT one year, the ideal connoisseur's car, offers? Tel: John Morris or Trevor Potipher on Basildon 727884 (office hours). (71789)
- HRG 1948 1500 2 seater**, superb restored original car, very recent bills for £3,700 towards extensive mechanical rebuild, recorded history, magnificent DVT. £8,900. Tel: Woking 5672. (71790)
- VOLVOS ES SPORTS ESTATE**, 1972, manual, blue / black trim, beautiful condition, average mileage, taxed and tested. £2,950. Tel: 0256-27098. (69940)
- ZAKSPEED X PACK Capri**, an unbelievable machine, stunning looks, shattering acceleration, full service history. £4,050 Tel: Morcott 531. (72032)
- ALVIS TA14**, 1949, two-tone, grey saloon, MoT. £2,000. TE21, 1965, white saloon, MoT. £2,500. Tel: Medway 681600. (72058)
- RILEY 1936**, S. Kestrel, special, excellent condition, attractive 2 str body, taxed, long MoT. £4,500. Tel: 01-363 5228. (72059)
- ROVER 100 P4**, 1961, good original condition, long MoT, Registration 3831 K. £1,200. Tel: 01-452 7700 day. 01-902 8141 eves. (72060)
- MORGAN +8**, 1982, Ivory with red interior, 20,000 miles excellent condition, £9,250. Tel: Kings Langley (09277) 67796. (72061)
- DE TOMASO Pantera GTS**, 1975, 23,000 miles, excellent condition, £8,250. Tel: evenings, Harrogate 0432 57946. (72121)

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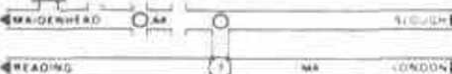
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- 1978 LOTUS ESPRIT SI**. Silver, leather. £4,995
- 1981 MORGAN PLUS 8**. Metallic grey, red leather, many extras. £9,495
- 1983 COLT MIRAGE TURBO**. Red, 17,000 miles. £4,495
- 1983 ALFASUD 1.5Ti**. Silver, stereo, sports wheels. £4,995
- 1983 ALFA 33 1.3**. Green, stereo. £3,995
- 1982 ALFETTA 2-LITRE**. Red. £7,995
- 1982 BMW 323i**. Red, 18,500 miles.

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# John Britten



There was a young lady from Bude  
Who considered it awfully rude  
To be seen around town  
With the top half rolled down  
Of her Morgan (she's a bit of a prude!)

Why not celebrate the end of the school holidays by raiding the kiddies piggy banks, rushing down to good old J.B.'s and treating yourself to the car of your dreams! Charge into the Autumn with a new TVR Tasmis 350i Convertible, Glacier White, red interior, stunning looks and breathtaking performance, an affordable "Supercar" list price £14,800. New TVR 280i Series 11, fixed head coupé, Italian Racing Red, seat interior (as in bog), very smart. list price £14,377. New TVR Tasmis 280i convertible, choice of glittering gold or scintillating scarlet, list price £13,254. Should any of the above colour options fail to arouse your interest then phone for details of delivery and options —



remember buy your TVR from "Britten's" first and foremost TVR agent. If the piggy bank isn't large enough to accommodate a new TVR, consider as an alternative one of our ever changing stock of pre-owned, pristine examples, all guaranteed used! Beginning this month we have a superb 1983A TVR Tasmis 350i Convertible, metallic silver, blue interior, one owner from new, 15,000 gently driven miles at £10,950. Closely followed by a 1983 TVR Tasmis 350i Convertible, Moonraker Blue, red interior, new hood, 20,000 miles, ex-TVJ press car, featured on front cover of well known motoring magazine last year, £10,500 — "a lot of car for the money John"! 1982 TVR Tasmis 2+2, black,



automatic, power assisted steering, moon roof, latest wheels and exhaust, Cobra alarm, an old favourite here, £7,950. 1981 Tasmis fixed head coupé, Cosmos blue, automatic, series II body, three owners, 30,000 miles, presently being used by CJA and bear as transport, a recommendation in itself! £6,750. 1980 TVR Taimar, black, silver modelband, sunroof, radio / cassette, 39,000 miles, traded in against a Tasmis, £5,450. 1979V, TVR Taimar Turbo, black, sunroof, walnut dashboard, Wolfraze



wheels, 42,000 miles, the last Taimar Turbo ever built, unbeatable performance per £ value and well worth £7,950. 1979 TVR 3000M gold, brown vinyl roof, moon roof, radio, 23,000 miles only, a very cherished car, £5,850. 1978 TVR Taimar, black, gold modelband, sunroof, radio / cassette, 35,000 miles, on its second visit to the "Arkley Holiday Home for the well behaved TVR's", £5,850. 1977 TVR 3000M, bright metallic blue, vinyl roof, Wolfraze wheels, been through our gentle hands at some time in the past, £3,750. 1977 TVR 2500M, white, brown modelband, brown vinyl roof, sunroof, radio / cassette, £2,950. 1976R TVR 3000M, metallic blue, vinyl roof, sunroof, really nice condition, traded in for convertible, £3,800. 1976 TVR 1600M, brown, sunroof, vinyl roof, oatmeal interior, 62,000 miles, tatty interior but good at heart, well known here at Arkley, £2,450. That brings us to the end of the TVR orientated part of our little tattle and takes us into the realms of the magnificent Morgan. A new one of course will take seven years to appear so while waiting why not have a good secondhand one to wet the anticipation. Give a good home to one of the following. 1983A Morgan +8, apple green, black leather interior, reclining seats, alloy body and



wings, 3,200 miles, as new and very interesting colour. 1982 Morgan +8, royal ivory, red leather interior, luggage rack, very nice. 1982 Morgan +8, nut brown, stone leather, 13,000 miles only, a very rare car on two counts — it belongs to our esteemed and revered "boss" Mr J.B. himself (much tugging of forelocks) and has been converted to take chrome wire wheels which look absolutely delightful — a very unique car I think you will agree. 1978 Morgan +8, charcoal grey, black leather interior, mildly tuned engine, very smart example. 1983 Morgan 4/4 4-seater, green body, black wings, wire wheels, reclining seats, chrome luggage rack, alloy body, 3,500 miles, prime example of the family sporting



carriage. 1977, Morgan 4/4 4-seater, brown, black interior, alloy body, 41,000 miles, stainless steel exhaust, one owner, bit of a plain Jane but could be more dependable than some of the flashy types. 1979 Morgan 4/4 2-seater, silver body, grey wings, wire wheels, previously owned by our Insurance Man, David Anthony, and supplied and serviced by yours truly — expanding family forces sale. 1976 R, Morgan 4/4 2-seater, nut brown, stone leather, chrome wire wheels, 44,000 miles, exceptional condition, lovely little car. 1969 Morgan 4/4 2-seater, beige, wooden dashboard, easy clean wheels, a really lovely little old Morgan. And that is our depleted Morgan stock. All the



tremendous publicity that Morgans have attracted in this their 75th Anniversary Year has taken its toll on our collection so please sell us your "motors" ODDS, ENDS & ARKLEY KITS. Autumn is the time of year when the kit car builders' thoughts turn to his cold, damp garage and his latest project, so channel your thoughts into action and collect an Arkley Kit from us today. £360 plus VAT and a rusty Midget will give you the basis for your autumnal hobby — it will also keep you out of mischief. While on the kit car theme CJA has been amusing himself racing Nigel Green's excellent NGTCV8 and recently finished fourth in a Kit Car Race at Snetterton, in spite of lubricating the circuit and himself with oil. We also hear of a very rapid Westfield for sale, fitted with 1,440 cc Longman engine, with 90 odd brake horsepower at the

wheels, this Replica Eleven has been built regardless of cost and would make a very exciting road or race car, price on application. In the corner of the yard there finds itself a 1983A MG Metro, silver, red / grey interior, cassette, one owner, 6,000 miles, mint condition £4,150. 1980 MG Midget, black, 1,000 miles only, absolutely immaculate, £4,500. 1979 MGB GT, black, radio / cassette, 33,000 miles, two owners, really lovely example of a sporting Austin Cambridge, £2,950. 1968 MGC GT red, black interior, wire wheels, really good example of the sporting Austin Princess. And last but not least our delightful 1929 Austin Seven Special with its lovely alloy body and Reliant Beagle engine,



surprisingly exciting to date, £2,450. For the first time for two months we have a full complement of staff, everyone having completed their holidays and wishing they were still in Greece, Spain, Cornwall or the Pub! So maybe we can now catch up on important matters like planning next year's holiday! All being well Chris will be having another outing in Cedric Seltzer's beautiful ex-Jim Clarke Lotus 24 at Snetterton on 30th September and is looking for somebody to help with the financial side of running the car next season — in other words some sponsorship — a very worthwhile cause indeed! In closing we would like to leave you with this month's thought — but we've forgotten it!



## FOR SALE — continued

JAGUAR E-TYPE FHC 4.2. 1968, excellent condition, maintained to a high standard, year's tax and MoT, £4,750. Tel: 0706 78851 (Lancs.). (70607)

SAAB 900 TURBO. Black, three doors, registered March 1980, air conditioning, quad sound with equaliser, sunroof, new clutch and five-speed gearbox just fitted, 80,000 miles, full service history, beautiful condition, £4,250 ono. Owner working abroad so for sale with full MoT after September 2nd. Tel: 0943 608799 (Yorkshire). (68866)

LANCIA MONTECARLO SPYDER, A-Reg., 5,000 miles only, red / grey Berber, electric windows, tints, P6's, R/C, m/warranty until December, absolutely immaculate, £7,995. Tel: 01-235 8835 anytime. (68168)

JAGUAR 340. 1968, overdrive, manual, 55,000 miles, £875. Also same, 94,000 miles, £750. Both good condition. Tel: 0262 76311. (69830)

AUTOJUMBLE at the 3rd Northern Classic Car Show, over 275 tables available, stalls £27.50 for 2 days including table hire, Sept 29th & 30th, entry forms and details send SAE to Autojumble, Northern Classic Car Show, PO Box 20, Fishponds, Bristol BS16 3DE. Tel: 0272 650465 / 650415. (230356)

E-TYPE 1961, flat floor, restored to original condition throughout, finished in opalescent dark blue with red trim, this car is better than new and in the same colour and trim as it left the factory, £20,000. No offers or dealers, a genuine private sale. Tel: R. Wilson (work) 01-686 9258. (71245)

PEUGEOT 203 BERLINE 1955, sunroof, resprayed midnight blue, new headlining, upholstery, door panels, clutch, s/motor, long MoT, £1,950. Tel: 01-741 5832 daytime, 01-878 3902 evenings. (71247)

ALVIS 1923, SC12/50 5-seater de-luxe tourer, reputed UK's earliest 12/50. Featured Classic Sports Car 3/1983, very original, Bassett-Downe rebuilt, with spares, offers based on £10,500. Tel: 021-453 3168 home, 021-233 2997 office. (71277)

COOPER S, genuine and original late 1971 car with standard bodyshell in excellent condition, full Janspeed road engine, genuine and quick car, £2,500. Tel: Cundell office hours, Staines 50126. (71278)

JEEP RENEGADE, M-Reg, maroon with gold stripes, new soft top, 12 months MoT, a good looking vehicle, £1,900. Tel: Combe Martin (027188) 2243. (70446)

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1982 Panther Lima SII. 16,000 miles, black.  
1982 (Series) Jaguar XJS HE. Coronet gold, only 20,000 miles.  
1984 Ford Cabriolet 1.3 GL. Red, only 100 miles.  
1980W Panther Lima SII. 23,000 miles, red / black.  
1980W Reliant GTE 81 series. 2.8 litre, Auto, 18,000 miles, champagne.  
1983 Rover 3.5 Vanden Plas. Moonraker blue, 18,000 miles.

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 1983 (Series) LOTUS Esprit Turbo. Glacier white, 12,000 miles, full leather int.  
 1983 (Series) LOTUS Esprit S3. Black, 11,000 miles, one owner.  
 1983 (Series) LOTUS Esprit S3. Red, 25,000 miles.  
 1983 (Series) LOTUS Esprit S3. Black, 17,000 miles.  
 1981 (Series) LOTUS Esprit S2 701. Harvest gold, 28,000 miles.  
 1980 LOTUS Esprit S2 701. Black, 23,000 miles, full service history.  
 1979 LOTUS Esprit S2. Harvest gold, low mileage.  
 1984 MORGAN Plus 8. Signal red, aluminium, leather, int., extras, 300 miles, P6s.  
 1982 MORGAN Plus 8. Primrose, aluminium, leather, all extras, 11,000 miles, P6s.  
 1982 (Series) MORGAN Plus 8. White, 13,000 miles only, extras.  
 1981 MORGAN Plus 8. Brown, 12,000 miles, leather int.  
 1984 MORGAN 4/4 XR3. 2-seater, white, 5-speed, del. migs.  
 1979 MORGAN 4/4. 2-seater, blue, w/w, aluminium body, wood instrument panel.  
 1981 MORGAN 4/4. 4-seater, blue, w/w, 15,000 miles.

1979 (Series) MORGAN 4/4. 2-seater, red, w/w, 10,000 miles only, f.s.h.  
 1983 FERRARI 308 GTB. Red, 10,000 miles, leather, deep spoiler, air cond.  
 1983 (Series) FERRARI Mondial QV. Black, magnolia hide, 11,000 miles.  
 1982 (Series) FERRARI Mondial 8. Met. silver, red leather int., air cond.  
 1980 FERRARI 308 GT Spyder. Black, 20,000 miles, 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. LHD, met. blue, 18,000 miles.  
 1975 FERRARI 308 GT4. Red, 45,000 miles, leather, air cond.  
 1973 FERRARI Dino 246 GT Spyder. 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.  
 1982 PORSCHE 911 Turbo. Met. blue, 27,000 miles, all extras.  
 1983 PORSCHE 911 SC Cabriolet Sport. Guards red, 10,000 miles.

1983 PORSCHE 911 SC Cabriolet. Minerva blue, 11,000 miles.  
 1983 (Series) PORSCHE 911 SC Sport Targa. Guards red.  
 1982 PORSCHE 911SC Sport. Pewter, 23,000 miles.  
 1982 (Series) PORSCHE 911SC Sport Targa. Red, 29,000 miles.  
 1981 PORSCHE 911SC Targa. Zinc met, 22,000 miles.  
 1981 (Series) PORSCHE 911 SC Sport Coupé. White, Martini, 38,000 miles.  
 1980 PORSCHE 911 SC Sport. Black.  
 1978 PORSCHE 911SC Sport Coupé. Met. brown.  
 1978 PORSCHE 911 SC Sport Targa. Met. silver, 51,000 miles.  
 1983 PORSCHE 928S. Auto, Guards red, 5,000 miles.  
 1981 PORSCHE 924 Turbo. Met. black, 44,000 miles.  
 1981 PORSCHE 924 Turbo. Silver, 26,000 miles.  
 1981 PORSCHE 924 Turbo. Met. wine red, 26,000 miles.  
 1983 PORSCHE 924 Lux. Met. silver, 15,000 miles.  
 1981 PORSCHE 924 Lux. Guards red, 16,000 miles.  
 1981 PORSCHE 924 Lux. Guards red, 31,000 miles.  
 1979 PORSCHE 924 Lux. Auto, met. silver, 35,000 miles.  
 1936 BENTLEY 4 1/4 Pillarless Coupé. Gurney Nutting, navy, sunroof, very original, full history.  
 NEW SCIMITAR GTE. Met. silver, e/windows, leather.  
 1981 SCIMITAR GTC. Auto, met. black, e/windows, hard top, one owner.



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## FOR SALE — continued

MASERATI INDY. 1971, four-litre, manual, five-speed, rhd, full stainless steel exhaust, pas, tinted electric windows, air cond., Maserati red with red leather, 53,000 miles, cherished number PRG 19. Tel: Darlington (0325) 730257. (72111)  
 CATERHAM SEVEN SPRINT. 1983, long cockpit, 14,000 miles, blue and alloy, most extras. £6,500, no offers. Box No. 6894. (72112)  
 LOTUS EUROPA SPECIAL. 1972, JPS No. 30, meticulously maintained, six year service history, unused winters, 53,500 miles. £3,600. Tel: Letchworth 70457. (72113)  
 ZAGATO-BODIED Hillman Imp. One of three made in Milan, 1964 Earls Court Motor Show exhibit, genuine 28,000 miles in excellent order throughout, taxed and MoT'd. £2,750. 1 Lysses Court, High Street, Fareham, Hants. Tel: 0329 232014. (72114)  
 MATRA MURENA. 1981, five-speed fitted, new factory 1,600 cc short engine not yet run in, pearl gold bodywork, galvanised chassis, tweed seating three abreast, electric windows, stereo / cassette, beautiful looking, excellent condition, superb value. £4,400, part exchange considered. Tel: 01-468 7077 or 0322-57484. (72115)  
 RILEY TOURER. 1934, 1,496 cc, four-cylinder, rebuilt entirely, new tyres, tonneau, upholstery, king pins, bushes, battery, dynamo rebuilt, finished in dark blue, taxed, MoT. Tel: 0277 224312 evenings / weekends (Essex). (72179)  
 PORSCHE 911S SPECIAL. Black turbo body, 2.7 carrera engine, many competition extras. Offers over £6,500. Tel: 0848 30438 (Dumfries). (72180)  
 SINGER SUPER 10 Four Door Saloon, 1939, much renovation done, MoT, taxed. £1,200 ono. Tel: 021 453 5650. (72369)

## FOR SALE — continued

TRIUMPH 1800 SALOON. 1948, complete and original, sound, some restoration completed. £450 ono. Tel: Bolton (Lancs) 492585. (72181)  
 PORSCHE 911S. 1974, black, with usual "S" refinements, new MoT, tyres and battery, a nice car. About £6,000. Tel: 0656 880659. (72182)  
 MGA 1600 COUPÉ. 1960, tax and MoT, good mechanically, recent clutch, body needs some attention. £1,200. Tel: 031 557 3652. (72402)  
 EDWARDIAN RACING CAR, 1913/18, 5-litre, Studebaker, believed ex-Targa Florio. Offers around £18,500. Tel: 0908 55-271 (Bucks). (72403)  
 FERRARI DINO 246 GT SPYDER. 1974, immaculate in Rosso Chiara, one registered owner from new, 39,000 miles, superb, available 14 September. £14,500. Tel: 0736 752652. (72397)  
 RILEY BONANZA ADELPHI 12/4. 1936, in good condition plus 12/4 chassis with all components plus collection of 12/4 parts including engines, gearboxes, etc. As one lot. £3,000, 45 Village Farm, Bonvilston, Cardiff. Tel: 04468 688. (72408)  
 T40 BUGATTI. Complete running chassis, good driving order, original engine and chassis number. To view by appointment in October. Tenders considered. Box No. 4697. (72409)  
 TRIUMPH STAG. 1972, white, automatic, hard / soft top, body good, engine needs overhaul. £800 ono. Tel: 025283-6311 evenings. (72521)  
 LOTUS ELAN +2 S130/5. 1974 (M), five-speed, yellow / oatmeal, new chassis and suspension, rebuilt engine still running-in, excellent condition. £3,850 ono. Tel: 01-777 8275 evenings. (72411)

## FOR SALE — continued

DAIMLER SP250 DART. 1960, chassis-up rebuild, superb except for upholstery. £3,750 ono. Tel: 021 557 2352 days, Kidderminster 850045 evenings. (72156)  
 ALFA ROMEO 1600 GT JUNIOR. 1976, R-Reg., one owner, 32,000 miles only, recently taken out of store, rustproofed, red / black trim, excellent order, only slight attention to bring to concours standard. £2,650. Tel: 01-628 0029 or P. Risborough 7892. (72164)  
 FOR SALE: c1927 33 Alfa 1500 / 1750 cc spares: vast imported quantity including rare numbered crankshafts, engine blocks, state requirements, possibly exchange c1926-57 Maserati 4/6C-8C Alfa, Bugatti components (restoration projects), Rover 1956 T75/P3, £200, 1959-A35 registered 5966 AC, £250. Rare Renault Caravelle Grand Tourer, offers. Vintage type Tecalemit "Hexigan" grease guns wanted. 500 / 600 x 16" / 18" / 19" racing tyres. Pinfield Lodge, Barntgreen, Birmingham. Tel: 021-445 2551. (70547)  
 ROLLS-ROYCE CORNICHE. 1971, walnut, beige roof, beige hide, superb driver. £9,995. Tel: Nottingham 0602 413762 days, 0602 234762 evenings. (72369)  
 MGA ROADSTER. Red coachwork, black interior, weather equipment, steel wings, tax, MoT. £2,350 ono or part exchange possible. Tel: 0602 234762. (72369)  
 MORRIS 10. 1932, first class condition, very rare, new MoT. A snip at £2,995. Tel: 01-472 9771 days, Ingrebourne 42220 evenings. (72364)  
 AC ACE. 1957, curved screen, Bristol engine 2,216 cc, overdrive, good Cinturatos, factory maintained, bodywork good, needs retrim. Tel: 01-626 8249 days, 01-673 7600 home. (72365)

## FOR SALE — continued

FORD T FIXED HEAD COUPE. 1921, very elegant car, good engine, etc. drives well, present owner 20 years. £5,500. E. Riddle, 6 The Maples, Upper Teddington Road, Hampton Wick, Surrey. Tel: 01-977 8600. (72367)  
 CATERHAM SUPER SEVEN TWIN CAM. First registered June 1984, 3,600 miles only, red / all, extras, as new. £5,000. Lotus Europa Special, JPS livery, September 1973, private plates, 40,000 miles, new tyres, immaculate. £3,750. Private sale, no dealers. Tel: Chesterfield (0246) 450235 evenings / weekends. (72366)  
 CALTHORPE TOURER. 1924, four-seater, original, good appearance, in running order. Offers invited. Tel: 0724 871334 9 am-5 pm (Mr Howlett). (72370)  
 ALFA SPRINT 1.5. 1980 model, MoT, 32,000 miles, radio / cassette, superb condition. £1,995. Tel: 0789772 793. (72371)  
 BENTLEY CONTINENTAL SHII. Mulliner two-door coupé (one of approximately six produced). See J. Green book, page 274 bottom. Tel: 01-352 1803. (72370)  
 ROLLS-ROYCE P1 SPRINGFIELD. Brewster Regent Convertible, superb original example with stainless steel wire wheels, Cadillac 1941 Convertible, recently restored practical classic. Tel: 01-352 1803. (72370)  
 PEGASO Z.102.B. Carozzeria Touring GT: 3.2-litre DOHC V8, five-speed transaxle, unique opportunity. Fiat 130 Pininfarina Coupé, subtle design classic. Tel: 01-352 1803. (72370)  
 TVR 3000M. P reg, excellent original condition. Silver, 47,000 miles, Wolfraze wheels, sliding sunroof, transistor ignition, new exhaust. Tints, tax, tested, two owners from new. £3,500 ono. Tel Harrogate (0423) 883558. (72173)



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**SPRIDGET 1275 1970**, completely rebuilt,  
new mechanical parts, low profile tyres, roll  
cage, hard top, MOT, taxed, agreed valuation  
£1,250, best offer. Southport 35736. (72155)  
**1973 TVR 1600M**, silver, sunroof, S.S.  
exhaust, new tyres + suspension, this owner  
8½ years, taxed, M.O.T., good condition,  
£1900. Tel: Chester 679520. (72158)

**MIRAFIORI SPORT 2000 TC Y-reg**, gunmetal,  
sun roof, 16,000m, superb performance and  
looks. £2,700. Hoddesdon 468161 Eves.  
(72160)

**MORGAN PLUS 8**, April 1982, light blue,  
black leather interior, steel wings, one owner  
driver, good condition, £9,500, Oxford  
514187 Evenings. (72162)

**TRIUMPH "ITALIA"**, Rarest of all TR's.  
Michellotti / Vignale bodied fixed head on the  
TR3 chassis. Just completed extensive  
rebuild. £2,950 ono or Exchange TR2/3.  
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**FIAT "GAMINE"**, (Noddy Car) 500cc 2 seater  
sports, Vignale bodied. Incredible 4,800  
miles from new. Unique. £2,750. 021-745  
5534. (72163)

**BENTLEY 4¼ 1936**, Dashing, rare Mulliner  
Sports Saloon, paintwork faded, mechanics  
reliable, offers. Tel: (08675) 2132. (Oxon).  
(72165)

**M.G.C. ROADSTER**, Rebuilt engine and  
engine bay. Bodywork good all round  
condition. £3,150. Phone 0749 72381  
evenings. (72168)

**MGTA 1937**, Ivory red leather totally rebuilt,  
taxed, MOT, beautiful condition, £5,000,  
offers. West Malling 848097. (72169)

**PORSCHE 911 TURBO 3.3**, Diamond Silver,  
low mileage, service history, £21,500,  
consider exchange. Swansea 206114  
(evenings). (72171)

**ROLLS-ROYCE**, 1923 20hp O/D Saloon,  
original coachwork by Vincents of Reading,  
current MOT, mascot, handbook, some  
spares, owner going abroad, £14,500 o.n.o.  
Tel: 0484 802712. (72172)

**TR7**, X May 1982, Gold, 5-speed, sliding  
head, radio cassette, mileage 21,600,  
excellent condition £4,350 ovno. Phone 0602  
254921 home — 03317 2163 office. (72175)

**1978 DE TOMASO**, Longchamp 2 + 2 auto,  
gold, 20,000 miles only, new uprated engine  
costing £2,000, stainless steel exhaust  
costing £1,000, £7,750. Tel: Mr. Walker  
01-236 6224. (72176)

**VOLVO ES 1800**, 1973, automatic, metallic  
blue, black interior, sunroof, taxed, MOT'd,  
beautiful, rare but practical transport, £2,995,  
evenings 0400-72453. (72177)

**M.G.T.C.**, Rebuilt 1978, tuned, unused 3  
years, unoriginal seats, some switches.  
£4,750. Tel: Chelmsford 361364. (72178)

**VAUXHALL 23/60**, Open Laudelette / Tourer,  
superb vintage motoring! Excellent  
condition. A big impressive looking  
investment at only £11,950. Telephone:  
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**BRISTOL 401**, Part restored, needs finishing,  
moving house so first £750 secures, can  
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**BENTLEY 3½ LITRE**, 1935 2-door 4-seater, all  
weather Continental Tourer, for Oxborough  
& Fuller by Vanden Plas, exceptional car, just  
repainted after body rebuild in original  
colour Black & White, rechromed,  
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refinished woodwork, new hood and  
tonneau, rewired considerable mech work in  
recent years 98% condition, taxed MoT with  
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0273-833282 eves (Sussex). (72380)

**MORGAN 4/4**, 2-seater, BRG,  
Aluminium rebuild, re-upholstered, wire  
wheels, new hood, front bumper, superb  
condition, £4,750 ono. Tel: Rochdale 77524.  
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**VW SCIROCCO**, 1982 GTI, metallic green,  
sunroof, full service history, absolutely  
immaculate, £5,100 ono. Tel: 0656 880540.  
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**AUSTIN BIG SEVEN**, Forlife saloon 1938,  
year's MoT, six months tax, one previous  
owner until 1977, entirely original and  
complete, very reliable daily car,  
mechanically good, but needs further  
restoration, first £950 secures. Tel:  
0488-58982 (Kintbury). (72385)

**1952 SUNBEAM-TALBOT**, Mk.2 saloon,  
39,000 miles, superb original rustfree  
condition. Any trial or inspection. £2,200  
ono. Tel: 0282 868384 (Lancs) 6-7 pm. (72386)

**AC ACECA 1955**, (2nd car produced), unused  
many years, straight and sound, needs  
fettling, £2,950, consider classic Motorcycle  
p/x. Tel: 0782 396758 (Stoke). (72388)

**HUMBER 9HP**, Believed 1926/27, yellow and  
black, tyres, upholstery, body good, paint &  
engine need tidying, £3,500 ono. Tel: 0222  
756058. (72390)

**1939 MORRIS EIGHT**, Series E 2-door saloon,  
retrimmed, taxed, MoT, full history, £1,250.  
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### FOR SALE — continued

**MG TB**, 1939, beautiful condition, red, red  
leather trim, taxed MoT until 1985. £6,000.  
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**MORGAN +8**, 1980, red, lightweight  
aluminium body, 15,000 miles, leather  
reclining seats, excellent condition, £9,000.  
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**CARS FOR SALE**, 1904 De-Dion Bouton  
single cylinder 4-seat tonneau, completed,  
many Brighton runs in present owner's  
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around £14,750. Tel: 0924 464665. (72394)

**1928 ALVIS**, 2-seater Special, very pretty in  
bright red, taxed, tested, reliable & good fun  
to drive, £3,950. Tel: 0736 752652. (72397)

**MG J2**, Part restored, new ash frame & wood  
most parts available, various new parts E93  
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**TRIUMPH SPITFIRE**, 1978, maroon, 31,000  
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extras, service history, part ex or £6,500. Tel:  
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**LOTUS ECLAT**, Riviera, 1982Y, red, half  
leather, radio, 12,000 miles, £10,950. Tel:  
021-429-7448. (72374)

**BMW 323i**, White, X registered, close ratio  
box, limited slip differential, Recaro seats,  
radio / stereo, new tyres, taxed, plus other  
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**JAGUAR XJS**, 1979, Moroccan bronze, vinyl  
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lines, bonnet, rear badge, wheel cover,  
Jaguar Club owner, AA inspection welcome.  
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part exchange possible. Tel: 0509 890627.  
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average mileage. £10,500, part exchange  
possible. Tel: 0509 890627. (72433)

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radiator, MoT May 1985. £650 ono. Tel:  
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**MORRIS MINOR SPLIT SCREEN VAN**, 1956,  
fitted windows, supercharged MkII Sprite  
engine and gearbox, competition crankshaft,  
high ratio rear axle, Riley 1.5 brakes, etc. D.  
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MoT. £3,750 ono or part exchange manual  
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(72439)

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one owner. £9,995
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stereo, alloy wheels, 42,000 miles, two  
owners. £6,750
- 80V Lotus Elite 501. Lagoon blue met.,  
leather, PAS, stereo, 22,000 miles. £7,995
- 82X Porsche 924. Maroon, beige interior,  
alloy wheels, door mirrors, 20,000 miles, one  
owner. £9,795
- 80W Talbot Sunbeam Lotus. Black, grey  
cloth, radio, alloy wheels, 21,000 miles, one  
owner. £4,995
- 82Y Golf GLI. Met. bronze, alloys with TRX  
tyres, stereo, 14,000 miles, one owner. £7,295
- 79 Maserati Khamsin. Red, 35,000 miles  
only. POA
- 74 Maserati Bora. Met. green, 15,000 miles  
only. POA
- 81W Maserati Merak SS. Rosso Rubino,  
ACU, leather trim, 27,000 miles. POA
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brown, rosewood interior, stereo, sunroof,  
18,000 miles, one owner. £8,495
- 84A Honda Prelude Executive ALB. Auto,  
elec. sunroof, 6,000 miles. £8,295
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alloys, tinted glass, one owner. £6,495
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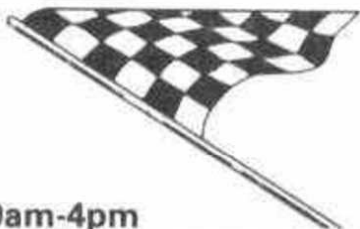
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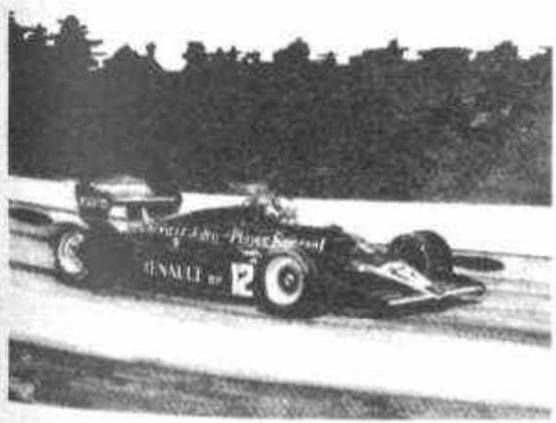
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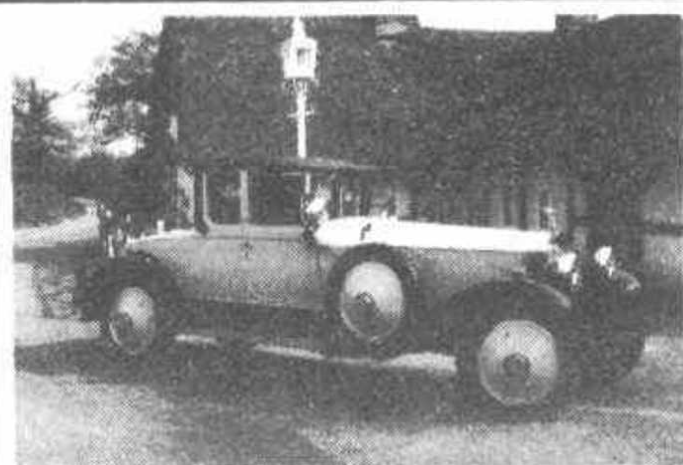
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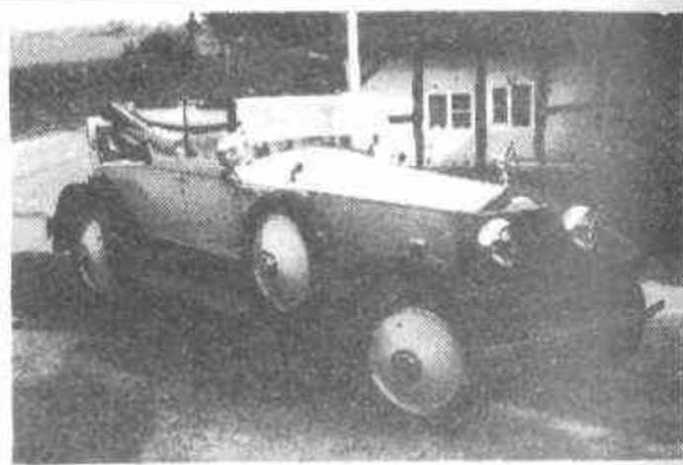
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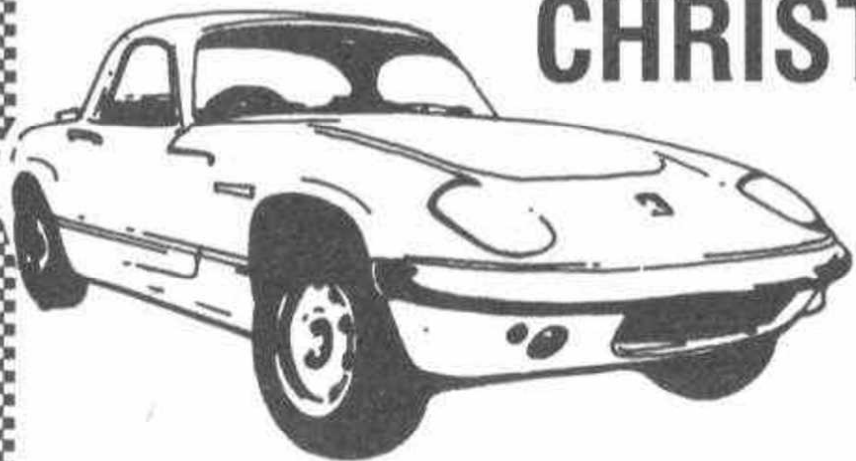
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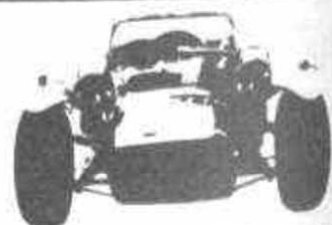
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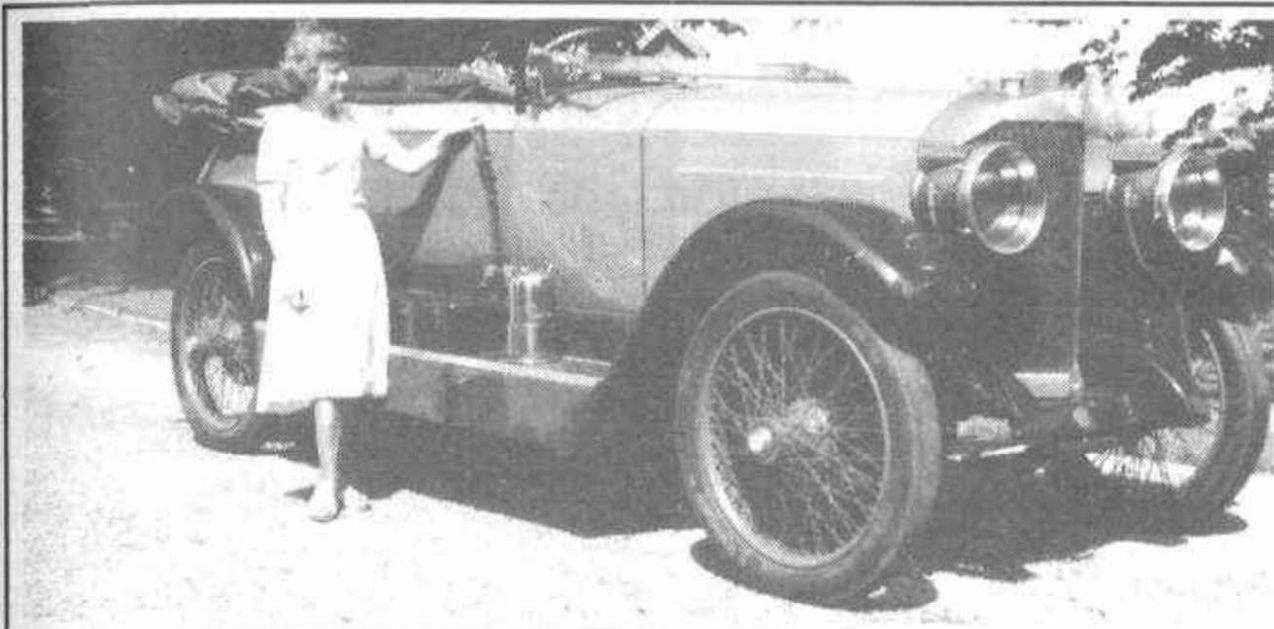
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**EVENTS — continued**

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79 Rolls Royce Silver Shadow. Met Walnut, Beige hide, 1,078 mls.	£29,995	80 Ferrari 308 GT4. Met Silver, Cream hide, a/c, 14,000 mls.	£15,995
77 Rolls Royce Silver Shadow. Met Walnut, Silver Sand, 9,000 mls.	£23,995	84 Jaguar XJS 3.6 Conv. Black, grey hide, a/c, 1,200 mls.	£24,995
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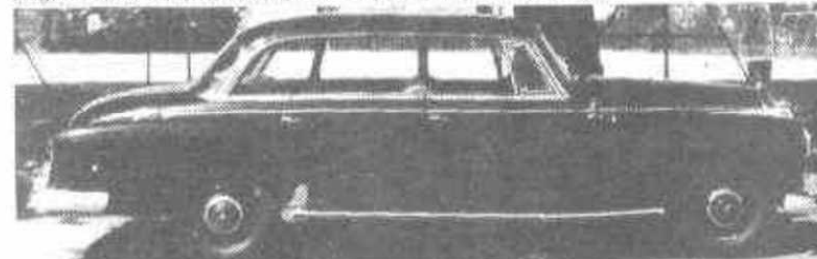


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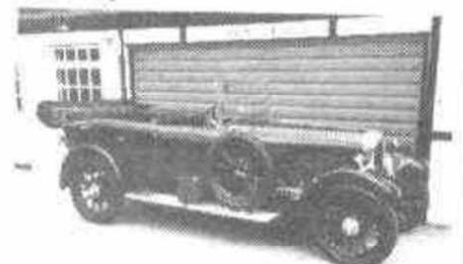
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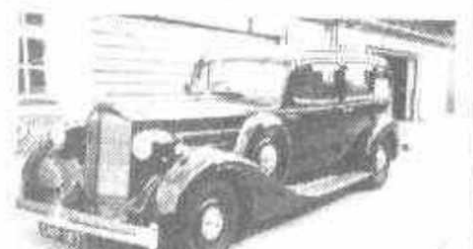
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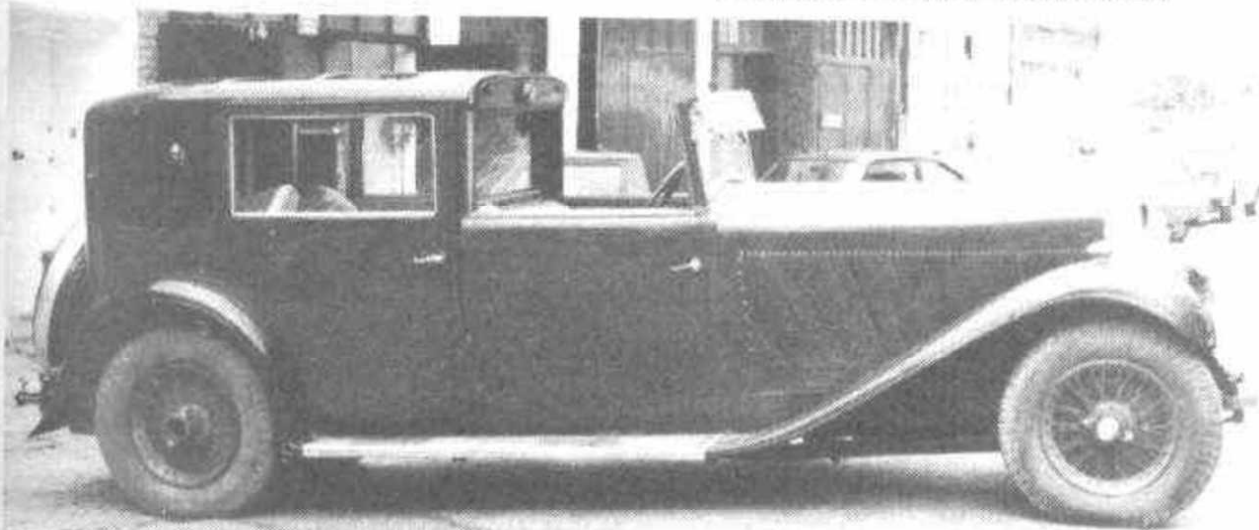
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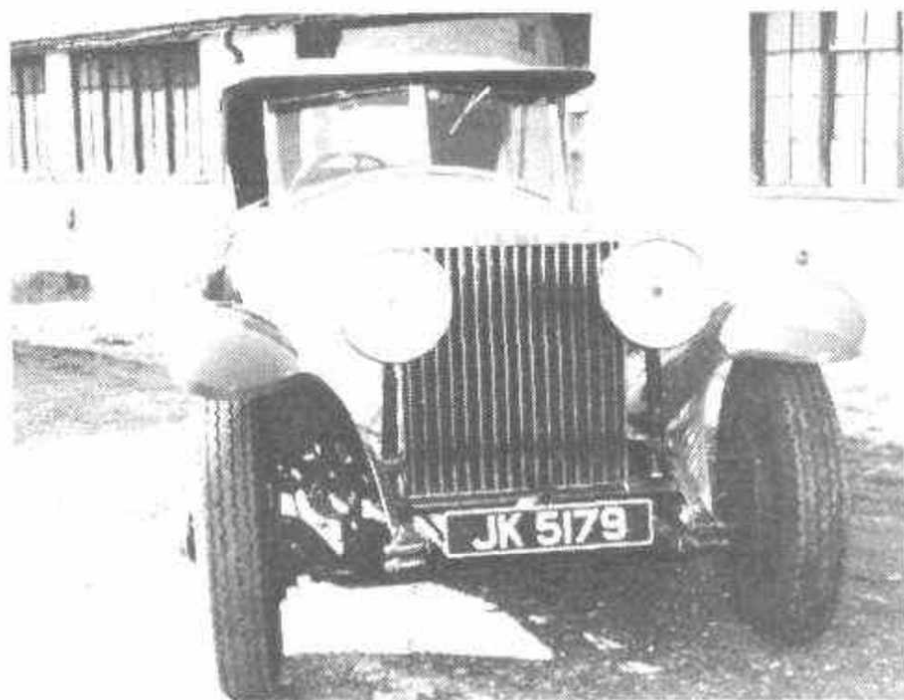


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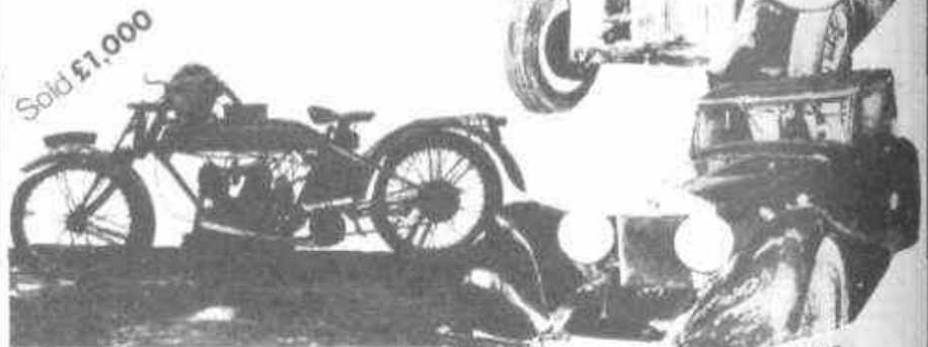
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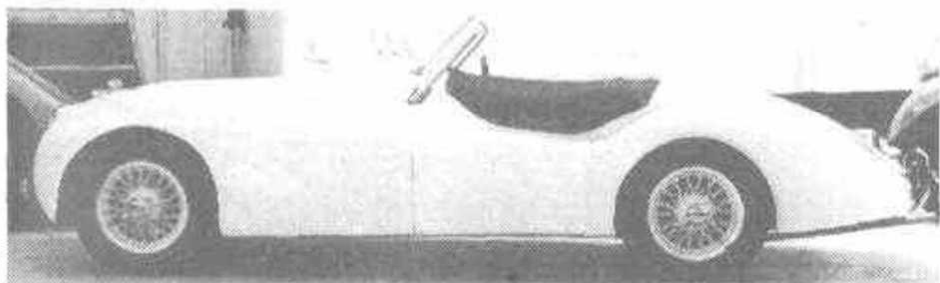
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- 1955 Aston Martin DB2.4 Drophead
- 1963 Aston Martin DB4 Convertible
- 1968 Aston Martin DB6 Saloon
- 1970 Aston Martin DB6 MkII Vantage FHC
- 1970 Aston Martin DB6 MkII Vantage Saloon

- 1932 Austin 7 Chummy
- 1927 Bentley 4½ litre Open Tourer by Vanden Plas
- 1936 Bentley 3½ litre 2-door Drophead Coupe by James Young
- 1956 Bentley S1 Drophead by Graber
- 1963 Bentley S2 Continental Flying Spur by H. J. Mulliner

- 1965 Bentley S3 Continental Drophead by H. J. Mulliner, Park Ward
- 1928 Chevrolet Open Tourer
- 1948 HRG 1500
- 1955 Jaguar XK140 Drophead
- 1971 Jaguar E-Type 4.2 Roadster
- 1932 Lagonda Two Litre Low Chassis Speed Model

- 1955 Lancia Aurelia Spider B24S
- 1969 Morris 1000 Convertible
- 1971 Morris 1000 Traveller
- 1927 Panhard Et Levassor Four Seater Open Tourer
- 1927 Rolls Royce PH1 Open Tourer by Windover
- 1934 Rolls Royce 20/25 Sedan De Ville by Barker
- 1973 Rolls Royce Silver Shadow. Left hand drive.

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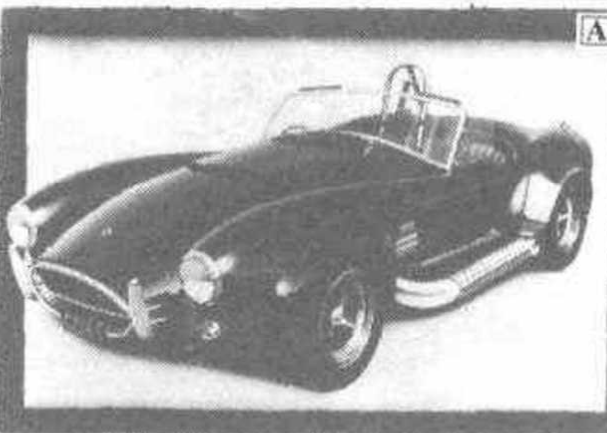


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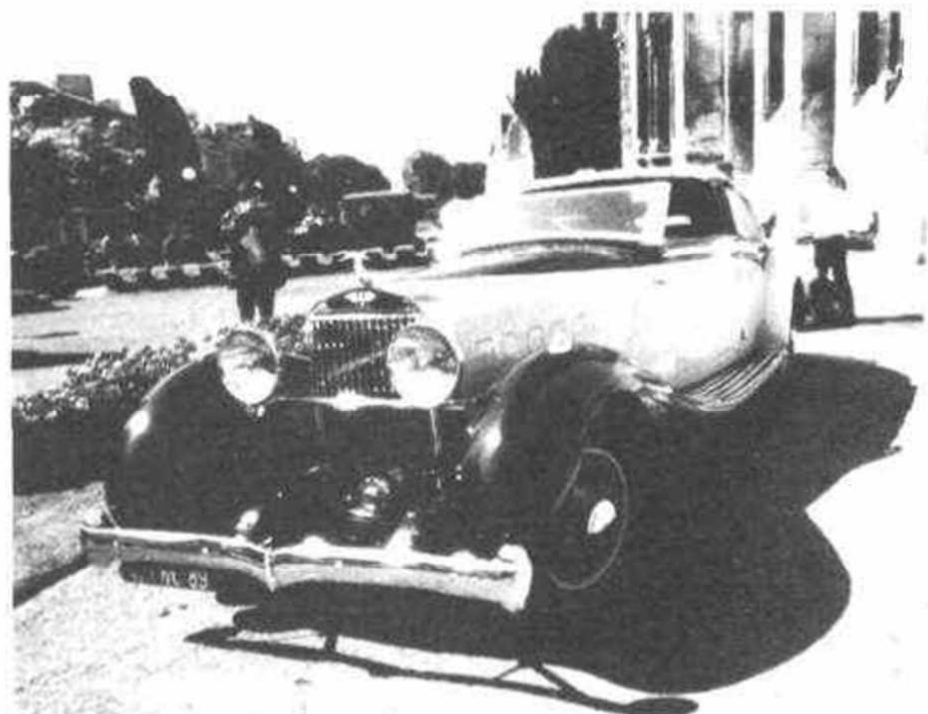
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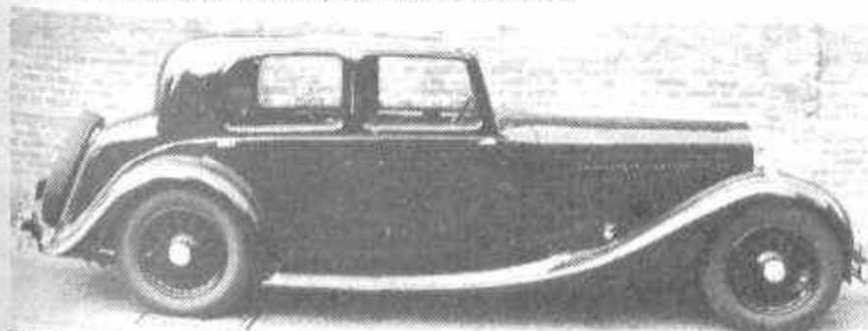
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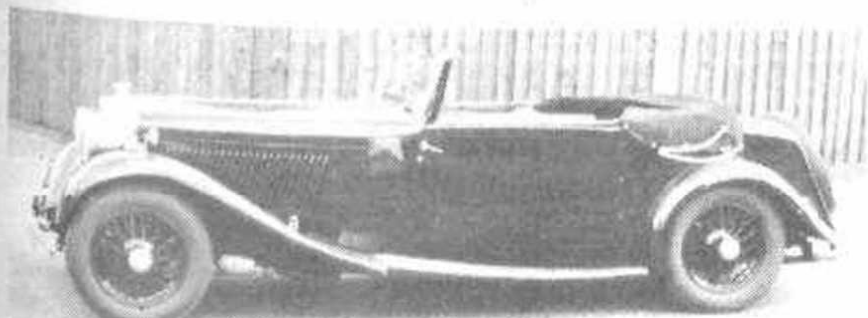
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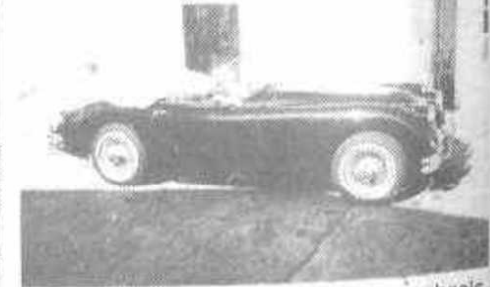
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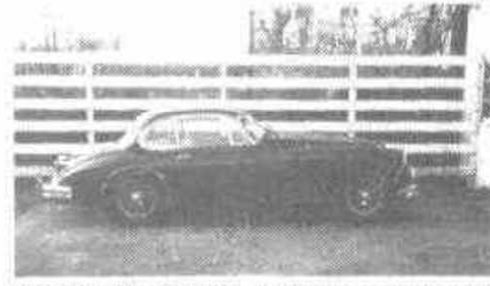
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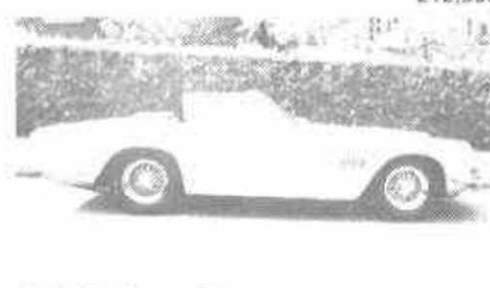
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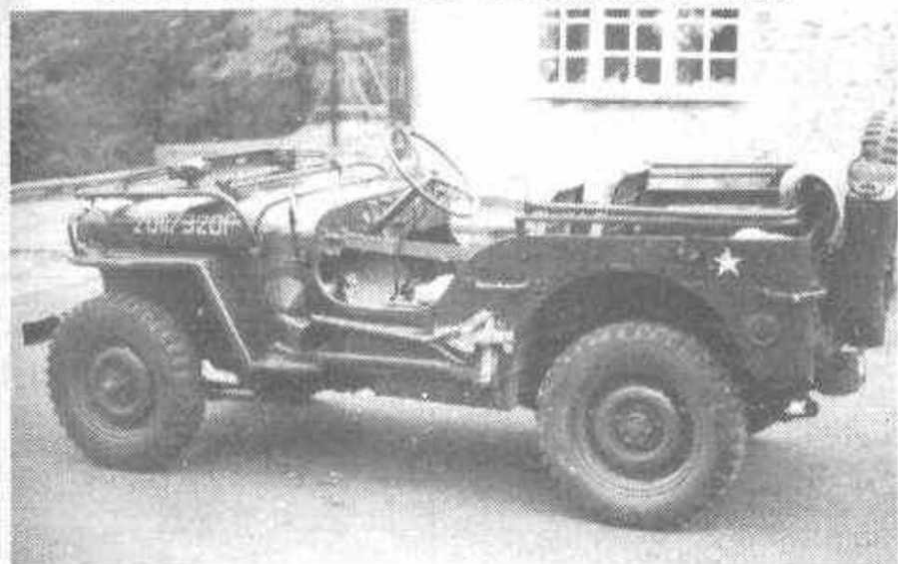


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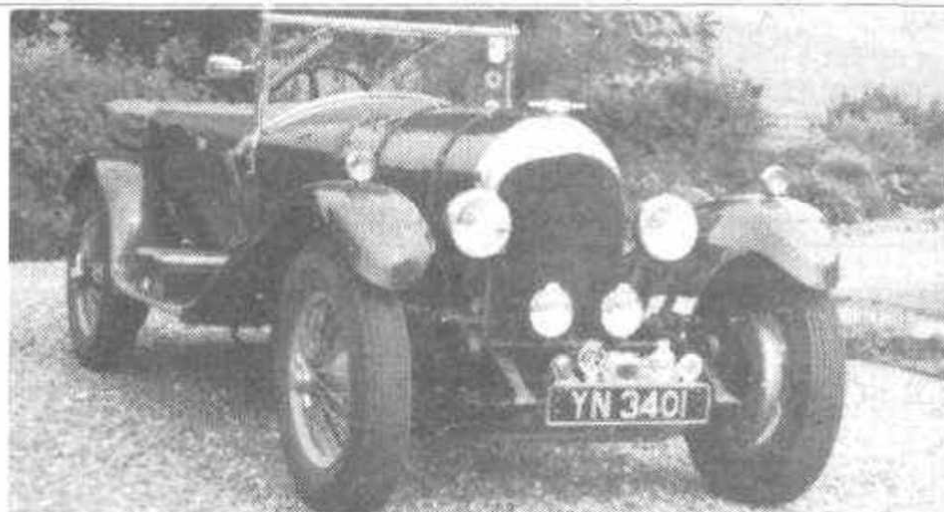
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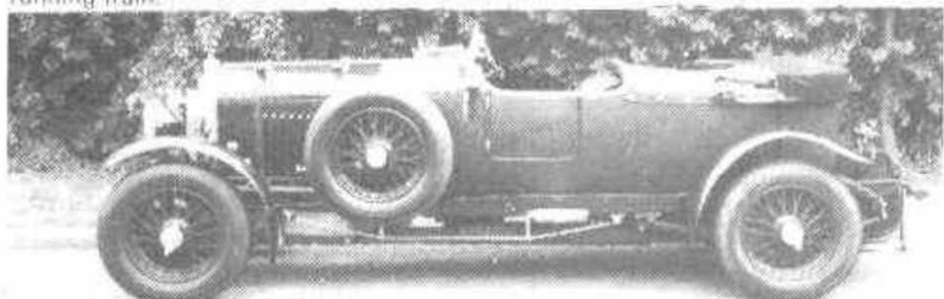
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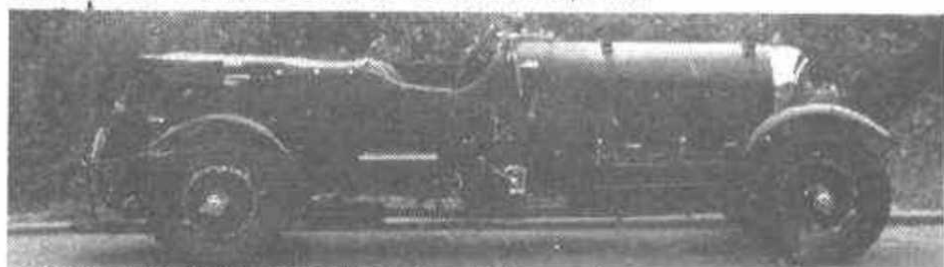
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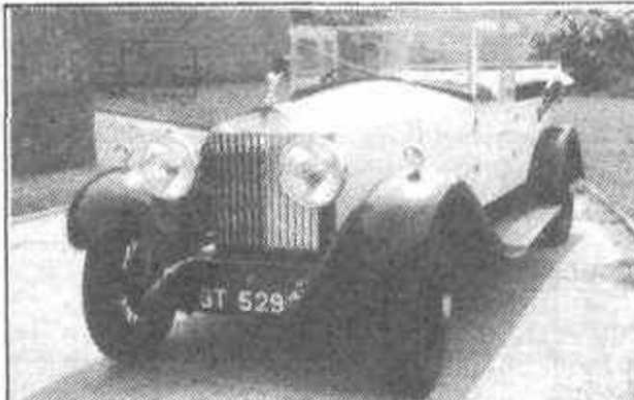
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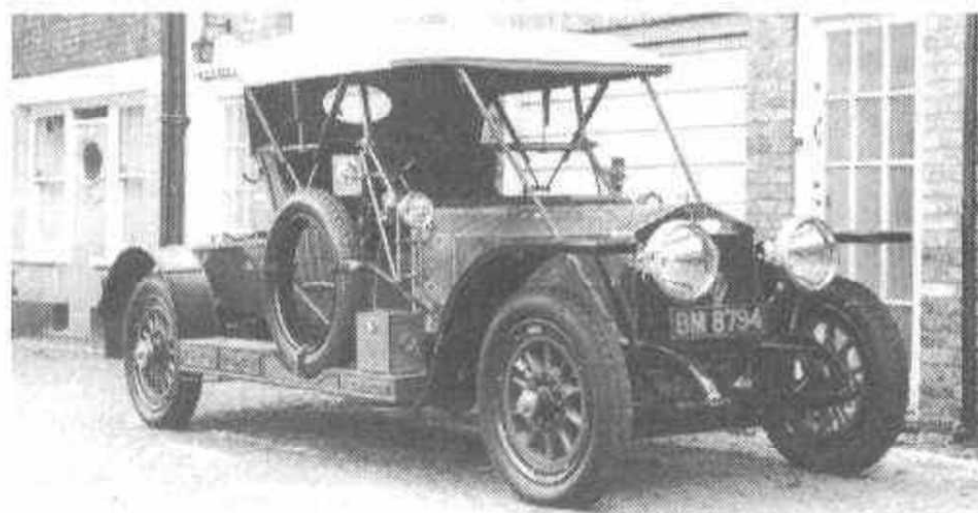
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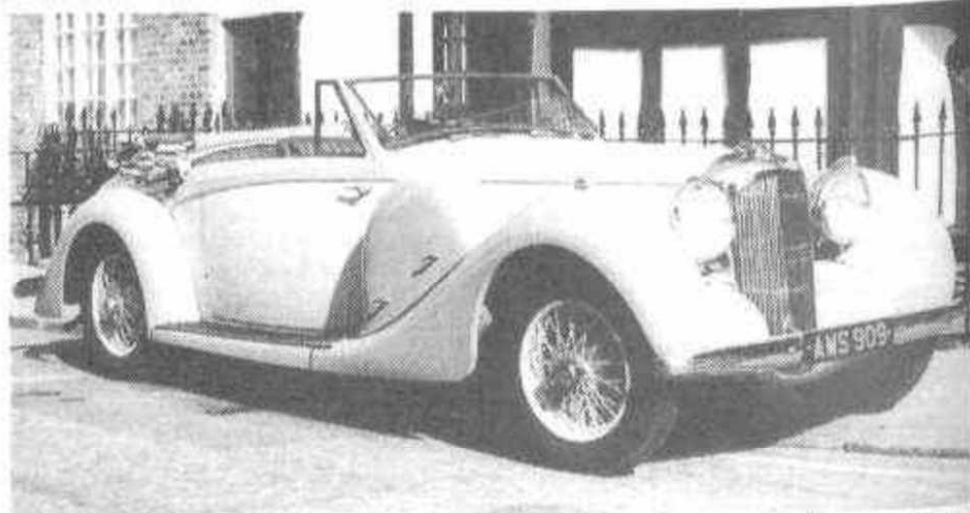
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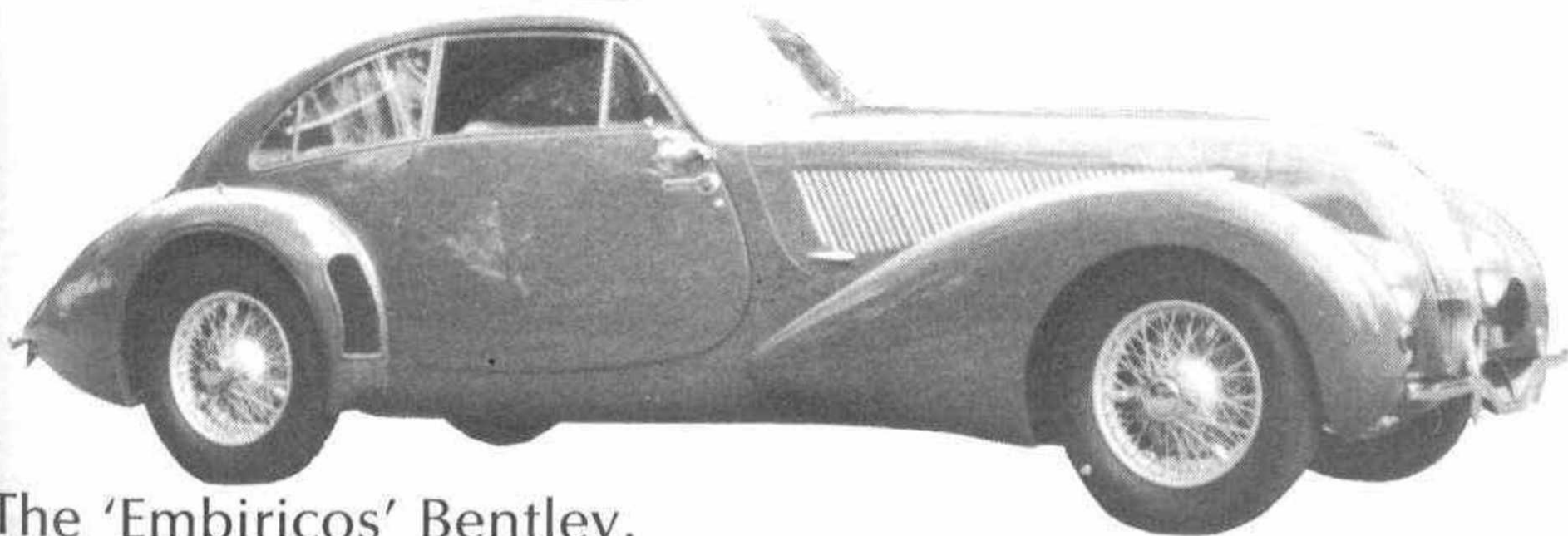


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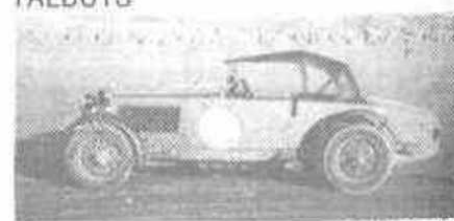
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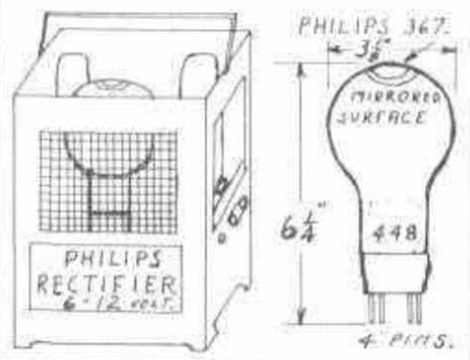
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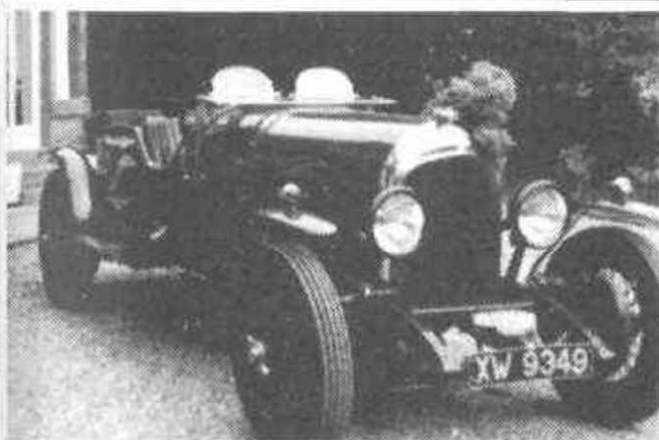
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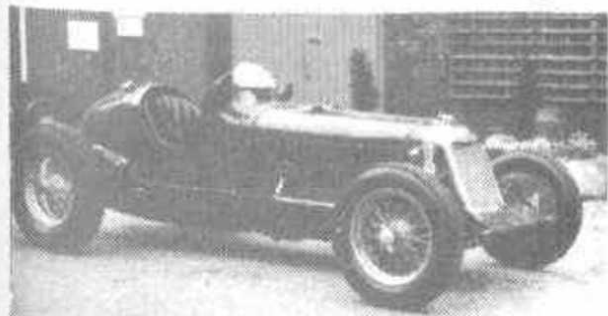
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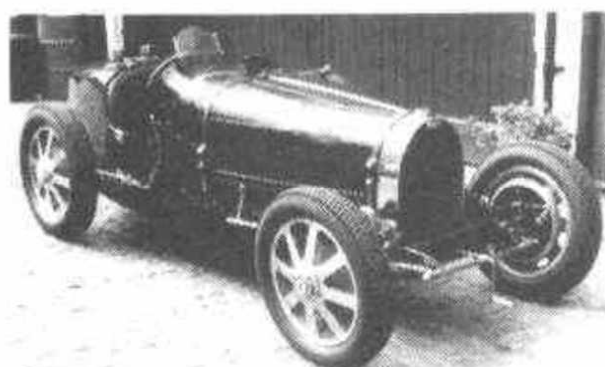
1928 Lanchester 40 hp 6.1-litre tourer. Very fine example of this very rare vintage model (illus. left).

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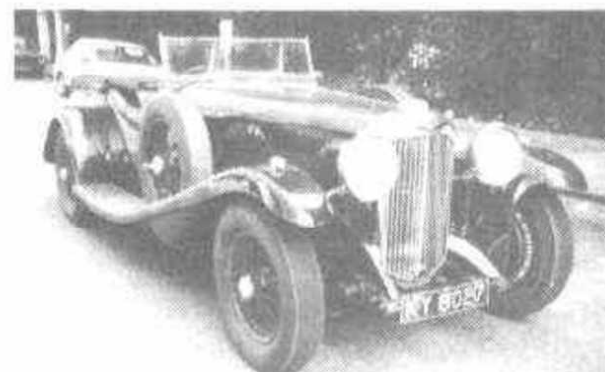
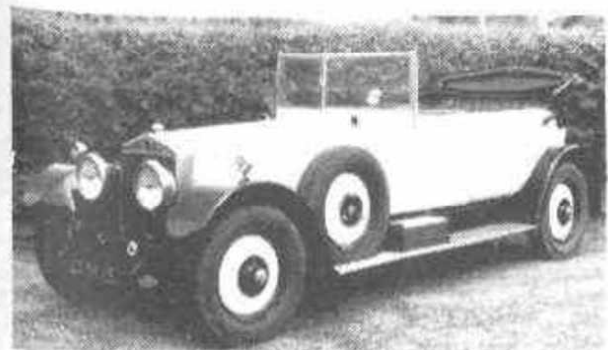
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