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Interview — Robin Herd

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KONI TELESCOPIC APPLICATIONS

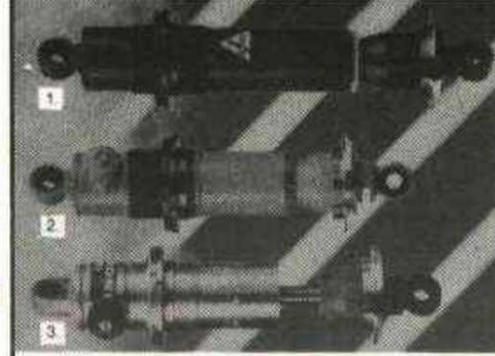
	Front each	Rear each
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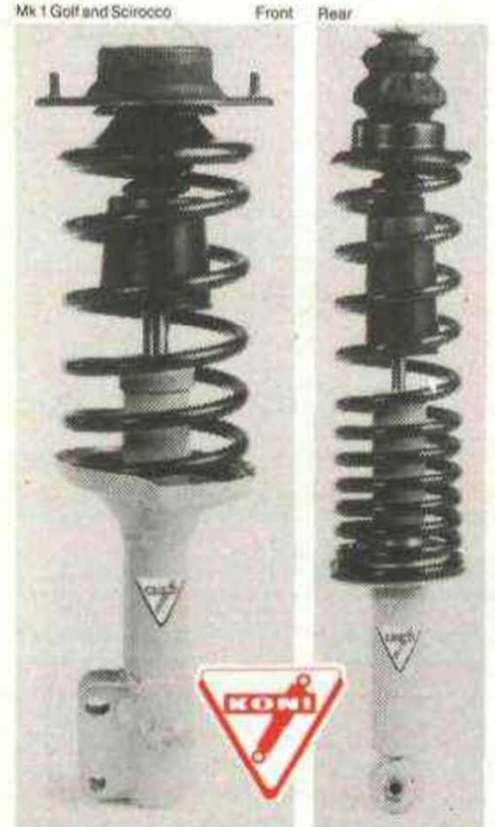
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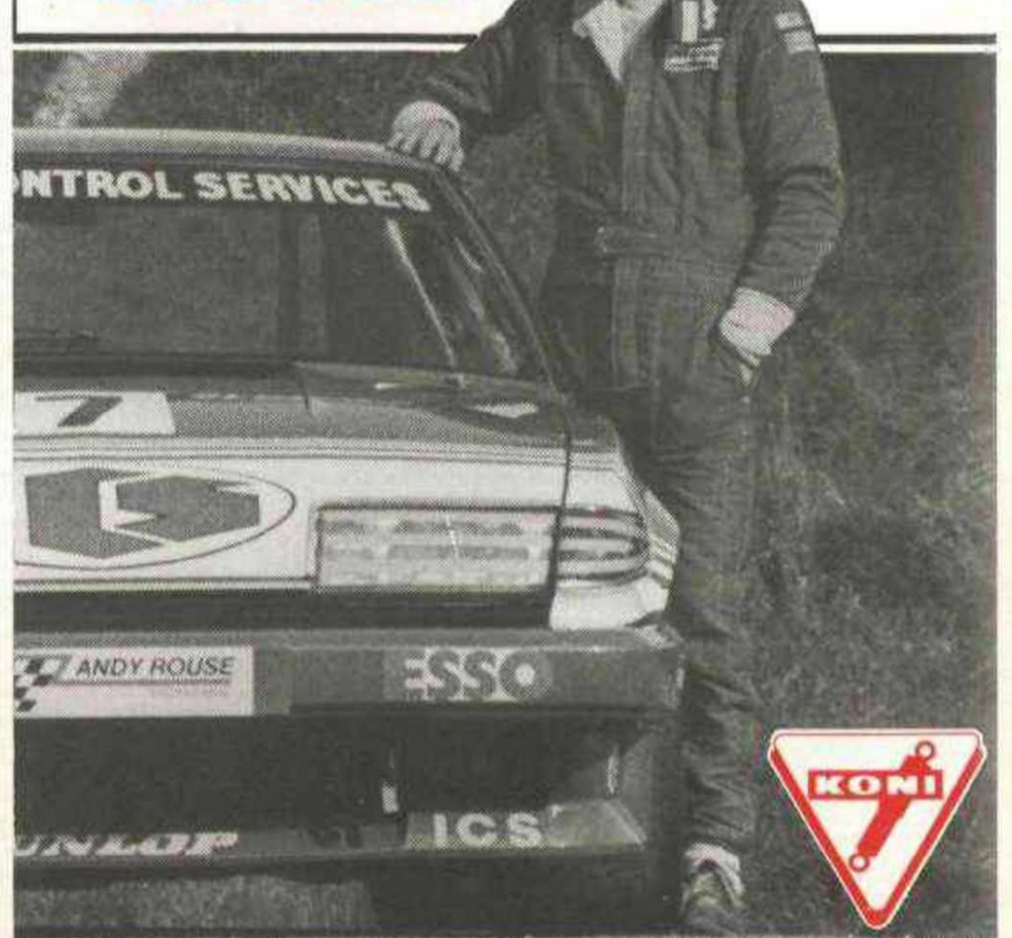
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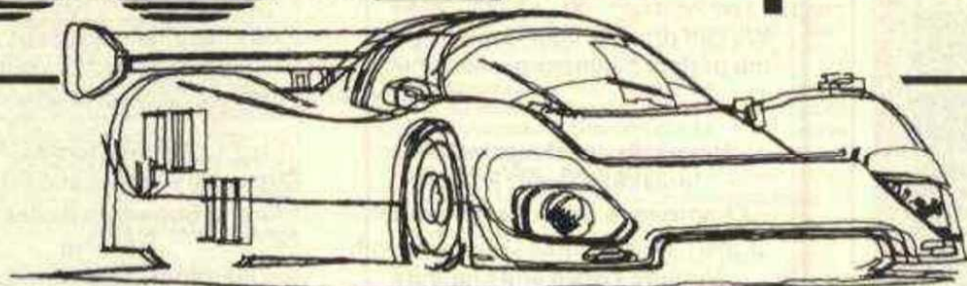
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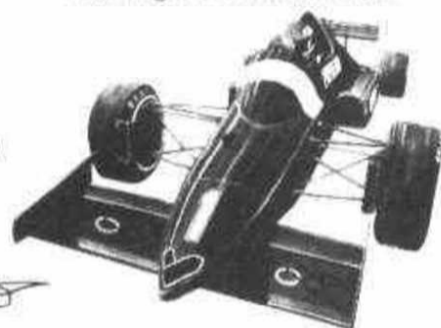
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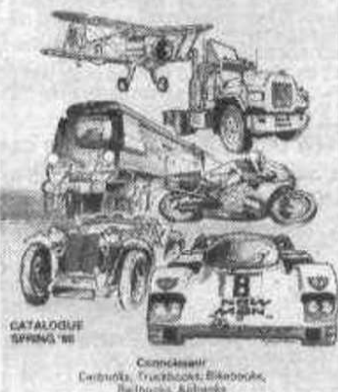
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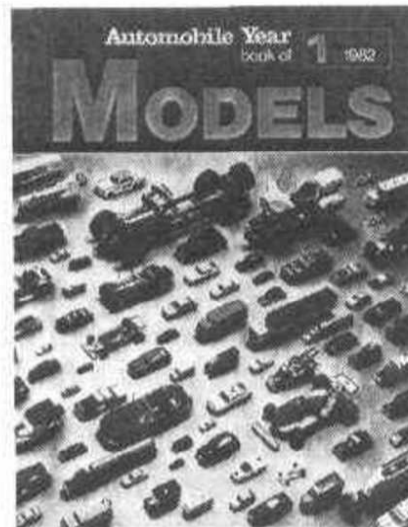
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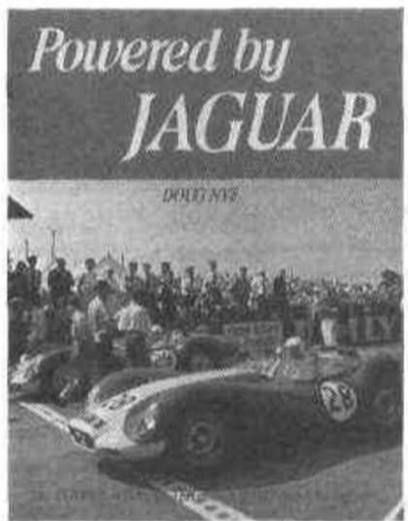
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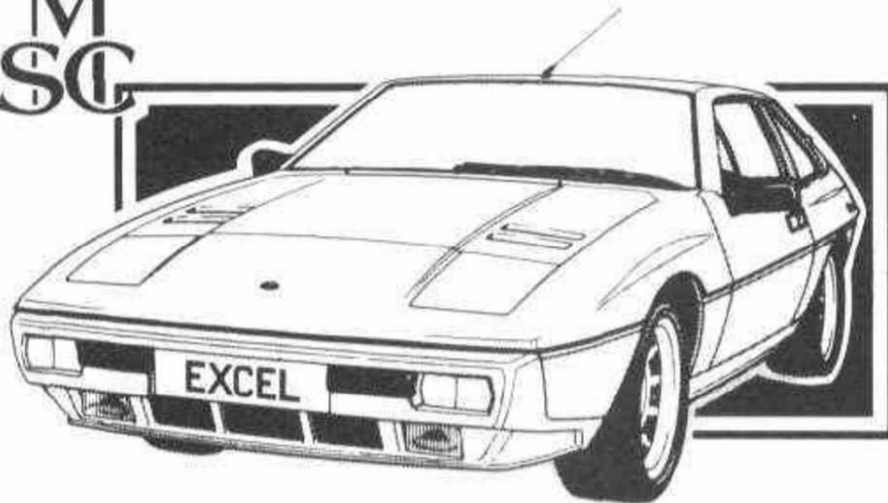
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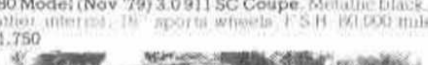
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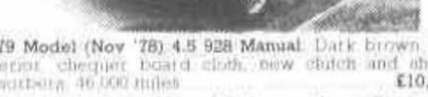
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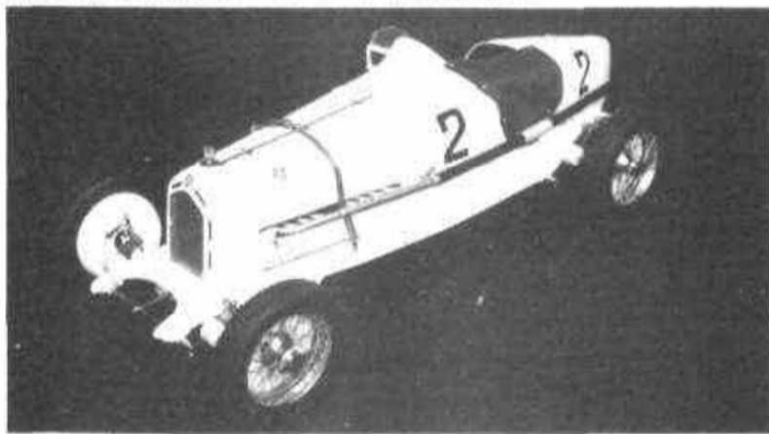
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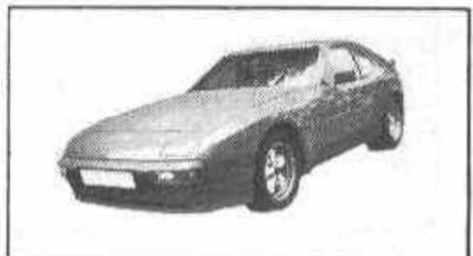
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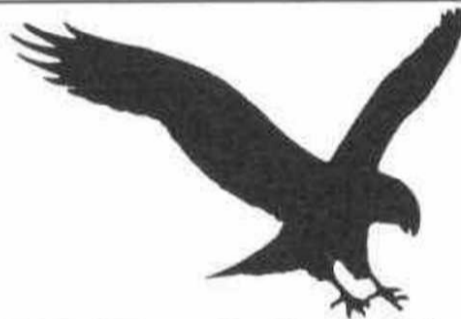
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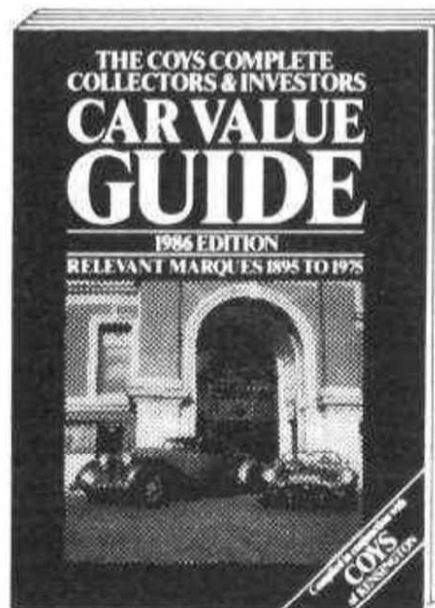
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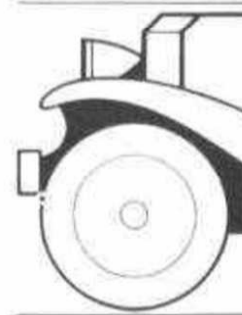
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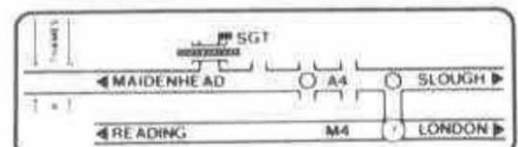
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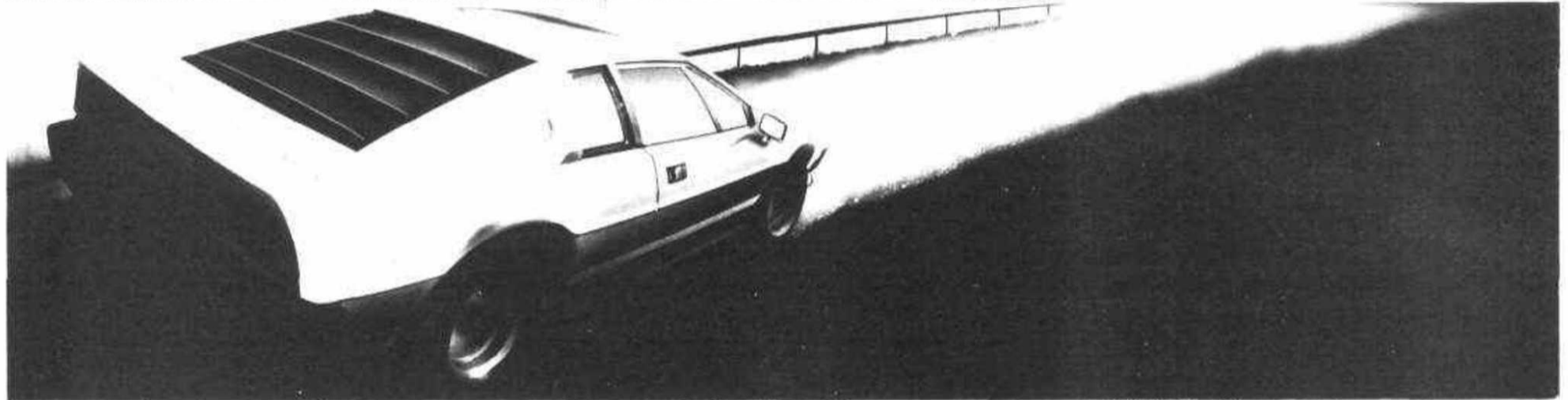
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1984 "B" 928S II AUTO. Silver with blue leather interior. This is the 1985 model with the short ratio auto box. Equipped with sunroof, limited slip diff, widened rear track and a hi-fi pack. One owner for 27,000 miles. **£28,950**

1983 "Y" 928S MANUAL. Slate Blue with blue leather interior. Equipped with sunroof, limited slip diff, sports suspension. Sporting specification - a real performer. Two owners and 31,000 miles. **£23,950**

1985 "C" 911 SPORT COUPE TURBO BODY. Guards Red with full black leather trim and red piping. An unbelievably beautiful car, equipped with sport seats, top tinted screen and just 3,000 miles. **£36,950**

1985 "C" 911 SPORT COUPE. Black with black Porsche cloth trim. Equipped with sports seats, passenger door mirror, top tinted screen, and one owner for 8,000 miles. **£27,950**

1985 "B" 911 TURBO. Guards Red with full black leather trim with red piping. Equipped with limited slip diff, red wheel centres, 16,000m. Arriving shortly. **£ POA**

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1986 "C" 944 LUX MANUAL. Alpine White with black pinstripe trim. Equipped with sunroof, sports seats, cassette / coin holder, alloy wheels, sports suspension, door panel inserts and front fog lights. 6,000 miles. Like a hot knife through butter. **£21,950**

1985 "B" 944 LUX MANUAL. Black with black Porsche cloth. Equipped with sunroof, sports seats, passenger door mirror, alloy wheels, cassette / coin holder. One owner for 22,000 miles. **£16,950**

1984 "B" 944 LUX MANUAL. Pewter with brown Porsche cloth interior. Equipped with sunroof, passenger door mirror, power steering, sports seats, cassette / coin holder and front fog lights. One owner for 24,000 miles. **£16,450**

1986 "C" 924S MANUAL. Alpine White with black Porsche cloth. Equipped with sunroof, passenger door mirror, sports seats, cassette / coin holder and power steering. Only 5,000 miles. **£16,950**

1984 "A" 924 LUX. Silver with black pinstripe trim. Equipped with sunroof, passenger door mirror, radio cassette and cassette / coin holder. One owner for 19,000 miles. **£10,950**

1983 "Y" 924 LUX. Sienna Red with beige pinstripe trim. Equipped with passenger door mirror. One owner. Full history and, again, excellent condition. 26,000 miles. **£9,950**

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*Committee of Enquiry into Sports Sponsorship
- The Howell Report.*

“For over 20 years, major professional golf tournaments have had the benefit of outstanding sponsorship from tobacco companies.

We feel the game has been well served by tobacco, whose support is something we very much wish to have the opportunity and choice to see continuing.”

*Kent Schofield, Executive Director,
Professional Golfers Association European Tour.*

“Our aim was to ensure that sport continues to enjoy the sponsorship of tobacco companies, which had been so important to some particular sports... I am satisfied that the agreements... have been successful. The co-operation, which I receive from all the tobacco interests, helps to ensure that both the letter and the spirit of the Government's voluntary agreement is upheld.

... Everybody should understand that we

believe in the effectiveness of the Government's voluntary agreement with the tobacco interests which sponsor sporting events.”

*Neil Macfarlane, MP,
Minister for Sport, 1981-1985.*

“The great advantage with tobacco companies is that they are loyal to their sports.

When cricket was on the wane, it was tobacco sponsorship that revived it and brought it back to public attention: they did a superb job.”

*Peter Lawson, Secretary,
Central Council for Physical Recreation.*

“[Of tobacco sponsorship]... It is none of the Government's business to interfere in what is a matter of individual choice.”

*The Daily Telegraph Leader
7th June 1986*

“We are perfectly happy to accept cigarette sponsorship because we believe in freedom of choice for adults.

Besides I don't believe anybody will start smoking simply because a tobacco manufacturer has sponsored a race or rally.”

*Peter Cooper, Chief Executive,
RAC Motor Sports Association.*

- * Over 60 sports have benefited from tobacco sponsorship over the past 25 years.
- * Sports need sponsorship and want the freedom to be able to choose a sponsor.
- * In 25 years there is no evidence that sponsorship has encouraged smoking.
- * Tobacco sponsorship is severely restricted by voluntary agreements, which work well and will continue to do so.

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Matters of Moment

■ Points of Principle

AS WE WENT to press, the controversy over the future of the British Grand Prix was still raging. By the time this issue appears on the bookstalls, it may have been resolved but even so there remain points to ponder.

FISA's insistence on a single venue for each Grand Prix is daft. The structure of the sport is different from country to country. You cannot make a blanket rule which will be as effective in, say, Germany as it is in, say, Monaco. The Hungarian race will not support Hungarian club racing yet, in Britain, revenue from the Grands Prix not only helps maintain Silverstone and Brands Hatch as year-round facilities, but helps maintain Oulton Park and Snetterton as well. It is for this reason that while we have wholeheartedly supported the idea of a Birmingham street race, we are equally strong in our opposition to the Birmingham event ever being a Grand Prix.

It is unfortunate, to say the very least, that FOCA announced Brands Hatch's "loss" of the British Grand Prix mere days after John Foulston had stepped in to assure the future of the three former MCD circuits.

We can understand why the RACMSA is upset at having the future of a race to which it owns the title being decided without consultation. That FOCA clearly believes it has the authority to act in such a high handed fashion tells us all we need to know about the reality of power in the upper echelons of motor sport. On the other hand, the RACMSA has been so feeble for so long that it's hardly a surprise that it is ignored. It would be wonderful if this incident shook the RACMSA from its complacency, for British motor racing has not always enjoyed the vigorous leadership and control it both deserves and needs.

It was generally understood that Donington Park would be considered as a venue for a Grand Prix in 1988. In order to be considered, Tom Wheatcroft has spent large sums of his own money on improvements to his circuit to comply with FISA's standards. Now, this great enthusiast who has put so much into the sport finds himself and his circuit completely ignored. The cynics among us often wondered how Wheatcroft would be prevented from realising his dream — now we know.

We are told that because Brands Hatch has run a Grand Prix for five successive years, it is now Silverstone's turn to do the same. But Brands Hatch has only run the same number of British Grands Prix that Silverstone has. Because John Webb has had the enterprise and expertise to stage additional races 1983 and 1985, at short notice and, in the latter year, with a constantly changing date, is this a reason for depriving Brands Hatch of the British Grand Prix? Shouldn't success be rewarded rather than penalised?

We're told that Silverstone is a circuit which will accommodate more future development. That is perfectly true, but only because Silverstone has been less developed than Brands Hatch in the past.

Silverstone and Brands Hatch have represented two different approaches to the sport. Both have been equally sound and each has complemented the other. Brands Hatch has frequently been brash yet from it has emerged all the Ford Formulae, Thundersports, F5000, Aurora F1 and so on. Silverstone's great contribution has been as a centre for the sport with its unrestricted testing and industrial units. We need them both.

There's a simple way out of the mess. We could have both a British Grand Prix and, say, an English Grand Prix, or an Irish GP or whatever. After all, the Italians and French each have two races and Brands Hatch demonstrated in 1983 and 1985 that we can support two. More than that, Britain happens to be the foremost motor racing country.

Continued overleaf

Motor Sport Fixture List for July

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

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

DATE	ORGANISER	VENUE	EVENT	TIME
June 27th/29th	AC Targa Florio	Ypres, Belgium	24 Hours d'Ypres Rally (INT)	—
June 28th	500 MRCIJ	Kirkistown circuit, nr Belfast	Race Meeting (R)	—
June 28th	BARC	Oulton Park Circuit, nr Tarporley, Cheshire	Race Meeting (R)	14.00
June 28th	MGCC	Donington Park Circuit, nr Derby	Race Meeting (R)	—
June 28th	VSCC	Silverstone Circuit, nr Towcester, Northants	Race Meeting (R)	—
June 28th/29th	BOC	Prescott Hill, Gothenington, nr Cheltenham	Race Meeting	—
June 29th	AC Firenze	Mugello Circuit, Italy	Hill Climb Championship round (N)	10.30
June 29th	BARC	Thruxton Circuit, Andover, Hants	European F3000 Championship (INT)	—
June 29th	BARC	Snetterton Circuit, Norwich, Norfolk	Race Meeting (R)	14.00
June 29th	BRSCC	Mallory Park Circuit, Kirkby Mallory, Leicester	Race Meeting (N)	14.00
June 29th	SSCC	Knockhill Circuit, Fife	Race Meeting (R)	—
June 29th	MCN	Norising, Germany	Race Meeting (R)	—
July 4th/6th	IMSA	Watkins Glen, U.S.A	WSC (INT)	—
July 4th/8th	Rally Organisers Assoc. of New Zealand	Auckland, New Zealand	Camel Continental GT	10.00
July 5th	BRSCC	Castle Combe Circuit, Chippenham, Wilts	New Zealand Rally WRC (INT)	—
July 5th	VSCC	Silverstone Circuit nr Towcester, Northants	Race Meeting (R)	—
July 5th/6th	BRSCC	Snetterton Circuit, nr Norwich, Norfolk	Race Meeting (R)	—
July 6th	ASA Paul Ricard	Paul Ricard Circuit, France	Race Meeting (R)	—
July 5th	VSCC	Shelsley Walsh, nr Worcester	French Grand Prix (INT)	—
July 6th	750 MC	Cadwell Park Circuit, nr Louth, Lincs	Newton Trophy Hill Climb meeting (CJ)	—
July 6th	Astra MC	Lydden Hill Circuit, nr Dover, Kent	Race Meeting (R)	—
July 6th	BRSCC	Brands Hatch Circuit, nr Fawkham, Dartford, Kent	Race Meeting (R)	—
July 6th	BRSCC	Donington Park Circuit, nr Derby	Race Meeting (R)	—
July 6th	ARBO Salzburg	Salzburgring, Austria	Race Meeting (N)	—
July 11th/13th	ADAC Saarland—Sportabteilung	Nurburgring Germany	Touring Car Championship (INT)	—
July 13th	RAC MSA	Brands Hatch Circuit, nr Fawkham, Dartford, Kent	Touring Car Championship (INT)	—
July 13th	ASTRA MC	Lydden Hill circuit, nr Dover, Kent	British Grand Prix (INT)	—
July 13th	SSCC	Knockhill Circuit, Fife	Race Meeting (R)	—
July 19th/20th	BARC	Harewood Hill, Stockton Farm, Harewood nr Leeds	Race Meeting (R)	—
July 19th	Eight clubs	Silverstone Circuit, nr Towcester, Northants	Hill Climb (R)	—
July 20th	BRSCC	Brands Hatch circuit, nr Fawkham, Dartford, Kent	Race Meeting (C)	—
July 20th	Ente Autodromo Pergusa	Enna/Pergusa Sicily	WSC (INT)	—
July 20th	BRDC	Donington Park circuit, nr Derby	European F3000 Championship (INT)	—
July 24th/27th	STH Idar Oberstein	Germany	British F3 Championship Race Meeting (N)	—
July 26th	500 MRCIJ	Kirkistown Circuit, nr Belfast	Hunsruck Rally ERC (INT)	—
July 26th	BHRC	Oulton Park Circuit, nr Tarporley, Cheshire	Race Meeting	—
July 27th	Automobil club von Deutschland	Hockenheim Circuit, Germany	Race Meeting (R)	—
July 27th	BARC	Snetterton Circuit, nr Norwich, Norfolk	German Grand Prix (INT)	—
July 27th	BARC	Gurston Down Hill Climb, nr Broadchalke, Salisbury	Race Meeting (R)	—
August 2nd/3rd	RACS	Spa Francorchamps, Belgium	Hill climb (R)	—
August 2nd/3rd	BOC	Prescott Hill, nr Cheltenham, Glos	24 Heures de Spa Francorchamps (Touring Car Championship) (INT)	—
August 3rd	BRSCC	Mallory Park Circuit, Leics	Hill Climb (C)	—
August 5th/10th	Automovil club Argentino	Buenos Aires, Argentina	Race Meeting (R)	—
			Argentina Rally WRC (INT)	—

If anyone should have two races a year, we should. We've earned the right to stage two races. Given two races a year, there is no reason why Donington should not then have a share of the annual windfall which is Grand Prix racing in today's commercial climate.

The venue of the British

Grand Prix affects us all. It's more than whether we prefer to watch from Stowe, Paddock or Redgate, it's whether or not the facilities are available for the greater part of the year. It's not a matter for FISA or FOCA to decide, it's a matter for British motor racing to decide. It's our future, not theirs.

Club News

The Circuit des Remparts at Angoulême has become a popular gathering for pre-1955 automobiles, and this year's event will be held on September 27th and 28th. Although the old town circuit is used for historic racing, the weekend restricts itself to the usual rally, parades, driving tests, and the Remy Martin Challenge, a concours event whose winner takes home his weight in cognac. Entrants' expenses are looked after by the city, and details are available from Broca Lamoureux Communication, 8, Rue de Berri, 75008 Paris.

To celebrate the 10th year of the **Under-17s Car Club**, the Club's meeting at Castle

Combe on July 20th will continue with a barbeque at about 6.30 pm, rounding off a variety of events for under-age drivers. Tickets (£2.50) from Robin Hill, 336 Mill Road, Deal, Kent CT14 9BQ. Looking ahead to yet another anniversary, **International SS 100 Weekend** takes place on the 5/6/7th of September. Although basically an SS Register event, certain elements will be restricted to 100s only, such as the visit to the former Swallow Coachworks. The climax is the Sunday gathering at Wellesbourne Mountford Airfield near Stratford, which is in conjunction with the **De Havilland Club**. Contact Barrie Foster, Claremont Stables, Redcliffe Road, Map-

perley Park, Nottingham.

A couple of poignant **Alfa Romeo OC** items (the writer has just had to give up his much-loved GTV6): **Alfa Romeo Classic Car Day**, Saturday 26th July at the Sutherland Arms, Tibberton, nr Newport, Shropshire, is for classic cars of all makes. It starts at 12 noon, and finishes with a barbeque in the evening. The day after, (Sunday July 27th) is **Northern Alfa Day** at Nostell Priory, with concours

and gymkhana, and as last year the **Fiat X1/9 OC** will attend as well. Details from Peter Beagley, NE Section Secretary, Thornbrook House, 39 Main Street, Thorner, Leeds.

Pembrokeshire Vintage Car Club Show is to be held on Sunday, July 27th, at Scolton Manor, Haverfordwest, Dyfed. Events begin at 10 am; further details from the Secretary, Mrs Hilary Pugh, Hayston Hall, Johnston, Haverfordwest, Dyfed.



BLACKPOOL sportscar maker TVR is contesting an intense race programme with its new 420 SEAC. The 4.2-litre V8 has 365 bhp in a lightweight composite bodyshell, and competes in the Production Sportscar Championship, driven by Steve Cole.



Bell's fourth Le Mans success

DEREK BELL became the most successful English driver ever to compete at Le Mans when he notched up his fourth victory on June 1, driving the Rothmans-Porsche 962C with Hans Stuck and Al Holbert. Three of his victories were shared with six-times winner Jacky Ickx; Olivier Gendebien and Henri Pescarolo have won four times, and four drivers have won the 24-Hour race three times.

The list of achievements goes further, for this was Porsche's 11th victory since 1970 — Ferrari is the next most successful marque, with nine wins — and Bell and Holbert also won the Daytona 24-Hours in February, a rare double. It was not all plain sailing, though, because for 12 hours the number 1 works Porsche had duelled ferociously with the Joest Porsche 956 driven by Klaus Ludwig, Paolo Barilla and 'John Winter', exchanging the lead repeatedly.

It became a personal duel between Bell and Ludwig during the night, slipstreaming on the Mulsanne Straight with rarely more than a couple of seconds between

them across the finishing line. The nine-hour bulletin, for instance, had Bell leading Ludwig by 0.4 sec. On the 10-hour bulletin the Englishman was 0.2 sec ahead, and the German would complain that things were getting rough out there, his car peppered with stones and debris as Bell slid wide out of the corners. It was more like a 10-lapper at Brands Hatch! Bell said that his screen was covered in oil: "When they cleaned it at a pit stop, it was like having another pair of lights."

This Titanic duel came to an end when Jo Gartner, the likeable Austrian driver, crashed the Kremer brothers' Kenwood sponsored Porsche 962C on the Mulsanne Straight and died immediately of a broken neck. The black car, making up places after a rear suspension rebuild, suddenly veered left at a speed approaching 200 mph, just before Hunaudière, and hurtled from the barrier across the track, catching fire on the right after felling a concrete telegraph pole.

The race itself also suffered a mortal blow. The pace cars were out for two and

MIXED FEELINGS for the Ecosse team — their Cosworth car finished 16th, but the other was excluded after looking the likely C2 victor. Here the former is passed by the tenth-placed Fitzpatrick Porsche 956.

a half hour while the wreckage was removed and the armco rebuilt, and during this time Ludwig's engine over-cooled and ran its bearings. The famous chassis 956/117, winner in 1984 and 1985, was out of the contest, leaving Bell/Stuck/Holbert to nurse a nine-lap lead all the way to the finish.

At this stage the TWR Silk Cut Jaguar of Derek Warwick, Eddie Cheever and Jean-Louis Schlesser was vying with the Brun Motorsport team's Porsche 962C of Oscar Larrauri, Jesus Pareja and Joël Gouhier, and, after losing time on Saturday evening with an alternator and starter motor problem, the Jaguar was getting the upper hand.

Jean-Louis Schlesser had 86 seconds in hand at eight o'clock on Sunday morning but, as spectators were washing, shaving and eating their breakfasts, the right near tyre exploded while the Jaguar was going at full speed on the long straight and the

SPECIAL LONG-TAIL bodywork was fitted to all three Jaguars. This is the Warwick/Cheever/Schlesser car.

Frenchman was extremely fortunate to keep the car on the road, its rear bodywork gone and the suspension broken.

Schlesser was able to bring the stricken car back to the pits but Tom Walkinshaw needed only a cursory glance to see that the transmission bellhousing, from which the wheel is located, had broken, and this signalled the end of an auspicious debut for the V12 powered XJR-6. Walkinshaw can contemplate at leisure the fact that Dunlop supply identical Denlocs to the works Porsche and Jaguar teams... had Bell's car suffered that tyre failure instead, Jaguar might have been celebrating a sensational victory.

The rate of attrition had been high in the first half of the race, yet surprisingly the TWR Jaguar was the last to retire and an average quota of 23 cars crossed the finishing line. Countless British fans had crossed the Channel to see the Jaguars, the roads from Calais, Boulogne, Le Havre and Cherbourg looking more like southern England judging by the number of GB plates on cars, coaches and motorcycles.

The Silk Cut Jaguars had practised well, the most serious incident being a wheel rim fracture which gave Hurley Haywood a bad few moments on Thursday night. The works Porsches, with full 3-litre fully water cooled engines for Wednesday evening's qualifying session, dominated, Jochen Mass recording 3 min 15.99 sec (248.486 km/h) and Hans Stuck, delayed by a spinning car, 3 min 16.60 sec. Reinhold Joest insists that his Taka Q clothing sponsored Porsche had only a 2.6 litre engine which makes Klaus Ludwig's time of 3 min 17.11 sec quite amazing, for again this was the quickest car through the Hunaudière speed trap at 373 km/h. Alain Ferté, in the Brun Porsche 956, was fourth quickest at 3 min 20.10 sec, then Eddie Cheever broke the Porsche ranks with an impressive 3 min 21.60 sec in the Jaguar. Hans Heyer was seventh fastest in the Jaguar shared with Brian Redman and Hurley Haywood (3 min 24.95 sec in the last five minutes of Thursday's session) and Gianfranco Brancatelli was 14th in the third Jaguar (3 min 29.24 sec) in the car co-driven by Win Percy and Armin Hahne.

Walkinshaw was justified in believing that his cars had the pace of the race; the Porsches could not run so fast with race boost, race tyres, and economising for a fuel-controlled 24-hour race... could they?

Three drivers had ambitious ideas. Ludwig, Stuck and Wollek soon took command of the race, after Warwick had held second place for three laps. After making a careful start Stuck established a new record of 3 min 23.70 sec as early as the seventh lap, going into the lead, and traded positions with Ludwig to the first refuelling stops. Almost with inevitability the three Porsches, the class of the race, eased out a margin on the Jaguars which ran fourth, fifth and eighth at the one-hour mark, Brancatelli's job being to play a waiting game.



Now came the hours of anxiety for Walkinshaw. If only one of those Porsches ran the distance without problems, and the history book said this would happen, it must win the race. But the Scotsman would get no accolades for speeding the Jaguars up and breaking them, especially if the Rothmans and Joest Porsches did encounter difficulties in the night. The waiting game had to go on.

The Vern Schuppan/Drake Olson Rothmans-Porsche 962C, with PDK semi-automatic transmission, was the first important

retirement after two and a half hours. It had gone very well, holding fifth place and splitting the Jaguars, until the gearbox input shaft broke, and Schuppan was pleased to be invited to share the number 2 Porsche with Mass and Wollek. Inside four hours one of the IMSA class triple-rotor Mazda 727s, that of Katayama, retired with a broken input shaft to its Porsche gearbox, and Kennedy's followed suit within a few hours.

The Redman/Haywood/Heyer Jaguar was the next to retire, out of fuel, out yonder. The on-board computers showed that 11 litres remained, enough for nearly two more laps, but when the car was recovered on Sunday afternoon there wasn't a drop left in the tank. Where the fuel went is a complete mystery, but the team was pretty sure it wasn't Heyer's driving, or a miscalculation that caused the embarrass-





MAKING a lovely noise was the MK Motorsport BMW M1, one of only two entries which derived from road-cars. It finished to much applause with second gear only.

ing with the lead drivers of the two cars, Kazayoshi Hoshino and Masanori Hasemi. A veil is best drawn over the farcical proceedings in practice, during which the new March 86S and the older March 85G seemed to go slower and slower, as the Japanese tested their wills against Greene and the English driver, James Weaver. With a numerical superiority of Japanese mechanics to do their bidding, the works drivers were getting the upper hand, not that it profited the team at all. Hoshino's 86S fell by the wayside with severe engine vibration in the fifth hour, and Hasemi's 85G went all the way to the finish in 17th place, latterly with electrical and starting problems.

Seven of the 14 Porsches reached the finish, types 956 and 962 occupying the first five places, heading Siggie Brunn's Joest built Porsche 936C, the Porsche factory's four-wheel drive 961, and Ian Harrower's C2 class winning Gebhardt. Brunn's 936, shared with Ernst Schuster and Rudi Seher, was beautifully prepared and completely reliable, running a prototype of Porsche's 1987 IMSA engine. The 961, the first 4WD car ever to race at the Sarthe, had a pretty uneventful run in the hands of René Metge and Claude Ballot-Lena, delayed briefly by a broken throttle linkage on Saturday evening, by a tyre blowout on Sunday morning, and then having a new driveshaft fitted, a consequence of the blowout.

The four-wheel-drive system worked perfectly, a pressure of 11 kg being placed on the multi-plate centre clutch in order to send around 20% of the power to the front under fierce acceleration, and 50% in straightline running, and the drivers seemed happy enough. Rain, better still snow, would have suited them, but the 961 had an excellent baptism in a dry race. The 2.85 litre engine was giving 640 bhp, though the 1,150 kg weight of the car, and its frontal area, precluded a better result.

ing retirement.

At quarter-distance, as night closed in, 75 seconds covered Bell, Mass and Ludwig on 99 laps, with the Jaguars of Warwick and Brancatelli two laps behind. The Jaguars were on their fuel schedule, which the Porsches were not, and the waiting game went on. Warwick's car, though, was at that time delayed 20 minutes by an alternator failure and starting problems, big clouds of smoke going up when fire extinguishers were played on the starter motor. Walkinshaw's Rover touring car trio Brancatelli, Percy and Hahne moved smoothly into third position, but their Waterloo came in the small hours when the left-side inner constant velocity joint failed on the driveshaft, the breakage the TWR team feared most.

Incidents came thick and fast. Walter Brun's three-car team was reduced to one when Brun's own car dropped a valve and Thierry Boutsen made an uncharacteristic error, putting too much power down out of the Ford chicane and spinning out of the corner into the barrier on the right, at the start of the pits entry lane. Damage was such that the car was pushed away and, at three o'clock in the morning, the three-car teams of Rothmans-Porsche, Jaguar and Brun were much depleted. The works Porsches, too, came down to a solo effort when Mass followed the Ecosse of Mike Wilds into the armco at the Porsche Curves, the track as if turned to ice by a trail of oil. Wilds got back to the pits, steering on one wheel, but Mass had two broken rims and the car was immobile, on its undertray.

Six minutes later Gartner's terrible accident occurred on the Mulsanne Straight, and while the pace cars were out Ludwig's 956 went quietly to the pits and out of the race. The Kremer brothers' second entry, the Primagaz 956 driven by Yver, Striebig and Cohen-Olivar, was withdrawn out of respect for Gartner.

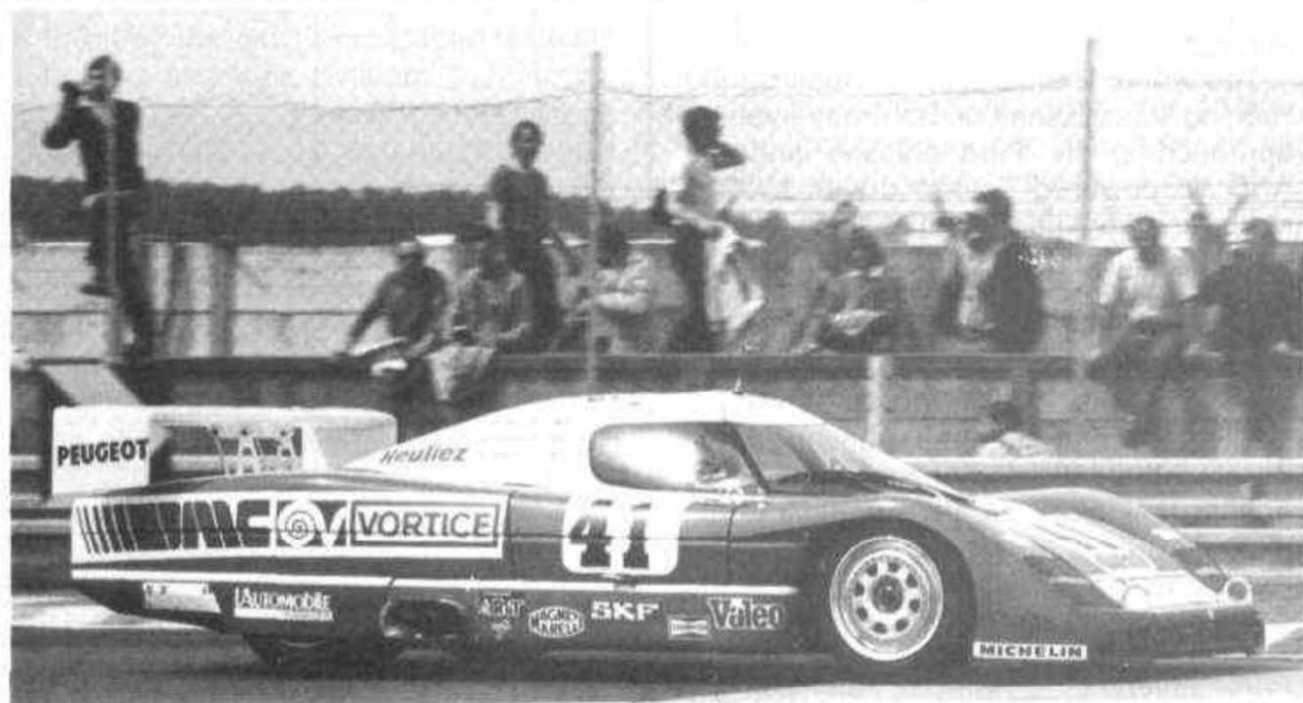
WM PEUGEOTS only appear once a year, and while Dorchy's car finished, Migault's suffered clutch problems and retired.

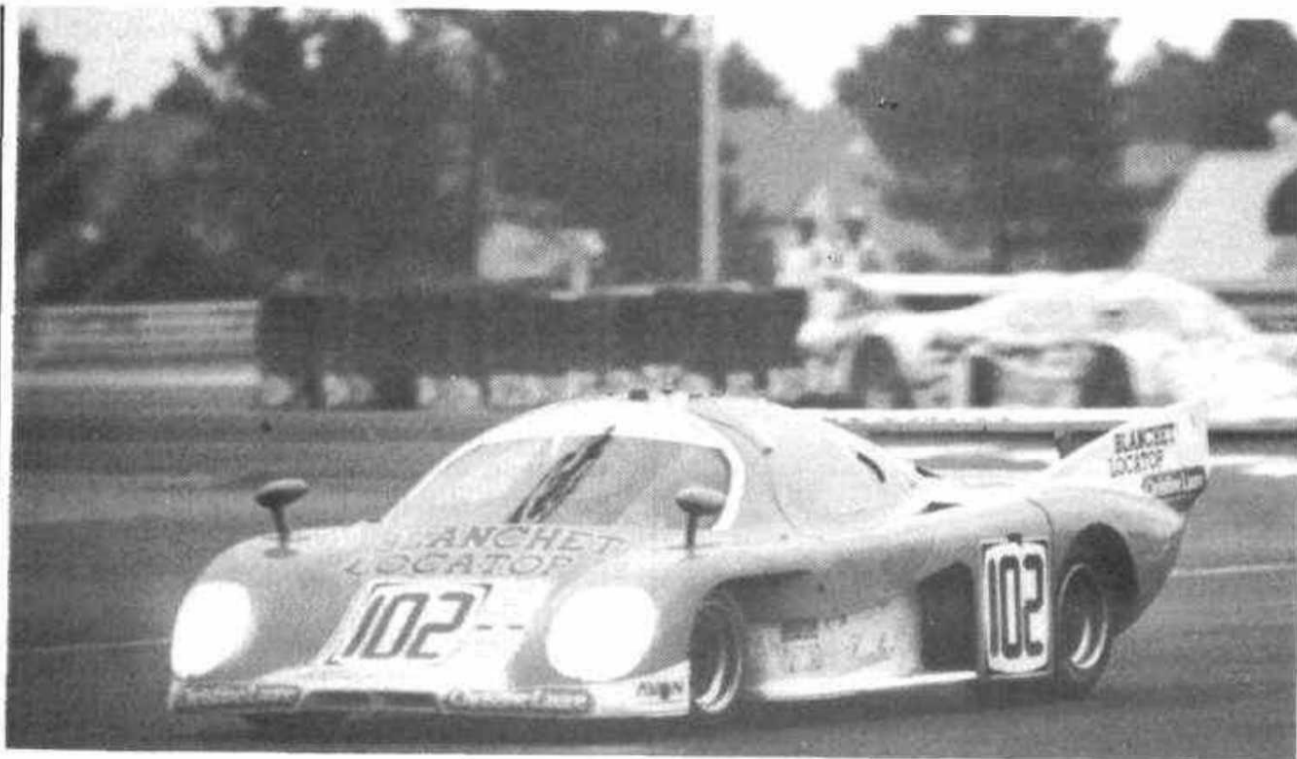
Bell, Stuck and Holbert now had nine laps in hand over the Jaguar and Larrauri's Brun Porsche and could ease gently back onto their fuel schedule, or even get within it, for the winners had 300 litres to spare at the finish.

The Kouros Sauber-Mercedes and the Nissan-Marches, of which a lot had been anticipated, had a poor race. Henri Pescarolo's Sauber was in trouble as early as the seventh lap with a stone through the oil radiator, the Frenchman having to cover half a lap with zero oil pressure, and Mike Thackwell's needed a new driveshaft early on.

Neither featured on the leader-board and within five hours the Thackwell/Nielsen car went out with a wrecked engine, unexpectedly, and the Pescarolo/Danner/Quester car retired with a more predictable engine failure within seven hours of the start. Throughout testing, and thus far in the season, the Swiss entered cars have been a model of reliability, and Peter Sauber was understandably disappointed.

East-West politics were rife in the Nissan camp, manager Keith Greene, on loan from Richard Lloyd's team, having the utmost difficulty in reaching an understand-





Harrower, with Evan Clements and Tom Dodd-Noble, had a race that got better as it went on, and he was a thoroughly deserving C2 class winner, at his tenth attempt at Le Mans, in the ADA Engineering Gebhardt.

The team's practice was nothing special, a routine engine change for Thursday evening's session going badly, and when the patriotically liveried car appeared for the last hour of practice it was stranded with low fuel pressure. Hardly a good omen for the world's toughest 24-hour race, and a rear tyre failure early in the race, which accounted for a large chunk of bodywork, was not conducive to peace of mind either.

Gordon Spice, Ray Bellm and Jean-Michel Martin were the class of the field in the Spice Pontiac Fiero (powered by a Cosworth 3.3 litre DFL) during practice, but their race went to ruins after a fine start. From 15th overall at the end of the first hour, ahead of some decent Porsches, the Mazdas, Toyotas and Saubers, Spice's car slumped with a split clutch hydraulic pipe, a water leak, a faulty water temperature gauge, and starter troubles, a whole catalogue of disasters for the C2 world champions though they salvaged 21st place, and sixth in class.

The works Gebhardt which took up the running was crashed on Saturday evening approaching the Ford chicane and the ARG V6 powered Ecosse driven by Ray Mallock/Mike Wilds/David Leslie was then so far ahead that it kept the class lead even after Wilds' spin on oil at the 11-hour mark, and the subsequent repair during the pace car period. As with the surviving Jaguar, however, a burst rear tyre gave Leslie a bad fright, and punctured the water radiator. The Scotsman filled the header tank twice on his way back to the pits and then, after the damage had been repaired, the car was excluded for taking replenishments on the circuit.

THE COMMANDING VIEW of the pits from the Press gallery.

The sister-car Ecosse, powered by Cosworth and driven by Americans Les Delano/Andy Petery/John Hotchkiss, was totally reliable but wasn't driven fast enough to take advantage of the happenings ahead, so Harrower's Gebhardt cantered home an easy eight laps ahead of Jens Winther's ageing but reliable URD-BMW 6-cylinder, co-driven by David Mercer and Lars-Viggo Jensen.

The result was another great victory for Porsche, rival efforts having proved self-

PINK may not be the most appropriate colour for a sports car, but the Blanchet Locatop Rondeau M379 stayed the course in 18th place.

defeating this year. But it was, of course, the first time of trying for the TWR Jaguar team, for Sauber and for Nissan and all the three teams will have returned to base with very clear ideas of what to do in 1987. Tyres, as usual, remain a great worry for all the drivers, only the works Porsches having the Robert Bosch/Porsche developed pressure warning sensors which will reveal a faulty wheel, or loss of tyre pressure, before it develops into a disaster. Porsche have been using these devices successfully since 1980, and now offer them on the 959 road car, yet they won't be available to others until next year.

Jo Gartner's tragic death took the edge off a triumphant victory for Derek Bell, Hans Stuck and Al Holbert but it was an historic result as the team will, officially, be disbanded after two more Teams Championship races at the Nürburgring and Spa. Then, the Rothmans contract expires and the Porsche factory will move on, almost certainly to concentrate on racing in America. Surely, though, works Porsches will run at Le Mans in 1987? It's difficult to imagine the place without them.—M.L.C.

Results	
Le Mans 24-Hour, May 31/June 1. Weather: cool, dry	
1st	D. Bell/H. Stuck/A. Holbert 2.6 t/c Rothmans-Porsche 962C, 368 laps, 4,965 kms 207.19 km/h
2nd	O. Larrauri/J. Pareja/J. Gouhier 2.6 t/c Brun Porsche 956 350 laps
3rd	G. Folmer/J. Morton/K. Miller 2.6 t/c Joest Porsche 956 355 laps
4th	de Villota/F. Velez/G. Fouché 2.6 t/c Fitzpatrick Porsche 956 349 laps
5th	J. Lassig/F. Ballabio/D. Wood 2.6 t/c Obermaier Porsche 956 355 laps
6th	S. Brunh/E. Schuster/R. Seher 3.0 t/c Porsche 936C 344 laps
7th	R. Melge/C. Baillet-Lena 2.8 t/c Porsche 961 321 laps
8th	I. Harrower/E. Clements/T. Dodd-Noble 3.3 ADA Gebhardt-Cosworth DFL C2 318 laps
9th	M. Baldu/P. Cobb/R. Dyson 2.6 t/c Lloyd/Liqui Moly Porsche 956B 318 laps
10th	P. Alliot/P. Romero/M. Trolle 2.6 t/c Fitzpatrick Porsche 956 312 laps

Fastest laps (establishing records):

K. Ludwig (2.6 t/c Joest Porsche 956), 3 min 23.3 sec (239.561 km/h)
R. Bellm (3.3 Spice Pontiac-Cosworth DFL C2), 3 min 36.6 sec (224.842 km/h)

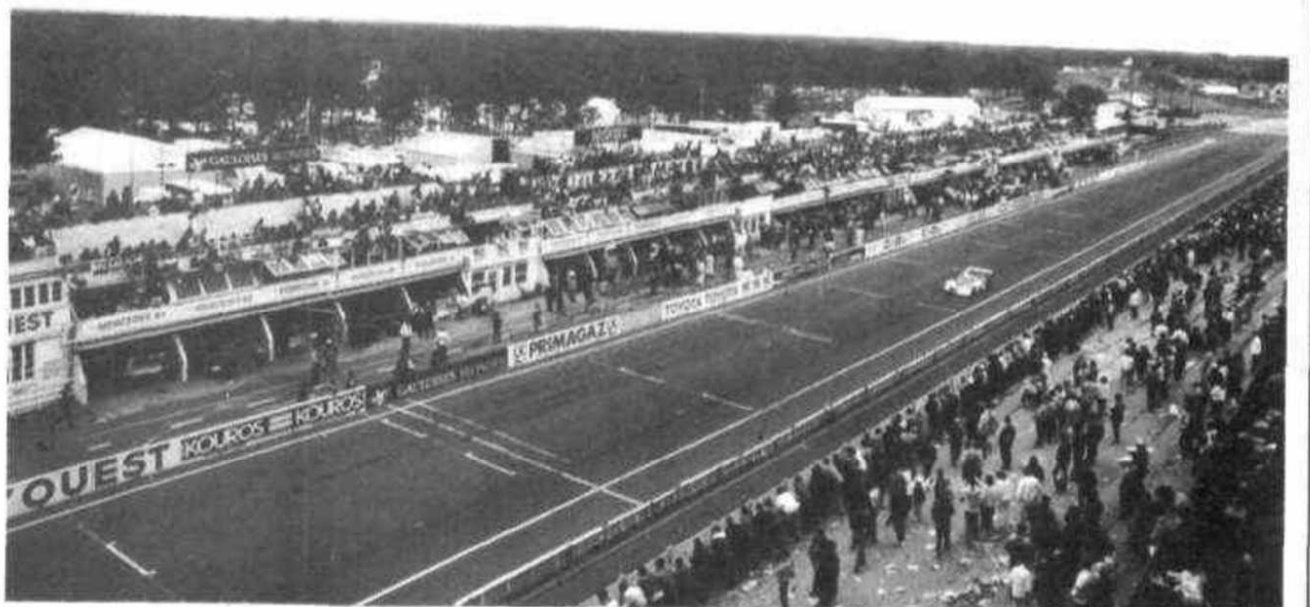
World Championship points:

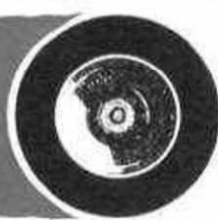
Teams: Rothmans-Porsche 35, Silk Cut Jaguar 20, Joest Racing and Danone/John Fitzpatrick Racing, 18, Brun Motor-sports 17, Kremer Racing and Liqui Moly Equipe, 12

C2 Teams: ADA Engineering Gebhardt 32, Spice Engineering 26, Jens Winther URD 25, Kelmar Racing 15, Secateva-WM 12, Ecurie Ecosse 10.

Drivers: Bell and Stuck, 55; Larrauri and Pareja, 26; Cheever and Warwick, 20; Velez and Villota, 19; Folmer, 18; de Cesaris, Nannini and Gartner, 15.

C2 Drivers: Spice and Bellm, 41; Harrower and Clements, 32; Barberio, Winther and Mercer, 25; Jelinski, Dickens and Dodd-Noble, 20.





New Cars

Alfa Romeo 75 Cloverleaf

IT'S NO BIG SECRET that Alfa Romeo is, as a company, currently in deep trouble. It has the problems which most medium-sized European car makers have and, in addition, a few self-inflicted wounds of its own. The introduction of the Arna (the Alfa Romeo-engined Nissan Cherry) to keep plant and dealers occupied after the end of the Alfasud was a desperate act.

Last year was Alfa Romeo's 75th anniversary, a poignant time, for no car company in Europe has a more glorious past. It was natural that a car introduced in that year would be called the '75' and it has now reached these shores. It is the sporting saloon model of the Alfa range, bearing a family resemblance to the 90, and the new importers have decided to bring in the 1.8 litre 4 cylinder model (at £8,949) and the 2.5 litre V6 Cloverleaf which costs £11,649 or £11,861 when fitted with the Blaupunkt radio which came on the test car. In other markets there are 1.6 and 2 litre engine options along with a 2 litre turbo diesel.

The oversquare sohc V6 injected engine is a free revving, flexible unit with a melodious exhaust note and power to match. 156 bhp is available at 5,600 rpm while 155 ft lb torque is produced at 4,000 rpm. Power passes via a two piece propshaft to a five speed transaxle which helps to achieve a 50/50 weight distribution. Front suspension is by double wishbones, torsion bar, telescopic dampers and anti-roll bar, while at the rear is a de Dion axle located by trailing links, a Watts linkage, and coil springs, with telescopic dampers and an anti-roll bar.

Front braking is by 10.5 in ventilated discs, with inboard 9.8 in discs at the rear. The rack and pinion steering is power assisted, alloy wheels come as standard and on the test car were fitted with 195/60 VR14 Michelin MXV tyres. Equipment included central locking on all four doors, automatic radio aerial and electric front windows.

Had I been in the market for this car, my interest would have ceased the moment I got in it for the pedals are impossible, being far too high off the floor — and for no apparent reason as there is plenty of space behind them. With the adjustable steering column set as high as possible and with the seat set as far back as possible, my left thigh still dug into the steering wheel when operating the clutch and at 5 ft 9 in, I can hardly be regarded as unusually tall. Being so uncomfortable the whole time meant that it was many miles before I'd become sufficiently acclimatised to be able to enjoy the car. Even after acclimatisation, I found it impossible to drive for more than two hours at a stretch.

Italian ergonomics seem to consist of carefully locating the horn button and throwing everything else around it. There's no sense of rhyme or reason within the 75's cockpit; the window controls are on the roof, the instruments have fussy white lines all over them, the handbrake is U shaped for some reason which is beyond me. All it means is that you bark your knuckle on the gear knob when releasing the handbrake when reverse is engaged. Overall, the interior does not live up to the price tag. The heater / ventilator system is disappointing, there is little interior storage space (there is a hidden drawer under the dashboard but nothing which is lockable) and the trim is, all in all, a little below par for a car which, on the road, costs over twelve thousand pounds. It must be the only car in its price bracket which is not available with a sun roof. Part of the door trim fell off the first time the door was closed and the windscreen seal lifted at speed, causing a leak.

Once you're on the road, though, these criticisms seem



altogether less important. The main input of design has been to make the driver feel at one with the car and the road. The engine burbles pleasingly, a dab on the throttle brings instant response, and there is a terrific sense of being in control.

Alfa Romeo claims 0-60 mph in eight seconds and a top speed of 130 mph. The test car didn't feel quite up to those figures but with just over 2,400 miles on the clock the engine still had some loosening to do. The engine is extremely tractable, there's frequently no need to drop from fifth in town for it is perfectly happy at 25-30 mph. With third gear being long enough to achieve 80 mph, rapid overtaking in most situations is easy.

The gearchange is a little stiff until the oil warms up and even then changing down to second remains awkward — just like in a GTV6. The power assisted steering is light, precise, and full of feel. When you come to an interesting stretch of road, everything about the car makes you want to enjoy it.

Driven briskly the car understeers but pressure on the throttle pedal in mid corner converts that to controllable oversteer. A limited slip differential might be a useful addition for the inside rear wheels slip when one corners hard.

Where I had reservations was in cross winds which caused the car to twitch a lot, though without feeling threatened, and in the wet. Here I suspect the Michelin tyres may be at fault but I have to say that it did not feel at all sure-footed in damp conditions. With discs all round, you expect the brakes to be effective and so they are, but they are not strong on feel.

Ride and passenger comfort are very good for a car with such a strong bias towards driver satisfaction. There are seat belts for three in the back but it's more realistic to regard the 75 as a full four seater offering ample room front and rear. Both front and rear seats have head rests but I found these restricted my three quarters rear vision.

Although one is aware of pleasant noises from the engine department, the 75 is not an unduly noisy car. You have to be travelling over 100 mph before wind noise becomes a nuisance while road noise is fairly low on most surfaces.

Overall economy worked out at a fraction better than 22 mpg which gives an effective range of 240-260 miles. There is a dashboard computer which automatically gives warning when the fuel tank is about a quarter full and then gives a constant read-out of the number of miles one has left before running dry. So far as I could see, this was a fairly accurate reading. While the fuel economy is fairly typical of the 75's class, it is heavy on oil and I found myself putting in a litre every 450 miles or so.

I found the driving position so dreadful that I could not possibly consider buying this car. A friend of a different shape found it fitted him like a glove and fell in love with it. It's a shame that Alfa Romeo has placed such an obstacle in the path of potential buyers for in essence the 75 is a great deal of fun. — M.L.

Musings....

A regular reflective look at significant aspects of today's motor and sporting life that are not always appreciated . . .

The unfortunate spate of 1986 rallying accidents seems to have sealed the fate of the most powerful and tractionally efficient rally cars the World has ever seen. Victims of their own spectacular speed, the most powerful international Group B cars are to be exiled from the close of this season. I leave comment on the rights and wrongs of FISA's action to the rallying fraternity, but I think it is likely that enthusiasts will remember the 400 to 550 horsepower breed of all-wheel-drive Group B cars with much the same awe as has been reserved for the thirties Auto Unions and Mercedes Grand Prix machines.

What happens now to all that advanced engineering? Will it sink without trace?

I believe features such as the high performance uses of four-wheel-drive, turbocharging and sophisticated differential developments will actually accelerate. The performance-minded public will receive a significant increase in the capabilities of mass production cars in the closing years of this decade, because the international authorities in Paris have decided to promote the World Championship around the comparatively large scale production category (defined later) of Group A.

Indeed, you will be offered the chance to buy small hatchbacks in 1986/early 1987 from Mazda and Lancia that have up to 165 bhp, delivered by immensely advanced 4WD systems that go far beyond the 1980 production engineering achievement of Audi's quattro.

Items such as intercooling, electronic injection, and double overhead camshafts, with and without such recently fashionable features as cylinder head layouts with four valves per cylinder or turbocharged pressure induction will become yet another brochure sales feature. Even the aged counter-balance shaft principle has re-emerged in the sporting coupes of Porsche (944/924S) and Mitsubishi's Starion 2.0 Turbo to descend to the apparently endless stream of ever-faster hatchbacks.

Travelling a little further back in time in the life of the performance piston engine, you will find a limited overboost facility reborn for sports motoring. Apart from the Porsche 944 Turbo and Saab 9000 Turbo, it is now incorporated in the turbocharged Lancia Thema 2-litre and the Delta HF 4WD. Derived from aero engine technology and delaying wastegate "pop-off"



FOUR WHEEL DRIVE had been experimented with for ages, particularly in America. The first win by 4wd car in an F1 race, however, was in the 1961 Oulton Park Gold Cup when Stirling Moss brought the Ferguson home in front of what was a full Grand Prix field minus Ferrari.

valve action, Lancia's overboost takes peak torque from an adequate 188 lb ft from 2-litres to 210 lb ft for just 30 seconds extra pulling power.

The effect is startling in the LHD production Lancia Delta HF, which is capable of over 130 mph. Although some of the present generation front drive hatchbacks are achieving these speeds (Golf 16V, Escort RS Turbo), the added security of all-wheel-drive traction means you can use such performance a lot more effectively.

The 2000 Delta HF 4WD is part of a recently debuted LHD range of revised Delta hatchbacks, but Lancia in the UK have yet to decide whether they bring this advanced new Italian, or possibly its

slightly less sophisticated 4WD cousin, the 115 bhp Prisma, into Britain.

If they do decide in favour of the sporty Delta, then it will be in the £10,000 to £11,000 bracket that is also favoured for the rhd Mazda 323 4WD, a turbocharged and injected 16-valve device that will definitely be on sale in Britain later this year. It cannot be long before such competitive manufacturers provide a hand throttle with a red seal to break for extra "combat" power in the hatchback sales war!

All this mass production engineering technique will be needed as a direct result of the FISA decision to emphasise a World Championship for Group A from 1987 onward. Group A requires 5000 vehicles produced in 12 months, of allegedly saloon



THE JENSEN FF of the late Sixties, early Seventies, not only had Ferguson four wheel drive but was the first road car with ABS. Like the Ferguson F1 car, the Jensen FF used the Dunlop Maxaret anti-skid system.

car dimensions (the Jaguar XJ-S and BMW 635 Coupes are obvious interlopers that are already recognised and successfully raced in Group A), with bodywork that must remain unaltered from its production form.

As a by-product of the competitive manufacturers turning to Group A, there will also be a lot of technically interesting production racing/rallying saloons emerging in Group N, a category with the same 12 month/5000-off production minimum as A. However Group N does not permit the extensive under-body engineering of Group A.

Replacement brake, suspension, and engine components are allowed within A, so that a typical competition Rover or BMW will have up to 150 horsepower more than standard, whilst a turbo Volvo might well reach for a total 400 bhp in qualifying trim. These big racing or rallying saloons are usually restrained by big disc brakes (11 to 12 inch diameters) with 16 inch diameter wheels using competition-fabricated suspension arms, hubs and dampers/springs.

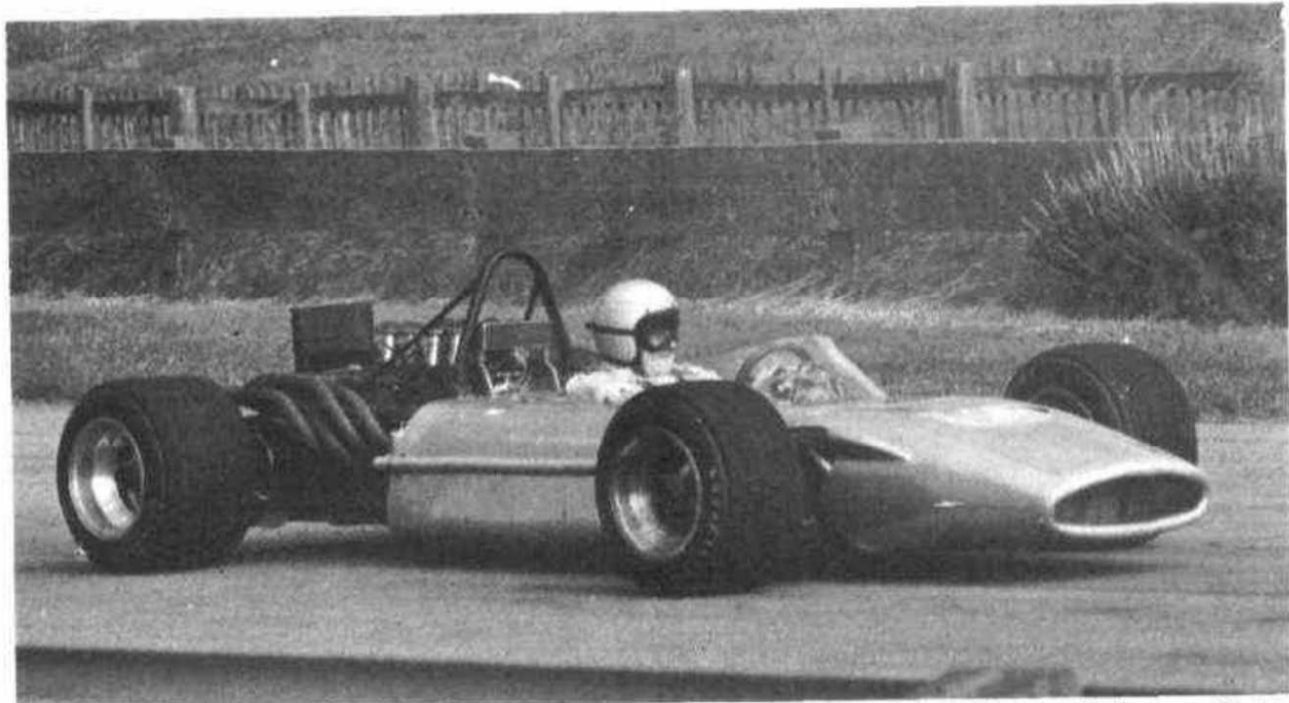
Rally engineers and manufacturers who may have spent ten million pounds in pursuit of Group B World Championship glory are naturally not delighted by the sudden change in international rally regulations. Some feel a better bet would be a properly engineered Group B competition car, without the turbocharger that all but ARG use, plus extensive regulation changes to reduce the fire risk from bodywork materials or petrol tank position.

It is unlikely that we will find out who is right, for FISA have announced that the 1987 move to a Group A world Championship will go ahead. However, we can be sure of one basic engineering principle that will be maintained, regardless of the competition grouping advocated: the engineers will be unable to agree on the best 4WD system!

Whether we discuss all-wheel-drive for road or rally use, the divergence of systems must be a puzzle to some of the racing/sports car fraternity, those brought up on mid-engine location with rear drive as "the norm" since Cooper Car Co's 1959/60 World Championship seasons.

In the "Formula 1" world of World Championship rallying — and therefore in the road car cousins that must be manufactured before participating in rallying's premier league — there is no template for transmission and power unit layout to copy for certain success.

Audi started the performance 4WD ball rolling again nearly 20 years after the last Jensen FF of the original 318 had been built (December 1971 says my Graham Robson crib). The quattro had three differentials for distribution of front to rear power with the civilisation of a central unit on the road car. No centre differential was fitted on the factory quattros for World



FOUR WHEEL DRIVE came to F1 in a big way in 1969 with cars built by Lotus, McLaren, Matra and Cosworth. BRM had already been down that route and had abandoned it as did McLaren, Matra and Cosworth, though Lotus persevered for several seasons more. (Above) Bruce McLaren shakes down the McLaren M9A at Goodwood.

Championship use, until their appearance in August last year in association with experimental work on both Ferguson Viscous Coupling and Torsen Gleason (USA) limited slip units, transmission work that the Ingolstadters had been privately pursuing for some years and which is likely to result in alternative differentials from Torsen Gleason in future quattros.

By the end of 1985 Audi had sold 8735 of the original 200 bhp turbo coupe, but it was not the sale of a small number of exclusive cars that mattered to a 400,000 plus production outfit like the Audi arm of Volkswagenwerke AG. Even the sale of more than 26,500 80 quattro saloons and the availability of quattro all-wheel-drive derivatives throughout the Audi model range pales against the instant marque distinction Audi achieved by use of their unique gearbox hollow shaft 4WD.

Yet Audi have still to persuade their rivals, or even VW, that their version of 4WD cannot be bettered, for VW use a simple Ferguson Viscous Coupling in their

two-differential Golf Syncro, which will be coming to England in 90 horsepower carburettor form, later this year.

VW have yet to confirm that they will hitch their unique system to the 139 bhp GTI unit of 16 valves, but they have said there is no mechanical reason why this apparently attractive performance option should not be offered. The company has always been interested in Group A World Championship success, so surely this is yet another example in which the customer will be offered an extra helping of performance technology?

The most produced power train layout today is that of the transverse front engine, but it has its limitations for easy 4WD (Audi's inline front drive engineering needed no extra set of gears to divert outward bound power flow, of course). I hope to explore the varied 4WD solutions to this and other engine/transmission units established, or entering production, next month. — J.W.



AUDI adapted the 4wd system developed for the Volkswagen Iltis army vehicle and created the Quattro which first shown to the public in 1980. It performed impressively in its first rally, the 1981 Monte Carlo, and Hannu Mikkola is here seen winning its second, the 1981 Swedish. It looks strangely bare compared with current rally cars.



H.S.C.C. Brands Hatch



FAST BECOMING one of the highlights of the racing calendar is the two day HSCC meeting held on the Brands Hatch Grand Prix Circuit. There is so much variety which, allied to a full programme of races and generally very good grids makes it just the sort of meeting to take non-enthusiast friends for a first taste of the sport. It was unfortunate that the rains came on the Saturday but if you're going to be at a wet meeting, Brands Hatch is more pleasant a place to be than most circuits.

Practice on Saturday had been in the wet but the weather eased just a little for a joint ten lapper for thoroughbred Sports and, forty seconds later, MG T Types. Denis Welch's Austin Healey 100/6 led initially and it required hard driving by Mike Salmon, David Heynes and Ian Moss, all in Aston Martin DB4s to force Welch down to fourth. Salmon and Welch both won their respective classes, as did Martin Harvey (Aston Martin DB 2/4) and Jem Marsh (Marcos).

Ron Gammons (MG TF) and Dave Clewley (MG TB) diced for the lead of the second, simultaneous, race (MGCC T Register) but Clewley slowed on the seventh lap and Gammons was able to take an easy win. Ron's son, Malcolm, brought his TF home fourth overall (a lap down on father) to win the Standard class.

Formula Junior seems to be enjoying a revival in Britain, as it is on the Continent. John Fenning was quick in this class of car first time around and he has lost none of his cunning. He made a poor start in his Lola Mk5A but took the lead from Alan Baillie's Lola Mk5 as they crossed the start / finish line at the end of the first lap. Thereafter Fenning was not headed.

The results of the Pre '60 Historic Sports Car races read: 1, David Ham (Lister-Jaguar); 2, Denis Welch (Austin Healey); 3, Mike Freeman (Lister-Jaguar); the only trouble is that the results also record that just three laps were covered from a scheduled ten. Freeman had a quick spin first time through Druids and had to wait until most runners had passed before re-starting, whereupon he

JOHN FOULSTON and James Wallis met in contest four times during the weekend, the final score being two all. In the race for Pre-'71 single seaters, Foulston (left) spun out, leaving Wallis a clear winner.

sliced his way rapidly up through the field, crossing the line in third place at the end of lap two. Meanwhile Welch harried Ham, taking him at Druids on lap three. As he crossed the line at the end of that lap, Ham was still close behind but Freeman came storming through. Perhaps Welch thought that Ham was trying to re-take him, whatever the reason he left his braking a little too late for Paddock with the result he braked a little too hard. His car snapped to the left, hit the tyre wall which broke apart, was caterpulted back into the middle of the track and was hit by Ham's Lister which then buried its nose in the armco on the infield. Nobody was hurt but it took so long to clear the debris that the race was abandoned and the positions at the end of lap three stood as the results.

With the Atlantic Computers GT Championship being divided into two, we are able to concentrate more fully now on the gaggle of Chevrons which always provide such good entertainment in the two litre class. Featured in this event was a wonderful dice for the lead between Simon Hadfield (B6) and Frank Sytner (B8). Hadfield harried Sytner on a very wet track until the ninth time through Graham Hill Bend when Sytner appeared to miss a gear, went wide and allowed Hadfield through.

The track was still very wet when the two dozen entries in the Seldon Pre '71 Single Seater field took to the track. Failing light and the delay after the Welch accident caused this, and the following races, to be shorted by three laps apiece. The Foulstons had a poor time of this, Mary's Lotus 72 stalling on the grid and John's McLaren M19 coming off at Graham Hill (in the lead) on the first lap of seven, damaging itself lightly against a barrier. This allowed James Wallis a clear run in his McLaren M19 and he drove sensibly to take a clear win. John Bryning had been unable to take the start from the front row place for which he had qualified his F2 Brabham BT35 but he

worked his way up through the field to apparently dead heat with Mike Pendlebury's Lotus 69 for second. The judges gave the place to Pendlebury but it was very close. Richard Mallock brought out the F2 U2 Mk 6B with which his father, Arthur, had had some decent results in 1967 and brought the little car home fifth, behind Martin Steele's March 702 but ahead of the F5000 Lola T300 of Alex Seldon.

Simon Ford's Europa made a good start from the front row in the John Lelliott Post Historic Road Sports race, but then undid the good work by spinning in front of the field at paddock. Fortunately everyone got by. First Roger Connel (TVR Griffith) took the lead, then Richard Ball (Elan) moved ahead but when Tim Sisson (E Type) put on the pressure, Ball stepped aside. Then Sisson came off at Druids and Ball was back in front until lap five when David Chaney's Marcos hit the front and stayed there from Ball and Paul Weldon's TVR Tuscan which demoted Connel's Griffith to fourth place on lap six.

Foulston and Wallis both had McLarens out for the seventh race but this time they were Can-Am cars and it was for 12 laps of Atlantic Computers Historic GT Championship (senior division). Wallis (M8E) made the best start and led Foulston (M8D), John Brindley (M8C) and Martin Colvill (Lola T222). Colvill spun at Druids and split the field up a little, while Foulston took just two laps to take the lead from Wallis. Once Foulston was by, Brindley shot by as well and closed up on his team mate but seemed unable, or unwilling, to pass him. Wallis had a couple of moments but came back at the leading pair and, later, Brindley's car developed a misfire. Foulston led Brindley home by less than four seconds with Wallis five seconds adrift.

Richard Eyre (Chevron B19) finished fourth overall and won his class narrowly from Richard Budge (B19) and the remaining classes were taken by Mike Wheatley (BRM P154) and Nigel Hulme (Lola T70 MkIIIB).

The day ended with a fiercely-fought non-Championship race for Pre '65 Saloons which was dominated by Lotus Cortinas. Phil Wight won by ten seconds in his example after a dreadful start while Colin Woodcock, Hugh Marshall and Chris Boon brought their examples home close together but ten seconds behind Wight. There were a number of close dices down the field, too.

Sunday saw much better weather but no great increase in the size of the crowd, which was a pity. The first race, for Pre '65 Grand Prix Cars, brought out a small and varied field but, alas, no great excitement though Frank Lockhart's 1948 Rover Special came close to pipping Jim Fitzgerald's 1960/61 JBW-Climax. The race was won by Mike Freeman (Brabham BT14) from John Brindley (Brabham BT10). The Formula Juniors were out next, this time for the FISA Trophy race. Alan Baillie (Lola) managed to ward off John Fenning (Lola) for three laps but Fenning forged ahead for his second win of the weekend. Baillie then had a scrap with Roy Drew (Cooper) while squabbling over fourth were the Lotuses of Urs Eberhardt (Mk 27) and Malcolm Ricketts (Mk 22). Peter Walker finished sixth in his Lola Mk 1, easily the quickest sports car, while there was a spirited dice for the next three places (and first three in the front-engined FJ class) between Mike Harrison (U2), Tony Steele (Lola) and Lawrence Sufryn (Terrier). It was splendid stuff and the battles extended right down the field.

Mike Littlewood powered away in his Elva 7S at the start of the Classic Sports Car Championship race and after some initial excitement, the whole race became processional with Tony Goodwin (Merlyn 6A) finishing second ahead of Steve Hitchens (Lotus 23B) and GT class winner, Tony Thompson (Elan).

The Steinberger Hotels series is very similar to the Atlantic GT series. In fact, most of the field was pure Atlantic GT with the addition of three German runners and two cars over five litres, one being the ex-Jackie Stewart 8,100cc Lola T260. John Foulston was initially down to drive this beast but he handed the wheel over to John Brindley and came to the line in his McLaren M8D instead. Foulston led from Brindley who looked to be catching him halfway through the 15 laps, only to suffer oil on his tyres. Richard Eyre brought his Chevron B19 home a distant third ahead of James Wallis' McLaren M8E, while Chris Aylett (Chevron) won a terrific 2 litre dice



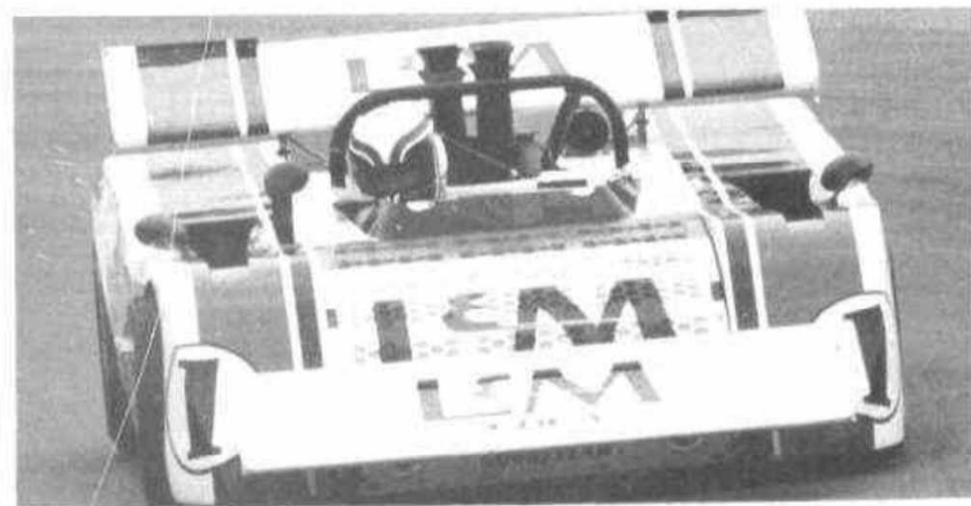
FRANK SYTNER (Chevron B8) and Simon Hadfield (Chevron B6) were never further apart than this for most of the Atlantic Computers 2 Litre GT race. On lap nine of ten Hadfield went ahead and stayed there. Each man won his class.

involving Colin Pool (Chevron), Chris Beauvoisin (Lola) and Tony Gordon (Chevron).

The Observer Trophy for the FISA GT Cup attracted such a huge entry that one whole class was taken out and run with the last race of the day, which did not please many. For the record, Roger Mac (E Type) won a spirited race narrowly from Andrew Bailly (Elan), with Bobby Bell (E Type) and Francois Berges (Elan) taking the next places. The main interest of the race, however, was watching a high speed parade of delectable cars, many from Italy and of a sort we rarely see in large numbers here. Alfa Romeos in particular were in evidence, one Giulia TZ driven by no less than Gino Munaron who drove a Maserati 250F and a Cooper-Castelotti in minor F1 races in the late Fifties and early Sixties.

Sixth race was the Haldon Investments Trophy for F1, F2 and F5000 cars of any age. James Wallis took his second win of the weekend with his McLaren M19A while John Foulston had his 1975 Ferrari 312T1 though apparently lacking the right gear ratios. Wallis won easily from Foulston with John Bryning bringing his BT30 home third with Colin Pool (McLaren M23) fourth after striding from the pit lane. It wasn't much of a race but well prepared F1 cars, even when they're not close, are never boring.

The Inter-Marque race which ended the meeting didn't promise much but it turned into a cracking dice between John Greasley's Porsche 935 K3 and the Aston Martin V8 of Dave Ellis. Greasley hounded Ellis from mid-distance and when the Aston Martin went onto four cylinders on the last lap, hared off to win but Ellis had so much in hand on the rest of the field that he still finished second. John Hugenholtz (Lotus Elite) won the separate FISA GT Cup Class G6 race which was attached to the Inter-Marque event. — M.L.



JOHN BRINDLEY had 8.1 litres of Chevrolet power at his disposal in Foulston's ex-Jackie Stewart Lola T260. His challenge for the lead was hampered by oil on his tyres and he had to be content with second in the Steinberger Hotels Trophy race.



Rally Review



THIS SCENE from the 1984 Portugese Rally demonstrates the safety problems facing international rallying.

Regrouping

REACTIONS have been varied to the post-Corsica changes in the rules governing vehicles eligible for the World rally Championship from 1987 onwards. At one extreme there were harsh words indeed, even talk of legal action against FISA for failing to abide by the stability understanding under which manufacturers went ahead with car development and production in the belief that continuity of vehicle regulations would not be interrupted by changes for at least some years.

At the other extreme the FISA decision, made very hurriedly indeed in Corsica and still to be properly ratified in detail as we went to press, found favour. It sticks out a mile that those who support the decision are the makers with production cars capable of assuming a competitive role in Group A (5,000 produced), and that those against it are the factories with very little to fall back on when Group B cars (200 produced) are no longer eligible for the World Championship points. When commercial axes are to be ground, there is no sparing the stone!



THERE ARE a number of manufacturers which might be brought back into rallying with the elimination of Group B, while others, like Subaru, whose cars have won Class 4 in the last two Safari Rallies might be tempted to broaden their involvement.



FORD is one company which is well positioned if rallying switches to Group A next year. Jean-Claude Probst's Sierra 4x4i Group N (near-standard) car won this year's Boucles de Spa rally, a round of the European Championship.

Disregarding commercial interests, the majority seem to favour halting the advancement of rally cars towards racing cars, with attendant increases in power, cost and vulnerability. This is what we feel is the logical step, but FISA can accept no credit whatsoever for taking it, for they are merely correcting their own mistakes under the convenient camouflage of self-righteousness.

Rallying has been manoeuvred towards the style of Grand Prix racing for too long. The gradual edging of vehicle regulations closer and closer to outright, purpose-built prototypes has been obvious, though not to all, and demonstrates clearly that FISA has singularly little knowledge of the sport which it is supposed to administrate.

Rallying is a sport, not a technical exercise; a contest between people, not between machines. It's high time that the process of reversing those definitions were turned about.

The changes are very likely to bring about the disappearance



AS THINGS stand at present, the Citroen Visa 4wd Group B cars will still be eligible to run in 1986 for they are under 1600cc normally aspirated. Their drivers would have to be ungraded, however, and would not be eligible to score Championship points.

of familiar faces and the reappearance of others who have been out of the sport for some time. Manufacturers who had put all their eggs in the "special" basket by concentrating on purpose-built Group B cars totally removed from the occupants of a showroom may have little to fall back on. Peugeot, for instance, is left with little raw material from which to produce a reasonably competitive Group A car for 1987, but the team is going ahead with its bid to win both championships this year.

Austin-Rover is another team to which the rule changes spell disaster, for the Metro 6R4, like the Peugeot 205 T16, will not be eligible for the World Championship next year. Neither, for that matter, will be the Ford RS 200, but at least Boreham has both four-wheel-drive and Cosworth power in production, and could well make at least 5,000 of whatever they decide to use, and continue to compete in the World Championship.

Fiat — Lancia has expressed agreement with the rule changes, Fiorio stating that 'We've gone too far. I think we've taken one step too many; the step which spells the difference between a normally dangerous sport and a situation which has got out of hand'. However, there's no indication yet of the car which the Italian team will use from next year onwards.

Audi, with several mass-produced 4wd cars of respectable power, was perhaps the best placed, but just a week after the Tour of Corsica the company announced its immediate withdrawal from the World Rally Championships, and from other events in which it had been planned to use Group B cars. They described this action as an "initiative", but it remains to be seen whether it will be permanent, or just until the team may be ready to return with a Group A car.

And what of the others? Opel, Volkswagen, Datsun, Toyota and Mazda, even Citroën, Renault and Volvo, could be among those now in a situation exactly to their liking, and the changes will certainly not have passed unnoticed in Trollhättan. Saab withdrew from the sport because it could not tolerate the way in which rally cars had become so far removed from those of the production line, and we wonder whether the changed circumstances will persuade them that the time is ripe for a come-back.

Whatever happens, planners are going to be earnest study during the remainder of this year, and 1987 could well provide a few revelations. — G.P.

Hidden factor

SEVERAL World Championship rally organisers were forced to change their dates this year, causing considerable local difficulty, as a result of a demand by FISA that a new rule governing the minimum interval between events should be followed absolutely.

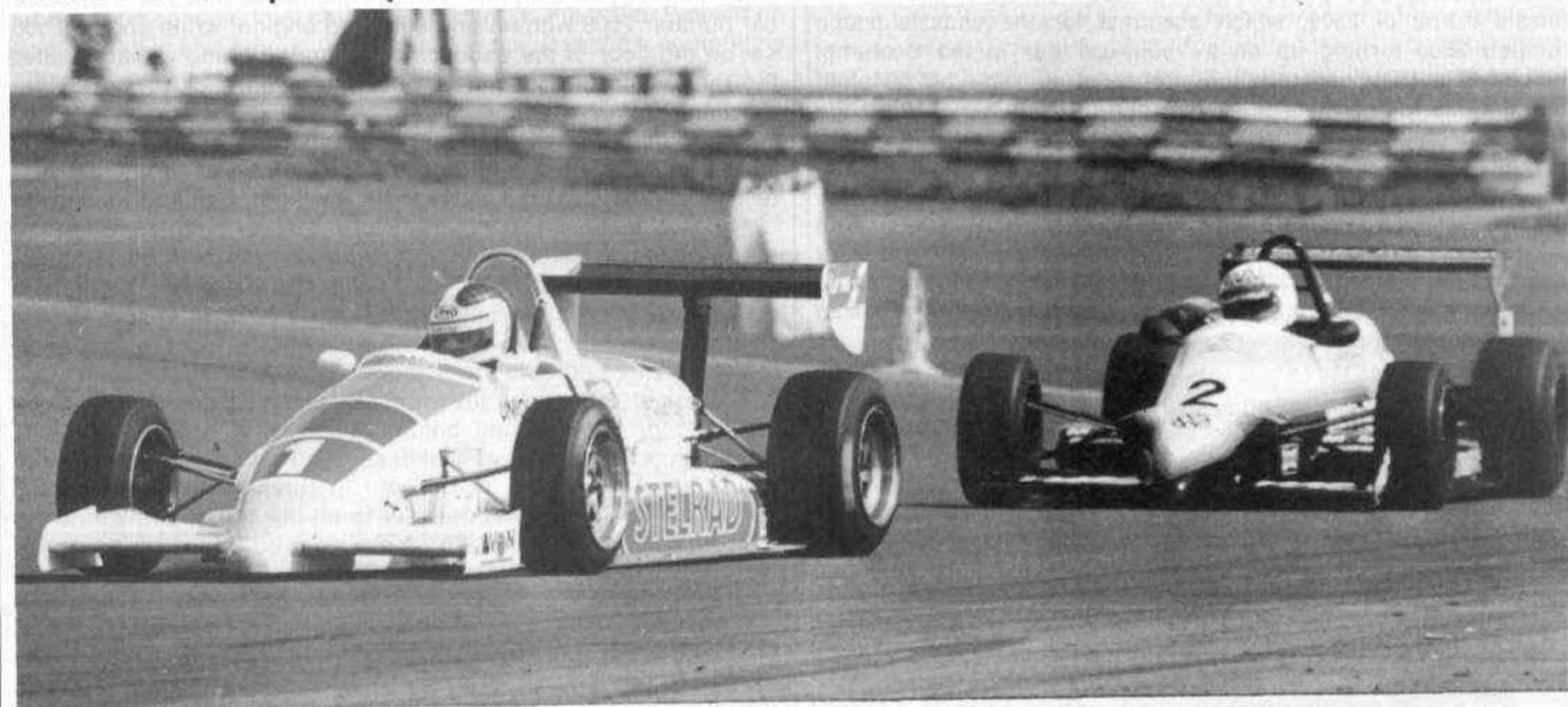
The quoted reason for the rule was to allow works teams time to reprepare between events, but this need was itself created by another FISA rule insisting that, to be eligible to win the championship, manufacturers take part in at least eight events during the year, one of them outside Europe. Thus FISA was more or less obliged to provide breathing space between events.

However, the situation may have been influenced by a hidden factor which so far has remained in the shadows.

Last year the Morocco Rally was revived after an absence of nine years, but unfortunately it didn't quite live up to its illustrious past and clearly another gestation period was required. The December date did little to encourage entries, for at that time works teams are embroiled in preparations for the year ahead, and long distance exponents are more concerned with Paris-Dakar.

So that it may have a better chance of attracting a healthy field entries in 1986, a new calendar spot was required, and we find it somewhat more than coincidental that the Ivory Coast Rally (another French-speaking event) suddenly vacated its late October date and moved to the end of September. Other championship rounds were manipulated to accept the changes, and the Morocco Rally was slotted in at the end of October. That date is much too close to Sanremo for championship comfort, but it's not part of the series yet. If it does get in, we have no doubt that a little more date adjustment will be done to accommodate it. — G.P.

Lucas F3 championship



THIS YEAR'S Lucas British Formula Three Championship is developing into a duel between Maurizio Sandro Sala and Andy Wallace which recalls the 1983 battles between Ayrton Senna and Martin Brundle. At Silverstone on May 26th Sala led Wallace home by 0.17 seconds (above). A fortnight later, also at Silverstone, it was Wallace's turn and with Sala finishing only third, the Oxford man closed to within a single point of the Brazilian. It's more than just a tussle between drivers, for Wallace carries Reynard's hopes of an F3 revival on his shoulders in the face of opposition which almost exclusively uses Ralt chassis.

The 250 F Maserati Part Two

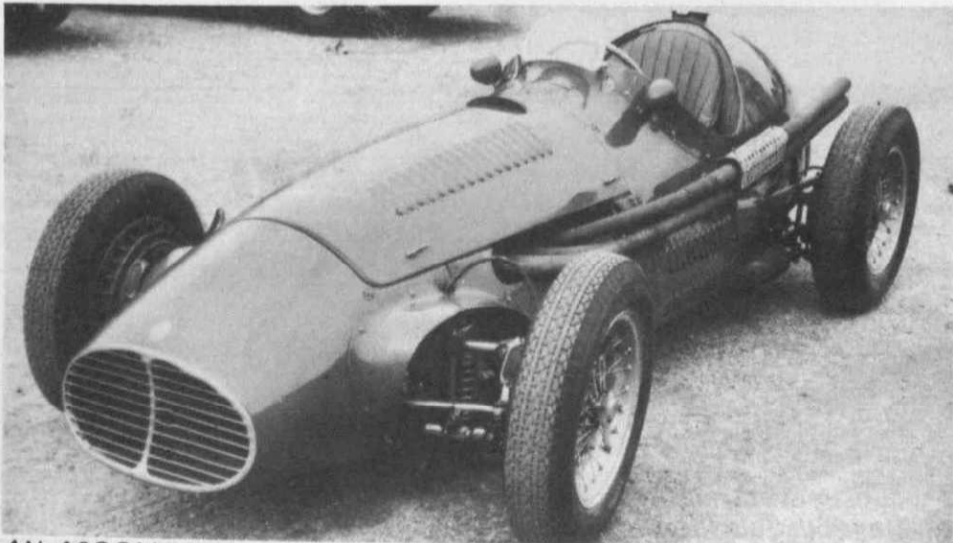
(Continued from the April issue)

BEFORE starting Part Two of the 250F saga a few observations on Part One will not go amiss. A Swiss garage owner has sent a copy of a bill of sale dated 23rd November 1956 on which it is stated that he had taken delivery of "Autovettura Corsa Maserati — tipo 250/F No. 2518 di motore e telaio — completa in ordine di marca" which says, when translated, that he had bought the 250F Maserati racing car with engine and chassis number 2518 — complete and in full working order. Now 2518 was the abortive "streamliner" which the factory said was more or less destroyed in a fire at the factory during the summer of 1956 and the remains were seen in the rafters many years later. Of all the 250F cars around at that time only one disappeared in addition to the "streamliner" and that was a straight-forward car, number 2512. While nothing can be proved it looks suspiciously as if 2512 took the identity on paper of 2518 and is the car that is still in Switzerland.

Cameron Millar contacted me to say that when 2527 was rebuilt on a new T2 chassis frame it was not made by Arthur Archer; he had made a front suspension jig to rebuild Cameron's car 2516 and it was Frank Coltman who completed the jig to make complete T2 chassis frames "Made in England".

Tony Rudd, the present technical director at Lotus cars, recounted how the BRM works at Bourne had been involved with 250F Maserati cars when he was working there. BRM had made a deal with Prince Bira for their young protégé Ron Flockhart to drive 2504 at Silverstone. This he did and succeeded in crashing it badly and bending the chassis frame, whereupon Bira got a bit "huffy" as he was due to race the car himself very shortly, so BRM stripped their own Maserati (2509) and swapped the chassis frames so that Bira got his car back in the shortest possible time. To all intents and purposes it was still 2504, except that it had the chassis frame of 2509, which accounts for the chassis frame stamped 2509 turning up on a "built-up" car in the Schlumpf Museum. The BRM car, rebuilt on the repaired frame of 2504, had a continuous racing history as recorded in Part One of this saga in the April issue of MOTOR SPORT.

When Maserati planned the 250F, in readiness for the new Grand Prix Formula in 1954, the idea was that it should be a limited-edition production racing car for the private owner to buy, with which to take part in Grand Prix racing. Potential customers were promised full factory backing and support and it was anticipated that factory mechanics and engineers would be at the races to



AN A6GCM Maserati. Five of these cars were converted into interim cars in 1954 by the substitution of the 2 litre engines by new 2½ litre 250F engines as a temporary measure.



MASERATI 250F number 2501 in one of many experimental guises while it was in the factory team. In this 1956 photo it has a fuel injected engine, ducted radiator and high-sided cockpit. Behind is a more normal 250F.

assist the owners. There was no intention to run a works team, but as things turned out a works team was formed and during the years 1954/5/6 the works cars and the customer cars became very mixed up and often confused. If the works team was short of a car they would do a deal with an owner to borrow his car, put a works engine in it, respray it and take it to a race on the paperwork for a factory car, changing the instrument panel identification plate and covering up the chassis number on the frame tube. They were even known to "borrow" a customer's car without his knowledge. As it became clear to the management that they were going to need Stirling Moss in their works team they gave him encouragement at some races by lending him a works engine, so that you would see car number 2508 with an un-numbered engine, while engine 2508 sat on the floor of the paddock workshop, it being replaced after the race when the special engine was given back to the factory mechanics.

By 1956 the works—customer confusion reached an intolerable state, added to by the introduction of various experimental and test cars, so for 1957 the works team was kept completely separate from the customer department, with the result that Maserati had their most successful year and Fangio won the World Championship for them. At the end of 1957 the factory withdrew officially and gave more attention to customers, with the result that confusion returned.

Before they had built the first 250F at the end of 1953 Maserati had a lot of orders for the new car and they had the engines well into production long before the chassis, gearbox, brakes, suspension and body were under way. As the first race for the new Formula was due to be held in Buenos Aires in January 1954, they could see that delivery to all the customers who were expecting to take part in the race was impossible, so they completed two of the 250F cars for their most important customers, Fangio and Marimon, who were backed by the Argentine Automobile Club. To appease the other drivers at the head of the queue they cobbled up what became known as "interim" cars. These were built from the Formula 2 cars of 1953 which the factory had been racing in Grand Prix events. Known as the A6GCM model this was a 2 litre 6-cylinder with a tubular chassis frame, with IFS by wishbones and coil springs, the four-speed gearbox attached to the rear of the engine and an open propeller-shaft to a rigid rear axle suspended on quarter-elliptic leaf springs. This model

had contributed quite a lot of knowledge to the new 250F model, with its 2½ litre 6-cylinder engine in a tubular space frame, with transverse 4-speed gearbox in unit with the final drive, mounted on the rear of the chassis and with de Dion rear suspension. Consequently it was not a long or difficult job to install a 2½ litre 250F engine into an A6GCM in order to keep the customers happy while the new cars were being built. The 250F series had started on paper with chassis number 250I so the idea was that the interim cars would take 250F numbers until the real 250F cars were available. This did not work out and added to the confusion, as we shall see.

Interim Cars:

Maserati A6GCM, given chassis number 2501:

A 1953 works 2 litre car with the engine replaced by a 2½ litre 250F engine. Built for Roberto Mieres to begin the 1954 season. Had a rough life, crashed at Bordeaux, caught fire at Francorchamps, smashed up on journey from Reims back to Modena when two-tier transport lorry overturned. This car was on the top deck and took the whole force of the accident, which virtually broke it in two. As a new 250F was nearly ready for Mieres the interim car was scrapped. No doubt it will appear one day — "you will never guess what we have found in a scrap yard in Buenos Aires . . ." If it gets resurrected it will be an awful "historic" car, for if it is held to be original, it will break its A6GCM gearbox, it will break half-shafts in its A6GCM rigid rear axle, the brakes will be awful and the suspension and road-holding will not be able to cope with the power of a 250F engine. These interim cars were not a success.

Maserati A6GCM, given chassis number 2502:

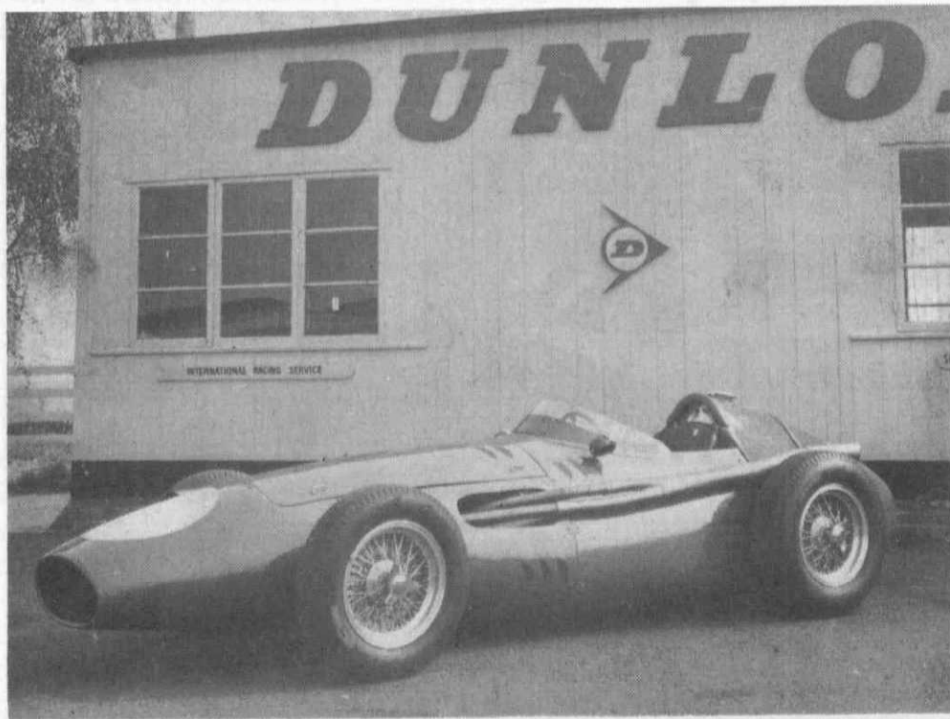
A similar car to the one above which gave the impression of being reliable, but that was only because the owner, Jorge Daponte, did not drive it very hard. After only a few races Daponte took it back to S. America where it had a "stock" American engine installed for National racing. It was recently retrieved, less an engine, resurrected in England with a 250F engine, passed through the "trade" into the collector's world and arrived in the USA via Italy.

Maserati A6GCM, given chassis number 2503:

Third interim car, built for Harry Schell. Raced by him for most of the 1954 season, then sold to Reg Hunt in Australia. Passed on to Kevin Neal and others. Came to UK in the seventies, completely unspoilt, passed through "trade" to Ray Fielding.

Maserati A6GCM, given chassis number 2504:

Built for Prince Birabongse for his use until his new 250F was ready. Won the Grand Prix des Frontieres at Chimay 1954. 250F



IN 1958 the car number 2501 was completely rebuilt by the factory to the latest specification of bodystyle and sold to Keith Campbell under the number 2526. This is owned today by Bobby Bell.



THE REAL 2526 was the second "offset" car at Monza in 1956, driven by Jean Behra. In 1958 it was sold by the factory under the number 2530 and today resides in the Schlumpf museum in France.

engine removed and installed in new 250F chassis which took the number 2504. Interim car disposed of less engine, to S. America. Fitted with "stock" American engine for National racing. Retrieved by "trade" and brought to UK in recent years and resurrected. Now in USA.

Maserati A6GCM, given chassis number 2510:

This number should have been a 250F for Baron de Graffenried but it was never built. He retained this "interim" car and used it as a camera-car in the making of the film "Such Men are Dangerous". It was then sold to a Swiss amateur who used it in hill-climbs. Still in Switzerland, it resides in a museum.

Those then were the interim cars, which are difficult to categorise as they are "neither fish, flesh nor fowl". They are not A6GCM cars and they are not 250F cars and they confuse the issue because they were given 250F serial numbers, and the numbers 2501, 2502 and 2504 were passed on to real 250F cars. At the time of their construction at the Modena factory it was reported that six A6GCM cars were being modified, but the sixth car never materialised. If the "you'll never believe what we found" brigade come up with another "interim" car they had better be careful about which 250F chassis number they give it.

While these interim cars were filling a gap, the factory had completed two new 250F cars, which went to the first race in 1954. Marimon drove number 2502 (duplicating the number of Daponte's interim car) and Fangio won with 2505, chalking up an historical landmark with a victory for a new design in its first race. Most of the production run of 250F cars, with the heavy tubing T1 chassis frame, led straightforward racing careers, as chronicled in Part One of this saga, but others led complicated lives, by reason of being part of the factory team, or subsequently becoming involved in numerous ownerships and rebuilds.

Maserati 250F chassis number 2501:

The production run had reached 2512 before this car appeared. It was part of the works team and was used throughout 1955/6/7 as a guinea pig car for experimental work by the factory. It continually changed its outward appearance while it was used by the factory and led a very hard life. In 1958 the factory rebuilt it as new and gave it the identity 2526 (see the reason given later) and sold it to Keith Campbell, the Moto-Guzzi factory rider, who used it hardly at all. In later years it came to the UK and was raced by Richard Bergel and Angus Clydesdale and today is owned by Bobby Bell.

Maserati 250F chassis number 2502:

This was one of the first pair of cars that raced in Argentina in 1954. Later that year it was raced as part of the factory team by Sergio Mantovani. It then disappeared either to be broken up or used as the basis for another car, or to repair a crashed car.

Maserati 250F chassis number 2504:

Built in mid-1954 for Prince Birabongse to replace his interim car of the same number and using the engine from the earlier car.

Raced by Bira until mid-1955. Sold to Horace Gould, then to Bruce Halford. Eventually went to New Zealand in a complicated "affair" which also involved 2523(B). Recently the remains were retrieved and resurrected as 2504. In a German collection.

Maserati 250F chassis number 2505:

The car used by Fangio to win the model's first race in 1954. Used as part of the factory team. Later passed to André Simon and Joakim Bonnier. Lay fallow in Modena in 1958. Subsequently "restored" by factory and presented to the Biscaretti Museum in Turin as a typical 250F and given the identity 2500.

Maserati 250F chassis number 2506:

Factory team car in 1954 driven by Marimon. Then sold to Louis Rosier and raced extensively by him. After spending many years in the Henri Malartre museum in Rochetaille-sur-Saône near Lyon it "disappeared".

Maserati 250F chassis number 2511:

Factory team car driven by Mantovani. Then sold to Scuderia Centro-Sud and driven by a great variety of drivers. Retained by Centro-Sud long after they stopped racing and appears to have been totally dismantled over the course of some years. Eventually the "bones" were retrieved by Cameron Millar and resurrected into a new chassis frame "Made in England" with new body work. Passed into the "trade" and eventually ended up with a Japanese collector. The re-constructed car carries the identity of 2511. In the Schlumpf museum is a 250F carrying the same chassis number but this is a "composite" car built up on chassis number 2509.

Maserati 250F chassis number 2512:

This is the car in which Marimon was killed at the Nürburgring in 1954. It was rebuilt and used by Mantovani as part of the factory team, and was last seen about mid-1955. All the evidence points to this being sold by the factory as 2518.

Maserati 250F chassis number 2519:

This was built for Luigi Piotti who raced it in 1956. In 1958 it was driven by Gerino Gerini in conjunction with the Scuderia Centro-Sud. Last seen at their factory around 1959/60.

Maserati 250F chassis number 2522:

A factory team car in 1956 that was sold to the Scuderia Centro-Sud in 1957. Used extensively by them to the end of their days. Parts of the car were retrieved by Cameron Millar and re-constructed on a new T2 chassis frame "Made in England". Now with a Dutch collector.

Maserati 250F chassis number 2523(A):

This car is designated (A) as there were two cars on the factory books with the number 2523. In 1956 when the factory team were running short of cars and time they cobbled up a car using the old

bent chassis frame from 2507 which had been replaced by a new one. The damage was repaired and a car built as a team spare and it was given the number 2523, which was the point that the production run had reached. In August a new car took its place and its number and, less engine and other vital parts, it (A) was pushed into a corner. In 1957 when the first V12 Maserati engine was ready to run this old chassis was used as a test-bed and it was driven by all the team members during practice for various races. It was noted for the noise that came from the megaphone exhausts that ended on each side of the cockpit. When it was no longer needed for test purposes the V12 engine was removed and the car abandoned once again. In 1958 it was completely rebuilt by the factory to "as new" condition, with a 6 cylinder 250F engine and sold to Maria-Teresa de Filippis who raced it in 1958. It then went to S. America and in the seventies came to the UK, less engine and one or two minor parts and is owned by Chris Drake.

Maserati 250F chassis number 2523(B):

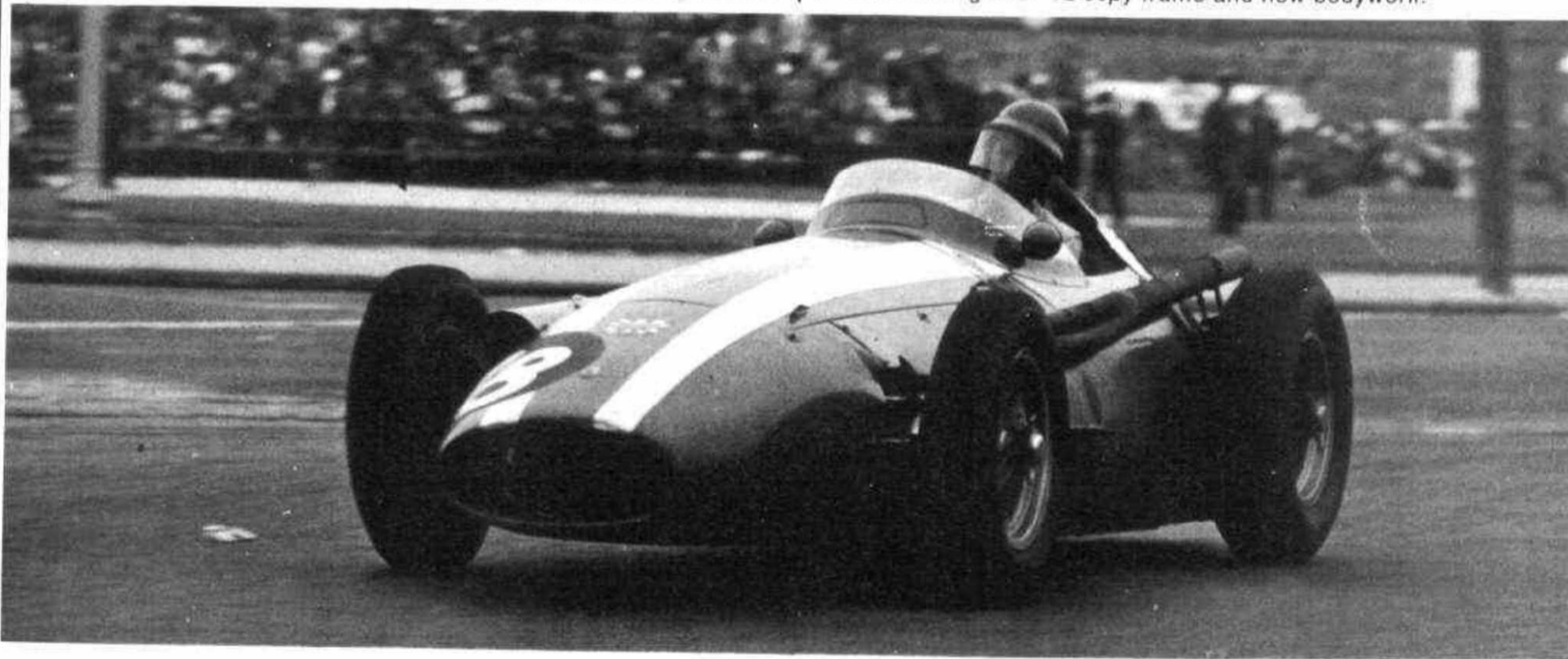
This was built new in August 1956 as a spare car for the factory team to replace 2523(A). At the end of the year it went to the Australian GP with the factory team. Opinions vary as to whether it stayed in Australia or returned to Italy and then went back to New Zealand as something else. If it returned it went to ground, as there was already a 2523 about the place. In recent times a miscellaneous collection of parts purporting to be 2523(B) have been re-constructed into a whole and the car is in the USA.

Maserati 250F chassis number 2526:

This was the second of the pair of cars specially built for the 1956 Italian Grand Prix in order to collect the special prize money offered for any new Italian design. These two cars (the other one was 2525) had the engine angled to the left so that the driver sat very low alongside the propeller shaft and the body also was lower and more squat than previous 250F cars. Hardly a new design, but they qualified for the bonus money. 2526 was not used again and remained at the factory until 1958 when it was refurbished and sold to Antonio Crues under the number 2530. He only raced it once before returning home to S. America and it was subsequently sold to the Schlumpf brothers for their museum. It must be the 250F with the least number of racing miles to its credit.

That then is the saga of the "problem" 250F cars of the T1 chassis frame series. In the third part of this story I will deal with the V12 engined cars, the T3 "Piccolo" cars and the eight Cameron Millar-built facsimiles which have chassis numbers in his CM series. — D.S.J.

THIS IS 250F number 2522 as it was in its last racing days with the Scuderia Centro-Sud with its original T1 chassis frame. Today it has a "Made in England" T2 copy frame and new bodywork.



Interview- Robin Herd C.B.E.



THESE DAYS Robin Herd is a remarkably elusive man; setting up an interview was like trapping a shadow. Half of his year is now spent in the States where over fifty percent of March's production is sold. Then there's the Japanese market to take care of: March has won the Japanese F2 Championship for the past eight years and the company is now involved with Nissan in Group C. On top of that there are F3000 customers all over Europe and future projects and customers to consider as well. It's hardly surprising, then, to learn that he has flown more than 1000 times during the past three years.

"It's as well that I enjoy flying," he says. "You're supposed to feel tired after a transatlantic flight but I look upon it as seven to eleven hours away from the phone, with a chance to think." On his desk was the main reason for his being back at base, tickets for the Milk Cup Final at Wembley the next day. Robin is a vice president of Oxford United (which won). Not so visible was his other excuse for being back at base, his RS2000 rally car which he was going to spend the afternoon driving.

March Engineering has undergone a new lease of life during the past six years. In 1981 the company entered the American Indycar market for the first time and has enjoyed phenomenal success. As well as corporate prosperity, March's achievements have been marked by personal honours to Robin himself, the Duke of Edinburgh's Designer's Prize, 1985 and, in the New Year Honours List, the C.B.E. It's slightly ironic that the man attracts awards for being a designer at a time when he has largely become a businessman and a super-salesman.

"Don't ask me why I got the C.B.E. — when the letter arrived from 10 Downing Street, I thought 'Good Heavens, Mark Thatcher's after a drive!' Secretly I think that C.B.E. is a reference to Bernie Ecclestone's initials. But you're right that these honours have come when I'm not actively designing and I certainly miss being at the drawing board.

"When I left Farnborough and moved to McLaren one did more or less single-handedly design a car and one could do that because the cars were far less complex and because we knew so little — you had to guess so much. I was not an artistic designer like Colin Chapman or Gordon Murray, but much more of a pragmatic designer like Patrick Head.

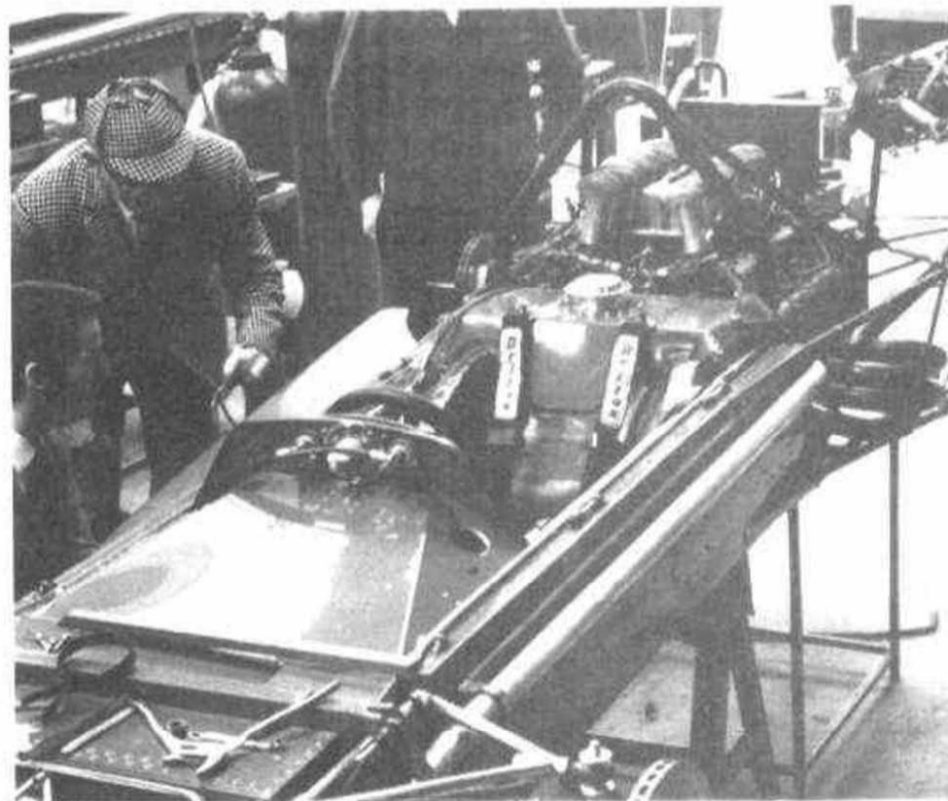
"The days of the one man design team are now gone, though. When you hear it said it means either that they're not producing good enough cars or else they're not giving credit where it's due. It's a team effort now, just like designing an aeroplane.

"If you take Indycar, which is our main market, we have five or six engineers working with the teams, getting the input from this year's car to form the improvements to next year's car. We've got our own research facility here and, in fact, we're building our own wind tunnel with rolling road which I think will be the best wind tunnel in the world. A major car manufacturer has already approached us to buy a couple though we do not particularly want to part with the technology. We have five people here working full time on aerodynamics with another one joining us soon and then there you go into research into composite structures.

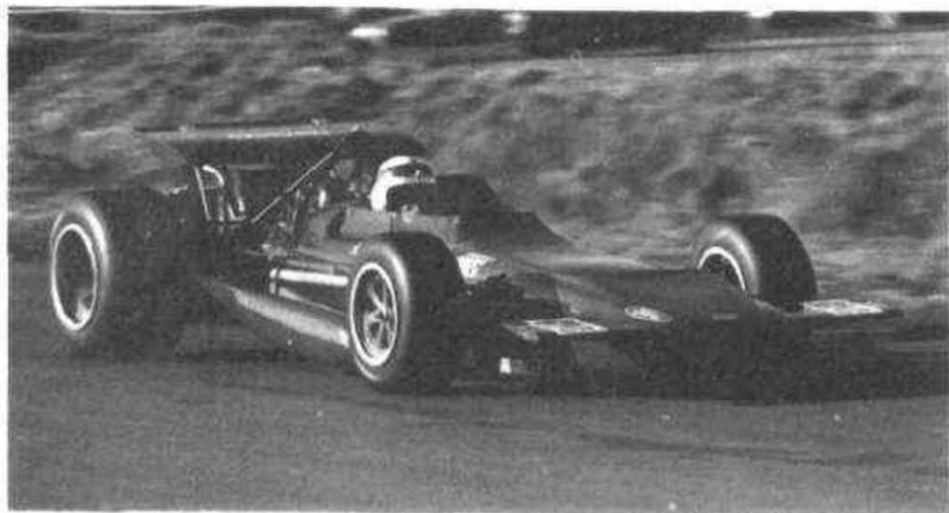
"We have our field engineers, and our research engineers, and they feed in information to a concept engineer who creates the concept of a car which is then detailed by a team of designers. The concept engineer who might be Adrian Newey (Indcar), Andy Brown (F3000) or Gordon Coppuck (GTP) then has to get the concept exactly right or else we're in trouble."

March Engineering is now a fairly big business, employing 150 people and feeding 5,000. Its 1986 production should finally work out at 45 indycars, 20 for F3000, 20 for Mini-Indy, 15 for Japanese F2 and ten for GTP which includes the Nissan powered Group C cars. Mini-Indy, incidentally, is series similar to F3000 but which calls not only for a control tyre but also a control chassis (based on the March 85B), a control engine (Buick) and even guaranteed engine rebuild costs. Formula Two is nearing its end in Japan and will be replaced by F3000 in 1987 but March has won the Japanese F2 Championship for the past eight years and is set to win again in 1986.

When you stop to consider March, it's easy to fall into the habit of considering it mainly in terms of statistics. A March car has, for example, taken pole, fastest lap and the chequered flag in the past four Indianapolis 500 races. In this year's race there was only one



ROBIN HERD explains some of the finer points of the March 701 to John Bolster early in 1970.



AGAINST ALL ODDS, the first batch of cars was completed in time and Jackie Stewart was able to test at Silverstone at the beginning of February, 1970. non-March (Al Unser Junior's fifth placed Lola) in the top ten while 24 of the 33 qualifiers used cars from Bicester.

None of it is Formula One, and March's achievements have been less lustrous there, but the company is still number one in its chosen markets. "A number of major car makers have approached us with a view to building a Group S rally car" (something which is now, so suddenly, an obsolete concept) "and we have been collaborating with a major manufacturer on another project." Off the record, Robin outlined the project and a few others as well, some extremely interesting. Obviously one wondered whether a possible future project might be a return to F1. "If the right sort of deal was put to us. In the past we did F1 on ridiculous money. When we ran Ronnie Peterson in 1976, I think you'll find he spent more laps in the lead than anyone else that season and our total budget was just £50,000. We basically never had the money to do the job right or else made a mess of the opportunities we had.

"People say that we were very shrewd to move into the Indycar market in 1981 but it wasn't shrewdness, it was simply luck. John Macdonald asked us to design him an F1 car and, in order to attract sponsorship, to allow him to call it a March (the 811)." This, we ventured, bore a striking similarity to the Williams FW07s which John Macdonald had been running in 1980. "There was a general similarity," conceded Robin, "but then the Williams was more or less a tidied up Lotus 79." We pointed out that the Williams FW07 and March 811 designs were not only of similar concept but identical dimensions. "You're right, it was a direct copy.

"It was clear to us in 1981 that the bottom was dropping out of the F3 and F SuperVee markets. We had built this F1 car and thought it might be fun to build an Indycar. It was just that, an idea. We came to an agreement with Ralt that we would leave the F3 and F SuperVee markets alone and, in return, Ralt would give us a clear run at Indy.

"Our car, based on the March 811 served us, with modifications, from 1981 to 1984, both as an Indycar and as a Can-Am car, and we brought out brand new designs last year and this. During that period we have become the market leader for the time being — it's a very



IN 1976 March ran what was basically a DFV-powered F2 car on a budget of just £50,000. Despite this handicap, Peterson managed more laps in the lead than any other driver but his efforts were rewarded with just a single win, in the Italian Grand Prix.

fickle business — and we've also seen considerable changes. In 1981 there were no fewer than 110 entries for the Indy 500. There were ten serious entries and most of the rest were junk. This year there were only 67 entries but the overall standard was very high. We have, with Lola, been able to provide better equipment but have at the same time got rid of the sort of runner who'd turn up with a three year old car and a wild dream of qualifying at Indy."

Tom Sneva opened the scoring for March in 1981, winning two races including the most important one of the season to win, which is always the last race of the season. March marketed the car well and sold 27 cars to 14 teams in 1982. Seventeen March 82Cs started at Indy and although a March didn't win, Rahal, Sneva and Rebaque gave the marque victories in the CART Championship. For those of us who remember Rahal in F2 and Rebaque in F1, these successes put CART racing into perspective.

In 1983, Sneva gave March its first Indy victory (Teo Fabi sat on pole) and midway through the season the Penske team set the seal on the March success story by abandoning its own cars (All American, build in Dorset) and switching to March chassis. The following year March had 90% of the Indianapolis grid and the first 14 places in the race, but Mario Andretti still won the Championship in a Lola. Last year March took 1-2-3 in the Championship and the Indy 500 as well.

This year Rick Mears qualified his March for pole at Indy at an average speed of 217.58 mph (which constitutes the world closed circuit record) and Rahal's winning average was 170.722 mph. Cut it



MARCH's most successful year in Formula One was 1971 with the striking 711 with aerodynamics by Frank Costin. Although he did not manage a win, Ronnie Peterson amassed enough points to finish runner-up to Stewart's Tyrrell in the World Championship.

as you will, that is serious motoring. The only trouble is that American product liability laws are such that if something went wrong with a car then March could be sued out of sight.

"I'm sure one day it will happen and there's nothing we can do about it, insuring against it would be prohibitive and, besides, once people know you're insured, it encourages them to sue. We could sell our cars through a front company but if someone's determined enough, he'll find his way through a dozen front companies, the only way we can protect ourselves is to keep the capital value of the company as low as possible. Then it's not worth anyone's while to sue us."

That put us in mind of a recent conversation with Max Mosley who had been impressed by an assertion by the economist J. K. Galbraith that power and wealth once lay in land, then in the means of production but now it lies in talent. Most of the people March employ are young, in their twenties and they form the greater assets of the company.

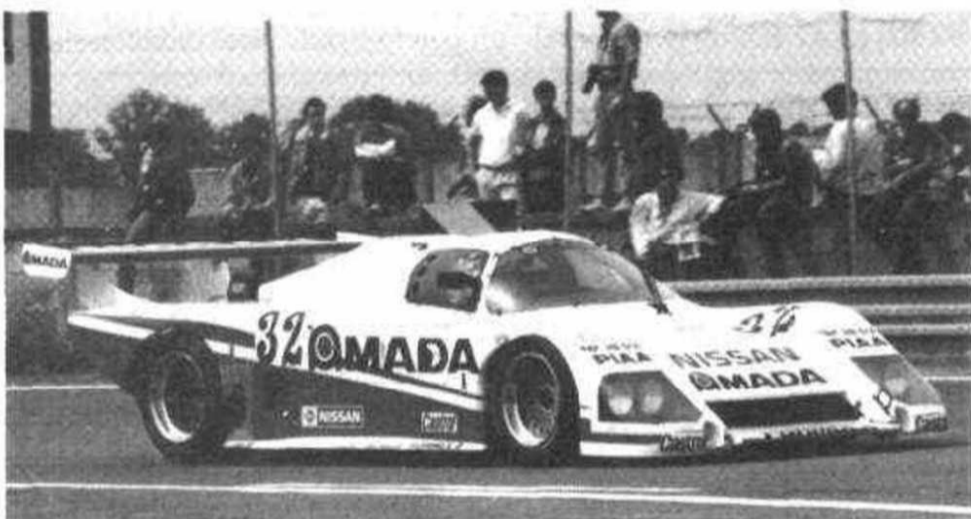
Max Mosley, of course, is the 'M' in the March to Herd's 'H'. When he decided to leave March in 1977 to join FOCA, it meant the end of March's works F1 effort and Robin becoming less of the designer and more of the businessman. He regrets not spending more time designing and says he hates the idea of selling cars, but he's so good at it that you wonder whether he can be serious. He has that rare gift of being able to make whoever he's with seem like the most important person in the world to him at that time. Someone who is such a natural salesman surely cannot hate it that much. someone

who is that non-committal about business doesn't run a company with a current turnover of more than £13 million.

In the early days, it was Max who drummed up the business. "In the early days, if we'd known how difficult it was going to be we'd never have done it. It was the ignorance of youth, we were in our late twenties, I was 29, if I'd been 39 there is no way I'd have done it because I'd have known a lot more. Being so young made it difficult dealing with drivers, particularly Amon, for we were about the same age and there's no doubt that if you're a generation or half a generation older than your drivers you're in a better position to be able to control them. A lot of the problems of 1970 came because we were too young.

"We didn't know enough, we were bloody arrogant and bloody ignorant and everybody could see that except us and we couldn't understand why people didn't like us."

"When we started Max was put in charge of publicity and, as ever, went into things thoroughly. All we had was 3,000 sq ft of workshop here in Bicester, and a telephone. Soon after they connected the phone, Max had sold ten Formula One cars, including for the current World Champion (Jackie Stewart), and Chris Amon, Mario Andretti and Jo Siffert and we had eleven weeks to produce them in. In those eleven weeks I lost a stone and a half and one has to say that though the car was inexpensive to produce and relatively crude, it nevertheless did win three from its first four races and it was first and second on the grid for its first race. Later Ferrari got its act together and the Lotus 72, which was streets ahead, took its rightful place on the grid. But I should add, not in defence but as a matter of



A NUMBER of major manufacturers are now clients of March. Some of the work is secret and some is public, like the new March-Nissan Group C 2 cars which made their debut at Le Mans this year.

record, that Stewart's average place on the grid was higher in 1970 with a March than it had been with Matra the previous year when he won the World Championship."

It's noticeable that the one driver whose picture hangs in the inner sanctums of March is Ronnie Peterson. We wonder how much, for all March's success, Robin missed that intimate triangular relation which arises between a designer, a driver and a car. "I really miss that very much. Ronnie was a great person as well as a great driver. The week before he died he came over and said, he never really master the English language. 'Robin, when you shall do your own proper Formula One team then I shall come and drive because then I shall feel I be coming home.' a week later he was dead. But being able to work with a driver is special and I want to be able to get back to it."

March, of course, also brought on Niki Lauda and Robin earned something of a reputation for being a talent spotter. "There was this buck-toothed Austrian who'd been hopeless in F3 but we recognised the talents all right; but they were the talents of the New Testament, money. Niki had £35,000 worth of talent so far as we were concerned, we needed the money because we were about to go bankrupt for the 87th time.

"The first time I thought Niki might be any good was when we took Ronnie and him to Thruxton for back to back testing. Niki had done a couple of F2 races and hadn't shone particularly. Niki went out for ten laps to set a base time and then Ronnie went out in the same car and I drove with Niki round the back to watch Ronnie. Ronnie came



HAVING BEEN consistently successful in F2, March continued its winning ways in F3000. Here Christian Danner heads to victory in the final 1985 round at Donington, a win which secured him, and the private BS Automotive team, the first F3000 Championship.

round on the warming up lap sideways on, it leapt into the air off the bump, the tyres were smoking, it was the usual Ronnie. Niki took one step back and he literally went pale and went absolutely quiet and he said 'Robin, I could never, ever, drive a racing car like that in my life.' And you could see his whole spirit had gone.

"Anyway, Ronnie did his ten laps and we headed back to the pits and on the way I asked Niki what time he thought Ronnie had done. Niki thought and said, 'I did 1m 14.0s, he must have been two seconds faster — say 1m 12s.' Ronnie's lap was, in fact, 1m 14.3s. I thought then that maybe this guy's going to be good."

Robin Herd is enjoying enormous personal and business success. March is not only making racing cars but is marketing the expertise it acquires along the way. The international businessman who maintains a house in Indianapolis and who takes off in an aeroplane on average every day except Sunday, hasn't forgotten his roots and, one suspects, he longs for a simpler life where one man designs a car and another drives it. We chat about how he got hooked on racing through reading 'Motor Sport', the early days of his amateur rally career (still pursued), the sad decline of the standards of Arsenal FC and other homely English things.

It's an English pub we go to for lunch and it's not far from RAF Bicester where, according to Robin, the Hampden bomber took off on its first test flight. Apparently the station was popular with fliers because Bicester had two claims to fame: it starred in some fine limericks, and it had more pubs per head of population than anywhere else.

It's close to Oxford as well, where Robin took a double first in Physics and Engineering. There are those tickets to see what was to be Oxford United's finest hour upon his desk and, awaiting him too, the clubman's rally car. In motor racing, as in every activity, when the sun shines, you buckle down and make hay and you do not ask the sun to stop shining while the hay is there to be made. Robin Herd knows how to fork the hay better than most but he's also a man who knows how he'll spend his time when the sun goes down. — M.L.



IN F3000 this year, no one chassis seems clearly superior but March is still very much on the pace. Russell Spence is seen above driving his March 86B in the International Trophy at Silverstone in April.

Formula One- Belgium Grand Prix

25th May

RACE

- 1 Prost (McLaren): Run into by Berger at first corner: pitted end lap 1 for repairs: drove hard and fast to climb up to eighth place: tyre stop lap 22: fastest lap 31: finished 6th.
 2 Rosberg (McLaren): Drove anti-clockwise 180 degrees to avoid stationary cars at first corner accident: thirteenth end of lap 1: climbed rapidly to ninth: **Retired** with engine failure.
 3 Brundle (Tyrrell): Avoided first corner accident: ran well in mid-field until lap 26: **Retired** with gearbox failure.
 4 Streiff (Tyrrell): Gained places due to first corner accident: spun off track lap 10: restarted and ran at back of field to finish three laps short.
 5 Mansell (Williams): Skilfully avoided first corner fracas: took second place from Senna on lap 3: spun lap 5: dropped to 4th: back to 2nd lap 17: tyre stop lap 21: took lead lap 24: 1st.
 6 Piquet (Williams): Started on pole position: led comfortably for 16 laps: **Retired** with engine failure.
 7 Patrese (Brabham): Started race from pit lane: engine misfire: ran near back of field: rather unimpressive: finished 8th one lap behind winner.
 8 ENTRY WITHDRAWN
 11 Dumfries (Lotus): 5th on lap 1 due to avoiding first corner melee: spun off on lap 7 and damaged radiator: **Retired** at pits on lap 8.
 12 Senna (Lotus): Caused first corner melee but kept clear: 2nd on lap 1: passed by Mansell on lap 3: back to 2nd on lap 5: moved into lead lap 17: tyre stop lap 22: 2nd lap 24: 2nd.
 14 Palmer (Zakspeed): Long pit stop lap 5: delayed by alternator failure: new battery fitted: tyre stop: second battery change: finished last 5 laps behind leader.
 15 Jones (Lola): 7th on lap 1: passed Laffite on lap 3: passed by Alboreto on lap 6: tyre stop lap 7: climbed to 6th on lap 25: passed by Prost lap 32: ran out of fuel lap 41.
 16 Tambay (Lola): Hit right rear wheel of Fabi's car with left front of own car at first corner: **Retired** with suspension bent.
 17 Surer (Arrows): 18th on lap 1: ran in mid-field: lost left front wheel just before pits on lap 40: to pits on three wheels: finished 9th three laps behind winner.
 18 Boutsen (Arrows): 8th on lap 1: **Retired** on lap 8 with electrical trouble.
 19 Fabi (Benetton): Came to stop at first corner: hit by Tambay: 16th on lap 1: drove hard and fast to work his way up to 7th place.
 20 Berger (Benetton): Collided with Prost at first corner and spun: pitted after two laps for repairs: lost two laps: drove hard in fruitless attempt to gain ground: finished tenth.
 21 Ghinzani (Osella): Hardly raced at all: **Retired** on lap 4 with engine trouble.
 22 Danner (Osella): Started race from pit lane with new car: **Retired** on lap 3 with engine trouble.
 23 de Cesaris (Minardi): 14th on lap 1: ran mid-field: **Retired** on lap 36 out of fuel.
 24 Nannini (Minardi): 17th on lap 1: ran near end of the field: **Retired** on lap 25 with gearbox trouble.
 25 Arnoux (Ligier): Run over by Prost in first corner melee: rear aerofoil damaged: pitted lap 19 for new aerofoil: turned up boost to catch up: **Retired** lap 24 with engine failure.
 26 Laffite (Ligier): Sixth on lap 1 after avoiding first corner trouble: drove a spirited race to finish 5th on same lap as winner.
 27 Alboreto (Ferrari): Avoided trouble at first corner but lost time: 9th on lap 1: drove hard and non-stop: 3rd on lap 37 but passed in closing laps: finished 4th.
 28 Johansson (Ferrari): Profited by avoiding first corner melee to snatch 4th place: 3rd when Mansell spun: led for two laps during tyre stops: very fast stop: passed Alboreto for 3rd.
 29 Rothengatter (Zakspeed): Last away from grid: plagued by alternator and electrical trouble: **Retired** on lap 26.

QUALIFYING TIMES

No	Driver	Car	Friday	Saturday	Grid pos
1	Prost	McLaren	1.55.039	1.54.501	3
2	Rosberg	McLaren	1.56.354(T)	1.55.662	8
3	Brundle	Tyrrell	1.57.797	1.56.537	12
4	Streiff	Tyrrell	1.59.347	1.58.603	18
5	Mansell	Williams	1.55.345	1.54.582	5
6	Piquet	Williams	1.54.637	1.54.331	Pole
7	Patrese	Brabham	2.00.357	1.57.612	15
8		Entry withdrawn			
11	Dumfries	Lotus	1.58.619	1.57.462	13
12	Senna	Lotus	1.55.776	1.54.576	4
14	Palmer	Zakspeed	2.02.307	2.00.148	20
15	Jones	Lola	1.59.180	1.57.815	16
16	Tambay	Lola	1.58.574	1.56.309	10
17	Surer	Arrows	2.01.320	2.01.415	21
18	Boutsen	Arrows	1.57.918	1.57.612	14
19	Fabi	Benetton	1.57.440	1.54.765	6
20	Berger	Benetton	1.54.468	1.54.939	2
21	Ghinzani	Osella	2.05.092	3.38.767	24
22	Danner	Osella	2.09.465	2.06.219	25
23	de Cesaris	Minardi	2.00.984	1.59.960	19
24	Nannini	Minardi	2.01.528	2.01.354	22
25	Arnoux	Ligier	1.57.269	1.55.576	7
27	Laffite	Ligier	1.58.238	2.27.817(T)	17
27	Alboreto	Ferrari	1.56.294	1.56.242	9
28	Johansson	Ferrari	1.57.697	1.56.496	11
29	Rothengatter	Zakspeed	2.06.006	2.03.842	23

Belgian GP — F1

Spa-Francorchamps Circuit

43 laps of 6.940 km circuit

298.420 kilometres

(185.430 miles)

Clear blue sky — Superb ambiance

25 starters — 13 finishers

Fastest lap:

A. Prost

1 min 59.282 secs on lap 31

av. 209.453 kph (New Record)

Old Record:

A. Prost: 2 mins 01.730 secs (1985)

All cars 1500cc turbocharged

STARTING GRID

6	N. Piquet	(Williams-Honda V6)	1 min 54.331 sec
20	G. Berger	(Benetton-BMW 4 cyl)	1 min 54.468 sec
12	A. Senna	(Lotus-Renault V6)	1 min 54.576 sec
5	N. Mansell	(Williams-Honda V6)	1 min 54.582 sec
19	T. Fabi	(Benetton-BMW 4 cyl)	1 min 54.765 sec
2	K. Rosberg	(McLaren-Porsche V6)	1 min 55.662 sec
16	P. Tambay	(Lola-Ford V6)	1 min 56.309 sec
3	M. Brundle	(Tyrrell-Renault V6)	1 min 56.537 sec
18	T. Boutsen	(Arrows-BMW 4 cyl)	1 min 57.612 sec
15	A. Jones	(Lola-Ford V6)	1 min 57.815 sec
4	P. Streiff	(Tyrrell-Renault V6)	1 min 58.603 sec
14	J. Palmer	(Zakspeed 4 cyl)	2 min 00.148 sec
24	A. Nannini	(Minardi-Moderni V6)	2 min 01.354 sec
21	P. Ghinzani	(Osella-Alfa Romeo V8)	2 min 05.092 sec
11	J. Dumfries	(Lotus-Renault V6)	1 min 57.462 sec
7	R. Patrese	(Brabham-BMW 4 cyl)	1 min 57.612 sec
26	J. Laffite	(Ligier-Renault V6)	1 min 58.238 sec
23	A. de Cesaris	(Minardi-Moderni V6)	1 min 59.960 sec
17	M. Surer	(Arrows-BMW 4 cyl)	2 min 01.320 sec
29	H. Rothengatter	(Zakspeed 4 cyl)	2 min 03.842 sec
22	C. Danner	(Osella-Alfa Romeo V8)	2 min 06.219 sec

* Started from pit lane

RESULTS

Pos	Driver	Car/Engine	Time	Av. Speed Kph	Best Lap	On Lap
1st	Nigel Mansell	Williams FW11-Honda V6	1 hr 27 min 57.925 sec	203.548	1.59.879	40
2nd	Ayrton Senna	Lotus 98T-Renault V6	1 hr 28 min 17.752 sec		1.59.867	28
3rd	Stefan Johansson	Ferrari F1/86-Ferrari V6	1 hr 28 min 24.517 sec		2.00.221	34
4th	Michele Alboreto	Ferrari F1/86-Ferrari V6	1 hr 28 min 27.559 sec		2.00.828	32
5th	Jacques Laffite	Ligier JS27-Renault V6	1 hr 29 min 08.615 sec		2.01.655	35
6th	Alain Prost	McLaren MP4/2C-Porsche V6	1 hr 30 min 15.697 sec		1.59.282	31
7th	Teo Fabi	Benetton B186-BMW 4 cyl	1 lap behind		2.01.204	23
8th	Riccardo Patrese	Brabham BT55-BMW 4 cyl	1 lap behind		2.01.241	30
9th	Marc Surer	Arrows A8-BMW 4 cyl	2 laps behind		2.04.435	36
10th	Gerhard Berger	Benetton B186-BMW 4 cyl	2 laps behind		2.00.877	25
11th	Alan Jones	Lola THL286-Ford V6	3 laps behind-not running		2.01.584	36
12th	Philippe Streiff	Tyrrell 015-Renault V6	3 laps behind		2.03.183	35
13th	Jonathan Palmer	Zakspeed ZAK861-Zakspeed 4 cyl	5 laps behind		2.04.287	28
14th	Andrea de Cesaris	Minardi M185B-Moderni V6	retired on lap 36		2.03.916	27
15th	Martin Brundle	Tyrrell 015-Renault V6	retired on lap 26		2.01.555	22
16th	Huub Rothengatter	Zakspeed ZAK 861-Zakspeed 4 cyl	retired on lap 26		2.08.018	7
17th	Alessandro Nannini	Minardi M185B-Moderni V6	retired on lap 25		2.07.875	19
18th	René Arnoux	Ligier JS27-Renault V6	retired on lap 24		2.00.751	20
19th	Nelson Piquet	Williams FW11-Honda V6	retired on lap 17		2.01.663	4
20th	Thierry Boutsen	Arrows A8-BMW 4 cyl	retired on lap 8		2.05.545	2
21st	Johnny Dumfries	Lotus 98T-Renault V6	retired on lap 8		2.04.781	6
22nd	Keijo Rosberg	McLaren MP4/2C-Porsche V6	retired on lap 7		2.04.546	2
23rd	Piercarlo Ghinzani	Osella FA1G-Alfa Romeo V8	retired on lap 4		2.17.068	3
24th	Christian Danner	Osella FA1H-Alfa Romeo V8	retired on lap 3		2.34.035	2
25th	Patrick Tambay	Lola THL2/86-Ford V6	retired on lap 1			

In a clear blue sky

It was going to be a superb Belgian Grand Prix, in fact, a real *Grand Prix de Belgique*. South east Belgium was on its very best behaviour, the skies were clear, the sun was warm, the magnificent Spa-Francorchamps circuit was in perfect condition and practice had gone off splendidly. A lot of the fun of being at a Grand Prix is the anticipation before the start, like being at a bullfight before the first bull is let into the ring, or at a circus before the spotlights are turned onto the trapeze artists high up in the Big Top, or a Drag Race as two nitro-burning "rails" rumble up to the start-line. Anticipation is a wonderful thing, and can keep the adrenalin flowing and charge the body with energy. If you are one of the competitors it can give you "butterflies in the tummy", if you are a mere spectator you can feel the hairs on the back of your neck tingling. It was just that way on May 25th as I waited in the spine-tingling dip at the Eau Rouge bridge.

Nelson Piquet was on pole position after a lap at over 135 mph on Saturday afternoon, but alongside him was the young, enthusiastic and hard-charging Gerhard Berger who had taken his Benetton (ex-Toleman) with BMW power round the circuit only 0.13 seconds slower than the Williams-Honda. In the same 1 min 54 secs bracket were Prost (McLaren-Porsche), Senna (Lotus-Renault), Mansell (Williams-Honda) and Fabi (Benetton-BMW). That these six drivers, with four very different conceptions of a Grand Prix car, could lap the Spa-Francorchamps circuit all within less than half a second, is one of those things that has always mystified me, and probably always will. Right behind this bunch were Arnoux (Ligier-Renault), Rosberg (McLaren-Porsche), Alboreto (Ferrari) and Tambay (Lola-Ford), this last one being one of the notable things of practice and qualifying, like Berger's FTD on Friday afternoon, and second place overall. With Cosworth Engineering behind the new V6 Ford engine you just *have* to take it seriously, and from the accounts of Patrick Tambay and Alan Jones, the Lola-named chassis is more than up to the standard of the new engine, and the Belgian circuit with its high-speed corners, fast straights, steep climbs and equally steep descents, is one to sort out the chassis, while the engines have to be able to work really hard.

But I digress, as usual. With the Brabham team entering only one car, following the tragic death of Elio de Angelis in a testing accident at the Paul Ricard circuit, there were only twenty-five cars on the assembly grid and as the field went off on its parade lap, dutifully following Nelson Piquet, you could sense that there was a powerful bunch behind him which was not going to be content to follow him once the green starting light had come on. From the Eau Rouge bridge you cannot see the starting grid, which is at the top of the hill, before La



GERHARD BERGER has been showing a steady improvement in form ever since he joined Benetton (nee Toleman) at the beginning of the season. He set fastest lap in the first qualifying session but was just pipped by Prost in the second. All came to nought, however, on the first bend.

Source hairpin, but you can certainly hear the cars and you know instantly when the red light has come on, indicating that everyone is ready and that the green light will be on within four to seven seconds. That's when the adrenalin starts to flow. In fact, there were only 23 cars on the grid, for Patrese with the lone Brabham had gone into the pit lane, with the mixture settings of his 'laid-down' BMW engine on the blink, and Danner had taken the new Osella back into the pits, its fuel system playing up.

When a Formula One starting grid takes off, you know about it, even if you are a mile away, unlike television viewers who only have the shouting of the commentator to listen to! Round La Source hairpin and down



A TRUE gentleman, Elio de Angelis, who was killed in a testing accident at the Paul Ricard circuit.

the hill came Piquet, followed by Senna (alright so far), then Mansell, then Johansson(!), then Johnny Dumfries in the second Lotus(!). Something had gone wrong, no Berger, no Prost, no Fabi, no Arnoux, no Rosberg, no Tambay... what had happened? The Belgian GP seemed to have fallen flat on its face, but the race was on and it would be a question of finding out all about it afterwards. Long after Piquet and the others had disappeared over the top of the hill, Rosberg came by, then Arnoux, Fabi and most of the missing ones, including Berger a long way back, and Prost even further back with his right front nose fin buckled and the nose-cone out of shape. Clearly there had been a right old "kerfuffle" on the first corner and Tambay never did appear.

For those who were unscathed the job in hand was 43 laps of this circuit that they all love, as it epitomises pure Grand Prix racing; for the others the problems were individual. Berger went into the pits at the end of the second lap and lost two laps while a steering arm was replaced and the front end was checked over, and Prost had gone in at the end of the first lap for a new nose-cone and an assessment of the damage, which was deemed safe, and he was soon out again, but right at the back of the field. He then put on a superb display of World Champion style driving and was the fastest man on the circuit for the rest of the afternoon, climbing up through the field to finish in sixth place, the last one to be on the same lap as the winner. As a memorable piece of Grand Prix driving, this performance by the little woolly-haired Frenchman, will probably go down in history more than some of his comparatively easy and unruffled victories. He was clearly driving hard all the time, yet he still looked smooth and unruffled, though a colleague claims to have seen the McLaren with just a touch of

"tail-out" attitude on one slow corner!

Out in front from the start was Nelson Piquet, and the way the Williams-Honda looked and sounded, he was going to have an easy victory. In second place was Ayrton Senna, though Mansell scabbled by courageously for a brief two laps, and then made a complete nonsense of the chicane before the pits, and Senna was back into second place, the two Brazilians looking very strong and dominant out in front. Actually, Mansell's nonsense wasn't "complete" for he did save the situation by a bit of quick thinking and action. He arrived at the chicane going too fast, having braked too late and had the option of going up the escape road and back onto the circuit through an exit gate, but incurring a time penalty of one minute, or spinning the car through the chicane, keeping his fingers crossed that he didn't hit anything or damage the car over the kerbs. He chose the latter option and got away with it, keeping the engine running, and only losing 10 seconds on his lap time, but it dropped him two places, for Johansson took his Ferrari through into third place.

Now as far as I am concerned a race won by Nelson Piquet, with Ayrton Senna in second place, is a neat and tidy affair and very satisfactory. I am not especially pro-Brazilian, it is just that I think Piquet is the best racing-driver today, and Senna is the fastest racing-driver today, all things being equal, which unfortunately they seldom are. However, national pride has been muttering in my ear for some time now, "Thank goodness we've got Nigel Mansell, otherwise the Brits would have nothing to cling to".

On lap 16 this race that was going to be so good, fell apart once more. Piquet felt a 'nastiness' about to happen in his Honda engine and dived into the pit lane at the end of the lap, never to re-appear. He is extremely sensitive to engines, as well as sympathetic to mechanical things, unlike some drivers who barely recognise an engine when they see one sitting on the workshop floor. His quick action was to enable the Honda engine men to analyse the fault, which turned out to be imminent piston failure. A lesser driver would have gone on just that bit longer and destroyed the engine and all hope of investigating the fault properly. This retirement left Senna in the lead, but Mansell was challenging him hard and with the added bonus of very quick tyre stop, in which all four wheels were changed in around seven seconds, the Isle of Man resident was into the lead on lap 24 and never looked back, apart from a few glances in the mirrors to see if Senna was still there in second place; and, of course, he was. Afterwards, Mansell remarked that Senna is one of those drivers who never give up, which is what Alan Jones used to say about the late Gilles Villeneuve. Senna had given up all hope of re-taking the lead from Mansell, but he hadn't given up being in a

menacing second place. It only wanted the Brit to make another silly mistake like he had done earlier and the Brazilian would have been by. As it was, Mansell made no more mistakes and completed a heart-warming drive to victory, which no doubt was the best sort of "get-well" card that the team could have sent to Frank Williams who was still in hospital following his road accident earlier in the year, but about to return home to convalesce.

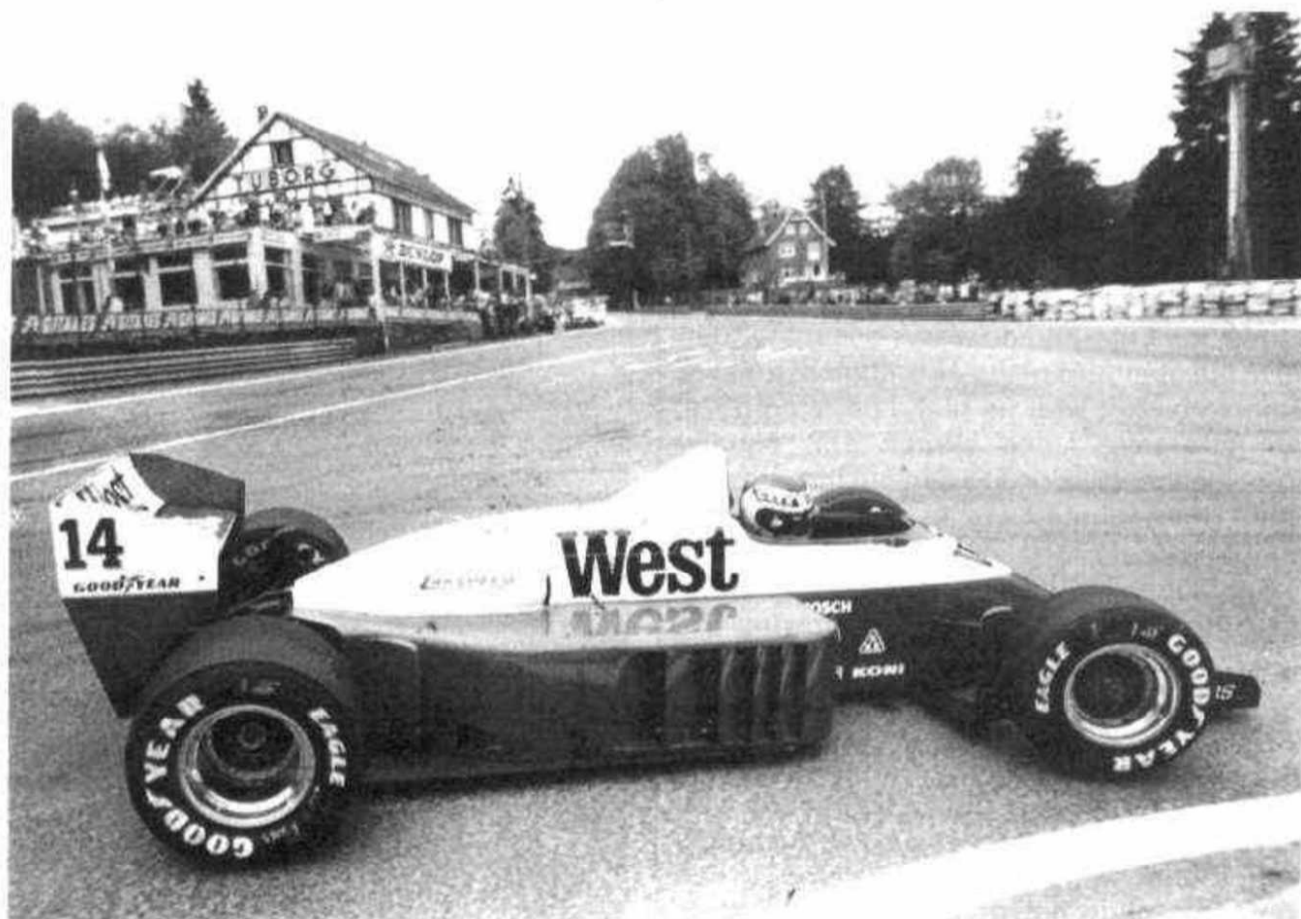
The performance by the Williams-Honda team was a powerful example to everyone, principally in having a very strong number two driver who can not only support the team leader to the hilt, but take over his rôle very competently when trouble arises. By normal standards Mansell could rate as a team number one, but with Piquet in that position he has to be considered as the second driver in the team. People talk of "joint number one" status in teams, but in my book that is waffle; a number two driver who is strong enough to stand in when required is what you want, and Mansell, Rosberg, Johansson and Berger are prime examples. The last two mentioned drivers had mixed fortunes in Belgium, but both showed their real ability, for the Spa-Francorchamps circuit encourages it.

Profiting from the first corner "kerfuffle" Johansson was away in fourth place, held third for a time and was then back to fourth, and passed by a very determined Michele Alboreto, only to get third place back before the end. Tyre choice for this high-speed circuit was interesting, and Johansson chose to make a stop for new tyres about half-way through, while Alboreto chose to use a different compound of rubber and go through non-stop, gambling that any time

lost towards the end of the race when the tyres were worn out, would equate against the time lost in making a pit stop. The car may be stationary for only eight to ten seconds, but slowing down and getting going again can lose another five seconds at least. It turned out that Alboreto's gamble did not quite pay off for Johansson, on new tyres, hauled him in as his tyres wore, and took third place from him six laps before the finish. Some people wondered whether Johansson had disobeyed team orders by passing his 'number one' when they were safely in third and fourth places, but the Swede said afterwards "I didn't see any signals to tell me not to pass Alboreto" and Alboreto himself said "I'd have done the same thing if I had been in Stefan's position." They are a good pair, those two, it is just a pity that the strong opposition from McLaren, Williams and Lotus, aided by Porsche, Honda and Renault, is too much for Maranello at the moment.

Berger's forceful driving has been very noticeable this season since he joined the ex-Toleman team, now owned by the Benetton brothers and powered by BMW engines. He is not a smooth, effortless driver like Prost, nor a coldly confident one like Senna, but he presses on with all the enthusiasm of the Rosberg we used to know and love in his Williams days. When you see the green Benetton car approaching you tend to take a step backwards, just in case, and so far Berger has kept it on the island. His fastest time in the first qualifying session was not a fluke, because he did many laps in the same bracket during the two days of practice and was pretty quick in the race, even though his front suspension was bent.

Although there is much to see and watch



MAKING STEADY progress is Jonathan Palmer and the Zakspeed team. Palmer started from 20th place on the grid and this time the car finished. It was five laps down but 'to finish first, you've first to finish'.

up at the front of any Grand Prix, one has to keep an eye on those who are struggling along at the back, for one day some of them may be up at the front, and you do not want to be caught wondering where they came from! One team that is beginning to show a bit of progress is Erich Zakowski's Zakspeed team that has backing from the West cigarette firm. They started in Formula 1 last year with a single car driven by Jonathan Palmer, and this year have expanded to a second car for Huub Rothengatter, the large amiable Dutchman who brings back memories of Count de Beaufort. In spite of numerous mechanical troubles, Palmer finished the Belgian race, albeit in last place and five laps behind the winner, but at least he was still running at the end and got some racing miles in his log book. He had done the same thing at the previous Grand Prix, at Monte Carlo, so that his tally of actual racing miles is beginning to add up. In Spain he had been all set for an improved race performance when he was savaged by Alan Jones in the Lola-Ford, so his racing miles there were minimal. That actual racing miles give you a chance to learn is undisputable and in the race Palmer's best lap was 4.1 seconds off his best qualifying time, while Prost's record lap was 4.7 seconds off his best qualifying time. The old adage says "To finish first you must first finish" and if you never finish you will never be first. I am not saying that Palmer and the Zakspeed are going to finish first, but at least they are making progress in the right direction by now finishing.

This principle of being there at the end of the race, no matter whether you are first or last, is one that Mike Kranefuss of Ford has adopted with his direction of the Ford involvement with Cosworth and the Carl Haas team running the Lola-Ford V6 cars. Unfortunately the fates have been against them up to now, for various reasons, some of their own making, others beyond their control. Tambay's tenth place on the starting grid was very encouraging and his smooth

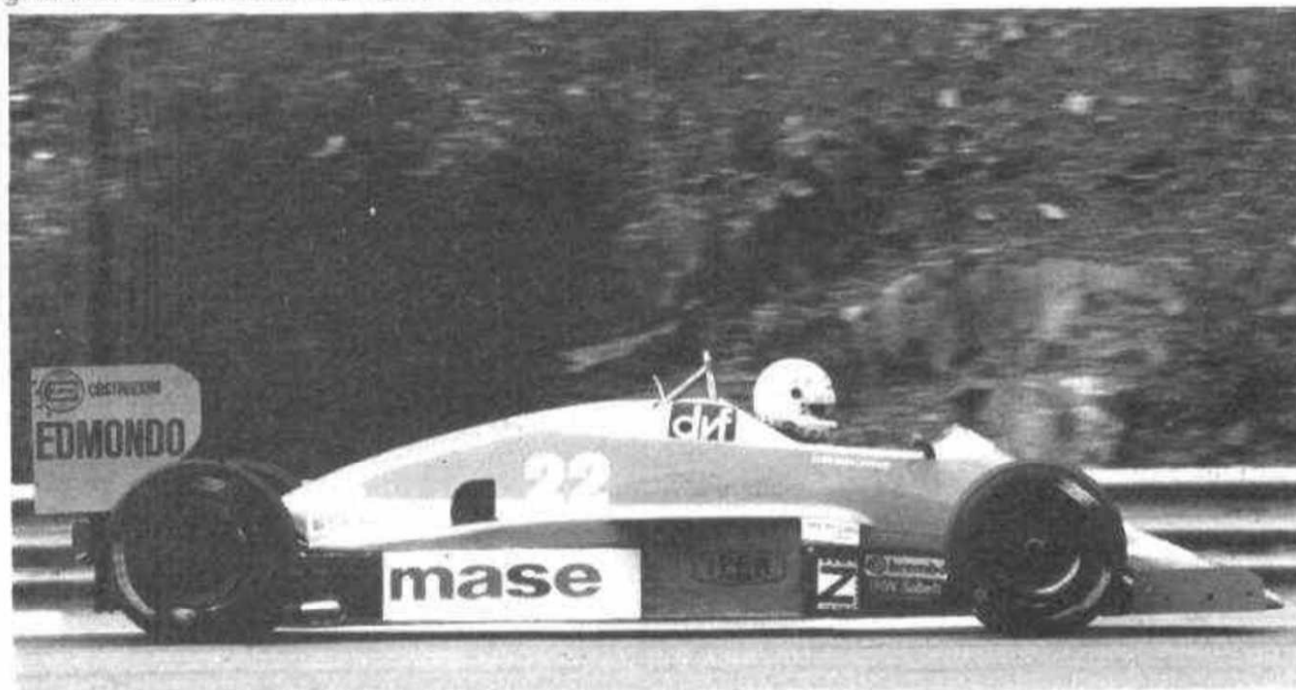


elegant driving style is well suited to the characteristics of the Belgian circuit, so his race performance was being looked forward to with interest. It only lasted to the first corner, for in the melee he hit Fabi's car and the Lola-Ford ricocheted off into the rough with badly mangled front suspension. Although Alan Jones had not qualified as well as Tambay, due to various small problems, he got going in the race and had worked his way up to sixth place by lap 25, which made me sit up and take notice. What I did not know at the time was that last-minute panics with electrical "gizmos" meant that he was driving without an instrument-panel read-out to tell him how much fuel he had left in his tank, and he ran out of fuel three laps from the end which dropped him back to eleventh. He was considered to be a finisher in the results, even though he was stationary out on the circuit.

"YOU ARE TELLING me, Alain, that you went high in the air and landed on your nose? Formidable!"

These days the various cockpit display screens that are used to tell the driver what his fuel consumption is, are all important. It used to be the tachometer that was vital in a race, then it was the boost-pressure gauge, now it is the fuel gauge. Races themselves have become something of high-speed economy runs due to the rule limiting fuel tank capacity to 195 litres. Methods vary from engine to engine, and management system to management system, some telling the driver how many litres he has left in the tank, which he matches to a known figure lap by lap, others tell him how many more laps he can do at any specific speed, others tell him simply whether he is on calculated target or above or below it, and others give him a simple 00, which means all is well, or it reads +2, or -2 or whatever the error is, so that he knows he can go faster or that he must go slower if he wants to finish. In the race Mansell was driving nicely on the 00 point, while Senna was verging on the minus, so dare not use more boost. That the Lotus-Renault was on the limit was indicated afterwards when it was weighed for it scaled 542 kilogrammes, which was uncomfortably close to the 540 legal limit, and the fuel drained from the tank was barely measureable. The Williams-Honda was much more within the safety limits, with a weight of 550 kilogrammes and with enough litres still left in the tank to have done another lap. That works out at about 4½ mpg.

Now to the first corner fracas. Instant viewing of a video of the television transmission, which I was able to enjoy through the courtesy of the Elf hospitality unit, showed quite a lot of things, but not all. Descriptions from drivers and people



CHRISTIAN DANNER, the 1985 F3000 Champion, has been starting this year from the opposite end of the grid, last at Spa.



FOLLOWING Elio de Angelis' death, the Brabham team entered a single car which Patrese brought home eighth. Before the race it was announced that Derek Warwick would occupy the vacant seat from Canada onwards.

standing on the corner added more information, but much of it seemed contradictory. Tambay, for example, was convinced that Berger's Benetton had rolled across in front of his Lola, and he had hit it, but the television replay clearly showed Berger's car stationary across the track, Fabi's Benetton coming to a stop more or less nose to nose with his team mate, and Tambay's left front wheel striking Fabi's right rear wheel, with instant damage to the Lola which then speared off into the rough. But it had all started much earlier. Piquet had got away cleanly from pole position and into the lead, Senna had aimed to dive between Piquet and Berger and aim for the apex of the hairpin, while Prost was intent on following Piquet up to the corner on the right of the track. Berger had got a lot of wheelspin when he let in the clutch, and the back-end was fish-tailing and he waltzed across the front of Senna, whereupon the Brazilian instantly changed direction and went to the left of the Benetton, instead of the right as he had intended.

We now had the situation of Piquet on his own diving into the righthanded hairpin, with three cars more or less abreast behind him going for a space that was really only big enough for two cars. Senna's Lotus gave Berger's Benetton a nudge, sideways, wheel to wheel, and kept on heading for the hairpin, and Berger was forced sideways to the right, across the bows of Prost's McLaren. While Senna went out wide and rounded the hairpin to follow Piquet down the hill, Berger spun clockwise through 180 degrees and stopped, while Prost spun 90 degrees anticlockwise and headed to the left of the stationary Benetton. Unfortunately Arnoux was out there, running wide to avoid what was ahead of him and Prost's McLaren ran up over the rear wheel of the Ligier, damaging the rear aerofoil of the French car, and launching itself into the air, to nose-dive down again and wreck its nose-cone, while the Ligier did a 180-degree left hand turn and dived off down the hill behind Rosberg who had also taken avoiding action by doing a 180-degree left-hand loop and going off

down the hill, passing behind the stationary cars. Fabi had rounded the corner to find his team mate across the road and had stood on the brakes and was thumped in the rear by Tambay. Amidst a certain amount of banging and bumping everyone else escaped damage, but the order down the hill bore no relation to the order going into the hairpin. Nobody could be blamed for the situation, it was just that three into two will not go, and when one of the three is Ayrton Senna, somebody else is going to have to come off second best, this time it was Berger. Poor Alain Prost was a completely innocent party who just happened to be in the wrong place at the wrong time. I am not going to say that it was anyone's fault, but it all began to go wrong when Senna gave Berger a nudge. When a similar situation happened in Brazil on the opening lap, and Mansell ended up in the guard rail while Senna went on his way in the lead, a friend of mine remarked quietly, "Isn't that the hall-mark of great Grand Prix driver, to dispose of your opposition without damaging your own car?" We thought back to many such occasions involving Ascari, Fangio, Moss, Clark and . . .

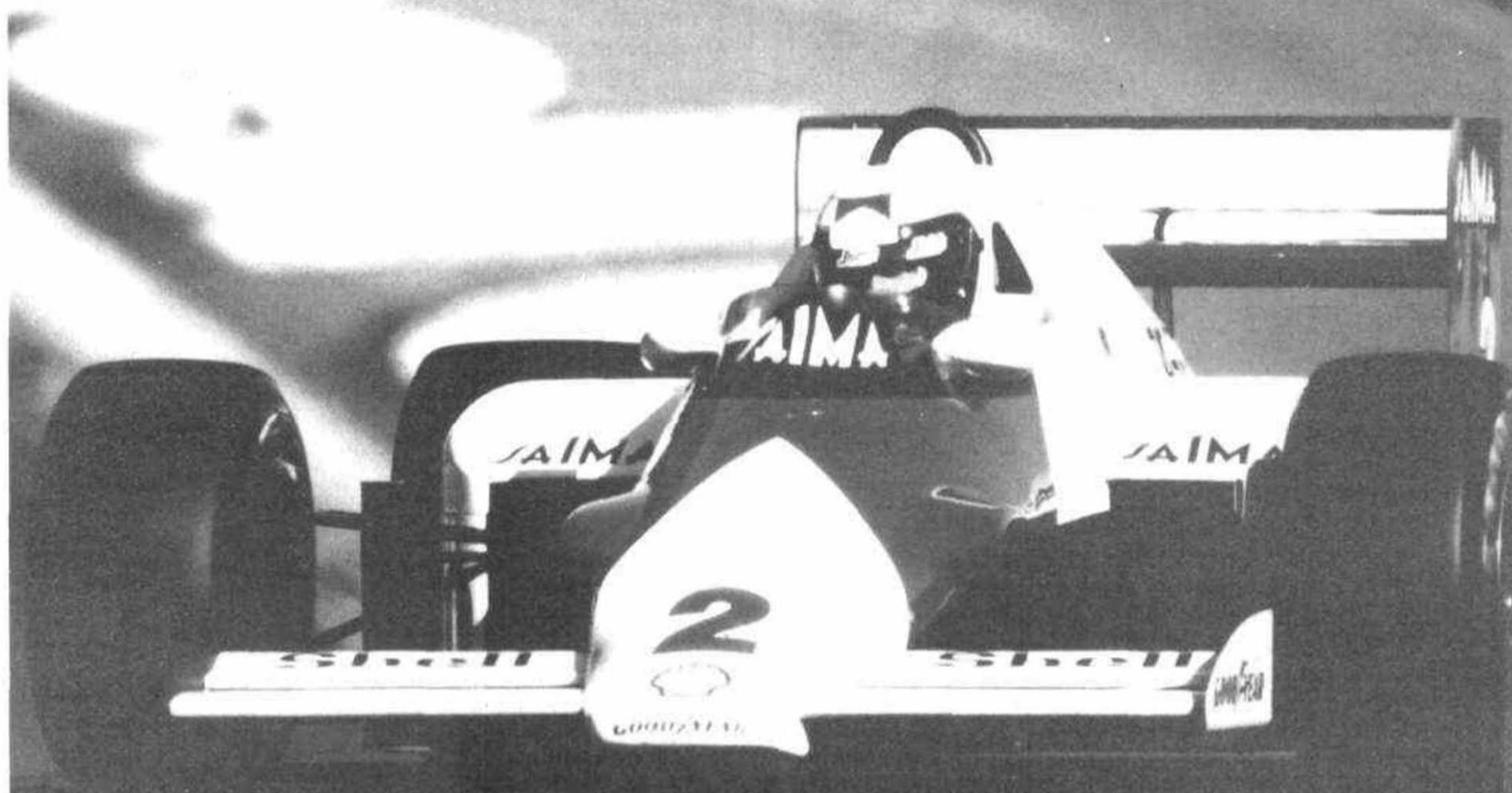
An interesting aside to it all was that the television replay only caught the beginning and the middle of the "kerfuffle" and the last you saw of Prost it looked as though he had smashed his nose-cone into the armco barrier on the apex of the hairpin, so next morning, after the dust had settled and the sun was still shining I drove back to the circuit to have a look at the marks. There weren't any! There was no sign of contact with the steel barrier, so I assumed the damage had been done on the kerbing round the inside of the hairpin, but even that wasn't convincing. Whatever had happened, his righthand nose fin was dragging on the ground as he came down the hill, so I was a bit puzzled. I recalled that somebody had mentioned about the McLaren aviating, though I hadn't really understood what that was all about, but when returning to Spa and buying La Dernier Heure newspaper, there on the front page were three superb photographs showing the whole sequence of

events as described earlier, with Prost aviating over Arnoux's rear wheel and another one of the McLaren about to hit the ground and bend its righthand nose fin. It was a fascinating study which time, and a monthly publication date, allowed me to sort out.

One of the joys of the Spa-Francorchamps circuit is that it is made up of public roads, suitably modified and prepared, and the new part of the circuit which descends across the valley is also open as a public road, so that when the race is over you can drive round and look at the various points where interesting happenings took place. Immediately after the race it is a bit fraught doing laps of the circuit, for there is a lot of traffic and movement as everyone packs up to go home, but next morning things are pretty tranquil and you can lap to your hearts content. Even driving round in a mundane saloon, with the tyres whistling a bit admittedly, is fun and it gives you the feeling of what a joy it must be to the racing drivers. Certainly, they all enthuse over the circuit and feel that each lap done is a job well done and worth doing. Due to the exigencies of the financial side of Formula One it now costs an arm and a leg to enjoy the Belgian Grand Prix as a spectator, but I am sure it is worth it, especially in the weather we enjoyed this year. It is just a pity that it wasn't the race that I anticipated. — D.S.J.



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GRAND PRIX

STUART SKYES AND ROGER MOODY
FOREWORD BY ALAIN PROST

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The Top Grand Prix Cars

The Editor Looks at the Mechanical Champions

Having considered the Champion drivers from different ages of motor racing in the May issue, it seems logical to apply the same thinking to the cars themselves, because without these there would be no World Champion drivers. Today the Drivers' World Championship tends to take precedence even over individual race results, how often in his much-appreciated TV commentaries does Murray Walker refer to the drivers, how infrequently does he name the cars they are driving, for example?

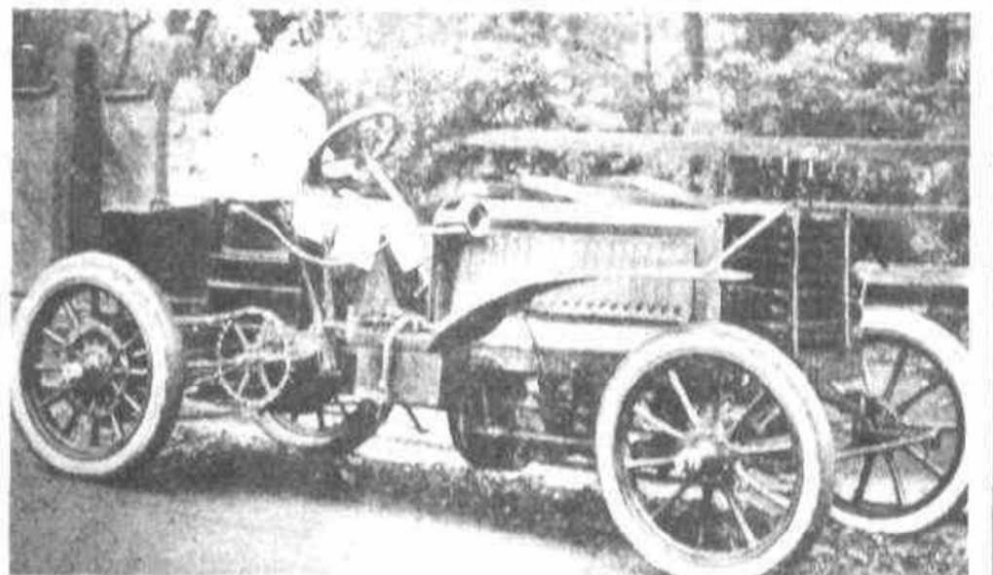
In an age when motor racing saw the mechanical aspects as of equal, even of greater importance than who was in the cockpit, great as these men were, there was a World Championship of Manufacturers long before there was a World Drivers' Championship. In fact this Manufacturers' Championship was established thirty-three years before the Championship of drivers. It was decided on a complex points-system that produced one Championship car a year, based the first year, 1925, on how the cars were placed in the Grands Prix of France, Belgium, and Italy, and in the Indianapolis 500-mile track race. In 1926 and 1927 the Belgium Grand Prix was deleted, being replaced by the British GP run over an artificial road course at Brooklands, but the European GP at San Sebastian was added in scoring towards the 1926 winner, and the Spanish GP was added for scoring in 1927. The winners of the World Championship of Manufacturers in those years were, respectively, Alfa Romeo, Bugatti and Delage.

I do not think anyone will grumble with that. The beautiful supercharged, straight-eight 2-litre P2 Alfa Romeos fully deserved their 1925 Championship. In 1926 the supercharged Grand Prix Bugatti won so many races by sheer numbers and its great road-clinging qualities that it was a worthy Champion indeed. By 1927

ALFA AND BUGATTI — protagonists for the title of Top Grand Prix car — in contention at Riems in 1932.

Delage had corrected the foot-frying shortcomings of M. Lory's magnificently watch-like 1½-litre supercharged team that had troubled their drivers in 1926, so that here was another thoroughly worthy Champion Grand Prix car.

After this motor racing had a period in the doldrums and this Championship lapsed. It was re-introduced in 1958, when the FIA gave points to the cars as well as to the drivers in races counting towards the World Championship for the latter. In 1958 and 1959 the first five places in each race were rewarded with, respectively, 8, 6, 4, 3 and 2 points, with one point for the car placed sixth being introduced in 1960. The points were increased for 1962 from 8 to 9 for a win, and these points were awarded only to highest placed cars of each make. Thus we have no need to argue which cars were the top



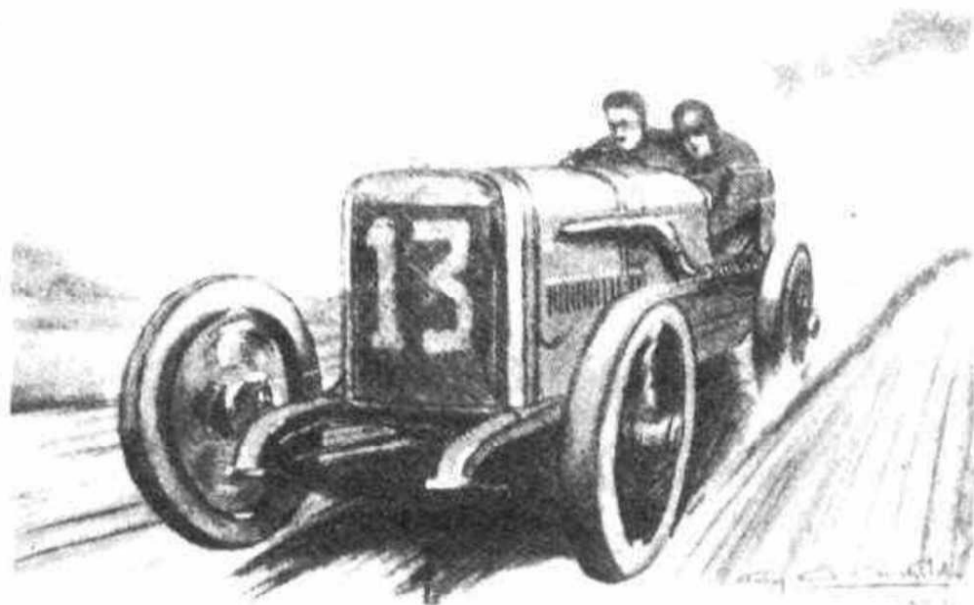
CHARLES JARROTT on the 70 hp Panhard-Lavassor with which he won the 1902 Circuit des Ardennes race. Panhard was the leading racing-car from 1896 to 1904.

runners after 1958. The first such World Champion was Vanwall, with 48 points, a score not exceeded until Lotus gained a total of 54 points, the scoring system by then being more favourable to high scores. Since that first World Championship of Manufacturers it has been won eight times by Ferrari, seven times by Lotus, three times by McLaren, twice by Cooper, Brabham, and Williams, and once by BRM, Matra and Tyrrell. This is as it should be, because Ferrari is the epitome of F1 racing, with successes scored by cars in which the engines and running gear are made in the same factory . . .

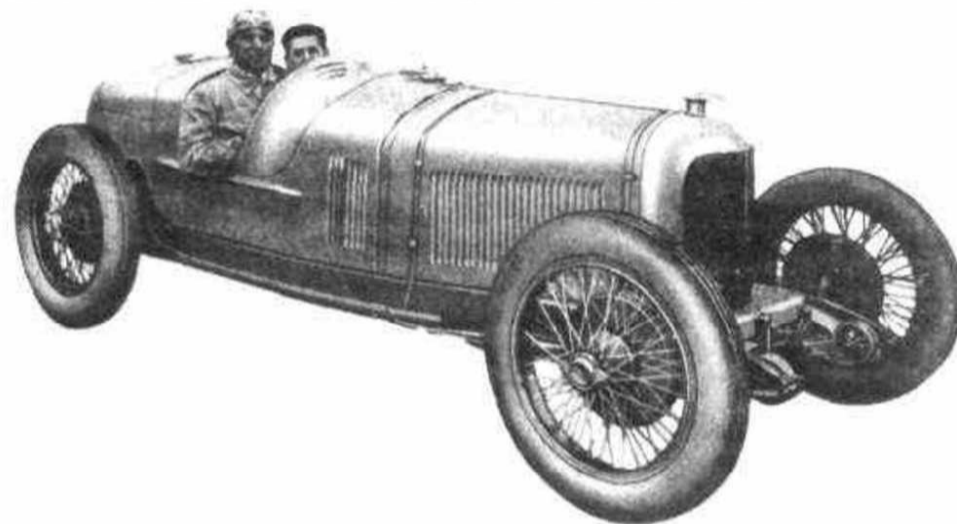
It now behoves us to consider which were the top road-racing cars before the Manufacturers Championship was instituted in 1925, and in the interim period of 1928 to 1957. There was a paucity of great races at first, making it difficult to access the worth of the competing makes on a points basis. But one has to accept that in the event that pre-dated the first real motor race, the Paris-Rouen horseless-carriage competition organised by *Le Petit Journal* in 1894, the fastest vehicle was the De Dion steam tractor, pulling a carriage. It was able to average 11.6 mph for the 78½ miles of the route. However, this was not exactly a race and the top prize was divided between the Panhard et Levassor that had come home fourth behind two of the Peugeots, and the quickest of the Peugeots, on the grounds that whereas all used a 3½ hp vee-twin engine, it was in fact made by the Panhard concern. In any case, the average speed of the Panhard et Levassor was but 0.8 mph slower than that of the quicker Peugeot. Taking a leaf out of the rules for the World Championship of Manufacturers instituted well over sixty years later, in which the make of the engine used in a points-scoring racing car did not influence the Championship (Lotus, in winning seven times between 1958 and 1985 employed Coventry Climax power to take two Championships, Cosworth-Ford V8 engines for the remainder), and applying the 1958 points system to the results of this first-ever Paris-Rouen Run, we find that the low-built Peugeot, with its wire wheels and rear-placed Panhard-built German Daimler engine and tiller-steering, would have won with ten points, to the De Dion steamer's eight and the Panhard score of five.

By the following year, however, when the first proper motor race took place from Paris-Bordeaux-Paris (732 miles), the Championship score would have been Peugeot 13, Panhard 8, Roger 2. After this Panhard et Levassor forged ahead, with the "crude-but-it-works" sliding-pinion gearbox in the centre of cars conforming to horseless-carriage concepts, that is to say, with a vertical engine at the front, where the horse would be, driving to the back wheels. Moreover, from then until 1904 Panhard built some very successful racing cars, like the 8 hp car which won the great Paris-Marseilles-Paris race of 1896, the 6 hp two-cylinder 90 × 130 mm racers of 1897 and the four-cylinder 8 hp 80 × 120 mm racing car of 1898, which had wheel instead of tiller steering and won the important Paris-Amsterdam-Paris contest. Then came the 12 hp 90 × 130 mm racing Panhard of 1899, with frontal radiator, winner of the 1899 Paris-Bordeaux race, followed by the 16 hp 100 × 140 mm type with which de Knyff won the Tour de France and the 24 hp 110 × 140 mm model, with electric ignition, that was used by Charron to win the first Gordon Bennett contest. By 1902 the fastest racing car was the great 70 hp Panhard with its wooden frame, into which a four-cylinder 150 × 170 mm (12,021 cc) engine had been installed, still with automatic inlet valves, and final-drive by side chains. But we are racing too fast and must pause to access the races of 1896 to 1900 on the 1958 Championship-points basis. The outcome endorses what I have written about Panhard-Levassor supremacy, because they would have won the Championship every year, with 17 points in 1896, 16 in 1897, 73 in 1898 (as more town-to-town races were held), 79 in 1899 and 81 in 1900, the only in any way impressive runners-up being Peugeot in 1897 (16 pts.), Peugeot again in 1898 with the same score, Mors in 1899 with 48 pts., and Mors in 1900, with 23 pts.

It is to be noted that Mors was moving up and although, in my piece about Champion Drivers, I overlooked the comment by our erudite one-time correspondent "Baladeur" on the 1903 Paris-Madrid race (stopped at Bordeaux), in which he pointed out that Gabriel had not actually had to overtake 167 other competitors in



THE 7.6-litre GP Peugeot's twin-cam multi-valve engine was the great breakthrough when this kind of racing was revived in 1912.

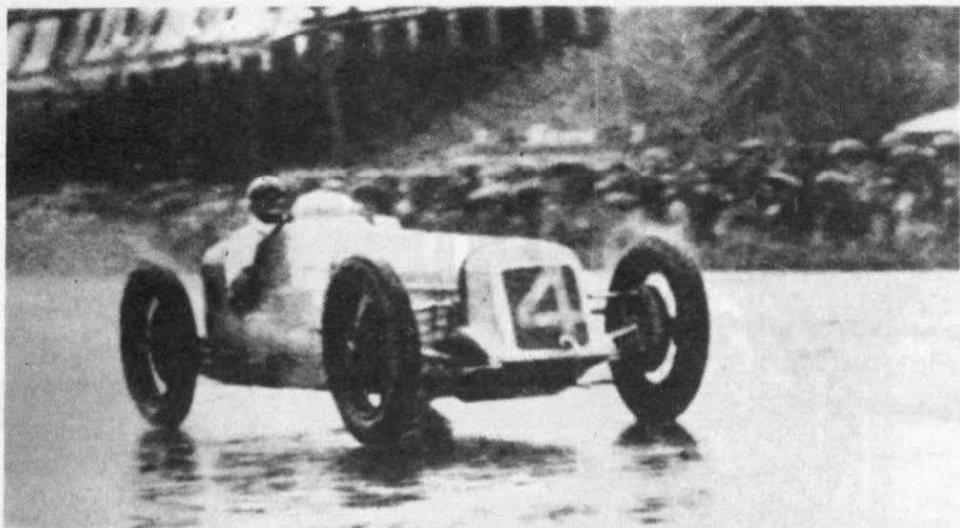


THE BEAUTIFUL P2 Alfa Romeo which was the top Grand Prix car in 1924 and took the first World Championship of Manufacturers in 1925.

that distance, as some of them had already retired, others had started after him, and some would be stationary as he went by as I stated. That does not overshadow the respect which both this writer and I feel for the remarkable victory of the wind-cutting 60 hp Mors in winning that difficult race at 65.3 mph — the highest average race-winning speed to date, I believe, and eleven mph better than Jarrott's winning pace with the huge Panhard at the Circuit des Ardennes the year before. So even if, as "Baladeur" estimated, the flying Gabriel had fewer rivals to pass on the dust-ridden, hazardous road than his starting number suggests, his victory and that of the 60 hp Mors remains a motor-racing epic . . . nevertheless, if we apply the points-system to the leading races of 1901 to 1903 we find that the invincible Panhard-Levassor would have been the Champion-make each time, with 41, 39 and 21 points, respectively, Mors merely the runner-up, and far behind, with 23, 10 and 17 points. Which could be why many converts to the sport of ordinary automobilism bought Panhards in those days . . .

In spite of this impressive Mors performance, during the 1904 season the Panhard was still ahead, or would have been if Championship points had been thought of, with the advanced Mercedes, which so many leading manufacturers were to copy, the runner-up, following Jenatzy's victory in the 1903 Gordon Bennett race. The latter concept of a truly International contest was now running down and in 1905 the Champion car would have been the Darracq, with Panhard-Levassor, now building racers of 120 hp, hounding it. After that year the GB theme had worn thin, to be replaced by the prestigious French Grand Prix, but Szisz's model win in the first of this new series would have been quite insufficient to gain the Championship for the Billancourt Company, and this would have the preserve of Itala, with the new force of De Dietrich but a single point in arrears.

After that the Fiat forged ahead, and would have led the 1907 Makers' Championship comfortably from Darracq, aided by the



THE WONDERFUL straight-eight 1½-litre supercharged GP Delage, which took the World Manufacturers' Championship in 1927, seen here with Robert Benoist driving one of the cars of this almost invincible team. Ten years later Dick Seaman was dominating Voiturette racing with one.

occupying of first place in the 1907 French GP by the inclined overhead-valve, very lofty chain-drive giant, with an engine of 16¼-litres (at a time when Panhard was up to a 130 hp racer of over 18¼-litres) thanks to the brilliant driving of the debonnaire Felice Nazzaro, the Fiats being entered only at the last moment (at double fees, incidentally). The great Italian make would have remained Champion in 1908, with new 12-litre cars, but with the 12½-litre Benz from Germany harrying them in races other than the GP, in which no Fiat finished, Lancia's going out early, Wagner's smashing a piston, Nazzaro's breaking its crankshaft. Indeed, Fiat would have had but a single-point lead over Benz at the close of an active 1908 season and it will be remembered that it was the victory of the white i.o.e. 12.8 litre Mercedes in the French GP, followed home by the two Benz, that turned the French Motor Industry against this kind of race until four more years had elapsed.

In the interim period *voiturette* races flourished and after the French GP was revived in 1912 there is scarcely need for points to establish the Peugeot as the Champion car, of both that year and the one following, so supreme was the Ernest Henry twin-cam multi-valve design. But in 1914, on the eve of war, that so dramatic Mercedes 1, 2, 3 domination of the French GP at Lyons got Mercedes in the ascendent, in spite of a single ohc engine and back-wheel brakes, against Peugeot's use of the classic dohc power unit and now front-wheel brakes, and in fact Delage would have taken second to Mercedes in that final pre-war season, a tribute to another advanced design . . .

Continuing this imaginary Championship into the post-Armistice period, I will admit right away that I have based it on the points system that was to operate in reality in 1925/6/7, but have applied it to the first three race-placings only. The reason for this is that almost every authority to have written books about such racing has been content with such placings, even Rodney Walkerley in his "Motor Racing Facts and Figures", the exception being David Venables but his excellent work is concerned with *voiturette* events. If I had the time I suppose I could have gleaned the remaining race-placings from contemporary reports and if anyone has the tenacity to do this, the result might be interesting, although I doubt the effect on the imaginary Championship. In former times three places were used for race results and I see no reason why a fourth or later finish was ever regarded as possessing merit.

Allowing things to settle down, and commencing again in 1921, the Henry-inspired straight-eight Ballot would have easily netted that year's Championship of Makes, in spite of its surprise defeat by the American Duesenberg in the French GP. With the 2-litre engine-size limit of 1922, the brilliant little twin-cam, 12-valve, roller-bearing Fiats would have been very far in front, with Duesenberg, Ballot and Bugatti tying as runners-up. The 1923 season saw the reward of the supposed Championship going equally to the 2-litre Fiat and Sunbeam, which were almost the same, the latter not yet supercharged, Wolverhampton being a year behind Turin! By 1924

the Champion car was the P2 Alfa Romeo (that was to take the true Championship of 1925), by an enormous margin. This makes extremely good sense, for no-one can deny the superiority at that time of the beautiful supercharged straight-eight cars from Milan, which were giving 165 bhp at 5,500 rpm and which had a top speed of 135 mph, and which, like the 1914 GP Mercedes before them, and the 1½-litre Delages after them, were effective in racing for a long time after this.

In the case of the Delage, Dick Seaman was able to vanquish the ERAs with one, which Ramponi had rebuilt for him over ten years after Lory designed it. Most writers who recall this omit to mention that in spite of the compression-ratio and boost having been increased, Seaman was able to run 200-mile races without refuelling, impossible on engines which were passing much alcohol past valves and pistons. In 1936 the Delage engine was producing 113½ bhp per litre, an astonishing achievement, taken in conjunction with its ability to turn very fast.

In 1926, as we have seen, Bugatti won the real Manufacturers' Championship, helped a little by the hot cockpits the Delage drivers had to endure. This put right, Delage took the Championship in 1927, and it has never been more deserved, for any engineer prepared to use 62 roller and ball bearings and a train of 23 gears to drive the oh-camshafts of his racing engine and auxiliaries *must* be in earnest . . . After this the real evaluation lapsed, for racing was in something of a decline. Bugatti would have been Champion in 1928, Alfa Romeo in 1929, but not by all that much, with Bugatti again winning very comfortably in 1930, when Maserati was runner-up, or would have been were this not now a game in which, incidentally, I have worked in all the important GP-type races year by year, not just selected ones.

Bugatti predominated in 1931 but in 1932 and 1933 Alfa Romeo was very much the top racing-car, after which the splendid P3 *monoposto* had to give best to the Mercedes-Benz onslaught, although it is interesting that these two makes would in my book have had to share the Makes' Championship of 1934 — a sort of Mussolini/Hitler alliance, as it were. After that, of course, the German teams, with the kind of financial backing that enabled their engineers to overcome the intended speed-restrictions of a maximum dry-weight limit of 750 kg, were the top-cars, and in some very spectacular races. Mercedes-Benz were at first in some



VANWALL, the car which gained the World Championship of manufacturers for the first time, when this was revived in 1958.

trouble from the rear-engined Auto-Unions but had shaken off this threat by 1935 — those who wish to study how it worked out will find it recorded in the war-time copies of MOTOR SPORT. But had there then been a World Championship of Manufacturers Mercedes-Benz would have won it easily, after that tie in 1934, up to 1939.

For me their finest car was the W125, of 1937, developing 646 bhp from 5.66-litres, which would take it to 195 mph on a suitable road circuit, but perhaps I am biased on account of the excitement of seeing these so-efficiently presented, and excitingly fast and noisy cars in action at Donington, in the company of Neil Eason-Gibson's super-enthusiastic father, over forty years ago

After the second war had replaced the one to end all wars, there was the proper World Championship of Makes from 1958 and up to that year I think it can be said that when the non-supercharged 4½-litre monsters first battled against the blown 1½-litre cars, this Championship, had it been instituted, would have been won by the Alfettas in 1947, 48 and 50, with Maserati in the lead in 1949, but with the challenge from the big V12 Ferraris, that had over 350 bhp in cars weighing less than a ton, beginning to count thereafter. In fact, Ferrari would have won my imaginary Championship in 1951/52 and '53. The GP Formula then changed to non-supercharged 2½-litre cars, perhaps more in keeping with the public's understanding, inasmuch as turbocharging, *nee* supercharging, was not then found on ordinary cars. Under this ruling, until the advent of a real World Championship of Manufacturers we can fill in the winners as: 1954, Ferrari; 1955, Mercedes-Benz; 1956, Lancia-Ferrari; 1957, Maserati. I will not attempt a "progressive" Championship because Doug Nye (letter last month) is quite correct in saying I cheated by not taking into account the number of races held each year. I was aware of this, but it was but a bit of fun, intended to make one think. I enjoyed his dig that I must be 101 to write about distant history, having said one should only discuss what one has seen — but a historian can only



FERRARI has won this Manufacturers' Championship more times than any other car. Here is a turbocharged V6 Tipo 126C that helped to take the title in 1983.

apply this to events in his own lifetime, Doug, who presumably knows what I mean

I have been tempted to consider the greatest drives by these top racing cars along the years but for space considerations and the thought that whereas an inferior driver can sometimes appear to be proficient in a top-class racing car, an inferior car usually exerts a great handicap even on a Championship driver, albeit the reverse can also apply. — W.B.

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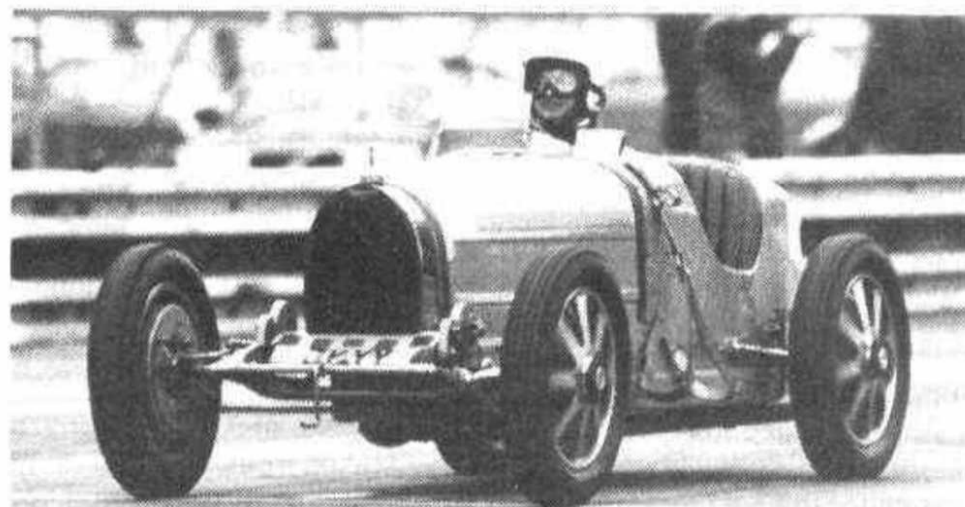
AGAIN this year the one-time one-day VSCC Meeting at the pleasant Oulton Park circuit was spreading over two days, a feast of motor racing, bicycle racing, beauty parade and auto-jumbling, attractive to participants but rather tough on spectators; it involved this scribe in 415 miles' motoring, for instance... However, it enabled 14 races to be held, in cold, damp conditions on the Saturday, in sunny weather on the Sunday.

The first big race at this Richard Seaman Memorial Trophies Meeting sponsored by *The Observer* was the Vintage 10-lap Scratch event. Nick Mason's 35B Bugatti took the lead from half-distance, after Kain's Bugatti had fallen back to second place, with A. G. Smith's very fast Super Sports Frazer Nash third, Threlfall's Mcdowell fourth. Mason's average speed was 75.23 mph. There followed the Seaman Historic 12-lap Scratch race, in which Martin Morris in ERA R11B fought a great battle with Felton's *monoposto* Alfa Romeo, the latter passing on lap 7 only to make a nonsense of it at Island hairpin two laps from the finish, to retire. Mason won at 85.04 mph and Bill Morris in ERA R12B "Hanuman" took second place, ahead of the ERAs of Brian Classic, Thwaites, Venables-Llewellyn and Chris Mann, followed by the Aston Martin Atom-engined Attenborough Special. It was an unhappy race, because first of all Knight's ERA-Riley was left at the start with a broken half-shaft, then David Black, going very quickly, rolled his P3 Alfa Romeo at Lodge corner, suffering minor injuries that took him to hospital, and Anthony Mayman in the ex-Raymond Mays' black ERA R4D went into the safety wall at Old Hall corner, splaying out the front wheels as the ifs broke away, also on the first lap. The Cheshire Building Society Allcomers' 15-lap Scratch race saw Neil Corner in tremendous form, his 1960 3-litre Dino Ferrari catching Mayman's 1959 ex-Halford Lotus-16 after three laps, to storm away, lapping all but the Hon. A. Rothschild's 1958 2½-litre P25 BRM. The best Nick Mason in the 250F Maserati could do was third, ahead of Martin Morris' ERA, the BRM having achieved its place after the Lotus fell sick at ten laps. Corner's drive was quite magnificent, his speed 92.18 mph, his best lap at 94.56 mph, compared with Mayman's best of 94.03 mph and the BRM's quickest of 87.62 mph, which Mann's Lotus-16 bettered by 0.36 mph, before a dropping out a lap from the end, when in third place.

The first important race on the Sunday was the Vintage Seaman, over 12 laps from scratch. In this there was no challenge for Tim Llewellyn's 8.3-litre Bentley, which led throughout, winning at 79.54 mph and setting fastest lap at 80.55 mph. Ron Footitt did his best in the AC-GN but was 21.1 sec. in arrears, and even Mason's Bugatti had to settle for third place, ahead of Harper's 1926 Aero Morgan. Kain's Bugatti challenged Mason but retired after seven laps, and Barry Clarke's A7 failed to complete a lap. Neve's 1914 TT Humber was in its usual consistent form and was the only Edwardian to show the spectators a car of this class.

If the 15-lap Allcomers' Scratch race was regarded as the highlight of Sunday's racing, Anthony Mayman certainly made it so. He drove the Lotus that was once raced by Innes Ireland with enormous verve, building up an enormous advantage, so that at the finish only second-place man, Chris Mann in the other Lotus-16, and Nick Mason's light-weight Maserati 250F were on the same lap. Indeed, Mayman won by no less than 1 min. 14.8 sec., and averaged 90.53 mph, with a best lap at 91.89 mph, which was atonement for his disasters of the day before. In fact, the field was rather spaced out and in the "other" race Felton's Alfa Romeo led home C. Mayman's interesting 1959 DBR4 GP Aston Martin and Bill Morris in "Hanuman". Of the three Talbot-Lagos, Pilkington's was 7th, ahead of de Cadenet who was driving Margulies' 4CL Maserati, and Colin Crabbe got his Lago in 11th, a place ahead of Wilson's.

Supporting these main races were several short races. The winners of these are given in the results (I hope they go in, this time!). There remain one or two noteworthy performances, that



NICK MASON (Bugatti T35B) on his way to winning Saturday's 10-lap Vintage scratch race. Below, M.J. Stretton (Frazer Nash Super Sports) in the same race.



deserve mention. For instance, the sometimes temperamental vee-twin Trice of Stewart Gordon's took a second and a first place in the "four-lappers", the neat Attenborough Special was in great form, winning twice as did Ricketts' Riley and Caroline's 1928/29 Morgan three-wheeler looked like being placed in the 10-lap Scratch race, being third when it retired on lap 8 with a cracked head on one of its two cylinders. P. Venables won a four-lapper in a rare blown L-type MG special, and the flying R. J. B. Smith in the Super Sports Frazer Nash was up to 5th place in the Vintage Seaman race when a chain came off, and a pit stop dropped him far behind. There was a close finish for second place in the sixth four-lap Handicap, when A. K. Stephens in ERA R12C beat Walker in the ex-Bristow Ford-powered GN by 1½ sec, although the former had lapped rather faster. In the last event Martin Morris's son was given a chance to drive ERA R11B but sensibly took it easily, not catching Jaye's Attenborough Special. The Giron Alvis hit the protective pile of tyres at Lodge in the twelfth race and bent back its near-side front wheel. It was an interesting two days; but will Oulton Park please invest in a second Bailey exit bridge?—W.B.

RESULTS

10-lap Vintage Scratch Race: 1. N. Mason (Bugatti), 75.23 mph; 2. B. Kain (Bugatti); 3. A. G. Smith (Frazer Nash).
12-lap Seaman Historic Scratch Race: 1. M. Morris (ERA), 85.04 mph; 2. W. R. G. Morris (ERA); 3. B. Classic (ERA).
15-lap Cheshire BS Allcomers' Scratch Race: 1. N. Corner (Ferrari), 92.18 mph; 2. Hon. A. Rothschild (BRM); 3. N. Mason (Maserati).
12-lap Seaman Vintage Scratch Race: T. C. Llewellyn (Bentley), 79.54 mph; 2. R. Footitt (AC-GN); 3. N. Mason (Bugatti).
15-lap Allcomers' Scratch Race: 1. A. Mayman (Lotus), 90.53 mph; 2. C. Mann (Lotus); 3. N. Mason (Maserati).
First 4-lap Handicap: D. F. White (Austin), 57.25 mph.
Second 4-lap Handicap: P. Jaye (Attenborough), 75.53 mph.
Third 4-lap Handicap: J. Bruce (Riley), 57.53 mph.
Fourth 4-lap Handicap: P. Venables (MG), 68.32 mph.
Fifth 4-lap Handicap: S. Gordon (Trice), 64.72 mph.
Sixth 4-lap Handicap: G. P. Burrows (Alvis), 57.43 mph.
Seventh 4-lap Handicap: P. Jaye (Attenborough), 75.49 mph.
Eighth 4-lap Handicap: D. Ricketts (Riley), 75.27 mph.
5-lap Scratch Race: D. Ricketts (Riley), 73.74 mph.
Fastest lap of the week-end: N. Corner (Dino Ferrari) 94.56 mph.
MOTOR SPORT Brooklands Memorial Trophy Contest: Points were scored towards this but will have changed again after the VSCC Silverstone Meeting, which will have been held just before this report is due to appear, i.e. on June 28th.

Letter from Hampshire

From D.S.J. to the Deputy Editor

Dear M.L.,

With a weekend off from Formula One I took the opportunity of having a look at the other end of the motor sport spectrum, by visiting Prescott hillclimb, near Cheltenham, where the Bugatti Owners' Club was running its "Classic Hill Climb". I was not at all sure of what I was going to see, or whether it was a Hill Climb for Classic cars or a Classic hill-climb. The word "Classic" is one of those that the popular media has got hold of and worked to death. At one time I knew what classic meant, for I only used it with reference to music or art, and occasionally for sporting things like the Derby. Nowadays, I am confused for as I drive round the parish in my tatty old Morris Minor 1000 which I view as a workhorse for carrying things, people refer to it as "a classic car" and they ask me if I am going to restore it. I look at them blankly and point out that I am using it regularly and work is purely involved with keeping it mobile and more or less legal.

I went down to Gloucestershire the day before the Prescott meeting, to stay with friends, and made a gentle and leisurely run down the old Bath Road, through Hungerford and Marlborough and the lovely Savernake Forest. It had to be leisurely as I was towing a trailer behind an estate car, but the journey was made for me by the succession of Lotus cars heading the other way. There had obviously been something going on at Castle Combe or somewhere and the first inkling was the sight of a white Ford Cortina that instantly looked just that bit different. It was really motoring and looking rock steady through the curves and as it went by I could see it was a Lotus-Cortina, with the twin-cam engine by the sound of it. Shortly afterwards across a wide open plain I saw an Elan Plus 2 heading towards me and it was closely followed by a normal Elan. These two were obviously friends and having a glorious dice together, running in that close convoy that you can only do with someone you know well. There was minimal traffic about so they could really get on with their motoring, and it was a joy to watch them in my mirror as they wound their way across the open countryside. Lucky lads, the spirit of motoring is not dead. After that came a brand new Elite, then another early Elan, a Europa and another Elan Plus 2. There had definitely been a Lotus gathering, and it made my day. On my way home from Prescott, meandering across the Cotswold country a pair of tweaked up Triumph 2000 Saloons overtook me running in that glorious "close convoy" where you help each other with road-craft by 'pathfinding' and 'giving cover'. More lucky lads enjoying the open road.

At Prescott there was the most relaxed atmosphere and pleasant gathering of people and cars that you could wish for. There was not too much noise, as the rules now insist that all competitors vehicles must have silencers even when competing; the racing motorcycles all had to have silencers as well. Apparently this rule is going to apply to all hill-climbs and speed trials next year by the decree of the RAC and Prescott has succumbed already. There were not many real racing cars at this meeting so the silencer rule was not too noticeable, but it is difficult to think of a Type 35B Bugatti or an E.R.A. not making its characteristic noise. A friend suggested that it might be an idea to take along a tape recording of the V16 BRM and play it on your car stereo while the silent Bugattis and ERAs climb the hill at the VSCC meeting in August. No doubt that would provoke a rule that silencers must be used in the spectator enclosures!

In the paddock I met Sheridan Thynne, who used to race Mini-Coopers many years ago. Today he is the Commercial Director of Frank Williams Grand Prix Engineering, and we normally meet among the "millions of pounds and thousands of people" atmosphere of Formula One where you are nobody if you haven't got a sponsored multi-coloured rally jacket and are not talking about 1000 horsepower. He too was having a day off from what our friends think is the real world. He smiled and remarked quietly, "You know, this is the *real* world, which is why I am here," to which I replied, "Me too".

I had expected a paddock full of XK Jaguars, Aston Martins, Austin Healeys and Triumph TR2s as it was a "classic" meeting, but it was actually much more interesting that, for there was everything there from vintage Bugattis through Morgan three-wheelers and Cooper-JAPs to home-made specials. There were a lot of "classics" as well, naturally, but there was a complete absence of "beautiful cars" or "trailer-borne exotica" and nothing scintillated. All the cars looked real and used, as did most of the owners and drivers and their friends. Looking at some of the vintage-style home-made sports cars that were taking part, my friend remarked, "You know, in every old saloon there is a sports two-seater trying to get out". Many of them had got out. But it prompted the reply that a new trend could be that, "in every sports two-seater there is a single-seater trying to get out". This was illustrated by two chaps running a nice-looking aluminium bodied single-seater built from Triumph TR2 components. They had not upset the TR owners by breaking up a TR2, but had built it from bits from crashed and written off cars. It had not cost them a fortune, it was not historic or classic, but it was giving them a lot of fun and if it destroyed itself it was not a piece of history lost. They could build another one. And above all, it was not trying to pretend it was anything else but a home-made special. More power to them!

Certain people who like to analyse the human being and its behaviour, and compartmentalise everything, have a bad time when they come to the motoring enthusiast. They will look at me seriously and say absurd things like, "Isn't it dangerous?" or, "Why do you spend so much time and energy on such a fruitless pastime?" and sometimes they ask what strata of life I am on.

Heading westwards out of London recently, I called in an AFN Limited, the Porsche Centre in Isleworth, where the old Frazer Nash cars used to be built. There is always something going on at AFN as the motoring enthusiasm that started the firm way back in 1927 is still very prevalent. On this occasion the main showroom had but one car in it, standing in the centre and illuminated by spot lights. It was a Porsche 911 Turbo with all the optional Sport Equipment on it, so that it was ready to deliver 330 bhp from its 3.3 litre engine and had all the aerodynamic goodies on it to keep it on the ground at all times. Finished in metallic silver with red leather interior it looked like the ultimate dream car and the sales staff was awaiting the arrival of the buyer. With a price tag of £80,000 they felt there ought to be something a bit special in the way of a hand-over ceremony, and a tasteful little private party had been arranged. Not being in my £80,000-style suit, I went on my way, leaving the staff awaiting the owner. I feel sure that the sight of that Porsche in solitary splendour must have taken his breath away. It certainly impressed me, and it wasn't my car.

In the other showroom at AFN Limited were three Frazer Nash cars, as the firm always has something on show from its past. Lined up and looking very dignified and aloof from the scintillating Porsche next door were a 1924 three-seater tourer, a 1934 T.T.Replica and the 1948 Fast Tourer, the last two having the distinction of knowing that they had been built on the premises. The



"In every old saloon..."

1924 car was built at Kingston-upon-Thames, before AFN Limited was formed and moved the manufacture to Isleworth.

After putting some "running-in" miles on a new Porsche 924S for a friend, and attending a couple of vintage motorcycle gatherings, it was time to pack the bag again and head off for London Airport to fly away to Formula One. The last time I was at Heathrow I saw a pleasant little domestic scene. I am like a taxi-driver friend of mine who once told me that he never got tired of sitting on a cab-rank because there were always people going by and he found endless pleasure in just watching them; I am much the same, I never mind waiting and watching the world go by. On this occasion there was this fellow about to take a plane to Bruxelles and his wife had brought him to the airport. When they got to the "Passengers Only" barrier he kissed her goodbye and as they parted they waved privately to each other. She then turned and went out to the car park to drive back home and he went through the customs to catch his aeroplane. Obviously a business man going off on an important trip to Belgium, I thought. Wrong. It was Jacques Laffite going off to race for the Ligier team at Spa-Francorchamps and his wife Bernadette was returning to their home in Stoke Poges. Jacques and his wife moved to Stoke Poges when he was driving for the Williams team, and they become so enamoured with the English way of life that they stayed on when Jacques moved to the French Ligier team. It was a business man going off to work, but one with a difference.

Yours etc., — D.S.J.

Yours etc,

D.S.J

328 BMW Addendum

FOLLOWING the article last month on the 50th anniversary of the Type 328 BMW, keen readers have pointed out a few errors. Tony Mitchell, the secretary of the Frazer Nash section of the VSCC wrote to say "I know, and I know that you know as well, that the Type 319 BMW was a 2 litre (see para 1 of article). The 1½ litre was the Type 315, from which the Type 319 came, which led on to the 328". Walking up Prescott hill-climb, ostensibly to study the corners before competing, I met Mark Garfitt, who was competing in the Classic Meeting with his Type 319. Naturally we were soon talking Frazer Nash-BMWs and naturally he also stressed that the BMW beginnings were with the 315 which was a 1½ litre six-cylinder, which was enlarged into the 319 and ultimately the 328 appeared. It wasn't so much that I got it wrong, but I did not express myself very clearly.

Anthony Blight, who is working on another *magnum opus* about the sports cars of the nineteen-thirties has been studying BMW history and pointed out a definite error in the lower caption on page 615. The appearance of the first 328 BMW production model in Germany was certainly at the Berlin Motor Show, but it was in February 1937 and not the Autumn of 1936. It was the London Motor Show held in the Autumn of 1936, where AFN Limited exhibited their prototype door-less car number 85.003, at which the 328 was first offered for sale, thus pre-empting the German debut by a few months.

Blight also questions the reason for using down-draught inlet ports into the hemispherical combustion chambers on the 328 aluminium cylinder head, suggesting that it was due to lack of space between the pushrods on the left side of the engine. That is a point for technical discussion which we are now pursuing.—D.S.J.

Four Ferraris

AN opportunity arose in May to drive four of the latest Ferraris, when Maranello Concessionaires Ltd made these available to journalists and gave them lunch at the celebrated *Le Manoir aux Quat' Saisons*, off the end of the M40 near Oxford — although true enthusiasts would be prepared to take a packet of sandwiches, or forego lunch altogether, to get behind the wheel of the 328GTB, Mondial 412 and Testarossa which were provided for the test.

The most interesting of these was the latest Ferrari 412, in which

the aerodynamics have been revised, many improvements made to the interior to enhance comfort and safety, and power has been increased by 8%, torque by 9½%, while ABS anti-lock brakes are now provided. This means that the 4,943cc V12 engine now develops 340 bhp at 6,400 rpm, with a torque output of 333 ft/lb. The engine has increased bore and stroke, c.i. cylinder liners and pistons, an increase in c.r. from 8.8 to 9.2 to 1, new fuel injectors, larger air-cleaners, and an improved exhaust system, while microplex electronic ignition figures in the specification. To accommodate the ABS braking the front suspension has been redesigned. The front seats now have electric adjustment, air-conditioning and ventilation have been changed and now have microchip control, front and rear seat headrests have been improved, and the safety-belts better positioned. As on the Testarossa, the clutch diameter has been increased by one inch, to cope with the power increase.



THE FERRARI 412 is one of Pininfarina's masterpieces. It is a development of the 400i with detail revisions to the aerodynamics, increased power and ABS. (Below) Introduced last year, the 328GTB is a development of the 308 and its body revisions, which nod towards the Testarossa, establish a Ferrari 'house style'.

The Testarossa needs no comment as a full road test appears in this issue, but the comfort of its interior is notable; as Ferrari says, "a living room at 180 mph," the body being of aluminium but with steel doors and cockpit area. Either Goodyear or Michelin tyres are fitted, the steering asked 3.45 turns, lock-to-lock, and the claimed performance is a standing mile in 13.6-seconds, with a maximum speed of 181 mph — which it would be foolish to try for along the M40, especially on a prearranged journalists' test day!

The newest Ferrari Mondial convertible now has front and rear bumpers of the same colour, the exhaust outlets and rear fog-integrated into the underfairing of the body, and the wheels slightly restyled, the front ones now being of 165TR-390 size, to ensure lighter steering. Only minor changes have been made to the interior, such as the instruments being incorporated into the main fascia panel and given red graphics, the inside door handles being improved, a more modern radio system fitted, and the temperature controls now monitoring external air temperature through sensors. The 328 engine, of 90-deg V8 twin-cam four-valve-per-cylinder formation, has a capacity of 3,185cc in its latest form, and develops 270cv at 7,000 rpm. This new 3200cc engine is used throughout the eight cylinder Ferrari range, for the 328GTB, 328GTS, Mondial 3.2 and Mondial cabriolet 3.2 — W.B.

John Player Special Team Lotus

racing at French Grand Prix 6th July
German Grand Prix 27th July
Hungarian Grand Prix 10th August



JPS5EMS

(Dates and venues correct at time of going to press)

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AT LAST, A FORCE OF GETTING THE RIGHT

ALFA ROMEO

- Alfasud
- Sprint
- Giulietta
- Alfetta
- GTV
- GTV 2.5 Fi

ASTON MARTIN

LAGONDA

- V8 Vantage, Volante
- Lagonda - Limousine

AUDI

- 80
- 80 Sport, Quattro
- 80 Turbo Diesel
- 90 Coupé
- Coupé GT, GTi, Coupé Quattro
- Quattro 2 litre
- 100, Coupé S, Avant
- 100 Quattro, Avant Quattro
- 100 Turbo Diesel
- Avant Turbo Diesel
- 200
- 200 Turbo, 200 Quattro

AUSTIN ROVER

- Mini (to 1980)
- Mini (1980 on)
- Metro
- A30, A35, A40, A50, A60,
- 1100, 1300, 1300GT
- Minor
- Allegro
- Maestro
- Maxi
- Marina
- Ital
- Montego
- 1800, 2200
- Princess
- Ambassador
- Rover (to 1983)
- Rover (1983 on)

AUSTIN ROVER

- Rover EFI, Vitesse
- Rover 2400 SD Turbo Diesel
- Rover 213
- Rover 216
- Rover 216 EFI
- MG Metro
- MG Metro Turbo
- MG Maestro
- MG Maestro EFI
- Montego EFI
- Montego Turbo
- MGB, MGB GT
- Midget

BENTLEY

- Bentley Eight
- Mulsanne
- Turbo
- Continental Convertible

BMW

- 1502, 1602, 1802, 2002
- 316, 318, 320
- 318i, 320i, 323i, 325i
- 518, 520, 525, 528
- 518i, 520i, 525e, 525i,
- 535i, M535i,
- 628CSi, 633CSi, 635CSi,
- M635CSi,
- 728, 730,
- 728i, 732i, 733i, 735i, 745i

CHRYSLER (see Talbot)

CITROEN

2CV

- Dyane
- Visa Petrol
- Visa Diesel
- GS, GSA
- BX Petrol
- BX Diesel
- CX Petrol
- CX Diesel
- CX Diesel Turbo

DAIHATSU

- Charade
- Charade Diesel
- Charade Turbo

DATSUN (see NISSAN)

FIAT

- 126
- 127
- Panda
- Uno
- Uno Turbo
- 128
- Strada
- Strada Abarth
- X19
- 131, Mirafiori
- Regata
- 132

FORD

- Anglia
- Fiesta
- Fiesta XR2
- Escort MK 1, MK 2
- Escort MK 3
- Escort XR3, XR3i, RS Turbo
- Orion
- Cortina MK 2, MK 3
- Cortina MK 4, MK 5
- Sierra
- Sierra 2.3 Diesel
- Sierra XR4i, XR4 x 4
- Capri
- Capri 2.8i
- Consul
- Granada MK 1, MK 2,
- Granada Mk 3
- Granada MK 2 Diesel
- Granada 2.8i, Scorpio

HONDA

- Civic, Civic Shuttle
- Civic CRX, GT
- Quintet

HONDA

- Accord
- Prelude

HYUNDAI

- Pony

JAGUAR/DAIMLER

- 6 cylinder models, except 3.6
- 12 cylinder, 3.6

LADA

- 1200, 1300, 1500, 1600
- Riva

LAMBORGHINI

- Jalpa P350
- Countach QV

LANCIA

- Delta
- Delta 1600 HF Turbo
- Beta
- HPE
- HPE 2000, Volumex

LAND ROVER

- Landrover Series III
- One Ten, Ninety, V8
- Range Rover 3.5, Vogue

MAZDA

- 323
- 626, Montrose
- 818
- 929
- RX7

MERCEDES BENZ

- 190
- 200, 220, 230, 240, 250,
- 280, 300,
- 350, 380, 450, 500
- S Class

MITSUBISHI (COLT)

- Colt Hatchback
- Colt Hatchback Turbo
- Lancer
- Celeste
- Galant

If every car on the road had a standard engine, a standard oil would be fine.

But a Porsche is not a Princess is not a Sierra is not a Lada. And a quick look at the handbooks of these cars will tell you the manufacturers demand different specifications of oil for their engines.

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performance and shorten the life of an engine. (Think about it, would you put 2 star petrol in a 4 star engine?)

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On the back of the cans you'll find a chart which

THE RIGHT OILS

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OLPROOF WAY HT OIL IN YOUR CAR.

MITSUBISHI (COLT)

- Galant Turbo, Turbo Diesel
- Sigma

NISSAN (DATSUN)

- Micra
- Cherry, 100A, 120A
- Cherry Turbo, Turbo ZX
- Sunny, 120Y, 140Y
- 140J, 160J
- Violet
- Prairie
- Stanza
- Silvia Turbo ZX
- 160B, 180B
- Bluebird
- Bluebird 1800 Turbo
- Laurel
- 280C
- 280 ZX
- 300 ZX
- 300 ZX Turbo

OPEL

- Kadett
- Ascona
- Manta
- Rekord
- Senator

PEUGEOT

- 104
- 205
- 205 GTi
- 205 Diesel
- 305
- 305 Diesel
- 504
- 505
- 505 Diesel, Turbo Diesel
- 604
- 604 GTi
- 604 Turbo Diesel

PORSCHE

- 924
- 924 Turbo, Carrera GT

PORSCHE

- 944 Lux
- 911
- 911 Turbo
- 928, 928s, 928s series 2

RENAULT

- 4
- 5
- 5 Turbo, Gordini Turbo
- 6
- 9
- 9 Diesel
- 11
- 11 Diesel
- 11 Turbo
- 12
- 14
- 16
- 18
- 18 Diesel
- 18 Turbo
- Fuego
- Fuego Turbo
- 20
- 20 Diesel
- Espace
- 25
- 25 V6i, Turbo
- 30

ROLLS ROYCE

- Silver Shadow
- Silver Spirit, Silver Spur
- Corniche, Carmargue

SAAB

- 95, 96
- 99
- 900, 900i
- 900 Turbo
- 900 Turbo 16, 16S
- 9000 Turbo 16

SKODA

- 105
- 120

SUBARU

- 700 RWD, 4WD
- 1600, 1800, 1800 GTi
- 4WDL Series
- 1800 4WDL - Series Turbo

TALBOT (CHRYSLER)

- Imp
- Samba
- Sunbeam
- Sunbeam Lotus
- Horizon
- Horizon Diesel
- Avenger (to 1979)
- Avenger (1979 on)
- Alpine
- Hunter
- Simca
- Solara
- Tagora
- Rancho
- Minx

TOYOTA

- 1000
- Starlet
- Tercel
- Corolla
- Carina
- Carina Diesel
- MR 2
- Celica
- Camry
- Camry Turbo Diesel
- Cressida
- Cressida Diesel
- Crown

TRIUMPH

- Acclaim
- Toledo
- 1300, 1500
- Dolomite
- Herald

TRIUMPH

- Spitfire
- TR
- Triumph 2.0, 2.5
- Stag

VAUXHALL

- Nova
- Astra
- Astra GTE
- Chevette
- Magnum
- Viva
- Cavalier
- Cavalier CD, SRI
- Victor
- Carlton
- VX Range

VOLKSWAGEN

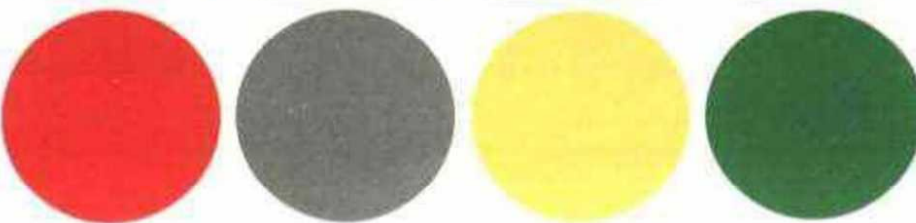
- Beetle
- 1600
- Polo
- Derby
- Golf
- Golf GTi
- Golf Diesel
- Golf Turbo Diesel
- Jetta
- Jetta Diesel
- Jetta Turbo Diesel
- Scirocco
- Passat
- Passat Diesel
- Passat Turbo Diesel
- Santana

VOLVO

- 66
- 340, 343, 345
- 360, 363, 365
- 144, 145
- 240, 244, 245
- 260, 264, 265, 760
- 760 GLE Turbo
- 760 Turbo Diesel

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SAYS SO

UNIPART



RAC-Norwich Union Classic Run OVER 400

entrants set off from three starting points (Epsom, Bath and Nottingham) to converge on Silverstone on Sunday, 25 May. Each route took in points of motoring and sporting interest and those who completed the course within the time limit received a commemorative plaque. It is hoped the run will become an annual event complementing the London-Brighton Veteran Run. (Above) David Bell's 1950 Healey

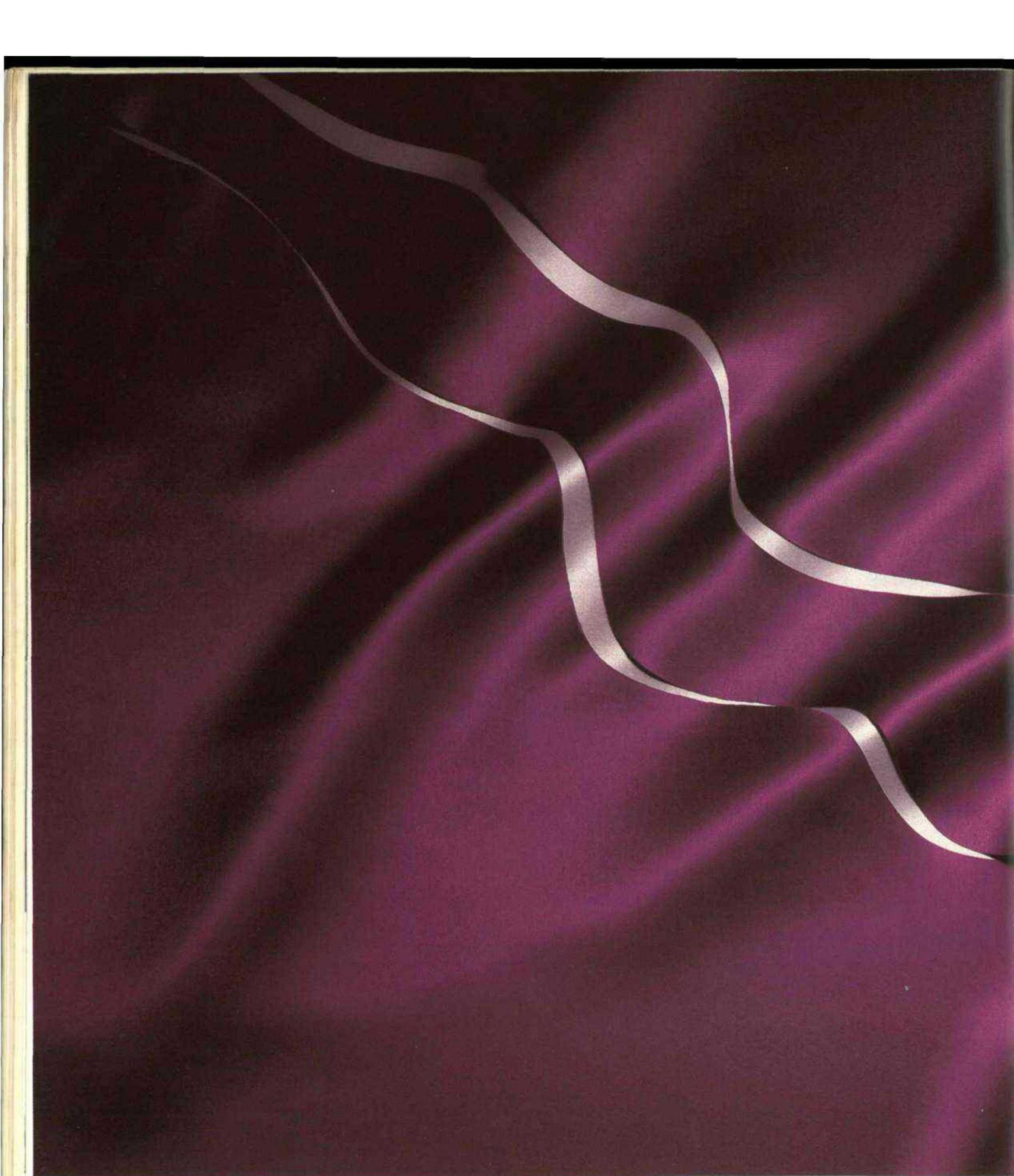
Silverstone heads a bunch of cars on the Grand Prix circuit. (Below left) John Hopwood prepares to drive his 1955 Triumph TR2 in one of the voluntary driving tests based on those which used to complete RAC Rallies. Hopwood's co-driver was Tony Mason who used to co-drive with Roger Clark in rallies. (Below right) William Brown's 1930 James Young-bodied 1750 Alfa Romeo GT lines up alongside Martin Jones' 1931 Vauxhall 20/60 Tourer.





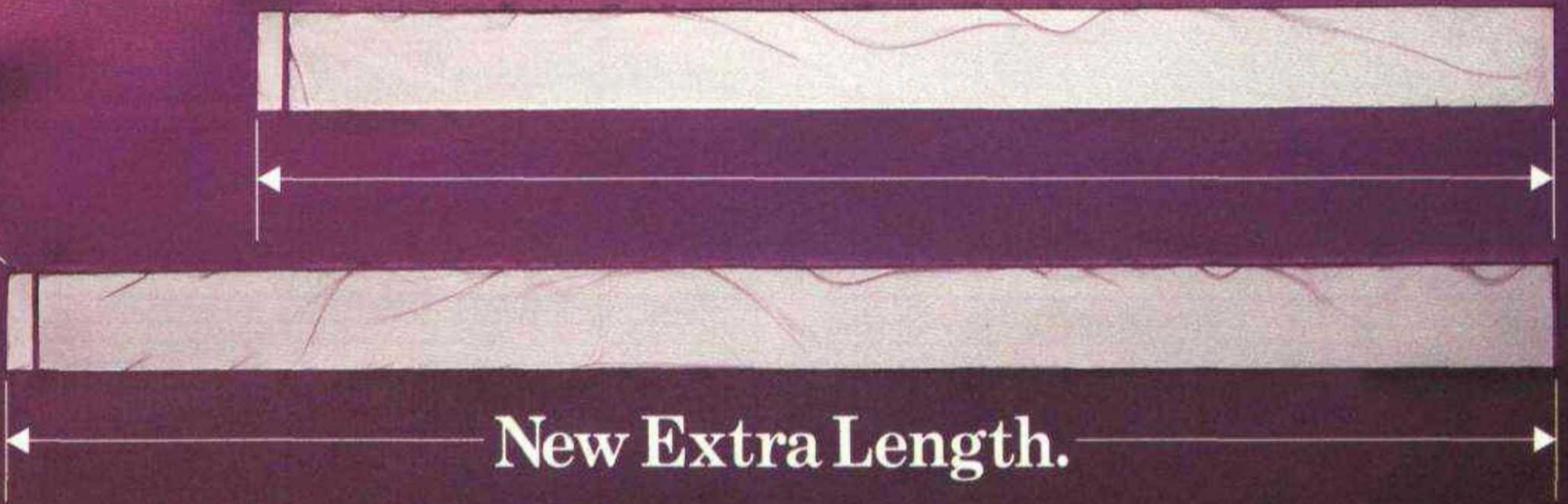
TTC — Brno THE MAGNIFICENT 11 km road circuit at Brno was used for the last time on June 8th, the Czech authorities are, however, building a permanent circuit nearby. (Above left) Victory fell to the Volvo 240 turbo of Thomas Lindstrom and Ulf Granberg. It was nearly a Volvo 1-2 but the car of Johnny Cecotto and Anders Olofsson ran out of fuel a lap from the end allowing the Rover Vitesse of Tom Walkinshaw and Win Percy (top right) to inherit the spot ahead of them. The fastest cars in practice were the Ford Sierras of Steve Soper/Sigi Muller and Pierre Dieudonne/Mike Thackwell. (Right) Soper leads at the start but the car was out just before half distance with turbo trouble while a comedy of errors during a pit stop delayed the second Ford which eventually finished tenth. (Below) Some of the flavour of Brno is captured in this shot of the Fornage/Haezebrouck BMW 635 CSI passing through the village of Bosonhy.





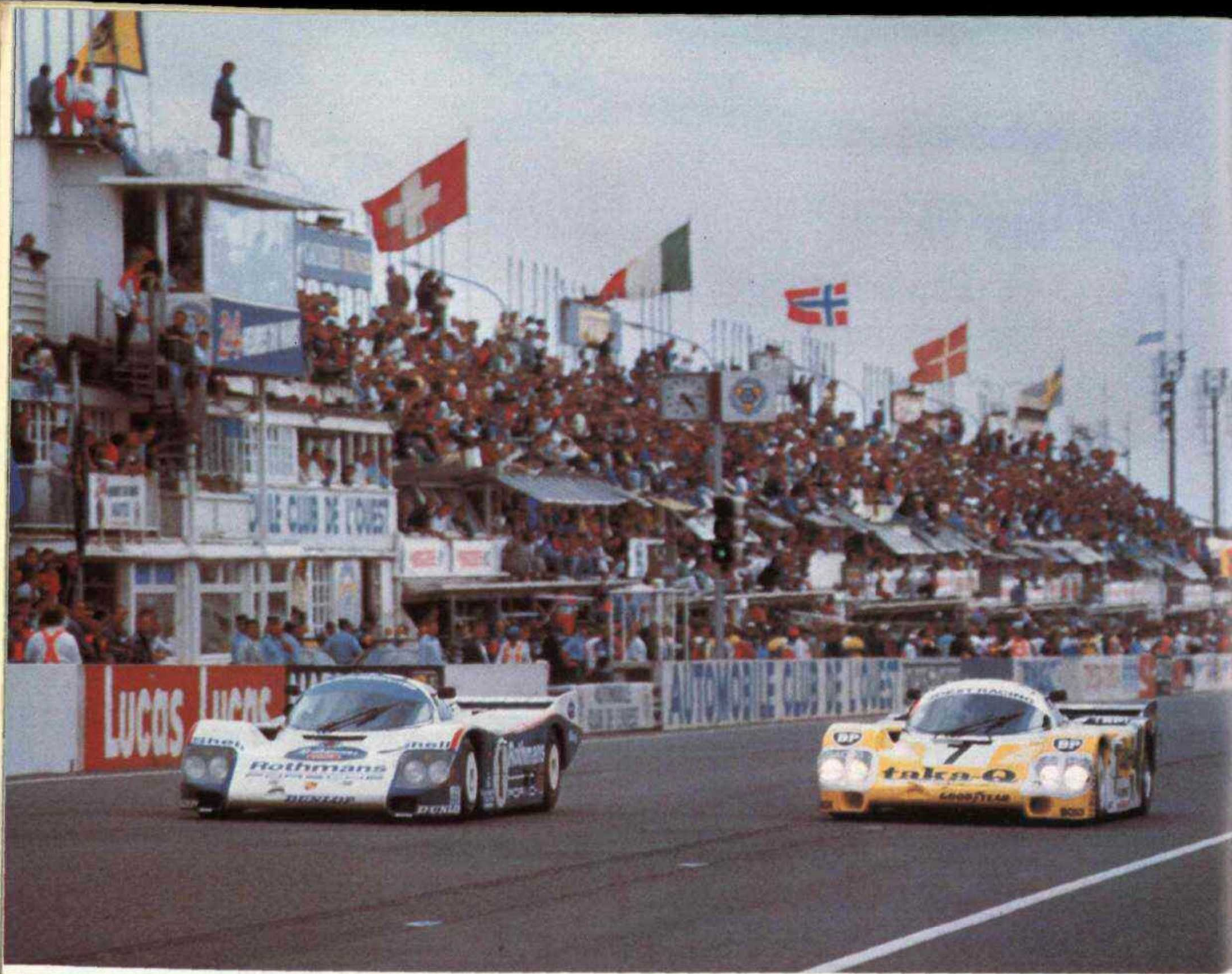
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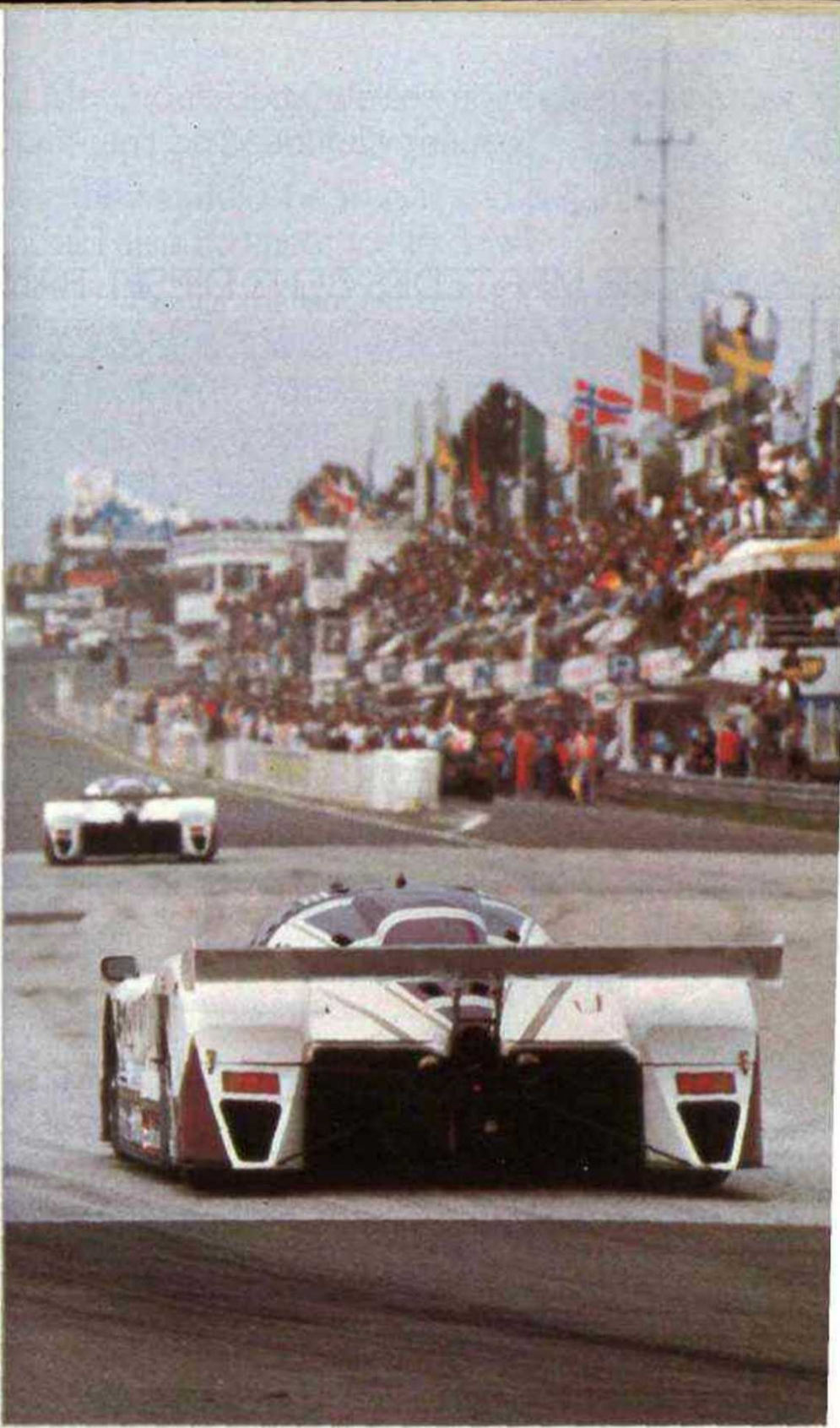


New Extra Length.

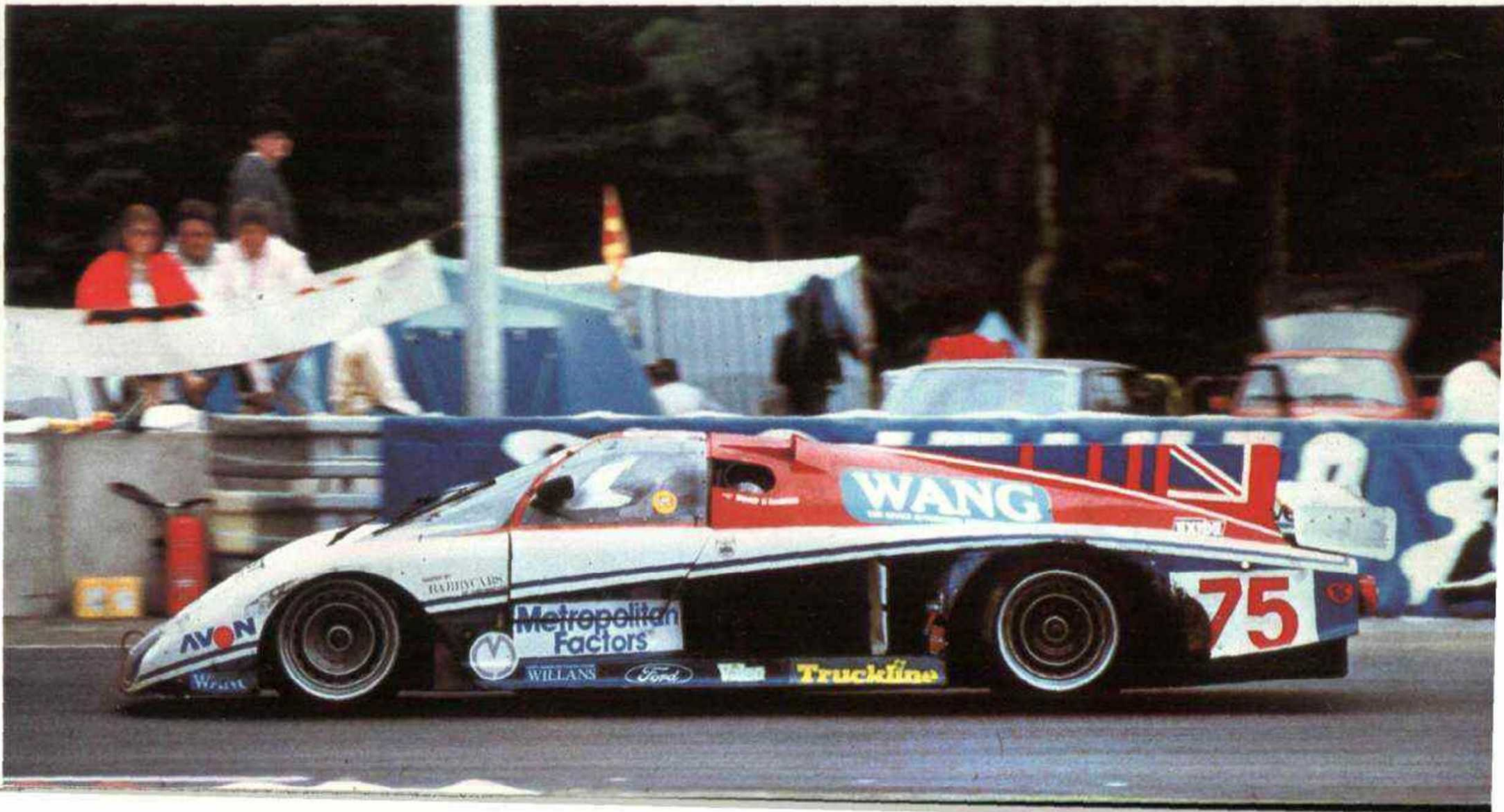
CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH



AUTOMOBILE C



Le Mans. (Clockwise from top left). LA COURSE FANTASTIQUE! is how the French commentator described the Works vs Joest Porsche battle for the lead which dominated the first half of the race. The private team's hopes of a hat trick were dashed when the engine blew after a long period of slow motoring behind the pace car, following Jo Gartner's fatal accident. Hans Stuck, Derek Bell and Al Holbert celebrate Porsche's record eleventh win. For Bell it was his fourth Le Mans victory, and his first without Jackie Ickx. Two of the three works Jaguars which brought the British tifosi out in their thousands. Unfortunately none finished — this year. After eight attempts, success came to the ADA Engineering team. Ian Harrower, Evan Clements and Tom Dodd-Noble brought their Gebhardt-Cosworth home eighth overall and first in Cp C2. The Anglo-Japanese March-Nissan team proved Kipling's adage about East and West and the effort was farcical. Not a Porsche 959 but the racing variant, the 961. It is the first four wheel drive car ever to race at Le Mans and René Metge and Claude Ballot-Lena brought it home in seventh place.



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For their part, the new 250D and 300D herald a new era in larger luxury diesels. With 5 and 6 cylinder engines giving the kind of throttle response that makes turbo-diesels lag behind.

The 250TD diesel estate is perhaps the perfect marriage of function and form.

Its elegant, flowing lines slip sweetly through the air with a drag coefficient of only 0.34. And the rear suspension is self-levelling. So, even carrying the bulkiest load, you'll drive with the right attitude.

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Model	Engine size(cc)	Cylinders	Horsepower (DIN)	'Euro mix' Fuel Consumption*	Top speed (mph)
190D	1997	4	72	42.2 mpg	100
190D 2.5	2497	5	90	39.8 mpg	108
250D	2497	5	90	39.8 mpg	109
300D	2996	6	109	38.7 mpg	118
250TD	2497	5	90	36.7 mpg	103

There's nothing crude in a Mercedes-Benz diesel. Attaining these levels of power and smoothness took years of research and development.

Mercedes-Benz launched the world's first diesel production car 50 years ago and have led diesel technology ever since.

All this experience has been distilled in the latest Mercedes-Benz diesels. Never has the diesel been so refined.



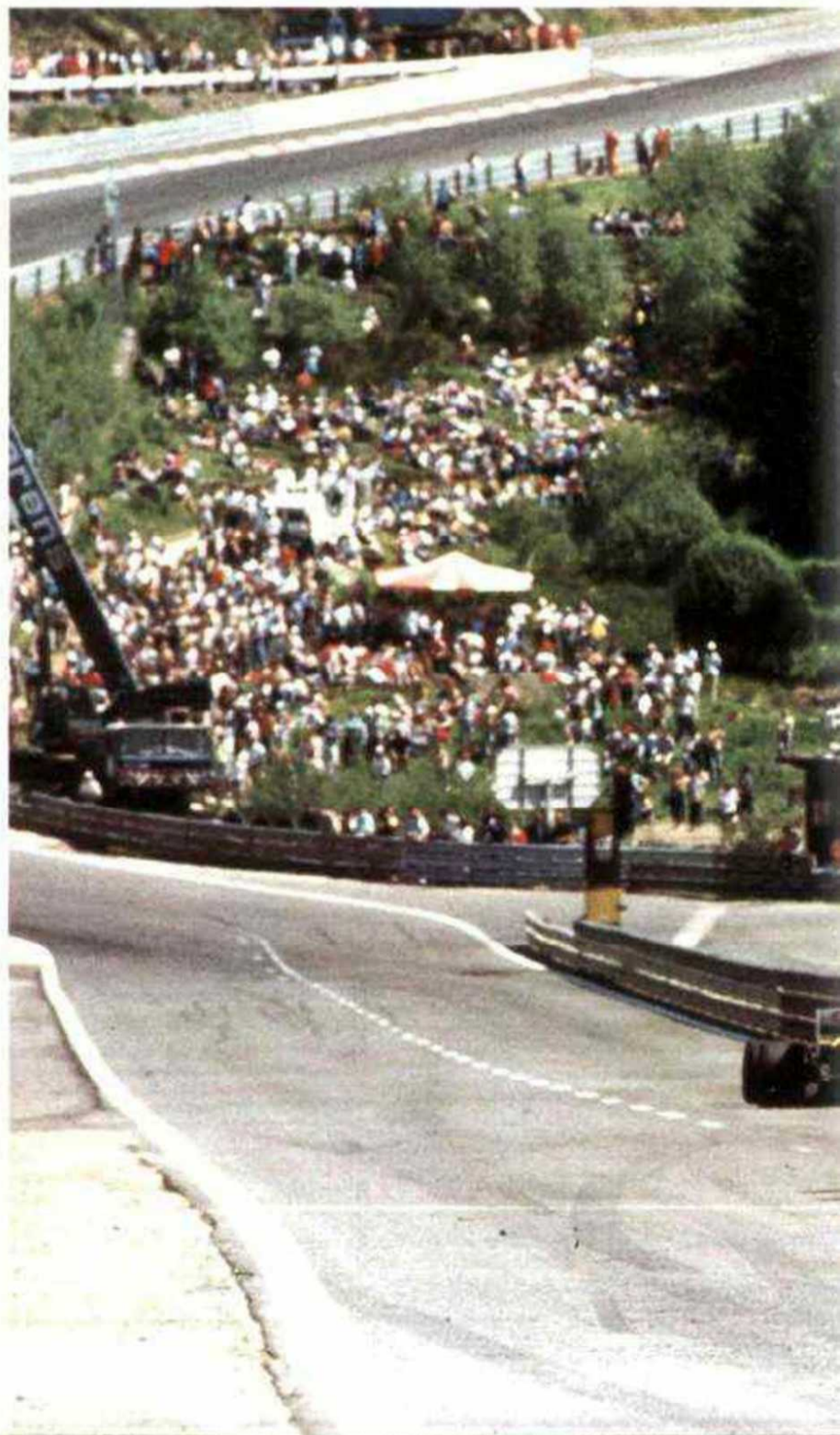
Mercedes-Benz

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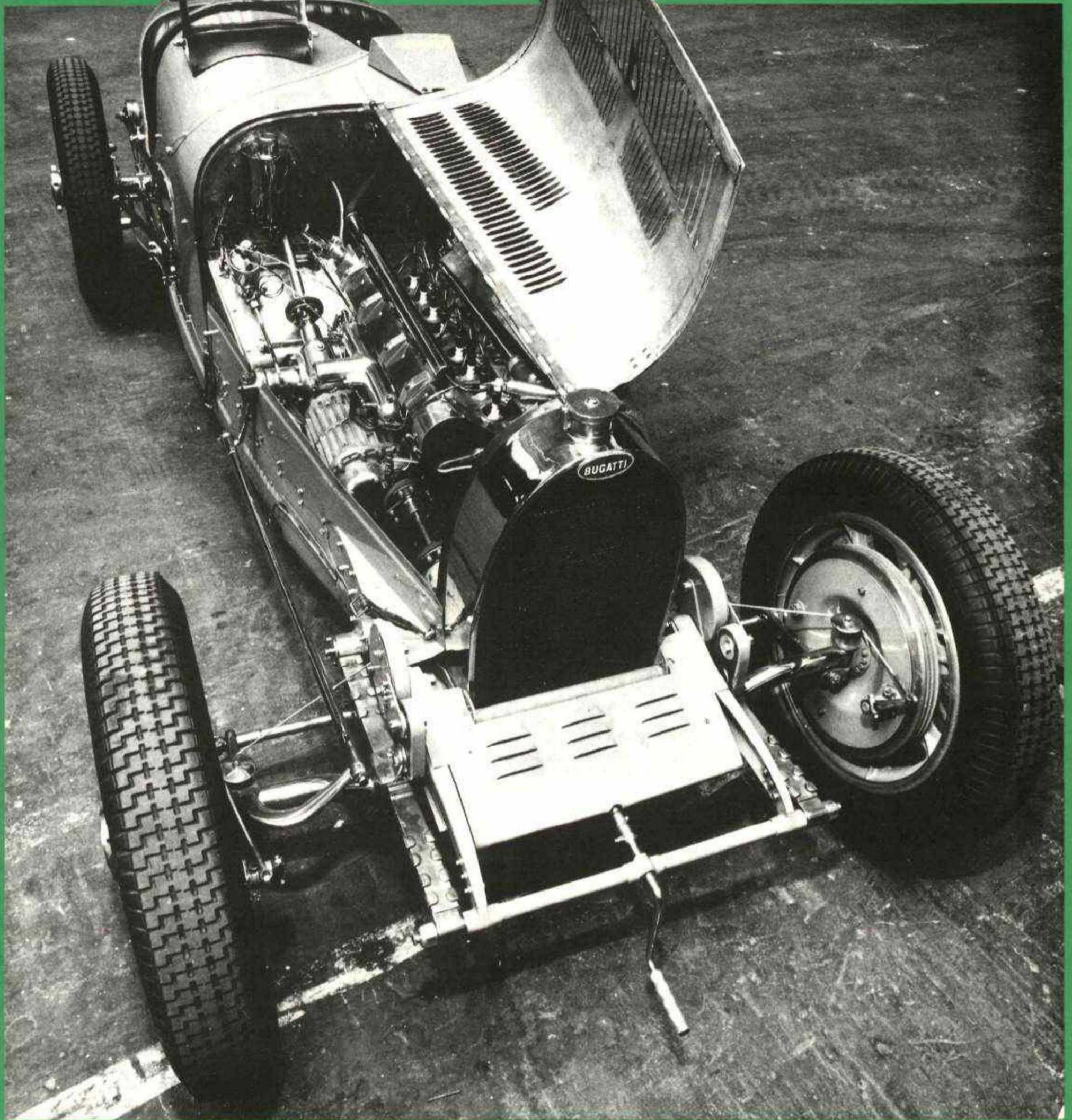
Official Fuel Consumption Figures, all 5-speed manual (litre/100km): 190D: Urban 35.8(7.9), 56 mph 53.3(5.3), 75 mph 40.9(6.9); 190D 2.5: Urban 32.8(8.6), 56 mph 51.4(5.5), 75 mph 39.8(7.1); 250D: Urban 31.6(8.9), 56 mph 52.1(5.4), 75 mph 40.3(7.0); 300D: Urban 29.9(9.5), 56 mph 52.5(5.4), 75 mph 40.6(7.0); 250TD: Urban 29.7(9.5), 56 mph 48.7(5.8), 75 mph 36.2(7.8). *Euro mix* figure is sum of 1/6 Urban, 1/6 56 mph and 1/6 75 mph.



Belgian Grand Prix. (Clockwise from left). Nigel Mansell's early indiscretion to start from the last eight races. Stefan Johansson enjoyed a change of fortune, scoring a credible third ahead of team mate Michele Alboreto. It was Ferrari's fifth race of the season. Alain Prost heads back to the pits following a subsequent drive up to sixth place was one of the finest of his career. Mansell gave the Ford-Cosworth engine its first finish but he ran out of fuel, holding seventh place. Mansell and Ayrton Senna sandwiched Prost and Patrese on the approach to the Eau Rouge sequence. Tyrrell chipped a point to Martin Brundle during qualifying.



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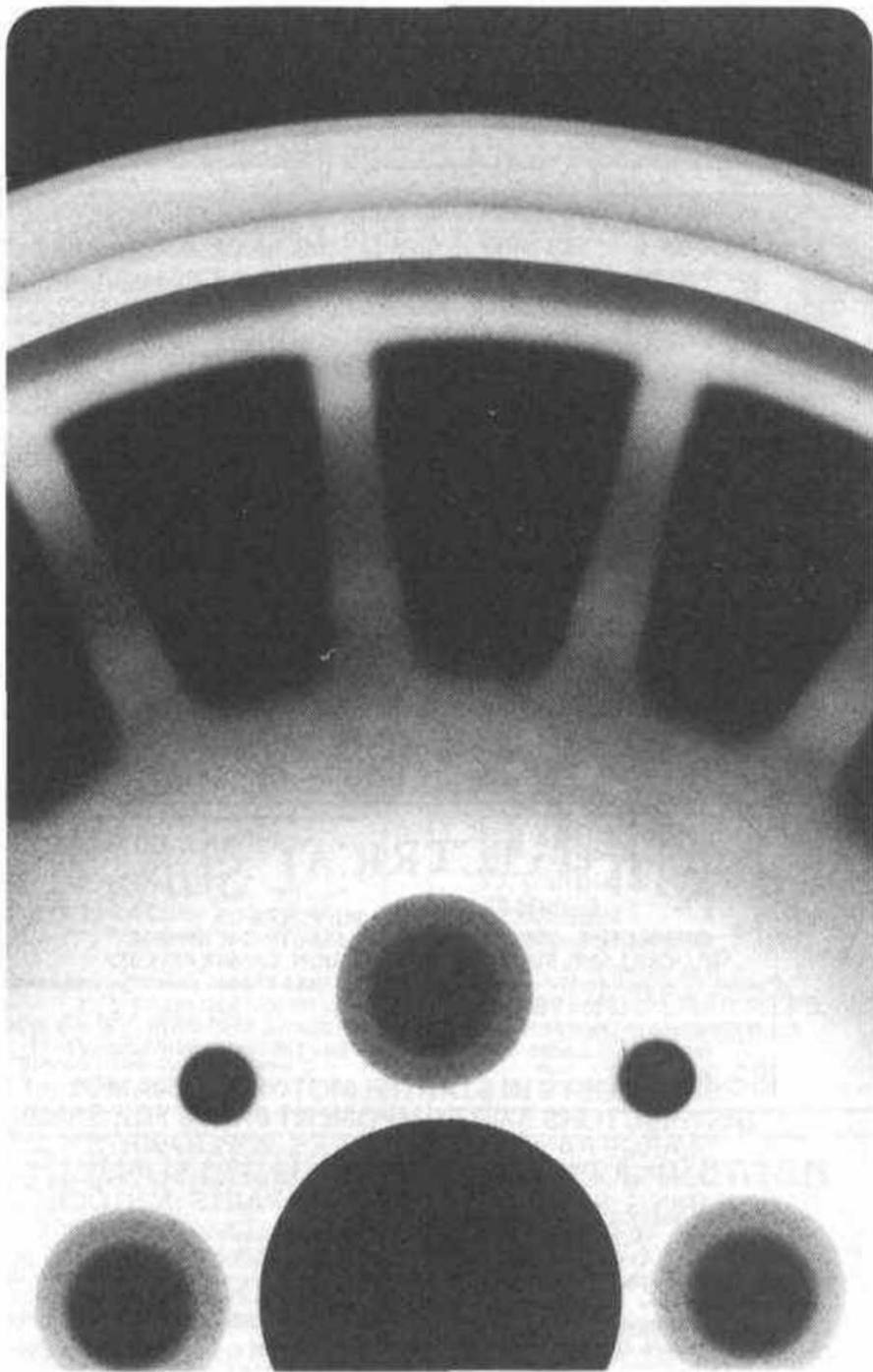
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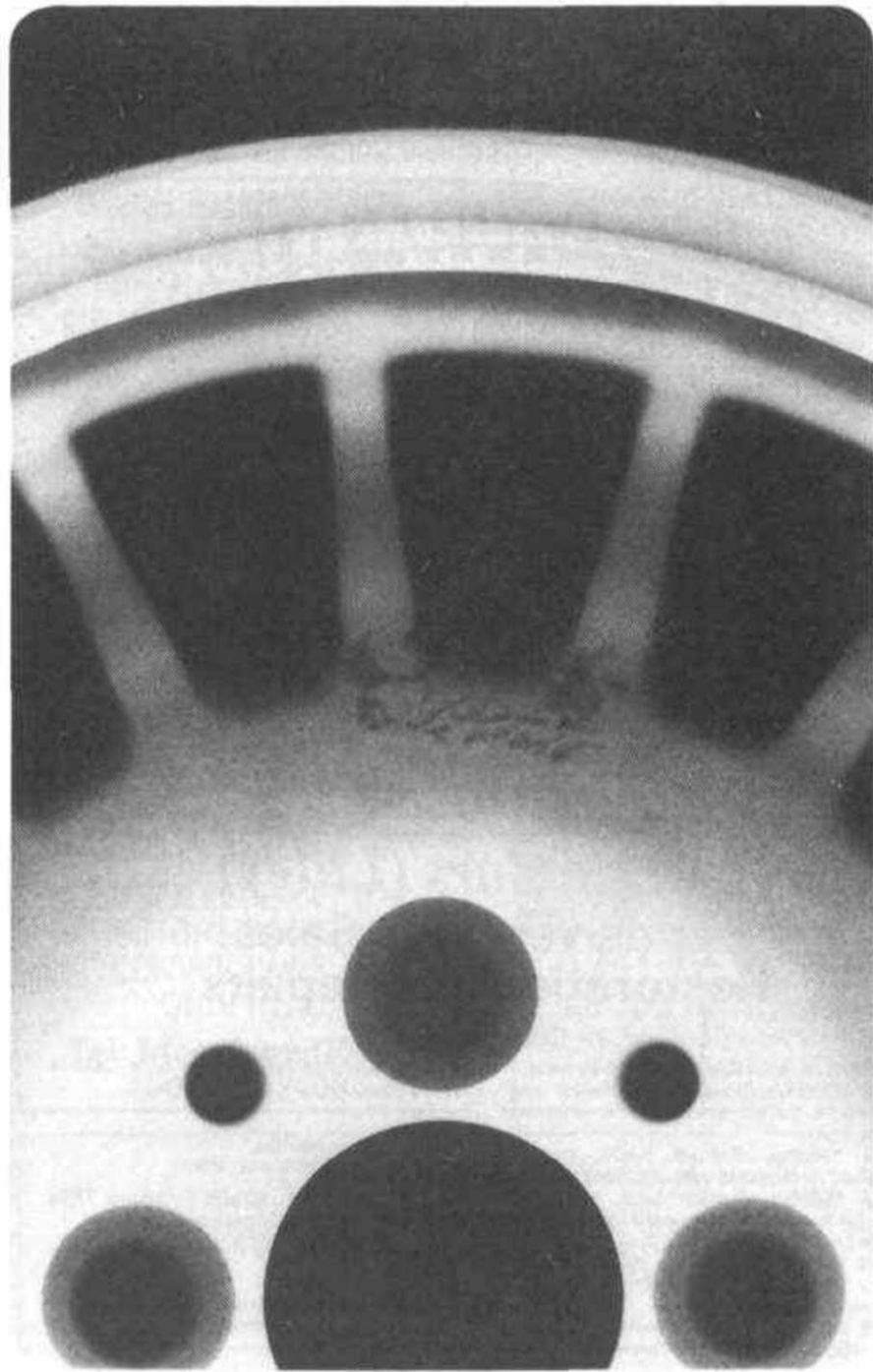
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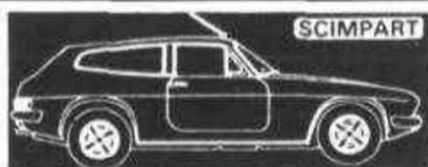
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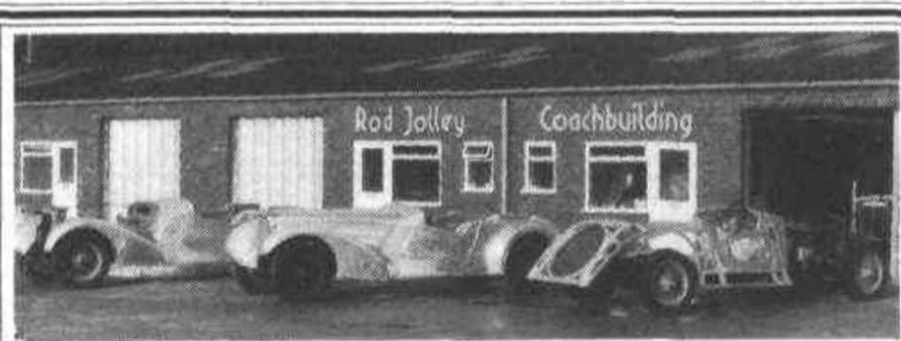
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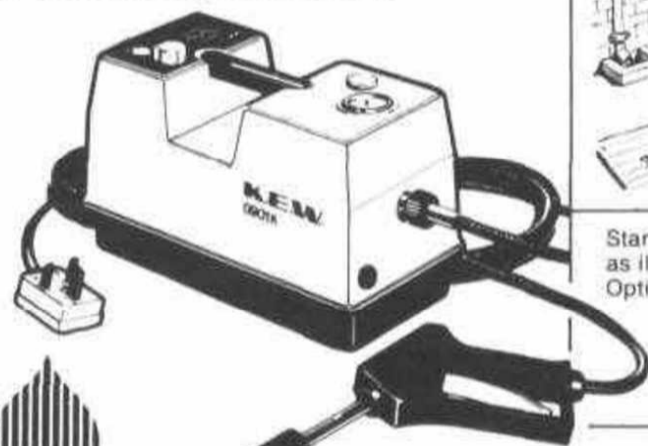
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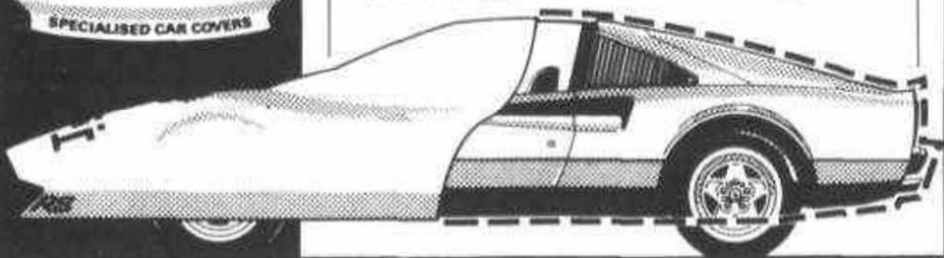
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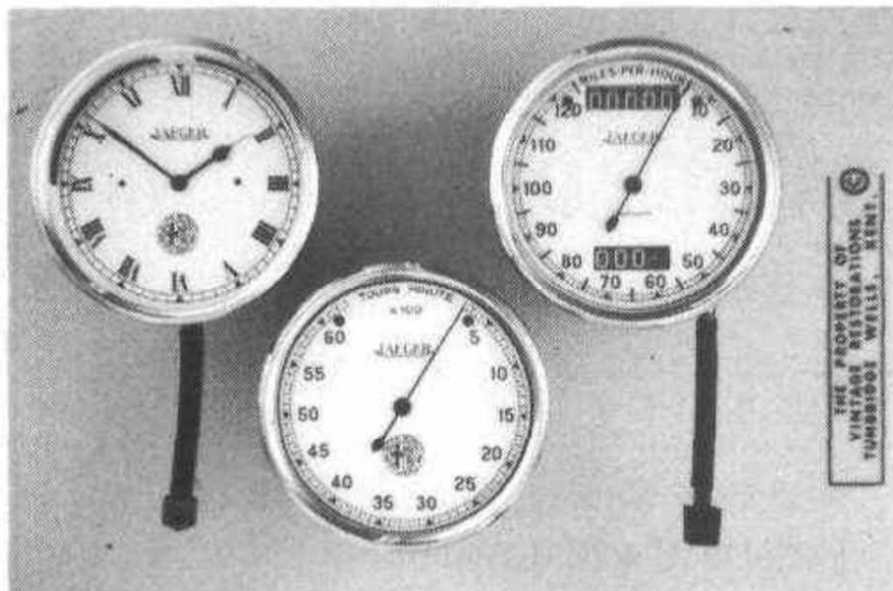


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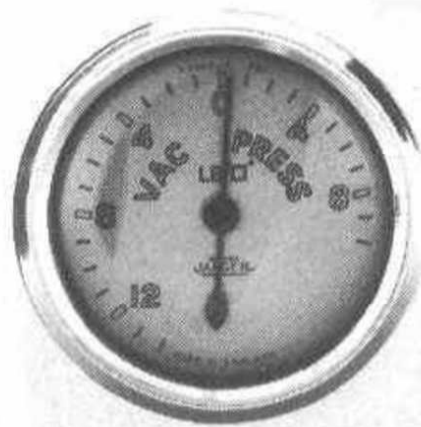
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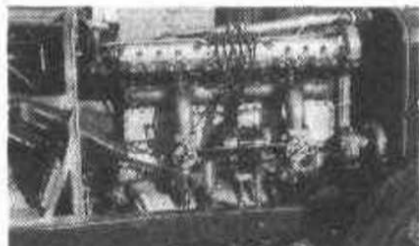
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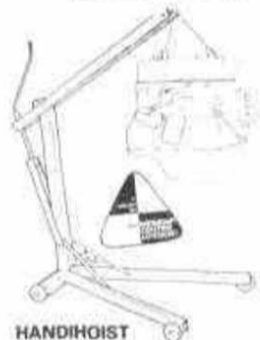
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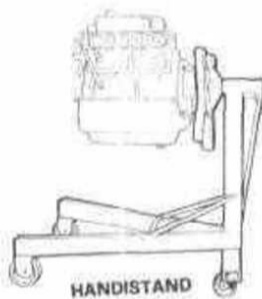
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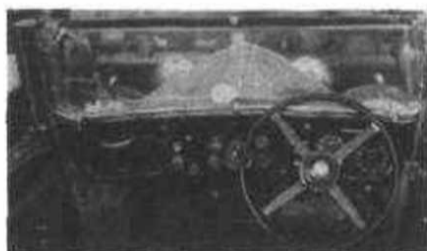
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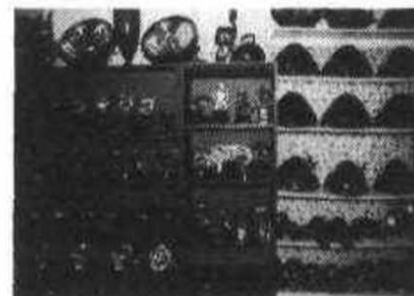
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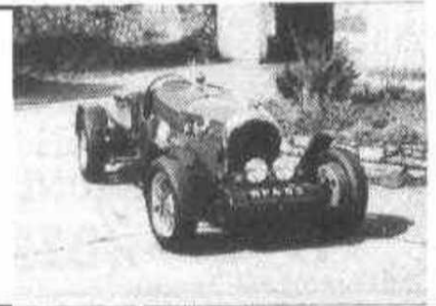
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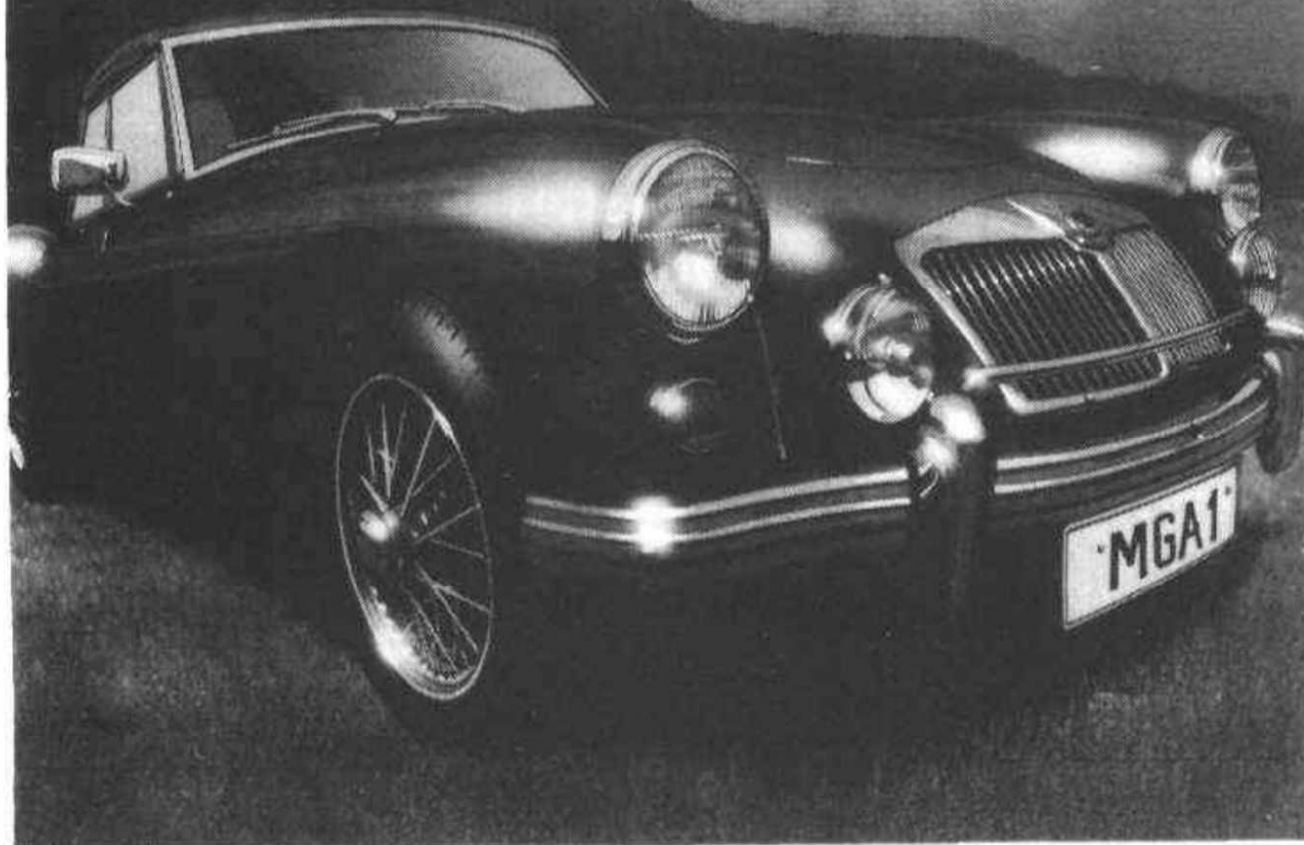
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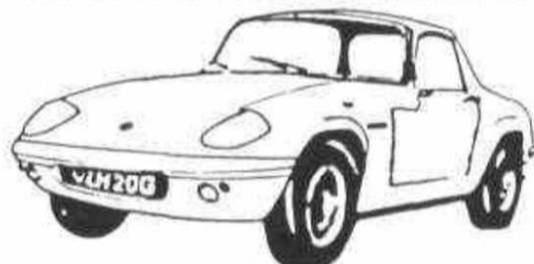
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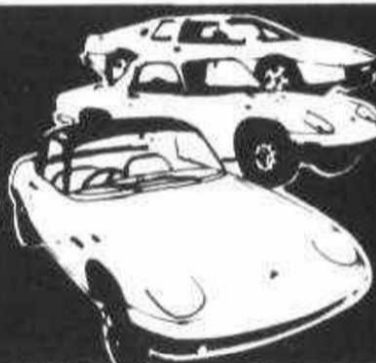
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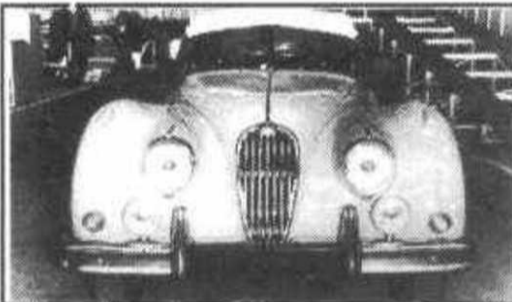


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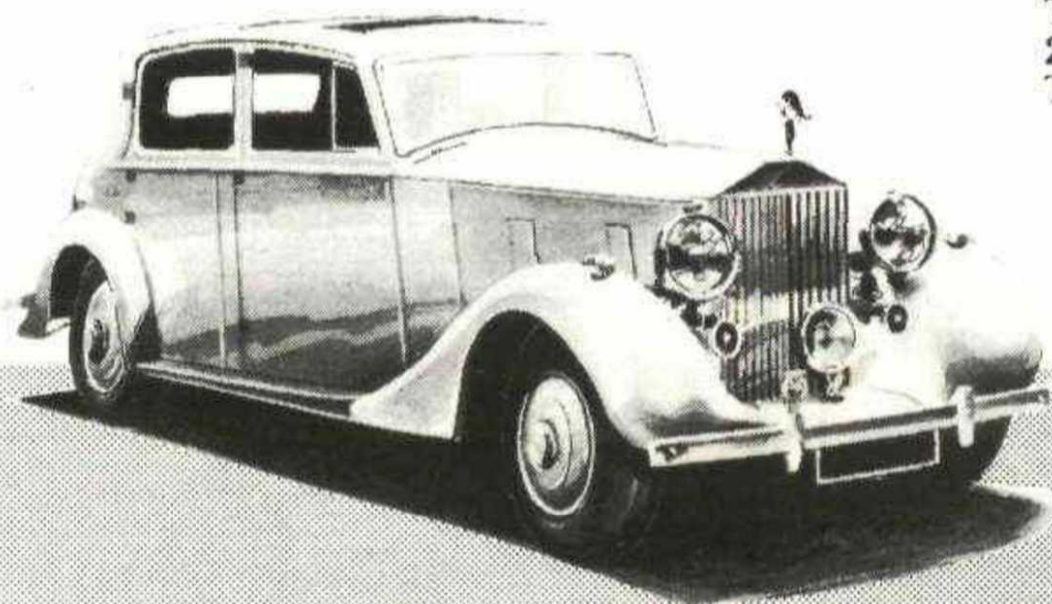
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MANSELL recovered from a superb victory, his third recent fortunes to score a driver's best result from the first of the first-corner fracas. His peer, Alan Jones very nearly did with two laps to go while lone Brabham of Riccardo engineer, Brian Lisle, makes





Golf

Most people thought the Golf GTi was already more than adequately endowed.

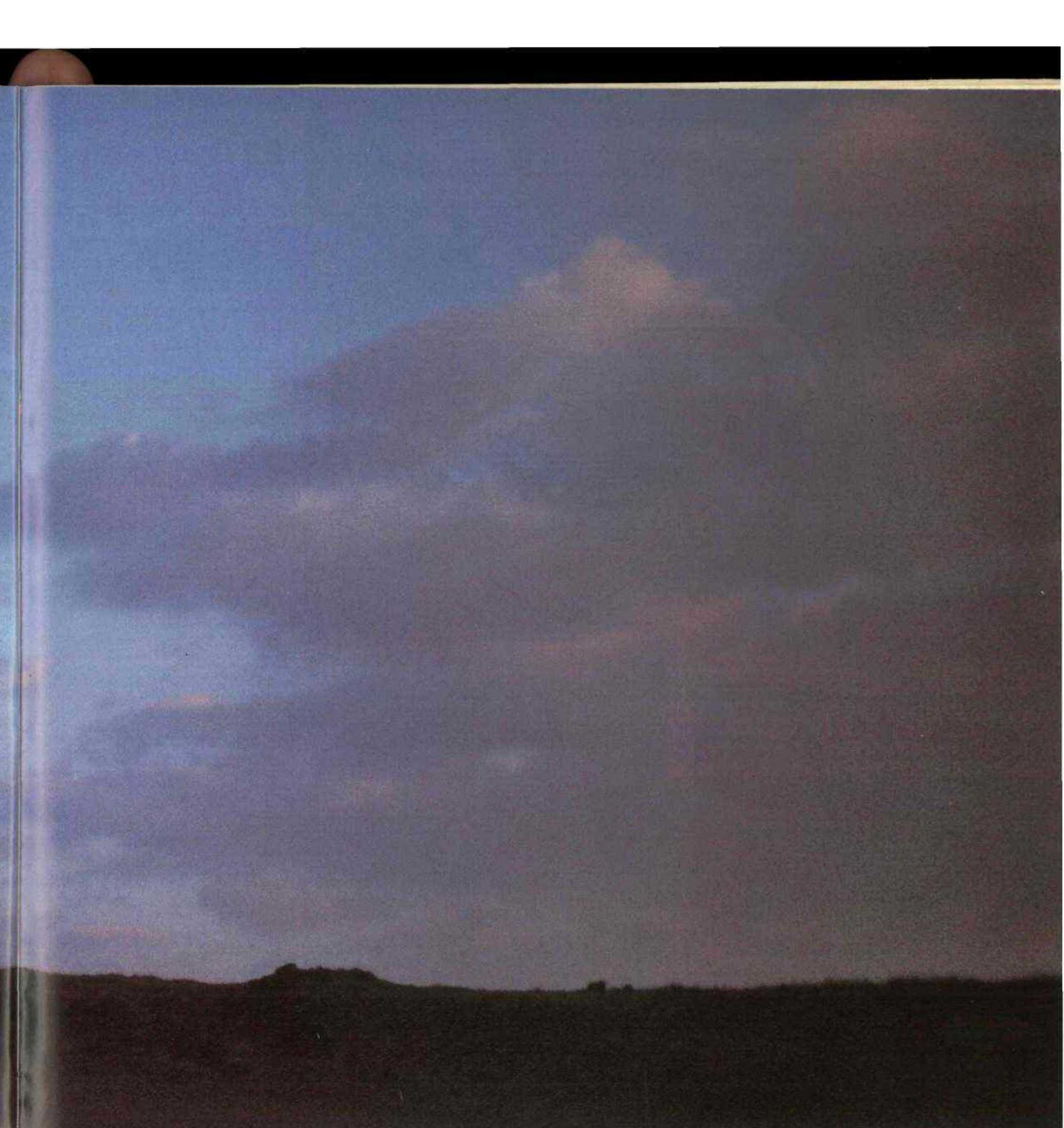
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Balls.

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Scottish Rally. MIKAEL SUNDSTROM and Voitto Silander won in their Peugeot 205 T16 from the Ford RS200 of Mark Lovell and Roger Freeman. The MG Metro 6R4 of Malcolm Wilson and Nigel Harris (below) led for the first half of the event and at one time there were six Metros in the top ten. All but one succumbed to engine failure caused by dust getting into the engines, clogging the valves and wearing down the camshafts.



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Acropolis Rally

NO sensible person would argue with or complain about measures to lessen the chances of accidents such as that which caused the deaths of two competitors during the Tour of Corsica. Halting the extreme technological advancement which took competing cars right out of the realms of rallying, and to which the door should never have been opened in the first place, is such a measure. Diluting the content of a rally by shortening, re-routing or reducing the length and number of special stages is most certainly not.

Some have argued, and not without good reason, that sudden changes to vehicle rules such as those announced at the end of the Tour of Corsica create an instability which undermines the ability of a team to have confidence in its own planning, and renders useless long and costly development projects. This is perfectly true, and whilst we favour the return to cars based on genuine production models, we have every sympathy for those who will suffer financial wastage as a result of the suddenness of the change.

However, bringing cars back to sensible reality is one thing; demanding that rally organisers redesign their events is quite another. We have always been opposed to the kind of standardisation which FISA would

BLOMQUIST briefly inherited the lead, but a time-consuming off ended his run.

inflict on rallies throughout the world, even relatively minor points such as insisting, in the case of World Championship events, upon so few roadbook entries per page that the books themselves have become bulky and costly to print. Changes which affect the character of a rally are far worse, and should be vigorously resisted by any organiser who is concerned about the reputation of his event.

Already the Safari, traditionally a long endurance rally in which distance has always been an integral part, was compelled to lop a thousand kilometres from its usual

EXTENDING his championship lead even further, Juha Kankkunen took the lead when the Ford challenge collapsed.

five thousand total, and was even moved from its customary Easter dates. Such a weakening can hardly make it safer, only less challenging, and what achievement would there have been in conquering Everest in particular had it been no higher than twenty other mountain peaks?

In Europe the Acropolis Rally has, for two decades at least, enjoyed the reputation of being the toughest. The roads are rough,





MIKI BIASION gave Lancia a good second place, the only one of three S4s to finish.

demanding intelligent, sympathetic driving rather than blind following of pace notes, whilst stamina, endurance, tenacity and reliability have all been vital for success. Such ingredients set the rally apart from those which are no more than successions of sprints but, like the others, the Acropolis has had to bow to the dictates of Paris and cut its cloth from the communal bolt.

Some years ago, like a few other events in Europe, the Acropolis Rally set road *ALTHOUGH* some time down on the first three, Al Hajri's fourth place showed his strong form.

timetables which were so tight that competitors made pace notes for nearly the whole distance, and risked a penalty even when they stopped for fuel. Gradually, that tightness has been relaxed, but at a much slower rate than other events, and its reputation has remained, aided perhaps by the inevitable heat and dust which speed the onset of fatigue and which have led to drivers being seen dousing their heads under village taps.

In the mountains, there was no great danger if a tight road section or even a

special stage passed through a village, for the inhabitants would set quietly out of harm's way, sipping their oyo, watching with bemused interest and probably wondering what possible satisfaction the visitors could derive from wrecking perfectly good motor cars on roads which they would traverse only by donkey!

Past Acropolis Rallies have lasted four, even five days, but this year it was reduced to just three, divided by two night stops into three legs. Gone was the usual final night through the rough stages of the Peloponnisos, and that splendid, colourful finale, introduced in the 'eighties, when competitors were spared the boring run to the finish by being brought back, complete with their cars, in the comfort of a ferry boat. Indeed, this was the first time as far as we can remember that the rally has not crossed the amazing cleft of the Corinth Canal.

Forty-six special stages had been planned, but in order to abide by the FISA rule demanding lower stage distances, several of those were cancelled. Others were shortened and there was even an increase in the time allowances for some road sections. Thirty-eight stages were finally held, and even then we heard complaints that this was too much. Lancia driver Markku Alén would have liked even fewer, in the cause of safety, and we wonder at the reasoning behind that opinion. Such a sport as rallying, in common with others, has

Continued on p761





VSCC Oulton Park

(Above) NEIL CORNER drove superbly in his 1960 Ferrari Dino to win the Cheshire Building Society Allcomers' 15 lapper. In doing so he lapped the entire field save for the Hon. Amschel Rothschild who showed a surprising turn of speed in his BRM P25. In third place was Nick Mason's Maserati 250F. (Right) A gaggle of competitors in the Ten Lap Scratch Race for Standard and Modified Vintage Cars. Dave Caroline's Morgan was in third place until a cylinder head cracked two laps from home. John Horton's Bugatti T35B (car 53) retired while Tom Threlfall's McDowell Dirt Racer (car 54) finished fourth behind Nick Mason (Bugatti T35B), Bernard Kain (Bugatti T35B) and A.G. Smith's Frazer Nash Super Sports. (Below) Martin Morris in ERA 11B leads the field on his way to victory in the Richard Seaman Memorial Historic Trophy Race. David Black's Alfa Romeo Tipo B spins its wheels at the start but Black's hopes of scoring a hat trick in the race ended when he rolled the car at Lodge on the first lap, with the driver sustaining minor injuries.



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Road Test



Ferrari Testarossa

THE RANGE of Ferrari road cars has remained remarkably unchanged in recent years. With the exception of the Mondial, which arrived in 1980, all of the models available in the early eighties could be traced back to the early Seventies: the 400i was visually identical to the 365 GT4 2+2 of 1972, the 512 Boxer shape appeared in 1973, and even the 308 GTB, the youngster in the line-up, first reached the street in 1975. But, as if in compensation, the last two years have seen the entire Ferrari range revised to a greater or lesser extent.

Most radical, and surprising, was the reappearance of the GTO name on what was ostensibly a competition special, the longitudinally-engined twin-turbo V8, though this competition history seems more likely to be based on prices realised at auction than on racing. That was based on a stretched 308, and the same basis has now been restyled, together with substantial mechanical modifications, to produce the 328 series. Again, the 400i has become the 412 with only minor alterations.

Against this background, the announcement of a completely new model reviving one of the great names in the *marque's* history provoked more than passing interest. Called the Testarossa, the new car did not have the racing aspirations of the original TR, the slender spyder which

carried off the World Sportscar Championship in 1958, 1960, and 1961. Both cars were 12-cylinder two-seaters, but the name can really only have nostalgic connotations, for the Eighties version was designed to replace the Boxer, and as such is a refined closed coupé with breathtaking performance and tremendous presence.

Words like 'controversial' inevitably have a negative connotation when referred to the styling of a car, and for all its striking, impressive, eye-catching qualities, the new Testarossa is not the visual success that its predecessor was. The Boxer's lines, like so many of the most beautiful cars, were very clean and simple — there were no clever styling features, no unnecessary adornments, just an almost perfect proportioning which is virtually flawless from any angle. This in a way was the hurdle which Pininfarina had erected for itself when it came to the new car, for though it is essentially new, it uses the same overall packaging along with many of the same components, making it difficult to deviate from the proportions.

In fact, the profile of the two cars is remarkably similar, particularly around the area of the side windows and front wing, but what Pininfarina has done to reinforce a new identity is to emphasise the increased rear track of the Testarossa (up four inches over the Boxer) by tapering the rear sail panels in so that the rear view is suggestive of a Group C

Importer: Maranello Concessionaires Ltd, Egham.

Model: Testarossa

Type: 2-seater mid-engined coupé

Engine: Horizontally-opposed 12-cylinder, 4942 cc (82 × 78 mm) four camshafts, four valves per cylinder, Bosch K-jetronic fuel injection, 390 bhp, 362 lb ft torque

Transmission: 5-speed transaxle driving rear wheels, limited slip differential.

Chassis: tubular steel frame

Front suspension: double wishbones, coil springs, telescopic dampers, anti-roll bar

Rear suspension: double wishbones, coil springs, four telescopic dampers, anti-roll bar

Steering: rack and pinion, 3.45 turns lock-to-lock

Wheels and tyres: front, 240/45 VR 415. Rear, 280/45 VR 415. Light alloy rims

Brakes: four ventilated 12in discs, with servo

Dimensions: length, 176.5 in; wheelbase, 100.4 in; width, 77.8 in; height, 44.5 in; front track, 59.7 in; rear track, 65.4in

Performance: 0-62 mph, 5.8 sec; max speed, 180 mph (manufacturer's figures)

Price: £69,899

Summary: A superlative road car. Extreme performance matched with ease of control, though engine alone would justify the cost.

Debatable looks do not mask desirability.

sportscar with broad flat panels covering the rear wheels. However, this major feature trickles away to a mere coachline as it runs forward to the front wing, giving a rather uncomfortable imbalance to the three-quarter view.

Be that as it may, the Testarossa is almost the only car, even amongst current production supercars, which approaches the street presence of the Lamborghini Countach, with the possible exception of the American Vector (a handsome 600 bhp brute of which only a handful have ever been made). Of course, only a small number of Testarossas has reached these shores, and MOTORSPORT was able to drive the first example to do so not retained by Maranello, the Ferrari importer. The car is one of several Ferraris owned and operated by HRD Racing, a London-based motor racing consultancy which not only hires out these cars, plus two Lamborghinis and a Lancia Stratos, for films and promotional purposes, but also races two of the cars as well as undertaking other aspects such as tuition and management.

Having implied strong similarities between Boxer and Testarossa, let me now detail some mechanical differences. Unequal length wishbones are retained at all four corners, but the rear gains twin shock-absorbers as on the Porsche 959, together with the aforementioned increase in track. A criticism sometimes made of the Boxer was that when the tail started to break away it would do so very sharply indeed, and the intention in planting the wheels further apart is to reduce the load transfer between them, giving the inner more work to do and smoothing the transition to oversteer.

Under the huge engine-cover that lifts on twin gas-struts lies the other important change for the TR. Red crackle finish cam covers — the red heads that have given both cars their name-conceal new four-valve-per-cylinder heads which lift the 5-litre unit's power by 30 bhp to 390 at 6300 rpm, with a huge torque figure of 362 lb ft at 4500 rpm. The block is relatively low, but surprisingly its breadth fits easily into the Testarossa engine bay with plenty of room to get at the plugs — which ought to be a thing of the past with the electronic injection system fitted. With the panels open the tubular steel frame can be clearly seen, and the impression is of a well put together vehicle, which has not always been true of Ferraris. Wiring and hydraulic runs are tidy, and there is plenty of space to work in. A much smaller panel in the nose lifts up to reveal a shallow luggage hold above the narrow spare tyre, neatly carpeted, with little access flaps for checking the fluids. It would probably hold a couple of soft bags, but there is room for two small suitcases within the cabin, on a padded shelf behind the seats equipped with luggage straps. This makes the car a capable tourer.



SIMPLE ANGULAR DASHBOARD is uninspiring visually, but works adequately. Radio-cassette is hidden by a hinged flap when parked; speakers face occupants from wide internal arches.



BIG as the block is, access is surprisingly good (above). Tubular chassis frame is visible in engine bay, but not in luggage compartment (below) whose misleadingly long cover reveals a rather irregularly-shaped space; room for two cases in the cabin, however.





Interior trim is all of leather, with thick carpet covering the broad wheel-arches which project internally, though without getting in the way, but the severe fascia looks far from luxurious. In the binnacle are speedometer, tachometer, oil pressure and water temperature, while oil temperature and the fuel gauge together with various warning lights, air-conditioning, and window switches, are relegated to the centre console beside the gear lever with its traditional round knob. The foglamp switch is mounted in the roof panel, while there is an oddment tray by the passenger, plus a map socket behind.

It is not difficult to find a comfortable driving position behind the slim leather-clad wheel, adjustable for height, and there is just about room for the feet to play over the small pedals. It takes a longish pull at the starter to start the engine, using no throttle but being ready to catch it the moment it fires, and the smoothness of it is eerie. It is very quiet, but the revs leap with the slightest twitch of the right foot, and the lever clicks positively into first as the clutch comes up; not heavy, just silky-smooth as the big car eases forwards. Wide as the car is, it can be placed very accurately as the curve of the front wings gives a good impression of its breadth, and the solid, not quite heavy, feel of the wheel is beautifully crisp above 20 mph, the only penalty being the sharp response to holes.

In every ratio the same sweet pulling power seems to be available, effortless and finely controllable through the long-travel throttle pedal, and it is a lovely sensation to hear the gearlever click into the next slot and feel the big machine surge forward with a muted growl. From inside the car at least, little engine noise was to be heard, a disappointment in some ways, but indicative of the sort of refinement which should make long fast journeys a real pleasure.

With its relatively upright seating position and smooth long-travel controls, the performance of the Testarossa can be tapped comfortably and confidently, and the level of that ability in all areas is very high indeed. It is only coasting at 40 mph, coming awake at 70, and alive at 100, absolutely stable both laterally and vertically, but instantly ready to change direction or velocity either way — and there is another 35 mph to come in fourth, and a final figure of 180 to aim for in the right circumstances. Michelin TRX rubber is the regular fitment on Ferrari cars, and the ultra low 45% profile on the Testarossa's 240 and 280 width front and rears give a vacuum-like grip that really needs a closed circuit to stretch them and the suspension to any extent. Pushing into a series of alternating bends, the car balances itself very quickly after the initial understeer phase even with light throttle, and more power simply makes it squat and leap forward on the desired line.

There appears to be generous travel in the suspension, as the chassis

remains undisturbed over large road deflections, and the spring rates would seem to be tuned towards the comfortable rather than competition — the ride is surprisingly gentle, though in no sense soft. Tyre noise is present over cats-eyes and the like, inevitably, but less acceptable is the slightly wandery feel under light braking over irregularities. Perhaps this is to do with the anti-dive geometry, as it is not apparent under heavy braking. Pressing the brake pedal produces a two-stage effect — gentle retardation changes to strong with only a small increase in pressure, but the feel of the system is good.

The seats look rather flat, but do resist the sideways pull in faster bends, and all-round vision is good, even over the shoulder, where the sail panels are relieved by glass behind the door line. The striking projecting mirror offers a broad unobstructed view behind, but can get in the way at roundabouts and junctions, being just at eye-level, and while the instruments are easily visible, I found the mock-digital digits on the otherwise traditional round dials less legible than they should be. Being arranged for left-hand drive, the gear lever was a little far away, but otherwise the driver finds everything to hand, including the fall-away handbrake beside the seat.

Practicality is perhaps not high on the list of criteria on which to judge such a car but it is particularly impressive to find luggage space and a tractable fuss-free engine combined with such blistering performance and overall ability. Instant response to any demand for acceleration, no hesitation whatsoever about pitching in to any bend you approach, all this is part of its excellent road manners. The car can reel in and spit out ordinary traffic in a glorious headlong rush without itself feeling rushed — there always seems to be time to react to the next traffic situation, or to adjust any manoeuvre even in the middle of it. Perhaps this sort of car lacks that certain urgency which some high-performance cars, particularly competition-derived road cars, exude, for while the big red Ferrari is as willing as one could wish to sprint ahead, it is equally happy relaxing in a traffic stream where no overtaking is possible even for a car like this. There are cars which, without being intractable, are only fun when pressing on hard, which imparts its own degree of excitement to the driver trying to keep it on the boil.

But a criticism of a car's competence is no criticism at all. The Testarossa provides something that cannot be measured as value for money. It appears well-built and nicely finished, it looks stunning, and generates attention like Joan Collins. But what in the end will most delight the owner are its dynamic ability and that glorious engine. The satisfaction from these cannot really be priced.

G.C.

inherent danger and the only way to avoid it and remain completely safe is not to compete at all. The dangers created by what are virtually thinly disguised prototype racing cars can be eliminated by returning to "normal" cars, but to suggest that certain roads should be cut out because they may contain too many hazards seems almost like an admission of inability to cope, though we know very well that this is not so in Alén's case.

A driver has to adjust his performance according to the conditions presented to him. If there's a rock in the road, he goes around it; if the going becomes rough, he slows down; if there's an unguarded drop, he may choose to use a little less than 100%. It's all down to him, and it has always been part of the sport that hazards should be tackled according to their severity. Take them away altogether and you have nothing but a clinical sameness which would render the sport boring and pointless.

Audi's reaction to the post-Corsica rule changes was to withdraw from rallying, though it remains to be seen whether this is temporary or otherwise. Certainly the team had done badly this year, which suggests that perhaps the excuse had been welcomed. The team's contracted sponsors, HB cigarettes, are continuing their presence in rallying, whilst Audi has seen fit to compensate Castrol, SKF and Michelin by including those companies' press releases with its own, which continue to be published after each World Championship event.

Another team to shelve plans to tackle the Acropolis was Austin-Rover, leaving Peugeot, Lancia, Ford, Citroën and Volkswagen the only regular factory teams taking part. For this event, Skoda, Dacia and Wartburg also turned out and there was one car from the Rothmans Porsche Team.

Peugeot, decidedly unhappy about the new rules which will make their 205 Turbo 16 obsolete from the end of the year, are determined to give the car a good send off and they brought three for their regular crews Timo Salonen / Seppo Harjanne, Juha Kankkunen / Juha Piironen, and Bruno Saby / Jean-François Fauchille.

Citroën, having decided to miss the Tour of Corsica in order to concentrate on practice and testing in Greece, brought three BX4 TC's for Jean-Claude Andruet / Annick Peuvergne, Philippe Wambergue / Jean-Bernard Vieu and Maurice Chomat / Didier Breton, the latter car being financed by Total.

Ford had two RS200s for Stig Blomqvist / Bruno Berglund and Kalle Grundel / Benny Mellander, whilst Lancia had three Delta S4s for Markku Alén / Ilkka Kivimäki, Massimo Biasion / Tiziano Siviero and, newcomers to the team, Mikael Ericsson / Claes Billstam. Entered by the Jolly Club were three Fiat Uno Turbos driven by Giovanni Del Zoppo, Michele Rayneri and Alessandro Fiorio.

One Porsche 911 SCRS was brought by the



UK-based Rothmans Porsche Team for Saeed Al Hajri / John Spiller, whilst Volkswagen had two Group A Golf GTis for Kenneth Eriksson / Peter Diekmann and Franz Wittmann / Matthias Feltz. There were no works Nissans, of course, but the local importers entered two 240RSs for George Moschous and Stratis Hadgipanayiotis (whose use of the pseudonym "Stratissimo" is quite understandable!). Another 240RS was brought from Cyprus by former Cyprus Rally Winner Vahan Terzian.

There were two Skoda 130LRs for Krecek and Kvaizar, four Dacias (Rumanian-built Renaults) for Balint, Vasile, Grigoras and Macaneata, and three Wartburg 353s for Heimbürger, Fink and Krügel. "Tchine" and Thimonier brought an Opel Manta 400 from Monaco, Stohl and Kaufmann an Audi Coupé Quattro from Austria, whilst further down the list were "laveris", who used to drive an Escort very well, "Jigger" (otherwise youthful oil magnate John Vardinogiannis) in an Audi Quattro, and the evergreen Johnny Pasmazoglou, the Opel importer who won the first ELPA Rally back in 1952 and then the (renamed) Acropolis in 1955.

Practice for the rally had taken longer than usual this year, for the organisers had chosen a route which did not follow that of recent years, although those stages which some people termed "new" were not entirely so to those like us with longer memories. Furthermore, there was much rough road testing to be done with replica rally cars, unlike years past when the only consideration was note-making. A broken practice car in those days usually meant a telephone call to Avis or Hertz, companies which subsequently became very cautious indeed about accepting business in the month of May from overseas visitors, especially those who enquired about the sales gambit of "Hire it here; leave it there!"

One of the organisers' problems prior to the rally was the difficulty in obtaining a

LOCAL DRIVER George Moschous takes a short cut across a banked hairpin.

helicopter for emergency purposes, a point which is noted by FISA observers who now recognise that the presence of such aircraft can save lives.

Surprisingly, and to its own detriment, Greece has no commercial aviation industry. Everything is state owned, and the only available helicopters (and light fixed-wing aircraft for that matter) are those of Olympic Aviation, a subsidiary of the national airline. The few available helicopters (only two as far as we could gather) had been chartered long in advance by works teams, and when the rally organisers then applied for permission to hire a privately owned aircraft, the application was denied by the country's Civil Aviation Authority.

The organisers, the Automobile & Touring Club of Greece (ELPA), notified the CAA that this refusal would be recorded as acceptance of responsibility for any delayed treatment of injuries, and immediately came a reply to the effect that the application would be considered after all, a complete reversal of the original decision said to be in compliance with the law. However, by that time ELPA had been offered the CASEVAC services of the HB helicopter brought in from Germany, and they gratefully accepted.

We find it odd indeed that a prestigious sporting event such as the Acropolis Rally, attracting considerable overseas attention, should be supported to the hilt by one government department, the enlightened National Tourist Authority, and ignored completely by another, the much less aware Civil Aviation Authority.

From the start at the foot of the Acropolis itself on the Monday morning, the route made a day-long loop from Athens to the resort of Lagonissi some 25 miles south-east of Athens, where rally headquarters were based and where the first rest stop was located. The second leg, on the Tuesday, ran



from Lagonissi to Kamena Vourla in the centre of the country, and the third returned to Athens on the Wednesday evening for the finish at the Olympic stadium, an impressive enough occasion, but nothing like as dramatic as that ship arrival of recent years when all surviving cars disembarked at a port near Athens and drove in convoy to the stadium.

The first stage was on a hill outside Athens, near the Kessarian monastery, where Grundel took the initial lead for Ford, 11 seconds ahead of Alén's Lancia over the eight mile distance. But opening stages, especially short ones, are rarely indicative of sustained performance and by the time the rally made its first night stop at Lagonissi Alén was in the lead, just six seconds ahead of Grundel. Salonen followed, just one second behind, and Blomqvist another six. Another minute and a half later came Kankkunen, followed after a like interval by Saby, whilst Biasion was another half minute behind.

Next, after well over six minutes adrift, was Al Hajri, although in fairness we should say that he suffered a fractured brake pipe and broken rear shock absorbers which also led to the need to change wishbones. It has always been the case that broken rear shock absorbers on a Porsche can very quickly lead to total suspension failure, and it seems that times have not changed.

The Citroëns had very cruel luck indeed, all three succumbing to breakages of one kind or another, Andruet's car stopping with a broken chassis member and Wambergue's a broken ball joint.

Salonen's luck turned against him on the first stage of the second leg, after stopping to change a wheel after a puncture his engine refused to start and he lost some seven minutes. This let Blomqvist into the lead, and

within a short time he had been joined at the head by Grundel. Alas, this didn't last long, for four stages later Blomqvist went off the road, not enough to cause any damage, but the rear of his car dropped down a slope and it was quite impossible for the two of them, without the aid of any spectators at all, to manhandle the car back to the road.

As though this were not disaster enough for Ford, when Grundel stopped for a wheel change some of the nuts proved stubborn, and when one siezed completely and started to turn the stud, there was no alternative but to change the hub, an operation which took longer than the maximum lateness of half an hour.

Thus both Fords were out of the rally, a disappointing conclusion to what looked like a very promising beginning indeed. Another to stop at almost the same time was Mikael Eriksson whose Lancia Delta broke a shock absorber and had to be treated gently until it could be replaced. The time lost, added to the time taken by the subsequent repair proved more than the maximum.

Meanwhile, Salonen was pulling out all the stops to regain the time he had lost in the

SKODA were hoping to introduce an evolution version of the 130LR, but FISA's latest rule-changes precluded this.

morning, and by the time the rally got to Kamena Vourla he was up to fifth place, just under five minutes behind the leader, his team-mate Kankkunen. In second place, two minutes behind, was Biasion, followed after just one second by Alén, whilst Saby was fourth, another 84 seconds behind and half a minute ahead of Salonen. Behind them, in quite another league, the others were led by Al Hajri, all of 20 minutes separating him from Salonen.

The final leg on the Wednesday began with Alén making a determined effort to move ahead. Indeed, it looked as though he might just succeed, but the effort proved too much for his Lancia's engine, which promptly blew up just two stages from the end, leaving the two Finns to hitch a lift by helicopter back to the team's base at Glyfada's Astir Beach bungalows, where the entire rally used to stay before ELPA negotiated terms for headquarters at the Lagonissi bungalow area.

Salonen, too, had been putting all his efforts into a bid to move ahead, but this came to a stop on the first stage of that Wednesday when the top mount of his front right suspension broke away from its chassis mounting, leaving the wheel flapping about and the steering useless. Continuing was out of the question, and since there was no hope of recovery and repair within the time allowance, the two Finns set about the car with a coil of wire and were able to bind the broken parts in place sufficiently well to give them efficient steering for the return journey to Lagonissi.

That was that. The amazing Juha Kankkunen not only moves even further ahead in the World Championship, taking Peugeot with him, but he has also increased to four the number of events he has won at his first attempt, the others being Safari, Ivory Coast and Swedish. His future after this year is not clear, because Peugeot has not yet announced plans, if any, to meet the Group A restriction on the World Championship from next year. However, no matter what the Peugeot decision, Kankkunen is now sufficiently well established, and certainly successful enough to have his future assured. — G.P.

1st	J. Kankkunen (SF) / J. Piironen (SF)
2nd	M. Biasion (I) / T. Siviéro (I)
3rd	B. Saby (F) / J-F. Fauchille (F)
4th	S. Al Hajri (Q) / J. Spiller (GB)
5th	S. Hadjipanayiotis / C. Fertakis (GR)
6th	R. Stohl (A) / R. Kaufmann (A)
7th	K. Eriksson (S) / P. Diekmann (D)
8th	G. Moschous (GR)
9th	F. Wittmann (A) / M. Feltz (D)
10th	M. Rayneri (I) / C. Cassine (I)

102 starters, 34 finishers. Figures in brackets indicate road penalties.

RESULTS

Peugeot 205 T16, Gp B	7 hr 20 min
Lancia Delta S4, Gp B	7 hr 21 min
Peugeot 205 T16, Gp B	7 hr 29 min
Porsche 911 SCRS, Gp B (2m)	8 hr 11 min
Nissan 240 RS, Gp B	8 hr 20 min
Audi Coupé Quattro, Gp A (2m 30s)	8 hr 24 min
Volkswagen Golf GTi, GpA (8m 30s)	8 hr 27 min
Nissan 240 RS, Gp A (1m)	8 hr 28m
Volkswagen Golf GTi, Gp A (30s)	8 hr 34m
Fiat Uno Turbo, Gp A (5m)	8 hr 40 min

WORLD RALLY CHAMPIONSHIP POINTS

DRIVERS (After 6 rounds)					
Juha Kankkunen (SF)	56	Joaquim Moutinho (P)	20	Carlos Bica (P)	15
Bruno Saby (F)	38	Bjorn Waldegård (S)	20	Lars-Eric Torph (S)	15
Markku Alén (SF)	27	Timo Salonen (SF)	15	François Chatriot (F)	15
Henri Toivonen (SF)	20	Massimo Biasion (I)	15	Kenneth Eriksson (S)	13

A total of 50 drivers have scored points

MANUFACTURERS (After 6 rounds)							
Peugeot	87	Volkswagen	39	Renault	14	Citroen	10
Lancia	68	Toyota	20	Subaru	13	Nissan	10
Audi	42	Ford	14	Porsche	12	Fiat	6

Book Reviews

The Bentley Drivers' Club has included in its Jubilee celebrations the publication of its "Golden Jubilee Book — 1936-1986", which is one of those excellent ideas which has definitely come off. By which we mean that it provides a wealth of interesting reading matter for Club members and sports-car enthusiasts who do not belong to the BDC, being one of those unusual books unfortunately all too infrequently encountered, which is packed with fascinating material which will be read with pleasure and later browsed over, again and again. Fifty years of close associations with one of Britain's leading sports-cars cannot fail to produce absorbing history, both about the BDC itself and the cars its members so sensibly favour. This nicely produced book possesses 276 pages, many fine photographs, and a colour section, so there was plenty of scope for including a detailed survey of the Club's activities officials, events, and of its members and their motor-cars, since 1936.

Inevitably, it's highly nostalgic. Forrest Lycett tells delightfully of how he came to buy the first of his nine Bentleys — a 1924 3-litre Speed Model — in which he had covered 257,000 miles by the end of 1938, there are biographies of Stanley Sedgwick, the Club's Founder, G. K. Pelmore, L. C. McKenzie, Vaughan Davis, Evan-Cook, and the long-time Secretary Col. Darell Berthon, etc and personalities such as Peter Robertson-Rodger, Gibbs Pancheri, Bunty Scott-Moncrieff, Fred Hofmann and many others tell of their Bentley experiences. How the Club has been run, lists of Trophy winners, Bentley stories from all over the World, competition matters, and the more recent Club history divided into the late 'fifties, early 'sixties, late 'sixties and the early 'seventies — it is all there, and much more besides, compiled by John Binns, Paul Gibbs Pancheri, Stanley Sedgwick and Hugh Young, and mildly edited by John Nutter.

Of the many pictures, what can one say? — the ex-Barnato 8-litre on the 1936 RAC Rally, "Mac" with the famous Lycett 8-litre, George Burton with the de Dion-tube from

his Bentley Special, Barry Eastick's very special VI/S1 Special, Kensington Gardens shots — take your pick!

There are letters from back issues of the *BDC Gazette*, articles from Monza, Ghent, Afganistan, New Zealand, Rawalpindi, Zacatecas, Texas and other American and Canadian places, etc with the Bentley legend woven into them, and even a previously-unpublished story, by W. O. himself, of a journey to Dingwell in a DFP, and appreciations of the Continental R-type by Brian Morgan and of the Derby Bentley comparisons with other cars by Johnnie Green. Excuse me, I'm going to browse again. Non-BDC members can do likewise as this inimitable book is available from the Club Office, 16, Chearsley Road, Long Crendon, Aylesbury, Bucks HP18 9AW, for £12.50 — W.B.

Formula One has often been the theme of fine pictorial annuals depicting its many facets, and the latest in this field is a coffee-table tome called simply "F1 Images" by Alberto Borsieri and Andrea De Adamich. Its 12½ in × 9½ in pages are packed full of extremely good and evocative shots of all aspects of the GP scene — the cars, the drivers, the girls, the pits, the accidents, the corners, the components, and what have you. This exciting feast of colour, devoted to the 1985 season, contains some of the best pictures of their kind that I have seen, and there are more than 250 of them. The book is published by Haynes of Yeovil and costs £29.95. — W.B.

Motor Racing Publications Ltd, Unit 6, The Pilton Estate, 46 Pitlake, Croydon, Surrey CR0 3RY, have published the third volume of James Taylor's studies of "The Mercedes-Benz since 1945". This one, in the same popular "Collector's Guide" series as the other two volumes, covers the cars of the 1970s, including the 300, 380, 420, and 500SL models. Copiously illustrated, this is an essential work for those who want to keep abreast of the more recent Daimler-Benz developments, and it is not too expensive, at £9.95 for

a 144-page casebound, landscape-paged (7½ in × 9½ in) book containing 140 pictures and a high-quality dust-jacket. The

Cars in Books

Peter Hull, who has just retired from the Secretaryship of the VSCC, sent us a note of a piece by Aldous Huxley, in which the famous author tells of touring Europe in his 10 hp Citroën, which prompted his amendment to a hymn to read "Lord, unto us may wealth be given, to follow in a car," for he hadn't the energy to follow the Alpine climbers on foot and even the train had become too inconvenient to be much employed by him. So Huxley was grateful for his Citroën, his prayer partially answered, partially, because he thought that whether a ten-horse-power Citroën could really be called a car was questionable . . . Owners of Napiers, Vauxhalls, Delages or Voisins would certainly deny it, thought Huxley . . .

Yet he had used his 10 hp Citroën a good many thousands of miles over the roads of Italy, France, Belgium and Holland, not exactly good roads, he implied, and all he claimed for his little car was that it worked, that in a modest and unassuming way, not very rapidly, but steadily and reliably, it took one about. Saying he ought to stop talking about his Citroën and return to higher things, Huxley confessed that the temptation of talking about cars, when one has one, was quite irresistible. Before he bought the Citroën, he said, no subject had less interest for him, afterwards, none had more. He wasted much precious time reading the moto-

preceding volumes were about the Mercedes-Benz cars of the 1940s and 1950s, and the cars of the 1960s. — W.B.

the news from the racing tracks, and gravely perused technical lucubrations he did not understand. Huxley discovered that every car-owner is a liar, unable to tell the truth about his machine. In this respect, his last vestige of confidence was destroyed by the Belgian driver who told him he had often done the journey from Brussels to Ostend in two hours, and had never taken more. Huxley was to find that the distance was over 70 miles, that the road was badly cobbled all the way, and passed through three large towns and about 20 villages. Starting late one afternoon in the Citroën, they were hopelessly benighted.

He also found envy for 40 hp cars that shot past silently as he drove his 10 hp. It was not so bad in flat country but in mountainous country, like Italy . . . The piece, called "Wander-Birds" concludes with a charming account of the Citroën grinding up the 6,500 ft. Mont Cenis Pass in 2nd gear and being overtaken by a red Alfa Romeo doing 50 mph. This car looked suspiciously like that which had just won the GP of Europe (for Ascari?) and they encountered it several times coming down or up the Pass as the Citroën toiled upwards. At the Custom House a soldier told them it was doing hill-climb tests. If you like the writings of Aldous Huxley, do not overlook his description of his encounter with a P2 Alfa Romeo. — W.B.

AUDI TAKES 200 mph RECORD: this 200 quattro lapped Alabama Speedway at over 200 mph recently, a new-record for 4WD vehicles. It was not heavily modified, except for its 650 bhp 5-cyl engine.



Mille Miglia 1986

— Not the real thing, but the Italians loved it

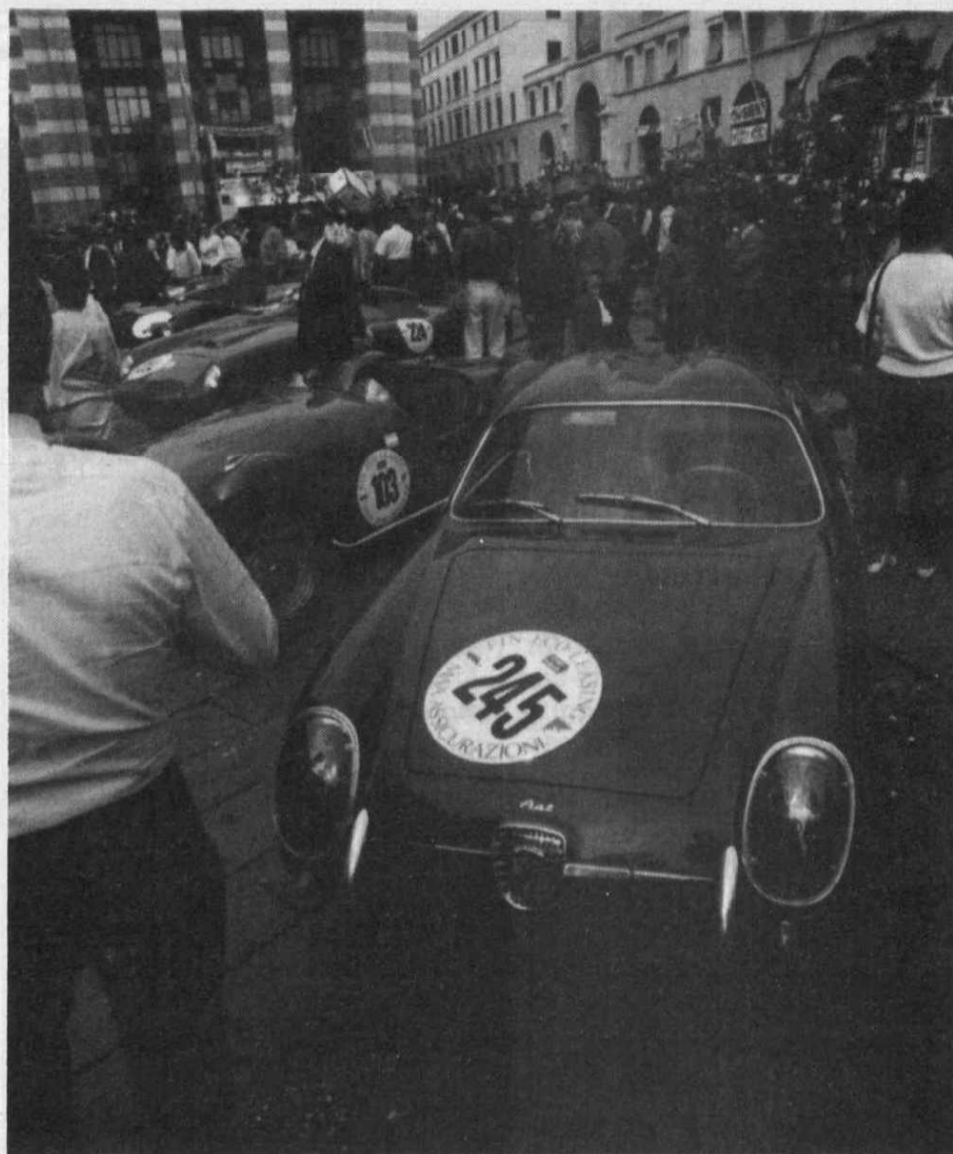
Those of us too young to have read DSJ's tale of his ride to victory with Stirling Moss in the 1955 mille Miglia when it was first published will never have the chance to see real road racing. For a century, racing on the public road, closed or not, has been the cause of constant argument, and occasional injury. Since the last of these great events, the Targa Florio in Sicily, stopped in 1973, the public appeal of an unfenced course offering free vantage points near the cars (which thus excludes street circuits like Pau and Monaco) has become transferred more and more to the field of rallying. Where once enthusiasts, and for that matter whole families, flocked to see sports-racing Maseratis, Ferraris, and AC Cobras being pushed to their limits on tarmac roads, today's fans crowd around loose surface stages awaiting the passage of far less elegant but every bit as fast variants of family saloons. Sadly, the events of recent months have proved that the dangers remain, for participants and spectators alike, but that attraction of outright speed and consequent risk also continues, most obviously in the Latin countries.

The machinery, though, lacks the same visual appeal: Metro, Quattro, Delta S4 — all are brutish lash-ups to look at. Only the Ford RS200 is individually styled, and that is hardly elegant. Perhaps this is why the idea of a Mille Miglia retrospective has become so popular — it offers a chance to see in action on the public road those rare and desirable sportscars and sports-racers whose spiralling values might otherwise tend to keep them on static display.

Historical gatherings of vehicles of one sort or another proliferate today, but, with the exception of the racing organised by our own VSCC and HSCC, these make little demand on the machinery. The event which the Automobile Club di Brescia and the Musical Watch Car club collaborate over organising, though, is a regularity run over a full 1000 miles route most typically associated with the Mille Miglia itself. However, as this is spread over three days, it is not exactly the strength-sapping dash that the event once represented: Moss's record time of 1955 was just over 10 hours, missing by a fraction the magical figure of an average of 100 mph. The rules for the present day event, technically speaking, penalise any car which completes any section at over 40 kph, although of course there is nothing (except other traffic as the roads are open) to prevent drivers sprinting through the interesting bits and slowing or stopping to get back on schedule. It is hardly motor racing, but it is nevertheless a rare chance to see beautiful machinery in a more-or-less natural habitat.

With this thought in mind, the Alfa GTV6 was loaded up and fettled for the long journey to Italy. We were confident that we could reach our overnight stop in Burgundy in an easy day's driving, so forsook the autoroute and went via Reims to see what remains of the GP circuit there. The town itself suffers from a new French affliction — piped music in the streets. Trees and lamp-posts carry speakers with a local radio station, so we were glad to escape the few miles to the rolling fields which border the old circuit. It is not so much the scale of the huge desolate grandstand which is surprising, as the complete lack of any other signs of the past around the rest of the circuit; the contrast between the permanence of the overgrown concrete control tower and pits and the narrow and unimportant country lanes which comprise the rest of the track is a reminder of how much more amateur (in the best sense) motor racing used to be.

On the advice of my favoured guide book, we enjoyed an excellent meal and a comfortable night near Chalon-sur-Saône, at the Hostellerie du Val d'Or, Mercurey, before traversing the widely flooded Saône valley and turning towards the Alps via the Rhone valley. We intended to approach Turin by the Col du Mont Cenis, and as the road began to twist and climb, the lovely noise of the Alfa V6 reverberated from the icy hillside. But the pass was closed — had we missed the sign or was the sign missing? — and instead we had



SCRUTINEERING in Brescia: a 1957 Fiat Abarth 750 Zagato with its distinctive double-bubble roof in front of a Maserati A6 GCS from Argentina.

to endure 13 kilometers of tunnel at 40 mph behind a lorry. Thank heavens the Channel Tunnel will rely on trains.

Once in Turin we drove to the tower-block HQ of Lancia, where we were to take over a Delta HF turbo, courtesy of Paul Ormond, Lancia UK's press chief. Despite the sultry heat, we decided that the fact that the electric windows did not work was not a great trial; it was only after 20 minutes of Turin traffic that we realised that the radiator fan did not work either, and that the LCD temperature gauge was flashing dire warnings. Luckily a mechanic was found who tracked down the faulty relay and rectified it. It was while looking for our hotel that it became clear that the Torinese really do ignore red lights as long as their own path is clear. Driving there is quite a tonic: anything you can get away with seems to be acceptable, and while the tiniest Fiats will attempt to head you off at the lights, everyone is prepared to give way the second it is clear they have been bested. The rule seems, rather than rights of way, to be rights of victory.

Finally we reached Brescia in the afternoon before the mid-evening start, and made our way to the square for scrutineering. Any appropriate car built between 1927 and 1957, the years in which the Mille Miglia ran, is technically eligible, and of course priority is given to vehicles which actually competed. But with some 500 applications being whittled down to 250 entries, the quality of the cars is staggering. In amongst thousands of people crowding the square are three OMs, next door to the treasured Disco Volante Coupé from the Alfa Romeo museum. Two Mercedes 540 SSKs are parked by a cafe where Stirling Moss is holding court; frustrated photographers try desperately to obtain a clear shot of a Delahaye 135 queueing up behind a Bugatti T57, while drawn up at the kerb are a Porsche 550 RS spyder and a gorgeous Zagato-bodied 1953 Fiat 8V. Everywhere the eye rests are examples of the very finest of sporting automobiles; amongst Cisitalias, a Stanga, and several OSCAs are dark green C-type Jaguars, paler Aston Martins (three DB3S!) four silver Mercedes 300 SL Coupes, of which one is driven by Olivier Gendebien, and a selection of Alfa Romeos amongst which several 1750 Zagatos look insignificant: a 1924 RL SS, Nicola



A VERY RARE CAR — 1938 Lancia Astura Mille Miglia.

Romeo's own 1750 GS, and British-entered Monzas driven by De Cadenet, Grist, Mann, Felton and Mayman. In early years, the race was dominated by the Milan *marque* but its rivals are here in force too: spidery Maseratis of 2-, 3- and 4-litres, slender Fiat-based Bandini and Stanguellinis, and the only MM winner Lancia fielded — the D24 of 1954, being driven by Gino Munaron who drove for Maserati, Ferrari and Cooper in the 50s and 60s, together with the D25, the last racing car Lancia built, in the charge of one-time works driver Gino Valenzano.

As darkness falls this astonishing assemblage tours through the town and congregates in rough lines in the tree-lined road which saw the start of so many Mille Miglias. Here, amongst a milling throng of excited locals and visitors, it becomes obvious that there is one make which outnumbers all others — what else but Ferrari. Starting with the 1947 166 which won the GP at Turin that year with Raymond Sommer up, through to not one or two but *five* 250 Tour de France coupés; there was the 340 America which Villorosi used to win the event in 1951, the lovely 4.5-litre 375MM — almost every car seemed to have some special claim to fame. Reappearing on the event for which it was built in 1949, was the Fontana-bodied 212 with no screen pillars, just half-inch thick glass sloping up to the roof.

Where else might one see a D-type sitting unattended by the kerb for half an hour while people walked by? Few spare it a glance; all attention is focussed on the floodlit ramp from where each entrant is sent off accompanied by enormous cheers. For some, the applause and whistles are deafening and ecstatic: the two pretty girls in the Maserati A6 GCS, the tiny Isetta which competed in 1955, Mauro Forghieri in a barchetta Ferrari, Michele Alboreto in a 340LM Berlinetta, while the crowd around No 114 goes almost delirious with joy. It is Clay Regazzoni in a Lancia B20 GT; though it has hand controls, he still manages to sign autographs as he nears the ramp.

There is no difficulty in finding the route out of town for the competitors; it is delineated by solid walls of cheering Italians mindless of safety, leaning within an inch of the cars. This is to be the pattern for the next 48 hours, too. Because we have stayed to watch the later cars depart, we elect to sprint ahead by *autostrada* to rejoin the cars at Padua and so on to Rovigo and Ferrara, the first night stop. But we don't make up anything like the time we expect: once back on the long straight roads pounding eastwards, we are still only mid-field, and having to alternate between avoiding traffic slower than our 80-90 mph and making space to let Astons and Jaguar C-types past. This is obviously more than just a regularity rally. Past the Castello at Ferrara and a final sweep through another human corridor into the packed square — floodlights, loudspeakers; and it's 2am!

Friday starts at 7 am, so there are some bleary eyes, but not for long as the route turns south-east towards Ravenna and the Adriatic coast. These are the fastest stretches where the peakiest of engines is on song, with no fear of being apprehended by the authorities. A

brief detour into the tiny republic of San Marino, then back to the coastal resort of Cattolica and on to a glorious, sinuous, undulating section, the *Via Panoramica* where glimpses of a glittering Adriatic alternate with green folds of inland valleys. The Delta Turbo can be hurled through these bends without worry, sticking firmly to a neutral line and surging ahead in a quiet, urgent fashion which probably outshines many of the road-racers we are mixing with.

By now we have discovered that the only way of keeping in touch with the cars is to join in; with headlamps ablaze and huge MM sticker in the windscreen we are waved excitedly through red lights by grinning policemen. The Mille Miglia is all-important; it is their big moment when Moss's Maserati and Prince Michael's D-type are waved on. Everything else has to stop in any case, since the crowds block every crossroad. Perugia is a tortuous tunnel of waving fans; drivers aim for a three foot gap which miraculously expands to a bare car's width and closes behind the bumper. Support cars and the press clog the descending hairpins out of the town — a Mercedes 300 SL and a Testarossa streak down the wrong side of a series of blind bends. It is actually more exciting than many a circuit race I have seen!

A night-stop in Rome is the prelude to the famous mountain crossings, the Futa and Raticosa passes. Almost every bend is fringed with onlookers, and while it is true that the older cars are hardly being pushed, the honour of the event, and the profits of Dunlop *et al*, are being upheld by the faster entries. Ferrari camshafts, Aston carbs, and snarling Jaguar exhausts lift children and adults onto new planes of delight. A Porsche 550 RSK spyder is absolutely at home on this extended hillclimb, though less so is the Bentley from Bermuda. It is listed merely as a 4½, but it is a thrill to see that this is that Embiricos car designed by Paulin and which inspired the later Continentals.

After this mountain highlight, the cars arrive at Modena where at the Scaglietti body plant they roll one by one past a table at which sits Enzo Ferrari. He bestows a wave on every car, though some drivers cannot restrain themselves from grabbing a handshake from the old man as travel-stained examples of his life's work parade in front of him.

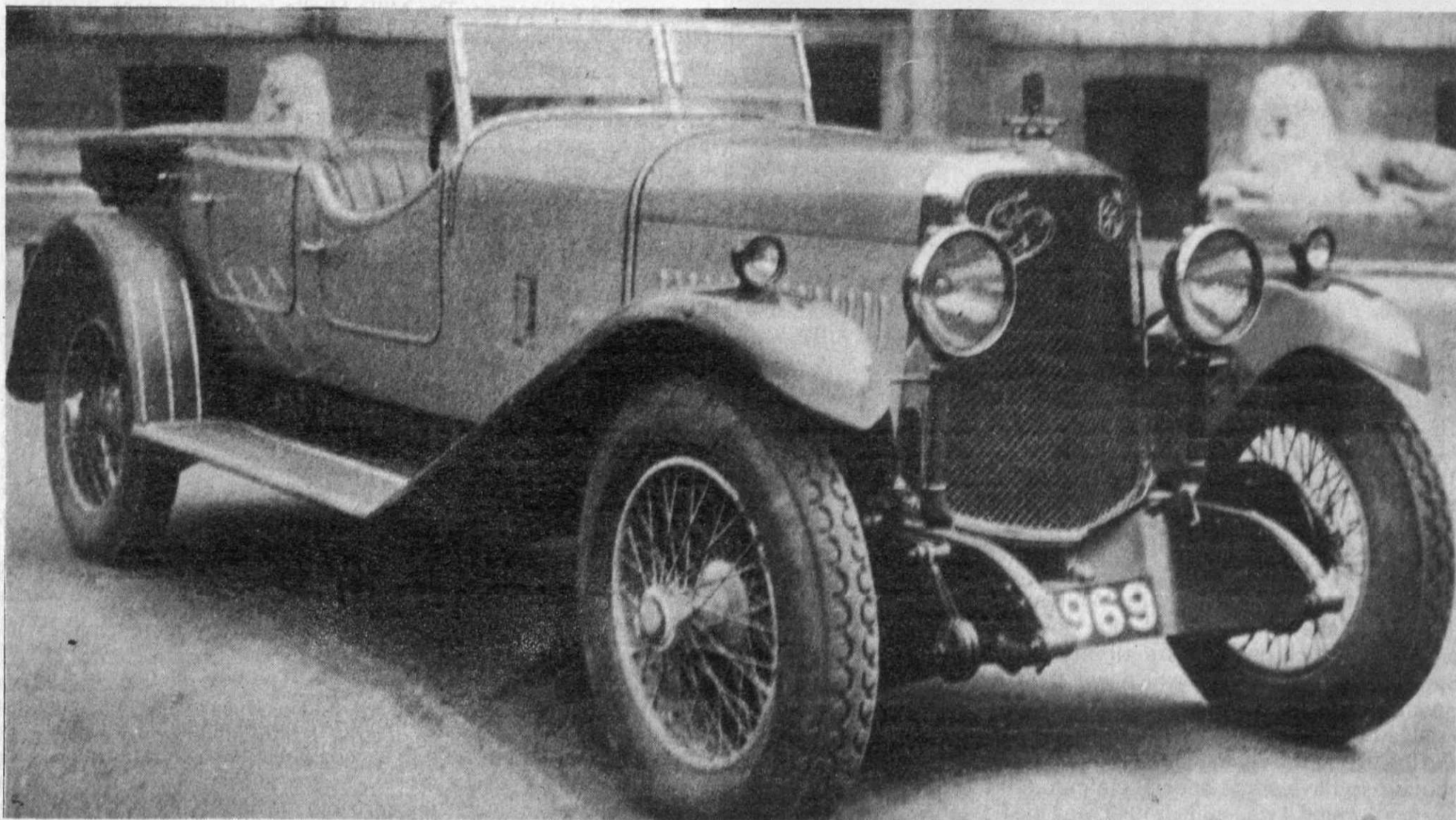
From here even the lovely towns of Cremona and Mantua become little more than route markers as the light fades and traffic increases towards Brescia. Once more we are sucked in by the human peristalsis that squeezes the cars into the centre of Brescia, only to be spat out into a jam of support vehicles while the competitors enjoy their last burst of glory under the arc-lamps. For some reason, our status as bona-fide journalists seems to have evaporated, and with it our hotel booking, so we are forced halfway back to Turin to find a bed. However, the fact that we missed seeing the main trophy go to Schildbach and Netzer in their Mercedes SSK seems less than important compared to the memory of so many delighted people for whom a love of cars and of speed is in the blood.

I was almost sorry to hand back the Delta; as a non-turbo man I had been impressed by its response in any gear, and by how cruising at 100 mph it would leap ahead to 120-plus when challenged by bigger machinery, but as usual the LCD auxiliary gauges were invisible in sunlight. Its firm damping was not uncomfortable even on the rougher hill roads, and we managed, in relative quiet, to press a 2-litre Maserati which was pushing on hard through a series of uphill hairpins. Such is the contrast in 30 years of motoring.

These Mille Miglia events are getting closer together; from a one-off, they have become biennial, and the next will be in May 1987. Whether being an annual celebration will diminish the excitement of this celebration of the road-race has yet to be seen, but yes, I want to be there, right in the middle, as a competitor. The car ought to be British, has to be fast, and must be open — the welcome in every town compensated for this year's cloudburst. Does anyone have an XK120 to spare? — G.C.

A NEW REPRINT of Moss and Jenks' victorious 1955 Mille Miglia story is now available from the MOTOR SPORT offices, price £1.

VETERAN-CLASSIC



The 13/55 hp Th. Schneider

Among the good, but neglected, sports-cars of the mid-Vintage period must be included the 2-litre Th. Schneider. Theophile Schneider was one of the founders of the pioneering French motor manufacturer, Rochet-Schneider, which, operating from the great industrial city of Lyons, got in on the act as early as 1894, with rather primitive vehicles which did not seem quite able to decide whether to follow the Benz or the Peugeot path. From this stemmed later Rochet-Schneders that first of all took on the established Panhard-Levassor layout and then adopted the best of the advanced Mercedes techniques. That established the make as dependable, quite fast cars of rugged quality.

However, notwithstanding the reputation of the Rochet-Schneider, by about 1910 Theophile broke away, having decided to make cars of his own, ignoring the fact that the Rochet Company had sold its designs to Nagant, FN, Florentia and Martini in the formative years of the Motor Industry. He set up shop at Besançon in the Jura mountains, in the clockmaking part of France, and concentrated on conventional four-cylinder and six-cylinder cars of well-built form, distinguished by their scuttle-mounted radiators which, however, lacked the grace of those on the Renault; several manufacturers used this behind-engine location for the cooler, with varying ideas of protecting a delicate part of the car in the event of a frontal contact, keeping dust off the engine, perhaps of simplifying the bonnet construction, and maybe, of warming the front-seat occupants during cold weather drives.

There was nothing particularly sporting about the Th. Schneider

MOTORSPORT tested this 13/55 Schneider in January 1930 and was impressed with its quality.

until 1922, when a new model was announced. This was such a breakthrough that I suspect a fresh designer had been appointed, probably M. Cote. So far as this country was concerned, the celebrated ex-racing driver L. G. ("Cupid") Hornsted took on the agency, at premises in South Molton Street, London W1, although prior to the war Th. Schneider had had a depot close to Paddington Station, shut during hostilities.

The Schneiders which Hornsted had for sale were 10 hp and 15 hp Fours and a 20 hp Six, the latter with its cylinder blocks in pairs, a separate carburetter feeding each block, and the engine beautifully finished, each aluminium casting highly polished and then engine-turned, to give the mottled aspect usually reserved for special motor-show chassis. To enhance the neat appearance, instead of a normal valve cover giving access to the valve stems and valve springs of the side-valve power-unit, a shallow cover was fitted, for tappet-adjustment only.

Of these three rather delectable Schneiders, it was the smaller four-cylinder chassis that was to develop into an even more desirable sports-tourer. For 1924 this had a bore and stroke of 72 × 140 mm. (2,280 cc) and it cost £400 as a chassis. The radiator had come forward on the post-war Schneiders and had a slight vee which, in conjunction with wire wheels beneath flowing mudguards, gave these cars a pleasing Parisienne air. For some time not much was heard of the smaller model (although the ancient make of Rochet-Schneider was exhibited at the Olympia show) but by 1925 it had acquired push-rod-operated overhead valves, giving a useful

increase in performance. Early in 1926 Th. Schneider Automobiles (ENG.) Ltd. had taken premises in motor-orientated Long Acre and seemed more interested in promoting the latest 9.5 hp side-valve light-car than the sporting model.

However, for those who sought it out, the 13/55 hp Th. Schneider was an interesting car now, in 1926, with an engine of 72 × 120 mm. (1,954 cc), available in both side-valve and ohv forms. The latter chassis sold for £440 in this country, or for £580 equipped with a handsome sports-tourer body, and a saloon was available for £675. The specification embraced magneto ignition, a North-East starter, a 12-gallon rear-mounted petrol tank, thermo-syphonic cooling, a cone clutch, a four-forward-speeds unit gearbox with a central gear-lever and an open prop-shaft taking the drive to a spiral-bevel back-axle. The Th. Schneider was sprung on half-elliptic springs front and back and it had a wheelbase of 9' 10½", a track of 4' 5", and 9" ground clearance, the tyre size being, at that time, 880 × 120. The unladen weight was declared at 17½ cwt.

Two of these sporting Th. Schneiders were entered for the 1926 Le Mans 24-hour race, to be driven by Tabourin/Lefranc and Poirier/Fontaine, their class opposition coming from the Italian OMs and the Rolland-Pilains, Georges Irats, and a Bignan. No match for two of the OMs, the first-named Schneider managed sixth place, but the other retired. This was considered good enough for a repeat entry in 1927, the drivers nominated as Poirier/Tambourin and Chanterelle/Schiltz. The former's car achieved a niche in motor-racing history, but not as intended, because it skidded at White House when being driven by Tambourin, left the road, bounced back again, and caused the multiple pile-up from which "Old No. 7" 3-litre Bentley emerged covered in dirt and glory, to win in the care of Dr. Benjafield and Sammy Davis. The other Schneider also had to retire.

These cars were beginning to become known about in this country and one owner who had toured Devon and Cornwall in his 13/55 hp sports-model spoke of getting 65 mph without fully extending the engine, and 25 mpg, with a very low oil consumption, very satisfactory road-holding and springing and an ability to tackle main road hills on top gear, with a very useful third gear on which steeper gradients could be taken at speed. Another owner, of an early 1927 model, was able to get 42 mph in 2nd, 56 mph in 3rd, and 73 mph in top gear, and apart from decarbonising it, nothing had needed attention in 27,000 miles, but oil thirst which had been 1,500 mpg up to 15,000 miles had fallen to 750 mpg. The Long Acre agents had been most helpful. But still this make was not seen at the London Show, and was a fairly rare car to most enthusiasts.

Nevertheless, by 1929 one of the smart Le Mans four-seater 13/55 hp Schneiders came along for the Press to try and it proved able to do its 20, 40, 60 and 70 mph in the gears, the ratios of which were 16.8, 9.8, 6.8 and 4.8 to 1. Now on 15 × 50 tyres and with cut-away front doors, rear-mounted spare wheel, and vee windscreen

with openable panels, the laden weight was 26 cwt. This sporting-looking car still cost £535, when a 2-litre Lagonda sold for £695, and it was a possible "poor man's Bentley", able to accelerate from 10 to 30 mph in seven seconds, or in 14.8 seconds using top gear alone. The advance retard and hand-throttle levers were on the dash, as was the mixture control, there was a foot-starter button, and in typical French style, the brake lever resembled the knobbed gear lever, the latter having an invisible gate, with reverse difficult to find, as it was through 1st, then over to the right. The test-car had an exhaust fan tail, a means of feeding extra oil to the valve gear, and was described as having a fairly noisy engine and gears. The body was by Corsica and the annual tax was £13. By late 1929 the price was down to £535, or £595 for the saloon.

Ever willing to support lost causes (and perhaps in those days influenced by advertising support, Schneider taking the front cover in 1926) MOTOR SPORT took out more than one Th. Schneider on test. In 1925, Richard Twelvetrees had driven a tourer with some 18,000 miles to its credit, taking it up to Cambridge to deliver a lecture to the Cambridge University AC and being pinched by a young policeman at Baldock for a noisy exhaust! The car (Reg. No. XX 5415) was able to reach 52 mph (3,600 rpm) in 2nd gear and it was clocked from 0 to 72 mph in 34.4 seconds. Then, in 1929, Hubert H. S. Keogh was provided with the latest 13/55 hp Schneider by P. J. Smith, who represented this car in Britain, the specification covering Dewandre vacuum-servo braking, a René Thomas flexible steering wheel, Tecalemit lubrication, Hartford duplex shock-absorbers, and Rudge wheels with Michelin tyres. After trying this Le Mans tourer up Jack Straw's Castle hill in Hampstead Keogh opened it out along the Barnet By-Pass, getting up to 76 mph in a cross wind, the car (Reg. No. UL 4749) still stiff, as it had run only 1,700 miles. It did 0 to 70 mph in 53.6 seconds and this car had a plate clutch and its gears were quiet. It proved possible to put 45 miles into the hour and, driven like this, the petrol consumption was 24 mpg. As on other Schneiders, the steering was a bit heavy at certain speeds and it was felt that the need to use a lever to lubricate the valve-gear every 20 miles or so, was a nuisance, and difficult at speed. Then in 1929, we sampled a two-year-old Schneider saloon, a 65 mph car with 5,000 miles to its credit.

These cars were not only of attractive appearance but the use of chromium plating of the bright parts and the fitting as standard of radiator and headlamps stone-guards was notable. The saloon model was further enhanced by hide upholstery and it is amusing that after the Schneider seaplane race of 1929 the Long Acre concessionaires staged a special Speed Display of Th. Schneider cars, "with the famous Air Race still fresh in the public mind."

The Le Mans model Th. Schneider is a rare car, although known to the VSCC, but it is one that deserves to be remembered, although it was coming to its end by 1928, and although listed up to 1931, was by then moribund. — W.B.

Another Brooklands

Apart from the famous Weybridge Motor Course in this country, a correspondent reminds us of another Brooklands race track, that which was founded in 1932 at West Subiaco Aerodrome (now Perry Lakes) in Perth, Australia. It was a one-mile circuit, compared to the British Brooklands 2¾-miles, consisting of two straights linked by two more straights, of unequal length, the turns banked. The surface was of cinders over a limestone base, and it was lapped in a clockwise direction. Separate pits for car drivers and motorcycle riders were erected, there was a grandstand, and a public-address system. By a superhuman effort the track was got ready for the opening meeting at Easter, 1932, the ceremony performed by the Acting Mayor of Subiaco, Cr. L. Boas, who referred to the new track as the first artificial speedway in Australia, having overlooked the Marobra track.

There were three car races, run in two heats and a final, and others for motorcycles, but the loose surface proved tricky. The cars entered comprised five Triumphs, two Salmsons, A7, Bugatti, Ford Special, Buick, E & M Special, Wolseley and a FWD BSA Special. It is

interesting that one race was called the Lightning Short Handicap. This and the Brooklands Handicap were won by a 20-year-old calling himself "Ralph de Palma" to disguise his presence from his parents, at the wheel of a Triumph, and the Directors Cup race was won by another Triumph driven by Derek Rosman. The race finals were over a mere four laps. The second race meeting was held on June 25th., 1932, but although some 3,000 spectators attended, only about 750 paid to get in, as the track was still unfenced. The big race was the All-Powers Handicap, in which the heats were won by an A7 and a Model-A Ford, the Final going to Cranston's Model-A Ford. Alas, an accident involving an aeroplane and some of the spectators resulted in severe injuries to E. Marshall, one of the Directors of Brooklands Pty. Ltd., and the track was not reopened, except for events put on by the Harley Davidson MCC, which held a lease, after the Company owning the course had gone bankrupt.

Until quite recently it was possible to drive round the track, but now the McGillivray Oval and the CSIRO building at the corner of Underwood Avenue and Brockway Road have obliterated most of it, although a remnant can still be seen, where one of the bankings stood. — W.B.

Another Centenary Celebration

The Worshipful Company of Coachmakers and Coach Harness Makers quite rightly regards the 100th birthday of the motor-car to have occurred in 1886 and it duly celebrated the occasion at Ragley Hall, seat of the Marquis of Hertford, with the Master, Richard Dennis Casseley Dallimore heading the Court. A fine assembly of cars both ancient and modern had been assembled and among the coachbuilders represented were Abbey, Abbott, Barker, Blakes, Cockshoot, Ferguson, Freestone & Webb, Garner, Gurney Nutting, Lawton-Goodman, Mayfair, H. J. Mulliner/Weymann, Page & Hunt, Park Ward, Penman, Scott Bros., Thrupp & Maberley, Vanden Plas, Vauxhall, Windsor and James Young, while the Duke of Westminster's Dress Coach is on view at Ragley Hall. The cars displaying special coachwork included Model-T Ford, Lanchester, Rolls-Royce, Bentley, Daimler, Alvis, Albion, Vauxhall and Renault, while the Lawton-Goodman saloon was on the 1930 20/70 hp Whitlock splendidly restored by Graham Bennett over the past five years, it having been off the road since about 1956. It must surely be the last of its breed, and displayed lockable tool-boxes on either side of the scuttle.

A Model-T Ford stood beside Rolls-Royce Motors' two-cylinder 10 hp Cookshoot tourer, R-R having also sent the famous Barker-bodied 40/50 hp Silver Ghost. Bryan Goodman's also very original 1911, closed Silver Ghost was there, the Royal Mews had sent the H.J. Mulliner Rolls-Royce Phantom V which was a wedding present to Her Majesty The Queen and HRH The Duke of Edinburgh in 1950. Coventry's Museum of British Road Transport had provided another Royal car in the form of the late Queen Mary's Hooper-bodied Daimler that once had a Double-Six engine, and it was nice to see

V-to-C Miscellany. — We are deeply saddened to learn of the death, at the age of 82, of Alec Ulmann, in a Long Island hospital. Ulmann was a pioneer of sports-car racing in North America, founding the 12-hour Sebring Grand Prix of Endurance, and as an engineer and innovator, particularly on the aviation side, he was a valued member of Briggs Cunningham's Le Mans team. He also founded the Hispano Suiza Society and his controversial attacks on well-known designers, including W. O. Bentley, were well known on this side of the Atlantic, as part of his engineering writings in the *Bulb Horn*. Our condolences go out to his widow, Mary Ulmann, and to his two sons. A memorial gathering will be held during the Pebble Beach *Concours d'Elegance* at Monterey on August 24th. Just before his death Alec had sold his Hispano Suiza, of Alfonse size but with a rare overhead-camshaft, ball-bearing engine, to Bernard Parris of Tonbridge, Kent.

The 1927 Clyno Royal tourer once owned by W. B. is now owned by W. E. Dowsing of Woking and is running well, although it had to have a new engine in 1982, and a 1904 Jackson dog-cart has found a new home in Totnes, Devon. It is good to hear that in its Octocentenary year the town of Dumfries held a veteran and vintage vehicle rally last May, to mark the tenth birthday of the South of Scotland Veteran & Vintage VC, at which Arrol-Johnston cars travelled to the old factory at Heathhall where they were once made, meeting some of those who worked on them. The factory is now owned by Uniroyal but some 40 of those who had helped to make Arrol-Johnston cars attended a special presentation there, and the cars on the rally included Arrol-Johnstons from 1922, a 1923 Galloway coupé, and from the Myerton Motor Museum, a 1928 Arrol-Aster sleeve-valve 17/50 hp saloon, one of only two still in existence, belonging to Graeme Menzies of Edinburgh.

This year the always-enjoyable VSCC speed hill-climb at the scarcely-changed venue at Shelsley Walsh, near Worcester, takes place on Saturday July 5th., the 17th. of the series, again sponsored by Newton Oils and co-promoted with the Midland AC, which has its sixth round of the Midland Hill Climb Championship on the Sunday.

Although it was stated in last month's issue that the results of the five-lap handicap races at the VSCC's first Silverstone Race Meeting of 1986 were given in the list of results at the end of the report, for some reason these were deleted. For those who like to keep a record of such things, the winners were: C. Rides (Riley), 61.27 mph; R. H. Drewitt (Riley), 63.27 mph; E. T. Dunn (Riley),

Richard Dallimore, the Master, practising what he preaches with a shared entry of a Mulliner Cloud I, and a 1951 Daimler D18 Special Sports Hooper coupé of the type owned by HM King George VI, now owned by David Adcock. Lord Montagu led the *Concours d'Elegance* Judges and the National Motor Museum had contributed its 1906 20/30 hp Renault limousine, Lord Strathcarron had his de Dion-engined 1903 Georges-Richard present that has done 25 Brighton Runs, the ex-Stratford Motor Museum's P11 Rolls-Royce with high-lift camshaft was there, and it was a day of fine cars, with a good sprinkling of 4½-litre and Continental Bentleys, etc. Mrs Ridley showed an open Abbott-bodied Lanchester Ten, Marie Adcock a Daimler Barker drop-head Special Sports coupé, the Ford Motor Co.'s Ford V8 Pilot "Woodie" reminded one of the "Queen Mum's" love of these cars, Vauxhall had their Prince Henry present and the 1907 Austin had a large brass casting on the floor reminding its driver of which was the clutch pedal, which the brake.

Modern cars were displayed in impressive numbers by Aston Martin Lagonda, Austin Rover, Coleman Milne, Ford of Britain, Jaguar Cars, Land Rover, Lotus Cars, Lynx Engineering, Morgan, Reliant, Rolls-Royce Motors, RS Panels, TVR, TWR, Vauxhall Motors and Wood & Pickett, and the MG EXE Project coupé had been flown back specially from Turin, while Tommy Sopwith arrived by helicopter. The Guest of Honour at the Banquet was Mr. John Egan of Jaguar Cars. Incidentally, the Worshipful Company of Coachbuilders 1985 Award went to Robin Herd, CBE, of March Engineering, for his work on F1 racing cars. Other awards were as follows: Gold Certificate: Rolls Royce Phantom VI. Series Production Car: Vauxhall Belmont. Specialist Class: Lynx D-Type and Austin Montego Estate. Prototype Class: Rover CCV. — W.B.

71.13 mph; A. D. Dolton (MG), 64.29 mph: The caption to the picture of the Marlborough Grand Sports, on page 645 was intended to point out that the car was photographed in the Brooklands' Finishing straight close to where it had been made, and that it bore the same Registration number as the one photographed outside Tommy Hann's Beaminster garage at about the same time, although by then it had been given two aero-screens, suggesting that perhaps it was the only complete car of its kind made by T. B. Andre & Co. Ltd. Many students of history will have been pleased that BBC-2 repeated the film of the aviation memories of Lt. Chabot, particularly those shots of him in his twin-cylinder, two-stroke Carden £100 cyclecar of the nineteen-twenties, but some of the figures relating to record-breaking flights were rounded off rather casually; for instance, the 1929 Schneider Trophy race was won by the Supermarine S6 at 328.63 mph, not 400 mph. However, it was nostalgic stuff and on the same evening an old news-clip showed the Rolls-Royce 40/50 hp tourer and the two Crossley tourers used by the former Prince of Wales during his Tour of Japan in the 1920s.

We have been asked to state by the Elmbridge Borough Council that the "Magic of Brooklands" Rally, scheduled for July 26/27th, will not be taking place on what is known as the "Thirty Acre" site surrounding the new Brooklands Museum, but access to this area will be granted to members of the Brooklands Society on the occasion of the Reunion at the Track in two days time, when busses operated by the Cobham bus Museum will provide transport across the old aerodrome to the Museum, which will be open all the morning. Competitors in the sprint event in the afternoon will also be permitted at the end of their runs to circle the restored Club house and Test Hill at reduced speed. Another display of veteran and vintage cars and motorcycles, under cover, will be staged at the Royal Welsh Show at Builth Wells from July 21st. to 24th., with a Parade in the Show ring on the Thursday afternoon. The County of Salop Steam Engine Society organises one of the finest Traction Engine and Steam-waggon shows in the country, with every conceivable sideshow and a display of veteran and vintage cars, motorcycles and commercial vehicles. It takes place this year on August 24th/25th., and entry forms are available from Michael Clarke, Ivy Cottage, 47, Welsh Street, Bishop's Castle, Shropshire, SY9 5BS. Those interested in motorcycles of all ages should note that the 5th. Festival of 1,000 Bikes takes place at Brands Hatch on August 17th, sponsored by the VMCC and Shell. — W.B.

Roads of the 1920s

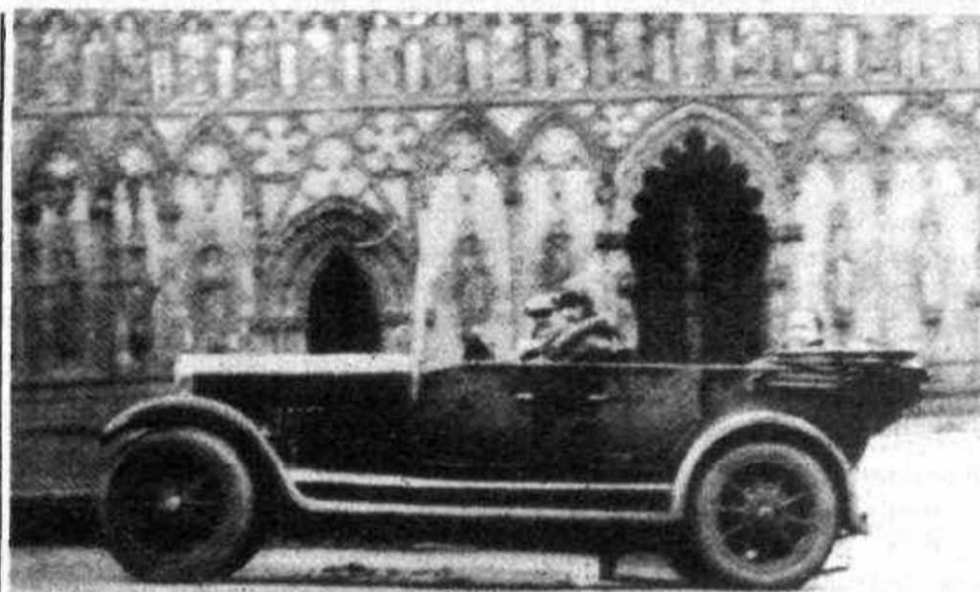
Continuing to follow the motoring life of O. J., whom we left sampling the delights of the 18/55 hp Talbot in the New Forest, in 1925, and in view of MOTOR SPORT's interest in cars in books, it is interesting that next we find him criticising a new novel about a honeymoon couple who went from London to Land's End and halfway back again in a car at which fun was poked because of the troubles this secondhand two-seater was supposed to have developed, which, said O. J., might have seemed a bit far-fetched twenty years earlier, but in 1925 . . . ! There is a period ring to O.J.'s remarks, however, when he says that in its favour this could be called a "nice" book, one that any girl might safely be given by her father. Well, all that ended with the verdict given in the famous "Lady Chatterley" trial, and has got much worse under the influence of TV comedy and soap-opera, but even in 1925 O. J. was bewailing the "morbid" sex-type of stuff that was considered the only form of novel . . . I am not aware which book this was, but it apparently contained much wit and humour and only upset O. J. because it failed to accept what had been preached for 30 years, namely that cars should be properly understood and treated by their owners.

All of which brought O. J. to the conclusion that the best advertisement that a car can have is a satisfied user. Which reminds me that, although it is not perfect — what car is? — the Ford Sierra XR4x4 I am using has run over 17,000 miles from new with no more anxieties than failure of a side-lamp bulb and loss of its near-side, rear mud-flap, the latter perhaps damaged by picking up sticks when running over forest-type roads. There is as much sense today, as there was when O. J. observed, over 60 years ago, that whatever awful things might be said of cars, it made no difference at all; everyone wanted one and most people seemed to manage to get one, and a new one at that. He spoke of the greatest compliment that a car can have, namely a street or village abounding in one particular make. When that was written O. J. was probably thinking of Model-T Fords, and MOTOR SPORT has in the recent past published photographs showing how popular these were in the 1920s, any town or market-place filled with them, of different types, ages and condition. Just before the second World War, it was Lord Nuffield's Morrisies that were seemingly the most popular car one would encounter in Britain, as remained the case after the war. Today, it is interesting how many Fords of various types and sizes one sees in any street or car-park, which reminds me that William Heinemann are very chuffed about their new book called "Ford", by the celebrated author Robert Lacy, who came to London last month to publicise it. When I have read it I hope to tell you more about it, but I suspect that it will be more about the lives of the remarkable Fords themselves than about the very popular Ford cars.

Here, perhaps, it is desirable to remind you that O. J. was still living in an age when traction-engines stopped on blind bridges to take on water were a menace, when petrol was something you got out of a tin, but when the comradeship of the road was, in his view, already a thing of the past, no-one stopping any more, to check if another driver who had stopped was in trouble.

O. J. then had a very odd experience, which I am at a loss to understand. He had not previously driven an Alvis, although he had often heard that it was something out of the ordinary. Then, early in 1925, he was able to try one. He took it over in London, I suspect from Henly's, and drove it the eight miles to Finchley without a float in the float chamber! O. J. quite rightly said he did not know that a car would run without one. But this Alvis did so, with not much apparent difference from normal, if at some expenditure of petrol. It was only when finding the float-chamber empty that the absence of a float was discovered.

This seems very odd, because unless the flow of fuel from the tank had been very drastically restricted, or the car was driven almost flat-out (impossible in London, even 60 years ago) I do not see how the thing ran at all, or O. J. escaped smelling an awful stench of petrol . . . But it did, until he stopped close to the De Dion Bouton works at Tally Ho Corner, where an old friend came to his



IN 1925 O. J. tried an Alvis. Here is the Alvis used by MOTOR SPORT to cover that year's Southport sand-races.

assistance (by now he was out of spirit), first showing O. J. the latest thing in new De Dion bodywork, in the form of a saloon with back seats that would fold away, allowing rods and guns and luggage to be carried with ease, a sort of forerunner of the present divided, folding back seats of so many saloons and hatchbacks. Incidentally, O. J. expressed the opinion that whereas in the early days it was the back-seat passengers who rode in comfort, the driver, perhaps a chauffeur, being uncomfortably accommodated, a throw-back to the horse age when you kept the coachman uncomfortable to stop him from going to sleep (although under these conditions O. J. had succumbed more than once, so that one hopes his horse knew the way home), by 1925 it had become the other way round, with the front-seat users comfortable, at the expense of those behind — but that does not quite match-up with the story of the paid driver having the best place on a car, with the Duke and Duchess bouncing up and down over the back-axle! Anyway, De Dion Bouton were out to reverse that concept — moreover, they had a float that fitted the carburettor of the Alvis . . .

The Alvis got along at about 50 mph, and had four-wheel-brakes that allowed O. J. to use that speed — remember, we are on the narrow, winding ways of 1925. This was not the very latest Alvis — perhaps it was a 12/40 — but it impressed old O. J. Members of the 12/50 Alvis Register may care to imagine him driving it to Bishops Stortford and Colchester, first getting very lost in an area of glasshouses, until he found the new road he wanted at Cheshunt. The Alvis must have inspired O. J. to think of motor racing, which he considered might become dull, because four-wheel-brakes and quick acceleration out of the corners would reduce the need for skilled driving round them, in a sense a foretaste of much later times! The road from Ware to Bishops Stortford was described in 1925 as a very twiddly lane, although pleasant and picturesque and being straightened in places — a 'bus had removed one of its wheels trying to negotiate one of these corners. And Stortford itself O. J. thought a more beautiful and interesting little place than many a more-boosted town, and beyond it he used what he called perhaps the finest example of unaltered Roman road, running Eastwards for 30 miles or so straight across country, through Dunmow, Braintree, Coppershall, Marks Tay and on to Colchester.

Here O. J. put up at the "Cups Hotel", the "Lion" being full. He continued this 400-mile assessment of the Alvis by going on to Ipswich and Lowestoft, encountering a great many old cars and lorries still in use, where many big houses were empty, their gates padlocked, only the sporting-rights having any value. He went through Blythburgh, overshadowed by a gaunt, most foreign-looking church, and Southwold, which was already turning into a modern seaside town, infested by mosquitoes. The Alvis continued past the place where the *Godelia* was moored, the fishing-boat that spent a night shadowing the R33, after that airship had broken from its moorings at Pulham, O. J. finding good food at the "Queens" at Yarmouth. Then it was homeward bound, along the Newmarket to

Royston road, a speedway likened to that 30-mile run between Arles and Salon in the Camargue, where the Alvis was extended.

In Sawston a fearful bang made O. J. leap out of the car, to look at his tyres. But it was only the fire-alarm, bad he thought for shell-shocked survivors from the 1914/18 War! So home, via Hitchin, Luton (where O. J. got lost and didn't see a single straw hat), Letchworth, Dunstable and Aylesbury, the only bad 1925 road that between Thame and Watlington. Of the Alvis, it was observed that the latest one was said to be quieter and O. J. expected it had bigger tyres, there was no need for it to be any quicker, to have better brakes, or to be more economical. Which, from this motor-noter, was praise indeed. — W.B.

V-to-C Odds & Ends. — The sole surviving Indianapolis 4.9-litre Sunbeam, to which we referred last month, and which is now running again, was in fact rebuilt by I. S. Polson of Wickambrook in Suffolk. There is to be a "Celebration of 1960's Motoring" at the National Motor Museum, Beaulieu, on July 13th. The *Skoda Standard* recently carried an article by P. Y., in which two rather odd statements appeared, one that before WW1 a car using Skoda's 4.8-litre eight cylinder engine won a 300-mile race from London to Holyhead, and that in 1908 a Skoda made the fastest Brooklands lap, at over 72 mph, whereas by that time laps of well over 100 mph had been established by other makes. The AC of North Wales is having its Betws-y-Coed Rally on August 10th, open to cars of pre-1959, and those of 1959-1964 by discretion of the organisers. Austin A30s and A35s gather at Belvoir Castle on July 13th, and do not overlook the National Standard Rally at Woolerton Park, Notts, on July 19/20th. *The Singer Owner*, organ of the Singer OC, had an article about the lineage of the first Singer Nine sports models in a recent issue and announced 28 new members of this very keen Club in one month.

One of the largest multi-make events in the North of England, the Yorkshire HCC's Annual Pennine Rally, will take place at Calder Holmes Park, Hebden Bridge, eight miles from Halifax, on August 10th. Entry forms from Billy Lane, Old Town, Hebden Bridge, W. Yorkshire HX7 8RY. Some parts of an old vehicle, possibly a Model-T Ford, with wooden wheels and an overhead worm-drive back axle, lie just off Bertha's Beach in the Falkland Islands, where the terrain is suitable only for Land-Rovers. Perhaps someone out there may care to investigate? The Pre-War A7 Club has its 6th Chatsworth Park Rally on July 13th. In the VSCC Scottish Rally the Sammy Davis Cup was won by B. Hopkins' TT Replica Frazer Nash and 1st-Class Awards went to Spence (Lea-Francis Special) and T. Hallam (Anzani Frazer Nash), 2nd-Class Awards to Hopkins and J. Hallam (in the aforesaid Anzani Nash), and 3rd-Class Awards to Gordon (A7) and Barker (A7). There were 14 "sections". Only two cars came on trailers, and the only retirement was a Gordon England A7. In the VSCC Northern Rally 1st-Class Awards were won by Toms (Fiat 505B), Hyland (Alvis SE), Harvey (Riley Lynx), Leigh (Frazer Nash Colmore) and Downsborough (Alvis Firefly), 2nd-Class Awards by Hallam (1924 AC), Lees (3-litre Bentley), Harcourt-Smith (30/98 Vauxhall) Mrs Costigan (Riley Lincock) and Glover (1936 AC), and 3rd-Class Awards by Goodchild (Lagonda LG45R), Smith (12/50 Alvis) Potter (Lea-Francis, Marsh (30/98 Vauxhall), McEwan (Riley 9), Ghosh (30/98 Vauxhall), and Phelps (Frazer-Nash-BMW). The Northern Trophy went to Wickham (1929 12/50 Alvis). The best novice was Stenhouse (Railton). Parker's 12/50 Alvis retired with a broken spring and Jelley's Riley 9 also failed to finish.

We regret to have to report the death, at the age of 84, of William Ashley Cleve, who will be remembered by many as a very keen trials competitor, particularly with his Special made up of a combination of Morris parts, which was described in detail in *MOTOR SPORT* some years ago. An article appeared on Brooklands memories in a Somerset regional journal *The Visitor*, not long ago, the author of which names Percy Lambert as his uncle and Harold Lambert, Percy's brother, who raced a Bugatti at the Track before the First World War, taking him there in post-war times, apparently in a Lincoln Zephyr. The Rt. Hon. The Earl of Orkney, whose father, Capt Douglas Fitzmaurice was associated with Austro-Daimler, Steyr and Tatra cars before the war, has presented many Austro-Daimler photographs and an A-D mascot to the National Motor Museum. — W.B.

Spyker Postscript

I see that in his description of the new Dutch Volvo 480ES last month, M.I.C. says that the last Dutch sports car was the Spyker built in 1910, according to the experts. Which perhaps shows that you should never trust experts, because I would have thought that the Frederick Koolhoven 30/40 hp Type C4 Spyker was entitled to that honour, and it was built after WW1. Moreover, it was known in England, being shown at Olympia. There had also been the post-war 13/30 hp 3.6-litre Spyker with unusual Aerocoque sports bodywork.

The bigger 30/40 hp model should be remembered, if only because the publicity-conscious Mr S. F. Edge used one of these side-valve, twin-sparking-plug 72 bhp six-cylinder Maybach-engined Spykers in July 1922 to win a bet that he could not, at the age of 54, better his time for a 24-hour run on Brooklands Track that he had set up at 65.91 mph with a 60 hp Napier back in 1907. Fitted with a light two-seater racing body, the Spyker contrived to average 74.27 mph for two 12-hour timed runs, the car having to be locked away at night to obviate complaints of noise from the local residents. The best hour was accomplished at an average speed of 77.97 mph, so I think we can call this 5.7-litre Spyker a sports car. Edge drove throughout, accompanied by Col. Jansen of the British Spyker Company, whose wife was out on the Track at the same time, setting up records on her little Trump-JAP motorcycle. It is significant that whereas in 1907 Edge's Napier had required 24 tyre changes in the 24 hours, the Spyker needed only two, and these only as a result of punctures caused by a nail and a screw, respectively. At the time you could buy such a Spyker chassis from the headquarters in Duke Street, St James's for £1,400 or touring-bodied for £1,800. — W.B.

Keeping Awake!

ARISING from our article on Champion Racing Drivers, a reader, Barry Peters of Bere Regis, has sent us nice little cameo relating to the great pioneer British racing driver, Charles Jarrott. He tells us that Jarrott lived in Bournemouth in the early 1930s, drove an elderly Sunbeam two-seater, and took a great interest in the newly-formed West Hants & Dorset CC. In fact, Jarrott was present at the start of one of that Club's early Night Trials, commencing from the Pier Approach. Mr Peters, who was competing, asked Jarrott how he could ensure staying awake during the night and was told that the great man chewed raw coffee-beans during his epic inter-city races. Several of the young drivers tried his recipe. . . . Later Jarrott presented Mr Peters with an autographed copy of his book "Ten Years of Motors and Motor Racing", written in 1906, which remains one of the best books of its kind. — W.B.

K. N. Hutchison

IT IS with great sadness that we learn that Kenneth Noel ("Nonie") Hutchinson died in Italy on May 17th, at the age of 76. A great enthusiast for competition motoring, Hutchinson started with a chain-drive Frazer Nash and a Type 37 Bugatti, and quickly proved his prowess by taking the Donington Park lap-record with the Bugatti in 1933. He then turned to trials-driving, ordering from his friend Sydney Allard the latest in Allard's latest in Allard's Specials, and being forever remembered for his stirring driving of his V12 Lincoln-engined allard, with which he gained many successes. We remember riding with Hutch through the 1938 Experts Trial in his hairy V8 "Tailwagger" Allard, when he was one of the winning team. Hutch also drove in sprint events, acquiring the 2.9-litre ex-Ashby P3 Alfa Romeo for the purpose, tuned by Robin Jackson, and was a member of the BRDC. He made ftd at Bo'ness in 948 and second-fastest time at Shelsley Walsh in 1947, etc. A wealthy Company Director of Fry's Metal Works, Hutchison lived for a time at Headley Grove, Farnham, Surrey, the former home of Sir Malcolm Campbell, which he purchased from the Gaekwar of Baroda. Throughout his competition career he had the constant support of his charming wife Kitty (née Brunell), who was as keen on long-distance exciting motoring as Ken was. Our deepest condolences to Kitty and to all Hutch's many friends here and abroad. — W.B.



Letters

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

Royale Auction

Sir,

I read with amazement that one of the type 41 Bugattis is expected to realise ten million dollars when offered for sale at the forthcoming Harrah auction in the USA.

My instant reaction is "But why". Or in this instance is it more appropriate to exclaim "Pour quoi?" Royales found no favour when new and small wonder. With such a magnificent selection of cars available at that time as 6½ and 8 litre Bentleys, the Rolls Royce Phantoms, Hispano Suiza, Mercedes SS, Packards and Deussenberg. How could the wealthy connoisseurs be expected to choose such an anachronism.

The engine was of flawed pedigree, reputed to be one block of the type 34 Aero engine project of 1925. Which in turn was an enlarged but mechanically similar version of the Bugatti — King 100 x 160 unit of 1918. This was another of M le Patrons illogical foibles.

Declared by Bugatti to be built specifically for fighter aircraft and having an aperture through the main reduction spur wheel and propeller shaft to take a quick firing 37 mm cannon, obviously this is what he had in mind. However the two banks of tandem four cyl blocks were so close together it was impossible to carburate between them (there being no developed forced induction system at this time).

Therefore the inside ports had to be used through an acute 90 degree angle for the exhaust function, discharging fumes straight into the face of the unfortunate pilot.

Never put into production by the logical French but after a traumatic development period a few were built in the USA. As far as can be ascertained they were never used in aircraft but it is reported they were used to provide gale scenes in Hollywood. By the time this heavy engine with its two lengthy crankshafts and cast iron cyl blocks had been developed it was completely outclassed by the well designed, splendid,

compact, short stroke Napier Lion. The Napier weighed only 1.89 lbs for each bhp produced whilst the Bugatti-King weighed 3.4 lbs for each of its reputed 410 bhp.

Aesthetically all the type 41 Bugattis were a disaster. The inverted horseshoe radiator, so beautiful and right for the slim GP cars, does not lend itself to the square rigged styling of a full sized passenger car.

I have seen two of these cars in the flesh, the Park Ward bodied one at the Silverstone British GP of 1951 and the Drop head with German coachwork in the Ford museum at Dearborn.

It is gratifying that the full importance of the Motor revolution is being appreciated, and that fine cars which were milestones in design progress or earned themselves a niche in history by outstanding performance on road and track are being preserved. However the Bugatti type 41 was in no way one of these.

Produced by perhaps the only man who would have the gall to offer the luxury car clientele half a rejected aero engine with its different functional characteristics in a commercial vehicle sized chassis at twice the price of a completed Rolls or Hispano Suiza.

One expects outstanding cars such as the Mercedes 60, Silver Ghost, Bentleys and significant vehicles such as a Henri Peugeot to command high prices. But a Bugatti type 41 — "Pour quoi?"

Shifnal

N. F. HILL

The Champions

Sir,

I was fascinated by W.B.'s article in the May edition about "The Champions", and would like to offer my own thoughts on the subject. The flaw in the proposed method is that it does not allow for the increasing number of races per season. One way to allow for this would be to take the total number of points scored divided by the number of races in the season. However, such a system would still have Jim Clark as current champion with his 1963 score of 73 from 10 races, an average of 7.3 per race, which has not been

approached since.

Whilst this highlights Clark's wonderful achievement, it gives no impression of events since then. I have often thought that the championship should only be awarded to a driver who scores more points than anyone else AND wins more races than anyone else.

Under such a system, no title would have been awarded in 1950, 58, 59, 61, 64, 67, 68, 74, 77, 79, and 81-84. The table of champions would be led by Fangio (5), Stewart (3), and Ascari, Brabham and Clark (2 each). In recent years the title would only have been won by Andretti (1978), Jones (1980) and Prost (1985). In this way, the title would be an even more respected one, and would not be won by a driver who merely accumulated points throughout the season.

In order to stop drivers accumulating points rather than driving to win races, it has been suggested that the champion should be the driver who wins most races. In my view, this is too simplistic and would result in some unworthy champions; Andretti would have won the 1977 championship by winning 4 races although he scored 25 points less than Lauda.

An obvious drawback in the retrospective application of such a system is the drivers would have driven differently if the system had been in operation. For example, Piquet would surely have won the 1983 South African G.P. if it had been the only way to secure the title.

I have yet to devise a completely fair system which awards the championship to drivers who deserves it. Such a system would give 1978 to Peterson and 1979 to Villeneuve, but that is another story!

MICHAEL LLYWELYN-JONES
Wantage, Oxon

The Champions

Sir,

In a fascinating article dedicated mostly to prewar racing W.B. suggest that Wimille 'dominated' the 1946-49 era. On reflection it may be observed that he was strongly challenged in each of the 3 years to 1948 before his untimely death in

Argentina before the 1949 season had begun. 1948 also saw the demise of his two major challenges from 1946 and 1947 namely Achille Varzi at Berne in 1948 and Count Trossi from cancer. Their place was taken by Villoresi in 1948 who had also won in Nice in 1946.

Taking each year in turn I calculate from my records, which are not comprehensive, that in 1946 Varzi and Trossi bettered Jean Pierre.

1947: Again I calculate Varzi ahead of Wimille with Trossi fractionally behind.

1948: My records show Villoresi at 27 points ahead of Wimille at 25.

I should add that for 1946 my records do not include 2nd and 3rd at Nice and Marseille and that for the other years the results are based on 1st-3rd only including fastest lap.

I should be interested to see if a full analysis bears out my calculations, especially as W.B.'s book the History of Motor Racing (p194) states that Wimille would have won the 1948 Championship if it had been instituted. The 1949 Season on the same basis shows Ascari as champion followed by Villoresi and Rosier.

Northfield A.A.DOW
Birmingham

500cc Movement Lives!

Sir,

Congratulations on the fascinating article on 500cc racing that appeared in your May issue.

May I bring to the attention of your readership the fact that the 500cc movement is very much alive and kicking today and for anyone who has a car or who has found an old chassis and is contemplating a rebuild, the 500 Owners Association are only too pleased to help in anyway possible.

In addition to the natural interest in the history and authenticity of the cars, full race, sprint and hill climb championships are organised every year and on the hills in particular 500's represent one of the biggest and most competitive classes.

Daventry ANDREW GARNER
(Letters will be forwarded — Ed)

At Last

Having always admired from afar the erudite comments made by readers about the mechanical, and indeed historical, disputes that occasionally enliven the pages of our favourite motoring magazine, I have longed for the opportunity to join their illustrious ranks.

However, such is the stuff of life most articles are so far above my head it takes all my time just absorbing their information, let alone disputing their accuracy.

But has my big moment arrived? In the delightful article about the Bristol 450, many ex-children will indeed remember the shape of the 450, but it was a Dinky model number 163, resplendent in BRG with race number 27. My one owner model sits in front of me now, original, high mileage, and scratched!

I always wanted a real one.
Bristol FYRTH CROSSE

The 4.9-litre Sunbeams

Sir,

Your enthralling article on the 4.9 Sunbeams brought back some memories. In 1930 an Indianapolis Sunbeam was advertised for sale by a firm called Crayson Motors, of London. I think that the price was then £150 and it was stated that the car was fitted with a two-seater racing body and that a four-seater body was also available. This must have been the Bouts car?

I wrote to Brayson Motors and in due course went to T & T, with Bunty Scott Moncrieff in his HE, to see the car and have a run in her if possible. I had a rather wild idea that it might be possible to make a fun road-car out of her!

We arrived at Brooklands and went to T & T who were expecting us. I towed this very impressive car with the HE, Bunty in the Sunbeam, and got her started without damage to the back of the HE. I climbed into the Sunbeam and we did a couple of laps at a not very high speed. On the 2nd lap we halted near the fork to look at a doubtful tyre, and as we were able to get a glimpse of a red rubber inner-tube we called it a day!

I did not buy the car, though for once I did have the purchase price, as it seemed unsuitable even for a fun car partly owing to the matter of getting the engine started. I do recall that there was on the near side of the engine a magneto operated

by a handle which could be turned with vigour by a mechanic to feed a stream of sparks to the main distributors. This I think on the day was spun by one of T & T's mechanics.

It is sad that this fine old car should have been scrapped as were so many, such as was the fate of much of the Villiers Supercharge on which I did so much work when Ray had her.

As one of your very old readers, and one who just hates change on principle, I have to admit that I am getting used to the "new" *Motor Sport* and in fact fear that I may come to like it as much as in its old guise!
Box, Wiltshire R. CHAPMAN

Mosley Challenged

Sir,

I was very interested to read, in the May issue of *Motor Sport*, the interview with Max Mosley, and in particular his comments about enthusiasts and Formula One. I hope that it has also been read by the small army of volunteer enthusiasts who marshalled at the British Grand Prix.

Could Mr Mosley explain just what facilities the Grand Prix pays for so that we can enjoy them all year? The trackside housing estate which makes it impossible to see any racing from the paddock, perhaps? The wire fences criss-crossing the paddock, which must take anyone unfortunate enough to have been an inmate of Stalag Luft III right back to 1944? Or maybe even the new Silverstone starting lights, carefully positioned so as to be all but invisible from the back of a long grid on the Club circuit?

I await his reply with interest.
Droitwich Spa, BOB WATT
Worcs.

Marendaz Specials

Sir,

In your June issue on page 648 you erroneously inform your readers in regard to hydraulic brake operation: "and in Britain by 1925 Horstman and Triumph had followed suit..."

The truth of the matter is that Marendaz Special Cars were the first in Great Britain to operate their brakes hydraulically, and they were introduced to the public at the Brooklands Race Meeting of Easter 1925 before a crowd of some 30,000 spectators, winning the 75 mph Short Handicap as a forerunner of its meritorious procession of successes to come and some still held.

It is co-incidental that the "History of Brookland" carries for all time to come a terminological inexactude erroneous beyond

belief, namely that the "... Marendaz Special four seater" (at that Meeting) "evolved from Marseal parts."

Asterley, CAPTAIN
Lincolnshire D.M.K. MARENDAZ

[I can only say in defence that the two cars normally quoted as pioneering hydraulic brakes in this country are those we named, but I accept that the car which won the 1925 Easter 75 mph Short Handicap at Brooklands was entered as a Marendaz Special, of 69 x 100 mm (1496 cc), which lapped at 78.55 mph, and that some International class records were taken by this make, though these have long since been beaten by other cars, according to the RAC's records list. — Ed.]

Automatic Choice

Sir,

Despite a preference for manually operated transmission I drive a 3 Series BMW with a 4 speed ZF automatic gearbox for a substantial mileage each year. As good as this gearbox is I never cease to wonder why the seven lever positions need to be in a straight line format. The total lever travel is only 4 inches so selecting the right position without visual help comes far from naturally.

Is there any reason why a nearer to normal manual box layout cannot be provided? With 'D', '1', '2' and '3' at each corner of a square, 'Park' at 9 o'clock, Reverse at 3 o'clock, both protected by a lift catch and 'Neutral' centrally, the car would be transformed.

There would be no need ever to consult the position indicators

(which you cannot see directly because BMW, like Mercedes, do not make any change for right-hand drive on certain models) and making a quick move from stationary forwards or backwards could be done with very much more certainty.

In city traffic a good automatic does make sense and I reckon it would make more sense elsewhere and be a lot more fun if my suggestion be adopted.
Selly Oak, BILL GOODMAN
Birmingham

A Comparison

Sir,

Referring to your continuing article on O.J.'s diaries, "Motoring as it was", in the March 1986 issue, my family and I travel through "Brandyland", virtually every year. Last August we stayed a night in a new, 2 star hotel on the outskirts of Saintes. The cost, 330 francs, about £28.50, for 3, including breakfast, but unfortunately not dinner, as they had yet to recruit restaurant staff. Dinner was enjoyed in a small restaurant in Saintes, for about 180 francs, about £15.50, if memory serves me correct.

The previous year, a night's stay in a 3 star hotel in Châtelleraut (near Tours), including dinner and breakfast, cost 445 francs, about £38.50, again for three.

Comfortable, modest hotels may be enjoyed in France, and at least the roads have vastly improved, what a pity ours are not as good!

I hope that this will allow cost comparisons.
Kenton, BRIAN DOUGLAS
Middlesex

Tailpiece





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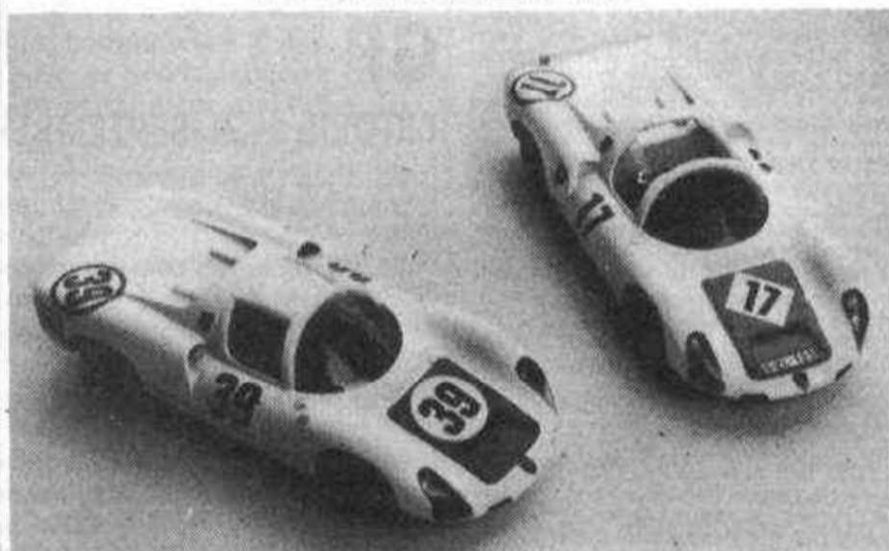
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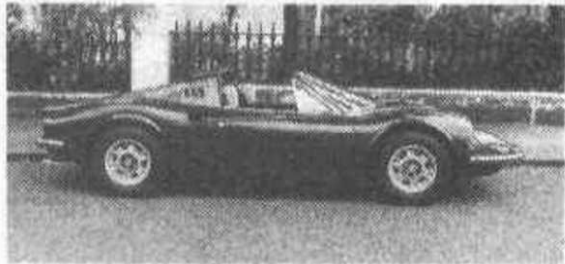
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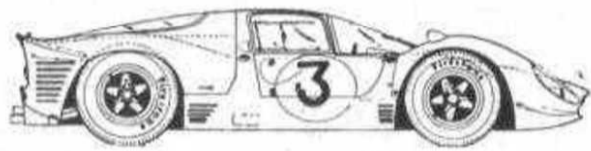


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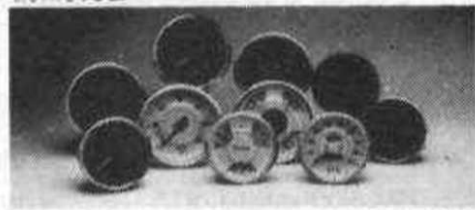
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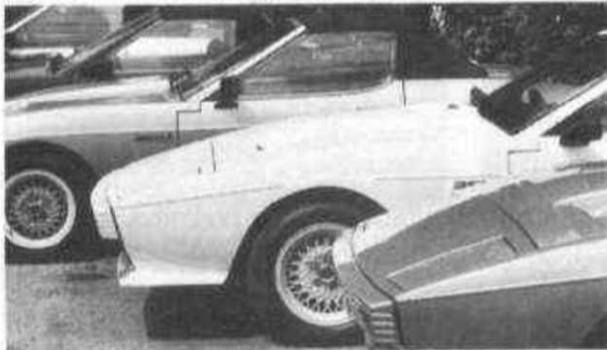
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 1972 JAGUAR E-TYPE 2+2 Auto. Navy, 34,000 miles, personalised No.
 1970 JAGUAR E-TYPE 4.2 2+2. Red, chrome wheels, history.
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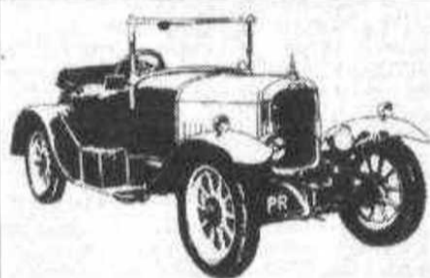
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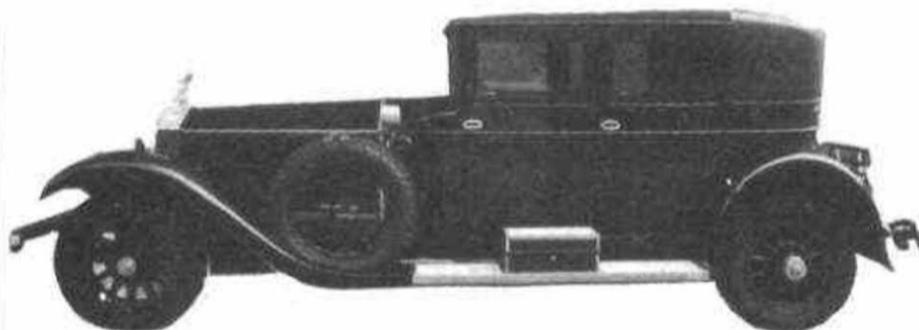
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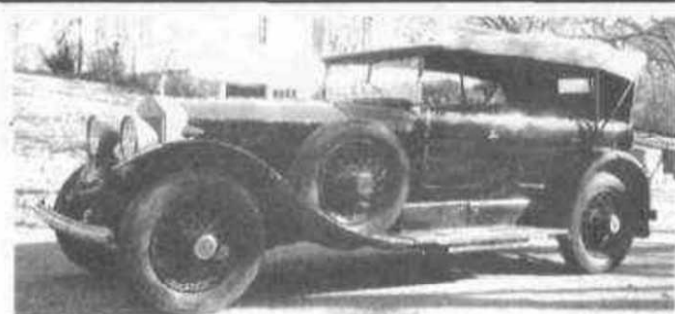
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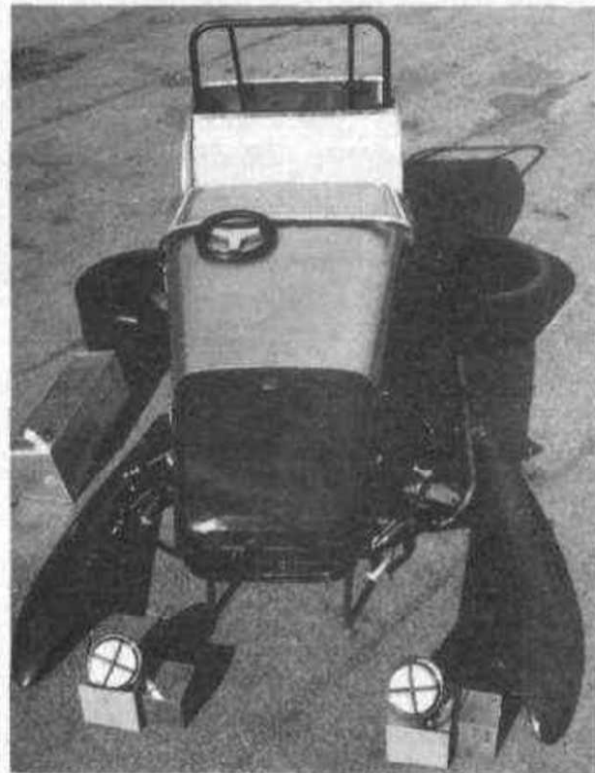
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EVENTS — continued

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AUTO SUNDAY, July 6th, 1986 Easthampstead Park, Bracknell, Berks. Country park setting, 18 classes. Autojumble plus family entertainment. Details Tel: Bracknell (1344) 54995. (928147)

YEovil FESTIVAL OF TRANSPORTS. Entries are now being invited for all vehicles classes for the premier event held on August 9th/10th 1986. Concours d'Elegance competition and also new Concours for cars manufactured before August 1976. This year is the centenary for the sponsors Mercedes-Benz (United Kingdom) Ltd therefore early booking is advisable. Closing date for entries Monday July 2nd 1986 or when the enclosures are filled. Entry forms available from Yeovil, Somerset, BA20 1PR, or by phoning Yeovil 23319. (92426)

EASTERN COUNTIES Transport Show, Saturday 12th and Sunday July 13th, 1986, at the Suffolk Showground, Bucklesham Road, Ipswich. Open 10.00 am-5.00 pm. Car Clubs and enthusiasts are invited to show their cars, 2 day autojumble, club exhibits, trade stands etc. Enquiries: C. M. Smith, 87 Worthington Rd, Fradley, Litchfield, Staffs. Tel: (0543) 263922/252508. (922588)

DONCASTER RACECOURSE Autojumble, Saturday July 12th. 250 stalls selling spares, tools, books, mascots etc. Something for everyone. Details Tel: 0302 539709. (925911)

GRAND LONDON AUTOJUMBLE, 26.10.86, Westminster, staff bookings/enquiries: PGG LTD, second floor, 73 New Bond Street, London W1Y 9DD. Tel: 01-493 3321 (strictly autojumble only). (926633)

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MOTOR SPORT. Bolton Autojumble, Saturday July 26th, Sports Centre, Silverwell St., Bolton. The best for bike bits, car bits also. (142658)

AUCTION OF CLASSIC & SPORTS CARS at Rotary Motor Gala, West Park, Bognor Regis, Sussex, Sunday 17th August. Entries wanted! Details & catalogues (please send £1) from Auctioneers: Wyatt & son, 59 East Street, Chichester (0243) 768591. Rally details: C. Biles, 39 High Street, Bognor Regis. Tel: (0243) 864671. (927164)

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EVENTS

AUCTION OF Thoroughbred and Collectors Motorcars to be held at the South West Motor Show at the Royal Bath & West Showground, Shepton Mallet, Somerset on Saturday, 5th October, 1986 at 1 p.m. Viewing on morning of sale. Catalogues available price £2.50. Entries still being taken. Further details available from: Palmer Snell, 51 High Street, Wells, Somerset. Tel: 0749 73934. (928365)

AUCTION OF Thoroughbred and Collectors Motorcars at Sparkford Motor Museum, Sparkford, Somerset on Saturday, 9th August, 1986 at 3.30 p.m. Viewing on morning of sale. Fully illustrated catalogues available, price £3.00. Entries can still be accepted. Further details available from: David Chant, Palmer Snell, 51 High Street, Wells, Somerset. Tel: 0749 73974. (928365)

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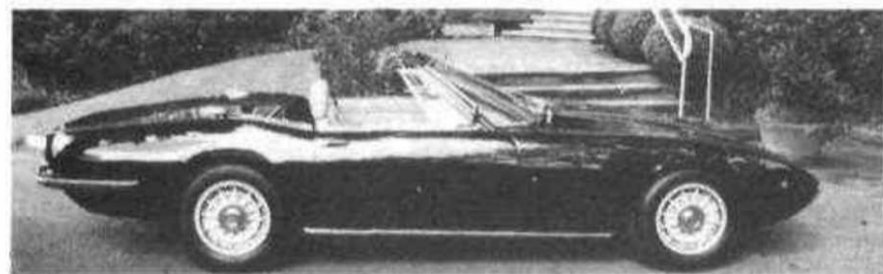
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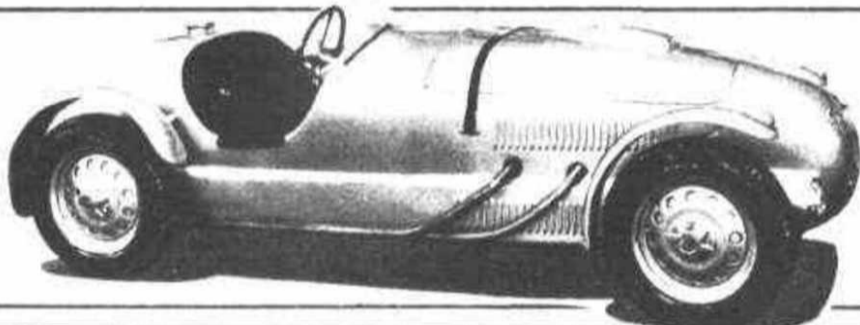
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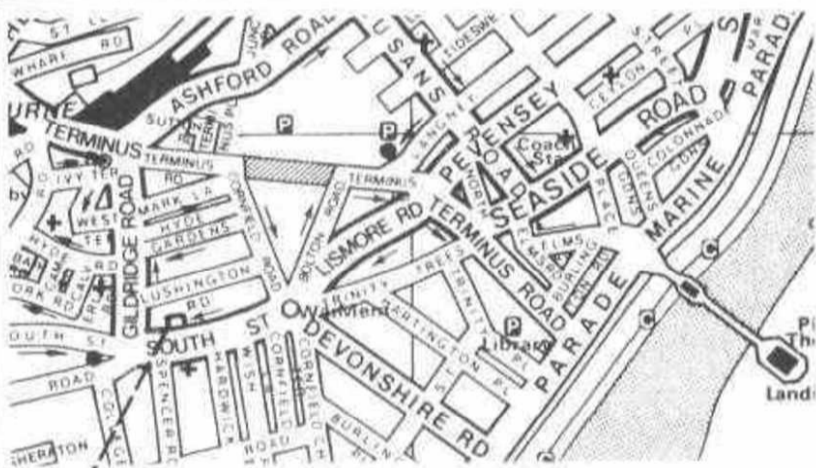
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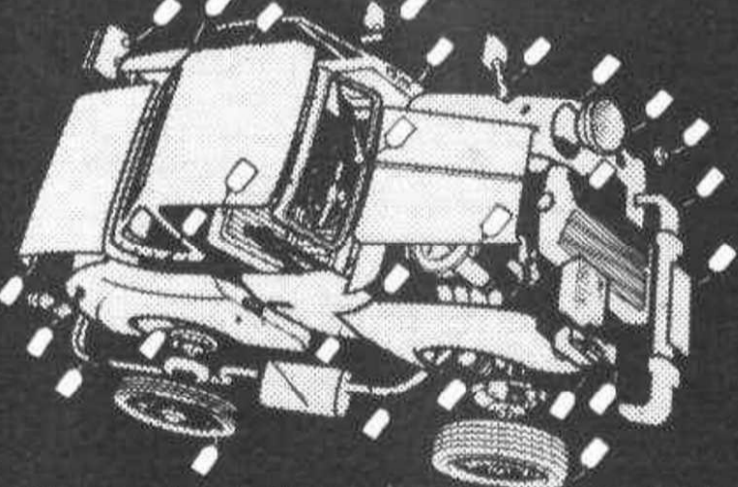
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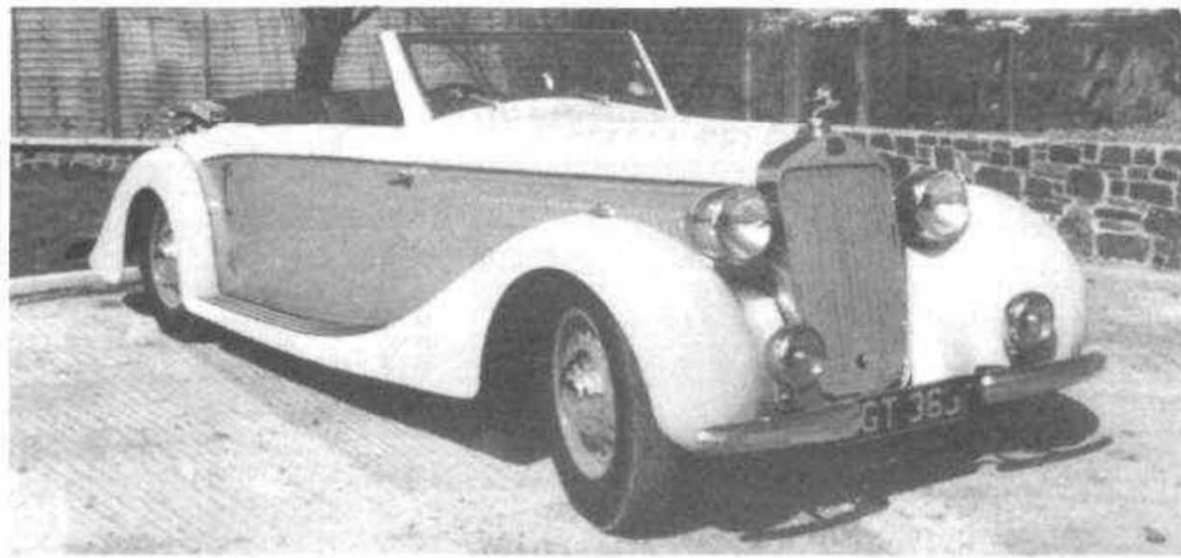
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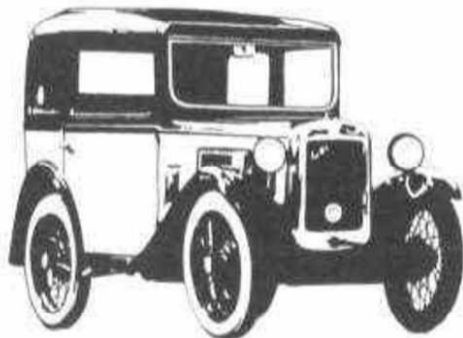
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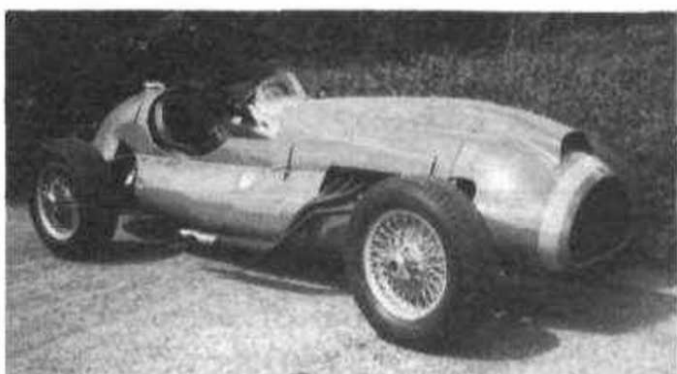
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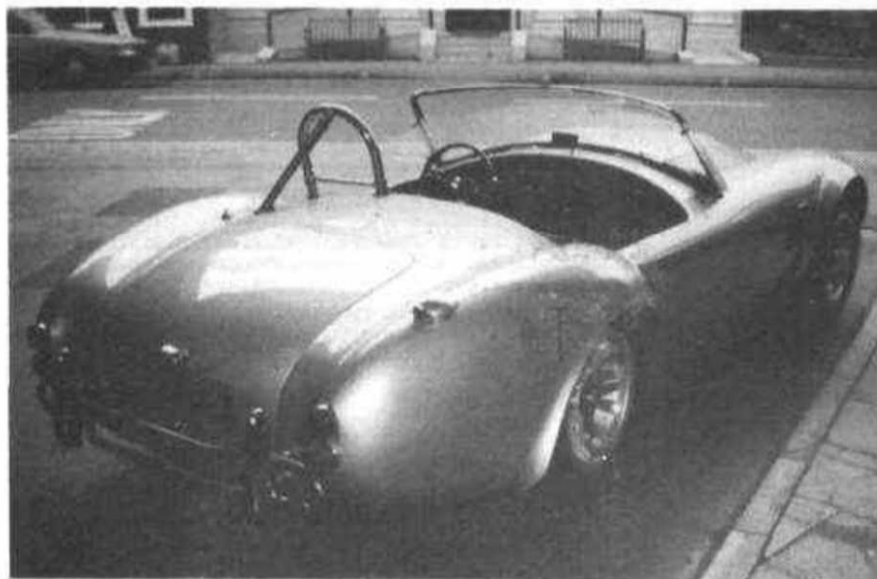
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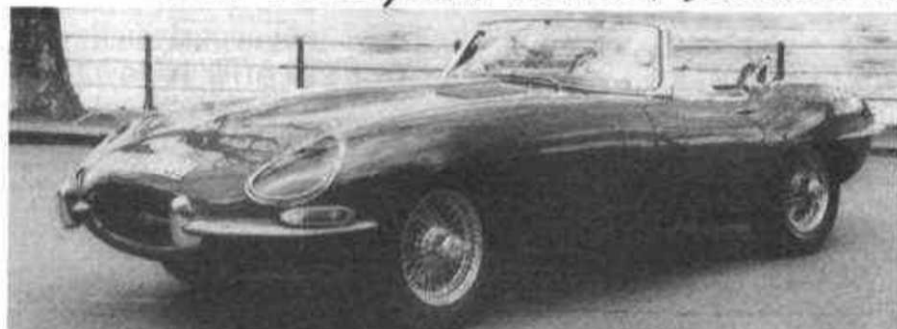
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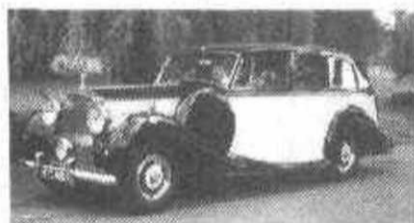
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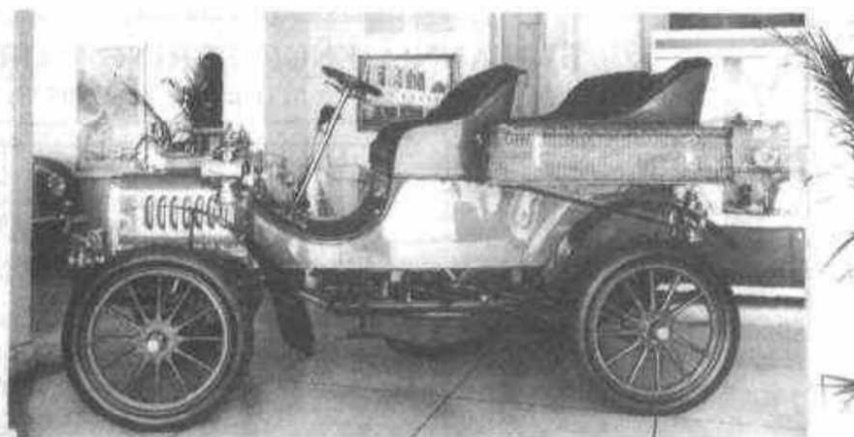
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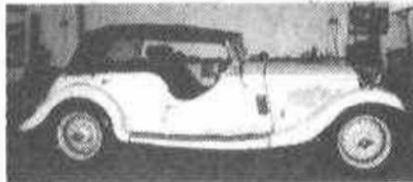


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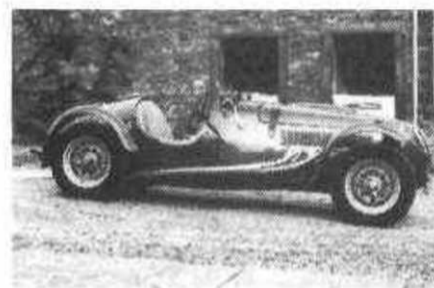
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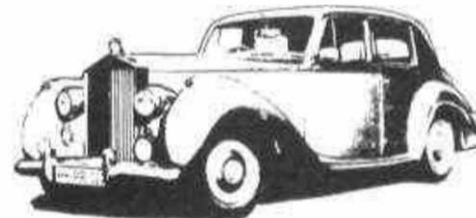
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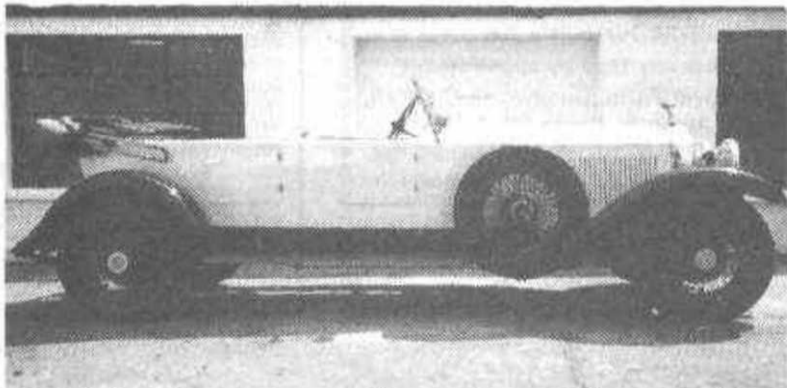
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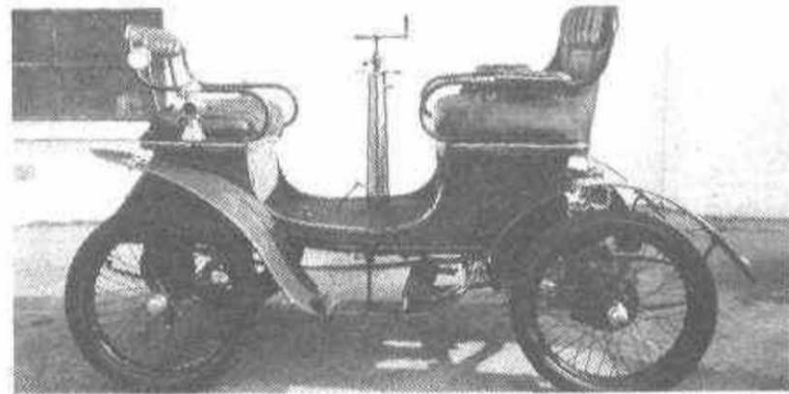
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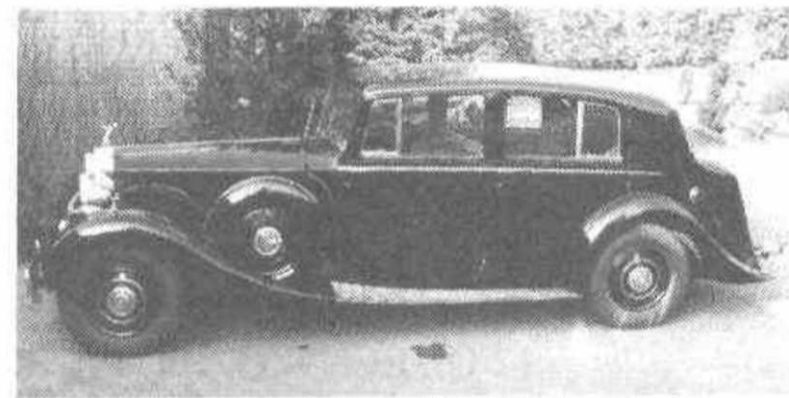
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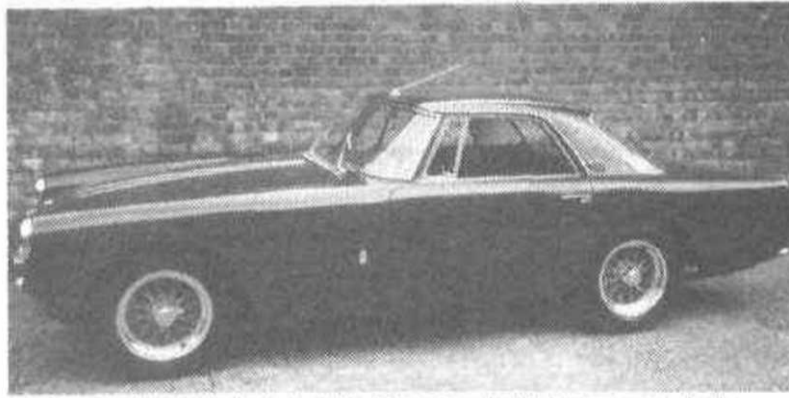
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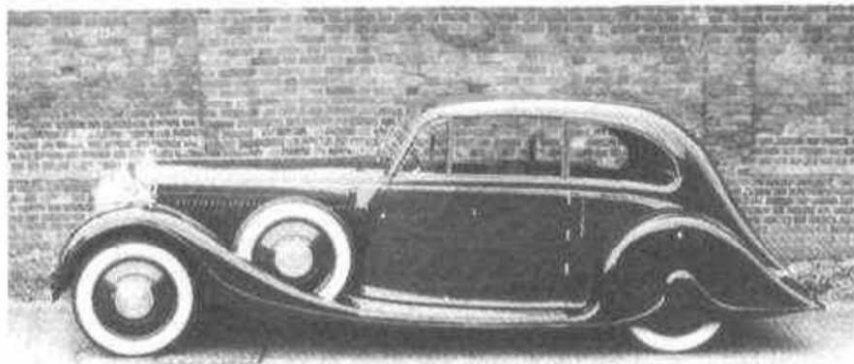
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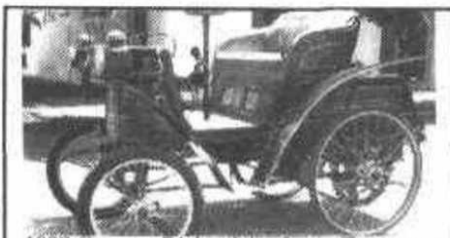
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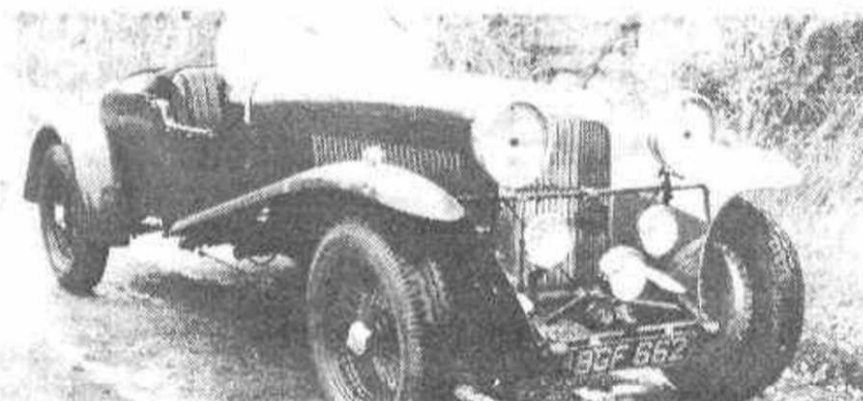
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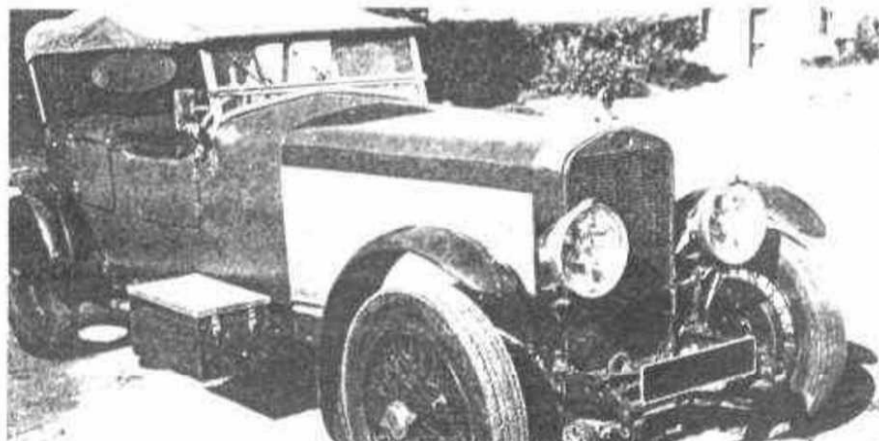
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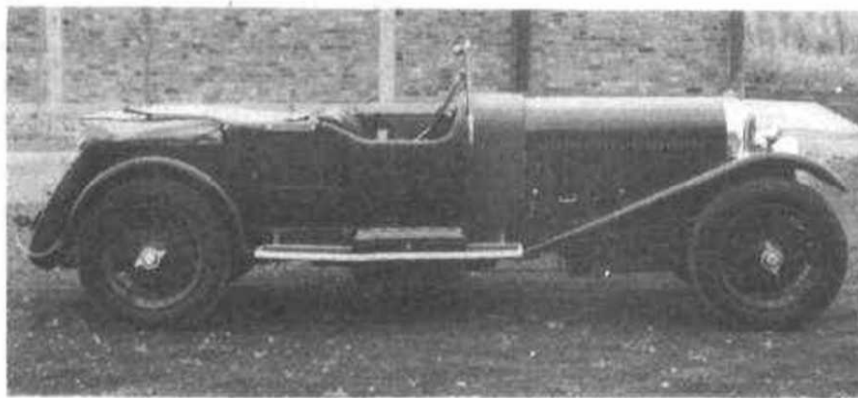
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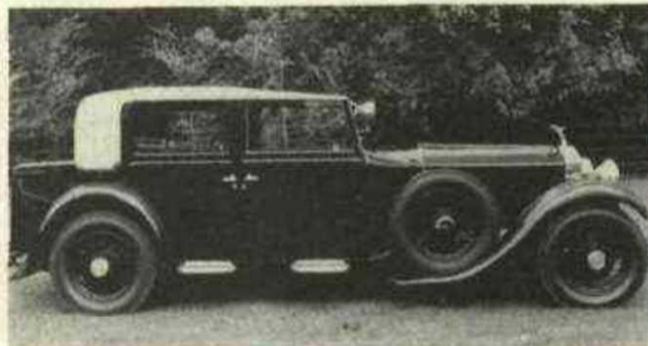
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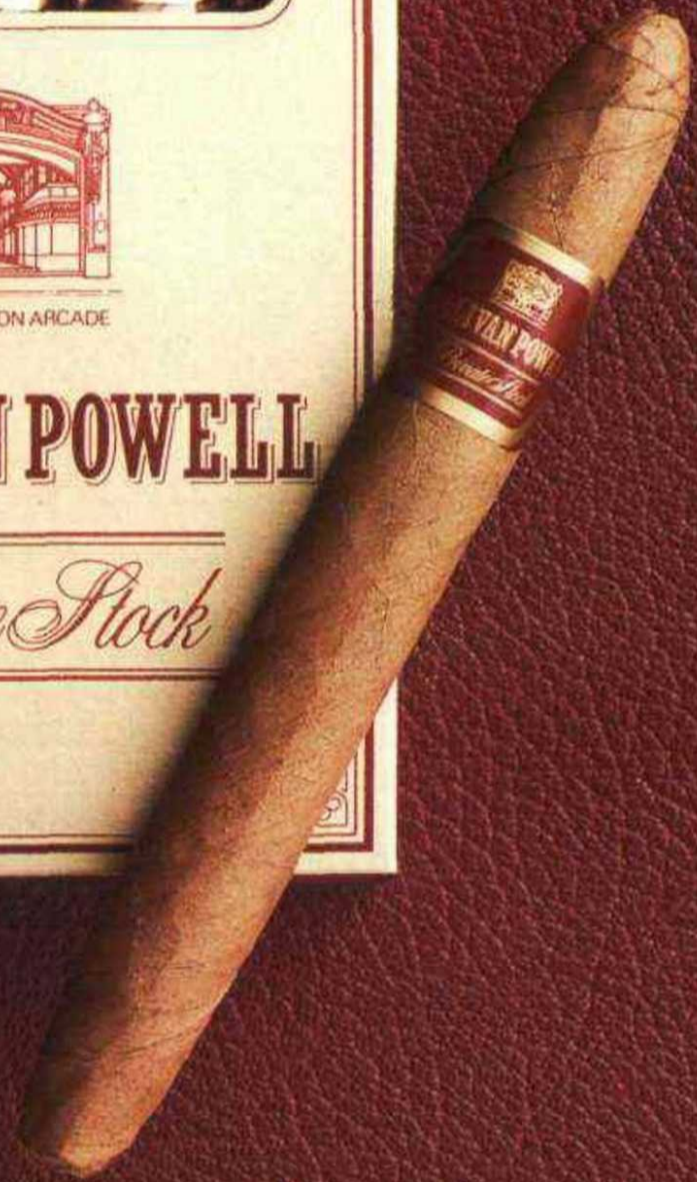
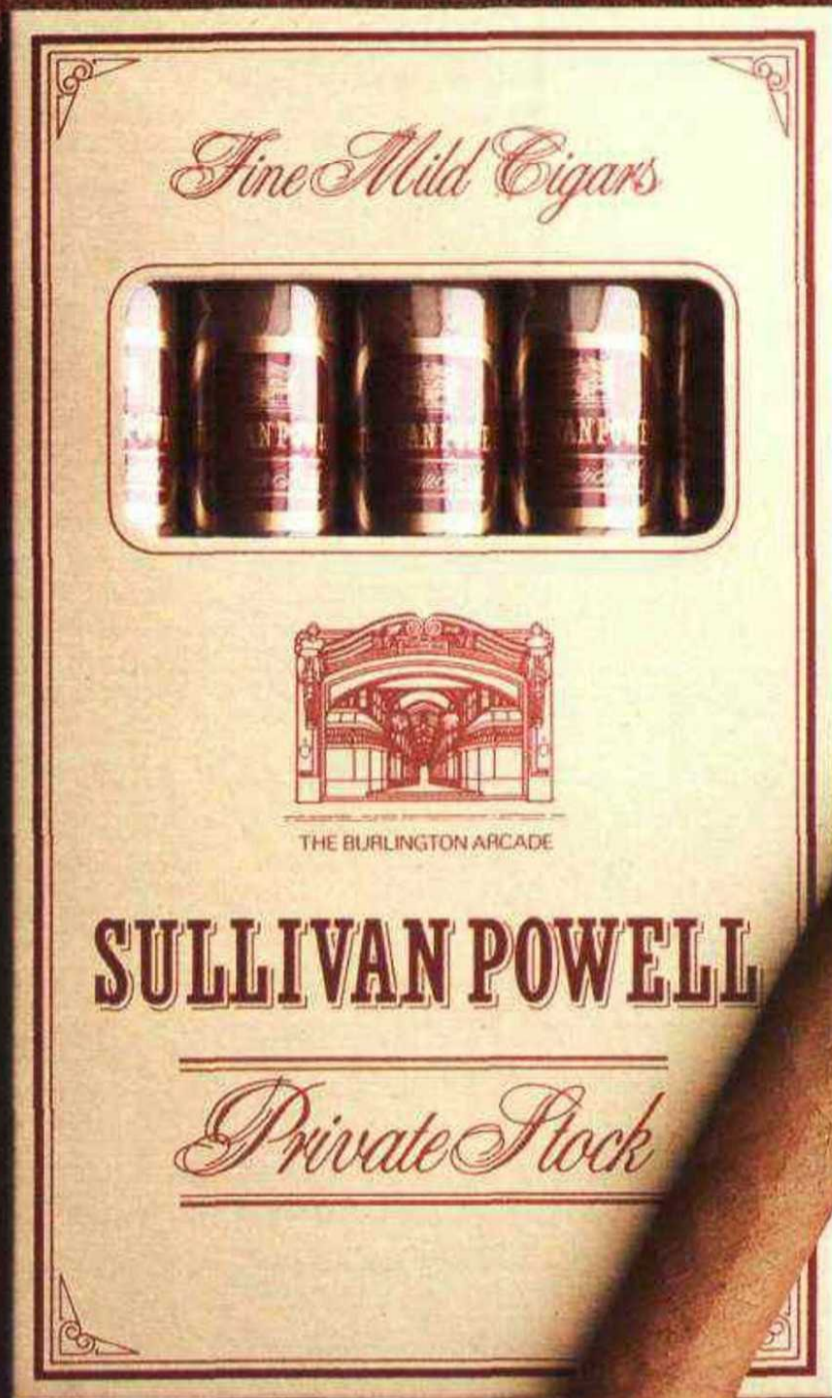
1969 Rolls Royce Silver Shadow two door Coupe by Mulliner Park Ward. LHD. USA specification, low mileage. (Illustrated right).



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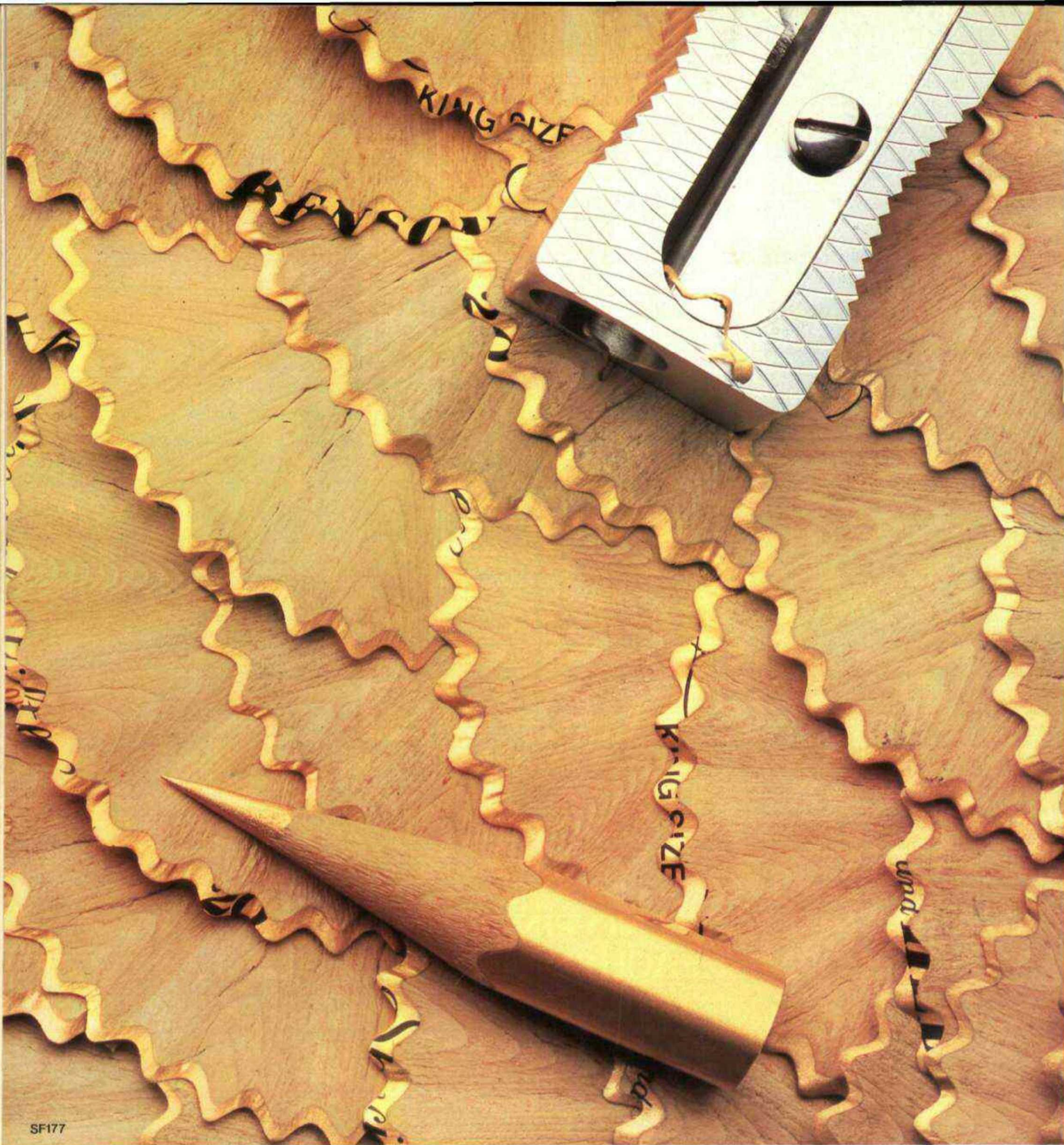


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