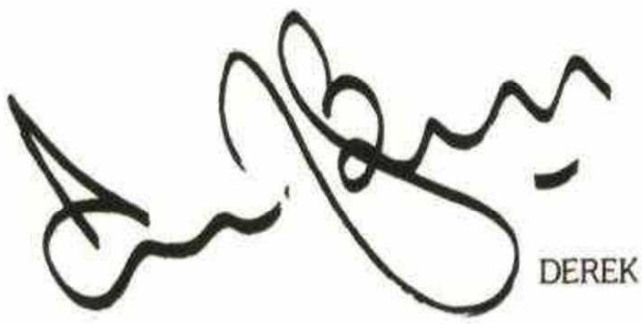
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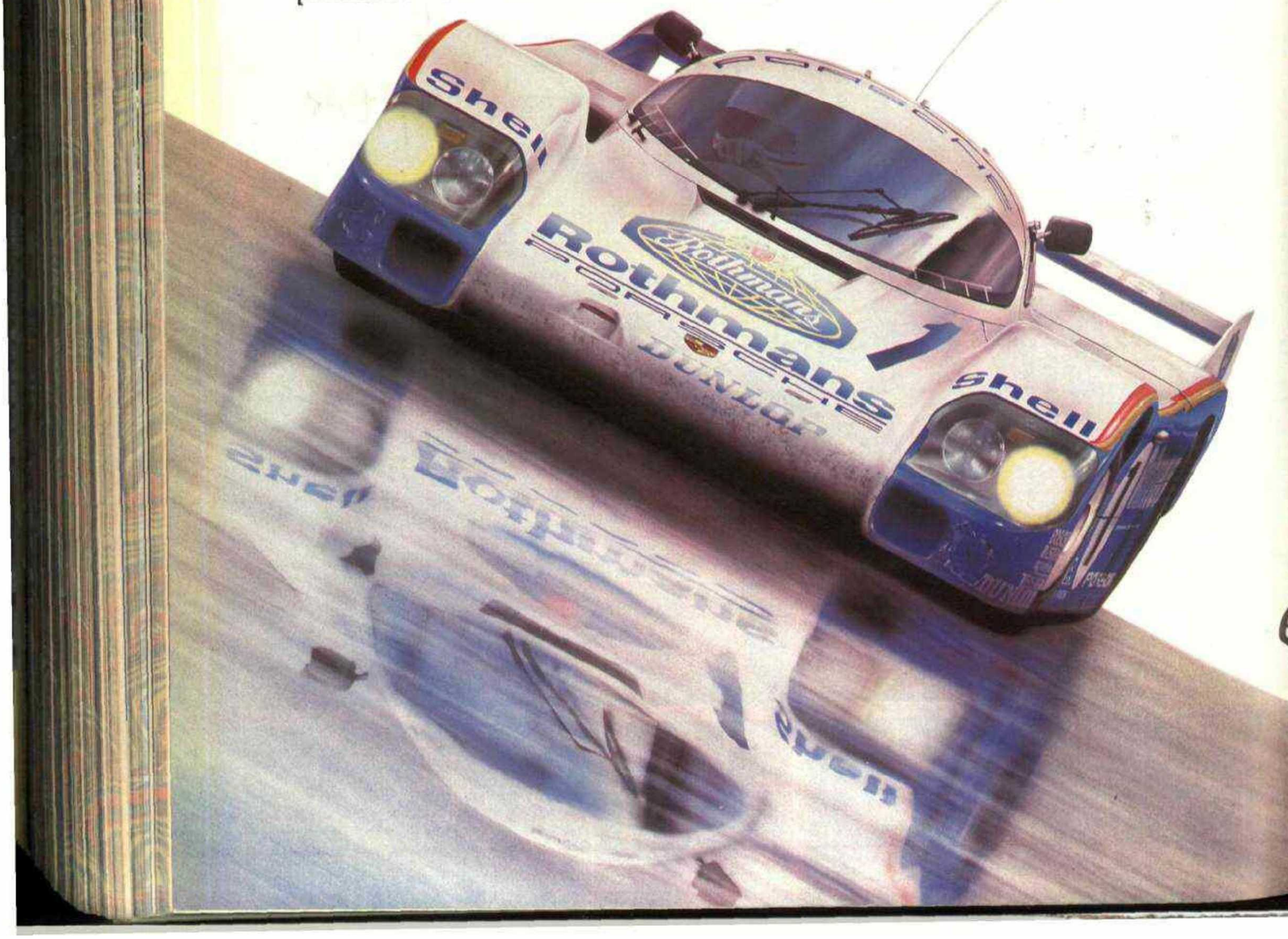
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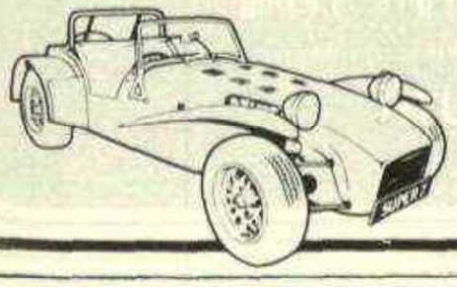
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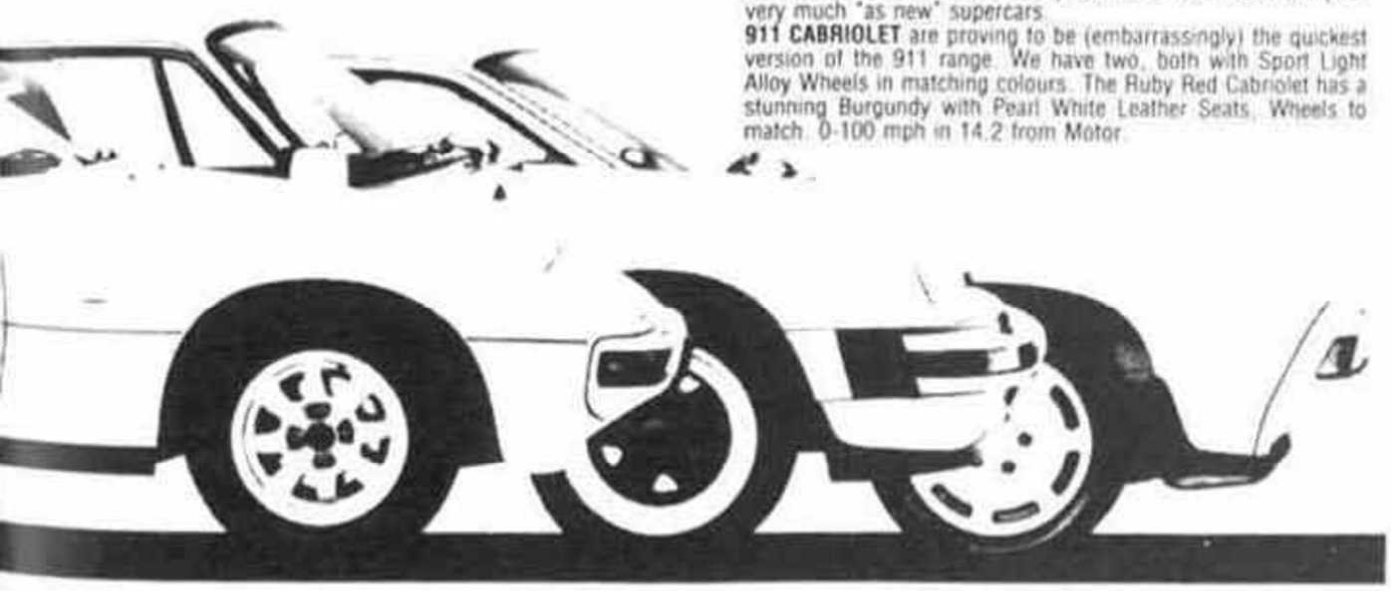
As we are into stunning interiors the **1982 911 SPORT COUPE** in Guards Red has a unique Can Can Red Full Leather Interior, carpets and wheel centres to match and is in almost better than new condition. The **SPORT TARGA** is another peach with Beige Berber Trim.

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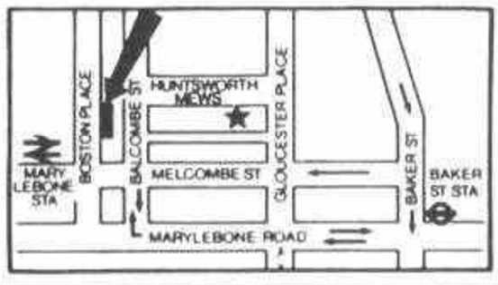
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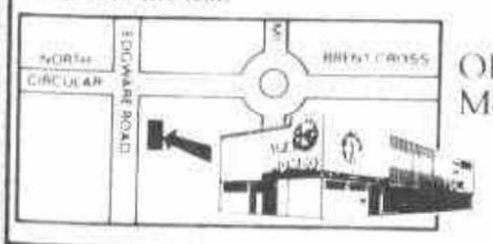
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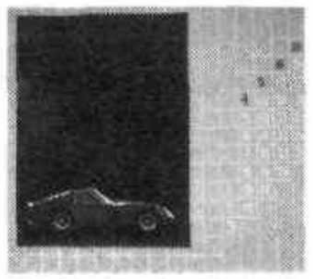
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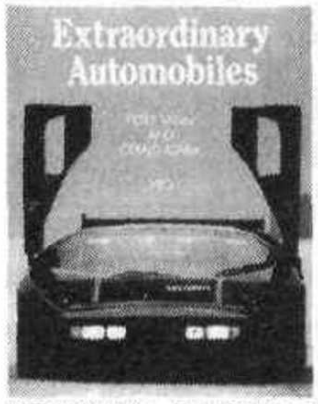


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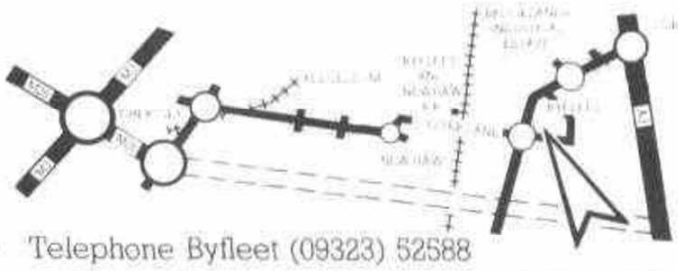
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B60H x 13 A2 MS	£56.00	185/70SR x 13 SPR3	£33.00
		195/60R x 13 SPR4	£32.53
		195/70SR x 13 SPR3	£34.56
		195/70SR x 13	£28.95
		205/60HR x 13	£36.13

Tyres are Cash-n-Carry
Credit Cards accepted
Carriage £3.50 per 2 tyres

QUOTE M.N. FOR THESE PRICES!
(or 3C's)

STANDARD ROAD TYRES

	Kleber V12	Michelin XZX	Textiles New
145 x 10	£14.97	£21.50	£13.95
155 x 12	£16.65	£23.00	£15.45
145 x 13	£16.95	£23.50	£12.75
155 x 13	£18.45	£28.35	£13.77
165 x 13	£19.95	£29.00	£15.25
165 x 14	£21.25	£29.50	£19.27



B.F. GOODRICH COMP T/A & EURO T/A

	VR	HR		VR	HR
175/70 x 13	N/A	£46.95	215/60 x 15	£85.95	N/A
185/70 x 13	£59.35	£47.85	235/60 x 15	£104.88	£68.35
205/60 x 13	£51.95	£49.50*	255/60 x 15	£111.38	£73.70
185/70 x 14	N/A	£48.95	195/50 x 15	£91.56	N/A
195/60 x 14	£55.95	£53.95	205/50 x 15	£120.52	N/A
195/70 x 14	£84.58	£50.25	225/50 x 15	£136.15	N/A
205/70 x 14	£69.25	£54.25	245/50 x 15	£148.50	N/A
215/60 x 14	£69.25	N/A	265/50 x 15	£171.48	N/A
185/70 x 15	£80.68	N/A	205/55 x 16	£129.95	N/A
205/60 x 15	£71.25	£60.95	225/50 x 16	£148.44	N/A

B.F. GOODRICH LOW PROFILES

195/60 x 13	£47.00	215/60 x 13	£49.50
215/50 x 13	£56.85	235/50 x 13	£60.46
		235/60 x 13	£62.50

YOKOHAMA

185/60 x 13 A001 Std	£27.60	175 x 13 A007	£30.95
185/60 x 13 A001 HFR	£31.60	195/70 x 13 A007	£32.96
205/60 x 13 A001 Std	£33.28	165 x 13 A007	£28.87
205/60 x 13 A001 HFR	£34.58	155 x 13 A007	£27.10
225/60 x 13 A001 Std	£36.36	165 x 13 A004	£28.18
225/60 x 13 A001 HFR	£38.03	165/70 x 10 GX 501	£21.90
205/70 x 14 A001 Std	£37.64		
205/60 x 14 A001 Std	£37.55	A007 = Forest, A004 = Wet Mud	
105/65 x 14 A001 Std	£31.95	A001 Std = Fast Road	
		A001 HFR = Comp Tarmac	

KLEBER/FIRESTONE

	SR	HR
145 x 10 T/L	£15.97	N/A
145/70 x 12 T/T	£17.75	N/A
155/70 x 12 T/L	£18.75	N/A
165/70 x 12 T/L	N/A	£27.20
145/70 x 13 T/L	£21.20	N/A
155/70x 13 T/L	£20.75	N/A
165/70 x 13 T/L	£21.25	£27.75
175/70 x 13 T/L	£23.65	£32.65
185/70 x 13 T/L	£28.50	£38.75
195/70 x 13 T/L	N/A	£42.25
205/70 x 14 T/L	N/A	£53.25

T/L = Tube Less T/T = Tube Type

PIRELLI

	P6	P7
185/60HR x 13	£47.25	/
205/60HR x 13	£61.25	/
205/60VR x 13	/	£82.50
185/60HR x 14	£51.25	/
185/65HR x 14	£53.35	/
195/60HR x 14	£67.65	/
195/50VR x 15	/	£103.25
195/60HR x 15	£68.75	/
205/60HR x 15	£72.95	/
205/60VR x 15	£91.85	/
235/60VR x 15	£127.80	/
205/55VR x 16	/	£151.25
225/50VR x 16	/	£171.95

ALLEYCAT ALLOY

	Rally	Slot
5 x 10	N/A	£21.50
5 x 12	£25.50	£26.85
5½ x 13	£28.50	£27.40
6 x 13	£30.50	£29.85
7 x 13	£33.45	£34.85
8 x 13	£35.50	£36.50
6 x 14	£37.25	£39.95
7 x 14	£40.85	£43.75
5½ x 15	£36.85	N/A

Alleycat Rally and Slot use standard nuts



TOP QUALITY REPLICA ALLOY WHEELS

STYLE 6.7

Alfasud, Ritmo, Delta, Solara, Kadett, Ascona, Golf, Scirocco, Passat, Jetta, Escort, Volvo 240

6 x 13 £31.95
5½ x 14 £35.00



STYLE 6.7

STYLE 2

Golf, Scirocco, Passat, Jetta, Audi 80

6 x 13 £31.95
6 x 14 £35.25

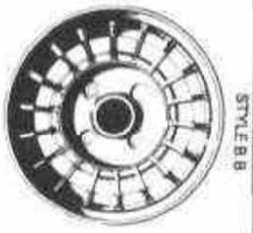


STYLE 2

STYLE 8.8

Alfasud, BMW 3 & 5 Series, Ford Escort, Lancia, Delta, Beta, Kadett, Talbot Horizon etc., Ritmo

6 x 14 £35.50



STYLE 8.8

COMPOMOTIVE

Available in:

5 x 10	£18.95
5 x 12	£21.50
5½ x 13	£27.85
6 x 13	£27.95
7 x 13	£32.50
8 x 13	£35.50



COMPOMOTIVE 3 PIECE

All 3 piece wheels, all off sets to order

Available in

5½ x 13	£57.70	7 x 13	£61.06
6 x 13	£58.82	Also available 7½, 8, 8½, 9 & 10"	
6½ x 13	£59.95		

MISTRAL ALLOY

Main Importer for Mistral



(Minilite look-alike)	
5 x 10	£21.50
5 x 12	£23.95
5½ x 12	£25.95
5½ x 13	£29.95
6 x 13	£31.50
7 x 13	£34.95
5 x 14	£29.25
6 x 14	£33.00
7 x 14	£35.25
6 x 15	£36.00

Use standard wheel nuts with most Mistral
*Now in stock all front wheel drive fitments (i.e. Golf, Fiesta, Astra, etc)

WHEEL SPACERS

For most cars

3/16"	£5.25
3/8"	£9.95
3/4"	£11.95
1"	£13.95
1¼"	£12.60

Post £1.50 per set

CASH AND CARRY DETAILS

All **Tyres** and **Wheels** can be sent **Mail Order**. Please send £3.50 per 2 wheels or 2 tyres. These prices are for UK mainland, otehr areas on request

MAMBA ALLOY

5 x 10	£22.95
6 x 10	£23.97

Price includes nuts



REVOLUTION ALLOY

R = Road
C = Competition

5 x 10 (R)	£31.80
6 x 10 (C)	£34.20
5 x 12 (R)	£35.40
6 x 12 (C)	£37.80
5½ x 13 (C)	£48.80
5½ x 13 (R)	£38.75
6 x 13 (R)	£40.00
6 x 13 (C)	£48.00
6½ x 13 (C)	£51.10
7 x 13 (C)	£51.90
7½ x 13 (C)	£55.40
8 x 13 (C)	£56.50
8½ x 13 (C)	£62.00
9 13 (C)	£65.20
10 x 13 (C)	£70.00
12 x 13 (C)	£84.50
6 x 14 (R)	£44.60
7 x 14 (R)	£53.80
6 x 15 (R)	£54.60
7 x 15 (R)	£59.40
8 x 15 (R)	£64.80
8 x 15 (C)	£71.80

This price does not include wheel nuts or bolts. These are £12 per 16, £16 per 20 extra (wheel price includes centre cap); except competition wheels. Spare revolution centre caps £1.25 each. Good discount available on Revolution. Please enquire



WHEEL ACCESSORIES

Chrome tube nuts (each)	£1.25
Chrome wheel bolts (each)	£1.30
Standard chrome nuts (16 pack)	£11.95
Wolfrace magnetic locking wheel nuts (set of 4)	£16.95
Cosmic locking wheel bolts (pack of 4) and locking wheel nuts, standard nuts (4)	£11.50
Cosmic lock nut sleeve nuts (4)	£12.95
Bolt-in valves (set of 5)	£6.50
Long Ford wheel studs (each)	95p
Long Mini studs (each)	95p

CARMONA

6 x 13 £31.95

BMW 3 Series, **FIAT** Ritmo, X19, 131, **TOYOTA** Carina, Corona, Corolla, Celica, Starlet, **MAZDA** 323, RX7, 626, **DATSUN** Sunny, Violet, Bluebird, **COLT** Lancer, **FORD** Taunus, Capri, Cortina, Escort, Fiesta, Sunbeam



WELLER & 100+ STEEL WHEELS

Beautifully made steel wheels.

each	Super Mag	8 spoke Chrome steel	8 spoke c/w pinstripe
5 x 10	£12.75	£27.25	£13.75
5½ x 10	£12.75	—	£13.75
6 x 10	£12.75	—	£13.75
5 x 12	£16.50	—	£18.50
6 x 12	£16.50	—	£18.50
5½ x 13	£16.50	£29.95	£18.50
6 x 13	£16.50	£29.95	£18.50
7 x 13	£18.45	—	£18.50
8 x 13	£24.85	—	£24.85
7 x 14	£24.85	£41.85	£24.85
8 x 14	£24.85	—	£24.85
7 x 15	£27.25	£43.00	£27.25
8 x 15	£27.25	£49.86	£27.25
10 x 15	£30.40	—	—

*Extra £3.00 per wheel 14" and 15" for van use. 8-spoke wheels are white painted complete with pinstripe, other wheels are painted silver.

Certain 8-spoke chrome prices more than quoted (i.e. BMW). Please check before ordering.

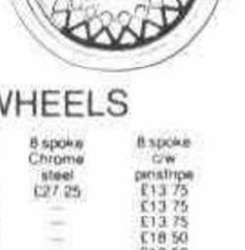
WOLFRACE SONIC ALLOY

5 x 12 Reduced to	£41.50
6 x 13	£55.00
7 x 13	£60.00
6 x 14	£66.00
7 x 14	£67.50
6 x 15	£67.50

Price includes nuts, washers and centre cap

WOLFRACE ALLOY SLOTS

5 x 10	
5 x 12 Metro	£34.00
5½ x 13	£43.00
6 x 13	£42.50
7 x 13	£53.50
8 x 13	£54.56
6 x 14	£61.00
7 x 14	£65.00
6 x 15	£65.00
8½ x 15	£68.56



Also in stock Mercedes Replica O.E. Alloy Wheels
8 x 14 Only £36.50 each.

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1983 (Oct.) 928S Auto. Pewter metallic, brown check velour, PDM, rear glove box. 500 miles only. **£28,800**
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1980 (Aug.) 911 SC Targa. Arrow blue, blue cloth trim, PDM, 29,053 miles. **£14,500**
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1982 (Aug.) 944 Lux. Guards red, black white pinstripe, PDM, factory sunroof, c c holder. 18,000 miles. **£14,950**
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1981 (Aug.) 924 Lux. Pewter metallic, brown beige Berber trim, PDM, glass sunroof, c c holder. 33,000 miles. **£8,750**
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SCIMITAR GTC Auto 1981 X. Panama yellow, 12,000 miles, 1 Owner, all extras. £8,750.



PORSCHE 928 1980. Guards Red, Auto, Sun Roof, Full History. £15,950.



MERCEDES 230 1978. Auto, White, Air Cond, Electric Roof. Full History. £5,795.



SCIMITAR GTC 1981. Manual Overdrive, 1 Owner, Full History, All extras. £8,500.



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SCIMITAR GTE 1979. Auto, Duo Green, PAS. £4,895.



GOLF GLI 1980. Silver Blue, Full History. £5,750.



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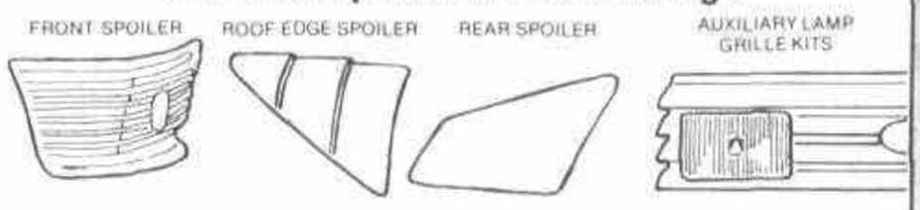
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Hella spoilers and grille kits are now available for a wide range of British and foreign cars. Check with your Hella stockist for latest availability on specific models/dates.

	FRONT SPOILER	REAR SPOILER	AUXILIARY LAMP GRILLE KITS
AUDI 80		•	
AUSTIN/MG: Metro			•
BMW: 3 series	•	•	•
DATSUN: Cherry		•	•
DATSUN: Sunny		•	•
FORD: Cortina, Mk 4		•	•
FORD: Escort	•	•	•
FORD: Fiesta			•
FORD: Granada			•
MAZDA: 323	•	•	•
MAZDA: 626			•
OPEL: Kadett	•	•	•
PEUGEOT: 305 and 504			•
RENAULT: R5		•	
SAAB: 900		•	
TOYOTA: Corolla		•	•
VAUXHALL: Astra	•	•	•
VAUXHALL: Cavalier 2 (Hatch)	•	•	•
VW: Golf	•	•	•
VW: Jetta			•
VW: Polo/Derby			•

Hella front spoilers are available either with or without auxiliary fog lights (Kadett & Astra not available with lights). Rear spoilers are supplied ready to fit to rear edge of boot lid or top edge of rear window, depending on model. All spoilers are supplied in matt black and can be painted to match vehicle. Full painting instructions are enclosed with each model. Drag coefficient reduced by up to 12% on production models.

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3 series

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Hartage Front Spoiler	£89.50
B/Car Front Spoiler	£69.50
B/Car Side Sill Kit	£75.00
B/Car Rear Quarter Sill Kit	£25.00
B/Car Front Grill Square Head lamps	£135.00
	£135.00
B/Car Rubber Boot Spoiler	£32.50
BBS Rubber Boot Spoiler	£60.00
Interstate Boot Spoiler	£34.95
BMW 3 series pre '83.	
Alpina Front Spoiler	£59.50
BBS Front Spoiler Ribbed	£68.50
B/Car Front Spoiler + spotlights	£99.00
Zender Front Spoiler + bumper	£99.00
Zender Rear Apron + bumper	£99.00
Zender Side Sill Kit	£85.00
Kamie Side Sill Kit	£85.00
B/Car Front Grill + Square H/lights	£180.00
Grant Rubber Boot Spoiler	£25.95
Interstate Rubber Boot Spoiler	£34.95
Zender Rubber Boot Spoiler	£66.00
Wing Air Splitters pair	£15.95
'BMW'/'323i' Rear Reflectors	£29.50
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5 series

BBS Front Spoiler Ribbed	£73.50
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Zender Rear Apron	£79.00
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Securicor	£3.50 per parcel.

PLEASE ADD 15% VAT TO ALL PRICES.

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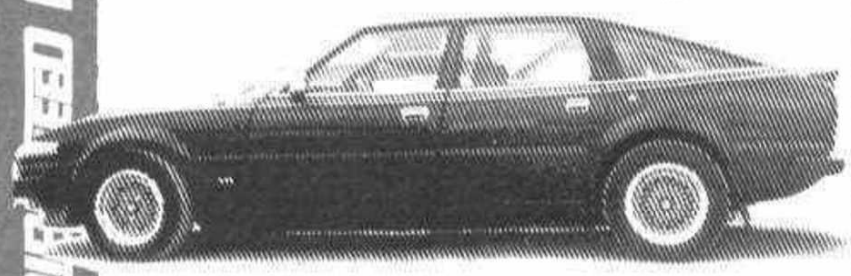


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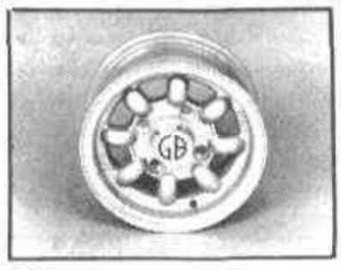
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Complete Kit
£59.50

Price per unit.	
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E type, XJ6, XJS Front	£21.50
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Cavalier, Victor Front	£18.00
Astra, Chevette Rear	£18.00
Carlton, Cavalier Rear	£17.00
Viva HA, HB, HC Rear	£16.30
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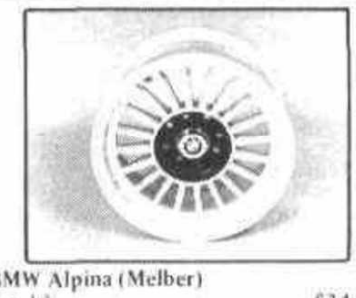


SPAX



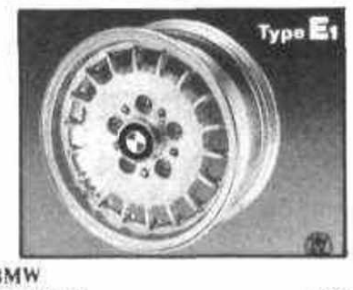
GB Alloy

5 x 10	£19.95
5½ x 13	£29.50
6 x 14	£34.50
5½ x 15	£37.50



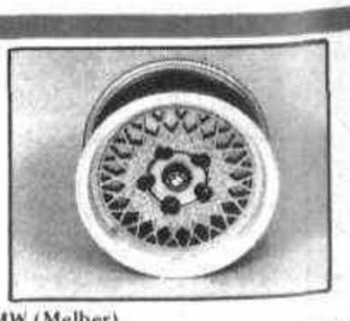
BMW Alpina (Melber)

6 x 13	£34.50
6 x 14	£35.50



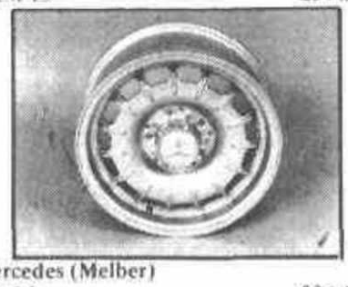
BMW

6 x 14 E1	£36.50
7 x 14 E2	£39.50

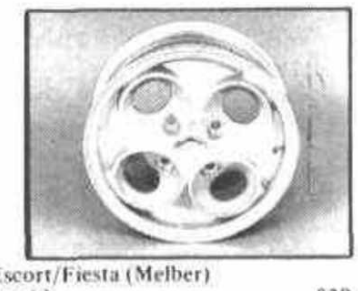


BMW (Melber)

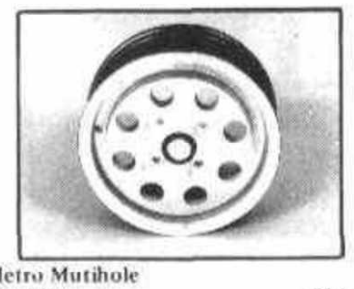
6 x 14	£34.50
7 x 14	£38.50



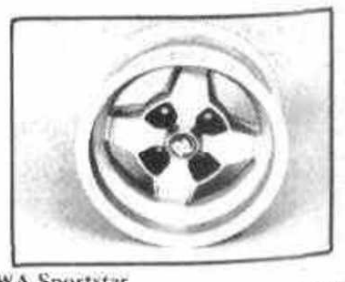
Mercedes (Melber)
6 x 14 £36.50



Escort/Fiesta (Melber)
5 x 13 £29.50



Metro Mutihole
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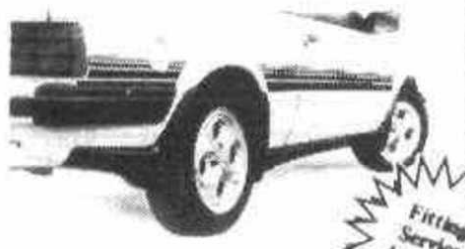
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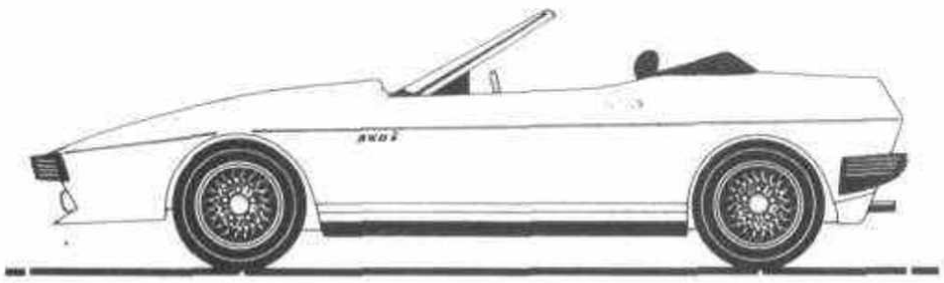
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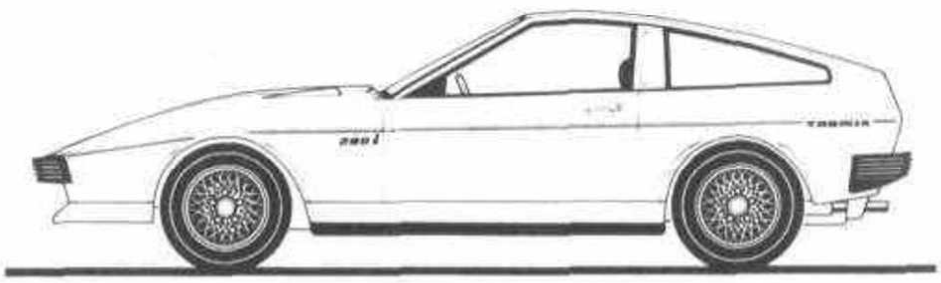
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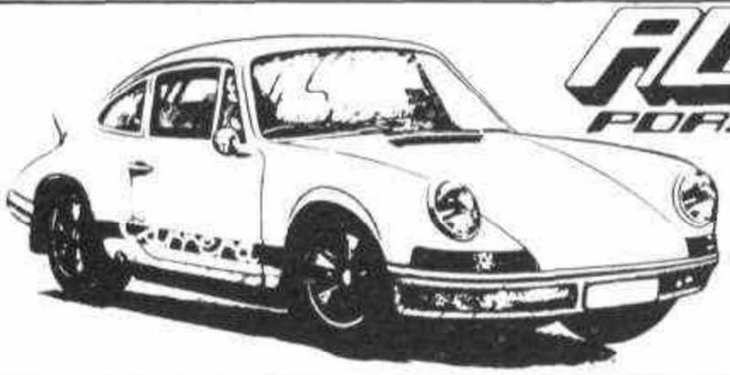
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TIP OF THE MONTH

What's yours worth? Market values for good earlier 911's are holding up extremely well at the moment, and are getting significantly out of step with the 'book' values used by Insurance Companies in the event of disaster.
Have you checked your valuation lately? With winter upon us, its well worth making sure your Insurers would accept a fair market valuation should the unthinkable happen.

The following is a brief commercial for some of our more popular oddments, in the hope that we might profit from the season of good cheer!

All prices include VAT.

CARS FOR SALE
Anybody out there this side of Spring?!



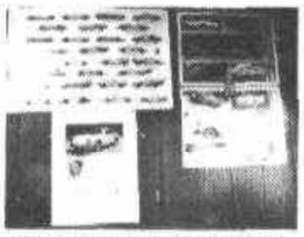
CARRERAS
'74 3.0 RS Lwt. Red, 14,000. The hen's tooth! **£36,000**
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Ditto, ripe for renovation! A subject for discussion.
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'75 2.7. Silver, black, 35,000. Mint. **£11,000**



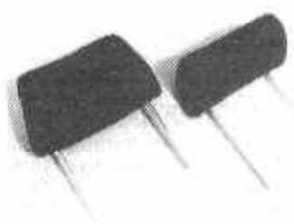
911 SC
'80 Sport spec. Red, black. 24,000. "Y" Reg. **£13,950**
'80 (Jan) Sport Targa. Silver, black, 43,000. Mint. **£14,250**
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935 Style 3.2. Red, black. We built 26,000 ago on '78 Sport. High speed individuality. **£13,750**



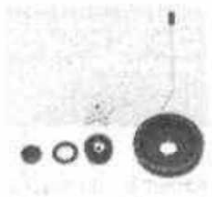
NEW! 924 front spoiler. Bolts on to all models. Needs paint to match. £97.75.



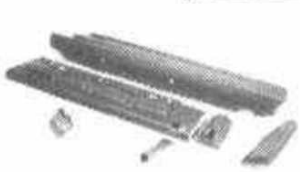
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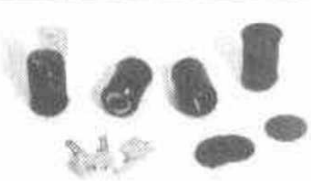
Recaro headrests, for 1969-73 911 or Recaro accessory seats. Each from £23.00.
Also seats at somewhat higher prices!



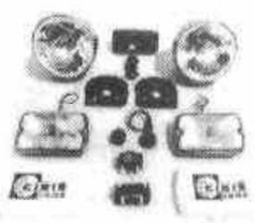
Anti-theft 911 interior door locks. Simple kit for 1970-76 models (will also fit earlier). Per door £13.80.



911 bodyshell renovation panels. A vast range of individual bits or kits available.
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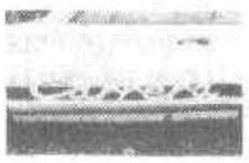
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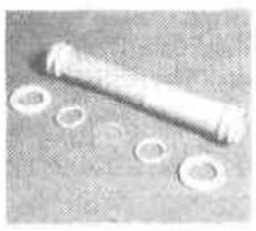
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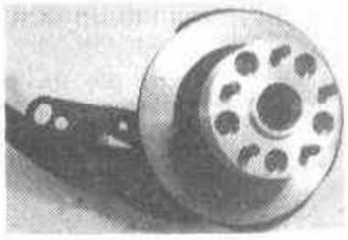
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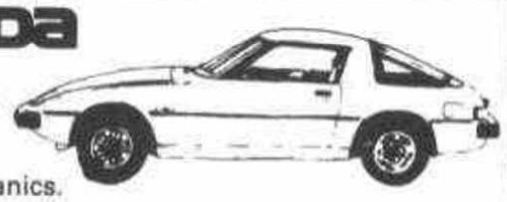
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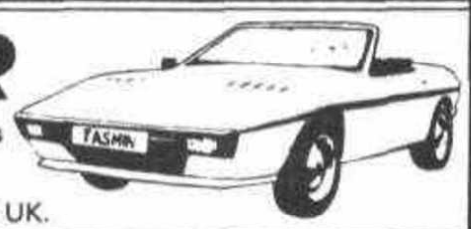
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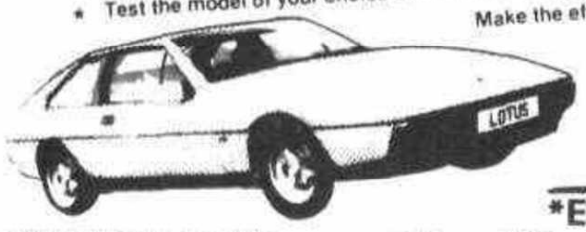
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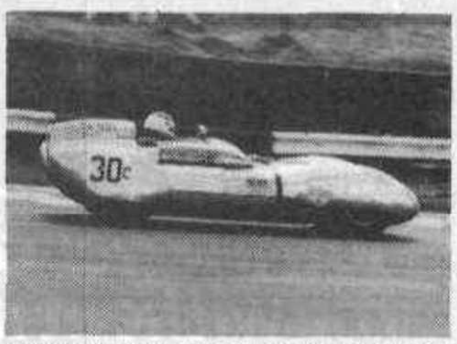




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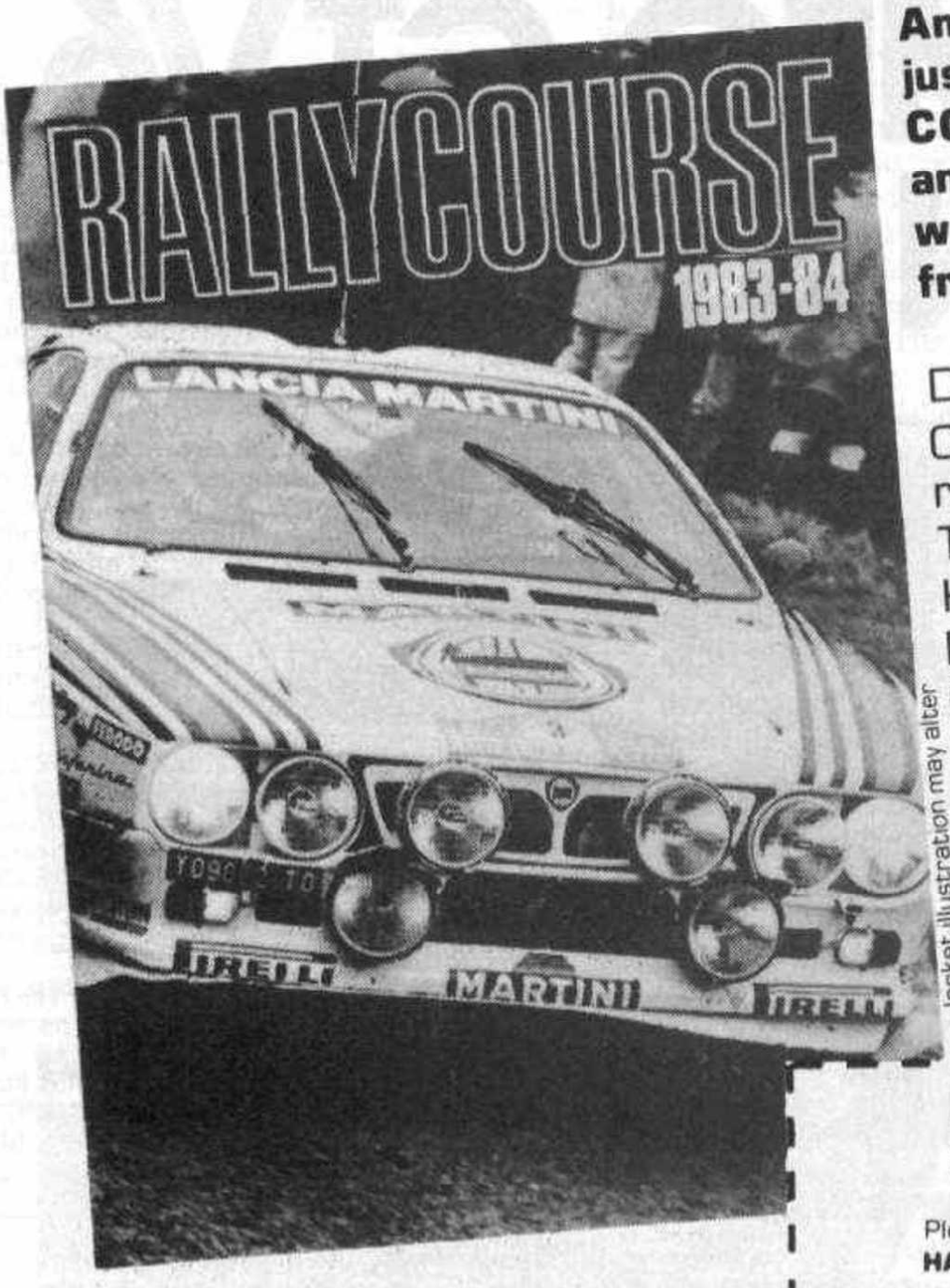
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FRONT COVER PICTURE: ON THE Veteran Car Run, Herr Brommer drives the Daimler-Benz Stuttgart Museum's 1904 Simplex with the Editor of MOTOR SPORT beside him. Apart from traffic hold-ups they ran non-stop to Brighton in approximately three hours.

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Matters of Moment

Brooklands — Another sad setback

A FURTHER blow has been struck at the hope of preserving part of Brooklands Track. The hopes of the Brooklands Society (and of Brooklands Track Ltd, the company formed to promote a museum there) have been sadly threatened by the latest developments relating to the Gallaher Group's agreement over a planning application made to Elmbridge Council. The Council had granted Gallaher's permission to erect a business complex on the Members' Hill in return for a 99-year lease, at a peppercorn rent, of that part of the site they did not require, Gallaher's to provide an access road, and to renovate the historic Paddock Clubhouse at a cost of £245,000. Elmbridge Council, not the Brooklands Society, wanted this land for the purpose of building thereon a Heritage Museum, with which the Brooklands Society would have been associated.

The snag is that Gallaher's now say they have made a mistake, and need *another 20,000 sq ft of this area*, on which to put up their office buildings and erect multi-deck parking facilities. They also propose *to demolish 250 yards of the Members' banking*, as Bass-Charrington destroyed the historic "flying-village" sheds on the Byfleet side some time ago. It is also understood that Gallaher's have withdrawn earlier permission for a circuit round the Members' Hill area, on which club events could have been staged at week-ends. When the Brooklands Society first spoke of the "40 acres" (later 35 acres) we sounded a note of caution, in case the new owners decided to expand their activities — sadly, this seems to be just what will happen. . . .

If the historic banking no longer forms a backdrop, and if tall buildings are put up, a Brooklands-orientated museum will have no point, and the appeal to motor clubs of driving tests in the area will be greatly diminished. It is too early to know the final outcome. But this change of heart by the Gallaher Group is a very sad blow to one of Britain's truly important historic heirlooms, at a time when many other old buildings, properties, and engineering artefacts are being enthusiastically restored and preserved.

In reporting this error, an astonishing one for a "blue-chip" company to make, you may think, a local paper emphasised the concern felt by the Brooklands Society, some of whose members have toiled hard to return parts of the Brooklands' bankings to their former glory. It commented that the Society's Treasurer, Ken Day, preferred not to enlarge on "the emotive issue," as it had reached a very delicate stage, and it said Peter Roddis, Chairman of Brooklands Track Ltd, was not available for comment.

However, a few days before the vital planning meeting Mr Brian Dinsley, Chairman of the Brooklands Society, did ask members to voice their feelings to Councillor H. Cohen, Chairman of the Elmbridge Borough Council's Planning Committee.

Nothing, it appears was resolved at this meeting, except that Gallahers were adamant over destruction to the banking, the one part as it happens on which the Council has not imposed a preservation order. Gallahers' excuse is that, to them, the banking is unacceptable architecturally which adds insult to injury. Rumour also implies that for security reasons Gallahers may demand no public access and then where would we be? Further planning meetings are due to take place later in November but after we have closed for press. If there is any good news emanating from them, this will be published in January.

So another blow has been delivered to those keen to stop further changes at this place so redolent of motoring and aviation history. We suggest that everyone who cares should take immediate steps to suggest to Gallaher's, in a way they might understand, that Brooklands must be spared further mutilation. Otherwise all hope will have gone this time. — W.B.

We wish our readers

A Happy Christmas and New Year

Motor Sport Fixture List for December

★ 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
Dec 3rd/4th	Caernarfonshire & Anglesey MC	Wellfield Car Park, Bangor 115/582722½	J. J. Brown Memorial Rally (Round *Motoring News* Championship Rally)	—
Dec 7th/11th	**AC Aosta**	**Italy**	**Rally d'Aosta (European Rally Championship Round) (INT)**	—
Dec 10th		**Kyalami, South Africa**	**1,000 World Endurance Championship Round (INT)**	**14.30**
Dec 31st	Port Talbot MC		Virgo Rallying (Round *Motoring News* Rally Championship) (R)	—
Jan 1st			**Paris to Dakar Rally (INT)**	—

Club News

Opel Manta Club

ONLY recently floated, the Manta Club is planning its first meeting at Donington Park Circuit on Sunday December 18. With the extraordinary increase in sales of these cars in the last year, there should be a lot of interest. Brian Kipping is the organiser and his address is 185 Bushey Mill Lane, Watford, Hertfordshire WD2 4PG.

RAF Rally Rescue

OVER the years many people have had cause to be grateful to this and other organisations for assistance on a variety of motoring events. Tim Thomas, Team Leader of the above group, has recently moved, and event organisers who wish to call on his services can contact him at 121 Zetland Road, Town Moor, Doncaster, South Yorkshire DN2 5EL.

Renault Alpine Register

ALPINES have never been officially imported by Renault UK, but a number have found their way across the Channel. Now a register is being established to help with spares and maintenance, and to put owners in touch with the very active French and German Clubs. The register is compiled by Hector MacKenzie-Wintle, 49 Churchfield Road, Acton, London W3 6AY.

Gilbern Owners Club

THOSE who run one of these Welsh rarities should note that the membership secretary, B. G. Fawkes, has changed his address to Hillside House, Newmarket Road, Royston, Hertfordshire SG8 7LZ. Tel: 0783 44602.

NMM Archive Films

THE third of the National Motor Museum's showings of archive film will take place on Saturday February 4 at the National Film Theatre. Amongst the rare items are "Fangio", shown only once since it was made in 1970, and a newly restored film of the 1907 French Grand Prix.

The programme begins at 8 pm, and tickets costing £3 are obtainable from the Box Office, NFT, South Bank, Waterloo, London SE1 8XT. Please enclose SAE.

Obituary

S. H. Grylls, CBE

IT WAS a great shock to learn that Harry Grylls had died at his Pershore home late in October, aged 74. He is well remembered as the Rolls-Royce Motors engineer who left Rugby and Trinity College, Cambridge, to join that Company in Derby in 1930, the last R-R engineer to have known and worked with Sir Henry Royce. Grylls became personal assistant to the Works Director at Derby after being employed in the experimental shops. In 1948 he went to the new Crewe factory as Assistant Chief Engineer, became R-R's Chief Engineer in 1957, and was appointed Technical Director by 1968. Grylls' work was of vital significance to Rolls-Royce, including as it did developing the V8 car engines, designing the synchromesh gearboxes and ifs suspension systems, and then designing the Silver Cloud and Bentley S-series models. Finally, he was responsible for the monocoque construction Silver Shadow that replaced the ageing Clouds.

I well remember how Grylls would preside over a lunch at Crewe with lively conversation, and how he parried with his dry wit and considerable skill some pertinent questions I asked him, on behalf of MOTOR SPORT, about the Silver Cloud, at a time when he wasn't permitted to divulge that this was obsolescent anyway. I was present at his skilled explanations of the complicated Silver Shadow when it was released to the Press, and it seems only yesterday that I talked with this modest, friendly gentleman about R-R matters after his retirement and was shown his VW Beetle — a car he loved and used as his only car, a great tribute to Dr Porsche! There are very few like Harry Grylls left in the world of motoring. His loss will be felt by a wide ranging spectrum of admirers, but most of all, of course, by his immediate family and his R-R colleagues. — W.B.

Invicta returns

The Invicta name has been revived on the Tredecim model, unashamedly styled on Jaguar's one-off XJ13, shortly to go into production at Plympton, Devon. The project is that of Robert Kennedy-Ping, who uses a steel tube space-frame chassis as a base and GRP bodywork, including carbon fibre and Kevlar materials, for the shell.

This ambitious project uses Jaguar engines amidships, these rebuilt and modified by Ron Beaty's Forward Engineering company. The 6-cylinder version is taken out to 4.5-litres and a claimed 275 bhp, the V12 to 5.7-litres and 400 bhp, or to 6.4-litres and 500 bhp. Prices will range from £20,884 to £27,784 for the complete cars.





CLIFF MAINWARING, from South Glamorgan, was the winner of a Vauxhall Astra GTE in a competition sponsored by Sealink, Rothmans, Vauxhall-Opel and Demon Tweeks, open to readers of MOTOR SPORT and Motoring News. *Mr Mainwaring accurately estimated the distance between Sealink's ports around the coast of Great Britain, and was presented with the car by Derek Bell, seen here with Rothmans girls Karen Gibbs and Rosie Anne Coote.*

Aumonier in charge

BRDC DIRECTOR Pierre Aumonier has been appointed President of the FISA World Endurance Commission, with the difficult task of reconciling the American IMSA organisation — or another body, if M. Balestre's threat is carried out — with the prevailing Group C regulations. Mr Aumonier has been Secretary of the BRDC since 1979, and is the organiser of the Silverstone endurance race in May.

Mr Aumonier has also been elected as a member of the newly formed FISA Formula Two working group, having been a member of the F2 Alliance of Organisers since 1976.

Bristol Cars diversify

So many customers are sending their cars back to Bristol Cars for restoration that the company is now expanding that side of the business, often using the craftsmen who originally built the vehicle. "In the late 1940s, when Bristol Cars started making cars, competition to make the most cars on the shop floor was so great that the company found itself with more roof panels, door panels, engine parts, etc, than cars," the statement tells us. The parts, all lovingly stored, and the original jigs are being used for the restorations.

Three-piece wheels from BBS

COMPOSITE wheels have been indispensable to racing teams for many years, but their popularity on the open market has been slow to develop. BBS have now come into the market opened by Compomotive and Revolution with a modular alloy wheel which was seen on the Tickford Aston Martin Lagonda at Motorfair, Tickford being one of six UK dealers franchised by the Kitz Group, part of VAG at Milton Keynes.

The wheels are manufactured in three sections, the centre, inner and outer rims held together by 32 bolts. It is claimed that they are 20% lighter than conventional alloy wheels, with the extra advantages that the wheel widths can be altered by changing the centre section, and damaged outer rims can be replaced after a kerbing, for instance. Rims are available now for Audi, VW, BMW, Mercedes and Porsche models.

BRSCC motor sports show

THE BRSCC will stage its second motor sports show at the Cunard International exhibition centre in West London from January 6th to 13th, and expects more than 80 exhibitors to have even more cars on display. The show will be organised by Peter Browning, who will shortly leave the BRSCC having held the post of executive Director for the past 10 years.

Peugeot 205GT

TOP MODEL in Peugeot / Talbot's new "supermini" 205 range so far is the 105 mph GT, using the power unit of the Samba S, which we recently tried. Unusually for a car in this class, it has five doors, and the extremely handsome lines enclose a very space-efficient interior, which benefits from the novel rear suspension developed for the 305. As a result, there is no intrusion into the boot-space, while split rear seats are a bonus. Driving comfort is good, with a nice upright position, although the instrument binnacle seems rather dated.

On the move the 79 bhp engine proves to be a willing performer, 0-62 mph coming up in 11.6 sec, but the real pleasure of this fwd hatchback is the taut feel to the stiffened suspension (Macpherson struts up ahead, trailing arms supporting the luggage, and anti-roll bars at both ends). Grip from the 165/70 tyres is reassuring rather than spectacular, while the ride is firm and flat. A five-speed 'box and a lower final drive ratio than on lesser models rounds off this £5,395 package — but the best news is that there is more to come.

Peugeot intend to emphasise a sporting flavour in their range, and to follow the 505GTi and the 305GTi, there will be a 205GTi with a 107 bhp 1,600 cc engine capable of over 110 mph. Although smaller, this three-door will be facing Golf and Astra, so let's hope it realises the potential the GT hints at.

In addition, following its second place achievement on its début event, limited numbers of the complex 4wd Turbo 16 rally car, based on the 205, will go on sale next year at around £25,000, and a small proportion of these can be expected to find their way to Britain. — G.C.



ROAD IMPRESSIONS

Citroën BX — more European

YOU cannot be indifferent to Citroëns. "Typically French" is most people's reaction to an infuriating mixture of excellent design, outstanding ride and powerfully servo-ed brakes, lounge comfort — yet marred by heavy steering, an antiquated drum speedometer, non-cancelling indicators and a thoroughly confusing system of lights operation. Yet the latest car, the BX recently introduced to the British market, is more European than previous models from Citroën have been, and the makers are now aware that there is sales resistance to their more *avante garde* features.

So the UK advertising theme is "Loves Driving, Hates Garages", drawing attention to the fact that it needs only 10¼ hours' servicing in 60,000 miles (less than a Ford Sierra or an Austin Maestro). The hydropneumatic suspension is sealed for life, having no shock absorbers to worry about, and has four ground clearance height settings so that you can bring it down low for loading-up heavy objects, or raise it up high for cross-country driving.

At £6,100 the top-of-the-range BX16 TRS that we tested seems to have most of the luxury features that you'd expect of a more expensive model, save for a radio set; four doors, of course, central locking and electrically operated windows, a rear wash/wipe system, height adjustable seats, a fold-up rear seat system to make more luggage space, Michelin's sporty TRX tyres on alloy rims, and a full systems warning on the fascia.



SMOOTH, flowing lines of the Citroën BX contribute to a drag coefficient of 0.34. The bonnet, roof and rear hatch are all made of strong plastic, reducing weight.

A new 1,580 cc alloy engine develops 92 bhp, with a belt-driven single overhead camshaft and a crossflow alloy cylinder head, Weber aspirated. The engine is leaned back at a 30-degree angle (but not as much as the 1,360 cc unit which is 72 degrees from vertical), and drives the front wheels through a five-speed gearbox.

The inclination of the power unit helped the designers to achieve Citroën's customary low-drag shape, the drag coefficient being 0.34 in the case of the TRS. The durable plastic bonnet falls to the (plastic) bumper bar line, the air intake being underneath; composite polyester-glass fibre, to give it its proper name, is also used for the roof panel and the rear hatchback, as well as lining the wheel arches, all assisting in making the BX's bodyshell 80 lb lighter than that of the smaller GSA model. The kerb weight of the TRS is 950 kg, 2,094 lb.



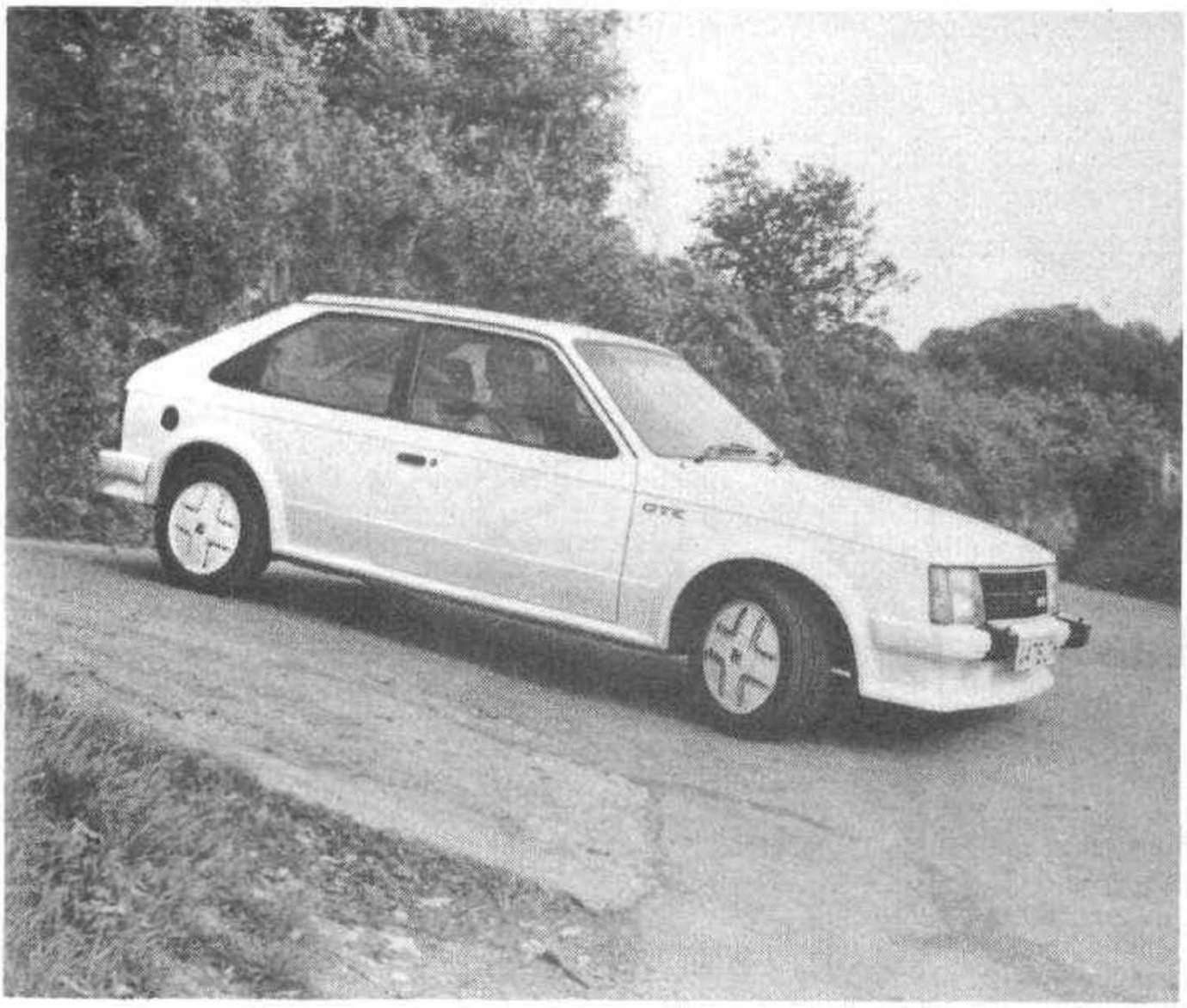
THE Citroën's fascia has a clean, futuristic look, but the instruments are difficult to read and the switchgear is decidedly awkward.

You can almost tell the nationality of a car by its interior. The Germans like hard seating, the French prefer soft seating, the British . . . well, we prefer walnut trim, so long as you don't actually have to sit on it. The Citroën's seats are soft but superbly comfortable and supportive, the sort you'd like to take into your home if you could. Ahead, there is a single-spoke steering wheel but no column mounted levers, every function being controlled by slide and rocker switches on both sides of the binnacle.

In time, one could get accustomed to the non-returning indicators, though quite why we should be expected to is not clear. In time, maybe, we would get used to the complicated lighting system although after even a week of use we still made mistakes, selecting main beam when we wanted dipped, and going to sidelights when we wanted main beam; there *must* be a better way of doing it!

The automatic choke did not function particularly well on our test car, causing a good deal of hesitancy in the first mile, and we had to check the handbook to confirm that the TRS does not have a choke knob. When warmed up the aluminium power unit is eager to perform, giving a very fair level of performance to a family car that doesn't have any sporting pretensions: 0-60 mph in 11.0 sec, and a top speed of 109 mph (claimed) are well up in the class, as is the overall fuel consumption of 29.5 mpg. The

Continued on page 1452



IN GTE form the Vauxhall Astra is lively, economical and refined.

Vauxhall Astra GTE

Ascendant

ONE of the most pleasing developments in the British motor market over the past five years has been Vauxhall's increasing market share, from around 9% to over 14% at the present time. The Luton company's renewed fortunes are due to the acceptance of the Cavalier, the Astra and the Nova in the three key areas, so we were particularly keen to test the Astra GTE which is going to do a lot for Vauxhall's image in the sporting market, being a worthy addition to the high performance saloon niche opened by the VW Golf GTi and the Ford Escort XR3i.

Would the GTE be a disappointment? Would it be flabby, breathless and softly suspended, as we remembered previous Vauxhalls with sporting pretensions to be? No, no and no! The influence of Opel, and of rally development, have had a profound effect on the GTE (closely related to the Opel Kadett GTE, of course), and after covering 800 miles in the Astra in the space of a week we decided that we liked it very much indeed. And, unlike the Golf and the XR3i, the Vauxhall is built in Britain, at Ellesmere Port.

Careful development has virtually eliminated the more unwelcome aspects of powerful front-drive concepts, such as poor traction under acceleration and tug on the steering wheel when you are gunning round a slow corner. In these respects the GTE goes to the top of the class, almost completely disguising its front-drive layout despite having a healthy fuel-injected 115 bhp under the bonnet in a chassis weighing 2,160 pounds at the kerb.

Vauxhall have taken care not to compete head-on with the GTi and the XR3i, by endowing the GTE with exceptionally high gearing. At first we thought the GTE to be rather sluggish, contrasting with the lively, accelerative counterparts from Ford and Volkswagen, but realised soon enough that the throttle needs firm pressure to the floor to get the best results, and that the speedometer is winding up very quickly — certainly faster than we realised, indicating in a positive way that the Vauxhall is extremely refined.

The Astra scores over its rivals in having a longer wheelbase (99.2 inches, against 94.2 for the Escort and 94.5 for the "old" Golf), more interior space, and a little more power too, 115 bhp coming from the 1.8-litre engine compared with 112 bhp from the Golf's injection unit, and 105 bhp from the Escort's 1.6-litre engine. The power advantage is offset by the Vauxhall's greater kerb weight, being a full 230 pounds heavier than the Golf and 130 pounds heavier than the Escort, yet it has the highest top speed at 116 mph, three more than its rivals achieve. By this reckoning the Astra GTE has stolen a march on the Golf 2 GTi, which will be more on a par as regards size and weight when it reaches the British market in 1984.

Black interiors are *de rigueur* these days for sporty cars, which may not please everyone, and we would opt for a transparent removable sunroof which was not fitted on the test car (a £134.55 option) to relieve the gloom. The Astra does offer particularly good value for money, the standard price being £6,738 which includes the striking body-colour alloy wheels, 5-speed manual transmission, tinted windows, and a mono radio (for the £147 that it costs as an option for less expensive Astras, we'd have expected full stereo!). It slots in neatly therefore, between the XR3i at £6,520 and the GTi at £7,156, though the Opel Manta GT/E Coupé at £6,794 might prove to be a joker in the pack. Notable omissions from the Vauxhall's options list are central locking and electrically operated windows, both of which might be selected by a typical customer.

Continued on page 1452



THE 1.8-litre injection engine is installed transversely in the GTE and develops 115 bhp. High gearing in fourth and fifth ratios give the Vauxhall a relaxed gait.

Interview

Gordon Murray — the making of another Brabham Champion

"AFTER the *debacle* at Zandvoort when Prost took Nelson off, we all came back to the factory and joked 'well, all we've got to do now is to win the next three races' . . . and that's what we went and did!" Brabham designer Gordon Murray relaxed contentedly as he reflected on Nelson Piquet's late-season surge to snatch the World Championship title for the second time. On paper it might have looked to some people like a re-run of 1981, when Piquet grasped his first Championship title in the final race of the season at Las Vegas. But Gordon Murray is quick to point out that the pattern of the 1983 season wasn't the same at all.

"The main difference between '81 and '83 is that this year there were several other races that we should *really* have won in addition to the four we did. We should have won Detroit easily after Arnoux's Ferrari retired; Nelson was well ahead until he picked up a puncture in the closing stages. There's nothing you can do about things like that. Then there was Imola. We were going for a fourth win in four F1 outings there when Patrese made a mistake and crashed just after taking the lead. And Hockenheim, Nelson had that fire caused by a cracked fuel filter. But he was on course to catch Arnoux at the time, although whether he'd have actually managed to *pass* the Ferrari once he'd caught it is another matter, of course.

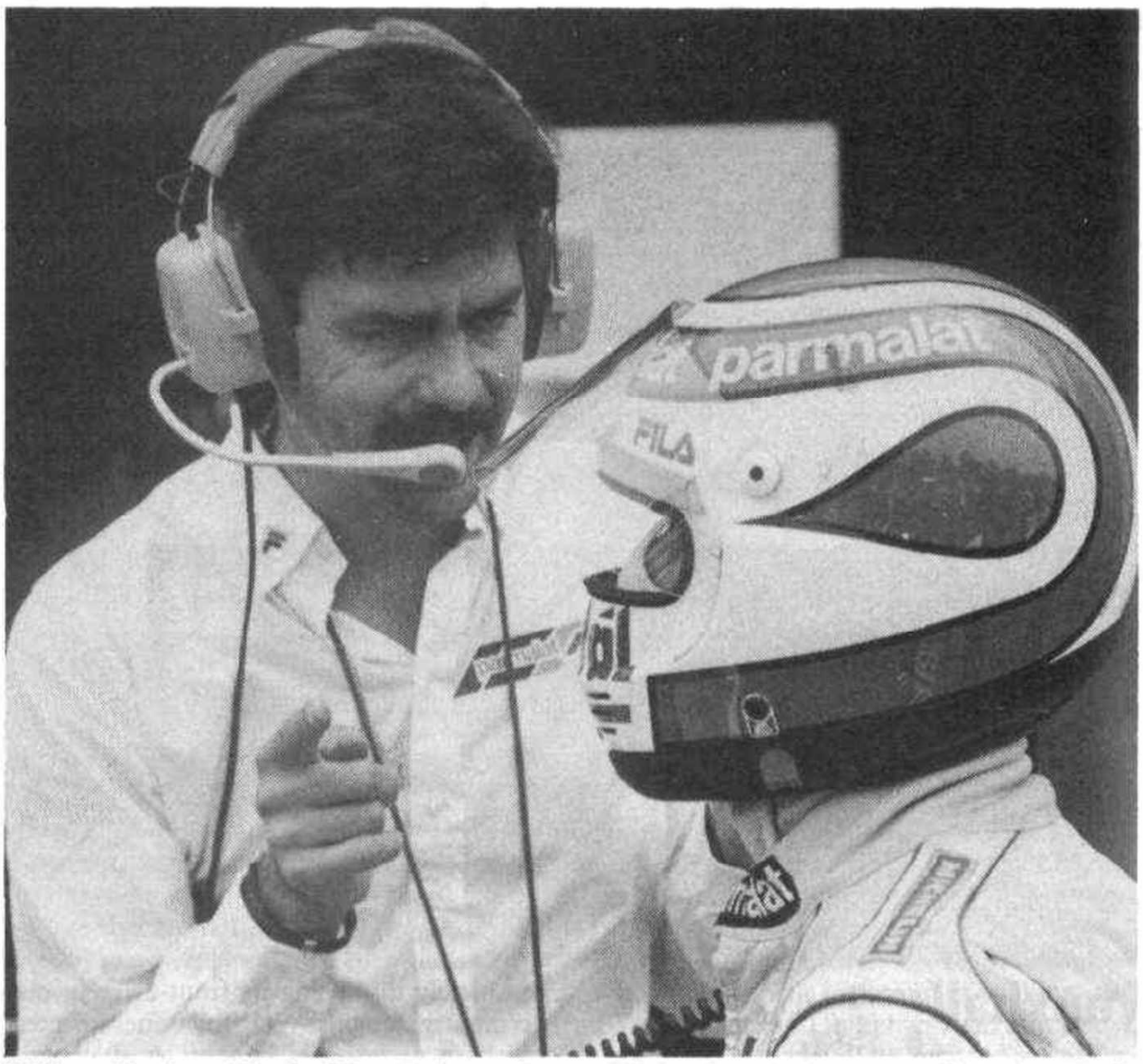
"In Austria, the one place where pit stops matter more than almost anywhere else, we got Nelson out into the lead again before Arnoux caught him. He should have won there easily, but the engine mysteriously lost power. OK, the BMW part of our equation suffered a lot of failures this season, but they were different sorts of failures compared with those we'd been suffering in 1982. Last year we suffered a lot of major internal breakages stemming from the fact that we were developing a whole area of technology which was new to us. This year many of the problems have been failures that stem from quality control; cracked exhausts and fuel filters. But at the end of the day I guess you could say that Renault's lucky streak, their impressive finishing record, ran out just at the time we were due to have our helping of good fortune. And that's the way it worked out. It's ironic, but at the time people regarded the Prost / Piquet tangle at Zandvoort as working in Alain's favour as far as the Championship was concerned, but in the end it was to Nelson's advantage. . . ."

Murray has now worked for the Brabham F1 team for 14 years, 12 of them since Bernie Ecclestone acquired control of the team from Black Jack's original partner Ron Tauranac. It has been a partnership which is easily understood by many, but baffling to some. The autocratic Ecclestone, a self-made millionaire to whom the Brabham team is but one of a number of business interests, has a reputation as a demanding and uncompromising employer who exacts tremendous commitment and loyalty from those who choose to work for him. Put simply, Bernie drives a hard bargain, both from a financial and work-load point of view. Many say he's difficult, but few dispute once he's made up his mind that a man is right for a particular job, he lets him get on with it. Gordon Murray's relationship with the compact, dapper little entrepreneur is the epitomé of that philosophy. The South African-born designer has been responsible for some of the most technically interesting and imaginative F1 cars to be seen over the last decade. Not all of them have been successful: Murray's ideas for surface cooling on the original BT46-Alfa didn't work, and while his "fan car" variation was certainly a highly effective and novel method of obtaining the downforce that he was prevented (by the flat-12 engine's configuration) from generating by "conventional" ground effect means, it was eventually outlawed.

More recently, however, Murray's design talents have been concentrated round the BMW four-cylinder turbocharged engine, and while his original BT50 design could be regarded as an evolutionary development of the successful BT49-Cosworth theme, changes in technical regulations for 1983 prompted Gordon to start with a completely clean sheet of paper for this season's F1 programme.

In November 1983 the sport's governing body, FISA, decreed that the business of under-car aerodynamics would be severely restricted by a new rule which demanded flat bottoms for Grand Prix cars from the start of 1983. There was no longer any point in having large side pods, so Murray pencilled an impressively slim, distinctive new design which came into being as the BT52 in time to win its first Grand Prix in Brazil at the start of the Championship contest.

"I think that Nelson's victory with the BT52 at Rio was the single most memorable moment of the year for me," admits Murray happily, "perhaps giving me even more of a kick than winning the Championship itself. You see, that win came at the end of what had been, without any doubt, the hardest winter ever for the Brabham team. We worked non-stop, seven days a week for three-and-a-half months. We were under such pressure that our fibreglass guy actually brought a sleeping bag into the factory at one point and snatched only a couple of hours' sleep each night. That is the sort of pressure you're under when you're



THE combination of Gordon Murray's design talent and Nelson Piquet's fast, mature driving brought the Brabham team to its finest pitch at the end of the season.

designing and building a new car.

"And by that I mean a *new* car. I'm not talking about the sort of work we did in 1979, when we cut the back off the BT48's fuel tank and revamped it into the first BT49. Nor am I talking about developments like the Lotus 94T in the middle of this season; I looked at the Lotus at Silverstone and I reckon that perhaps 50 per cent of the components, perhaps a little more, were really *new*. What I'm talking about is a project like the BT52 where the only thing interchangeable between it and the BT50 is the brake pedal, clutch pedal and steering wheel! Even the rivets we used were different!"

Gordon freely admits that he never wants to go through that much sustained pressure ever again. The stress became really quite worrying and there was the continual concern that, if the BT52 wasn't actually ready "we just couldn't go to Rio, plain and simple. . . ."

In that connection Murray has a great deal of praise for the way in which BMW have supported the Brabham cause — both from the point of view of materials and attitude. "What I think helps the relationship is that BMW's Competition department is a relatively tight unit, rather like our company. By Renault and Ferrari standards I think they've got a pretty small outfit. They were fantastic about the new rear end arrangement that I had drawn up for the BT52: it meant that they had to re-vamp various components on the engine, re-positioning turbochargers and so on. Initially they said 'you're joking?', but they pulled the stops out and had those engines ready in time for us to race the new car in the first Grand Prix. I feel that our relationship with BMW has now developed into something much more than that between a constructor and an engine supplier. You need a really deep relationship with the personnel to get this sort of job done and I'm happy to say we've got it. There's absolutely no bull of any sort between us!"

Murray was concerned at the start of the season that the new regulations might make the cars less safe than they had been in the ground effect era, from the constructional point of view, but he admits that "on reflection I've been pleasantly surprised." However, the man who pioneered the current vogue for fuel stops with the BT50 says he's a little concerned about the change in that particular rule for '84. "I'm a bit worried about the effect of 220-litres of concentrated fuel, with no breathing space, tight in behind the driver, as compared with this season when we didn't have full fuel loads at any time". In fact, following on from this, Murray is against fuel capacity limitations of any sort in the current climate for two very specific reasons.

"Firstly, a fuel capacity limit is almost impossible to police effectively," he explains, "and it virtually encourages the expensive development of two different engines. I mean, the requirements of an engine during qualifying and the race are going to be widely divergent. In qualifying fuel economy doesn't matter: all you need is a very powerful engine to set a very quick time. In the race you need a more moderate unit that will race for 200 miles on the 220-litres allowed. That's going to make the whole business even more expensive." A final *bête noire* of Murray's is the F1 minimum weight limit — in fact *any* minimum weight limit. "What the hell do you need it for in this day and age?", he enquires forcefully, "people who've built bad cars will always build bad cars and the imposition of a weight limit is never going to change that fact. . . ."

Turning the conversation to his drivers, Murray obviously has a tremendously high regard for Nelson Piquet and is firm in his views about the benefits to be gained from bringing a new lad up from the bottom in an F1 environment. "When we first had Nelson in the team in 1979, he had no pre-conceptions, nothing. We could train him to work in our way and that's been a great benefit over the years. He's a tremendously intelligent and perceptive test driver, perhaps even better than Niki Lauda was, and he's also very easy on the cars — perhaps, *again*, even easier than Niki . . ." In this connection it's interesting that Murray confirms Riccardo Patrese "much harder on the car than Nelson . . . in fact it's always something I've never been quite able to work out; why one driver should be that much easier on brake pads, for example, when he's going just as quick if not quicker, than the man who's very hard on them. I would have thought there was just as much kinetic energy to dissipate. . . ."

Interestingly, Gordon feels that the new flat-bottomed cars are significantly easier for the drivers to handle. "I think that the driver is far less important than he was in the era of ground effect. That final half-second with a skirted car really was tremendously difficult to get. You had to be so precise on speed and steering that only a small handful could really get the best out of a skirted car. Now there's more a driver can put a car through and still regain control. However, other peripheral aspects of a driver's capability are more important now: I think it's more difficult to drive a race distance effectively, looking after tyres and keeping fuel consumption in mind, than it was a couple of years ago. This is where Nelson scores in my view. He is a complete driver, quick enough to do the job and sufficiently sensitive to appreciate that racing isn't *only* about going quickly."

Of drivers in rival teams, Murray admits that he hasn't had a great deal of time to study form at any great length, "but Boutsen's race finishes and qualifying positions with that Arrows have been impressive. Keke Rosberg has come on well; by that I mean that the peak of his ability is yet to come. And, of course Prost has done a good job. Hitherto I hadn't rated Tambay, but this year . . . well, he's been very good. But I'm also impressed with Warwick and I think he'll be quicker when it comes to racing those Renaults together. Of the youngsters I'm really not equipped to say, but Senna and Brundle, I would have

PIQUET's team mate in the 1983 Brabham line-up was Italian Riccardo Patrese, "much harder on his car than Nelson", according to Gordon Murray. Piquet scored 59 pts this season, Patrese (shown here) a mere 13!





A TYPICAL team huddle before the race to discuss tactics.

thought, quite obviously have a bright future".

Our visit to talk to Gordon Murray came a few days after FISA had finally announced that water injection was permitted for use on Grand Prix engines, a matter which had been under dispute ever since the Ferrari and Renault water injection systems had been formally protested at the British Grand Prix meeting. Murray feels very strongly that, not only was the decision wrong, but that FISA missed an opportunity to curb a significant area of cost-inflation in F1 without being forced into any controversial rule changes. Such decisions, Murray feels, have become sadly typical of the people who administer the F1 world, a world in which the sport's increasing professionalism is not always matched by those in Government.

In connection with the water injection matter, Murray is firm and certain in his viewpoint. "There have been physical experiments conducted which prove, beyond doubt, that water has a power-boosting effect. I would like to hear from somebody like Mauro Forghieri why, if water is not a power-boosting additive, Ferrari employs it. I mean, if ultimately, its use enables Ferrari to cool its cylinder head and as a result, run more power, then in my book it's a power-boosting additive, beyond question."

Murray links this affair with FISA's attitude to the Renault exhaust systems which caused so much debate at Spa and Detroit, and were the subject of a Brabham team protest in the latter event. "In my view they were using the engine's movable parts to create an aerodynamic effect. This, along with the question of water injection, could have been neatly dealt with if FISA had chosen to be firm. They had a golden opportunity to legislate against them — and they didn't have to change the regulations at all. They merely had to enforce them as written, but they decided not to do that.

"The whole way in which appeals are heard in this sport, and the people who hear them, needs a major overhaul in my opinion."

Meanwhile time passes and, although Gordon Murray certainly doesn't anticipate such a hectic time as he went through last winter, there is still a full schedule of off-season testing to be done and a re-worked version of the BT52 to be completed for 1984. "We'll be lengthening the fuel tank, of course, because we don't have 200 litres capacity in the current one," Gordon explains, "but we won't be building a new car like we did last year. It will be a BT52C, visually similar but obviously revised."

As far as 1984 is concerned, Murray hopes that his BT52C-BMW will be in a strong position from the outset, tried and proven, and in good shape to get in some early success before some of the newer turbo teams get themselves properly organised. Looking at the opposition, he rates Ferrari, of course, as a major threat, "but I think Williams is going to be just as formidable a rival as Ferrari. I think that the Honda engine is a long way up the development road if Kyalami is any indication. I think they'll be ahead of Renault and Porsche, both of whom will be on something of a par."

As Gordon Murray prepares for 1984, he freely admits that the world-wide programme of travel sometimes gets him down, pointing out that he still goes to *all* the races and *all* the test sessions. His right hand man David North he describes as "indispensable" back at base, but he obviously sometimes wishes that he could stay at his drawing board a little more often and delegate the technical operation of the cars in the field to others, as some fellow designers in other successful teams indeed already do. But, as long as the diminutive Ecclestone fields his Brabhams in the World Championhip arena, most people expect that the tall figure of Gordon Murray will be standing alongside him at the pit wall, overseeing all the action on the spot. And the Brabham team performance will probably be the better for his presence.

A.H.



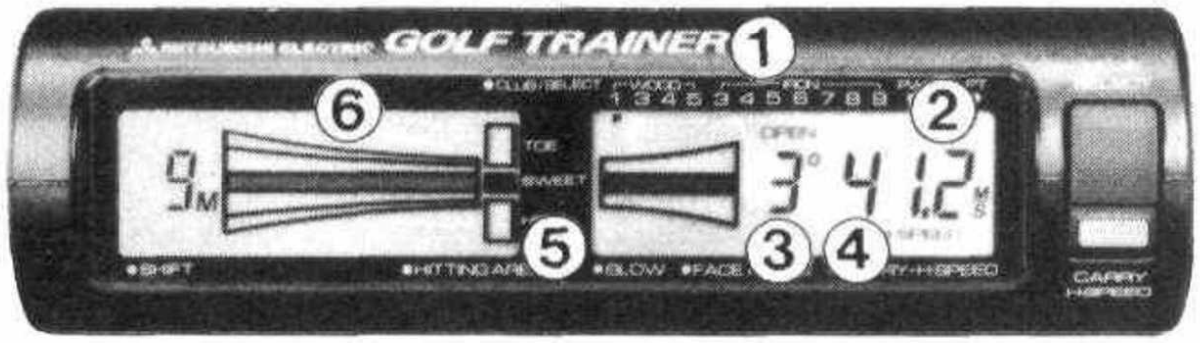
PIQUET, reckoned by Murray to be even better as a test driver than Niki Lauda, during a practice session.

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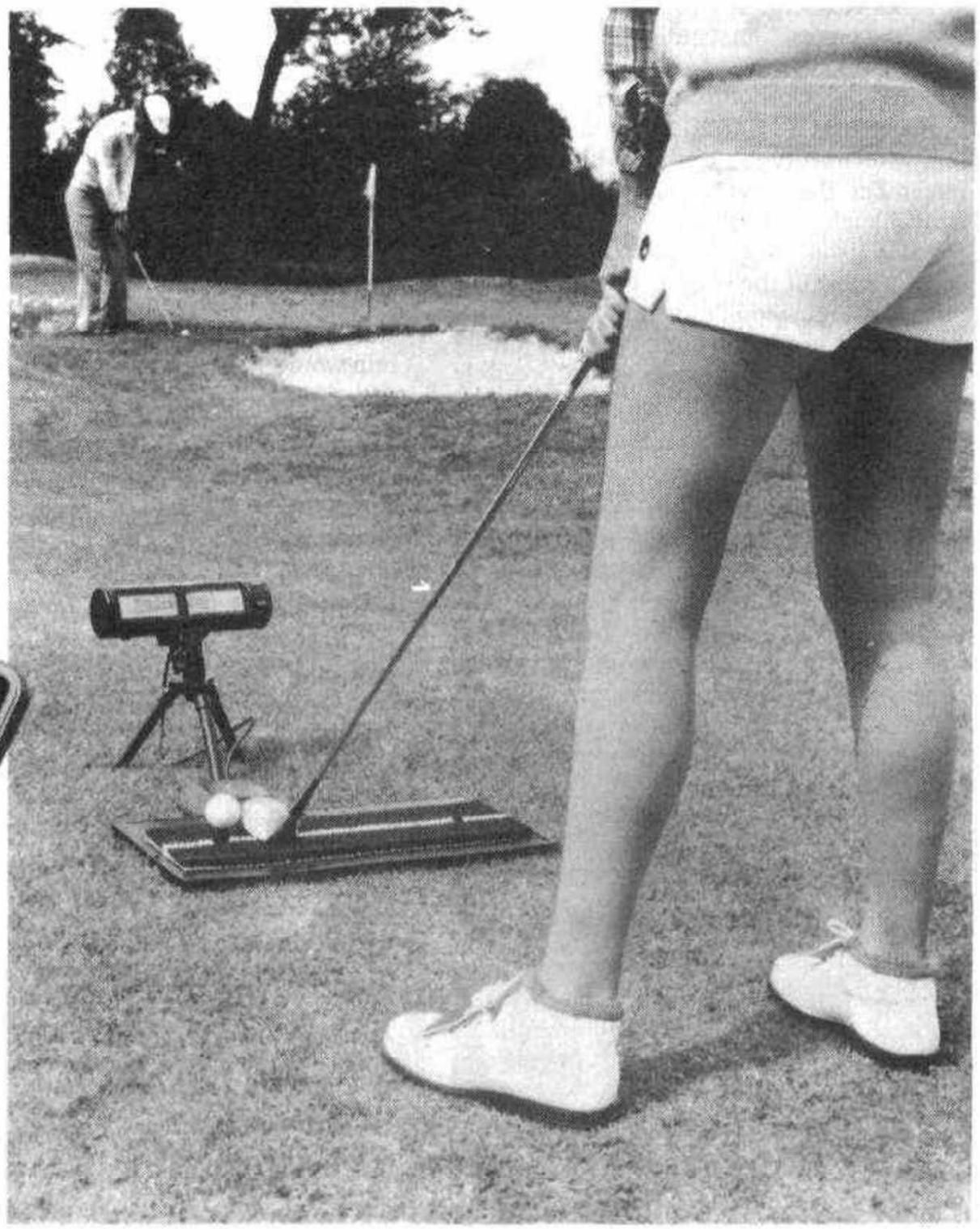
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KEKE ROSBERG

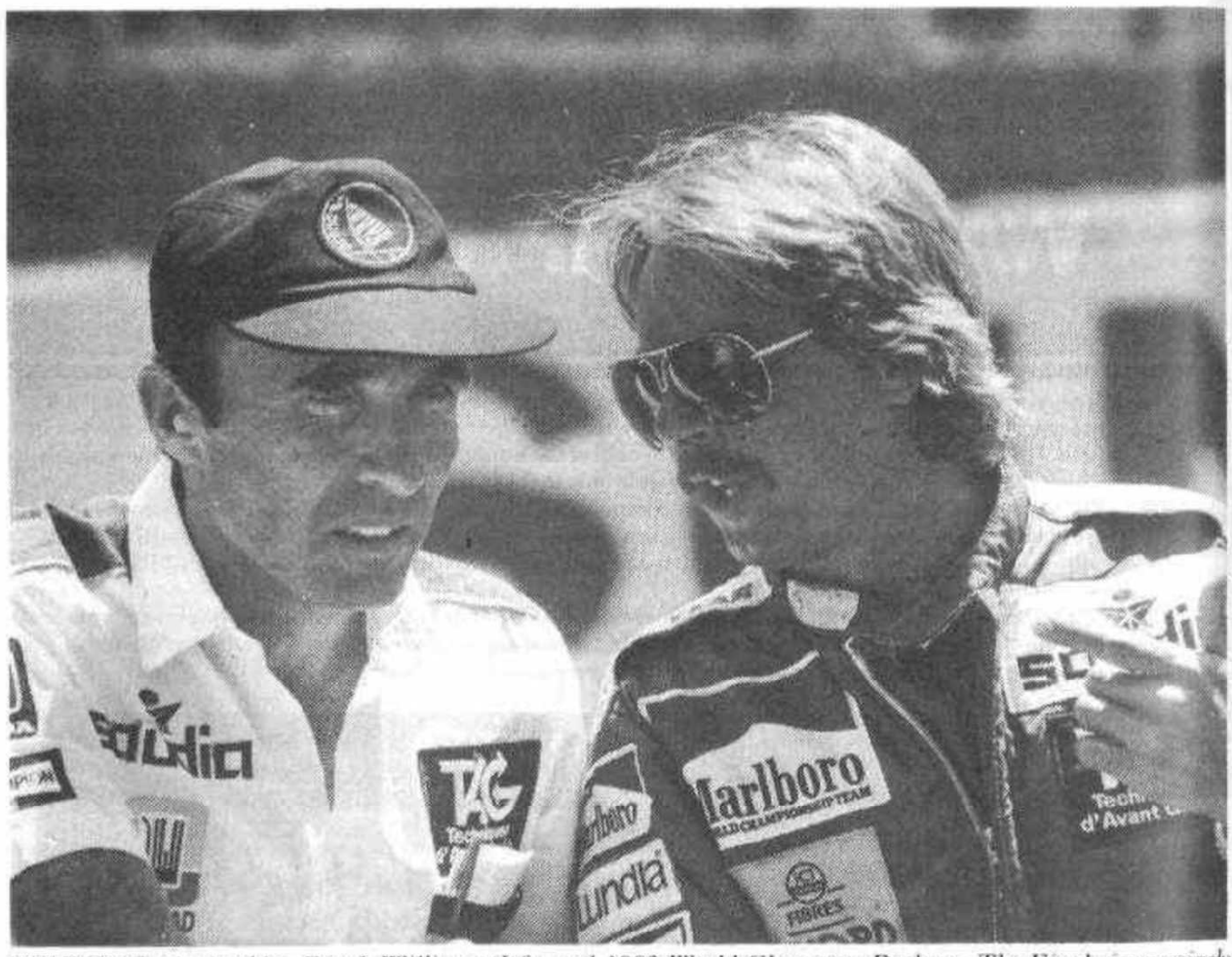
Still hungry for more wins

"THE real key to the whole thing," said Keke Rosberg thoughtfully, "is that I only won a single Grand Prix on my way to the World Championship. Most people have already won Grands Prix prior to their championship year and probably notch up three or four during the course of their title-winning season. But for me it was very different. I only won my very first Grand Prix towards the end of the season in which I won the title. So if anybody thought that I was going to ease off, like people have in the past, simply because I was World Champion, then they were very wrong. I'm still hungry for race wins. I want to score more of them. . . ."

In a nutshell, that sums up Keke Rosberg's approach to the business of Grand Prix motor racing. When we look back over the 1983 season and assess the drivers, there are several factors that must be taken into account — factors which affect judgement of drivers such as Nelson Piquet just as much as Keke Rosberg. It's pretty widely agreed that the most outstanding driver / car combination of '83 was Piquet and the striking Gordon Murray-designed Brabham-BMW BT52B. But in accepting that assessment, it's crucially important to remember that several established leading lights, such as Rosberg, Niki Lauda and John Watson, were without turbocharged cars for most of the season. From that point of view we must look forward to 1984 with a keen sense of anticipation: we'll be finally able to reach a conclusion as to precisely who is the best of the bunch.

HIGH priced helmet! Keke enjoys "doing deals", as the decals and lettering on his helmet indicate.





WINNING partnership. Frank Williams (left) and 1982 World Champion Rosberg. The Finn's impressively determined driving has earned a great deal of respect from his employer, a man left expecting high standards after Alan Jones's abrupt retirement.

In terms of application and effort, dogged persistence and sheer enthusiasm, Keke Rosberg emerges at the top of the '83 pile. For much of the first part of the season his Cosworth-engined Williams FW08C fought tenaciously against the turbo tide, contesting the lead in Brazil and Long Beach and winning at Monaco in splendid style after he and his team made the calculated gamble to start on slick rubber on a still-damp track — gambling that further rain would hold off. They won their gamble and the net result was probably the single most impressive win, from the point of view of driving prowess, seen all season.

Of course, it must be remembered that Frank Williams's decision to stick with Cosworth power for one year longer than most of his rivals stemmed from two factors and assumptions. Though he would be the last to admit it, it irritated him considerably that Mansour Ojjeh's TAG organisation, one of the Williams team's major sponsors for several seasons, decided to throw in its lot backing a Porsche-built V6 turbocharged engine for McLaren International. Frank made it clear from the outset that he wasn't prepared to stand in a queue behind Ron Dennis for the supply of this particular engine, so in order to make his own exclusive engine supply arrangements, Williams had to gamble another season with the DFV. He also felt that the reduction in the Formula One minimum weight limit to 540 kg might just enable his team to squeeze one more year's competitive motoring out of the FW08 design: unfortunately, although the car ran close to the front for several races in the first half of the season, many of the turbo teams managed to build their cars uncomfortably close to that minimum weight limit with the result that even the most agile normally aspirated car was eclipsed.

"For six months it was fantastic," grins Rosberg reflectively, "and for six months, prior to having the Honda turbo of course, it was a disaster. I was personally a bit disappointed when Frank told me that we were going to have to run through another year with the Cosworth, but then he pays me to drive and if he tells me that he's going to run 16-wheelers, then I'll drive them the best that I can. No, I suppose I didn't think that the Cosworth could hang on as long as it did. I think we got more, much more, from the first six months of the year that we ever expected or thought possible. You must remember that if I hadn't been disqualified in Brazil I would have been leading the Championship points table right through until mid-season. Who would have thought that could have been possible? But then, of course, we did a complete belly landing. . . ."

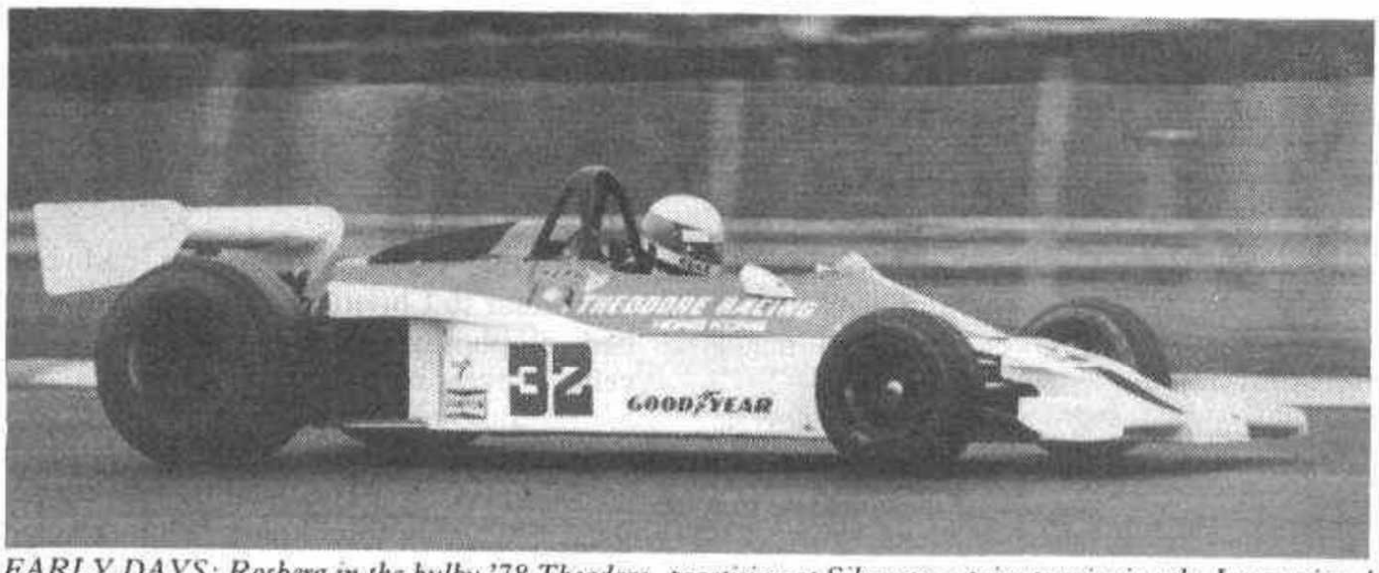
Watching the almost brutal fashion in which Rosberg "wrung the neck" of his FW08C during some of the '83 World Championship rounds, desperately caning his car in an effort to hang onto some of the leading turbocharged cars, there were worries from some quarters that the Finn might find difficulty adapting to the technique required by a heavier, more powerful 1½-litre forced induction machine. "I think that if Keke expects to drive a turbo like he drives the Cosworth car, he'll find a surprise coming his way," said one distinguished driver of a turbocharged GP car following the Belgian

Grand Prix at Spa, "there are other aspects to consider: you've got to be far more careful with your tyres and your brakes, for example."

Rosberg's response to such words of caution was probably best illustrated by the fact that he managed to bring the debutant Williams-Honda FW09 home fifth in the South African Grand Prix at Kyalami, final race of the season. Unquestionably, he thinks that the idea that one changes one's style to adapt to a turbo is not really correct.

"I'm not changing my style," he grins, "you don't think about these things. If you have to make adjustments, compensations, because of a car's different characteristics, then you don't actually think about them, you do it. Intuitively. Look at Nigel Mansell — competitive in his first turbo race. And Gilles Villeneuve didn't change his style simply because he had a turbo, did he? I suppose it's fair to say that you automatically adapt your driving style every day of your life, because every day the car behaves a bit differently, has different problems. You might have to adapt for things like turbo lag, but these are not conscious changes, you just do it."

By the middle of the 1983 season there were rumours that Rosberg was considering a move from Williams, possibly to Ferrari. But at the end of the day he finally stayed with the team that gave him his break into the F1 big-time. Most commentators and observers feel this is just as well: Keke is clearly suited to his current team. If he had gone to Ferrari, his overalls would have been plain red with Marlboro cigarette and Agip fuel patches on them, and nothing more. Rosberg would thereby have been deprived of his great passion for business



EARLY DAYS: Rosberg in the bulky '78 Theodore, practising at Silverstone prior to winning the International Trophy.

dealing, and negotiating additional personal sponsors; one only has to look at his present overalls and helmet to understand that he gets almost as much pleasure from this aspect of motor racing as he does from the pure driving side. There is an element of the street-wise, haggling deal-maker in Rosberg, an appealing facet of his character certainly, but not the sort of trait guaranteed to endear him to "old guard" purists like the 85-year old Commendatore. Rosberg is not a Ferrari-style driver.

To his considerable delight, Keke finalised his 1984 commitment to Williams quite early on in the end of season driver scramble. "I'm really happy it's all settled and I can sit back and watch everybody else scurrying round," he said at Kyalami, "I'm happy with my deal and I hope Frank is too. There are a lot of quite good drivers around who'll be hard pushed getting a decent seat for 1984, and some who obviously won't. It's hard for the newcomers on the way up, and it's only going to get harder as I see the situation. I've heard a number of young guys say they'll only consider a move into F1 if they come in with a decent team. Well, they should forget that attitude here and now. We've got a situation now where anybody who's hoping to make it in F1 should grab their chance here and now, like I did. Opportunities don't come every day to get into F1 and it's getting more competitive then ever. In 1978 Eddie Cheever did a couple of races with the Theodore and packed it in: that was my good fortune and I accepted the offer of the drive immediately. I won the International Trophy with the car and that didn't do me any harm at all. Motor racing is all about making opportunities and taking the chances that are offered to you."

CONFERENCE: Rosberg exchanging views with Williams chief designer Patrick Head.



Rosberg first handled a Williams F1 car during a test session at Paul Ricard towards the end of the 1981 season. Alan Jones had recently announced his retirement and Frank was looking for a likely lad to replace him alongside Carlos Reutemann for 1982. Rosberg was available, one of the people who'd looked promising, and so he was invited down to try the FW07C. Keke took full advantage of his opportunity, never put a foot wrong and, as we now know, never looked back from that moment.

Keke Rosberg has never had any doubts where his own ability was taking him. He's confident to the point where some people would interpret him as being "cocky", but when you talk to him in depth you realise that he has a sensible and rational approach to what he's doing — coupled with an astute financial sense of his own value!

Rosberg enjoys his jet-set life, lavishing a fair deal of money on nice houses, nice cars and the inevitable aeroplane. "I feel I owe it to myself to make the money I'm earning now work for me," he admits, "I want to have a business career which extends beyond my time as an active racing driver, like Jackie Stewart. But that means organising for it now, not waiting until I stop racing. It must be awful to retire from racing and then be bored, either because you know you retired too early or you've got nothing organised to take up your time once you've stopped. I don't have any thoughts of retirement in my mind at the moment — but I want to make sure that neither of those situations arises in my case when the time comes for me to stop." — A.H.

OBITUARY

Michael C. Sedgwick

From Lord Montagu of Beaulieu

MICHAEL C. SEDGWICK, who died at Midhurst, Sussex in October at the age of 57, was a world renowned authority on the history of the motor car and had major works published in several languages.

Educated at Winchester and Corpus Christi, Oxford, he began his career in publishing in 1948, with a brief spell as a schoolmaster. I met Michael Sedgwick twenty-five years ago, when the *Veteran and Vintage Magazine* was in its infancy and for which he offered to report Veteran and Vintage events. I readily agreed and so regular were they and so reliable and well-informed, that he contributed increasingly to the Editorial of the Magazine and subsequently became involved in Beaulieu, to where he moved in 1958 to become Curator of the then Montagu Motor Museum. So started a long association with the Museum and with me personally.

After the National Motor Museum was opened at Beaulieu in 1972, he became Director of Research. He was also a member of the Veteran Car Club's dating committee, chairman of the UK Chapter of the Society of Automotive Historians and UK Research Associate of *Automobile Quarterly*, yet with a prodigious capacity for work and no desire for holidays, he found time to index the Museum's extensive library.

At the time of his death Michael was involved in a list of the technical and historical features of every car sold on the British market and an encyclopaedia of the 1,000 most significant motor manufacturers worldwide since 1886. He has been a major contributor to the *Complete Encyclopaedia of Motor Cars*.

For the past ten years he had been consultant to Christie's for car auctions and had a photographic memory for every vehicle ever encountered on the auction circuit and every price realised. He was to be seen surrounded by a fascinated crowd answering every manner of question ranging from what were the Humber factory colour options in 1924 to what should be in the tool kit.

His enthusiasm for the subject was boundless, his encyclopaedic knowledge dazzling his audiences and readers, and the speed with which he could supply accurate and well-written copy put most other journalists to shame. He will be much missed not only by all of us at Beaulieu, who valued his great talents, but I know by many others, who have fond memories of Michael, in characteristic sartorial disarray, holding forth and giving advice to all concerned at auction preview days in a variety of languages, whether at Beaulieu, London or abroad.

I shall miss him as a loyal friend and tutor and would like to pay tribute now for all the help he gave me as co-author of my various books, for whose research he was responsible and the style of which he inspired. He indeed set a standard for motoring historians which will be hard to follow but will inspire many to try.

CITROËN BX

continued from page 1444

gear linkage is rather woolly, and selecting reverse is pot luck.

The brakes are strongly servo-ed, but the effort is linear and it does not take long to re-learn the braking technique. Disc brakes are fitted front and rear, matching the advanced specification, and remembering Citroën's reputation for lightness of controls it was most surprising to find that the non-power rack and pinion steering system is really heavy, especially at parking speed. Coupled with marked understeer, it made the BX seem like hard work in town, or on slow country roads, where we had expected it to be a pleasure to drive.

In time, no doubt, Citroën will offer a 2-litre engine, power steering and an automatic transmission option which would give the model more perspective. It certainly feels as though it could cope with a more powerful, or higher-torque power unit, though we have to admit to being disappointed with the general noise levels. Wind noise is virtually non-existent, which is as we expected, but mechanical hum and road noise do rise in proportion to the speed (the TRX tyres are particularly noisy), so it's not one of those cars which is as quiet at 100 mph as it is at 80. In these respects it could do with more insulation, and while we are carping the digital clock sometimes moved on in two-minute increments, gaining an hour in four days, and the rear window wiper packed up on the second day.

The drum-type speedometer looks like another relic from the fifties, and as if to compensate the TRS has an LED incremental rev-counter (like that on the MG Metro, but blue), which is just as hateful. If they are serious about having European appeal, Citroën should perhaps consider dumping the whole binnacle into the Bay of Biscay and adopting a new one from a nice modern car, like the Lancia Prisma.

Citroën's newcomer could, indeed, break down a certain degree of public resistance in Britain, and we imagine that people already converted to the Citroën way of doing things will appreciate it straight away. The appealing looks, the excellent ride and roadholding, the sheer comfort of the BX, and its high level of equipment are all in its favour. Sadly, all the things we liked about it (and there are many good features) are overlaid by our dislike of the fascia, and its heavy, understeering characteristics.

M.L.C.

VAUXHALL ASTRA GTE

continued from page 1445

The Opel / Vauxhall four-cylinder engine is mounted transversely, and features Bosch LE-Jetronic fuel injection which completely cuts off the fuel supply on the over-run. An alloy crossflow cylinder head with a belt driven single overhead camshaft, hydraulic tappets, and breakerless ignition make this a low-maintenance unit, devoid of lumpiness or overtly sporting characteristics. With a compression ratio of 9.5:1, maximum power (115 bhp) is produced at 5,800 rpm, the maximum torque of 111 lb/ft being seen at 4,800 rpm though the engine feels as though it has high torque right through the range.

Both fourth and fifth gears are overdrive, with 0.89:1 and 0.71:1 ratios respectively, geared at 18.76 and 23.51 mph per 1,000 rpm. The gearchange is very good indeed, but it's the three lower ratios that are in constant demand on a hard-driven cross country journey with maxima of 30, 55 and 84 mph. Using all the potential the Astra GTE will reach 60 mph in a level of 9.0 seconds — inevitably a second or so slower than the rivals — and then goes very quiet in fourth and fifth gears; both take the car to its top speed, fourth realising 116 mph at 6,200 rpm and top, the same speed at 4,900 rpm.

Just before the Motorfair in October Vauxhall started fitting gas-filled dampers at the front to match those at the rear, and these were installed on our brand-new test car. Opel / Vauxhall also have their own rear suspension design employing what they call "a modern compound crank", using variable diameter steel windings in a barrel shape for the springs. Good ride characteristics, compactness and lower noise transmission are claimed for the design, and we could confirm that the GTE has a very refined ride, quiet and well-damped without being in the least "soggy". Firestone S600 60-series tyres are fitted, making a happy combination.

With rack and pinion steering (just a touch low geared, but pleasantly light in contrast to the Citroën BX which we had just returned), and a powerful brake system employing ventilated discs at the front in conjunction with drums at the rear, the Vauxhall Astra GTE felt a really taut driver's machine, sporting on twisty roads and utterly relaxing on motorways. Our three fuel consumption figures were well-matched at between 32.05 and 32.30 mpg, incidentally, and could be bettered with ease.

A lower fourth gear, more nearly direct, would enhance the performance of the Astra, the box feeling wide-ratio all the way through. Our memory though will be of a surprisingly good Vauxhall product, one we could easily live with, having a dual personality to suit the terrain. Low noise levels and a high level of refinement make it a worthy rival to its longer established class-mates. — M.L.C.

Alfa Romeo moves south — Naples to become the HQ

FOR the past decade Alfa Romeo's Sud plant on the outskirts of Naples has been an embarrassment to the company, bedevilled by strikes, absenteeism and even violence. Today the mood has changed completely, to the extent that Alfa Romeo's finance and sales divisions have moved south as a prelude to the centre of operations being at the Pomigliano d'Arco plant instead of Milan.

The state-owned company had a change of heart about Naples four years ago and set about curing the problems at the plant which lies in the shadow of the extinct Vesuvius volcano. In return for complete modernisation of the factory the unions agreed that 1,500 workers should be permanently laid-off, so that instead of having 15,000 people producing 500 Alfasuds per day they now have 13,500 producing 700 cars per day.

Perhaps the most vital part of the deal was to utilise the Pomigliano plant better, involving the Nissan corporation and the joint venture Arna model. For a number of years the production of Alfa's advanced alloy flat-four engine had exceeded the body production capacity. A total of 864 power units is made each day by workers who operate in groups (rather than on a long line), while the transmissions are assembled individually by men who work on their own at 36 stations. Robot-like driverless trolleys, guided by underfloor cables, bring the components to each station and, 35 minutes later, take away the complete assembly, this process going on for 16 hours a day in two shifts.

The Arna situation is a bit confusing — even, apparently, to insiders, because even though the model is in full production the marketing arrangements have still not been worked out between the Nissan and Alfa Romeo importers. Apart from the wheels and the badging the Nissan Cherry Europe and the Alfa Romeo Arna are identical, powered by the Alfa flat-four unit and using the 33's running gear. Alfa Romeo will sell the Arna in Italy, Nissan-Datsun the Cherry Europe in Britain, but details have not been thrashed out for all the other markets.

Alfa Romeo own 66 per cent of the Arna operation, Nissan 33 per cent, though the Japanese value in each car is only 20 per cent. The bodies are made in the nearby Avellino plant then taken to Pomigliano for painting, assembly and trimming, and it becomes clear that Alfa Romeo are committed to building up production of the 33 as a priority, letting the Arna take up spare capacity.

In the first full year 30,000 Arnas will be built, alongside 90,000 of the type 33, but in 1985 Alfa Romeo expects the plant to be running at or near its 172,000 capacity with a third of the production being the Arna. Nissan takes 20 per cent of the Arna production, 6,000 in the first year rising to 12,000 in 1985, Alfa Romeo selling half of their share on the Italian market.



MODERNISED production techniques are used for the Alfa Romeo 33, Sprint and Arna models which move along parallel lines at the Pomigliano d'Arco plant outside Naples. Each transmission is built by one technician, the flat-four engines by groups of workers. Today, the workforce is happier and more productive!

Dottore Franco Perugia, Alfa Romeo's director of publicity, leaves no doubt that the Italian company is in the driving seat on this deal, its priority being to build up the 33's sales on home and export markets, an estate car model being due in 1984 to widen its appeal. Massive financial losses have been incurred since 1979 but are diminishing year by year, the company expecting to break even in 1984 and to show a profit in 1985. An investment of £170 million per year for the next five years is scheduled, the Pomigliano plant initially having the lion's share of this. The plant is now fairly highly automated, having 80 robots on the production line, an automatic stacking system in the warehouse, designed by Olivetti, and an advanced anti-corrosion and paint process.

The Italian market, where Alfa Romeo sell 55 per cent of their production, is down by 8 per cent at the moment, and more seriously, the luxury car market is down by 12 per cent. This, of course, is Alfa's own territory, and Dott. Perugia makes no secret of the fact that the Milan production line will be on short time next year, with production down to 90,000 cars.

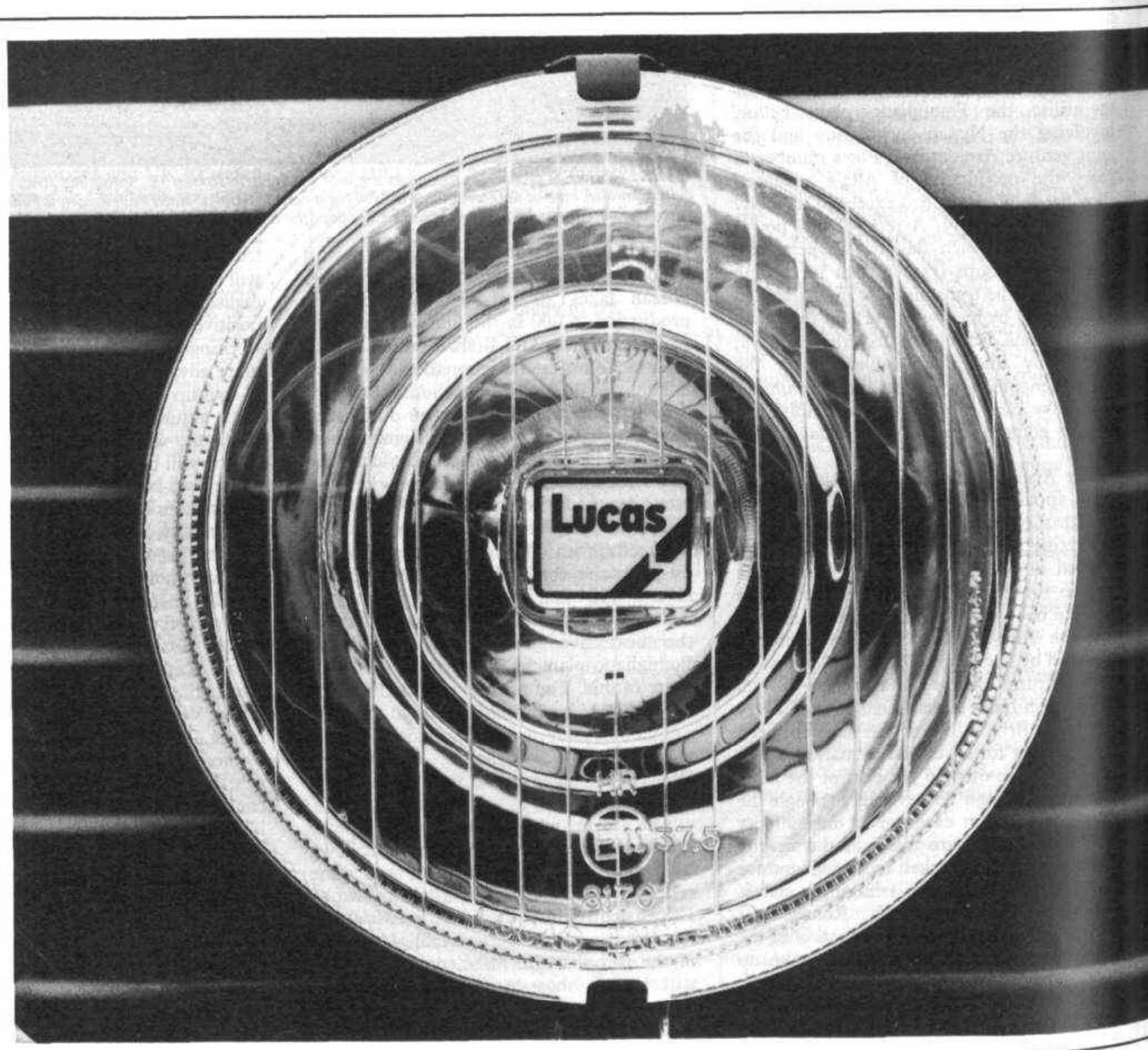
The company will be negotiating 4,000 permanent redundancies with the unions from a workforce totalling 27,000 ("these will be labelled 'crisis talks', but you have to realise that this is a ritual"), but a more positive aspect is that the short-time working will enable the company to install more advanced production equipment, and to tool up for an important new model due next autumn. This is likely to be the Giulietta, while in the further future the Alfetta will be replaced by a completely new model late in 1986.

The Alfa Romeo 164 (already dubbed the "Alfona") is a joint project by Alfa Romeo, Fiat and Lancia to give all three companies a flagship model for the latter half of the decade. Sneak photos show it to be a large, handsomely styled wedge-shaped car which will be powered by a variety of engines, in Alfa's case anything from the 2-litre four-cylinder to the 2.5-litre and a new 3-litre V6, and it will remain a rear-driven model. The 164 is being developed by Alfa Romeo on behalf of the consortium, which would lighten the financial burden considerably.

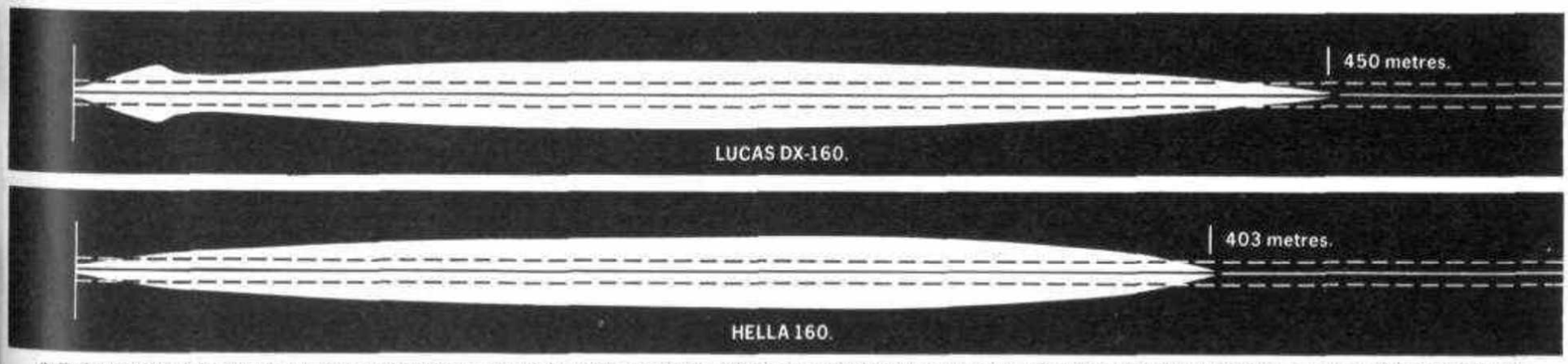
Today Alfa Romeo is not as near the threshold of success as Austin-Rover, for instance, since the vital home market shows no signs of recovery. The organisation is more fragmented, too, but they don't refer to the "Sud" plant any more, Pomigliano d'Arco being a fully integrated part of the group and the home of the diesel engine and aero divisions. It will, clearly, become increasingly important as time goes by.

M.L.C.

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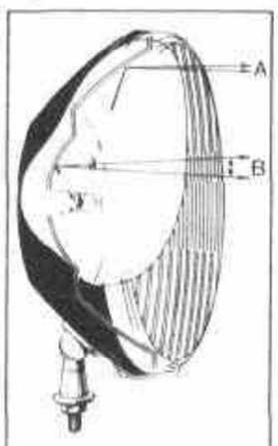
Through a combination of technology and tenacity we've created a range which, in the opinion of experts, out-performs every other driving lamp of equivalent size.

We've developed an ingenious, stepped homofocal reflector, of unbelievably high precision.

Quite simply, it collects and directs light much more efficiently than conventional reflectors.

Giving optimum visibility, it not only outdistances any other lamp, but also throws a very practical graded light pattern. Creating a smooth regular beam that achieves perfectly balanced illumination.

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The Formula One Scene

THE last two years have seen some semblance of respectability return to Formula One racing, so that one could justifiably call it Grand Prix racing once more. The petty bickering that went on amongst the small-time entrepreneurs who posed as businessmen has largely disappeared for the simple fact that some of the "performers" have gone and their places have been taken by industrial concerns of more than serious substance. Industry is too big and too busy to get involved with nit-picking the way some "special-builders" find time to do, so that things have been looking up and while 1983 was a very good year, 1984 is going to be better and the last race of the 1983 season, held in South Africa, indicated that next year will be one not to miss.

Engines: Engines and engineering are playing a big part in Formula One, which is as it should be, and with the exception of Brian Hart's 4-cylinder 415R engine, power in Formula One is coming from the research and development departments of industrial giants. Over the years the Ferrari factory has probably designed and produced more racing engines than all the rest put together, and their turbocharged 120-degree V6 engine is still the standard by which to judge all others. Renault with their 90-degree V6, Alfa Romeo with their 90-degree V8, BMW with their in-line 4-cylinder and Honda and Porsche with their 80-degree V6 engines are all producing racing engines for their own use, or on contract to chassis building teams, that represent the ultimate in power output running on straight petrol. Unlike Cosworth Engineering who have been producing racing engines on a production line with a guaranteed power output and life, as a commercial proposition, today's engine builders are unhampered by commercial considerations or "customer-reaction", they are building engines for one purpose only, and that is to beat the opposition. The result has been an impressive escalation in power outputs with no holds barred, and next year should see the engine battle become even fiercer, with more special "sprint" engines for qualifying and even special engines for particular circuits.

Unlike the Cosworth engines which are available for anyone to buy, the Ferrari engines are exclusive to the cars of the Scuderia Ferrari, and when suggestions were made in the corridors of power in Paris that manufacturers engaged in Formula One racing should make a certain number of their engines available to the small teams who lack the ability or finance to build engines, there was a very stony silence of disapproval from Maranello. Renault have made their V6 engines available to Lotus during 1983, guaranteeing a regular supply



TEAM Nice Guys: Patrick Tambay (left) and Derek Warwick have equal status in the Renault-ELF team until half-season, then whoever has scored the most Championship points will become number one.

of engines with the back-up and servicing required and supplying two of their own engine men to stay with the Lotus team all the time. As Renault themselves were not dominating the Formula One scene in the way they would like, and the opposition was getting stronger all the time, it was thought that their deal with Lotus was principally to give their own team some moral support against the Italians and Germans. At the Grand Prix of Europe at Brands Hatch this actually happened, for while the cars of the *Regie Renault* were not proving fast enough during qualifying the Renault powered Lotus cars were dominating the scene. The only thing the Lotus team have not done is to win any races, especially when the *Regie's* own cars have failed, for had they done so it would have held back the real opposition in the points gathering for Championship honours. In 1984 the Ligier team will be using Renault engines on a similar basis to Lotus so that there will be six cars carrying the Renault name, ostensibly all capable of winning. The engines supplied to Team Lotus during 1983 carried an interesting plate riveted to the back of the left-hand cylinder head which read as follows:-

"This motor is the absolute property of the company hereinafter appearing and cannot be seized or the subject of an attachment. Renault Sport S.A., 1-15 Avenue du President Kennedy, 91170 Viry-Chatillon, France."

The BMW firm in Munich have followed Renault's lead by supplying engines to Gunther Schmidt's ATS team, but without any useful results apart from ensuring that there was another BMW turbo engine on the grid in addition to the two Brabhams that have the full support of the *Bayerische Motoren Werke*. After a lot of prevarication and delay BMW finally announced that they would be supplying engines to the Arrows team for 1984. During 1983 the two Dave Wass designed Arrows cars put up some consistent and reliable performances, using Cosworth DFV engines, and the two drivers Marc Surer and Thierry Boutsen made excellent impressions. The Swiss Surer has proved beyond doubt his driving ability for a year or two now, while the young Belgian Boutsen only did the latter half of the 1983 season but you could have been forgiven for thinking he was in his second or third season. His driving has a very mature character and from his first appearance he always qualified comfortably. Unfortunately part of the deal between the Arrows team management and BMW involves the employment of the likely young German driver Stefan Bellof, so Marc Surer has been dropped from the Arrows line-up, but in these days of fierce competition between the automotive giants there is no room for sentimentality. A number of small amateur teams were angling to do a deal with BMW for the use of their turbocharged 4-cylinder engines, but Paul Roche and the small subsidiary firm BMW-Motorsport behind the BMW headquarters in Munich have a limited output and they could only take on one additional team.

Those two well-proven engine specialists Honda Motors of Tokyo and Dr. Ing. h.c. F. Porsche AG of Stuttgart both dipped a tentative foot into the 1983 Formula One scene with a view to a serious onslaught on Ferrari, Renault, Alfa Romeo and BMW in 1984. Both are supplying engines to proven specialist chassis building teams who have relied on production Cosworth racing engines in the past. Honda allowed their

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1983 Formula One Driver Analysis

Grand Prix	K. Acheson (March)	M. Alboreto (Tyrrell)	E. de Angelis (Lotus)	R. Arnoux (Ferrari)	M. Baldi (Alfa Romeo)	R. Boesel (Ligier)	T. Boutsen (Arrows)	J. Cecotto (Theodore)	A. de Cesaris (Alfa Romeo)	E. Cheever (Renault)	C. Fabi (Osella)	P. Ghinzani (Osella)	B. Giacomelli (Toleman)	R. Guerrero (Theodore)	J-P Jarier (Ligier)	A. Jones (Arrows)	S. Johansson (Spirit)	J. Laffite (Williams)
Brazilian	N.E.	R	Disq.	10th	Disq.	R	N.E.	14th	Excl.	R	R	DNQ	R	17th	R	N.E.	N.E.	4th
USA (West)	N.E.	9th	R	3rd	R	7th	N.E.	6th	R	R	DNQ	DNQ	R	R	R	R	N.E.	4th
French	N.E.	8th	R	7th	R	R	N.E.	11th	12th	3rd	R	DNQ	R	R	9th	N.E.	N.E.	6th
San Marino	N.E.	R	R	3rd	R	9th	N.E.	R	R	R	R	DNQ	R	R	R	N.E.	N.E.	7th
Monaco	N.E.	R	R	R	6th	R	N.E.	DNQ	R	R	DNQ	DNQ	DNQ	DNQ	R	N.E.	N.E.	R
Belgian	N.E.	14th	9th	R	R	13th	R	10th	R	3rd	R	DNQ	8th	R	R	N.E.	N.E.	6th
Detroit	N.E.	1st	R	R	12th	10th	7th	R	R	R	DNQ	R.	9th	14th	R	N.E.	N.E.	5th
Canadian	N.E.	8th	R	1st	11th	R	7th	R	R	2nd	R	DNQ	R	R	R	N.E.	R	R
British	DNQ	13th	R	5th	7th	R	15th	DNQ	8th	R	DNQ	R	R	16th	10th	N.E.	R	12th
German	DNQ	R	R	1st	R	R	10th	12th	2nd	R	DNQ	R	R	R	9th	N.E.	R	7th
Austrian	DNQ	R	R	2nd	R	DNQ	13th	DNQ	R	4th	10th	11th	R	R	7th	N.E.	12th	R
Dutch	DNQ	6th	R	1st	5th	10th	R	DNQ	R	R	R	DNQ	13th	12th	R	N.E.	7th	R
Italian	DNQ	R	5th	2nd	R	DNQ	R	12th	R	3rd	R	R	7th	13th	9th	N.E.	R	DNQ
European	DNQ	R	R	9th	R	15th	11th	N.E.	4th	10th	DNQ	16th	6th	12th	R	N.E.	14th	DNQ
S. African	12th	R	R	R	R	14th	9th	N.E.	2nd	6th	R	R	R	N.E.	10th	N.E.	N.E.	R

Grand Prix	N. Lauda (McLaren)	N. Mansell (Lotus)	J. Palmer (Williams)	R. Patrese (Brabham)	N. Piquet (Brabham)	A. Prost (Renault)	K. Rosberg (Williams)	E. Salazar (March)	J. L. Schlesser (March)	F. Serra (Arrows)	D. Sullivan (Tyrrell)	M. Surer (Arrows)	P. Tambay (Ferrari)	J. Villeneuve (March)	D. Warwick (Toleman)	J. Watson (McLaren)	M. Winkelhock (ATS)
Brazilian	3rd	12th	N.E.	R	1st	7th	Disq.	15th	N.E.	9th	11th	6th	5th	N.E.	8th	R	16th
USA (West)	2nd	12th	N.E.	10th	R	11th	R	R	N.E.	N.E.	8th	5th	R	N.E.	R	1st	R
French	R	R	N.E.	R	2nd	1st	5th	DNQ	DNQ	R	R	10th	4th	N.E.	R	R	R
San Marino	R	R	N.E.	R	R	2nd	4th	DNQ	N.E.	8th	R	6th	1st	N.E.	R	5th	R
Monaco	DNQ	R	N.E.	R	2nd	3rd	1st	DNQ	N.E.	7th	5th	R	4th	N.E.	R	DNQ	R
Belgian	R	R	N.E.	R	4th	1st	5th	DNQ	N.E.	N.E.	12th	11th	2nd	N.E.	7th	R	R
Detroit	R	6th	N.E.	R	4th	8th	2nd	N.E.	N.E.	N.E.	R	11th	R	N.E.	R	3rd	R
Canadian	R	R	N.E.	R	R	5th	4th	N.E.	N.E.	N.E.	Disq	R	3rd	D.N.Q.	R	6th	10th
British	6th	4th	N.E.	R	2nd	1st	11th	N.E.	N.E.	N.E.	14th	17th	3rd	N.E.	R	9th	R
German	5th	R	N.E.	3rd	R	4th	11th	N.E.	N.E.	N.E.	13th	8th	R	N.E.	R	6th	DNQ
Austrian	6th	5th	N.E.	R	3rd	1st	8th	N.E.	N.E.	N.E.	R	R	R	N.E.	R	9th	R
Dutch	R	R	N.E.	9th	R	R	R	N.E.	N.E.	N.E.	R	8th	2nd	N.E.	4th	3rd	Disq.
Italian	R	8th	N.E.	R	1st	R	11th	N.E.	N.E.	N.E.	R	10th	4th	N.E.	6th	R	R
European	R	3rd	13th	7th	1st	2nd	R	N.E.	N.E.	N.E.	R	R	R	N.E.	5th	R	8th
S. Africa	R	13th	N.E.	1st	3rd	R	5th	N.E.	N.E.	N.E.	7th	8th	R	N.E.	4th	Disq.	R
					World Champion			N.E. = Not Entered									

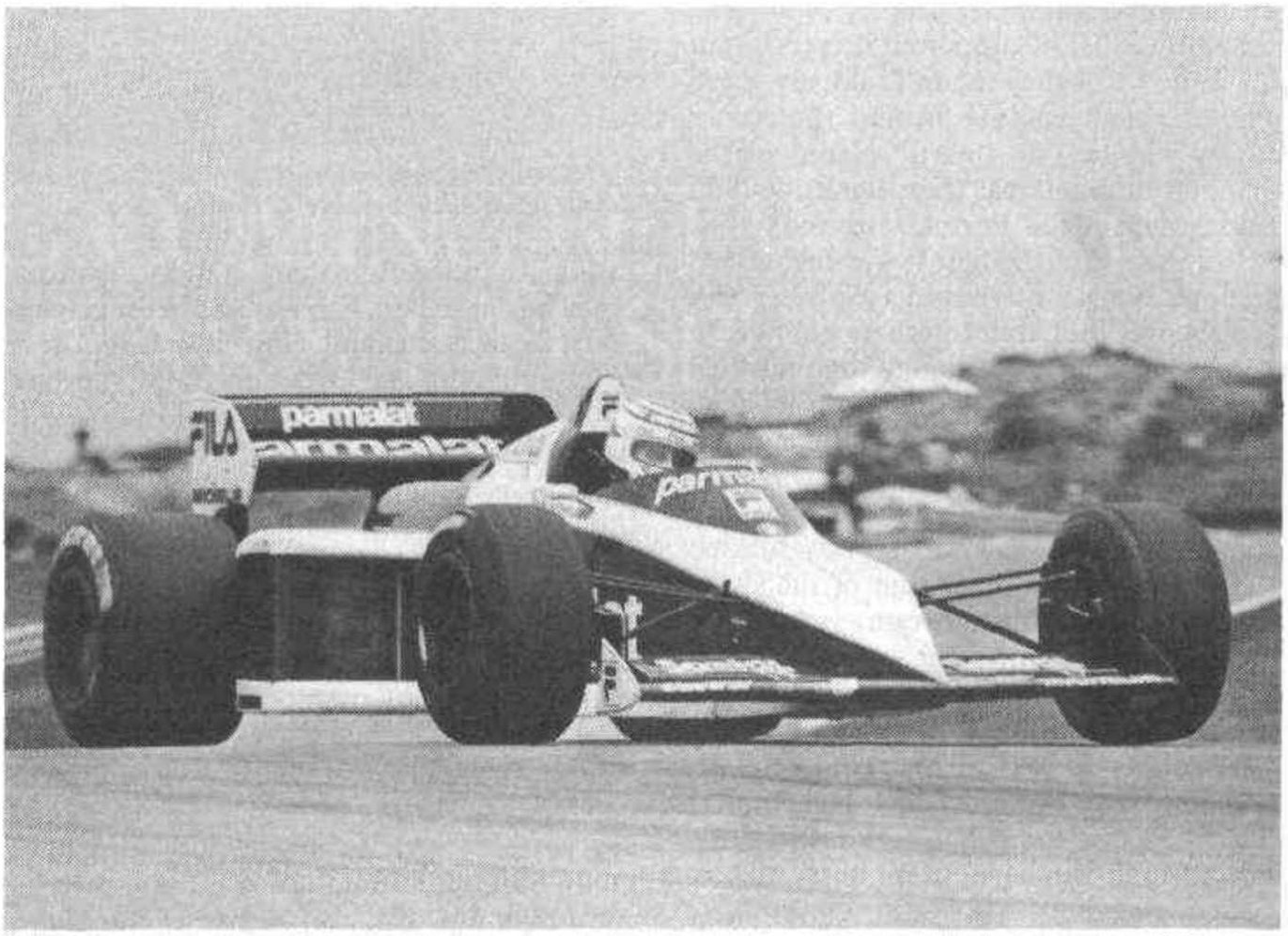
4-camshaft V6 turbocharged engine, derived from their successful Formula Two engine, out into open competition with a single car from the small Spirit team. Spirit is a small concern formed by John Wickham and Gordon Coppuck, with John Baldwin assisting on the design side. They ran a single car driven by Stefan Johansson which occasionally showed encouraging signs that the Honda V6 engine could not be overlooked.

Before the end of the season an announcement was made that the Williams team would be using the Honda engines exclusively in 1984. As a prelude Frank Williams took two new Honda-powered cars designed by Patrick Head to the last race of the season and they were very impressive. The signs we saw within the small Spirit team were not illusory and the Williams-Hondas are going to be right up at the front in 1984. The Porsche involvement is exclusive to the McLaren International team and McLaren man Ron Dennis formed a subsidiary firm with the Saudi Arabian firm *Techniques d'Avant Garde,* called TAG-Turbo Engines, and this firm did the deal with Porsche Engineering for the design and supply of engines for the McLaren team. Porsche's head of engine design Hans Mezger came up with what is described as a "third generation turbo engine" in the form of a very compact V6 engine using specially designed KKK turbochargers, rather than the proprietary production units that KKK supply to other firms. After a hesitant start with some problems in the valve drive-gear train, the engine really showed its potential in the last race of the season, so that like the Honda power-unit the Porsche designed one is going to be well to the fore in 1984.

Alfa Romeo took a long while to get their compact V8 turbocharged engine into raceworthy condition, but over the past season it has proved to be very powerful, but not terribly reliable, though it improved towards the end of the season. Due to internal problems in Alfa Romeo SpA the racing department had to be seen as being supported and paid for by outside money, so Giampaolo Pavanello's Euroracing team at nearby Limbiate has been the official "front" for the Alfa Romeo efforts. Last, but by no means least, is Brian Hart's 415R all-alloy *monobloc* engine that changed from American Garratt AiResearch turbochargers to British Holset turbochargers with an impressive improvement in reliability. Brian Hart Ltd is a small but effective concern in a neat little factory at Harlow in Essex, and on a miniscule budget compared to Ferrari and the others they have produced a racing engine that has kept the Toleman cars right on the tail of the "big boys". It is difficult to evaluate the Hart engine accurately as we have only ever seen it in a Toleman chassis, but it is just possible that it will appear in another car in 1984 which could prove interesting.

People often ask why Cosworth Engineering have not produced a turbocharged Formula One engine, and bearing in mind that Cosworth are a sound commercial engineering concern, the answer is simply that there would not be sufficient market to justify the cost. When Ford financed Cosworth Engineering to produce the DFV unit in 1967 the market place was wide open. Of the ten or twelve teams interested in Formula One at that time only Ferrari and BRM were producing their own engines, the rest were groping around for whatever was available. The highly successful Cosworth DFV swept the market place clean and eventually acquired a near monopoly, only Ferrari standing out against the Northampton-built V8.

Today it is a very different story; the market place is very small, for we have



THE standard: The combination of Piquet's driving and track-craft allied to Gordon Murray's shrewd thinking. Bernie Ecclestone's carte blanche to get the job done and BMW's M-Power will no doubt be the standard for everyone to aim at in 1984.

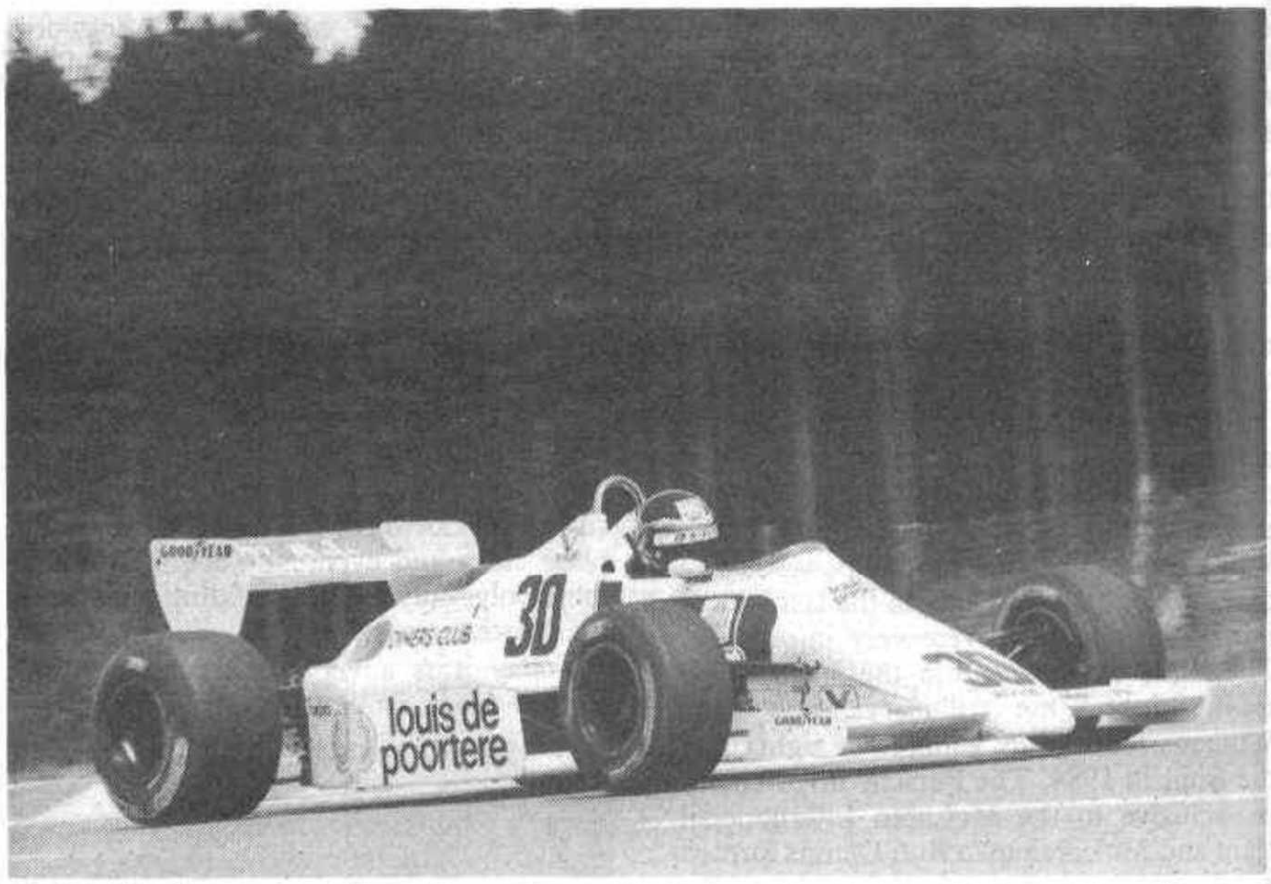
Ferrari, Renault, BMW, Alfa Romeo, Honda, Hart and Porsche all involved with a two-car team so fourteen of the possible twenty-six starters in a race are not in the open market for an engine, no matter how good it might be. Of the remaining twelve entries three are closely tied in with the opposition, which leaves Cosworth Engineering with a potential of only nine cars that could be interested in a new engine and not many of those could honestly afford the purchasing costs, let alone the development costs, and there is no way Cosworth Engineering are going to finance an engine project in the hope that they might sell nine engines. Add to this the fact that the last Indianapolis 500 Mile race saw thirty-two of the thirty-three starters using turbocharged Cosworth DFX engines and you can see where Cosworth Engineering's business lies. If someone was to put up the total amount of money for a new Cosworth Formula One engine project there is little doubt that the Northampton firm could do the job, for they have been developing turbocharged engines longer than most people, but the little teams who are not already tied in with an industrial giant do not have that sort of money.

Drivers: If Formula One was to be a straightforward battle between engine manufacturers 1984 would be interesting enough, but there is a lot more to it than that, so the coming season should be really interesting. There has been quite a big shuffle round with drivers and 1984 is going to see some reputations made, confirmed or destroyed. It all started when Enzo Ferrari announced he was replacing Patrick Tambay in his team with Michele Alboreto. Renault were immediately interested in having Tambay in their team, but he was not too enthusiastic about joining as number two to Alain Prost, the established Renault team leader. As a Frenchman Tambay dearly wanted to drive for his own National team, but it was no secret that Prost considered the team to be his and the whole effort was motivated by him. Following the South African GP, when mechanical failure of the Renault lost Prost all hope of being World Champion for 1983, there were some harsh words bandied about at a board meeting and Prost demanded some radical changes to the structure of the team, to which the management responded by dispensing with the services of Alain Prost! This left the way open for Tambay to join the Renault team, which he promptly did, and soon afterwards Derek Warwick was enticed to leave the Toleman team and join the *Regie Renault.* Among the European

Formula One journalists a prize known as "*le Prix Orange*" is given at the end of the season to the team considered to have been the most amiable, helpful and friendly. I think we can donate the 1984 *Prix Orange* to the Renault team before the season even begins. It takes all sorts to make up a field of twenty-six Grand Prix drivers, and while some are pleasant, others are surly, some are dull, some are a bore, some are arrogant and others are down-right objectionable. Two of the most pleasant characters in Formula One are now in the Renault team, Patrick Tambay exudes charm, style, politeness, elegance and sympathy in or out of a racing car, while Derek Warwick is naturally "a bloody good bloke". If ever there was a "Team Nice Guys" it has to be the 1984 Renault Team.

With Alain Prost suddenly on the market the Marlboro cigarette people, who have him on their list of supported drivers, went into action, if they hadn't already been "wheeling and dealing" behind the scenes anyway and he was smartly placed in the McLaren International team alongside Niki Lauda with the Porsche-engined cars. Almost as an afterthought it was mentioned that John Watson was out of a job as a result of this move. McLaren International were in a somewhat similar position to that in which Ferrari had been when Alboreto was taken on. Someone had to go and you could not see Lauda being dispensed with, so it had to be Watson. Almost as an aside in this change round Riccardo Patrese found himself offered a relatively small sum of money to stay in the Brabham team, which he promptly turned down and went and joined the Euroracing Alfa Romeo team alongside Eddie Cheever, deposed from Renault, Alfa Romeo's "tearaway" Andrea de Cesaris announced he had left Alfa Romeo and joined Ligier-Renault. Almost from mid-summer we have been hearing how Team Lotus and / or John Player were disenchanted first with Elio de Angelis and then with Nigel Mansell and at one time or another both were said to be getting the sack. After a lot of noise and trumpeting nothing has changed at Team Lotus and both drivers are signed up for another year with the black and gold Lotus-Renault cars.

Now all this shuffling around among the top teams has opened up a fascinating list of questions as to various driver's ability, various car's potential and the answers to some previously unanswerable questions. There is nothing like a little animosity to bring the best out in a driver and make him really try hard. Tambay can't wait to put one over the Ferrari team with a Renault, while Prost will relish the opportunity to dust up the Renault team with a McLaren-Porsche. But one thing that has not changed is the combination of Nelson Piquet, Gordon Murray, the Brabham team and BMW M-Power and that is a combination whose ultimate worth is well-known and it has to be the standard by which to judge everything in 1984. Tambay may be out to beat Ferrari, and Prost may be out to beat Renault, but in reality it is Nelson Piquet and Brabham-BMW they are really going to have to beat, and Patrese will undoubtedly be trying to beat Piquet with an Alfa Romeo and de Cesaris will be trying to beat them all with the new Ligier-Renault. 1984 could be very exciting, and I wouldn't stand too close to the edge if I were you.



PROMISING newcomer: Thierry Boutsen (pictured in his home Grand Prix at Spa) and Marc Surer both made an excellent impression. Boutsen's driving has been mature, and earned good results.

Added to all this we are going to find out how good Derek Warwick is, as we have only ever seen him in a Toleman-Hart Formula One car, and Prost is going to convince us of his driving ability, matched up against Lauda's known ability as we have only ever seen Prost in a Renault since he matured. He shall also receive confirmation of how good or bad the Renault is, as it has never been driven by a driver of external known ability, only by those who grew up with it. Tambay's ability with a Ferrari is a known factor, so it will be interesting to see it applied to a Renault. Alboreto's potential was clear to see in a Tyrrell, which was not really competitive, so his moment-of-truth is coming in the Ferrari team. Quietly working away at Didcot is the Williams team, intent on getting back up to the front where they really belong. Keijo Rosberg and Jacques Laffite stay with the team, so there are no personal vendettas involved, but they will have machinery to match the best if the South African race was anything to go by. There isn't much room on the front of a Formula One starting grid and there are a lot of teams who want to be there. There is plenty of room at the back of the grid, but none of them are interested in that, so we can look forward with mounting excitement as the 1984 season approaches. Not for a long time has the opening of a new season been awaited with such anticipation. Ferrari, Renault, Brabham-BMW, McLaren-Porsche, Alfa Romeo and Williams-Honda could all be on the front row, while Lotus-Renault and Ligier-Renault will be trying to get amongst the big-boys. For drivers take Tambay, Warwick, Arnoux, Alboreto, Piquet, de Cesaris, Lauda, Prost, Patrese, Rosberg and de Angelis and you have as good a bunch of hard racers who know what its like up at the front and enjoy being there. In three months time it will all start happening. — D.S.J.

VSCC Lakeland Trial

THE first sight which greeted competitors on leaving the Bridge Hotel, Buttermere, on the morning of the trial on November 5 was Adrian Liddell's Vauxhall 30/98 being exercised up and down by its crew in an attempt to start its engine. The only other non-starter in an entry of 70 cars was G. S. Haigh's MG M-type due to the fact that its flywheel had fallen off.

Janet Blake passengered her husband John, in their 1928 Boulogne Frazer Nash, to win the short chassis class and the whole trial with a loss of only four points. Also outstanding in this class were the smart Cup Model Austin 7s of Messrs Downes and Evans, which are far from being trials specials.

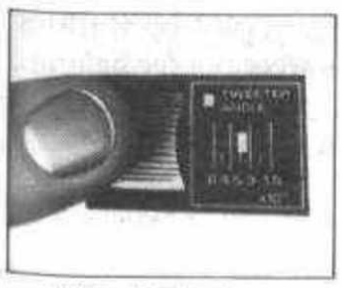
Results

1st Class
J. F. Blake, Kirkstile Trophy Winner (1928 Frazer Nash); Mrs. D. M. Threlfall, Kirkstile Plate Winner (1928 Ford); H. Spence (1930 Lea Francis Spl); B. S. Downes (1929 Austin); J. P. Evans (1928 Austin); M. Hirst (1928 Alvis).

2nd Class
W. S. Gordon (1929 Austin); B. M. Clarke (1928/37 Austin); S. I. Mann (1928 Austin); D. S. Price (1929 Austin); J. I. Phillips (1929 Alvis); R. F. Firth (1925 Amilcar); T. C. Llewellyn (1926 Bentley); A. D. Jones (1923 Vauxhall).

3rd Class
J. N. Fenner (1929 Riley); W. D. Uglow (1937 HRG); R. J. Clark (1937 HRG); B. Hopkins (1935 Frazer Nash); R. G. Winder (1927 Austin); D. Davies (1932 Alvis).

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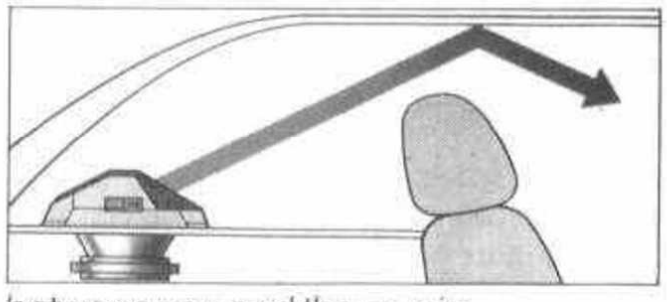
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RALLY REVIEW



TOYOTA finally achieved victory on the Ivory Coast, as well as 3rd (Eklund, above) and 4th.

Ivory Coast

BACK in the 'seventies, after a string of sometimes vociferous complaints by competitors, the organisers of the Ivory Coast Rally announced an improvement. They decided to run many of the competitive sections by night instead of in the daytime in order to minimise the chances of confrontation with huge trucks on narrow roads in the forests.

This year they announced another improvement; some of those forest sections were put back into daylight so that more people, including photographers, could go out to watch. But in the meantime the trucks had not moved on elsewhere and it was only by chance, and a great deal of skill, that there was no serious head-on collision between competing cars and enormous timber transporters whose work did not stop simply because the rally was passing through.

This is one of just two rallies in the World Championship which runs on public roads not closed into special stages. The other is the Safari, but at least in Kenya the whole country is aware of what the event means and recognises it as an important national and international occasion, giving precedence accordingly. In the Ivory Coast that is not the case, and the dangers are therefore more acute.

The popularity of the event is by no means high, and were it not for the presence this year of Audi and Toyota there would have been a very mediocre competition indeed. What is more, there were far fewer entries than the minimum of fifty required by FISA in order that the rally should keep its World Championship status next year, and bogus starters were clearly evident when the field began leaving the start outside Abidjan's Hotel Ivoire on the Tuesday evening. There were exactly fifty starters, but in less than a few hours forty per cent of those had vanished without trace, and by the end of the second of five legs only eleven cars were still running!

Audi was there simply in order that Hannu Mikkola could consolidate his position as leader of the World Championship, but they did enter a second car (which happened to be Mikkola's practice car) to perform the rôle of competing service vehicle so that emergency assistance would be available in sections where regular service vehicles are not allowed.

At the wheel of this car was Finnish driver Lasse Lampi, accompanied by a German mechanic, but during the second leg it was withdrawn from the event to become a chase car, along with another Quattro driven by John Buffum from the USA.

Toyota's presence was due to the marketing needs of the local importer, who reckoned that payment of the team's costs would be more than recouped from increased sales. The team has several years of experience of the event, but it was not until now that they scored a win, and a richly deserved one at that.

Björn Waldegård and Per Eklund were the two drivers, but a third car was entered, driven by Finn Juhu Kankkunen, merely to provide emergency service for the other two. These chase car tactics often cause complaints because of the additional dust they throw up, but the organisers were delighted since they added to the vital number of starters.

The route covered almost the whole of central and southern Ivory Coast, from the Liberia and Guinea borders in the west to the Ghana border in the east. Rest halts at Yamoussoukro, the country's new inland capital, and at the seaport town of San Pedro divided the event into five legs, and the whole ran from Tuesday evening until Sunday morning.

Although the skies were largely cloudy, with temperature and humidity at high levels, the rain kept away and on that first windless night it became obvious that overtaking would be virtually impossible. Changes of position would therefore depend more on mechanical reliability than power, and it so happened that each time the lead changed hands it was, in fact, due to the need to stop for some vital repair.

All the way through there seemed to be just three cars in the rally, the Audi and the two Toyotas, with a larger group of stragglers spread out a long way behind. On penalties, Eklund was appreciably separated from the other two due to early, time-consuming problems, but when the field was closed up at each rest stop he was always there, ready to help Waldegård if necessary.

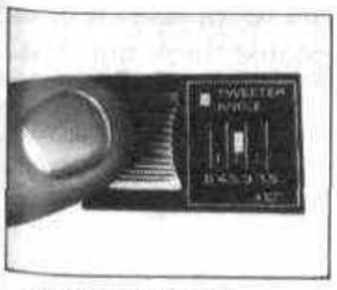
From the start Mikkola, running at number one, had the advantage of a dust-free run, but at the end of the leg his lead over Waldegård was just two minutes. Eklund was slowed by faulty fuel injection, and then had to stop to replace the planks of a wooden bridge before he could cross. The passage of Mikkola, Waldegård and Lampi had dislodged them so much that gaping holes were caused, and Eklund was not risking getting stuck, with his wheels protruding through the gaps.

Kankkunen had been delayed beyond the maximum by a mysterious electrical failure, so his Celica assumed the rôle of chase car rather sooner than was planned, whilst Lampi's supporting Quattro had needed a new alternator.

During the second leg Waldegård got ahead of Mikkola, but by no means because he was able to penetrate the dust of the Quattro. Mikkola crested a rise and found what seemed like a barricade of hefty logs across the road. There was just no time to take any avoiding action and the front wheels hit the logs so hard that Mikkola was amazed that the impact hadn't ripped them right off the car. There was instant fettling to be done, including two punctures to deal with, and the work was helped by Buffum and two mechanics who were not far behind. But even after they got going again the front suspension was not as it should be, and when he later stopped for a lengthy session at a service point, this allowed Waldegård to get ahead.

At the end of the leg Mikkola's Quattro was given more attention, but although the rear suspension was changed, the front was not. Mikkola seemed to have a disagreement with the management about this; he wanted the front suspension changed, but team manager Gumpert decided that there was no need for this. However, later during the third leg, both those front suspensions were changed in two separate service stops, first

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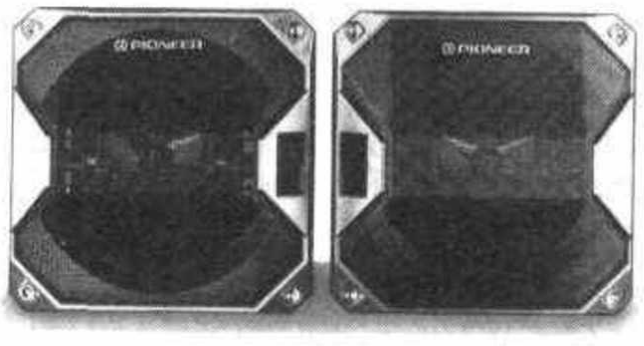
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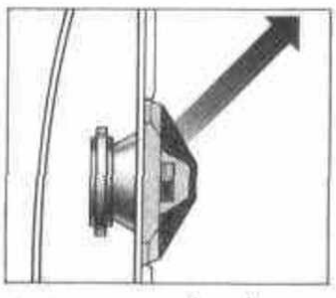
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one, then the other.

Waldegård also hit those logs, but not as hard and the damage was not nearly as extensive. Eklund, too, saw them ahead of him, but he was going much slower due to dust and he was able to avoid them.

Later, Gumpert lodged a protest in order to have penalties on that particular section cancelled, but the stewards eventually decided to reject the protest. Another protest, concerning a wrong time given to Mikkola by marshals at a control, was upheld and a wrongly attributed penalty of three minutes removed from the scores. Wrong times were not the only organisational hiccoughs, for there were several cases of passage controls being in the wrong place, whilst some were missing altogether.

Although the rally had resolved itself into a contest between Mikkola and Waldegård, with Eklund sticking tenaciously behind, all three remained firm friends, and at rest stops they were invariably seen eating together. All their practice had also been together, the Quattro and the two Celicas travelling around in a wide-gapped convoy so that they could help each other in the event of a problem.

The presence of only two teams made all sorts of direct comparisons possible, one being the efficiency of service crews. The difference was outstandingly evident. Audi crews were slow, clumsy and badly organised, whilst those at Toyota, with mechanics from Sweden, Britain, Japan and Germany, invariably put up a copybook display of how field servicing should be done.

A rough section in the third leg was cancelled due to the likelihood of a winch-powered ferry boat not working, but during practice all three works crews had overcome this by hiring a canoe to take Eklund across the river, whereupon he deftly removed the padlock and chain securing the winch gear and cranked that ferry single-handedly back across the river to collect the three cars. From such tenacious stuff are successful rally drivers made!

During that third leg Waldegård ran across a rock buried in a mud hole, one of the few in the rally, and bent both his right-hand wheel rims. More damage might have been caused than was then apparent, for towards the end of the leg, in fact only five miles from the control at Yamoussoukro, he was joining a main road at a T-junction when the right halfshaft slid out, and both wheel and shaft parted company with the car.

There was a knot of spectators at that junction, and although most of them managed to jump clear of the wheel and its flailing shaft, one little girl didn't and she caught the full force of that hefty lump of metal. Tragically, she died later in hospital.

Having been summoned by radio, Toyota mechanics took a spare axle out to



MIKKOLA'S second place split the Toyota trio.

Waldegård's car, but there was no chance of getting the work done in time for the Swede to keep his lead, and when cars eventually arrived at Yamoussoukro Mikkola was back in the lead, 12 min ahead of his rival. Eklund had been delayed again, this time by a dislodged rear brake caliper which lost one of its pads and then jammed, and he was another 50 min behind.

The fourth leg went generally south-westward to the coast at San Pedro, then looped through the dense Forest of Tai before stopping for rest again back at San Pedro during the Saturday afternoon. That forest was where Mikkola encountered, no fewer than four times, huge logging trucks coming towards him filling the whole width of the track. On each occasion he was able to take to the bush to avoid them without doing too much damage, but on one occasion, when co-driver Arne Hertz took a split second away from his notes to check dashboard gauges, they did go off and clout the right rear wheel against a rock, putting it completely out of line.

That, together with the near-misses and the need on one occasion to switch over to the spare electronic control box for the fuel injection, cost time, and at the end of the leg only seven minutes then separated Mikkola and Waldegård.

That night, Mikkola still had the dust advantage, but in readiness for an all-out final push, Waldegård's car was stripped of everything not absolutely essential, including one of its two spare wheels, and the turbocharger supply pressure increased to its maximum. Eklund, still running third on the road, deliberately clocked in early at one control to get ahead of Mikkola, and this annoyed the Finn. Chase cars often have a disrupting effect on competitors, and, although Eklund was still competing, his rôle was simply to give Waldegård as much help as possible, and this particular piece of strategy was considered to be part of that rôle.

Earlier in the event, Gumpert and Toyota boss Ove Andersson had got together and agreed that neither side should send chase cars into a section until the three front runners had passed, but Eklund was still a competitor after all, and part of a team bent on getting Waldegård to the winner's rostrum.

The fact that Eklund was able to get ahead of Mikkola on the road was not due to radar-like vision through the dust. Mikkola had actually stopped when, having misheard a note from Hertz, he entered a corner without realising that it tightened fiercely. The back of the car slid off the road, and again that right rear wheel was clouted, this time causing damage which really had to be repaired. After that, there was no chance that Mikkola could catch the leading Toyota, and he eventually resigned himself to second place.

The 15 championship points which he thus scored are pretty well enough to ensure that he becomes World Champion, but they are not absolutely decisive, for Walter Röhrl, by winning the RAC Rally, could just oust Mikkola from the pedestal. But Röhrl dislikes the RAC Rally, and he is not about to persuade Lancia, for whom he drives this year, to send a car to Bath in November. In any case, he is moving to the Audi camp in 1984, and he is not likely to do anything which would upset his future employers.

The other chance was that Audi would give Röhrl a Quattro for the RAC, but this, too, is beyond possibility, for it would cause great animosity within the team, and even Audi would not want that.

Even though this is being written before the RAC Rally, final championship round, takes place, we have no hesitation in referring to Hannu Mikkola as the new World Rally Champion. Despite all manner of setbacks and a run of incredibly bad luck, he has finally realised an ambition which he has nursed since losing the title to Waldegård by just one point in 1979, when the series for drivers began.

Toyota was equally cock-a-hoop at the finish, for they have been close to winning this rally on many occasions, and at their after-rally lunch there were very few indeed who escaped being thrown in to the sea.

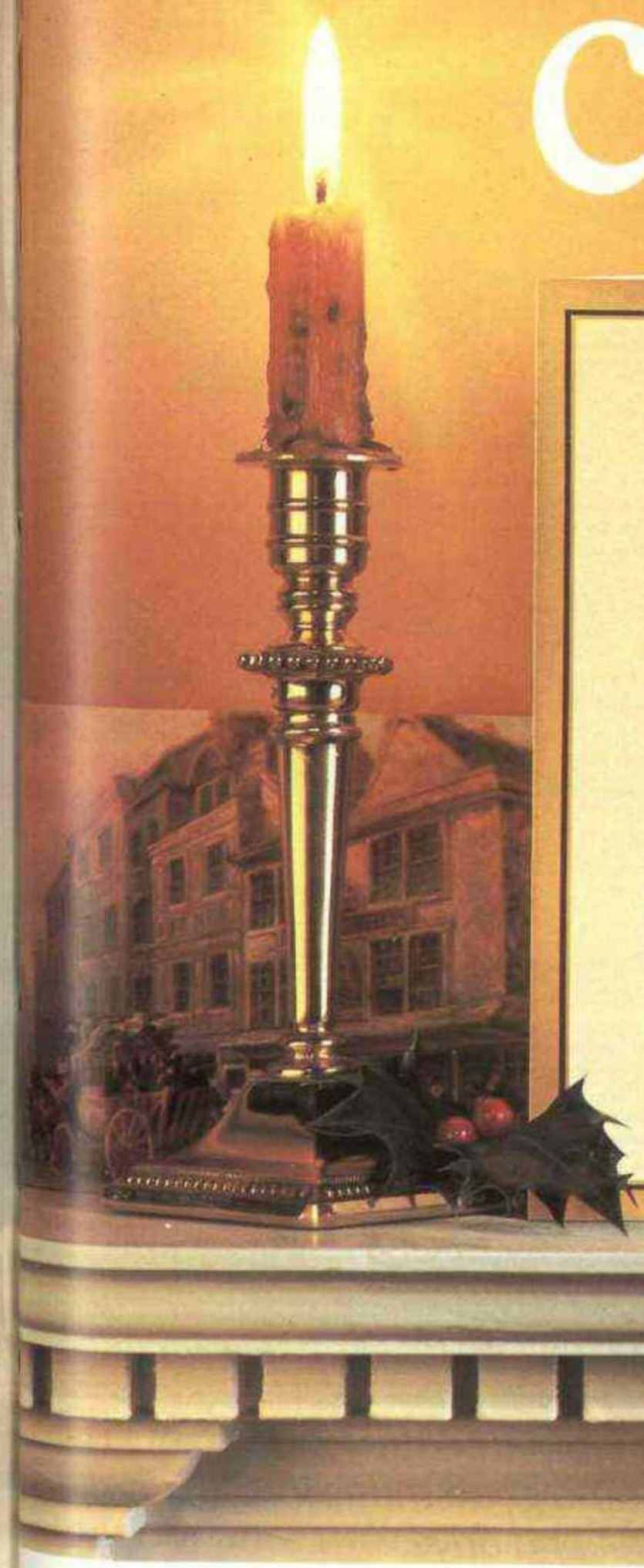
Finally, can it be that this rally deserves to keep its status as a round of the World Championship? Many people think not, but it seems that FISA is not concerned with quality alone when making its choice. When a World Champion remarks, "I don't ever want to go back there again", it gives food for thought. — G.P.

Ivory Coast Results

1st	B. Waldegård / H. Thorszelius (Toyota Celica Turbo Gp B)	5h 18m
2nd	H. Mikkola / A. Hertz (Audi Quattro Gp B)	5h 29m
3rd	P. Eklund / R. Spjuth (Toyota Celica Turbo Gp B)	6h 58m
4th	S. Assef / S. Barrault (Toyota Celica Gp 4)	12h 09m
5th	A. Ambrosino / D. le Saux (Peugeot 505 Gp A)	14h 22m
6th	E. Salim / C. Konan (Mitsubishi Lancer Turbo Gp B)	16h 08m
7th	C. Thibaut / E. Clave (Mitsubishi Lancer Gp 2)	23h 02m
8th	M. Molinie / M. Molinie (Datsun 160J Gp 2)	23h 10m

50 starters, 8 finishers

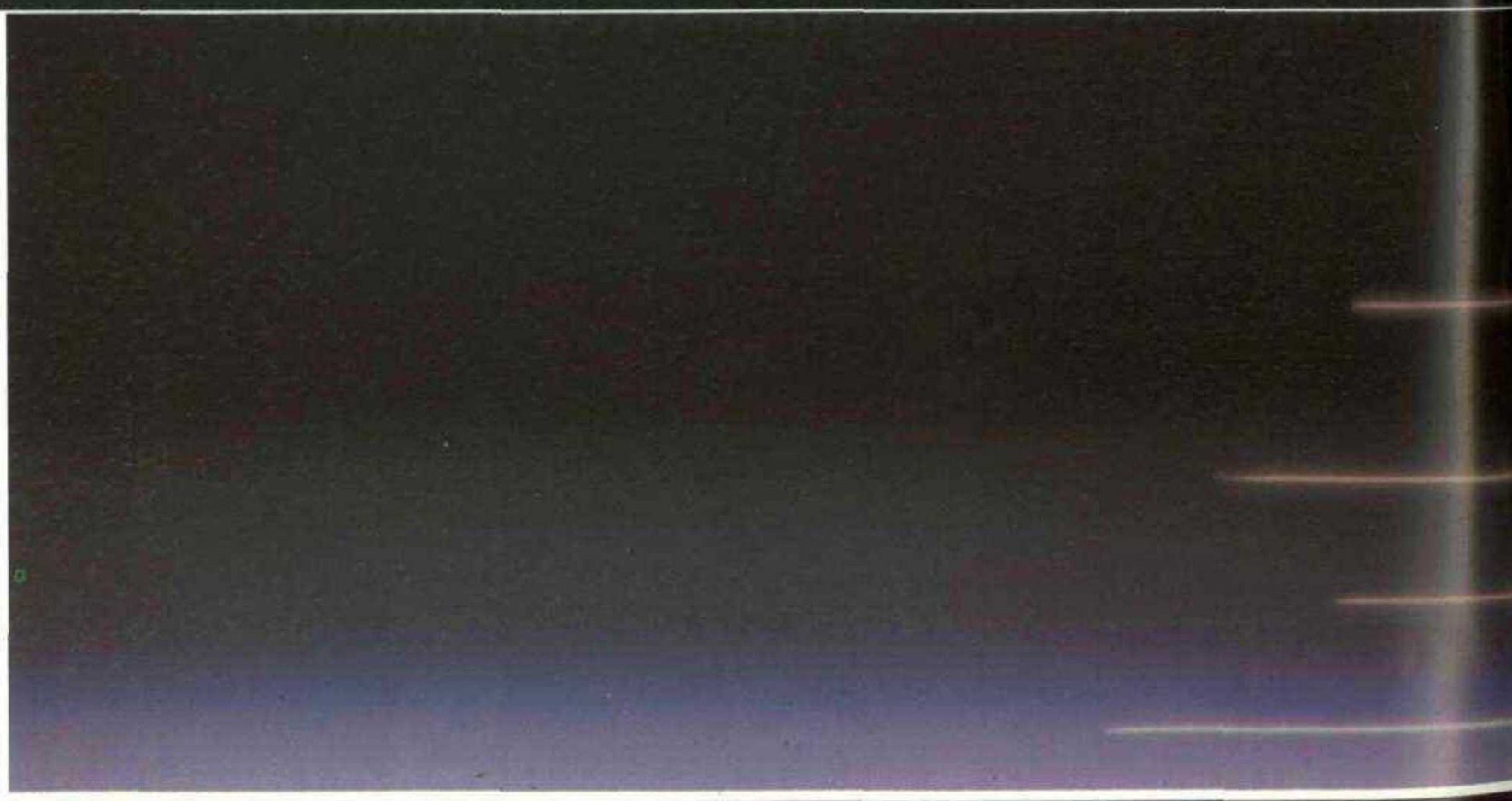
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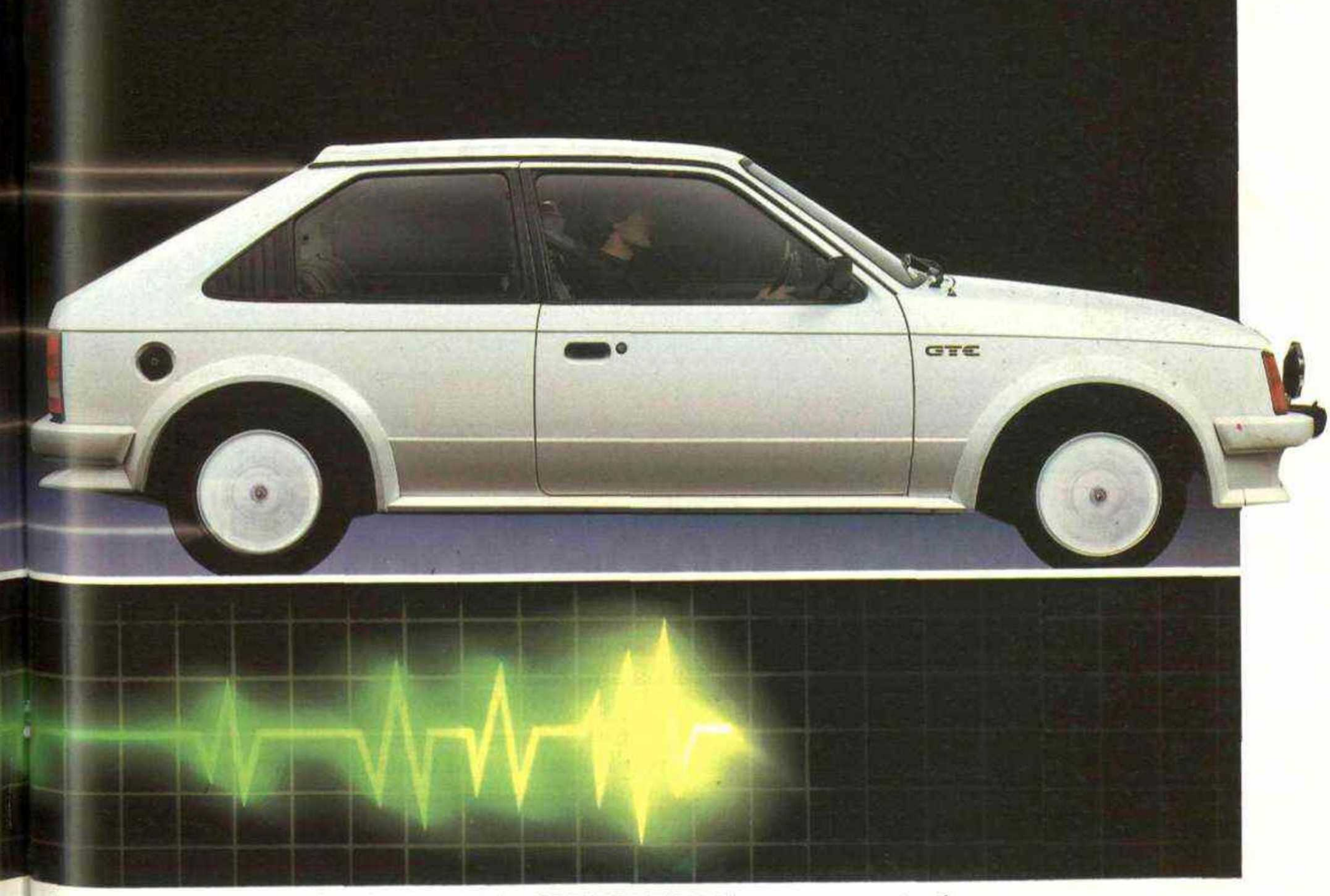
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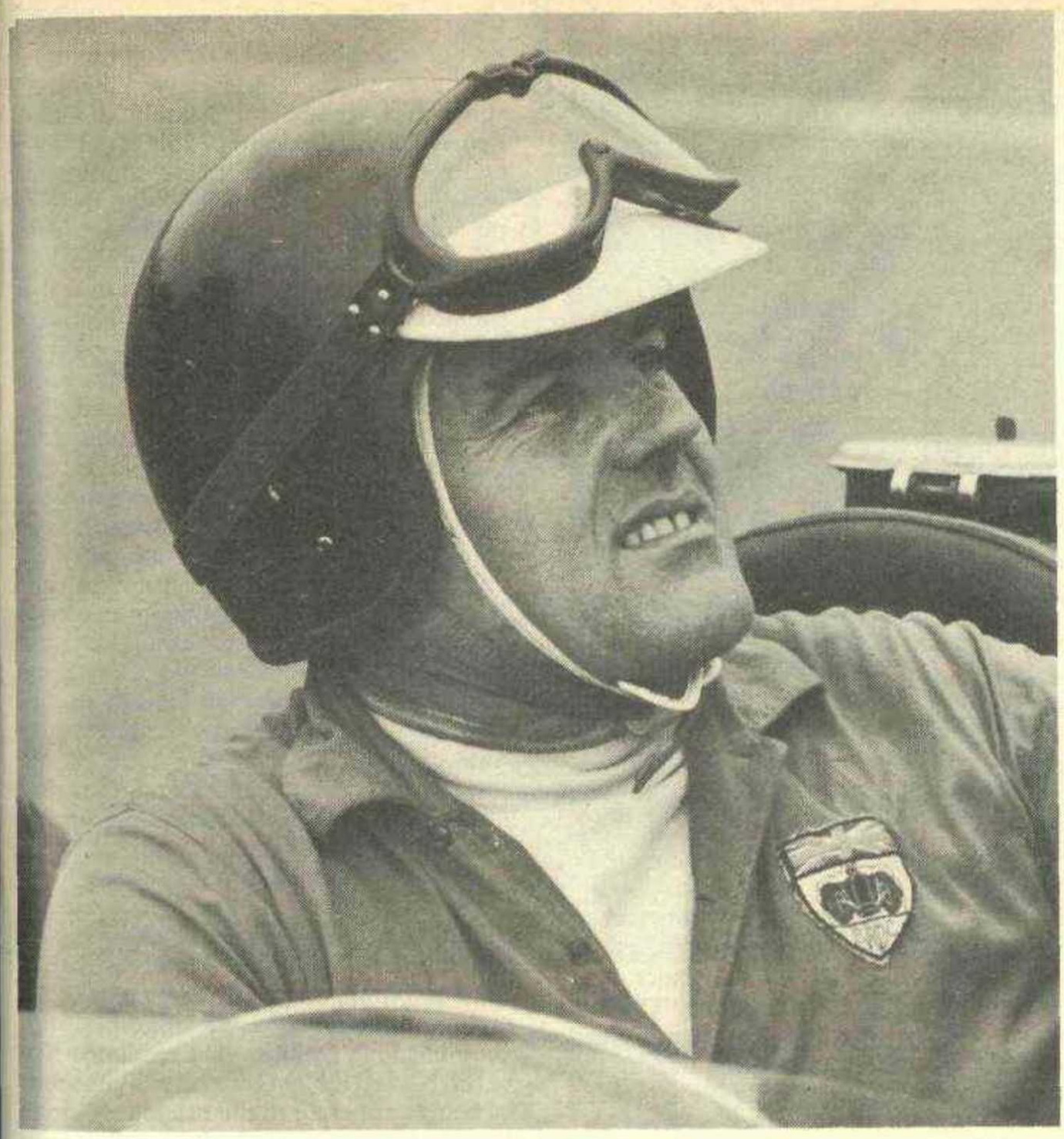
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AUDIOLINE



Talking with

The Hon Patrick Lindsay

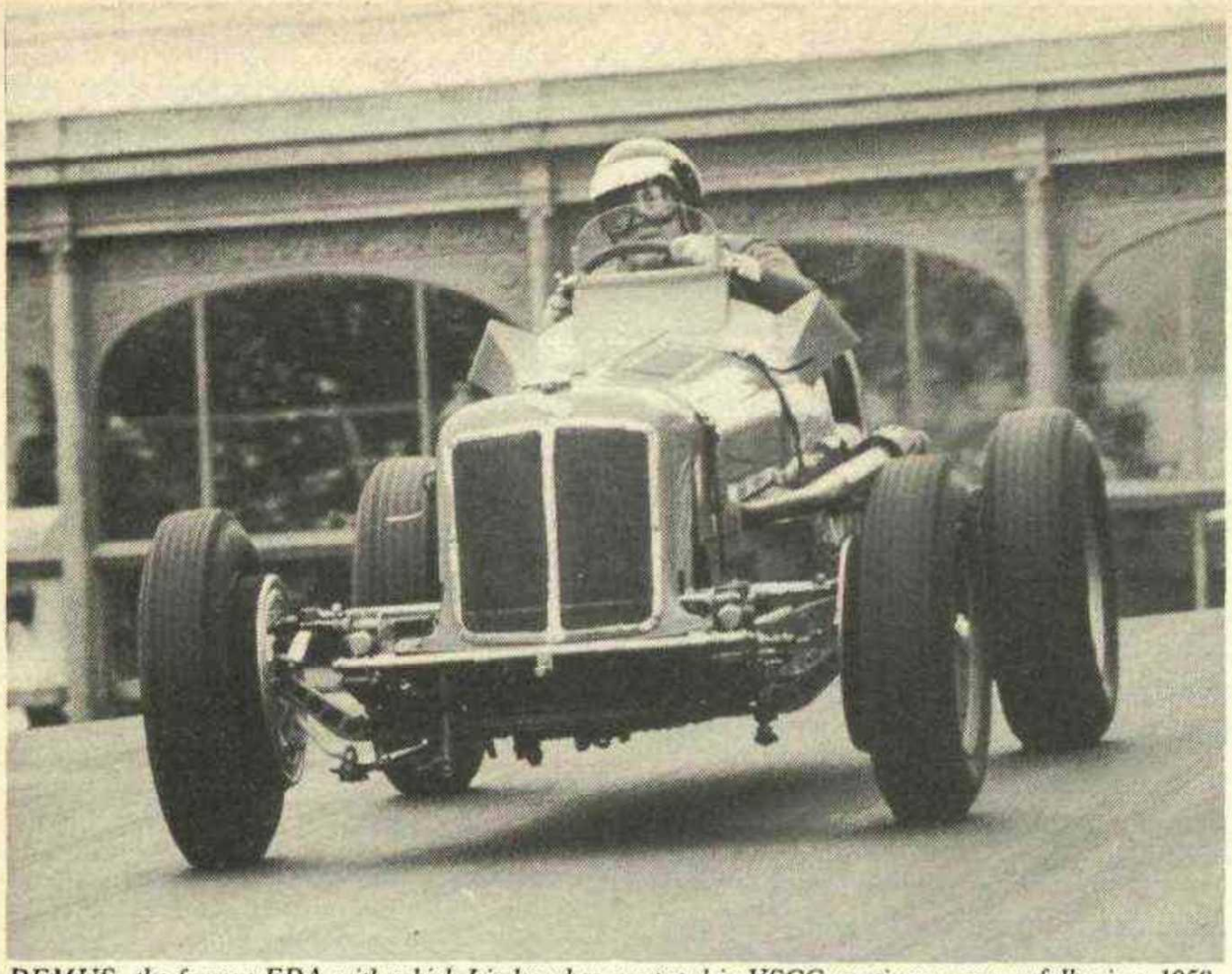
ANYONE who is at all conversant with VSCC or Historic motor racing will require no introduction to the subject of this profile, for he is one of the keenest and most consistent of competitors in these events. However, his motoring and aviation interests extend far further than this, so it seemed a good idea to talk to him about them, with the proviso that this necessarily brief account of the conversation cannot possibly cover all Patrick's many successes in the field of motor racing that he enjoys best. A busy man, Lindsay obligingly fitted in our interview (DSJ joined me) so that a visit to London, where he is well-known as Christie's Art Consultant and Auctioneer, wasn't necessary. He arrived to meet us at his country house after a lunch-time flip in his Supermarine Spitfire at Booker Airfield, and any need to enquire as to his road car of the moment was rendered unnecessary when he stepped from a much travelled Porsche Carrera RS.

He was born into what might be described as a well-to-do aristocratic family, with houses near Wigan and in Scotland, of a mother who learned to fly at Heston. Incidentally Lord Ridley took her round Brooklands. Patrick never saw a motor race before the war, nor did his parents own particularly interesting cars. But the boy soon discovered that he liked driving, and driving fast, initial experience being gained at the age of 11 on the two miles and more of private roads within the Lancashire estate, in a "perpendicular" Ford Prefect and the Morris Commercial estate lorry, and later by taking his father's Rover to and from the garages. He confesses to absolutely no mechanical aptitude, but thinks his love of machinery of all kinds may stem from his great-grandfather, who apart from being one of the great bibliophiles of his age was also an accomplished astronomer and engineer, and who was the first person to introduce electricity to London, at the Grosvenor Gallery and then adjacent houses. Here I will digress, to remark that among the many fine examples of engineering now in Pat Lindsay's possession is an immense single-cylinder Crossley gas-engine, rare because it is coupled directly by shaft to a big dynamo. The compressed air cylinder for starting it and the electrical control panel are just as they were when this engine was installed at the house in Fife, providing elecrticity for the house, farm and village until the war. Patrick remembered that if the "self-starting" failed, the butler and a footman would have the risky task of pulling round the enormous sunken flywheel until the thing fired. Needless to say, the installation is in immaculate condition, as were all Lindsay's mechanical possessions.

The Hon Patrick Lindsay's first car was a reliable Standard Flying Fourteen, in which half the Magdalen, Oxford, football team used to be conveyed to "away" matches. He then extended his love of fast motoring by purchasing a Jaguar XK120. His awareness of the charm of vintage cars was fostered when he was on his honeymoon in India and encountered a Barker-bodied Rolls-Royce PII tourer, used mainly for Vice-Regal processions and the like. On his return home he enquired when this car, not much used, would be given to him (it had then run only 14,000 miles) but has now done nearer 50,000 miles) and when he was told by the Maharaja of Jaipur to come and fetch it, he drove it home via the Khyber Pass and Hindu Kush, for shipment for Abadan. It was an adventurous journey but apart from some Autorac bothers, no troubles were experienced, although it was apparent that the Head of the Motor Garage at Jaipur had scarcely serviced the car since it was new. The only precaution prior to the long run across the Indian Continent had been to fit a set of new Dunlop tyres.

This is to anticipate, however, and it should be explained that after leaving Eton Lindsay went to Oxford, which is where his aviation interests were nurtured, as he was taught to fly, in Chipmunks, while in the Oxford University Air Squadron following a spell in the Scots Guards. Motor racing commenced for Lindsay when he began driving at Goodwood in the early 1950s in Ewen Howard's F2 HWM-Alta, by then road-equipped, a suggestion made to him during a cocktail party. Its Amals lit up and it was badly damaged in the fire but was rebuilt, although ever inflammable. Nevertheless Patrick thoroughly enjoyed his racing with it, although he remembers "looping it" on the last lap of his last race in it, coming out of the chicane at Woodcote, demolishing the Duke of Richmond's prized rosebed in the process . . . Marriage forced Lindsay to give up this sort of racing and the wreckage of the HWM was sold for the same price as its trailer!

By this time Lindsay was thoroughly aware of the beauty of line and thoroughbred qualities of the better pre-war cars, and he indulged this appreciation by purchasing from Jack Bartlett a very famous motor car indeed, the Alfa Romeo Monza with which the Hon Brian Lewis had won the Mannin Moar race in 1933 and which had afterwards been raced by Luis Fontes and John Cobb. Much later its owners had included Peter Hampton and Paul Fletcher. Bartlett was offered much more money than had been agreed but held to the sale, much to his credit. Lindsay saw the Monza as primarily an ideal road car. He still has FYE 7, now sports-equipped, although there is



REMUS, the famous ERA with which Lindsay has competed in VSCC meetings so successfully since 1959, seen in Casino Square during a supporting race for the Monaco GP.

photographic evidence that on at least one occasion it ventured onto London streets in racing trim. However, this 2.6 Alfa was also raced occasionally, in appropriate events, Patrick's wife accepting that there could be little harm in him messing about with an old car on a Club circuit! Anyway, at the time Lindsay had broken his leg ski-ing, so maybe a "sitting" sport seemed a good thing. . . .

Having seen Bill Moss in full flight in an ERA, Lindsay realised this was for him and when "Remus" was advertised for sale by Kieft Sports Cars for £695 in 1959 he bought it. It proved satisfactorily fast and also reliable, running for two or three seasons of VSCC racing without requiring a re-build, until crankshaft fatigue caused this essential component to break, as was then occurring on other ERAs. There is no space here to list all the very many successes which the Hon. Patrick Lindsay has had with "Remus", but those who attend VSCC race meetings will need no reminding of how quickly the old car is driven and how frequently it has won, often putting up highly commendable performances against post-war historic racing cars of greater engine capacity, although, of course, not supercharged; this in spite of bedevilment by magneto maladies. This got us on to discussing whether the faster ERAs are being driven more quickly and more furiously today than was the situation when they were new. Lindsay thinks not, or not all that much, unless the smoother circuits suit them better, or maybe they are put together that much better. He also made the point that, pre-war, they were sold in 1,100 cc, 1,500 cc and 2,000 cc form and most purchasers went for the 1½-litre engine for *voiturette* racing, but that these cars really needed the power of the larger engine to do them justice — as "Remus" has had for some time. The fact remains that "Remus" has been timed through the Paul Ricard speed-trap at 152 mph, whereas at Brooklands the top speed of a 1½-litre ERA was around 135 mph, so I think perhaps vintage racing is that much more intense than most of the pre-war classic contests, or that something like the "four-minute-mile" in athletics enters into the matter. . . .

When Lindsay saw the 24-litre Napier-Railton he regarded it as highly desirable though he had never seen it in action. He asked Ken Taylor, of T & T's, how much? A price was named, which Pat cut by a sixth. No deal, it seemed! But not long afterwards Taylor kindly rang him, saying "When are you going to try the car?". Taylor was clearly glad that the Monza Alfa Romeo he had looked after for Cobb and the Napier-Railton would again be in the same stable. Lindsay found it good fun, but it was in a rather sad condition, the porous cylinder blocks causing overheating, which was the cause of the classic spin at Oulton Park, so he sold it to Bob Roberts after Dick Crosthwaite and John Gardiner had brilliantly rebuilt its engine before Pat stopped using it. It has since been further restored and is now one of the Midland Motor Museum's most prized exhibits.

It now seemed time to taste post-war Historic racing, and when a pair of 250F Maseratis became available in Italy for £1,000 the chance was taken to purchase them — cars 2526 and 2527. The latter had been crashed, so had to be rebuilt. Richard Bergel was in on the deal. Lindsay did qui a lot of racing in his 250F 2527 but found not that much faster than "Remus" although a fantastic car, lovely to driv Bergel found Maserati 2526 "frightfull twitchy", and it was discovered that th wheelbase was longer on one side than o the other! It was sold to Bobby Bel *Lindsay had two accidents in his Maserat* at Oulton Park through wearing a shoe tha jammed the pedals and at the Thruxto chicane after the throttle was thought t have stuck open. The car was badl damaged and sold to Innes Ireland, bu Patrick later bought it back from Ne Corner, to whom Innes had sold it, an continued to race it, until he exchanged for an ex-Ecurie Ecosse D-type Jagua However, he already had one of thes delectable cars, and still has. Pat eventuall found he had insufficient time to devote racing properly Historic cars like thes Maseratis, just as he has too many othe interests and business commitments to cop with modern motor-racing, although ther were thoughts of driving for Aston Marti and he has appeared in the entry list as No. driver for Lord Hesketh's team, more or le as a joke, as he never had a ride.

Apart from these varied racing ca Lindsay drove the 4-litre V12 Sunbea "Tiger" when Sir Ralph Millais owned i winning the 1968 VSCC Boulogne Troph Race at Silverstone in it, lapping at 79.0 mph — he found it very manageable, wit good handling qualities that reminded hi of the Napier-Railton, but he was conscio of being very close to the machinery in th hot cockpit. (In 1982 "Remus" lappe *Silverstone Club circuit at 87.69 mph* — th existing class record.) Then there wer drives in Sir Ralph's Type 59 GP Bugatt which nearly had a serious "prang" whe Patrick was practising in it at Brands Hatch a modern racer cutting across it at a corne and touching a tyre, which sent the Bugat off, to scythe through a long meta advertising hoarding like a tin-opene



IN 1968 Lindsay won the Boulogne Trophy race a Silverstone with the V12 Sunbeam "Tiger".

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THRUXTON — the Maserati 250F ploughs backwards through the armco.

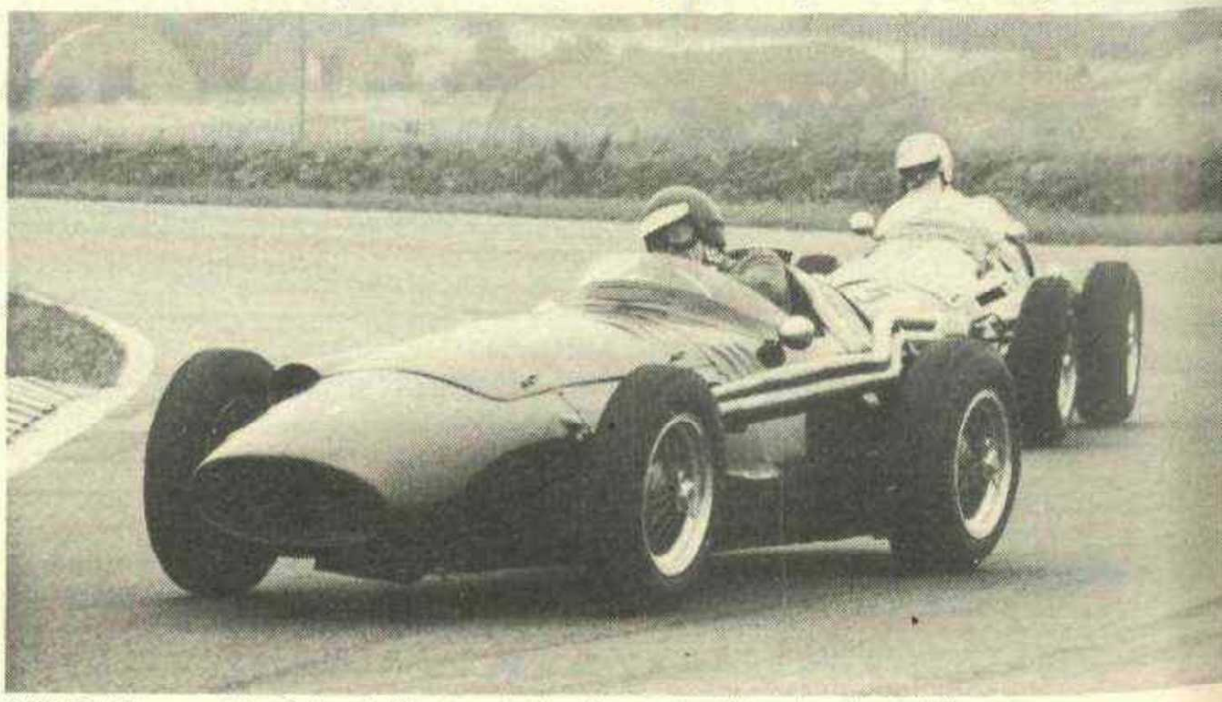
fortunately without serious damage to the car. Another fine car raced for a time by Lindsay was the P3 Alfa Romeo, bought in Australia. It proved not as fast as "Remus", so was eventually sold. In all, Patrick has driven six ERAs, "Remus", Peter Waller's, Syd Day's, Martin Morris's, R1A and R4D. This is obviously his favourite racing car and he praised warmly Bill Moss, the late Douglas Hull, Jim Fitzgerald, and Geoffrey Squirrel, who have successively administered to "Remus's" mechanical needs, including a painstaking rebuild after its crash at Oulton Park last year, and, of course, Dick Crossthwaite and John Gardner.

To list all the more sober cars Patrick has owned would be a considerable feat of memory but there was an Edwardian Napier bought in 1958 as an amusing possession and now in the NMM, a Wensum-bodied 30/98 Vauxhall remembered as "one I should never have sold", and a very pretty 2.3 Alfa Romeo coupé. In the motor house at the time of our visit Patrick's Fowler Tiger traction engine stood beside a Ferrari Daytona, the line-up being completed by the D-type Jaguar, the ex-Stanley Sears, ex-Neil Corner 1914 GP Opel, the Monza Alfa Romeo and the aforesaid Rolls-Royce. All were immaculate, as if they had never been out, although they are used in rotation, as it were.

Lindsay's love of steam is reflected in ownership of this Fowler traction-engine, which must have set something of a record for its kind when it was steamed 115 miles in a day, from Hungerford to Brighton. He also has an enviable collection of 5 inch-gauge steam locomotives and a "steam room" devoted, among other engineering artifacts, to a vast horizontal steam-engine, a replica beam-engine and a very large scale model traction engine, etc, all with adjacent boiler room for setting them quickly in motion.

On the aviation side, Lindsay's desire to own an interesting aeroplane was hampered at first because, after leaving Oxford, he broke his neck ski-ing over a precipice. But he soon afterwards acquired his Morane Saulnier 230 with big, lusty Salmson motor, a machine very difficult to fly, with a speed of 80 knots, which was very aerobatic. Then there was the Fieseler Storch with its short landing run, the Harvard, which cruised at 130 / 140 mph, seeming very noisy to those on the ground because the tips of its propeller exceeded the speed of sound, the clean-outlined fast Fiat G46 ex-trainer which performed like a fighter, and of course, the Sopwith Triplane replica which Pat brought to VSCC Colerne last year, looping it tightly as he left, and the Spitfire. I tried to draw him into saying whether the Spitfire exceeded even his racing cars for excitement, in the power of its engine and exciting take-off, but he refused to be drawn. "The best thing is when I fly to a race meeting and compete there", he said, as, for example, when he flew the Spitfire to Donington for the 50th Anniversary Meeting there this year and then demonstrated Tom Wheatcroft's £160,000 Mk II V16 BRM, finding that car's cockpit difficult to get into, so that at first he trod o the wrong pedal and nearly spun off, but th tremendous, characteristic exhaust note which and the acceleration, are clearl recalled. The Spitfire is a Mk IA wit slightly later Merlin engine driving a usefu four-bladed propeller. Future aerial plan embrace an SE5 with V8 Hispano-Suiz engine and replica Hawker Fury biplane t be built round a correct R-R Kestrel engine Offsetting the real aeroplanes is a case full o large-scale models of old aeroplanes whic have taken Pat's fancy, including his own with correct markings, and I admired a larg painting depicting all the aeroplanes he ha so far owned — "Lindsay's Air Force" – shown in imagination flying above hi house, with its hangar and private airstri beside the tennis court. Not to mention static Rolls-Royce Merlin engine with stu exhausts which Pat intends to run up in on of the out-buildings for his friend' edification. . . !

Even now we have not exhausted th subject, for there were memories of going o the London-to-Sydney World Cup Rally i Keith Schellenberg's 8-litre Bentley, whic had a nasty time when the road collapse under it, causing injury, and attack b bandits, with the Turkish Militia coming t the crew's rescue. And there were othe interesting vintage racing cars, like th ERA-Delage which won a VSCC five-la handicap last year and the Multi-Union wit which Pat had less good fortune, the latte being sold to Chris Mann. Before he turne to flying the older aeroplanes the Ho Patrick Lindsay twice took part i cross-Atlantic ocean races, beginning i 1952 and before that he was very keen o sailing. That his auctioneering interest centre very closely around fine motor cars i well known; in terms of V16 BRMs, fo instance, he was responsible for the sale a Christie's of the previously-mentione £160,000 Mk2 BRM and the £100,000 Mk car which is now in the National Moto Museum. A very versatile and activ gentleman, one can truthfully say! — W.B



LINDSAY pursued by Colin Crabbe in a similar Maserati — Historic racing at Thruxton.

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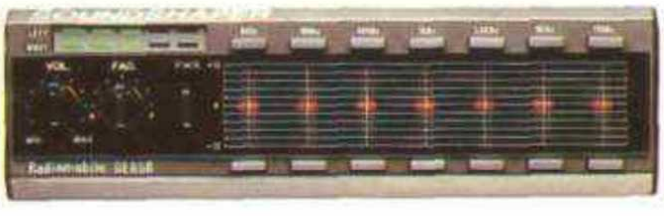


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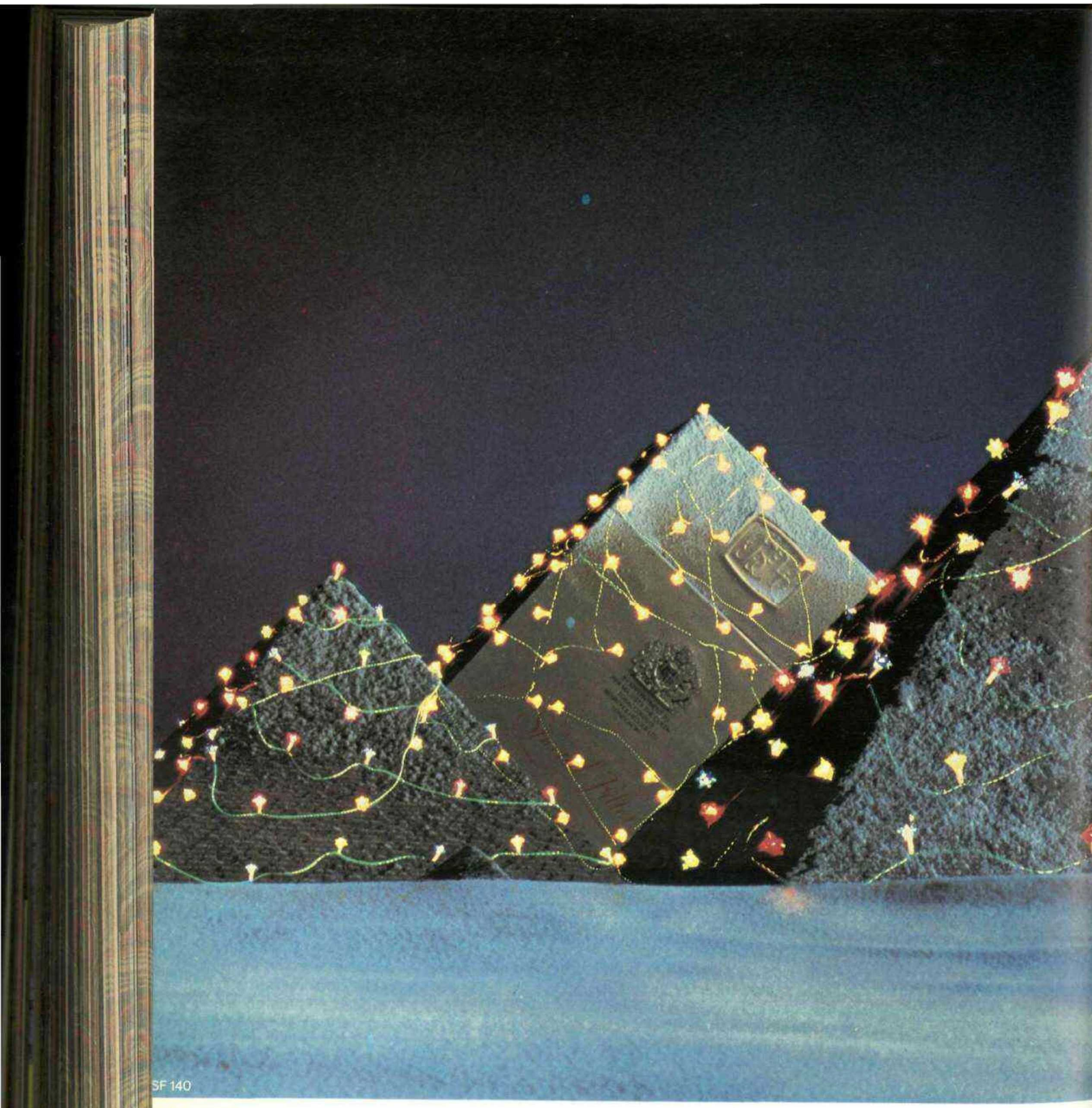
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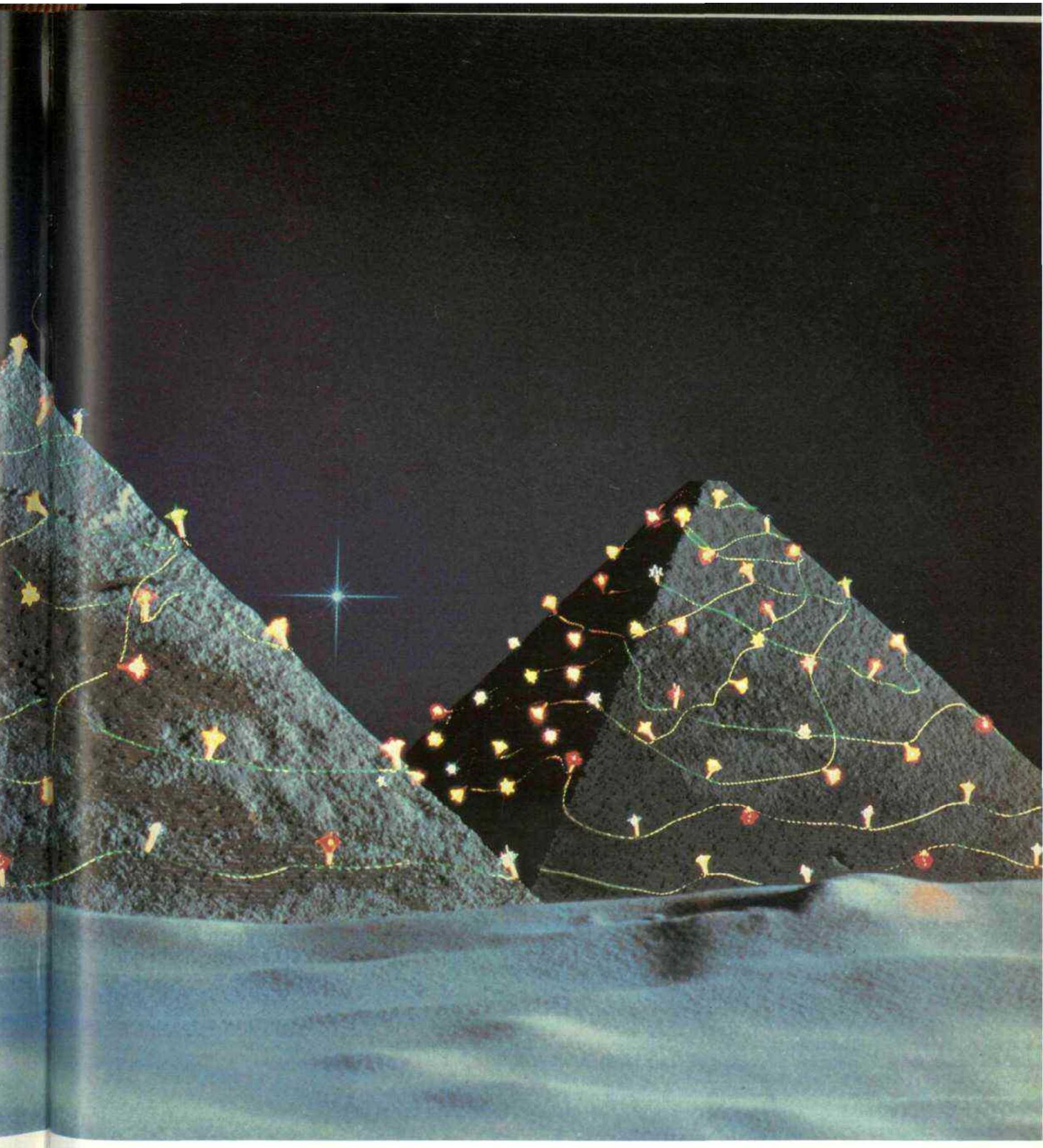
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Two AC 3000MEs

— Good hard fun

WHEN we arrived at the Thames Ditton base of AC Cars Ltd, we were surprised to find a virtually empty factory. It soon transpired that the company was in the middle of transferring to a smaller building on the same site, as Sales Manager Keith Judd explained. With the demise of the three-wheeled invalid carriage which formed an important manufacturing base for the company during the Sixties, the emphasis of the Group has shifted away from cars to the manufacture of lorry trailers at a separate plant. Nevertheless, AC's 73 year tradition of building sports cars, including the legendary Cobra, is being maintained with one of the few British mid-engined sports cars in current production, the 3000ME.

The body of the 3000ME is virtually that of the Diablo, first seen in 1973, but the car underneath is entirely different, and given that it involved a small company developing chassis, suspension, and a special gearbox, as well as making jigs and moulds and obtaining Type Approval, the five years which elapsed before the first sales in 1979 becomes understandable.

The quality of the engineering is obvious when one sees a car being assembled. A Ford 3-litre V6 sits transversely in a steel perimeter chassis of very neat design whose all wishbone suspension is fabricated by AC. The exhaust is outrigged directly from the engine to avoid flexing, and the 14 gallon fuel tank is tucked tidily between engine and cabin. Cooling air for the front-mounted radiator is vented through a grille above the nose, leaving room for a storage well between the front wheels which accommodates the spare wheel and tools.

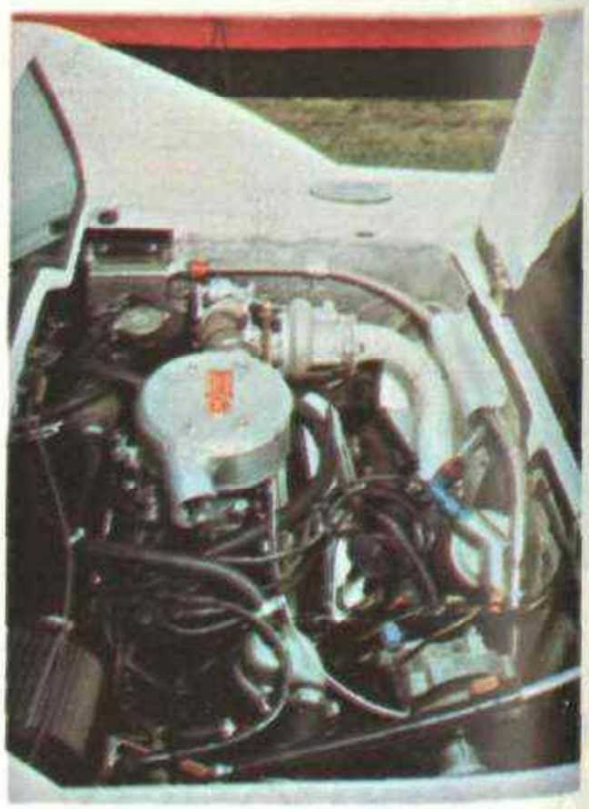
Why the Essex 3-litre rather than the Cologne 2.8? Essentially because AC's unique tailor-made five-speed gearbox will not fit any other block. We will return to the engine later, but it is worth looking at the 'box, because it is beautifully, even extravagantly, designed. Using Hewland gears and driven by a triplex chain, it runs on needle-roller bearings and has centre bearings on the shafts. Lubrication is ensured by feeding oil through the hollow mainshaft. Even the final drive pinion is machined up by AC, and the result is a very strong box which is capable of very fast changes.

Clothing all this is a GRP body of flawless quality in which the junction between the two main mouldings is frankly impossible to detect, even before painting. A steel frame ensures the doors shut with a satisfying clunk: in fact all panels are assembled and adjusted for fit before being separated for painting. And there are a lot of opening and closing panels — eight in total including the pop-up lights.

Production has settled down to one a week now that the cars are sold direct from the factory (list price £12,658) but at the moment it is only a question of assembly, as AC have built up a healthy stock of chassis, bodies, and components which is drawn on as required. Delivery time runs at six to eight months, and being such a small operation allows for the customer's own specification to be incorporated.

After exploring the factory we climbed into the glossy white demonstrator for an acclimatisation run. The first lesson to learn

FRONT-MOUNTED radiator vents air through the AC's nose grille — side inlets feed carburetters and help cool engine bay.



CIRCULAR airbox on Turbo version promotes efficient airflow and houses back-pressure dump-valve.

is that it requires a rump-first entry technique because of the high sill, but once installed the position feels natural, helped by fully adjustable seats and steering column, and pedal-pads which screw in and out. The left hand falls easily onto the gearlever, although the handbrake is too far back, and the speedometer and rev counter are perfectly visible within the thick-rimmed leather wheel. Other instruments, however, require the neck to be craned. Visibility is superb, barring only the small rear three-quarter panel, and while the bonnet drops out of sight, the short overhang offers no manoeuvring problems.

Unusually for a car with a remote change, the gearlever operates in a gate, which demonstrates AC's confidence in their assembly tolerances, and demands similar accuracy from the driver. Even upward changes must be carefully judged, and the 'box is not forgiving — bungle it and it is back to square one. Driven hard it works well, but it demands a lot of concentration.

With the engine so close to the occupants' heads, there is a fair but not unpleasant amount of noise — it is just a shame that it is not of a more exciting variety. The Essex V6 is a slogger, and its reluctance to reach high revs means that the car feels slower than it is (AC claim 8.5s from 0-60 mph).

Handling is of course the *raison d'être* of the mid-engined car, and there is no doubt that the AC with its 205/60 Pirelli tyres offers a very high level of grip. It turns in at a twitch of the wheel, and at any reasonable road speed corners virtually flat with the merest trace of understeer. The front wheels are sensitive to the smallest corrections by the driver, which is good, but also noisily impart the shock of every bump through the steering wheel. This characteristic amplifies the effect of the ride, which can only be called hard on country roads, although it absorbs single bumps smoothly. One should never be silly enough to back off completely in a fast corner in any car, but in the AC there is a curious wriggle if the throttle is lifted just to trim the speed. The rear tyres stay confidently attached to the tarmac, but the body appears to move just slightly in relation to them.

For a mid-engined car, the AC is a model of practicality. The forward storage compartment, unencumbered by the radiator, not only swallows the spare wheel (and remember that is of seven inches width) and the inevitable automobile oddments, but also takes the large detachable roof-panel in its leathercloth storage-bag which is a standard fitment. This leaves the 12 cu ft boot which occupies the tail free of clutter and able to cope with considerably more than the expected "weekend" luggage. The boot has a handle, but the front compartment and engine cover are released from inside the cabin by cable. All covers are self-supporting by hydraulic strut, and engine access is surprisingly good.

Interior appointments are sober, comfortable and, in common with everything about the car, beautifully finished. Leather seats are standard, and the small glove-box and rear bulkhead pocket will just about cope with everyday odds and ends.

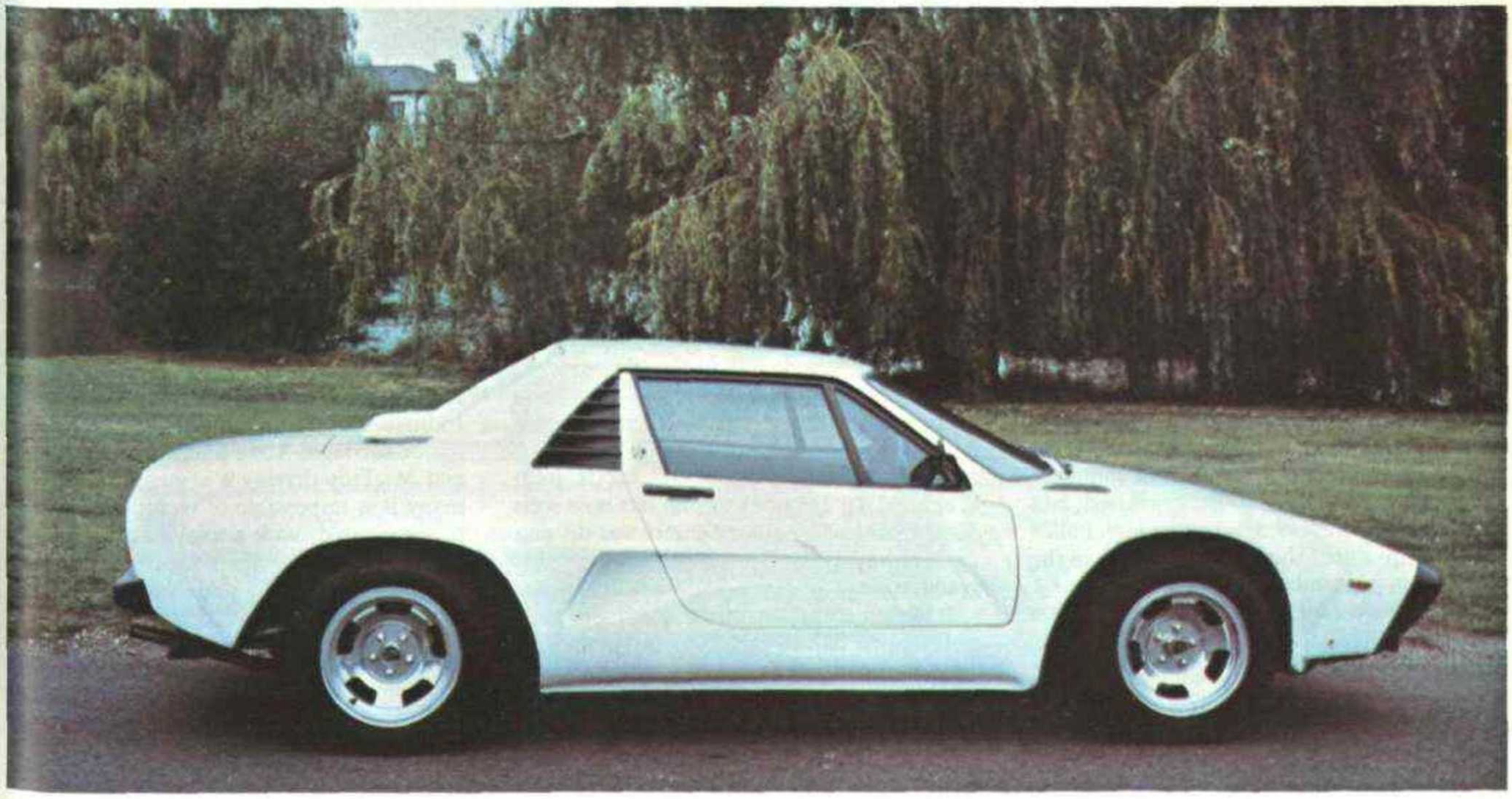
Having experienced faint disappointment about the out-and-out performance of the standard model, it was interesting to be allowed the opportunity to try a turbocharged version. Robin Rew, whose premises are at Silverstone Circuit, has been converting the Ford V6 for several years, first in the Reliant Scimitar and latterly in the AC, and has been using his own 3000ME in hill-climbs as well as developing a lightweight car for Reg Hill to compete with in the Hillclimb Championship. He offers a standard package, as on the car we tried, but will install any combination of boost and camshaft that a customer requests.

Continued on page 1490



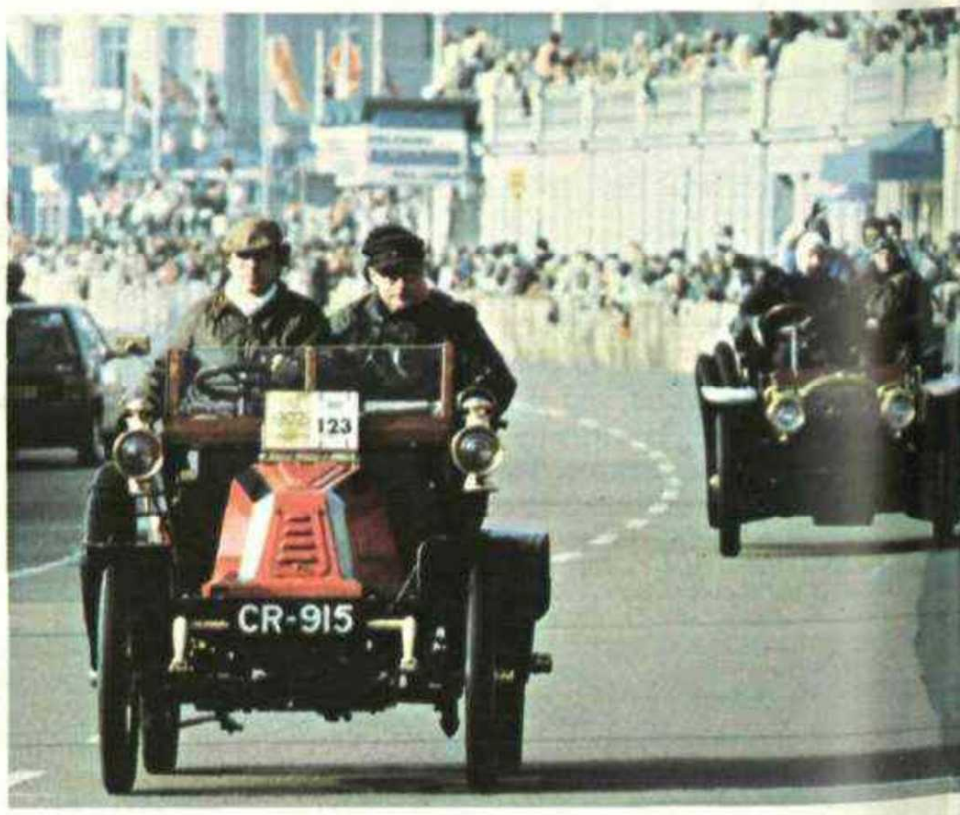
PEDALS are offset slightly to the left, but an adjustable steering column offers an exemplary driving position.

COINCIDENTALLY, both test cars were white, highlighting the unobtrusiveness of the Turbo conversion. Below is the standard car — note the high door sill.









IT is quite incredible how much support the annual November pilgrimage from Hyde Park to Brighton continues to have, as veteran cars celebrate the original Emancipation Day journey of 1898, first re-enacted in 1927. It is for pre-1905 cars only, which must be one of the lasting attractions, now of World-wide participation, for otherwise why should well over 600 people rise with the miserable November dawn, to travel to a watering place better seen in the comfort of summer? This year's Run, RAC / VCC organised, had 300 entries, plus 49 reserves! Only Police control prevented them all from going to the seaside on November 6th.

Over the years the social — and me, too — side has developed, of course. Thus, stars of stage and screen get seats or even drive, Gloria Hunniford for instance was on the RAC's entry of a 1902 Beaufort, a car actually belonging to Mrs Lightfoot, and the Sears family took their nine-months-old great-grandson on the 1903 Clement-Talbot they have owned since 1936, for part of the distance. However, motoring enthusiasts also do the Run, like Reg Miles on an 1899 Benz bought new by his family, through whose hands it has been handed down along the years, although not used regularly after the 1914/18 war. It was in the "Genevieve" TV comedy, but more to the point has done every one of the re-enactment runs, only failing to get to the finish on five of them. Another well-used "Brighton" car is John Welch's 1901 Decauville, that has now seen 32 of them, while John Dennis was driving again the 1902 Dennis built by his grandfather.

It was nice to see in the entry list such well-known names as John Bolster and his 1903 Panhard-Levasor, no doubt intent on his customary Kent-Sussex-Kent one-day outing, Nash on his late father's 1900 Peugeot, Lord Montagu on a de Dion Bouton, the Coventry Museum's 1899 Crowden, Alex Park on the 1899 Wolseley, Pilmore-Bedford in his Lanchester, the Shuttleworth Collection's 1902 Peugeot, the VCC's Wolseley of that year, the venerable NMM 1903 Daimler, Lord Strathcarron in the snug of his little Gordon-Richard coupé, Miss Hutton-Scott carrying on a long tradition with the family Lanchester, the astonishing Celer from the Nottingham Industrial Museum, the AA's 1904 Renault motor-carriage, Anne Shoosmith on a Mors and M. Tidy driving a D'Armes, among so many it is impossible to include. De Dions predominated, with a total entry of 62, two Turner-Miesse and a couple of Whitneys steamed adjacently, and Vauxhall Motors ran a 1904 example of their own make. The statistics could be unending, all the cars of intense interest to students of automotive history and giving enjoyment to the vast crowds to line the Brighton route. Many ladies were among the entrants. Daimler-Benz, too, think it worth bringing



A HUNTING horn is just the thing for the Brighton run. Mr A. Clarke and his lady (far left) in their Peugeôt found the going was good. Upper and lower left, Mr R. Frayne from Ireland, and his crew, in a 1903 Clement, and Lady Nall's 1902 De Dion Bouton.

RICHARD NOBLE, land speed record holder (left), substitutes muscle power for jet power as he cranks Lord Montagu's 1903 De Dion prior to a sub-record breaking run.

The Veteran Car Run to Brighton

a number of the cars from their impeccable Museum in Stuttgart for the Run. Last year I went down with von Pien and drove the 1902 Benz. This year they ran an earlier Benz and the 1904 Mercedes that took part in 1982.

In the Mercedes Sixty with which Roger Collins has been first into Brighton, and which this year was conducted by young Amanda and Sally Collings, the latter only recently through her driving-test, is a very fast veteran and can be regarded as the forerunner of the sports car, by 1904 Mercedes were also making admirable touring cars, like the 28/32 hp Mercedes-Simplex they ran last year and on which I did this year's Run. With the backing of the D-B mechanics, almost as if this was a Grand Prix, there was no reason to expect other than an easy trip to the sea, although it was impossible not to expel the thought of how much nicer would have been the journey on an afternoon in high summer than on a November morning. . . .

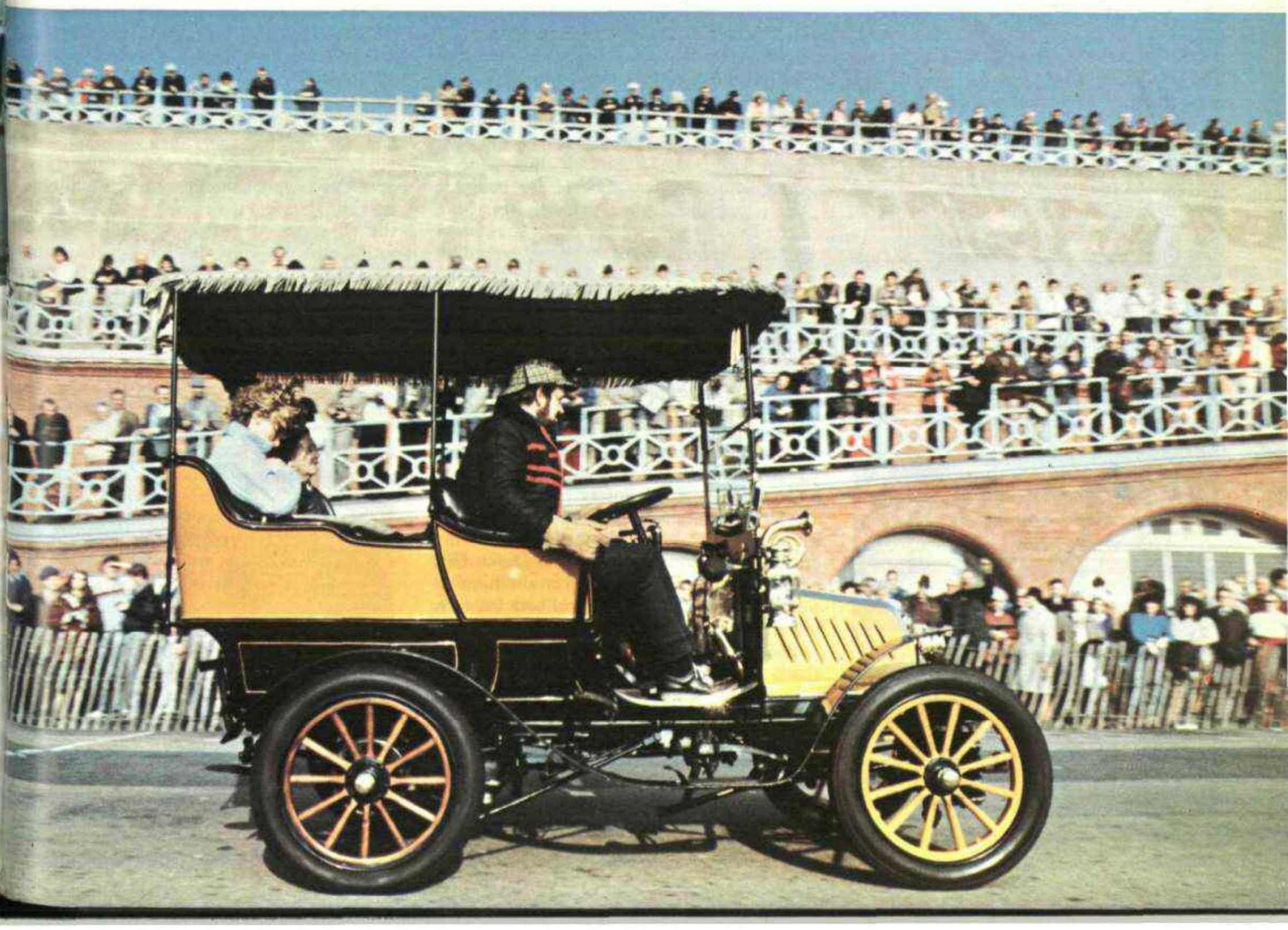
Down to the sea in a Mercedes

On the evening prior to the Run I went down to the garage at the Gloucester Hotel in Kensington to look at this fine Mercedes-Simplex which had been brought from Germany, together with the 1899 two-cylinder 10 hp Benz (with its remarkable pointed prow adorned with gilled cooling tubes) that the Museum's Curator, von Pein, was to drive. The engine, of 110 × 140 mm (5,320 cc), has its four side-valve cylinders in pairs. The carburetter is on the offside, the water pump, feeding to the heads through a fine polished brass two-branch riser pipe, and the magneto, driven by exposed "mangle-gears", on the near-side, where the rather small exhaust manifold is also situated, with a hot-air muff surrounding it that originally connected to the carburetter by a cross feed.

The chassis is sprung on undamped half-elliptic springs and final drive is by encased side chains. The clutch is presumably of scroll-type and there are four forward speeds, changed by a long right-hand outside lever, inboard of the

continued on page 1491

SURREY with a fringe on top! Mr W. A. Pownall and crew in a 1902 De Dion Tonneau.





FERRARI C3 DÉBUT: Tambay sits at the wheel of his race car, in the foreground during practice for the British GP at Silverstone. Behind, Arnoux accelerates out in the team's spare car, still fitted with the original, but quickly abandoned, radiator layout and side cowling.

FERRARI —

World Champion Constructors

FOR the second year in succession the Ferrari factory have won the Formula One Constructor's Championship, though once again neither of their drivers won the Driver's World Championship. Whereas drivers score points for themselves in each race, in the Constructors Championship it is the car which scores the points, and both cars of the team count in every race, so that a first and second place will score maximum points. Last year Ferrari won the Constructor's Championship thanks to drivers Villeneuve, Pironi, Tambay and Andretti, yet Rosberg was the individual champion driving a Williams-Cosworth.

This year Arnoux and Tambay drove all the races for Ferrari and between them won the Constructor's Championship, yet Piquet was champion in a Brabham-BMW. Such is the anomaly created by the current points system in both championships, but be that as it may, the important thing for a constructor is reliability and for both his cars to finish races. Last year the turbocharged Ferrari 126C2 showed a remarkable standard of reliability, recording 18 finishes from 22 starts. This year the record was not so good, with 20 finishes from 30 starts, but still better than most. However, the two drivers qualified for every race and started every event in the 15-race series, the 10 retirements being shared Arnoux four, Tambay six, each driver having an accident with another car, which caused their retirement, the rest being due to mechanical trouble, with Tambay having two major engine failures.

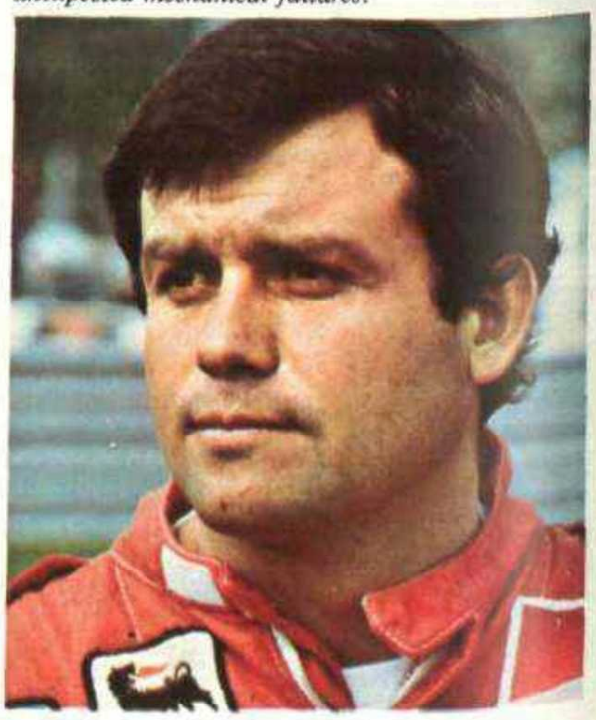
Unless mechanical problems plagued them in practice, such as Tambay at the French GP and Arnoux at the Dutch GP, both drivers were invariably in the running for pole-position on the grid and between them scored eight pole positions, equally divided. Other than that they were invariably in the top six during qualifying, an élite little group shared by Renault, Brabham-BMW, Alfa Romeo and Ferrari. They were first and second on the grid at Long Beach, Silverstone, Hockenheim, and Osterreichring, while being first and third at Imola and Detroit, and first and fourth at Montreal and South Africa, with second and third at Monza so that one can say without qualms that the Ferrari cars and drivers were the pace-setters of 1983.

The team had finished the 1982 season with a row of 126C2 cars, as detailed in MOTOR SPORT for December 1982, with one complete and unused car, number 064, and another car, 065 being completed. However, new FISA rules were agreed by everyone in order to eliminate the 600 bhp go-karts that had developed as the result of the chase for the elusive "ground-effect" introduced by Jim Hall on his Can-Am Chaparral and perfected into Formula One by Colin Chapman and the Lotus 78. The

RENÉ ARNOUX: disappointing to start with, but three wins to his credit.



PATRICK TAMBAY: early promise marred by unexpected mechanical failures.



end result had been cars with rock-hard springs with minimal suspension travel to maintain constant clearance between the aerodynamic under-side of the car and the ground surface. This would have been all right had the cars been guided by electronics and not by human beings, but as it was the drivers were beginning to suffer physically and the cars were proving immensely stable up to a point and then they became uncontrollable. So under-car aerodynamics were banned, at least between the front and rear wheels, and no side-skirts were permitted. As time was short most teams modified their 1982 cars to conform to the new rules and Ferrari did this with his 1982 C2 models to start the season, but a new C3 model was soon in the design stage on Dr Harvey Postlethwaite's drawing board.

The last two cars in the Ferrari 1982 series were rebuilt to the new rules and were ready for the first race of the season, in Brazil, where Ferrari's new driver René Arnoux made his début for the Scuderia at the wheel of 126C2 / 064 and Patrick Tambay had 126C2 / 065, this being the first race for both cars. As spare cars 126C2 / 062 and 063 were also rebuilt to the new rules, the former being taken to Brazil. Much was expected of René Arnoux, who had left the Renault team to join Ferrari, but Tambay was faster in practice and finished ahead of him in the race, but neither car proved outstanding on their début. They were heavier than most of the opposition and though the water radiators and intercoolers had been moved rearwards on the revised cars they lacked adhesion and the Goodyear tyres could not cope with the power output of the twin KKK turbocharged V6 engine, but at least they both finished their first race. At Long Beach for the USA Grand Prix (West) there was a huge improvement brought about by the use of a simply enormous rear aerofoil that had side pieces extending forwards on each side and held up by panels attached to the vertical fins on the side pods. Other teams looked at these huge rear "wings" and were horrified by the apparent aerodynamic drag they were causing, but when both cars proved to be very fast this horror changed to admiration as they estimated how much power the Ferrari engines must have been producing to overcome the drag so easily. The net result was greater adhesion for the rear tyres and Tambay made it clear that he was not going to be overshadowed by Arnoux who had joined the team supported by the thought that he would annihilate everyone with a Ferrari. Tambay took pole position on the grid and led the race with ease, but in order to conserve his tyres he eased up to the pace of his followers, keeping just ahead of them. This was all right until Rosberg had the crazy idea that he could take the lead, not appreciating how Tambay was running his race, and in a stupid manoeuvre he collided with the Ferrari, leaving Tambay stationary in the middle of the track, having been punted violently into a spin, with a bent front suspension and steering. Arnoux lacked the feel for his rather fragile Goodyear tyres and destroyed two sets, and was on his third set by the end of the race, finishing third.

The scene moved back to Europe, with the French GP on the flat and featureless Paul Ricard circuit, where the cars used the earlier smaller type of rear aerofoil in view of the long Mistral straight. The drivers were still using the same cars as in Brazil, naturally with new engines and rebuilt gearboxes, brakes, suspension units and so on, but Tambay's practice was plagued with fuel system problems, turbo-charger problems and electrical problems, not only on his own car 126C2/065 but also on the spare car 126C2/062. In the end he had to use the spare car in the race and he finished a troubled fourth, while Arnoux was seventh. Tambay's troubles were just "one of those weekends" during which no particular problem appeared twice, while Arnoux's troubles were partly self-inflicted as he seemed incapable of assessing the limitations of his Goodyear tyres and driving accordingly. What Arnoux was proving adept at was being wound up tight and establishing a searing single lap during qualifying when aiming for pole position. He did this to perfection at the San Marino GP on the interesting and undulating Imola circuit. Brabham-BMW and Renault were giving the Ferrari team a hard time on their home circuit, which is only 55 miles from Maranello, but Arnoux pulled a lap out of the bag that stopped any further discussion. During the season the Ferrari team were to prove particularly adept at this procedure of winding everything up tight, including the driver, for one searing lap. It is not easy for not only do you have to have all the temperatures right, the boost pressure has to be right, the tyres have to be right, the suspension settings, the shock-absorber settings, the brake balance, the fuel load, the aerodynamic adjustments all have to be right and all these variables have to be in tune with one another. The driver has to be in the right mood of aggression and the team controller has to pick the right moment to fire off his missile. You can always tell when the Scuderia Ferrari are about to make a "missile shot" as Arnoux sits in the car all ready to go, but the car is kept in the shade of the pit garage, while cold air blowers are fed into radiator ducts and onto the inter-coolers, while the engineer in control looks at his watch. At just the right moment the car is wheeled out onto the pits apron, the engine is fired up and away goes Arnoux on a single warm-up lap, then his "flyer"



START of the British GP with Arnoux's pole position C3 just holding a brief advantage over team mate Tambay's sister car as they sprint for Copse on the opening lap.

and then a slowing down lap. This procedure got him pole-position at Imola and later he did it to perfection at Silverstone to take pole-position for the British GP.

At the San Marino GP the cars were fitted with a new form of rear suspension, to save some weight and to improve the geometry of the rear wheel movement and thus improve the tyre adhesion. As designed originally the 126C2 had rocker-arm rear suspension operating inboard mounted coil spring / damper units, but the new system employed a very wide-base lower wishbone and similar upper one, with the spring unit, still mounted inboard, operated by a pull-rod working on a swinging link. The system had been tried out in practice for the non-championship event at Brands Hatch, known as the Race of Champions, as well as during private testing. It was an instant success and improved the rear end of the C2 enormously, so that together with the huge rear aerofoil there was not too much wrong with the car, but it was already obsolete by Maranello standards and the C3 model was eagerly awaited. Arnoux had gone to Brands Hatch with 126C2/063 with all the bits to change the rear suspension, but had raced with the old rocker-arm system, giving up in the event with dissatisfaction with the Goodyear tyres. While he indulged in this aside, Tambay was busy at the Ferrari test-track opposite the Maranello factory carrying out more serious testing.

The Monaco GP followed, on the circuit through the streets of Monte Carlo, and typical of the thoroughness of the Maranello racing department, four cars were taken to the Principality. A good grid position is essential on the tricky little Monogasque circuit and in practice it is all too easy to clip a kerb or a barrier and damage a car, so both drivers had a spare car in case of emergency, instead of the usual way of both sharing a single spare car. They were still racing the same cars they had started the season with, so Tambay had 065 and 063, while Arnoux had 064 and 062. After a pretty fierce qualifying battle with the Renault team Arnoux finished up second on the grid, with Tambay fourth, but the second place had been at the cost of a blown-up engine. The weather and tyres made a complete nonsense of the race, relative to the two days of practice and we might just have well turned up on Sunday morning and let everyone have 30 minutes practice and then draw starting positions from a hat. There was a slight rift in the Ferrari team as Tambay offered to start the race on "dry" tyres, even though the circuit was very wet, and gamble on it drying out, but the decision of the engineers was that both cars should start on "wet" tyres. As things turned out the weather cleared and the track dried, so that a pit stop was necessary for both Ferraris, whereas Rosberg's Williams which had started on "dry" tryes romped away with victory. Early in the race Arnoux collided with another car and came off second best and limped into the pits for repairs. Unfortunately, while he was there Tambay indicated his desire to stop for a change to "dry" tyres, but Mauro Forghieri kept him out on the circuit while they worked on Arnoux's car. It was a complete bungle, for Arnoux was right out of the running, whereas Tambay was still in with a chance, but having to do four more laps on "wet" tyres on the rapidly drying track lost him more ground than he could hope to make up. Arnoux's car could not be repaired properly and he retired, while Tambay drove a smooth and fast race to finish fourth. But for those extra four laps on "wet" tyres he could have been in with a chance of victory, while had the team management accepted his offer to start the race on "dry" tyres and take a gamble on the weather, he would most certainly have been in the running for a win. Monaco was not a high point in the Scuderia's 1983 season.

Moving on to the Belgian GP, held for the first time on the revised and rebuilt Spa-Francorchamps circuit in the hills of south-east Belgium, Arnoux's regular car 064 was still undergoing repair, so he had to use the earlier car 062, while Tambay was still in his regular 065 and 063 was the communal spare car. On this fast and exacting circuit the finesse and polish of Tambay's driving came to the fore and he qualified second, whereas Arnoux's rather rough and vigorous driving, bouncing over kerbs with complete abandon, netted him only fifth place. Once again the difference between the two drives was most marked in the race, for their Goodyear tyres were not really a match for the Michelins of the opposition, but while Tambay made the best of the situation by driving smoothly and watching for signs of overheating of the rubber, Arnoux pressed on regardless and his tyres very soon lost their efficiency. The team were doing routine pit stops for new tyres and more petrol, as were all the other top teams, and after his stop Arnoux's engine failed, but Tambay went smoothly on to inherit second place when cars ahead of him ran into trouble.

By now the new C3 model was nearly ready to race, but as the next two events were in North America it was deemed wise to rely on the known C2 models for the races in Detroit and Montreal. Scratching round the right-angle turns of *Motown* suited Arnoux's style and he took a comfortable pole position, while Tambay was a smooth and reserved third. At the start Arnoux was beaten off the line by Piquet's Brabham, while poor Tambay stalled his engine. Due to mismanagement on the part of the race organisers the stricken Ferrari was towed off the course, well down the pit lane exit and beyond the reach of the Ferrari team, whereas it could have justifiably been push-started by track marshals. While Arnoux chased the leading Brabham with his regular car 064, a furious Tambay climbed out of 065 being forced to leave a fully race-worthy car by the track-side. Arnoux took the lead and maintained it after his routine pit stop, only to be sidelined by an electrical fault in the fuel injection system. Two retirements was a thoroughly uncharacteristic result for the Scuderia, but they made up for it the following weekend in Canada. Arnoux really came into his own on the fast and twisty Montreal circuit, making pole position, after dominating both qualifying sessions and in the race he could do no wrong and brought 126C2/064 home to an impressive victory. Tambay brought 126C2/065 home into third place, with fastest race lap as a bonus.

It was no secret that the new C3 Ferrari would be ready for both drivers for the next Grand Prix and here they were with first and third places in the Canadian GP, fastest race lap and pole position. The 126C2 Ferrari had certainly finished its career on an impressive note and it was very demoralising for the opposition when they realised that the Ferraris which had dominated in Canada were obsolete!

There was a considerable gap before the next Grand Prix and the time was usefully employed on the Fiorano test-track, principally with Tambay driving as his "feed-back" to the engineers was clear and concise, whereas Arnoux's was blurred and confused by comparison. If it was merely fast lap times that you wanted then Arnoux could produce them to order, but he could not explain why; it was the same when he was in the Renault team and for a race-engineer he was bad news. The new C3 cars were ready for their first public appearance at the British GP at Silverstone and to the untrained eye watching them pass at 150 mph they appeared to be little changed from the C2, but close inspection showed them to be entirely new and breaking new ground as far as the chassis was concerned. The C2 used a monocoque made up of sheets of aluminium honeycomb material, bonded together and cured in a huge oven, with a glass-fibre nosepiece and cockpit surround attached to the monocoque by quick-action fasteners. The new car was a different approach altogether, from the agile brain of Dr Harvey Postlethwaite, and the monocoque tub was a single structure made from carbon-fibre composite material, the nose cone and cockpit surround being all part of the structure, as was the fuel cell behind the cockpit. The whole C3 structure was lighter and stiffer than that of the C2 and to this new chassis the well-proven suspension layout of the C2 was added, while the twin turbocharged V6 engine of 120 degrees was still the heart of the car, the turbo chargers still mounted on top of the engine, but angled rearwards to give a better airflow to the compressor intakes. Exhaust ports were still in the vee of the engine, the three cylinders on the left feeding the right-hand turbine and the three on the right feeding



SILVERSTONE saw the début of the C3, and Arnoux put pole position beyond dispute. But the ever-present tyre problems persisted in the race, Tambay finishing third and Arnoux a poor fifth. Arnoux makes his pit stop for fuel and tyres at half distance, the crew directed by senior mechanic Antonio Bellentani in shorts and the yellow shirt.

the left-hand turbo. Radiators and intercoolers were still in the side pods, but after initial testing with very rearward mountings for the coolers, the longer C2 side pods were adapted to the new monocoque. There were no radical changes to the suspension or the brakes, nor the gearbox and transmission, as all were well proven components.

These new cars continued the numbering sequence of the C2 series and the two C3 models that appeared at Silverstone were 126C3/066 (Arnoux) and 126C3/067 (Tambay), while their regular C2 cars were brought along as spare cars. However, the new C3 cars were soon into their stride and both drivers vied for pole position, Arnoux eventually taking the fastest time with a staggering single lap in 1 min 09.462 sec, an average of 151.9 mph. This was some début for a new car and to rub salt into the wounds of the opposition the two cars which had won the previous Grand Prix and made fastest lap were now abandoned out behind the Silverstone pits as being of no further use! There were many small teams who eyed the obsolete C2 Ferraris with envious eyes, especially those who could not qualify for the starting grid with their Cosworth V8 powered cars. But Ferrari races for Ferrari and their obsolete C2 models were not for sale. In spite of impressive practice and qualifying performances on their Goodyear tyres, race performances with the American rubber was not really a match for the opposition on Michelin tyres. Silverstone was a relative debacle on race day for the decision had been made to use small rear aerofoils in view of the high average speed of the airfield circuit and that was the team's undoing. Down-force on the rear wheels was insufficient to allow the drivers to use the full power of the engine and it was a question of playing things "cool" and making the best of a bad job. This Tambay did with all the sensitivity and delicacy of touch of which he was capable, and he nursed his new C3 Ferrari home into third place. Such delicacy seems to be beyond Arnoux and his tyres and speed suffered accordingly and he could only trail home a minute behind the winning Renault in fifth place. The race was considered to have been a disaster for the Scuderia, but first and second in qualifying and third and fifth in the race for a brand new chassis design was pretty impressive by any standards.

At the end of the race an official protest was made by Ken Tyrrell against the petrol being used by the Ferrari team. They were still using Agip petrol and were still using the water injection system perfected by the Italian petrol company last season and it was this that Tyrrell was objecting to. Although no details were forthcoming, either from Ferrari or Agip, it was admitted that the water injection system was under the control of the driver by means of a cockpit switch, its use being dependent on the boost pressure being used. A long and tedious legal battle ensued, with courts, tribunals and so on, but no conclusive results were arrived at, the reasons for the objections being unclear and based on assumptions rather than known facts, the claim being that the water injection was contravening the basic Formula One rules on petrol and additives.

From this point on the new C3 model took over completely, the same two cars competing in the German GP with the old C2 models as stand-by and once again they took first and second places on the starting grid, with Tambay in pole position. In the opening laps Arnoux illustrated his total disregard for team discipline as he forced his way past Tambay, who was setting a smooth pace, just ahead of the opposition, without straining the mechanism and most of all preserving his tyres for at no time were the Goodyear tyres showing a superiority over Michelins. Ironically Tambay's engine blew up while Arnoux powered on to victory, netting fastest race lap into the bargain.

The Ferrari C3 was proving to be as dominant as the C2 had been and the next race saw the team achieve its third successive domination of practice and qualifying, with Tambay once again on pole position, but in this Austrian GP he had another engine failure while taking things comparatively easily. It seemed that the Ferrari 126 engine thrived on being driven hard and if you gave it an easy time, keeping 1,000 rpm or more below its 11,500 rpm maximum it responded by breaking something in the valve gear. This is a phenomenon that has assailed racing engines in the past and is not an easy one to analyse; when a driver throws caution to the winds and gives the engine hell, it stays in one

piece and never misses a beat, yet when he pussy-foots with that same engine it blows up! Tambay's engine failures in Germany and Austria were typical of this phenomenon. Arnoux ran home a not very convincing second in the Austrian race and endeared himself to no-one by the way he deliberately blocked his team-mate as a back-marker was getting in the way, and took the lead in a manoeuvre that would have been brilliant if carried out against a driver from a rival team, but against his own team-mate it was not on. For the Austrian race a third C3 had been completed, number 126C3/068 and this was given to Arnoux, while his original C3/066 became Tambay's spare car and Arnoux himself had 126C2/065 as his spare car. This was a question of equitable sharing of the material until such time as there were enough new cars for all eventualities.

The Dutch GP followed and here Arnoux had the spare C3 while Tambay had the C2/065 but after a lot of engine and turbocharger trouble in practice, which saw him in tenth place on the grid, Arnoux opted to race 126C3/066, with which he had won the German GP. Thanks to the misfortune of others, notably Prost and Piquet crashing together while vying for the lead, Arnoux won this race and promptly fell in love with 066, which he described as his "lucky chassis". In truth it was only the carbon-fibre composite monocoque of the original 126C3/066, for after each race the cars are rebuilt with new engines, new gearboxes, new suspension members, new brakes, and any sequence of aerofoils to suit the circuit. Tambay had been second on the starting grid in Holland, but once again muffed his start, though not as badly as in Detroit, and overheated his clutch. He nursed the car away and ran with the tail-enders until it cooled off and then motored in fine style, using everything the Ferrari engine could give and drove through to finish a rousing second behind Arnoux.

For the Italian GP on home ground at Monza a fourth C3 was completed, so that now the team had total equality, each driver having a pair of C3 cars for himself. Arnoux decided to stick with 066, his "lucky chassis" with 068 in reserve, while Tambay continued with 067 and had the latest car, 069 as his spare. This display of mechanical strength with four C3 models lined up caused some of the opposition to look despairingly at their own lack of first-line material or limited numbers of new cars, while the private-owner teams who were struggling to qualify for the race thought longingly of all those C2 Ferraris abandoned back at Maranello. The result of practice and qualifying was Tambay in second place and Arnoux in third place on the starting grid, a result that would have pleased most teams enormously, but not the Scuderia Ferrari. They had failed in their own Grand Prix, they should have been first and second on the grid; it was Riccardo Patrese and his Brabham-BMW that was ahead of them.



TAMBAY rounded off his Ferrari career by taking pole position at Kyalami but, like Arnoux, failed to finish the South African GP.

Practice had not been without its dramatic moments for Saturday morning saw both first-line Ferraris being returned to the pits by breakdown vehicles! Tambay had a mild accident at one of the chicanes and Arnoux's engine devoured a turbocharger, so both spare C3 cars were called into action. For the race Arnoux was back in his "lucky" 066, but Tambay retained his spare car, the brand new 069. It was a repeat of the British GP at Silverstone, the cars were very competitive on short-life qualifying tyres but the race-worthy Goodyears were no match for the cars on Michelins, especially Nelson Piquet in the Brabham-BMW who simply destroyed all the opposition. Arnoux finished second and Tambay was fourth, a reasonable result at anywhere other than Monza. It was total defeat in the Italian GP as far as the Ferrari team were concerned.

After one of the mechanics in the racing department asked *Dottore Ingeniere* Postlethwaite how it was possible that the Brabham-BMW could have beaten the Ferraris at Monza. Harvey suggested that the Brabham had a more powerful engine, to which the Italian mechanic replied "but our cars have Ferrari engines" and when Harvey insisted that the BMW was developing more power than the Ferrari engine he was looked at as though he had just announced that there really wasn't a Father Christmas. For days afterwards this mechanic eyed his "*Ingeniere*" with suspicion and Harvey could read his thoughts — "that man said the BMW engine developed more power than our Ferrari engine." Brake horsepower from the present generation of turbocharged 1½-litre engines is like "throttle lag", it's mostly in the mind. Those of us who were allowed to drive a Renault RE40 at the end of last season will tell you that as the tachometer needle reaches 8,500 rpm there is an instant explosion of power and the needle is reading 11,500 rpm and the rev-limiter cuts in. If a driver is suffering "throttle lag" then he is too low down in the rev-range and is not driving the engine on the tachometer, as you have to do with two-stroke racing motorcycle engines. A nominal horsepower figure for today's engine must be around 650 when trying hard, with around 600 bhp for serious racing purposes.

From a position of dominance the fortunes of the Scuderia Ferrari suddenly plunged dramatically, so much so that it seemed that they might lose the Constructor's Championship. For the last two races of the season nothing went right. At Brands Hatch they were fifth (Arnoux) and sixth (Tambay) on the grid and never figured among the leaders. Arnoux lost all chance of a good placing when he had a stupid spin, which dropped him way back, and after dispiritedly blaming his tyres he trailed home in ninth place. Tambay was doing his best to keep an honourable place but towards the end his rear brakes gave trouble and he crashed mildly at Druid's Hairpin. The last race was at Kyalami for the South African GP and it looked good

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A trio of Alfas

— We sample Peter Agg's collection in Sussex

THE three cars together in the attractive grounds of Effingham Park: l. to r., the 2.3 8C, 2.9 8C and 1750.

THE NAME of Trojan has long been associated with motoring of many sorts. Once a manufacturer of private and commercial vehicles, the company has more recently been involved in racing, building the customer-bought McLaren Can-Am cars, and in 1974 and 1975 building and running their own Formula One contender.

Now the fruits of another enterprise can be seen in the beautiful grounds of Effingham Park in Sussex.

Peter J. Agg, the man behind Trojan, has since the late Sixties gradually been gathering a collection of some of the finest automobiles in the world. This collection, which currently comprises about twenty vehicles, is now housed in a purpose-built museum at Effingham, and it was there that we went to look at some recent acquisitions from America — three pre-war Alfa Romeos: a 1928 1750, a 1932 8C 2.3, and a 1938 8C 2.9.

The oldest of the three cars is an example of what is for many people the classic Alfa — the 1750 twin-cam supercharged roadster. Although this seems small nowadays for a six-cylinder engine, it was in fact based on the preceding 1½-litre design from the pen of Vittorio Jano which had proved itself a fine engine, and to an extent had begun a movement towards refined small-capacity power-units. The Effingham 1750 is dated 1928, although the model's first official appearance in Britain was at the 1929 London Motor Show, and is one of the Super or Gran Sport models. The chassis was also available with an unblown twin-cam engine, the Gran Turismo, and as a single-cam version too, the Turismo. Oddly enough, the increase from 1½- to 1¾-litre brought hardly any increase in power on the single-cam, but boosted the output of the blown twin-cam from 76 to 85 bhp at 4,800 rpm. Early cars were run at a boost pressure of 5 lb, but later the supercharger was enlarged slightly and pressure went up to 6 lb, together with revised inlet manifolding, the beautiful finned castings of which can be seen on the car in question.



INSTRUMENTS on the 2.3's stark aluminium dash are somewhat obscured by the projecting scuttle. Note the electric klaxon on the battery box.



HIGH running boards and prominent coachline distinguish the Touring bodied 1750 (above) from the Figoni drophead on the longer 2.3 chassis (below).

The underbonnet area is very clean in design, the supercharger and inlet tracts being on the off-side, and the exhaust manifolds on the near, with little extraneous machinery. Once the bonnet is lowered and the chrome clips sprung into place, the tell-tale sign of the supercharged car is the sloping radiator, normal induction cars having a vertical grille.

Most of these cars were supplied as chassis, and this example has a simple but perfectly proportioned two-seater roadster body by Touring. Although the wheelbase is the short one (nine feet) the high running boards and the sweeping chrome coachline combine to make the profile low and elegant. Driver and passenger sit just ahead of the rear axle, and behind them the tail sweeps down to carry two spare tyres.

The next model chronologically is the 2.3 8C, standing for eight cylinders. This has the same bore and stroke as the 1750, but there are two blocks of four cylinders each with the camshaft gear-trains in between. The supercharger was again mounted low down on the offside, was gear-driven, breathed through a Memini carburetter, and fed into a finned tract which split into two four-branch inlet manifolds. Pressurised at 6 lb, the engine was claimed by Alfa to produce 130 bhp at 4,900 rpm and was lubricated by a dry-sump system.

Two chassis lengths were available, the 9 ft Mille Miglia, the version which first appeared in that race in 1931, and the 10 ft 2 in Le Mans, which is the type described here. It is fitted with a convertible body by Figoni et Falaschi, which proudly displays a bonnet badge reading "Alfa Romeo — Paris" rather than "Alfa Romeo — Milano". It also sports the slotted cowl derived from the "Monza" racing model, so named after winning the Italian GP at that circuit in 1931. The transmission and axle were of similar design to the 1750, the gearbox being in unit with the engine and driven through a multiple clutch.

It was this 8C engine which became the basis of first the 2.6 Monoposto (single-seat) and then the 2.9B Monoposto racing engines which are said to have inspired Jano to produce the 2.9 8C road car, the last in our trio. When the original 8C unit was enlarged to 2.6-litres, it was fitted with twin superchargers of smaller capacity, and this is the layout on the Effingham car. Each blower fed one block of four cylinders, and in its detuned road-going form it produced 180 bhp, compared with the 215 bhp that the first 2.9B Monoposto had in 1934. The other major change was in the suspension. The company developed an independent front suspension for the later 2.9B Monopostos, and were working on an experimental swing-axle rear, both of which units found their way onto the road cars. This, however, is hidden by the graceful roadster body by Touring which, despite a 10 year difference, nevertheless displays a





family resemblance to the 1750 through the plunging coachline.

This impressive vehicle, in red like all the others, is beautifully detailed; for example, the exhaust pipe protrudes through a neat opening in the rear valance. It is thought to be one of two 2.9 8Cs owned by the late Viscount Ridley.

Not all the cars in the collection are licensed every year, and at the time of our visit, only one of them was legal for the road. We were, however, able to drive each of the cars on the drives within the park complex, and the first of these was the 1750.

Stepping up rather than into the car, the driver finds himself behind a large three spoke steering wheel, with an excellent view of the surroundings due to the height. A flat windscreen extends as far up as eye-level, with adjustable trim tabs on either side, and a row of instruments fills the narrow painted steel dashboard, while the long cranked gear-lever and vertical handbrake are offset to the nearside, leaving restricted room for a passenger's legs, which already have to avoid the additional oil-tank fitted on the left below the dash. This tank, a feature of 1½- and 1¾-litre blown cars, allowed the driver to let more oil into the sump when required. The Curator of the collection, Harry Payne, showed us the starting procedure — hold the choke lever down for a few moments,

A ROADSTER in the grand style — the handsome lines of the 2.9, with its cowl slotted Monza-style, could be ten years younger.

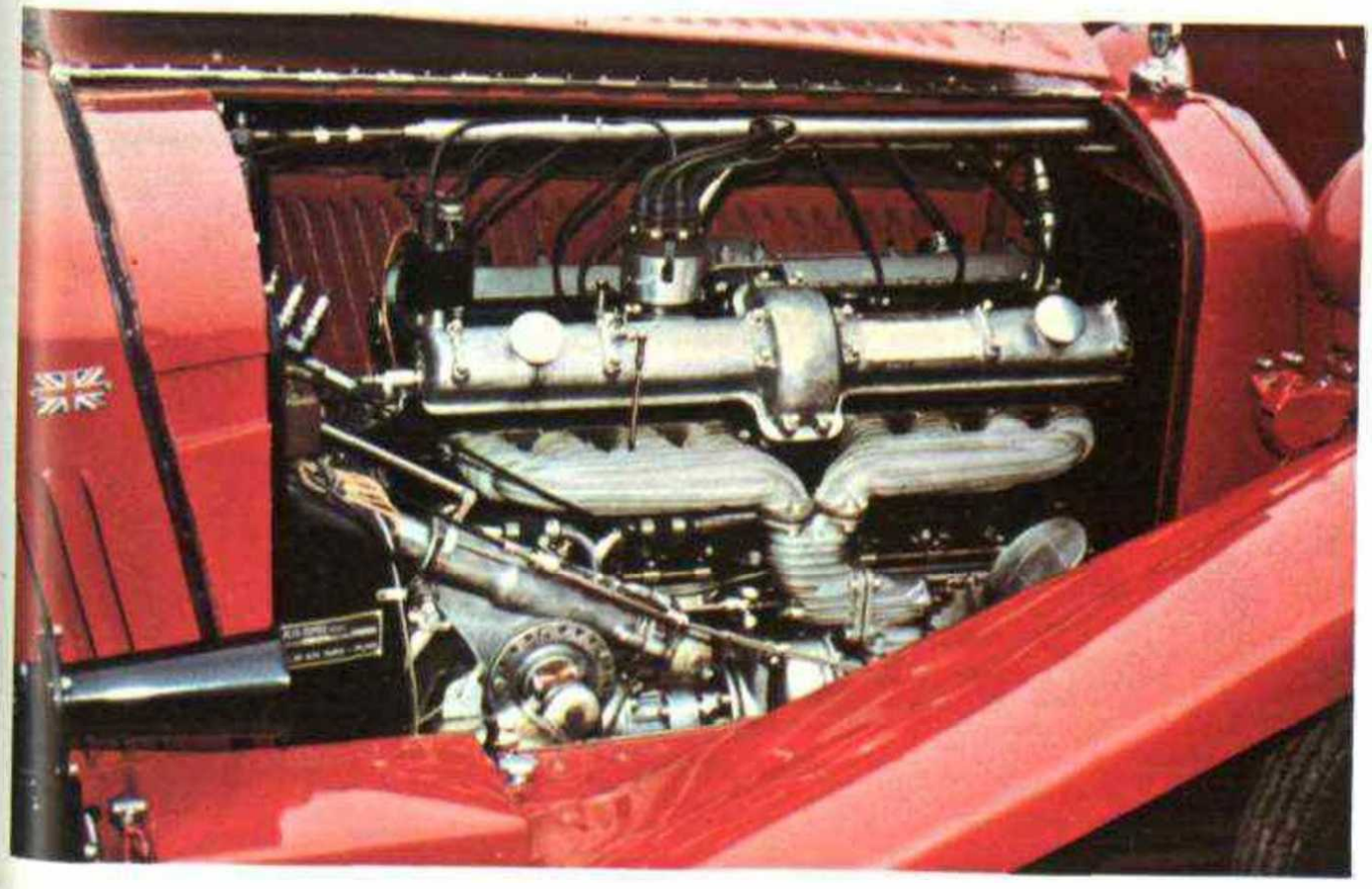
which simply lifts the carburetter floats and allows petrol to trickle through, push in the ignition key to switch on, and press the starter button. After a few revolutions the engine bursts into life and settles down to a pleasant bark. Into first through the chrome gate, and only a short movement of the clutch pedal is enough to start rolling. A crash 'box and a centre throttle pedal make swift changes a matter of practice, but in each gear the engine pulls strongly, with remarkably little whine from the supercharger.

Steering is very responsive (1¾ turns lock to lock) so that the lack of room in the cockpit is unimportant, only light pressure being needed to control the car, and while our limited run precluded any high-speed motoring, to confirm it for ourselves, the chassis is noted for its excellent handling.

The ride felt fairly hard, the frame flexing quite as much as the short leaf springs, but mere comfort is secondary to the sheer thrill of conducting such a thoroughbred, whose taut controls give the impression of having been engineered purely for fast driving.

A few more concessions to practicality mark out the 2.3-litre 8C, still a two-seater but with some storage space behind the seats, a true "trunk", and a permanently attached hood. The latter looks very elegant when raised, although there are no

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EACH of the 2.3's cast inlet manifolds feeds four cylinders, the camshaft drive occupying the protrusion in the centre of the cam covers.





DONINGTON RALLYSPRINT

THE annual confrontation between Grand Prix and rally drivers — the Donington Rallysprint in November — was won for the first time by a Formula One driver. John Player Lotus' Nigel Mansell broke a three-year domination by rally driver Tony Pond, although both ended the day on equal points. Mansell got the decision as a result of winning an exciting 10-lap race for slightly modified MG Metros (above). British Open Rally Champion Stig Blomqvist was his usual dramatic self, even when trying his hand at autotests (left). Inevitable winner of the special stage was Pond in a 300 bhp Rover Vitesse. Other Grand Prix drivers taking part in the Austin-Rover sponsored TV event were John Watson, Danny Sullivan and Derek Warwick, with rallying also represented by Jimmy McRae and Pentti Airikkala.



FERRARI — continued from page 1484

with Tambay on pole-position and Arnoux in fourth place, but the overall atmosphere was not a happy one. Prior to leaving Europe Enzo Ferrari announced that Tambay's services in the team would not be needed in 1984 and he was being replaced by Michele Alboreto. The young Italian had interested Enzo Ferrari for quite some time, his driving of the Tyrrell cars showing good style and speed, but he was contracted to Ken Tyrrell until the end of 1983. The dismissal of Patrick Tambay was no reflection on the Frenchman's ability or work that he had done for the team, but someone had to go to make room for Alboreto. Behind the scenes at Maranello there had been some intrigue and manoeuvring going on in the best Machiavellian style as it suited various people to have an Italian driver in the team and Alboreto certainly offered the most potential. With Arnoux winning three races in 1983 to Tambay's one, the choice was made, regardless of the wishes of the engineering side of the team. Mauro Forghieri and his engineers and mechanics were very sad at the decision to get rid of Tambay and chalked on the garage wall in the Kyalami paddock were the simple but telling words "Viva Patrick".

This last race was a total disaster, for once again Goodyear race tyres could not match the Michelins and from his pole position Tambay was struggling to keep the Brabham-BMWs in sight. He eventually retired with a broken engine and Arnoux gave up the unequal struggle when his engine began to overheat. What had been a very dominant season ended in total failure by any standards, but not irrevocable failure and the 126C3 can be considered to be one of the pace-makers for next year. The team's record is tabulated at the end of this article and noteworthy are the facts that both drivers qualified for every race, they finished two-thirds of them, won four, notched up eight pole positions and three fastest laps. Tambay had six retirements to Arnoux's four, but every time he finished he was in the World Championship points list. Taken all round the two drivers were remarkably equal in their end of season summing up and can unquestionably be considered as "equal number ones", which has been a great part of the strength of the Ferrari team this year, especially compared to other teams who have a number one driver and a number two driver, or even two number two drivers. Significant is the fact that no Ferraris were destroyed this season, the elimination of "ground effect" making the cars much more controllable and less liable to sudden accidents happening without warning.

Enzo Ferrari has never been known to skimp on engine design, always believing that the engine is the true heart of a racing car. Chassis, suspension, brakes, and aerodynamics are necessary adjuncts to enable full use of the engine to be made. Consequently there has never been a shortage of the turbocharged V6 Ferrari engines. From the moment the decision was made to abandon unsupercharged flat-12-cylinder 3-litre engines in favour of the 120 degree 1½-litre V6, engine production and development has never ceased. The big articulated racing transporter seems to carry a limitless supply of new engines at every race and a typical sequence of engine changes is given below, logged at one event:

Car	Chassis	*Engine No. first day*	*Engine No. second day*	*Engine No. for race*
27	126C3/067	75	73	74
28	126C3/066	66	66	65

At this race car number 27 had engine number 54 in it on race morning but it went wrong during the 30 min warm-up so engine number 74 was installed before the start of the race. The two spare cars, which were not used, had engines 45 and 62 in them. There were eight engines available at this meeting, numbers 45, 54, 62, 65, 66, 73, 74 and 75. Engine development is a continuous business, different things being tried out in practice and engines are built up to differing specifications, as instanced in Austria where some engines used Vandervell shell bearings for the big ends and others used Clevite shell bearings, their worth being evaluated back at Maranello afterwards when the engines were stripped for inspection.

Occasionally an engine that had performed well in a race would be used for the first day of practice at the next race, but this was the exception rather than the rule and after starting the season with engines in the number 40 to 50 range, by the end of the season they were into the 80 numbers. Although it was never admitted, there were times when it seemed certain that the team were using special engines for the qualifying sessions, to be sure of being at the front, the race engines being less highly developed, and estimates were made that these engines developed over 700 bhp. If you have a serious engine department in your factory, why not use it to the full, but to listen to some of the small minds in Formula One you would think such development work was illegal or immoral!

The performance of the four-cylinder BMW engine did not go unnoticed and work is already well advanced on a four-cylinder Ferrari engine, probably with two-stage turbocharging, just in case the V6-looks like being beaten. It is possible that the characteristics of a four-cylinder engine might suit some circuits better than a V6 cylinder engine. Where engines are concerned Enzo Ferrari has never lagged behind and in his 84th year he doesn't intend to start. — D.S.J.

ANALYSIS OF THE FERRARI TEAM CARS DURING 1983

126C2/062

1982 car. Rebuilt to 1983 specification with flat underside, new side pods and aerofoils.
French GP — spare car, used by Tambay for race — 4th
San Marino GP — spare car, not raced.
Monaco GP — spare car for Arnoux — not raced.
Belgian GP — Arnoux — retired.

126C2/063

1982 car. Rebuilt to 1983 specification with flat underside, new side pods and aerofoils.
Brazilian GP — spare car — not raced.
USA (West) GP — spare car — not raced.
Monaco GP — spare car for Tambay — not raced.
Belgian GP — spare car — not raced.
Detroit GP — spare car — not raced.
Canadian GP — spare car — not raced.

126C2/064

1982 car. Rebuilt to 1983 specification with flat underside, new side pods and aerofoils.
Brazilian GP — Arnoux, first race — 10th.
USA (West) GP — Arnoux — 3rd.
French GP — Arnoux — 7th.
San Marino GP — Arnoux — pole position — 3rd.
Monaco GP — Arnoux — retired.
Detroit GP — Arnoux — pole position — retired.
Canadian GP — Arnoux — pole position — 1st — last race for a C2 model.
British GP — spare car for Arnoux — not raced.
German GP — spare car for Arnoux — not raced.

126C2/065

1982 car. Rebuilt to 1983 specification with flat underside, new side pods and aerofoils.
Brazilian GP — Tambay, first race — 5th.
USA (West) GP — Tambay — pole position — retired.
French GP — Tambay — practice only.
San Marino GP — Tambay — 1st.
Monaco GP — Tambay — 4th.
Belgian GP — Tambay — 2nd.
Detroit GP — Tambay — retired.
Canadian GP — Tambay — 3rd — fastest lap.
British GP — spare care for Tambay — not raced.
German GP — spare car for Tambay — not raced.
Austrian GP — spare car for Arnoux — not raced.
Dutch GP — spare car for Tambay — not raced.

126C3/066

First carbonfibre-composite monocoque C3 model.
British GP — Arnoux — pole position — 5th.
German GP — Arnoux — 1st — fastest lap.
Austrian GP — spare car for Tambay — not raced.
Dutch GP — spare car for Arnoux — used for race — 1st — fastest lap.
Italian GP — Arnoux — 2nd.
European GP — Arnoux — 9th.
S. African GP — Arnoux — retired.

126C3/067

Second carbonfibre-composite monocoque. C3 model.
British GP — Tambay — 3rd.
German GP — Tambay — pole position — retired.
Austrian GP — Tambay — pole position — retired.
Dutch GP — Tambay — 2nd.
Italian GP — Tambay — not raced.
European GP — spare car for Tambay — not raced.

126C3 / 068

Third carbonfibre-composite monocoque C3 model.
Austrian GP — Arnoux — 2nd.
Dutch GP — Arnoux — not raced.
Italian GP — spare car for Arnoux — not raced.
European GP — spare car for Arnoux — not raced.
S. African GP — spare car — not raced.

126 C3/069

Fourth carbonfibre-composite monocoque. C3 model.
Italian GP — spare car for Tambay — used for race — 4th.
European GP — Tambay — retired.
S. African GP — Tambay — pole position — retired.

Analysis of team results

Races started — 30 (Arnoux 15, Tambay 15)
Races finished — 20 (Arnoux 11, Tambay 9)
Retirements — 10 (Arnoux 4, Tambay 6)
Non-starts — 0
Pole Positions — 8 (Arnoux 4, Tambay 4)
Fastest Laps — 3 (Arnoux 2, Tambay 1)

First Places — 4 (Arnoux 3, Tambay 1)
Second Places — 4 (Arnoux 2, Tambay 2)
Third Places — 4 (Arnoux 2, Tambay 2)
Fourth Places — 3 (Tambay 3)
Fifth Places — 2 (Arnoux 1, Tambay 1)
Seventh Places — 1 (Arnoux 1)
Ninth Places — 1 (Arnoux 1)
Tenth Places — 1 (Arnoux 1)

Cars built in 1983 — 4 C2 models modified
— 4 C3 models
Cars destroyed in 1983 — 0

A TRIO OF ALFAS

continued from page 1487

sidescreens, and the chrome and wood mechanism allows it to be folded away in just a few seconds. Getting in is actually less easy than on the 1750, because of the high internal sill that the rear-hinged door reveals, but once settled there is more of an enclosed feeling, with a windscreen that one looks through rather than over. This machine was more reluctant to fire up, but once running showed itself excellently smooth, the revs racing in response to a blip on the tiny centre throttle. Unfortunately the scuttle projects so far over the engine-turned aluminium dash that the instruments are very difficult to see, but the noise of the engine provides an unmistakeable reminder as to gearchange points.

Perhaps, because of a longer wheelbase, the steering of the 2.3 8C lacked the delightful precision of its six-cylinder predecessor, while the ride was even less forgiving, although perhaps we were unfair in driving it across a gravel car park infested with pot-holes. Had we had more time, it would have been interesting to experiment with the two large knobs under the dash which control the settings of the friction shock-absorbers. As it was, our run within the confines of the park gave us a frustrating hint of just how eagerly the engine pulled, with that wonderful instant surge from the lowest revs which is characteristic of supercharged cars, swelling into a glorious snarl at full throttle. Taming all that power is surprisingly easy, as the car is equipped with huge 15¾ in drums which are relatively light in operation.

Approaching the 2.9 8C after the other two cars was a little more daunting. Here was a magnificent mobile sculpture, an enormous expanse of softly curving metal which seemed to dwarf its occupants, who sit deep within the body surrounded by red leather. Concealed zipped pockets are let into the door panels, and the dash boasts two lockable cubbies padded in the same red leather. Controls and instruments are symmetrically grouped in the centre, and interestingly the tachometer and speedometer rotate in opposite directions, a feature which is still arousing controversy on present-day Alfa Giulietta saloons.

Despite the proximity of the sturdy windscreen pillars, they do not interfere with vision, and neat arcs of glass extend part-way along the doors to exclude the worst draughts. This car also has a centre throttle, and to trip the unwary pilot the gear positions are transposed from those of the 1750 and 2.3 (and current practice) by having first and second where third and fourth would be. As a result of using a gearbox in unit with the final drive, the gate is mounted at the rear of the footwell with the lever cranked forwards. This produced a minor problem, for as we bounced up and down on the seat, the cushion would bulge out and knock the lever out of second!

The driving position was much more reminiscent of a modern car, with more extended legs and arms, and to drive feels as much of an advance on the other two as it looks. Both the 1750 and the 2.3 were undoubtedly cars which exemplified the state of the art in their own time, but whereas the latter is a straightforward development of the former, the 2.9 represented fresh thinking. Apart from using a detuned version of the Monoposto engine, it incorporated independent suspension all round, using twin small trailing links at the front, and swing axles with a transverse leaf spring at the rear. The effect of this is to provide a much more comfortable ride, helped no doubt by the inertia of the more massive body. In this car also it is possible to adjust the rear shock-absorbers from the dash via a hydraulic control.

Once the reverse gearchange has been mastered, the 2.9 proves a pleasure to drive, and despite its size is easy to place on the road. Even more exciting noises than produced by the other two cars are assured by the whine of the twin superchargers, and the acceleration is impressive even now — a contemporary road-test claimed a 0-60 mph time of 9.4 sec. The brakes are smooth and powerful, and the clutch quick-acting — altogether the sort of car which gets better and better as the speed rises. As we all too quickly used up our allocation of estate roads we could not help envying Peter Agg his recent trip to Monte Carlo in this car, for which the only special preparation made was the fitting of the two auxiliary lamps up front.

It is good to know that not only are the cars kept in excellent running order, but also that they are "put to work" attending rallies and the like. The collection at Effingham Park is never static, as the round museum also earns its keep by doubling as a function hall and the exhibits are swapped around or taken temporarily into storage according to the requirements of the occasion. During our visit, a dinner for some 500 people was being prepared amidst a C-type Jaguar, Ferrari 275 GTB, Ford GT40, Delahaye. . . .

That these three cars have somewhat redressed the flow of classic cars across the Atlantic is an encouraging sign, and gathered in one place they form an exciting illustration of importance of that decade just before the Second World War when so many experiments and developments came about.

G.C.

AC ME 3000

continued from page 1477

"Our" car was one which was newly converted, and its owner, Simon Carlton, very kindly allowed us to try it before he had driven it himself in its faster guise. Like most of Rew's conversions, this one ran at 7 lb boost with the combustion chambers machined to lower the compression ratio to 8:1, although Cosworth pistons are available with a 7.2:1 ratio for higher boost engines. The system has been carefully developed; for instance, there are no gaskets in the exhaust system. Instead, metal sleeves machined into head and manifold form a seal within each tract. Similarly, the heads are grooved to take a copper wire which bites into the flame rings, improving the cylinder seal.

An IMI turbo blows through the standard twin-choke carburetter, which is repositioned to minimise fuel surge, via a small circular airbox which evens out the flow to each choke. Two valves protect the system, the wastegate diverting exhaust gas to limit boost, and a dump valve releasing intake pressure when the throttle is closed to maintain turbo speed. This also operates in the event of a backfire, or of the wastegate sticking. On the test car, this operated with an annoying chatter every time the throttle was released, but as Rew demonstrated on his own car, a simple change of spring can alter this to a loud sigh.

One of Rew's modifications is to the geometry of the rear suspension which results in a little pre-loading being applied to the tyres before the car turns in to a bend. It is perhaps a matter of personal opinion as to whether this is preferable, but we found that the car felt more settled entering a bend, and happier about throttle alterations halfway round.

But of course the instantly obvious difference is in the performance. The boost starts to build below 2,000 rpm, and by 3,000 the car is rocketing forward, and it is time to try for the next gear because the rev limit is only 5,500 rpm. The engine is ideal for this form of tuning because of its low speed torque, and this helps to smooth out overall performance, but it is a pity there is not a little more top end. Nevertheless, the car is very rapid. It can be pushed into corners at very high entry speeds, which saves the leg muscles a lot of effort operating the heavy but effective brakes. In addition, the turbo car seemed very nervous under braking, so it was good not to have to brake every time. Perhaps this had something to do with the mixture of tyres it sported — Dunlop D4 on the front, Pirelli P6 on the rear.

It is undoubtedly quick (Rew estimates it has a little over 200 bhp, compared to the standard 138 bhp) and certainly practical. It is tremendous fun to drive, but rather tiring, what with the gearchange, hard ride and sensitive steering. If you are prepared to work hard you will enjoy an AC for its sprinting ability and for the attention it generates, and Rew's package at £1,800 (until December 31 — £2,000 thereafter) is a worthwhile investment. But if you are lazy or easily bruised. . . . — G.C.

LONDON-BRIGHTON RUN Continued from page 1479
equally massive hand-brake. There are the anticipated *four* pedals (clutch, brake, combined clutch and transmission brake, and throttle), with another tiny one for opening the exhaust cut-out. The fascia carries ten oil drip-feeds, now seemingly inoperative, a pump on the right for initially putting air into the petrol tank, with manometer gauge beside it, while the driver has before him a lubricator pump with short handle for replenishing the sump.

The body is a doorless tourer, nor are there any windscreens, so the cape-cart hood that will cover the rear seats only is more for show than protection. The buttoned leather upholstery appears to be original but the body has no maker's name-plate. Two big brass Phare Ducillier headlamps, by the SGDC ("Mors Concours Paris 1900"), and a brass oil rear lamp constitute the lighting arrangements, and the Mercedes-Simplex runs on varnished wood-spoked wheels with detachable rims shod with 920 × 120 ribbed Continental tyres, a couple of Dunlop spares being strapped to the side of the car. Running normally at 1,200 rpm, the engine gives a top speed of around 45 mph. Sitting high behind a four-spoke steering wheel with the ignition and throttle quadrants above it, the driver looks down on the wide bonnet, brass radiator, and very wide leather-valanced front mudguards. To warn others of his passage there is a modern horn supplementing the expected bulb hooter.

Sunday morning dawned fine and although the Mercedes required a tow-start from the 230TE, it was soon running well and, apart from a little clutch slip, took us to Brighton in just about three hours, the engine never stopping in those 57 miles. Hills were taken easily in top or third speed, the latter's pinions singing shrilly, and when traffic permitted (and it wasn't too bad this time) the old car simply rushed along, although it was a hard chore for my driver, Herr Brommer. But if we had a swift run, ending in spring-like sunshine, to the coast, the young Collings girls must have simply flown , for they arrived first in the 1903 racing trim Sixty Mercedes, receiving warm congratulations from HRH The Duke of Kent (who had driven the vast 1903 De Dietrich), and all of us, and the title of the fastest girls in Brighton . . !

The second car to arrive was the Eastmead's 1900 Stephens. It was generally agreed that, with the good weather and efficient Police control, this was one of the most enjoyable of "Brightons". Richard Noble got a great ovation as he arrived at the wheel of Lord Montagu's 1903 De Dion Bouton, Lord Montagu came in on the great 1903 22 hp Daimler tonneau I drove in 1981 and went off to be filmed, and as von Pein got there in the Benz, hardly used since a rebuild by the Daimler-Benz Museum, it was a good day for us. It only remained to make the long haul back home in a willing and convenient Honda Accord, the Run over for another year. Some notes are appended by a colleague who saw the veterans coming over the finishing line. — W.B.

* * *

Yet again, Roger Collings' Mercedes made the fastest run to Brighton, taking a little over two hours on its trouble-free trip, and crewed (as W.B. has commented) by sisters Amanda and Sally Collings.

* * *

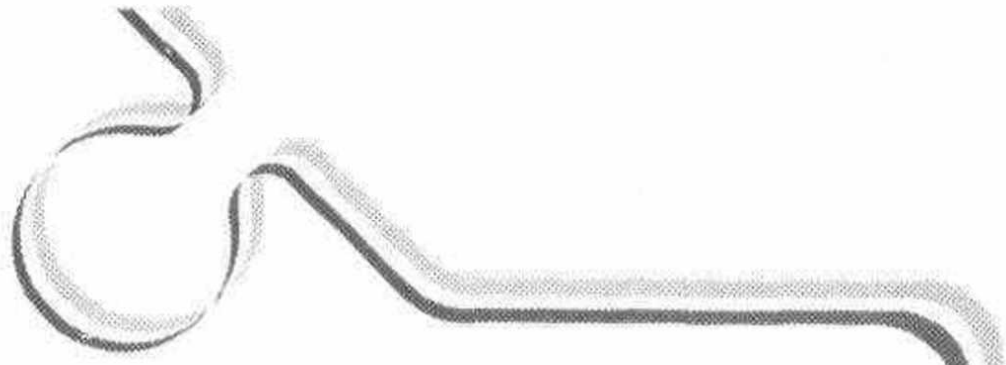
Two examples of the English Mechanic make finished, one a 1903 steamer owned by Dr A. Sutton, and the other a 1904 two-cylinder petrol, entered by Mrs J. Shawe. These vehicles were built from instructions in 56 weekly parts in the magazine of the same name.

* * *

In a furious attempt to beat the 4 pm deadline, the crew of a 1902 Rochet-Petit had to resort to muscle-power to reach the finish banner. They hit their peak velocity crossing the line — and then discovered that they could not stop the car. It eventually came to a halt with much application of shoe-leather to tarmac.

* * *

A number of cars sported accessories which are not to be seen nowadays — several had wicker umbrella tubes attached to the bodywork, while more than one of the earlier cars were equipped with "sprags" — that invaluable pivoted stick which trailed on the ground and prevented the car rolling backwards during hill-starts. In fact, Von Pein's 1899 Benz had four.



MOTORING NEWS VIDEO

MOTORING NEWS returns to *Donington Park* for the third issue of its *Video Magazine* introduced by *Raymond Baxter*. This edition includes a penetrating interview with *Russell Brookes*, long-time rallying stalwart and runner-up in this year's *Rothmans RAC Open Rally Championship*.

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The Colt Cordia 1600GSL

THE other day a Colt Cordia three-door Hatchback arrived at Standard House for assessment, bearing in its back window the slogan "Move up to a Colt". As the Alfa-6 which I had been using as Editorial transport had just refused to start, had a loose camshaft-drive belt that sounded as if it would come adrift at any moment, and the driver's electric window wouldn't shut, this Mitsubishi advice seemed worth taking. However, as A.H. dealt with the Colt Starion 2000 Turbo, I will be brief about the smaller-engined, normally inducted Cordia, which was on Bridgestone RD — 108 Steel 165 R13 radial tyres.

Suffice it to say that it gave me very acceptable emergency transport and enabled me to sample the twin-set economy / performance gears which are a feature of some of the Colt range. Mitubishi ranks around fourth in volume of Japan's motor manufacturers. The name Colt was adopted when its cars were first sold in Great Britain back in 1975, so successfully that all those on the London Motor Show stand the previous October were registered so that they could be driven away when the exhibition closed its doors. Since then Colts have become well-established here, with an expanding spares and service department at Swindon and an equally expanding headquarters at Cirencester. In 1979 Colt sponsored the Grand National, becoming the biggest financial supporters of National Hunt Racing in this country. Personally, I was more excited by the horses that gave a highly potent performance to the Colt Lancer Turbo. . . .

So how did the Cordia impress? It was the one with manually operated windows and steering, and a radio but no stereo, so was priced at £7,150. Apart from the inherent inconvenience of a two-door body, but in this case with a rear hatchback and folding back seats, one seemed to sit rather low, and after the driver's seat squab had been tilted to give back-seat access it did not always resume the rake I had been using. There is a front-hinged removable glass roof panel that is opened and closed with a big knob, set where it is not easily turned by the driver or front-seat occupant. The seat-belt catch was so close to the seat cushion as to be difficult to find, when wearing a coat. The door "keeps" are ineffective on anything but level ground.

Those mild criticisms apart, this Colt Cordia provided adequate comfort and convenience and was creditably appointed. The somewhat vague steering (four turns, lock-to-lock) is heavy for full-lock parking, light on the move, with very eager return castor action. The eight-speed gearbox, not counting reverse, gives the aforesaid choice of economy or brisker motoring. The change from the high to low sets of gears is made with a second lever, to the right of the normal gear lever, and is simplicity to use, even on the move, if the clutch is fully depressed. The instruction book recommends normally using the high set of ratios (the difference in engine speed between high and low top is roughly 700 rpm, much as with an overdrive), which I did for most of the test period, although this entails using the lower gears freely, and dropping into third from about 30 mph downwards. A check showed this to benefit materially fuel economy from the 11-gallon tank, as the consumption under conditions not conducive to economy was roughly 40 mpg; the overall figure in this high set of gears was an excellent 38.1 mpg, of 90 to 94 octane rating petrol, what's more.

In the low set of cogs performance is about what one would expect from a medium-size front-drive, saloon with a 1,597 cc engine. Instrumentation is clear-reading, with heat, fuel, battery and oil-pressure gauges flanking the speedometer / tachometer, and a panel between them containing nine warning lights. The digital clock immediately before the front-seat passenger is particularly easy for the driver to read at all times, and beside him are the expected Japanese trigger releases for fuel-filler flap and hatchback. There are many useful stowages, but none lockable. Detail work, of door handles, locks, twin stalk controls, under-bonnet accessibility, adjustable external mirrors, etc, is up to Japanese standards. The brakes are effective, if faintly squeaky and losing servo action alarmingly quickly if applied engine off. That's about all I have been given space for, and as no Press-kit was provided, I am spared a recital of Cordia development and intentions — indeed, the car might have been uninsured, from the sparcity of paperwork (GWM to note!). Suffice it to say that the Cordia is a sound but unexciting family proposition, up to the standards we have come to expect from Mitsubishi-Colt cars. — W.B.



AN eight-speed gearbox makes the Cordia distinctly different from any other passenger car on the market, though at £7,150 it's an expensive plaything.

Alfa Romeo Six — Interim Report

THE 1981 Editorial Alfa Romeo Alfa-6 continues to run satisfactorily, the mileage since I reported on it at length on the March issue having increased to over 23,000, from 6,270. Two of the Michelin XVS tyres were replaced at 17,000 miles and two more will shortly be needed. The spare is unused. While the Ford Sierra XR4I was on test the Alfa was laid up for some time but started promptly thereafter and ran as well as before, the taut power steering and accurate road-holding again a source of enjoyment. It is ironical, however, that in this record hot summer the air conditioning, with it the ventilation fan and the feed to the central fresh-air vents on the fascia, was never really adequate. The central door locking has never given any trouble and fuel consumption, normally around 19½ mpg, to 20 mpg, improved to almost 21 mpg on long runs in the warm weather. The V6 engine remains apt to stall after hot starts, unless given plenty of throttle, however. Rust is not evident and the red paintwork remains in good order. No engine oil has ever been required between servicing and although I understand the automatic gearbox has its own dip-stick, I have never had cause to consult it.

Then, one morning, the engine refused to start, before an urgent journey, and I was obliged to undertake a long haul by Reliant Kitten (God bless it!) train and taxi. The trouble was quickly cured, being in the fuel cut-off safety switch, but the failure of the electrically-operated driver's window, stuck in the halfway position, on a pouring wet day naturally, and a horrid noise from the camshaft drive belt, needed more professional attention. Since when, with just over 23,000 miles on the odometer, the car is running as near to a dream as an Italian executive Alfa user might dare to indulge in.

W.B.



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

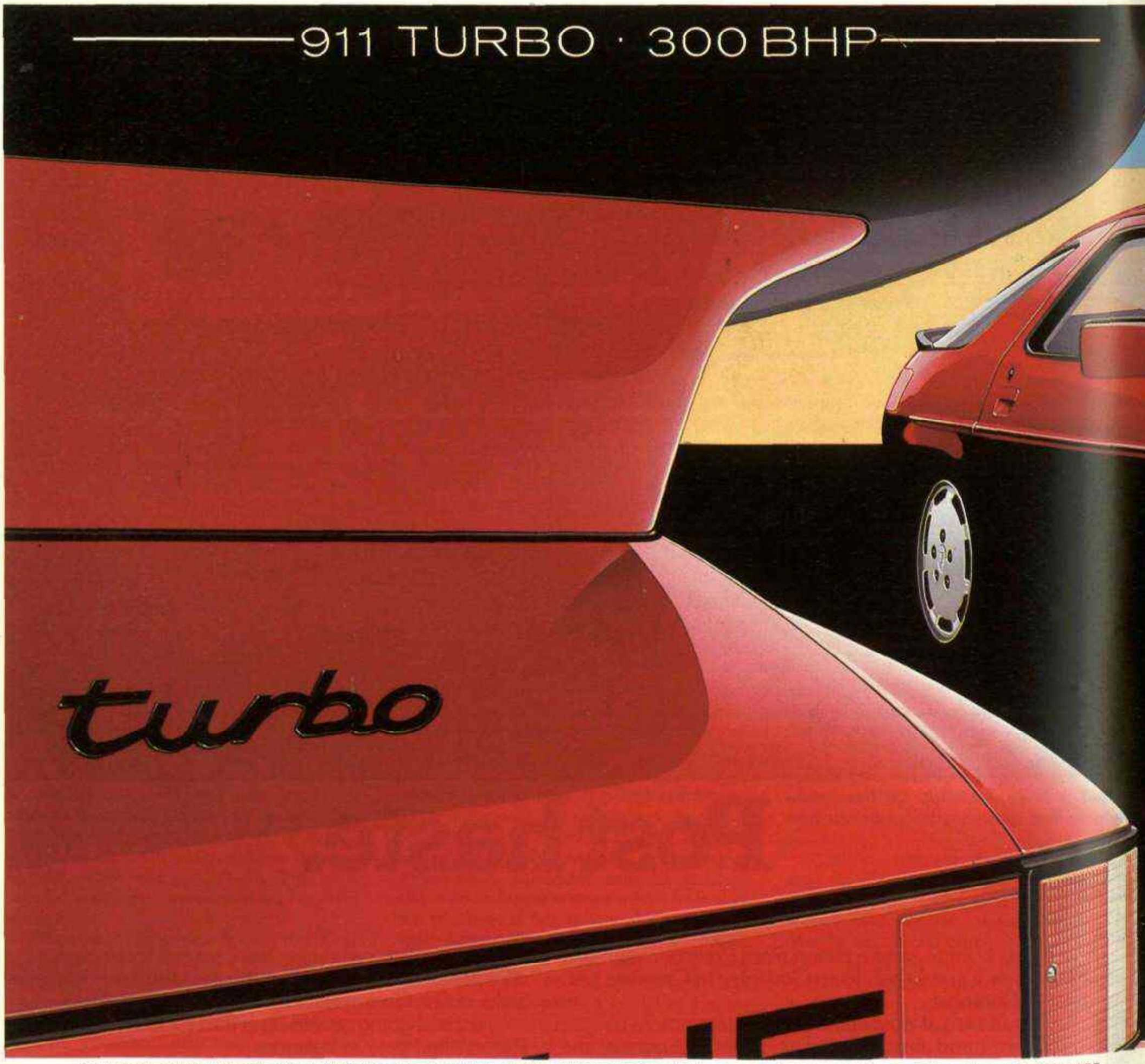
It is also the fastest ever production car over the standing ¼ mile. In 13.4 seconds.

On the other hand, the new Porsche 928S series 2 packs even more power. Yet whilst the power of the Turbo still demands respectful application, the power of the 928 is more forgivingly delivered. Because the original brief for Project 928 called for a supercar of a very different disposition.

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MOTOR SPORT CALENDAR FOR1984



Riccardo Patrese's Brabham BT52B looks purposeful with its elegant lines as it searches for traction during a wet Montreal practice session. Photo taken: Canon F1, 200 mm lens, 1/250 @ f4

Events for November

Endurance racing — Kyalami 9 hours. London to Brighton Run

October 1984

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November 1984

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December 1984

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30	31					

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1984 CALENDAR

BOOK REVIEWS

"Ferrari Sports and Racing Prototype Competition Cars" by Antoine Prunet. 430 pp. 10 in × 8 in. *(Haynes Publishing Group, Sparkford, Yeovil, Somerset, BA22 7JJ.* £19.95).

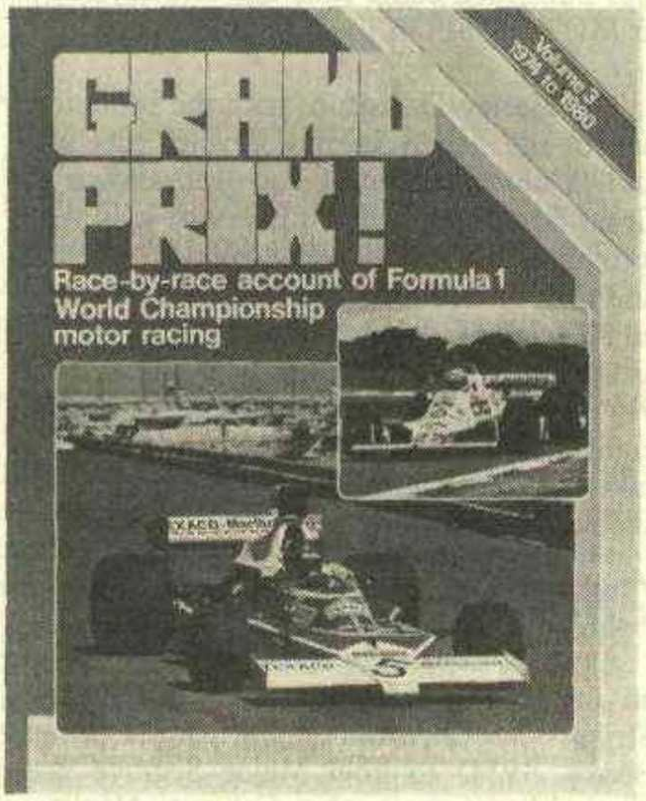
Surprise, surprise! *Another* book about Ferrari cars. The explanation is that this latest Haynes / Foulis offering confines itself to the sports / racing Ferraris, together with the "prototype" competition Ferraris, and as it is divided into chronological chapters the races in which these were engaged fall conveniently over the years 1947-49, 1950-55, 1953-56, 1955-58, 1956-62, 1957-62, 1963-69, 1965-66, 1967-72, 1970-71 and 1971-73. If this sounds complex, the explanation is that these 11 chapters respectively cover, with good visual backup, the first V12s of the Colombo era, the Lampredi V12s, the four and six-cylinder Ferraris by the same designer, the Jano 410S to 414M1 series of competition Ferraris, the great Testa Rossas, the Dino V6 and V8 cars, the P-series of racers, the later Dinos, the CanAm Ferraris, the 512 models, and finally, the 12-cylinder Boxer Ferraris.

The type is clear, the pictures good, and specifications tables, and tabulated results of the 1970-72 races by the 512 cars, together with a chronological tree, help to sort out the complex Ferrari story. Against that, each race reference is necessarily brief and as the author only saw his first motor race in 1957 and acquired his first car (a Ferrari 250GT that had been raced by Gendebien and Bianchi) in 1968, presumably his book relies on Press race reports. — W.B.

"Grand Prix! — Vol. 3" by Mike Lang. 399 pp. 11 in × 8 in *(Haynes Publishing Group, Sparkford, Yeovil, Somerset, BA22 7JJ. £14.95).*

This is the third volume of Grand Prix reporting by this young author, devoted to detailed coverage of the F1 races of 1974 to 1980 counting for the World Championship. It is a big book, covering these races at length, in chronological order with the expected tables, pictures and appendices. It was due out in August but the review copy did not reach us until late in October. F1 fanatics who crave everything and anything on their favourite subject will make a meal of this one. It competes, of course, with all manner of similar annuals, volumes, and lesser books, and past reports in the motoring press, including the D.S.J. / A.H. ones in MOTOR SPORT.

It is becoming more and more difficult to cover accurately the complex art and science of modern Grand Prix motor racing, which is why supposedly authentic reports differ over important items. If you are prepared to take Lang's reports as the ones you want, and can wait for his reports on the 1981 and 1982 seasons, this will be a volume you will need in your bookcases. Lacking the time to check word by word the reporting by this Devon-based civil servant, who was possibly at all the races he writes about, which I wasn't, let us say that James Hunt has called the book "superbly researched". — W.B.



"The Third Generation Lotuses — Elite, Eclat, Esprit, Excel" by Graham Robson. 144 pp. 7½ in × 9 in *(Motor Racing Publications Ltd, 28 & 32 Devonshire Road, Chiswick, London W4 2HD. £8.95).*

This is the 21st title in the well-laid-out, information-packed books in the MRP "Collector's Guide" series and as the publishers remark, this is fitting because its author, Graham Robson, wrote the first, about the Triumph TRs. Here is Robson, whose Volvo history for Patrick Stephens was reviewed last month, on the Lotus models named in the book's title, not overlooking a chapter on the Lotus "Competition Connection" — you can say that again! — and all the usual data tables, while Mike Kimberley, Managing Director of Lotus Cars provided the Foreword. — W.B.

* * *

Another venture by Haynes Publishing Group is a big picture book in the best "coffee table" tradition, called "Milestone Sports Cars, 1950 to 1965", the text is by Jean-Loup Nory and the very fine colour and black and white illustrations by Alberto Martinez, the whole brought together by designer Jean-François Puthod. Its pages measure 12 in × 9¼ in but, in the absence of a blurb, no price can be quoted. Incidentally, isn't it amusing how many books are now sold at so-many-pounds, 95 pence, reminder of how the drapery business once marked up goods at so-much three-farthings, for obvious reasons?

W.B.

* * *

The Porsche Book — a definitive illustrated history, by Lothar Boschen and Juergen Barth. 584 pages *(Patrick Stephens Limited, Bar Hill, Cambridge CB3 8EL. £22.50 hardback).*

The first edition was published in 1978, so there was much for the authors to catch up on: in road cars, the 924 Turbo, Carrera GT, the 928S, the 911 Carrera and the 944. In race cars, the development of the 935 and 936, the aborted Indy project, and of course the 956.

Although it is the definitive work, as PSL claim, the second edition has not eradicated certain errors which could mislead the researcher, and introduce some new ones (such as identifying the director of research, Helmuth Bott, as engine designer Hans Mezger), so, like the space rocket that is 99.9% right, there are still a few things to let it down.

"The Big Book" (the literal translation of the German title) is a mine of information on all the prototype, road and race cars produced by the German factory in its 35 years. It is expensive and not very readable, suitable for the committed Porsche-phile.

M.L.C.

The Shell Book of How Cars Work, Edited by Stuart Bladon. 110 pages *(Adam & Charles Black, 35 Bedford Row, London WC1R 4JH.* £6.95 *hardback,* £3.95 *paperback).*

The first edition of this Shell-sponsored book first appeared 20 years ago as four separate publications covering various aspects of the motor car. Stuart Bladon, formerly Technical Editor of *Autocar,* has done a good job in combining the four main components (the engine, transmission, suspension, and steering and brakes) into one rather elementary but clearly explained publication, now including fuel injection but not turbocharging which seems like an opportunity missed.

Possibly of greatest interest to avid teenagers who want to understand the basic principles, the Shell book should be just as enlightening to people who have no idea of what goes on under the bonnet, but feel they ought to! The chapter on lubrication should serve as a warning to people who neglect to check their dipstick regularly. The publication is printed in large type, and has full-colour artists' impressions to support the text.

M.L.C.

"Primrose & Poppy" by David Harrison is a jolly little soft cover picture book about the early days of omnibus operators in the Ilkeston, Heanor and Long Eaton area, a distinctly specialist subject, one might say. Perhaps rather expensive at £3.75 post free, from Paddock Publications, 16 Paddock Close, Castle Donington DE7 2JW, nevertheless, this little book is full of fascinating memories, depicted often in snapshot-like aged pictures, but no less pleasing for that. It is astonishing how even the lesser 'buses of long ago seem sooner or later to have posed for their photographs. Thus we are now fortunate enough to have these old records before us, even to the names of their crews and the places where their pictures were taken. The makes depicted include Daimler, Reo, Thornycroft, Tilling-Stevens, Chevrolet, Crossley, both flat-radiatored and bull-nosed, Vulcan, Pagefield, Fiat, Guy, AEC, etc, many from the solid-tyre period, and there are 14-seater Reos, like the one I once owned, and of course, the Model-T Ford in public service guise. How some of the enormously-long-wheelbase Leyland Lioness and Lancia coaches (which are also to be found in the book on Barton Transport by the Transport Publishing Co, reviewed last month) were tolerated on roads with sharp bends is incredible and it needs a Talbot expert to say whether the 1923 'buses of that make were commercial vehicles or adapted private cars. . . .

The text runs to only four pages of Introduction, plus a table of companies operating through Ilkeston from 1919 to 1941, but this little work is great fun.

W.B.

* * *

Another soft-cover publication, which puts motor history books to shame, is the latest Public Service transport history from The Transport Publishing Co, 128 Pikes Lane, Glossop, Derbyshire. It is by David Dougill, about "Blackpool's Buses", a comprehensive story on art paper, with innumerable fascinating photographs from the beginning to 1982, together with diagrams, fleet lists, route maps, the 'buses in war, being serviced, tested, after an accident and so on. As a mere motoring historian I am amazed at the extent of the coverage, 136 pages, 8 in × 9¾ in, packed with data, at £9.50 in card covers, £11.75 if casebound.

* * *

Haynes have brought out a series of "Super Profiles" about well-known motorcycles, of which the second batch of three has recently been released. These cover the Honda CB750 sohc (author Peter Shoemark), the Sunbeam S7 and S8 (author Robert Gordon Champ), and the BMW R69 and R69S (author Roy Harper), the reference numbers being F351, F363 and F387 respectively, the price of each of these 11 in × 8 in 56 page hard-cover books being £4.95. A standard format is followed for each, consisting of a big engine shot on the front end-papers, followed by chapters covering the history, evolution, road-test reports from popular motorcycle weeklies, owners' views, and buying, concluded with a large photo-gallery of black and white and colour pictures — good value!

* * *

Two recent aviation titles from Airlife of Shrewsbury are "Wings of the Weird & Wonderful" by Capt. Eric Brown (163 pp, 9¾" x 7", £9.95) about odd flying-machines, from the Arado Ar.232B to the Miles Gillette Falcon (this being Vol. 1), and "The Sky Their Frontier" by Robert Jackson (160 pp 10¾" x 8", £11.95), a history of the World's pioneer airlines and routes from 1920 to 1940, the latter title overshadowed by the more comprehensive book on this fascinating subject by Harald Penrose that was published some time ago and reviewed in MOTOR SPORT. — W.B.

* * *

The Harley-Davidson, with the Indian, is one of the American motorcycles that was and is much respected and well-known in Great Britain, so a full history of it is very welcome, and this is what David K. Wright and PSL of Cambridge have now given us — all 80 years of it. It covers the people as well as the machines and its 288 pages measuring 9½" x 7½" include 250 black-and-white and eight colour photographs; which should be taken into account if the price (£14.95) shocks you. — W.B.

Cars in Books

A reader has kindly drawn my attention to an interesting reference in "The General Strike" by Christopher Farman (Panther Books, 1934) to how Major Segrave was allocated to meet the Cabinet Minister Samuel, who had decided to return to England at the time of the 1926 General Strike, and convey him to London, at a period when no trains were running. The car used is described as "a powerful Sunbeam", one imagines a twin-cam 3-litre. Segrave met Samuel at Dover and after a brief call on the visitor's sister at Folkestone, the drive to London commenced, "the most famous racing motorist of that day" going cautiously through villages and suburbs but nevertheless reaching the Reform Club in Pall Mall in 70 minutes, the Sunbeam "at times touching 85 mph". Even allowing for the traffic-free roads, this was a good time in 1926 for the 70-mile journey. It had been arranged by Mitchell-Thompson, the Postmaster-General.

Collins did not see fit to send MOTOR SPORT a review copy of "Back From The Brink" by Sir Michael Edwardes, appropriate as this would have been, so they must regard the following extracts as some form of belated review of this important 1983 book about Edwardes' five-year Chairmanship of the unhappy consortium that became British Leyland. Sir Michael tells of long journeys accomplished with his father, when he was a boy in South Africa, and of how he formed a transport company of his own in 1961, using a 1934 GMC truck bought for £90, and of how before that he had found out about cars when his father was running a 1933 Buick saloon, which Edwardes filled with water instead of petrol at the age of four! At 15 he was capable of driving his father's DKW on holiday jaunts.

From "Curtain Calls-Travels in Albania, Romania and Bulgaria" by Leslie Gardiner (Duckworth, 1976) I am reminded that Gardiner made some of his journeys behind the Iron Curtain in a 1½-litre Riley. I have referred to this previously, when writing of this author's travel articles in the late-lamented *Blackwood's Magazine*. But, if they have not already done so, the Riley Clubs may care to investigate. — W.B.

Miniatures News

The National Motor Museum at Beaulieu is putting on a special "Kids On Wheels" exhibition for Christmas and would be glad to hear of any children's cars, either pedal-propelled or mechanically driven, that could be shown in this exhibition. What Lord Montagu has in mind are the sort of little cars so well covered in the book "Bébé Auto" that we reviewed recently, which Albion Scott Ltd can supply. The dates of this Model Car Show will be December 26th to the following January 29th.

In conjunction with the recent Little Chef / Alfa Romeo competition, Mrs Julia Armitage, who manages the "Little Chef" restaurant at Grange Road, Wakefield, had the bright idea of organising a race for those clockwork P2 Grand Prix Alfa Romeos which gladdened the hearts of children some 60 years ago (I remember how badly I wanted the Alfa model, then, but 25/- put one out of reach, so I compromised with a 10/6d 7.5 hp clockwork Citroën — Ed). Several of these now-rare tinplate Alfas lined up — a photograph shows half-a-dozen, four blue, two red, and most carrying the racing No 2 — and the race winner was Simon Goodyear of Huddersfield.

Western Models of Redhill in Surrey tell us they have brought out a white metal 1:43rd scale model of the 1935 edition of Sir Malcolm Campbell's LSR car "Blue Bird", enabling its improved streamlining to be compared with this car as it was in 1933, which was the subject of an earlier model by them (see also the article in October's MOTOR SPORT). The model is thus of the first car to exceed 300 mph and follows other Western Models' LSR cars, for they have miniatures of the 200 mph Sunbeam, the "Golden Arrow", Eyston's "Thunderbolt" and both pre-war and post-war versions of Cobb's Napier-Railton, as well as lesser record-breakers. Bravo. However, we cannot comment on the quality of this model because no sample has been received, only that it costs £21.56 as a kit, £32.78 assembled, including VAT. — W.B.

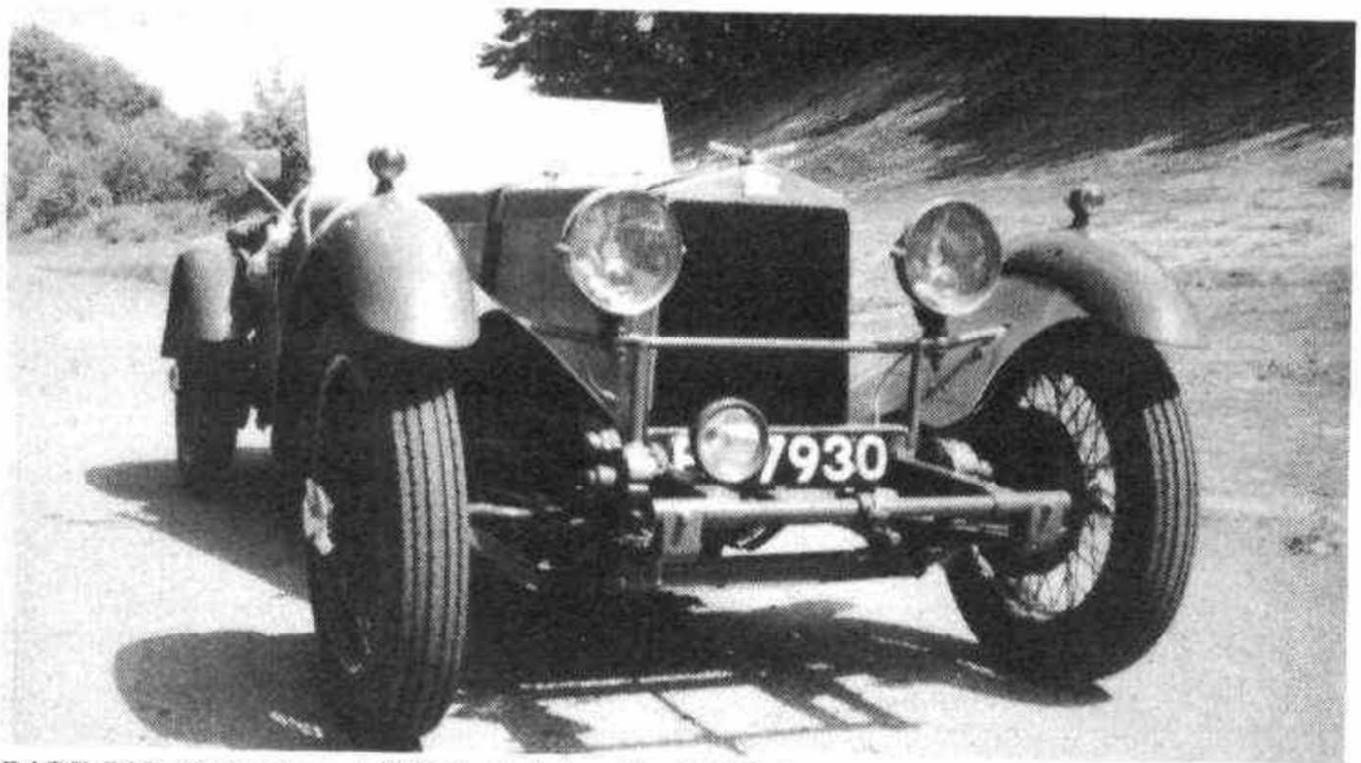
Driving back in time. . .

The 1926 Arab

AFTER THIS year's VSCC Welsh Trial, Brian Demaus allowed me to fulfil a long-standing ambition, that of driving his very rare 1926 Arab which his son Robert had driven up from Sussex for the previous day's driving tests and in which he returned home on the Monday — proving it to be a practical vintage sports car. There is, as far as I know, only one other Arab in this country, from the very small output from creator Reid Railton's Letchworth factory, and that resides in the Stratford Motor Museum, whereas, as just described, the father and son Demaus use theirs on the road.

They bought the car some years ago through a MOTOR SPORT advertisement but on the run home it blew up in a very expensive way and was subsequently found to be generally in very poor condition. However, they had a unique motor car. The four-cylinder engine, of 70 × 127 mm (1,960 cc), was rumoured to have been based on a design laid down by J. G. Parry Thomas as a suitable power unit for high speed delivery vans and the like. It has a two-bearing crankshaft and Thomas-type valve gear, the single overhead camshaft operating valves inclined at 90 degrees through long rockers, one cam sufficing for each pair of valves, which are closed by leaf springs. When Thomas was designing his luxury Leyland Eight and other engines he was aware that normal coiled valve springs were apt to lose their temper if subjected to heat, when they would be unable to quell valve bounce and would eventually break. He therefore used leaf springs to obviate such problems and to provide progressive damping. Cost would not have troubled Thomas, but I understand there was a snag. Apparently the ends of the main spring leaves rubbed on the valve collets, causing them to wear, which could lead to valves departing into the cylinders. . . .

Demaus' engine is the Railton pre-prototype that was used in the racing SR (for Spurrier-Railton, Henry Spurrier being in charge of Leyland Motors at the time), with 10 / 20 hp Enfield Allday chassis, which Railton raced at Brooklands, lapping at 92.57 mph during the 1924 Easter Meeting. The SR was sold in 1925 to Kenneth Parker, who raced it, and his 12 / 50 Alvis, at Southport. Chris Shorrock then had it as a 21st birthday present, he and his brother continuing to run it in sand races at Southport from 1926. Soames, a Leyland apprentice, had the SR next, it went back to Railton at T&Ts, then another Leyland apprentice, Fergus Clampett, put the SR's engine into the Demaus Super Sports Arab in 1936, keeping it until 1940. Someone unknown put the existing body on it. This has a single door on the near-side, the external handbrake being on the off-side; the door-pocket flaps are inscribed with the name "Arab".



RARE CAR: Brian Demaus' 1926 Arab, designed by Reid Railton, with the engine from the 1924 SR racing car. It is seen, back at Brooklands, in 1983.

My drive was necessarily brief but I was able to glean some interesting impressions about this rare Arab. It runs unexpectedly quietly, apart from a little tappet noise, both as to engine and gearbox. The gear lever is inside the body on the right, in a man-sized gate with very wide slots, the gear positions reminiscent of those of a vintage Vauxhall, ie, first and second are to the right, outboard of third and top, with reverse, guarded by a lift-up catch, beyond second. The stubby lever operates a very easy change, but there is an unfortunately wide gap between the third gear and top-gear ratios. The drop from third to second goes in especially nicely, but the clutch bites only at the end of the pedal travel, giving the impression that it is fierce on first acquaintance, which it is not. The accelerator is on the right, with something slightly "Leyland Eight" about it, or so I thought.

The Arab rides quite softly for a car of this vintage, the chassis is somewhat flexible, the cable brakes notably effective. The engine has a Marelli magneto and a Claudel-Hobson carburetter with one main jet coming in after the other under progressive throttle opening. There is a feeling that perhaps these "gas-works" tend to throttle the power output, as in its day the Arab was good for some 90 mph and was reputed to be able to see off 3-litre Bentleys and other cars of that calibre. But at least it gives around 26 mpg, at a useful 60 to 70 mph cruising speed. Unlike the Leyland Eight, the Arab's overhead camshaft is driven by a long chain in an impressively large casing, instead of by Thomas' silent triple-eccentrics.

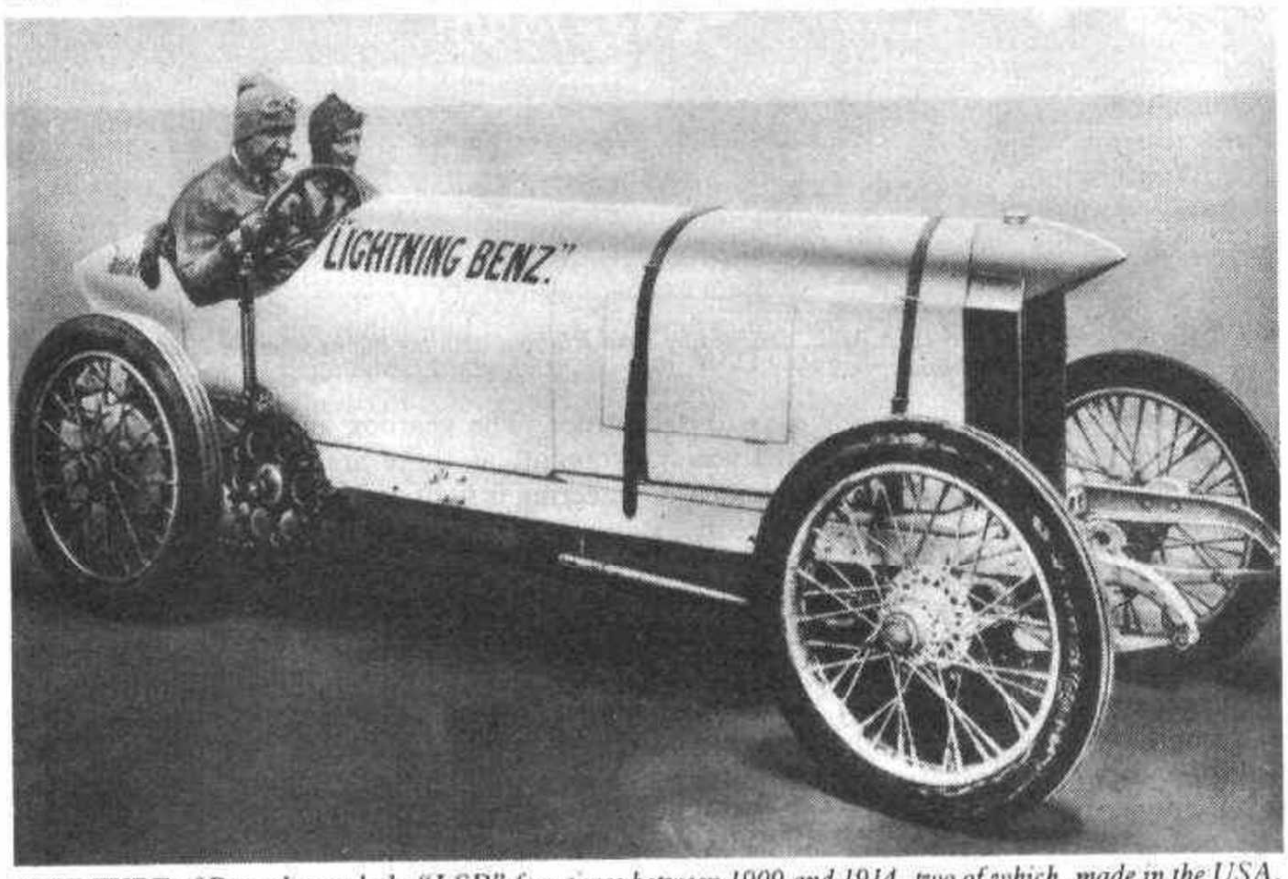
The fascia is devoid of speedometer and tachometer but contains some nice brass-bound dials and clock, the oil gauge being the one the driver need worry about. There is the ever-present thought that engine spares are virtually non-existent, which curbs any desire to rev hard, although something like 3,500 to 4,000 rpm is in order. The gearbox and back axle are less fraught, as these are Moss products. The steering is light and sensibly geared, but the car's present custodian, Robert Demaus, says the handling took some time to get used to.

It was he who did all the later restoration work, including re-fabricking the body, repainting the car, re-upholstering and re-trimming it, and also making up a new dashboard with period if not original instruments. He also coped successfully with the task of ironing out the inevitable snags that arise between the major strip-down his father had undertaken and getting the Arab back on the road. The former was done for Demaus by Ron Footitt, who used slightly modified high compression pistons from an Ariel Red Hunter motorcycle and slightly altered valves intended for the 1956 / '58 P-series Plymouth car. The camshaft was so tired that no profile could be ascertained, so Ken Fantom designed new ones based on a theoretical 95 mph at 4,500 rpm, after which Leonard Reece made up a new set of cams.

It is nice that John Parker was re-united with it at this year's Brooklands Re-Union; he was the first of a series of Leyland premium apprentices to own the car after Clampett but he hadn't seen it since before the war, when he had sighted it untaxed, tyres flat, and filthy dirty, in a Manchester side street. (Incidentally, Soames must surely have been the Leyland apprentice who regaled MOTOR SPORT's readers with his experiences with a very hairy Morgan 3-wheeler many years ago?) Brian Demaus is of the opinion that his car, No 5, was assembled at Brooklands by T & T's after the Letchworth factory had closed down, which its Surrey registration bears out, and that it was the first of the low-chassis Arabs to be built; the engine castings date back to 1923. The Stratford Museum low-chassis Arab has the next chassis number, but there are many detail differences. — W.B.

VETERAN EDWARDIAN VINTAGE

A SECTION DEVOTED TO OLD CAR MATTERS



THE TYPE of Benz that took the "LSR" four times between 1909 and 1914, two of which, made in the USA, were not recognised in Europe, such as Bob Burman's 141.37 mph claimed in 1911 for this 200 hp "Lightning Benz".

LSR Explanations

THE fastest-ever car speed record is very much in the news again, thanks to the magnificent achievement, after nine years of disappointment and frustration, by Richard Noble with his Rolls-Royce-powered Thrust II jetcar, as described in last month's MOTOR SPORT. In view of the widespread interest aroused, including congratulations to Noble from HM The Queen, a few observations about what is loosely called the Land Speed Record seem justified.

What Noble really holds is the World's unlimited fs mile record, at 633.468 mph and as this is the fastest officially recognised speed on land he has, in the public mind, the existing "Land Speed Record". The man he was out to beat, Gary Gabelich, retains the World's unlimited fs kilo record, at 630.388 mph, because, although Noble went faster, at 634.050 mph, this failed to meet the FIA requirement of an increase of at least one per cent above the previous best time. This is an indication of how properly the declared records are safeguarded, but it *is* confusing — in fact, the "LSR" could be said to stand at this 634 mph, in the minds of many.

When it all began, way back in 1898 at Achères in France, with the Comte de Chasseloup-Laubat pressing his electric Jeantaud over a timed kilometer at 39.24 mph, it was more or less properly conducted. However, the stop-watch timing was for a run in one direction only, with all that could imply in terms of gradient and wind. This persisted until 1914, after which Authority insisted on runs in opposite directions of the chosen course. Burman, it seems, was the last holder of a one-way "LSR", with the Blitzen Benz, timed at 141.37 mph at Daytona in 1911, but as the FIA was dubious about the set up, this speed was never recognised in Europe, where the then "LSR" stood to the credit of Hemery's Benz, properly observed at Brooklands in 1909 to do 125.95 mph. The first "LSR" (if I may conveniently use this loose designation) to be established after the introduction of the two-way ruling was again made at Brooklands, where proper distance-measurements and timing-facilities existed — by Hornsted in another of these giant Benz cars, his speed being 124.10 mph, after the *times* had been averaged. The difference of 17.27 mph between one-way and two-way Benz timings suggested that the new ruling was timely, if you will excuse the pun, although the difficulty of driving that fast on Brooklands, especially in the "wrong" direction of the Track, should perhaps be taken into account.

From 1914 until 1927, the so-called "LSR" progressed without change in the rules, going from 124 mph to nearly 175 mph. When the record was claimed in America the FIA continued to close its eyes and turn a deaf ear. Thus, at the time in 1919 when de Palma's Packard was said to have done 149.8 mph we insular (but commendably accurate) Europeans accepted only the Benz's 124 mph, and after Milton's Duesenberg was applauded in the USA as having done a rousing 156 mph (again at Daytona) in 1920 the FIA would have nothing of it, the next surge forward in their book being Lee Guinness's 133.75 mph, made two years later with the 350 hp V12 Sunbeam single-seater, on the tricky two-way Brooklands run.

The Americans seem to have given in at this point but the thing came to a head in 1927, when Segrave was after 200 mph or more with the crude and fearsome twin-engined "1,000 hp" Sunbeam, hoping to pulverise Campbell's record of 174.8 mph with "Blue Bird". Campbell had risked his neck on Pendine sands but Segrave thought more room desirable if he was to tack 25 mph on to the speed. The only place he could go was to Daytona Beach. This meant that at last records claimed in America came into line with those in Europe. The requirements, however, were stringent. It became necessary for the Contest Board of the AAA to join the FIA, after which the FIA required that the American timing-apparatus be certified as accurate by the Federal Bureau of Standards and that called for a certificate from another independent organisation. It also involved a visit to Paris by the Brooklands' Clerk-of-the-Course, and two very high-ranking Officials of the RAC, before the FIA was agreeable, after which Mr V. Haresnape, Secretary of the AAA Contest Board, had to furnish affidavits from the Official Course Surveyor, the Official Examiner, a cable to Paris stating that the timing-gear was approved, together with rating reports on its chronometer for 1922, 1924 and 1927 and blueprints from the Chief Surveyor of the course, as well as the original tape from the timing-gear and other documents. Obviously, the distances over which the Sunbeam was timed were very accurately measured, although I do not know how they compared with the official measuring of the Brooklands Motor Course, done by Britain's Director-General of Ordnance Surveys 18 years earlier, who guaranteed an accuracy of 1/50.000 for the lap, with greater accuracy for the kilometer and mile markings. This was an improvement over time-keeper's paint marks by the roadside, which drivers might move closer the day before a record bid!

The requirement that a record has to improve on an existing one by at least one per cent came much later, when speeds were so high that even modern beam-timing might make a hiccup or two. I think it

originated during record bids by aeroplanes, when the problems were accentuated, so that this time-keeping margin was seen as a good thing.

So the "LSR" rolled along, with cars required to be wheel-driven until the jet age prompted a change. This was regretted in some quarters, the point being made that *land* speed records might be attempted by *aircraft* with high wing loadings touching down, perhaps on a multi-wheeled undercarriage, and flying in contact with the course for the required distances. It has not happened yet . . . As tyres became an ever more vital factor in "LSR" bids and had to be changed between runs, an allowance of 30 min was permitted between the out and back timed assaults, and I think I am right in thinking that 60 min are now allowed; clearly, if this stipulation had not been introduced, it would have been possible to attempt a record on a day when the wind was favourable and then wait for it to veer favourably before going out again, but whether the 1911 rules specified a target time within which both runs had to be made I do not know.

Leaving aside the various engine-size and stock-car classes, the latter an American innovation, which have governed record attempts down the years, there is one final point to be made. It contains record categories. Thus there are *local* records, appertaining to a particular track or course, *National* records, meaning the fastest times made in a given country, and *International* and *World's* records, which are self-explanatory. Now it used to be the case that a National record referred to the *country* where the record was established, having nothing to do with the *nationality of driver or car*. Thus, when Malcolm Campbell, seeking a new venue in 1929, took "Blue Bird" to Verneuk Pan in S. Africa, but failed to set a new "LSR", his 217.6 mph for the kilo being 13 mph too slow to crack Sir Henry Segrave's record in the Irving-Napier "Golden Arrow", Campbell came home with the kilo, mile and five-mile *British* records, not because he and his car were British but because he had set the new records on British soil, in the days when we still had an Empire and much of the Globe was marked in red . . . If this rule still applies, and I have spent a long time studying the "Yellow Book" without finding that it doesn't, Noble cannot, as some reports insist, have broken *British National* records in America, but, conversely, he has taken a number of *American National* records in spite of car and driver being *British*, if I make myself clear . . . The fastest-ever official record by a *wheel-driven* car is 409.277 mph, by the Summers' 4WD Chrysler-powered Goldenrod, set up at Bonneville in 1965. It may well stand for ever, unless sufficient sponsorship from the makers of things like tyres, wheels, final-drive gears, universal joints and propshafts could be raised to build another contender. — W.B.



ANOTHER RARE ONE. This 1924 / 28 11 / 55 hp Marendaz Special owned by Graham Skillen is thought to be the only one of its type still running. The four-seater body is unusual (the mudguards date from around 1969) and the car may have been used for record-breaking. Its owner would appreciate any information.

Those Old Number Plates

THE time has passed, as the DVLC has been continually reminding us, for safeguarding the correct registration numbers for your untaxed historic motor vehicles. On the face of it the DVLC's scheme to get all motor vehicles on its computers but to allow the retention of existing number plates on the older vehicles providing it was notified before November 30th seemed harmless enough. But was it?

In an Editorial in the Sept / Oct issue of *Veteran Car*, the official organ of the Veteran Car Club of Great Britain, the scheme is dismissed as "the most insidious and iniquitous piece of non-legislation yet to be foisted on us", the point quite rightly being made that it seems ridiculous that after November 30th an original registration number that hasn't been re-allocated to another vehicle, such as, *Vintage Car* suggests, "some idiot with more money than sense who wants to personalise his Porsche Turbo", for instance, cannot be claimed and retained by its rightful owner.

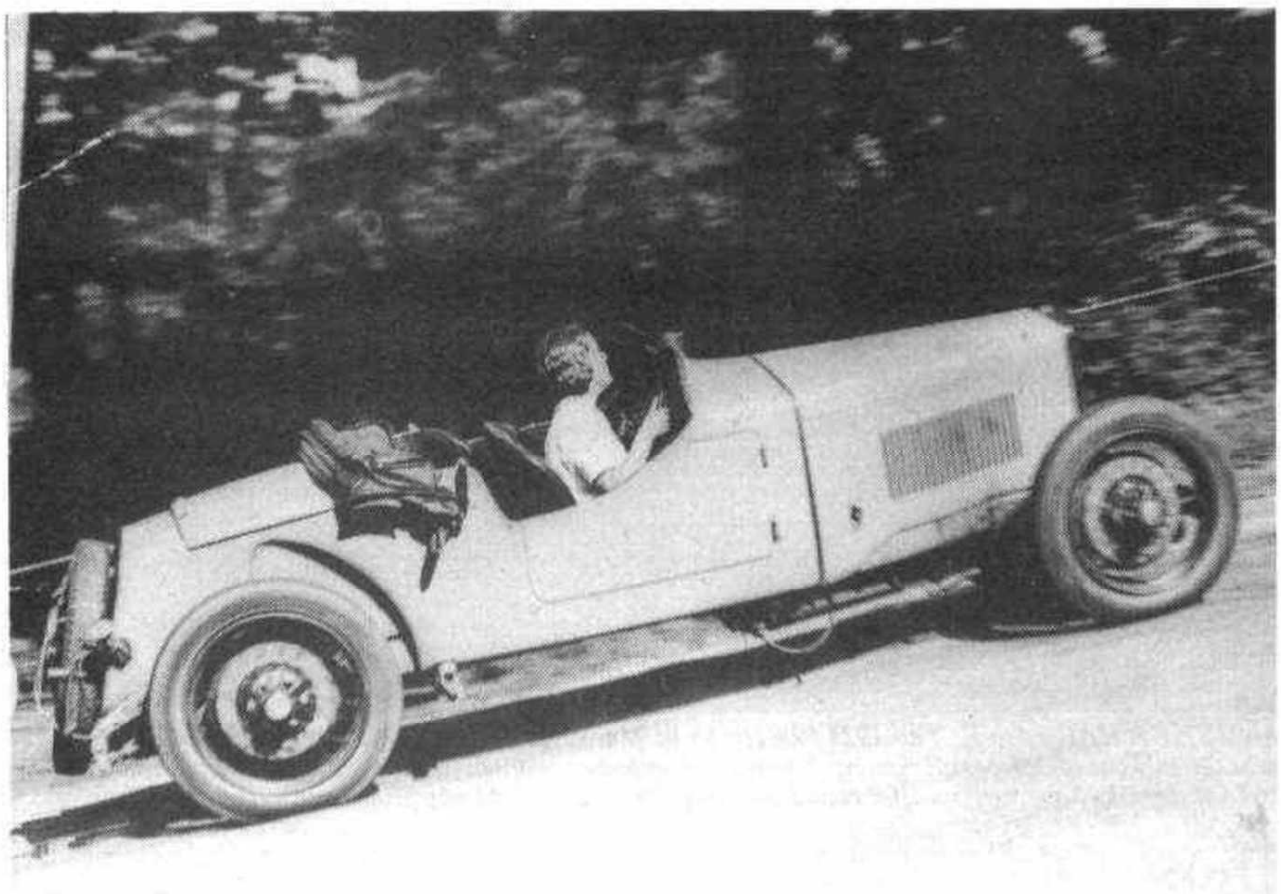
But it seems to go further than that. It will be remembered all too well by those it concerned that the none-too-recent move to try to tax all motor vehicles, *whether they were in use or not*, and about which MOTOR SPORT campaigned strongly at the time, was quite rightly abandoned, on the grounds of contemptuous iniquity, the far-reaching effects which such a ruling could have had on other possessions and hobbies, that indeed, the "Englishman's home is his castle" and he must retain the right to use untaxed vehicles on private roads; which is quite different from duty being demanded on unused vehicles standing on public roads. Fortunately this astonishing scheme failed. But is the recently concluded threat to confiscate existing number plates on the older vehicles unless they were declared and put into the Swansea computers simply Big Brother checking on every possible vehicle owner in a different way?

The proof demanded before a cherished number plate could be safeguarded was that an original type log book or a licence disc belonging to the vehicle in question had to be sent to the DVLC with the application. Now many vehicles acquired for future restoration would have changed hands without a log book being handed over, about which there is nothing illegal if the original had been lost, we believe, and as for an old licence disc, an aged licence holder is one of the first items likely to fall off a neglected vehicle, so that, too, could be difficult to produce. Why original number plates where these were still on an old vehicle, together with the signed statement from the owner that this was so, were apparently not acceptable, is beyond us. To say the very least, the cost in public money and the time involved in refusing to permit future use of such obviously valid registrations while being prepared to issue numbers roughly appropriate to an aged vehicle, seems appalling.

Watch out for later moves Big Brother may be contemplating! — W.B.

Out of the Past

AN unusual and intriguing correspondence took root in the *Daily Telegraph* recently. It was started by a Miss E. A. Locke who wrote to say she had held a driving licence for 55 years. This evoked quite a response from other venerable motoring ladies. A Mrs Roche put in a claim on behalf of her grandmother, who has been motoring since June 1911 and still, the letter explained, drives most days at the age of 89, resulting in her mother's remark that the present car is likely to give up before she does. Another lady, Mrs Morgan of Bournemouth, wrote to say she had just bought a new car at the age of 83, having first taken the wheel in 1926 and Margaret Macnab of Sandhurst in



MRS GOODWIN tackling Shelsley Walsh in her Riley 9 Gamecock.

Kent remembered passing the then-RAC test in 1923, which involved a three months' course which she took in Edinburgh, taking down an engine, reassembling it, and making it work, in addition to a written test. More active elderly ladies joined in, one having held a licence since 1927 and taken the IAM accolade in 1964, while not to be outdone Mrs F. C. Arnold of Watford recalled her fiancé teaching her to ride his motorcycle in 1920, after which she graduated to a Trojan and then to a bull-nose Morris-Cowley; she handled a mobile canteen during the war and still drives more than one make of car.

All this led to your editor wondering what makes of cars these old ladies used and in one instance he was able to find out, by calling on 85-year-old Mrs M. R. Bond, who had competed at Shelsley Walsh before the war. She cannot remember the make of car on which she learned to drive in Lancashire lanes before getting her licence in June 1915 but soon afterwards she bought a 7.5 hp Citroën, which gave good service. In 1921 she married Harold Goodwin who had a motor business in Birmingham, specialising in Rileys. So thereafter Mrs Goodwin drove cars of that make, from the early side-valvers to the later models, but all of Coventry extraction. She drove these in many of the trials of the time, with her sister navigating, and was persuaded to enter for Shelsley Walsh, having been shown how to get up the hill fast by young Ronald Piltcher. "I never won anything but it was great fun," I was told. She also much enjoyed visits to Brooklands.

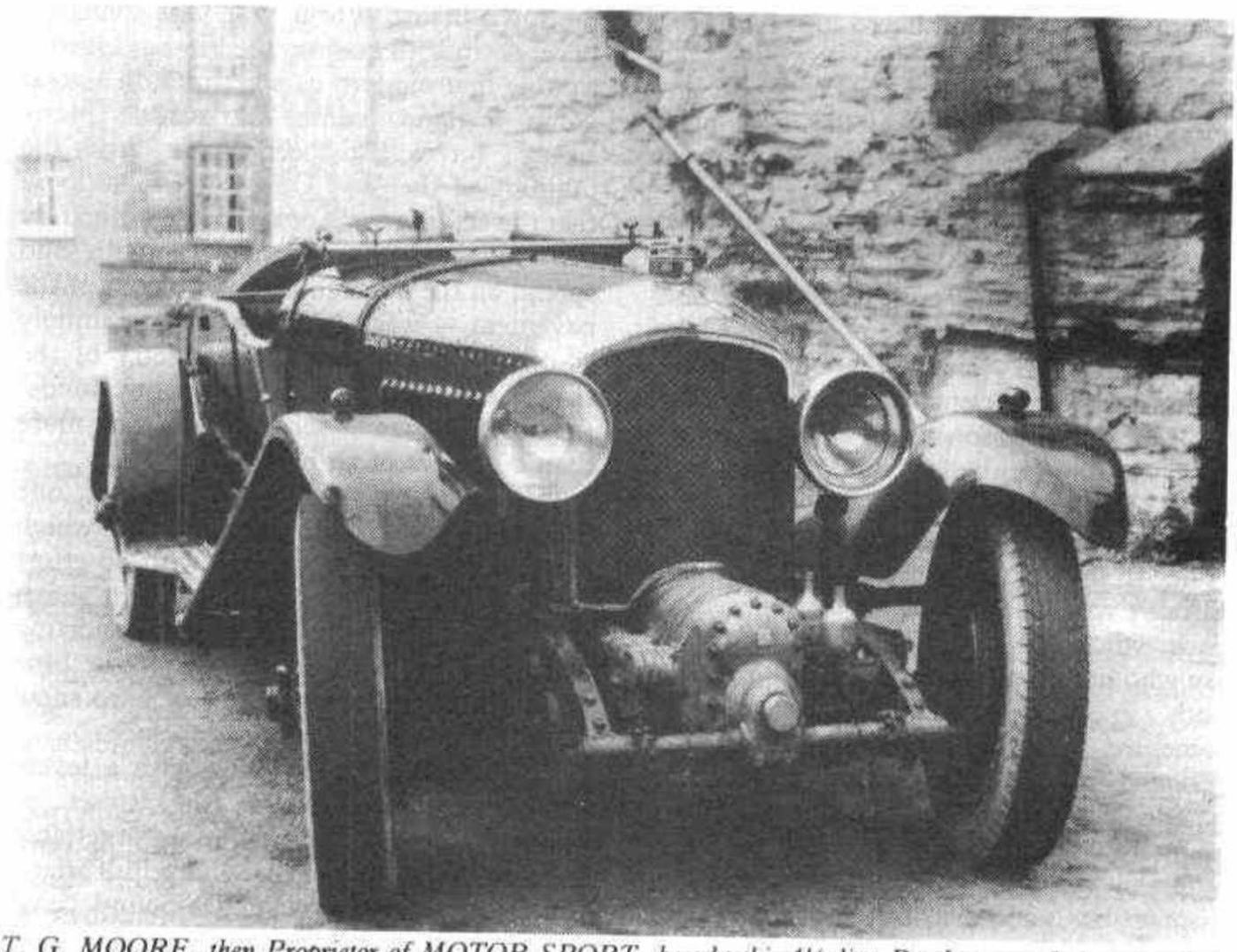
The photograph shows Mrs Goodwin, *neé* Bond, going up Shelsley in a stripped Riley 9 Gamecock. These tuned Rileys were conveyed to the venue on trailers. The lady still drives her Mini every two or three days. — W.B.

V-E-V Odds & Ends:- Philip Mann, who so thoroughly restored a 1914 GP Mercedes, has sold this historic car to Charles Howard of C.A.R. Howard Ltd., dealers in fine motor cars. A Belgian reader is tracing the racing career of a local driver Arthur Legat, who started racing with a CGS Amilcar and Type 37A and 35B Bugattis from 1926. In 1948 this driver acquired a 4CM Maserati (chassis no. 6CM 1531, engine no. 4CM 1552) from a Mr Colombelli in Paris, who had bought it from Harry Schell. Legat died in 1960 and the Maserati was sold to Andre Pilette and is rumoured to have been raced by Raymond Sommer. After that it came to England and is thought to be the Rovere chassis now owned by Butti and the engine used by Joël Finn, but more detailed information is sought. Among the pre-war cars winning class awards in the Holker Hall Rally were a 1912 Delaunay-Belleville, a 1924 Morris-Cowley, a 1926 Humber, a 1933 Buick and a 1933 Talbot 75. The Model-T Ford described last September was wrongly said to have artillery wheels; in fact, as befits a sporting version, they are wire wheels. The County of Salop Steam Engine Society put on another of its celebrated Bishop's Castle Rallies last August Bank Holiday, with a magnificent display and parade of engines, supported by many exhibits, among which old cars, motorcycles and commercial vehicles were prominent. Vintage cars ranged from Austin 7 to 30/98 Vauxhall, the Editorial Calthorpe conveying us to watch, before tackling the hills via Clun on the return journey. R. James' 1922 Austin 12/4 saloon was judged to be the best vintage car and other prize winners were a TA MG Midget, Mrs Launchbury's 1957 Rover 60 (her husband had entered a 1939 Rover Ten), and R. Cash's Jaguar XK140 coupé. Motorcycle prizes went to a 1914 Triumph and a 1933 Levis and the older element was represented by a 1903 Clement-Talbot, a 1911 Renault and a 1911 Minerva. We noted a nice 1922 Standard two-seater, that long-bonneted Bean with Australian connections, Emberton's Ford Tudor saloon and lots of Austins in varying stages of pristineness or decay. It is good news that Bob Roberts is having both the Sunbeam Tiger and the Sunbeam Tigress fully restored, for display in the Midland Motor Museum. It was very sad to hear that the late S. C. H. Davis' wife Susie, who was such a comfort to Sammy, died some time ago after a long illness. Ex-rally driver Bill Bengry, still busy preparing powerful rally cars for his son to use in the *Motoring News* events, like the present Opel converted from fuel injection back to twin carburetters, retains his vintage interests with a 9/15 hp Renault and a V12 Lagonda saloon. In view of our recent comments on the ambitious pre-war flying exploits of the Ellison brothers, it is interesting that Alfred Ellison, who raced the 15-litre Lorraine-Dietrich "Vieux Charles Trois" at Brooklands, called the Renault 45 saloon that he drove at Shelsley Walsh to a time of 69 sec in 1926, "Vieux Charles IV". According to a contemporary report, the big car heeled over the corners and left in its wake dense clouds of brown dust which swirled high above the trees, hiding for a moment all objects from view, one aspect of the famous hill climb that has not been maintained . . . We have long been pressing the famous pre-war Westland test-pilot, Harald Penrose, OBE, for his autobiography, so we are glad to learn that it is scheduled for publication next spring, with the title of "Adventure with Fate". The blower 4½-litre Bentley owned when new by the late T. G. Moore, proprietor of MOTOR SPORT at the time, has been in America since 1952 and has remained in reasonable condition, so that its present restoration by Jim McHenry is proving an easy task, even to refurbishing the green Vanden Plas body. The award-winning exhibit at this year's Singer National Day was a 1929 Singer Junior van belonging to A. Bartlett.

The late "Rusty" Russ-Turner's ex-Birkin blower-4½-litre single-seater Bentley can now be seen in Michael Wilcock's Jersey Motor Museum. — W.B.

A Vintage MG Treat

WE have become accustomed to the MGCC's "Triple-M Year Book" being a rare treat for all those who are interested in MG history and the 1983 edition, just available, is no exception. The anticipation starts on the front cover, with a big picture of the Evans' single-seater Q-type MG Midget being wheeled out for a race at Brooklands, "Wilkie" in attendance and Kenneth Evans walking beside it, with Doreen Evans coming up behind. The book, 47 pages measuring 11½ in. × 8 in, is full of pictures as nostalgic as that.



T. G. MOORE, then Proprietor of MOTOR SPORT, bought this 4½-litre Bentley new. It is now being restored in America by Jim McHenry.

Apart from Club matters, the articles include Wilson McComb's very readable "Loose Ends at Le Mans", clarifying MG pre-war happenings in the famous 24-hour race, Colin Butchers sorting out some Q-type history, and the reminiscences of the Evans family as recounted to Keith Hall in an interview with Kenneth Evans. Then there is Terry Holden writing about MG and the 1933 Alpine Trial and there are long articles, full of "meat". As you get colour plates and technical tips as well, the book is excellent value, at £2.00 post free (£3.00 with overseas postage), and it is obtainable from the MG Car Club, MMM Register, c/o 3, Kenmore Close, Kew, Surrey, on mentioning MOTOR SPORT. We are told the demand for the 1982 Year Book was "incredible", so hurry! — W.B.

V-E-V Miscellany. — Little is new under the sun! It may be remembered that when the BBC was making its film about Sir Malcolm Campbell it used a large mock-up of the LSR car "Blue Bird", which was afterwards exhibited on the roof of the Festival Hall. We were reminded the other day that another large, non-working model of "Blue Bird" in its 1935 form was constructed that year and was too large to go inside the Liverpool Museum, so had to be shown outside. A reader whose interest is mainly in steam — he has an ageing Marshall traction engine — has been researching the history of a local company, Wantage Engineering, and has discovered that rumours exist of a Wantage car, with an engine of the company's own make. If anyone has anything to add, he would be interested. In the last instalment of our series "Motoring As It Was" we referred to O.J. lunching at Sam's Chop House in Manchester in 1922, remarking that presumably it has long since gone. Wrong! A reader sends a postcard saying it is still in existence, at Black Pool Fold, Chapel Walks, which is nice to know.

That deserving organisation the British Racing Mechanics Club is approaching its 50th Anniversary and next February holds its Annual Dinner Dance at the Leofric Hotel, where, after the awards have been presented, we can expect the mechanics to turn the champagne on their drivers. Lucas Industries are busy setting up their own Group Archive and Museum, among which will be a comprehensive range of motoring electrical equipment down the years. Another, much smaller museum is that formed of what survived of the stock and equipment of J. B. Bowler & Sons Ltd, 1872 to 1969. This Camden Works Museum of Morford Street, Bath, where Richard Chapman, not unknown in our world, is Guide and Machinery Adviser, is mainly devoted to Victorian stock in trade and machines dating back to around 1775. But among its exhibits are a few old magnetos, and a Napier radiator thought to have come from one of the Company's two light trucks, probably ex-1914/18 war-time ambulances. One exhibit puzzles Mr Chapman and Lucas and information is sought — it is a side-fitting, Lucas electric starter with six-bolt fitting, to its oil-tight case, six-volt, its casing stamped K657, with two insulated terminals. Its number is A930 and it is thought to be as early as 1912. If anyone knows anything, letters can be forwarded.

The last issue for this year of the *Magazine of the Austin Seven CA* contained interesting illustrated articles on Japanese A7s and the milk delivery adaptation of the Chummy brought out by the Austin Motor Company in 1931, of which 37 were apparently made, of which six were for export, the latter article being by the owner of just such an A7. The October issue of *Historic Commercial*, journal of the HCVS, carries reports of the Society's Shugborough Hall and IoM Rallies.

Although the Model-T Ford was the car which opened up the American out-backs after 1907, in a copy of the *Strand Magazine* dated 1906 which has come into our possession there is an article about pioneer attempts at trans-Continental runs from San Francisco to New York or *vice-versa*. These included reference to the unsuccessful journey by Alexander Winton in a car of his own make in 1901, which was abandoned in the Nevada desert, although in 1903 Dr Nelson Jackson in a 20 hp Winton managed the San Francisco-New York journey, after terrible privations, such as having to conquer the Elk and Rocky mountains and walking 29 miles to obtain more petrol, in just under 65 days. At about the same time, the article informs us, E. T. Fetch was attempting the route of Mr Winton's unsuccessful run, with a 12 hp single-cylinder Packard. It suffered awful problems, especially crossing the Sierras, but it won through, doing the 4,000 odd miles in 62 days, inclusive of a four-day rest at Denver. Shortly after this a 5 hp Oldsmobile Runabout essayed the trip, in bad weather conditions, but arrived at the Atlantic coast in 74 days. In 1904 a 10 hp Franklin driven by Mr Whitman got the San Francisco-New York time down to 33 days, the distance by their route being 5,115 miles, of which the best day's run covered 325 miles. Now it was time to essay the reverse journey, which a 16 hp Reo did in 1906, but after being snowed up, with food supplies exhausted, on Christmas Day, having left New York in August, the car met deep mud in Mexico and abandoned the run until the weather improved. However, the crew was credited by the writer of the article, Mr F. R. Talbot, with "having broken all records in trans-Continental travel by motor-car," so far as America was concerned, as they had already covered over 8,000 miles. They had had to repair a broken spring and stay-rod, and damaged front axle and steering. But what I want to know is why after the Reo's radiator had frozen and had to be thawed out it, and the cylinder block, didn't crack, as would have undoubtedly happened to we lesser mortals?

J. R. Davy, who founded the Standard Register nearly a quarter of a century ago, has published privately a 1984 calendar depicting various Triumph cars mostly as "first-time" pictures, which he will send to Triumph enthusiasts for £1.71 post-free, or two for £3.00, on UK orders, those going by overseas airmail costing £3.00 each. Apply to him at 2a, Bilton Lane, Dunchurch, Rugby, mentioning MOTOR SPORT.

W.B.

Cars in Books

ONCE again I am indebted to a reader for sending us the following very interesting extract, from "Speak Memory" by Vladimir Nabokov, about motoring as it was for one family in Russia before the Revolution, before they had to abandon their estates and go to Yalta in the Crimea. The chauffeur Tsiganov is described as a "one-time racing-driver". I cannot confirm this, but he must have been a model employee, for later in the book he is described as thinking nothing of riding across "the immense, frosty and savage expanse of Russia on the buffers and in freight cars," from St Petersburg to Yalta, arriving in the middle of a January night "swathed in leather and fur", simply to deliver some money sent to his master by some good friends, and the mail. After staying a month, the ex-chauffeur said the Crimean scenery bored him and he left on the long return journey. The extract reads:

"I would ascertain which of our two cars, the Benz or the Wolseley, was there to take me to school. The first, a grey landaulet, manned by Volkov, a gentle, pale-faced chauffeur, was the older one. Its lines had seemed positively dynamic in comparison with those of the insipid, noseless and noiseless, electric coupé that had preceded it; but, in its turn, it acquired an old-fashioned, top-heavy look, with a sadly shrunken bonnet, as soon as the comparatively long, black English limousine came to share its garage.

"To get the newer car was to start the day zestfully. Pirogov, the second chauffeur, was a very short, pudgy fellow with a russet complexion that matched well the shade of the furs he wore over his corduroy suit and the orange-brown of his leggings. When some hitch in the traffic forced him to apply the brakes (which he did by suddenly distending himself in a peculiar springy manner), or when I bothered him by trying to communicate with him through the squeaky and not very efficient speaking-tube, the back of his thick neck seen through the glass partition would turn crimson. He frankly preferred to drive the hardy convertible Opel that we used in the country during three or four seasons, and would do so at 60 mph (to realise how dashing that was in 1912, one should take into account the present inflation of speed). Indeed, the very essence of summer freedom — schoolless untownishness — remains connected in my mind with the motor's extravagant roar that the opened muffler would release on the long lone highway. When in the second year of World War One Pirogov was mobilised, he was replaced by dark, wild-eyed Tsiganov, a former racing ace who had participated in various contests both in Russia and Belgium. Later, sometime in 1917, soon after my father resigned from Kerenski's cabinet, Tsiganov decided — notwithstanding my father's energetic protests — to save the powerful Wolseley car from possible confiscation by dismantling it and distributing its parts over hiding places known only to him.

"Still later, in the gloom of a tragic autumn, with the Bolshevists gaining the upper hand, one of Kerenski's aides asked my father for a sturdy car the premier might use if forced to leave in a hurry; but our feeble old Benz would not do and the Wolseley had embarrassingly vanished, and if I treasure the recollection of that request (recently denied by my eminent friend, but certainly made by his aide-de-camp), it is only from a compositional viewpoint — because of the amusing thematic echo of Christina Von Korff's part in the Varennes Episode of 1791.

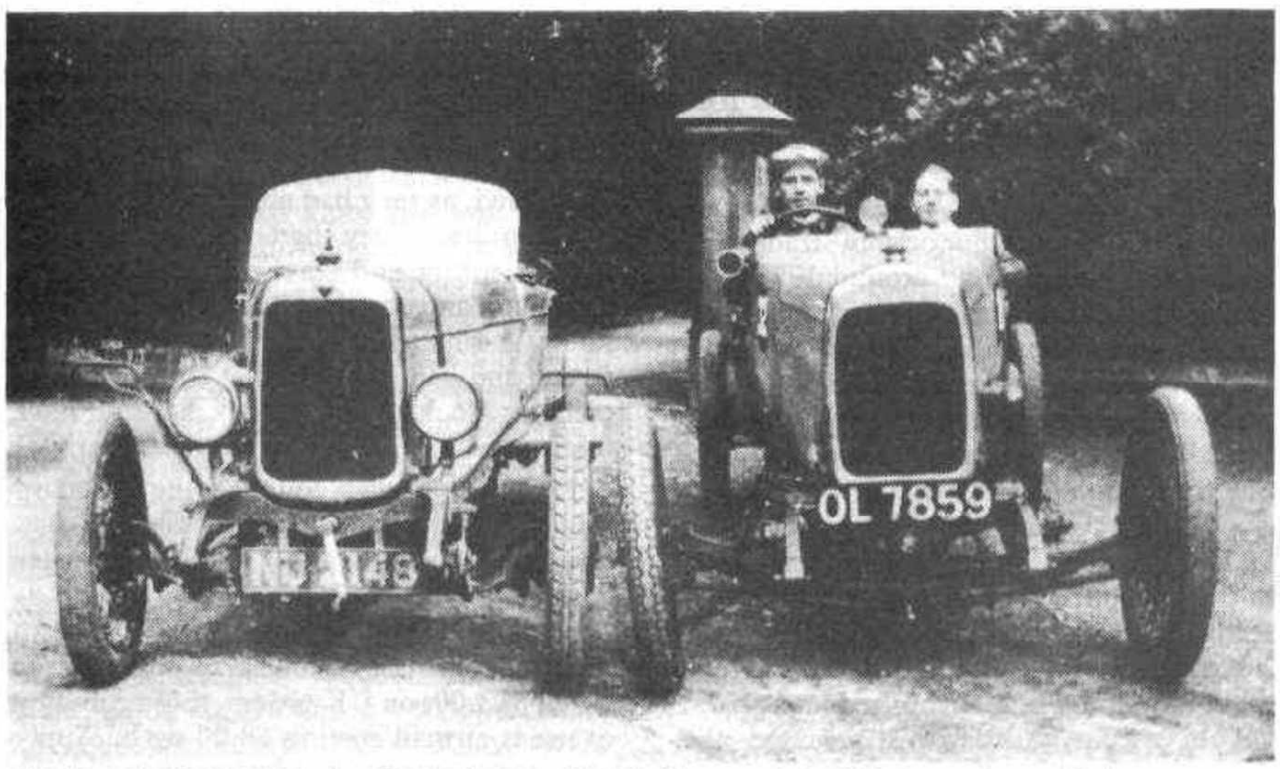
"Although heavy snow falls were much more usual in St Petersburg than, say, around Boston, the several automobiles that circulated among the numerous sleighs of the town before World War One somehow never seemed to get into the kind of hideous trouble that modern cars get into on a good New England white Christmas. Many strange forces had been involved in the building of the city. One is led to suppose that the arrangement of its snows — the tidy drifts along the sidewalks and a smooth solid spread on the octangular wood blocks of the pavement — was arrived at by some unholy co-operation between the geometry of the streets and the physics of the snow clouds. Anyway, driving to school never took more than a quarter of an hour.

"Upon reaching Nevski Avenue, one followed it for a long stretch, during which it was a pleasure to overtake with no effort some cloaked guardsman in his light sleigh drawn by a pair of black stallions snorting and speeding along under the bright blue netting that prevented lumps of hard snow from flying into the passenger's face.

"A street on the left side with a lovely name — Karvan-Nays (the street of caravans) — took one past an unforgettable toyshop, next came the Cinizelli Circus. Finally, after crossing an ice-bound canal one drove up to the gates of Tenishev School in Mohovaya Street (the street of mosses).

"Belonging, as he did by choice, to the great classless intelligentsia of Russia, my father thought it right to have me attend a school that was distinguished by its democratic principles, its policy of non-discrimination in matters of rank, race and creed.

"The headmaster who knew little about games, was suspicious of my always keeping goal in soccer 'instead of running about with other players'. Another thing that provoked resentment was my driving to and from school in an automobile and not travelling by street-car or horse-cab as the other boys, good little democrats, did. One teacher suggested to me that the least I could do was to have the automobile stop two or three blocks away, so that my school mates might be spared the sight of a liveried chauffeur doffing his cap." — W.B.



ARAB PRECURSOR: the SR(OL 7859) which Railton raced in 1924 is seen here with its next owner, Kenneth Parker, about to leave for the Southport sand races. The 12/50 Alvis Parker which also raced is beside it. *(See p 1499.)*

Brighton Run Correction:

IN OUR Brighton Run report, printing schedules caused some items to go astray. For example, the Emancipation Run took place in 1896 today's run is organized solely by the RAC, and Lord Montagu drove his Daimler, not a De Dion. In mentioning the Mercedes 60 we should have said that *if* this was the first sports car the Mercedes Simplex was a splendid touring car. As usual Daimler-Benz organisation was excellent; they brought their two cars from Stuttgart in a Type 813 Mercedes Benz truck with trailer with a Type 230TE back-up car. Finally, the 1891 Panhard was not the oldest car ever to take part in the Run as stated last month because the Science Museum's 1885 Benz appeared on two occasions, arriving successfully the second time.

VINTAGE POSTBAG

Australian Austin Sevens

Sir,

I enjoyed your little article on "A7 Chatter". You did not mention those superbly built little A7 Racers raced at some VSCC and 750 Car Club events a couple of years ago by a team of visiting Australians. These cars were technically very interesting and reflect very well on those enthusiasts "Down Under" who do not have access to all the facilities and old parts so readily available in this country.

The engines and gearboxes were of particular interest to me in that outwardly they appeared standard Magneto engines with three speed gearboxes but with gear-driven Marshal J75 Blowers mounted horizontally on the front of the engine these being driven at anything from 1:1 engine speed to 1.4:1. However, internally these engines were very special, using Renault 4 connecting rods, Gordon Allen cranks and the usual tweeks to make these engines really go. Having raced John Oulde's car at VSCC Cadwell Park I reckon the claimed 72 bhp was not far off the mark and would rev to somewhere around 7,000 rpm.

However, the gearboxes were the real "joke". Under Australian Vintage rules they are allowed to use four speed 'boxes but that was not supposed to be the case under VSCC rules, thus the cars ended up in this country with the early three speed boxes with the gate marked $^{R}{}_{1}\ {}^{2}{}_{3}$. After studying these cars very carefully at Prescott and watching them go up the hill it was very obvious to someone with some experience of these things that the cars were fitted with four speed 'boxes and very close ratio ones at that, thus I went and stood at the start to watch carefully. Sure enough, in all cases, reverse was selected and once underway into first and so on. On making polite enquiries as to how this could be I was informed with a little smile that "R" on the gate stood for Racing Starts!!

It says much for the spirit in the VSCC that no one objected, protested or even complained about this nice little bit of "hoodwinkery" and that these friendly people who had all come over here at their own expense with their beautifully turned out little cars were allowed to continue their little series without rancour.

I, for one, hope they all come again and with luck John Oulde's car may have acquired some brakes, the outposts of Cadwell Park having looked very inviting once or twice.

Leafield BILL MORRIS

G. W. A. Brown

Sir,

Your article on Talbots raised the question concerning G. W. A. Brown's subsequent career after leaving Talbots.

I own a 1920 Coventry-Premier designed by this outstanding automobile engineer. From 1905 the Premier Cycle Co built excellent motorcycles, and just prior to the first World War marketed a rather primitive four wheel cyclecar. Brown was employed by them in 1913, but whether this four-wheeler was his brainchild I do not know. However, during the war he designed a completely new three-wheel cyclecar which was introduced under the name of Coventry Premier in 1919. CP's made the mistake of many cyclecar manufacturers at this time, in that they designed and manufactured all components "in house" (unlike Morgan, and GN, who brought in many parts). This initial tooling cost, coupled with early problems involving the recall of many vehicles, led to the company's downfall. In 1922 they were taken over by Singer who had always been closely associated with the firm, and they then sold a four-wheeled version for a short time, still using the original frame and engine; this was phased out in 1923 and Coventry Premier disappeared. Whether G. W. A. Brown went to Singer's as part of the deal I do not know, but perhaps another reader can fill in some later details. My CP is far from complete and I would welcome any spares or information that anyone can supply.

Walsall MARK D. LONGMORE
(aged 13 years)

A pair of Knights

Sir,

Please find enclosed a photograph which I hope you may find interesting. This was taken in the 1930s, outside the garage of the home of my late grandfather, Mr. W. A. Bogod of "Leeside", Radyr, Nr. Cardiff. It shows a pair of Willys Knights, with vastly differing bodywork, proudly looked over by his chauffeur, Charlie. Perhaps you or one of your readers may be able to tell me something about these cars, and if either has survived.

Portslade PHILIP SIMONS

Another Jackson

Sir,

I was very interested to read your article on the Jackson and noted in your statement in the last paragraph that at least two have survived. I can increase that number by 50%, as we have a 1907 single-cylinder De Dion-engined Jackson open tourer.

This car is now in the caring hands of the Lincoln Vintage Vehicle Society who look after it for us, letting it out whenever we require it for promotional purposes.

Lincoln E. DAVID JACKSON
Director: Jackson Shipley Ltd

VSCC Colerne

Sir,

Your list of the 12 fastest terminal speeds (MOTOR SPORT p.1090) highlighted the poor performance of the Vauxhall Villiers in an event which should be right up its street.

The interest shown in the Vauxhall is always a pleasant surprise to me and well-wishers like to know what's going on or going wrong. At Colerne the egg on the face was double yolked, I knew the car was off form but couldn't say why.

There is no excuse for a poor performance but there is usually a reason, in this case a very bad reason as the valve timing proved to be way out.



TWO WILLYS KNIGHTS belonging to Mr Simons' grandfather. (See "A pair of Knights".)

Prior to the Colerne events the Vauxhall's last Kilo Sprint was at BARC's Church Fenton some years ago. Although marred by trouble en route the figures were encouraging:

¼	kilo	MPH
14.24	26.45	*95.49

* (freewheeling in neutral due to cracked liner)

When the 'new noise' was heard and the engine switched off the rev counter was showing 5,600 on a 3.9 gear.

Perhaps some slide rule / computer wizard could calculate a potential kilo time from these figures if the finish speed had been 130 mph?

Hampsthwaite ANTHONY BROOKE

Rare Encounters

Sir,

Reading Rare Encounters in the September issue reminded me of one in, I suppose, 1923 or '24, when I would have been seven or eight.

On holiday with my parents in Hythe, Kent, my father and I one Sunday morning came upon an enormous Lorraine-Dietrich by the kerbside. My father was most intrigued, as he seemed to remember it either from before the War or post-War at Brooklands. To me it was a monster, towering high above me but most exciting to see and redolent of speed. So far as I remember, it was dark blue, had the cross of Lorraine on the radiator and was chain-driven, something I hadn't seen before on a car. I wonder now if it was Vieux Charles Trois.

Some three or four years later, we were on a pleasure steamer near Frinton or Clacton, when one of the new Chris-Craft speed boats started circling round and round us. My father recognised the pilot as L. G. "Cupid" Hornsted, of Brooklands fame and afterwards had a chat with him. Hornsted was apparently a salesman / demonstrator for the Chris-Craft and was enthusiastic about their money-making possibilities. My father was more dubious — and stuck to the garage business!

Totteridge J. CLASSEY

Bentley History

Sir,

I was fascinated to read your two splendid articles based on the memoirs of the late Oliver Bertram. In the second of the two articles you raised several very interesting points regarding the fate of MT 3464, "Old Number One", the double Le Mans winning Speed Six Bentley. May I be bold enough to proffer a few thoughts concerning this and other cars with which Bertram was associated? I am sure that you are correct in assuming that, when Barnato decided to rebuild his victorious Speed Six, he, or rather Walter Hassan, reconstructed the vehicle on a new, undrilled 4-litre Bentley frame (MT3465). In his book, "Climax in Coventry", Walter Hassan describes how he incorporated the immensely tough 4-litre frame into the re-vamped vehicle. It is interesting to note, as an aside, that Hassan comments that he had experienced troubles with the chassis frame on "Old Number One". This was not a unique experience to those involved with Bentley Motors, since nearly all of the 3 and 4½-litre Team Cars received replacement frames at some stage during their racing careers. "Old Mother Gun", the 4½-litre prototype which won the 1928 Le Mans, certainly received one replacement frame, and possibly two!

Returning to the matter in hand, it would appear that the radiator, engine, gearbox (racing "D" type), bulkhead and differential nosepiece from the original "Old Number One" were mounted to the new frame. As you pointed out in your article, the Speed Six engine was soon replaced by a new 8-litre engine, which Barnato (now on the Board of Bentley Motors 1931 Ltd.) persuaded Rolls-Royce to part with. This was some accomplishment, since Rolls-Royce had instructed most of the 8-litre engine components to be defaced on their machined surfaces and then sold as valuable scrap magnesium-alloy. It was this 8-litre engined version of MT 3464 which "went over the top" of the Brooklands banking whilst poor old Clive Dunfee was trying to overtake car number 33, which I think was the Hon. Brian Lewis in his Talbot, during the 1932 "500 Miles Race". (In the darkest, most sombre corner of the Bentley Drivers Club archives are numerous photographs depicting the incident, second by second. Their grisly association with Dunfee's death forbids that they should ever be exposed.)

Research has indicated that the Mulliner Coupé, which was pictured at the Syston Speed Trials in your July article, was the product of an extensive rebuild of the crash-damaged car, including its 8-litre engine, number YH 5127. There is no indication that this engine was ever fitted to the Barnato-Hassan Special.

MT 3464 still exists in the USA with the front-axle beam, bulkhead, gearbox and nosepiece for the original "Old Number One" Speed Six, and the engine, chassis cross-members and rear-axle casing from the car which crashed in 1932. The front cross-member still carries the original chassis number from "Old Number One".

I am going to be bold enough to say that very few, possibly no, components from the crashed MT 3464 were used in the Barnato-Hassan. It is clearly established that the Barnato-Hassan was based on an 11-ft wheelbase chassis designed by Hassan. Admitted, at the outset, the Speed Six engine from the original "Old Number One" was employed, but, after putting a connecting-rod through both sides of the crankcase during the 1934 "500 Miles Race", that immortal engine was scrapped and replaced with an 8-litre unit which, after much tuning by Hassan (including the fitting of special tubular con-rods, triple SU carburettors and a compression ratio of 8.7:1) endowed the car with performance sufficient to claim a Brooklands lap at 143.11 mph. This was achieved during lap four of the Dunlop Jubilee Cup Race in 1938 and it is a pleasant thought that the best-ever Brooklands lap speed for a vehicle fitted with a motor car, as opposed to aero, engine was accomplished with an 8-litre Bentley power unit.

I was interested in your comment that the Bowler-Hofmann Special survives. Certainly, the engine lived on in a 3-litre chassis (number DN 1726) and was raced by Basil Mountford some years ago, but does the rest of the car still remain?

I was pleased to see a photograph of the 4½ Blower Bentley — UW 3761, in your July article, on the start-line at Syston Park, along with the Mulliner Coupé version of MT 3464. It is interesting to note that this vehicle was the first production "Blower" to be constructed, was the Olympia Motor Show Blower in 1929 and was subsequently road-tested in *The Motor* on April 22nd, 1930. The car still exists and attended the BDC's Kensington Gardens Rally in 1982 in immaculate condition but, regrettably, not sporting the rather elegant coach-line that ran along the bonnet-hinge and scuttle on the original body. My thanks and congratulations for your continuing excellence of editorship, which makes MOTOR SPORT such a worthwhile Journal for all tastes and motoring inclinations.

London S.E.1. TIMOTHY HOULDING
Archivist to Bentley DC

The Things They Say . . .

". . . if Editorial privilege permits a glimpse into the 'future', it is clear that our outstanding competitor this year is Guy Smith. Guy is not only regularly beating ERAs, but he has achieved a remarkable 'triple' of BTDs at Curborough (equalling the pre-war record), at Shelsley (only 0.07 sec outside the pre-war record, and at Prestcott (with a new pre-war record). Well done indeed!" — from the Editorial in the September issue of the *Frazer Nash Chain Gang Gazette*, which reached us late in October. In joining in the well-deserved congratulations to Guy, perhaps the 12/50 Alvis Register and the Alvis OC would also like to join in, in view of the fact that Guy's Frazer Nash is propelled by 3½-litres of Alvis engine? — W.B.

"Derek Warwick took fourth place in his Toleman-Hart, one lap behind the leaders, with Keke Rosberg finishing fifth in his first race with the Humber-powered Williams." *The Observer's* report of the South African Grand Prix. As one reader remarks, "this reveals a major breakthrough for the British car industry!"

READERS' LETTERS

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

Jaguar's US appeal

Sir,

As an Englishman presently living here in California, I was very interested to read your article "Jaguar — On the way back" in the September issue of your, seemingly, eternally excellent magazine. I took particular note of your reference to the delight of the American public in seeing Bob Tullius lying second in the IMSA championship in the XJR-5 Jaguar (or the "big cat" as it is called here).

My motor racing is confined to watching the odd race, and following events through the various periodicals such as yours (30 years plus). One race I did catch earlier this year was the Riverside round of the IMSA Camel GT Series — both practice and race-day. I was amazed at the degree of interest focussed on the XJR-5 in the paddock following practice, standing room only, two and three deep around the car. (Reminded me of the début day evening of the E-type all those years ago, when I thought I'd stroll down Piccadilly to the Jaguar showrooms for a first glance at the new model — only to find that about 500 other people had apparently had the same idea before me!) It was the same on race day. You could sense the enthusiasm and excitement in the crowd around you — willing the Jaguar on. People stood and cheered when the car came round on the warm-up and early race laps, almost it seemed as a mark of respect.

The message to me here is loud and clear. The section of the great American motoring public that is knowledgeable about cars, has an enormous respect and affection for the Jaguar name, and they really want to see the marque return to the glories of its illustrious heritage. With the recent long-overdue gains in reliability now well established and publicised, the XJ-S today represents the ultimate in value-for-money in the luxury sporting car market in America.

I am convinced that the time — and emotion — is now right for a no-holds-barred onslaught by Jaguar on both the American luxury car market, and the mid-price range sports car market, following the demise of Triumph and MG as sole British representatives at the cheaper end of this bracket. A factory sponsored racing programme is essential for "brand image projection", remember, advertising is a major industry in the USA. Even just to appear at Le Mans in 1984 or '85 would demonstrate to the world that Jaguar is back, and must result in enhanced sales. Success at Le Mans would seriously challenge the domination that Porsche have achieved over the years in this market, judging by the number of these cars on the roads here in Southern California.

What car do I drive? A 1980 Triumph TR7 convertible — which I can honestly say is the most pleasurable material possession I have ever owned. Mine being a reasonably late version has the Bosch Electronic fuel-injection system, electronic ignition and 5-speed gearbox — and is a total delight to drive. But what do I buy next if I want a reasonably priced sports car?

California is good sports car country — warm climate and some super mountain roads (generally with little evidence of Highway Patrol, etc). There is a Big Market here for a good medium-priced "soft-top" sports car of British heritage — but it must be reliable and well-supported in the field. The market is wide open at this point. Mr Egan, I shall need my F-Type in 1985, please.

Anaheim, Calif. MARK RANSOME

Noble Achievement

Sir,

I would like to congratulate Richard Noble, the Midland businessman who has achieved the World Land Speed record after beating the 622.4 mph set 13 years ago by American Gary Gabelich.

Driving the *All British* Thrust 2 he achieved 633.6 mph on the desolate dry lake bed of the Black Rock Desert.

My congratulations also go to two hundred British companies who had put up £1.5 million to back the venture keeping in mind it has taken nine years of endeavour by all concerned — Good Old Britain.

I am deeply surprised at the amount of confusion over the record set by Gary Gabelich in 1970 at Bonneville Utah in his car "Blue Flame". The Guinness Book of Car Facts and Feats, edited by Anthony Harding, states 630.38 mph and several cuttings from magazines also state 630.388 mph, even the magazine *Old Motor* (Sept. 1979 issue) who did a comprehensive feature on record breakers has a table of speeds with "Blue Flame" credited at 630.38.

I would be interested to know where so many people got this speed of 630 mph from.

Tamworth P. A. T. ALBUTT

[The Gabelich record of 630.388 mph was for flying Kilometre, which Noble failed to beat by 1 per cent.]

Ridiculous F1 rules

Sir,

I have been watching Grand Prix racing for nearly 30 years, and in that time there have been some pretty silly regulations from time to time, but the proposed fuel limits must take the prize for the most stupid. Here we are in the middle of an exciting change to turbo engines, with race power outputs of up to 640 bhp, and no ground effects, so the cars slide a bit and *look* as well as sound powerful, and now FISA want to cut the tank capacity to 42½ gallons by 1985, to reduce power levels to around 550 bhp assuming pits stops are banned. They might as well have banned turbocharged engines as well, because the fuel limitation will wipe out nearly all the progress made in power outputs by the advent of the turbo engine.

Of course I understand that FISA are nudging engine designers towards fuel economy gains / increased efficiency, which is of course the "in thing" due to the oil running out, possible Mid-East war, etc! But we are talking about the highest form of motor *racing* — not an economy run. If I wanted to watch the latter I would spectate at the Mobil event.

By 1985 under the proposed regulations, we could be seeing the best drivers, that is the ones who use the power over more of the circuit, regularly running out of fuel after leading nearly all the way. Also the ridiculous memory of Bell and Ickx having to slow down to cruising speed and losing the 1982 1,000 kms race at Silverstone (due to fuel shortage) springs to mind.

Beeston, Notts K. P. TOWN

Whitehall nonsense

Sir,

May I respectfully submit that if the Government refuses to increase the speed limits on our motorways and other public roads, or if it refuses to abolish such speed limits altogether, the law will once again be brought into disrepute? We have already seen how the seat belt regulations have been widely ignored with few prosecutions to bring offenders to correction. Solely on the grounds that any rule, regulation or law which is or becomes unenforceable by virtue of disobedience by those to whom the law applies, then the rule of law itself is undermined and, in extreme cases, leads to complete breakdown of the bonds which should in the first instance hold society together. Such a law is necessarily bad and either becomes obsolete or should be repealed as is required by our constitution and judicial process.

Thankfully, times are changing and there is much evidence to suggest that members of the enlightened motoring public are no longer prepared to put up with Whitehall nonsense.

Finally, may all readers of your splendid motoring journal pledge their whole-hearted support in the fight against what I have chosen to call Whitehall Nonsense?

R. L. MEREDITH, BA(Hons)Law

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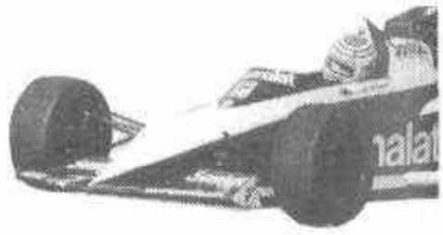
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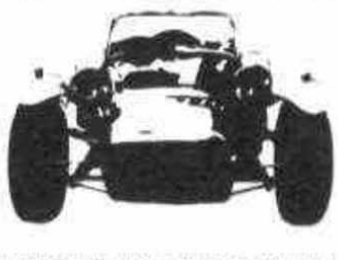
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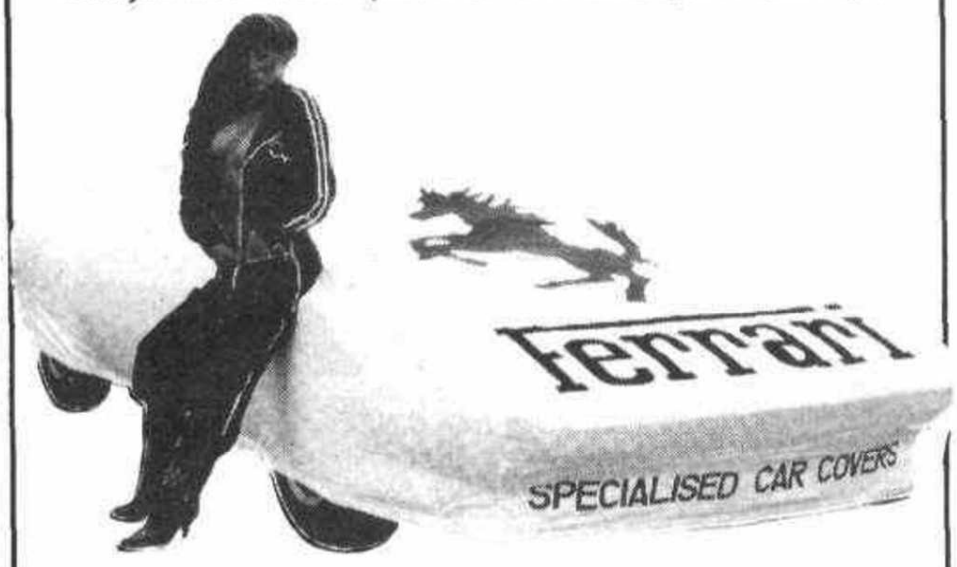
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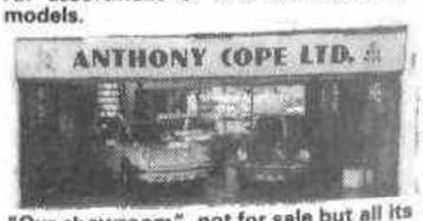
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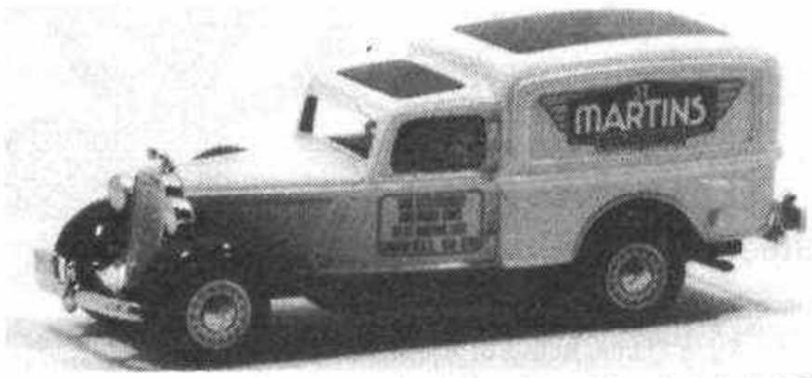
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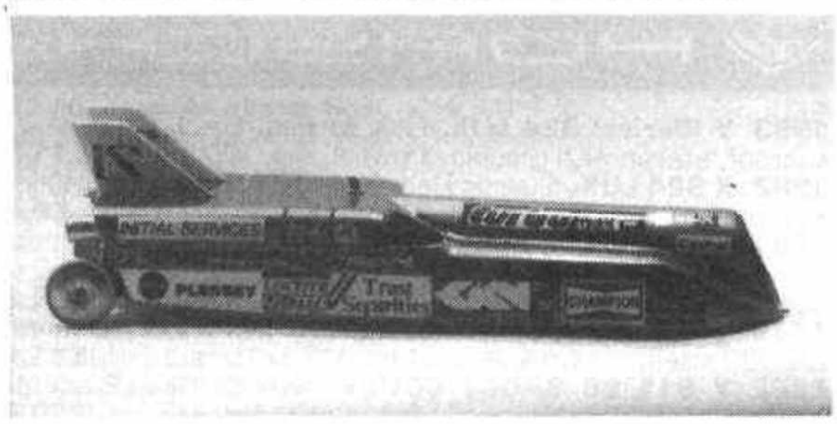
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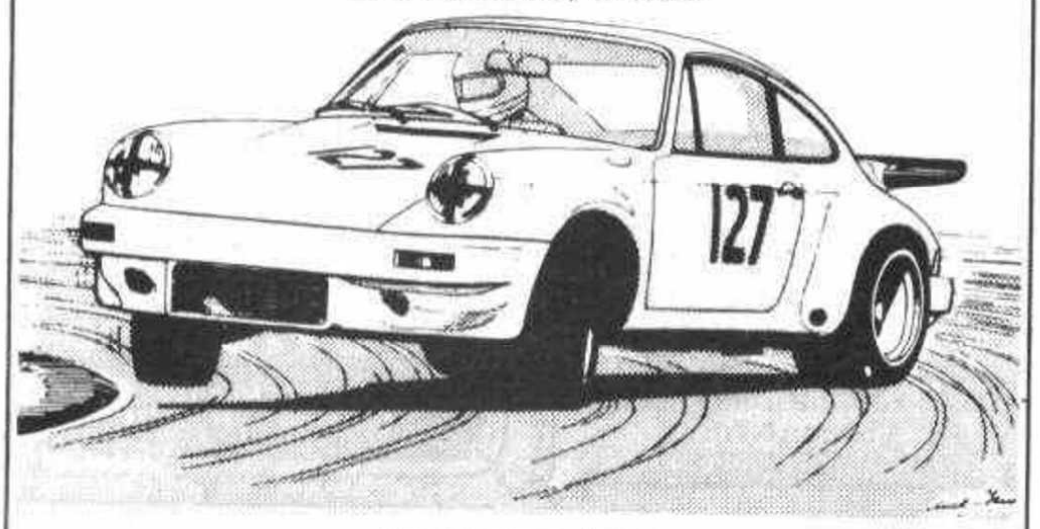
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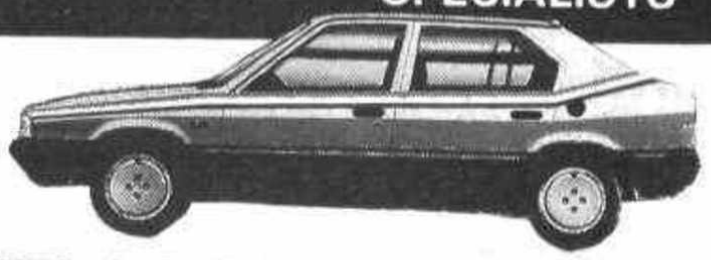
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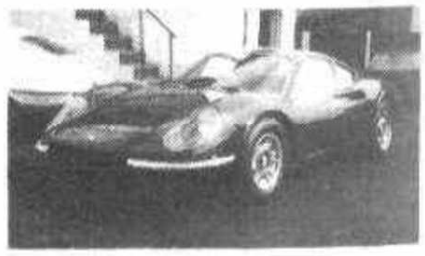


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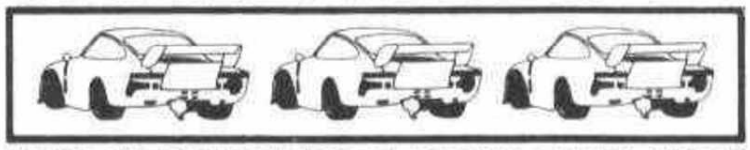
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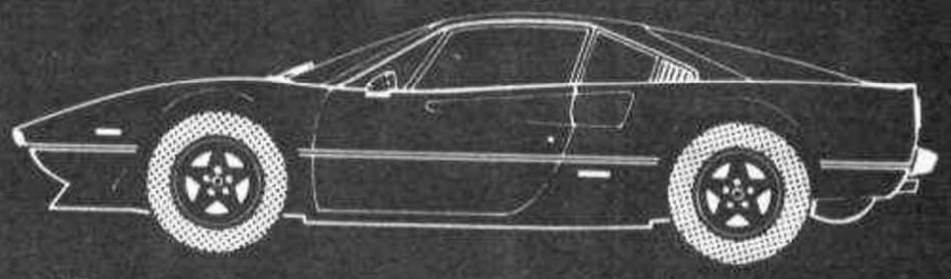
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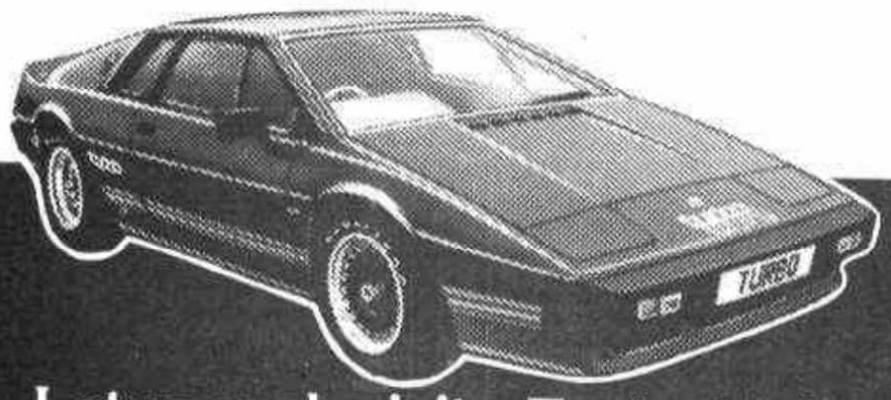
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SUNBEAM LOTUS, V-Reg, twin-cam, 16-valves, twin Dellortos, 5-speed, 32,000 miles, black with grey interior, radio / cassette, MoT to October, licensed to March, £2,750. Heal, Baylins, Knotty Green, Beaconsfield, Bucks. (57627

CORTINA 2000 GHIA, 1980, sunroof, spotlamps, Mistral wheels, Clarion sound system, T&T, immaculate, £3,500 ono. Tel: Chelmsford 440895. (57625

ALFA 2000GTV 1973, white, black vinyl roof, new exhaust, battery and sills, good engine, 12 months MoT, 65,000 miles, £1,400. Tel: Westbury 822606. (57624

FERRARI 330GT. 1966, Mk2, RHD, superb order after comprehensive overhaul and repaint to highest standard, year's tax and MoT, £12,500. Don Hill, Manor House, Westhay, Somerset. Tel: 04586 617. (57623

MERCEDES 350SE, low mileage, 1977, white, stereo, p/ex possible, £5,000. Tel: 03745 4174. (57622

LANCIA FLAVIA 2000 Coupe, 1970, white, beautiful condition, low mileage, £1,600 or offers. Hendry. Tel: 01-404 0834 (work), Weybridge 49221 (Ansafone). (57621

MG TC 1947, good condition, suitable road or track use, very highly modified, much money spent, MoT and taxed £4,950 ono. Tel: 0284 68950 (day) or 0449 740544 (evening). (57619

DKW 1000S (built by Mercedes/Audi), MoT June 84, rebuilt engine, new items include clutch, battery, tyres, a 4-5 seater which runs superbly, fun to drive, LHD £500. Tel: Harpenden (05827) 3637. (57615

LANCIA FULVIA Coupe, 1.3S3, 1976, yellow, black interior, rustproofed when new and upkept, one owner, 48,000 miles, reason for sale, ill-health, offers around £1,750. Tel: York 23180. (57613

MERCEDES 350SLC, truly superb example, very high specification, leather upholstery, electric windows, air conditioning, head restraints, headlight wash/wipe, sports wheels, fsh (main dealer) from new, private plate, 1972 but looks 80s, one of the best available, £7,999, not cheap but the best never is. Tel: 0473 823144 (office) 0473 87345 (home) Suffolk. (57612

ALFA ROMEO GT1600 Junior, Late 1973, recent MoT, good condition, offers over £1,000. Tel: 0480 73299 (Huntingdon). (57611

FOR SALE — continued

TR7 DROPHEAD 1981X, 17,000 miles, Ziebarted, red with blue trim, Revolution alloy wheels, full service record, radio / stereo cassette, other sundry extras, superb condition, must be one of the best available, £4,675 ovno. Tel: Barry Hull (0482) 444273 evenings. (57609

TALBOT MATRA Murena 2.2, 1982 model, luxury 3 seater sports coupe, sunroof, stereo etc, £4,750. Tel: 0782 320046. (57606

MORRIS MINOR 1953, sidevalve, original specification, completely restored, long test, £995. Tel: 0782 320046. (57606

W. O. BENTLEY 4-litre rolling chassis with engine and gearbox, £12,000. Tel: 061-980 3298. (57605

ESCORT RS2000 Custom, June 1980, beige, chocolate trim, sunshine roof, radio / cassette, Recaro seats, tinted glass, good condition, £3,975. Stuart Elliott. Tel: Southampton 26852 (office). (57604

ALVIS GREY LADY. Complete, but not running. Any offer considered. Tel: Llandrillo 291 or Kingsbridge 580 889. (57260

ASTON MARTIN DBS6. 1972, dark blue, blue hide trim, expensive Jaguar 4.2 engine conversion, chrome Borrani wires, tax, MoT, tints, PAS, excellent condition, excellent driver. £4,595 ono, possible p / ex. Tel: 01-517 2163. (57263

PEUGEOT. Believed 1905, single cylinder, two-seater, ripe for restoration. £4,000 no offers. Tel: Sudbury (Suffolk) 73109. (57264

SINGER JUNIOR. 1931, beige, four-seater tourer, good condition, rare model. £1,750. Tel: Alton (Hampshire) 63739. (57266

AUSTIN 7 BOX SALOON. 1933, sunshine roof, new MoT, stunningly beautiful condition. £2,225. Tel: Clacton 421201. (57267

LANCIA FULVIA 1.3 COUPÉ. White, five speeds, one owner, 1973 car, regularly serviced, good condition throughout, current MoT. £850 ono. Tel: 01-422 9164. (57628

TR6. 1975, engine rebuild / repaint, sapphire blue, h / s tops, good condition, £3,450. Aston Martin DB5. Good winter sort out project. White, black upholstery, automatic, personal number plate. £2,850. Tel: 0633 400707. (57629

RILEY NINE KESTREL. 1934, complete, running, needs work, some spares including Rotax headlamps. £2,500 or swop for Monaco. Eleven copies of 'Speed' magazine, £60. Box No. 6821. (56965

ALFA ROMEO Spyder 2000, sports convertible, 1978 (T), red, one of the very last to be imported in RHD, 24,000 miles from new, immaculate, £4,900. Tel: 0602 327027. (58745

1927 ROLLS ROYCE 20 hp open touring car, by Pickwood, excellent all-round condition, most attractice lines, very good weather equipment and interior, details. Tel: 0942 671777. (57635

MERCEDES 280SE Convertible, LHD, 1969, metallic champagne, 50,000 miles, engine & bodywork completely restored, original perfect leather upholstery, new hood, exhaust and tyres, perfect example, Italian plates, currently in Modena (Italy). Tel: Italy (59) 239329. (55343

TR6 1974, 55,000 miles, very good condition with overdrive, stereo, and fitted with luggage rack and fog lights, £2,500. Tel: Sheffield 745542. (57272

AUSTIN 1934 Harley de Luxe Saloon, rebuilt, rechromed, repainted, long MoT, spares, £2,000. Tel: 05913524. (57636

FOR SALE — continued

ROLLS ROYCE Silver Cloud II, 1959, sand over sable, absolutely superb condition, Blaupunkt radio cassette, 12 months, MoT, quick sale, £10,000 p/ex cheap vintage Rolls or Shadow. Tel: 0922 76208. (57276

ALFA ROMEO 2000GTV Bertone, 1975, very good example in met green with tints, alloys, radio / cassette, underseal, 54,000 miles, £2,700. Tel: 061-928 3957. (57632

MG TC 1949, MoT, good condition, BRG with black interior, many new parts, mechanically sound, restored 5 years ago, £4,850. Tel: 0622 812664 after 7 pm. (57633

ROLLS ROYCE Convertible, 1970, black cherry, body completely refurbished last year, a superb example of the best looking Rolls. Private sale, £17,500. Tel: Braintree (0376) 46262 ext 31 day or 0261 815141 evenings. (57638

FERRARI 308GTS 1980, racing red, totally immaculate example of the best loooking Ferrari made, private sale, £15,500. Tel: Braintree (0376) 46262 ext 31 day, or 0261 815141 evenings. (57639

JAGUAR E-TYPE FHC, 1965, carmen red, black leather, professional 'Phoenix' rebuild 1978, little use since. No expense spared, superb throughout, fitted D type cams, 6" wires, XJS tyres, Konis, well sorted, very fast must be seen. £7,500. Tel: Oakwood Hill 391. (57277

JAGUAR V12 Coupe, 1977, 60,000 miles, full service history, new gearbox, finished in Squadron blue, chrome pressed wheels, white wall tyres, stunning. £3,450. Tel: 01-602 3025. (57640

EXECUTOR will dispose of following, Rolls-Royce slighting-exe (M.P.W.), 1965 rebuilt 1981 £20,000. Aston Martin DB2/4 MkII 1956, £7,000 1953 Jaguar HWM, race / road prepared, £25,000, all taxed, MoT, concours. Tel: 0508 30449 for details. (57643

TVR 3000M V-Reg, 24,000 miles, squadron blue, Wolfrace, one owner driver, immaculate genuine car, £5,500. Tel: 0325 484196/463564. (57645

DAIMLER 1929 sleeve valve 6 cyl, 20 hp, small V front Landaulette, £5,00, repainted externally, original interior. Tel: 062 485 1236. (57646

NEW MORGAN 4/4 TC, 5-speed gearbox, two seater, delivery mileage, red, wire wheels and numberous extras, £9,250. Tel: 01-894 6501 office, Leatherhead 374048 home. (57647

1958 MORRIS MINOR one owner and only 32,000 miles from new, MoT'd and taxed with all original documentation, magnificent original unrestored condition inside and out, offers around £1,450. Tel: 0667 54265. (57648

GOLF GTI, W, 5-speed, black / black check interior, Panasonic radio / tape, quadrophonic speakers, £3,850 ono. Tel: Leamington Spa 22476. (57650

PORSCHE 911SC Targa, 82 model, X-Reg, LHD, white, black interior, new clutch, new brakes, 23,000 miles, recent service, P7s, alarm, new Pioneer stereo, private sale, £13,750. Tel: 741 0157. (57651

ASTON MARTIN V8 auto, 1973, platinum with black trim, outstanding condition bodily and mechanically, air conditioning, Philips stereo cassette, £6,900. Tim Frost, Abbotswood, Belgins Romsey, Hants. Tel: 0794 513237 p/x considered. (57653

LAGONDA 3-LITRE Saloon, 1932, dark green and black, in immaculate fully restored condition, £12,750. Tim Frost, Abbotswood, Belbins, Romsey, Hants. Tel: 0794 513237 p/x considered. (57653

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Morgan TVR

It was Christmas Eve at the Garage
All the staff were tucked up in bed
When a thump on the roof from a blooming great hoof
Said that Santa was there in his sled.

A list had been carefully written
Giving details of what we require
But all that we got was an old stick of rock

Cause we'd left it too late to enquire.
Disappointment showed up on our faces
As we sadly surveyed what he'd left
But Chris soon tucked in, saying waste was a sin
And the rest were completely bereft!

Well, it's that time of the year again! Have we been good all year? If you have then get your loved ones to buy you some small thing for **Christmas** — like a **TVR 350i 2+2**, the most expensive car that **TVR** make at **£17,540**. You know you deserve it. If you haven't been quite so



good make do with **a TVR 2000 Convertible** — the bottom end of the **TVR** range at **£10,280**. As you can see there are prices to suit all pockets and care to suit all needs. Business has been so brisk since the **Motorfair** that soon **TVR's** will be as hard to get hold of as our other true blue British Sportscar — **Morgan**. However we can supply the following from stock. **New TVR Tasmin 350i convertible, gold,** breathtaking performance. **New TVR Tasmin Series II, Ferrari Red,** colour coded wheels. **New TVR Tasmin 280i convertible,** choice of three, **gold, red** and **white,** all with 5 speed gearboxes. As **TVR's first and foremost agent** this has to be the place to buy your **new TVR**. Phone **Chris, Roger or Nysha** for details of our **special Christmas offers**. Whilst on the new car front there are some lucky people who put their name down on **Santa's Morgan list** seven years ago who will have their **new Morgans on Christmas Day**. Plan ahead, order your better half a **new**



Morgan now for **Christmas 1990** — what an original **Christmas present**. Should you not want to wait until 1990 the following little crackers await your pulling: **1983 A registered Morgan +8, Jaguar Indigo Blue,** alloy body and wings, rustproofing, stone leather, reclining seats, stone weather equipment, luggage rack, outside handles, badge bar and bonnet strap, just like new and not so expensive as one might think, a definite improvement on the reindeer. **1980W Morgan +8, metallic blue,** blue trim; alloy body and wings, would look lovely under the tree. If you need extra room for all those lovely little Christmas presents then choose from: **1981X, Morgan 4/4 4-seater, black,** wire wheels, red trim (very festive). **1980W Morgan 4/4 4-seater,** (November) **signal red,** wire wheels, reclining seats (plenty of room for that red cloak and beard!) **1977 Royal**





Ivory, wire wheels, reclining seats, new hood, not a car to get lost in a snowdrift. **1976P Morgan +8, Indigo blue,** wire wheels — a nice little stocking filler. If a two seater is more appealing why not try our **1982Y, December, Morgan 4/4 2-seater, Royal Ivory,** alloy body and wings, red leather, wire wheels, +8 spots, Fiat 5 speed engine, will fill you full of Christmas cheer. **1980W Morgan 4/4 2-seater, nut brown,** stone leather trim, wire wheels, enough room for you



and the turkey! If you are looking for a different kind of pre-owned sleigh we can, of course, offer you the following, little used and never abused carriages. **1982Y TVR Tasmin fixed head, Series II, Crystal green,** 5 speed, ex Motor Show car, easily gift wrapped and only **£8,995. 1982 TVR Tasmin Convertible, British Racing Green,** new brown hood, colour coded bumpers, one owner and an absolute gift at **£7,450. 1978 TVR 3000M, light metallic green,** oatmeal trim, 1 owner, absolutely mint, would definitely make someone's Christmas. Only £4,950. **1978S, TVR Taimar, white / brown modelband,** sunroof, radio



cassette, you'll have difficulty getting it down the chimney but at **£4,500** who cares? **1980V TVR Taimar, metallic blue,** electric windows, one of the last ever made, supplied and serviced by yours truly, guaranteed genuine mileage, just the job for a Boxing Day treat £6,250. **1977 TVR Taimar, white / green** modelband, overdrive, radio cassette, passed through these portals before, fitted with the fuel saving overdrive, very rare indeed, and priced just right at **£4,950**. For those with spare time on their hands at **Christmas,** we suggest that you wile away some happy hours in



your garage putting together one of the **exceptional Westfields.** These extraordinary **replica Lotus'** start at **£1,550** and there is no better kit car in **Britten,** except perhaps our **adorable Arkley** which can be yours for a mere **£360 plus VAT**. Both can provide hours of endless fun and amusement both in the building and the driving and provide an excellent alternative to sitting at home round the fire, toasting one's chestnuts! The nicest **Christmas present** we could have this **Christmas** would be if somebody would buy our **Midas** from us. A mere **£3,750,** this represents a ginormous saving on the new kit and has the advantage of being all in one bit. You would also make us very happy if you would purchase **John Britten's folly,** namely the **81X Jeep Scrambler,** hard and soft tops, 4 wheel drive etc, etc at **£4,950**. Left under the **Christmas tree**



unclaimed: **New export AC3000MW, silver,** left hand drive, sunroof, 5 speed, radio cassette, 2000 kilometres at **£7,950 taxes unpaid. 1981 Renault R5 GTL, 5 door, red,** sunroof, radio at **£2,750. 1980W TR7 convertible, Jade,** one owner, **£3,950. 1979 November, V Reg. Citroën GS Pallas, yellow,** black vinyl roof, radio, **£1,295. 1979 Lotus Elite, 503, metallic blue,** air conditioning, PAS, leather trim.

A very Happy Christmas to all our customers, and friends, and remember before spending too much time under the mistletoe — you have to kiss an awful lot of toads before you get a prince!



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LANCIA FULVIA S2. 1973, blue, 79,000 miles, MoT, radio, good condition. £775 ono. Tel: Midhurst 2787 (day), 4182 (evenings). (57535

FERRARI 308 GT4. 1978, gold, genuine 13,500 miles only, all extras, as new condition. £10,500. Tel: Wedmore 712532. (57541

BENTLEY 1935 Derby 3½-litre Sports Saloon. Good mechanics, coachwork and interior needs restoring. £4,950. Tel: 01-300 9913. Retail. (58647

JAGUAR V12 E-TYPE 2+2 Automatic. 1972, 50,000 miles, white, lovely car, taxed, tested. £5,450. Tel: 01-300 9913. Retail. (58647

DAIMLER V8 250 Mk2. 1968, lovely blue coachwork, beige interior, new automatic gearbox. £1,395. Tel: 01-300 9913. Retail. (58647

ROLLS-ROYCE CLOUD S2. 1956, conversion, twin headlamps, beautiful white coachwork, must be seen. £5,995. Tel: 01-300 9913. Retail. (58647

AUSTIN 7 FOUR SEATER TOURER. 1930, complete mechanical, electrical, interior and exterior renovation within last 3,000 miles. Brand new hood and sidecreens. Absolutely first class condition in all respects. £3,750. Tel: 01-493 3045 (day) 0451 21076 (Weekends). (57537

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DATSUN 280ZX 2+2 TURBO. T-Reg. (April 1979), 28,150 miles, directors car, immaculate condition, Denovo spare with compressor, plus standard spare. £4,650. Tel: Tonbridge 366444. (57529

ASTON MARTIN DB4 Mk.1. 1960, BRG with black leather trim, new Wilton carpets, tyres, battery, stainless exhaust, chrome wire wheels, engine and braking system overhauled recently, superb car. £4,950. Tel: Sheffield (0742) 361032. (57531

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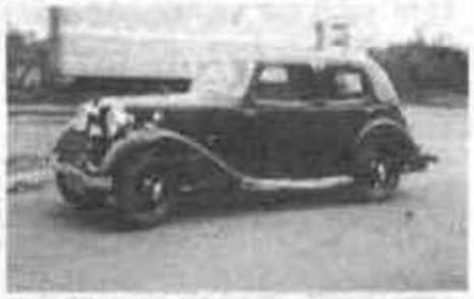
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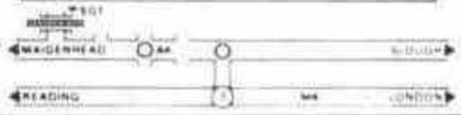
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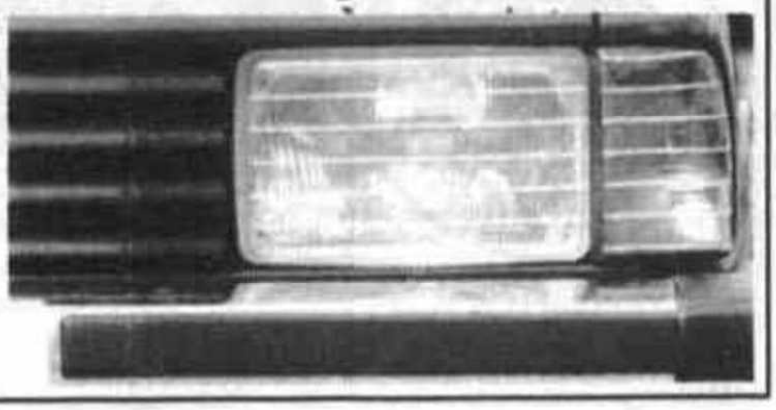
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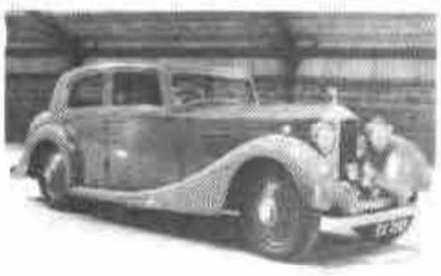
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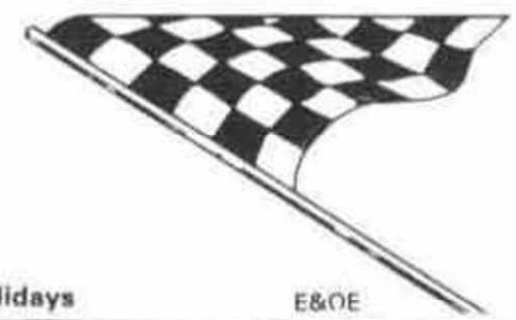
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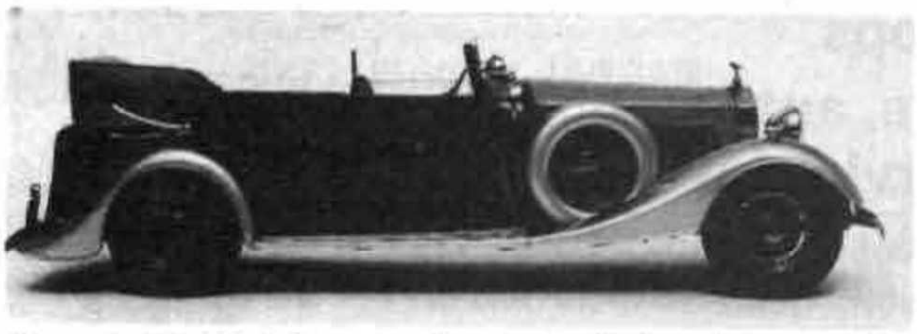
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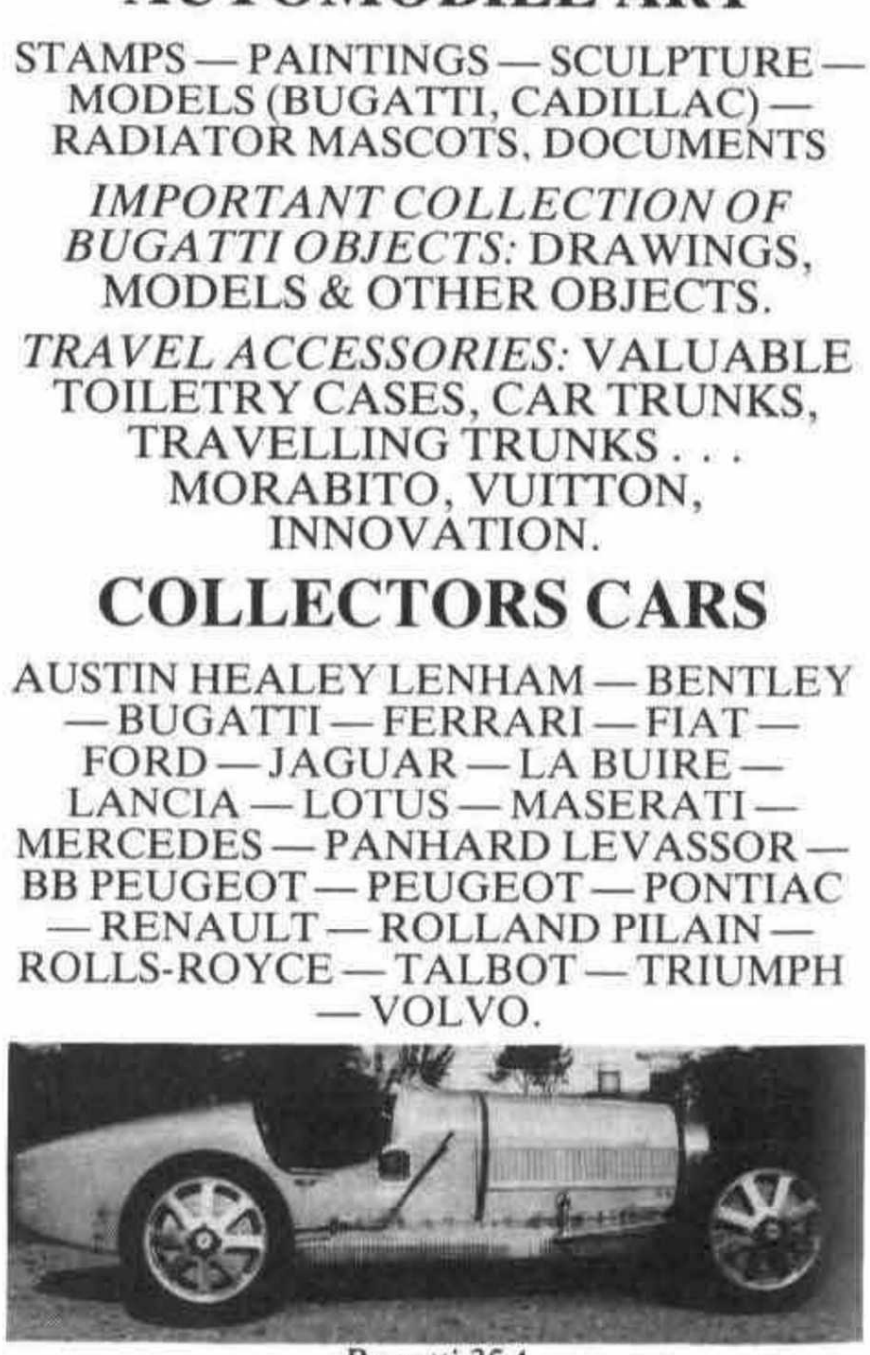
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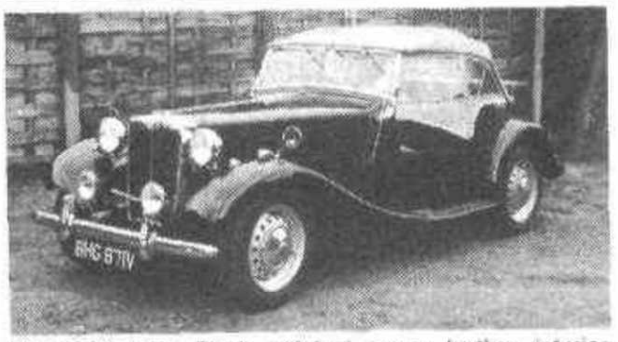
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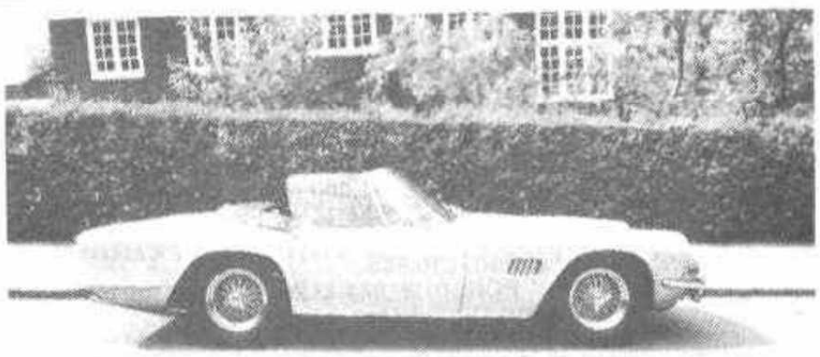


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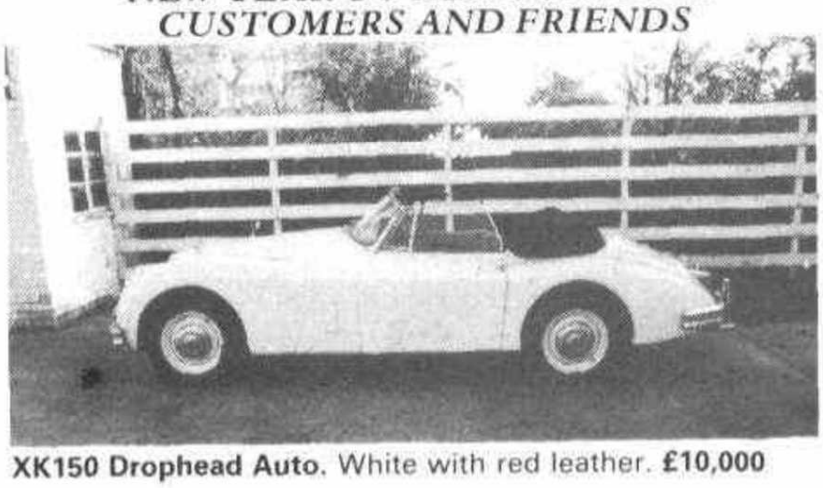
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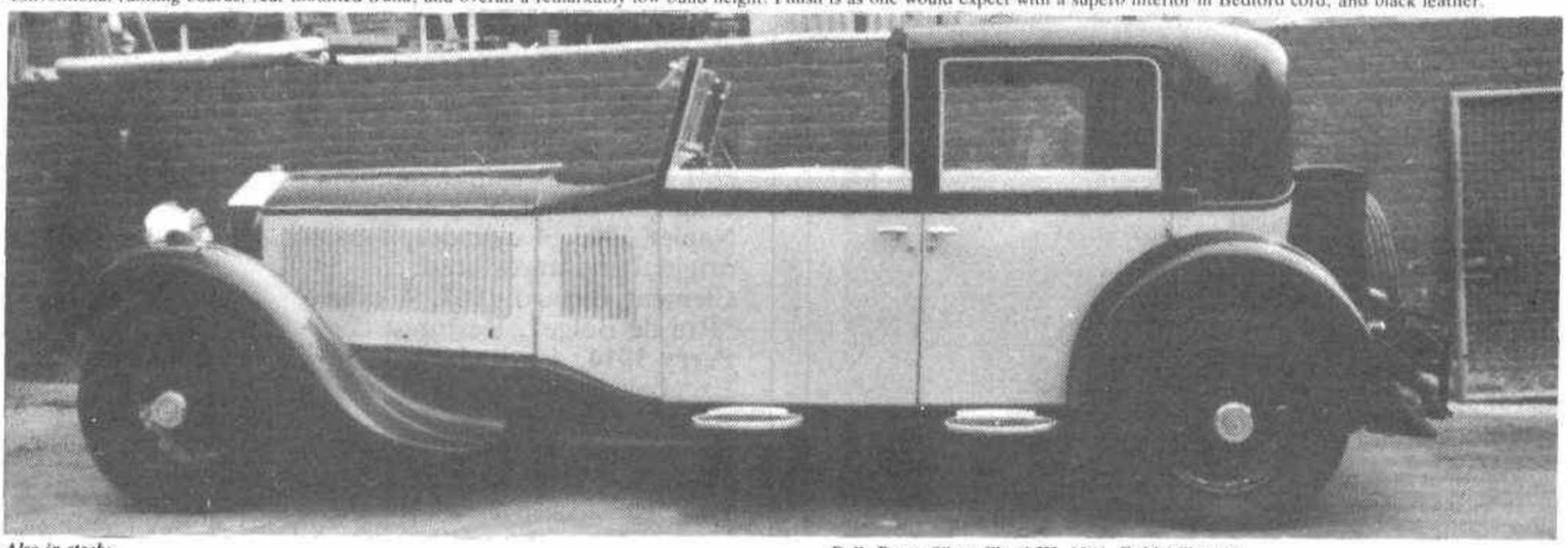
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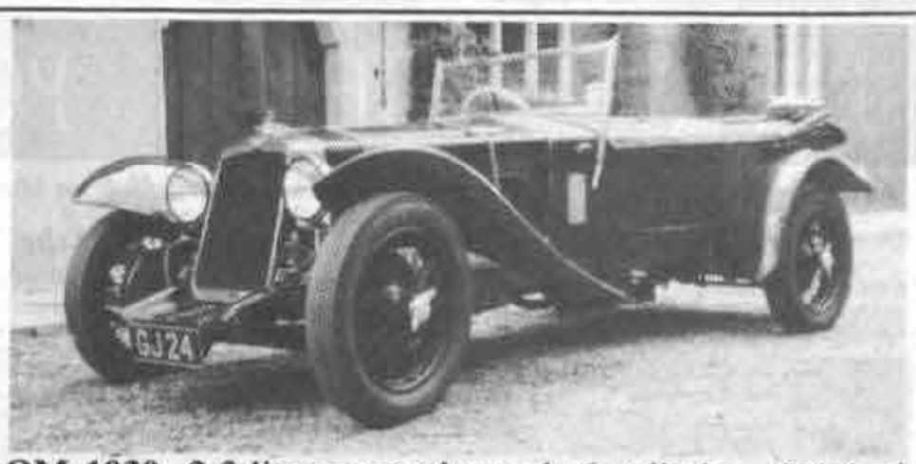
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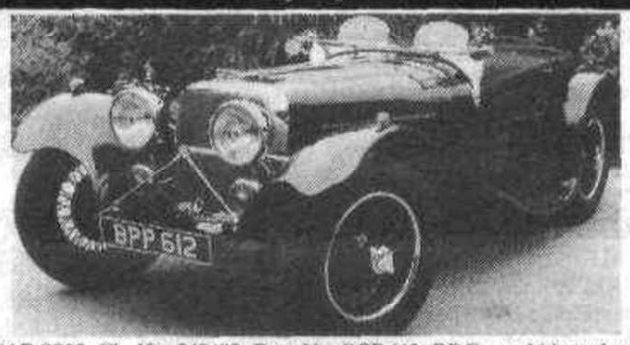
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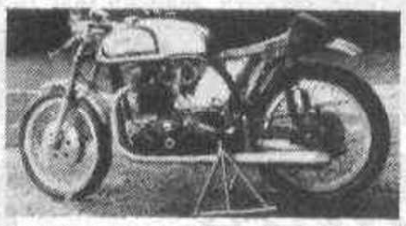
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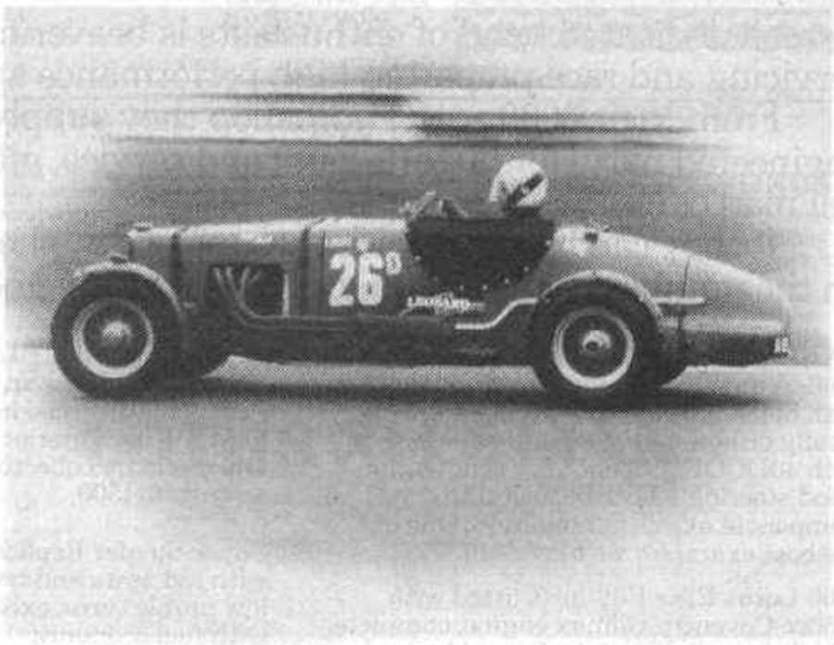
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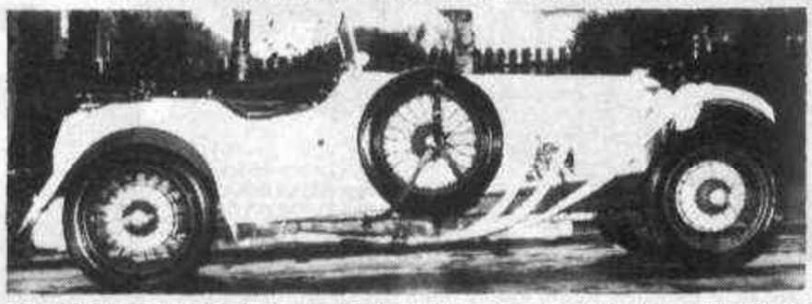


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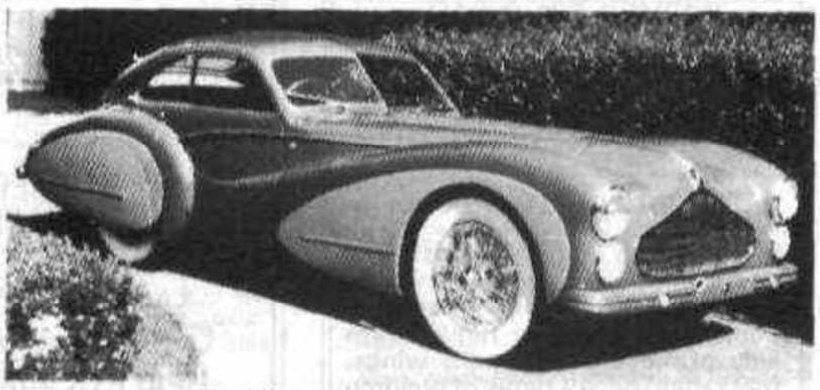
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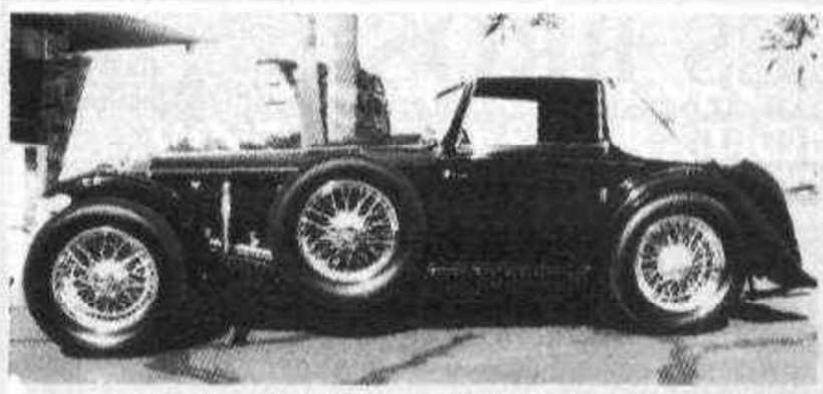
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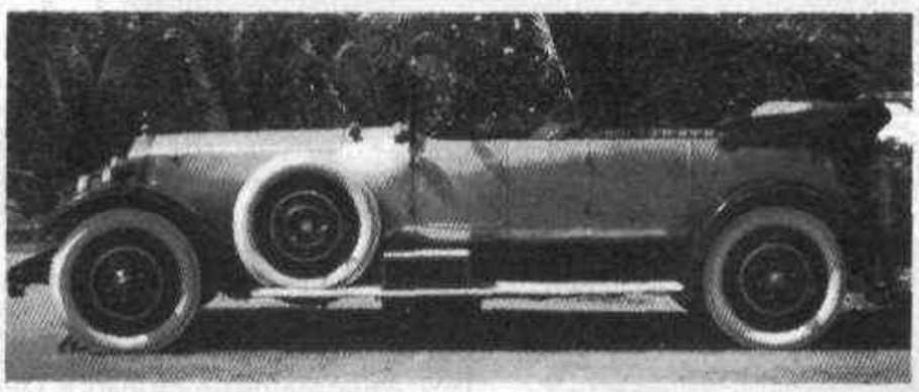
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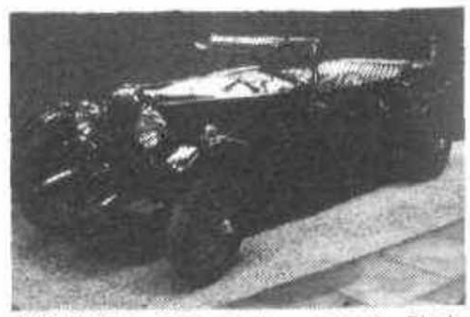
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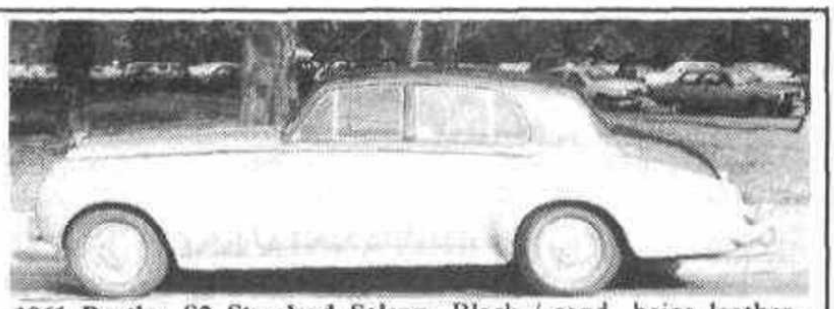
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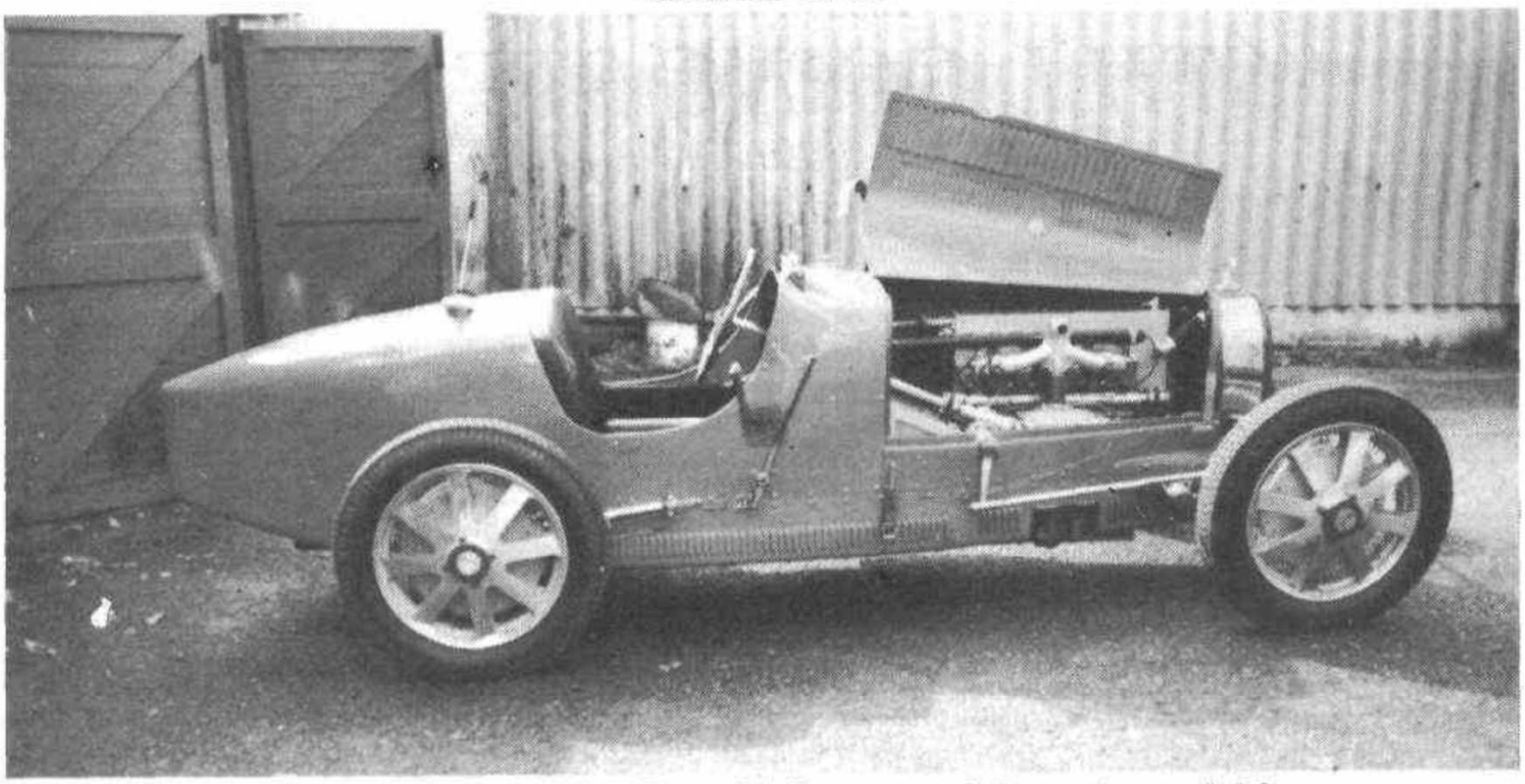
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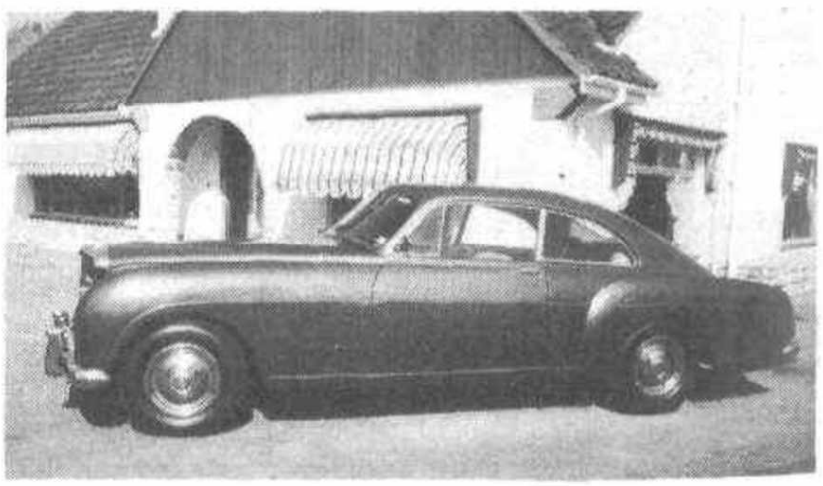
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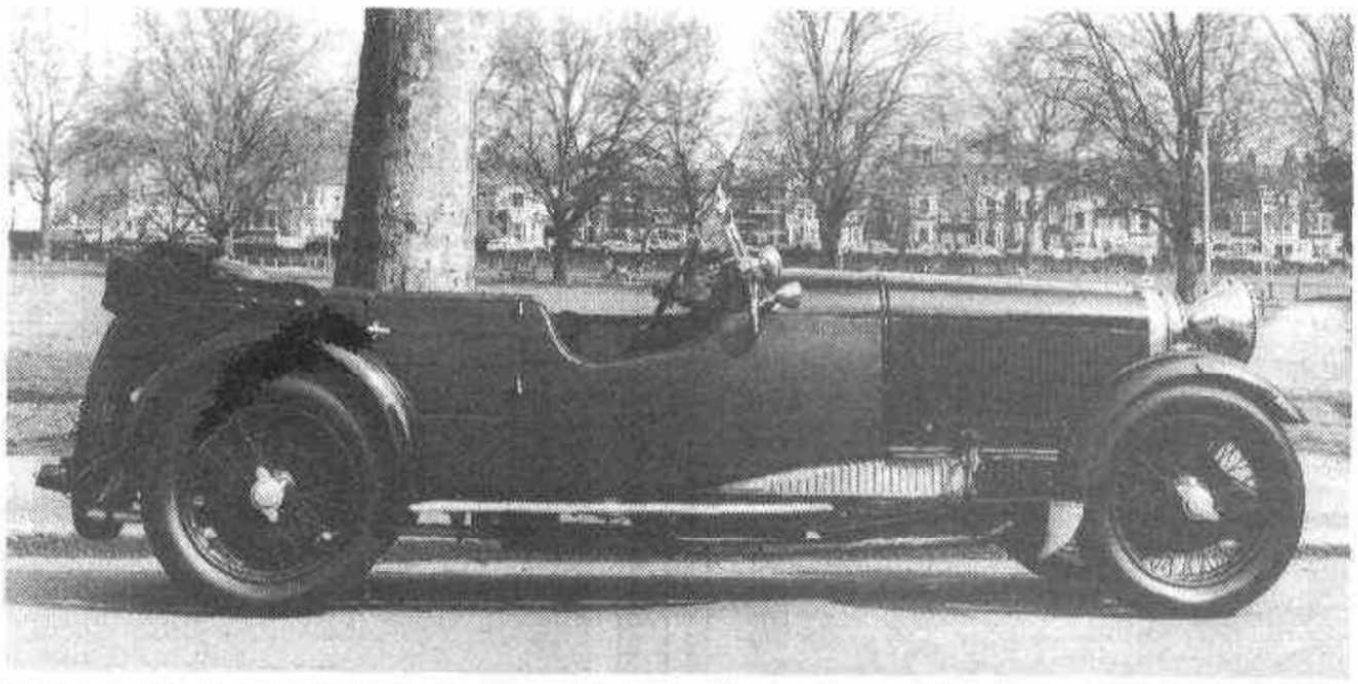
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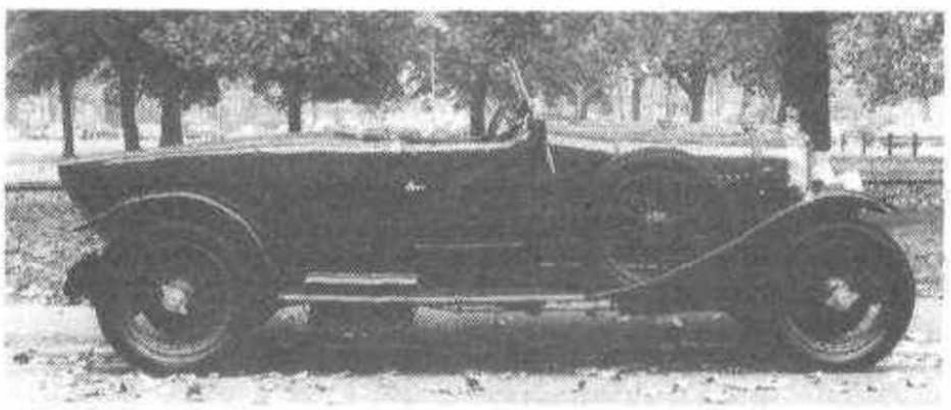
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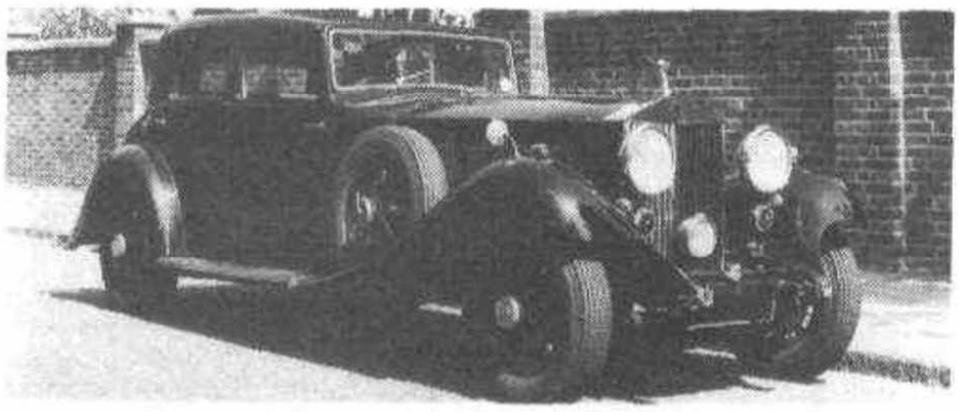
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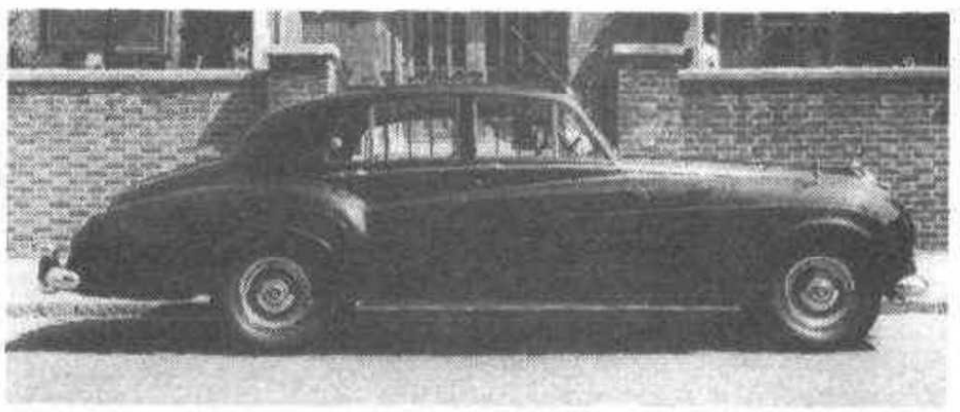
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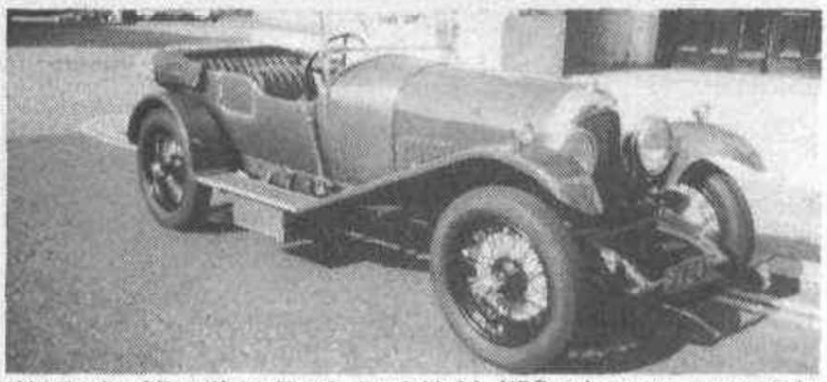
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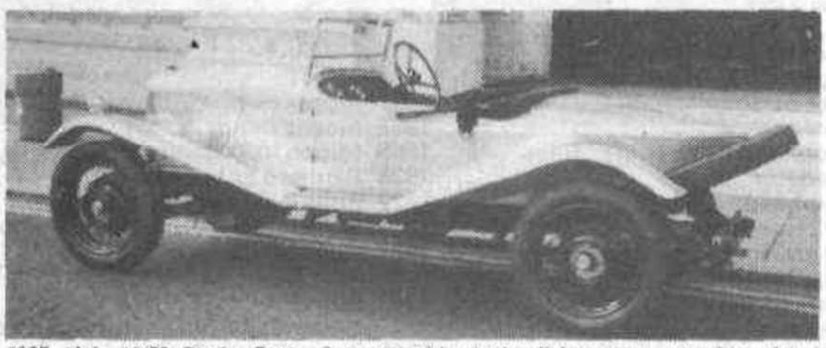
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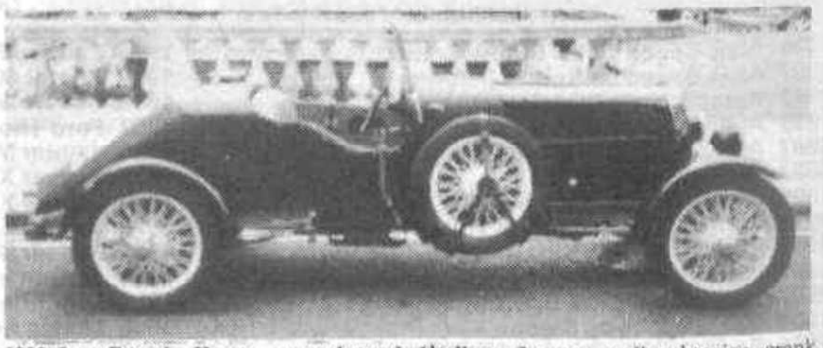


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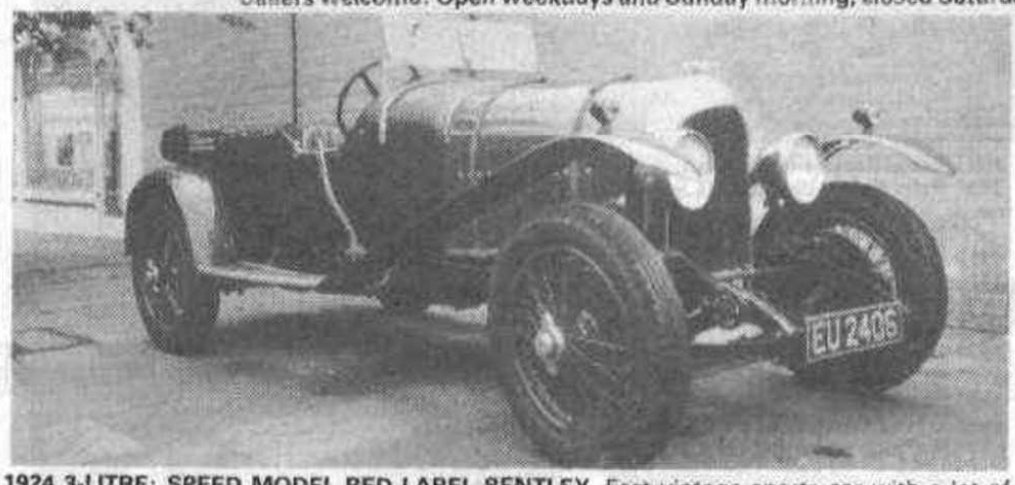
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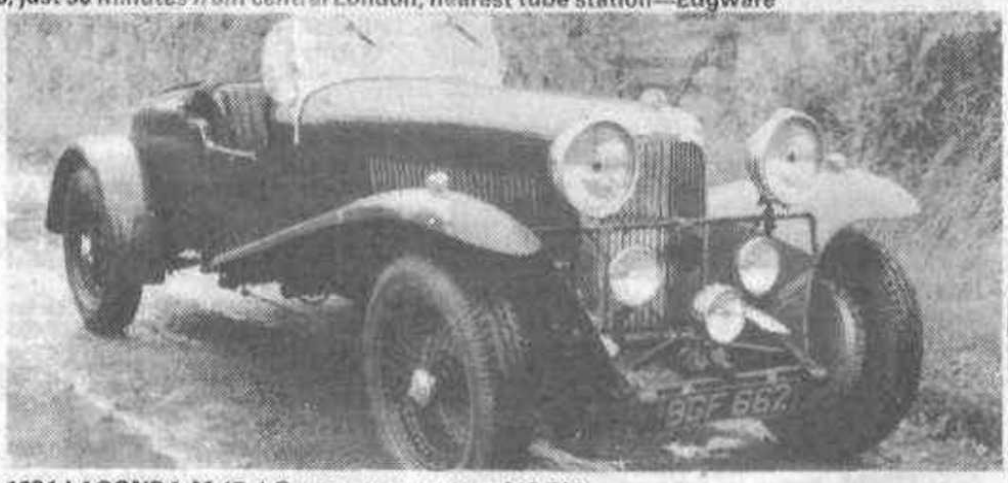
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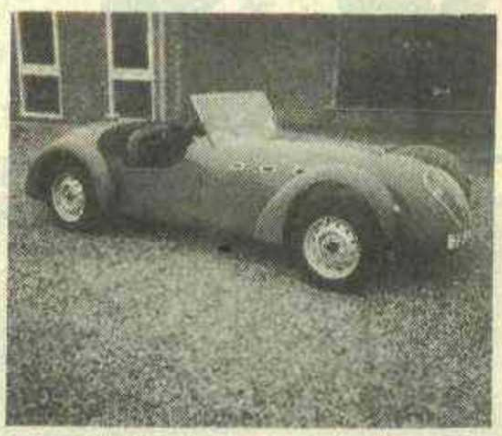
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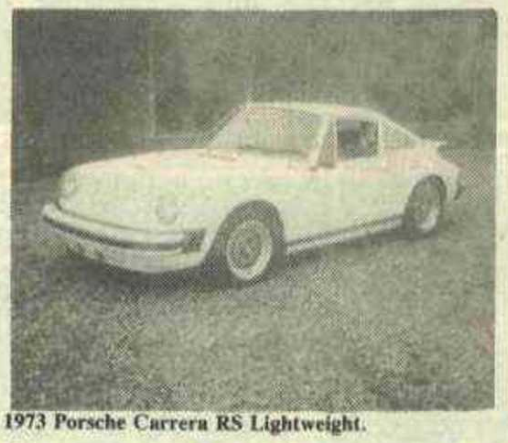
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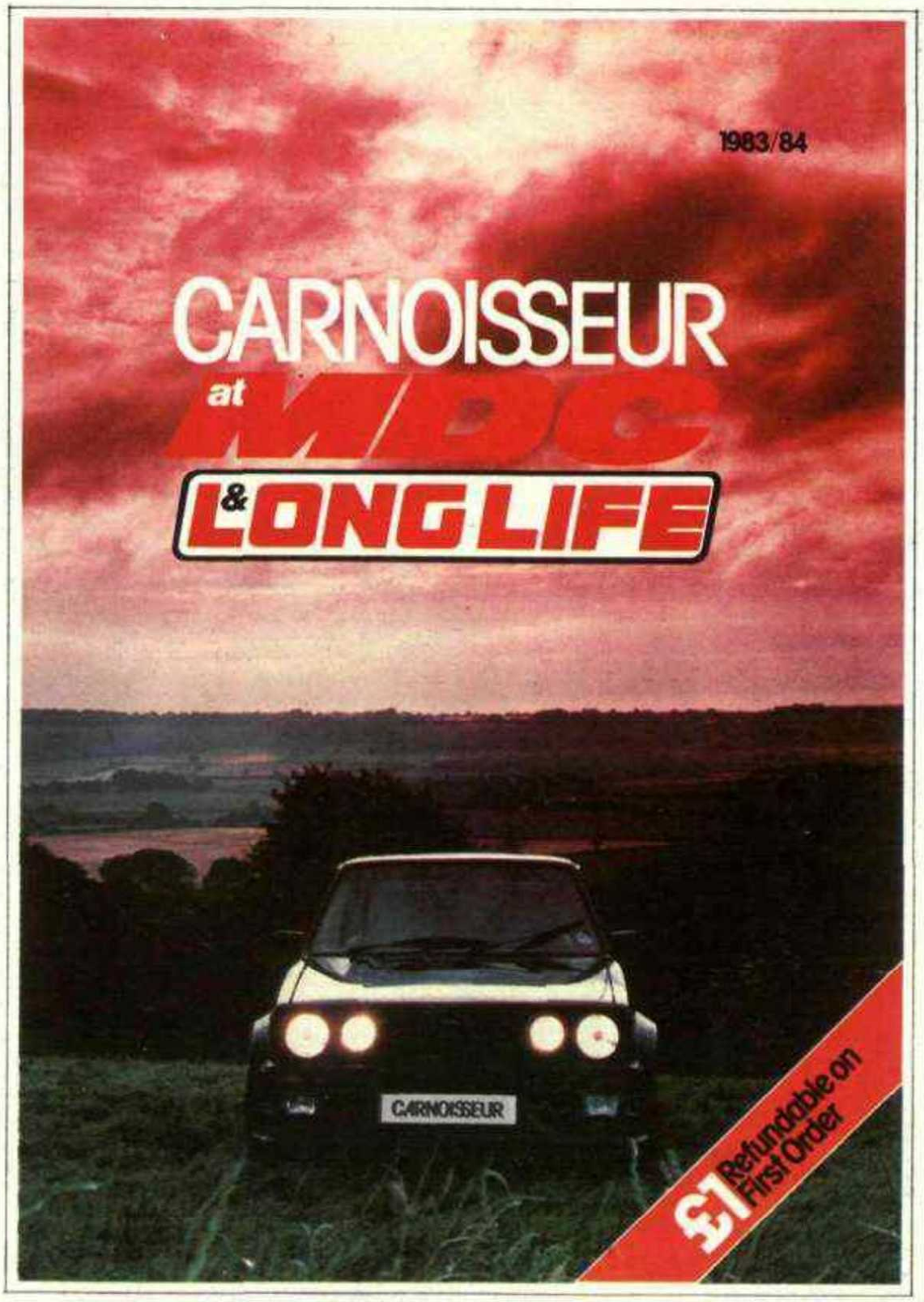
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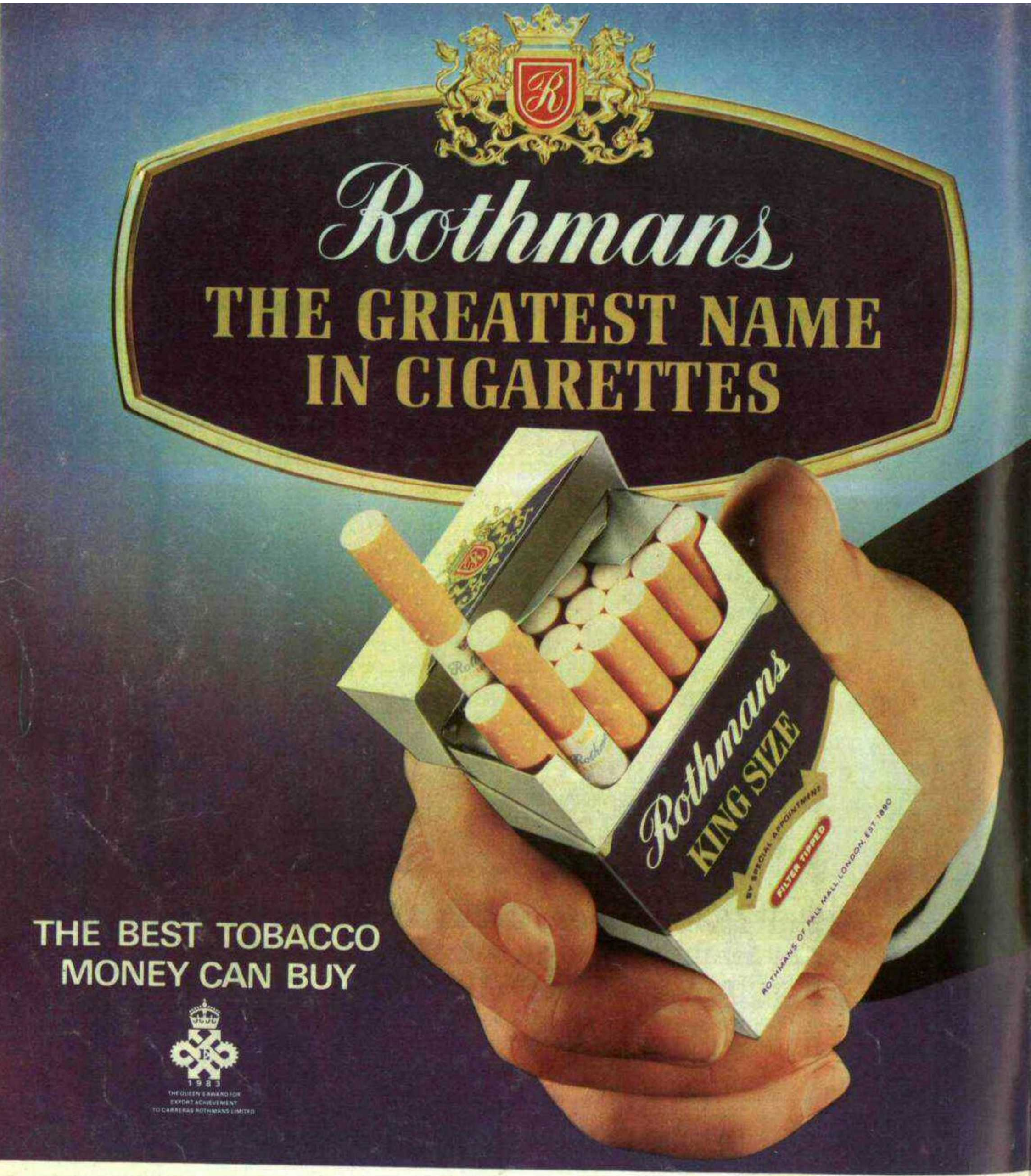
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