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80 "V" Elite 504 £9,850
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71 "J" Lotus Super 7 S4 £3,495
Yellow / black, Cosworth engine ....

78 "S" Daimler Sov. 4.2 £2,995
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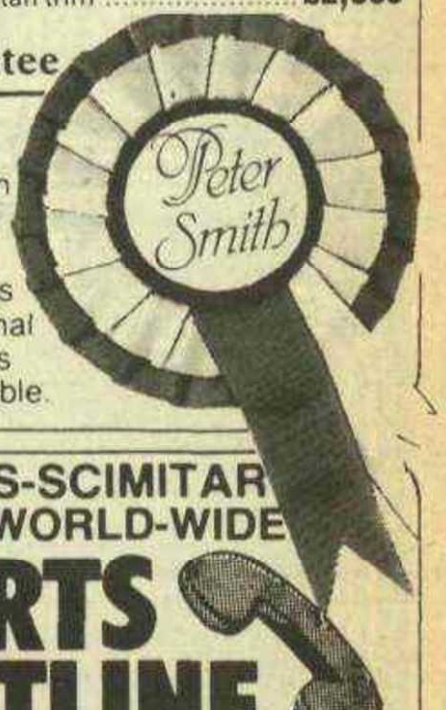
74 "N" MGB GT V8 £2,850
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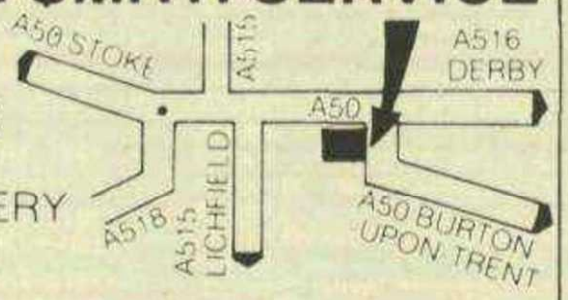
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HY Performance

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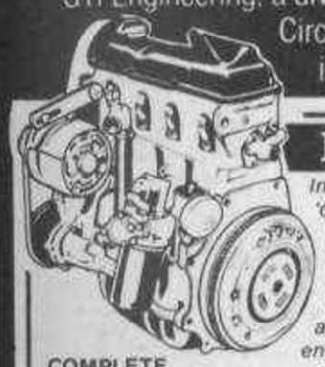
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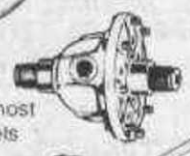
Clutches. H/duty 190mm, 200mm, for road (organic) & competition (sintered)



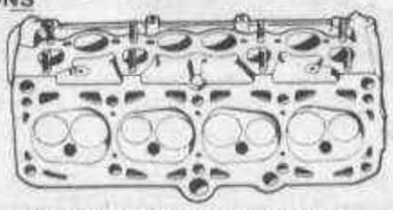
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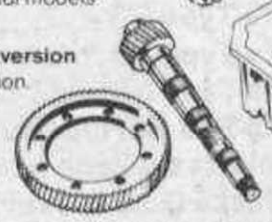
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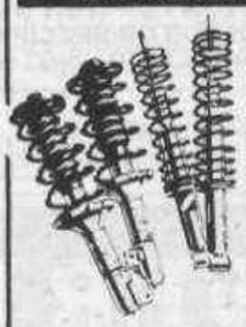


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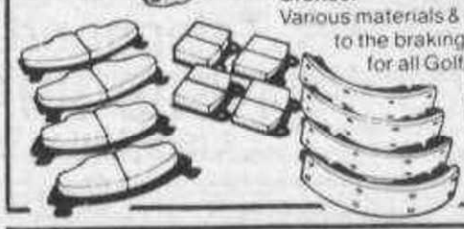
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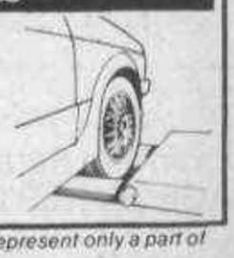


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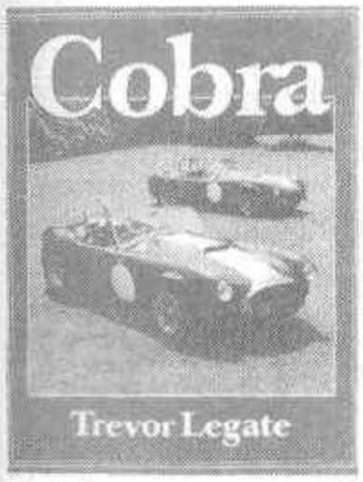
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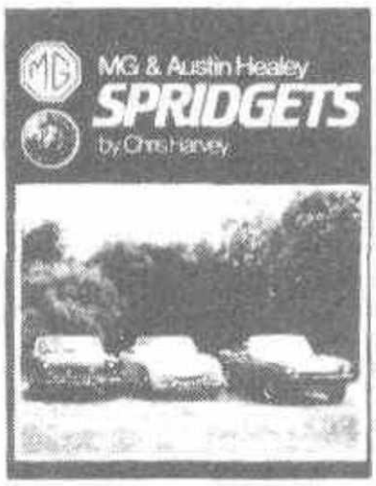
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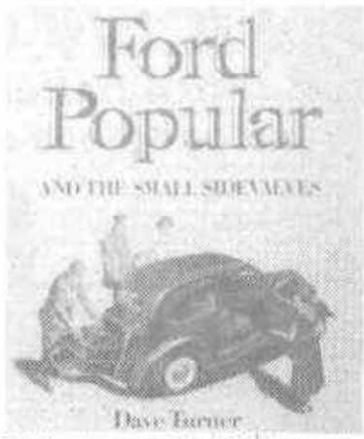
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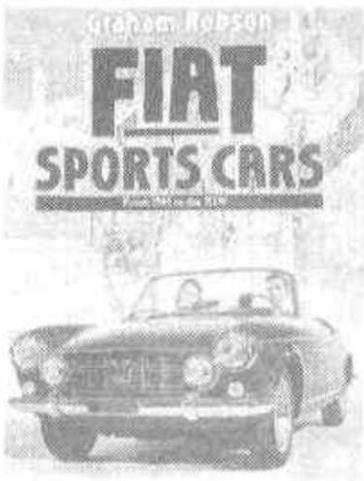
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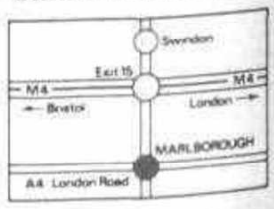
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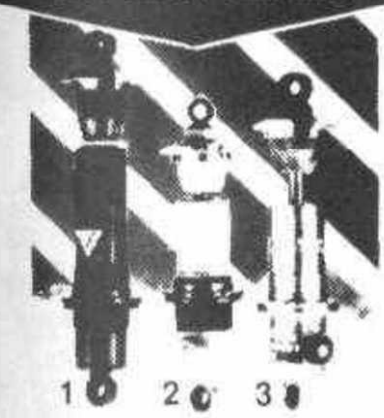
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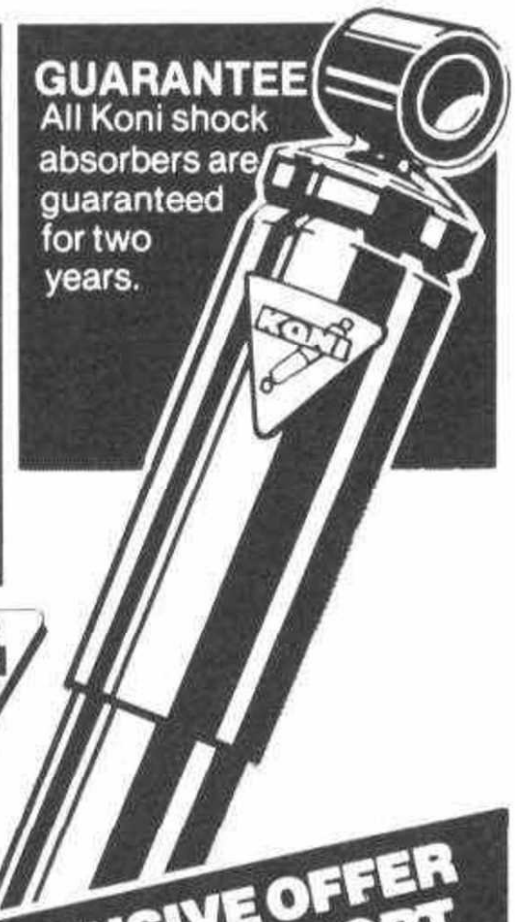
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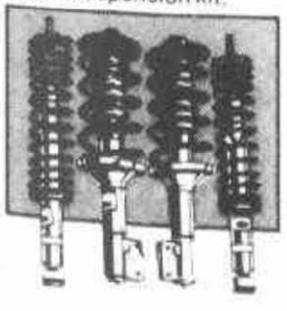
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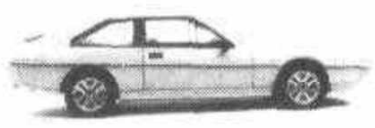
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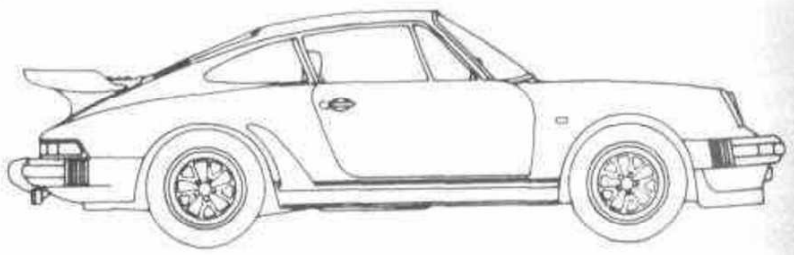
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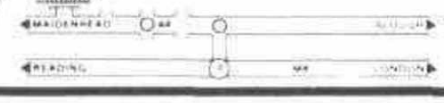
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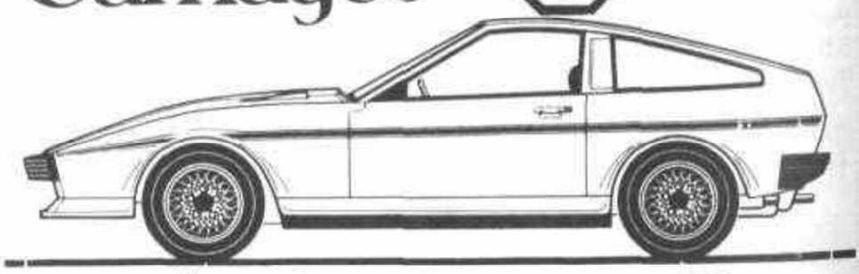
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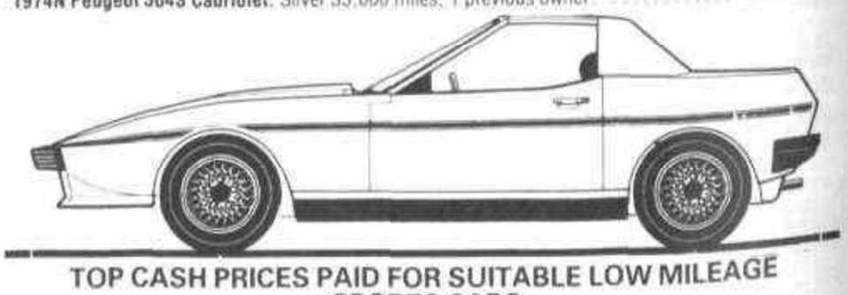
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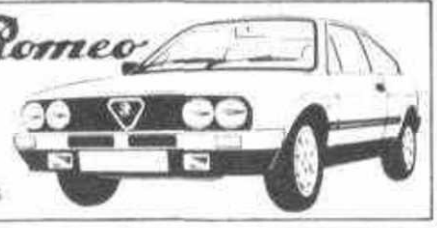
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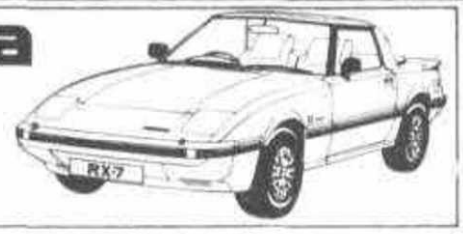
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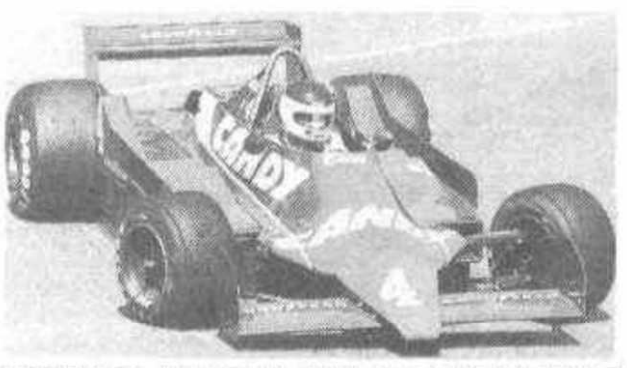
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1984	A ESPRIT TURBO, black, hide, s/roof, 2000m	£18,950	*£399	1982	X ESPRIT III, blue, full hide, BBS, radio/stereo, 14,000m	£11,950	*£280
1983	Y ESPRIT TURBO, red, hide, ACU, radio/stereo, 9,000m	£17,450	*£385	1981	X ESPRIT III, ice blue, hide, BBS, 19,000m	£10,950	*£260
1983	Y ESPRIT TURBO, gold, hide, radio/stereo, 3,000m	£16,950	*£375	1981	X ESPRIT III, red, hide, BBS, 23,000m	£10,450	*£250
1983	Y ESPRIT TURBO, black, hide, radio/stereo, 7,400m	£16,950	*£375	1981	X ESPRIT II, white, hide, radio/stereo, 22,000m	£9,950	*£235
1982	Y ESPRIT TURBO, black, hide, radio/stereo, 4,000m	£16,950	*£375	1980	V ESPRIT II, white, hide, air conditioning, 27,000m	£8,950	*£205
1982	Y ESPRIT TURBO, red, hide, radio/stereo, 17,000m	£15,950	*£360	1979	T ESPRIT II, black, hide, radio, 47,000m	£6,950	*£160
1981	X ESPRIT TURBO, black, velour, stereo, 22,000m	£13,950	*£310	1983	A EXCEL II, white, hide, pas, r/cassette, 8,000m	£13,450	*£299
1981	X ESPRIT TURBO, black, hide, radio/stereo, 23,000m	£12,950	*£300	1983	Y EXCEL, silver, pas, hide, radio/stereo, 5,000m	£12,450	*£280
1981	X ESPRIT TURBO, silver, velour, radio/stereo, 19,000m	£14,450	*£330	1983	Y EXCEL, gold, pas, hide, radio/stereo, 9,000m	£11,950	*£280
1984	A ESPRIT III, red, hide, BBS, 1,500m	£14,950	*£299	1983	Y EXCEL, blue, hide, pas, r/cassette, 20,000m	£10,950	*£265
1983	A ESPRIT III, copper, hide, BBS, 1,000m	£14,950	*£335	1982	X ECLAT RIVIERA, red, hide, Targa roof, 4,000m	£11,950	*£280
1983	Y ESPRIT III, ice blue, hide, BBS, radio/stereo, 9,000m	£13,950	*£300	1980	V ECLAT, 2.2-litre, blue, pas, superb, 29,000m	£7,950	*£180
1983	Y ESPRIT III, red, hide, BBS, 3,000m	£13,450	*£310	1980	V ECLAT 2.0, red, hide, alloys, 13,000m	£8,450	*£190
1982	Y ESPRIT III, red, hide, BBS, radio/stereo, 9,000m	£12,950	*£300	1980	V ECLAT 2.2-litre, yellow, black roof, 30,000m	£7,950	*£180
1982	Y ESPRIT III, blue, blue velour, 19,000m	£12,950	*£300	1979	V ECLAT 521, red, champagne cloth, 46,000m	£5,950	*£145
1982	Y ESPRIT III, copper, hide, BBS, radio/stereo, 8,000m	£12,950	*£300	1979	T ELITE, bronze, champagne cloth, 26,000m	£5,950	*£145

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82Y 400i. Auto., rosso / tan hide, 16,000 miles, f/s/history. **£29,950**



79V 512BB. Rosso with beige hide, 24,000 miles, f/s/history. **£24,950**
83Y 512 BB. Rosso with black hide, 9,000 miles, f/s/history. **£38,500**



83A Mondial QV. White / beige, 6,000 miles, f/s/history. **£25,450**
82Y Mondial 8. Red / beige hide, 11,000 miles. **£19,950**



81W 308 GTBi. Rosso / black hide, air cond., TRX's, f/s/history. **£16,950**
82 308 GTSi. Rosso / beige hide, 18,000 miles, air con., front spoiler. **£20,450**
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79 308 GTB. Yellow / black hide. **£13,950**



82X Esprit Turbo. Black / black, full leather, air con. **£15,250**



83Y Sable. / beige hide, 7,000 miles as new. **£16,950**
82 XJS HE Chestnut / Beige leather, 17,000 miles, f/s history, one owner, Supercover '85. **£15,250**



Maserati Kyalami 79. *Show car, metallic red / tan leather, history.* **£9,750**



82 380 SEC. Auto, champagne, lt / dk brown hide, full spec., 8,000 miles. **£25,450**
82 500SE. *Auto, red / black, full AMG. spec., one owner, 27,000 miles.* **£23,950**

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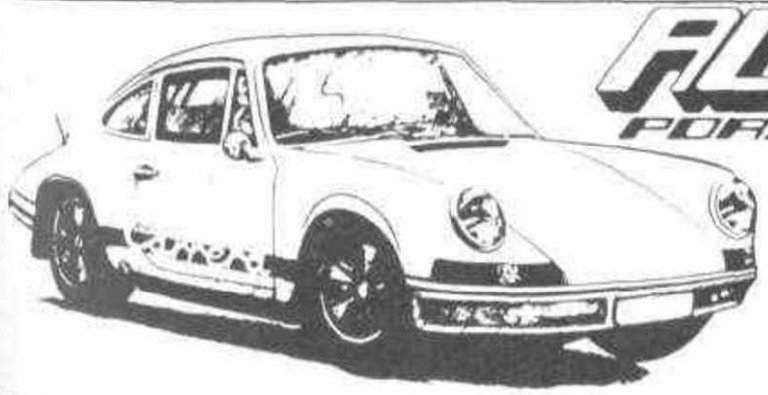
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TIP OF THE MONTH

Flaming Porsches. This applies primarily to the 1969-75 mechanical injection 911E/S/Carrera models, although its worth bearing in mind for any pre-'76 model 911.

We've noted a slowly increasing number of cars with leaking fuel lines, culminating in the inevitable fire last week — don't panic, it was a 911E Sportomatic, not an RS!

It seems that with time and heat the original black textile braided rubber fuel line slowly deteriorates, resulting initially in just a minor seepage that wets the outside of the fuel line, usually in the engine bay itself.

To check, just turn on the ignition and with the fuel pump running, thoroughly inspect all lines, preferably with a torch and mirror so you don't miss the obscure corners. Suspect areas are engine bay, fuel pump area ('71-'75, underneath, in front of left rear wheel, just follow the hum. '69-'70, underneath at front) and fuel tank — you'll need to remove the shield underneath and behind it to inspect.

The pressure supply / return 12 mm fuel line is £2.60 per metre, fuel line clamps £1.00. each.

TURBO UP-DATE

Our project No. 105 was this re-styling exercise in aluminium on a 1982 3.3 Turbo

Essentially it consists of our well-proven 935 silhouette front wing/headlight conversion, re-styled one-piece front and rear bumper assemblies, vented rear wheel arches and blended sill steps. Needless to say, the detail work carried out on top of this basis would fill this ad. by itself.

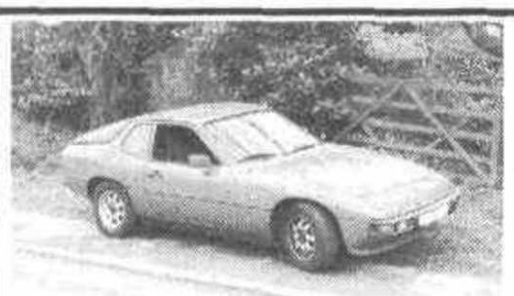




The interior totally re-furbished by a sub-contractor in white leather, with video, electric seats, quadrophonic, etc. would be another ad., all over again, as would the totally colour-coded metalic paint.

For the cost-conscious, our 935 silhouette front wing conversion, in glassfibre, costs from circa £2,000.00 + VAT, plus paint work, on a 1974-on 911/930.

The total conversion, as carried out on Project 105, is expensive....



1981 (Jan) 924 Lux. Silver with black berber. One owner, *full history, only 27,000 miles, just serviced by us.* ***£8,750***

PILOT ERROR!

Given 300+ bhp and sticky tyres one knows where one is. But circuit racing a standard car on standard tyres? Well, now, it seems to me only you private owners can cope with that! The art, it seems, is staying on the tarmac. Hill climbing, is, of course, far more gentlemanly, as you get a second chance!

A public Thank You to the Snetterton People, whose well-maintained tyre barrier essentially saved our little "901" by spreading the load. Those of you who were there will, in the interests of Porsche history, be relieved to hear that Yours Truly's stupidity in allowing it to "slip off my foot" has thankfully done little more than bring forward the total renovation its twenty years have earned.

The Porsche Challenge series is proving immensely popular, with a totally full grid for the second round. *Flugzeugfuhrer SC was persuaded to purchase and sort* the classic "average RS" as a replacement, all done by our team in one week flat, which proved *almost* competitive 'out of the-pot'. Rumour here has it that the next step is to sort the driver, not the car....

CARS FOR SALE

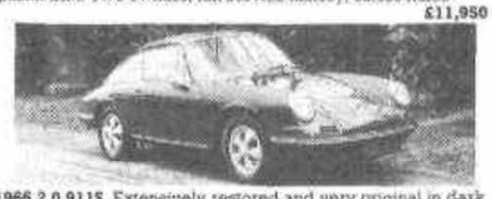


Owing to the success of the sales team, we are once again desperately short of stock.

We need nice 911 and 924's immediately and we are prepared to travel to all corners of our great British Isles to haggle with you.



1979 (V) 3.0 SC Targa Sportomatic. 56,000 miles, ice blue with beige pinstripe, one of the last. **£10,500**
1980 Model 3.0 SC Coupe. Cockney brown — light brown pasha trim. Two owners, full service history, 52,000 miles. **£11,950**



1966 2.0 911S. Extensively restored and very original in dark blue with black trim. We originally advertised this a year ago, but since we restored it the Directors won't stop driving it! Perhaps now they'll use the RS? If it ever reaches the showroom.... **£6,250**



1973 Carrera RS lightweight, chassis number 9113601359. Bahia red, good overall condition, history and price on application.
1973 Carrera RS Touring. Chassis Number 9113600300. 73,000. Now in classic white with blue, we have thoroughly overhauled this very original but not mint car for production racing, so it's not quite for sale yet! However, let us know if you're interested. We can't afford to keep everything!
1964 911. Chassis Number 300024. In the first production batch, and naturally LHD, first reg. in Sweden 1/1/65. Sadly damaged (see ad), but we could easily repair in the course of a total restoration. We have all the original parts for this car, engine included. If you're interested in a long-term restoration of a uniquely early 911, come and discuss.

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1982 X 924 LUX. Guards red, black pinstripe, PDM, sunroof, stereo, one owner, 15,000 miles. **£9,950**

1981 X 82 SERIES 924 LUX. Diamond Silver, black pinstripe, PDM, sunroof, stereo, 26,000 miles. **£9,950**

1981 W 924 LUX. Saturn metallic, beige interior, PDM, sunroof, stereo, 14,000 miles. **£9,950**

1981 W SERIES 924 LE MANS. Alpine white, black pinstripe with white piping, PDM, sunroof, stereo, 1 owner, 28,000 miles. **£9,250**

1984 A 944 LUX. Black, black interior, PDM, sunroof, front fog lights, cassette holder, low profile tyres, rear skirt, 3,000 miles. **£16,250**

1983 Y 944 LUX AUTO. Sapphire metallic, black pinstripe, PDM, sunroof, 7,000 miles. **£15,950**

1980 V 911 TURBO 3.3. Light blue metallic, blue full leather, PDM, 21,000 miles. **£22,250**

1983 Y 928 S AUTO. Light bronze metallic, brown part leather, sunroof, 10,000 miles. **£26,950**

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PORSCHE AFTER SALES With Porsche trained personnel, we are able to offer full Porsche service and coachwork facilities.

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1984	**regd. Feb. PEUGEOT 505 FAMILY ESTATE CAR.** Seven-seater, 850 miles, five-speed, p.a.s., huge saving	£7,995
1984	**regd. PEUGEOT 305SR ESTATE CAR.** Luxury version (cost new £6,450), 900 miles, as new	£5,395
	A-Reg. 6 months old PEUGEOT 505GL ESTATE CAR. White, 1,200 miles, p.a.s., radio, as new (cost new approx £8,000)	£6,395
1983	**ROVER 2600SE MOONRAKER.** Metallic blue, five-speed, p.a.s., computer, electric tinted windows, alloy wheels, sunroof, central locking, radio - stereo, 22,000 miles, service records (costs £11,600 new)	£6,995
1983	**A-Reg. PEUGEOT 505GLD DIESEL ESTATE CAR.** As new, 8,000 miles, five-speed, p.a.s., radio	£6,950
1982	**regd. (1981 model) ROVER 3500SE.** Five-speed, p.a.s., sunroof, alloy wheels, electric windows, etc, *33,000 miles, real value*	£3,950
1982	**Y-Reg. ALFA ROMEO GIULIETTA 2-LITRE.** Brown - silver, alloy wheels, Sundym windows, heated front and rear screens, radio - stereo, five-speed (costs £8,000 new), the real sports saloon	£3,495
1982	**Y-Reg. COLT GALANT 2000 TURBO.** Still under warranty, five-speed, p.a.s., electric Sundym, radio - stereo, alloy wheels, costs £9,500 new, mint	£5,650
1981	**RENAULT FUEGO GTX 2-LITRE.** Metallic green, electric Sundym windows, five-speed, p.a.s., alloy wheels, radio - stereo	£3,375
1981	**X-Reg. FORD ESCORT XR3.** Black, alloys, factory sunroof, radio - stereo, undersealed, 33,000 miles, well maintained	£4,595
1981	**(June) TRIUMPH SPITFIRE 1500.** Red, matching hardtop, radio, overdrive, 28,000 miles	£3,350
1980	**W-Reg. FORD ESCORT 1600 SPORT.** Two owners, brown, 24,000 miles, radio	£2,650
1979	**(Model) FIAT MIRAFIORI 2000 SPORT TC.** Five-speed, gunmetal silver, red velour interior, radio	£1,895
1979	**V-Reg. MGB GT.** British Racing Green, overdrive, radio, 36,000 miles, Sundym, two owners	£3,350
1979	**TRIUMPH SPITFIRE.** Damson, 22,000 miles, radio, overdrive	£2,595
1979	**SAAB 99 TURBO THREE DOOR.** Black - silver stripes, sunroof	£2,495
1978	**DAIMLER SOVEREIGN XJ6 4.2 AUTOMATIC.** P.A.S., electric tinted windows, radio, carriage brown, black vinyl roof, chrome wheels, low mileage	£2,850
1978	**(Nov.) RELIANT SCIMITAR GTE.** Auto, p.a.s., sunroof, electric tinted windows, vinyl roof, radio - stereo, one local owner, 32,000 miles	£3,995
1977	***S-Reg. LOTUS ECLAT 521 2+2.*** *Red, five-speed, 39,000 miles only*	£4,250
1977	**S-Reg. RELIANT SCIMITAR GTE.** Auto, p.a.s., radio - stereo, recent reconditioned engine, Morocco brown, beige velour interior	£3,250
1977	**JAGUAR XJS COUPÉ.** Silver, black leather, auto, p.a.s., air conditioned, low mileage, super condition	£4,750
1975	**MERCEDES 450SE.** Gold, auto, p.a.s., electric windows, good example	£3,750
1974	**MGB GT V8.** White, overdrive etc., good example	£2,995
1972	**ROVER 3.5 V8 COUPÉ.** Maroon, superb classic car, recent subject of considerable expenditure, automatic, p.a.s., leather interior	£1,595
1965	**VAUXHALL VIVA DL.** Royal blue, unique condition, one lady owner, since 1966, 15,800 miles only	£1,150

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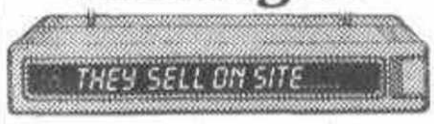
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But there's more to the GTV6 than devastating power, computerised technology has mathematically balanced the weight distribution between the front mounted engine and the rear mounted gearbox and axle.

This transaxle unit is mounted into a de Dion frame and is complemented by the Watts Parallelogram suspension linkage that keeps the wheels parallel under all load conditions to give greater tyre adhesion.

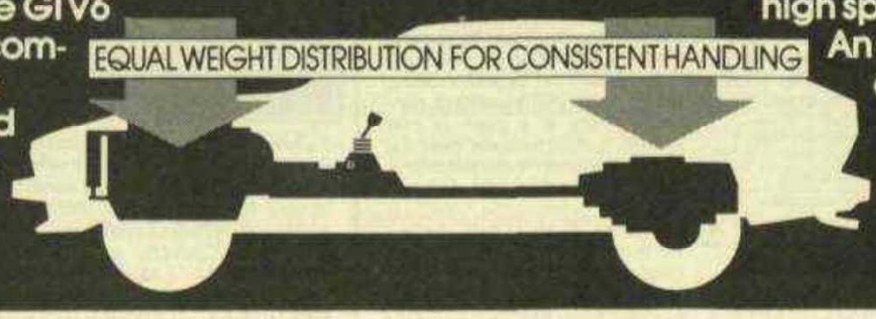
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VOL. LX No. 6 JUNE 1984

MOTOR SPORT

Sixtieth year of publication
Publication date first of month

INCORPORATING **SPEED** AND THE **BROOKLANDS GAZETTE**

STANDARD HOUSE,
BONHILL STREET,
LONDON, EC2A 4DA

Telephone 01-628 4741
Telex: 888602 MONEWS G
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CONTENTS

	Page
Matters of Moment	641
Fixtures/Club News	642
The new "Nürburgring"	643
San Marino Grand Prix	644
French Grand Prix	648
Notes on the Cars	652
Donington VSCC Meeting	655
Silverstone 1000 kms	656
Monza 1000 kms	657
Greene Cars	662
Prelude to Easter	665
Road Impressions — Renault 11 GTL	668
Book Reviews	670
MCC Land's End Trial	672
Veteran-Edwardian-Vintage	706
Vintage Postbag	713
Readers' Letters	714
COLOUR SECTION	
Belgian Grand Prix	674
Road Test-Porsche 928S2	681
French Grand Prix	688
Safari Rally	692
Monza 1000 kms/Donington VSCC	698
San Marino Grand Prix	702

FRONT COVER CAPTION: The Toyota Celica Turbo of Björn Waldegård and Hans Thorszelius leaps in the air on the way to winning the 1984 Safari Rally. It could be a leap of triumph, for it was the works Toyota team's first attempt at the event.

USA (Airfreight) per annum $39.00. All enquiries to: MOTOR SPORT, Box 567, Gleneagles Drive, New Vernon, New Jersey 07976, USA Telephone (201) 267-5612.

ANNUAL SUBSCRIPTION RATES

SURFACE MAIL: Home £14.50
Overseas £15.00

AIR MAIL: Europe £23.00
Middle East £27.50
Australasia £37.25
*All other Countries £34.00

*with exception of USA (Airfreight)

All prices include postage. Subject to increases or postal rates and cover price. Net amount due and payable in sterling on London. If payment is made in a currency other than sterling please add £1.50 to sterling rate prior to conversion.

MATTERS OF MOMENT

The Threat to Brooklands Track

THE BROOKLANDS SOCIETY LIMITED

ON July 1st the Brooklands Society should be holding another Re-Union at the famous Track. Not on the "40-Acres" as in previous years, but over on the Byfleet side and then only with permission from the Agents for the tenancies of the Industrial Estate there, because Gallahers, who have taken over Paddock, Members' Hill and the Test Hill, refused the Society entry.

It seems quite astonishing that Mr Neil Macfarlane, for the Department of the Environment, has informed Sir Hector Monro, AE, JP, DL, MP, and others, that the implications of the proposed Gallahers development are not such as to justify calling in the planning application for determination by the Secretary of State. What astonishing lack of interest, in a matter concerning the National heritage. All the DoE is doing is leaning on the findings of the Ancient Monuments Administration and referring the matter back to the Elmbridge Council, which has apparently reversed its promise of preserving the "40-Acre" site.

It is pathetic that the preservation of Brooklands has been treated so shabbily when all manner of other monuments and heirlooms are the subject of loving care and the expenditure of millions of pounds on their resuscitation. It seems odd that the piece of banking Gallahers want to destroy is the one piece devoid of a Preservation Order, nor should we be misled by the company's offer to patch up a few parts of the Track and restore the Clubhouse. Without the banking behind the Hill the very atmosphere of the old Track and its value as a Club venue will be lost, assuming the new owners have any intention of granting access. *If these matters cannot be resolved, all will be lost, irrevocably.*

So, although we have no longer direct contact with the Brooklands Society which MOTOR SPORT was closely associated with in its formative years (apart from the Editor being its No 1 Hon Member) we hope that a full Public Enquiry will be held into the fate of what remains of the historic Motor Course. This seems the last resort in attempting to make the American-financed Company, which wants to destroy this part of the Members' banking simply because it regards it as looking ugly, relent. Meanwhile, your MP, the DoE, Elmbridge Borough Council, etc should be urgently made aware of your feelings.

In 1957, when the late Lord Brabazon of Tara unveiled the sad Vickers' memorial to Brooklands he said: "A prophet is not without honour except in his own country, and I think it was forgotten what a priceless heritage we had as we struggled to victory (in WW2). The expansion of Vickers crept over everything like uncontrolled ivy until, at the end, from the Treasury viewpoint, it was cheaper to buy than to restore. What a shameful story! Why did we not rise in our wrath at the iconoclast? Some of us did — some did not help as they should have done. But we were busy licking the wounds of war. Conscience is a human characteristic. Can a great Company (asked Lord Brabazon) feel a twinge of it?"

As he unveiled the memorial (since defaced by vandals), which he referred to as Brooklands' tombstone, Lord Brabazon said he regarded it in every sense a great Company's twinge of conscience.

With even that gesture since defaced, and more of the historic Brooklands site built over, it becomes imperative to try to make the Company intent on bulldozing that vital stretch of the Members' banking feel "a twinge of conscience", before it destroys what Vickers left intact and hard-working members of the Brooklands Society have since restored. Brooklands, before Gallahers, gave much pleasure to very many motor-club members and preserved some very important aspects of a unique British Institution and Industrial heirloom.

Motor Sport Fixture List for June

★ 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
June 2nd	BRSCC	Snetterton Circuit, Norwich, Norfolk	Race Meeting (*R*)
June 3rd	**Automobile Club de Monaco**	**Monaco, Monte Carlo**	**Monaco Grand Prix (World Championship Round) (INT)**
June 7th-9th	**AC Livorno**	**Elba, Italy**	**Rally Isola Elba (European Rally Championship) (INT)**
June 9th	VSCC	Oulton Park Circuit, nr Tarporley, Cheshire	Race Meeting (*R*)
June 9th-10th	**BRDC**	**Silverstone Circuit, nr Towcester, Northants**	**Race Meeting (European Formula 3) (INT)**
June 9th-12th	**Royal Scottish Automobile Club**	**Glasgow**	**Scottish Rally (European Rally Championship) (INT)**
June 10th	**AMK Brno ARC**	**Czechoslovakia**	**European Touring Car Championship (INT)**
June 11th	**ASA Basco Bearnais**	**Pau, France**	**European Formula 2 Championship (INT)**
June 15th-17th	**ADAC Mitterlrhein e.V. Sport**	**Nürburgring, Germany**	**European Formula 3 (INT)**
June 16th-17th	**DRC**	**Donington Park Circuit, Castle Donington, Derby**	**Race Meeting (INT/R)**
June 16th-17th	**AC Pavia**	**Italy**	**Rally del Ciocco (European Rally Championship) (INT)**
June 16th-17th	**ASACO 24 Hours du Mans**	**Le Mans, France**	**World Endurance Championship (INT)**
June 17th	**CASC**	**Montreal, Canada**	**Canadian Grand Prix (World Championship Round) (INT)**
June 17th	**Osterreichischer Automobil Sport Club**	**Osterreichring, Austria**	**European Touring Car Championship (INT)**
June 17th	BARC	Snetterton Circuit, nr Norwich, Norfolk	Race Meeting (*N/R*)
June 22nd-24th	**Automobil Clubul Roman**	***Romania***	***Rally Du Danube-Dacia* (European Rally Championship Round) (INT)**
June 22nd-27th	**Rally Organisers Association of NZ**	**Auckland, New Zealand**	**New Zealand Rally (World Championship Rally Round) (INT)**
June 22nd-27th	**ADAC Hessen e.V. Sportabteilung**	**Germany**	**Rally Hessen (European Rally Championship Round) (INT)**
June 24th	BARC	Cadwell Park Circuit, nr Louth, Lincs	Race Meeting (*N/R*)
June 24th	**SCCA**	**Detroit, USA**	**Detroit Grand Prix (World Championship Round) (INT)**
June 24th	**ADAC Wurttemberg e.V. Sportabt**	**Hockenheim, Germany**	**European Formula 2 Championship (INT)**
June 24th	**AC Milano**	**Monza Circuit, Italy**	**European Formula 3 Championship (INT)**
June 28th-30th	**AC Biella**	**Italy**	**Rally della Lana (European Rally Championship) (INT)**
June 29th-30th	**AMK Barum**		**Barum Rally (European Rally Championship) (INT)**
June 29th-July 1st	**AC Targa Florio**	**Belgium**	**24 Hours d'Ypres (European Rally Championship Round)(INT)**
June 29th-July 1st	**Real Pena Motorista Vizcaya**		**Rally CS (European Rally Championship) (INT)**
June 30th-July 1st	**BARC**	**Snetterton Circuit, nr Norwich, Norfolk**	**British Formula 3 Championship (INT/R)**
July 1st	**ARBO Salzburg**	**Salzburg, Austria**	**European Touring Car Championship (INT)**

Obituaries

WE WERE very sorry to hear that John Walker, Competition Secretary of the Motor Cycling Club, died just before the recent Land's End Trial, at the age of 79. We also regret to learn of the death, aged 82, of Mrs Miles, who, with her husband, was responsible for the design of so many Miles light aeroplanes. Daughter of Sir Johnston Forbes-Robertson, Blossom married her second husband Fred Miles, who encouraged her to help him design his famous sporting aeroplanes. — W.B.

World Rally Championship

World Championship Positions (After Safari and Corsica)

Drivers (After 5 rounds)

Markku Alén	48
Hannu Mikkola	44
Stig Blomqvist	43
Massimo Biasion	31
Walter Röhrl	26
Attilio Bettega	24
Jean Ragnotti	20
Björn Waldegård	20

Makes (After 4 rounds)

Audi	60
Lancia	56
Renault	36
Toyota	28
Volkswagen	21
Opel	18
Nissan	12
Peugeot	12
Alfa Romeo	9
Citroën	4
Vauxhall	2

Rising of the Clan

ABOUT 18 months ago, Clan Cars Ltd, of Newtownards, Co. Down, revived the very pretty Clan Crusader which, produced by a different company, disappeared from the market ten years ago. The name "Crusader" has been dropped, the 875 cc Imp engine has been replaced by a 998 cc unit, supplied by Talbot Competitions, and there have been numerous changes both to the interior and exterior, the most obvious of which are "pop up" headlights.

Built at a rate of one a week to the specification of individual customers, the car is unusual in that most are delivered fully assembled, while a kit of parts remains an option.

The company has now announced a Clubman Rally version, with speci suspension, disc brakes all round, and 1(bhp on tap. Since the 78 bhp versio accelerates from 0-60 mph in 7.7 second with a top speed of 112 mph and an averag fuel consumption of 43 mpg (manufacturer claimed figures), the Clubman Rally c could make an exciting road vehicle. Th price is £8,439 + VAT.

D.S.J. — j'accuse!

"I WAS a train spotter at school, until began to read MOTOR SPORT. I ho Denis Jenkinson personally responsible f the mess I'm in." — James Weaver on th vicissitudes of the life of a profession racing driver.



THE CLAN rally car running as course-car on the recent Circuit of Ireland Rally.

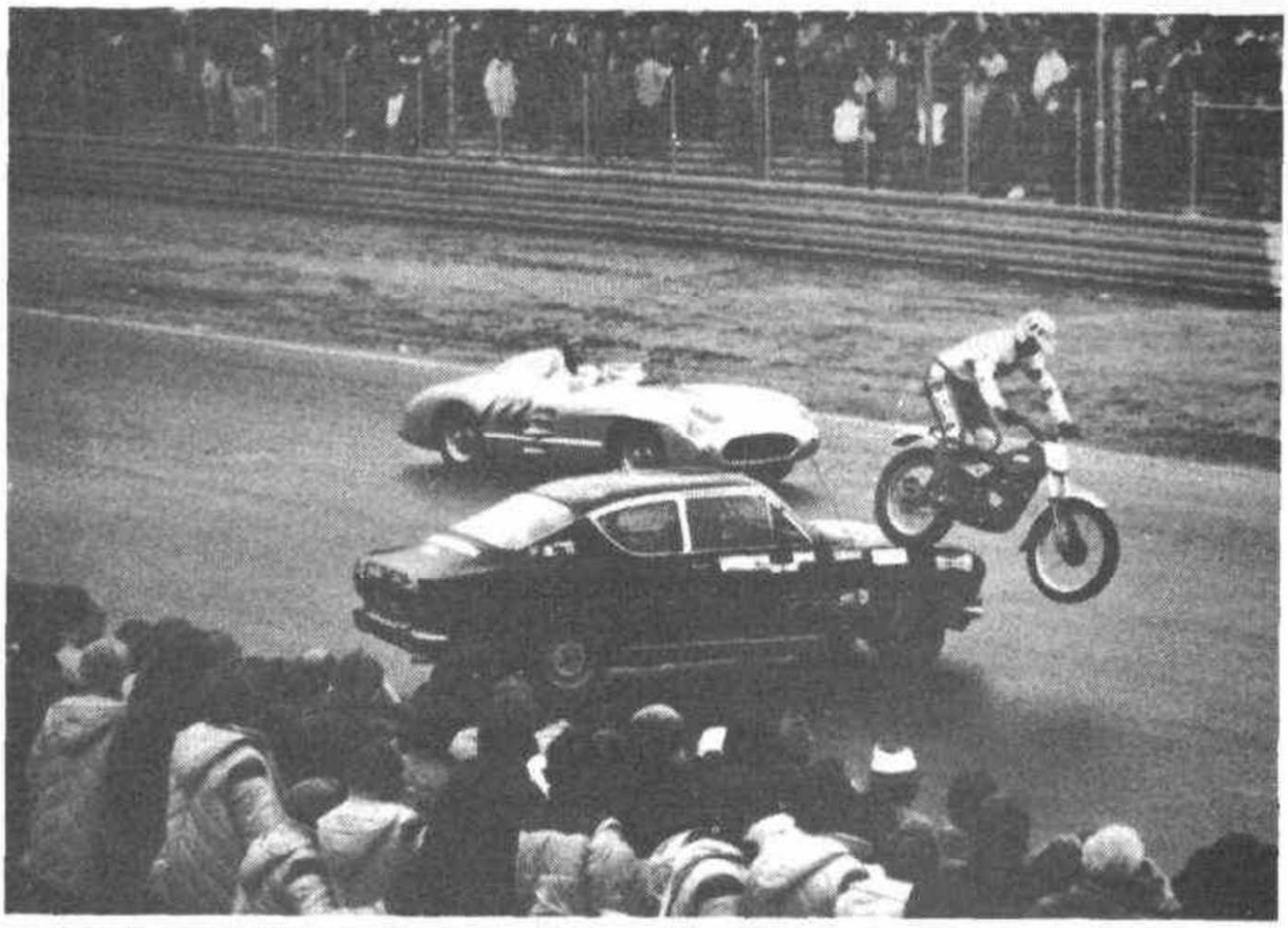
Nürburgring — or Eifelring?

THE Nürburgring is a majestic racing circuit of 20 kilometres length in the Eifel mountains, and it is alive and well, though many of today's racing drivers have no interest in racing on it and International officialdom does not consider it to be suitable for the world of Grand Prix motor racing today. In consequence, the German Grand Prix left the Eifel mountains in 1976 and moved to the flat Hockenheimring near Mannheim, but the Eifel district was unhappy about losing their national Grand Prix, which they had had since 1927, so the local civic authorities inaugurated the building of a new circuit near the existing one which would appease officialdom, comply with all the requirements of the nineteen-eighties, and attract the Grand Prix back to the Eifel district. The result is the new *Motodrom* that is much better than the Hockenheimring, but which we can only bring ourselves to call the Eifelring, though offficially it is called the New Nürburgring. The best way to illustrate this is to compare a supercharged K3 MG Magnette with an MG Metro; you can stick an MG label on a hotted up Mini-Metro, but you won't fool anyone that it is a real MG. You can call the new circuit the new Nürburgring, but it is a modern, clinical, boring *Motodrom*. Nobody is going to have their adrenalin flowing as they drive round it, there will be no deeds of daring or bravery, no legends will be made on the Eifelring, and spectators without field glasses won't see too much.

The enormity of the project is breathtaking and it makes Silverstone or Donington Park look like Stock-Car Stadiums as regards the facilities and amenities. The length is 4.5 kilometres and the curves and gradients have all been calculated geometrically and the terrain altered to meet the requirements. Huge concrete tiered stands surround a good part of the track so there will be no traditional Eifel weekend camping alongside the edge of the track, and there isn't a tree in sight, though plenty of grass seed has been sown and the run-off areas are vast. Undoubtedly thousands of spectators will flock to the Eifelring to see the Grand Prix stars in action, but the action will not be much more exciting than that seen or imagined at the Hockenheimring.

Unlike the Belgians who rebuilt the Spa-Francorchamps circuit to comply with today's requirements, and retained the character of the original circuit by letting the track follow the natural contours of the land, which the Austrians did with their magnificent Osterreichring at Knittelfeld, the Germans have altered the Eifel landscape to suit the geometric layout of the circuit they designed. As an object lesson in earth moving the Eifel project is formidable, but as a new Nürburgring it is awful, but anything must be better than the Hockenheimring and Grand Prix cars back in the Eifel must be a good thing.

On May 12th the official opening ceremony was accompanied by a day of festivities which included parades of old racing cars and racing people, motorcycle events, saloon car racing for Nürburgring winners of the past and present, pop concerts, fireworks, bands and flag-waving. The first serious event was the German motorcycle Grand Prix at the end of May. Grand Prix car racing will return to the Eifel mountains in September, except that the mountains have been levelled off in the interests of safety. — D.S.J.



THE OLD AND THE NEW. Karl Kling, a veteran of the Nürburgring, in a Mercedes-Benz W196, watches some of the antics which opened the new Eifelring.

CLUB NEWS

London Car Club

THE London CC have announced their summer programme of motor racing film shows. On June 7th and 14th the programme is "Uncrowned Champions" (Grand Prix 1970), "Mountain Legend" (Targa Florio 1965) and "Le Mans 1965" (Triumph Spitfires). Two other programmes will be shown on July 5th and 12th, and August 2nd and 9th. All the shows will be held at the Packhorse & Talbot public house, 145 Chiswick High Rd, London W4.

Admission is free, by ticket, from 6 Atwood Road, London W6 0HX *if* you enclose s.a.e. June marks the first anniversary of the club's video and film archive which is sustained solely by donations.

Alfa Romeo Owner's Club

THE biggest event in the Alfa owner's year arrives this month — National Alfa Day, to be held on Sunday, June 10th at Stanford Hall, near Lutterworth, Leicestershire. The expected concours, driving tests, displays and autojumble follow the AGM at 11 am. Non-members are welcome. The Club runs a series of races and circuit driving days, as well as a lively social programme and there is an excellent and topical monthly magazine. The Secretary is Alan Taylor, 37 Amerland Road, West Hill, Wandsworth, London.

Curborough Sprints

ALL enquires about the Curborough Sprint Course should now be directed to Mr. M. M. Usher, Roman Way, Knowle Lane, Lichfield, Staffs, WS14 9RB, telephone Lichfield (054 32) 54597. There are still one or two openings for use of the course this year. Interested club secretaries should contact Mr Usher.

Formula Ford French Launch

FORD'S newest Continental FF1600 series took off on May 2nd at the Magny-Cours circuit in France. 40 entries were received for the 28 places on the grid, though none from Britain, and the event was won by Jean-Phillipe Grand in a Rondeau MS 84, the Le Mans-built car based on the Reynard FF83.

The San Marino Grand Prix — Dull

Imola, May 6th

ONE THING about Italians, you know exactly where you stand with them; they are either deliriously happy or tragically sad, there is nothing in between. When they are happy they let you know in no uncertain manner, with cheering and shouting, flag waving, arm waving, jumping up and down and anything else they can think of to express their joy. When they are sad there is nothing, merely a total silence and a greyness that could be cut with a knife. There is no such thing as "the grim smile" or "the stiff upper lip" in Italian life.

The Italian motor racing enthusiast is a simple soul. A Ferrari winning is happiness, a Ferrari losing is sadness, that is all there is to life and the whole three days of the fourth San Marino GP was total sadness, and the weather did not help. When we arrived in Milan on the Thursday the rain was pouring down and the direction signs reading *Autostrada delle Sole* should have been changed to *Autostrada delle Pioggia*. As Modena and then Bologna came into view the rain stopped pouring down, but that was all you could say, the whole area of Emilia was grey and foreboding. I was looking forward to this Grand Prix for Imola is a splendid circuit, calling for skill and bravery, it is fast, it climbs and falls, the surroundings are pleasant and the memories of last year's race still linger. If you haven't savoured a Ferrari victory in an Italian race you haven't savoured Grand Prix racing and with Alboreto's fine victory in the Belgian GP only days old the anticipation of another memorable Grand Prix of San Marino was uppermost in the minds of most enthusiasts. The anticipation of the forthcoming excitement even made the dull grey skies bearable.

On Friday morning the skies were still grey and the air was cool, but no matter



ALAIN PROST — unruffled.

there was a large crowd of spectators and four Ferraris in the pits. There were also three Renaults, three McLarens, three Williams, three Lotuses, three Tyrrells, three Alfa Romeos and all the rest, and even two Osellas, the extra one being one of last year's Southgate designed cars with V12 Alfa Romeo engine for new boy Jo Gartner from Vienna. In other words, in spite of the previous race having been only five days before and 1,000 miles away, everyone was ready to go. When the start of the first morning of testing was delayed by 30 minutes because of the non-arrival of the medical helicopter we should have taken note of the warning. At 10.30 am activity began, and for Cheever ended almost immediately as he returned to the pits in a cloud of smoke from a wrecked turbo on his Alfa Romeo V8 engine. There was much to see around the pits, for Lauda's McLaren was being taken apart to investigate some water-pump trouble, Warwick's Renault was having its springs changed, Surer was trying the BMW-powered Arrows for this race and the Osella mechanics stuffed asbestos bungs up the tail-pipes of their turbocharged Alfa Romeo V8 engine when Ghinzani stopped, to suppress the frightening-looking flames that come out as the driver switches off.

With so much activity in the pits and pits

garages I had overlooked the outside worl
and when I did look up for a moment I w
reminded of Alex Henshaw's classic remar
used as the title for a series of articles
Aeroplane Monthly about testing Spitf
aircraft in wartime. There was a "deafeni
silence". Not a cheer, not a scream, no fla
waving, no arms waving, nothing, t
stands might have been empty. Just t
harsh boom of a Porsche engine, the f
drone of a Renault engine, the hard crack
of a BMW engine, the scream of a Coswor
engine and then the sight of a Ferrari passi
the stands and not a movement. This w
bad news. A look at the Longines-Olive
read-out of lap times on the VDU in t
Renault pit revealed all. Renault we
fastest, followed by McLaren and the be
that Ferrari could do was Arnoux in four
place. Yesterday's hero, Alboreto, was
tenth place. This didn't call for a stiff upp
lip, it was sadness time. The two Renau
drivers seemed to be having it all their ov
way, if Tambay wasn't fastest, th
Warwick was, but Lauda was keeping the
both on their toes.

When this first session ended the ra
began to fall and the final order w
Tambay, Warwick, Lauda, Arnou
Winkelhock and Piquet, but as it had or
been a test-session the times were unoffic
and did not count for grid position. T
huge crowd sat like a solid block of ston
now huddled under umbrellas and on
more the "silence was deafening". In t
Renault pit a "roastbeef" could be hea
saying "damn good show of you
Warwick, always knew he had it in hi
y'know". Outside you could actually he
the rain falling. While the rain did n
develop into anything catastrophic it w
enough to thoroughly wet the track so th
everyone prepared to tackle the qualifyi
hour on heavily treaded rain tyres. With t
morning session starting a half-hour late t
regulations insisted that the afternoon tim
session should also start a half-hour late so
ran from 1.30 pm to 2.30 pm. The silen
was broken only by the Renaults droni

ENTRY AND PRACTICE

No	Driver	Nat	Team	Car Type	Engine	Tyres	Sponsors	Colours	Friday Practice	Saturday Practice	Remarks	N
1	Nelson Piquet	BR	Brabham	BT53	BMW 4-cyl t/c	Michelin	Parmalat Foods	Blue/White	1.35.493(T)	1.28.517(T)		
2	Teo Fabi	ITAL	Brabham	BT53	BMW 4-cyl t/c	Michelin	Parmalat Foods	Blue/White	1.37.594	1.30.950		
3	Martin Brundle	GB	Tyrrell	012	Cosworth V8	Goodyear	de Longhi Heating	Blue	1.41.123	1.36.531	New sponsor	
4	Stefan Bellof	D	Tyrrell	012	Cosworth V8	Goodyear	Maredo	Black	1.39.765	1.36.059		
5	Jacques Laffite	FR	Williams	FW09	Honda V6 t/c	Goodyear	Denim/ICI/TAG	White/Green	1.41.891	1.32.600		
6	Keijo Rosberg	FIN	Williams	FW09	Honda V6 t/c	Goodyear	Denim/ICI/TAG	White/Green	1.37.024	1.29.418		
7	Alain Prost	FR	McLaren	MP4/2	Porsche V6 t/c	Michelin	Marlboro/TAG	Red/White	1.35.687	1.28.628(T)	Raced T-car	
8	Niki Lauda	AUT	McLaren	MP4/2	Porsche V6 t/c	Michelin	Marlboro/TAG	Red/White	1.38.021	1.30.325		
9	Phillipe Alliot	FR	RAM	RAM 02	Hart 4-cyl t/c	Pirelli	Skoal Bandit	White/Green	1.43.132	1.36.733		
10	Jonathan Palmer	GB	RAM	RAM 02	Hart 4-cyl t/c	Pirelli	Skoal Bandit	White/Green	1.53.014	1.37.262		
11	Elio de Angelis	ITAL	Lotus	95T	Renault V6 t/c	Goodyear	John Player/ELF	Black/Gold	1.38.423	1.31.173		
12	Nigel Mansell	GB	Lotus	95T	Renault V6 t/c	Goodyear	John Player/ELF	Black/Gold	1.38.363	1.34.177	Raced T-car	
14	Manfred Winkelhock	D	ATS	D7	BMW 4-cyl t/c	Pirelli	ATS Wheels	Yellow/Black	1.47.362	1.30.723		
15	Patrick Tambay	FR	Renault	RE50	Renault V6 t/c	Michelin	ELF	Yellow/White/Black	1.36.250	1.31.663(T)		
16	Derek Warwick	GB	Renault	RE50	Renault V6 t/c	Michelin	ELF	Yellow/White/Black	1.36.706	1.29.682		
17	*Marc Surer*	*CH*	*Arrows*	A7	BMW 4-cyl t/c	*Goodyear*	*Barclay/Nordica*	*Cream/Brown*	1.42.046	1.33.063		
18	Thierry Boutsen	B	Arrows	A6	Cosworth V8	Goodyear	Barclay/Nordica	Cream/Brown	1.40.920	1.36.108		
19	Ayrton Senna	BR	Toleman	TG183B	Hart 4-cyl t/c	Pirelli	Magirus	Blue/Red/White	no practice	1.41.585	Did not qualify	
20	Johnny Cecotto	VEN	Toleman	TG183B	Hart 4-cyl t/c	Pirelli	Magirus	Blue/Red/White	no practice	1.35.568		
21	Mauro Baldi	ITAL	Spirit	101/B	Hart 4-cyl t/c	Pirelli	Radio Market	White	1.41.403	1.36.916		
22	Riccardo Patrese	ITAL	Alfa Romeo	184T	Alfa Romeo V8 t/c	Goodyear	Benetton/AGIP	Green/Black	1.40.439	1.31.163		
23	Eddie Cheever	USA	Alfa Romeo	184T	Alfa Romeo V8 t/c	Goodyear	Benetton/AGIP	Green/Black	1.42.731	1.30.843(T)		
24	Piercarlo Ghinzani	ITAL	Osella	FA/1F	Alfa Romeo V8 t/c	Pirelli	Kelémata	Blue	1.40.790	2.05.421	Did not qualify	
25	François Hesnault	FR	Ligier	JS23	Renault V6 t/c	Michelin	Gitanes/Antar	Blue/White	1.40.356(T)	1.33.186		
26	Andrea de Cesaris	ITAL	Ligier	JS23	Renault V6 t/c	Michelin	Gitanes/Antar	Blue/White/Red	1.36.613	1.31.256		
27	Michele Alboreto	ITAL	Ferrari	126 C4	Ferrari V6 t/c	Goodyear	Fiat/AGIP	Red	1.47.919(T)	1.31.282(T)	Winner Belgian GP	
28	René Arnoux	FR	Ferrari	126C4	Ferrari V6 t/c	Goodyear	Fiat/AGIP	Red	1.39.389(T)	1.30.441		
30	Jo Gartner	AUT	Osella		Alfa Romeo V12	Pirelli	Kelémata	Blue	1.50.979	1.38.948	*First F1 race*	

round in first and second places, Arnoux was in his T-car, but nowhere near the front and there was a panic to prepare Alboreto's T-car as he came walking back having parked his number one car on the grass when it broke. Lauda was back in his own car, as was Cheever, but Piquet was in the "lightweight" spare Brabham.

The silence continued as neither Arnoux nor Alboreto showed any signs at all of getting near the Renaults and it was made all the worse as others like Prost (McLaren-Porsche), Rosberg (Williams-Honda), Piquet (Brabham-BMW) and de Cesaris (Ligier-Renault) began to move towards the head of the list of times. There was a small ripple of interest as Warwick came into the pits with smoke coming from one of the Garrett turbo-chargers on his works Renault, but an army of mechanics in asbestos gloves fell upon the car and replaced the offending instrument in a bare 18 minutes.

Meanwhile the track was beginning to dry rapidly and dramatically and every time one of the real factory drivers did a lap it was a new fastest time. In quick succession the Longines-Olivetti screen showed the names of six or seven different drivers as being on pole-position and it was now a last minute battle to see who could be the last one out on a fast lap on qualifying tyres as the minutes ticked away. Neither of the Ferrari drivers were on the pace, but most of the others were and more and more often the name Piquet appeared at the top of the list, but Prost was never far away, nor was Rosberg, Lauda and Tambay.

The excitement was instant, the conditions were changing so rapidly that there was no time for the public address to make any announcements for the order would have changed before they had got half way through the first statement. The pity of it all was that the paying public did not have a huge VDU above the pits, with which to follow the split-second drama that went on right to the chequered flag. When it finished Piquet was on top, but one lap more and it could have been Prost, Tambay, Warwick, Fabi, Lauda, de Cesaris or Rosberg, it was almost like musical chairs.

When the timing machine stopped ticking and the computer stopped sorting out the times, the order was Piquet, Prost, Tambay, de Cesaris, Warwick, Rosberg, Fabi and Lauda. Where were the Ferraris? Arnoux was 10th and Alboreto was 24th and to cap everything the Belgian GP winner had run out of petrol in the last few important minutes. Number 27 came in on the end of a tow-rope when it was all over! Black armbands were on sale everywhere, not only for Ferrari enthusiasts but also for Toleman followers, for neither Senna nor Cecotto had been allowed out all day. A telex from the Toleman Group headquarters had stopped the team in its tracks, while some strange negotiations went on between Toleman and Pirelli. This meant that only 26 cars had been circulating so that everyone had qualified for the grid, even Palmer and Garner, the two mobile chicanes who seemed incapable of keeping out of the way. With more than 15 seconds time-spread from Piquet to Palmer the fast boys were continually falling over the "rabbits" and some of them were pretty unpopular when they didn't get out of the way.

It was raining on Saturday morning and a light drizzle kept falling throughout the test-session so that nobody really knew what they were trying to achieve and nobody really had any useful yard-sticks by which to measure adjustments and alterations. While there is an overall impression created by the drivers that they are all of equal ability in the dry, and only the cars and engines prevent them all being on pole position, it is a different story in the wet. You did not have to go far to see ability and bravery. Arnoux had a brand new engine installed in his Ferrari, with the latest 12 pipe exhaust manifold and Alboreto's new engine had the earlier siamesed six pipe system.

The RAM team had suffered trouble in both their Hart engines on the previous afternoon, but were now back in good order and the Toleman management had now given permission for their cars to start practising, though it seemed that it was to be their last event on Pirelli tyres. The whole morning was rather wet and meaningless and if there was no improvement in the weather it looked as though the Friday qualifying times would settle the starting grid. As luck would have it, by the time 1 pm approached, the rain had stopped, the sun came out and it suddenly got quite warm, while the track dried rapidly. It was now a question of those who know what they were doing applying their knowledge to the rapidly improving conditions.

After trying his own car Prost switched to the spare McLaren and found it even more to his liking and was soon vying with Piquet in the "lightweight" Brabham and Rosberg in the Williams-Honda. Warwick was not far behind them and these four were the only drivers to get below the 1 min 30 sec barrier, a reasonable time considering that the fastest practice lap still stood at 1 min 29.765 sec set up by Arnoux in 1982 in a Renault. By the end of the hour all four had beaten this time, Piquet and Prost being well down into the 1 min 28 sec area. Although the "rabbits" improved, there was still over 10 seconds between the fastest and the slowest on the starting grid, which could mean that in the race the "tail-end-Charlies" would be lapped every ten laps, or six times during the 60 lap race. And the Ferraris? The team never did get all the variables pointing in the same direction and neither driver ever looked like making the front of the grid and the crowd had nothing to get excited about.

There hasn't been such a deafening silence at an Italian motor-race for a very long time and you began to wonder if any of them would bother to stay for the race. Of the 28 drivers attempting to get into the race, the two who failed were Ghinzani and Senna, and neither of them deserved the ignominy as both their cars gave trouble before they could really get under way, and in the frantic rush of the qualifying hour there is little time for a second chance, consequently Palmer and Gartner found themselves on the back row of the grid more by luck than speed. With Arnoux in sixth place and Alboreto in 13th place at the end of the day, the grid layout had an unfamiliar look about it, though with Piquet on pole-position, with Prost alongside, Rosberg and Warwick in row two and Lauda in fifth place there wasn't too much room at the top for anyone else. The first six places on the grid can be considered the worthy ones and Tambay and Alboreto should have been in there, while de Angelis, de Cesaris and Patrese are all capable of being in that select half-dozen. At the moment it is very tough at the top.

At last the weather became normal, Sunday morning saw bright sunshine and clear blue skies, which was fine for the spectators, and a sizeable crowd in spite of the poor showing of the Ferraris. There is always hope. For the teams and drivers it was a different matter altogether. Track conditions were now perfect and the cars had to be adjusted and set-up for the new conditions and tyre choice had to be made and decisions on whether to make a pit-stop halfway through for tyres, or "do a Brabham" and run through non-stop. Ride heights, suspension settings, aerodynamic settings, mixture settings all had to be guessed at for the warm dry conditions and tried out in the brief 30 minutes available on Sunday morning.

The amount of knowledge accrued by the numerous top teams is such that not many wrong decisions were made. Times recorded in this "warm-up" session can usually be considered as genuine race-times, for there is no room for "gamesmanship" at this late stage and the McLarens and Ferraris both looked very strong. Tambay was in trouble when he found his Renault engine overheating, which was not surprising when it was discovered that the engine / side-pod cover had been fitted without removing the protective cover from the radiator! A hurried engine change was started. Prost had elected to race the McLaren T-car (MP4/2-3) and Mansell was to race the Lotus T-car (95T/1).

FISA / FOCA regulations call for a four-hour break between the start of the morning "warm-up" session and the start of the race and during that time clouds began to gather but the sun won the battle and though it became overcast it was warm and dry, in fact excellent racing conditions. The leading six drivers in the World Championship points-standing set off on what was supposed to be a FISA-inspired parade for the benefit of the spectators, but

once more degenerated into a straggly bit of extra practice for those concerned, some doing a single lap, others doing a couple of laps, but with no semblance of order. Then the pit lane exit was officially opened for all 26 starters and one by one they did a lap (or two laps) and formed up on the starting grid, except that de Cesaris was missing. Eventually he arrived sounding like a Renault V4 and disappeared into the pits. After a bit, the sound of a Renault V5 could be heard and then it chimed in on all six, but it was too late, the pit exit had been closed and the Italian driver was destined to start the race from the pit lane, his place on the grid being left empty. The 25 cars set off on the parade lap and Piquet brought them all round in tidy line-astern order through the bends before the start.

They all took their rightful places on the grid, the travelling doctor in the 400i Ferrari on Modena *Prova* plates and three Alfa Romeo GTV coupés full of fire equipment made ready behind the grid. As far as the starter was concerned it was a good clean start, only some of the drivers messed it up. When the green lights came on Prost was off to a superb start, as were Alboreto and Tambay, but Lauda did not move as he was still struggling to get into first gear. Immediately ahead of him Rosberg had shot off the line and then virtually stopped as the Honda engine hesitated just when he needed full power. Those behind who were dodging round Lauda's McLaren then had to dodge round the Williams, and at the back of the grid Palmer had stalled and was being push-started, so that the doctor's Ferrari and the three Alfas were having a busy time avoiding everything. Meanwhile de Cesaris came out of the pit lane like a scalded cat. Laffite and Hesnault had a collision and the Ligier-Renault subsided onto the edge of the track, while at the *Tosa* hairpin Tambay and Cheever went for the same piece of road at the same time and the result was a Renault on the grass with its right front suspension broken and an Alfa Romeo limping up the hill with a flat left rear tyre. Rosberg and Lauda were in the middle of all the strife and the Finn's Japanese engine was playing up, coming on song when he didn't want it to and vice-versa, and before the end of the lap he had had a hair-raising spin without contacting anything. And that was only the opening lap! In fact that was the excitement for the day for after that everyone settled down and Alain Prost cruised away in his rather unemotionally smooth style and nobody, not even Piquet, could get near him.

Twenty-four cars completed the first lap and last man was Cheever who limped into the pits for a new left rear tyre. The order was Prost (McLaren), Piquet (Brabham), Warwick (Renault), Arnoux (Ferrari), Winkelhock (ATS), Alboreto (Ferrari), Patrese (Alfa Romeo), de Angelis (Lotus), Fabi (Brabham), and Lauda (McLaren), while Rosberg (Williams) was 19th. It

STARTING GRID

↑

7
N. Piquet
(Brabham-BMW 4t/c)
1 min. 28.517 sec (T)
48 (1 min 33.275 sec)

6
K. Rosberg
(Williams-Honda V6 t/c) (T)
1 min 29.418 sec
2 (1 min 39.769 sec)

8
N. Lauda
(McLaren-Porsche V6 t/c)
1 min 30.325 sec
11 (1 min 34.686 sec)

14
M. Winkelhock
(ATS-BMW 4 t/c)
1 min 30.723 sec
11 (1 min. 37.319 sec)

2
T. Fabi
(Brabham-BMW 4t/c)
1 min 30.950 sec
44 (1 min 35.534 sec)

11
E. de Angelis
(Lotus-Renault V6 t/c)
1 min 31.173 sec
54 (1 min. 34.525 sec)

27
M. Alboreto
(Ferrari V6 t/c)
1 min 31.282 sec (T)
20 (1 min 36.053 sec)

5
J. Laffite
(Williams-Honda V6 t/c)
1 min. 32.600 sec
11 (1 min 38.517 sec)

25
F. Hesnault
(Ligier-Renault V6 t/c)
1 min 33.186 secs
(no time)

20
J. Cecotto
(Toleman-Hart 4 t/c)
1 min 35.568 sec
52 (1 min 38.208 sec)

4
S. Bellof
(Tyrrell-Cosworth V8)
1 min 36.059 sec
43 (1 min 36.095 sec)

9
P. Alliot
(RAM-Hart 4 t/c)
1 min 36.733 sec
47 (1 min 38.199 sec)

10
J. Palmer
(RAM-Hart 4 t/c)
1 min 37.262 sec
44 (1 min 37.472 sec)

7
A. Prost
(McLaren-Porsche V6t/c) (T)
1 min 28.628 sec (T)
50 (1 min 33.580 sec)

16
D. Warwick
(Renault V6 t/c)
1 min 29.682 sec
12 (1 min 36.000 sec)

28
R. Arnoux
(Ferrari V6 t/c)
1 min. 30.411 sec
44 (1 min 33.373 sec)

23
E. Cheever
(Alfa Romeo V8 t/c)
1 min 30.843 sec (T)
27 (1 min 35.849 sec)

22
R. Patrese
(Alfa Romeo V8 t/c)
1 min 31.163 sec
3 (1 min 39.389 sec)

*

15
P. Tambay
(Renault V6 t/c)
1 min 31.663 sec (T)
(no time)

17
M. Surer
(Arrows-BMW 4 t/c)
1 min 33.063 sec
25 (1 min 37.059 sec)

12
N. Mansell
(Lotus-Renault V6 t/c) (T)
1 min 34.477 sec
2 (1 min 41.622 sec)

18
T. Boutsen
(Arrows-Cosworth V8)
1 min 36.018 sec
52 (1 min 38.430 sec)

3
M. Brundle
(Tyrrell-Cosworth V8)
1 min 36.531 sec
38 (1 min 37.013 sec

21
M. Baldi
(Spirit-Hart 4 t/c)
1 min 36.916 sec
46 (1 min 39.404 sec)

30
J. Gartner
(Osella-Alfa Romeo V12)
1 min 38.948 sec
41 (1 min 40.949 sec)

Did not qualify:
24 P. Ghinzani (Osella-Alfa Romeo V8 t/c) 1 min 40.790 sec
19 A. Senna (Toleman-Hart 4 t/c) 1 min 41.585 sec
(T) Time: recorded in spare car.
(T) Car: spare car used for race.
NB Time in brackets is best lap in race.
Number in bold is lap on which recorded.
* Started from pit lane:
26 A. De Cesaris (Ligier-Renault V6 t/c) 1 min 31.256 sec
55 (1 min 34.415 sec)

looked as though the fighting Finn was going to do another heroic drive up through the field, as he had done in Zolder, but the Honda engine thought otherwise and died on him on the third lap due to an electrical fault and he walked back to the pits. By the fourth lap a pattern had formed, with Prost way out ahead and looking so fast and smooth it was almost boring to see, then came Piquet with Warwick close behind and looking confident enough to overtake when the time was ripe. A fair way back came the two Ferraris of Arnoux and Alboreto but the Italian public did not waste their efforts urging them on as it was clear that neither them could approach the flying Prost. T brave Winkelhock was hanging onto t Ferraris, but he was having to abuse brakes and it was not long before they beg to fade. The next group comprised Patres Lauda, de Angelis, Fabi and Brundle, t young Tyrrell driver doing a fantastic j with his obsolete Cosworth-powered c After two slow laps amongst the traffic at t back of the field Lauda now shook hims free and really stormed away, lappi appreciably faster than the leader, w wasn't hanging about. Two more cars h fallen by the wayside, Mansell's qui literally when a front brake disc mountin broke in two, which pitched the Lotus o into the gravel run-off area, and Patrese Alfa Romeo when electrical trouble stopp the engine.

Lauda zoomed up on the two Ferrari picked off Alboreto on lap 12 and Arnoux lap 13 and the crowds were stunned in total silence; this was unbelievable. T McLaren with its dreaded "*motore tedesch* and Lauda the traitor who had left Ferrari join ranks with Bernie Ecclestone, was no with the "*tedeschi*" and humiliating the pric of Maranello. As Lauda closed up Warwick the two Ferraris hung on grim and there was a sigh of embarrassed relief lap 16 when smoke came out of the back the TAG-sponsored Porsche engine an Lauda pulled off on the grass and his ra was over. Short and very sweet, but results. Alboreto was beginning to pressu his team-mate, so that was the moment f Arnoux to head for the pit lane for a new s of Goodyears and at the same time Warwic passed Piquet in order to get the remainin red car out of his mirrors, for you can neve underestimate a Ferrari. National prid made me want to cheer as Warwick move up into second place, but motor racin loyalties suppressed the cheer as Piquet wa back in third place and neither of the looked like approaching the leader. On should always be partisan or biased, but the moment it is all rather confusing and it hard to decide where one's loyalties lie. Th crowd knew full well where their loyaltie lay and as Alboreto headed up the pit lane the end of lap 24 the silence was deafening And he did not re-appear. One of th multitude of exhaust pipes had split, whic would not have been serious in the pre turbocharger days, but now it is fatal fo the turbine relies on all the exhaust gases t keep the compressor spinning, and any loss o exhaust pressure inevitably means loss o compressor pressure, so that was the end o Alboreto's race. Arnoux had rejoined th race in sixth place, just ahead of de Angeli in the sole remaining Lotus-Renault.

There was really very little to get excite about, Prost was droning away in the lead fast and unflurried, Warwick was in secon place but worried about his fue consumption, so was easing off on the rpm

and the boost-pressure, Piquet had his fingers crossed that his BMW engine would keep going, Fabi was a long way back in fourth place, followed by Arnoux, de Angelis, Winkelhock, de Cesaris and Brundle. The eager young man in the blue Tyrrell was going splendidly, a long way ahead of his German team-mate and about to lap the two RAM cars with their Hart turbo power. He was also ahead of the new Arrows with BMW turbo power, driven by the competent Marc Surer. Yes, Martin Brundle is a real trier. As half-way approached, de Angelis was into the pits for a new set of Goodyears and when he came out again, de Cesaris and Brundle had gone by, and Eddie Cheever had appeared on the scene. The tall American from Rome had been getting really stuck into the job after his disastrous first lap and his perseverance was paying off, he had caught and passed all the tail-end-Charlies and was now dealing with the mid-field runners, passing Bellof, Surer and Winkelhock in quick succession.

At exactly half distance 30 laps, Prost was into the pits, new Michelins were put on and he was away before Piquet and Warwick came into view, the Renault driver having reluctantly dropped back to third place. There was no emotion from the crowd, they were not very interested in McLaren, Marlboro, TAG, Porsche, Michelin, Ron Dennis, John Barnard, Hans Mezger or Alain Prost. Suddenly there was a brief ripple of excitement, Arnoux had actually passed a Brabham, but it was only Fabi, so the noise soon died down, though it did put Arnoux into fourth place. Fourth place! Ferraris are supposed to be in FIRST place, not fourth. On lap 40 there was another feeble cheer as Warwick let the Ferrari go by into third place, as he kept his eye on his fuel contents counter and gave up racing, resigning himself to cruising along on an economy run. His job wasn't helped by his gearchange baulking on the change from third to fourth, so he was missing out fourth gear and changing up into fifth from third. The crowd were not deceived, they knew that Arnoux was not catching the cars ahead and was only in third place because Warwick had let him go by. Brundle had to give way to the superior power of the Lotus-Renault of de Angelis, who regained one lost place, and though he caught up with de Cesaris in the Ligier-Renault there was nothing he could do about passing him. It seemed hard to believe that a Lotus 95T was no better than a Ligier JS23, for it certainly looks better, and they have the same "customer specification" Renault engines, so it must be the tyres, Goodyear against Michelin. It couldn't be the drivers, they are both Italian!

Brundle now had Cheever chasing after him, and Bellof had latched onto the Alfa Romeo's slip-stream for a tow, but the Kings Lynn lad was not giving up. We were now at two-thirds distance and the Tyrrell came up behind Palmer's RAM-Hart again, to lap it for the second time, but unfortunately caught it at the wrong point on the circuit and Brundle had to lift off and break his rhythm through a few corners. Palmer did nothing to help and poor Brundle was badly held up for six whole laps, which let Cheever and Bellof close up on him. He had been lapping 1½ seconds quicker than Palmer and was now forced to lose all the advantage he had built up. The Cosworth DFY did not have the power to run round the outside of the RAM-Hart on the long left-hander after the pits, but if Palmer had had the decency to move over to the right, the Tyrrell could have scuttled through on the inside. On the straight to the next corner, the Hart power kept the RAM ahead, so that the Tyrrell had no hope of out-braking it into the Tosa hairpin. This embarrassing situation went on for lap after lap and one wondered if Palmer was aware that Brundle was lapping him *for the second time*. On lap 47 Brundle was called into the pits to take on water-ballast and Cheever and Bellof went by in pursuit of the slow moving RAM-Hart, and while they were doing this Prost lapped the lot of them, Palmer for the third time and the other two for the first time.

At the end of lap 49 the crowd by the pits raised a small cheer, more from relief than anything else, for as Piquet lifted off and braked for the corners before the pit area a puff of white smoke came out of the back of the Brabham. As he opened up after the first corner a huge cloud of smoke belched from the back of the BMW engine and the reigning World Champion trickled in to the Brabham pits to retire. He had hardly stopped before Fabi appeared going slowly in the second Brabham, with a similar trail of smoke from a ruined turbocharger, and "little" Bernie headed off for his helicopter. Four races and not a single finish between the two Brabham drivers. It can only get better. This left a bewildered Arnoux in second place, but nobody was impressed, for Prost was miles ahead, the McLaren running superbly, its German engine running like a Swiss watch! There had been one anxious moment when a front brake, McLaren's own carbon-fibre design, had locked on momentarily as Prost was braking heavily downhill on lap 20 and he did a neat 360 degree spin without going off the road. Imperturbable as ever the little Frenchman carried on, keeping an eye open for a recurrence of the trouble, but it did not re-appear.

It was now all over and Derek Warwick would have loved to have got stuck in and done some racing, but his pit signals and his fuel contents gauge prevented it, and he even had to grit his teeth and let the battling Italians go by, de Cesaris still leading de Angelis. The Tyrrell pit called Bellof in for water ballast and as they did so Brundle's Cosworth engine died on him as his fuel pick-up system went on the blink, and he coasted to a stop out on the circuit. With five laps remaining, the unruffled Alain Prost lapped poor Warwick and, with two laps to go, de Cesaris pulled of the track, his Ligier-Renault out of petrol, which meant that de Angelis was now third. Prost set off on his last lap, followed by Arnoux's Ferrari and the Lotus of de Angelis, then Warwick, Cheever and Bellof, all a lap down. Prost completed the 60 laps to some feeble cheering, Arnoux did likewise to slightly louder cheers and the wave of a flag or two, and that was it. It was all over, and de Angelis was stationary on the far side of the circuit, his Lotus out of petrol. Warwick completed 59 laps, but Cheever did not appear, his Alfa Romeo also running out of petrol, so Bellof took fifth place, a position rightfully belonging to Martin Brundle.

If ever a race fizzled out at the end, the 1984 San Marino GP did, but perhaps this was reality and those previous races on the splendid Imola circuit didn't really happen. Racing in 1984 is for engineers and Research and Development departments more than ever before, and after this race there were a lot of furrowed brows and steely looking faces of English, French, German, Italian, Japanese and South African origin. D.S.J.

RESULTS

SAN MARINO GRAND Prix — Formula One — 60 laps — Autodromo di Imola — 5.040 kilometres per lap — 302.400 kilometres — Warm and overcast

1st	Alain Prost	(McLaren MP4/2-3) (T)	1 hr 36 min 53.679 sec — 187.254 kph
2nd	Rene Arnoux	(Ferrari 126C4/073)	1 hr 37 min 07.095 sec
3rd	Elio de Angelis	(Lotus 95T/3)	1 lap behind — (not running) — out of petrol
4th	Derek Warwick	(Renault RE50/04)	1 lap behind
5th	Stefan Bellof	(Tyrrell 012/1)	1 lap behind
6th	Thierry Boutsen	(Arrows A6/4)	1 lap behind
7th	Andrea de Cesaris	(Ligier JS23/04)	2 laps behind — (not running) — out of petrol
8th	Eddie Cheever	(Alfa Romeo 184T/04)	2 laps behind — (not running) — out of petrol
9th	Mauro Baldi	(Spirit 101/1B)	2 laps behind
10th	Jonathan Palmer	(RAM 02/02)	3 laps behind
11th	Martin Brundle	(Tyrrell 012/3)	5 laps behind — (not running) — fuel pick-up
12th	Philippe Alliot	(RAM 02/01)	retired on lap 54 — turbo failure
13th	Johnny Cecotto	(Toleman TG183B/03)	retired on lap 55 — turbo failure
14th	Nelson Piquet	(Brabham BT53/5)	retired on lap 49 — turbo failure
15th	Teo Fabi	(Brabham BT53/2)	retired on lap 49 — turbo failure
16th	Jo Gartner	(Osella FA1E/02)	retired on lap 47 — engine failure
17th	Marc Surer	(Arrows A7/1)	retired on lap 41 — engine trouble
18th	Manfred Winkelhock	(ATS-D7/1)	retired on lap 32 — engine trouble
19th	Michele Alboreto	(Ferrari 126C4/074)	retired on lap 24 — exhaust failure
20th	Niki Lauda	(McLaren MP4/2-1)	retired on lap 16 — engine failure
21st	Jacques Laffite	(Williams FW09/3)	retired on lap 12 — engine trouble
22nd	Riccardo Patrese	(Alfa Romeo 184T/02)	retired on lap 7 — engine trouble
23rd	Nigel Mansell	(Lotus 95T/1) (T)	retired on lap 3 — broken front brake mounting
24th	Keijo Rosberg	(Williams FW09/1) (T)	retired on lap 3 — engine trouble
25th	Patrick Tambay	(Renault RE50/05)	retired on lap 1 — accident with Cheever
26th	Francois Hesnault	(Ligier JS23/02)	retired on lap 1 — accident with Laffite

*NB. Mansell and Rosberg retired out on the circuit on lap 3: Rosberg was furthest round the lap but official results are given from the last time competitors passed the timing line.

Fastest Lap: Nelson Piquet (Brabham BT53/5) on lap 48 in 1 min 33.275 sec — 194.521 kph

26 starters — 11 finishers

French Grand Prix

Dijon May 20th

RETURNING to the tortuous Dijon-Prenois circuit for the first time since 1981, this year's edition of the French Grand Prix saw Niki Lauda deny the factory Renault Elf team another victory on home soil by taking his McLaren MP4/2 to a confident and convincing victory in the 79 lap race. For the McLaren International team it was another remarkable demonstration of the latest John Barnard-designed chassis and its Porsche-built V6 turbocharged engine: the fourth such success out of five races run so far this season. For Lauda, who drove with just the right blend of aggression to enhance his otherwise distinctively smooth style, the race marked his second victory this year — and his 21st since he first triumphed in a Championship Grand Prix at Jarama, almost 10 years ago to the week, at the wheel of a Ferrari 312B3.

Practice and qualifying at the French Grand Prix was ruined by the weather and those who had failed to produce their best on Friday were left floundering the following day as the heavens opened and most of central France disappeared under a gloomy blanket of torrential rain. Obviously hoping for a good showing on home soil, particularly in view of the much-publicised fuel consumption problems which has bugged its progress so far this season, the Renault team provided the focal point of most people's attention. Patrick Tambay also wanted to do particularly well after a series of disappointing outings, and he successfully took full opportunity of a gap in the traffic mid-way through the first qualifying session to throw pole position beyond the reach of his rivals with a 1 min 02.200 sec lap after which his RE50 suffered a major turbocharger failure which set light to the car's rear bodywork and left him stranded out on the circuit. On this occasion his English team-mate Derek Warwick seemed to be on the receiving end of the trouble, his regular race car suffering engine failure during Friday morning's untimed session which meant that he was consigned to the spare RE50 for the crucial dry timed qualifying session. Despite the cockpit not fitting him properly and the fact he didn't really feel "in the swing of things", he recorded a 1 min 3.540 sec which was good enough for seventh overall.

Although it was to be McLaren who would challenge Renault once the race got under way, Team Lotus's Renault-engined 95Ts proved highly competitive during qualifying, Elio de Angelis setting what was the fastest time of 1 min 2.336 sec before Tambay pipped him for pole position. De Angelis was confident that he could wrest fastest time back from the Frenchman, but on his second set of qualifying tyres he found himself on the dusty outside line of a fast corner when he moved over to avoid Alboreto's slow Ferrari C4. De Angelis braked hard to avoid an incident, and any chance of improvement was lost.

The Lotus 95Ts both sported slightly revised rear aerofoils at Dijon, helping them to achieve impressively fast straight line speed figures through the timing trap by the start / finish line. Nigel Mansell demonstrated notably confident form and although a half-spin cost him what he thought might be a front row qualifying position, he finally ended up sixth on 1 min 3.200 sec and then impressed everybody by being comfortably fastest in the pouring rain on Saturday afternoon, demonstrating his bravery and the effectiveness of Goodyear's wet weather rubber at one and the same time.

World Champion Nelson Piquet is getting a little restless after a spate of turbocharger failures on his Brabham BT53's BMW engines during the first few races of the year and the Munich company has been working hard in conjunction with the KKK organisation (which supplies the turbos) to improve the situation. There was another revised turbocharger design for Dijon and although Piquet's BT53 had to have a quick engine change immediately prior to first qualifying, he nipped smartly round in 1 min 2.806 sec to claim third position on the grid. The car was good, but not splendid, in his view. His team-mate Teo Fabi, who always seems to be cast in a very definite number two role, had suffered with a turbo failure in his car during the untimed session and was only allowed into Piquet's BT3 in the closing minutes of the first qualifying hour. Despite getting tangled up quite badly in traffic, the unobtrusive little Italian did a 1 min 6.370 sec on what amounted to his only quick flying lap. Quite good under the circumstances.

The McLaren International team appeared with three cars as usual, Imola winner Prost going back into his original MP4/2-2 after the problems he had experienced during practice for the San Marino Grand Prix had been rectified. He managed to qualify a satisfied fourth at Dijon before his Porsche-built engine failed during his second run on soft Michelins. Team-mate Niki Lauda suffered similar failures with both his own and the spare car, winding up a very disappointed ninth quickest on 1m 4.419 sec. A batch of freshly prepared engines was flown in from Porsche's Weissach base in time to be fitted for the cars for race day: clearly, as it was to be seen, these fresh engines had done the trick!

While the McLarens both rolled round Dijon as if they were on rails, the aura of smoothness and security enhanced by the tidy driving styles of Prost and Lauda, the Williams FW09s twitched and lurched from lock to lock. Team leader Keijo Rosberg wasn't unduly impressed with the revised front suspension geometry available at this race and his effort at qualifying fourth on min 2.908 sec was a reflection of h dauntless enthusiasm — not the car handling characteristics. Whatever seeme to be changed on the FW09, the abidin characteristic appeared to be understeer, time-consuming handling quirk on a circu with as many fast corners as this. Jacque Laffite managed to qualify 12th, just behin the two Ferrari 126C4s of Michele Alboret and René Arnoux.

The Maranello team appeared at Dijo with four cars, two sporting the late specification engines (as described in Not

STARTING GRID ↑

	15 P. Tambay *(Renault V6 t/c)* 1 min 02.200 sec **54** (1 min 06.876 sec)	
11 E. de Angelis *(Lotus-Renault V6 t/c)* 1 min 02.336 sec **70** (1 min 08.608 sec)		1 N. Piquet *(Brabham-BMW 4 t/c)* 1 min 02.806 sec **11** (1 min 09.186 sec)
6 K. Rosberg *(Williams-Honda V6 t/c)* 1 min 02.908 sec **76** (1 min 07.490 sec)		7 A. Prost *(McLaren-Porsche V6 t/c)* 1 min 02.982 sec **59** (1 min 05.257 sec)
12 N. Mansell *(Lotus-Renault V6 t/c)* 1 min 03.200 sec **77** (1 min 07.448 sec)		16 D. Warwick *(Renault V6 t/c)* 1 min 03.540 sec **51** (1 min 07.293 sec)
14 M. Winkelhock *(ATS-BMW 4 t/c)* 1 min 03.865 sec **5** (1 min 11.394 sec)		8 N. Lauda *(McLaren-Porsche V6 t/c)* 1 min 04.419 sec **59** (1 min 06.100 sec)
27 M. Alboreto *(Ferrari V6 t/c)* 1 min 04.459 sec **31** (1 min 08.400 sec)		28 R. Arnoux *(Ferrari V6 t/c)* 1 min 04.917 sec **67** (1 min 07.287 sec)
5 J. Laffite *(Williams-Honda V6 t/c)* 1 min 05.410 sec **64** (1 min 07.861 sec)		19 A. Senna *(Toleman-Hart 4 t/c)* 1 min 05.744 sec **32** (1 min 10.100 sec)
18 T. Boutsen *(Arrows-BMW 4 t/c)* 1 min 05.972 sec **73** (1 min 09.177 sec)		22 R. Patrese *(Alfa Romeo V8 t/c)* 1 min 06.172 sec **10** (1 min 11.047 sec)
23 E. Cheever *(Alfa Romeo V8 t/c)* 1 min 06.281 sec **42** (1 min 10.253 sec)		2 T. Fabi *(Brabham-BMW 4 t/c)* 1 min 06.370 sec **61** (1 min 07.838 sec)
20 J. Cecotto *(Toleman-Hart 4 t/c)* 1 min 08.189 sec **21** (1 min 10.999 sec)		17 M. Surer *(Arrows-Cosworth V8)* 1 min 08.457 sec **25** (1 min 11.783 sec)
4 S. Bellof *(Tyrrell-Cosworth V8)* 1 min 08.608 sec **10** (1 min 11.156 sec)		10 J. Palmer *(RAM-Hart 4 t/c)* 1 min 09.047 sec **31** (1 min 13.713 sec)
9 P. Alliot *(RAM-Hart 4 t/c)* 1 min 09.447 sec **4** (1 min 13.476 sec)		3 M. Brundle *(Tyrrell-Cosworth V8)* 1 min 09.554 sec **36** (1 min 10.471 sec)
21 M. Baldi *(Spirit-Hart 4 t/c)* 1 min 09.629 sec **41** (1 min 10.692 sec)		24 P. Ghinzani *(Osella-Alfa Romeo V8 t/c)* 1 min 11.625 sec **44** (1 min 11.179 sec)
26 A. De Cesaris *(Ligier-Renault V6 t/c)* 1 min 22.388 sec **77** (1 min 09.779 sec)		

Did not start:
F. Hesnault (Ligier-Renault V6 t/c), 1 min 05.744 sec. Withdrawn to allow team-mate, A. De Cesaris, to start after De Cesaris' dry practice times had been disallowed due to his fire extinguisher bottle being empty.

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

on the Cars from Imola) and revised front and rear suspension geometry, while the two spare cars had earlier exhaust systems and the original C4 suspension layout. Both drivers found that lack of grip hampered their performance out of the tighter corners and, although the Italian machines were quick on the straight, there was a predominant air of confused annoyance that the team hadn't been able to reproduce the Ferrari form demonstrated some convincingly at Zolder during the Belgian Grand Prix.

The second half of the grid held few surprises, although the new Toleman TG184 driven by Senna (now on Michelin tyres) did well to qualify 13th, a feat which humbled the Alfa Romeo drivers who both lined up behind the young Brazilian driver. Arrows fielded only one BMW-engined car, it being Boutsen's turn to drive it again and Ligier's sole runner was Andrea de Cesaris in 26th and last position. The Italian's dry weather qualifying time was disallowed after post-practice scutineering had revealed the JS23's on-board fire extinguisher bottle to be empty. The net result of this was that Ligier chose to withdraw Francois Hesnault, who had qualified very respectably in the middle of the grid for his first home Grand Prix in order that de Cesaris be allowed in as 26th qualifier. Most people thought this was a rather illogical course of action to take, particularly as Hesnault excelled in the pouring rain to be third fastest behind the Lotus twins in the second qualifying session.

Race day dawned bright and sunny, but the weather turned sour and overcast by the time the grid formed up, but at least everybody managed to get away cleanly on this occasion. Tambay's clutch slipped badly as he moved off and, for a second, it looked as though he would be engulfed by the pack. However he just managed to squeeze out de Angelis and Piquet to get to the first corner in the lead and for the first few laps eased way from the Italian Lotus driver and his team-mate Nigel Mansell who had made a splendid start.

To the vociferous approval of the crowd, Tambay kept the Renault convincingly in the lead for the first half of the race, enjoying a relatively easy time when the Lotuses were immediately behind him but coming under more severe pressure as the McLarens of Prost and Lauda carved their way through the field into contention. Prost was the first to challenge Tambay, getting right up with him on lap 20 before stopping at the pits after the left front wheel began to work loose, a vibration possibly beginning to unlock the wheel securing nut. Prost was later to climb back to fourth place before stopping again with a similar problem, finally finishing seventh.

Lauda's challenge to the Renault's dominance was far more effective, the Austrian eventually nipping through to take the lead when fading brakes caused Tambay to run wide under braking for a tight left-hander. Both cars were destined to make routine stops for fresh tyres, Tambay pulling in on lap 44 and not losing second place. Lauda made his stop ten laps later and Tambay re-took the lead while the McLaren was in the pits, making it a straight race between the Frenchman and the Austrian to the finish. But the Renault was no match for the McLaren and Lauda hauled back Tambay's advantage, going into the lead for good on lap 63 and holding on ahead until the chequered flag.

Tambay's team-mate Derek Warwick was up to fourth place, challenging Mansell, when he tripped over Surer's Arrows while the two Englismen were lapping the Cosworth-engined car. Warwick vaulted over the slower competitor and crashed quite heavily into the catch fencing, his legs being quite badly bruised as a broken suspension arm thrust its way through the Renault's footwell. Surer, largely innocent in this unfortunate matter, was also eliminated from the contest.

Mansell was thus able to run home a comfortable third, pursued across the line by René Arnoux, the Frenchman rather disappointed that his Ferrari's lack of grip had prevented him from contesting the leading positions. Team-mate Alboreto had briefly run ahead of him during the opening stages of the race, but a spin dropped him back behind Arnoux and he eventually retired with a broken engine.

Elio de Angelis, who took the spare Lotus 95T after suffering an engine failure in the race morning warm-up session, was the last unlapped runner in fifth place while Rosberg's Williams understeered its way home sixth, its driver pretty unhappy about the outcome of the whole affair.

Others running at the finish included the gallant Prost, Laffite's Williams, Teo Fabi's Brabham BT53 (Piquet's had suffered *another* spectacular turbocharger failure after running with the leaders early in the race), de Cesaris's Ligier, Boutsen's Arrows (which suffered turbo failure as it came up to take the chequered flag), Martin Brundle's Tyrrell (which had made an extra pit stop when the young Englishman mis-read a pit signal intended for somebody else!) Ghinzani's Osella and Jonathan Palmer's Hart-engined RAM.

Both Alfa Romeos failed to finish, Patrese succumbing to engine failure and Cheever spinning off after stopping for fresh tyres and a new rear aerofoil to be fitted (the first one flew apart on the main straight!), while turbocharger malfunctions also claimed the two Tolemans, Senna having performed very creditably up until the time of his retirement.

It was certainly the most exciting race of the season and one which indicated that the McLaren International team is going to be hard to beat in the contest for the Constructors' Championship. For Ferrari, Williams, Brabham, Renault and others there are quite clearly some serious technical lessons still to be learnt. — A.H.

RESULTS

FRENCH GRAND PRIX — Formula One — 79 laps — Dijon-Prenois — 3.800 kilometres per lap — 307.072 kilometres — Dull and Overcast

1st	Niki Lauda	(McLaren MP4/2-1)	1 hr 31 min 11.951 sec — 202.023 kph
2nd	Patrick Tambay	(Renault RE 50/5)	1 hr 31 min 19.105 sec
3rd	Nigel Mansell	(Lotus 95T/3)	1 hr 31 min 35.920 sec
4th	René Arnoux	(Ferrari 126 C4/073)	1 hr 31 min 55.657 sec
5th	Elio de Angelis	(Lotus 95T/4)	1 hr 32 min 18.076 sec
6th	Keijo Rosberg	(Williams FW09/5)	1 lap behind
7th	Alain Prost	(McLaren MP4/2-2)	1 lap behind
8th	Jacques Lafitte	(Williams FW09/3)	1 lap behind
9th	Teo Fabi	(Brabham BT53/2)	1 lap behind
10th	Andrea de Cesaris	(Ligier JS23/4)	2 laps behind
11th	Thierry Boutsen	(Arrows A7/2)	2 laps behind
12th	Martin Brundle	(Tyrrell 012/3)	3 laps behind
13th	Piercarlo Ghinzani	(Osella FA1F/02)	5 laps behind
14th	Jonathan Palmer	(RAM 02/2)	7 laps behind
15th	Mauro Baldi	(Spirit 101/1B)	retired on lap 62 — blown engine
16th	Derek Warwick	(Renault RE50/4)	retired on lap 54 — accident with Surer
17th	Marc Surer	(Arrows A6/4)	retired on lap 52 — accident with Warwick
18th	Eddie Cheever	(Alfa Romeo 184T/03)	retired on lap 52 — spun off
19th	Ayrton Senna	(Toleman TG184T/2)	retired on lap 36 — turbo failure
20th	Michele Alboreto	(Ferrari 126 C4/074)	retired on lap 34 — engine failure
21st	Johnny Cecotto	(Toleman TG184/1)	retired on lap 23 — turbo failure
22nd	Riccardo Patrese	(Alfa Romeo 184T/02)	retired on lap 16 — engine failure
23rd	Nelson Piquet	(Brabham BT53/5)	retired on lap 12 — turbo failure
24th	Stefan Bellof	(Tyrrell 012/4)	retired on lap 11 — apparent transmission problem
25th	Manfred Winkelhock	(ATS D7/1)	retired on lap 6 — clutch
26th	Philippe Alliot	(RAM 02/1)	retired on lap 5 — engine cut

Fastest lap: Alain Prost (McLaren MP4/2-2) on lap 59 in 1 min 05.257 sec — 214.432 kph

26 starters — 14 finishers

Piquant Prenois Pieces

Marlboro / TAG / McLaren / Porsche / Lauda / Prost / Barnard / Dennis / Mezger / Ojeh / Hercules / Michelin may be an International mouthful, but four wins out of five races cannot be ignored. It looks like all the ingredients in the International pie are spot on.

* * *

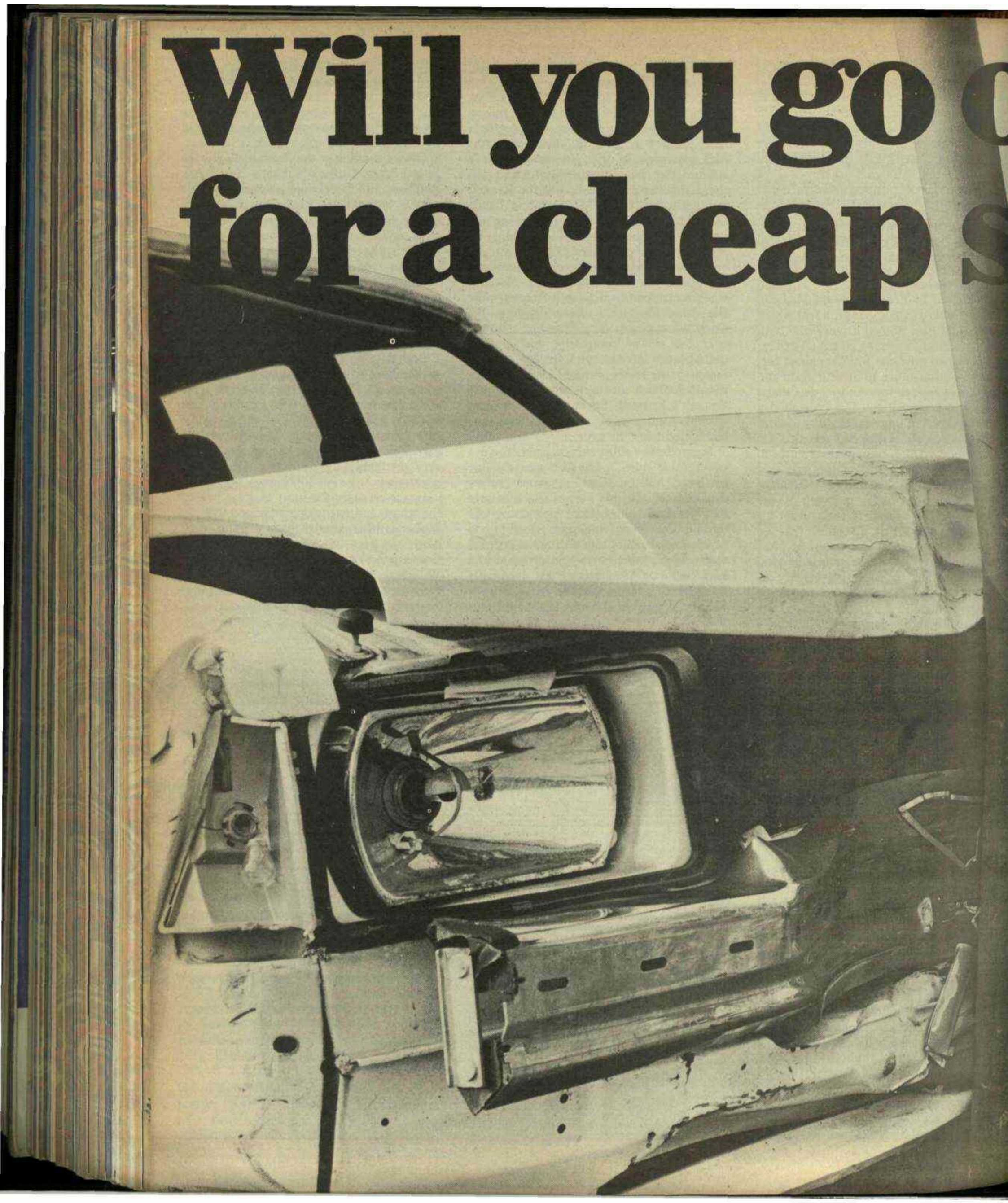
The Renault and Williams teams both use pits to cockpit radio contact.

The dead hand of commercial interests hovered in the background. Certain flags that might have been visible on TV screens had to be taken down "by order". Unless, of course, the right amount of money changed hands — the right hands, naturally.

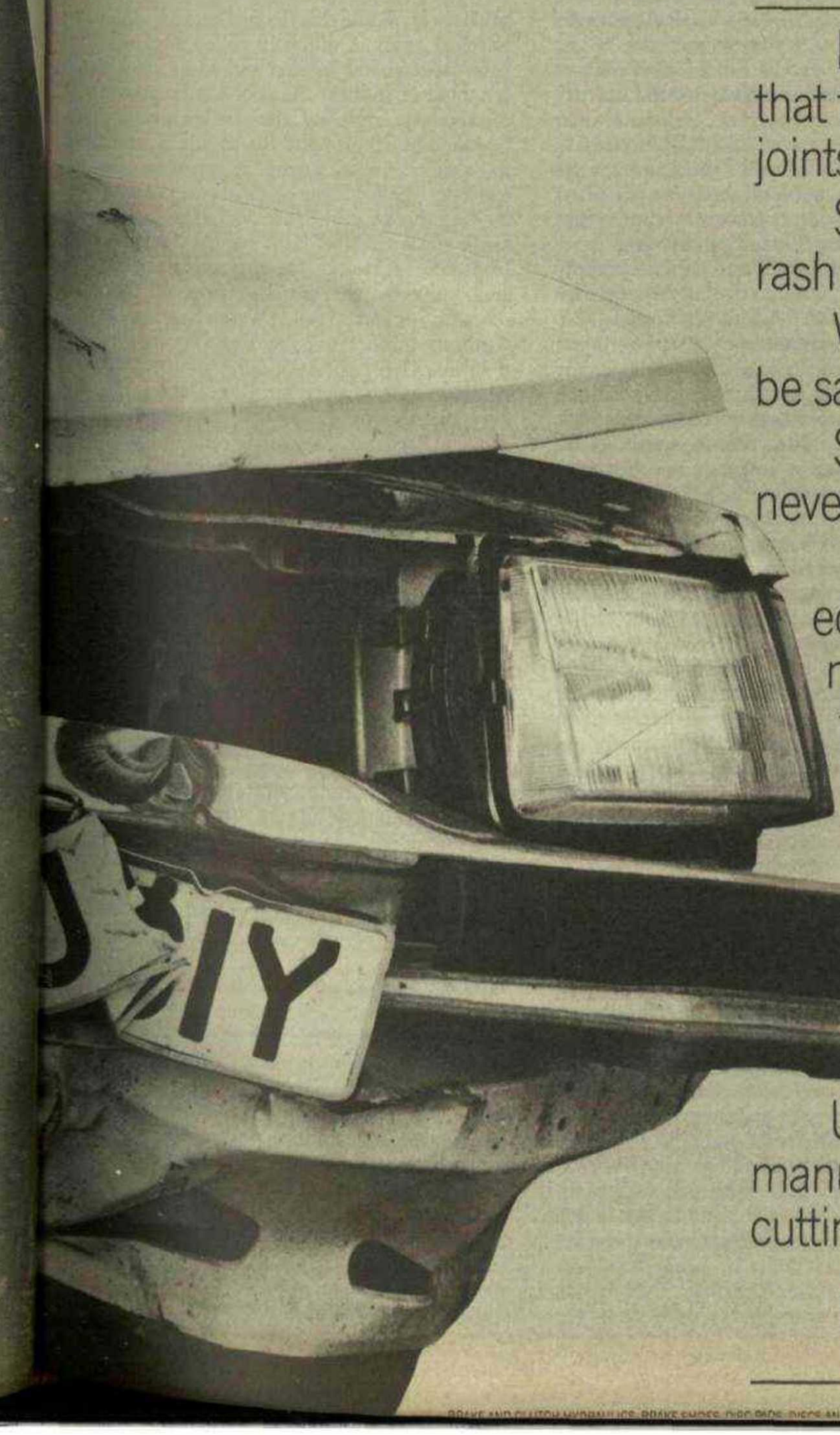
* * *

Surprisingly, in view of the long uphill straight, fuel consumption was of no consequence and nobody had to "pussy-foot" and nobody ran out of petrol.

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Notes on the Cars at Zolder and Imola

WITH the Belgian GP and the San Marino GP on successive weekends (April 29th and May 6th) there was precious little time for anyone to return to base between the races so most of the teams set off for Belgium with sufficient equipment for the two weeks. Europe based teams like Ferrari were at a big advantage and the Maranello team were back home by the Monday lunch-time after the Belgian race; the cars were stripped down, inspected and rebuilt with fresh engines and gearboxes and were out on test at Fiorano on Wednesday and arrived at Imola on Thursday. Other teams had to drive direct from Belgium to Italy and do all their overhaul and preparation in the Imola Autodromo pits workshops, which have excellent facilities, but not quite the same as being at home in your own workshops. Renault were able to return to base, as were the BMW-M Power group with their van-load of engines and the Porsche facilities at Weissach were readily available for the power units of the McLaren cars.

Brabham: Three complete cars and three half-cars. The three complete cars were BT53/5 (Piquet), BT53/2 temporarily disguised as BT53/6 (Fabi) and BT53/3 (spare). Although these sleek Gordon Murray designed cars look the same to the casual or unobservant glance as the BT52 model of last year, they are really all-new based around a lengthened monocoque of carbon-fibre-composite (CFC) to take a 220-litre fuel bag, as last year's "sprint" cars only held 195 litres. During the redesign of all the components the control point for the "onboard" jacking system has been moved from the rear of the car to the front of the car, so that the driver can drive into the air-line probe rather like a jet-fighter latching on to an air-borne tanker. The rear air jacks were moved further out-board, to points on the rear of the hub carriers. BMW revised the layout of its enormous single KKK turbo-charger unit on the left of the engine, moving it rearwards with the inlet just forward of the left rear wheel. The Behr air-to-air intercooler on the left and the combined oil and water radiator on the right were both repositioned and moved forwards with front entries and top exits as opposed to the side entries used last year. The spare car (or T-car) is 53/3 and during testing and qualifying it is built up with carbon-fibre brake discs and pads and minus superfluous equipment such as the "on board" jacking system, so that it is essentially a super-light, short-distance "sprint car" to be used by Nelson Piquet in his quest for pole-position on the grid. Important, not only for the morale of the team, the pleasure of the sponsors and the benefit of the driver, but also for the finances of the team, for part of the complicated method by which FOCA share out the money involves grid position and to have the reigning World Champion on pole position is worth enough money to keep a team like RAM or Spirit in business for a long while. It costs BMW and the Brabham team a lot of money to try for the big qualifying prize, but with Nelson Piquet in the cockpit it is well worth the gamble.

Apart from every conceivable spare part being carried, and an unlimited supply of M-power from Munich, each unit in its own transport box, the team have a complete rear half of a car for each complete car, this half being complete from the monocoque rear bulkhead backwards. This means engine and all its radiators and accessories, gearbox, rear suspension, hubs, brakes, piping, wiring, catch tanks, in fact everything except the rear aerofoil, the wheels and tyres. These complete packages are mounted on trestles at the back of the pits workshops and in Zolder each car had its spare half standing ready behind it. Very impressive. Under normal conditions when everything is running smoothly Piquet has the use of BT53/5 and BT53/3 and Fabi has BT53/2. On race day all three cars are fitted with steel brake discs and are so similar that it is difficult to tell one from another.

Tyrrell: The team's three cars are simply marked 012/1, 012/2 and 012/3 and are powered by last year's Cosworth DFY engines, recognisable by their ribbed cam-box covers. As a Cosworth engine complete weighs less than a turbo-charged 1½ litre engine with all its accessories such as turbo unit, intercoolers, manifolding, larger water and oil radiators and electrical management systems, it is possible to build a simple car like the Tyrrell 012 to an all-up weight which is below the 540 kgs bottom limit. The Tyrrell cars have a water bag behind the driving seat and if the car scales 520 kgs then 20 kgs of water can be put in the bag to bring it up to weight. If it weighs 500 kgs then 40 kgs of water can be added (about 8 gallons) and as cars are not checked for weight until the end of a race it is possible to run the race under the minimum weight limit, stop in the closing laps and take on water, and pass the weight check at the end of the race. Please don't ask why FISA don't weigh cars before the race! Tyrrell team drivers are both new to Formula One and both show very good promise; Martin Brundle uses 012/3 which is blue and Stefan Bellof uses 012/1 which is black with various coloured stripes over it, all to do with Bellof's sponsor Merado. The spare car, which is blue, is 012/2 and Bellof used this car in Brazil and South Africa when 012/1 was the team spare.

Williams: Powered by the Honda, the FW09 series of cars appeared briefly at the end of the 1983 season and this year three new cars were built; they are FW09/3, FW09/4 and FW09/5. The first two are the cars intended to race (Laffite in No. 3 and Rosberg in No. 4) and the third is the spare for Rosberg as well as being used for experimental work. At Zolder it carried an experimental car-to-pits radio system and was fitted with a water-to-air intercooler system designed and built by Williams Engineering in place of the Behr air-to-air intercoolers on the other cars. In the first two events Rosberg tried the T-car and was convinced there was something basically wrong with it in the way it responded to adjustments. It was the same at Zolder, so after the end of practice a total rebuild of the car took place using FW09/1 and FW09/5 disappeared into limbo!

Last year the Williams pits were flanked by a Union Jack and the flag of Saudi Arabia. This year the pits wave the Union Jack and the flag of Japan, while the Saudi Arabian flag flies from the cab of the Leyland transporter behind the pits.

McLaren: While the Ron Dennis / John Barnard team is officially called McLaren International and the red and white colours are those of sponsor Marlboro International the cigarette company, the cars are meant to be called Marlboros and the engine is meant to be called a TAG Turbo. In actual fact the team derives from the original team created by the sadly-missed Bruce McLaren and the car is designed and built by the McLaren International team. The engine is designed and built by the Porsche firm at their research centre at Weissach as a customer-project for the firm Techniques d'Avant Garde (TAG) who sponsor the whole engine project for Ron Dennis. To keep the designers happy the car should be called a Barnard / Mezger Special, for John Barnard's delicate touch with a pencil can be seen throughout the chassis, suspension, body and aerodynamic design, his detail work being a close rival to that of Gordon Murray, while Hans Mezger who is the Porsche engineer in charge of the engine design has an artistry of his own, unseen inside the 80-degree V6 turbo-charged 1½-litre unit. That Barnard and his team work in close co-operation with Mezger and his team is self-evident in the end result. The McLaren-Porsche, Marlboro-TAG, B/M Special, or Dennis / Ojeh Special whatever you care to call it, is one of those complete cars to be admired from any angle. It is one of the standards by which to judge Grand Prix design, and standards are very high these days. The team's driver line-up is also very high by today's standards; Alain Prost and Niki Lauda can face up to anyone.

The three cars in use are MP4/2-1, MP4/2-2 and MP4/2-3, the last figure being the actual chassis / monocoque number, the 4 being the fourth Project of Ron Dennis and /2 is the turbo project. Basically Prost uses number 2, Lauda uses number 1 and the spare car is number 3. Some idea of the equality of preparation of the three team cars was clearly shown in South Africa when Prost had to take the spare car a matter of seconds before the start and proceeded to drive right through the field to finish second to his team-mate. His race-car had refused to restart on the grid due to a valve in the fuel system sticking shut due to the

artificially induced low temperature of the petrol. Prost also raced the T-car at Imola, this time from choice.

RAM: John McDonald's small team, run in partnership with his friend Mike Ralph (hence Ralph And McDonald — RAM) stemmed from a deal made with Robin Herd of March Engineering of Bicester to run a Formula One team of March cars as a semi-works effort. Gradually the cars became less March and more RAM and by the time the 1984 project was started the RAM team was independent. Last year they used Cosworth power but this year became customers for the Brian Hart 4-cylinder 415T turbo-charged all-alloy mono-bloc engines, using Holset turbo-chargers. The team started the season with one brand new car and one of last year's cars redesigned to take the Hart engine. French driver Philippe Alliot had the new car and Englishman Jonathan Palmer had the hybrid car for the first two races. For Zolder a second 1984 car was completed and Palmer gave it its début and used it again at Imola.

Lotus: This is another complex team that we all know and admire as Lotus, a name synonymous with Colin Chapman and it always will be. However, financial and other interests would have us call the cars by all manner of other names such as John Player Specials, until the cigarette company pulled out for a brief spell, during which the cars changed colour and name, but underneath were still Lotus cars inspired by Colin Chapman. Today the cars are still Lotus cars, inspired since Colin's sudden and tragic death, by the Frenchman Gerard Ducarouge whose knowledge has been gained from long first-hand experience with Matra, Ligier and Alfa Romeo, of how *not* to go motor racing. Just as Black and Gold has become the hall-mark of some of the best advertising in the past decade, and looks like continuing, those colours have become synonymous with the cars from Hethel.

The team are now in their second year of their association with Renault for the use of the French V6 turbo-charged engine and the 1984 cars, designated 95T are logical developments of the hastily-built 94T model of last season. There are three cars in use at present, 95T/3 for Elio de Angelis, 95T/2 for Nigel Mansell and 95T/1 as the communal spare car. It had been hoped to get 95T/4 finished in time for Imola, but it was not to be.

ATS: This small German-owned, England-based team continue on from last year with their neat CFC monocoque and "customer" BMW turbo-engine that seems to have equal power to the Brabham works engines under normal circumstances and there is no lack of bravery from the ATS driver Manfred Winkelhock. Normally they race their D7 model and have the old D6 model as the spare car and test-car.

Renault: The racing team of the mighty French automobile manufacturer is a self-contained entity within the Regie-Renault empire and started the season with a new set of standards as regards cars and drivers. The RE50 series cars are based on a CFC single-piece monocoque and the V6 Gordini-Renault engine has been totally redesigned with alloy block in place of the delicate cast-iron one but follows all the well-tried principles of the previous 90-degree V6 turbo-charged engine, except that the German KKK turbo-chargers have been replaced by American Garrett-AiResearch units. The underside of the RE50 sweeps upwards at the rear into two long tunnels that extend rearwards beyond the end of the gearbox. Into these tunnels are fed the exhaust pipes from the turbines, the single outlet from each unit dividing into two large diameter tail pipes and alongside each pair is the smaller tail pipe from the boost-control valve. (On the Lotus engines there are still three exhaust pipes to each turbine.) On the instrument panel of the RE50 is a digital counter that indicates the number of litres left in the petrol tank and there is a radio contact between the driver and the pits, the driver's helmet having integral microphone and ear-receivers with the system plugged into a snap connector on the side of the helmet. Behind one of the steering wheel spokes is a contact lever operated by a finger for contacting the pits receiver, where an engineer is in constant touch if needed. During a race the driver can either ask for petrol tank calculated contents figure and check with his digital read-out, or he can receive a visual reading on his pit signal board. If the pit indicates 75 and his instrument reads 75 all is well, but if his instrument reads 65 it is time to ease off on the throttle on acceleration, or turn down the boost control. It is up to the driver to match his instrument to the figure given by the engineers in the pits. If his reading is higher he is free to go on using everything the engine will give.

1984 saw the Renault team start afresh with two new drivers of known quality. Patrick Tambay had proved himself with the Ferrari team and Derek Warwick had shown his potential with the Toleman team. They started with three new cars in Brazil, RE50/04 (Warwick), RE50/03 (Tambay) and RE50/02 (T-car), the original RE50 having done all the winter test work. For Zolder and Imola there was a brand new car for Tambay (RE50/05) and RE50/03 became the spare. The team still do not consider it necessary to have two spare cars at a race. For a short time Warwick tested some new carbon-fibre brake discs and pads at Zolder but they were not used for the race.

Arrows: This small team from Milton Keynes run by Rees and Oliver formulated ambitious plans for the supply of BMW turbo-charged engines, maintained by the Swiss engine man Heini Mader and Zolder saw their first appearance with M-Power the new A7 car. For the first two races the Arrows driver Marc Surer and Thierry Boutsen used last year's A6 Cosworth powered cars, but in Belguin there were two BMW-powered cars, A7/1 which had done some testing and A7/2 which was new. In deference to the Belgian driver and his sponsors the team put both A7s at Boutsen's disposal, though only A7/2 was required, the first car remaining in the garage. Surer had two Cosworth powered cars for his use, A6/4 which he actually owns, having bought it from the team at the end of last season, and A6/2. At Imola the positions were reversed, Surer having the BMW-powered A7 cars and Boutsen the Cosworth powered A6 cars.

Toleman-Hart: Although the new TG184 has been out on test it was not due to race before the French GP so Senna and Cecotto had three of last year's cars for the Belgian and Italian races. The young Brazilian newcomer had TG183B/05 and the Venezualan ex-motor cycle racer had TG183B/03. At Imola there was an embarrassing hiatus when a message came through from the Toleman Group head-quarters in Brentwood, Essex, saying "do not run the cars." There was some difference of opinion between the Toleman management and the Pirelli company who supply the team with tyres and money. The upshot was that Senna and Cecotto missed the first day of practice and qualifying. On Saturday Senna was a comfortable twentieth in the morning test-session but struck trouble in qualifying and he failed to make the grid. The end result of the mysterious messages from Brentwood was that the Toleman / Pirelli partnership was terminated after the Imola race.

Spirit: The Gordon Coppuck / John Wickham team are running on a very tight budget at the moment with their Italian driver Mauro Baldi drumming up advertising money on a race-by-race basis. Consequently activity is on a pretty low-level and they field two virtually idential cars powered by Hart turbo-charged engines, one as a race car and the other as a stand-by to ensure that they are always able to participate. The first 1984 car was built from the bones of the Honda engined project of last year, this being 101/1B which was used in Brazil and South Africa, when it was painted red. By Zolder its colour was changed to white and it was accompanied by a brand new car 101/2B. On the first practice day at Zolder the Hart engine in the first car gave trouble so the team had to use the brand new and un-tested car, which took some time to sort out. After that things ran more smoothly and they were able to adhere to the basic plan of using 101/1B all the time and keeping 101/2B in reserve for emergencies.

Alfa Romeo: It is a little difficult to take seriously an Italian car with such a famous name when it is painted green. Alfa Romeo are only in Grand Prix racing by reason of Signor Pavanello running the team under his own banner of Euroracing and he needs

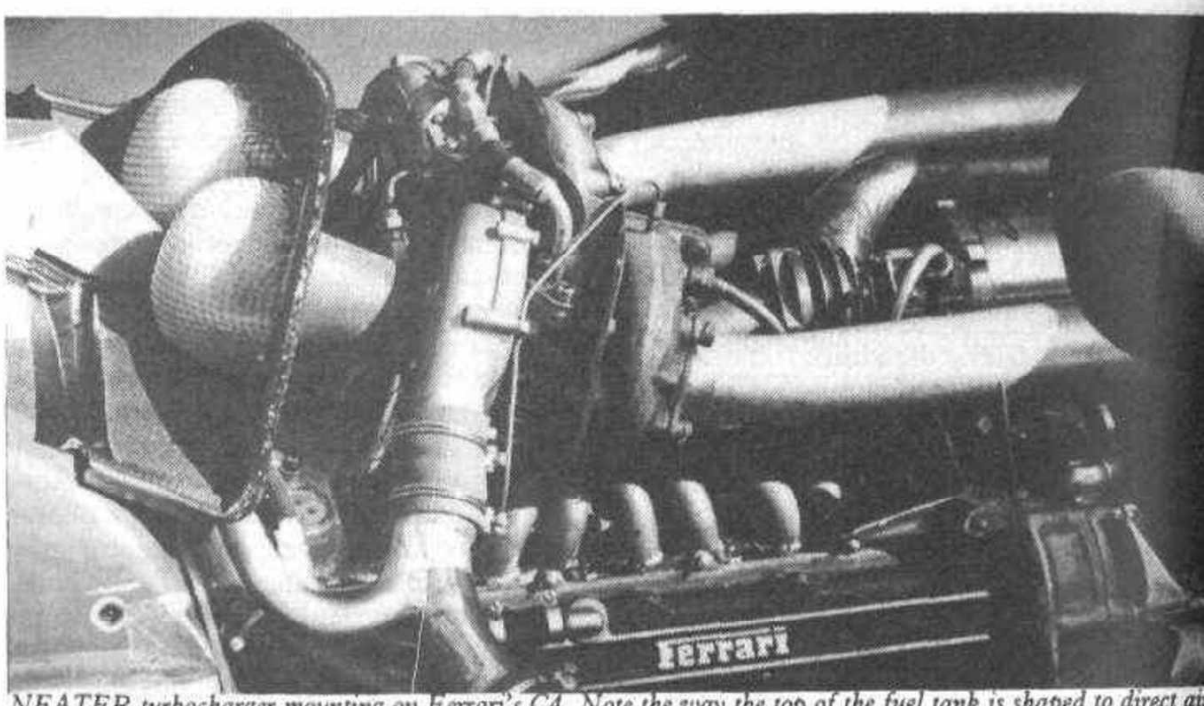
money to keep the team afloat and this money comes from Benetton the Italian knitwear manufacturers and their image is green and black, hence the green Alfa Romeo cars. The 1984 cars are based on a CFC monocoque made in England and power comes from the compact little 1½-litre V8 turbo-charged Alfa Romeo engine. They started the season with two new cars, for Patrese and Cheever, neither of whom are natural "front runners" while Prost, Piquet, Arnoux and Alboreto are around, and one of last year's 183T cars was taken along as the spare car. In Zolder the team came up to full-strength with a brand new 184T car which Cheever took over, this being 184T/3, and 184T/1 became the "muletto" or spare car. Patrese retained 184T/2. The situation remained stable at Imola.

Osella: The team's first car with Alfa Romeo V8 turbo-charged power was totally destroyed in South Africa and a brand new one appeared at Zolder. Although the first car was in the nature of a prototype built around a 1983 Euroracing Alfa chassis, the new car was designated FA/1F/02 and has a similar design of monocoque to last year's Alfa Romeos. This car is driven by Piercarlo Ghinzani and at Imola he was joined by the Austrian driver Jo Gartner in one of the 1983 Osella cars designed by Tony Southgate and using a 3-litre unblown V12 Alfa Romeo engine, chassis FA/1E/02.

Ligier: Like Team Lotus this French team, owned by Guy Ligier, depends on the Regie-Renault for its power and they also have resident Renault engineers and mechanics to look after the turbo-charged V6 engines. A brand new car appeared at Zolder, for the use of Andrea de Cesaris, the top half of the engine cover and rear aerofoil being painted red in recognition of his Italian nationality, the overall colour scheme of red, white and blue being rather confusing; this was JS23/04. The French newcomer Francois Hesnault retained JS23/02 and either the original prototype car (JS23/01) or JS23/03 are retained as spares, only three cars being taken to a race.

Ferrari: One thing that the Scuderia Ferrari is never short of is material, in the shape of cars, engines, gearboxes, suspensions, aerodynamic appendages and so on. Such material seems to be top priority at Maranello or Fiorano, and why not, for without it you will never win races and that is the sole reason Enzo Ferrari is in racing.

The team started the season with three brand new C4 models, and at Zolder a fourth one appeared; they also restarted their engine numbering system for the redesigned 1984 engine and the new car, 126C4/074 arrived with engine number 12 installed. While the CFC monocoque on the C4 is similar to that of the C3 the redesigned engine has a smaller and lower crankcase, with the crankshaft mounted lower, the twin turbo-chargers on top of the engine are more towards the rear and lower and a redesign on the transverse gearbox accommodates the lower crankshaft line, the overall benefit being to lower the centre of gravity of the complete car.



NEATER turbocharger mounting on Ferrari's C4. Note the way the top of the fuel tank is shaped to direct air into the intakes.

The latest car in the C4 series was for Alboreto's use and its only visible difference to its sister cars was the use of a complicated exhaust system feeding into the turbines. Previous engines have used siamesed pipes from each cylinder, there being an exhaust port for each of the two exhaust valves. The new system ran separate pipes to the turbine inlet so that the junction where the six small pipes from one bank of cylinders came together was a welder's nightmare. The new system was in search of improved turbine performance, and the cross-over layout is retained as is the valve controlled connection between exhaust and compressor outlet manifolding. Alboreto used 126C4/074 with the new exhaust system to win the Belgian race and retained the car for Imola, where the new exhaust system let him down by splitting and leaking all the gas pressure away from one of the turbines. Arnoux used 126C4/073 at both races. At Zolder 126C4/072 was the communal "muletto" as 126C4/071 was doing some testing at Fiorano, but for Imola all four cars were on duty, Alboreto having 074 and 072 while Arnoux had 073 and 071. For the Italian race Alboreto used engine number 15 and Arnoux used engine number 11 and we are only at the fourth race of the season. See what I mean about the Scuderia Ferrari's priority on material? — D.S.J.

Zolder Zooms

As the last car received the chequered flag and before Alboreto mounted the winner's podium to hear his National Anthem, a Diners Club International helicopter landed on the starting grid and whisked Mr Ecclestone and his brief case away into the sky. The Belgian commentator suggested over the PA that "little Bernie was scuttling off with all the money".

* * * *

Martin Brundle's race ended when the left front wheel parted company from his Tyrrell. He had shown the same "tigerish" qualities as Stefan Bellof before this happened. Ayrton Senna finished in seventh place with the Toleman, but with little enthusiasm as he wants to race the new Toleman that he has had out on test.

* * * *

It must have been Patrick Tambay's worst weekend ever and as he said, "With so many things not right my spirit went, and then I even drove badly." However, not so badly that when he had a huge spin on the loose stuff which took him right off the track, he could not keep control, for he kept the engine running and drove back onto the track.

Some pretty high powered wheeling and dealing went on over advertising hoardings that would be seen by the television viewers. Because ELF and Texaco refused to be "pressured", their respective footbridges over the track had all the advertising material blacked out by "Bernie's Boys".

* * * *

The Belgians erected a rather tasteless monument to the late Gilles Villeneuve who was killed at Zolder the last time a Formula One race was held there. It stands in the pit lane right next to the Ferrari pits, which does seem a bit unnecessary.

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As at Silverstone and Brands Hatch, the paying public were allowed a "pits walk-about" but were totally barred from the paddock, though as always the real enthusiasts found a way in.

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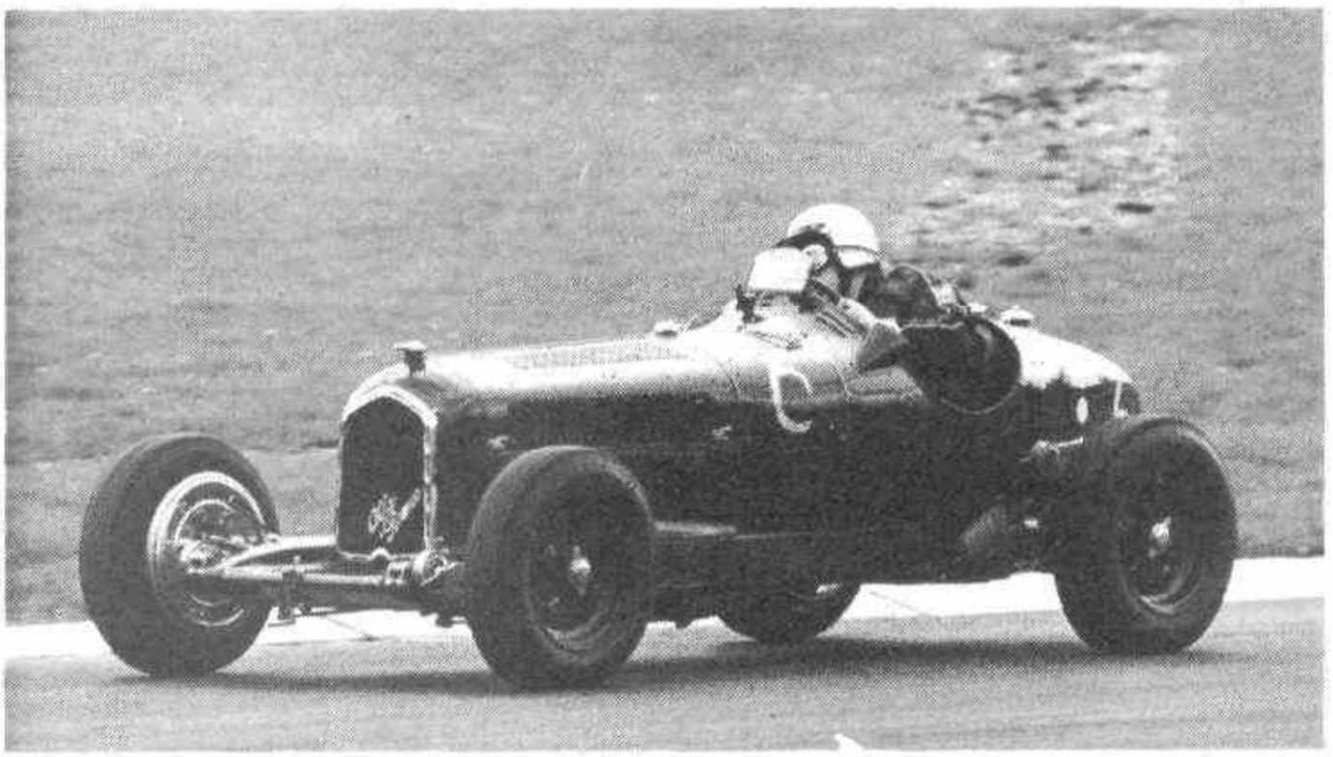
With the European season beginning there were lots of new transporters to be seen. Most impressive was the Williams team Leyland powered by a Rolls Royce "Eagle" six-cylinder turbo-charged diesel engine. The Toleman team Magirus is another transporter that commands respect.

VSCC At Donington

THE VSCC ran a cold but interesting meeting at Donington on May 7th, sponsored by Pirelli—so it was appropriate that MOTOR SPORT's Editor arrived on Pirelli tyres, although I have to admit to a Dunlop spare. Appropriately again, Edwards won the five-lap Handicap for the Brooklands Society Trophy in his much-raced, ex-Brooklands Ulster Aston Martin, from Borrows' Alvis Speed-25 and Stewart's 3/4½ Bentley. The presentation was a cock-up, as Edwards hadn't been told to stop, so was obliged to *run* from the Paddock to receive the winner's wreath and tankard from me. . . .

Racing was over the short circuit, although handicapping had originally been for the full course. This didn't concern the Holland Trophy 10-lap scratch race, led all the way by the irrepressible Footitt in the AC-GN Cognac, lapping at 71.68 mph. He was soon out of sight of the Bentley-Napier, which had had enough by lap five, so that Stewart's Bentley trailed in second, 32.2 sec behind, Faud Majzub third in the ex-Stubberfield/Wall 35B *monoposto* Bugatti. Class winners: Harper (Morgan Aero), Footitt and Stewart. Harper caught Howell's "16-pot" Bugatti on the last lap and it would have been different had Dick Smith's Frazer Nash not dropped out on lap eight while in second place... A four-lap Handicap was then won by Baker's 1½-litre Riley Special from Spencer's 12/50 Alvis, which made a good start, and Harvey-Bailey in the Heelis' Riley 9.

Next came the exciting Shuttleworth / Nuffield Trophies 10-lap battle. The Hon. Patrick Lindsay elected to drive his ERA-Delage in place of "Remus". David Black in the ex-Martin Tipo-B Alfa Romeo was left at the start because he had not turned the fuel on, but he was fourth by lap two. Margulies was out in front in the 4CL Maserati, hotly pursued by Felton in his 4CL, until it spun at the chicane, giving Martin Morris in Marks' Type 51 Bugatti second place. Black was working his way up, however, driving beautifully, and Spollon (ERA) took Morris, only to commit an error which also eliminated Sir John Venables-Llewelyn's ERA. By half-distance Black was leading, and Lindsay had come up to third place, chasing Margulies. On the final lap Lindsay closed right up on Margulies under braking into the chicane and, leaning on him coming out, snatched second place, for although Dan accelerated hard after him, the ERA-Delage was 0.4 sec ahead as they crossed the line. Black won by 42.6 sec., 3.19 mph faster than the ERA-Delage, and his marvellous *monoposto* 3.2 Alfa Romeo had lapped 4.40 mph faster than the hybrid ERA on its best circuit, whereas Margulies' Maserati got within 0.30 mph of Lindsay's quickest lap. Retirements included the luckless Brooke Special, with rods out. Margulies won the Nuffield Trophy, Stephens in the RI2C the ERA Trophy.



DAVID BLACK won the Shuttleworth / Nuffield Trophy race at 74.29 mph, after starting from the back of the field in his Alfa Tipo-B.

After these mathematics, we can look at another four-lap Handicap, the winner being Withington's ex-Barbet A7 from Edwards in the Aston and Dean's Silver Eagle Alvis. The fastest cars present then lined up for the 10-lap Pirelli Trophy Race, Willie Green, down to drive Halford's Lotus, in fact sharing the front row of the grid (with the Lotus 16s of Phillips and Chris Mann) in a mysterious Maserati 250F of unusual hue, said to be car No. 2504. Willie hesitated as the flag fell, then set off with madly smoking back tyres, in pursuit of the two Lotuses. But it was Harper in the Monza Lister-Jaguar who led for the two opening laps, until Phillips, Mann and Green got past. Lindsay, now in the ERA "Remus", was going at his expected fine pace, taking the Lister-Jaguar after the end of lap three. It then became a high-speed procession, with Venables-Llewellyn's ERA, Cottam's Maserati, Turner's Connaught, and the Cognac (Ron furiously pumping up fuel pressure) behind Lindsay, followed by the stragglers. Lapping the fastest (81.93 mph), Phillips took the flag a mere 1.8 sec ahead of Mann, with Green 15.4 sec behind the second Lotus.

Next came a five-lap Scratch Race, dominated by the blown Avon-Bentley, Summerfield winning by 4.6 sec from Woodley's Firefly Alvis, which was well in front of Burrows' Speed-25. Dunham was coming up nicely to take the lead when his Alvis broke a couple of valve-rockers and ran home fourth. However, spares were rushed up and the third-generation of motor-racing Dunhams, in the ex-Brooklands Alvis, was able to start in the next race. This was a sort of all-embracing eight-lap Handicap, for the very handsome Goddard Trophy, in memory of the late "Jumbo" Goddard. In his honour Donington's owner, the enthusiastic Tom Wheatcroft, first did some laps driving "Jumbo's" Turbo 8-litre 164 mph Bentley followed by Rivers-Fletcher in the ex-Goddard Type 51 Bugatti, in consequence of which the race was started from the pit road. Tom had had a call from Mrs Goddard from Australia that morning, and he was wearing an Australian tie. . . . Dunham came through to win the enormous Goddard silver cup, although the 12/70 Speed-20 Alvis again went sick and was pushed back to the Paddock. The A-type Connaughts of Cottam and Turner were second and third, but Mann, lapping at 80.34 mph in the Lotus, could not better 7th place. Wheatcroft presented the Trophy to Richard Dunham who, with a gentlemanly touch worthy of old Brooklands days, first removed his helmet and got out of the car, and later resumed his cap. Gerry Dunham, his father, was a delighted onlooker.

As the wind grew even colder one last race remained, a five-lap Handicap, which Brydon's Alvis Speed-20 clinched from Upston's Riley Special and Bruce's Brooklands-model Riley. Incidentally, Pirelli tyres were used in 1907 on the Itala that won the Peking-Paris race and the programme reminded us that Moss used secondhand Pirellis, bought from Fangio, to win the GP at Monza in 1957. — W.B.

Results

John Holland Trophy Race:
1st G. R. Footitt (AC-GN), 69.84 mph
2nd R. M. de C. Stewart (Bentley)
3rd F. Majzub (Bugatti)

Shuttleworth/Nuffield Trophies Race:
1st W. D. A. Black (Alfa Romeo), 74.29 mph
2nd The Hon. P. Lindsay (ERA-Delage)
3rd D. Margulies (Maserati)

Pirelli Trophy Race:
1st S. Phillips (Lotus), 80.22 mph
2nd C. Mann (Lotus))
3rd M. W. Green (Maserati)

John Goddard Trophy Race:
1st H. R. Dunham (Alvis), 66.28 mph
2nd A. Cottam (Connaught)
3rd B. Turner (Connaught)

Brooklands Society Trophy Race: D. J. P. Edwards (Aston Martin), 62.56 mph

Five-lap Scratch Race: B. Summerfield (Avon-Bentley), 68.25 mph

Five-lap Handicap: J. Brydon (Alvis), 63.33 mph

First Four-lap Handicap: P. M. Baker (Riley), 60.80 mph

Second Four-lap Handicap: H. G. Withington (Austin), 55.37 mph

Fastest lap of the day: S. Phillips (Lotus 16), 81.93 mph

Leaders to date in the MOTOR SPORT Brooklands Memorial Trophy Contest: Black (Alfa Romeo), 44 pts; Burrows (Alvis), 39 pts; Seber (Wolseley Hornet), Upston (Austin) and Edwards (Aston Martin), 31 pts each. **Next round:** Oulton Park, June 9th.

Silverstone 1,000 Kms

Works Porsche lucky

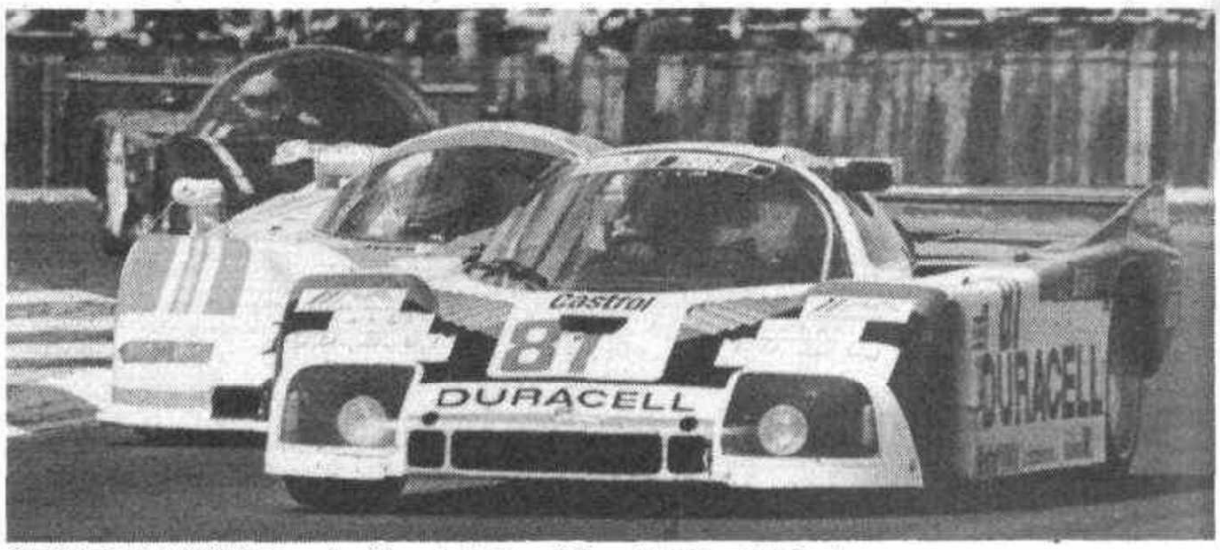
TWO factors have conspired to reduce the apparent advantage of the factory Rothmans-Porsches this year and both were in play at Silverstone on May 13th when Jacky Ickx and Jochen Mass were a shade lucky to win the World Endurance Championship 1,000 Kilometre race. The works cars are no longer appreciably lighter than the customer Porsche 956s, thanks to the new minimum weight limit of 850 kilogrammes, and their power units were detuned for the race with lower compression pistons in order to avoid the worrying crop of engine failures. So Ickx and Mass had to struggle to establish their customary superiority while Bell and Bellof were delayed by a host of problems.

The Lancia-Martini entries have been getting better for the past 12 months and, with new Speedline wheels at the back to accept Dunlop's Denloc tyres, were fully competitive at Silverstone as Riccardo Patrese proved by taking pole position with a time of 1 min 13.84 sec. This was a shade slower than Bellof's stunning qualifying time last year but clearly established the speed of the Italian cars, though the second entry for Mauro Baldi / Paolo Barilla was afflicted by a misfire all weekend and never showed its pace. Bob Wollek, partnered with Patrese, thought there was more to come from the Lancia as it was suffering from a touch of oversteer on the turn-in to the fast, sweeping corners of the Grand Prix circuit.

Ickx and Mass were second quickest overall at 1 min 14.17 sec but only after suffering two piston-related engine problems, while at the end of qualifying Bellof snatched the third fastest time from Jonathan Palmer, who was going remarkably well in the Canon Porsche 956. Bell and Bellof also had two engines in trouble, and overnight before the race new 8.0:1 compression pistons were flown from Stuttgart, replacing the 8.5:1 pistons used by everyone else.

The works Porsches were down on power, by 20 bhp perhaps, and this was quite evident in the race. Patrese led the opening laps with Palmer overtaking Ickx to take up the chase. Bell couldn't keep up in fourth place, and Thierry Boutsen and Rupert Keegan filled the next positions in John Fitzpatrick's Skoal sponsored Porsches. The next competitive cars were Klaus Ludwig's Joest entered 956, Baldi's off-form Lancia, the Jolly Club Lancia LC2/83 of Pierluigi Martini / Beppe Gabbiani and the Gaggia sponsored 956 of Oscar Larrauri / Massimo Sigala.

Aston Martin had a new development for Silverstone, in preparation for Le Mans, in the form of a Tickford turbocharged engine for the Viscount Downe entered, Bovis sponsored Nimrod driven by Ray Mallock and American Drake Olson. When the Garrett turbocharged V8 gave 710 bhp on the test bed everyone got quite excited, but once installed the engine gave little more power, if any, than the normally aspirated 570 bhp engine in the Nimrod handled by Mike Salmon, John Sheldon and Richard Attwood. Mallock had all his work cut out keeping ahead of the C2 class battle, and after 40 laps the car was withdrawn as it had used up most of its oil. Much later the other Nimrod went out with a dropped valve after an inauspicious outing, and Aston Martin enthusiasts can only hope that the cars are in better fettle for Le Mans this month.



GROUP C2 VICTOR — the Giannini-Alba of Coppelli / Vanoli / Pavia.

The C2 class is gathering strength and interest all the time this year, and several débutants were performing well. Gordon Spice led the class initially in the new Cosworth DFL powered Tiga, until black-flagged for having the left-side door partly open. Martino Finotto's Giannini-Alba soon went out with gearbox trouble, leaving two more Gianninis to battle with the fleet little Ecosse, the revised factory Mazda 727C, the new Ceekar-BDX, Edward Arundel's new Scorpion Racing Arundel-DFV C200, and Roy Baker's Tiga which was powered by Ford's new hush-hush BDT 1.7-litre engine, T standing for Turbo. This engine will power Ford's new RS1700T rally car when it appears, but in Baker's Tiga it seemed to lack power and the car eventually retired with a wheel bearing failure.

Lancia still have difficulty in getting their act together, though the expertise is certainly there as the rally programme proves. After 28 laps in the lead Patrese headed for the pits to report a loss of power, and after a series of pit stops the car retired with an oil pump failure in the turbocharger scavenge.

From this point on Palmer and Lammers began to dominate the race, well clear of the Ickx / Mass Porsche. Bell's 956 dropped away to an eventual tenth place with a series of problems, first a loose wheel after a pit stop, then a faulty oil cooler which had to be changed, and finally a misfire cured by changing the Motronic control box. Franz Konrad, in the Kremer Porsche, was delayed after a collision with the Jolly Club Lancia at the Woodcote chicane, an incident which left the Lancia with a burst rear tyre and a lot of ground to make up. Vern Schuppan, out for the first time in Walter Brun's new 956, had a wheel fall off at Stowe but was able to carry on after having the corner changed.

It all looked so good for the Canon team . . . until a plume of smoke forced Palmer into the pits. Not a piston this time, but a faulty oil union in a very inaccessible part of the engine. The repair took 20 minutes, the equivalent of 13 laps, allowing the old firm of "Mix" to dominate the second half of the race. The fact that the Canon team was classified fifth, nine laps behind the winners, is an indication of Richard Lloyd's potential as entrant of the car, which is likely to be a front runner at Le Mans in the absence of the works team.

The Boutsen / Hobbs 956 lost time with a faulty gear linkage, as did Spice's rapid Tiga-DFL, and Ludwig / Pescarolo became the nearest challengers to the Rothmans-Porsche. In the C2 class the Mazda went out with an oil leak and the Ecosse with a defective clutch just ten laps from the end, leaving the Albas to clean up the class. — M.L.C.

Results

Silverstone 1,000 Kms, 2nd round, World Endurance Championship. 212 laps of the 2.93-mile Grand Prix circuit.

1st	J. Ickx / J. Mass	(2.6 t/c Rothmans-Porsche 956)	5 hr 5 min 21.20 sec (196.55 kph)
2nd	K. Ludwig / H. Pescarolo	(2.6 t/c Joest Porsche 956)	210 laps
3rd	G. Edwards / R. Keegan	(2.6 t/c Skoal Porsche 956)	207 laps
4th	M. Baldi / P. Barilla	(2.6 t/c Lancia-Martini LC2/84)	206 laps
5th	J. Palmer / J. Lammers	(2.6 t/c Canon Porsche 956)	203 laps
6th	F. Konrad / D. Sutherland	(2.6 t/c Kremer Porsche 956)	202 laps
7th	P. Martini / B. Gabbiani	(2.6 t/c Jolly Club Lancia LC2/83)	201 laps
8th	T. Boutsen / D. Hobbs	(2.6 t/c Skoal Porsche 956)	199 laps
9th	D. Schornstein / J. Winter / V. Merl	(2.6 t/c Porsche 956)	198 laps
10th	D. Bell / S. Bellof	(2.6 t/c Rothmans-Porsche 956)	195 laps

Fastest lap: J. Mass, 1 min 16.76 sec (221.28 kph)

World Endurance Championship

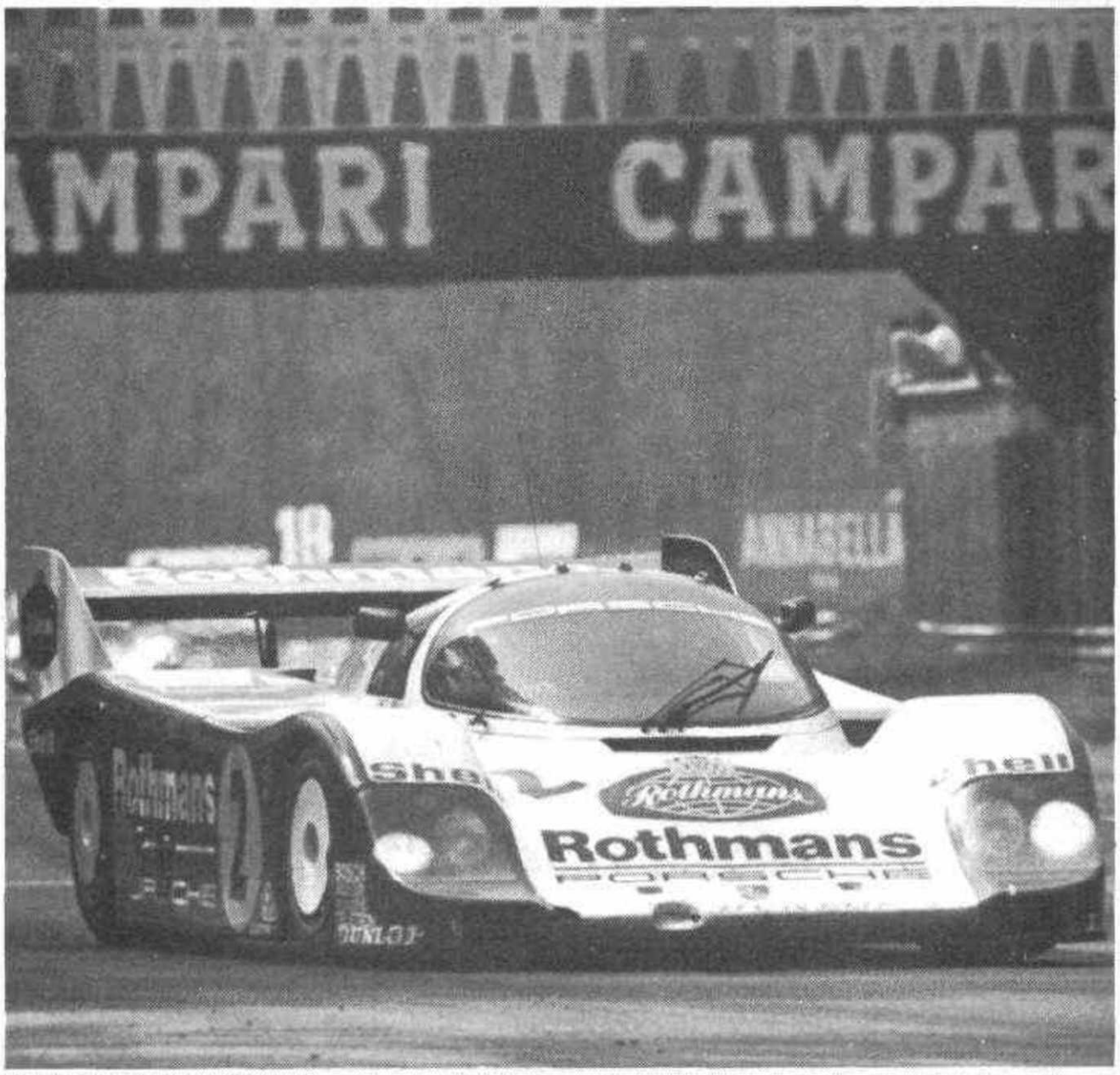
Controversy mars the Monza 1,000 Kms

ENDURANCE racing has been fairly free of politics for some years, but the World Endurance Championship for 1984 got off to a bad start at Monza on April 23rd when the winning Porsche and the third-placed Lancia were disqualified at post-race scrutineering for being marginally below the new 850 kilogramme minimum weight limit. The series is already clouded by controversy over FISA's abrupt climbdown over the fuel consumption restriction, and virtual adoption of the American IMSA regulations, imposed upon the teams little more than a month before the first race.

The two works Rothmans-Porsches for Jacky Ickx / Jochen Mass and Derek Bell / Stefan Bellof were to the latest specification, with further use of titanium in the suspension parts, and were thought to weigh no more than 810 kg, so 40 kg of lead weights were placed in the "passenger" footwell. Little had been done to the 2.65-litre, twin-turbo 956 engines which, with Motronic engine management, were still said to develop 630 bhp, though that seems to be on the conservative side.

Of the nine privately owned Porsche 956s, all but two were equipped with Motronic for the first time and should, in theory, have been fully competitive with the works cars. John Fitzpatrick Racing entered three, two of them with Skoal tobacco sponsorship for David Hobbs / Thierry Boutsen and Guy Edwards / Rupert Keegan, and the third for Giorgio Francia / Renzo Zorzi. The first pairing had a brand-new chassis with the appropriate amount of ballast, the 1984 specification car costing around £160,000 "though they didn't charge us for the lead", Fitzpatrick commented wryly.

Richard Lloyd's Silverstone-based Canon/GTi Engineering 956 was in the hands of Dr Jonathan Palmer and Jan Lammers as usual, and is now managed by the experienced Keith Greene. Reinhold Joest's team pulled off a surprise victory last year, outsmarting the factory both on speed and fuel management, but was destined this year for a miserable Easter weekend. Last year's car, to the latest specification, was driven by Klaus Ludwig with Stefan Johansson and Henri Pescarolo. The wealthy Swiss entrant, Walter Brun, had two cars at Monza, one for himself, Hans Stuck and Harald Grohs, the second, with Gaggia sponsorship, for Oscar Larrauri and Massimo Sigala. Dieter Schornstein's steadily driven 956 was handled by the owner and Volkert Merl, while the Obermaier Racing 956 was driven by Juergen Laessig, Axel Plankenhorn and the young South African driver, George Fouche.



ROTHMAN'S PORSCHES easily controlled the race, with Bell/Bellof, above, keeping Ickx/Mass at bay on the road to take the chequered flag, but not the victor's spoils.

In theory, Lancia should have been able to win the Monza race, having claimed pole position last year and led briefly until the Pirelli tyres went bang. Now with a Dunlop contract and the latest Denloc tyres to make them competitive on grip, the Lancias have higher compression ratios which raise the power to some 670 bhp. The Italian firm felt it had no need to ballast the LC2/84 models (inferring that they were heavier last year than everyone believed), the two Martini-backed cars driven by new signing Bob Wollek with Riccardo Patrese, and Mauro Baldi / Paolo Barilla. The Mirabella team back-up car won't be seen this year, through lack of finance, but its place was taken by a Jolly Club entry for Pierluigi Martini / Beppe Gabbiani with sponsorship from Totip, the Italian horse racing tote.

Yves Courage's Cougar-Cosworth DFL from France non-started after the camshaft lobes wore away during practice, the Sehcar-Porsche from Switzerland damaged its valve-gear during practice and also non-started, the team not having a spare unit, while the Charles Ivey-run Grid-Porsche owned by Dudley Wood non-started as Wood went down with a virulent case of food poisoning as soon as he arrived in Italy, depriving John Cooper of his shared drive. These happenings thinned out the GpC class, the only competitive car remaining being the Rondeau-Cosworth DFV of Pierre Yver / Bernard de Dryver.

The C2 (Junior) class looked much better than it did last year despite the withdrawal of three Howden Ganley-built Tigas, which were not ready in time. Two BF Goodrich sponsored 2.6 Lola-Mazda T616 examples are now based in England and were driven by Jim Busby / Rick Knoop and by Boy Hayje / Dieter Quester. Also British-based is the Gebhardt Motorsport Gebhardt C842, powered by a Formula 2 BMW engine, driven by Frank Jelinski and Cliff Hansen. A neat little débutant was the Ecosse C284, entered by a revived Ecurie Ecosse team which had the car designed and built by Ray Mallock, loosely based on a de Cadenet chassis. Mallock was one of the drivers, with Scotsman David Duffield and Mike Wilds.

The competitive C2 entry was rounded off by the two Carlo Facetti / Giorgio Stirano designed Alba-Giannini cars, with 380 bhp 1.9-litre turbo engines which have water injection as one of the advanced features. Facetti drove one with team owner Martino Finotto, and Italians Almo Coppelli / Davide Pavia the other. Stirano, like a number of other people, was annoyed that the fuel tankage has been raised to 100-litres at short notice, because although this confers an advantage on the C2 entries it's not easy to redesign the car to accept a tank almost double the size of last year's (55-litre) tanks within a month; the Facetti / Finotto

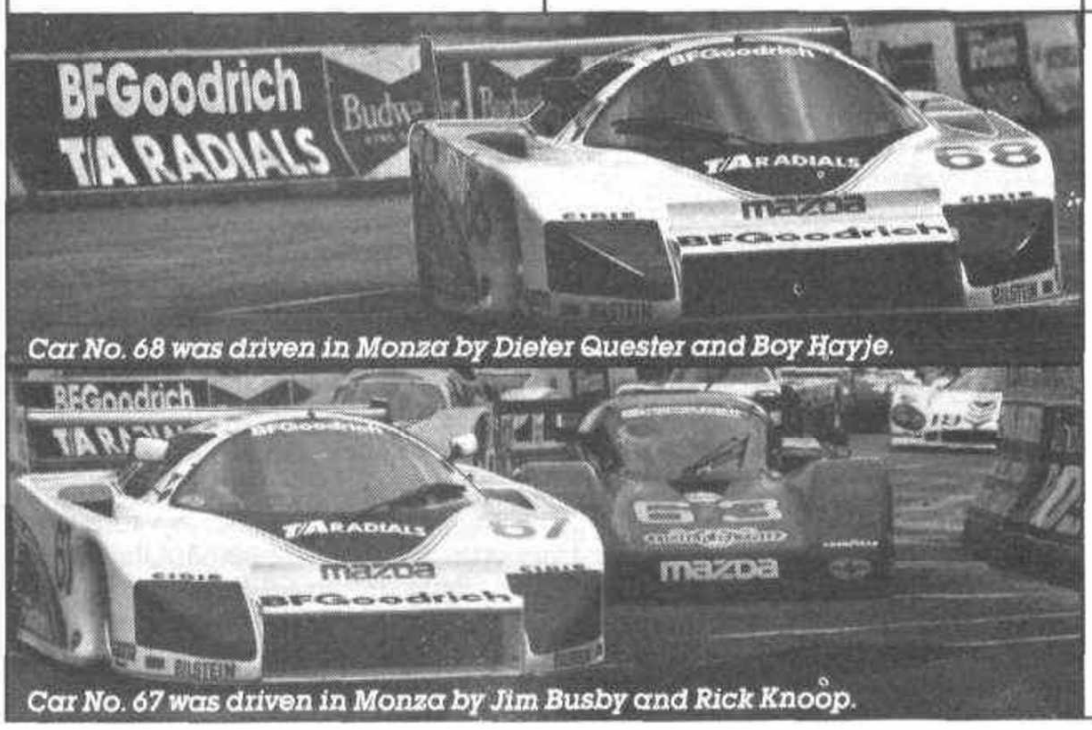
UPDATE:
BF GOODRICH ROLLS TO VICTORY AT MONZA– ON STREET-TYPE RADIAL TYRES



April 23, 1984. At the Monza Autodrome in Italy, attention was focused on a unique phenomenon. For the first time, a tyre company had entered The World Endurance Group C2 racing on tyres of street radial construction. The purpose was less to gain a racing victory than to gain technological expertise in developing tyres for your car.

The car that drew the attention during this 1000 km race was the BFGoodrich Mazda-powered Lola T616 driven by the team of Jim Busby and Rick Knoop of the U.S. When the chequered flag fell, the Mazda-powered Lola roared under it to achieve victory for the BFGoodrich team – coming in first in class at an average of 164.5 kph. It was also an historical first. Because for the first time in racing history, a ground-effects prototype motorcar had won on tyres of street radial construction - BFGoodrich 35 aspect ratio experimental T/A Radials.

At BFGoodrich, this seemingly unorthodox approach to WEC racing is in fact our most effective methodology for improving the technology we apply



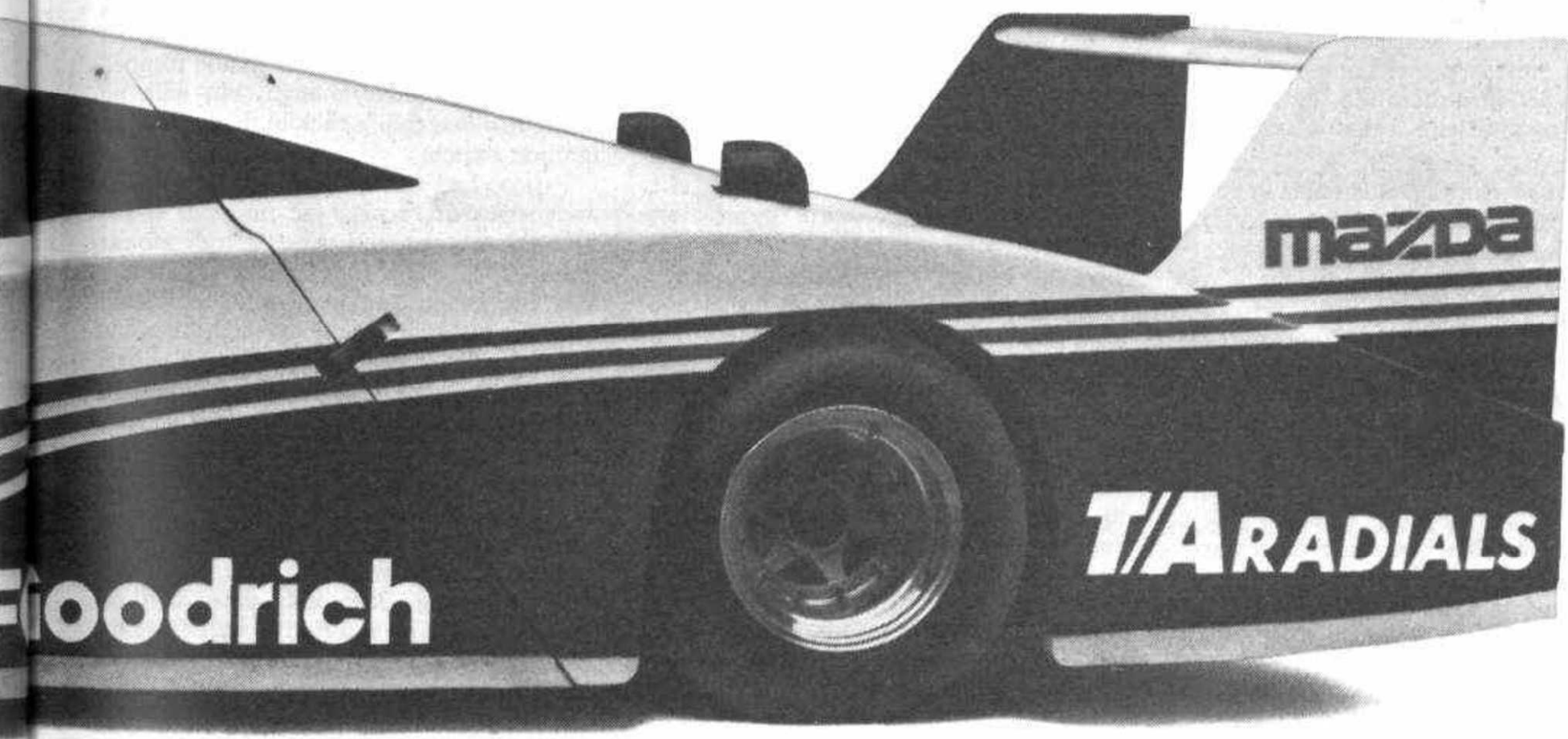
Car No. 68 was driven in Monza by Dieter Quester and Boy Hayje.

Car No. 67 was driven in Monza by Jim Busby and Rick Knoop.



MONZA AUTODROME

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Quite apart from the form of punishment meted out by Daytona and Miami, the Monza Autodrome has since 1922 tortured motorcars and tyres – in a manner uniquely its own. And the BFGoodrich T/A Radials not only held their own, but vanquished.

THE LOGIC OF ALL.

Prototype racing offers the most punishishing conditions under which the relationship between compounding and radial construction can be evaluated. Prototype cars have more highly sophisticated suspensions and lower centers of gravity than production-based cars. These features – together with ground effects – contribute to higher top-end and cornering speeds that place greater demands upon tyres.

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car had an 86-litre tank, the biggest that would fit the space . . . but one wonders if there was not some gamesmanship here, since the car must stop three times to make full use of its 330-litre allocation, and can do the job just as well with a tank of around 85-litres!

The opening event was remarkable in one respect, that the leading teams agreed not to use qualifying tyres during the practice sessions. This involved agreement between the Rothmans-Porsche and Lancia-Martini teams, both on Dunlops as were most of the privately run Porsches, and the Fitzpatrick team on Japanese Yokohama rubber.

Perhaps it was not so surprising, then, that Stefan Bellof beat last year's qualifying time of 1 min 35.86 sec (Ghinzani, Lancia) by a mere 100th of a second to claim pole position this year. What was surprising was the amount of mechanical carnage in the C1 class, following months of preparation for the first race. The Ickx / Mass 956 blew an engine and was only eighth quickest overall; Ludwig's Porsche blew an engine and was 10th fastest; Hobbs / Boutsen blew an engine but borrowed one from the works team, and pulled up to fifth fastest overall; the Sehcar blew its Porsche 956 engine and was withdrawn; the Zorzi / Francia 956 blew an engine and was 12th quickest, and the Sigala / Larrauri 956 also blew an engine, qualifying seventh quickest.

Up to now, the Porsche 24-valve engines have been extremely reliable, and there was a lot of head-scratching in the paddock. Some teams blamed the new Motronic engine management system, but it seemed more likely that the fuel, which for most teams came from a central source to help the metering to each car, was to blame. The organisers had a fresh batch of fuel put in for the event, but even so there were two more engine failures quite early in the race, involving Klaus Ludwig and Renzo Zorzi, making a total of nine very expensive rebuilds in just three days.

The Lancias were in trouble too. They still seemed to lack pre-season testing, and Cesare Fiorio's team spent all day on Saturday changing springs, dampers and roll bars. Eventually they reached the point where the cars were grounding at various points around the track (the Totip car wore out its undertray in just five laps on Sunday), but the biggest setback came when Patrese shot off the road on Sunday morning, damaging the side of his LC2. The cause of this mishap was the breakage of a new type of Speedline wheel, so serious that the team had no option but to revert to last year's wheels and last year's tyres, which were nowhere near as effective. Both Baldi and Patrese took a chance on Sunday afternoon, using the newer Speedlines with Denloc tyres to qualify the cars and earned themselves second and fourth positions on the grid, though well adrift of Bellof's time at 1 min 37.18 sec and 1 min 37.49 sec.

This year's regulations do not permit a substitution of car during practice, so Lancia had to practise some subterfuge on Sunday afternoon so that Patrese could qualify the spare car, the chassis plate on the damaged machine being taped over! Sandwiched between the two Lancias was the Canon 956 of Palmer and Lammers, the Englishman having lapped impressively at 1 min 37.27 sec to take third fastest time overall.

Bell and Bellof were running one of the few Porsches which didn't give trouble during practice, or through the race for that matter. At the start, Bellof simply lit up and took off, leading Baldi's Lancia-Martini by 12 seconds after only three laps. The young German was already through the first chicane by the time Baldi and Palmer came into sight around the Parabolica curve before the pits and, with thirteen laps run, Palmer and Ickx had pushed the Lancia down to fourth.

Ludwig retired from ninth place with another engine failure, Francia from 12th position with an engine failure, and Larrauri inadvisedly tried to overtake Boutsen at the first chicane, which had the Gaggia sponsored 956 astride the armco in no time at all. Stuck made a quick stop to have the windscreen cleaned after collecting oil from the IMSA class 935 and Patrese made an equally quick stop to have the turbo boost increased, then setting the fastest lap of the race at 1 min 38.0 sec as he caught up, actually to lead briefly when the Porsches made their pit stops.

Palmer also led the race for two laps by out-distancing the works Porsches on a tank of fuel, and it became clear that the blue-and-white cars would make six stops rather than five. This year's rules allow the teams to make as many stops as they like within a total allocation of 600 litres, which means effectively that they can use up more than before. Hitherto, if they had six litres in the tank at each of the five stops that fuel could not be used up, so they could actually burn only about 570 litres.

After a pretty shaky start to the weekend the Rothmans-Porsches assumed complete command of the race, the Ickx / Mass car running about a minute behind the Bell / Bellof car. This gap dwindled a little when Bell had to cope with a slow puncture, but there was no doubt that Bellof was on top form and could keep the sister car at bay.

Lancia's challenge went dreadfully wrong at the half-distance point. The Baldi / Barilla car couldn't be restarted after a routine pit stop, and needed a new battery, and exactly the same thing happened to the Wollek / Patrese Lancia a few minutes later. Then the Totip Lancia went missing, Martini finding that the throttle was jammed open at the Ascari chicane. He switched off and stopped on the grass, safely enough, but with no thought of struggling back to the pits on the ignition switch.

Patrese had new pads fitted at the rear, and immediately went off the road at the first chicane, damaging the front of the car quite badly as he rode over a kerbstone. That cost 11 laps and, not much later, the oil feed to a turbo broke and set the back of the car alight, Patrese stopping at his pit to bale out. From afar it looked as though a refuelling had gone wrong as black smoke, mingling with white powder, belched across the pit-lane but the fire marshals dealt with the situation efficiently.

The second half of the race was a formality for the works Porsches, Bell and Bellof finishing 23 seconds ahead of their team-mates. Baldi and Barilla were third on the road, six laps behind after turning down the boost, with Stuck / Grohs / Brun fourth. The Canon Porsche was a rather distant fifth having had a rear suspension rocker break, a repeat of the failure on the works Porsche at the Nürburgring last year.

None of Fitzpatrick's Porsches finished, one retiring with engine failure, Boutsen's with a seized gearbox (the oil pump may not have been working) and Edwards' with a breakage on the right rear brake assembly which pitched the car off the road at the second chicane. The rate of attrition among the Porsches was surprisingly high compared with last year, when seven 956s took the first seven places.

Among the C2s, the BFG Mazda-Lola of Busby / Knoop won the class having finished eighth on the road, and the Ecosse made a splendid début to finish tenth on the road, with no more delay than the replacement of an ignition pack. The Gebhardt, too, had a good run spoilt only by an exhaust pipe fracture to finish 12th on the road.

The final sting in the tail was the disqualification of the first and third placed cars because the scrutineers declared them under weight, the Bell / Bellof Porsche by 2 kg and the Baldi / Barilla Lancia by 6 kg. Porsche's team manager Peter Falk was extremely distressed, since the car had been checked at 855 kg after practice (with an empty tank) and, since the organisers could not produce a certificate for the accuracy of the scales, he has protested the disqualification. It was an unhappy ending for a weekend that many teams will prefer to forget. — M.L.C.

Results

MONZA 1,000 Kilometres 1st round — World Endurance Championship —173 laps (1,003.4 kms) — April 23rd — Weather, warm and sunny

1st	J. Ickx / J. Mass	(2.6 t/c Rothmans-Porsche 956)	5 hr 06 min 39.5 sec (195.9 kph)
2nd	H. Stuck/H. Grohs/W. Brun	(2.6 t/c Porsche 956)	167 laps
3rd	J. Palmer/J. Lammers	(2.6 t/c Canon Porsche 956)	159 laps
4th	D. Schornstein/V. Merl	(2.6 t/c Porsche 956)	155 laps
5th	P. Yver/B. de Dryver	(3.0 Ford-Rondeau M382)	152 laps
6th	J. Busby/R. Knoop	(2.6 Mazda-Lola T616 C2)	145 laps
7th	J. Winther/L. Jensen	(3.5 BMW M1 GpB)	144 laps
8th	R. Mallock/M. Wilds/D. Duffield	(3.0 Ford-Ecosse C284)	141 laps
9th	M. Finotto/C. Facetti	(1.9 t/c Alba-Giannini C2)	140 laps
10th	F. Jelinski/C. Hansen	(2.0 BMW-Gebhardt C843 C2)	136 laps

Fastest lap: R. Patrese (2.6 t/c Lancia-Martini LC2/84), 1 min 38.0 sec (213.061 kph)

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Greene Cars

ONLY TWO Gilbys were ever built, an 1,100 cc sports car and a 1½-litre F1 car. Both were well designed, attractive, and prepared to the highest standards, yet in terms of absolute success, they merit no more than a footnote in motor racing history. What the project represented, though, is much more important. They were among the very last cars to be built and raced by a privateer with the object of taking on, and beating, the best which the established teams could produce. And the motivation was the sheer pleasure of racing.

The patron of the team was Sid Greene, and to understand the Gilby story we have to go back to a day in January 1925 when Sid was knocked off his bicycle by a bus and lost his left arm. He was 16, an apprentice engineer, and a bit of a lad. The accident devastated him for months and he would mope about his widowed mother's house, not stepping outside. Then a friend more or less *forced* him to go out and that brought him round. From then on he set himself ever more difficult tasks, beginning with tying his own tie and shoe laces. He says now, "I suppose it was the making of me. I became twice as determined to succeed in everything." He worked hard and he played hard.

He transferred his apprenticeship from engineering to draughtsmanship and was exceptionally good at that, for he was soon earning enough money to pay for an MG Magnum Magnette and, later, an Aston Martin International which, pre-war, he raced at Brooklands, Donington, anywhere. As a sign to himself that he was not beaten, that his lost arm was a challenge and not a handicap, he refused to have any of his cars specially adapted. Instead, he would steer with his right hand and would simply lean across to change gear when necessary. With a chuckle, he still likes to recall the look on hitch hikers' faces when he'd stop for them in, say, an Aston Martin DB4 and they'd look at his one arm and the manual gearbox and hesitate. . . .

Rejected by the Army in 1940, Sid brazened his way into the RAF — as a pilot. Sqn Ldr S. G. "Wingless Wonder" Greene flew Spitfires, made several "kills", and was decorated. His is an achievement which surely ranks with that of Gp Capt Sir Douglas Bader, though he will not talk about his flying days except in terms of humorous anecdotes.

In 1946, he went into partnership with Monty Gilby to establish a small engineering company with a capital of £500. Though the company was called Gilby Engineering, Sid was the major shareholder. He introduced the latest machinery and canvassed for orders. Soon his customers included Armstrong shock-absorbers, CAV, Frigidaire and Ford. By 1960, a workforce of 250 was employed with the factory running 24 hours a day, seven days a week.



SID GREENE, pictured in 1951 at the age of 43. Apart from his career as an entrant, he was a highly successful driver at club level.

Sid Greene appeared to have arrived and there was not a motor racing enthusiast who did not know of him, and Gilby Engineering.

Born in 1908, Sid began racing in 1930 and continued until 1953. In the meantime he also became an entrant, Stirling Moss won the 1951 British Empire Trophy in Sid's Frazer Nash Le Mans Replica (now owned by John Aldington) and he also gave drives to Ivor Bueb, Mike Hawthorn and Jim Russell. It was, however, his partnership with Roy Salvadori which brought him to the fore as an entrant.

Salvadori began racing the Gilby Engineering 2-litre Maserati A6GCS sports car in 1953. The following year Sid took delivery of the first private Maserati 250F (number 2507, which is currently owned by the Hon Amschel Rothschild) and it was soon a familiar sight in Formula Libre and minor F1 races, picking up many places and winning, in 1955, both the Glover Trophy at Goodwood and the *Daily Telegraph* Trophy at Aintree.

The cars were painted in dark green (which is *not* British Racing Green, for there is no such colour, any shade of green being the British racing livery) with a BRDC badge on the nose and the words, "Gilby Engineering Company Limited" painted discreetly in white. Sid recalls: "I got into trouble with the BBC over that. 'Do you realise, Mr Green, there are 14 million viewers watching your car race, and you are *advertising!*' It makes you laugh when you look at them today. But I dug my heels in and never did remove the lettering." You get the impression that when Sid digs in his heels, his heels stay dug in.

Gilby Engineering was not, anyway, a sponsor, rather Sid Greene was patron. His motivation was not to sell more components for fridges or shock-absorbers but to be involved in racing for fun and to see good drivers do justice to good machinery. Talking to him today, you still warm to his sense of humour and zest for life even though, in recent years, he's taken a few hard knocks.

While Salvadori carried the Gilby banner with the 250F and, later, with a Cooper-Maserati 2½-litre F1 car, it was always understood that he was keeping the top drive warm for Sid's son, Keith. As soon as he was seventeen and had acquired a driving licence, Keith made his competition début in a centre-seat Cooper Climax 1,100 cc sports car. That was in September 1955.

The advent of the Lotus XI the following year, took away Cooper's supremacy in the class but Keith managed to come second in the BARC Championship, establishing a growing reputation. It's as well to remember that, until the advent of Formula Junior which became strong around 1960, the 1,100 cc sports car class in the late Fifties was the recognised step for the young driver with his sights on better things, a rough equivalent of F3 today. Keith stayed with Cooper through 1957, learning his craft, before switching to a Lotus XI the following year. In 1958, he again was runner-up in the BARC Championship and was one of the first men to lap Goodwood at over 100 mph. He even raced his father's F1 cars occasionally in minor events.

Now one of the most respected team managers in the business, he is currently in charge of the GTi Engineering Porsche 956 Group C effort, and says: "Dad was keen to see in me what he couldn't do himself, because of his arm. At race meetings, I'd have more people around me than Stirling Moss." When Sid Greene went racing, everybody went racing, and he would arrange coach trips and tickets for his employees, friends and neighbours, an open-handed and generous man.

For 1959, Keith's main effort was to be one of the new Lotus 17s though he also drove a Porsche Carrera and a Lotus Elite ("Flimsy? I reckon our car got more strength from its paint and polish than from what little fibreglass there was!"). The Lotus 17 was Chapman's first hiccup as a sports car designer and was soon seen to be no match for the new Lola Mk 1 which Eric Broadley had put in production. Indirectly, it led to the creation of the Gilby cars.

"The Lotus 17," recalls Keith, "was a real red herring. The front suspension used to flex, giving terminal understeer." The problem was that Chapman had produced his own version of the McPherson strut, which he called the Chapman strut. When the car turned into a corner, side loads flexed the dampers causing them to lock solid. The car went into understeer until the front end lost adhesion, the dampers unlocked, the front wheels bit and the understeer rapidly became oversteer.

At this point, Len Terry comes into the picture. Len remembers: "My first job in motor racing was with Lotus, I was one of the line of practical engineers Chapman always employed to translate his inspirations. I'd built and raced my own 1,172 cc sports car, the Terrier Mk 1, and it had been quite successful, so I was asked to

make more. In 1959, Brian Hart had a Terrier Mk 2 and he cleaned up in the 1,172 cc class and Colin Chapman was not amused to see a car, designed by an employee, beating all his cars. Eventually, he had to present Brian with the Colin Chapman Trophy but, in the meantime, he'd presented me with the Order of the Boot.

"I knew Keith and Sid, seeing them around the circuits and, having worked on the design of the 17, I could see a way of converting its front end to coil spring and wishbones. Sid took me on as a designer but Chapman had arrived at the same conclusion himself and was soon converting 17s."

Sid now had a racing car designer on his staff with nothing to do and it gave him the opportunity to realise a dream: his own car driven by his own son.

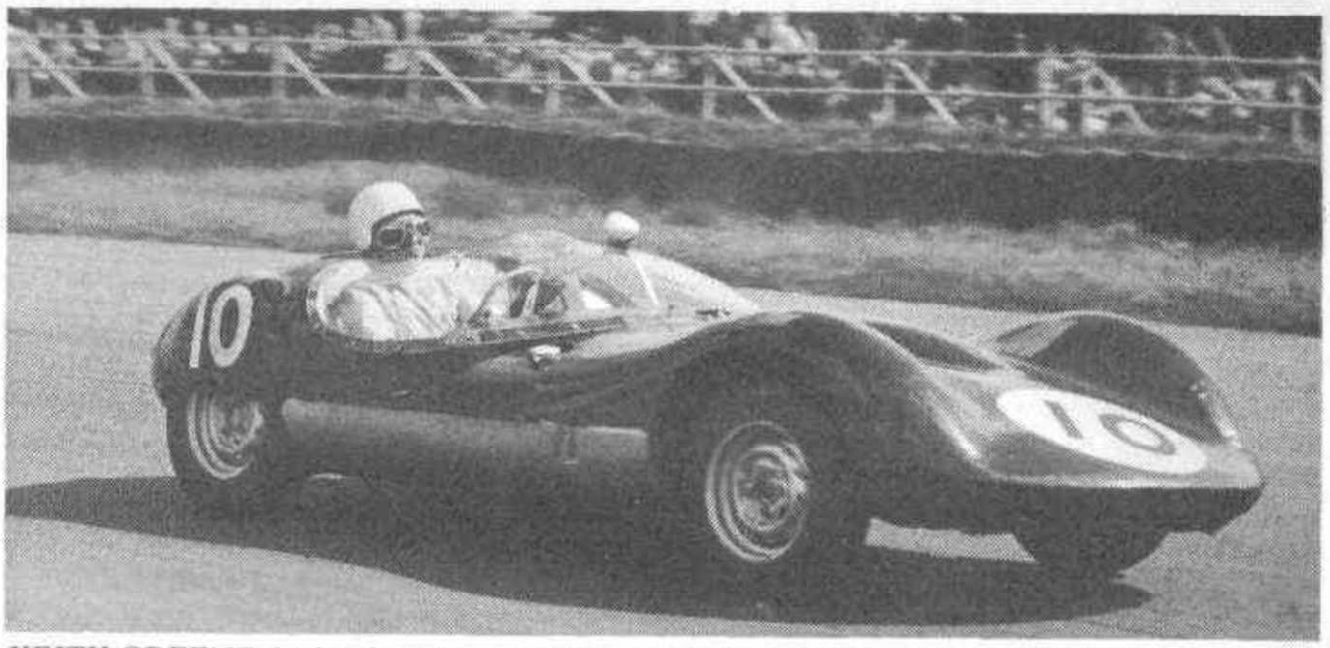
Keith is still a character and, in his younger days, was a real chip of the old block. He'd been given a garage to run, Midway Motors, at Stamford Rivers, near Ongar but was not the most dynamic garage manager. When not out shooting with friends, he'd indulge his passion for his new toy, a kart. The trouble was, he'd run it around the forecourt, in and out of customers at the petrol pumps. "I'll report you to the manager!" "I *am* the manager!"

Midway Motors became the team's headquarters and Sid employed a new mechanic to look after the car. The mechanic was Peter Ashcroft who is currently Competitions Manager for Ford of Great Britain. Peter had long been interested in motor racing and the job with Gilby was his chance to turn a hobby into a career. Like everyone else connected with the team, he recalls those days with affection.

The team gofer was a 16-year-old apprentice called Terry Hoyle who stayed for a year before moving onto Cosworth Engineering and who is now a leading builder of rally engines. Terry's main memory of the early days of the Gilby is: "Endless long nights!"

Len Terry's first important design which he can call completely his own, was a conventional, front-engined sports car powered by a 1,098 cc Coventry Climax FWA engine which was *de rigueur* for the class. As with most sports cars of its day, it used Morris Minor rack and pinion steering, while power was transmitted via a four-speed Austin A35 gearbox (with Lotus ratios) and a BMC differential housed in a Gilby casting.

The space frame which, including stressed bulkhead, contributed just 56 lb to the total weight of 830 lb, was particularly stiff and strong — its strength being put to the test dramatically in its third race. Front suspension was by coil spring and wishbones while the rear followed Lola thinking in that the articulated, but not splined, driveshafts acted more or less as the top wishbones, with bottom wishbones and coil springs and



KEITH GREENE driving the unique Gilby-Climax sports car early in 1960. Later in the year, Lotus alloy wheels were substituted for the Sprite wheels shown in the photograph.

dampers which were pivoted on top of the hub carriers to prevent flexing. Nine inch Girling disc brakes were used all round, mounted outboard at the front, inboard at the rear.

The car was clothed in a pretty aluminium body, made by Williams and Pritchard, the front end treatment being inspired by contemporary Abarth record breakers, while the high rear end was inspired jointly by the Costin-bodied Lister-Jaguar and the BRM P25 F1 car. The Gilby-Climax broke no new ground but was a carefully considered design. Keith now says: "I don't think I ever drove it to its full potential but I suppose it was very nearly as good as the Lola and a great deal better than anything else." It was also a car which gave no development problems.

In its first race at Goodwood, Easter Monday, 1960, it retired with a failed oil seal. Next time out, at Aintree, it took third, beaten only by two Lolas. Then, at Silverstone, in a support race at the International Trophy Meeting, disaster struck.

Going flat out through Abbey Curve on the first lap, Keith had to avoid two rivals having an accident. The car went along a ditch for 87 yards, then flipped and went a further 27 yards upside down — and seat belts were not fitted. Keith was saved from serious injury by the fact that the car had been built around him, the high tail, and the strength of the frame. He suffered minor cuts and a headache and was racing another car the following weekend. On examination, the space frame was shown not to have broken or bent a single tube, though a new frame was ordered from Arch Motors, as a precaution.

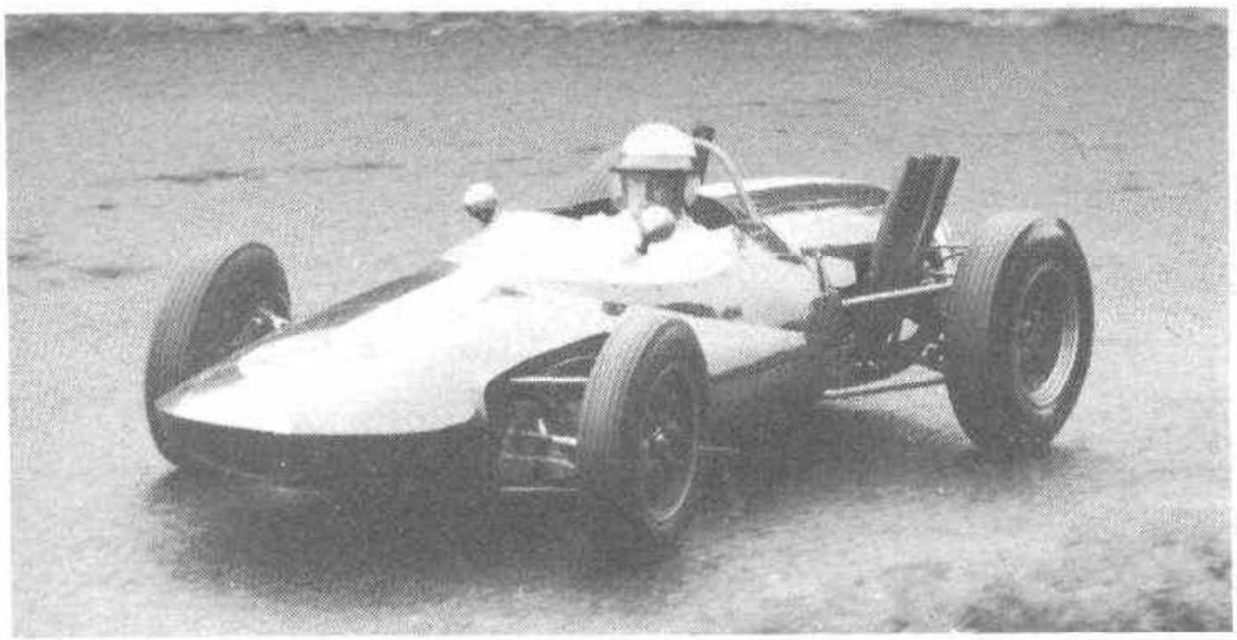
Keith had other driving commitments for the car's next two appearances and Peter Arundell took over. At Snetterton, on July 10th, in the pouring rain, Arundell first came home second, to John Bakaert's Lister-Jaguar in the *unlimited* sports car race then, with the weather even worse, won the Formula Libre event. In the meantime the organisers had to be convinced that the car really was only 1,100 cc before giving it a class win in the sports car race. At the British Grand Prix Meeting, at Silverstone, Arundell brought the Gilby home second in the 1,500 cc sports car race but complained of lack of power. Investigation revealed a faulty cylinder head which caused the engine to lose 15 of its 90 bhp.

That cured, the team finished the year strongly with Keith back behind the wheel. By the end of the season, he was even able to beat his arch-rival, Alan Rees, who had a very fast Lola, and the tally for the year reads: 15 starts, five wins, two seconds, four thirds, a fifth and two DNF. By any standards, it was a successful season for a single new car in an established and highly competitive category.

Nobody seems to know who next bought the car, though some of MOTOR SPORT's erudite readers will doubtless fill in all the gaps in its subsequent history. For the past five or six years, though, it has enjoyed an active and highly successful racing career in France (with occasional trips back across the Channel) in the hands of its present owner, Lionel Aglave, who runs it with a 1,100 cc Ford-Cosworth MAE engine.

By the end of 1960 Keith had had some F1 experience with the Cooper-Maserati and the decision was taken to build a GP car for the new 1½-litre formula. Again Len Terry set to work and came up with a conventional, pretty and trouble-free car.

At first the car was fitted with a 4-cylinder Coventry Climax FPF engine, giving 158 bhp, mated to a 5-speed Colotti gearbox. It had a light (59 lb) spaceframe made mainly of round and square ¾ in steel tubing, triangulated around the cockpit, with a detachable top member in the engine bay. At the front end, 10¼ in Girling discs were mounted outboard and coil spring and double wishbone suspension was used. At the rear, there were double wishbones, the leading edges of which formed twin radius arms and the 9½ in Girling discs were mounted just inboard of the rear hub carriers, making for short driveshafts. The engine was angled 18 degrees to the right, Cooper elektron wheels were employed and the total weight was around 1,000 lb.



THE DÉBUT of the BRM-engined Gilby F1 car in the German GP, 1962. Keith Greene qualified 19th, from 30 entries, but retired on lap eight with a collapsed front suspension.

There were three fuel tanks, one of seven and a half gallons mounted over the driver's legs, a tank of similar size was on the nearside of the cockpit while a six gallon tank (smaller to accommodate the gear change) was located on the offside. The aluminium body had a shark-like appearance at the front, with the air vent for the radiators being under the nose. The total cost of the car was in the region of £5,000.

Peter Ashcroft recalls the first test session at Goodwood. "Keith was scratching around quite slowly, lapping at about 1m 35s, while the F1 lap record was 1m 28.8s. We persuaded Bruce McLaren to try the car and within five laps he was a tenth off the record — and that was straight out of the box. It bucked us all up, we knew we had a good car."

Shortly afterwards, the car was also driven by Jack Fairman, who then conducted track tests for the now-defunct magazine *Motor Racing*. He wrote: "(The Gilby has) no vices at all — which is almost too much to expect of any racing machine first time out."

The team did not have enough money to tackle a full GP season, and so concentrated mainly on British F1 events, with the odd trip abroad. From seven starts, the best results were fourth in the Lewis-Evans Trophy at Brands Hatch and sixth in the Danish Grand Prix at Roskildering. They did, however, make the start of the British Grand Prix where Keith qualified 23rd (of 30) and finished 15th. The only other driver to race the car in 1961 was David Piper, who came 11th in the Oulton Park Gold Cup.

The 1962 season got away to a promising start with three fourth places in the first three races: the Brussels Grand Prix, the Lombank Trophy at Snetterton and the Lavant Cup at Goodwood. The car still used the four-cylinder Climax FPF engine, though now with a 6-speed Colotti box. More and more runners, though, had V8 Climax and BRM engines and then the car slipped down the finishing order, though Keith did take third in the Naples GP at Posillippo in May.

Eventually, they were able to take delivery of a BRM engine and the chassis was modified at the rear to accommodate it. Work was still in progress on the car in July, so they had to miss the British GP. It was ready, however, for the German GP in August, the only World Championship race it started that year (failing to qualify at Monza) but, in the race, the front suspension collapsed — the one chassis failure of either car in three years.

Len Terry recalls: "The engines BRM sold their customers were much less powerful than the ones the works used, and ours was the worst of a poor bunch. I reckon it gave hardly more power than the Climax which it replaced." The season was rounded off with a seventh in the Mediterranean GP at Pergusa and retirement in the Oulton Park Gold Cup, due to an oil leak in the gearbox.

Off the track, though, there had been other developments. Gilby Engineering had been taken over by another firm and the new owners were not interested in motor racing. Sid Greene remained in control of a subsidiary which hit bad times and collapsed a few years later. Now is not the time or place to sift through the whys and wherefores — everyone you speak to has a different explanation. From the point of view of motor racing, the team disbanded and there were no more trips to the races for all Sid's employees and friends.

The F1 car was sold to Ian Raby and he continued the tradition of concentrating on the smaller events, with the occasional World Championship race attempted. His best finish was third in the Rome GP at Vallelunga. It then passed into other hands and was discovered, by club driver, Ian Bax, doing service as a sand racer in Jersey, fitted with a Buick engine. Bax bought the car and is slowly restoring it as a long-term project.

Len Terry had already left and eventually returned to Lotus where he played a major role in the design of the Mk 25 and Mk 33 Grand Prix cars, and the Mk 38 Indy car which Clark drove to victory in 1955. Spells with other teams followed, then he left racing to become a freelance engineer and is currently designing a 1920s-style panelled delivery van for a firm in Nottingham.

Keith Greene continued in sports cars for two more seasons, before hanging up his helmet at the age of 26. He says now, "In 1961/2, looking around the scene, I'd mentally placed myself in the top 20 drivers, but then I realised I wasn't going to be as good as I hoped I'd be." Most of his life since then has been as a team manager for, among others, Brabham, Gordon Spice and Rondeau. He was designated to guide the 1983 Ford C100 project, until it was cancelled. The man who rang to break the news was his old chief mechanic, Peter Ashcroft.

Len Terry, Peter Ashcroft and Terry Hoyle all say that Keith was a very good sports car driver whose neatness and consistency would have served to carve him a career as a long distance sports car driver. They feel, and Keith agrees, that he was not quite a Grand Prix driver.

Sid Greene does not share that view and feels that Keith could have made it into one of the works F1 teams after Gilby were forced to quit.

Speaking to Ian Bax in May of this year, he reported that the space frame has been nearly restored and the car will eventually be fitted with a Coventry Climax engine, as it was for most of its races 20 odd years ago. Ian regards rebuilding the car as almost a sentimental trust and intends never to sell it.

He keeps in touch with Sid who will be celebrating his 76th birthday in August, and sometimes visits him to chew over the old days. The reason for Ian's commitment to the car is simple: as a schoolboy, he was one of those whom Sid used to take to the races to share his pleasure in the sport. — M.L.

Racing History of the Gilby F1 Car

With Climax FPF engine and 5-speed Colotti gearbox

Driver: Keith Greene

3.4.61	Glover Trophy, Goodwood	11th
22.4.61	Aintree 200	13th
3.6.61	Silver City Trophy, B/Hatch	DNF
15.7.61	British GP, Aintree	15th
27.8.61	Danish GP, Roskildering	6th
23.9.61	Oulton Park Gold Cup	11th*
1.10.61	Lewis-Evans Trophy, B/Hatch	4th

With 6-speed Colotti gearbox

1.4.62	Brussels GP, Heysel	4th
14.4.62	Lombank Trophy, Snetterton	4th
23.4.62	Lavant Cup, Goodwood	4th
23.4.62	Glover Trophy, Goodwood	7th
28.4.62	Aintree 200	10th
12.5.62	Int. Trophy, Silverstone	15th
20.5.62	Naples GP, Possillippo	3rd
11.6.62	Crystal Palace Trophy	7th

With BRM V8 engine

5.8.62	German GP, Nürburgring	DNF
19.8.62	Mediterranean GP, Pergusa	7th
16.9.62	Italian GP, Monza	DNQ

Driver: Ian Raby

15.4.63	Glover Trophy, Goodwood	7th
11.5.63	Aintree 200	DNF
11.5.63	Int. Trophy, Silverstone	8th
19.5.63	Rome GP, Vallelunga	3rd
20.7.63	British GP, Silverstone	DNF
28.7.63	Solitude GP	NC
4.8.63	German GP, Nürburgring	DNQ
11.8.63	Kanon loppet, Karlskoga	9th
8.9.63	Italian GP, Monza	DNQ
21.9.63	Oulton Park Gold Cup	DNF

* Driven by David Piper

Prelude to Easter

The Editor Thinks Very Well of the 12-valve Honda EX coupé, Looks at Part of the MCC Land's End Trial with it, and uses it for some Scenic Holiday Runs



THE EDITOR'S EASTER TRANSPORT was the very pleasant Honda EX, whose good ride and equipment made it ideal for following the Land's End Trial.

THIS year my "Easter egg" was an exceedingly smart and well-finished Honda Prelude EX coupé, with almost every conceivable item of useful equipment, handed over before the holiday in spotless condition, just like a brand-new car, although it had done more than 3,000 miles, so was nicely run-in, and with all the paperwork in impeccable order. Its quartz silver metallic finish was much admired; the boot lid carries a rubber "spoiler". The upholstery was of blue and black cloth.

As Mrs Thatcher's Government is encouraging the establishment in Britain of the Nissan factory I no longer have any compunction about road-testing Japanese cars and it has to be said right away that this Honda EX coupé is exceedingly hard to resist. . . .

So I was soon speeding along the M4, close to which the Chiswick premises of Honda UK in Power Road are conveniently situated. From the commencement it was readily apparent just how sensibly contrived this Honda is. It was quiet and its four-cylinder 1,829 cc 12-valve engine — shades of Ettore Bugatti — notably smooth, as the car cruised at just below 3,200 rpm at 70 mph in the fifth speed of the truly excellent gearbox, the changes on which are literally of the "knife thro' butter" kind, with no baulking into 1st or reverse. In a cross-wind the all-independently sprung (coil springs, wishbones at the front, struts at the rear) FWD Honda deflected hardly at all and I was enamoured of the simple lh stalk control of the single-blade screen-wiper positions, with rear wipe / wash, the lamps and turn-indicators being controlled, unusually but to my mind correctly from the rh stalk, both substantial controls. Convenient, too, were two slides and six buttons for detailed heat / fresh air distribution. The sunroof was very appropriate to the Easter weather but wind noise was high with it open, inspite of the automatically raised air deflector.

Totally revised in 1983, the Honda Prelude has since been further improved. The normally recessed Stanley headlamps now pop up when the flasher-control is used, although the raise-button is retained, an automatic throttle-opener has been applied to the twin side-draught CV carburettors to aid hot starting, and the anti-lock braking system, a very worthwhile extra, costing £590, not on the test-car, has been further refined. Automatic transmission is another option.

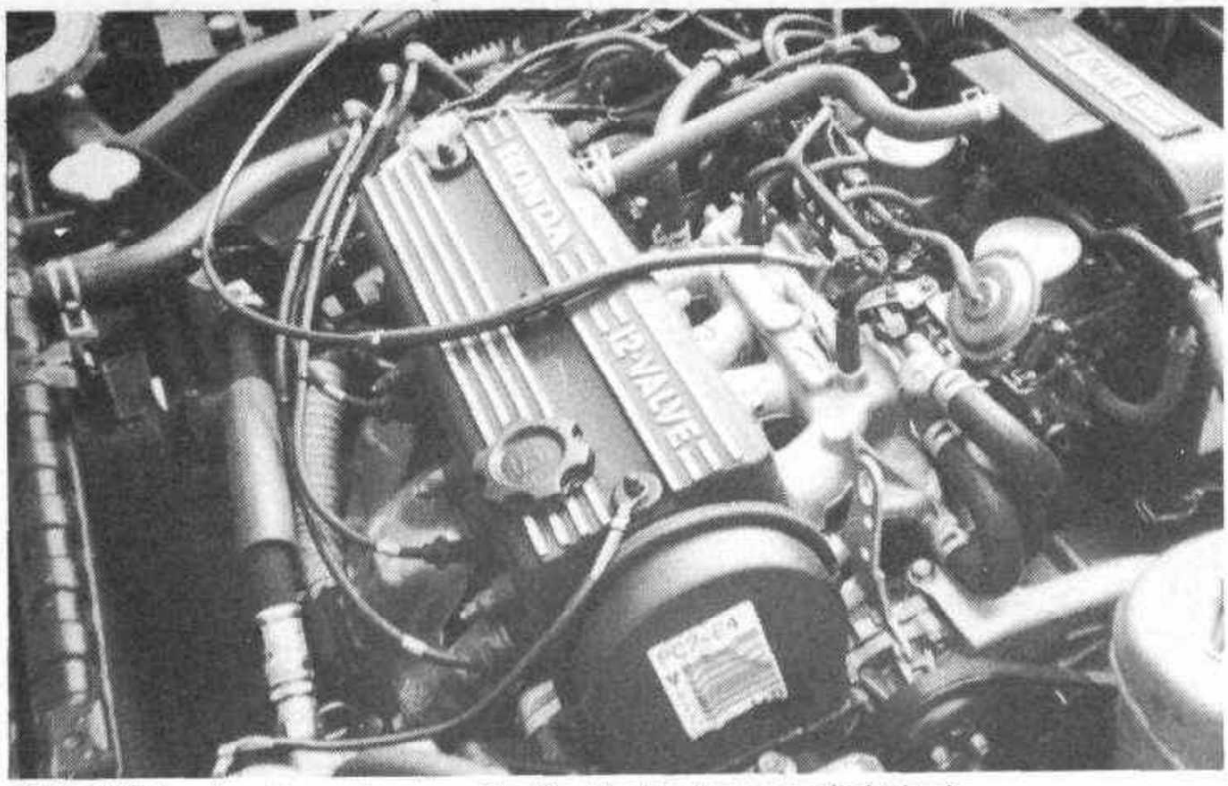
Already I was beginning to appreciate this Honda EX, which is as well-arranged beneath its front-hinged bonnet, with the fuse-box very accessible, for instance, as it is well-trimmed within, as I drove home to Wales. On this run, and subsequent pottering about locally it returned 30.7 mpg of 4-star. The Japanese provision of remote opening for boot lid and fuel-filler flap, the easy bonnet release, on the correct side, the sensibly illuminated dials and clock (with rheostat lighting control) ever easy to read but entirely non-dazzle, the effective holds for the two doors of this 2+2 coupé, its top-comfort seats, the front ones with 190 mm slide adjustment and 18 squab-rake variations and upholstered wide boot, electric window lifts incorporating quick action when needed, electric sunroof with sliding panel below, the light clutch action and small steering-wheel, practical stowages including lockable cubby, coin locker and front-door bins, a National radio / cassette-player, and the Michelin XVS 185/70 HR1 tyres, combined to make me anticipate splendid transport for the Easter vacation. The heat / ventilation, controlled by a row of buttons and very neat slides also appealed.

The Land's End Trial

It is no longer possible to look forward to the Brooklands Easter Race Meeting, but Easter still means the Motor Cycling Club's Land's End Trial, which originated in 1908. This year the 63rd of the series had an entry of 366 cars and motorcycles, proving that the trial retains all its old appeal and is as significant as ever as a premier sporting event. It was not possible to see it in its entirety, but I covered the Bristol start, and have prevailed upon VSCC President Threlfall to report on some of what happened subsequently, he being a Travelling Marshall in his well-used 1928 Model-B Ford Tudor saloon. The weather could hardly have been better as competitors were waved off on their long journey from the convenient illuminated expanse of the Gordano Service Area adjacent to the M5. For additional lighting on the start-line one of those compact Honda charging plants was in use.

The motorcyclists looked the part of seasoned MCC devotees, three of them on sidecar outfits, of which Gagg's Triumph Metisse had a coil of exhaust piping to warm the navigator's feet and other ingenious fittings, Potts' Halo a big front disc brake and sprung front fork, while Williams' 650 cc Triumph two-stroke departed in a reassuring haze of oil smoke. Soon the cars were arriving for scrutineering and food before their long run to the last Observed Section, the dreaded Blue Hill's Mine, and the finish at Newquay. In contrast to the pre-war entry, there was Bradbury's well-contrived VW Buggy, with gull-wing doors and spare wheels mounted above the engine. The "Chain-Gang" were out in force, in the guise of Leigh's 1934 Meadows-'Nash, Hall's sister car, Johnson's 1933 Meadows-'Nash and Blakeney-Edwards' 1929 Frazer Nash, but we did not see Freddy Giles or Still, with their 1928 and 1937 'Nashes while we were there.

Sue Halkyard's familiar Austin 7 Chummy was wearing its Uniroyal-165 rear tyres, and Barry Clarke's A7 seemed to have some just as bulbous. Foreshaw seemed to be rebuilding most of his MG before the off, and it was horribly bad luck on Blackburn that, after driving his 1936 Singer Nine tourer "Buttercup" down from Manchester,



12-VALVE legend cast into rocker-covers identifies Honda's 3-port per cylinder head.

it holed No.3 piston a few yards from the car park, having to retire and be taken home by the RAC Recovery Service. Jane Arnold-Foster's smart 1926 12/50 Alvis two-seater had a fit of nervousness and was for a time reluctant to start, Rolfe's M-type MG Midget, having broken its crankshaft last year, was using a Ford Ten engine, Campbell's 1930 Model-B Ford was there to give Threlfall's company, and altogether the scene was set for an excellent, if dry, "Land's End". As for the Honda, having brought us down to the M4 / M5 *via* Builth Wells, Talgarth and Abergavenny in the midst of much crawling holiday traffic, we ran back through the warm night along the at first twisting, then fast, road from Chepstow to Monmouth, with tantalising glimpses of the River Wye and fine hotels every so often, to join the arterial stretch of the Head-of-the-Valley road back to Abergavenny. Tom Threlfall's report on the Land's End is on page 672.

On Easter Saturday there was an interlude, watching motorcycle racing at Donington on TV, with Haslam winning on the works three-cylinder Honda from his team-mates, a Honda 1, 2, 3, which lends a racing touch to driving a Honda car, especially as Honda say the suspension of the Prelude which incorporates zero-camber, zero-castor and resistance to bump-start, has benefited from their experiences in F1 car racing. . . .

On Easter Sunday and Monday the Honda was enjoyed further, being driven over some notably scenic routes, along picturesque by-ways, the daffodils much in evidence, and the Bank Holiday congestion largely avoided (but the traffic into Bridgnorth on A458, going the other way . . !), from Mid-Wales into Worcestershire as far as Malvern for planning in connection with future VSCC events and into Shropshire, as far as Bridgnorth where the Midland Motor Museum is based, motoring, as well as the car, being part of the game. . . .

More on the Honda EX

The Honda's 12-valve engine, is more sophisticated than a Bugatti's, for there is different timing for the two inlet valves and the plug fires from opposite one of the inlet valves. The result is good torque (114 lb/ft at 4,000 rpm) and 106 (DIN) bhp at 5,500 rpm. The single ohc cross-flow alloy-head 80

We've learned a lot

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1910. 1st London-Exeter Trial—Gold Meda
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1951/52. RAC Rally Team Prize.
1962. Le Mans 24 hours 1st in class 13th overall.
1978/79. Production Sports Car Championship Winner.



x 91 mm. power unit runs safely to a marked 6,200 rpm. The distributor is on the off-side end of the belt-driven camshaft. The rack-and-pinion steering had power-operation on the test car, arranged to diminish until there is no power above 25 mph, This enables high-gearing to be used (2¾ turns, lock to lock with a turning-circle of just over 33 feet) and for parking no effort is needed. I liked this steering but found it somewhat over-light for quick manoeuvres. The suspension veers towards hardness, but not aggressively so. Nor can its neutral cornering be faulted, except for a very slight feeling of front-end heaviness at times, which in no way spoils the response.

This impressive Honda can be whistled along very quickly while still being driven economically, using mostly the two higher ratios on normal runs, to give close to or better than 30 mpg, the fuel tank having the very useful capacity of 13.2 gallons. The engine only becomes somewhat noisy and rougher if high revs are indulged in, not really necessary in normal usage. The unusually slim radiator doubles as temperature booster and engine mass-dampers.

The interior finish is as commendable as the exterior paintwork, with good carpets, four loose mats, etc, and driver-vision cannot be faulted. The upholstered boot swallows nearly 13 cu ft of luggage and remains locked until opened by one of the two keys or from the aforesaid so-convenient driver-release lever, and the rear-seat squab can be folded down. The wide doors hold open properly, even on a gradient. As I have implied, the switch-gear is neatness personified and only sheer clumsiness could make the headlamps pop up when closing the roof is intended (they have a switch for this, independent of the stalk-control) or the lamps to be extinguished while signalling a change of direction because their rotary control is on the turn-indicator switch.

. . . .

There can be very few five-speed gearboxes nicer to use than the Honda's, controlled by a short, gaitered lever, working in a non-dog-leg gate. There are disc brakes all round, and neat alloy four-stud road wheels, with the spare under the carpeted boot floor. Steering-column rake is adjustable, with provision for changing it to aid entry, and then automatically regaining the setting previously selected. The Halogen headlamps gave an adequate rather than a long beam. Heat and fuel gauges, with 2.2-gallon reserve light, flank the speedometer and tachometer. This is a car to enjoy, the exhaust note from the two chromed tail-pipes just sufficiently audible at sensible revs to give a sporting touch without attracting unwanted attention. The engine was always a prompt commencer and ready to pull away at once as if it had fuel-injection, not carbs. Two internally adjustable door-mirrors are fitted, the back seats had belts, and there is the expected indicator panel showing whether doors and boot lid are properly closed, etc. The heater has a quiet fan, door vents and side window de-misters. The external and internal door-handles function nicely but there is no centre-locking. Under the prop-up bonnet the dip-stick is very mildly obstructed but everything else, Yuasa battery included, is 100% accessible and all the fuses clearly labelled. The neat cam-box cover is proudly inscribed "Honda 12 Valve". Extensive rust-prevention, a 12 month unlimited mileage guarantee and 7,500-mile servicing intervals are other bonus aspects. To sum up, the sunny 1984 Easter was much enhanced for me by the loan of this thoroughly likeable and efficient coupé.

Weighing 19.3 cwt and with a drag co-efficient of 0.36, it does 0-60 mph in under 10 sec and has a top speed of 110 mph. Honda may have been the last of the eight Japanese companies now selling cars in Britain to take up private-car construction, after becoming World motorcycle champions, but their products and marketing put them in the top category of such cars and unless you have Oriental prejudices I can think of no better way of spending £8,250 than on a Prelude EX. And if a link with motor racing adds allure to ownership for you, there is Honda's V6 turbocharged 1½-litre engine developing some 600 bhp at 10,400 rpm now on the F1 scene. —W.B.

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Road Impressions

The Renault 11GTL



MOTOR SPORT has reviewed many Renault models in recent months, including the more sporting turbo models and the top-of-the-range, very covetable 25. But the less costly cars from the Regie Renault must not be overshadowed, so the other day I found myself exchanging temporarily the Editorial Alfa 6 for an 11 GTL, the four-cylinder 1,400 cc front-drive five-door Renault Hatchback selling for £5,250.

Coming off the sure-footed Italian car to the Renault at first felt like trying to play croquet or balance on a rubber ball. However, when in a hurry one can get most things to corner fast and it wasn't long before I discovered that this Renault 11 would corner quite effectively without much of the former extreme roll-angles expected from the *marque* and with but mild understeer. What is more, comfort is this car's key factor. No matter how much the road wheels are pattering over undulations hardly any shock is imparted to the occupants of the supple, snug "solid foam" seats (of "monotrace" or single-track type). Couple this with the most generous size of the body on what is an under-1½-litre car, enhanced by the area of window glass and the big bubble-type convex window in the hatchback panel, and you have a car that is pleasant to use no matter how long the journey.

I also found this Renault 11 GTL a very *convenient* car. It may not possess much driving-character but it certainly has sensible arranged controls. For instance, the five-speed gearbox functions nicely, although getting reverse from rest, involving lifting a collar round the lever over to the left, sometimes gives pause, and both clutch and disc / drum brakes worked so well that I gave them no thought. The two stalk-levers, lh for lights and turn-indicators, right one for wipe / wash, are straight forward and the instruments are easily read. The Renault 11 GTL, not being a "racer", eschews a tachometer but the petrol gauge is so steady-reading that it is calibrated in actual litres of fuel remaining, from 47, down in increments of 30, 20, and 10, to zero, instead of the usual 0, ½, F, a splendid idea, using a very clear dial, except that it was inaccurate as the level dropped; but there is a warning light. The oil-gauge, too, is unusual, consisting simply of a needle that moves out of sight as soon as the engine has been started if the sump level is in order. It is matched by a similar ¼-dial temperature gauge. Those, and a Veglia trip / total speedometer, are the only dials, other indications being conveyed by neatly located warning lights, while if the lamps are left on with a door open, a subdued tinkle-note is sounded. All very simple and, as I have said, *convenient*. The press-button switch-gear is likewise well contrived.

The fascia surrounds are essentially "plasticky", the doors, with convenient "press under and up" exterior handles, close tinnily, and the shape, seen from the back, is a thought ungainly. But the things that matter — good dip and full beams from the dual Cibie quartz headlamps, all manner of useful stowage areas, including a big cubby and front-door bins, two external rear-view mirrors (externally adjustable though), the easily folding rear seat for converting this Renault into a small lorry, the very good heating and ventilation system with three-speed fan, and easily understood controls — compensate, and although on the car tested the price had been kept competitive by using such items as manual window lifts, individual door-locking, no sunroof, etc, there are many delectable extras available. The remote central-door-locking by infra-red action, as on the luxury Renault 25, sounds like one of the better gimmicks . . . (available on the Automatic GTL only, however). The test-car had a Philips stereo / radio and so cosmopolitan are manufacturers these days that this French car was on Pirelli P4 155 R13 tyres. The aforesaid fine ride is accomplished with all-round independent suspension, coil spring strut at the front, trailing-arm torsion-bar at the back, and there is slightly vague rack-and-pinion steering. The engine drives through a normal gearbox, so that almost all the transmission whine of the old Renault 14 is obviated. Main service intervals come every 10,000 miles and Renault claim great attention to anti-rusting precautions.

Apart from the comfort and convenience of this Renault 11 GTL, it is most economical. The engine gives 60 (DIN) bhp at 5,250 rpm, against the 68 bhp of the Automatic GTL and 72 bhp of the TSE model. The fuel tank, with lock in the flap-covered filler, holds 10.3 gallons and as the overall consumption worked out at a remarkable and truly commendable 39.5 mpg, falling to around 35 mpg on fast runs, the range of the GTL is another handy feature.

Renault use Zenith, Solex and Weber carburetters, and the Solex 32BIS on the GTL, with manual choke, gave instant cold starts, but at times there was a very slight flat-spot effect when accelerating, of no real moment. On the matter of this car's notable fuel conservation, these days even transversely-mounted four-cylinder engines are so supple that the fifth speed can be made frequent use of above 30 mph town speed limits, contributing to economy. Other likeable features are the front and rear spoilers, wrap-round polyester bumpers, side bumper shields and recessed anti-dazzle visors (as on Rovers), but the Veglia quartz clock could be slightly better placed.

Nor should it be thought that this is a sluggish car. The Renault 11 GTL will do 97 mph, aided by a drag-co-efficient of 0.35, go from 0 to 62 mph (100 kph) in 15 sec, and it cruises at 70 or 80 mph with little intrusion of engine or wind noise. At engine idle there was some exhaust tail-pipe rattle.

Renault have long had a reputation of building cars somewhat out of the common rut and their best-selling Eleven continues this tradition. — W.B.

The Things They Say . . .

"IT now looks as though nothing can save the banking, and Gallahers, far from being the saviours they at first appeared to be, have turned out to be about as much use to the Brooklands Society as Charringtons, who demolished the flying village. One is tempted to say that if the banking does go, then there'll be no hope for Brooklands in the future." — The *VCC Gazette* commenting on the Brooklands *débâcle*.

W.B.

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BOOK REVIEWS

"The Bassett-Lowke Story" by Roland Fuller. 352 pp. 12 in x 8 in *(New Cavendish Books, 23 Craven Hill, London W2. £18.50).*

This book is far more about model locomotives, railways, ship-models and miniature constructional items, etc, than about the world of model cars. Nevertheless, I think it will be warmly welcomed by all who remember the famous Bassett-Lowke model shop at 257 High Holborn (opened in 1908) or that at No 112 (opened in 1910), so far as London was concerned — the Northampton Company had other branches — and the heart-stopping contents of their windows. I used to browse there without any hope of being able to afford even the most modest of the contents, and I was very unhappy when these formerly-irresistible shops turned into more or less ordinary toy-shops, in the 1960s. Bassett-Lowke made proper models for most of their existence, from catalogued items to splendid scale-replicas for museums, shipping lines, and the like. This book is about it all, and it is packed with fine illustrations of B-L products, to browse through which is almost as fascinating as being cast-back to look in the shop windows themselves. . . There is additional information contributed by Allen and Narisa Levy (the latter, Prince Chula's daughter and custodian of one of the most original of all surviving ERAs), Ted Leech, Dudley Dimmock, and Robin Butterall, Dimmock contributing 30 pages of intimate memories of what it was like working for W. J. Bassett-Lowke and on his many model projects, at the shop at No 112, High Holborn and elsewhere. This, and the author's long story, written as the last advisor to B-L (and as MD from 1953, after Bassett-Lowke's death) before he himself died at the age of 77 early in 1981, are the mainstays of this quite remarkable book. But it contains much more — in the form of reproductions of B-L documents, lists of the locomotives they made, pages from their still-famous railway catalogues, details of the Companies involved, and lists of the exhibition ship-models and passenger-hauling model locos, etc, they supplied, and a lot more besides. Incidentally, the Sears family helped Bassett-Lowke with finance, in the beginning.

I well remember, having gone to buy, for 10/6d, a clockwork 7.5 Citroën two-seater tin-plate toy from the actual Citroën car-showrooms in Piccadilly, seeing later a model of a Wolseley Ten in the showroom windows of the Wolseley Company in London and asking my war-widowed mother to try to buy it for me. I still recall her coming out to say she had been told it was not for sale, and the probable price they had told her Bassett-Lowke would charge for a similar model — far beyond our means, remembering that later, in the 1930s, B-L charged £500 for their 9½ in-gauge 2 in-scale 4-4-2 Atlantic locomotive. . . This new Cavendish book lists, among famous customers at the London B-L shop, Capt Malcolm Campbell, Prince Chula Chakrabongse, Lord Cowdray (who is thought to have at one time owned "Chitty III"), Capt R. H. Howey, the Earl of Moray, Terence Cuneo, Stirling Moss, Sir Henry Segrave (spelled incorrectly), "Dick" Seaman, and Count Zborowski, confining ourselves to people from the motoring world, for the range is much wider, including the Royal Princes and many famous authors from Kipling downwards. There are pictures of Prince Chula, Prince Bira and Sir Alex Issigonis with B-L ship and railway models. This is the stuff of which this book is made, including pictures and items from B-L's Anniversary celebrations, a list of museums housing B-L models and of the miniature railway-layouts laid down by B-L, details about the libel case between B-L and Henry Greenly, etc. We should be very grateful to New Cavendish Books and Allen Levy for making it available.

On the model-car side, there are pictures of the vehicle miniatures B-L's made for the Rootes Group in 1947, Crossley and other military vehicles made for the War Office around that time, a Meccano sports-car as sold by B-L in later days, the sporting Sunbeam tourer, 40 / 50 Rolls-Royce landaulette and Lanchester 40 saloon, all to 1 in to 1 ft made by Twining Models Ltd (a B-L subsidiary) for the Queen's Dolls' House, in 1924, and a Leyland 3-ton WD lorry (to 1½ in scale) made for Leyland's, a Type-B London 'bus, (⅛ full-size) and a tanker-lorry, probably a Thornycroft (to the 1 in-scale aforesaid) made by B-L for Messrs Shell-Mex. Lord Brabazon of Tara is seen addressing the B-L 50th Anniversary dinner-party and there is a photograph of J. M. Maskelyne, a one-time Editor of a model-railway magazine, as passenger on a very early De Dion Bouton car (Reg No AA 20) owned by Lord Montagu and still in the National Motor Museum at Beaulieu. Among this feast of picture material are many of B-L factory interiors, B-L premises and people, etc, making this a unique record. — W.B.

Another "Action Stations" book, No 8 in the series, covering the military airfields of Greater London, has been issued by PSL of Bar Hill, Cambridge, at £10.95. The author is Bruce Barrymore-Halfpenny and I found much of intense interest in this book about the aerodromes clustered around London. For instance, I had always been puzzled about the one at Acton, near the present-day Renault Centre, and this is explained on the first page of this 248-page (9¼ in x 6⅛ in) book. All those aerodromes that aviation-minded kids like me visited before the war are there — Kenley, Croydon, Hendon, Heston, Heathrow, Hanworth Air Park (where Bertelli made his Aston Martins), Cricklewood and so on, together with some you might not even have known were there, all described from the viewpoints of their history, locations, Squadron usage and present situation, with suitable photographic coverage, totalling 231 pictures and five maps. It is all so fascinating and an idea for motoring expeditions to investigate.

On the subject of Brooklands the author provides a map of its war-time form, during which the sad destruction of the old Motor Course began, but is not quite accurate when he says the latter was opened by S. F. Edge in July 1907, because there was an Official Opening before that, in June, nor do I remember high tension cables on three sides of the aerodrome and two tall chimneys on the east side, unless these were a war-time arrival, since removed? Nor is it correct to say a Royal Flying *Club* took over Brooklands during the war; what is meant is the RFC. Moreover, it is rather misleading to say "The small town of Byfleet nestled in the south-west corner", although it is true that the village of West Byfleet flanked the Track. However, much very interesting information about Brooklands is given, as for the 74 other airfields covered, so the book is highly recommended. The opening chapters cover "Airfield Camouflage" and "The Battle-of Britain Story".

* * *

Haynes Publishing Group do not hang about! Already a further four books in their highly collectable series of "Super Profiles" (shades of the never-to-be-forgotten Batsford Profiles!) have been released. The first of these informative and well-illustrated, uniform-style "Super Profiles" is about the Morris Minor Series MM, that pleasing and still very frequently-encountered small car, by Ray Newell. Next we have coverage of the Jaguar SS90 and SS100 sports-cars, and who better to compile it than Andrew Whyte? The third in this batch is devoted to the Ford Cortina 1600E, the author being the old and staying campaigner Graham Robson, while Chris Harvey has turned his attention to the Rolls-Royce Corniche, and if we have had enough of R-R legends of late, the interest in these superbly-engineered cars never diminishes. Each book sells for £4.95 and

while they are not so bulky as, say, the Osprey one-make and one-model books, they do include reproductions of contemporary road-test reports, and owners' views, etc.

* * *

Haynes have also published Frank M. Mellings' look at motor cross on motorcycles, in his "The Big Leap", which is priced at £7.95.

* * *

Anthony Pritchard's 1967 book "Ford vs Ferrari: the Battle for Le Mans" has been reprinted in extended form, so that it now covers all four of Ford's successive Le Mans victories '66 to '69. With greatly expanded photo coverage, including eight pages of colour, this hardbacked book now extends to 256 pages, and can be obtained direct from the publisher, Wallace A. Wyss, Zuma Marketing, Box 9359, Marina del Rey, California 90295, USA at a price of US$18.95 plus $4 P&P.

* * *

To borrow an age-old *Punch* idiom, for those who like it, this is what they will like, "it" being two publications from Osprey, "Street Machines — '49 and on Custom Cars" by Andrew Morland, and "Lead Sleds — Chopped And Low — '35 Thru '54" by Mike Key, both at £6.95, while Brooklands Books have added to their comprehensive road-test reproduction repertoire with "*Road & Track* On Ferrari — 1950-1968". Finally, for this month, Kimberley's, of 19, Heath View, London, N2 0QD, have added "Toleman" and "Arrows" to their studies of today's F1 teams, at £2.50 each, postage 25p extra. — W.B.

Cars In Books

KNOWING my love of the past, the good life as it were, one of the marshals on the VSCC Welsh Week-End gave me a soft-cover publication called "Good Times", by V. C. Buckley. It consists of a wealth of photographs taken by this much-travelled Etonian to depict what life at home and abroad was like in the between-wars years. There is a chapter on motoring, from which we learn that Buckley's first car was a 1924 Morris-Cowley two-seater bought for £250, after he had had a few driving lessons on his father's Buick, which a photograph shows to have been a 1921 All-Weather tourer, looking much as any other American car of that period. The text of the motoring chapter is rather superficial, a Cubitt owned by an undergraduate in Buckley's college at Cambridge being remembered and some space being devoted to the Riley he took to Ireland in 1936, a red-and-black Monaco saloon, wrongly captioned as of 8 hp. After the Morris the author had a dark blue Austin 12 two-seater, equipped rather unusually with aluminium disc wheels and bumpers, Buckley says the most beautiful car he ever saw was an all-white Rolls-Royce Park Ward sedanca de ville, parked outside the Berkeley Hotel in 1930. He includes a photograph of Mrs Manville's fawn and white Rolls-Royce coupé-de-ville, which she brought to Europe, usually on the *SS Bremen* each summer, her chauffeur Richardson wearing a uniform to match the car — it is said she made her money from asbestos. Other pictures show the Ford V8 "woodie" in which the author crossed the desert from Port Sudan to Suakin, a deserted town on the shores of the Red Sea, in 1936 and an early-1920s Daimler owned as a guests' car by the Maharajah of Mysore, and a shot of the start of a Brooklands race in 1921, in which I recognise Cooper's Mercedes, Duff's Fiat, the Lorraine-Dietrich "Vieux Charles Trois" and Segrave's GP Opel — alas, the caption says that the author enjoyed "watching the Bentleys, Sunbeams and Straker-Squires whirling around the track; today we would call them old Chitty Chitty Bang Bangs" — which I, for one, wouldn't! His idea of the pace at which these cars "whirled round" is rather conservative; he suggests "the then fantastic speed of 90 mph" for Count Zborowski's black Mercedes, but, of course, they went far faster . . . There are some shots of early air-liners, and the 197 pictures are certainly nostalgic — the book was published in 1979 by Thames & Hudson Ltd, 30 Bloomsbury, London, WC1B 3QP, so copies may still be available. — W.B.

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The M.C.C.'s Land's End Trial

The more significant differences between this year's Easter event and most of its 62 predecessors concerned the weather, which was warm and dry, and the entry list, which had gone over 400 within a couple of weeks of the regulations being published. The M.C.C. must take some satisfaction from this enthusiasm amongst its members, especially since it deliberately eschews sponsorship (and stickers), and since those members have to pay twice for their use of the public road — once through their road fund licences, and again through the hefty RAC permit fee, based on the high road mileage (400).

Starters (160 bikes and 190 cars) ranged from Matthew Blake's 1927 Austin Chummy to the Gray family's pair of tyre-smoking 2CVs; they included six chain-gang Frazer Nashes, which enjoyed rather mixed mechanical fortunes, a DB2 Aston Martin, and a Jago Geep (whatever that may be) amongst the usual run of big-engined VWs, jacked-up Escorts, and Cortina-engined Dellows.

Starting points on the Good Friday evening were Bristol, Lewdown, and Basingstoke; the routes converged on Ilchester, where competitors were able to eat the second of their three burgers + beans + chips-style breakfasts early on the Saturday morning, before attempting the first of the 18 sections. In spite of the fiscal injustice mentioned above, and all those baked beans, competitors were agreed that it was a particularly good trial this year. Clever timing arrangements by Clerk-of-the-Course Tucker Peake had obviated the queues found in earlier years at the more difficult sections, which gave little time for the taking of photographs. It is rumoured that "Tuck" has been approached with a view to sorting out the queues on the M1 in the Watford Gap area.



W. STEWART took a First Class award with his 1172 cc side-valve Ford, seen here on Crackington.





TWO VARIATIONS on an MG theme: above, Peter Jones' TC on Crackington, and left, the 1800 cc MGB Special of B. G. Wills about to tackle Darracot.

The first few sections were quite tame in the dry weather, but Orange (in West Devon) had been liberally doctored with the active ingredient of a nearby midden, and stopped most of the earlier car entry in its tracks. Crackington, in Cornwall, had been similarly if less generously treated. As they neared the finish at Newquay competitors were faced with Blue Hills Mine, which seems to provide an afternoon's cabaret for several thousand spectators. "Show me a sane man, and I will cure him". (C. G. Jung). Class winners were: Deacon (Ford), Rule (Ford), Coles (VW), Ray (MG), Fouracre (VW), James (Troll), and Proudfoot (Morgan). — T.J.T.

Black in the beginning



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Grote Prijs van Belgie

— Ferrari fight back

START of the Belgian Grand Prix with Albore Ferrari C4 taking immediate command ahead Warwick's Renault RE50, Arnoux's Ferrari Winkelhock's ATA D7.

Zolder, April 29th

WHEN THE Belgian Grand Prix returned to the Spa-Francorchamps circuit last year, everyone was delighted and full of enthusiasm for a real *Grand Prix de Belgique* and the general feeling was that there need be no further discussion; the Belgian race was back at its rightful home and there it would stay. However, those who thought that overlooked one small but important point, which was the fact that the owners of the Zolder-Terlamen circuit in the Flemish part of Belgium, had spent millions of Belgian francs on circuit improvements at the behest of FISA and FOCA. The whole paddock and pits area had undergone an enormous and impressive rebuild to bring it up to the desired standards and in 1982 everyone had been very satisfied with the results. No matter how popular the return to Spa-Francorchamps had been, the Zolder-Terlamen people were not going to relinquish their country's Grand Prix as easily as that, and who can blame them, for they saved the event in the early 1970s when Spa-Francorchamps had foundered and the Nivelles-Baulers Autodrome fell flat on its back. Much as we all enjoyed the new Spa-Francorchamps circuit last year when the *Grand Prix de Belgique* was re-instated in the foothills of the Ardennes, we had to face facts and return to the flatness of Limburg and tricky little Zolder circuit in the woods of Terlamen for 1984.

Skies were clear and blue, and the sun shone brilliantly throughout the three days of the 1984 *Grote Prijs van Belgie*, making the whole scene almost tolerable and a smoothly run race, trouble-free and well organised, did much to alleviate the sadness at not being able to return to Spa-Francorchamps until 1985. It gives us something to look forward to.

This event saw the opening of the Grand Prix season in Europe, and the third event in the 1984 season and it was with some relief that the mechanics and engineers could pack all their equipment into their articulated "juggernauts" and set off for Belgium, self-contained and complete. With a bare two weeks since the return from the South African race on April 7th (not March 7th as mistakenly printed in last month's MOTOR SPORT), most of the teams had done a vast amount of work and there were nine new cars in the pits, including two of the new Arrows A7 cars with turbocharged BMW power. As is customary since Bernie Ecclestone got the world of Formula 1 organised, everyone was ready to go the moment the circuit was opened for testing at 10 am on Friday morning for the regulation one and a half hours. Nobody was missing and nobody was late and it was particularly pleasing to see the amicable Piercarlo Ghinzani back in action in a brand new Osella-Alfa Romeo after his horrifying accident at the South African Grand Prix.

Usually the Zolder circuit causes angu over brakes, the on-off, on-off, on-off natu of the circuit playing havoc with systems, but this year Ferodo, Girli Lockheed, Brembo and all the others w look after Grand Prix retardation seemed have the upper hand and the fact tha Grand Prix car can pull 2½-3g un braking says much for the contin research and development done by the bra specialist firms, to say nothing of the rubb supplied by Goodyear, Michelin and Pir that allows this sort of stopping power. W turbocharged 1½-litre engines giving 6 bhp if required, in cars weighing around 6 kilogrammes complete with driver, performance potential round a stop-and- circuit like Zolder is nothing short staggering. With a surplus of horsepow huge aerofoils can be dragged through air to give a large downforce that more th makes up for the loss occasioned by banning of under-car "ground effects".

Throughout the two days of testing a qualifying, engines were the big problem some teams. While Renault and Ferr were free from engine troubles, Hon Porsche and BMW were in dire troub There were pools of oil, clouds of smoke a derelict cars almost continually duri Friday and Saturday. If it wasn't a Hon engine in a Williams that blew up, it wa Porsche engine in a McLaren or a BM engine in a Brabham. Even the Hart engi

were not devoid of trouble, the Spirit team blowing up an engine, but the most spectacular was the BMW engine in the special lightweight Brabham BT53/3. In Saturday's qualifying Piquet had only just started on his first flying lap when there was an almighty bang and the Brabham stopped abruptly. You could clearly see the crankshaft and one of the connecting rods, and they were still inside the engine! Honda did an equally good job on Rosberg's race-car FW09/4 on Friday afternoon covering the whole of the back of the car with glistening oil so comprehensively that it looked as if it had been spray-painted with shiny black cellulose. Porsche managed to set fire to Lauda's McLaren MP4/2 on Friday afternoon, and excelled themselves on Saturday night (or early Sunday morning to be more precise) when, after installing a new engine ready for the race, working through the night, the mechanics started it up behind the pits and it promptly blew up!

Through all the smoke and oil Ferrari and Renault vied for the best qualifying results, with Derek Warwick making fastest lap on the first day for Renault and Alboreto scoring pole position on the second day for Ferrari, with Arnoux in second place. Warwick might have retaliated had his engine started promptly when he was ready to go out again on his second set of qualifying tyres on Saturday. As it was it was reluctant to start and a precious ten minutes were wasted. He got going with just enough time to do one flying lap but then an exhaust pipe fractured, so he had to be content with fourth fastest lap overall. Just how much trouble the Brabham team were in with their BMW engines can be seen by Winkelhock's position on the grid with the ATS-BMW, and on Pirelli tyres at that.

Warwick had been forced to fight a lone battle against the Ferraris for his team-mate, Patrick Tambay, was in dire trouble throughout both days. He and his ex-Ferrari engineer Tommaso Carletti could not get things right, when the engine stopped misfiring the gearbox played up, when that was cured the brakes gave trouble, when they worked all right the tyres were all wrong, and so it went on from one trauma to another, with Tambay ending up on the sixth row of the grid, alongside Cheever's Alfa Romeo. Lauda was just behind Tambay and equally unhappy, though Rosberg on the other hand was surprisingly chirpy about being on row two alongside Warwick, bearing in mind that things were a bit shambolic in the Williams pit. After all the BMW dramas Piquet and Fabi were happy to be on the grid at all.

Among the lesser teams Arrows had their hands full as their new BMW-powered A7 model was making its first appearance, in the hands of Thierry Boutsen as it was his home Grand Prix. A7/01 was in the back of the garage, having been used for initial testing and he was using A7/02, while Surer had to soldier on with the Cosworth powered A6 cars for this race. Team Tyrrell had no option but to soldier on with their 520 bhp Cosworth DFY engines, but both their drivers were putting all they knew into the game and making the best of a bad job, so that they embarrassed Hesnault with his turbo Renault powered Ligier, Surer with his Arrows-Cosworth, Baldi with the turbo Hart powered Spirit and both turbo Hart powered RAM cars by being ahead of them all at the end of the day. This time Palmer just scraped onto the grid and it was the turn of his team-mate Alliot to be "odd man out".

On Saturday evening the whole row of pit-lane garages was an incredible sight with barely a complete or healthy car to be seen and gearboxes and engines all over the place. It really seemed as if the "big guns" had destroyed themselves during the two days of testing and qualifying. There were engineers from Japan, Germany, France, Italy and England all looking very worried and very deep in thought. Apart from the usual worries of tyres, brakes, suspension settings, aerodynamic settings, fuel consumption, race tactics and so on, there were many furrowed brows over petrol specification, inter-cooling, fuel injection, engine management systems, mixture control, turbo boost settings, to say nothing of what was on the menu for dinner! By Sunday morning there was total calm, all the cars were ready to go and looked like new, and the amount of work done overnight by the army of mechanics and engineers of all nationalities would have kept a typical industrial firm going for a year! When you hear about strikes and arguments and lack of production in some of our industrial sectors it gives you hope for the world when you see the world of Grand Prix Racing with its collective back against the wall and fighting hard to recover. A walk down the pit lane showed no signs at all of the scene of chaos there had been at the end of practice.

The half-hour warm-up session at 10.30 am confirmed that the C4 Ferraris were as strong as they had been in practice and that Goodyear's radial construction race tyres were not lacking. BMW had some new petrol sent up from Munich overnight to try to alleviate their engine problems and engineers from Stuttgart and Tokyo were still looking worried, as were some of the English engineers. The Toleman team had a problem when Cecotto's engine suddenly died on him for no obvious reason and the Spirit team were running their 101/1B car and their new one, 101/2B was all in bits. ATS ran their old D6 car, but the new D7 was being fettled ready for the race.

Although the skies were clear and the sun was bright there was a cool wind blowing, raising a lot of sandy dust in places along the edge of the track, but nobody was complaining, especially the engine men who greeted every degree drop in temperature with pleasure. Before the 26 starters left the pit lane a small gaggle of cars that included Rosberg's Williams, Lauda's McLaren, de Angelis in the Lotus and Warwick in his Renault did a couple of straggly laps in what was supposed to be FISA's idea of presenting the top six in the World Championship league to the paying public. Warwick and de Angelis stopped at the beginning of the final straight to have a private drag race against each other and just as they started off Lauda whistled round the corner onto the straight and nearly collected

ENTRY AND PRACTICE

No	Driver	Nat	Team	Car Type	Engine	Tyres	Sponsors	Colours	Friday Practice	Saturday Practice	Remarks	No
1	Nelson Piquet	BR	Brabham	BT53	BMW 4-cyl t/c	Michelin	Parmalat Foods	Blue/White	1.16.604	1.24.286(T)		1
2	Teo Fabi	ITAL	Brabham	BT53	BMW 4-cyl t/c	Michelin	Parmalat Foods	Blue/White	1.20.193	1.18.848	Friday in BT53/5	2
3	Martin Brundle	GB	Tyrrell	012	Cosworth V8	Goodyear	—	Blue	1.20.527(T)	1.20.123		3
4	Stefan Bellof	D	Tyrrell	012	Cosworth V8	Goodyear	Maredo	Black	1.21.003	1.19.811	New colour	4
5	Jacques Laffite	FR	Williams	FW09	Honda V6 t/c	Goodyear	Denim/ICI/TAG	White/Green	1.19.230	1.18.125		5
6	Keijo Rosberg	FIN	Williams	FW09	Honda V6 t/c	Goodyear	Denim/ICI/TAG	White/Green	1.18.617	1.15.414		6
7	Alain Prost	FR	McLaren	MP4/2	Porsche V6 t/c	Michelin	Marlboro/TAG	Red/White	1.16.587	1.16.595		7
8	Niki Lauda	AUT	McLaren	MP4/2	Porsche V6 t/c	Michelin	Marlboro/TAG	Red/White	1.18.831(T)	1.18.071	Winner S. Africa 1984	8
9	Phillipe Alliot	FR	RAM	RAM 02	Hart 4-cyl t/c	Pirelli	Skoal	White/Green	1.21.253	1.44.990	Did not qualify	9
10	Jonathan Palmer	GB	RAM	RAM 02	Hart 4-cyl t/c	Pirelli	Skoal	White/Green	1.25.647	1.20.793	New car	10
11	Elio de Angelis	ITAL	Lotus	95T	Renault V6 t/c	Goodyear	John Player/ELF	Black/Gold	1.17.705(T)	1.15.979		11
12	Nigel Mansell	GB	Lotus	95T	Renault V6 t/c	Goodyear	John Player/ELF	Black/Gold	1.17.433	1.16.720		12
14	Manfred Winkelhock	D	ATS	D7	BMW 4-cyl t/c	Pirelli	ATS Wheels	Yellow/Black	1.18.048	1.16.130		14
15	Patrick Tambay	FR	Renault	RE50	Renault V6 t/c	Michelin	ELF	Yellow/White/Black	1.18.753	1.17.171	New car	15
16	Derek Warwick	GB	Renault	RE50	Renault V6 t/c	Michelin	ELF	Yellow/White/Black	**1.16.311**	1.15.611(T)		16
17	Marc Surer	CH	Arrows	A6	Cosworth V8	Goodyear	Barclay/Nordica	Cream/Brown	1.20.615	1.21.088		17
18	Thierry Boutsen	B	Arrows	A7	BMW 4-cyl t/c	Goodyear	Barclay/Nordica	Cream/Brown	1.19.164	1.18.351	New car type	18
19	Ayrton Senna	BR	Toleman	TG183B	Hart 4-cyl t/c	Pirelli	Magirus	Blue/Red/White	1.18.914	1.18.876		19
20	Johnny Cecotto	VEN	Toleman	TG183B	Hart 4-cyl t/c	Pirelli	Magirus	Blue/Red/White	1.19.537	1.18.321	Used T-car both times	20
21	Mauro Baldi	ITAL	Spirit	101/B	Hart 4-cyl t/c	Pirelli	Topolino	White	1.23.462(T)	1.20.644		21
22	Riccardo Patrese	ITAL	Alfa Romeo	184T	Alfa Romeo V8 t/c	Goodyear	Benetton/AGIP	Green/Black	1.18.052	1.16.431		22
23	Eddie Cheever	USA	Alfa Romeo	184T	Alfa Romeo V8 t/c	Goodyear	Benetton/AGIP	Green/Black	1.18.401	1.16.746	New car	23
24	Piercarlo Ghinzani	ITAL	Osella	FA/1F	Alfa Romeo V8 t/c	Pirelli	Kelémata	Blue	1.21.432	1.19.734	New car	24
25	Francois Hesnault	FR	Ligier	JS23	Renault V6 t/c	Michelin	Gitanes/Antar	Blue/White	1.20.439	1.21.493		25
26	Andrea de Cesaris	ITAL	Ligier	JS23	Renault V6 t/c	Michelin	Gitanes/Antar	Blue/White/Red	1.18.239	1.17.471		26
27	Michele Alboreto	ITAL	Ferrari	126 C4	Ferrari V6 t/c	Goodyear	Fiat/AGIP	Red	1.18.369	**1.14.846**	Pole position. New car	27
28	René Arnoux	FR	Ferrari	126 C4	Ferrari V6 t/c	Goodyear	Fiat/AGIP	Red	1.18.017	1.15.398		28

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Aerodynamically speaking, the trouble with most bullets is they don't make very good bullets.

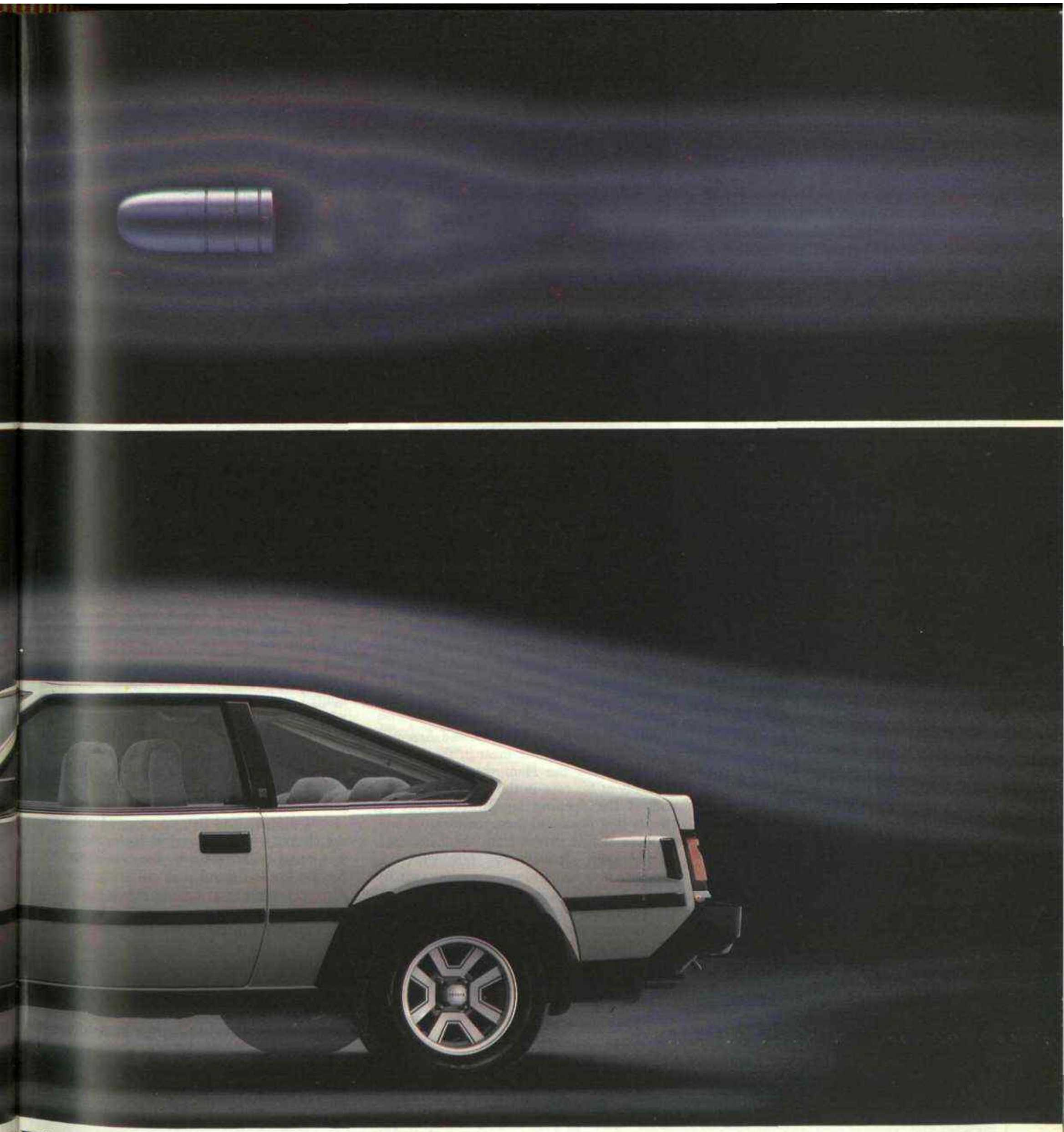
In fact, compared to the streamlined shape of the new Celica Supra, the average bullet looks rather sluggish.

And when you consider how fast a snub-nosed bullet shape moves, it's clear the Supra's sleeker curves make it very quick on the draw indeed.

Especially as it's fired by a 2.8 litre, electronic fuel injected, dohc, 6 cylinder engine capable of hitting the 60 mar 8.2 seconds and 131 mph soon after

But aerodynamic design is not t Celica Supra's only advantage. The suspension and steering were set up the Lotus racing team engineers.

PRICE AT TIME OF GOING TO PRESS: £10,999.46 (MANUAL) INCLUDES CAR TAX, VAT AND SEAT BELTS. EXCLUDES NUMBER PLATES AND DELIVERY CHARGES. TOYOT



ET THAN A BULLET.

So you can aim it around the most impossible corners and still stay on target. And with ventilated discs all round, it's a lot easier to stop than a bullet.

What's more, whereas flying bullets don't make you feel very comfortable, flying Celica Supras always do.

They're equipped with cruise control, tilt adjustable steering column, digital instrumentation, air conditioning, speed sensitive power assisted steering, five speaker stereo system, electric sun roof...we could fill a magazine.

Of course, bullets are not designed for the road. And we're not suggesting anyone should load a gun with a car.

But the fact remains, as cars go, the Celica Supra makes a very good bullet.

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WINKELHOCK drove with great gusto at the wheel of the ATS, holding fourth place in the early stages, eventually succumbing to electrical problems.

both of them! After that everyone set off from the pits to drive round to the starting grid, a lot of them diving into the pit lane to sneak another lap before the gate closed. Eventually everyone was in place and ready for the 70 lap Grote Prijs van Belgie, as they say in Flemish. Alboreto was on the left with Rosberg behind him and Arnoux was on the right with Warwick behind him. The rest of the grid was a funny old mish-mash with a lot of drivers further back than they should have been, due to practice troubles, notably Piquet, Lauda, Prost, Tambay and Fabi. In good order they did their parade lap, lined

STARTING GRID

↑

27
M. Alboreto
(Ferrari V6 t/c)
1 min. 14.846 sec.
20 (1 min. 20. 727 sec.)

28
R. Arnoux
(Ferrari V6 t/c)
1 min. 15.398 sec.
64 (1 min. 19.294 sec.)

6
K. Rosberg
(Williams-Honda V6 t/c)
1 min. 15.414 sec.
62 (1 min. 20.527 sec.)

16
D. Warwick
(Renault V6 t/c)
1 min. 15.611 sec.
13 (1 min 21.245 sec.)

11
E. de Angelis
(Lotus-Renault V6 t/c)
1 min. 15.979 sec.
11 (1 min 22.115 sec.)

14
M. Winkelhock
(ATS-BMW 4 t/c)
1 min 16.130 sec.
5 (1 min. 21.754 sec.)

22
R. Patrese
(Alfa Romeo V8 t/c)
1 min. 16.431 sec.
2 (1 min. 24.430 sec.)

7
A. Prost
(McLaren-Porsche V6 t/c)
1 min. 16.587 sec.
4 (1 min. 22.879 sec.)

1
N. Piquet
(Brabham-BMW 4 t/c)
1 min. 16.604 sec.
12 (1 min. 21.450 sec.)

12
N. Mansell
(Lotus-Renault V6 t/c)
1 min. 16.720 sec.
9 (1 min. 22.374 sec.)

23
E. Cheever
(Alfa Romeo V8 t/c)
1 min. 16.746 sec.
28 (1 min. 21.703 sec.)

15
P. Tambay
(Renault V6 t/c)
1 min 17.171 sec.
54 (1 min. 22.298 sec.)

26
A. de Cesaris
(Ligier-Renault V6 t/c)
1 min. 17.471 sec.
28 (1 min. 22.327 sec.)

8
N. Lauda
(McLaren-Porsche V6 t/c)
1 min 18.071 sec.
12 (1 min. 21.853 sec.)

5
J. Laffite
(Williams-Honda V6 t/c)
1 min. 18.125 sec.
10 (1 min. 23.164 sec.)

20
J. Cecotto
(Toleman-Hart 4 t/c)
1 min. 18.321 sec.
1 (3 min. 28.744 sec.)

18
T. Boutsen
(Arrows-BMW 4 t/c)
1 min. 18.351 sec.
13 (1 min. 22.560 sec.)

2
T. Fabi
(Brabham-BMW 4 t/c)
1 min. 18.848 sec.
40 (1 min. 21.812 sec.)

19
A. Senna
(Toleman-Hart 4 t/c)
1 min. 18.876 sec.
58 (1 min. 22.633 sec.)

24
P. Ghinzani
(Osella-Alfa Romeo V8 t/c)
1 min. 19.734 sec.
10 (1 min. 23.096 sec.)

4
S. Bellof
(Tyrrell-Cosworth V8)
1 min. 19.811 sec.
27 (1 min. 21.650 sec.)

3
M. Brundle
(Tyrell-Cosworth V8)
1 min. 20.123 sec.
10 (1 min. 22.324 sec.)

25
F. Hesnault
(Ligier-Renault V6 t/c)
1 min. 20.439 sec.
15 (1 min. 23.945 sec.)

17
M. Surer
(Arrows-Cosworth V8)
1 min. 20.615 sec.
15 (1 min. 23.813 sec.)

21
M. Baldi
(Spirit-Hart 4 t/c)
1 min 20.644 sec.
11 (1 min. 25.564 sec.)

10
J. Palmer
(RAM-Hart 4 t/c)
1 min. 20.793 sec.
9 (1 min 25.973 sec.)

Non-Starter, 9 P. Alliot (RAM-Hart 4t/c) 1 min. 21.253 sec.
N.B. Times in brackets are best in laps in race.
Number in bold is lap on which recorded.



up once more well controlled by the marshals and Derek Ongaro was able to give them a good clean start, the two Ferraris streaking away with Warwick making a real "screamer" and diving between the two red cars as they went into the first corner. Rosberg made a complete nonsense of his start and while he was gathering himself up he was engulfed by most of the rest of the field.

Alboreto led from Warwick and Arnoux, so the Renault was the meat in the Ferrari sandwich, but the Hampshire lad looked superbly at his ease in the situation. At the end of the opening lap Rosberg was in twenty-first place and there then started one of those heroic drives from the back that no-one does deliberately, but when it happens it is something to watch. Out in front Alboreto was doing exactly what everyone knew he could do, leading the race confidently and comfortably, everything about his C4 Ferrari being perfect. When Michele Alboreto made his appearance on the Formula One scene in a Tyrrell it did not need much knowledge to appreciate his very un-Italian like style. He was smooth, polished, effortless and secure and though he was only achieving lowly placing because of the equipment, his natural ability stood out a mile. Enzo Ferrari must have been watching Alboreto's progress at the front of the Belgian GP on the TV with great pleasure back in Modena.

The Ferrari just pulled away lap after lap with no worries from anyone behind, least of all his team-mate, who was not even giving Warwick any trouble. The brave Manfred Winkelhock was striving to keep his ATS-BMW up with the leaders and was a long way ahead of the rest of the field by the time five laps had been covered. Rosberg was up to fifteenth place. Elio de Angelis was leading the field after the first four cars, but he had Prost and Piquet climbing all over him looking for a way by. Prost scrabbled by only to have his Porsche engine stop with electrical trouble and as an oil leak had developed, dropping onto the hot exhaust system, when he stopped the oil ignited and marshals promptly covered the whole car with fire extinguishant.

It was now Piquet's turn to get by the Lotus, which he did on lap nine and immediately began to pull away. On lap 10 Rosberg was tenth. Cecotto retired at the pits at the end of lap two with the Toleman clutch slipping and Patrese stopped out on the circuit with an electrical fault. Mansell was being embarrassed by the two Tyrrells for the Lotus-Renault was suffering clutch slip and couldn't put any real power through the back wheels, so that Tyrrell's young lads were enjoying themselves hanging on to the tail of the Lotus with their under-powered Cosworth engined cars. BMW let the rear Arrows down by suffering valve trouble so Boutsen was out on lap 16, having made a previous visit to the pits and Ghinzani retired the new Osella with no drive to the rear wheels after leading Mansell and the two Tyrrells. Baldi in the Spirit and Palmer in the RAM were bringing up the tail end, the English doctor being lapped by Alboreto on lap 14 just as Mansell gave up the embarrassing struggle and retired. On lap 16 Laffite spun off into the sand at the ess-bend before the pits, due to his Honda engine cutting in at the wrong moment and catching him out. Rosberg was now eighth.

Near the back of the field Tambay was having as bad a time as he had in practice, with brakes pulling sideways, gears not engaging, tyres not gripping and handling

feeling awful and an engine that did not want to pull properly. He could barely keep ahead of the Tyrrells and on lap 24 he headed for the pits for a tyre change, just before he was lapped by Alboreto's Ferrari. Rosberg was now sixth and Palmer had been lapped twice by the leader. On the next lap Arnoux stopped to change tyres and by the time he rejoined the race Alboreto was nearly a lap ahead. All this time Derek Warwick had been holding a secure second place, driving smoothly and tidily for the edges of the track were getting very slippery and a moment's inattention or a few inches off line could spell disaster. Winkelhock's moment of glory in fourth place faded as Piquet caught and passed the ATS after his lowly starting position and on lap 26 the incredible Rosberg caught and passed the ATS, putting the Williams-Honda into fourth place with the race not yet at half-distance.

Lauda stopped for new tyres on lap 30, which proved to be a waste of time as on lap 36 his Porsche engine blew up! Rosberg was now putting pressure on Piquet and as he tried to find a way by the two of them he nearly ran over Baldi in the Spirit, but the Williams was ahead on lap 32, now in third place. When Warwick made his scheduled stop for new tyres on lap 33, Rosberg moved into second place. From 21st on lap one to second before half distance was heroic stuff by any standards, regardless of other people's misfortune, and the leading Ferrari was in sight, but not close enough to challenge. Warwick rejoined the race in a safe third place, knowing he would get his second place back when the Williams-Honda stopped for tyres. Alboreto had just lapped Brundle in the Tyrrell and Fabi's Brabham when he got on the loose stuff on lap 36 and had a big "moment" off onto the grass, but he recovered and carried on, looking completely unflurried. On lap 39 Alboreto headed up the pit lane and a swift tyre change by the Ferrari mechanics saw him back into the race without losing the lead. When Rosberg stopped for tyres on lap 43 not only did Warwick regain second place but Piquet, de Angelis and Bellof went by as well. The young German newcomer to Formula One was really enjoying himself and hanging on to the Lotus-Renault of de Angelis in a very impressive manner and really putting the Roman's nose out of joint.

Arnoux now seemed to wake up and piled on speed, staying with Rosberg as the Finn caught up with de Angelis and Bellof. On lap 54 they went by in the order de Angelis, Bellof, Rosberg, Arnoux, nose to tail, and next time round the order was Arnoux, de Angelis, Rosberg, Bellof! Then the Ferrari and the Williams began to pull away and menace Piquet who was in third place. Having started everyone off on the pit-stop lark two years ago, Gordon Murray now pulled a new stunt, for Piquet was running through non-stop but with his boost well down and fingers crossed for engine reliability. There was nothing Piquet could do about Arnoux and Rosberg and on lap 64, with only six more to run, Piquet was down into fifth place. Alboreto was serenely in command of the whole affair way out on his own, Warwick was a most worthy second with Arnoux third and the tenacious Rosberg fourth. Hardly had this situation settled itself than Arnoux got off line and spun on the loose stuff, requiring help from the marshals to get going again, but Rosberg and Piquet had gone by.

Although the end of the race was in sight it was by no means over, for on lap 67 Piquet's BMW engine blew up in such a big way that it sent the Brabham crashing into the barriers. The uncatchable Alboreto lapped fifth place man de Angelis and started his last lap with nearly three-quarters of a minute lead over Warwick. In third place was Rosberg and fourth was Arnoux. As the Williams-Honda started its last lap it spluttered and ran out of petrol before the end of the lap, coasting to a stop and handing third place to Arnoux to complete the Ferrari sandwich with Warwick and the Renault as the filling in a splendid and faultless second place, more worthy in some ways than the two Ferrari drivers, who both had an excursion into the rough stuff in the slippery and tricky conditions. Although Rosberg's Williams did not get the chequered flag it was classified fourth and Piquet's Brabham netted 10th place from its position in the crash barriers.

As the opening race of the European season the Belgian GP was a most interesting one and if the portents come to pass, we are in for a fine season of Grand Prix racing.

D.S.J.

RESULTS

GROTE PRIJS VAN BELGIE — Formula One — 70 laps — Zolder — 4.262 kilometres per lap — 298.339 kilometres — Sunny and cool

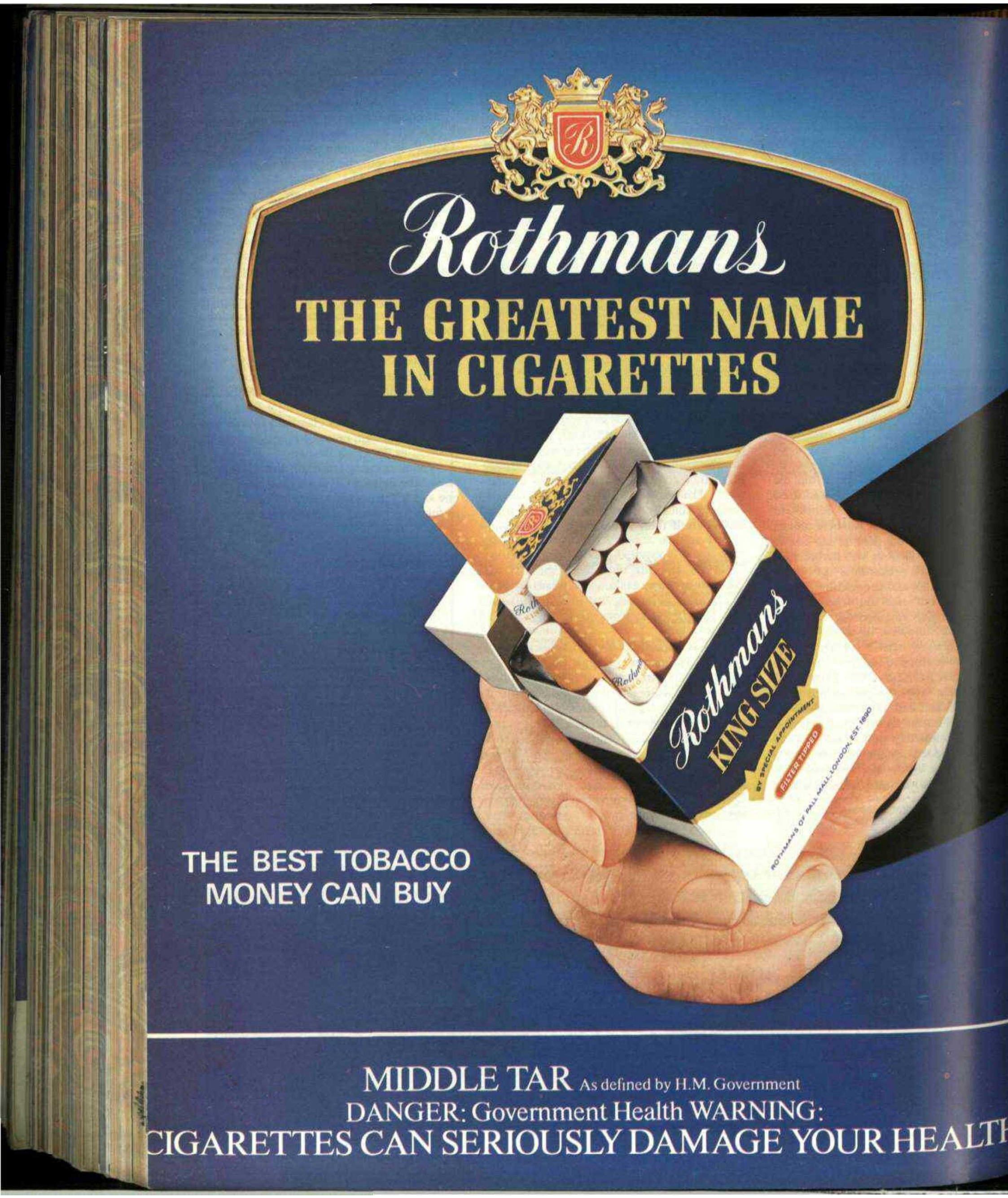
1st	Michele Alboreto	(Ferrari 126C4/074)	1 hr 36 min 32.048 sec — 185.430 kph
2nd	Derek Warwick	(Renault RE50/04)	1 hr 37 min 14.434 sec
3rd	René Arnoux	(Ferrari 126C4/073)	1 hr 37 min 41.851 sec
4th	Keijo Rosberg	(Williams FW09/4)	1 lap behind — not running — out of petrol
5th	Elio de Angelis	(Lotus 95T/3)	1 lap behind
6th	Stefan Bellof	(Tyrrell 012/1)	1 lap behind
7th	Ayrton Senna	(Toleman TG183B/05)	2 laps behind
8th	Patrick Tambay	(Renault RE50/05)	2 laps behind
9th	Marc Surer	(Arrows A6/4)	2 laps behind
10th	Nelson Piquet	(Brabham BT53/5)	4 laps behind — not running — engine failure
11th	Jonathan Palmer	(RAM 02/02)	6 laps behind
12th	Mauro Baldi	(Spirit 101/1B)	retired on lap 54 — defective car
13th	Martin Brundle	(Tyrrell 012/3)	retired on lap 52 — left front wheel off
14th	Teo Fabi	(Brabham BT53/2)	retired on lap 43 — off the track
15th	Andrea de Cesaris	(Ligier JS23/04)	retired on lap 43 — accident
16th	Manfred Winkelhock	(ATS D7/1)	retired on lap 40 — electrical failure
17th	Niki Lauda	(McLaren MP4/2-1)	retired on lap 36 — engine failure
18th	Eddie Cheever	(Alfa Romeo 184T/3)	retired on lap 29 — turbo failure
19th	Jacques Laffite	(Williams FW09/3)	retired on lap 16 — spun off track
20th	Francois Hesnault	(Ligier JS23/02)	retired on lap 16 — mechanical derangement
21st	Thierry Boutsen	(Arrows A7/02)	retired on lap 16 — engine failure
22nd	Piercarlo Ghinzani	(Osella FA/1F-02)	retired on lap 14 — transmission failure
23rd	Nigel Mansell	(Lotus 95T/2)	retired on lap 14 — clutch slip
24th	Alain Prost	(McLaren MP4/2-2)	retired on lap 6 — electrical failure and fire
25th	Riccardo Patrese	(Alfa Romeo 184T/2)	retired on lap 3 — electrical trouble
26th	Johnny Cecotto	(Toleman TG183B/3)	retired on lap 2 — clutch slip

Fastest lap: René Arnoux (Ferrari 126C4/073) on lap 64 in 1 min 19.294 sec — 193.497 kph

26 starters — 11 finishers

STEFAN BELLOF drove energetically at the wheel of his Cosworth-engined Tyrrell to take sixth place at the finish.




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ONE OF THE FAMILY: MOTOR SPORT'S 928 pauses in the pit-lane at Silverstone together with some of its Porsche cousins.

Porsche 928S

Series 2

PORSCHE'S success in the world markets, and particularly in Britain, throughout the recession remains a phenomenon. A brief cutback in production in 1982 was the result of lower demand in the States as the 928 model temporarily lost ground in the performance market and the 924 model yielded to the 944, but in the UK it was business as usual with higher registration figures being recorded year after year. Rival manufacturers looked for a downturn as the £22,000 4.5-litre 928 was phased out in favour of the 4.7-litre, 300 bhp 928S, which has now climbed over the £30,000 mark, yet UK sales remain solid at 300 units a year and in Stuttgart just over 5,000 8-cylinder models are made each year at the Zuffenhausen plant.

The 928 started life as "Car of the Year 1978" and was considered by Prof Dr Ernst Fuhrmann, then chairman of the company, as the eventual replacement of the 911. A less expensive version was introduced in Germany while the 928S was launched in 1979 to capture a higher performance image, but all the while Dr Ferry Porsche clung to the belief that the 911 captured the spirit of the company, appointing Peter W. Schutz as chairman in 1981. From then on the 911's future was safe, and the 928S was developed as a model with an entirely separate identity.

With hindsight, maybe the 928S should have been designed as a full four-seater right from the beginning. It has always been Porsche's philosophy to make sports cars which don't compete with Mercedes and BMW products and, of course, had the 928 been the 911's replacement it should not have had four seats. But the overall width of 72.28 inches (without exterior mirrors) was dictated by the width of the V8 engine, leaving chief stylist Anatole Lapine with the difficult task of designing a well proportioned car with a relatively short wheelbase of 98.4 inches, and an overall length of 176 inches.

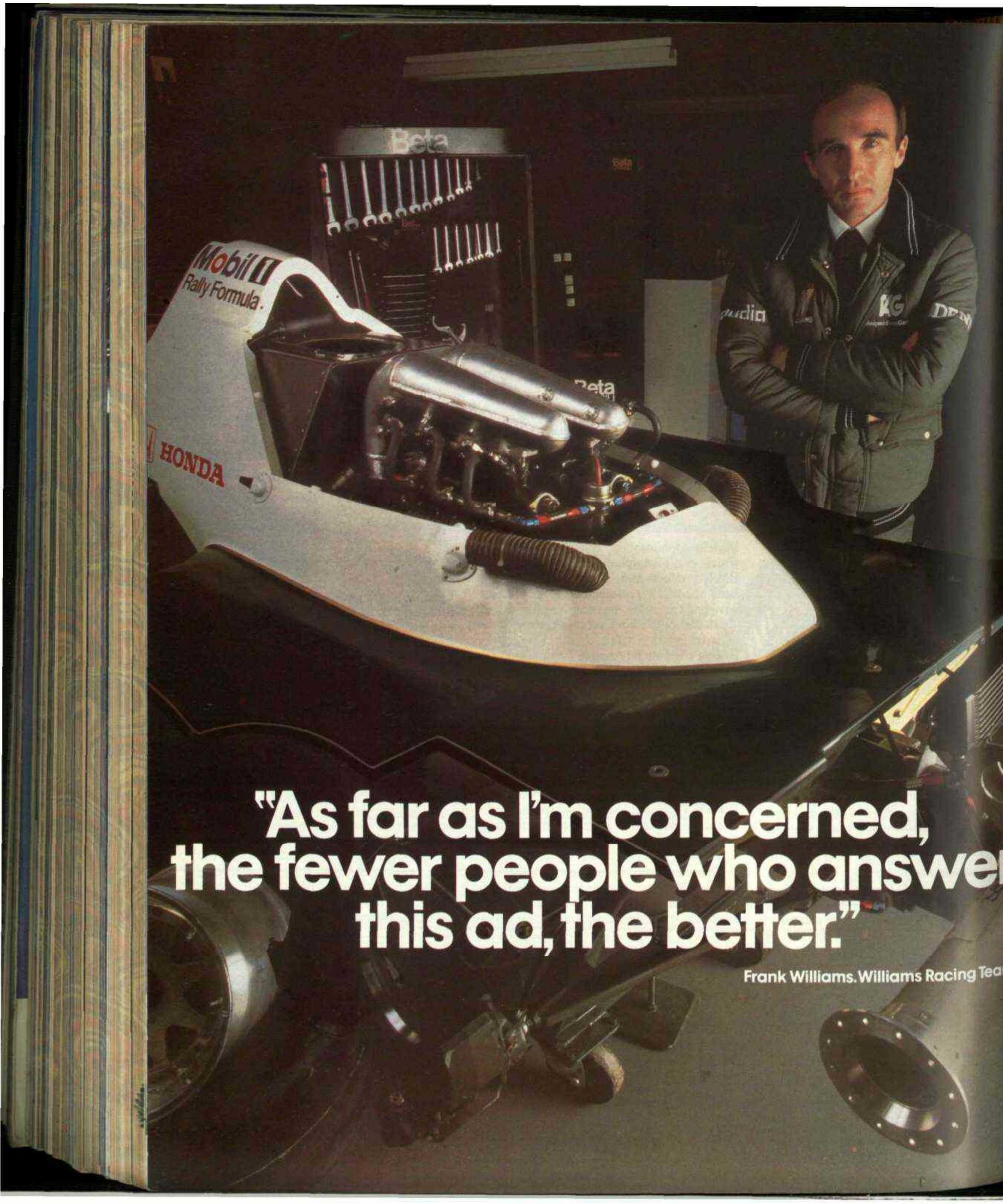
Aesthetically, then, the 928S does not look quite right, too wide for its length (or too short for its width), and the limited amount of seating and luggage space must limit its appeal to some extent. We wonder if Porsche's management will grasp the nettle one day, extend the length of the flagship model and turn it into a reasonable four-seater with adequate luggage capacity?

That's a hurdle the prospective buyer has to cross. But having made that decision, the customer has a Grand Touring car *par excellence* with vivid performance, even in automatic form, outstanding roadholding and handling, superb brakes (now with the ABS system, at last), and a comfortable ride marred only by a higher-than-expected level of tyre noise. The high degree of comfort is taken for granted, and retained value, so important for the business-person, is high.

A package of improvements for the 1984 model year 928S has increased the appeal of the V8. With the introduction of the latest Bosch LH Jetronic fuel injection system, with an overrun cut-off, the power has increased from 300 to 310 bhp, the torque figure from 280 to 295 lb ft at 4,100 rpm, fuel consumption has been improved — especially at higher speeds, the figure at a steady 75 mph now being 27 mpg, rather than 22 mpg — and the model feels that much more responsive. Second generation ABS braking has been introduced, though not the latest system which the driver can switch off at will, and the appeal of the automatic version, which accounts for the majority of sales, has been greatly increased by the introduction of the Daimler-Benz four-speed box, with a better spread of ratios and enhanced acceleration.

We spent a day with the 5-speed manual version of the 928S, and the rest of the week with the automatic version to savour the best of both worlds. The manual's box had just been rebuilt after some abuse from another road-tester and felt unusually stiff, but if this proved anything it was that the 30 cwt car can accelerate almost as well from rest in third gear as it can in first!

The clutch is unusual, for a road car, in having a twin plate mechanism which is reasonably light in operation, while the Porsche 5-speed box is also unusual nowadays in having first dog-legged to the left, the four working ratios being in a normal H-pattern. First and third are close together and, with the heavy shift, it proved possible to select third by mistake a couple of times during the day. It took this without any protest at all, with none of the acrid smells that the early models used to exude


Beta
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HONDA
"As far as I'm concerned,
the fewer people who answe
this ad, the better."
Frank Williams. Williams Racing Tea

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

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

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

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

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

The oil that combines more power with more protection.

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

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

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

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

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

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

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

A good question.

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

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

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

Trial by turbo.

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

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

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

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

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

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

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

*SUBJECT TO MANUFACTURERS' RECOMMENDATION

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

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

You've never bought an oil like this before.

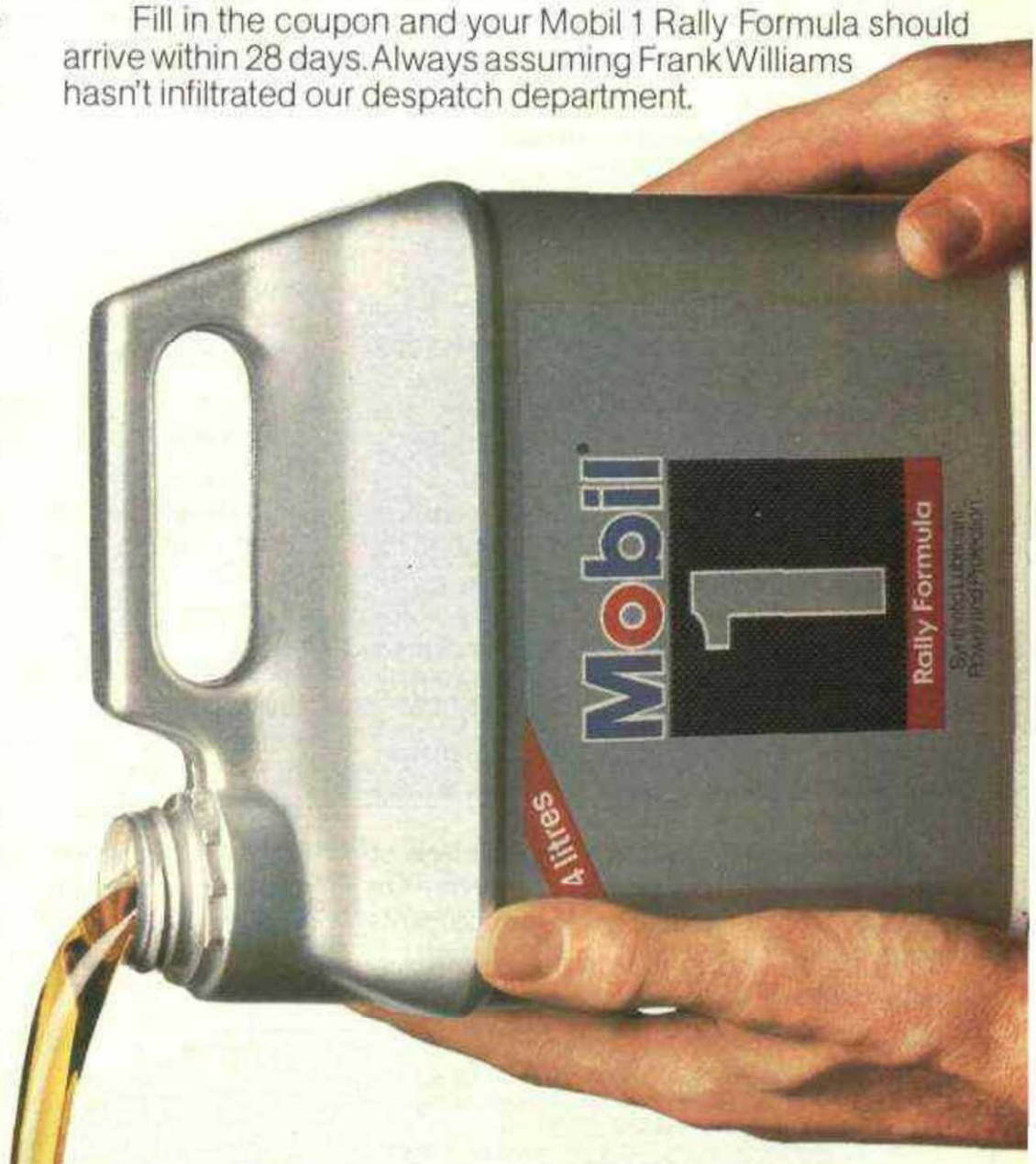
Let's face it, to most motorists, oil is oil.

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

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

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

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



Mobil 1 Rally Formula.

The world's most advanced motor oil.

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

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

Cost includes VAT and delivery. Offer closes 31 December 1984.

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after maltreatment.

The 928S is probabaly just too big, and too refined to be a true sports car, but the Grand Touring description fits it perfectly. In a straight-line thrash the manual will reach 60 mph from rest in six seconds flat, 100 mph in 15 seconds (little slower than the latest 911 Carrera), and a top speed of 160 mph. Before the 310 bhp version was announced it was put through a 24-hour high speed trial at the Nardo track in Italy, and with no more modification than taping over the brake cooling ducts, and removing the windscreen wipers, it averaged 156 mph for 24 hours running at close to 170 mph on the straights.

The car accelerates with a hard, but muted growl which is just about purposeful enough to satisfy the sporting customers. Oddly enough, since the rival BMW company specialises in saloon and GT cars, the new M635 CSi feels more of a *sports* car as we reported recently, though it's not likely to threaten the Porsche on the British market since it will have left-hand drive only, will be more expensive and more difficult to obtain.

The 928's handling is unbelievably good for such a big and heavy car. The steering has speed variable power assistance and is never feather-light, in fact at times the driver may not be sure if he has assistance or not, which is ideal by our reckoning. On Goodyear's 225/50 NCT tyres the handling is entirely neutral (the transaxle layout gives a near 50:50 weight distribution), the amount of grip is amazing, and the V8 whips round corners far quicker than most drivers would wish to attempt. Its ability to effect sudden changes of direction without a suspicion of instability, in a motorway hazard for instance, puts the car into a class of its own.

Road noise on any but the smoothest of surfaces is a distinct penalty, however. On the nice asphalt German roads the occupants would rarely be bothered by noise, but on less good British byways the intrusion is very noticeable and rather tiring for much of the time; inevitable, the designers say, in a model which is tuned for handling before compliance, and in which the rear suspension turrets are within the cabin, not isolated by a boot bulkhead.



The automatic version is now very nearly as quick as the manual, and since it makes even less demands on the driver we can see its popularity increasing still more, particularly in Britain where it's offered at the same price. In Drive, the 928S will shift up at 40, 63 and 110 mph, but by holding second and third gears and taking the engine speed to its 6,500 rpm maximum the shift into third can be delayed to 77 mph and into fourth to 121 mph, with 60 mph coming up in 6.5 sec and 100 mph in an impressive 16.3 sec, the top speed being a claimed 155 mph.

It seems that the smoothness of the shift can vary slightly from one car to another, the car we tested being one of the better ones, maybe, since we had no complaint at all about the quality of the transmission.



UNDERSTATED COMFORT characterises the cabin, with only detail changes in series 2 form.

Both the manual and automatic versio should be able to return an honest 20 m most of the time — very hard driving, heavy traffic conditions bringing this figu down, of course — so the 18.9 gallon fu tank should permit a reasonable 350-m touring range.

In fine conditions there is little to s about the ABS braking system. Sometim the first application of the brake pe brings a slight thump, just to remind t driver that the system is still working, b that's about it. The brakes are exceedin powerful, as they always have been on t 'S' model, and completely fade-free.

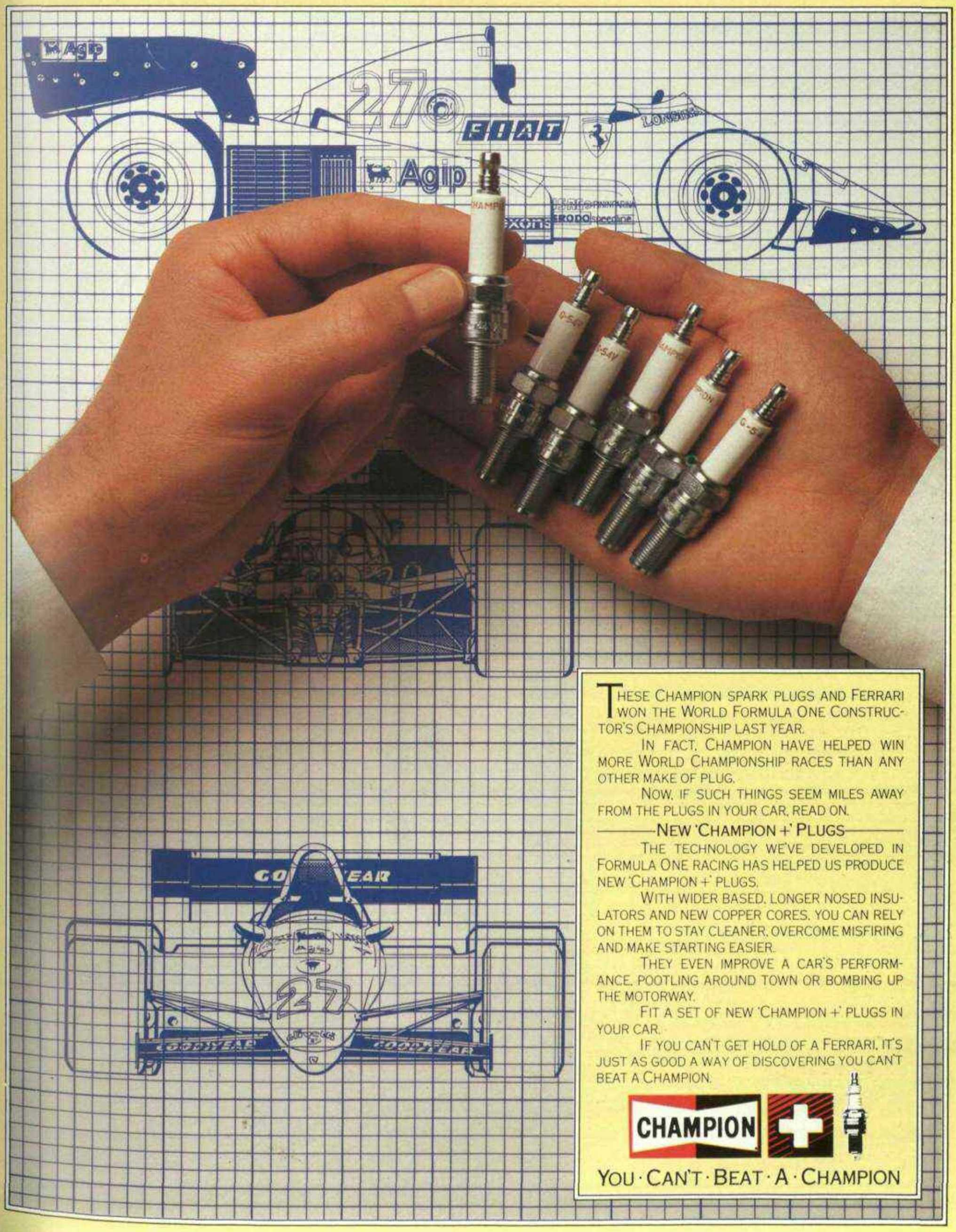
In Series 2 form (though the description used only in Britain, the figure 2 havi been added to the rear inscription just f our benefit) there are a number of detail improvements. The tailgate, for instan now has an electrically operated release w *two* interior controls, one for the driver a one for the passenger, so you don't have switch the engine off and go back with t key these days. The electrically operat windows can be opened and shut even wh the ignition key is out, but only if the doo are open at the time.

As standard equipment the 928S h part-leather upholstery (on the sides of t seats, which are cloth trimmed), conditioning, electrically operated seats, a an instrument panel that goes up and dow with the steering wheel. The central locki system now has an override control on t centre console, so if anyone wishes discuss your bourgeois taste in motor ca you can deal with the situation prompt and such niceties as the illuminated van mirrors on both sides are retained.

At £30,678 such performance and luxu does not come on the cheap, but people w buy such cars (usually with a compa transaction) are looking not so much f value-for-money as an expression of th life-style. So long as they don't need a f four-seater (or can afford another car) t 928S is a natural first choice for many.

M.L.

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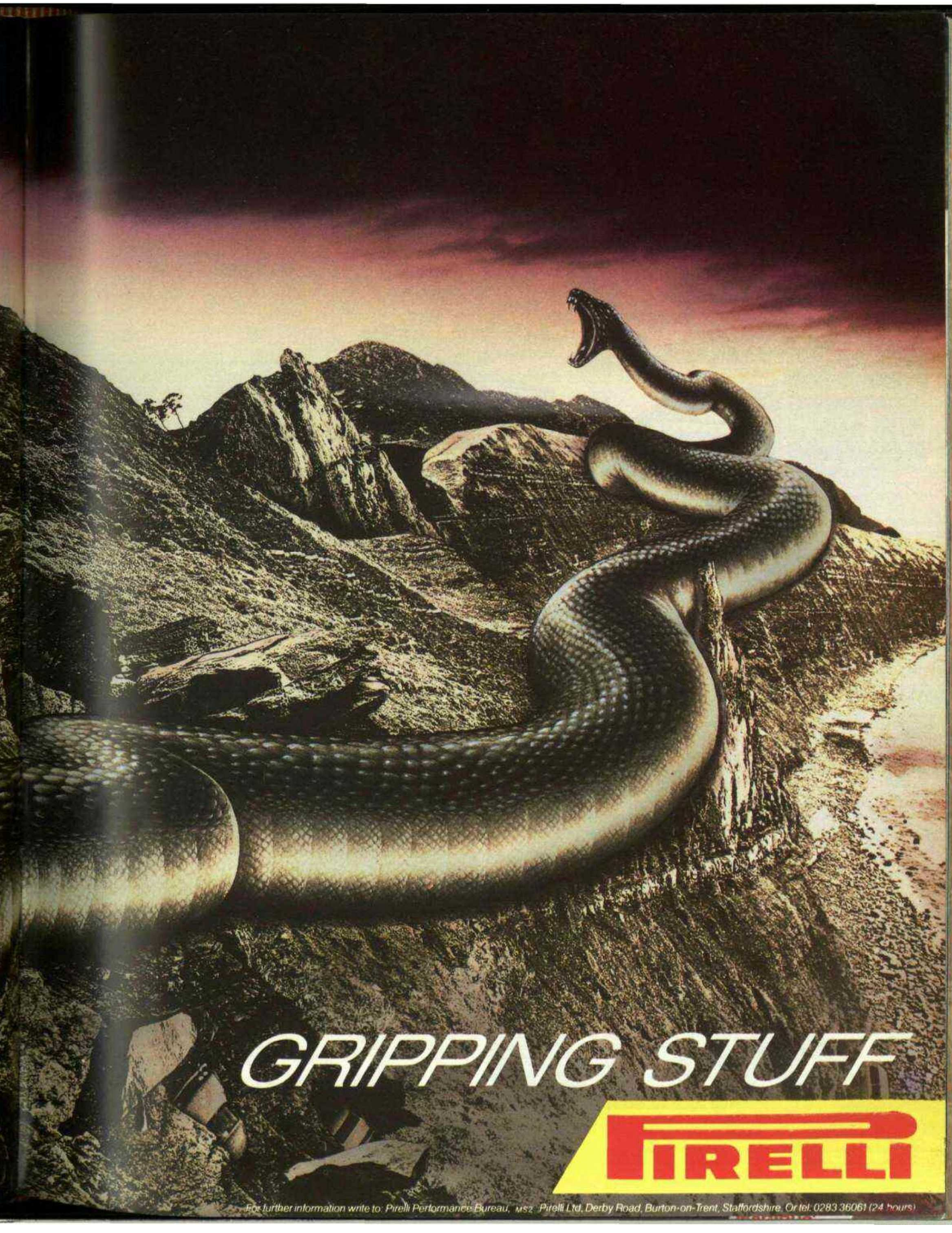
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French Grand Prix

RENAULT's RE50 performed well on home ground with Patrick Tambay (No. 15, abov leading from pole position and eventually finishing second behind Niki Lauda's McLare (centre right). Nigel Mansell's Lotus (No. 12, below left) is seen in company with the unluc Prost's McLaren. The Englishman finished third but compatriot Martin Brundle (bottom righ could only manage 12th in his Tyrrell.

ARNOUX (above) was the sole Ferrari survivor, in fourth place at the finish. Centre, Britain's Jonathan Palmer at least managed to finish again at the wheel of the slow RAM-Hart, while Ayrton Senna showed promising form in the new Michelin-shod Toleman TG184.

205 GTI. 118 MPH.

Two new numbers to be reckoned with.

Its top speed may make you yearn for an autobahn, but that alone doesn't make it a GTI.

What follows, does. Because the 205 GTI isn't merely a modified saloon. It's a purpose-built performance machine.

So, under the bonnet, you'll find a newly developed 1.6 litre, 105 bhp (PS-DIN) fuel injected power plant that urges you past 60 mph in a fraction over 9 seconds. It also sports a close ratio 5 speed gearbox that lets you pile on near maximum torque from 2,700 rpm all the way up 5,500 rpm, from first to fifth. So it's as smooth as it's sw

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

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Thirst for power, however, hasn't led to a powerf



thirst. Better than any of its rivals, the 205 GTI can return over 50 mpg at a constant 56 mph.

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

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

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

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

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

It costs just £6,295.

No wonder we can't make them fast enough.

Rally Review

Marlboro Safari Rally

WITH the possible exception of sun-hungry tourists, the coming of Kenya's Long Rains is always welcomed, even celebrated, by both people and animals, but one large section of the community invariably remains non-committal about weather preferences; those concerned with the country's premier sporting event, the Marlboro Safari Rally.

In those days, you tackled whatever Mother Nature chose to provide, and if your path was blocked by a ten foot drift in raging flood, you just had to find a way around it. If the road ahead had become nothing more than a deep mud bath, you took to the bush and picked your way through the thorn trees.

Times have changed, and the need to conform to standards set in Europe for World Championship events — standards with which we do not necessarily agree — have caused the organisers to make the rally gradually less demanding. Rest stops, for instance, are far more plentiful than they were, and roads are chosen for their "all-weather" characters. What is more, a whole bookful of alternative routes is published in advance so that if any section looks like becoming impassable, a change can be made at the press of a microphone button.

Today's competition is certainly no picnic, however, and the modern Safari is still worthy of its claim to be toughest in the world, even though farmers and other up-country dwellers smile when they hear of alternative routes around roads which they have to use in all weathers.

Alternatives or no, even "all-weather" roads can become very sticky indeed when it rains, especially when they are both twisty and steep uphill, and it is the possibility of such conditions which makes it vital for every team manager to have plans catering for both wet and dry going. Service vehicles, including tyre and fuel trucks, must be available in sufficient numbers to cover the whole route, just in case any get stuck in mud; chase cars must be ready to pursue their precious charges into difficult sections; mud cars must be organised to make immediate pre-rally recces, just as ice-note cars do in Monte-Carlo, and their crews prepared to wait at any difficult bits to give tows if necessary; air support must also be organised, even if only to act as airborne radio relay stations to maintain vital communications. The organisers need no aircraft, for their VHF network is based on repeater stations on strategic mountains along the route.

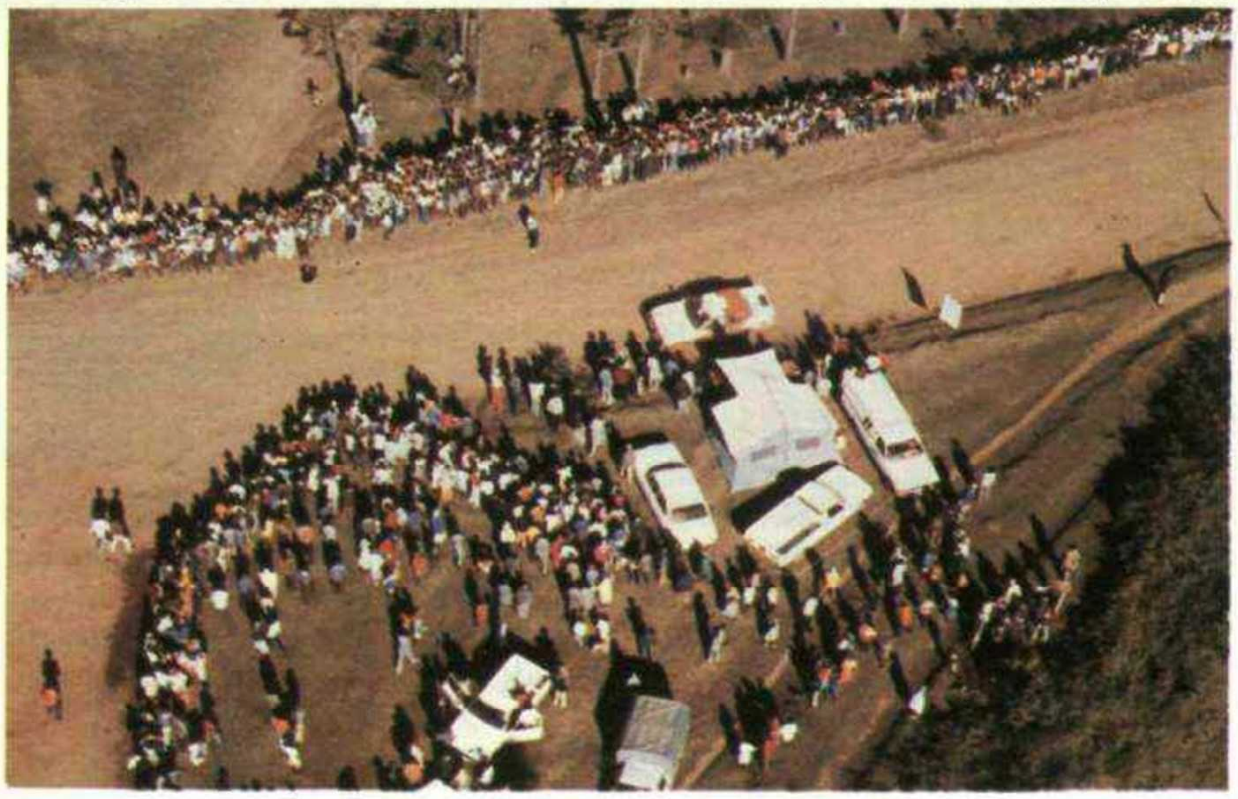
This year there were more factory teams taking part than the event has ever seen, with full-scale appearances from Audi, Opel, Lancia, Nissan and Toyota, and even representation from Citroën, Subaru and Daihatsu. Depending on the characteristics of their cars and the preferences of their drivers, each team was hoping for a particular kind of weather condition for the rally. Indeed, it was rather amusing to see those responsible for such a wealth of sophisticated and technically advanced machinery spending so much time gazing at the sky. It would not surprise us to discover that some had even cast bones upon the ground!



RAUNO AALTONEN now only drives on the Safari Rally, an event the veteran Finn desperately wants to win. This year was his 21st attempt, but he had to settle for second place with Lofty Drews in a factory Opel Manta 400.

Audi wanted it wet, of course, to reap the best possible advantage from the Quattro's four-wheel-drive transmission. Lancia, with its fast, strong, rear-engined car, wanted it reasonably dry, whilst Opel, Nissan and Toyota seemed to want it on the dry side, with just enough rain to lay the dust. Dust can be just as serious an obstruction as thick mud, for in no-wind conditions the dense, red-brown clouds can hang over a road for as much as ten minutes before thinning sufficiently to allow reasonable visibility. Overtaking can become not just hazardous, but quite impossible, whilst eyes become red and sore and voices hoarse and cracked. Engines, too, can suffer, and it takes a really good filter to keep out fine, almost gaseous, African dust.

Toyota's biggest concern during practice was overheating, so they took a car to the high, twisty roads of the Taita Hills and drove it hard uphill in the heat of the day, gradually applying more efficient cooling methods until the temperature remained at an acceptable level even when driven hard at noon. This took a great deal of time and effort, but it was all worthwhile, for Björn



WHEREVER it goes' the Safari attracts huge crowds, as our aerial photograph of winners Björn Waldegård / Hans Thorszelius shows.

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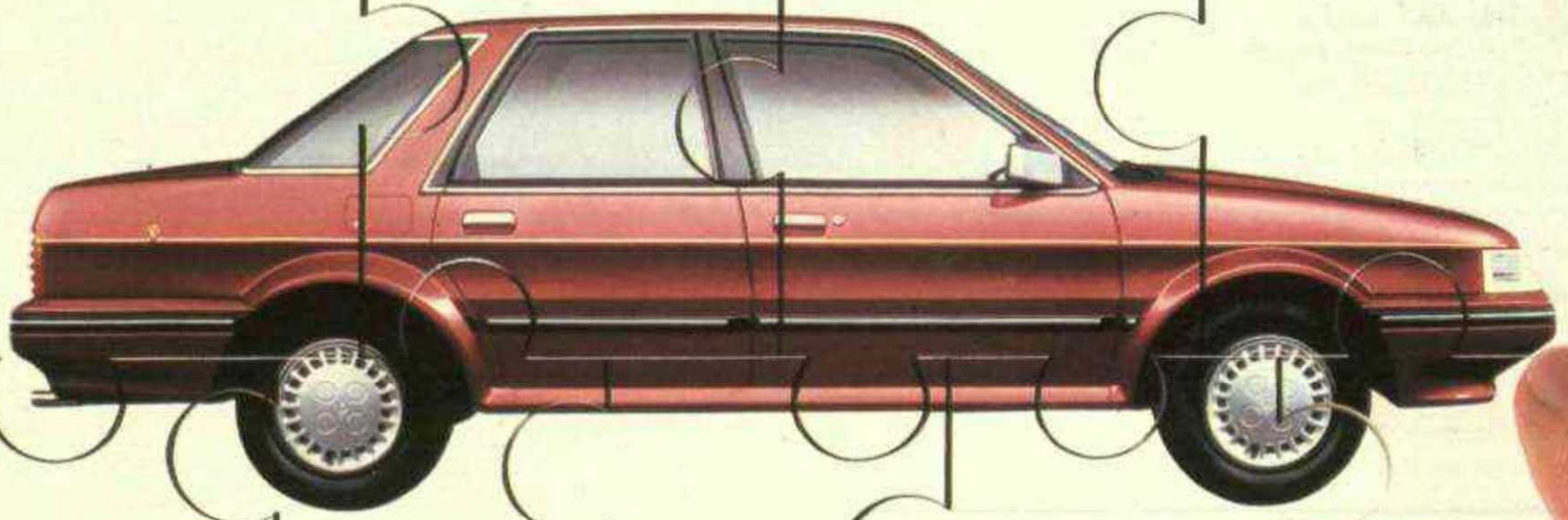
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A

Waldegård and Hans Thorszelius took one of their cars to a splendid victory, made all the more remarkable by the fact that this was the first ever team appearance of Toyota in the Safari.

The route this year was divided once again into three legs, each starting and finishing in the spacious grounds of Nairobi's Kenyatta Conference Centre, which must be the most impressive start location in the world. The first leg went southwards to Mombasa and back, via sections through the vast plains of Amboseli and Tsavo, in the hills of Taita, Shimba and Machakos, and in the bush and sisal areas around Rukanga. The western foothills of Kilimanjaro were skirted, just outside the Tanzania border, but the Chyulu Hills were not visited since that area has been declared part of Tsavo West National Park in an effort to prevent erosion caused by charcoal burners.

The second leg went "around the mountain", first climbing the Mau escarpment behind the lakes of Naivasha, Elmenteita and Nakuru, on through Nyahururu (formerly Thompson's Falls) and Rumuruti, passing close to Maralal and returning via Don Dol and Nanyuki before skirting Mount Kenya, winding through the Aberdare Forest and re-entering Nairobi from Thika.

The third leg was all in the West, first crossing the Mau again, penetrating the dense Tinderet Forest, and going via Kisii, Kakamega and Kitale to the most northerly point of the route at Kapenguria, not far from Mount Elgon and the Uganda border. The return trip was via Eldoret, a crossing of the Kerio Valley, Nakuru and yet another visit to the Mau.

It was indeed a fine route, though there were more time controls this year than ever before, 105 in all, largely because of the need to separate competitive sections from the traffic-ridden roads of towns. The cloverleaf-like pattern of the three legs spans a huge area, and although not so many years ago Safari communications were very much hit or miss, the present radio network, very similar to that of the Cyprus Rally, puts many European rally communications systems to shame.

There were occasional dark clouds on the day of the start, but no rain. Nevertheless, it was rather a surprise, even a disappointment, to the organisers when hardly a minute was lost by the first ten runners all the way down to the Taita Hills. But in those mountains Blomqvist (Audi) and Waldegaård emerged joint leaders, each having lost one minute. At last there was a running order worth talking about, and it was already well towards the end of the afternoon!

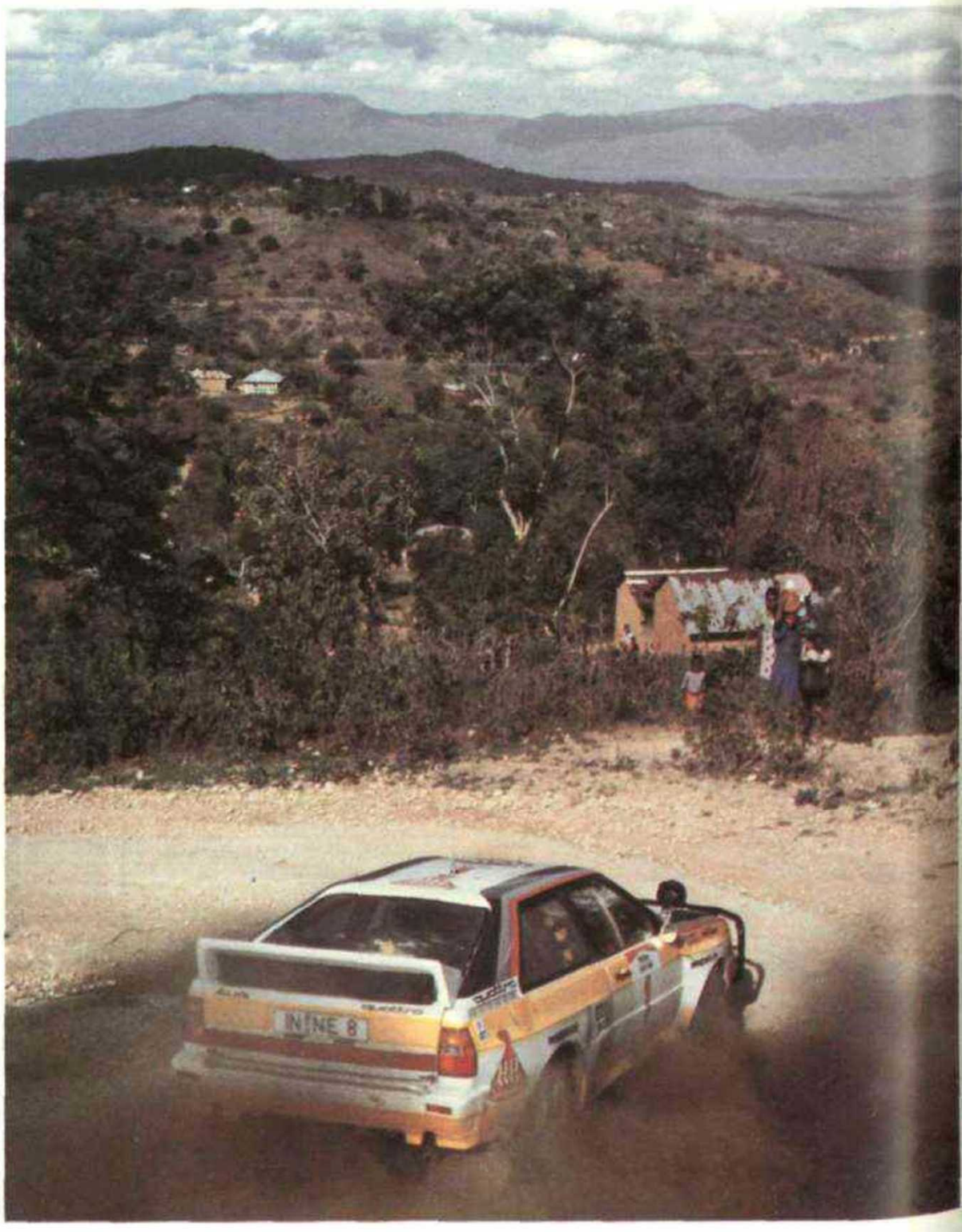
Just as the going became tighter, the problems appeared. First Eklund hit a bridge rather violently and seriously damaged his Toyota. A service car was despatched to his aid, but the repair took so long that he eventually went beyond his maximum lateness (2½ hours between Taita and Mombasa).

At Mwatate, after the Taitas, Michèle Mouton arrived asking mechanics to check a misfire on her Quattro. After a few minutes she went on her way, only to radio for help from just seven kilometers into the Sisal Plantation with a completely dead engine. It took Audi a little time to get organised, using both chase car and helicopter, but team manager Gumpert had to drive to where his helicopter was parked, about a mile away, which seemed to defeat the object of having a helicopter in the first place. Meanwhile, Mouton, using very explicit English words on her radio, asked mechanics to tell her what she could do, but it wasn't until help arrived that the problem was traced to a cracked rotor arm. This had stopped the engine suddenly, without the tick-over cooling down period demanded by a turbocharged engine. The heat build up was so great that even with a new rotor arm the French girl couldn't make much progress.

Meanwhile, team-mate Blomqvist had stopped just beyond Rukanga with no oil pressure. Off went the helicopter again, and Blomqvist was eventually given a new oil pump. Alas, he stopped again, just a few miles on, his rotor arm also cracked. But his engine hadn't been as hot as Mouton's, so the sudden stoppage did not affect the turbocharger and he was able to continue, with the rotor arm originally fitted to get Mouton on her way.

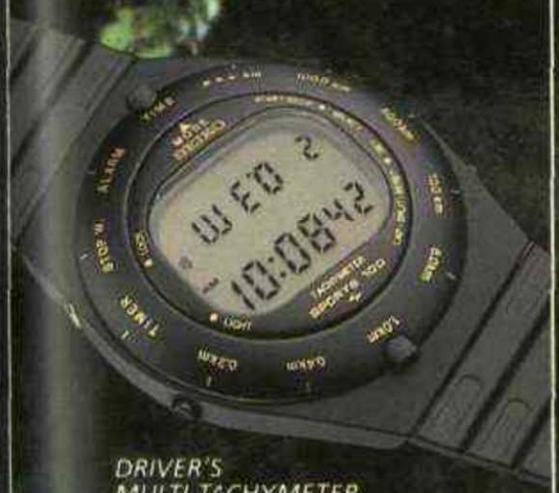
All this took time for Audi, and when all the work was over the brief equatorial twilight had become total darkness, which meant that the helicopter, not equipped for night flying, had to be left out in the bush until morning. Imagine the scene at first light when the pilot and crew went out to it

Continued on page 705

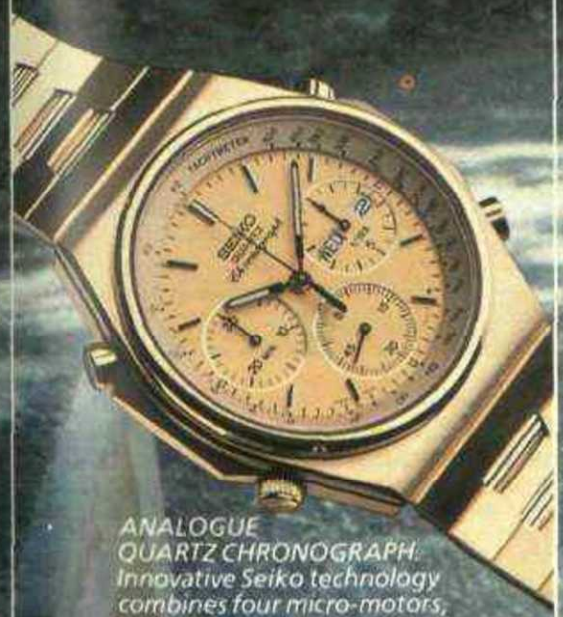


REIGNING World Champion Hannu Mikkola is feeling much more relaxed about his driving this year, and with the pressure off is driving better than ever. He was an early pace setter in Africa, but a plethora of problems saw him drop to third, the only factory Quattro driver to finish.

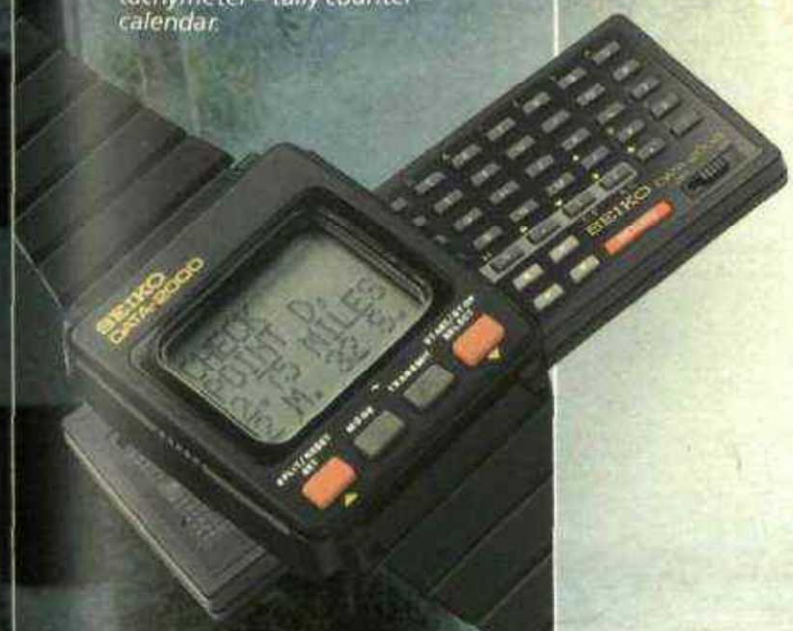
I felt the machine was me and I was the machine. I wound up the power through the final bend, clipping tenths of a second off my time to the waving flag ahead...



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VSCC DONINGTON ONE of the highlights of a varied meeting was the Pirelli Trophy race. Above, Ivor Dutton's T51 Bugatti uses every inch of kerb to fend off Chris Mann's Lotus 16, which finished second behind the similar Lotus of Simon Phillips.

MONZA 1000 kms YET AGAIN Jacky Ickx and Jochen Mass took a WEC victory, this time at Monza, but by default — first car home was the Porsche 956 of Derek Bell / Stefan Bellof, only to be disqualified for being underweight. Below, the winning Porsche is followed by the Lyncar-Hart, one of only two entries in the new IMSA classes.

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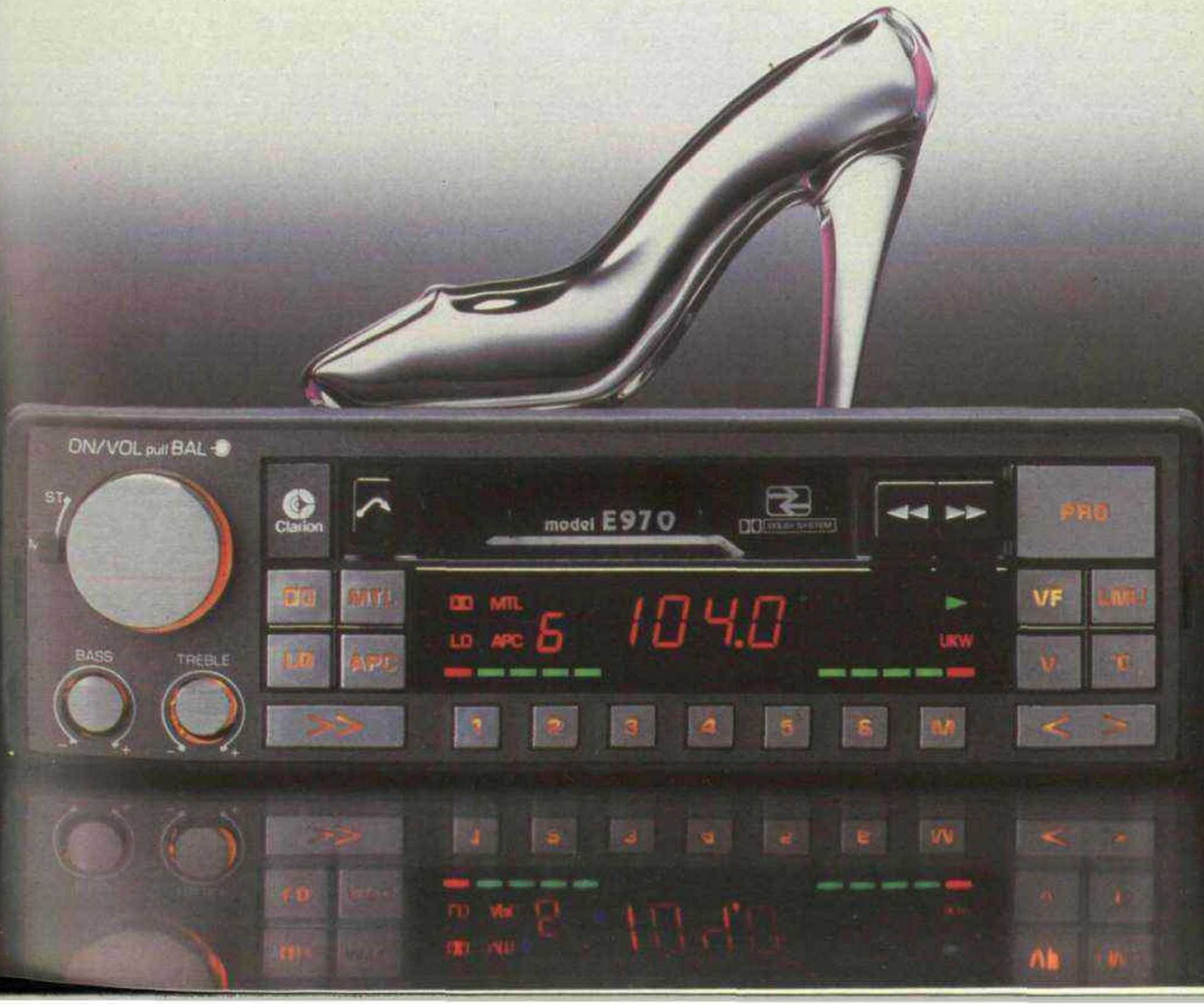
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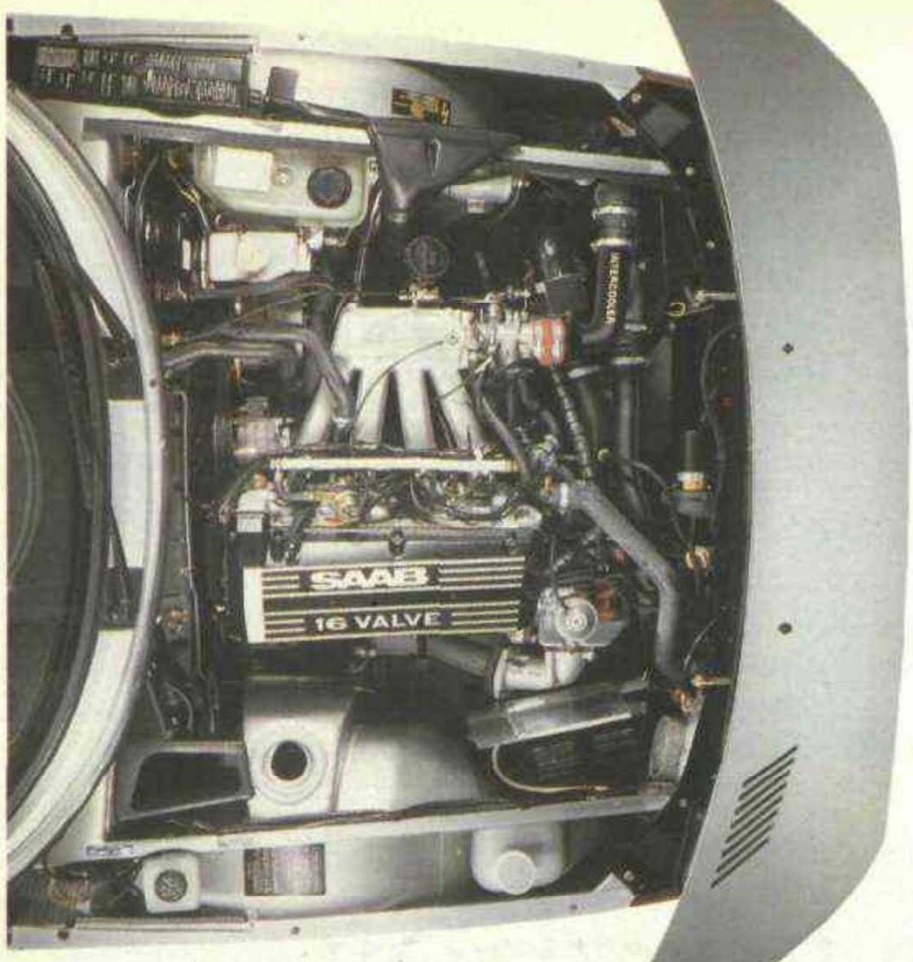
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Its third generation 16 valve double overhead cam turbo engine with new head, LH-Jetronic injection,

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and intercooler puts Saab even further ahead.

It's far more responsive and has increased mid-range torque, developing a remarkable 175 bhp, giving an acceleration of 0-60 mph in 8.2 seconds and a top speed of 130 mph, so it's definitely not for the faint hearted.

The Turbo 16'S' illustrated is further refined by special aerodynamic styling. Front and rear roll bars also give even greater stability to our legendary rally proven handling.

But this unique Turbo isn't solely about speed.

From now on,* our latest award winning innovation, a wide-angle split driving mirror, will feature on all our cars to prevent blind spots.

You see, with Saab, safety is a top priority.

That's why all 16 valve Turbos are engineered throughout for high performance, including VR tyres (fitted to alloy wheels) which are specially designed for speeds exceeding 130mph. Then there's our equally famous passenger safety cell, one of the strongest reasons why independent research by a Swedish insurance company has proved that Saab 900s have reached the highest safety level on the roads.**

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All Turbo 16s have electrically operated sunroof, windows and exterior mirrors. Plus power steering, a sports steering wheel, a five speed gearbox, central locking, cruise control, heated front seats, front and rear seat belts, and optional leather upholstery.

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SAN MARINO GRAND PRIX

ALAIN PROST (above) drove a commanding race at Imola to score his second victory in a 1984 World Championship qualifying round, his McLaren MP4/2 never being headed from the start despite a routine pit stop for tyres as well as a quick spin.



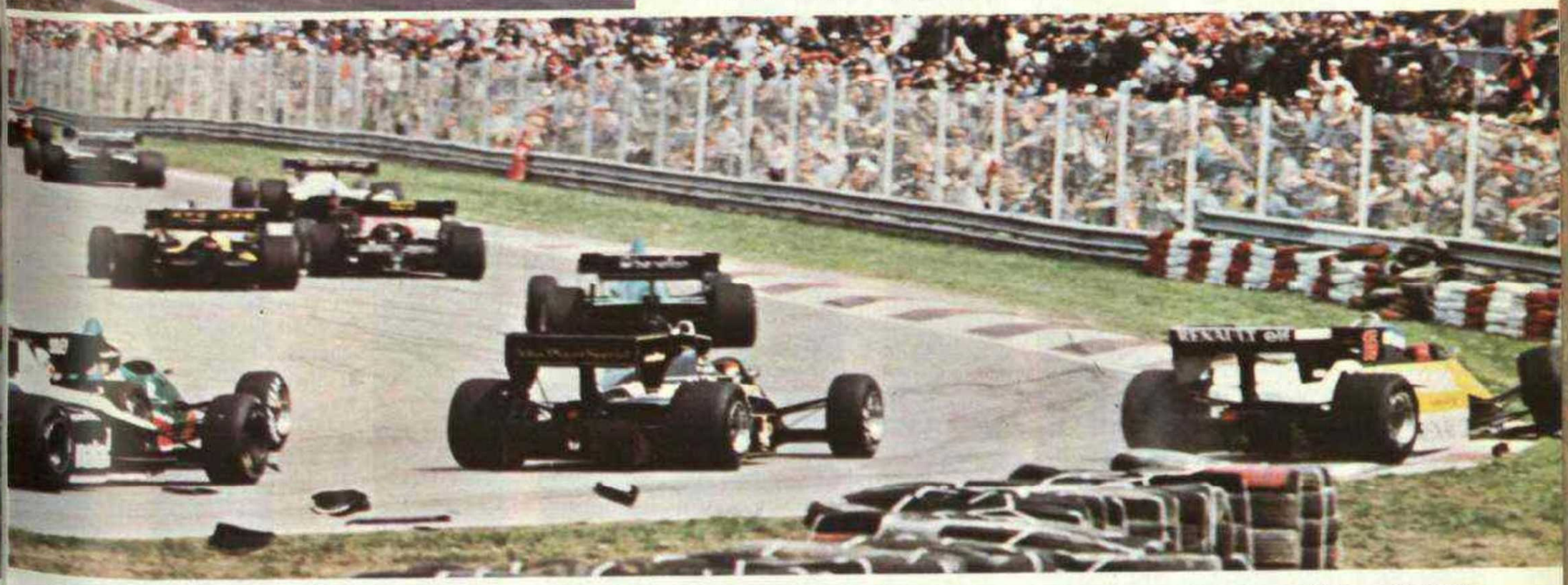
RENAULT customers Lotus and Ligier showed promising form with their V6-engined cars at Imola. Above, Andrea de Cesaris' Ligier JS23 leads Elio de Angelis' Lotus 95T in a battle for third place which was resolved in de Angelis' favour after his rival ran out of fuel a lap before the Lotus did! Below, Britain's Derek Warwick briefly got his Renault RE50 up to second place, but fuel consumption and gearbox problems caused him to fade to fourth at the chequered flag.



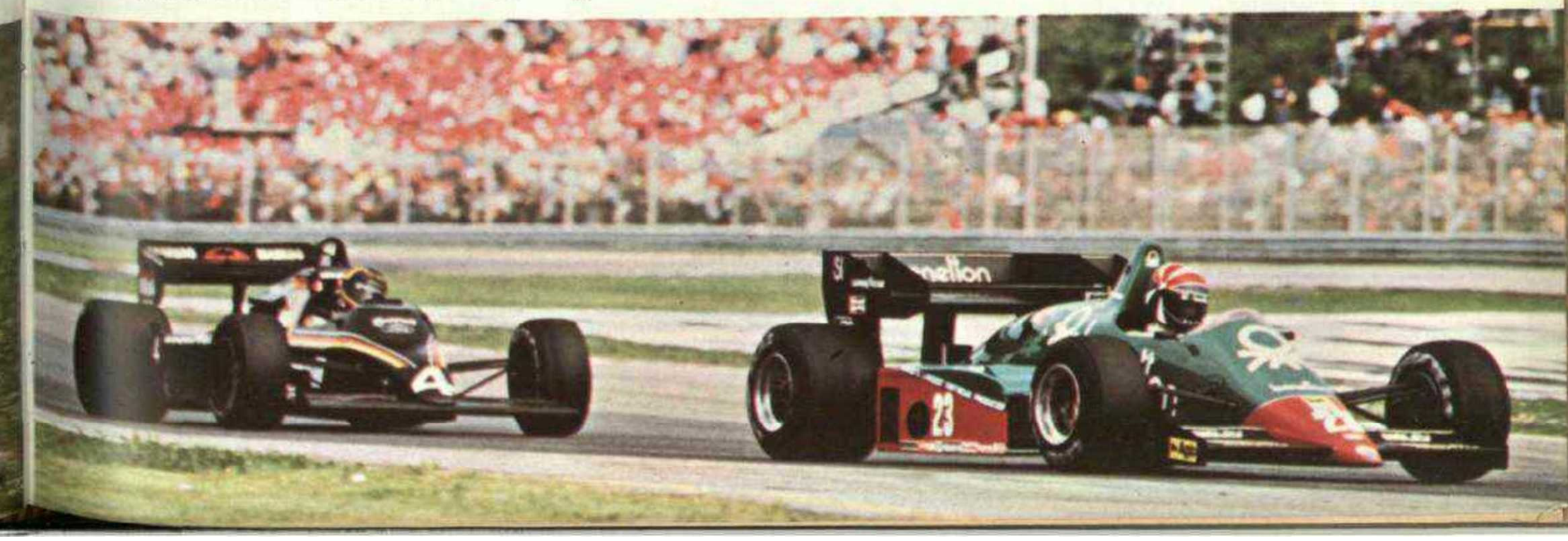




THE FERRARI C4s of Arnoux and Alboreto (left) ran in tight formation for many laps, but only Arnoux survived, finishing second. Above, Niki Lauda's McLaren MP4/2 is well down in the pack on the opening lap after being delayed behind Rosberg's stalled Williams on the line.



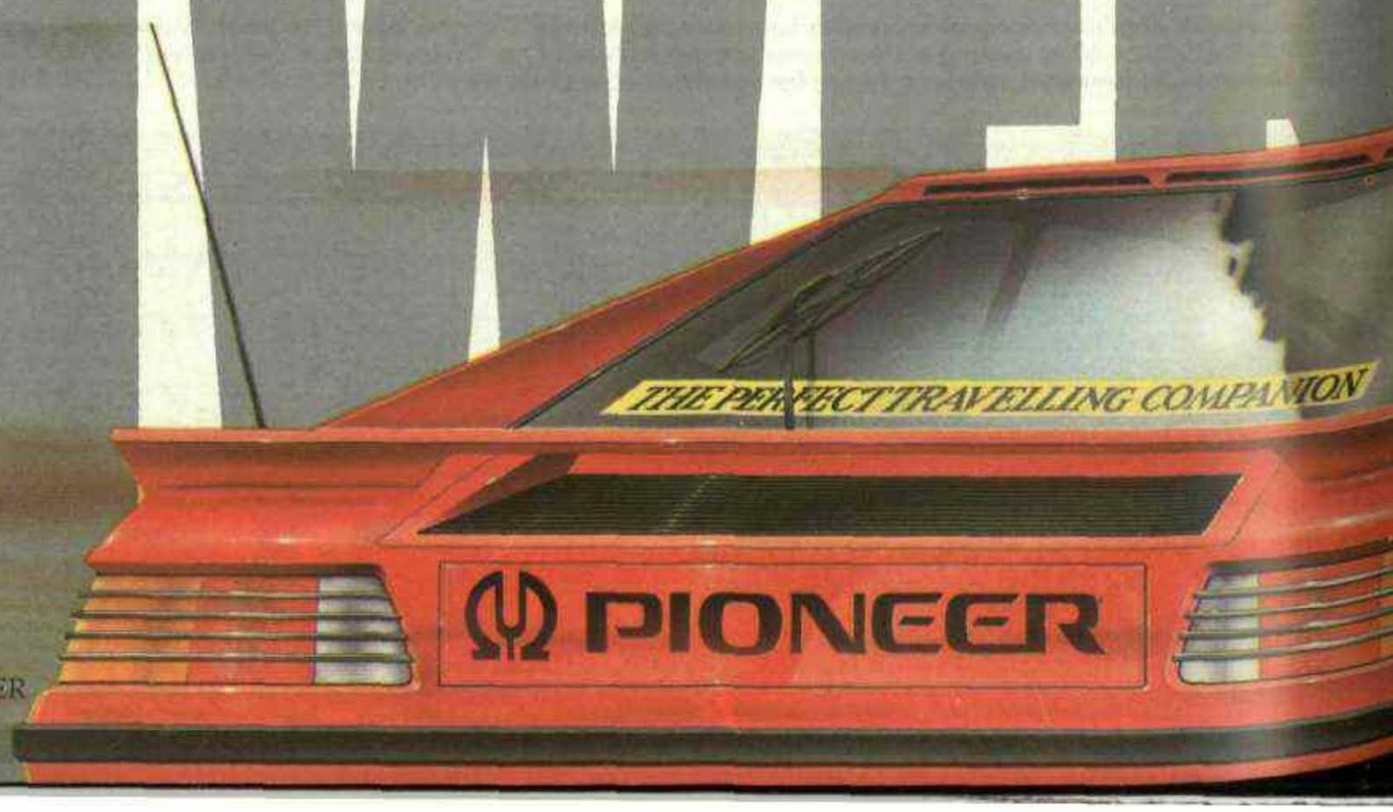
CHAOS (above) on the first corner at Tosa with Tambay's Renault RE50 (right) skating to a halt with broken suspension after colliding with Eddie Cheever's Alfa Romeo. After making a stop to replace a punctured tyre, Cheever (seen, below, leading Bellof's Tyrrell) staged a grand recovery but also ran short of fuel with two laps to go, being classified eighth.





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by car, and couldn't find the spot where they'd left it!

Before Mombasa, more odd minutes were lost, and at the short stop there Mikkola (Quattro) held a one minute lead over Waldegård (Toyota) and Alén (Lancia). Three more minutes behind was Mehta in a Nissan, followed at one minute by Preston (Lancia) who had given his team much valuable information after several months using a Lancia in Kenyan National rallies.

The most unfortunate incident at this stage of the event was that which put out Mike Kirkland. He was standing near his car as it was being quickly fettled before the control when along came a non-competing car and bowled him over. The car roared off without stopping, leaving Kirkland in agony on the ground, his leg broken. We trust he makes a speedy recovery, though it must have been even more galling to learn that the hit-and-run driver, after being brought to book, was fined a paltry few hundred shillings — though that has yet to be confirmed.

On the return trip, Salonen moved back up to eighth place by the time the field reached the Taita Hills Lodge for the second time, having earlier lost a chunk of time after hitting a drift too hard and breaking his steering. Austrian Wittmann needed a new rear axle for his Quattro, whilst fellow-countryman Wurz in a similar car had gone out when his fuel tank was topped up with water. The same mistake stopped the Lancia of Greg Criticos, a local coffee farmer, but he was able to have the system drained in time to continue.

Further up the road to Nairobi, Shekhar Mehta, comfortably sixth after having been third, encountered an oncoming *matatu*, a country "minibus" made by fitting a rear body to a pick-up truck, and usually grossly overloaded and unstable. The violent sideswipe made a mess of the body and almost ripped out the rear axle, but a following chase car was able to donate its own rear axle fairly quickly and Mehta finished the leg in eighth place, but a good hour behind the leaders.

Positions at Nairobi were: Waldegård 42, Mikkola 43, Alén 45, Aaltonen (Opel) 49, Frequelin (Opel) 51, Preston 60, Munari (Toyota) 99, Mehta 102, Wittmann, 108, Salonen 124.

The pace was likely to quicken in the second leg, although the roads were generally more twisty. But it certainly did not produce as many problems as the first leg. Indeed, people said afterwards, when the whole rally was over, that everything seemed to happen in the first leg, leaving nothing for the second and third.

There were a few small mudholes near the Mau Escarpment, evidence of a light shower or two, but there was still no real rain. But at least there was a strong wind, which helped disperse the dust rather quickly.

Blomqvist's master switch became faulty and had to be changed, whilst Mikkola's electronic wastegate control stopped working and was replaced. Lancia gearboxes were being checked carefully, especially since Alén had lost his third gear in the first leg and had the 'box changed in Nairobi. Preston's car was jumping out of gear and had lost first.

After dawn had broken over a completely clear and cloudless Mount Kenya, a truly awesome sight, cars were lightened by the removal of lamp clusters and, in the case of the Lancias, the shedding of their roof-mounted spare wheels. Alas, the lightening may have been carried too far, for Alén ran out of fuel and could only get going again after helicopter assistance. Preston broke a driveshaft and Aaltonen had to replace his oil pump drive belt and fan belt after one had broken and removed the other.

We have so far not mentioned punctures, for there were so many that it would take a complete page to list them. Wittmann had no less than five in the first four hours of the rally! But Waldegård almost lost his lead over Mikkola towards the end of the second leg when the jack turned out to be stubborn. However, the three or four minutes which they lost still left them with a nine minute lead. Mikkola, on the other hand, was struggling with a misfire, and mechanics strived to put this right so that the car would be in good shape for yet another Waldegård / Mikkola duel. It was this pair who tussled for the title in the first year of the drivers' championship, and they have had several repeats in their time.

Alén lost time with difficult gear selectors, as Preston did, whilst Frequelin dropped more than 40 min with punctures and a rear axle change. Waldegård, too, needed a new rear axle, not to mention a spot of welding at its supporting points. Salonen's rear axle supports, too, had to be subjected to the welding rod.

The 37 survivors were led out of Nairobi on the third leg by Waldegård 75, Mikkola 84, Aaltonen 86 and Alén 101. Mikkola was obviously pleased by reports that there had been rain in the west, and even more pleased that his misfire had been cured.

Frequelin stopped with engine failure early in the third leg, whilst a broken camshaft drive belt stopped Blomqvist a few hundred kilometres later, putting an end to a fine drive. At this stage, factory mechanics were beginning to take an interest in privateers as well as their own cars, since the closing of number gaps brought them closer together, and Criticos was delighted with the extra help.

The gap closing also prompted the leaders, well separated in penalties but not so much actually on the road, to jockey for positions at controls in efforts to get ahead of rivals' dust. At Londiani, Mikkola and Waldegård arrived on the same minute and roared off together, the Quattro's greater power enabling it to get ahead, though the Toyota still led on the chart. A few minutes later, Mehta and Preston did the same thing, to the delight of the crowds.

The steam went out of the main duel when Mikkola stopped to have a broken rear axle fixed, but he only dropped to third place and thereafter was pressed by Alén, only four minutes behind. This put the wily Aaltonen in second place, a position which he has occupied on many occasions in the Safari.

Munari, after using several batteries and alternators, eventually ran out of time after mechanics just couldn't trace a wiring fault, thought to be deep inside a harness, whilst Preston dropped a few places having a broken left front shock absorber replaced. Alén had been hand-throttling his Lancia after the pedal cable had snapped, whilst Salonen's Nissan was given a full can of Radweld to stop a small leak. Must be better than egg white or maize meal, we suppose!

A little rain had made roads slippery in places during the Sunday night, but there hadn't been enough to create deep mud. Preston needed a new alternator, whilst Salonen's gearbox started leaking so badly that a chase car had to be cannibalised so that he could be given a new box.

Aaltonen's bid for his first Safari win in some twenty years of trying became less significant when he lost every gear except fifth near Chebiemit, although the resulting box change only cost him eight minutes. From that moment, his chances of snatching a win from Waldegård became very slim indeed, for the Swede's Toyota ran reliably to the Monday afternoon finish in Nairobi. It hadn't been a faultless run, of course, for there had been many little problems along the way, but nothing major had impeded the Celica's progress, which in itself had been of great concern to its driver who kept expecting something to go wrong.

For Toyota team manager Ove Andersson, himself a former Safari winner, the result was more like a dream than reality and he confessed that he had to pinch himself several times. The outfit, perhaps more cosmopolitan than any other, is one of the most efficient in the game and everyone concerned with the success deserves a chunk of the kudos. Whether the team will increase its programme in the future remains to be seen, but two World Championship wins, both in Africa, in the space of six months must make the company executives in Japan sit up and take notice. — G.P.

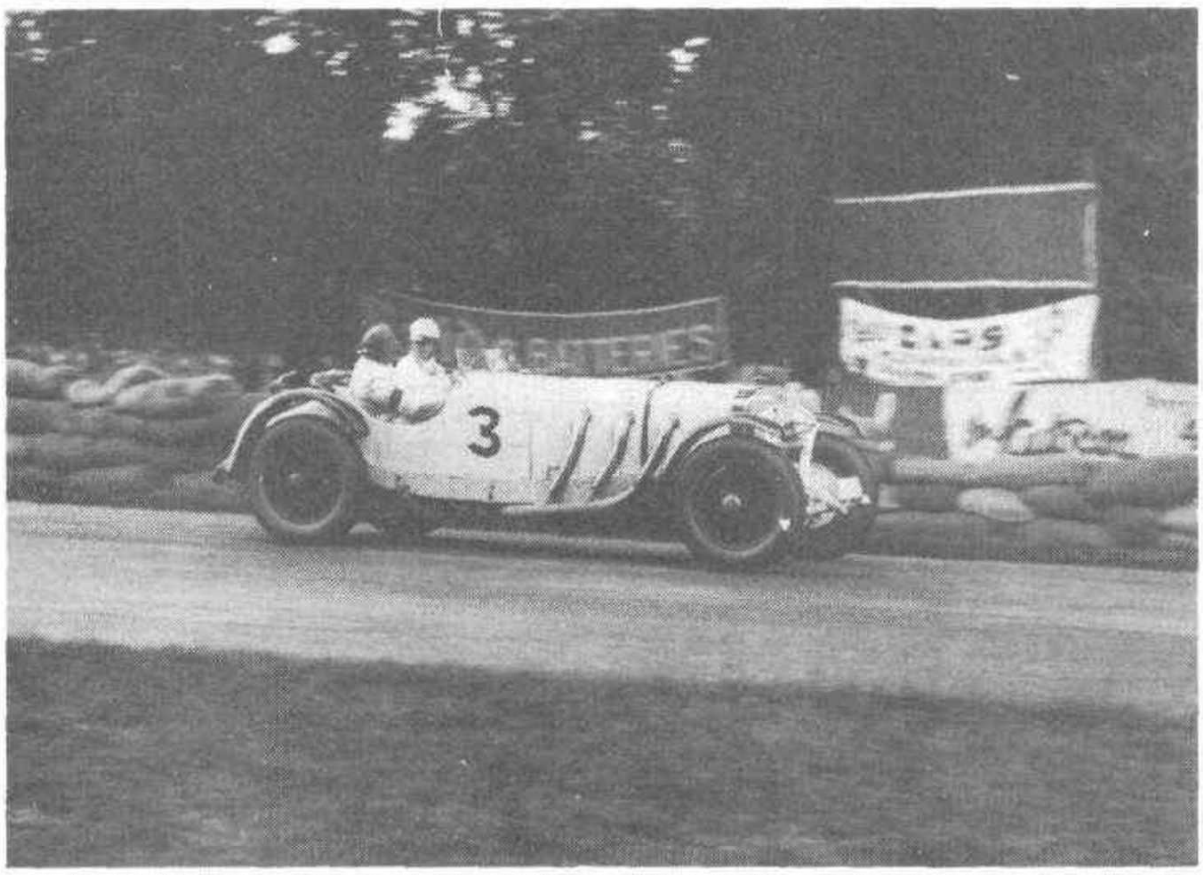
Results

1st	B. Waldegård / H. Thorszelius (Toyota Celica Gp. B)	2 hr 02 min
2nd	R. Aaltonen / L. Drews (Opel Manta 400 GpB)	2 hr 13 min
3rd	H. Mikkola / A. Hertz (Audi Quattro GpB)	2 hr 25 min
4th	M. Alén / I. Kivimäki (Lancia Rally GpB)	3 hr 08 min
5th	S. Mehta / R. Combes (Nissan 240 RS GpB)	3 hr 35 min
6th	V. Preston Jnr / J. Lyall (Lancia Rally GpB)	4 hr 14 min
7th	T. Salonen / S. Harjanne (Nissan 240 RS GpB)	5 hr 52 min
8th	F. Wittmann / P. Diekmann (Audi Quattro GpB)	7 hr 37 min
9th	Y. Iwashita / Y. Nakahara (Nissan 240 RS GpB)	7 hr 56 min
10th	B. Criticos / J. Rose (Audi 80 Quattro GpA)	9 hr 53 min

76 starters, 25 finishers.

VETERAN EDWARDIAN VINTAGE

A SECTION DEVOTED TO OLD CAR MATTERS



CARACCIOLA in the process of winning the Irish GP in the SSK Mercedes-Benz which, in spite of spinning round at least twice without stopping, when the rain came, averaged 85.88 mph for the 300 miles, and made fastest lap, at 91.3 mph.

THOSE FORGOTTEN IRISH RACES

I AM thinking of the sports-car races held at Phoenix Park, near Dublin, at the end of what we now term the vintage years. Many Irish enthusiasts may well object to my use of the term "forgotten races" for these well-supported and exciting events and point out that racing still takes place in Phoenix Park. I intend no criticism of these older contests, but compared to the recognition and frequent reference given to the RAC Ulster Tourist Trophy contests of 1928 to 1936, the Phoenix Park enterprise is, comparatively, a forgotten cause.

The RAC TT, as a race for sports-cars, was a major breakthrough and was thus very much in the public eye when it was first run over the excellent Ards circuit outside Belfast in the summer of 1928. Races for cars with touring bodies and equipment were nothing new. Many and interesting were the variants on this theme, since the idea had seen fruition at Le Mans in 1923, about which, one day, someone will surely give us an erudite book. The theme came into being in England by 1927, with the Essex Motor Club's Six-Hour race at Brooklands, from which was to stem such memorable contests as the Junior Car Club's two-day "Double-Twelve"-hour and one-day 1,000-mile events and lesser sports-car races on other days at Brooklands, and the popular "Boulogne Week" of different kinds of sporting contests, well supported by the British, had this "production-car" element.

The Ulster TT was something different, more important, indeed rather breath-taking in its scope. It came at a period when cars had been accepted as a perfectly normal means of transport and when they had become inexpensive enough for many quite humble homes to possess one. The sports-car had also emerged and firmly established itself, and races to encourage the sales of these more-costly kinds of merchandise were of benefit to the Motor Industry. A Le Mans win was seen as an important accomplishment to firm sales, even if the pursuit of such victories does seem to have financially broken the very Company that was most successful in this field — Bentley. Be that as it may, and it was not then apparent, a great race for comparatively standard sports-cars, organised by the RAC, with generous prizes and the promise of enormous publicity, could only be a good thing. In 1928, following the good offices of tractor-millionaire-to-be Harry Ferguson, the then-Chairman of the Ulster AC, and Wallace McLeod, who wrote a motoring feature for the *Belfast Newsletter*, who are said to have discovered the magnificent Ards circuit and promoted interest in a race over it while they were at Brooklands in 1927, the RAC TT became an accomplished fact. The only improvement would have been to have such a full-scale road race in Britain, but that the Law did not and does not permit.

However, Ireland was virtually peaceful in those days, it was not far to travel to (except for one unfortunate French racing driver who mistook the race for the IoM one, last held in 1922, and took a boat to there instead of to Belfast), and under the good organisation of the Ulster AC, under the Presidency of the Rt Hon. J. Milne Barbour, DL, MP, the race attracted a big crowd of spectators and powerful Press support, the race being attended by His Grace the Duke of Abercorn, Governor of Northern Ireland, and Lord Craigavon, Prime Minister of Northern Ireland. I do not know whether the organisers of the similar races at Phoenix Park, about which we are here concerned, were inspired by the 1928 RAC TT but certainly they must have been enormously encouraged by it.

At this time of widespread monetary slump and distress, a Grand Prix for full-blooded racing cars was not viable; even the prestigious French GP had become a race for sports-cars by 1928, even if the winner was a Type 35C Bugatti thinly disguised as such. So, although the folk in Dublin who had the splendid idea of holding their own road race before the RAC ran its second Ulster TT decided to give their event the title of the Irish Grand Prix, it clearly had to be another sports / racing car contest. They must, however, have been much encouraged by the realisation that the previous year's TT had received entries from Alvis, Amilcar, Austin, Austro-Daimler, Bentley, Bugatti, FN, Frazer Nash, Gwynne, Lagonda, Marendaz Special, Mercedes-Benz, OM, Riley, Salmson, Stutz and Tracta.

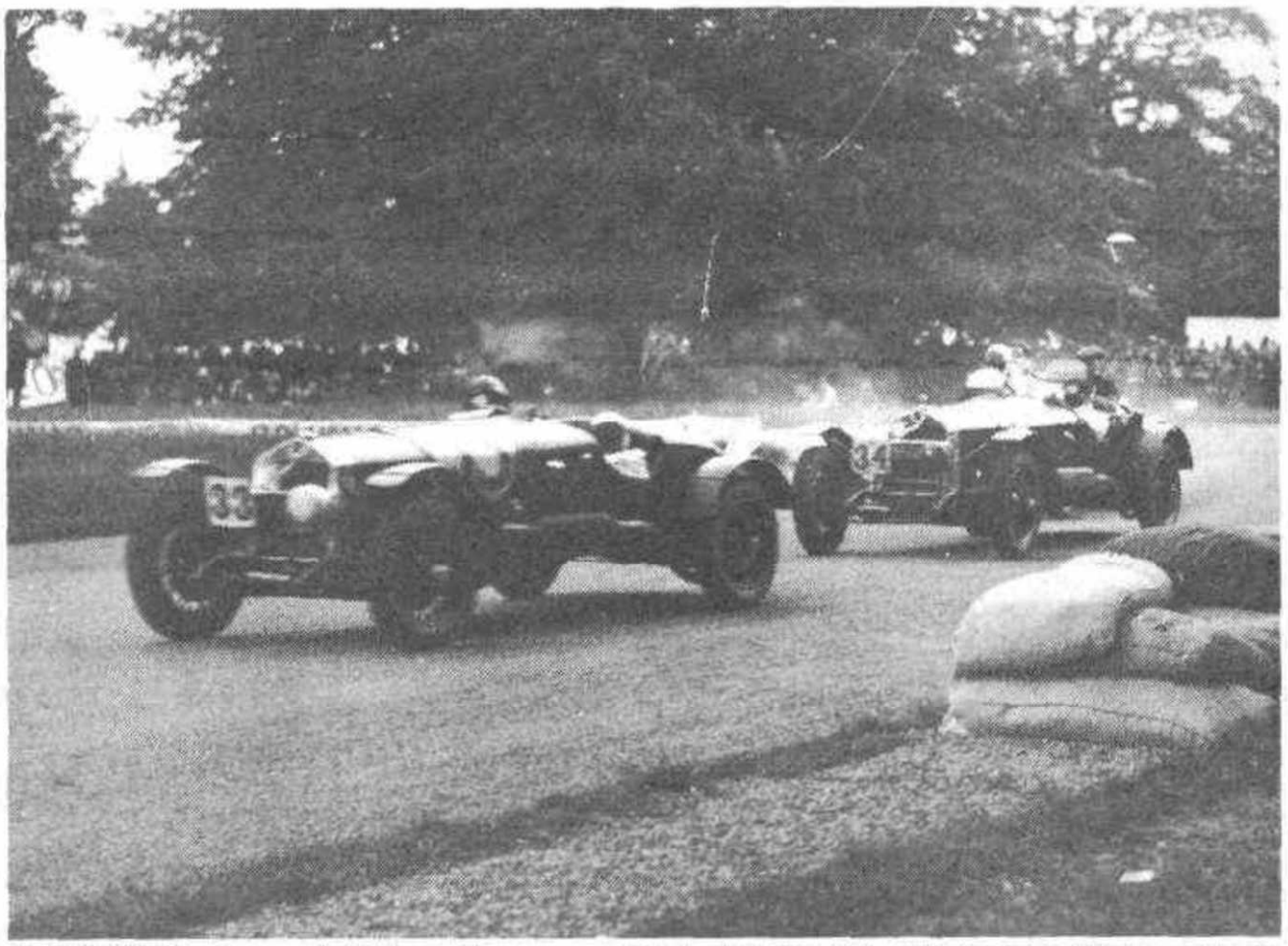
As at first conceived, the rules governing this Irish Grand Prix did not quite conform to those applying to the series of sports-car races then in being, but this was quickly changed, except that hoods and windscreens were not required in Dublin. It was then possible to relate the outcome to the results achieved in other long-distance contests between sports / racing cars of conforming type, even though the individual races had no other common connection. Thus, in 1928 the Essex MC Six-Hour Race had been won on handicap by Alfa Romeo, with a 4½-litre Bentley covering the greatest distance, a 4½-litre Bentley won Le Mans (Salmson the h'cap) while the TT had been won by Kaye Don's supercharged 1½-litre Hyper Lea-Francis, with a 4½-litre Bentley putting up the fastest average speed. Then, in 1929, before the launch of the ambitious Irish

Grand Prix, a 1½-litre Alfa Romeo won the JCC "Double Twelve" on handicap by the narrowest of margins from the 4½-litre Bentley which covered the greatest distance, the Brooklands' Six-Hour Race (run now not by the Essex MC, which had been disbanded, but by the BARC itself) saw a Speed Six Bentley win on handicap and distance. At Le Mans, victory went to a Speed Six Bentley.

To digress, there is a rather amusing aside about this. In 1929 the controversy as to which was the World's best car, which had raged in the then-many-paged correspondence pages of *The Autocar* in 1921/22, broke out again early in 1929 and a Mr Murdoch expressed as the opinion of himself and his friends that the order among "standard" cars should be Rolls-Royce, Daimler, Minerva, Sunbeam, Cadillac and Hispano Suiza, but that, of what he called "racing-type" cars, the correct order was Mercedes, Delage, Invicta, Stutz, Lagonda and Bentley. (With the full arrogance of youth — I was then 15 — I, too, took part in this fascinating discussion, defending the 40/50 Rolls-Royce, the 36/220 Mercedes-Benz and the Hispano Suiza against criticism from other letter writers, although I had not then driven them, and backing as "easily the best sports-car" the 4½-litre Bentley).

Anyway, a person signing himself "Capût" and writing from London, EC4, took exception to Mr Murdoch's remarks, suggesting that super sports cars, not racing types, should have been placed in his second list, and that in this case, who could deny that the Bentley, which had beaten Stutz, Mercedes and Lagonda in the 1928 TT and Stutz and Lagonda at Le Mans and Brooklands (other fine Bentley achievements were also quoted), was supreme? The interesting thing is that this was the *nom-de-plume* of the person who frequently rode as S. C. H. Davis' mechanic in just the kind of races under discussion, and as he wrote from the same postal district as *The Autocar* then occupied, he must surely have been the same person, who was also on the publisher's staff? Alas, had Capût had future vision he might not have written his letter, because, to anticipate this article, although Bentley were to win again at Le Mans, the first Irish GP went to Alfa Romeo, and that year's TT to Caracciola's SS Mercedes-Benz. . . .

All of which added to the interest when the Royal Irish AC announced its Grand Prix. A fine course had been found in the public Phoenix Park, about two miles from the centre of Dublin. Laid out in the eighteenth century, this Park embraced not only the Dublin Zoo but an Observatory, Civic Guard Depot, Army Barracks and the fine residences of former Governor-Generals and their Secretaries, whose statues also abounded. Soon, to the roar of the zoo animals was to be added the screech and scream of racing cars.



IVANOWSKI, who won both the small-car race and the Irish GP itself for Alfa Romeo in 1929, seen here in the 1930 small-car race, his 1500 Alfa Romeo chased at Mountjoy corner by Kaye Don's Alfa Romeo.

The Phoenix Park circuit could not compare with the Ards TT course in Ulster, which had a lap distance of 13⅓ miles and which was a true road circuit, a valued character which the Ulster Club was careful not to change even when widening parts of it in 1930/31, and which in places, like Newtownards and Comber, embraced the hazards found in a round-the-houses town-race. The layout of Phoenix Park made it necessary to restrict the Dublin course a lap-distance of just over 4½-miles (today only 2.12 miles), and the main straight of two miles and an overall width of 40 ft, from one end of the Park to the other, was not exactly of road-racing stature, no matter how hard a test of braking it would impose of cars able to wind up to very high speeds along it. However, the other leg of the circuit contained sweeping left and right-hand curves, was narrower and had two hairpins connecting this leg with the straight, the right-handed Mountjoy corner and Gough corner, the latter so-called because General Viscount Gough's great statue marked it, the General sitting on his horse with his back to the racing, it must be said. . . .

The fact that in the centre of the straight stood the enormous Phoenix Monument, erected in 1745 by the Earl of Chesterfield, in no way deterred the race organisers. They moved it to the roadside, where it was rebuilt — a fine Irish recognition of the importance of motor-racing, which, regrettably, does not exist in Britain, or at Weybridge! Not only had the Free State Government agreed to the removal of this monument, but it made itself responsible for the resurfacing of the roads and the erection of the pits and grandstand. (In contrast, all they did in Ulster was to remove, after the first race, a road side waterpump.) It was apparent that Dublin had the right ideas. The Dublin race was to be held over a month before the next (1929) TT. In fact, there were to be two separate races in Phoenix Park, one on the Friday for the Saorstat Cup, the other on the Saturday for the Eireann Cup, which was no doubt seen as a further spectator draw, and the best compromise when holding anything like this on a Sunday was unthinkable. The first race was to be for the under 1½-litre cars, the other for the larger cars, the overall order counting for the Irish Grand Prix. This, by design or coincidence, meant that the smaller cars would have to go like the Irish devil if they were to be well-placed in the GP. A distance of 300 miles was thought sufficient and more manageable for each race than the 410 miles of the TT, and first prizes of £1,000 were on offer for the winners of both the Phoenix Park races, compared to the first prize monies of £1,100, given by the *Daily Mail* and (the £100) by *The Autocar*, for the 1928 Ulster TT. So it looked good for this Dublin venture, and stories of anything between 250,000 and 500,000 spectators going to the TT (not that charges were extracted from all of them, by any means!) must have seemed a very good omen indeed.

When the entries came in, they were of good quality. Three Austin 7s and a lone Triumph Super Seven were to contest the 750 cc class, eight Rileys, four of them Mk IV models, one of them for Kaye Don, the rest Brooklands Speed Models, were up against single entries of BNC, Amilcar Six and Lombard, while the 1½-litre class was composed of four supercharged Alfa Romeos, four Lea-Francis, two Aston Martins, one from Bertelli himself, a 12/50

Alvis, and Marendaz's Marendaz Special. As the Lea-Francis were the blown Hyper cars, one of which had won the TT, with Sammy Davis driving one of them, while the Alfa drivers included Ivanowski and Ramponi, a good race seemed assured.

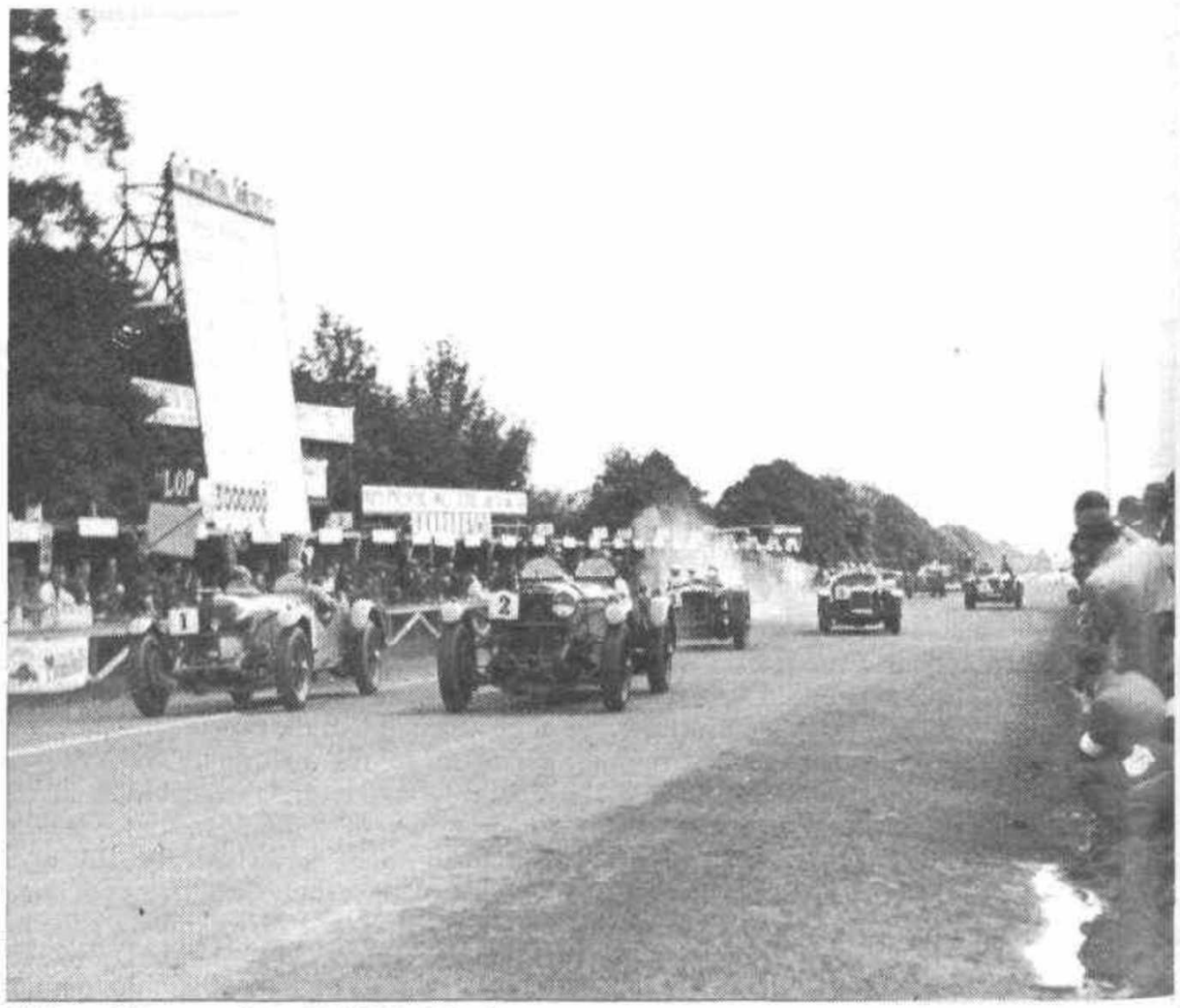
It was not surprising to find Boris Ivanowski, a Russian emigré, running, for he had competed in British races for some time and was down to drive a 2-litre or 1,750 cc supercharged Alfa Romeo, so was able to take part in both days' races. Excitement on the Saturday was assured by this Alfa, accompanied by two others, the big Thistlethwayte Mercedes-Benz, no fewer than five Bentleys, including Birkin's new blower-4½ that had been tried out in the Six-Hour race, normal 4½-litres and Barnato's Speed Six for Commander Glen Kidston, and three Type 43 Bugattis, one for Basil Eyston, one for Field and one for Captain Miller as substitute for Newman. To these were added a 19/100 Austro-Daimler, Sir Malcolm Campbell's twin-cam three-litre Sunbeam with a Cozette blower, showing the flexibility of the rules, a lone OM in the absence of Oats' entry, and a single two-litre Lagonda, G. E. T. Eyston's Chrysler (the body of which did not comply) and a Du Pont. Thus was the scene set. Normal fuel was insisted upon, only six wheels were allocated per car, putting tyre wear at a high premium, and the class handicapping was on a distance-run basis, with a bonus for non-supercharged cars, the largest-engined cars being required to cover the full 301 miles. If the great Continental acts had yet to come to Phoenix Park, apart from Fronteras, a British-domiciled Italian, they had not done so for the 1928 TT either, apart from the Frenchman Vasena.

Good organisation and loudspeakers at the corners to keep the large crowds informed spoke well for the Irish Club's initiative. Alas, it was something beyond its control that affected the race, after His Excellency the Governor-General, nudged by Ebby, had flagged the cars off, their drivers running to them in a Le Mans start. It was the hot sun of a glorious Dublin day that was the culprit — melting the road surface into almost a liquid and causing skids galore . . . However, skill was not to be denied and among wild gyrations at Mountjoy, the Zoo turn and the return to the long straight, and after retirements and delays that embraced the little Triumph, Bertelli's Aston with clutch slip, Ramponi led Ivanowski on the road but after 1½ hours Frazer-Nash's non-blown Austin led Poppe's blown Ulster Austin on handicap. Then, with Fronteras' Alfa in dire trouble and Ramponi among those caught out by the melting road dressing, so that he shot between some trees and bumped over the grass before resuming the course, the leading A7 blew a gasket, which Nash cheerfully set about changing, allowing Poppe to lead, at the two hour mark.

But the larger-class cars were now in an unassailable position, closing up, with a terrific battle raging between the Alfas of Ramponi and Ivanowski, with Davis' works Lea-Francis third. Gardner's Amilcar retired because a shorted-out battery made the starter inoperative, which the rules required to be used after a pit-stop, the Dublin motor cycle champion had plug bothers on his Lea-Francis, hero of the TT Kaye Don had the gear lever pin shear on his Riley, the Rileys of Whitcroft (in an early Speed Model) and Jack Dunfee collided when the former slid at Gough corner, and then Ramponi, urged on by his pit, had a real skid at that place, going across the road and into the railings. That made the Lea-Francis drivers do all they could, but it was Ivanowski who won for Alfa Romeo, at 75.02 mph, by a second from S.C.H. Davis' Lea-Francis (74.62 mph) with W.H. Green's Lea-Francis third (73.50 mph) ahead of George Eyston's Class F winning Riley. The Lea-Francis team — Davis, Green, Shaw — ran non-stop to take the Team Prize, the Riley team finished intact, and Poppe won Class H for Austin (61.70 mph).

The Saturday race was equally exciting, Birkin using his blower 4½ Bentley to wear down Thistlethwayte's Mercedes, until the German car blew its head gasket, and Kidston, driving the Speed Six Bentley magnificently, to make fastest average, at 79.8 mph, and finish second on handicap behind Ivanowski's Alfa Romeo, which managed 76.4 mph. Again, skids were frequent, Don's Alfa going round and having to use the footpath to avoid another Alfa going in the right direction. Even Ivanowski went half-round and Kidston, like Ramponi on the previous day, left the road entirely and motored behind the trees on one lap. Campbell's Sunbeam had clutch trouble, the Austro-Daimlers boiled, Field's and Eyston's Bugattis caught fire as Type 43s were prone to do, Rubin's Bentley mis-fired at first, and Kidston hit a bank and a back wheel had to be changed, Sammy Davis saying the pit-work was "one of the best ever seen in racing". The Bentley was thought to have won, being enthusiastically acclaimed in consequence, but, in fact, it was Ivanowski who had carried off both races for Alfa Romeo, and as the results of both decided the winner of the first Irish GP, it was the big ex-Officer of the Russian Imperial Guard, who had narrowly escaped with his life in the Revolution, they said, who scored. Birkin was third, ahead of the Bentleys of Wood and Cook, Benjafield's Alfa splitting the Bentleys of Scott and Rubin, R. R. Jackson's Lagonda next, Higgin last but winner of Class-D at 68.6 mph in the Austro-Daimler. In fact, in typical Irish fashion, Ivanowski was also third overall, as well as the outright winner!

In spite of the slippery road the race had obviously been a great success. It had 53 entries against 44 for that much-publicised first Ulster TT. Money had been lost, largely due to spectators getting into the Park without paying, but it was decided to resume in 1930, the circuit now properly

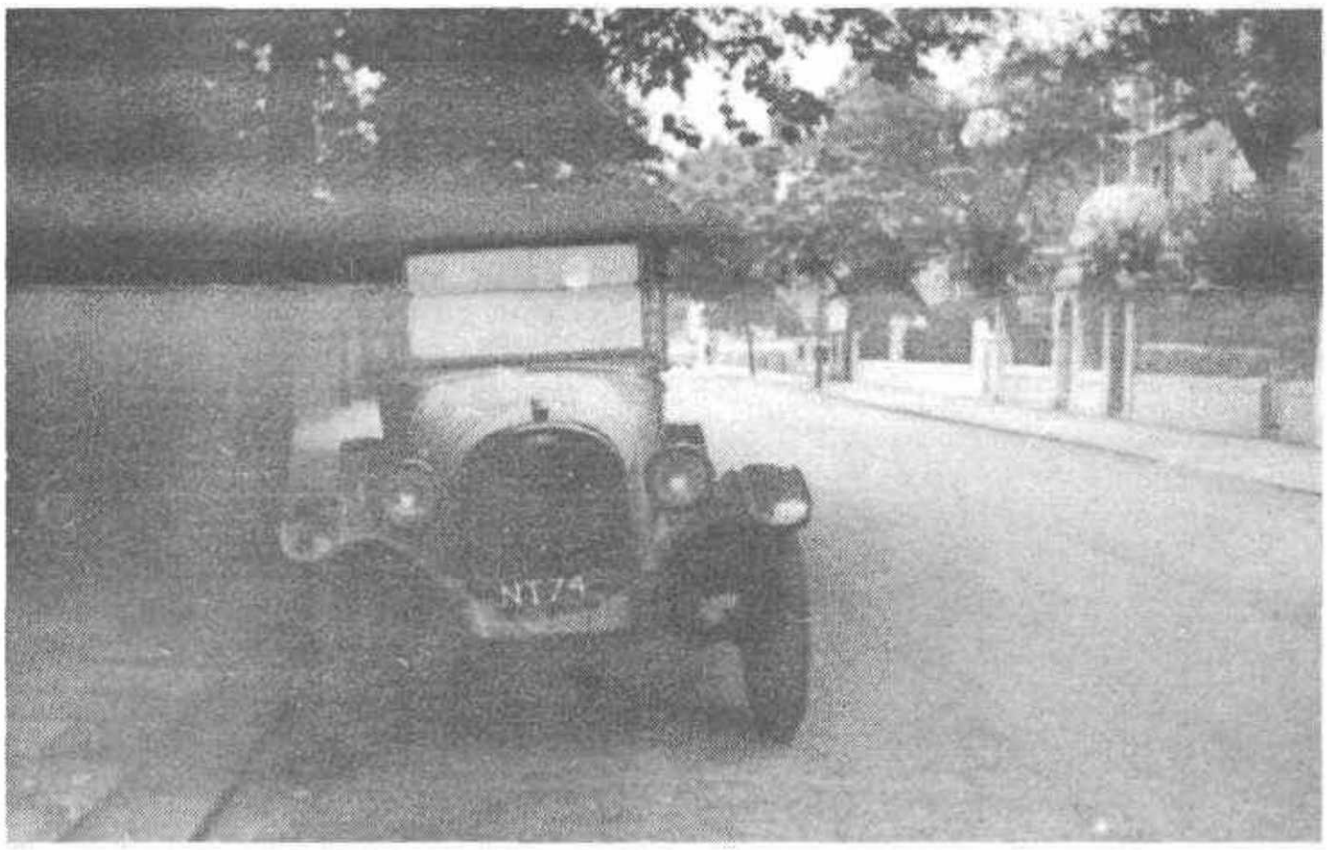


1931 — The start of the third Irish GP, showing the long straight on the Phoenix Park circuit. The two Mercedes of Earl Howe and B. O. Davis lead the field.

resurfaced with non-skid Colfix for all except half the back-leg, so that the sand bags at Gough corner and elsewhere were not so essential, and better scoreboards were erected. The entry was down to 51 but Continental drivers had been attracted, Varzi and Campari joining Ivanowski for Alfa Romeo, Minioa and Ramponi having OMs, Chassagne being in the blower Bentley team, and the great Rudi Caracciola driving a Mercedes-Benz. This was especially exciting, as Rudi had won the previous year's TT for Mercedes; moreover, the entry was 17 more than the RAC obtained for its race later in 1930, admittedly for two separate Dublin races.

A great two days it was. Victor Gillow, bouncing off the road when this was unavoidable, won the Saorstat Cup on the Friday in his Brooklands-model Riley 9, at 72.2 mph, from G. E. T. Eyston's blown Alfa Romeo, "Archie" Frazer-Nash in the little blown Ulster Austin third, ahead of Don's Alfa, another A7, and Ivanowski's Alfa, the handicap applying, of course. Then in the big-car battle on the Saturday, again on Handicap, the crowds were treated to the spectacle of Caracciola with the SSK Mercedes-Benz taking on the might of the blower Bentley team, of Chassagne, Birkin and Harcourt Wood, two of which retired with lubrication problems. Birkin, although similarly troubled, was fourth. Caracciola averaged 85.88 mph in spite of some torrential rain, to win on aggregate, setting a fastest lap of 91.3 mph (compared to his race average of 72.82 mph and best lap of 77.80 mph in the longer, and wet, 1929 TT with the 38/250 SS four-seater Mercedes) having circulated Phoenix Park for nearly 3½ hours, including a 69 sec pit-stop to take on 28 gallons of fuel. Campari's blown 1750 Alfa was second, beating Earl Howe's Mercedes-Benz, while Campbell's Mercedes-Benz came home after Birkin's courageous blower Bentley, a Talbot next. Overall the placings were: Caracciola, Gillow and Campari, Mercedes netting the Wakefield Team Prize. (For a full account, see Anthony Blight's book "Georges Roesch and the Invincible Talbot" — Grenville, 1970.)

Alas, the Irish Club lost nearly £1,500 on the 1930 race but, blaming this on a rail strike and the rain, it decided to hold the Irish GP again in 1931. On aggregate the winner was Norman Black's MG Midget, at 64.76 mph, from Sir Henry Birkin's blown 2.3 Alfa Romeo and Ron Horton's MG Midget. After that the Irish GP lapsed, although racing, in a lesser key, returned to Phoenix Park in 1933. The race distance was down to 100 from 300 miles, but it produced illustrious winners in Mays (ERA) in 1937, when he averaged 102.9 mph in the Formulae Libre race, and Staniland, with the Multi-Union, running in the same category in 1939, when he won at 97.45 mph, from the ERAs of Rolt and Pollock. — W.B.



AS IT USED TO BE. — A Chevrolet tourer parked out of the sun in a London thoroughfare, in which no other car is to be seen.

MOTORING AS IT WAS
— A look back to the roads of the 1920

(Continued from the May issue)

CONTINUING to look at 1920s motoring through the eyes of writer Owen John, what do we find? He had been driving, and enthusing over, the then-new (in 1922) 8 hp Talbot, the test concluding on the finest day of the year, when "the sun shone all through and set on the evening beneath the young moon in blood and six degrees of frost" — like the days of late April, 1984. On his way home O.J. had diverted to just past Long Compton, to look at the Roll-Right stones which, he observed, were there thousands of years before we came, and they will be there thousands of years after we are gone — he was writing this before the Age of the Atomic Bomb . . . "But", he concluded, "what use are they — or we, for the matter of that?" Perhaps you should look for these ancient stones while they are still there. . ."

This serves to emphasise that, in pre-war days, people used cars to see things with, apart from the sheer joy of driving them. These days, this seems less the case and some time ago the Editor of a weekly motor journal turned against motoring as distinct from driving, although his opposite number, on *Autocar*, sees the light and allows his staff to do marathon runs in new cars from time to time, with the "places visited" and touring as part of such exercises.

Having written of touring, O.J. was taken to task for having described Lincolnshire as a flat county of straight roads. His critic referred to the route Boston, Wainfleet, Skegness (where they motor-raced on the sands), Ingoldwells, Sutton-on-Sea, Mablethorpe, Maltby-in-Marsh, Louth, Alford, Spilsby, Horncastle and back to Boston, when O.J. might find differently. Well, some of us may do so, at the time of the Cadwell Park races, but I wonder if the right-angle turns which O.J. disliked at Chatteris in the Isle of Ely still exist or, indeed, whether the route linking the aforesaid towns is as dauntingly twisty as it was in 1922, this being the purpose of the critic's letter?

After the Talbot, O.J. went to Manchester, and tried the much-smaller Harper Runabout, a mistake perhaps for, as he said, a large man in a new coat and bowler-hat, for he found the Harper not imposing enough for his tastes, although it "went like blazes" during the little ride O.J. had on it. This led him to admit that he thought the motorcycle was but a passing phase and that in consequence the staff of *The Motor Cycle* were disgusted with him and refused to print his stuff . . . He felt that one day even the sidecar-outfits would be replaced by a machine very much on Harper lines, but somewhat larger and less cramped — a "plug" for the new Austin 7, perhaps? That all this was long ago is emphasised, at a time when Professor A. M. Low was experimenting with "wireless" on a 16/40 Sunbeam tourer, by two men having been killed in O.J.'s own parish because the Model-T Ford they were in ran into a tree after its headlamps had failed and they attempted to get home, using only its *oil side lamps*.

With the advent of the New Year (1923) O.J. was permitted by William Morris to go off in the very first of the 13.9 hp Morris-Oxfords, a car which had run less than 50 miles, which O.J. thought a very trusting gesture to an amateur tester. He tried it hard, apparently, even unto driving it through a Leicestershire snow-storm. It was a four-seater and O.J. rejoiced in the adjustable front seats (what would one say today of a car without them? I think the last one I remember with a fixed front seat was a Morgan Plus 4, in the 1950s) and the



IN THE 1920s, — Going to the post in Sussex in a Gibbons cyclecar, belt driven and with the air-cooled flat-twin Coventry-Victory engine slung on the off-side outside the plywood body. Perhaps O.J.'s idea of a bridge between sidecar-outfit and small-car?

excellent hood. He said of this £380 Morris-Oxford that "it accelerates like the Talbot, it holds the road like a Fiat, it glides on top like a Rolls-Royce and is fit to join the Great Company of the 15 hp Humber and the new 14.7 hp Crossley and lots of other good cars that only differ in their price and hardly at all in their performances". After which, I am not surprised that someone told O.J. that every car he wrote about seemed to be the best in the World!

O.J. tried this new Morris for a matter of 200 miles, and did not check its thirst for petrol and oil, although he wasted half-a-gallon of the former liquid because the dashboard gauge was too modest. He felt glad that these Oxfords and Cowleys were challenging the Model-T Ford and getting the better of it because they were cheaper to run and more respectable to inhabit — in fact, the Ford was far less costly and it was the RAC horse-power tax than was helping to kill it off. The cost of motoring could certainly be reduced by not carrying more avoirdupois around than was necessary, thought O.J., after his experience of the quick and responsive Morris-Oxford. Money mattered in 1923, for the slump was not over and O.J. regretted the Indian War Office's departure from an agreement with the Imperial Government to use only 30 cwt vehicles of standardised type, because many British lorries of this type were destined for a market that had been closed overnight. Reverting to the 1923 Morris-Oxford, O.J. thought it might have slightly larger wheels, and wondered what the six-cylinder Morris that was to be the next arrival would be like. (History relates that this was an abject failure.) The Oxford came equipped with spring gaiters (which reminds me that present-day vintage-car owners and restorers can still get, I believe, those excellent Wefco spring-gaiters, of very good fit and quality), shock absorbers (and what 1984 car lacks these!) and an Enots grease-gun.

For some considerable time, what with "smogless" areas, good lamps, town street-lighting and the rest, fog has almost ceased to be a motoring hazard, although I got momentarily lost in Ledbury recently, driving home from London in a Volvo GLS. So it is like a period-piece to read of how O.J., after giving his sons their Christmas treat in London (the matineé was "Charley's Aunt", the evening theatre "The Island King") he picked up his faithful Crossley in the Strand at 11 pm and then ran into the most awful fog, the tram-lines in Brentford being some salvation. But it was still very bad, although a full moon was shining brightly overhead, and yellow handkerchiefs tied over the lamps helped little. Then O.J. bravely turned off all his lamps (illegal, these days) and for the first time since leaving Piccadilly, made real progress. The first 20 miles had taken two hours, then the fog lifted and the Crossley took the tired occupants home to bed and bedroom fires in less than 45 minutes for the final 30 miles. These days though, you would be lucky to average 5 mph getting out of London in the rush hour. O.J. was reminded by his experience of a fog so thick that he abandoned his 1903 Brush on the hills above Ashbourne for two days, and then had difficulty in finding it again. . . . That night in 1923 O.J. wished he was driving either a tram or a car with left-hand steering. And he was only in mist, not the "London peculiar" fogs, long since forgotten. I have to confess that I recall them clearly (if that is the word), and going out as a boy, bearing a white handkerchief that did not remain white for long, offering to lead drivers part of their way home. I also remember a similar dense fog in Derby, during the last war, exacerbated because, to disguise the Rolls-Royce factory from German bombing aeroplanes, smoke-flares had been lit on the pavements surrounding it. Amusing that, in his dilemma, O.J. found steam-waggons on oil-lamps proceeding normally; he rather unkindly suggested that this was because they were used to driving in perpetual fogs of their own making on a damp day!

The next car O.J. tried was a Gwynne 8, as 1923 got into its stride. It was the famous Chummy 3-seater version, handed over by a Mr George Mitchison. At first our amateur tester thought it so small that had it been fitted with a pram handle at the back, he could have wheeled it about. But, once started, he was in for a big surprise. He headed for the Malvern hills and the little Gwynne, costing under 200 guineas, waded through the floods to Tewkesbury and climbed all the hills it was put to without O.J. ever using bottom gear or feeling inclined to. Back through Broadway, the Gwynne hardly noticed Fish hill, which made O.J. wonder what Walter Staner of *The Autocar* would have thought, he and one of the Lanchester brothers having used this same hill years before to prove to O.J. what a capable car a big Lanchester was. When it began to snow, O.J.'s passenger got on the Underground from Hounslow Barracks but he drove on to Gt Portland Street, his only criticism of the Gwynne being that the clutch stuttered a bit when running slowly in top gear, and he had only an empty oil-can with which to treat the cone, and that his 16 stone and 6 ft 2 in was difficult to get through the driver's door with hood up. Most excellent brakes, a simple gear change, and adequate lighting, were praised.

Otherwise, O.J. had not tried cars for some time, so he aired motoring politics and dared to disparage the continuing publicity value of MCC trials and even racing, although the entries for the former disproved his views. He also looked back nostalgically to Christmas parties and balls of long ago, made easier to attend with the advent of reliable cars. Such as going to a party in Wiltshire and driving after midnight to a Yeomanry ball in Chippenham, and then finishing the night with another dance 15 miles away, in Gloucestershire. O.J. expressed the view that the rear seating of a 1923 limousine was "nothing like as promiscuous as the cramped insides of old-fashioned horse carriages!" Jammed together, remembered old O.J., you were driven home at never more than seven mph, "with perhaps some relaxation all round of the more conventional bonds of daylight, and of more normal behaviour". "What a thing to be young and beautiful and tireless", concluded our motoring-writer, and I will go along all the way with that . . . ! Continuing his rather surprising theme, I have long maintained that "motorsport" covers anything from driving a fast open car or competing in trials with an A7, to snogging in a saloon with the blinds drawn.

W.B.

Lanchester Day 1984

Lanchester Day 1984 was organised by the "Lanchester Register" section of the Daimler and Lanchester Owners Club. It was held at the Coventry Lanchester Polytechnic on Sunday, April 29th. A glorious day saw Mrs George Lanchester, Mrs Marjorie Bingeman (Frank Lanchester's daughter), and many other members of the Lanchester family enjoying the fine selection of cars present.

The beautiful collection of Veteran Lanchesters opened the secrets to the Lanchester worm transmission, crankshaft damper, wick carburetter, tiller steering etc, and the equally original Lanchester coachwork styles which include the tonneau, open coupe, topedo tourer and limousine.

The Vintage line-up also had examples of every model produced, as magnificent as ever. An unusual show-stopper here was the massive 1929 Lanchester 40 hp armoured car from Dorset. An equally unique car was a petrol-electric cycle car, produced in the 20s as a private venture between Dr Fred and George.

With the rally supplemented by Lanchesters built from 1931 onwards and Daimlers from 1895, the reserved area was an impressive sight.

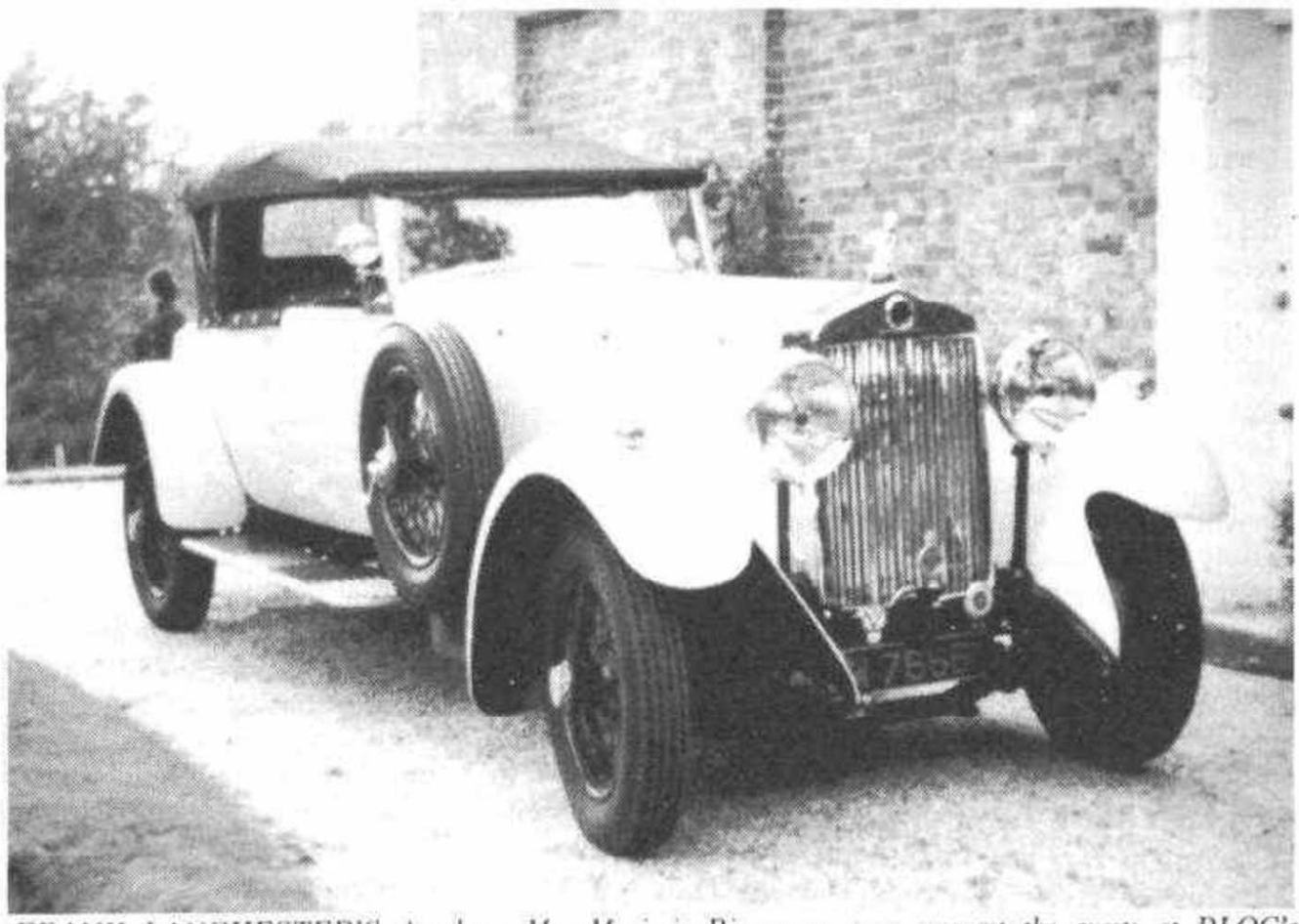
An alternative attraction was the indoor exhibition, organised by the Polytechnic staff. This comprehensive set-up showed the many facets of Lanchesters' original designs and inventions, covering pioneer aircraft and car development, mathematics, optics, science, warfare strategy, poetry, model-making etc. etc.

Mrs George Lanchester unveiled a stone plaque to christen the Polytechnic's "Lanchester Library", which houses many Lanchester documents and details.

After lunch, escorted admirably by the police, the cars snaked through Coventry on a road-run, led by a 1910 28 hp limousine carrying Mrs George. All returned to a concours prize-giving, before Mrs George mentioned that she had not driven a Lanchester since 1924! Making photographers run for their lives, she roared down "the straight" in a Veteran Lanchester, swinging it round just short of a brick wall, and coolly returned to the "pits". She and everyone else had a great day.

C. CLARKE

V-E-V Odds & Ends. — Austin 7s seem apt to go to ground in Wales! Apart from the two-seater we mentioned last month, a late-model Ruby saloon which had been in a shed in a Powys town, we believe since the war, was given away by its lady owner last Christmas and was in such good order, apart from the bumpers, that it was able to be driven away to its new home on the coast after the tyres and pneumatic upholstery had been inflated. Although Harry Hawker, the famous airman / racing motorist whose big 225 hp aero-engined Sunbeam-



FRANK LANCHESTER'S daughter, Mrs Marjorie Bingeman, was amongst the guests at DLOC's Lanchester Day, where this 1929 Straight 8 30 hp car was to be seen.

Mercedes has been the subject of comment in these pages of late, no doubt planned the body he wanted on the car, we have since discovered that the neat aluminium four-seater, four-door body was made for him by the London Improved Motor Coachbuilders Ltd, of Westminster, London, before the summer of 1919. Two very advanced features were cycle-type front mudguards turning with the wheels and a windscreen for the rear-seat occupants, while a hood was also fitted.

The STD Register, like other clubs, continues to enlist new members, one of whom has a 1932 Sunbeam Speed-20 coupé thought to have been an experimental car, which at one time had a Cozette supercharger, while another "new" car is a 1934 Talbot 105 Vanden Plas tourer, which was on the Talbot stand at the 1933 Motor Show, was sold to Arthur Rank, and was later sold to the present owner's father by Jack Bartlett. The Register's next big event is the Wolverhampton Week-End, on June 30th / July 1st. There is a book about the life of Sir Charles Marston, son of the Founder of the Sunbeam Motor Company, and Founder himself of the Villiers Company, by his daughters Melissa and Marjorie, which includes a picture of one of the family cars, a 20/60 Sunbeam landaulette with the Marston crest on its rear side doors, driven by the chauffeur William, which was used to tour Germany in the mid-1920s. The book was published by Coombe Springs Press a few years ago, and a few copies may still be available *via* the STD Register. Those one-make organisations which support the Inter-Register Contests should note that the Austin Ten DC event took place in May and that those of the Fiat and Humber Registers are scheduled for August 19th and October 7th, respectively. — W.B.

Austin Asides

FREDDIE HENRY, ex-Austin apprentice, which was appropriate, because he used to be taken to school in 1920 in a blue Austin 20 coupé, wrote a booklet about "The Old Man", the First Baron Austin of Longbridge (1866-1941), for the 50th anniversary last year of the Austin Ex-Apprentices Association. The book contains much interesting material, which Freddie hopes will be read in 2033, at the 100th anniversary! In 1918 the Austin Engineering College was opened at Nazareth House, run like a public school but closed in 1925, the house and Lickey Grange, where Sir Herbert lived and the A7 was designed, being illustrated. It is suggested that in 1919 Austin followed Henry Ford, whose autographed portrait hung in his office, in adopting an intended one-model policy, with the Twenty, which the hp tax destroyed. Henry says the triangulated frame and transverse front springing of the A7 was copied from a Grey light truck used at the factory, but with ¼-elliptic rear springs substituted for the half-elliptics, which contradicts the popular theory that the Peugeot Quad chassis was cribbed. Henry tells of seeing, in 1928, four 3-litre 16-cylinder engines for propelling torpedos, formed of A7 power-units on a common crankcase, and of driving to Longbridge "quite recently" in a 1926 A7 with LAP ohv conversion. Ernest Schippert, son of a high-ranking Daimler-Benz Director, was an Austin apprentice who probably felt more at home when he saw the 1924 24/100 Mercedes they then had in the Longbridge works. Schippert bought, for £5, an old Humber two-seater and his father sent from Germany a magnificent jack and new Bosch battery

for it, so that trips from his hotel, the "Black Horse" at Northfield, could be taken with Henry, and with Ralph Secretan, whose family had close links with Daimler-Benz. Secretan was able to persuade Caracciola to give Henry a ride in the TT-winning Mercedes after the 1929 race. Schippert went on to Renault and GM, before returning to Stuttgart.

Henry includes some affectionate stories about Lord Austin and Col Waite. Austin, like Royce, knew all about factory methods, would stop to show an apprentice how to use a file properly, and he was an expert on machine-tools. One story is of how a fitter, eating a big sandwich, stuffed it into his mouth when he saw "the Old Man" approaching, Austin then saying to him, "That's right, choke your b. . . .y self". . . . — W.B.

V-E-V Odds & Ends.— The present owner of a 1930 16.95 hp Alvis Silver Eagle SD saloon, YD 817, has discovered that at one time his car was apparently owned by Richard Spencer L. Boote, who raced Riley Nines at Brooklands, and that Alvis supplied special pistons, rods and other parts for it and that in 1932/33 the sports saloon body was changed for an open two-seater. Our correspondent would like to hear from Mr Boote or his brother Mr C. Boote or anyone who remembers the car pre-war. Letters can be forwarded. In 1981 we reviewed a book about Yellow Bus Services of Guildford, and now we have received a similar booklet by John Sutton and N. Hamshere on Safeguard Coaches of Guildford, to commemorate their Golden Jubilee. It runs from 1924 naturally, and included pictures of early Chevrolet and Dennis vehicles, so should appeal to vintage commercial vehicle folk. Copies can be obtained from Mr Sutton, at 57, Collingwood Crescent, Boxgrove Park, Guildford, Surrey, GUI 2NU for £1.80 post free. The author says he was unable to find any photographs of the firm's Berliet charabanc sold in 1928 for their 1929 29-seater Graham-Dodge, if anyone can help. . .

Arising from the photograph of a rather unusual Isotta-Fraschini in the March issue, Mr Garry Corall of Toronto, in the most beautiful copperplate hand, tells us that those float-type running-boards were used on some four-seater dh Isottas as bodied by Castagna and that the car we depicted was probably the Spinto I-F. Our look-back to pre-war America board tracks continues to arouse interest and Philip Brooks of the R-R OC, Inc, who has a 1934 3-litre Bentley cut down to the 9 ft wheelbase and the ex-Countess of Warwick's 1936 4¼-litre Bentley Vanden Plas two-seater, has contributed more about these old tracks, including that at Laurel, also known as the Baltimore-Washington Raceway, close to which he lives, or rather to the Laurel Pines Country Club and golf-course on the former site, while Laurel today is the home of the Laurel horse-race course. BEN, the well-known and Motor Trades Benevolent Fund is holding its 15th Lynwood Rally for owners of cars and commercial vehicles of veteran to classic denominations, at Sunninghill, Ascot, Berkshire on June 30th, starting with a road run from Ascot Racecourse to Lynwood. This is a most deserving cause; details from Paul Finn, BEN, as above, or ring 0990-20191. The Rotary Club of Easthampstead has a rally for vehicles of the same age-range on July 1st, at Easthampstead Park School in Bracknell, also to raise money for charities. Send large sae for details to J. Strugnoll, Stable Lodge, Priory Lane, Warfield, Berkshire, RGI2 2JU. For the public gates open at 10.30, judging at noon. Another 30/98 Vauxhall Register has been published, by courtesy of Vauxhall Motors Ltd, with Vauxhall's own 30/98 in colour on the cover and printed contents, giving the histories and other information about 176 known Vauxhalls of this kind throughout the World, David Marsh (The Garden House, Middleton-by-Youlgrave, Near Bakewell, Derbyshire, DE4 ILS) says he can send copies to those interested at "a nominal price". Those who would like to see some of the finest Bentleys in the land could do worse than be in the vicinity of Kensington Gardens on June 30th.—W.B.

VSCC / MAC Shelsley Pre-View

THE Midland AC, founded in 1901, put on an ambitious Press Day at its historic Shelsley Walsh hill on May 2nd, to introduce Presspersons to this famous venue. Helped by the VSCC, timed climbs were demonstrated by representative pre-war cars, after which rides were available, at intended lower speeds. MOTOR SPORT staff, who know all about Shelsley, were present in some force and I much enjoyed my rides up the hill. First, with Tony Jones on the ex-Barker 60 hp Napier, running as smoothly as ever, then in the BHD with Robin Parker, who didn't hang about while the old warrior was banging on both and, taking the Esses close in, hit the famous drain, rope from the clutch pedal aiding transmission grip, and finally with David Sewell in the twin-magneto Type 13 Bugatti, which ran up to 5,000 rpm as it accelerated away and had unexpectedly "retardive" brakes. A grand day, with hospitality laid on at the Bridge Hotel at nearby Stamford Bridge. Thank you, MAC.

All this was a pre-view of the great day at Shelsley Walsh on July 8th that will conclude the VSCC's week of Jubilee celebrations and for which, to date, there are already 57 entries, from 1902 Paris-Vienna Mors and the 1908 GP Itala, the latter *driven* to the pre-view, to post-war Frazer Nash.

W.B.

V-E-V Miscellany. — For the sake of history, in my review of René Dreyfus' excellent book "My Two Lives", in the April issue, I wrongly referred to him racing for Harry Schell when what I intended was *Laurie* Schell, and Le Bergue should, of course, have been *Le Bègue;* both were correct in the book. Incidentally, D.S.J. reminds me that Harry was Laurie Schell's elder son and his younger son, Philippe, still lives in Monaco and drives the course patrol car at the Grand Prix there. Also, when I referred in "Cars In Books" for April to a privately-owned 8-seater biplane and said it might have been an Airspeed Oxford I have been metaphorically kicking myself ever since, because this was a monoplane, as I well know, having been in them on some long flights. The machine in question, as I also suggested, was probably a DH Rapide. Finally, on the corrections front, as we used two different names for her, may I say that the author of that very enjoyable book "Happy To Fly" is Ann Welch.

Mrs Robbie Hewitt has added another 4½-litre Lagonda to her stable. This is BPK 201, the Fox & Nicholl team-car which the Hon. Brian Lewis drove in the 1934 TT and Charlie Dodson in the 1935 TT (it never went to Le Mans, which Jenks says makes it really famous!), companion to Robbie's BPK 203 which John Cobb drove in the 1934 TT and Sir Ronald Gunter and Dr Benjafield at Le Mans in 1935. Both will be together, it is hoped, for the VSCC Jubilee celebrations at Malvern next month and later they may get together with BPK 202, which won the 1935 Le Mans race, driven by Johnnie Hindmarsh and Luis Fontes, the Lagonda now owned by David Johnson, a splendid survival of these Fox & Nicholl team-cars. Some people may have wondered what became of the Brooklands Society Trophy Race, which was a feature of the Spring Bank Holiday Monday BARC Thruxton Race Meeting. This year the date clashed with the Bank Holiday VSCC Meeting at Donington, so the BS Trophy Race was transferred to that venue, the Thruxton parade of ex-Brooklands cars and the *Concours d'Elegance* for them being abandoned. This has no association with the MOTOR SPORT Brooklands Memorial Trophy Contest, for which points were scored at the VSCC Donington races. One of the attractions at the new extension opened recently at the London Toy and Model Museum at October House, 23, Craven Hill, London, W2 is the ERA "Romulus", owned by Narisa Chakrabongse Levy, BA, and displayed with the many trophies won by Prince "Bira" when he was racing the car from 1935-46, a display at one time housed in the Beaulieu Motor Museum. The display includes the contents of the one-time Tiatsa Model Car Collection, with 3,000 exhibits on view at a time, of Dinky, Lesney and other car miniatures. Keith Hill has added the Crouch-Helix to his fleet. For the record, earlier this year the VSCC Pomeroy

Trophy Contest was won by John Horton's Type 43 Bugatti, which is thereby proved the best all-round fast-touring car, at least for 1984, Joseland's Frazer Nash taking the Densham Trophy, while the VSCC Wessex Trial was a tie for the Trophy between Barry Clarke's A7 and David Marsh's 30/98. Don't forget, if you are a Riley supporter, that the annual Riley Register Rally takes place at Coombe Country Park, near Coventry, June 23rd / 24th, with emphasis on Imp and MPH models, these being introduced 50 years ago; Paul Scholes, 66 Brandon Road, Binley, Coventry has details. Having paraded at the last VSCC Silverstone Meeting, Lagonda Rapier owners will have their own car parks at the Oulton Park and Prescott Meetings and on July 19th will congregate at the Great Fosters Hotel, Egham, where Lagonda Ltd launched this then-new model on that very date 50 years ago. — W.B.

The VSCC at Oulton Park — June 9th

THE VSCC's Richard Seaman Memorial Trophies Race Meeting at the road-circuit-like Oulton Park near Tarporley is one of the most enjoyable in their long season. This year it will happen on June 9th, starting at 1.15 pm. Very good fare in the pre-war and early post-war tradition is promised by the three 16 lap races, for the Seaman Vintage Trophy, the Seaman Pre-War Trophy and the Cheshire Building Society Trophy for Historic racing cars. These main events will be supported by an eight lap race for the Gransden Cup for 500 cc racing cars and four or five shorter scratch and handicap contests. Those who arrive early can watch practising from 9 am onwards and the public, *sans* dogs, are very welcome. Points will be scored during the afternoon towards the MOTOR SPORT Brooklands Memorial Trophy, the leader in which is at present W. D. A. Black. — W.B.

VINTAGE POSTBAG

Wrong Fire!

Sir,

I note in your report of VSCC April Silverstone that you credit Guy Smith with a fire in his Frazer Nash. Unfortunately for me, the fire was in my Nash. As I came out of Beckett's I smelled petrol fumes and thought I would go slowly to the paddock and mend the offending leak. Much worse than that, a fuel line had fractured and was squirting petrol everywhere, including over the magneto. When the fuel eventually got into the mag, the spark blew the cap clean off, straightening out the spring clips on the way and I had a merry bonfire, with flames as high as the car and the full length of the bonnet. There goes my newly rebuilt Nash I thought as I pulled up sharpish by the marshal's post. To my enormous relief and gratitude a fire marshal stepped out with a powder extinguisher, squirted it and the fire went out as though someone had switched a light off! To say I was impressed is a gross understatement, and I would just like to say what a splendid job the marshals do at all times and in all weathers, with great cheerfulness and good humour.

The moral of this little story is always stop when you can smell petrol fumes and whereas you can always at all times rely on Guy Smith's soldering, you can't always trust that done by Dick Smith!

I didn't attempt to run in the race because I wanted to be doubly sure none of the fire extinguisher powder had entered my beloved engine.

Thank you for always reporting our VSCC meetings. It is much appreciated by everyone.

Lorton DICK SMITH

[Apologies to Guy Smith — Ed.].

Eccentric OHC Drives

Sir,

I was most interested in your article on the subject of the Arab valve gear, and particularly the reference made to eccentric drive to the OHV camshaft on Bentley, Leyland Eight and Maudsley.

Such a drive was also introduced on the "H" type 30-98 OHC engine, although, admittedly, few were made. You may remember that a short time back, I sent you drawings of this layout, the factory drawings being dated 12.9.1919; one of those engines as you may recall was fitted into the Guy North Special, since replaced with an OE power unit, and which regularly competes in VSCC events.

Thought this little bit of information would be of interest to you and your readers.

Brighton GEORGE SANDERS

Eccentricities

From Sir Michael Samuelson, Bt

Sir,

No doubt W.O. knew all about eccentrics, which is why he didn't use them to drive Bentley camshafts. Eccentrics are better at dishing it out than at taking it, so W.O. used a three-throw crankshaft at both driving and driven ends.

MICHAEL SAMUELSON

[Well, yes; but aren't eccentrics, broadly speaking, crankshafts with rather unusual throws? — Ed.].

Running Costs

Sir,

"How things used to be" always fascinates, and during thirty years of reading MOTOR SPORT I have often read with much interest the minutiae of motoring in the earlier days as recorded by you sir and others.

Among my late father's papers are his tabulated records of the cars he ran, starting with a Morris Oxford in 1924 and finishing with a Rover 3500 in 1975. In the course of over half a million miles he noted the purchase cost (he always bought new), various running costs, mileage, and selling price, and very nostalgic reading it all makes.

One of his favourite cars was the Talbot 75 — he had two in succession. The second, AXE 423, he bought for £503 in January 1934, did 55,000 miles at 19.26 mpg and sold it in December 1935 for £200. Running costs were: petrol .905, oil .049, tyres .187, repairs .202, tax .143, insurance .115, garage .157, extras .018 total 1.776 pence ("proper" money!) per mile, or in grand total £407/6/9 running plus £303 depreciation equals £710/6/9, 3.099 pence per mile.

It would be interesting to hear of other information on the cost of motoring in the thirties, and what experts in these matters can infer about where we have gained and where we have lost.

Esher B. W. OSMAN CHICKEN

Hawker's Triumphant Arrival

Sir,

I read with interest your article on Harry Hawker's famous car, and more so the part dealing with his arrival at King Cross. I was one of the large crowd outside the station to see the great man, and perhaps his famous car.

But much to our surprise and delight he appeared not in a car, but on the back of a policeman's horse. We certainly could see him all right. Best wishes to MOTOR SPORT.

Braunstone JAMES ANDREWS

[Most interesting — eye-witness account that confirms history!—ED]

Sir Ralph Richardson

Sir,

In 1957 I bought a 1934 short-chassis Mark II Aston Martin (the third made, registration AXX 469) and inherited a letter from Sir Ralph to the previous owner. In it he said that he *thought* he had sold the car in '38 or '39, and, *inter alia* "— oh dear, she was a trouble to me and that's perhaps why I liked her so much. The first day she was delivered to me — proudest day of my life — the gears jammed in reverse and no one went forward for a week. I ran her in for nine million miles, if I remember accurately, because every time one opened up the pistons melted and one started from what was called scratch — it was certainly irritating".

It is interesting that Sir Ralph encouraged the purchase of a long-chassis model, perhaps he found the handling unsatisfactory as well as his other problems with the car. First Astons, like first girl-friends, do seem to linger on in the memory!

Anstey CECIL GIBSON

READERS' LETTERS

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

Final Fling?

Sir,

In my middle seventies, buying perhaps the last car of all, my sympathies are all with Doctor Faustus who traded in his soul to regain his youth. For that's what I want in my final fling: the fun, the panache, of *motoring* as opposed to the hassle of getting from home to work on a set of wheels.

Catch 22 is my limited budget to acquire a car that fits the bill. I can scrape together £3,000 at most, plus whatever I can get for an HPE 2000, the last in a long love affair with Lancias.

All suggestions are welcome, but it must be something with real style, a modern car that stands a chance of recognition as a classic in the years ahead.

The trouble is that I get misty-eyed about the elegance of cars I owned in the long ago. A blown two-litre Lagonda tourer with cycle wings. An Auburn roadster with huge chromed outside ports. Early 401 and 403 Bristols. And, perhaps most of all, one of the last Paris-Nice Hotchkiss saloons to come off the line. Style? Those cars had it from tip to tail. They were individual, distinctive. Today you can hardly tell one marque from another in the half-light. Where styling thrives today is in the design of some of the new alloy wheels: and that's an exciting trend, as important to a car as a jaunty hat to a pretty woman.

Do I hear readers urging me to go the whole hog and restore an old classic? Too expensive unless you can do it yourself, and I haven't the facilities. So what else? I covet a Morgan or a Porsche but even the older ones are well above my budget. I look at ageing Daimlers, Jaguars and Scimitars. Stylish and comfortable, yes. But I intend to limit myself to an engine of 1,500 cc in the pious hope that I can find something with vivacity that doesn't clobber me with Group 6 insurance.

Again and again I find myself rejecting nice cars because, to my old eyes, they haven't got The Look that proclaims a classic. Or because everyone has got one. Or because they are solid and chunky and designed to hold families of four or five, not a stupid old codger in search of his youth again. Go on, say it. Old men haven't the reactions to drive a fast car. I don't want to be first away at the lights. I just want the *feel* of driving a thoroughbred that can gallop on the safe stretches.

Two weeks have gone by since I started this letter and events have overtaken me. The Lancia HPE 2000 has been traded in and I have embarked on my final fling (if that is what it proves to be) in an Alfa Romeo Sprint Veloce from Polaris, the Hindhead dealers.

Its condition is excellent. Its mileage for a 1982 model is under average. And it pleases me every time I look at it. Insurance? Group 5 thanks to the 50+ Plan operated by Sun Alliance. Only one thing needed to be done, in my opinion, to make it perfect. I swapped the multi-spoke type wheels for a set of very smart Speedline alloys with Michelin tubeless TRX radials.

Despite a common rumour in the trade that Italian cars are designed for gorillas with short legs and long arms, the Alfa allows my six-foot frame plenty of leg-stretch. Yes, I love it. But I still wonder at times: did I overlook something in my search? Obviously readers will tell me!

Lower Froyle PAUL BOYLE

Twin-cam Elites

Sir,

Your correspondent N. H. Lancaster may be interested to know that the twin cam Elite — MPW 804E built by David Lazenby for his own use — was purchased by me several years ago and in a very poor state. This car was rebuilt in our workshops and put back on 15 in 48 spoke wires (from 13 in Minilites) mainly to restore the balance and delicacy of the design, but almost certainly to the slight detriment of the ultimate roadholding. We also took the opportunity of fitting the highest possible diff (3.7) which gives a reasonably relaxed 19 mph per 1,000 rpm cruising in top gear.

The Twin Cam engine sits very well back in the engine bay and in my opinion the car exhibits none of the nose-heaviness and terminal understeer with which it has been tagged. However, it is true to say that to enter a corner too fast on a trailing throttle invites a few uncomfortable surprises and that "slow in, fast out" is both tidier and far more satisfying.

In fact, on reflection, this is one Lotus that has provided pleasurable, reliable and temperament free motoring throughout my ownership and I am sure not too many Lotus owners can say that!

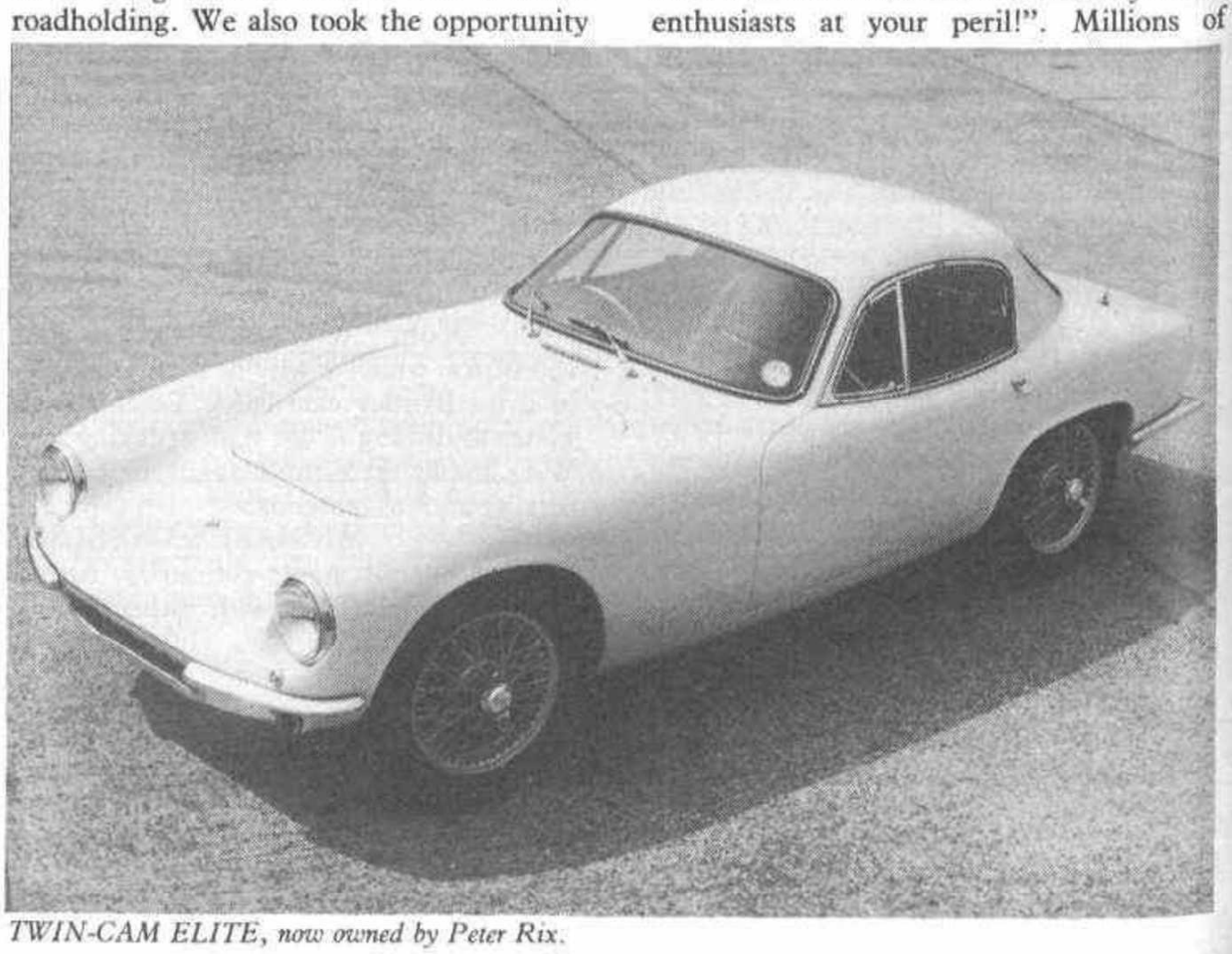
Faversham PETER RIX

BL Bouncing Back?

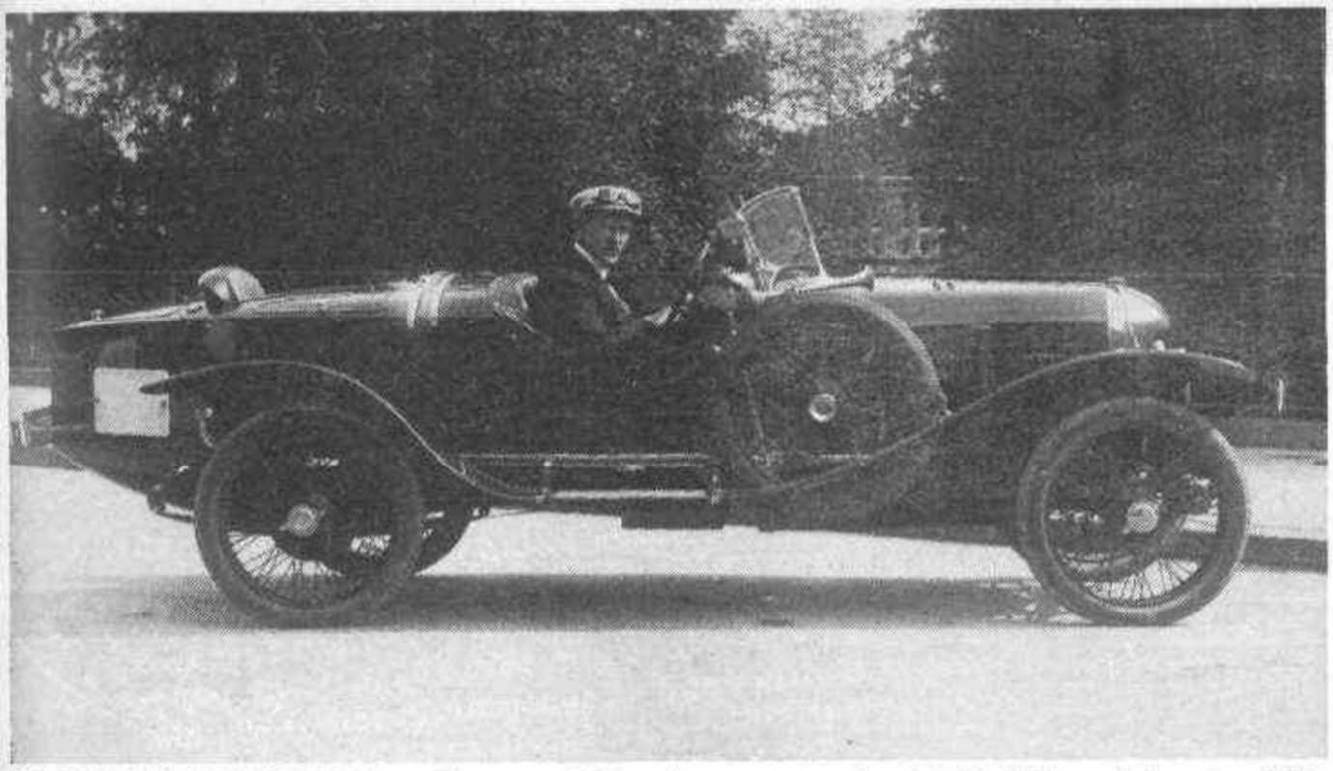
Sir,

M.L.C. must have been somewhat tongue-in-cheek when listing in the April editorial the range of cars now being produced by British Leyland that are "much in demand". Cars such as Morris and Triumph may be much in demand, but as you have previously observed, any demand for Morris will, in future, only be met by vans! An aggressive marketing man somewhere in BL has decided that cars can no longer be sold under a name which conveys to the public traditional values of reliable and inexpensive motoring.

Bouncing back BL may seem to be, but how much more successful they could be if they would learn from their mistakes and really give the British public the range of choice they demand and observe. W.B. quoted Sir Michael Edwardes as saying "You mess around with the famous marque names that are loved and cherished by motor enthusiasts at your peril!". Millions of



TWIN-CAM ELITE, now owned by Peter Rix.



SPORTING RUNABOUT. — The unusual Fiat three-seater mentioned in Mr Johnston's letter (see "Fiat Sports").

Britons will echo that sentiment and, hopefully, the BL marketing men will regain their senses before the chance for real success finally slips through their grasp.

Cardiff TOM BOURNE,
Public Relations Officer,
Morris Register.

On a Shoestring

Sir,

After having read your superb publication since about 1947, I feel I owe a contribution. My connection with true motorsport is somewhat nebulous, like attending the odd meeting at Oulton Park and helping the late Harry Killick of Bowdon push his 1½-litre Aston Martin out of the garage, back in the distant days of 1952. This was, of course, long past Killick's motorcycle racing and Flying-Flea days. I have wondered what happened to this boat-tailed Aston with its aero-screens and cowled radiator in the manner of the LSR Sunbeam. I believe it would be about 1929 or 1930. He once told me it cost him £100 second-hand, before the war.

At that time I had a very moth-eaten Austin 10 Lichfield, which never let me down in spite of its sad condition. In the manner of these cars it stopped with difficulty, even after fitting new brake cables. In the course of a week or two these stretched to some tune and the slack had to be taken up with adjusters which clamped on the cables, their numbers increasing rapidly until a peep under the car revealed a sight like a steel washing line replete with pegs every few inches. This Austin possessed very little compression when I bought it (in part exchange for an old Norton 16H motorcycle) and this did not improve during my three years' ownership. In 1951 it took myself and parents on tour of the South of England from Cheshire, calling at the Festival of Britain etc. I recall that I was idiotic enough to ascend Symonds Yat, or the road to the café up on top, in the Wye Valley during this trip and would have been in serious trouble either going up or coming down had recourse to the brakes been necessary.

The chap who purchased this gallant wreck from me decided to embark on a decoke. This was apparently a revelation, no two valves being alike. The engine was about as original as Queen Anne's axe. Nevertheless, looking back that old Austin never suffered a mechanical failure during my ownership and that included engine, gearbox and rear axle. It was repeatedly thrashed for periods at 55 mph. A Jowett van which followed was equally unburstable but the same cannot be said of a much nicer looking 1935 Morris 12-4, whose big ends would not last five minutes over 40 mph but that is another story.

Heatley K. ROE

Fiat Sports

Sir,

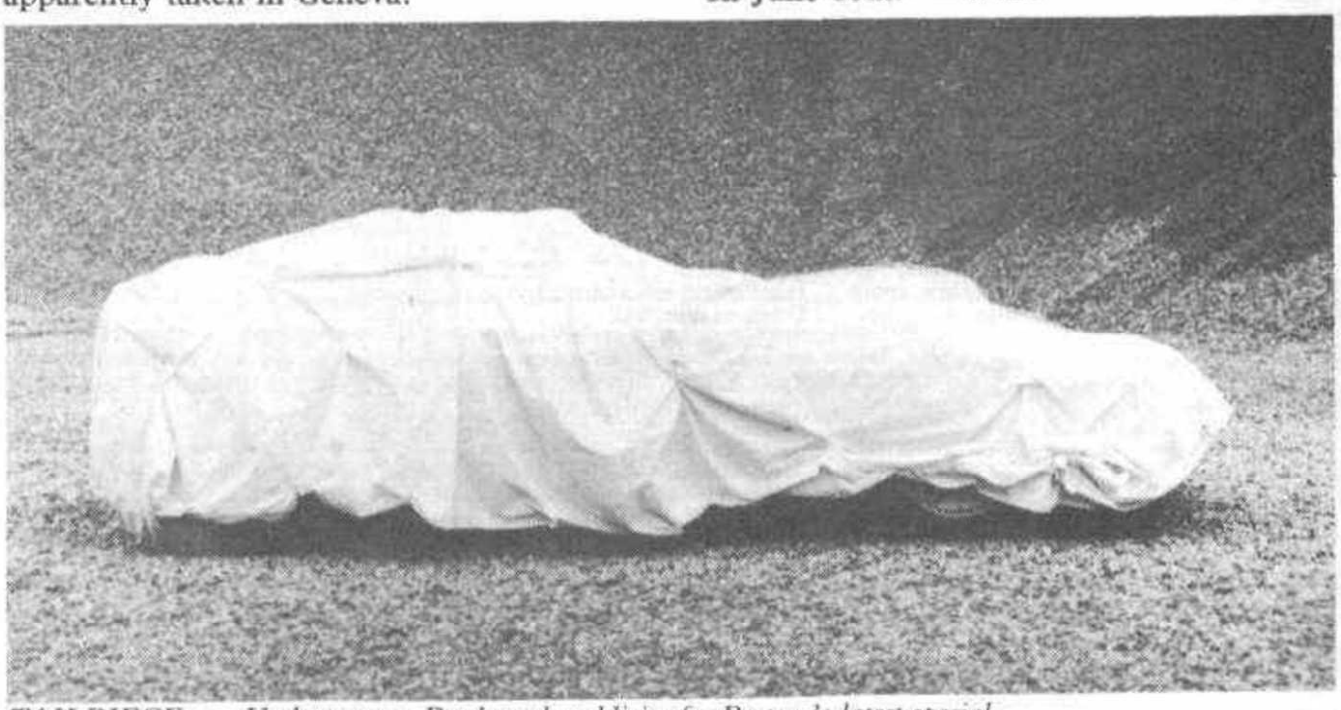
Mention of a Fiat sports model in 12/15 hp or Tipo 501 guise in the January issue prompted me to send you this photograph of a charming little Fiat apparently taken in Geneva.

There appears to be a coachbuilder's badge on the valance above the running board but this is unrecognisable to me. The body bristles with interesting features such as the single dickey seat with plated stirrup to assist in access, flush-fitting hood bows, bracing wires to the front mudguards, and no fewer than three lockers in the tail. It shows Italian styling on the lines of certain bodies fitted to the 22/90 Alfa-Romeo by, I think, Castagna, and is a high-class sporting runabout in miniature.

Johannesburg ROBERT H. JOHNSTON

Brooklands Society Re-Union — July 1st

IN spite of recent set backs to its plans for the "40 Acre" site at Brooklands, the Brooklands Society announces that its annual Re-Union at the historic site will be held, a week later than usual this year, on July 1st, starting at 11.30 am. The Paddock, Finishing-straight, Campbell circuit and Test Hill will be out of bounds but a ¼-mile sprint along the runway will be held, together with demonstration runs along part of the Byfleet banking, for appropriate cars. The sprint may not sound very exciting, over only a short distance on the long but post-war runway, but it is intended that it shall be fully competitive, under RAC permit, so it should produce some interesting comparative times and, we can only hope, a better selection of genuine ex-Brooklands cars than the Re-Union had last year. The event is by permission of Fuller, Oeiser Ltd and deserves support, although one wonders whether the close proximity to the VSCC's busy Jubilee Celebration week may somewhat reduce entries, especially as paid-up BS members will be charged for admission. On the other hand, overseas visitors to the VSCC week may wish to see action at Brooklands also. Details from: Mrs M. Peddle, Yarnham, Rectory Close, Stanton St. Quintin, Chippenham, Wiltshire, SN14 6DE. Entries for the sprint and banking runs close on June 16th. — W.B.



TAILPIECE. — Under wraps. Pre-launch publicity for Bertone's latest special.

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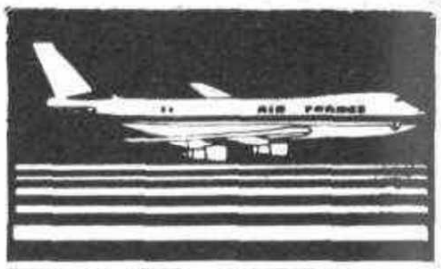
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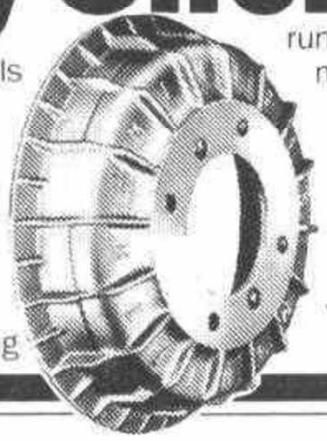
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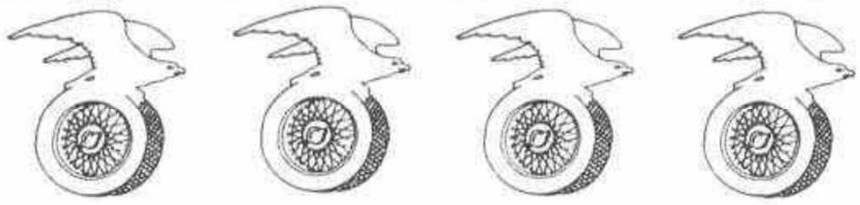
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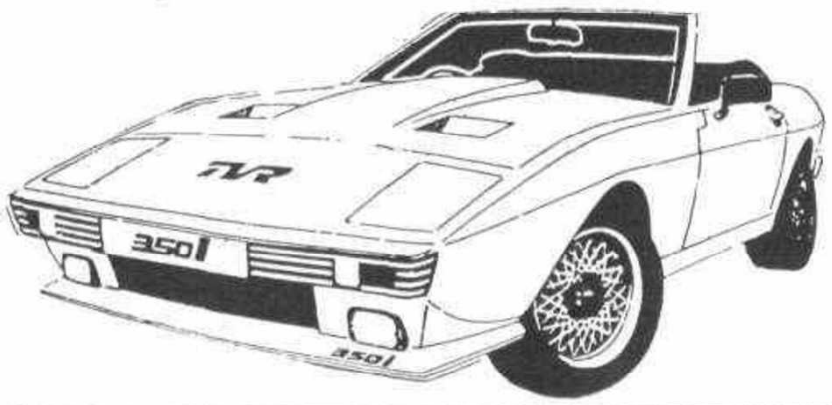
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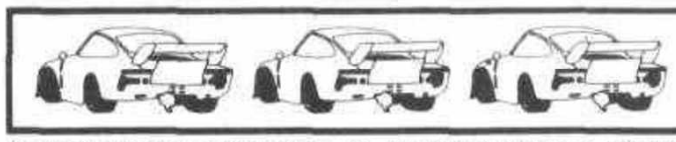


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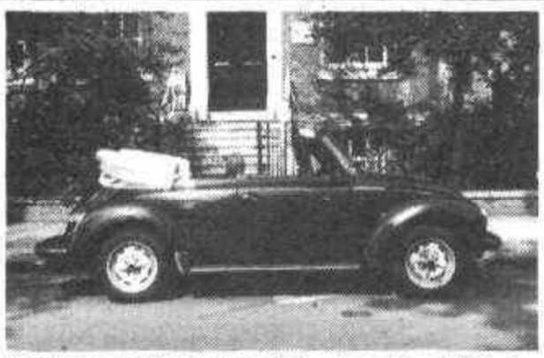
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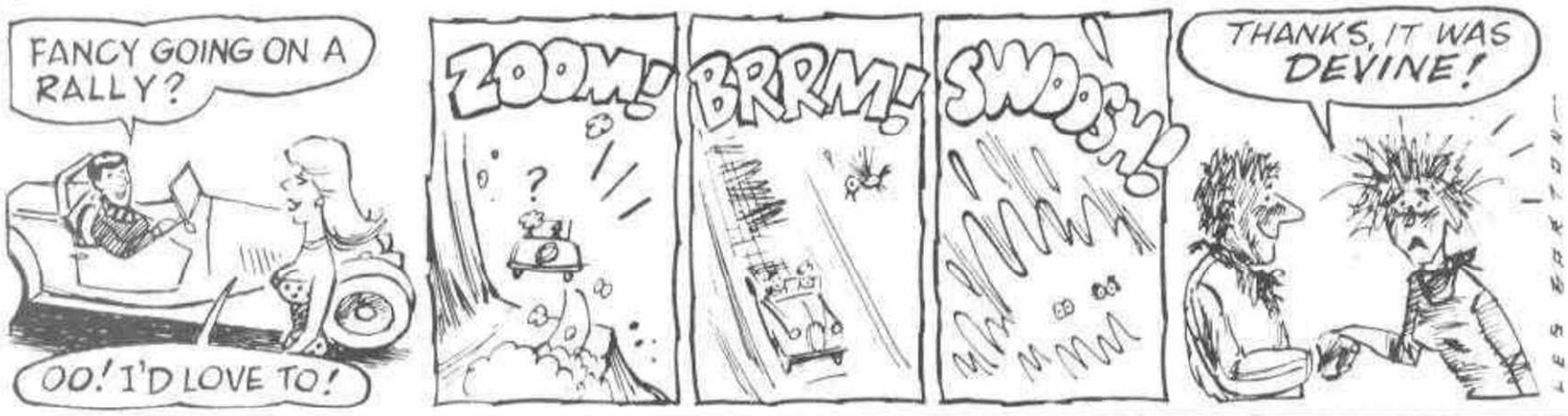
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4/4-4str

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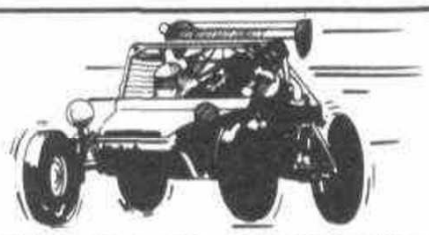
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(Contributed by **Ann Housley** to celebrate their purchase of a fixed head **TVR Tasmin** to join their **TVR 3000S**, bought some years earlier from our good selves — thank you Ann.)

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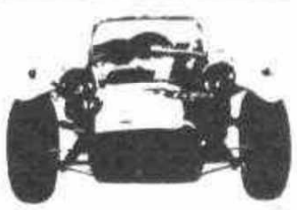
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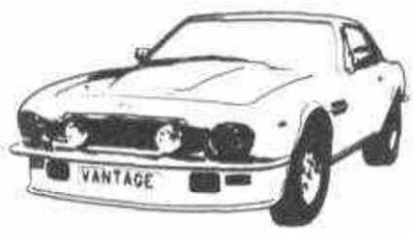
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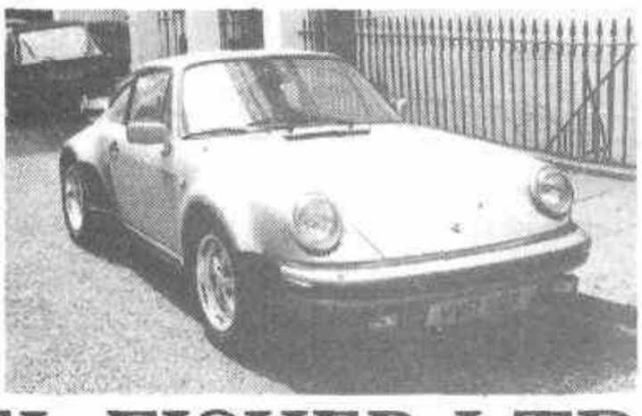
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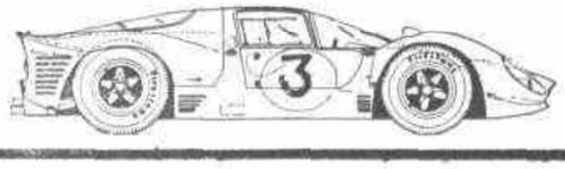




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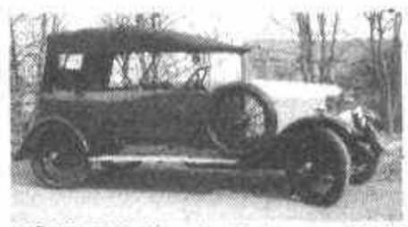
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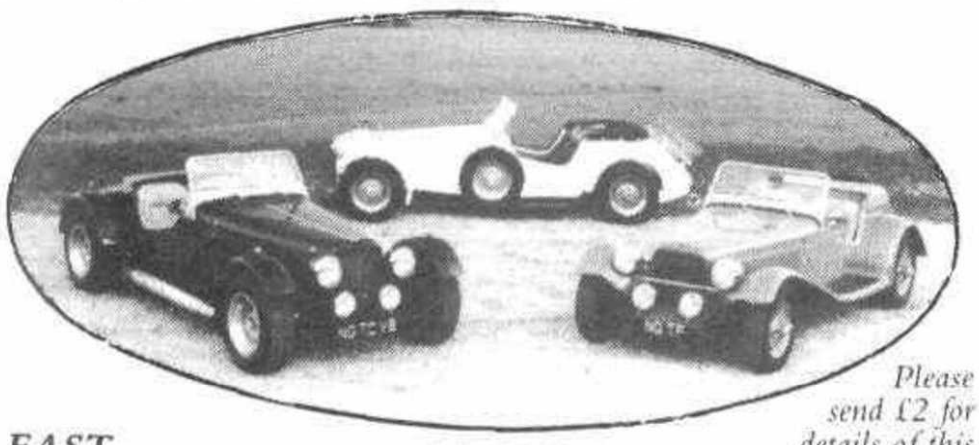
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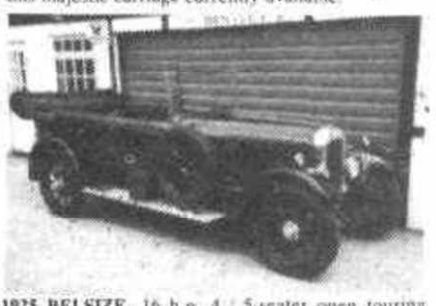
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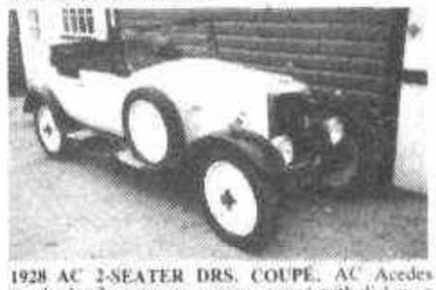
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EVENTS — continued

SPECIALIST CAR models, old Dinkies, Yesteryears, Lledo, Solido etc, bought, sold, swapped. Town-hall, Park Street, Maidenhead, Berkshire Saturday, June 16th 11 am. Third event. Free draw for spot-on Vintage Bentley. (0494-881900). (67060

YEOVIL FESTIVAL of Transport 11/th / 12th August 1984 held at Barwick Park, Yeovil, Somerset. Entries now invited for all classes, *closing date for entries 2nd July. Historic* cars, motor bikes, tractors, steam engines, stationary engines, buses, military, custom cars and bikes, kit cars, large autojumble. *Large camping facilities. All enquiries to* Chris Hicks (0935) 22319 or Cyril Angel (0935) 22405. (61551

TWICE MONTHLY SUNDAY AUTOJUMBLE. Thruxton motor racing circuit (on A303) between Andover and Amesbury commencing 4th March, 9 am-4 pm. Restaurant, bars, toilets, admission 25p, pitches £6. For 1984 dates send SAE to PO Box 25, Marlborough, Wiltshire. (62945

LINGFIELD PARK Racecourse, Surrey. Extensive Autojumble with custom vehicle show Sunday 17th June 9.00 am to 5.00 pm. Stalls available inside £15, outside pitches £1 per foot (min £10). Tel: 01-651 5122 or Tadworth 2989. (65628

RILEY REGISTER Coventry Rally. All Riley owners and enthusiasts will be welcome at the new venue, Coombe Country Park, *Coventry, on Sunday 24th June. Details from* 66 Brandon Road, Binley, Coventry CV3 2JF. (64423

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AUTOJUMBLES FOR *autumn / winter 1984 /* '85. Chester: Saturday September 15th 1984 at the Northgate Arena, 10 am-5 pm, stalls £9. Battersea (London): Saturday October 13th 1984 at the Town Hall, Battersea, 11 am-5 pm, stalls £12. Buxton: Saturday November 10th at the Pavilion Gardens, Buxton, Derbys, 10 am-5 pm, stalls £9. Watford: Saturday February 9th 1985 at the Watford Leisure Centre, Garston (1 mile from Junction 6 — M1 motorway). 10 am-5 pm. Stalls £10. Details and forms from: C. M. Smith, 87 Worthington Road, Fradley, nr. Lichfield, Staffs WS13 8PG. Tel: Lichfield (05432) 23922 / 53508. (66798

CLUBS

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MASERATI CLUB. Owners and enthusiasts, details from Secretary, M. J. Miles, The Paddock, Abbotts Ann, Andover SP11 7NT. Tel: 0264 701312. (43001

AC OWNERS. If you own an AC or are interested why not join the club. Monthly magazine, meetings, sprint, "Concours", dinner dance, film shows, etc. Details from Membership Secretary, Tudor House, Manor Road, Great Bowden, Market Harborough, Leicestershire. (53615

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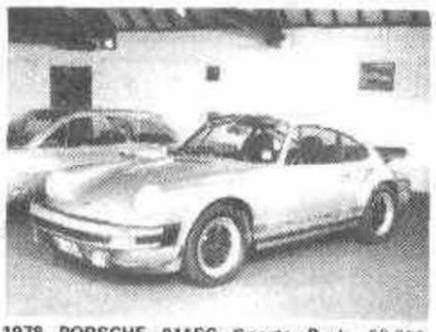
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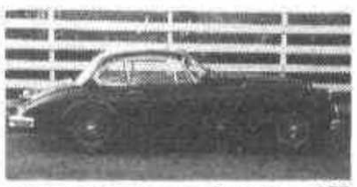

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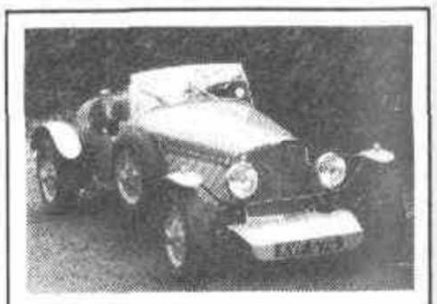


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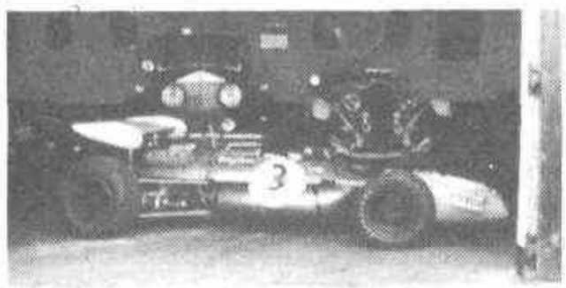
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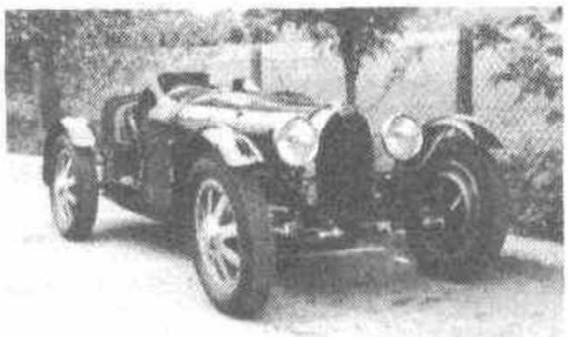
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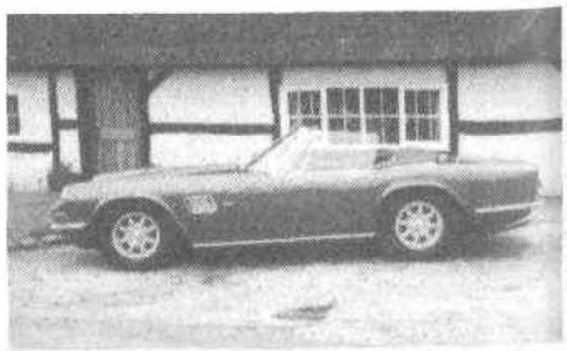
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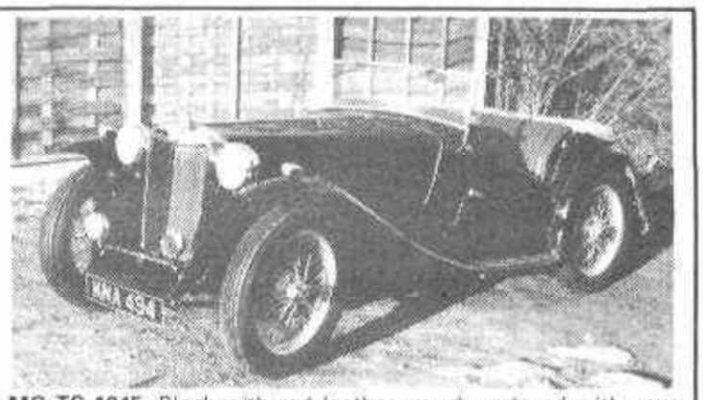


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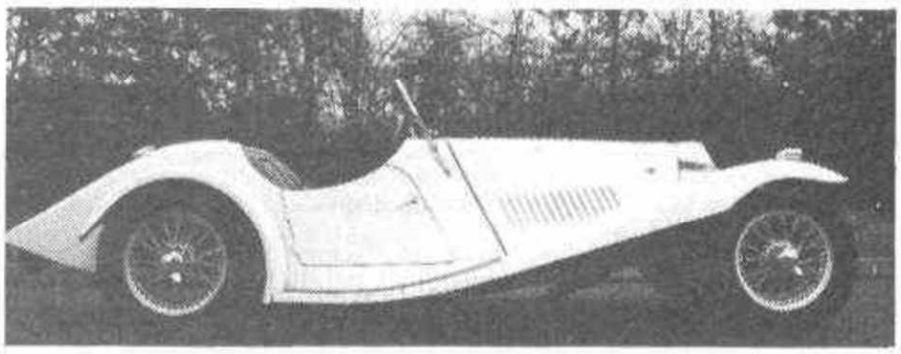




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NOSTALGIA

HITHER AND THITHER

The first **HSCC Historic Race Meeting for 1984 was at Donington on April 14th:** an excellent, well-organised affair, and there aren't many places you can see 2 year old F1 cars racing for £3! I'm afraid, however, that I won't be showing 'COB 1' off there until the dust has finally settled (but at the moment it seems to be getting worse!)

In deference to its imminent departure to the **Nurburgring,** for some parade laps at the **Grand Opening of the new GP circuit (May 12th),** I decided not to display **'COB 1'** at the **National Classic Motor Show** a few days earlier. I enjoyed the Show very much, which seemed to have the sort of atmosphere one found at the late lamented Alexandra Palace, and the 'Cobra Spirit' was very much in evidence with a plethora of 'look-alikes', though some companies are being a bit naughty with their use of badges, and the 'Cobra' name itself!

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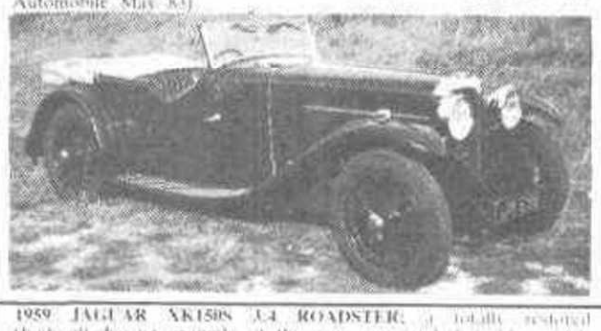
1975 JAGUAR V12 E-TYPE ROADSTER: one owner, 12,500 miles guaranteed, and the most detailed history (including original Jaguar trade press releases etc.) I make this the absolutely definitive example: primrose, black trim, chrome wheels, manual box, stereo, Zicbart from new — total original perfection!



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



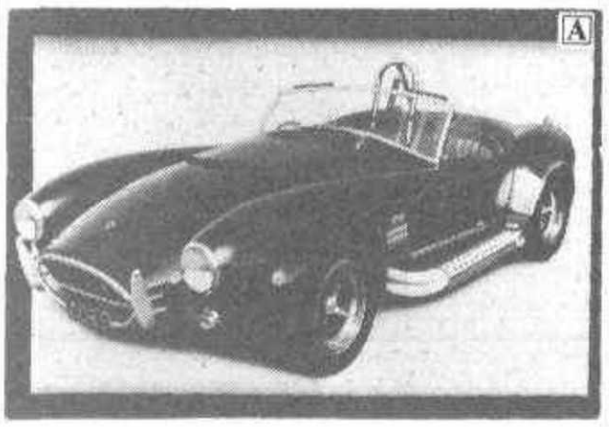
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EARLY WARNING! I hope to be at the Shelby A.A.C. Convention at the Anaheim Marriott (Disneyland, would you believe!), Aug. 16th-19th, and at Monterey for the Ferrari O.C. Celebrations at the Laguna Seca Histories etc., Aug. 24th-26th. If you want to meet up, let me know.

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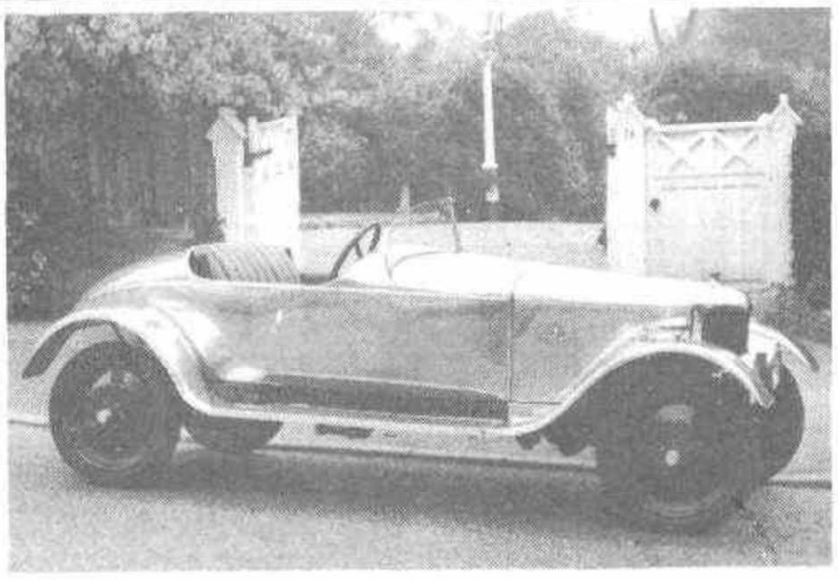
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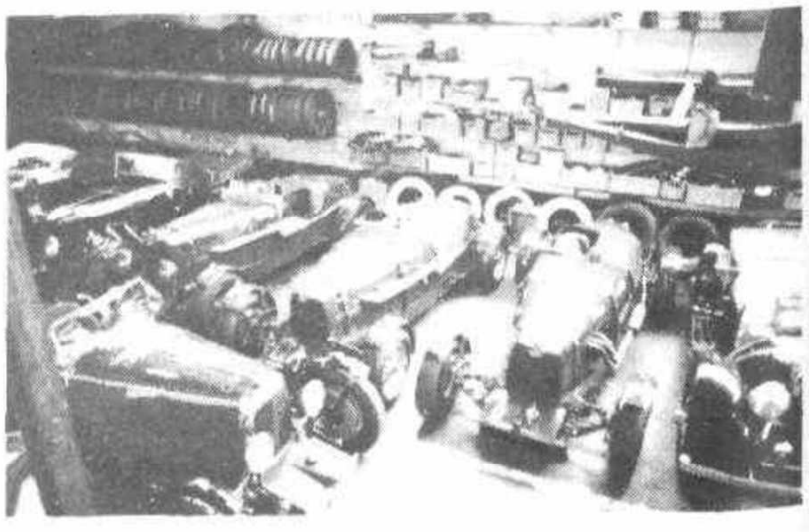
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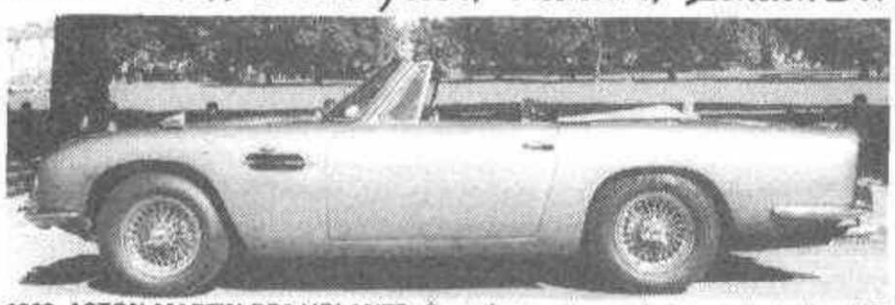
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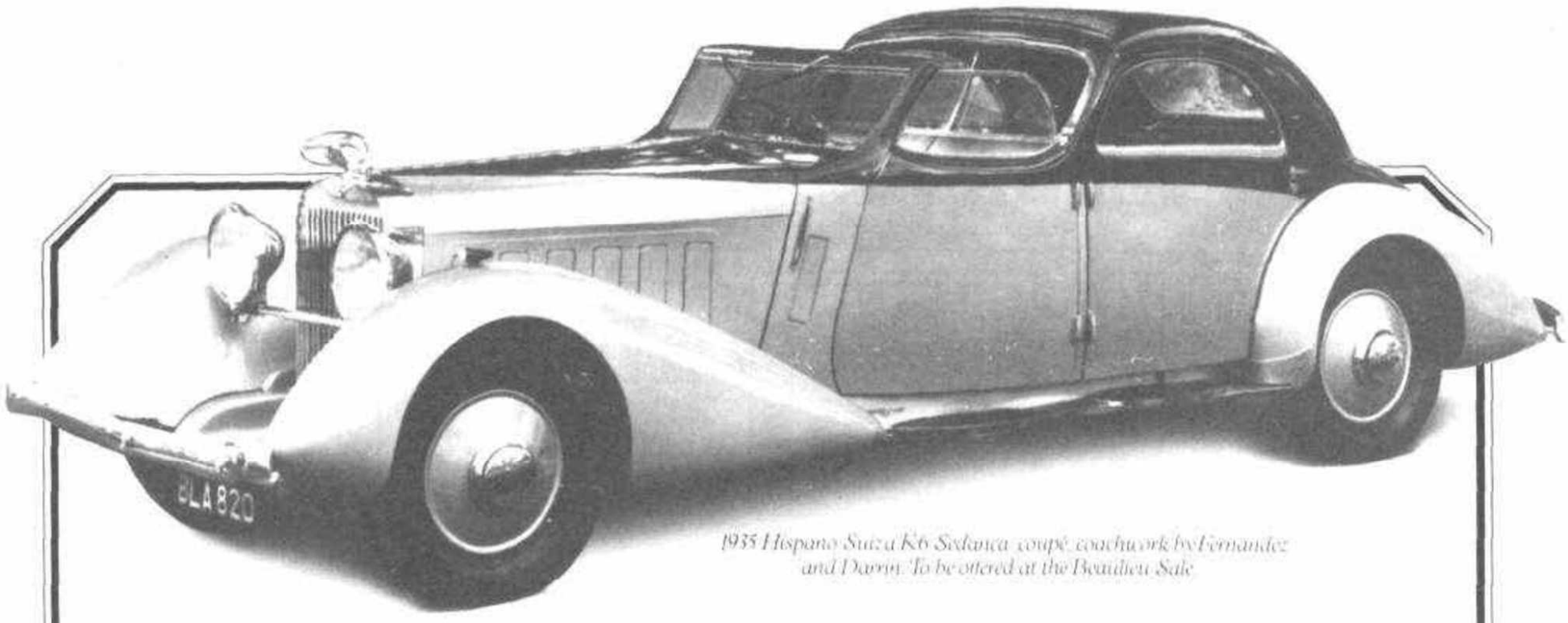


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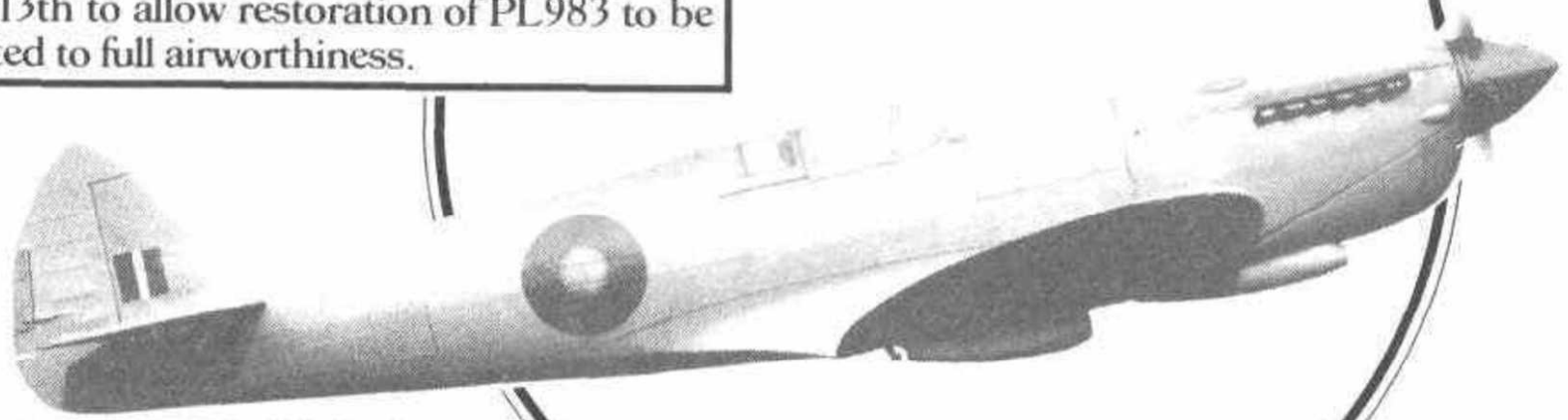
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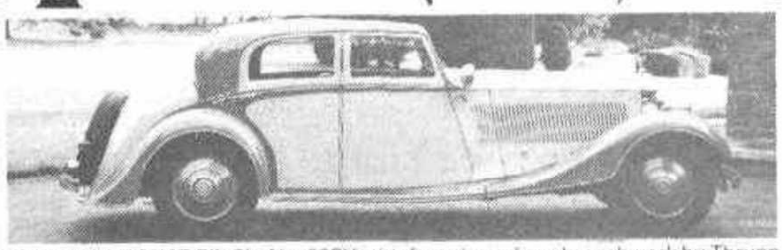
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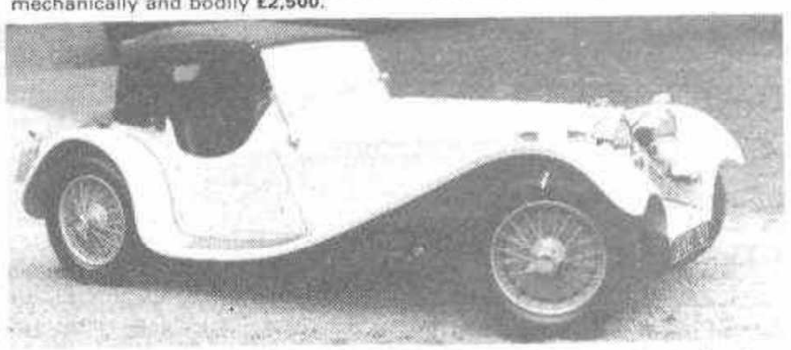
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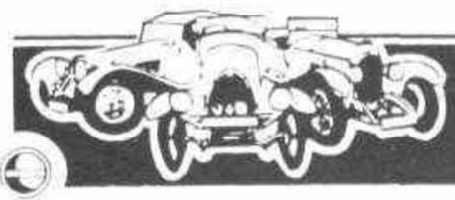
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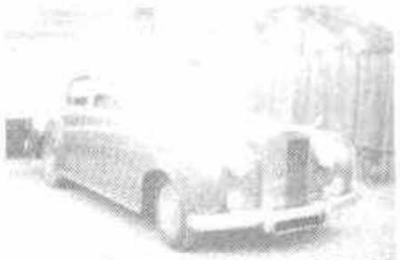
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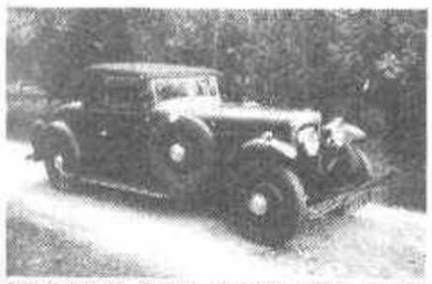
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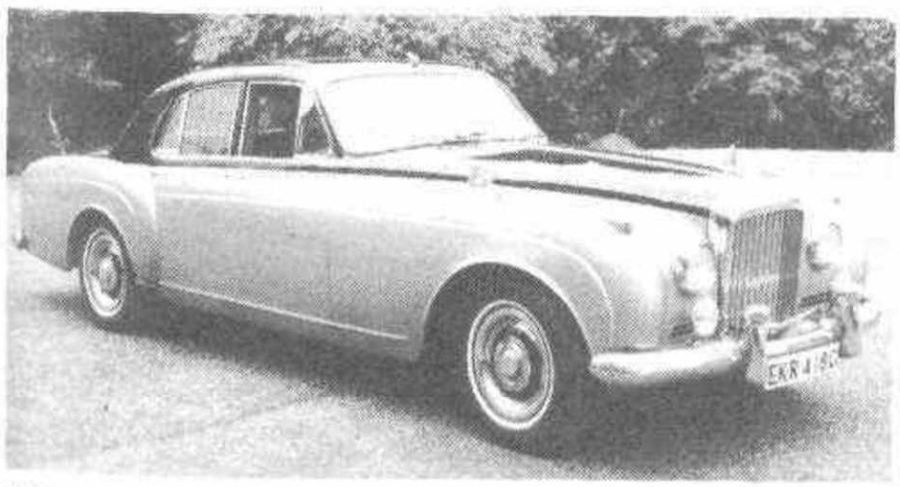
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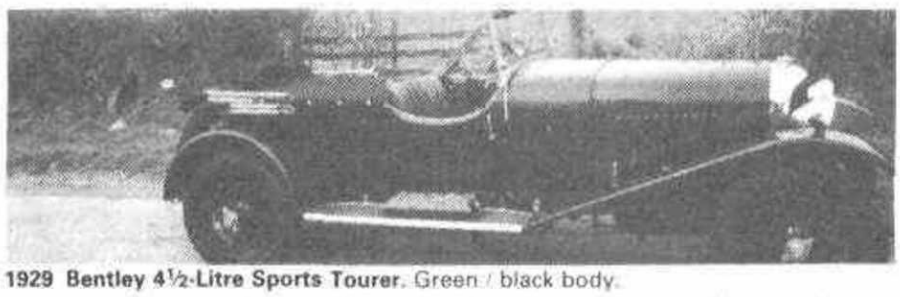
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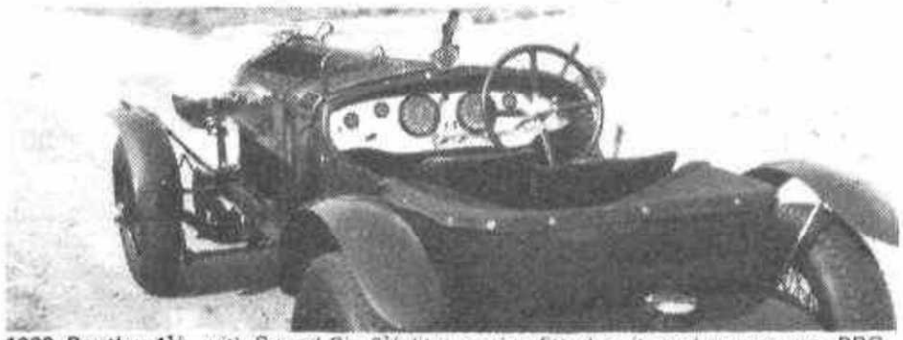
1930 Speed Six Bentley: British Racing Green.



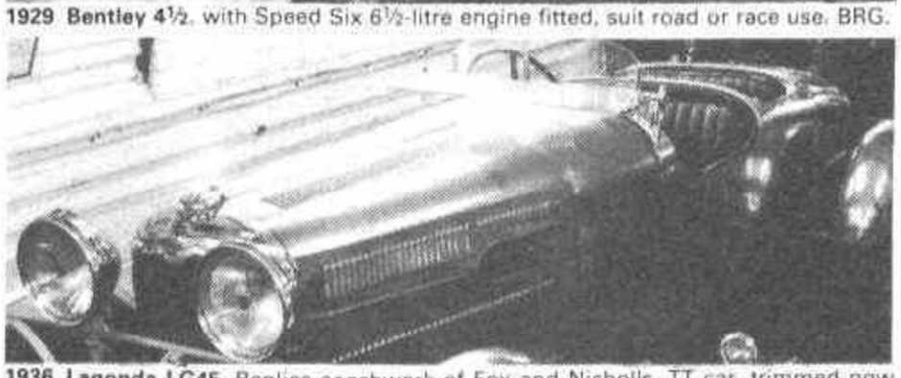
1929 Bentley 4½-Litre Sports Tourer. British Racing Green.



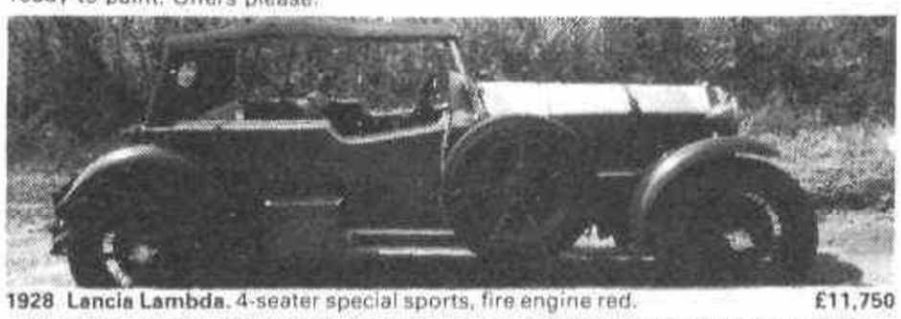
1929 Bentley 4½-Litre Sports Tourer. Green / black body.



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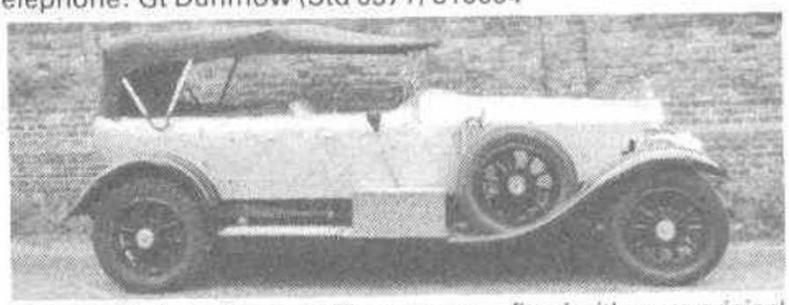
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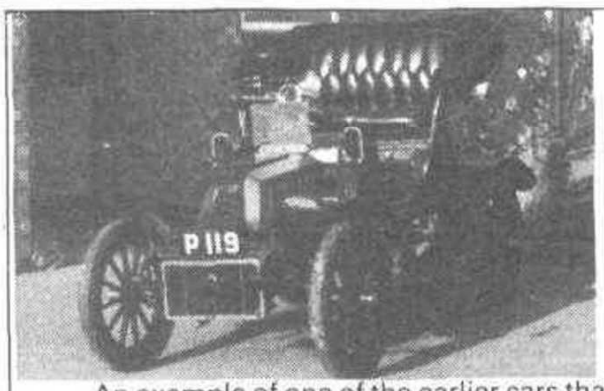
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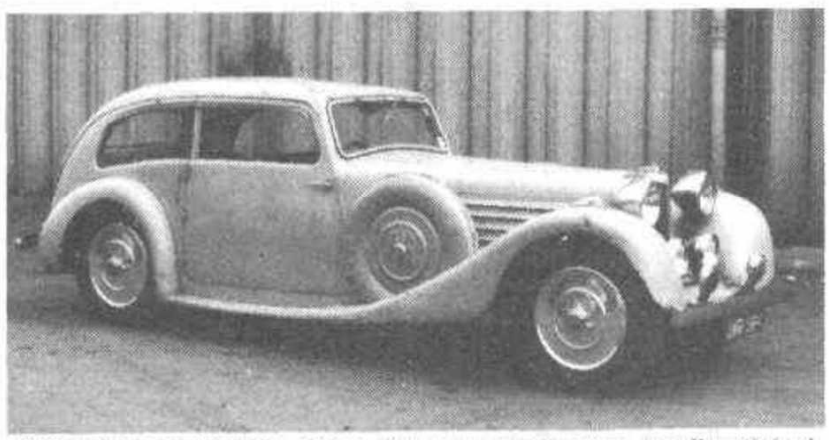
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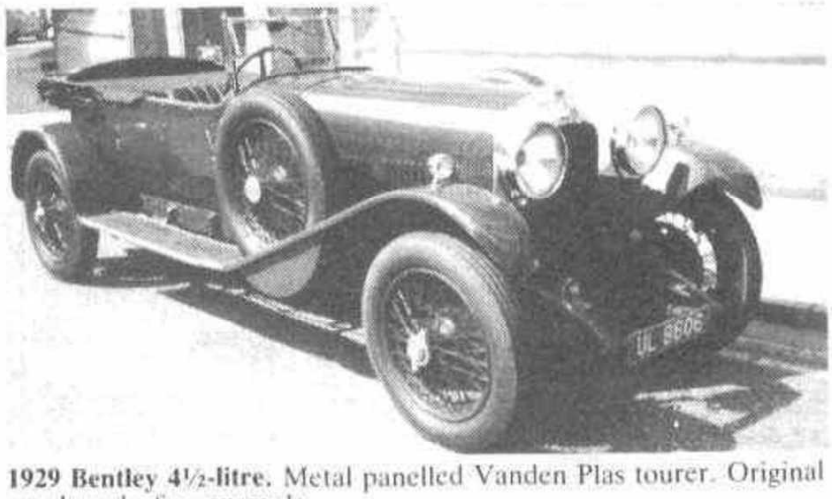


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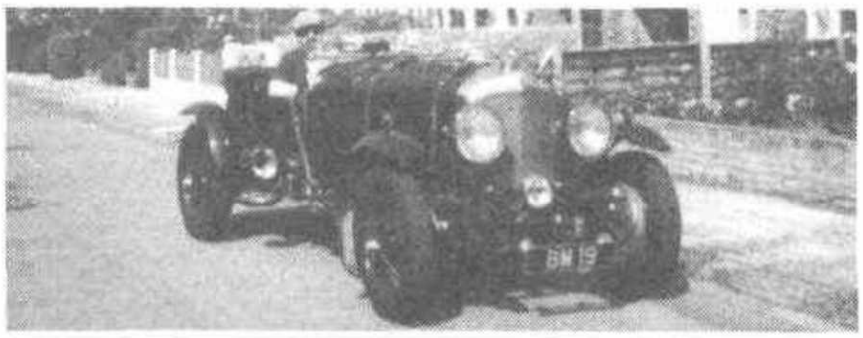
1931 Bugatti Type 51A. Under restoration.

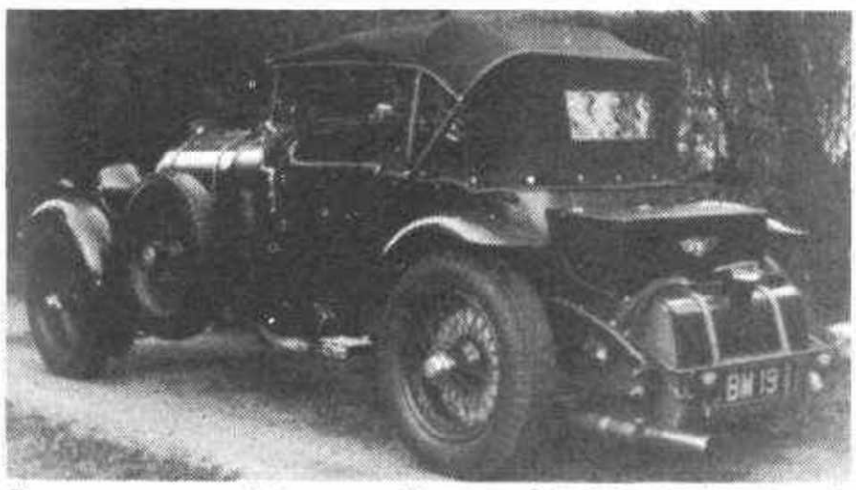
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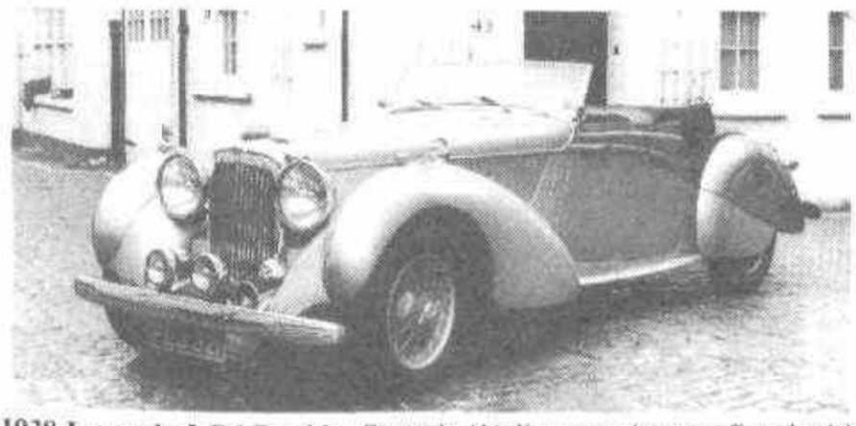
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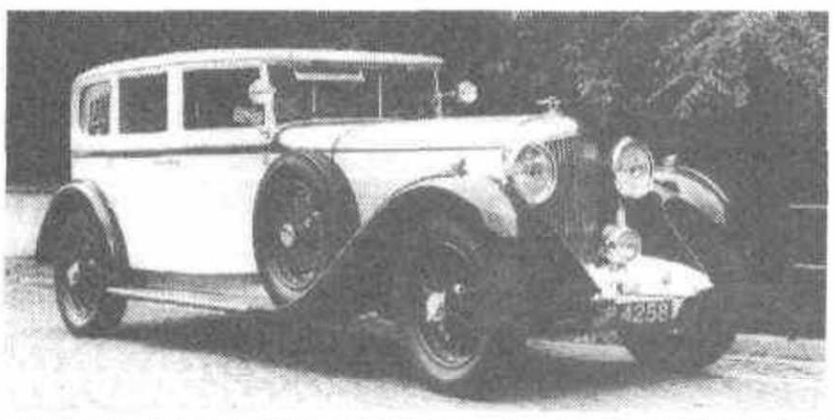
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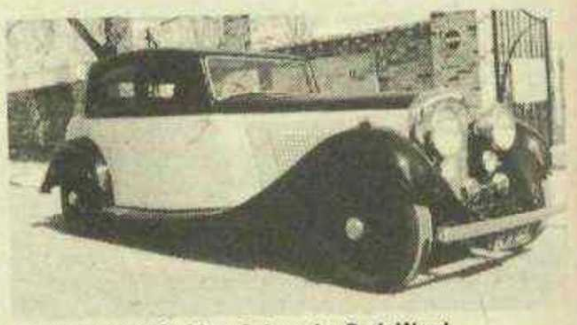
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